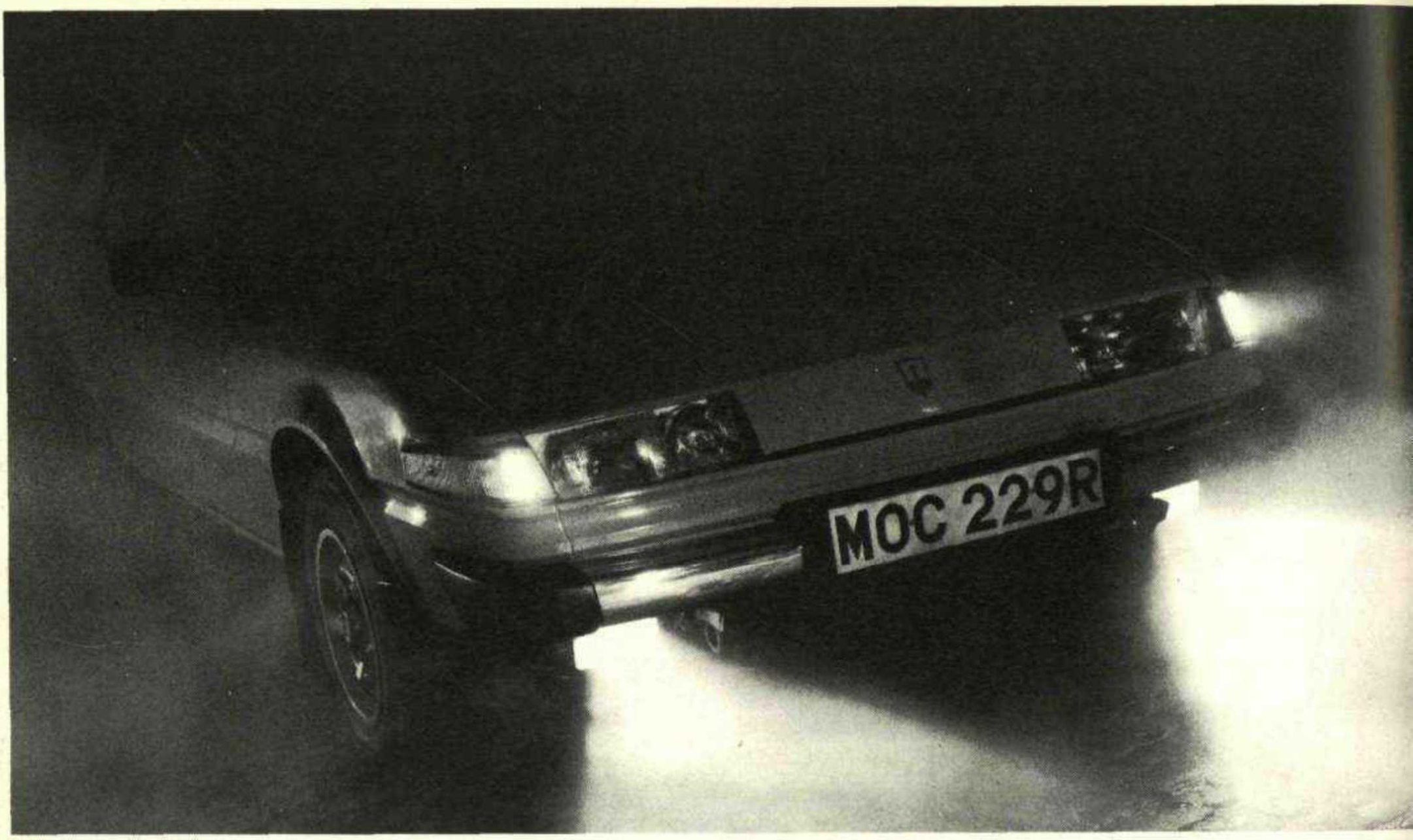
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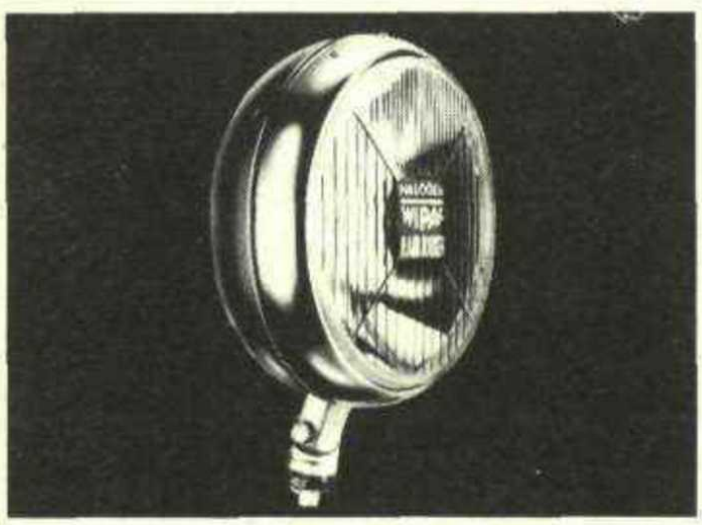
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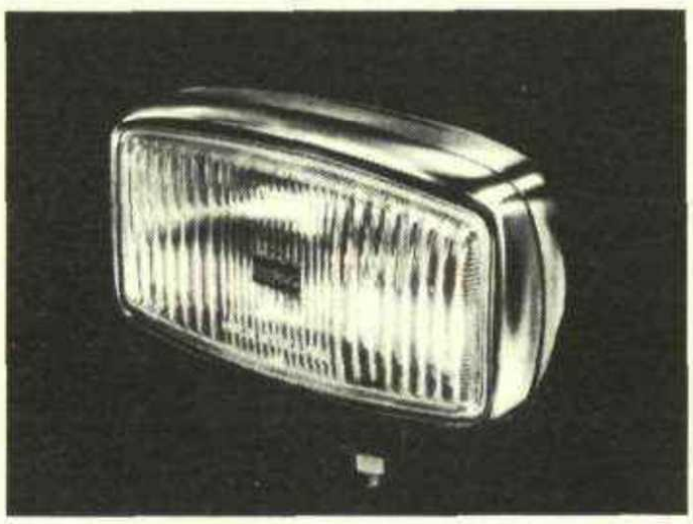


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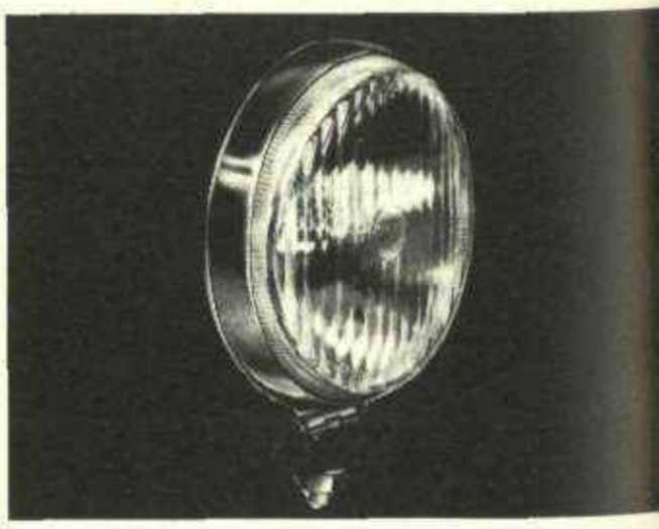
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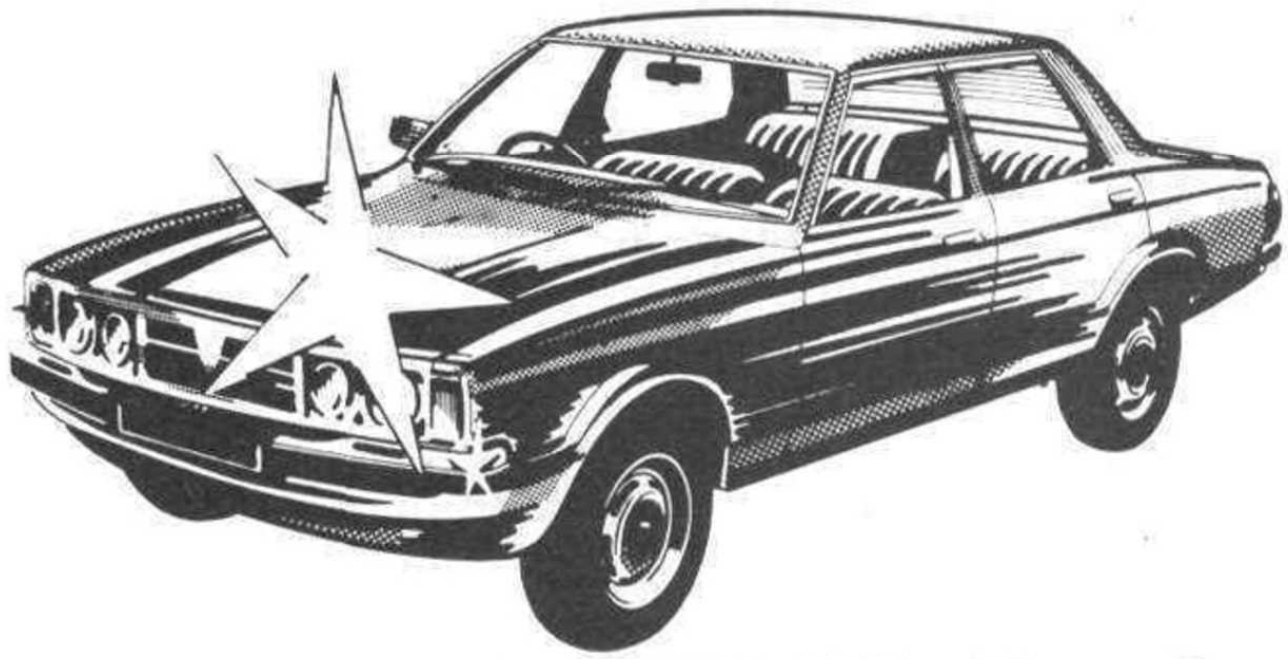
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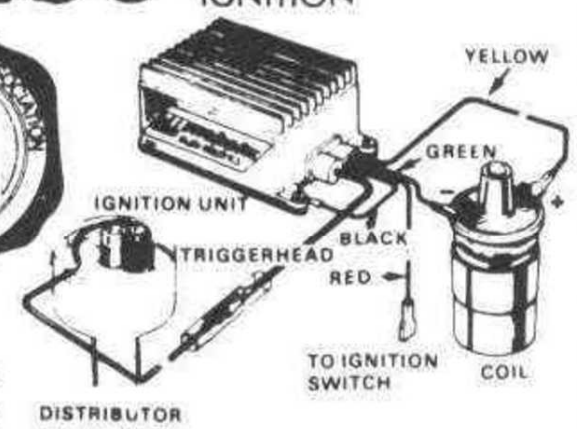
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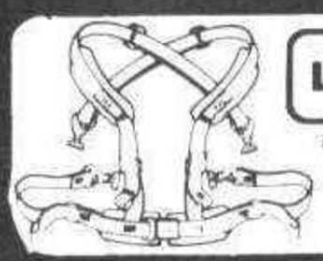
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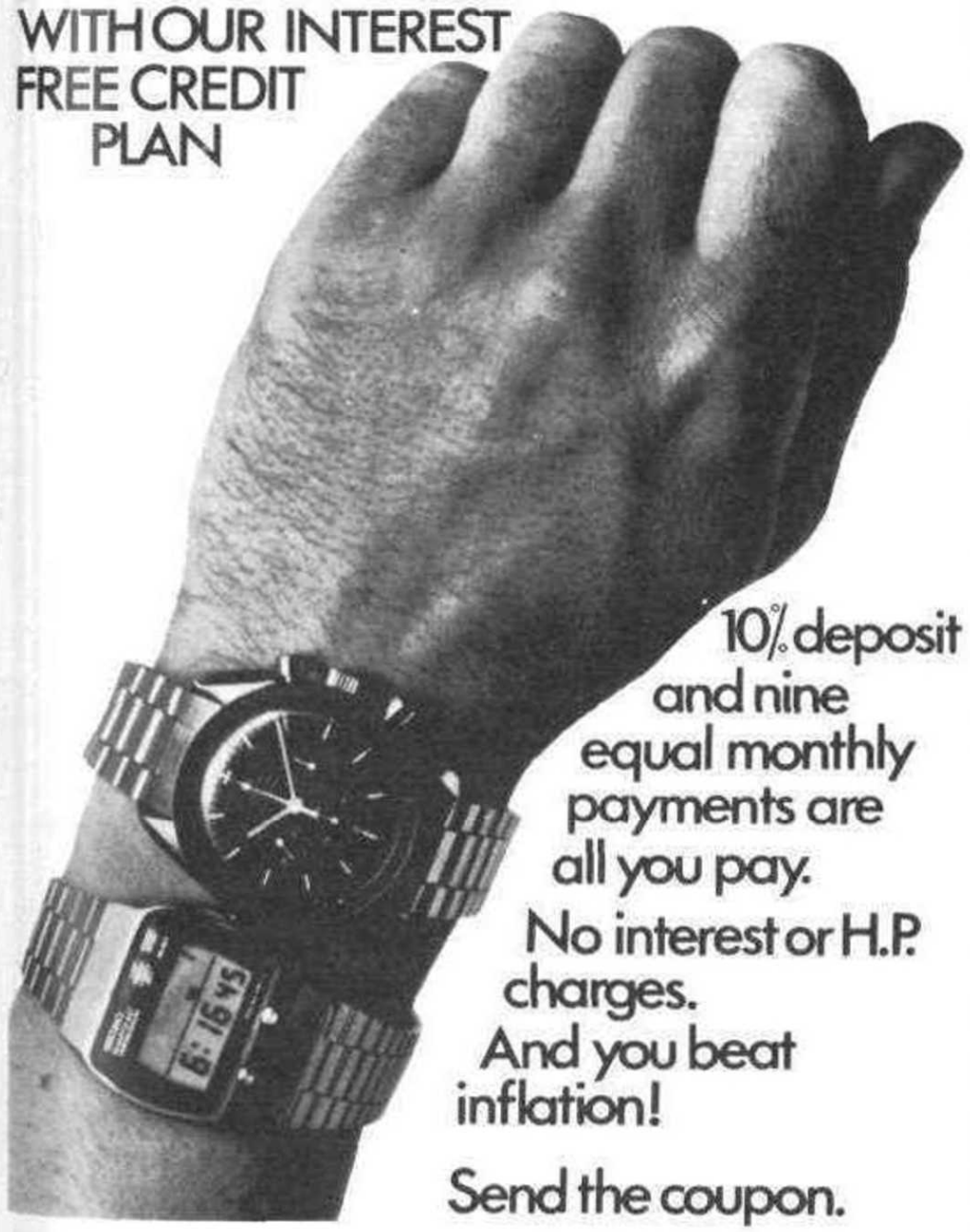
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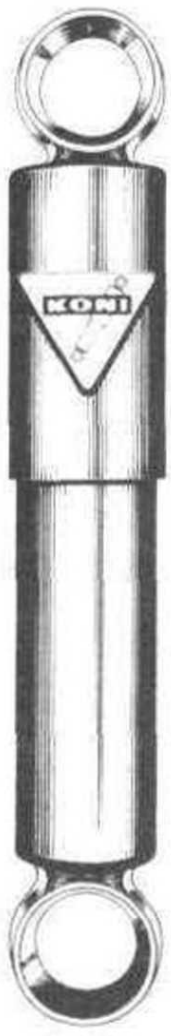
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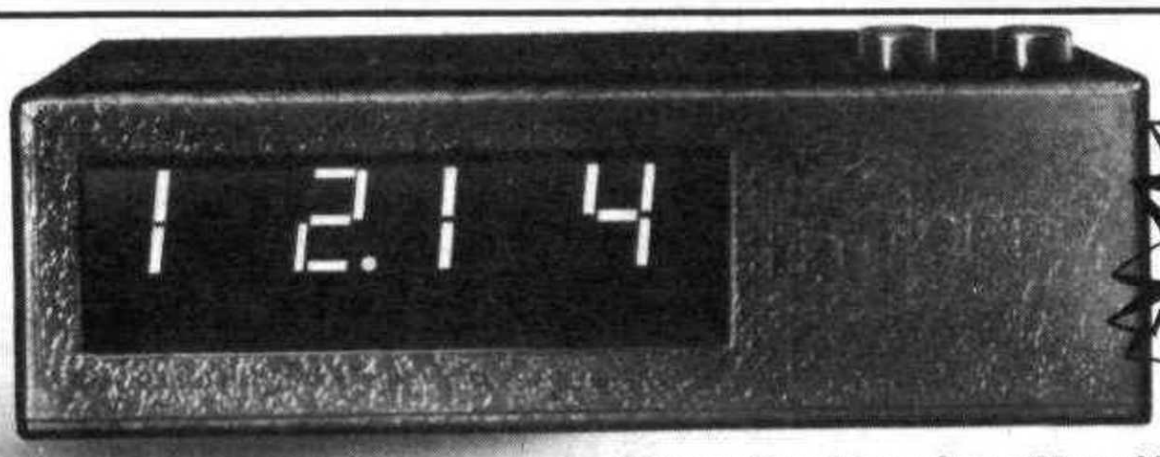


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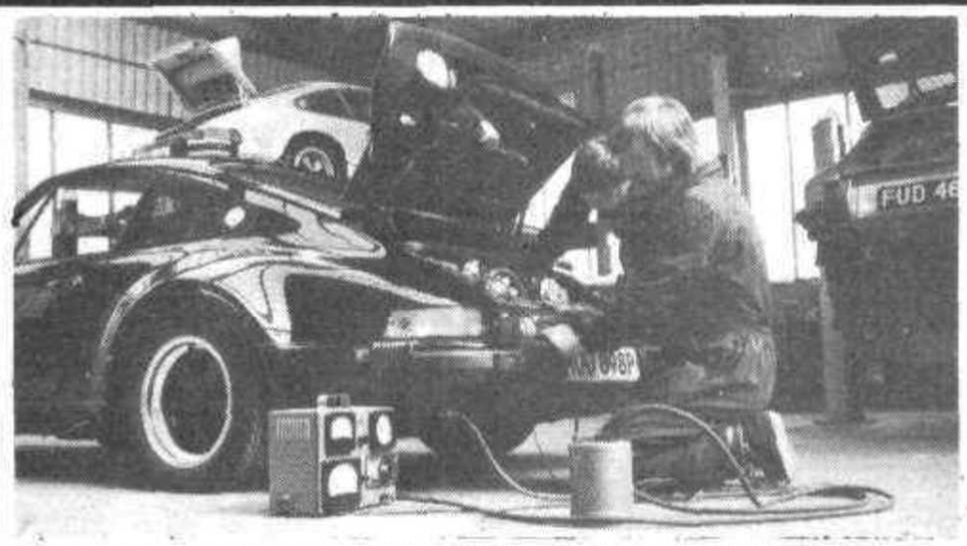
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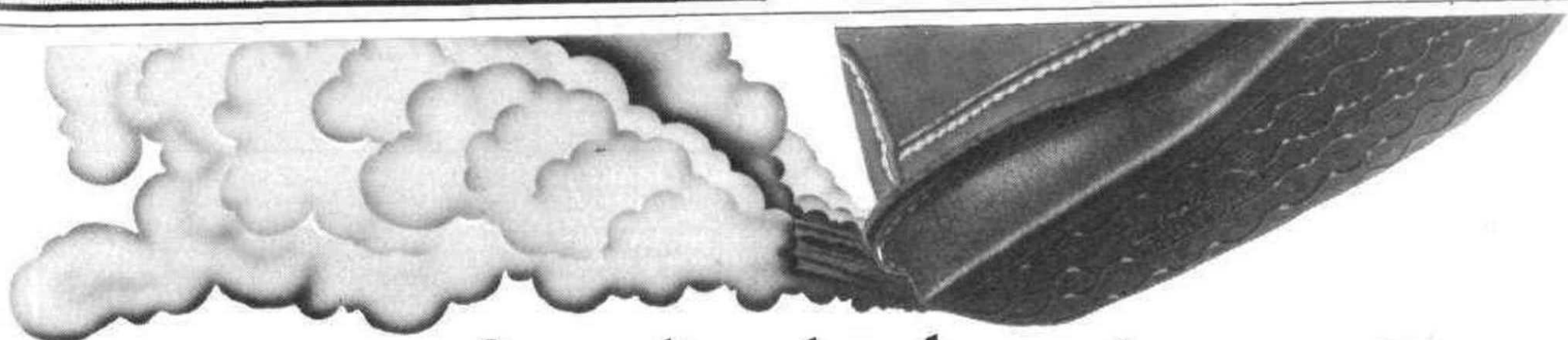
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1976 MGB Roadster, o/drive, hard/soft tops. **£2,595**
1974 MGB Roadster, overdrive, radio, Blaze. **£1,795**
1973 MGB Roadster, M-Reg., overdrive, chrome Rostyles. **£1,625**
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1975 TR6, overdrive, etc., one owner from new. **£2,695**
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1973 Alfa 2000 GTV, 15,000 miles, one owner. **£2,395**
1974 Fiat 124 1800 c.c. Sport Coupe, N-Reg. **£1,795**
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1965 Healey 3000 Mk.III, Wolfrace wheels, radio.
1974 Datsun 260Z, low mileage, rustproofed. **£2,595**
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Alfetta 2000 GTV white, ivory, red, plum **£5,499**
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1975 Sud, red, black interior **£1,695**

USED SCIMITAR GTE

1973 GTE Auto, Celtic brown, tan int., s/roof **£2,795**
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1976 GTE, o/d, white, s/roof, alloy wheels **£5,250**
1977 GTE, automatic, Lincoln green with tan cloth **£5,995**

NEW LOTUS

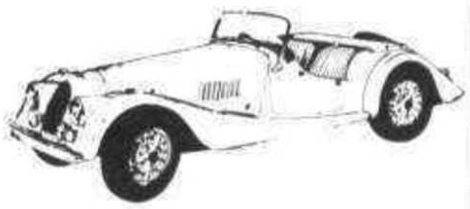
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Elite 501 in mint green with beige interior **£9,611**
Elite 501 in white with brown interior **£10.960**
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1977 4/4 Nut brown with stone leather int., aluminium body and wings.

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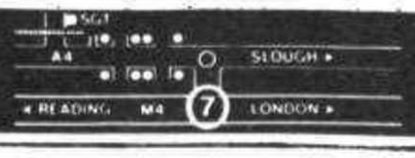
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ECLAT SPRINT. White/black, 5 speed **£9,507**
ELITE 503. White, refrigeration, pas **£10,960**
ELITE 501. Lagoon metallic, marcasite trim **£9,611**
TVR 3000 TAIMAR. Silver/black, sunroof, radio **£6,040**
TVR 3000 TAIMAR. White/brown, sunroof, radio **£6,040**

USED CARS

77 (S) ECLAT 523. Yellow, refrigeration etc., 3,000 miles **£9,750**
76 ELITE 504. Red, refrigeration, auto, pas **£7,295**
76 JAGUAR XJS. White, 17,000 miles, cherished number **£9,875**
74 ELAN +2S 130/5. Red, 20,000 miles **£3,195**
74 ELAN +2S 130/5. Blue, 30,000 miles **£2,995**
73 (M) ELAN +2S 130. JPS colours, sundym **£2,850**
73 TVR 2500, o/d. Met. silver, sundym, 33,000 miles **£2,295**
72 (L) ASTON MARTIN DBS V8. 32,000 miles **£5,495**
74 MG MIDGET. Citron, 35,000 miles **£1,295**
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71 ELAN S4 SE fhc. Met. blue, very good cond. **£1,695**

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E TYPE 2+2, '69, Series II, red, automatic, sunroof, wire wheels **£1,895**
XJ12 Series II, 74 Model, blue, automatic, central locking, electric windows **£3,350**
XJ6, '72, red, electric windows. Choice of 2 **£1,795**
XJ6, '73, left hand drive, white, overdrive, 'S' registered **£1,995**
JENSEN HEALEY, 74 Model, red, black interior **£1,795**
JENSEN HEALEY, 73 Model, yellow, black interior **£1,495**
ELAN f.h.c., 71 Model, yellow, black interior, electric windows **£1,350**
ELAN +2, 70 Model, 4 seater, blue, electric windows **£1,395**
MGB, 1974, Roadster, blaze, overdrive, Rostyles, radio **£1,750**
MGC GT, 70 Model, blue, sunroof, overdrive, wire wheels **£895**
SPITFIRE, 1973, purple, black interior, hard top, radio **£1,195**
SPITFIRE, 72 Model, yellow, black interior, wire wheels **£895**
STAG, '72, yellow, hard/soft top, overdrive, radio **£1,850**
STAG, '71, red, hard top, overdrive, radio **£1,545**
CAPRI 1600XL, 75 Model, hatchback, white, radio, rear wiper **£1,725**
ALFASUD, 74 Model, red, rebuilt engine, 4 doors **£1,150**
MACH 1, 1972, red, 351 automatic, V8, PAS, radio/cassette **£1,850**
CAMARO, Starsky & Hutch colours, right hand drive, V8 auto, PAS **£1,395**
TR6, '72, service history from new, yellow, overdrive **£1,500**
TR6, 73 Model, hard top, overdrive, rebuilt gearbox, radio/stereo **£1,550**
2002 BMW, '72, white, sunroof, radio **£1,450**
2800 BMW, 71 Model, 4 doors, Sahara beige **£1,100**

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MOTOR SPORT

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FRONT COVER PICTURE: POPULAR Australian driver Alan Jones has been having some success this season as a member of the Formula One Shadow team. He is seen here on his way to a hard-earned third place in the Italian Grand Prix at Monza, although four weeks earlier he had scored the team's very first Championship triumph with a fine victory in the Austrian Grand Prix.

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MATTERS OF MOMENT

■ SHOWTIME SOLILOQUY

This year you can have a Soliloquy but you cannot have a Motor Show, apart from the *Daily Express* Motorfair, described in our advertising pages, to be held at Earls Court from October 19th—30th, the *Equip'Auto* 77 that is to take place in Paris from October 7th—16th, and last month's two-day South Wales Motor Show, which HRH The Prince of Wales opened at Aberdare. But there will be no great London motor exhibition. Abroad there will be no Turin Show or Paris Salon, and the Frankfurt Show is over.

Yet, if the most famous motor show in the world is no more, new cars flood the showrooms as never before. Chryslers have reinstated the make of Sunbeam, BMW have introduced new six-cylinder engines, Audi have their five-cylinder power-unit, an odd-sounding configuration once the preserve of the Heavy Vehicle world and a moribund Rover, although we were accustomed to three-cylinder in-line power-packs while two-stroke engines were permissible, from DKW, Saab, and Wartburg. Mercedes-Benz have defied the thrift-mongers by going to 5-litres for their latest 450 SLC V8. It's all happening, as regular readers of MOTOR SPORT have been informed, month by month, in these pages.

Fiat has recently revised the indomitable 127. But British Leyland's New Mini will not appear until 1978-79. By then there will be that many more cars using our roads, which in this country will be unchanged, if the promised Public Sector spending spree is frozen, so perhaps this New Mini will need to be even smaller externally than the present Issigonis offering that has been so blatantly copied by almost all the World's small-car manufacturers. Imitation being the sincerest form of flattery, we should be very proud of Sir Alec, and happy in the knowledge that the New Rover 3500 has an eight-cylinder engine while other makers are prodding with two, four, five and six-pot power-units.

The staggering thing is that on this impoverished planet there is this never-ceasing demand for more and more motor cars, which represent high-cost products of modern civilisation. It isn't only all those hundred-thousands, nay millions, of new motor vehicles that pour from the production lines—to these you have to add all those used cars which are such a feature of the end-pages of MOTOR SPORT. They go to swell the numbers of people who find the motor car irresistible. And the appeal of the past is so strong that not only do the ancient makes and models get marked-up at some exceedingly lofty prices, but there are persons sufficiently misguided as to pay exorbitant sums for cars that were quite horrid even before they went on the road and which must be that much worse after the passing of some thousands of miles, especially in the press of today's traffic; that is if anyone actually *buys* such advertised offerings. (The only reason cars of this kind sold when new was the very low prices they then commanded!)

Anyway, the great Motoring Game goes on, healthily enough, in spite of rising prices, the scream about petrol dribbling to exhaustion, and the Rules and Regulations and Laws and Statutes to which all those who turn a wheel in a mechanically-propelled vehicle are subjected, in these enlightened days. Perhaps the owners of the older cars come off better, inasmuch as they earn all manner of exemptions when facing the DoE test, if they have been built or in use before 1931, 1932, 1968, 1965, 1937, 1973, 1933, 1969, 1959, 1970, 1938, 1952 or 1936, depending on which particular item of the test requirements we are considering, such is the complex mind of Bureaucracy. (Did you know, for instance, that if you own a car first used prior to January 15th 1973 it can be equipped with a closet, urinal, lavatory-basin or sink, if you so wish, without it having to comply with "certain requirements" compulsory for later vehicles?)

The cruellest blow to carefree 1970s motoring is the effect the new Motor Vehicle Type Approval Regulations will have on the building of home-designed specials, or the modifying by amateur enthusiasts of existing vehicles. After April 1st (note the date!) next year, it seems that the building of such specials will be virtually prohibited, for apart from having to comply with the new requirements, it will cost a £60 fee to have them compulsorily examined, a further £20 for the Certificate, if granted, this £80 being in addition to the fees for testing many of the components used, some of which will be destroyed by such tests. Purchase-Tax laws were changed until commercial kit-cars were no longer viable and now it seems the home-builder will no longer find it possible to enjoy his innocuous hobby. In view of the very small numbers of specials of this kind involved, this seems a quite unnecessary Big Brother off-shoot, of the nastiest kind, and odd to contemplate while those tax concessions on the lower h.p. cars are continued, even

Continued overleaf

Motor Sport Fixture List For October

★ 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
Oct. 1st	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	14.00
Oct. 1st	ACC	Aintree Circuit	Liverpool	Race Meeting (*R*)	14.00
Oct. 1st	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*R*)	14.00
Oct. 1st	Tynemouth & Dist. MSC	Europa Lodge Hotel, Newcastle-upon-Tyne	88/322685	Lindisfarne Rally (*N*)	09.01
Oct. 2nd	**SCCA**	**Watkins Glen**	**New York**	**United States Grand Prix (World Championship Round 15) (INT)**	—
Oct. 2nd	**AC Portugal**	**Estoril**	**Portugal**	**European Formula 2 Championship (INT)**	—
Oct. 2nd	**BARC**	**Snetterton Circuit**	**Thetford, Norfolk**	**Race Meeting (ShellSport International Group 8) (INT)**	**14.00**
Oct. 2nd	BRSCC (M)	Donington Park Circuit	Derby	Race Meeting (*R*)	14.00
Oct. 2nd	AMOC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
Oct. 2nd	NSCC	Croft Autodrome	Darlington	Race Meeting (*R*)	—
Oct. 2nd	**AC Niederelbe e.V. im ADAC**	**Niederelbe**	**Germany**	**European Rallycross Championship (INT)**	—
Oct. 2nd	750 MC (Scot)	Knockhill Circuit	Dunfermline, Fife	Rallycross (*R*)	—
Oct. 5/8th	**AC Sanremo**	—	**Italy**	**Sanremo Rally (World Rally Championship) (INT)**	—
Oct. 8th	750 MC	Donington Park Circuit	Derby	Six Hour Relay Race (*N*)	—
Oct. 8th	BARC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	13.30
Oct. 8th	Peterborough MC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Oct. 8th	Shenstone & Dist. CC	Bull's Head Inn, Shenstone	Lichfield	Buxton Trophy Rally (*R*)	08.00
Oct. 9th	**CRDA**	**Mosport**	**Canada**	**Canadian Grand Prix (World Championship) Round 16) (INT)**	—
Oct. 9th	**Badischer Motorsport Club e.V. DMV**	**Hockenheim**	**Germany**	**World Championship for Makes (INT)**	—
Oct. 9th	**Vallelunga Spa**	**Vallelunga**	**Italy**	**European Formula 3 Championship (INT)**	—
Oct. 9th	**Real Automovil Club de Espana**	**Jarama**	**Spain**	**European Touring Car Championship (INT)**	—
Oct. 9th	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
Oct. 9th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
Oct. 9th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.00
Oct. 13/15th	**Osterreichischer Automobil Sport Club**	—	**Austria**	**OASC Rally (European Rally Championship) (INT)**	—
Oct. 15/16th	**ASA Morvan**	—	**France**	**Chataigne Rally (European Rally Championship) (INT)**	—
Oct. 15/16th	2300 Club	Main Street, Tobermory		Tour of Mull (*R*)	—
Oct. 16th	**AC Portugal**	**Estoril**	**Portugal**	**European Touring Car Championship (INT)**	—
Oct. 16th	**BARC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**Race Meeting (Shellsport International Group 8) (INT)**	**14.00**
Oct. 16th	BARC	Donington Park Circuit	Derby	Race Meeting (*R*)	14.00
Oct. 16th	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	14.00
Oct. 16th	Lincoln MC & CC	Cadwell Park Circuit	Louth, Lincolnshire	Race Meeting (*R*)	14.00
Oct. 16th	SCCN/WSMC	Snetterton Circuit	Thetford, Norfolk	Rallycross (*R*)	13.30
Oct. 21/23rd	**Real Automovil Club de Espana**	—	**Spain**	**Spanish Rally (European Rally Championship) (INT)**	—
Oct. 22nd	MCC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Oct. 23rd	**Japan Automobile Federation**	**Fuji**	**Japan**	**Japanese Grand Prix (World Championship Round 17) (INT)**	—
Oct. 23rd	**Vallelunga Spa**	**Vallelunga**	**Italy**	**World Championship for Makes (INT)**	—
Oct. 23rd	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
Oct. 23rd	BARC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.00
Oct. 23rd	RMC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
Oct. 23rd	750 MC (Scot)	Knockhill	Dunfermline, Fife	Rallycross (*R*)	—
Oct. 23rd	**MSC-Waldviertel**	**Britaxring**	**Austria**	**European Rallycross Championship (INT)**	—
Oct. 29th	Midland AC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Oct. 30th	**BRSCC (M)**	**Donington Park Circuit**	**Derby**	**European Formula 2 Championship (INT)**	**14.00**
Oct. 30th	**ASA Paul Ricard**	**Paul Ricard**	**France**	**European Touring Car Championship (INT)**	—
Oct. 30th	BARC	Thruxton Circuit	Andover, Hampshire	Race Meeting (*R*)	13.30
Nov. 4/6th	**Automobile Club "Warszawski"**	—	**Poland**	**Warsaw Rally (European Rally Championship) (INT)**	—
Nov. 5/6th	**ASAC Corse**	—	**Corsica**	**Tour of Corsica (World Rally Championship) (INT)**	—
Nov. 5/6th	**TEAC**	**Lydden Hill Circuit**	**Canterbury, Kent**	**Sat: European Rallycross Championship (INT)**	**13.00**
				Sun: RAC British Rallycross Championship (R)	**13.00**
Nov. 6th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (Formula Ford Festival)	10.30

MATTERS OF MOMENT

Continued from previous page

for a mere handful of under-8 h.p. vehicles. The 750 MC is, we know, most concerned about the effect of these new Regulations on its members' interests and the VSCC might well give some thought to whether the building of specials with vintage parts isn't also threatened.

It seems, then, as if you get on best either with a brand new car or a good old one, but mustn't hope in future to improve on such designs in the home workshop. You may still lose your licence fairly soon in radar-traps or those set by unmarked police cars. But if luck and money are yours, motoring can still be enjoyable, at certain times, on the few then-uncongested roads of this packed and regimented little Island. Indeed, petrol, although savagely taxed, now costs rather less than milk, which might suggest that Capitalism has overtaken Agriculture in a rather unfortunate manner! Do the hens know that for every egg they lay the housewife pays almost one silver shilling? Callaghan will indeed be a Magician if he can reduce inflation without controlling food prices!

Those who once strove to get £100 cars on the new-car market would have been sadly surprised to know that today even the tiny Fiat 126 is priced, in this country, at £1,424 and at these elevated levels refuses to fade quietly away (quietly?), being now available as a *de ville*, with a larger engine, and with fitted suitcases! But if the 1989 Mini is no larger than a Fiat 126, or smaller, we will hazard a bet that you won't be able to buy one for less than £2,000. Which brings us back to the numbers of new or revised 1977-78 models there are to choose from. In this context, we are told that we shall find it hard to resist the new 2.8-litre Ford Granada, especially in fuel-injection form. We can but hope and pray that some of these new British cars, the Rover 3500 among them, will effectively stem the flood of foreign makes that are now dominating the market. The British Industry's excuse is that it's not poor design, crude construction and indifferent finish which stops sales of its cars but the fact that, due to industrial disputes, they are simply not available on the showroom floor. We prefer not to be drawn into this argument—over to our readers . . .

On a happier note, apparently there is plenty of money in motor-racing, if Lauda is able to refuse £200,000 to stay with Ferrari. By the time you read these words we must hope that the Silverstone TT will have been won by Jaguar (we closed for Press just before the race was run); and if you want to see clubmen enjoying themselves in a long-distance race, there is the 750 MC's Relay Race, now to happen at Donington on Oct. 8th, to which we refer elsewhere. And next Autumn, if you care to go to Birmingham, you should be able to see a major British Motor Show once more.

The Italian Grand Prix

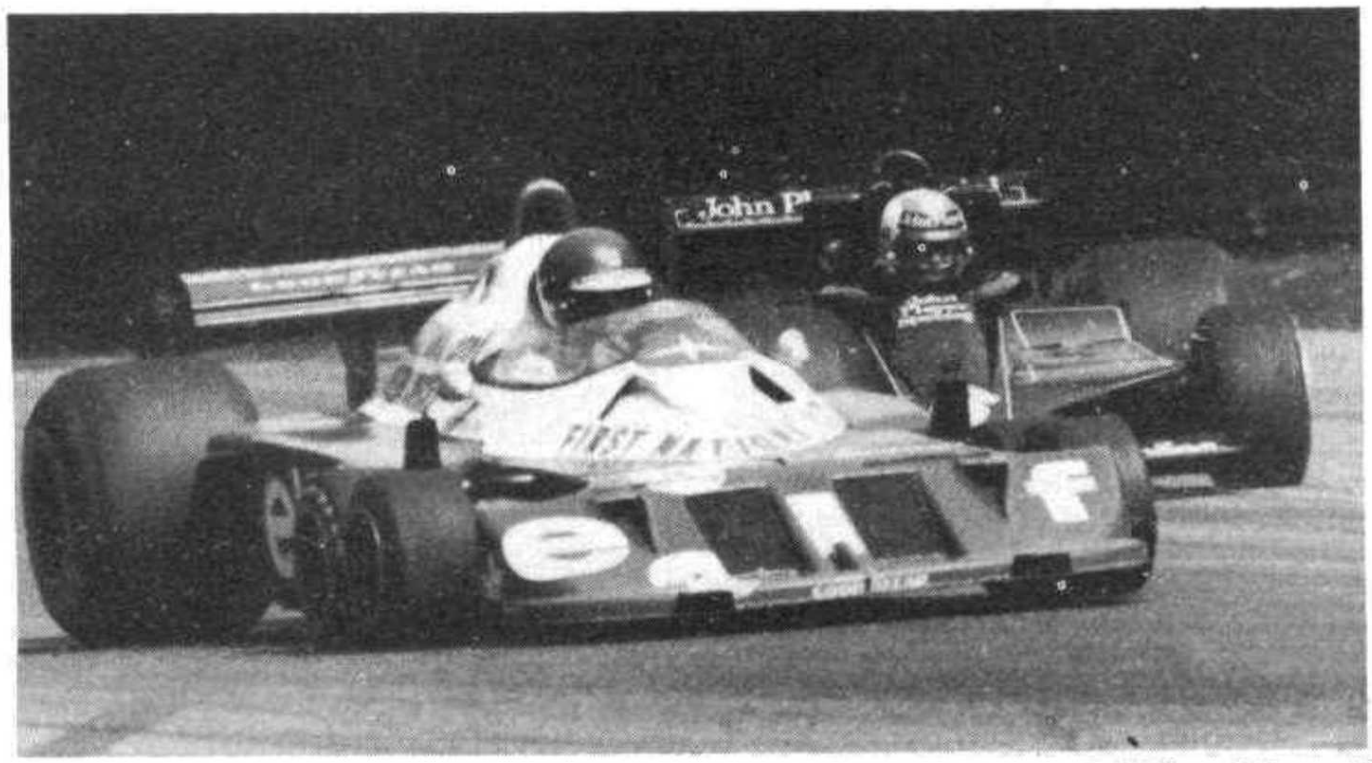
An Anglo-Italian victory

Monza, September 11th

DESPITE ANNUAL RUMOURS that the race must be moved eventually owing to various local objections, legal sanctions or whatever, the Italian Grand Prix at Monza continues to be the final race in the European Formula One season. Over the years we have seen the Milanese circuits change and evolve in many ways, going from road circuit to a combination of road and banked circuit and then, when the banking began to deteriorate and prove too punishing for the frail Grand Prix cars of the early 1960s, it reverted to a pure road circuit once more. For more than ten seasons Monza was a "slipstreaming blind" where the drivers' iron nerves and reliable machinery were more important than sheer skill; but that stopped in 1972 when two stupidly conceived *chicanes* were installed, one immediately after the pits and one at the Ascari curve. Fortunately, after a few years of silly spins, shunts and coming-togethers, the whole affair was redesigned for 1976. There's now an ess-bend at the Ascari Curve, and two relatively easy *chicanes*, one before Curva Grande and one before the Lesmo curves. Now the cars come rushing out of Parabolica, fan out across the wide start/finish straight and rocket away on full song. You could happily sit in the main grandstand today and imagine there were no *chicanes* at all for the Italian Grand Prix!

Despite rumours that there might be a third Ferrari at Monza for the young American driver Eddie Cheever, the Maranello team brought along their usual trio of 312 *transversales* for Niki Lauda and Carlos Reutemann. It was left to the Brabham team to pander to their Alfa Romeo engine suppliers by installing local hero Giorgio Francia in BT45/1B in the first practice session, even though team chief Ecclestone had assured everybody the previous week that he would be running only two cars in the Italian Grand Prix. In fact, he was right to the letter of his assurance, because Francia was allowed only a handful of painfully slow laps before Stuck commandeered it after the clutch centre plate sheared on BT45/3B. Another local driver making his first appearance in Formula One at Monza was Lamberto Leoni, the Young Italian who recently won the Formula Two Misano race in a Chevron-Ferrari V6, and he was installed in the second works Surtees TS19 recently vacated by the disillusioned Schuppan. Similarly the McLaren team gave Formula Two "ace" Bruno Giacomelli his Formula One debut in M23/8, in much the same way as they recruited Villeneuve for the British Grand Prix at Silverstone.

Using Ferrari 312/031, Lauda opened off the first session in fine style on Friday morning, the Austrian driver clearly keen to prove that he is the driving force behind the current level of the Ferrari team's competitiveness. He ended up fastest after the first hour and a half with a 1 min. 38.97 sec. best. It is a reflection on the progress made on the tyre front since last year that the 1976 pole position time of 1 min. 41.35 sec. (established by Laffite's Ligier-Matra JS5) was left behind very early on. Reutemann backed up his team-mate admirably with a 1 min. 39.18 sec. best and then came Watson in Brabham-Alfa BT45/5B on 1 min. 39.21 sec., which left a lot of happy cheering faces in the spectator grandstands, as one can imagine.



TWO SWEDES TOGETHER: Peterson's Tyrrell P34, which finished sixth, ahead of Nilsson's Lotus 78 which failed to finish at Monza.

McLaren team leader James Hunt, for whom things simply don't seem to have "clicked" in recent races, started off practice with the built-in handicap of having sprained a ligament in his right foot while playing in a football match in Switzerland earlier in the week. For a couple of days there were fears that he would not be fit enough to race at Monza, but by Friday morning his foot was feeling much better and he was able to practise M26/2 as usual. He managed a 1 min. 39.87 sec., which turned out to be sixth fastest overall on the day; but that was recorded in the team's spare chassis in the second session after M26/2 had lost its oil pressure and forced its driver to leave it out on the circuit towards the end of the first session. As Hunt pointed out, he wasn't at his most nimble with this foot trouble, so he was unable to sprint back to the pits quickly enough to use M26/1 for more than a handful of laps at the end of the morning.

Team Lotus were playing things cautiously to start with, using "standard" 470 b.h.p. DFVs in both their 78s for Andretti and Nilsson to start practice, although there were the usual plans to install one of the powerful development units in one of the cars (Andretti's in this case) for the race. Andretti managed a 1 min. 39.45 sec. on Friday but Nilsson got himself rather confused experimenting with tyres, roll bars and chassis settings in general, and couldn't get into the groove at all. His best was 1 min. 41.22 sec., which really wasn't terribly impressive in the "overall order of things", but you could see from the young Swede's face that he wasn't enjoying matters and realise that he wasn't operating at peak form.

Hunt's team-mate Mass managed 1 min. 40.77 sec., a fraction slower than Giacomelli achieved in the older M23. Jabouille's Michelin-shod Renault RS01 proved that the French company is certainly making progress with its Formula One project by ending up eighth with an impressive 1 min. 40.06 sec. lap before a valve failure in the V6 engine stopped their practice and also meant that they would be forced to miss the second session.

Further down the grid there was a combination of optimism and depression as some driver/car combinations proved less effective than they had hoped and others received a surprising "bonus". One of the competitors in the latter category was local hero Clay Regazzoni, winner of two Italian Grands Prix for Ferrari (1970 and 1975), who found himself revelling in the power of a freshly rebuilt Nicholson McLaren DFV installed in his Ensign MN07. Monza was to be Regazzoni's 100th Grand Prix race and he was anxious to do well, so he felt cautiously optimistic with a 1 min. 40.70 sec. best in a car that hasn't been unduly noted for its straight line performance throughout the season. Slightly faster than "Regga" were both Vittorio Brambilla, uncharacteristically under control in his Surtees TS19/06, and Jacques Laffite in his Ligier-Matra JS7/03, while both the Tyrrells managed times in the mid-1 min. 40 sec. bracket although neither Depailler nor Peterson could interpret these performances with any air of optimism. One gets the impression, both from the overall demeanour of the drivers and from the team, that the six-wheeler project is virtually over and everybody is simply "marking time" until the 1978 season arrives with a new car and at least one new driver.

In the Shadow team Jones had a hectic time on Friday, recording 1 min. 40.63 sec. before spinning off into the sand at one of the *chicanes* and sustaining suspension damage on his race car as the marshals pulled it out at the end of the session. He used the spare DN8 briefly before returning to his regular machine in the afternoon only to clip a *chicane* kerb and bend a suspension rocker arm. Patrese, the young Italian anxious to do well on home soil, recorded a 1 min. 41.87 sec. best before ignition failure left him stranded somewhere out on the circuit for much of the second session. After the success of the team in Austria, first Zandvoort and now Monza didn't seem to be going the same way.

Down at the tail of the field there were all the regular "hopefuls" camped out on the grass at the far end of the pit lane, the poor relations of Formula One who are so far down the "pecking order" that they don't get a proper pit or garage provided. The Monza pits were built in the days when there were far fewer entries for World Championships Grands Prix, and their instigators could hardly have envised the number of cars we saw this year. What with spare chassis for the major teams, the pits are crowded from end to end, so the independents simply have to hope for the best and pray it doesn't rain. One individual who metaphorically stuck two fingers in the air to this arrangement was that extrovert Italian, Arturo Merzario, who reckoned it was a damned poor show that he couldn't have a pit for his home Grand Prix. Eventually, after a series of rows and discussions with both the Formula

One Constructors Association and the organisers, Merzario stalked away in a paddy and withdrew his private March 761B, leaving behind him a very politely worded notice in the press room apologising to his fans and his sponsors but explaining the problem as he saw it.

Henton reappeared for a second outing in the now white-liveried Ensign MN04 operated by HB Alarm Systems, but a slipping clutch meant that he wasn't in a position to do any competitive times on the first day, while Ian Ashley replaced Rebaque in the second FICA-entered Hesketh 308E alongside Keegan. Swiss privateer Loris Kessel appeared with an elderly, rebodied Williams FW03 in an abortive attempt to get into the Italian race. Kessel, it will be recalled, drove a handful of races last season at the wheel of an ex-works Brabham-Cosworth BT44B, but achieved little in the way of hard results. The BRM P207s appeared yet again (devoid of sponsorship) for Teddy Pilette to practise, but it was too much to expect that the young Belgian would qualify the underpowered car from Bourne on a fast circuit like Monza.

March Engineering's regular pair of entries for Ribeiro and Ian Scheckter turned up as usual, the South African driver getting into the swing of things slightly better with his newer 771/2 than previously, and the Bicester ranks were swollen as usual by Frank Williams' private 761 for Neve. Lunger and Villota had their usual McLaren M23s, looking rather sheepish as one might expect when Giacomelli's practice times were published.

Saturday morning's untimed session was bought to an early stop after a short while when Tambay's Ensign MN08 was involved in a huge accident coming round the first Lesmo curve. At a point where the French driver was just changing from third to fourth gear, the Ensign suddenly whipped sideways, hit the guard rail and flipped over onto its rollover bar, skating down the circuit for some distance in a shower of sparks. Most cars trickled into the pits, fearing the worst, and some stopped at the scene of the accident to lend assistance. Fortunately the Ensign is a stoutly built car (what else would you expect from a place like Walsall?) and Tambay had crawled out, unhurt, from the wreckage almost before the marshals had reached him. Looking remarkably nonplussed about the whole affair, Tambay returned to the pits on foot and the Ensign team began fitting him out in Regazzoni's spare MN06 for the afternoon session. Later in the morning Lauda "goofed" while trying out a set of "special" Goodyears, spinning his Ferrari into the barrier coming out of Parabolica and returning to the pits on foot to report minor rear end damage. The rear suspension of 030 was thus grafted onto the back of 031 for the final hour of practice, Reutemann switching to 312/029 for business on Saturday.

The final hour proved to be a tremendously exciting battle with the two Ferraris trying desperately to protect their front row grid positions from the combined assaults of Andretti's Lotus, Scheckter's Wolf and Hunt's McLaren. Down tumbled the times into the low 1 min. 39 sec. bracket, then past Lauda's Friday best and into the low 1 min. 38 sec. bracket. Within ten minutes of the end of the session it seemed certain that Reutemann would take pole position with 1 min. 38.15 sec. But Hunt slipped in a tremendous 1 min. 38.08 sec. to take pole position in the dying moments of practice, which prompted a great deal of smiling in the McLaren pit after their shameful treatment at the hands of the Italian organisers at last year's Grand Prix.

Jody Scheckter improved to 1 min. 38.29 sec. after yet another bout of fuel pressure trouble which was traced to a faulty pressure relief valve, while Andretti secured the other place on row two with a strong 1 min. 38.37 sec. Lauda was just about to try for a "flyer" right at the end when his Ferrari started to misfire as it ran low on fuel, so he peeled off into the pits and had to settle for a 1 min. 38.54 sec., which put him on the third row. Alongside the Austrian's Ferrari sat Patrese's Shadow, after a fine performance from the Italian novice had resulted in him recording a 1 min. 38.683 sec. lap, one-hundredth of a second quicker than Regazzoni. Then came Laffite, Mass and Brambilla, while the "mid-field bunch" was led by Stuck and the two indifferent Tyrrell P34s. Neither of the Brabham-Alfa runners could get their cars to work on the rubber provided for them in the Monza heat, both Stuck and Watson suffering badly from tyre overheating problems that left them much further down the grid than one would have expected. Giacomelli did a very respectable job, splitting Watson and Jones, while Ian Scheckter was ahead of Nilsson and Jabouille, the Renault only getting out on the circuit late in the day after breaking another engine on Saturday morning. Nilsson just couldn't get his Lotus adjusted to his liking while Tambay was feeling a little grey now that the full magnitude of his morning accident had struck him and was down at the back of the grid ahead of Lunger, Keegan and Neve, the last three qualifiers.

On Sunday morning the usual vast crowd poured into Monza from an early hour, banners in the public enclosures and grandstands obviously proclaiming allegiance to the Ferrari team with at least one begging Lauda not to leave Maranello to join the Brabham-Alfa set-up. Brambilla wrote off TS19/06 in the morning "warm up" at the first *chicane*, but as Leoni hadn't qualified he took over TS19/07 for the race, while one spectator was killed and several injured when an advertising hoarding they were spectating from collapsed under the strain of too many people.

Eventually, almost half an hour prior to the half-past-three start, the cars trickled out onto their grid and Hunt defiantly took up pole position, refusing to be ruffled by the catcalls and jeers from the crowd. Slowly they departed on their pace lap and, bang on time the starting light turned to green to unleash the field. Hunt and Reutemann found themselves swallowed up by Andretti and Lauda as they sprinted down to the first *chicane* with Regazzoni bursting through to take a brief second place. Out of the *chicane* it was Scheckter's Wolf in the lead, the young South African ace not messing about or waiting for anybody and extending his lead all the way round the first lap, emerging from Parabolica with a huge advantage over Hunt's McLaren. Andretti had dived past Regazzoni at Parabolica and was third ahead of the Ensign, Reutemann, Lauda, Mass, Brambilla, Watson, Stuck, Patrese, Depailler, Peterson, Jones, Jarier, Giacomelli, Nilsson, Jabouille, Tambay, Keegan, Lunger, Ian Scheckter and Neve. Laffite's Ligier had overheated on the grid and then stalled, so the French car was late away after attention at the side of the track, while the Renault had bashed its left nose spoiler against somebody's rear wheel and this was now sticking up in the air. Laffite stopped at the end of his first lap for more water to be added, but the Ligier continued at the back of the field and raced on without any further problems all the way to the finish.

On the second lap Andretti shot past Hunt's McLaren, leaving the Englishman to grapple with the two Ferraris, and made off after Scheckter. But the blue and gold Wolf was setting a tremendous pace and it took the Lotus driver a few laps to make any ground on Scheckter at all. Then, after about five laps, the Lotus pulled steadily closer to the Wolf until, on lap nine, he seemed all set to pounce. Anxious not to be over-enthusiastic in his passing manoeuvres (as he had been at Zandvoort), Andretti shadowed the Wolf closely for just over a complete lap before running calmly right round the outside of Scheckter as they came round Parabolica for the tenth time. A few laps of weaving to get the Wolf out of his Lotus's slipstream and Andretti was

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
1	J. Hunt	McLaren M26/2-Cosworth V8	1. 40.11		1. 38.08
2	J. Mass	McLaren M26/3-Cosworth V8	1. 40.83	1. 40.77	1. 38.86
3	R. Peterson	Tyrrell P34/6-Cosworth V8	1. 40.50	1. 40.70	1. 39.17
4	P. Depailler	Tyrrell P34/7-Cosworth V8	1. 42.00	1. 40.12	1. 39.18
5	M. Andretti	Lotus 78/3-Cosworth V8	1. 39.62	1. 39.54	1. 38.37
6	G. Nilsson	Lotus 78/2-Cosworth V8	1. 41.54	1. 41.22	1. 39.85
7	J. Watson	Brabham BT45/5B-Alfa Romeo	1. 39.21	1. 40.10	1. 39.81
8	H. J. Stuck	Brabham BT45/3B-Alfa Romeo	1. 39.96	1. 39.61	1. 39.05
9	A. Ribeiro	March 761B/3-Cosworth V8		1. 43.75	1. 40.79
10	I. Scheckter	March 771/2-Cosworth V8	1. 41.00	1. 41.37	1. 39.62
11	N. Lauda	Ferrari 312T2/031 flat 12	1. 38.97	1. 40.06	1. 38.54
12	C. Reutemann	Ferrari 312T2/030 flat 12	1. 39.18	1. 40.28	
14	B. Giacomelli	McLaren M23/8-Cosworth V8	1. 40.59	1. 41.23	1. 39.62
15	J. P. Jabouille	Renault RS/01 V6t/c	1. 40.06		1. 40.03
16	R. Patrese	Shadow DN8/5A-Cosworth V8	1. 41.95	1. 41.89	1. 38.69
17	A. Jones	Shadow DN8/4A-Cosworth V8	1. 40.63	1. 41.50	1. 39.50
18	L. Leoni	Surtees TS19/07-Cosworth V8	1. 41.94	1. 42.70	1. 41.03
19	V. Brambilla	Surtees TS19/06-Cosworth V8	1. 40.22	1. 41.91	1. 38.92
20	J. Scheckter	Wolf WR1-Cosworth V8	1. 39.70	1. 40.91	1. 38.29
21	G. Francia	Brabham BT45/1B-Alfa Romeo	1. 49.67		
22	G. Regazzoni	Ensign MN07-Cosworth V8	1. 41.28	1. 40.70	1. 38.69
23	P. Tambay	Ensign MN08-Cosworth V8	1. 40.19	1. 40.83	
24	R. Keegan	Hesketh 308E/4-Cosworth V8	1. 42.72	1. 42.99	1. 40.28
25	I. Ashley	Hesketh 308E/2-Cosworth V8	1. 43.32	1. 42.85	1. 41.22
26	J. Laffite	Ligier JS7/03-Matra V12	1. 40.14	1. 40.34	1. 38.77
27	P. Neve	March 761/7A-2-Cosworth V8	1. 42.92	1. 42.73	1. 40.51
28	E. Fittipaldi	Fittipaldi FD05/2-Cosworth V8	1. 42.67	1. 43.15	1. 40.97
30	B. Lunger	McLaren M23/14-Cosworth V8	1. 44.19		1. 40.26
33	H. Binder	Penske PC4/01-Cosworth V8	1. 43.21	1. 43.80	1. 43.10
34	J-P. Jarier	Penske PC4/02-Cosworth V8	1. 41.16	1. 42.61	1. 39.63
35	T. Pilette	BRM P207/02-V12	1. 45.09	1. 44.27	1. 41.92
36	E. Villota	McLaren M23/6-Cosworth V8	1. 46.26	1. 44.43	1. 41.21
37	A. Merzario	March 761B/2-Cosworth V8		ENTRY WITHDRAWN	
38	B. Henton	Ensign MN04-Cosworth V8	1. 42.80	2. 05.30	1. 41.13
41	L. Kessel	Williams FW/03-Cosworth V8	1. 46.68		1. 49.95
1T	J. Hunt	McLaren M26/1-2-Cosworth V8		1. 39.87	
8T	H-J. Stuck	Brabham BT45/1B-Alfa Romeo	no time given		
12T	C. Reutemann	Ferrari 312T2/029 flat 12			1. 38.15
18T	L. Leoni	Surtees TS19/02-Cosworth V8			no time given
23T	P. Tambay	Ensign MN06-Cosworth V8			1. 41.67
26T	J. Laffite	Ligier JS7/02-Matra V12			no time given
30T	B. Lunger	McLaren M23/11-Cosworth V8		1. 43.26	

STARTING GRID

1 J. Hunt *(McLaren-Cosworth V8)* M26/2 1 min. 38.08 sec.	12 C. Reutemann *(Ferrari-flat 12)* 312T2/029 1 min. 38.15 sec.
20 J. Scheckter *(Wolf-Cosworth V8)* WR1 1 min. 38.29 sec.	5 M. Andretti *(Lotus-Cosworth V8)* 78/3 1 min. 38.37 sec.
11 N. Lauda *(Ferrari-flat 12)* 312T2/031 1 min. 38.54 sec.	16 R. Patrese *(Shadow-Cosworth V8)* DN8/5A 1 min. 38.68 sec.
22 G. Regazzoni *(Ensign-Cosworth V8)* MN07 1 min. 38.68 sec.	26 J. Laffite *(Ligier-Matra 12)* JS7/03 1 min. 38.77 sec.
2 J. Mass *(McLaren-Cosworth V8)* M26/3 1 min. 38.86 sec.	19 *V. Brambilla *(Surtees-Cosworth V8)* TS19/07 1 min. 38.92 sec.
8 H-J. Stuck *(Brabham-Alfa Romeo)* BT435/3B 1 min. 39.05 sec.	3 R. Peterson *(Tyrrell-Cosworth V8)* P34/6 1 min. 39.17 sec.
4 P. Depailler *(Tyrrell-Cosworth V8)* P34/7 1 min. 39.18 sec.	7 J. Watson *(Brabham-Alfa Romeo)* BT45/5B 1 min. 39.21 sec.
14 B. Giacomelli *(McLaren-Cosworth V8)* M23/8 1 min. 39.42 sec.	17 A. Jones *(Shadow-Cosworth V8)* DN8/4A 1 min. 39.50 sec.
10 I. Scheckter *(March-Cosworth V8)* 771/2 1 min. 39.62 sec.	34 J-P. Jarier *(Penske-Cosworth V8)* PC4/02 1 min. 39.63 sec.
6 G. Nilsson *Lotus-Cosworth V8)* 78/2 1 min. 39.85 sec.	15 J. B. Jabouille *(Renault-V6t/c)* RS/01 1 min. 40.03 sec.
23 **P. Tambay *(Ensign-Cosworth V8)* MN06 1 min. 40.19 sec.	30 B. Lunger *(McLaren-Cosworth V8)* M23/14 1 min. 40.26 sec.
24 R. Keegan *(Hesketh-Cosworth V8)* 308E/4 1 min. 40.28 sec.	27 P. Neve *(March-Cosworth V8)* 761/7A-2 1 min. 40.51 sec.

* Time recorded in Surtees TS19/06.
** Time recorded in Ensign MN08.

Did not qualify:

9	A. Ribeiro (March 761B/3	1 min. 40.79 sec.
28	E. Fittipaldi (Fittipaldi FD05/2	1 min. 40.97 sec.
18	L. Leoni (Surtees TS19/07)	1 min. 41.03 sec.
38	B. Henton (Ensign MN04)	1 min. 41.13 sec.
36	E. Villota (McLaren M23/6)	1 min. 41.21 sec.
25	J. Ashley (Hesketh 308E/2)	1 min. 41.22 sec.
35	T. Pilette (BRM P207/02)	1 min. 41.92 sec.
33	H. Binder (Penske PC4/01)	1 min. 43.10 sec.
41	L. Kessel (Williams FW/03)	1 min. 46.68 sec.
21	G. Francia (Brabham BT45/1B)	1 min. 49.67 sec.

away, never to be challenged again.

Meanwhile, there had been plenty of excitement going on further down the field. Watson, anxious to get up with the leaders, tried an over-ambitious pass at outbraking Mass and Regazzoni as they rushed into the first *chicane* at the end of the opening lap. He misjudged the distance and slid, in a shower of dirt, across the kerbing on the right before crashing back onto the circuit. The damage had been done; an engine casting had been cracked and the Alfa flat-12



TAMBAY tries the cockpit of Ensign MN06 after his crash in MN08. Chief mechanic Ron Bennett looks on.

quickly began to overheat. Watson crawled sadly back to the pits to retire at the end of the second lap for the second successive race. Two laps later Nilsson came crawling in with a cracked suspension upright, the legacy of another nudging match, and Jarier's Penske was soon in as well requiring a fresh nose section to be fitted before he could resume.

As Andretti drove smoothly and confidently away from the Wolf, Hunt was having an increasingly hectic time fending off Reutemann and Lauda. During the morning warm-up the McLaren had been fitted with a harder compound left front tyre than had been expected owing to unexpectedly high indications of wear, and this had thrown the M26's balance a little bit out. Hunt was having to work extremely hard to keep up and, when Jarier's Penske appeared in the way as they finished their 11th lap, Reutemann attempted to squeeze out the McLaren against the Frenchman as they came up to lap him. There wasn't room for James to go through, so he spun off. The two Ferraris went through in third and fourth places, leaving Hunt to resume in eighth place behind team-mate Mass. He quickly passed the German driver, but then spun again before coming into the pits to have the front end of the car examined. Mechanics jacked up the M26, closely examining the brake pads and steering, before returning Hunt to the fray many laps down. He did just one flying lap before the brakes "went funny" and he spun again, this time not rejoining.

Monza certainly still shows up mechanical fragility, and engine failures came fast and furious. Lunger's McLaren was out, its engine almost cut in two by a wayward connecting rod, on the fifth lap; Brambilla came in with overheating after picking up debris from Watson's moment on lap 6, and Tambay's Ensign succumbed on lap 19. Hans Stuck was doing his best for the Brabham-Alfa team and got up to fifth place, pursued by Jones' Shadow which had come through well from its lowly grid position, while Patrese had dropped right back in amongst the mid-field runners after a peculiar moment out on the circuit when he found himself in neutral and took a few seconds to select any sort of gear.

On lap 23 the Renault finally stopped with engine failure, while any realistic pressure on Andretti evaporated next time round as Scheckter stopped the Wolf with engine failure out on the circuit. That left Andretti comfortably ahead of the two Ferraris, cruising smoothly round in confident style and hoping that his newly installed Cosworth development DFV wouldn't let him down on this occasion.

The Alfa Romeo challenge ended on lap 31 when Stuck's Brabham blew its engine, but not before the press-on Alan Jones had moved his Shadow through into what was now fourth place. Fifth and sixth at this stage were Mass and Regazzoni ahead of Peterson, making the most of things with his Tyrrell. A few laps later Reutemann's engine started to sound a little rough, the result of a cracked exhaust pipe, so Lauda took second place from his team-mate but the Argentinian hung on and kept close station behind.

On lap 39 the last major incident of the race occurred when Giacomelli's McLaren blew its engine as it crossed the start/finish line. The little Italian driver continued down to the first *chicane*, leaving a swathe of oil in his wake before spinning on his own lubricant as he came out of the tight *chicane*. The two Ferraris were coming up to lap Giacomelli at that point and while Lauda saw the oil and moved to one side, Reutemann didn't and spun quickly off the circuit into the sand. A few seconds later he was followed off the circuit by Patrese's Shadow, which spun in exactly the same place, the DN8 striking a marshal but not injuring him seriously.

From that point onwards any vestige of racing was over. Andretti reeled off the remaining 13 laps in superbly confident style to score a personally gratifying victory in front of a crowd that he considers to be made up of his compatriots. It was the fifth victory for Colin Chapman's Lotus 78 (including Nilsson's win at Zolder), an endorsement of the fact that Team Lotus are back in business in the best possible way. Lauda finished a steady second, to the accompaniment of cheers from the crowd, while Jones was a deserved third after a lot of hard work. Mass, Regazzoni and Peterson trailed across the line in the next three places while Neve was seventh, Laffite a hard-charging eighth and Keegan ninth and last after spinning his Hesketh a couple of times and making a pit stop as well. Not a great race by any means, but, to judge from the reaction of the crowd as they swarmed across the circuit on the slowing down lap, a very popular victory indeed. –A.H.

ITALIAN GRAND PRIX – **Formula One** **52 laps** **Monza** **5.8 kilometres per lap** **301.6 kilometres** **Very Warm.**

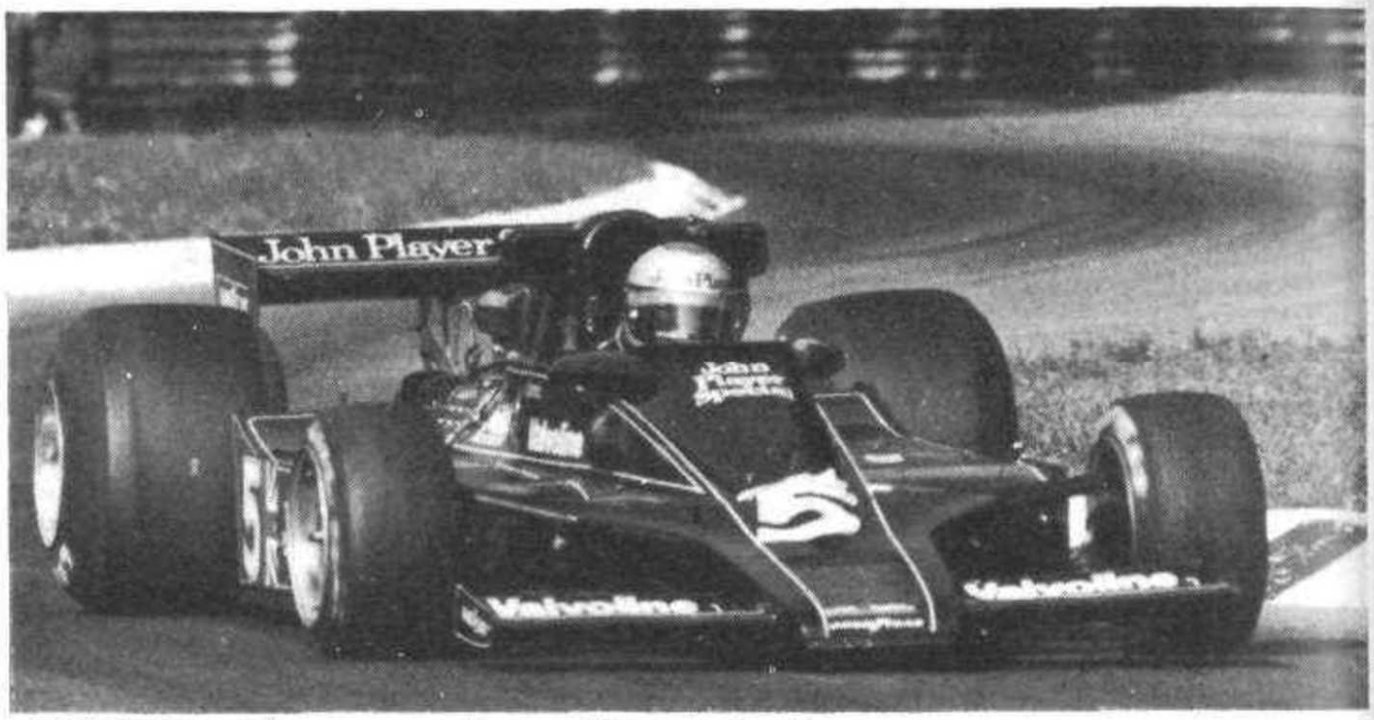
1st	M. Andretti (Lotus 78/3)	1 hr. 27 min. 50.30 sec.	206.014 k.p.h.
2nd	N. Lauda (Ferrari 312T2/031)	1 hr. 28 min. 07.26 sec.	
3rd	A. Jones (Shadow DN8/4A)	1 hr. 28 min. 13.93 sec.	
4th	J. Mass (McLaren M26/3)	1 hr. 28 min. 18.78 sec.	
5th	G. Regazzoni (Ensign MN07)	1 hr. 28 min. 20.41 sec.	
6th	R. Peterson (Tyrrell P34/6)	1 hr. 29 min. 09.52 sec.	
7th	P. Neve (March 761/7A-2)	2 laps behind	
8th	J. Laffite (Ligier JS7/03)	2 laps behind	
9th	R. Keegan (Hesketh 308E/4)	4 laps behind	

Fastest Lap: M. Andretti (Lotus 78/3) on lap 31, in 1 min. 39.10 sec. 210.696 kph.

Retirements: J. Watson (Brabham BT45/5B) on lap 3, accident damage; G. Nilsson (Lotus 78/2) on lap 4, accident damage; B. Lunger (McLaren M23/4) on lap 5, engine failure; V. Brambilla (Surtees TS19/07) on lap 6, off the track; P. Tambay (Ensign MN06) on lap 9, engine failure; J-P. Jarier (Penske PC4/02) on lap 19, engine failure; J. P. Jabouille (Renault RS/01) on lap 23, engine failure; J. Scheckter (Wolf WR1) on lap 24, engine failure; P. Depailler (Tyrrell P34/7) on lap 25, engine failure; J. Hunt (McLaren M26/2) on lap 27, off the track; H-J. Stuck (Brabham BT45/3B) on lap 31, engine failure; B. Giacomelli (McLaren M23/8) on lap 39, engine failure; R. Patrese (Shadow DN8/5A) on lap 39, off the track; C. Reutemann (Ferrari 312T2/029) on lap 40, off the track; I. Scheckter (March 771/2) on lap 42, transmission failure.

24 starters *9 finishers*

Monza Reflections



ANDRETTI on his way to a well-earned Monza triumph.

LYING HORIZONTAL, sick of the palsy, was not the best position from which to reflect on the happenings in the recent Italian GP. It certainly was no position from which to try and write a coherent report of the race, but fortunately the Editor of *Motoring News* came to my rescue and put down the facts as they happened. For a long time now A.H. and D.S.J. have spent Grand Prix time together, our similar outlook on the scene being one of the main reasons we can tolerate each other and enjoy each other's company. We don't agree on all things, but we agree on most things, especially the important ones, like what racing is and what it should be. We differ on our views about Niki Lauda: A.H. thinks he is winning this year's Championship by skill, judgement, cunning and dexterity, which to him makes a worthy champion; I think he is gathering points at other people's expense and amassing his total by craftiness and calculation spiced with other people's bad luck, and for me that does not add up to a World Champion RACING DRIVER. I am only impressed by the World Champion who wins all the races.

Having spent most of the time at Monza with A.H. and watched the race alongside him from the top of the giant concrete grandstand, where you get the best view of the overall Monza scene, I lay unhappily on my sick bed, content in the knowledge that he was prepared to work overtime on my behalf to meet a pressing deadline from the printers, and to allow me time for my own dust to settle and look back on the Monza scene.

As I said, we agree on many things and disagree on others: He likes the Shadow team, I like the Wolf team; he thinks a World Champion can be born in Southend-on-Sea and a Grand Prix car can be built in the West Midlands, I think the contrary. On one thing we do agree and that is our belief in Colin Chapman and Lotus. When Lotus hit rock bottom a year or two ago, with their car struggling to qualify on the back of the grid, and their two "ace" drivers colliding on the first corner, people were quick to say that Lotus were finished, the Chapman era was over. But A.H. was equally quick to reply, and to write, that it was nonsense to say that. There was no way that Colin Chapman was going to give up while he was at the bottom, nor was he going to stay at the bottom for long. He said that anyone who thought Lotus were finished knew very little about Colin Chapman or motor racing. At Monza, Lotus won their fifth GP this season, which is not only good with a brand new design, but incredible when you look back to how low they had sunk two years ago. We believe in Lotus, like we believe in Ferrari. Somehow we cannot see the Stanley family's BRM team climbing back to the top in two seasons, nor, we regret to say, can we see the Tyrrell team regaining the dizzy heights of the Stewart era.

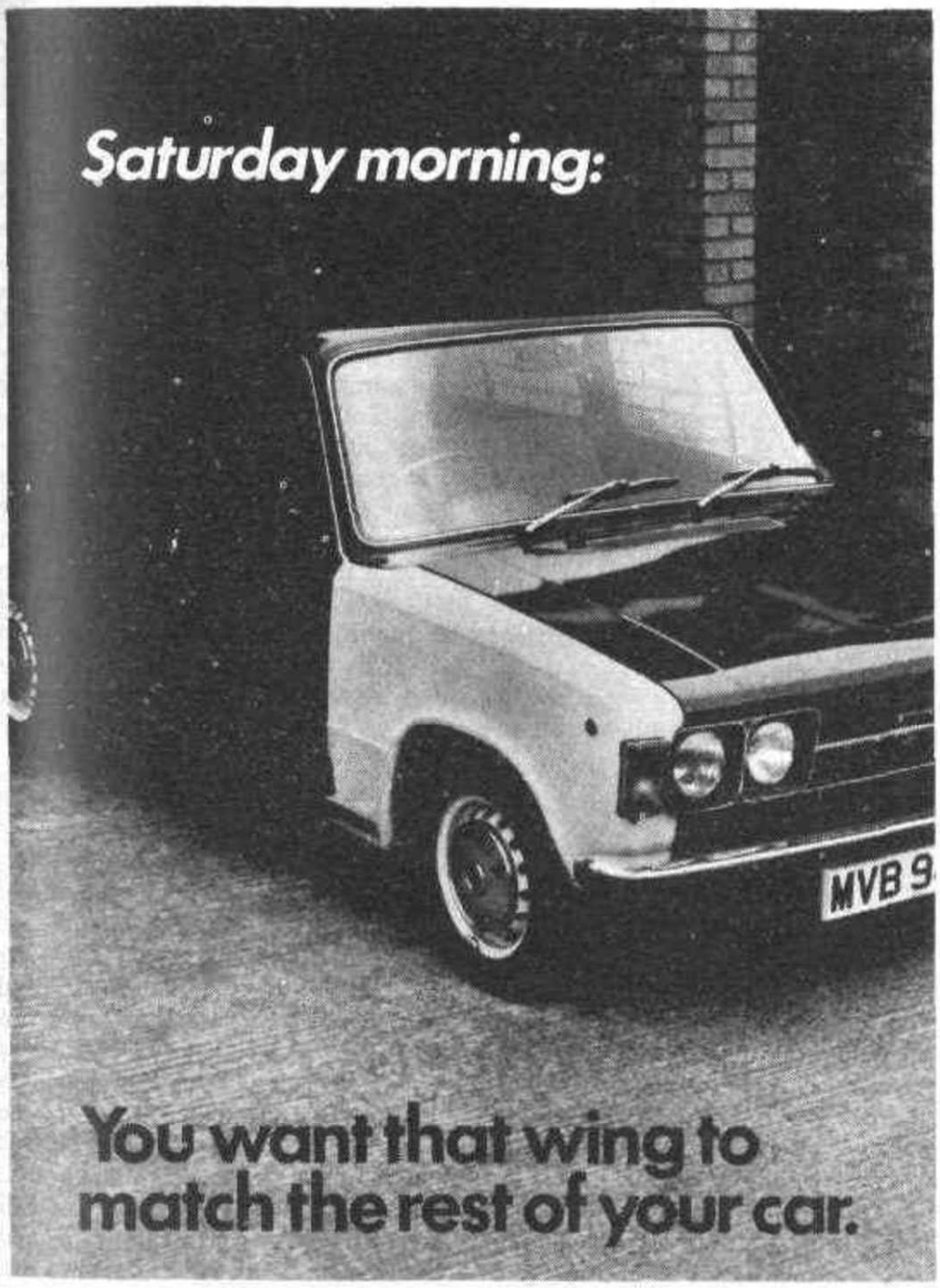
From the Press Tribune at the top of the Grandstand you not only get a good panoramic view of the general scene, but you can see the cars leaving the Parabolica curve leading onto the main straight. As a bonus you have a television screen coupled into the circuit with a good view of the back straight, the entry to the Parabolica, and half-way round it. Once Andretti had passed Hunt it was only a matter of time before he caught Scheckter, and though some of our more serious colleagues were measuring the diminishing gap on their stop-watches, the closing gap was very visible each lap. As they ended lap 8 the Lotus was close down the back straight, the following lap it was really close and as they came towards the camera on lap 10 you could only see the Wolf for the Lotus was right up under its tail. As they braked, the Lotus pulled out, ran wheel-to-wheel into the corner on the outside line and as they turned in the Lotus stayed out wide and ran right round the outside. It appeared in our view already three lengths ahead and that was before they had finished cornering round the 180-degree turn. With one accord A.H. and D.S.J. said, "That wasn't fair; it couldn't have been that easy!" Andretti confirmed after the race that it was that easy. From then on the race, as such, was over. When things go right for Andretti, they go really right, and for the rest of the race he just sat there as if on a Sunday afternoon ride.

Not so long ago I said I had got tired of waiting for Andretti to come good, and no sooner had I said it than he started showing the prospects we had all been waiting for, knowing his USAC racing record, and knowing his character. How fortunate that I did not become completely disenchanted with him at that time, for I now get an enormous amount of enjoyment out of watching him at work. If we are to believe all the media-type stories we read about whiz-kid super-stars in the making who are now in their early twenties, or have just left Formula Three or some such category to head for stardom in Formula One, you can't help wondering a bit at Andretti's 37 years and something like 20 years of racing experience. He makes it look all so easy, and then floors you by saying it really is that easy and he is not boasting, he is being honest. While other drivers will tell you that a victory was due to their superior skill, and in passing they cast a pious vote of thanks to their mechanics, their team-managers, their sponsors and so on, Andretti invariably talks about "we", meaning, him, Chapman, Team Lotus, the Lotus mechanics, the John Player sponsors and everyone concerned. He looks at a race as a team effort, of which he is merely a part, and when he says "we are getting it to look good" or "we have found a bit of extra speed" you know he is talking about everyone who is working with him, or conversely, everyone he is working with.

Between the Saturday practice sessions I gather that Hunt and Lauda formed a two-man deputation to visit Andretti and reprimand him for the way he drove at Zandvoort, trying to overtake round the outside of the Tarzan hairpin. They suggested that in Formula One you did not try to overtake round the outside on a corner. Andretti's reply was pretty simple. It was to the effect that he was in Europe to win races and he would overtake outside or inside, wherever there was room. He must have smiled to himself as he ran round the outside of Scheckter's Wolf, for Hunt and Lauda were not all that far behind him down the back straight. Andretti is such a full-time professional racing driver that he makes most of the others in Formula One look like a bunch of amateurs; even those who tell us they are professionals. He has a great turn of phrase in replying to questions, especially silly ones or personal ones, and the best to my mind was when someone asked him why, with all his money, he didn't live in sunny California or exotic Monte Carlo, like a lot of rich racing drivers. His reply was very much to the point: "Because I live in Nazareth, Pennsylvania, that's why."

I mentioned that Andretti was 37 years old, but he is not the oldest on the current scene, that is Brambilla at 39, but a remarkable fact at a recent Grand Prix where there were 36 drivers taking part in practice was that the average age was 30½ years. We are always being told that Formula One racing is a young man's sport and being offered 22-year-old future champions. There would seem to be something wrong somewhere, or some of them have got a long way to go.

Regazzoni, who is enormously popular with the Italian crowds, even though he does come from Lugano in Switzerland, was taking part in his 100th Championship Formula One event at this year's Italian GP, but he very nearly missed it. As all the cars left the pit lane to go round the circuit to the starting grid, the dark blue Ensign was still up on its rear jack with the mechanics working under the back. The starter motor had sheared its pinion and they were having to change the whole unit. Everything went to plan and Regazzoni zoomed out of the pits with more than enough time, but it looked a bit fraught





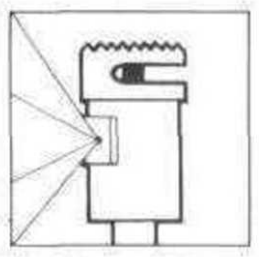
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when all the others were lined up on the grid. Talking to Ensign's chief mechanic, Ron Bennett, afterwards about what had been happening he gave me his usual unflappable look and said, "It was all right really, it wasn't much of a problem." It was nice to see Regazzoni celebrate his 100th major F1 race with a sound fifth place. Yes, A.H. and D.S.J. both have a lot of time for "Regga".

For as long as I can remember the Italian spectators have indulged in the dodgy practice of climbing up onto advertising hoardings in order to get a better view of the racing. These great wooden structures, many as much as 80 feet high, are beautifully placed along the edge of the track. The Italians climb up the back and then punch a hole through the plywood, or fibre-board facing big enough for their head and shoulders, and hang there throughout the race. It reached a point a few years ago when an advertising man whose hoarding was not full of holes, considered himself a failure, for a tattered hoarding covered in people usually got its picture in the papers. A pristine one never. As fast as the authorities and the police found ways of preventing people climbing the scaffolding, the people found ways around. Barbed wire round the uprights was useless, guard dogs at the foot were not much better, police were powerless. This year the inevitable happened. One of these gigantic wooden structures collapsed under the weight of humanity clambering all over it. A boy was killed and a great number of people were seriously injured. The only serious way of preventing a recurrence will be to ban track-side advertising, but I suspect that the businessmen of motor racing will risk another accident rather than take the obvious safety precaution. The accident happened at about 11 a.m. on race morning, while the Alfa Sud race was in progress and the centre roads of the Autodromo were choc-a-bloc with traffic and people entwined in a chaotic traffic jam. When the emergency alarm went out a fleet of ambulances and police cars went through the chaos as if it did not exist. The sound of an ambulance or police siren has the ability to make an Italian car seemingly disappear into the ground, while a milling mob of Italian people suddenly take up a quarter of the space they have been occupying. It has to be experienced to be believed. One moment I was standing by a mini-bus that was stationary in a two-way traffic jam, next moment it had disappeared and the fleet of ambulances went by. It did not take long for the chaos and jam to re-assemble, but a few minutes later the sirens sounded again and the ambulances returned with the casualties on their way to the Monza hospital, and once more they went through virtually unhindered. The Italian populace may seem a wild, unruly, disorganised lot, but they have this remarkable respect for an emergency and a fantastic sense of responsibility when it is needed.

We all know Martini, and many of us drink it, and we all know that the Rossi family business has been putting a lot of money into the Ecclestone/Brabham/Alfa Romeo project these last two years, as well as the Cosworth Brabhams before that. The Rossi brothers have been racing enthusiasts all their life and the Martini involvement has been one of the better sponsorships. This season a firm called Parmalat have been travelling round to all the F1 events with a huge transporter from which they started giving away spaghetti lunches to all and sundry in the paddock, as well as flooding the scene with some rather nasty-looking summer-weight rally jackets. The free lunches gradually became less free as the season wore on, eventually becoming rather exclusive for the chosen few. Meanwhile the only visible connection between Parmalat and racing seemed to be the advertising that a number of drivers were carrying on their racing overalls. Nobody quite knew who or what was Parmalat, and few cared; it was an Italian food firm or something but one was never introduced to Mr. Parmalat himself. Now it seems that he or they have paid Lauda an enormous sum of money to leave Ferrari and join Alfa Romeo, but unfortunately someone spilt a dry Martini into a bowl of Parmalat spaghetti-cheese and the whole thing turned sour. Martini want nothing to do with a shared sponsorship of the Brabham-Alfa Romeos and have withdrawn, leaving Parmalat to foot the entire bill of driver and the team. We await the outcome with keen interest, though we probably won't understand when Bernie Ecclestone explains it all.

A final scene as the noise and shouting died down after the race. Ronnie Paterson was at the ELF-Tyrrell motor caravan with his wife and friends and the enthusiastic Italians were gathered around, kept at bay by a rope. They dutifully kept their distance and implored Peterson for autographs. Now and again the Swede would get up and go to the rope and oblige a few of the programmes or bits of paper, but there were too many to please them all. Back at his table, having a rest, Peterson felt a light touch on his elbow and there was the smallest Italian boy you could imagine, possibly three years old, holding a paper and pencil and being encouraged by cries from those behind the rope. Peterson smiled and signed his autograph. More encouraging cries and instructions and the tiny tot returned to the rope. The owner of the paper and pencil took them and disappeared, while another paper and pencil were put in the tiny hand and he was shooed back to Peterson's table. Another touch on the elbow and another autograph. Three times the ferrying system worked, and Peterson was obviously amused by the ruse. Then someone overdid things. A boy of about 14 got under the rope; he was promptly ushered out and the whole business came to a grinding halt. Strange how there is always someone who will foul up a good idea.—D.S.J.

Obituary – Reid A. Railton

IT IS with regret that we have to report that Mr. Reid A. Railton has died in Canada at the age of 82. Railton was closely associated with motor racing and record-breaking, in the capacity of an exceedingly capable engineer and designer. During the First World War he served in the RNAS. He then joined J. G. Parry Thomas as his Assistant at Leyland Motors, on the design of the advanced Leyland Eight car, and he remained a very close friend of Thomas until his death at Pendine in 1927. Railton went on to complete the design of the Brooklands-model Riley 9, winning the first race in which the prototype took part, following an abortive time with his Arab car, which used valve-gear of Thomas pattern, but with a chain-driven instead of an eccentric-operated o.h.-camshaft.

It was Reid Railton who was responsible for the Railton car, using a lightly-stressed Essex/Hudson engine in a modified Hudson chassis. This set a new standard of comparatively-inexpensive high performance before the war. But Railton's greatest genius was displayed while he was associated, as a Director, with Thomson & Taylor Ltd., the well-known Brooklands engineering company (which, happily, survives, as an Alfa Romeo agent). He designed the chassis for the first ERA, planned Campbell's 1932 LSR "Bluebird", and was responsible for the very successful racing and record-breaking Napier-Railton, built for John Cobb. His subsequent Land Speed Record Railton-Mobil, of completely original conception, did exactly what was intended, capturing the LSR for Cobb three times, at 350.2 m.p.h. in 1938, at 369.7 m.p.h. in 1939 and at 394.2 m.p.h. in 1947. Railton, who went out to Utah with Cobb, was also involved with the boat in which Cobb died attempting to take the WSR. It was a great loss to this country when the quiet, self-effacing Reid Railton went to America to work for the motor industry there. – W.B.

A Change of Venue

HAVING publicised the 750 MC's 6-hour Relay Race as an excellent fixture to compete in and watch, we are disturbed to learn that instead of happening at Silverstone on Oct. 15th, it is now going to Donington on Oct. 8th. The change is necessary apparently because Silverstone is to be resurfaced. But it seems most unfortunate that this fixture has had to be changed at short notice. Last year it took place in May but the very full calendar of 1977 made the October date the only one available. Unless something drastic has cropped up it seems most unfortunate that Silverstone Circuit's resurfacing programme has failed to take into account the date set aside for this interesting and worthwhile race.

It now clashes with the MCC Edinburgh Trial, so entries may suffer, and having intended to watch it, I shall now be otherwise engaged, with vintage affairs in the mountains beyond Presteigne. Nor, at the time of writing, is it known what will happen to the MCC Race Meeting, scheduled for October 23rd at Silverstone.

As the organisers remind us, this "Birkett" race is a clubman's classic, which, started in 1950, has seen drivers of the calibre of Attwood (TR3), Elford (Ford Anglia), Chapman (Lotus), Marsh (Marcos), Broadley (in a Special) and many others now high up in the Sport, competing and even Graham Hill (A35) and Jim Clark cutting their teeth in it. Steve McQueen (850 Mini) was there, too. Where else, asks the 750 MC, will you see GT40s, Porsches, D-types, Morgans, Cobras, Frazer Nashes, Maseratis and the like, fighting it out together? It's great, except perhaps for the lap-scorers; the teams, of three to seven cars each, naturally have to be handicapped, which is done by restricting the total number of laps the faster cars can run. But each car can be brought in or sent out again as a Team Manager wishes, subject to this handicap.

This year the entry includes teams of DB4, Cobra, mixed Alvis team, teams of 750 F, F1300, Porsche, MG and Morgan cars, a team of Lotus Elite and of Lotus 23B, Marcos, Ginetta, etc.

The race has Dunlop, Spax and Comma Oils as sponsors. It is expected that the £1.30 admission free will apply, children 20p each, with free use of the grandstands. – W.B.

RALLY REVIEW

Rally of the Thousand Lakes



Both Swedish and Finnish Saab teams now use the 99 EMS, but plenty of privateers still appear in the more agile 96, one of which is pictured jumping from one of the many crests.

IT HAS OFTEN been said, by ourselves as much as by anyone, that experienced, professional rally crews who have had the opportunity to practise and to make notes will be more than a match for those relying only on local knowledge, provided that the professionals concerned have enough car-sympathy to hold themselves in check on long, rough events so that the cars will not succumb to prolonged pounding.

This question of notes versus local knowledge has come up in more conversations than we care to remember. We don't propose to enlarge upon it here, but the recent Rally of the Thousand Lakes in Finland has given it such a different twist that we cannot avoid the subject.

Amazingly enough, the winner of the rally was able to beat a fine array of well-practised professional drivers without a single pace note in his car. He relied on memory alone; a risky thing to do, but he managed it.

We had better explain that the Rally of the Thousand Lakes is the only event in Finland which allows competitors to practise beforehand on the special stages. In national championship events, routes remain secret until they are given to competitors at the start ramps, and the result is that Finnish drivers who do not regularly compete outside Finland are really not accustomed to the use of pace notes. Made properly and perfected, these notes are of tremendous value—they enable a driver to be safer as well as faster—but it takes considerable experience to be able to make them properly and to have the mental ability to rely on them absolutely during an event.

So when Finnish drivers find themselves matched against experienced users of pace notes in the one event in their country which allows practice, they are at something of a disadvantage. For a number of years their answer has been to go out into the forest stages before the rally and drive over them time and time again until they become so familiar that their features become implanted in their memories. Very often, drivers leave their co-drivers behind and practise alone; others will team up in pairs and give each other memory tests as they go along. It may be hard to believe that a rally driver can practise as a racing driver does (but committing hundreds of kilometres of varying forest tracks to memory, not just a short tarmac circuit) but that is exactly what happens.

Finnish professionals who *are* used to pace notes realise that their memory-only opponents are not to be sneezed at, and they too use the same method. Of course, since they are accustomed to pace notes they put all the stages down on paper as well, and their co-drivers are always ready to begin note-reading at the instant their drivers shout a demand for it in places where their memories may not be as good.

People like Mäkinen, Mikkola, Airikkala and even comparative newcomers like Vatanen, will always have notes ready in the laps of their co-drivers, but they too will have "made notes in the head" and will use memories rather than notes wherever they are able. It's a kind of belt-and-braces job or, more appropriately, taut-spring-and-stretched-elastic.

One man who has never been able to get used to pace notes is 32-year-old Kyösti Hämäläinen, for years an exponent of Group 1 Avengers but a recent addition to Ford's team in Finland. After a spell of driving Group 1 Escort RS 2000s, he was put into a 16-valve Group 4 car for a Finnish Championship event in the first week of August and he promptly won it. Ford's choice of a driver for their third car in the Thousand Lakes Rally was at once made for them, the idea being that he should be a back-up driver with a good chance of finishing in the first ten and scoring at least some World Championship points should the established fast men, Vatanen and Waldegård, fail in their attempts to win. A man accustomed to preserving comparatively less strong Group 1 cars and to scoring good results into the bargain would, it was felt, have no trouble staying not too far behind the leaders.

To Ford, Hämäläinen was an unknown quantity. He speaks no English, could not converse with the mechanics and could only be given instructions through his English-speaking co-driver Martti Tiukkanen. When he took the lead in the second half of the rally, it caused some disturbance in the Ford team simply because the situation was new to them; here was a newcomer, in the team really as a prop, actually leading the event.

Hämäläinen practised alone, but he relied just on his memory and made no pace notes at all, leaving his co-driver to do no more than twiddle his thumbs on the stages, wondering as they jumped over every crest whether the road did really go straight ahead on the other side, as Hämäläinen's memory told him it did. It must have been an unnerving experience for Tiukkanen, although he didn't show it. He is an experienced man and outwardly he stayed cool and unruffled throughout the rally. He said afterwards that if he didn't trust his partner, he wouldn't have sat alongside him.

When Ford won the Acropolis Rally and moved into the lead of the World Championship for Makes, Fiat was spurred on to greater efforts, for the Italian team had almost laid claim to the title from the beginning of the year, and it wasn't until results put Ford on top that the Boreham team got the go-ahead to tackle all the remaining rounds. Fiat had four 131 Abarths in the field, driven by Finns Alén, Mäkinen, Salonen and Valtaharju, whilst Ford had two Finns and a Swede. There were other good drivers too, notably Airikkala in a Chevette, Mikkola and Saaristo in Toyotas, and Blomqvist, Eklund, Rainio and Lampinen in Saab 99s. Regrettably, the Chevette and all four Saabs failed to finish, Mikkola went out early and Saaristo hovered around the middle of the leading ten. These retirements took away the buffer between Fiat and Ford and the contest took on the nature of a straight fight between these two makes.

The situation was made more acute when both Vatanen and Mäkinen retired, and when the second half started there was an amazing duel between two pretty evenly matched drivers, Alén and Hämäläinen. Very slowly, only a second or two at a time, Hämäläinen shortened Alén's lead and eventually took it over. Soon after that, Alén landed his Fiat heavily on a stone, which he said had been placed in the road by a spectator, and did so much suspension and steering damage that he lost a great deal of time. His r.p.m. limiter was then taken off so that he could squeeze a little more urge from the car, but the inevitable happened—the engine gave up, and with it Fiat's hopes for an outright win. Hämäläinen went on virtually unchallenged to win, followed by Salonen in a works Fiat.

Such close competition is exciting to watch on any rally, but in Finland, where the gravel roads through the forests are so fast and undulating, it is positively blood-curdling. The blind crests are so fierce that cars are leaping in the air as often as they are on the ground, and a lot depends on their strength and resistance to the violent shocks of hard landings. An enormous premium is also put on driver skill. Road adhesion is little enough on flat gravel roads, but on so many ups and downs cars become continually lighter and heavier on their wheels and staying within the limit of adhesion is very difficult indeed. It's very easy to play safe, of course, but others will be braver and put up better times. A comparatively short event, lasting only from Friday afternoon to Sunday morning with one stop on Saturday morning, its furiously fast pace more than makes up for its short time span. Between stages, there are very strict controls on speed and those who exceed the limits are not spared the rod. Some were even disqualified from the rally for exceeding 60 k.p.h. on a stage whilst practising during the fortnight before the event. The organisers and police set up traps for this purpose, and used ex-military field telephones in order not to be detected by competitors who had equipped themselves with police frequency radio receivers and radar detectors.

World Championship points are now tallied

Michael Johnson Parkes 1931–1977

MICHAEL PARKES made an unusually full contribution to this World. He was a talented engineer, aviator and competition car driver. "Mike", as he was almost invariably called, died at the end of August. His Lancia struck the rear of a 43-ton lorry in heavy rain at Chieri, South East of Turin, and it is thought he died instantly. The accident happened late at night on a section of road notorious for flooding under such conditions.

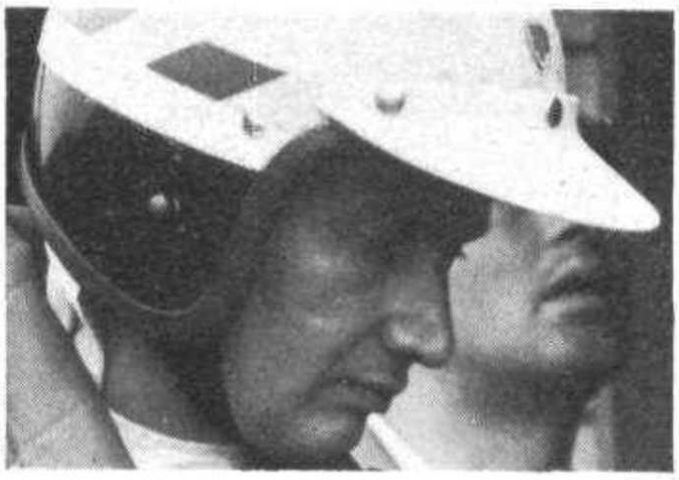
Born on September 24th, 1931, at Richmond, Surrey, Mike was the elder son of the well-known aviator and motor industry personality John Parkes, the former Chairman and Managing Director of Alvis Ltd. Growing up in an atmosphere charged with a love of both 'planes and cars, Mike's subsequent career after leaving Haileybury College was no surprise, but the sheer breadth of his talent is unlikely to be repeated.

Michael Parkes joined the Rootes Group as an apprentice in 1949 and worked in various capacities at the factory until he left at the end of 1962. Motoring historians may well remember him as one of the senior engineers who breathed life into the rear-engined Imp, surely one of the finest mass-production saloons ever made in enthusiast terms?

Of course it was on the racing side that Mike really came to the general public's notice. His first race was in a 1933 MG PB at Silverstone in 1952. Parkes ran MGs for four years, together with Frazer Nash cars.

In 1957 Parkes had a Lotus XI and was nominated as a reserve driver at Le Mans with Lotus. The following year he began his association with the David Fry Formula Two car, originally built for Stuart Lewis Evans. When Lewis Evans died, Parkes took over the driving with success.

However, sports/racing cars were to become Mike's *metier*. He began to really get to grips with the front-engined GTs of the day and



made headlines by beating Moss on more than one occasion with a Ferrari 250 GT belonging to Maranello Concessionaires. He had also driven Jaguar 3.8 saloons with great success for Tommy Sopwith against the fiercest opposition.

In 1961 he had a really tremendous year with the GT outings augmented by Formula Junior. In the latter category he once scored six wins in as many races over one long weekend: he had 14 wins to his name by the end of the year and numerous competitive placings. The same year also saw him out in a Ferrari from the works at Le Mans, finishing second overall with Willy Mairesse in a 3-litre Testa Rossa.

The following year he had his first Formula One outing (fourth in a Cooper at Mallory Park) and had regular drives with Sopwith's Equipe Endeavour and Maranello Concessionaires, where he continued to fly the Ferrari GT flag.

Enzo Ferrari recognised this unusual young Englishman's talents and engaged him for both his engineering and driving abilities in 1963. That move led to Mike's "expatriate Englishman" status, which was largely preserved (though he didn't work entirely in Italy) until his untimely death.

At Ferrari Parkes was to face the greatest challenges possible to his talents, mastering fluent Italian as the months and years went by. In that first year he was third at Le Mans and second in the Tourist Trophy at Goodwood. During the next season he had his first long-distance classic victory (Sebring 12-Hours paired with Maglioli) and followed it up with another win, this time at Spa-Francorchamps.

That 1964 season was curtailed by a testing accident: the following year he was back with another win, this time at Monza. This performance was backed up by a brace of second places at Reims and Nurburgring, the last a bit of a British affair as the other driver was John Surtees.

The 1966 season saw his Formula One career blossom firmly as the 3-litre Formula was the subject of a particularly strong Ferrari challenge. The usual fortunes of racing at Ferrari put more emphasis on driving than Parkes would have anticipated with his commitment to development engineering. Teamed with Scarfiotti and Bandini in the wake of the Surtees departure, Mike's 6 ft. 4 in. frame presented the team with some problems in just fitting it within the scarlet body!

The trouble was worth it and Mike was second in his Reims debut. Another second place, this time in a Ferrari 1-2 at Monza, gave him high hopes for 1967. Those hopes seemed justified with a string of second places in the sports/racing P4 Prototype. Paired with Scarfiotti those results came at Daytona, Monza and Le Mans. In the Spring of that year Mike was back in Britain for the *Daily Express* non-Championship F1 event, and he won convincingly.

Spa-Francorchamps brought the accident that was to end his brief F1 career. A long slide, on oil, eventually led the car into a somersault that left Mike with severe leg injuries: it was to be 1969 before he raced again.

In fact his energies were given over to developing the 312Ps, but these were not destined to take the limelight until the FIA took out the 5-litre machinery, long after Mike had left Ferrari for the chance of driving (a Ferrari 512) at Filipinetti, based in Switzerland. His best results after the accident were fourth places in 1970 at Daytona and the Nurburgring.

Although he continued to work with Filipinetti for some time his driving was confined to testing after the 1971 season. Inexorably he was drawn back to Italy, and some of his old contacts, by a largely unsuccessful project that involved running Filipinetti Fiat 128s in the European Touring Car Championship (attempting to beat an Alfa Romeo stranglehold).

At the time of his death Michael Parkes was still employed by the Fiat organisation, working as the competition development engineer for Lancia at their Turin factory department. He was responsible over a period of years for the tremendously impressive Lancia Stratos programme and was involved in the current Montecarlo development work to replace this unique vehicle in the Lancia motor sporting armoury. The fact that the Stratos raced on odd occasions was almost entirely due to Mike Parkes and his bubbling determination to, "do something about those blasted Porsches everywhere!"

I said he was a talented aviator at the beginning of this tribute. I am indebted to his father for these recollections of an aspect to his eldest son that was not so widely known. "Michael was an impeccable flyer: as a former RAF instructor and an aviator of 53 years' experience I can fairly say he was exceptional. He never put a mark on anything to the best of my knowledge.

"I was a little apprehensive when he bought the powerful Beach Baron twin, but I have been with him at 22,000 feet on oxygen above the Alps and know what an outstanding pilot he was.

"He started flying in Italy and I see here —from one of the two logs I have—that his first flight from the club at Modena was on October 10th 1965. He subsequently earned a full commercial pilot's licence in America, and also held Italian and British air licences. In connection with motor sports I remember that he used to act as a pilot on the Safari Rally, acting as 'satellite' to transmit messages and act as a flying HQ," Mr. Parkes concluded.

In one of those savage quirks of life Mike Parkes was actually set to return to Britain to marry his fiancée and work within this country. It is our loss that this will not be possible any more.

To his fiancée, family and many admirers, Mike Parkes was a man to be truly loved and respected. MOTOR SPORT extends its deepest sympathies to all concerned.—J.W.

RALLY REVIEW –
continued from previous page

by adding those scored by general classification positions to those scored within groups, and the result of Ford's first place and Fiat's second, both with Group 4 cars, is an increase of Ford's lead by two points. The totals now are 100 for Ford and 94 for Fiat, and both teams plan to tackle all the remaining rounds in Canada, Italy, Corsica and Britain. Should they remain as closely matched, it could easily be that Britain's Lombard RAC Rally will become the decider and not, as in past years, a left-over event standing on its own very prestigeous feet but taking place after the championship has been settled.—G.P.

Results :

1st :	K. Hämäläinen/M. Tiukkanen (Ford Escort RS (4))	4h. 26m. 06s.
2nd:	T. Salonen/J. Markkula (Fiat 131 Abarth (4))	4h. 30m. 31s.
3rd :	B. Waldegård/C. Billstam (Ford Escort RS (4))	4h. 36m. 22s.
4th :	M. Saaristo/T. Alanen (Toyota Corolla (4))	4h. 45m. 41s.
5th :	H. Toivonen/A. Lindqvist (Sunbeam Avenger 2000 (1))	4h. 52m. 25s.
6th :	E. Pitkänen/J. Paalama (Sunbeam Avenger 1800 (2))	4h. 58m. 24s.
7th :	F. Wittman/H. Deimel (Opel Kadett GT/E (4))	5h. 01m. 08s.
8th :	K. Saari/J. Hakanen (Opel Kadett GT/E (1))	5h. 05m. 47s.
9th :	T. Jouhki/J. Piironen (Opel Kadett GT/E (2))	5h. 08m. 03s.
10th :	J. Haugland/B. Berglund (Skoda 130 RS (2))	5h. 09m. 45s.

99 *starters*, 44 *finishers*

Rarities From The USSR

AT LAST September's Riga AAK Rally, held in the Latvian capital, we are informed by Mr. Margus Hans Kuuse, some cars of the greatest interest to European enthusiasts came to light. The most exciting of these was a pre-war 16-cylinder Auto-Union. Rumour has long held that these fabulous Hitler-era racing cars vanished into Russia, not to be seen again after the war. Here was one of them, towed on this occasion behind a touring car.

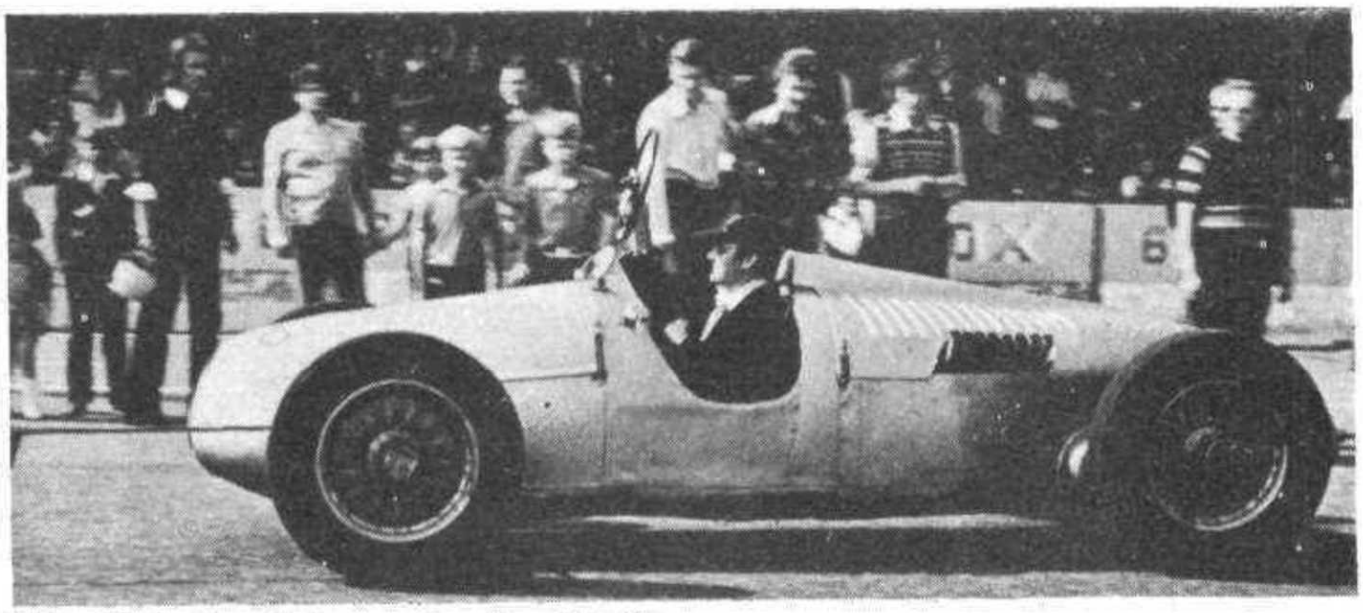
Probably the only remaining V16 (Colin Crabbe is currently rebuilding a V12 Auto-Union for an American client), this one ran in the parade in a coat of silver-blue. It was on experimental Russian-made 5.25 x 17 front, 7.00 x 19 rear tyres but one pre-war Continental tyre has survived with it. Some people think this V16 Auto-Union was built up from parts of the others in Russia, perhaps by captured A-U technicians during the war, but one Estonian authority thinks otherwise. It is hoped that we shall one day learn that this probably sole-surviving complete V16 Auto-Union is again a runner. A V16 chassis, built for the 1934 Berlin Show and never completed nor run, is retained in the Deutsches Museum, Munich.



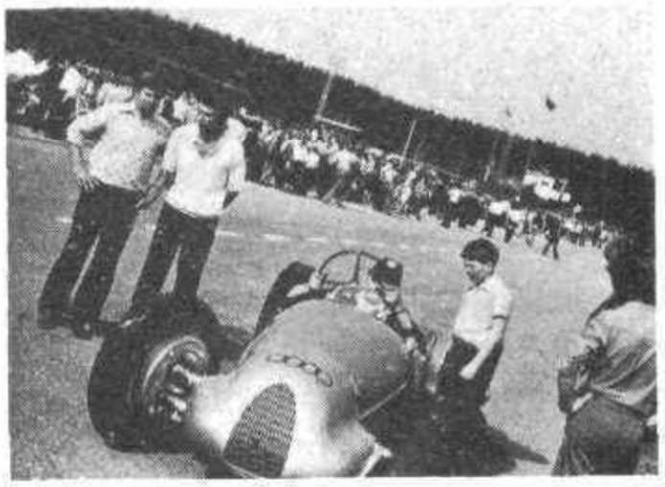
The 1940 Mille Miglia BMW.

Apparently, of the other Auto-Unions that went to Russia, a streamlined record-breaking car was bought in Moscow for £40 but this is thought to have been scrapped, along with all the others. Some six or seven years ago an Auto-Union Solex carburetter apparently found its way onto an amateur-built, petrol-burning Russian touring car.

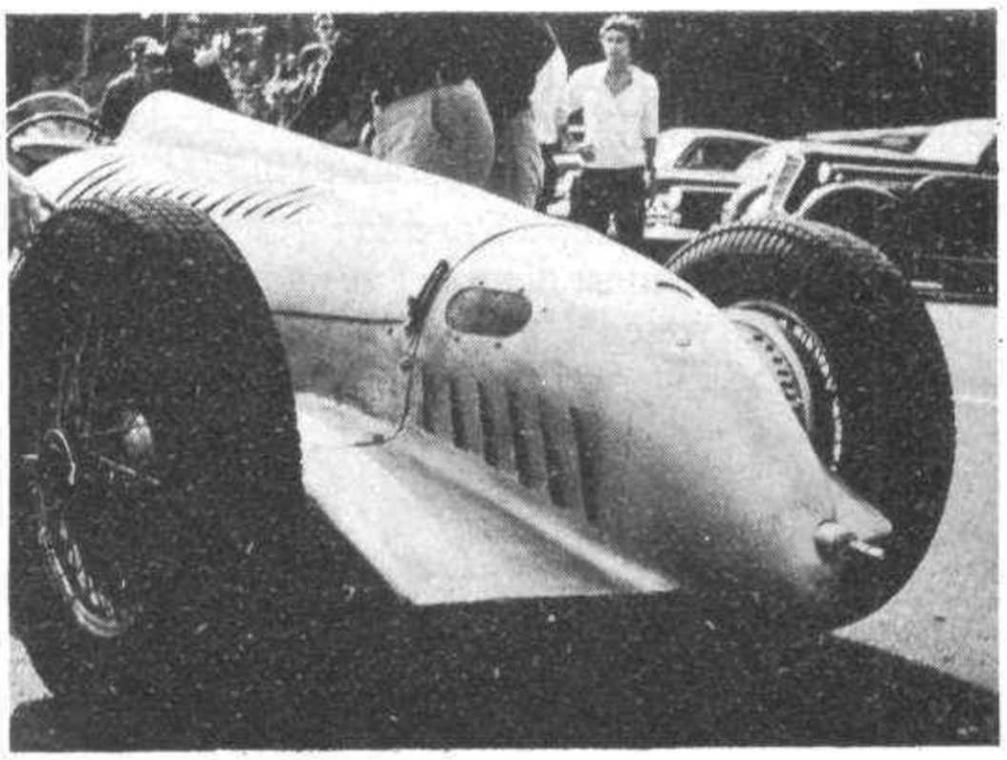
The other interesting car was an all-enveloping 1940 Mille Miglia BMW, similar to the car which Michael Bowler used to own and which is now in the BMW Museum in Munich. This white car ran in the Pärnu Rally in Estonia last August, when it was in grey paint. It has taken part in a race against a quasi-SS100 and a Coventry Climax-engined Morgan 4/4—and who would have expected to find a Morgan in Estonia? Another notable car in the aforesaid Rally was a 328 BMW, but with Russian mechanicals.—W.B.



This V16 Auto-Union made its historic re-appearance ignominiously on the end of a tow rope. Quite what the man was doing with the steering wheel we don't know!

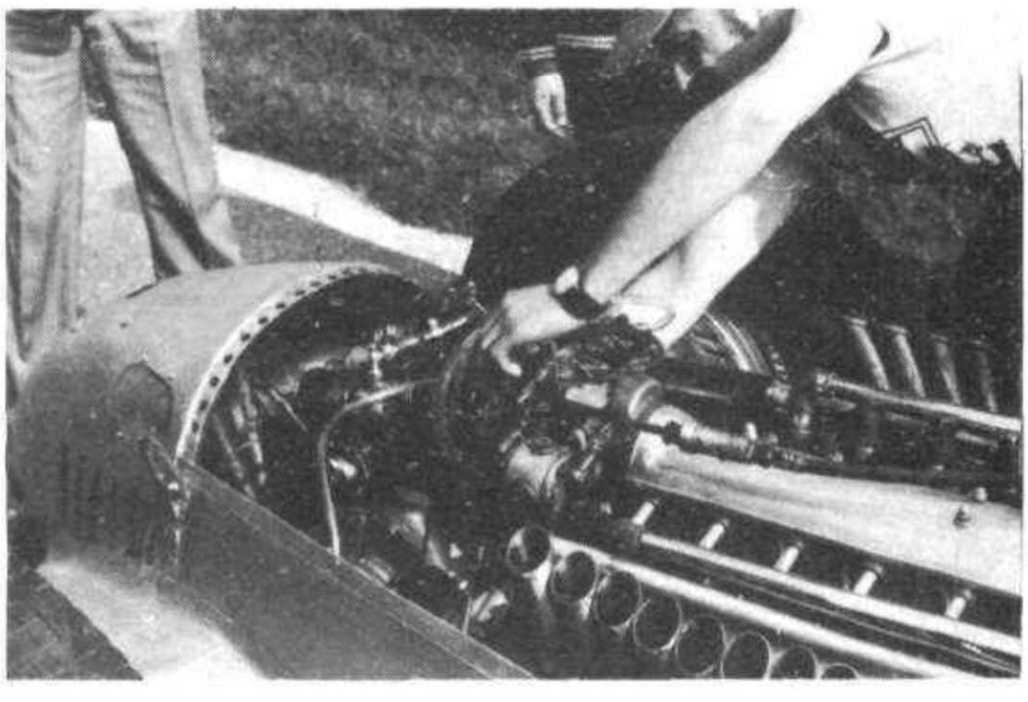


Photos by Kaldma



Both the rear tyres appear to be pre-War Continentals, not one, as Mr. Kuuse said, right. Note the external starter shaft in the tail. Although some body parts may be non-original, the cockpit matches exactly a pre-War photograph we have of a V16 cockpit. The tachometer is red-lined at a lowly 3,500 r.p.m., below left. The central-cam V16 appears complete, if a non-runner, below right.





"Ford's new 'Series X' Kits giv



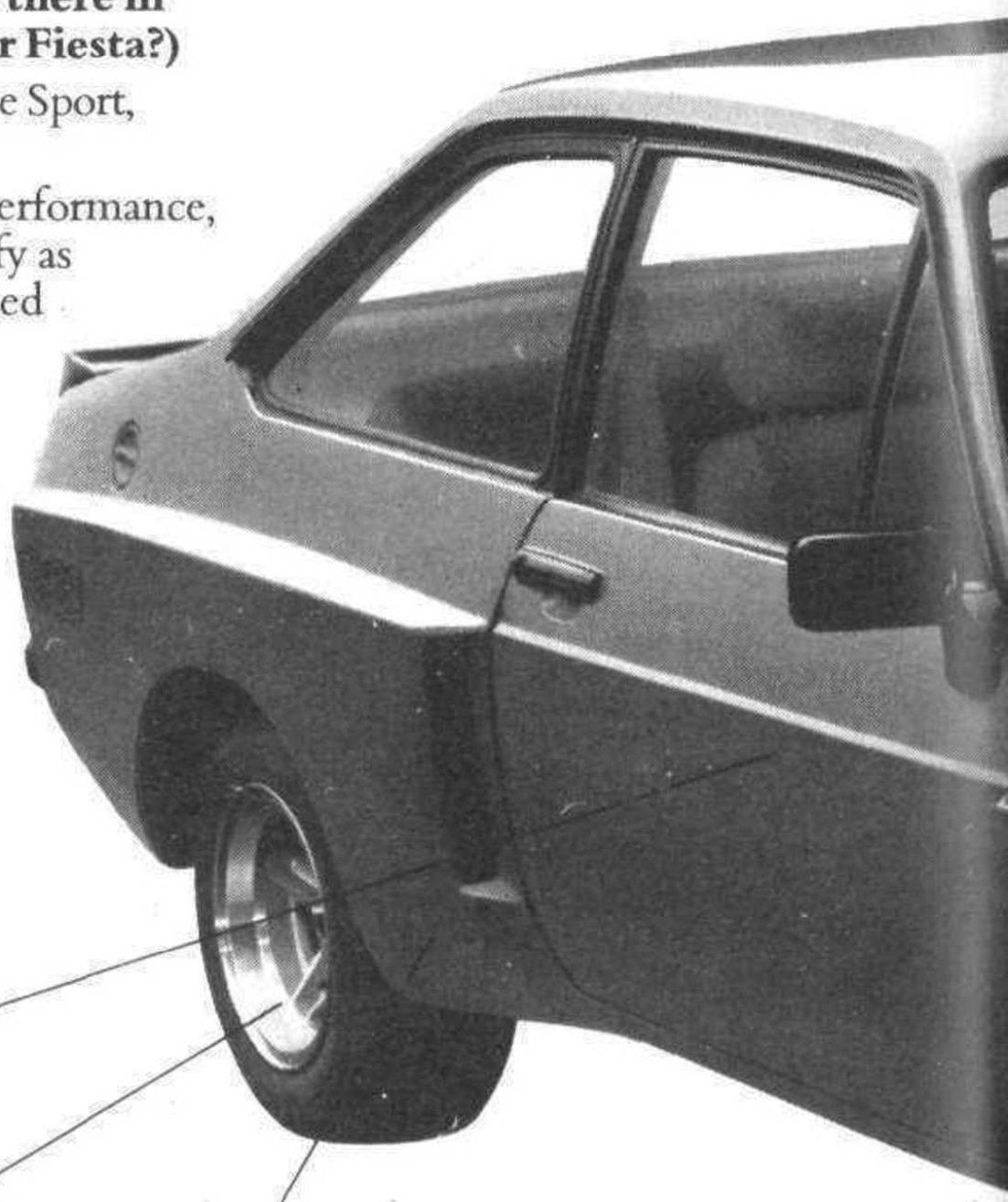
How much room for improvement is there in an RS 2000? (Or a Capri, Cortina, Escort or Fiesta?)

With the new 'Series X' kits by Ford Rallye Sport, you decide.

'Series X' has the parts to give you added performance, handling, roadholding or appearance. You specify as much or as little 'Series X' as you like. Ford trained technicians do the fitting – either on your present model or on the one you're about to order.

Your approved Rallye Sport Dealer will be happy to advise you. Talk to him soon.

Waldegard's Verdict: "'Series X' kits are the most flexible I've ever seen. I've just road tested a 'Series X' RS 2000 and you can read my report right here, next month".



Limited Slip differential
– for positive traction. Reduces wheelspin. Keeps the power on the ground.

7½ x 13 lightweight alloy RS wheels
– 7½" rims allow you to fit the excellent ultra low profile tyres now available.

Wheel arches
follow the style developed by the successful 'Zakspeed' team. Manufactured from high quality fibreglass.

Rocket gearbox
– ultra close ratio. Ideally suited to increased engine power.

Ventilated disc brakes
Radial ducts help cool the under continuous applicat help reduce brake fade.

you Group One performance from an RS 2000"

Bjorn Waldegard



Group One engine kit
– two downdraught Weber carburettors. Big valves, rally camshaft. 145 bhp. Bags of torque.

Suspension
Gas filled front struts and rear shocks. Stiffer front springs, single leaf rear springs. On country lanes, the whole suspension tightens up for quick, safe driving.

Front airdam and rear spoiler
for greater stability at speed.

High ratio steering rack
– 2½ turns lock to lock for more precise high speed steering.

Ford RS

RALLYE SPORT PARTS

THOSE TAX CONCESSIONS

IF THE Department of Transport kept me waiting a long time in reply to my query about the tax concession still applying to pre-1947 cars not exceeding 7 h.p. under the former RAC rating (*see* MOTOR SPORT Editorial for August), it is only fair to say that it has made adequate amends, by sending me a full explanation for a seeming anomaly, together with photostats from *Hansard* and a comprehensive taxation table. This shows that those who introduced this concession were not acting under any misapprehension, as seemed possible had they intended the taxation relief to apply to Austin 7s and similar baby-cars, and it is only fair to give the facts as now presented to us.

The matter came to a head in 1952, when the h.p. system of taxation on old cars and a £10 flat-rate tax on new cars was to be replaced by an overall flat-rate tax of £12 10s. on all cars, irrespective of age. It was then seen by some members of the Finance Committee that this would unfairly load the owners of the older small-cars, inasmuch as cars of up to 10 h.p. would henceforth be charged £2 10s. more per annum than formerly. This matter was raised in the House (Finance Bill-Committee) by Mr. Jay (Battersea North) in May 1952, his argument being that while it was desirable not to adversely influence the design of new cars (unduly long-stroke engines) by retaining the h.p. tax, it was inequitable to ask the owners of small-cars which were five years or more old to pay an *increased* tax while owners of newer cars of *all sizes* paid the *same rate*. As the tax since 1947 had been at the rate of 25s. per RAC h.p. for cars registered before that year but otherwise at the rate of £1 per 100 c.c. of engine capacity, it was argued that, with the introduction of the £12 10s. flat-rate all-vehicles tax of 1952, equity for the older cars of up to 10 RAC h.p. could only be achieved by retaining for them the former tax rating or by reducing the proposed new flat-rate tax from £12 10s. to £10.

The Chancellor has said that to reduce his proposed new tax to £10 would lose the country £7-million (it is interesting that this was expressed as "sacrificing this sum to car owners", just as if they benefited 100% from the Road Fund!). Mr. Jay pointed out that the solution must be to retain the tax concessions on pre-1947 cars, *extending* these to cover cars of up to 10 h.p. Lt. Col. Marcus Lipton (Brixton) enlarged this argument, as he had done in 1947, 1949, 1950 and 1951. He conceded that while the 1952 Budget proposed increased tax on 1,300,000 cars, it did mean that owners of post-war over-1,000 c.c. cars were on a parity with owners of larger pre-war cars, numbering about a million. But it also meant that the smaller income-groups, running cars of 9 h.p. and below (already the 10 h.p. limit, which is what Mr. Jay really meant, had been departed from), of whom there were nearly 700,000, would be paying £2 10s. more than before. It was due, said the Hon. Gentleman, to the supply of new cars on the Home Market falling short of expectations that the difficulty arose. Those who had managed to obtain such cars were obtaining an "unearned increment", whereas those unable to replace older cars or who ran old small-cars for patriotic or other motives were to suffer "penal treatment". Lt. Col. Lipton further emphasised that, whereas the tax on pre-1947 cars of up to 10 h.p. would rise, that on large-engined cars would be materially reduced. He had the support of Mr. Eric Fletcher (Islington East) who pointed out that the Chancellor's 1952 proposals would very considerably benefit owners of large pre-1947 cars, which he quoted as the "Rolls-Royces, the Daimlers, the Bentleys and all the expensive fashionable large cars". He said he had no objection to these concessions "if the Tory Party thought it a good thing to give away revenue in that manner". But, he asked, "why should a man who has an old car, perhaps a 7 or 8 h.p. car going back to 1938 or 1939, and who for years had been paying £10 in tax, have to pay £12 10s. a year?".

The then-Financial Secretary to the Treasury, Mr. John Boyd-Carpenter (whom the 750 MC recently implied to be the person who once raced Austin 7s at Brooklands) parried the proposed Amendment on financial grounds, saying it would cost a total of £2,700,000. He was quick to point out that the pre-1947 10 h.p. car-owner would pay the same as everyone else. Those owning pre-1947 cars of 9 h.p. would pay 25s. more, actually *less* £10 to £12 10s. He argued that pre-1947 cars of 8 h.p. would be in the same position as *all* post-1947 cars, which he conceded might be "a serious matter to some people". He continued: "It is only when we get below the 8 h.p. car, to the 7 and 6 h.p. cars, that the increase becomes proportionally fairly substantial".

It now becomes clear why the 1952 tax concessions, as eventually granted, did not embrace the Austin 7s and other *8 h.p.* cars. Before he granted them, Mr. Boyd-Carpenter tried to deflect the need to do so by pointing out the small numbers of low h.p. cars involved. He put those of 7 h.p. in 1952 as under 10,000 and those of 6 h.p. (which would suffer an increase of £5 a year) as fewer than 100. He felt it difficult to be sure whether small cars were owned by wealthy or less wealthy people. (A spacious Politicians' kind of comment!) Mr. Boyd-Carpenter tried to laugh this off by remarking that "There are Hon. Members of this Committee who own cars, which can be seen in Palace Yard, of quite inconspicuous dimensions and I believe that one of the 6 h.p. cars belongs to an Hon. Member. (Could this have been an allusion to the smart blue Fiat 500 in which the Rt. Hon. The Lord Howe used to commute to the House of Lords?) The argument ground on. But the outcome was that Mr. Boyd-Carpenter agreed to the tax concessions on pre-1947 6 and 7 h.p. cars, as this would cost only about £15,000. It is now clear why the majority of small-cars in use in 1952 which were of 8 h.p. or more, failed to benefit, in spite of the Financial Secretary, in one part of his speech, referring to "the pre-1947 Austin Seven type" of car as being probably on balance owned by people less-well-off than the average of car-owners, although even then he was very cautious, saying that it was "awfully difficult to draw any firm distinction".

I have gone into this matter at some length, because it explains how what might appear an anomoly was based, 25 years ago, on a degree of sound common-sense. It is of interest because these concessions, although increased along the years, (in 1952 the 7 h.p. car paid £10, today it pays £36) still stand, and as I think it will be of value to historians, I append the taxation-table kindly provided by Swansea's Department of Transport. –W.B.

PRIVATE CAR TAXATION 1909-1977

Finance Act	Operative Date		£ s d
1909/10	1.1.1910	Not exceeding 6½ h.p.	2 2 0
		Exceeding 6½ h.p. not exceeding 12 h.p.	3 3 0
		exceeding 12 h.p. not exceeding 16 h.p.	4 4 0
		exceeding 16 h.p. not exceeding 26 h.p.	6 6 0
		exceeding 26 h.p. not exceeding 33 h.p.	8 8 0
		exceeding 33 h.p. not exceeding 40 h.p.	10 10 0
		exceeding 40 h.p. not exceeding 60 h.p.	21 0 0
		exceding 60 h.p.	42 0 0
1920	1.1.1921	Not exceeding 6 h.p. (or electrically propelled)	6 0 0
		Exceeding 6 h.p.	1 0 0 for each unit or part unit
1934	1.1.1935	Not exceeding 6 h.p. (or electrically propelled)	4 10 0
		Exceeding 6 h.p.	15 0 for each unit or part unit
1939	1.1.1940	Not exceeding 6 h.p. (or electrically propelled)	7 10 0
		Exceeding 6 h.p.	1 5 0 for each unit or part unit
1945	1.1.1947	First registered on or after 1.1.1947	1 0 0 for each 100 c.c. (subject to the same minimum as the h.p. scale viz £7 10s.)
		(Previously existing tax position preserved for vehicles electrically propelled and those registered before 1.1.1947)	
1947	1.1.1948	First registered on or after 1.1.1947	10 0 0
		First registered before 1.1.1947	
		Not exceeding 6 h.p. (or electrically propelled)	7 10 0
		Exceeding 6 h.p.	1 5 0 for each unit or part unit
1952	1.1.1953	Electrically propelled	7 10 0
		Not exceeding 6 h.p. if first registered before 1.1.1947	9 0 0
		Exceeding 6 h.p. not exceeding 7 h.p. if first registered before 1.1.1947	10 0 0
		All others	12 10 0
1961	17.4.1961	As above structure	9 0 0 10 15 0 12 10 0 15 0 0
1965	6.4.1965	Electrically propelled;	
		(First registered before 1.1.1947 and not over 7 h.p.	12 10 0
		All others	17 10 0
1968	20.3.1968	As above structure	18 0 0 25 0 0
1975 No. 2	15.4.1975	As previous structure	28.80 40.00
1977	30.3.1977	As previous structure	36.00 50.00

Ford packages the performance part

IF HEAD-TURNING appeal is the seal of approval for the recently released Ford X-series parts, then Ford are sitting on a new success. What the company have done is to latch onto the Continental emphasis on a racing look for a production car, importing the look, but not the panels themselves. This means that you can now buy an Escort, Capri or Fiesta that not only handles, stops and goes better, but also looks as though it is capable of these things. But that is pure enthusiast talk, the commercial success is likely to lie in making the cars look purposeful. The flared wheelarch, front and rear spoiler proliferation, and a set of big wheels are all that many will want, judging from the pattern set in America and West Germany.

Having driven a Capri 3-litre S equipped with the full cosmetic treatment to the body and the extremely effective spoiler/wheel offerings, I know a little about the car's crowd appeal, but the X-series idea goes a lot further than that.

The point is to try and clean up Ford's high performance parts marketing. The majority of customers do not really want to wade through a parts book sorting out which, of the five front strut combinations offered for the Ford Escort, is the one for them. Here we are really talking of the public road customer. Many competitors will still derive unseemly joy from weeding through part numbers to find something that will give them just that edge over their rivals . . . who will be doing the same thing, so Ford storemen will continue to bear that pained look for much of the time!

Every model in the Ford range, except the Granadas, can be catered for in this package manner. What Ford have done is to select likely combinations and put them together, though we should all be aware that this method of buying parts is the way in which legislation has forced the high performance "add-on" industry to follow, or go to the wall. The spectre of stricter type approval, *i.e.* selling a car only in strictly recognised form with the permissible options listed, can be expected in Britain, though it would be hard to enforce.

All that means is that the manufacturer is increasingly likely to be the purveyor of high performance parts in the future, for only he will have the resources to go through the paper and test work necessary to gain approval. Thus the Ford move is a clever anticipation of the future in Britain, based on their experiences elsewhere.

That is not to say that Ford have been too clever about the X-series introduction in this country. When Standard House staff talked to dealers about the new series, most of them frankly did not know what the hell was going on. So far as they were concerned the list of FAVO parts continued as before. Most of them (90% of the 67 dealers we had on our lists as RS people) had yet to receive the newer bits, like the wheelarches, never mind study their role to the customer as: "Ford's experienced RS Dealers will do the rest."



Works driver Bjorn Waldegard, shows how the X-series RS2000 can be driven!

So the launch shows signs of being premature, but that does not mean the idea is not a good one. The Capri I drove demonstrated the potential beautifully. That S model carried the Spa-coded wheelarches over 7½-in. rim Ford four-spoke alloy wheels with huge 235/60 VR 13 Pirelli CN36 SM tyres filling those freshly created extra inches admirably. The glassfibre extensions had been blended into the metal body superbly, using plenty of filler over the basic rivet attachment twixt glass and cutaway steel. Details included the incorporation of a new filler cap flap, closed by magnetic catch. The front spoiler acts both as an integral part of the wheelarch extensions, and a home for brake cooling ducts.

In this form the car's cornering powers were far beyond the now tamer Essex 3-litre engine and the brakes (like those of a modified BMW 633 CSi driven recently) went soggy in the face of their extra work load. The big wheels and tyres put so much rubber on the road that the driver is braking later and harder with less drama than the standard car: the chances are that the car is arriving at corners significantly quicker as well, despite the un-tuned engine.

After a terrifically enjoyable morning – taking in the *Col du Boxhill* hill-climb classic – I studied the other equipment on offer for the Capri with exceptional interest. Ventilated discs for the front, using Granada calipers seemed high on my personal list. To match the brakes I would then go for the engine kit. Here the company have used their Group 1 racing experience and simply offered the bigger twin-choke carburettor and the Rover 3500-size valves: the standard exhaust is quite efficient and a competition camshaft installation would be expensive, as well as ruining the V6's charming laziness. Now we ought to have 170 horsepower.

Although S suspension features Bilstein damping there is a better alternative. Remember the RS3100 Mk1 Capri? Ford simply offer that low riding (at least an inch off ride height) combination which features a single leaf per side, and similarly stiffened front coil springs. Since the RS also featured negative camber, an experienced dealer could also set up the front end geometry with this feature at the same time. New, since those days, is the German inspired anti-dive device, which proved exceptionally effective on the Tour of Britain last year, mounted on the factory RS2000s. Also of interest on the handling side is the offer of a limited slip differential, an item that can transform the 3-litre Capri's tractional abilities at almost any stage of development.

The Escort is the most popular subject of all for alteration and here, as always, you can really make the car into anything you want. For the road-going owner the new Zakspeed-styled wheelarch extensions should be popular, though it's a nuisance having to buy another front spoiler, even if this one does carry apertures for brake ducting. It must also mean that the RS2000 carries three different materials up front – glassfibre, steel body panels and the deformable polyurethane remains of the nose! Again the 7½-in. rim wheels, LSD and single leaf suspension are offered. Having completed many happy road miles in a 160 horsepower Group 1 Escort, I can also recommend the close ratio "Rocket" gearbox and the high ratio (2½-turns) rack: unlike the Capri, the ventilated disc brakes are not



Series-X parts can be fitted to all Fords, save the Granada.

really necessary on the road. Ford recommend the Pinto engine be uprated to about 145 b.h.p., benefiting from the Group 1 Weber downdraught carburettors, bigger valves for the cylinder head and the competition Group 1 camshaft. In this case the camshaft should be easier to fit and there is no deterioration in road manners in my experience, but that is based on a properly set-up engine. I have tried others that have been nasty, using the same parts, simply because the carburation and ignition were out. Ordinary Escorts can benefit from many of the RS2000 parts, though it's worth pointing out that there is a simpler wheelarch, also in glassfibre, similar in style to those widely used on the rally cars (though the factory arches are aluminium). No X-series equipment is listed for the 1300 and 1600 crossflow engines, but there should be absolutely no problem in obtaining pretty well anything you want from the tuning industry for these well-known units.

The Fiesta? The announcement of tuning equipment is premature here, for no prices could be quoted at press time. What Ford have developed is a kit for the 1100 engine, boosting output by 20%, but since we will have a 1300 standard version, as promised at the Fiesta launch, that exercise seems a little pointless. A 13-in. diameter wheel – with 7-in. rim – is to be offered, carrying tyres of 205 section. However, the chief point here is to allow larger front wheel disc brakes to be installed, utilising the original calipers.

Rather ugly matt black wheelarch extensions are more practical in offering a degree of bump-resistance by their polyurethane construction. Modified suspension (who knows, they might even improve the ride!) is still described as being, "at the development stage."

The Cortina is tacked rather modestly at the end of the publicity material. One paragraph simply says, "an air dam, rear spoiler, 6-in. alloy wheels and gas-filled dampers are available for all versions of this car." Since a rather more powerful Cortina will exist shortly, this may be a case similar to Fiesta 1300, where standard production models will create fresh needs.

Prices? Well the Capri I spoke of earlier would have added £800 odd to the price of the car by the time labour, tyres and paint are taken in. The full wheelarches are approximately £140 a set for RS2000 or Capri; the wheels are £56.11 *each* and, as with all parts prices, Ford do not add VAT!

On the same basis the V6 engine parts are £111.57 and the suspension approximately £250, for the RS or Capri. The engine components for RS2000 amount to some £400 and the high ratio rack is £97.77.

I hope that I have given readers some idea of what costs are involved in apparently quite simple changes. Compared with the prices that were quoted for the body parts in Germany, the British made panels are bargains. You need an excellent dealer bodywork establishment to make the best of such parts, the other handling and engine pieces being much better known but needing equal sympathy and enthusiasm from the dealer to make the trouble and expense fully worthwhile. Are RS dealers up to the quality of the parts? Frankly some are not and I would strongly advise purchase and subsequent dealings only with those who have proven they know what they are doing. The dealer concerned does not have to be in competition, though that's quite a good guide, *if* they prepare the car themselves. No, the reputation you are looking for is conscientious workmanship and interest in your continued custom. –J.W.

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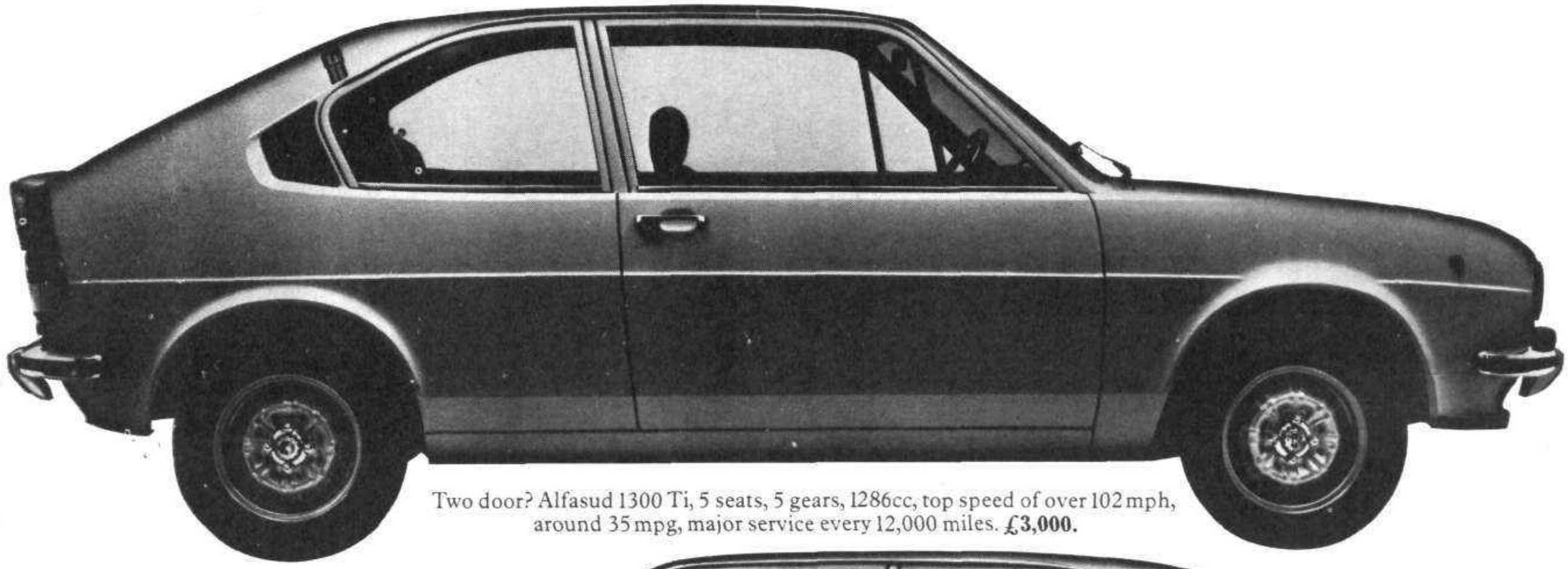
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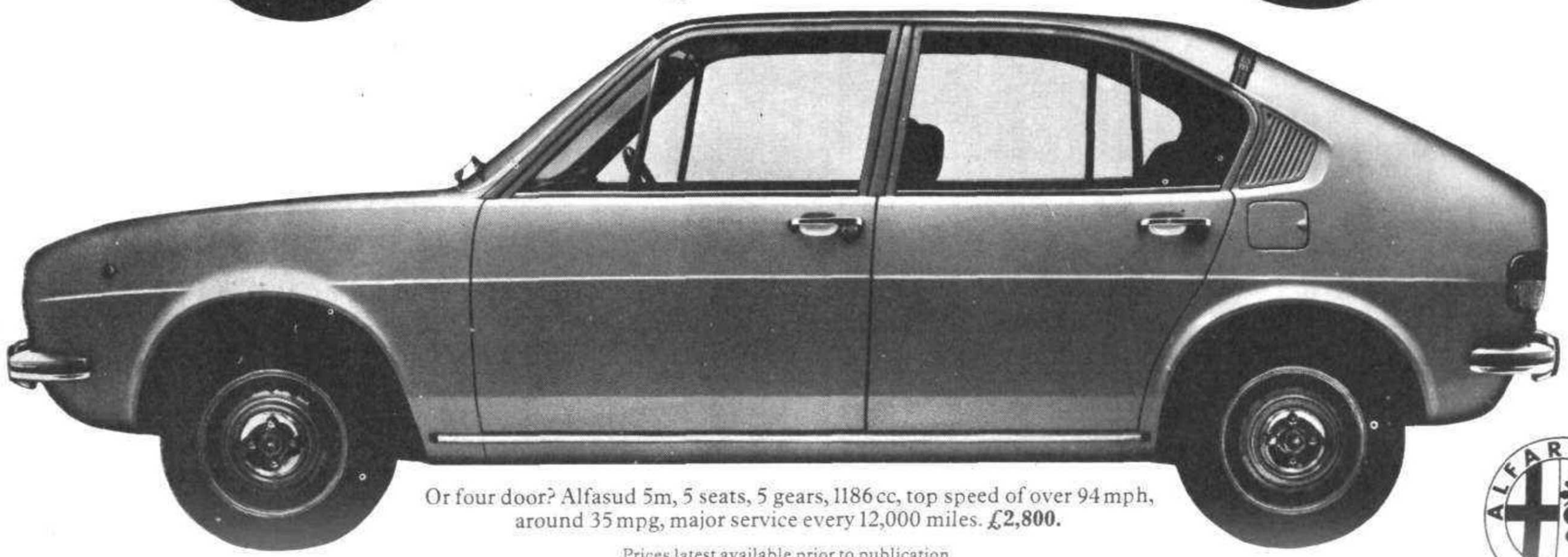
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Book Reviews

"Classic Racing Cars" by Cyril Posthumus. 160 pp. 11¾ in. × 8½ in. (*The Hamlyn Publishing Group Ltd., Astronaut House, Feltham, Middlesex.* £4.95.)

This is another coffee-table tome (these days you need a whole battery or line-up of such tables to hold them, and no space for the coffee-cups) but as it comes from the skilled pen of Cyril Posthumus, it merits mention. The scheme is a brief résumé of 40 top-class racing cars covering 70 years of motor-racing history, depicted rather nicely in 75 cutaway and detailed drawings and more than 130 very good photographs. It is rather amusing to find that these illustrations come from so many sources—the colour pictures from the alas-defunct "Profiles", from the Pomeroy "Grand Prix Car" books, others from the weekly and monthly motor journals, including MOTOR SPORT, from hand-out sources, from Rex Hays' model-car books, Cyril has tapped them all. The result, though, is very effective and to this generous display of previously-seen illustrations, many in colour, is added the talented author's opinion of how each of the 40 cars he has included, from 1906 GP Renault to McLaren-Ford M23, fits into its particular niche in history. This is a very worthwhile book to give as a present to any young son or nephew who is anxious to learn all about the history of the racing car. Those aunts or uncles who order early for Christmas or have presents to send abroad, might do much worse than buy this Hamlyn tome. The best thing about it, from my point of view, is the cryptic quotation above each chapter, such as "At last we had got a crack-a-jack Grand Prix car" (Stirling Moss on the 2½-litre Vanwall), "The Lotus is a completely scientific study. Colin Chapman is a fine designer" (Enzo Ferrari on the Lotus-Ford 49), and the conflicting ideas by *Autocourse* and *Sports Cars Illustrated* as to whether the Ferrari Dino 246 was a good-looking or an ugly car . . .—W.B.

"James Hunt Against All Odds" by Eoin Young. 176 pp. 9¾ in. × 6¾ in. (*Hamlyn Publishing Group Ltd., Astronaut House, Feltham, Middlesex.* £3.95.)

So another racing-driver biography is off the presses! I find it hard to stomach this incessant delving into the lives, thoughts, wealth and intimate actions of drivers who have not completed their careers. Once upon a time we waited a decent interval before craving such material. For instance, it wasn't until after the Second World War that Posthumus wrote his excellent book about Sir Henry Segrave, who died in 1930, and it wasn't until Dick Seaman had been killed while driving bravely at Spa that Prince Chula compiled his biography. For this reason these books had impact and were intensely interesting. Before the war it was not usual to discuss a driver's home life, where he lived, how much he earned and so on—it was only when delving quite recently into the "Homes of the Racing Drivers" that we dug out some dignified, stately residences at variance with the flashy flats and houses beloved of today's GP aces, especially if located in tax-evasion places. Nor can I visualise de Hane Segrave volunteering that he had sex with Doris Segrave, or with someone else, before he won the 1923 Grand Prix or put the LSR to over 200 m.p.h.—which speed he did, let those who momentarily touch such speeds today remember, 50 years ago. I doubt very much whether anyone ever asked de Hane such a question! Hunt, however, readily provides his answers.

Today it is obviously different, and publicity of any and every kind is regarded as essential to the racing-driver. Hunt makes the point that he never intended his life-story to be published until after he had retired from driving. Written too soon, he says, such a book would not only have been incomplete, but the probable end of his career—which you may or may not follow! That Eoin Young has been given the chance of chronicling the World Champion now, Hunt ascribes to two facts—1976 was, and I quote, the most dramatic season ever in the history of motor racing, and because another publisher produced a Hunt biography "which was less than accurate".

Howsoever you regard this, here is the complete, authentic James Hunt story to date, by Eoin Young, whom Hunt describes as "probably the best writer in the motor racing business", with the assistance of David Hodges. It will no doubt be a very welcome book to the younger followers of present-day motor racing—a best-seller, maybe. The opening pages cope with Hunt in anything but a racing car—shooting, running, biking, loving, and playing cricket, squash, tennis and golf, and Hunt as a home-builder, a dog (Alsatian) owner . . .

The motor racing follows, building up to the climax of the 1976 World Championship. The bulk of the book is about the 1976 season alone, however. There is a final chapter about this year's racing, up to Brazil, and another about Hunt—The Driver,—"I think I can improve, although I am not sure that I can drive much faster . . .". There are Hunt's opinions of other drivers. Its all there, including a wealth of excellent pictures. I expect that Hunt's fans will lap it up, incomplete as it must be.—W.B.

A useful book for those interested in tanks, military vehicles, etc. is "Military Museums and Events in Silver Jubilee Year", available from tourist offices at 30p, or for 40p post-free from the English Tourist Board, Dept. S, Grosvenor Gdns., London, SW1W 0DU.

"Landscape with Canals" by L. T. C. Rolt. 188 pp. 8¾ in. × 5½ in. (*Allen Lane, Penguin Books Ltd.*, 17, *Grosvenor Gardens, London, SW1W OBD.* £5.50.)

This book represents a fascinating but sad obituary to that well-known writer of books about the Industrial Revolution and member of the Vintage Sports Car Club, who completed it before he died. It is the sequel to that even more endearing book of Rolt's, "Landscape with Machines". This sequel deals mainly with the canals Rolt and his first wife, Angela, traversed in his Model-T Ford-engined narrow-boat *Cressy*. There is not a lot about cars in it, although Rolt transmits his regard for his father's and his own 12/50 Alvis motor cars, referring to the former sports-tourer as "an almost forgotten form of transport". He also makes it quite plain that he disliked very bitterly the Austin Big Seven that he bought as war-time transport—one feels certain that Tom Rolt would have been the last person to pay the ridiculous prices now demanded for cars of this kind. Another form of war-time transport used by Rolt was an old square-tank 2¾ h.p. AJS motorcycle, which cost £10 and was carried on *Cressy's* aft-deck. The boat had been converted to burn paraffin as a further concession to petrol-rationing.

This book seems costly, lacking as it does an index and illustrated with only 15 "box-Brownie"-type photographs. It is apt to be disjointed and runs from Rolt's simple philosophy to marital problems, from battling with weed-infested, long-disused canals to writing and the formation of the Inland Waterways Association, as it turned out with unhappy consequences for Rolt. But those who knew Tom and all who love canals, will find, as I did, that this brief book exerts a fascination that does not permit it to be put down until the last page is reached. It covers the first canal-boat rally, making a film of canal life, with asides about railways, cars and engineering. It very pleasantly recaptures those pre-war days which will never return. W.B.

"Morgan Sports" edited and compiled by Peter Garnier. 80 pp. 11½ in. × 8½ in. (*IPC Transport Press Ltd., Dorset House, Stamford Street, London, SE1 9LU.* £1.50.)

The amount published of late about Morgan, Aston Martin and Frazer Nash cars has been quite prolific. No harm in that, for these makes are among those of which one cannot have too much of history, nostalgia and recollection. This latest publication, a soft-cover book containing some advertising, in the IPC series, covers the sporting Morgans from the earliest three-wheelers to the Rover 3500-powered Plus Eight. It is full of pleasing illustrations from all these periods, some in full colour, and in spite of its title, the Family Morgan tricar has crept in. I think Editor Garnier must have enjoyed compiling this one, because he has owned three Morgan three-wheelers in his time, the first, which was a 1932 Super Sports-JAP bought in 1936 for £37 10s, being depicted on Barton Steep during the 1939 Land's End Trial on the inside front cover, while a later picture shows another of Garnier's Morgans, a 1935 Super Sports-Matchless bought new for £130 and taxed for a year for £4.

Because the book consists of reprints from the *Motor Cycle* and *Autocar* some of us recognise immediately some of the text and pictures. But it is so nice to have them selected for us and bound together, all for a modest 150p. Reading the text, one comes to appreciate that some of the *Motor Cycle* writers were quite outspoken for their day. For instance, the road-test report on a 1930 Family Morgan (almost exactly the same as my 1927 model) contains these words: "The question of brakes is a ticklish one. If they are weak the owner complains bitterly, and if they are too powerful he may get into trouble through over-eager application. The expert can be given powerful brakes, because he knows how to use them, but the novice must be catered for. Those on the Family Morgan were adequate, and no more . . ." A nice case of being able to "read

between the lines"; and the man told his readers that unless greased the clutch was on the harsh side.

To re-read "Ubique" writing in 1929 about his Aero Morgan or "Torrens" in 1939 about driving a 990 c.c. "rorty, naughty, delightful" Super-Sports Morgan for 600 miles, makes one realise what we miss, in the 1970s. The Girling brakes of the latter were "very good indeed" and it went from 20 to 50 m.p.h. in top gear in just over 13s. The Aero took the 1 in 7 Edge Hill in top at speeds too fast for the corners, for which it had to be slowed, and the brakes would just stop it on such a gradient. All three of these Moggys had front-wheel brakes, by the way.

The book covers the four-wheelers just as thoroughly, there is a chapter on care of the 1927 Aero Morgan, and road-test reprints of the four-wheelers, from 1936 and 1938 4/4s to the post-war models. There is a picture of Peter Garnier in a 1965 Super Sports on the occasion, I think, when he was "arrested" for inadvertently venturing onto the motor-banned Malvern Beacons and the many cut-away drawings, etc. make this book very good value indeed, although, of course, there is much more Morgan archival material in the IPC files. But with Grenville's 50p "Vintage Years of the Morgan Three-Wheeler" and this new publication it is possible to have very complete coverage of this unique and much-loved make for a mere two-quid.—W.B.

"E-type : End of an Era" by Chris Harvey. 236 pp. 10¼ in. × 8½ in. (*The Oxford Illustrated Press Ltd., Shelley Close, Headington, Oxford.* £12.00.)

Chris Harvey is a former Editor of Penthouse who now works for the *Sun*; the fleshy attractions of his workaday life are tempered by an all-consuming passion for a man-made sexual symbol, the Jaguar E-type. His journalistic abilities and knowledge of, and overwhelming enthusiasm for, the Coventry marque are combined in this interestingly-presented volume, which is well stocked with black and white and colour photographs.

This is much more of a handbook on the E-type than a marque memorial. True, it starts with a sentimental tribute to this already legendary sports car and provides an interesting compendium of résumés and quotes from contemporary road test reports, including W.B.'s MOTOR SPORT feature. Incidentally, this *Sun* journalist contrives to quote MOTOR SPORT on the book's page 3, a numeral which denotes the infamous flesh page in his daily journal! This section gives the lie to the oft-quoted belief that the 3.8 model was the fastest production E-type of all: *Autocar* and *Motor* both achieved higher maxima with Series I 4.2-litre cars.

One chapter explains the detail differences between the various series, a description of gradual production development, and clarifies the status of the almost mysterious Series IA 4.2-litre model.

But the true worth of the book lies in the wealth of more practical information which is heaped liberally upon its glossy pages. It must be an invaluable companion to anybody contemplating the purchase of an E-type, and at times an almost frightening guide to the pitfalls of purchase and maintenance. The major weakness—rust—is graphically portrayed in the detail photographs accompanying the warning words. The weaknesses are more than adequately offset by the many strengths, by the way! These illuminating chapters are made all the more valuable and understandable by the exploded diagrams taken from the almost impossible to obtain Jaguar parts manuals.

The practical E-type owner should find a blessing in the description of short cuts to some of the more complicated maintenance and repair work (how many other cars require the removal of the complete rear suspension and final-drive assembly to renew the hand-brake cable?) and in the advice on inter-changeable parts.

These practical chapters are made easier to understand because the writer is an enthusiastic amateur expounding his knowledge to other amateurs in the same, not-too-technical language. At the same time, even the amateur reader will find some of the information in the warning sections to be too general, too well known to require repetition.

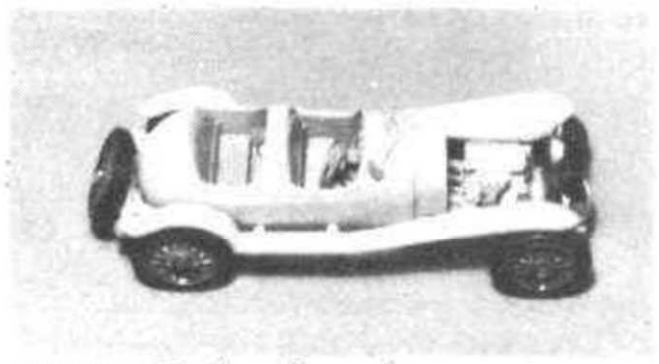
There are chapters on racing E-types, the men behind the car's development, concours cars and their preparation and improvements to be made—although advice to fit glass-fibre bonnets when the rust bug has struck is hardly likely to improve the ultimate value of the investment. Some of the quotes from E-type owners around the world smack too much of padding.

On the face of it "E-type : End of an Era" is too much money for what it is, especially for E-type owners without practical minds. But for practical owners, or those contemplating purchase, it should save its cover price instantly. This is the first of a series of similar books from the same author, of which MG and Big Healey titles follow shortly.—C.R.

MINIATURES NEWS

AUTO Replicas of Parkstone list a large range of 1/43rd-scale metal kits and have introduced a 1/24th-scale range, the first of which was of a Type 43 Bugatti. Their pre-war models include a DKW Meisterclasse and a Mercedes 170V, which will enable model builders to keep track of cars now rarely seen on the road. Among historic models is the Auto Replica Renault 45 record-breaking saloon, and we have seen kits of the skiff-bodied Type 23 Bugatti and the V12 Packard roadster in 1/43rd-scale. In the smaller scale a P1 Allard should now be available. A comprehensive catalogue lists all these kits, including commercial vehicles and models of Morgan 3-wheeler, Riley Kestrel, etc., to a scale of 1/76. It is obtainable from 56a, Sandbanks Road, Parkstone, Poole, Dorset, BH14 8BJ, on mentioning MOTOR SPORT.

Grand Prix Models of Radlett have added to their Classic Car kit and miniatures series.



The Auto Replicas Bugatti.

For instance, there is Model No. 59, which nicely captures the nostalgia of the old sports-car days, this being a model of a 1933 J2 MG Midget. It has been based, in fact, on Brian Harvey's own car, so is finished in red instead of the more usual green. Wire wheels, with spare strapped on behind the slab fuel tank, propeller-shaft tunnel, scuttle "humps", front dumb-iron cowl, etc., are typical of the J2 and and the constructional kits or made-up models come not only with building instructions for the former but with a comprehensive history of the J2, down to its inherent faults, and the vagaries of Harvey's own car. This one has the swept front mudguards but Model No. 58 has the earlier cycle-type wings. Another recent Grand Prix Models miniature is No. 57, of the Porsche 356C cabriolet, which is in sleek contrast to the MG model. The latter is 3 in. long, the Porsche 3¾ in. in overall length. One point—the J2 has dual screen-wipers, a concession, perhaps, to MoT testing? A full list of the available Classic, Series '76, Buccaneer and Modsports GP miniatures, together with the many Solido, Golden Age and other models is available from Brian Harvey's Grand Prix Models, 173/175, Watling Street, Radlett, Herts. There is a Classic Cars Alfa Romeo P2 on the stocks but I wish someone would produce some more Brooklands cars, especially slim single-seaters, to match the Auto Replicas' record-breaking Renault 45.—W.B.

The Things They Say . . .

"How about some of you 750 drivers with your own businesses sponsoring three girls a piece? Ten of you at £25 a head would do. Where else can you have three ladies for a whole day for £25!"—Christine Elmes, in the 750 *Bulletin*, trying to get sponsorship for her Ladies Race, to cover entry fees, etc. And a good thing this should be—if you want to see it, go to the BARC Race Meeting at Snetterton on October 23rd.

* * *

THE FOLLOWING beautifully facetious letter, headed "Man Who Made His Mark", appeared in the latest issue of that award-winning company newspaper, *British Leyland Mirror*, which seems to have no fear of calling a spade a spade: "IT WAS most interesting to read the mention in Lynette Cobb's article in the *Mirror* of the little known and much underrated designer Roche, who had such a long career in the motor industry.

"The starter motor she describes, a 1931 design which 'ran on two 12-volt batteries that turned not just the engine but the whole car over', is typical of the man's wholehearted approach to his work.

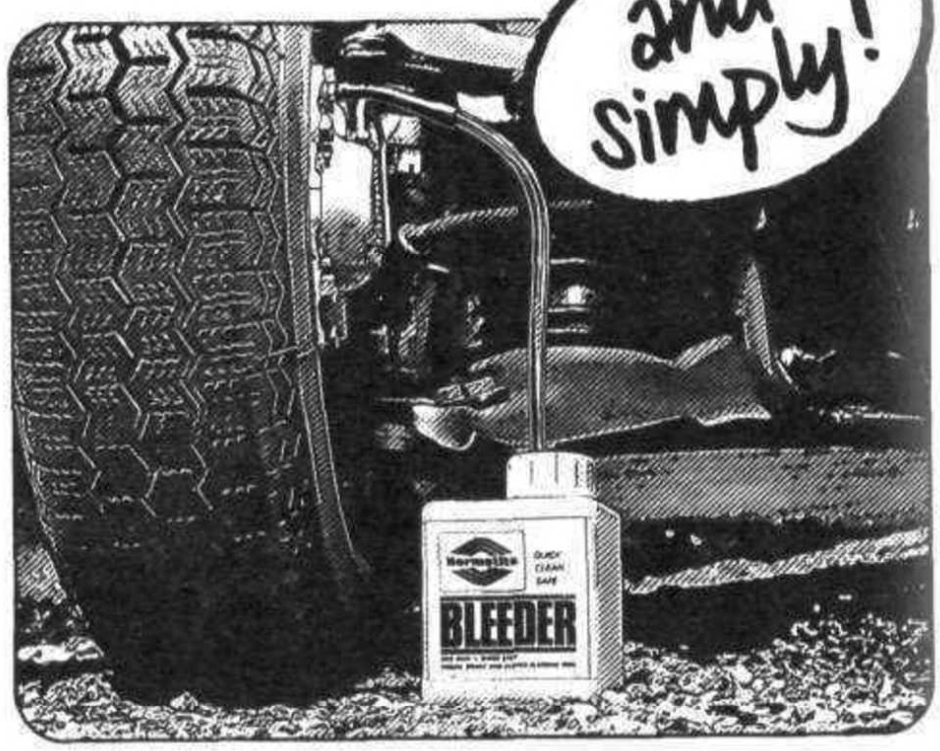
"Later design successes included the damping arrangements on the Allegro, the water-sealing arrangements for that car's boot and the sparking plug rain-proofing on the early Mini series.

He was responsible for the quality standards on the distributor on the Rover 3500 and must take much of the credit for that vehicle's early reliability and warranty claim record.

"He is, of course, not to be confused with the great Georges Roesch, designer of the classic Talbot and its silent dynamometer starter".

Understandably, the writer preserved his anonymity with the title "Cowley car enthusiast".

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IN THE SHADOW OF ROLLS-ROYCE



The Editor was naturally impressed by the Silver Shadow II, which bears a familiar number plate, a legacy from previous Rolls-Royce demonstration cars.

I HAVE just enjoyed a week with a Rolls-Royce Silver Shadow II. It was indeed a very pleasant experience. Nevertheless, I do not intend to be drawn into discussing whether or not, in my opinion, this fine £24,248 6.7-litre V8 motor-car from Crewe is the finest car in the World. Either you think so, or you buy a Mercedes or a moped.

Nor do I propose to inflict on you a full road-test report on this Rolls-Royce, for the very good reason that it is not a new model. It represents a worthwhile development of the original Silver Shadow, in the manner in which Rolls-Royce engineers like to incorporate improvements as and when these are thought desirable; and I dealt rather comprehensively with that Rolls-Royce in MOTOR SPORT for May, 1968. Also, the Assistant Editor told you about the Shadow II in the issue of MOTOR SPORT dated April, 1977

Writing about the Shadow I, I headed my report "Not So Much a Motor-Car, More A Way of Life". That impression remains, after experiencing this model in its latest form. It is so different from anything one normally drives, dignified, luxurious, yet reasonably unpretentious. It hurries, up to around 120 m.p.h., if you extend it. It will out-pace a lot of quite quick motor-cars, in the traffic-lights drag-race, if you drive it that way. But primarily it is a car to enjoy, rather than to fully open-up, a car to be driven with restraint and certainly not one to be skidded round corners. That way, it still melts those miles that can seem so tedious in lesser cars, because great hush, smooth-operating steering and controls, an automatic gearbox that alters the ratios scarcely perceptible, an air of top-quality all about you, and the sense of security that bulk and lofty seating conveys, combine to do just that.

There still seems a small impression remaining at R-R that the back-compartment occupants should be even more comfortable than those in front, who might just, after all, be chauffeur and valet. This, though, only applies if you are very tall, or are exceptionally long in the legs, and it isn't really valid once the electrical multi-range adjustment of the front seats, each with its own inner arm-rest, and sliding outer arm-rests, has been mastered. Then only the width of the rather flat seat backs can be criticised, as they do not always quite retain small people on fast corners, – if you must drive a Shadow in this fashion. Otherwise, criticism is encouraged only because this is such a splendid and prestigious car. Some of those who travelled in it thought the highly-polished facia and veneered door surrounds did not look quite like genuine tree-wood because of its shiny surface.



The Shadow II is distinguished from the rear by its substantial bumper bar, twin tail pipes and the rather cock-eyed model designation badge.

I was more interested in the power-steering. From having a far-too-finger-light action, just like that of the XJ12 Jaguar, this now operates with a much nicer feel, while still calling for only a fore-finger and thumb on the thin rim of the now smaller-diameter (15½ in.) steering wheel. I was sorry to find a slight tremor, one could scarcely call it a vibration, at the steering wheel rim over some surfaces – the Dunlop tyres were fairly new and probably required re-balancing. The power disc brakes were most powerful and pleasantly progressive. The automatic choke made the engine run too fast for a time, after cold-starts. I was pleased to find an oil-gauge incorporated in the new four-needle communal-dial (this oil-gauge, and fuel-contents, engine-heat, and ammeter), even if the needle symmetry is spoilt because the oil-pressure one rises reassuringly higher than its opposite number, at speed. At idle the big engine really *is* inaudible, so that a tachometer would be useful. The important point to concentrate on is that there is little more sound at 100 m.p.h. than at, say, 60 m.p.h. – never mind the clock.

I had been so very impressed with the ride of the first Silver Shadow, achieved by self-levelling







the complex arrangements, that I think this has deteriorated very slightly on the Shadow II. There was some mild float over some road surfaces, you see. The car rolls quite a lot, too, if you corner it ambitiously but far off the limit – yet I must record that a passenger who felt car-sick in a fast-driven Rover 3500 was quite happy in the Rolls. Whether this was because I drove the latter more sedately than the tenaciously road-clinging car from Solihull, or is it a tribute to Rolls-Royce seats and suspension, I cannot say.

I have called the car a Rolls. But there are people, the late Laurence Pomeroy was one, who maintain that the real credit for these great British motor-cars is due to the Engineer and not to the Racing Driver, and thus refer to them as Royces. By the same token I suppose we should call the Shadow I a Grylls, the Silver Shadow II a John Hollings. . . .

I used none of those names when I went by firm-appointment to collect the test car from Hythe Road (the famous R-R Service Depot) one very wet Wednesday night and found that it wasn't available! On reflection, it was interesting to know that even the makers of "The Best Car in the World" sometimes slip-up. . . .

The next morning all was well. I was asked, quite rightly, to identify myself, in view of the "considerable value of the car you are taking away". I have been surprised, on the thousand or more occasions in the past when I have collected Press cars, how seldom this precaution is taken. But in this case, as I was leaving behind a brand-new Rover 3500 Editoral car (British at last!), I felt that 2/3rds. identity should have sufficed. . . .

Anyway, we were away at last and soon discovered that to all the well-known features which put a Hollings in a class of its own, can be added the new high and low air-conditioning system, controlled by outside sensors, the clever speed-hold control, the deliberate time-lag on the interior lamps after a door has been closed (giving the Duchess time to adjust her skirt), the moveable foot-rests in the back, just like those found in Edwardian drawing-rooms, the outside-temperature gauge and ice-warning lamp, and so on. Surprises were that there is but one key, that the doors lack a central external locking arrangement (although they can be thus-secured from within), that the horn-button is still in the steering-wheel centre, and that the fuel-filler flap cannot be released by the facia button unless the ignition switch is "fully-off", although the electric windows function without the ignition switch being "on". The quality of the stereo, for which only a test-cassette was provided, was approved of, as was the smooth electrical-selection of the ratios in the automatic gearbox and, later, the power of the 270/75 four-lamp lighting set, foot-dipped, by the way.

There might well be more fore-and-aft adjustment on the front seats and the sill-buttons for locking the back doors are so far back, as to be difficult to reach from the front seats. The luggage boot has plenty of capacity and all the locks function commendably smoothly.

As the RREC was having a rally to Monmouth to unveil a plaque on the town-square statue of the Hon. Charles Stewart Rolls, BA, FRGS, AMIME, on the centenary of the birth of the famous motoring and aviating aristocrat, that is where I directed the Silver Shadow on August Bank Holiday Saturday. At the assembly on the playing fields of Monmouth Secondary Modern School the present-day Grylls and Hollings were segregated from the pre-war Royces. I found myself next to Dennis Miller-Williams, the popular R-R PRO, who was engaged in washing down (oh; these chauffeur-less days!) the Camargue in which he had driven from London with his wife and daughters. A friend borrowed his bucket, to rinse the Shadow. A stately drive with Police escort took us non-stop past the statue, through the grounds of Rockfield House, residence of Lt. Col. Harding-Rolls, MC, DL, JP, and on to the Hendre, where Charlie Rolls was

Continued on page 1259

The radiator mascot on this Rolls-Royce, above left, belonging to the Harding-Rolls family, relatives of the Hon. C. S. Rolls, is based on a piece of masonry on the parapet of the Hendre, the house where Rolls' parents, Lord and Lady Llangattock, lived, above right. The statue of Sir Henry Royce in its new location on the river bank in Derby. Rolls-Royce enthusiasts Club members assembled at the Hendre, below.



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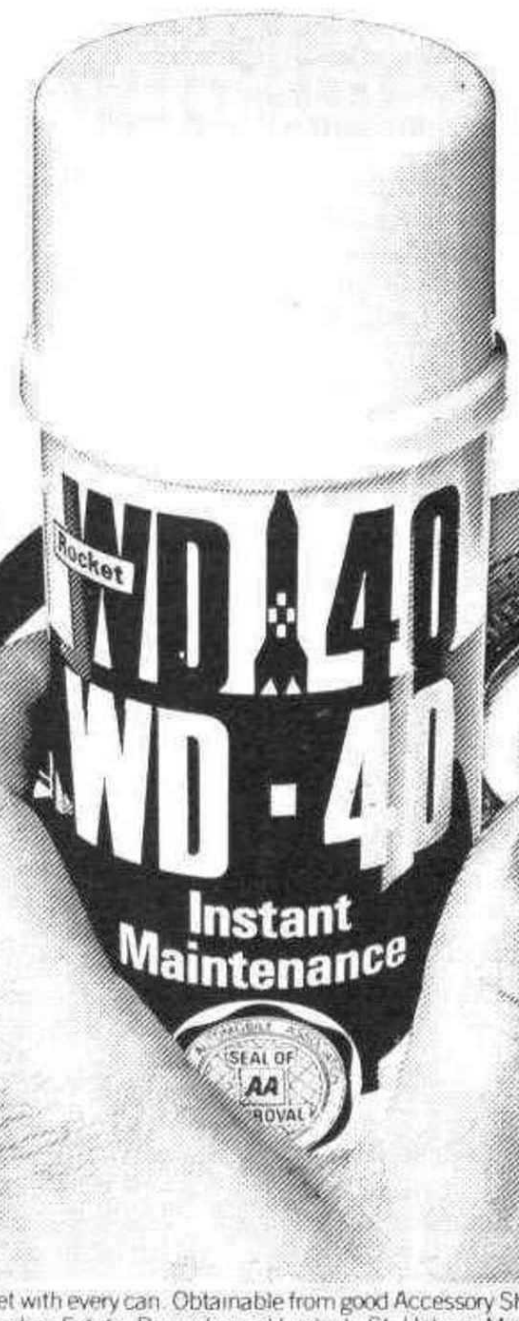
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A SECTION DEVOTED TO OLD-CAR MATTERS

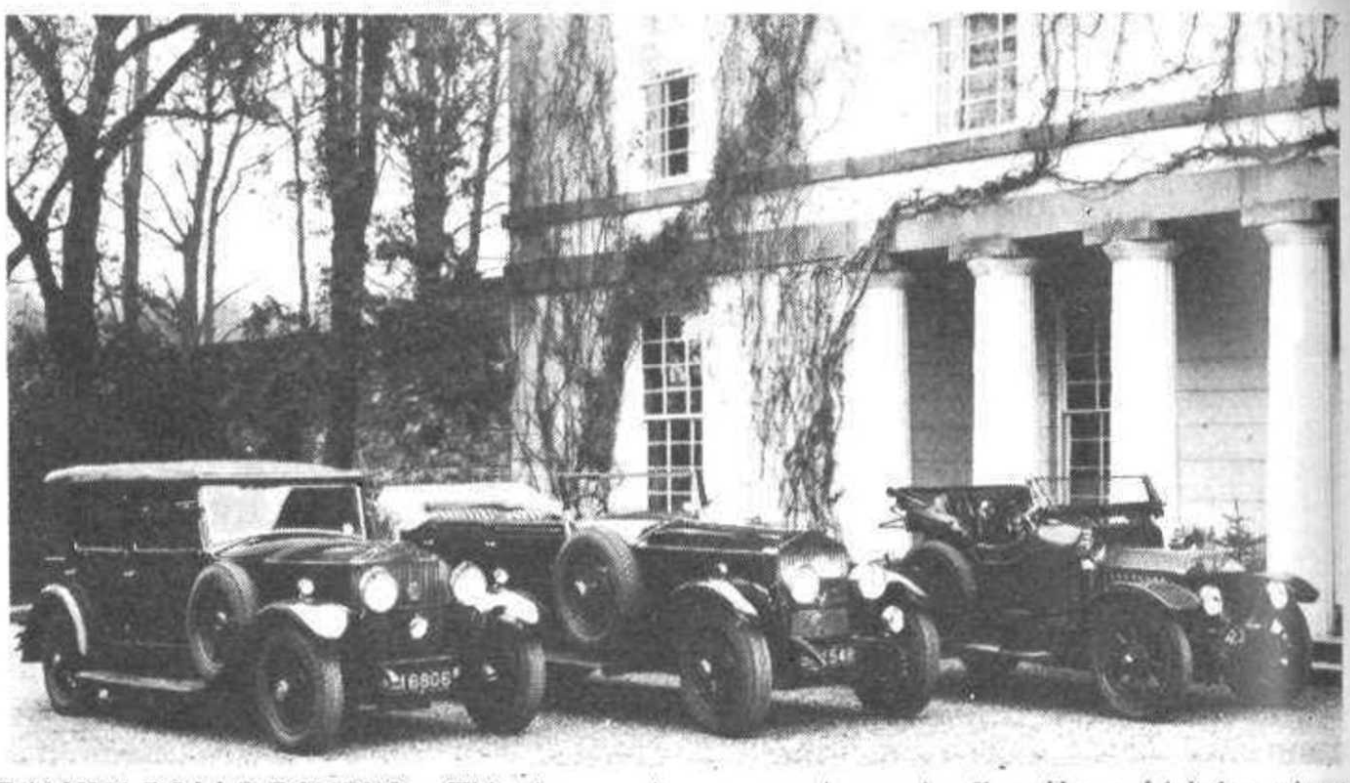
A Straker Squire Relic

EARLIER this year, when they were clearing out an attic at their former premises in Angel Road, Edmonton, Control Dataset Limited found an old order-book belonging to the old Straker Squire Company. This was passed on to us by Mr. M. J. Campbell, who is the nephew of the late Bob Nicholl who, with Arthur Fox, was responsible for Fox & Nicholl Ltd. who ran the famous Talbot sports-car team, among other racing endeavours.

Straker Squire made their first car in 1906, after manufacturing steam vehicles from 1901, the works being in Bristol and the offices in SE London. The order-book just referred to runs from June to August 1907 and was presumably taken to Edmonton when the Company changed its title from S. Straker & Squire Ltd. to Straker-Squire Ltd. and moved there in 1918. The year in question was when they were introducing their new 16/20 model, and when they ran a 110 x 130 mm. entry in the Heavy Touring class of the TT. So I searched this aged order-book with some interest. Incidentally, all its entries, index included, are in a careful copper-plate long-hand; although type-writers were available by 1885, the S-S clerk didn't have the use of one.

In fact, the entries are not very revealing and the only one applying to the racing Straker Squire is a very urgent order for larger hubs to be fitted to wheels used for the racing car, addressed to Liversedge & Sons in the Old Kent Road. This is followed by one to Dunlop's, for 920 x 120 outer covers with cross-grooves, "for competition". Woodwork for securing road wheels to chassis was also ordered. However, the TT was over by then, so perhaps these wheels and tyres were required for a lesser event, such as Brooklands. As I went further into the book I realised that many of the orders were for parts for steam-waggons, replacements for worn fire-bars, axle brasses, Straker boilers, gauge-glasses, glands, grease, etc., eccentrics, and so on. (If any steam enthusiasts want the names of the organisations using Straker Squire vehicles and their numbers, I will endeavour to oblige.) Some of these parts were drawn from LGDC stock, which SS were taking over.

The orders ranged from things like two-dozen Koh-i-nor pencils required by return, to alterations to thirty 24-h.p. radiators (at £5 6s. each), which may have implied using old stock for the new 1907 model, and the making of bodies by R. K. Fleming of Reading, presumably for the new car. These consisted of a side-entrance body with doors and rubber mats, costing £63, two similar bodies, one green with green stripes, the other blue with blue stripes (£64 10s. each) and a very superior ¾-landaulette "seating 3 at back with folding emergency seat, electric light inside speaking tube, companions and ashpan (this nomenclature may have been influenced by writing orders for steam-waggon parts?), trimmed



FAMILY ROLLS-ROYCES.—This photograph, sent to us by ex-chauffeur Harry Lightfoot, shows the cars he used to drive for Mr. John Basil Wrigley. This gentleman took delivery of the four-cylinder 20 h.p. Rolls-Royce (far-right of group) in 1906, as a Mulliner four-seater devoid of windscreen or hood. It was taken to the South of France and back in 1907. In 1908 it undertook a tour to Naples, via France, Italy and the Adriatic Coast, and came home to Scotland by way of Toulouse, Biarritz, Madrid and France, fitted by then with a home made windscreen. In 1909, converted into a two-seater to provide more room for luggage, the car went across France for shipment to Algiers and traversed N. Africa from Oudjda to Tripoli, before returning home. It stood up well but tyre life averaged only 600 miles per cover. Mr. Wrigley then purchased a 1908 Silver Ghost used during the First World War as a hospital-tender, and then regularly up to the Second World War. This was followed by a Twenty, a Phantom I with a secondhand Mulliner body fitted by Offords (centre of group), a 20/25 h.p. Salmons Tickford saloon (left of group) and finally by a Silver Wraith. Mr. Lightfoot, now 66, says he wishes he could recapture the old motoring days . . .

French cord and painted to choice, including rubber mats, leather wings, detachable canopy and bevelled glass windows." The cost was £160. The deal was done by Mr. S. T. Lord, who also booked advertising space in motoring and other journals (a ½-page in *Motor* cost £7 10s.). He also drove Mr. Sydney Straker's Straker Squire into a very close 2nd place in a race at the first Brooklands Meeting.

Those who are interested in fragments about forgotten makes should note that much work was done for Straker Squire by the Wolseley Tool & Motor Car Co. and that Straker Squire's former association with a French Company persisted, as when one sample of each and every bolt and nut on the C.S.B. chassis, including engine, etc., was ordered from Cornilleau in Paris. Unexpected items were a table from Hampton's of Pall Mall, 28lb. of Magnolia metal from Magnolia & Co., and an urgent request for a set of timing wheels, accurately cut with no back lash, for the $3\frac{1}{2}$ x $4\frac{3}{4}$ engines, from B.H.S. of Fishponds, Bristol, the wheels not to be hardened. Then the Kirkstall Forge of Leeds supplied ten front axles per drawing, for the 16-h.p. touring Straker Squires, at £10 10s. each, Wolseley were asked to send two camshafts for 105 x 130 engines by first passenger train to Nelson Square, and things like leather belts mingled with a nest of 20 lettered pigeon-holes, black-Japan finished (38s.), staples for a No.1 Hotchkiss paper-fastener, chain from Bramptons, and a "thoroughly good fitter to leave Bristol to start work on Tuesday morning," as the summer of 1907 wore on. Outside repair work was also being undertaken, for a foot-brake drum for a 30-h.p. Tillings chassis was urgently required from Fishponds. A pair of back cylinders from Germany for a "Firstly chassis" is puzzling and what of bottles of perrier-water, ginger-ale and Apollinaris, ordered "by return" on July 16th from Schoolbred's? Perhaps to take down to Brooklands on July 20th? Altered 30-h.p. bonnet fronts and a strengthened casting for the aluminium top cover of a $3\frac{1}{2}$ x $4\frac{1}{4}$ engine's water jacket may mask a sorry tale! Gabriel supplied gongs, Lagge of Willenhall 35 mm. Grouvelle carburettors and Englebert, whom we associated with tyres, the engine oil. Interesting. –W.B.

A Rolls-Royce Conundrum

IN THE August issue George Brooks of Australia enquired about a Rolls-Royce landaulette which was driven to Scotland in 1906, asking whether it was Lord Northcliffe's Legalimit car. This has brought a reply from Rolls-Royce expert John Oldham of Jersey. He says that although each of the V8 Rolls-Royce chassis of this period were geared not to exceed 20 m.p.h., the prevailing legal speed-limit on British roads, there was, he thinks, only one two-seater Legalimit, with front bonnet, the car supplied to Lord Northcliffe. The picture of this car in Oldham's book is apparently the only one ever published. It is thought that only three V8s were built, with parts for a fourth. The car that went to Scotland is thought to be one of two of the "Landaulettes *par Excellence*", the third car being Lord Northcliffe's 2-seater Legalimit. Oldham thinks a R-R travelling inspector used one of the landaulettes for a time, so the other would be the car that found a Scottish owner. The R-R catalogue of the time shows the V8 chassis (as distinct from the 30-h.p. six-cylinder, and other models down to the 10-h.p. two-cylinder) to have been available with the Barker ("Northcliffe") type 2-seater body at £1,160, the Barker Landaulette *par Excellence* at £1,235, the Barker Motor Landau at £1,275, and the Barker touring car at £1,150 all with "invisible" (under-floor) engine. Oldham wonders whether the last-named hideous thing was ever made. The 2-seater Legalimit had a wheelbase of 160 in., the landaulette chassis one of 90 in. These models were so far surpassed by the six-cylinder 40/50 Rolls-Royce that they were discontinued, Rolls-Royce not again using a V8 engine until the advent of the Silver Cloud II. –W.B.

Opel Follow-up

JUST WHEN it was too late to alter my suggestion, in last month's article on Mavrogordato's 1914 GP Opel, that perhaps the intended single-seater body for one of the pair of such cars that stayed in England during the 1914/18 war was never fitted, I came upon an old photograph which proves me wrong. I should have had more faith in the letter written to me by Mr. S. C. Cull, who worked on these two Opels for Capt. (later Sir) Alastair Miller, and which I published on pages 561-565 on the third volume of my "Story of Brooklands" (Grenville, 1950). This letter explained that, whatever plans Opel may have had before the war for attacking Percy Lambert's hour record (Talbot, 103.84 m.p.h.), a single-seater body was on the GP Opel which Miller named Opel I when it appeared at Brooklands in 1920. Now I discover that Opel did indeed plan to attack the Lambert record, for which purpose, apparently, they quickly put on this single-seater body before the war.

The pre-war body was quite a crude affair. After the war the chassis was crudely lengthened at the rear dumb-irons, presumably by Miller, although I think the wheelbase may have been unaltered, the rear springs simply being longer. The steering was raked across the chassis in keeping with the single-seater body, which presumably explains the need for a fairing over the steering-box, which now, no doubt, protruded over the edge of the o/s side-member, and probably for the steering drop-arm was curved on this car, unlike the straight drop-arm on Opel II, which retained its original two-seater, bolster-tank body, this being the car now owned by Mr. Mavrogordato.

Quite why Miller lengthened the chassis and rear springs we shall probably never know. Was the original chassis damaged during its stay here "for the duration"? Or perhaps Miller thought more leg room was desirable, or that the track-holding would be improved by the longer rear springs. Whatever the reason, the fact is that early in 1920 Opel I had this single-seater body, as the accompanying photograph clearly shows. It also seems that the outside hand brake was moved back, from its original position. Note also that there is no radiator stoneguard on Opel I. The car was painted white, according to Mr. Cull, (which endorses the opinion that Opel themselves carried out the work, before the war) but in the photograph, taken when Miller had both Opel I and Opel II (as they had been redesignated by him) at Brooklands the single-seater seems to have been repainted.

It did not long remain a *monoposto* because L. G. Hornsted, who was to drive this Opel, elected to have a smart red two-seater, streamline-tailed body put on it, later in 1920 this being made by W & B Radiators of Hammersmith, who also made the body for Alastair Miller's 11-litre Wolseley Viper. When A. C. Westwood acquired Opel I some years later it had either a different tail again or the two-seater tail had been lowered. The petrol tank had been in the tail of the single-seater body, which is why, when Brian Morgan eventually set about rebuilding Opel I as a replica of the car as it had run in the 1914 Grand Prix he had to construct a new bolster tank and body.

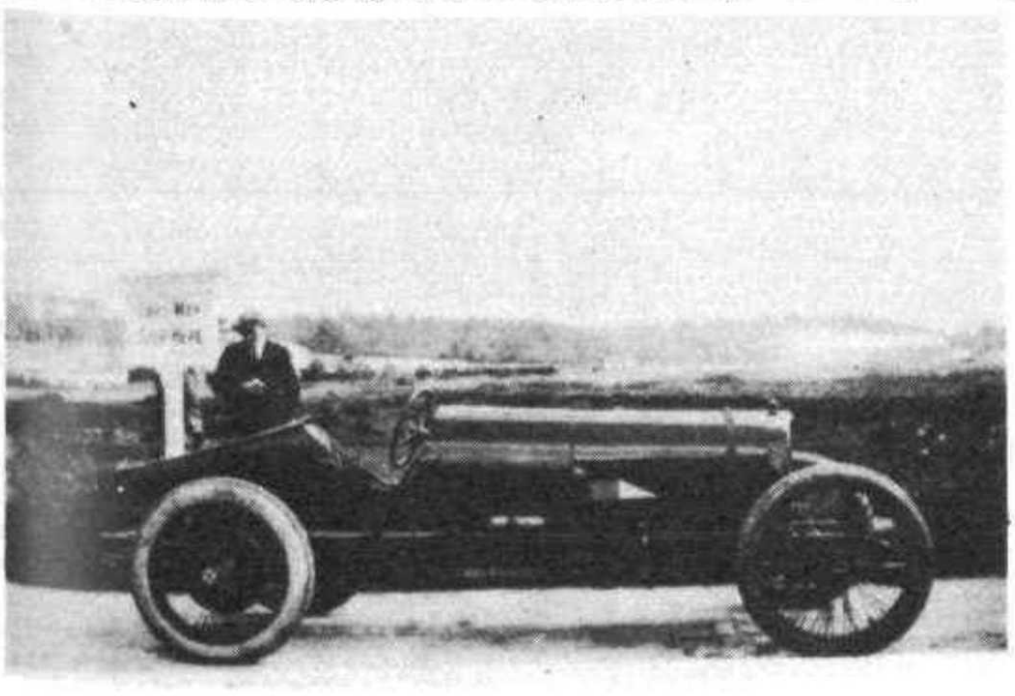
On another note, the reason why Opel II was registered in Sligo, if rumour is to be believed, is that the Paddons liked to obtain that "EI" prefix, because if a hyphen was painted on the number-plate between the "E" and the "I", or between the "I" and the "1" of a string of figures so suffixed, hopefully the Police might go looking for a car carrying an EH registration, when the 20 m.p.h. speed-limit had been exceeded or an open exhaust or whatever arouse their interest!

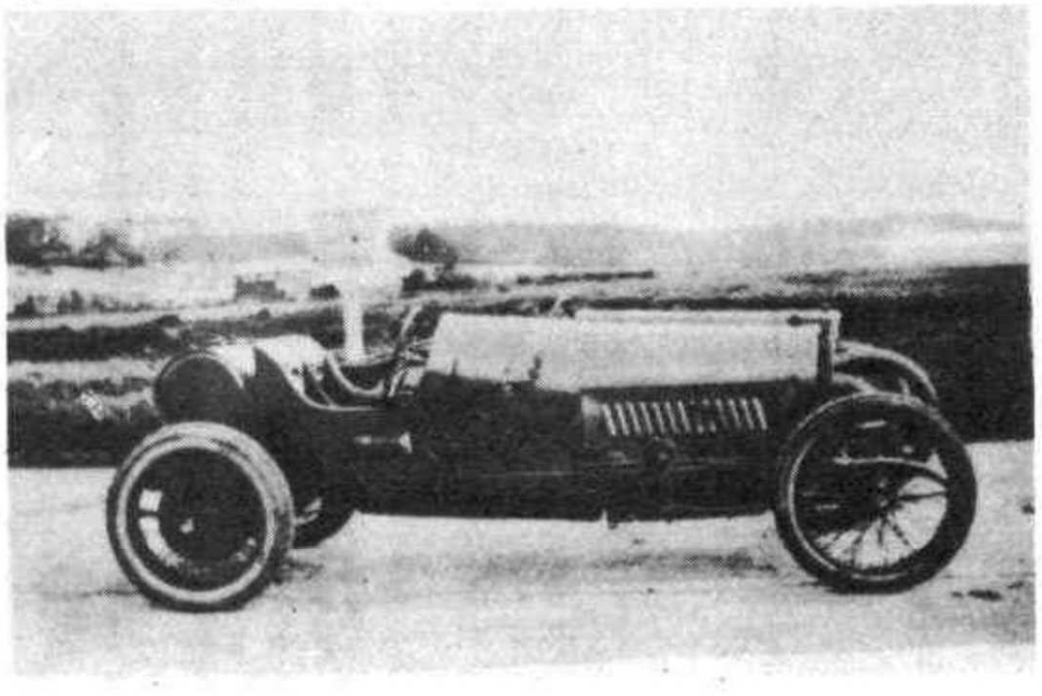
Finally, as a *corrigenda* to last month's article on Mavrogordato's Opel, the owner makes the following points: – His friend is, of course, Bill not Dick Craddock –apologies –, the Opel is, I am assured, no longer inflammable, and its engine is a prompt starter if one is able to swing it, the wheels were rebuilt in 1932, the ignition distributor dates from 1934, the carburetter is original, the extra oil supply is controlled by a tap under the tank, not on the Bosch-oiler, and the recently-overhauled AT speedometer is probably of 1920's origin. The car has a $2\frac{1}{4}$ to 1 top gear, on which it attains a maximum speed in the region of 110mph. –W.B.

V-E-V Miscellany. – Adrian Liddell last year drove his 1921 Rolls-Royce Silver Ghost saloon 7,687 miles from London to India, with no more trouble than a broken windscreen, two split wheel rims, two tyre blow-outs and a puncture – a very stout effort. We had some difficulty in obtaining the results of the *Concours d'Etat* held at the Brooklands Society last June, even to being recommended to telephone a PRO who said he was not at the event and wasn't a member; we believe that the prize went to Crowley-Milling's 1921 3-litre Ballot, in its time a very well-known Brooklands' competitor, and that the Amilcar Six we quoted in the August issue as having won this prize was, in fact, judged the best of those cars which had raced both at Brooklands and Montlhery. In view of recent reference in MOTOR SPORT to the 2-litre Miller that Count Zborowski brought to this country in 1923, it is interesting that a complete history of this car, which Zborowski drove in the 1924 French Grand Prix at Lyons among other races, appears in the first issue of the new Australian motor journal, *Cars and Drivers*. We are very sorry to hear that Nevil Minchin, who has owned over 100 different cars and written a number of motoring books, is ill in S. Africa. Encouragement should be afforded many of us by a request, in the current issue of the *Fiat Register Bulletin*, from an 84-year-old member who is seeking and is anxious to acquire a side-valve Fiat Topolino of the kind catalogued between 1938 and 1940 and is apparently not adverse to rebuilding its engine. Incidentally, the Fiat Register has a note of 592 Fiats ranging from the earliest models up to the Topolino but it would like details of members' cars where these have not been supplied. It is said that the shadier quarters of Bangkok are a good place in which to discover Fiat 500Bs and pre-war 1100s still in service. A big wartime Peugeot coupe de ville, thought to have been used by General Gauraud, has turned up, in a French barn and is to be restored. It appears that a Rolls-Royce Phantom I with a Mulliner body fitted secondhand by Offords, and a Rolls-Royce Tickford saloon, were scrapped as recently as 1975, the former in Hampshire. The beautifully-produced quarterly magazine of the American Packard Club, *The Packard Cormorant*, is now in its 24th year. The Spring 1977 issue contains an article by a Packard worker, a picture of the Packard office with "Packard" on the portals, and a piece about Packards in Britain. The Club held its Macauley Tour here, last month. –W.B.

A Racing Model-T Ford

WHEN Reg Worthing – well-known in veteran and T-circles for his painstaking restoration of a 1913 brass-radiator Ford tourer – rang me to tell me that, as a lad, he had in the mid-1930s, driven a Model-T Ford up the long, steep drive to my present house, delivering coal in one of the trucks of his father's haulage business, and, more to the point, that he had just rebuilt a racing Model-T, I was immediately interested. So one Saturday the Rover 3500 was driven over the back lanes and by-roads of Powys and Herefordshire, to Mr.





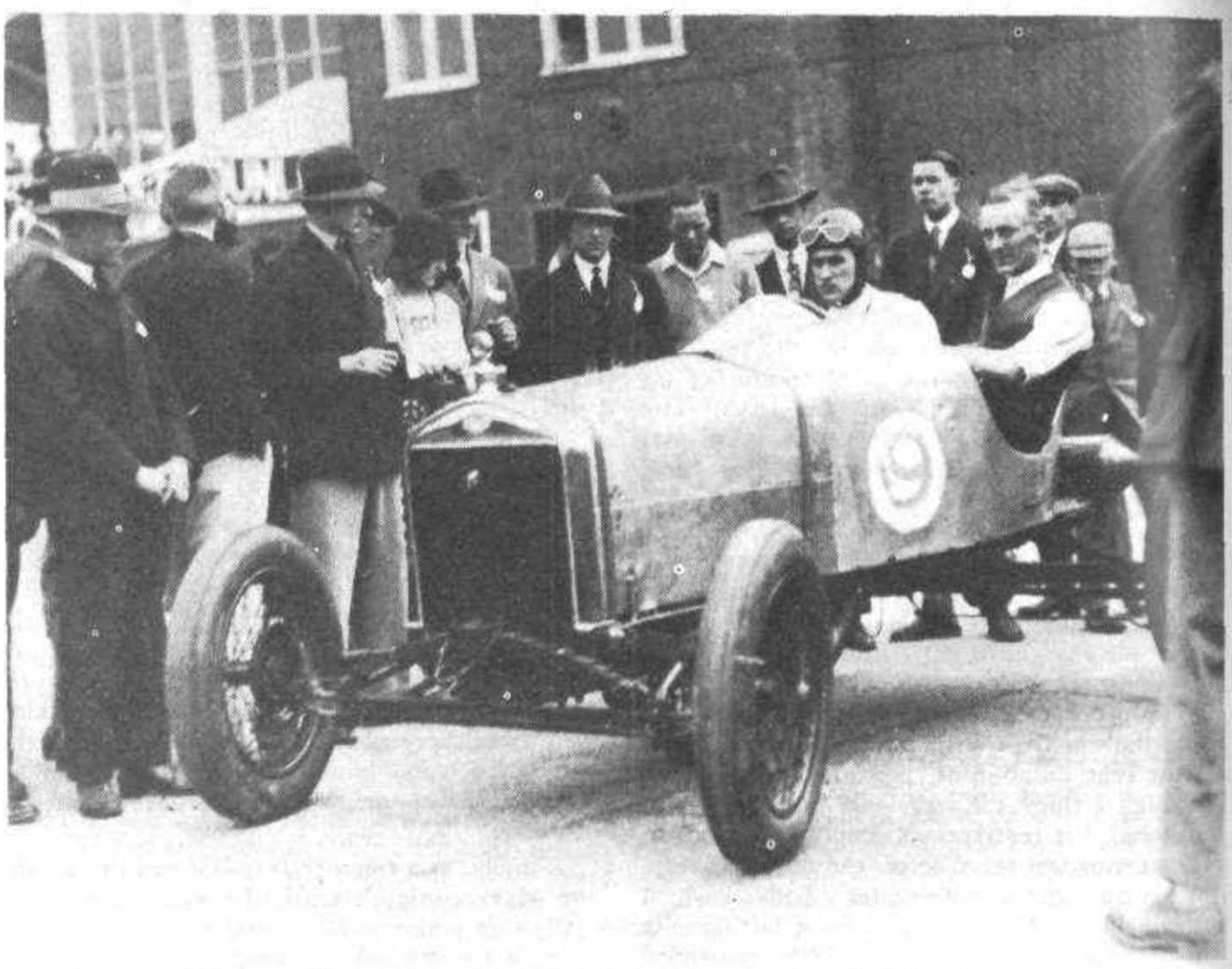
Left : Capt. Alastair Miller's Opel I, as it appeared at Brooklands early in 1920 with the Opel-made single-seater body. Right : Miller's Opel II photographed at the same time, with the original bolster-tank two-seater body as used when it ran as Opel I in the 1914 French GP. The former car, with replica body, is now owned by Neil Corner, the latter, far more original, Opel by Noel Mavrogordato.

Worthing's remotely located house. I was soon to discover that he is a great Model-T man, although in the past he has run Rolls-Royce, Vauxhall 14/40 and other vintage cars, and a veteran De Dion Bouton.

On the landings I saw original brass Model-T radiators and in his completely-equipped workshops, besides the two complete Fords, I was shown parts and spares galore (enough, he says, to build up about eight more Model-Ts), and a Baico brass-radiator, chain-drive Ford one-tonner in course of restoration, which will have a Canadian-built engine. The object of the visit, however, was to look over Reg's recently-rebuilt racer.

At one time racing Model-Ts were so popular that it has been remarked that not only did Henry Ford put America on wheels, he unknowingly was to put it behind the wheel of a racing car. They dominated the dirt tracks, but were out-matched by the Millers and the Duesenbergs on the faster board tracks and at Indianapolis. In the American idiom of the 1920s, the "T" was king of the backyards if outpaced at the brickyard. Famous drivers like Wilbur Shaw, Frank Lockhart, Dutch Baumann, Chet Miller, Mauri Rose and so many others had their motor racing baptism in racing versions of the Model-T. At Indianapolis, in the annual 500-Mile Race, these inexpensive propositions, first run there by Chevrolet in 1922, gained 5th place in 1923, and finished 14th, 16th and 17th in 1924, when a team of three Barber-Warnock Fords were driven by Hunt (not that one!), Harder and Alfred Moss, father of Stirling Moss, who was out there studying dentistry. Fronty-Fords made unsuccessful appearances in the "500" in 1925 and 1926 and a few reappeared under the "stock-block" ruling of 1930, Miller's finishing 13th, finishing with a front spring borrowed from a spectator's Model-T when the original broke (and replaced afterwards, it is said, without the owner knowing that his spring had ridden the bricks). Even as late as 1931 there was a sprinkling of these hoary Fords at Indianapolis, one with a Model-A engine. This time none finished, but the Tucker-Tappet-Special qualified at 111.32 m.p.h. . . .

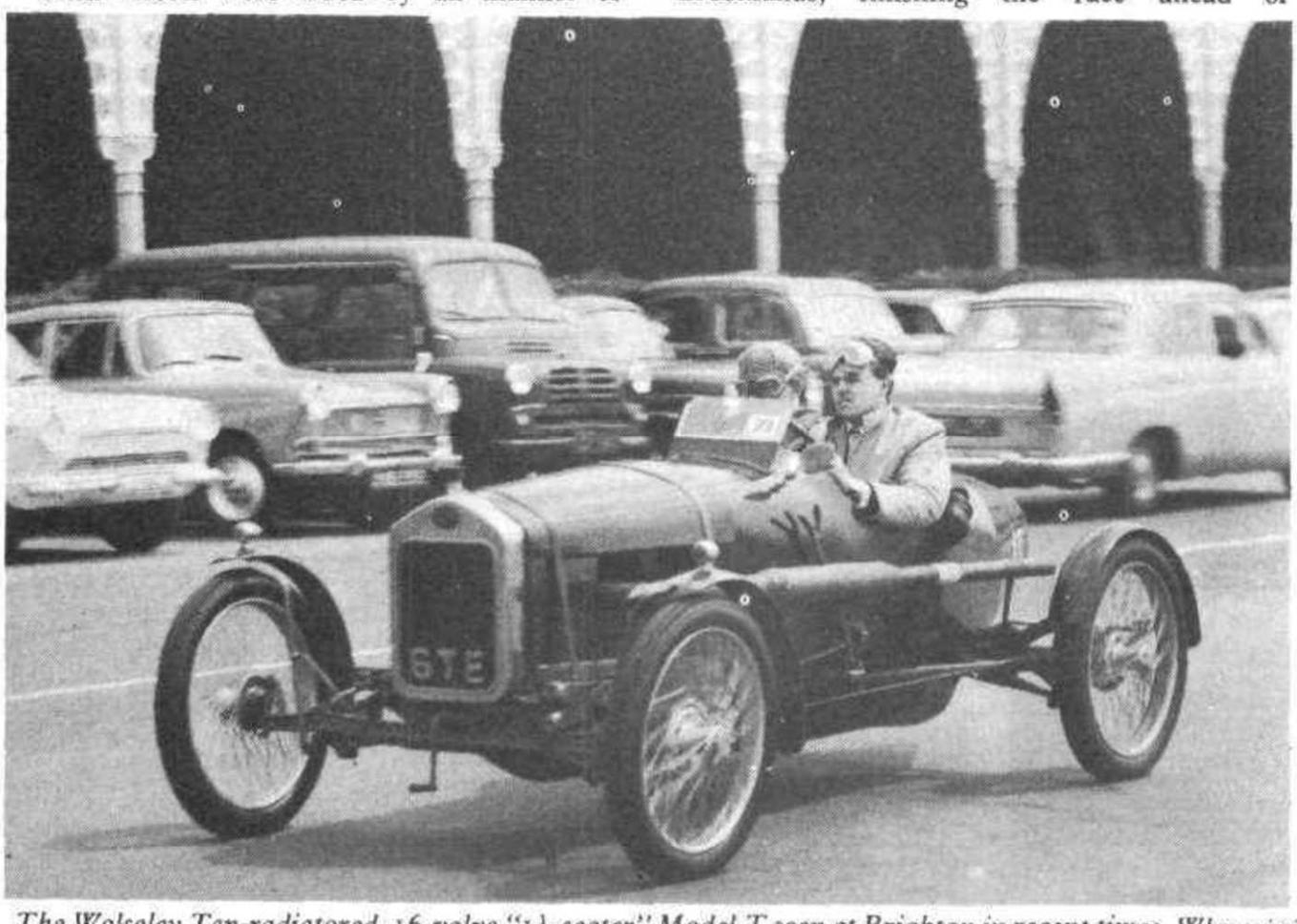
Such efforts were aided by all manner of special speed equipment, especially overhead-valve heads, and those who could afford one might fit a Morton and Brett single-seater body. It was said that even Edsel Ford had a racing model-T, but a rather superior one, built at the factory! They were known here, naturally. At Brooklands, for instance, R. A. Rothermel entered a Model-T in 1922 driven by G. A. Vandervell of Vanwall fame (lap speed, 73.71 m.p.h.), Major Huth had his Alphabet-Ford there that year (lap speed, 69.17 m.p.h.) and Alfred Moss returned to England with his 8-valve, twin-cam, 7 ft.-wheelbase l.h.d. Fronty-Ford-Speed-Sport in 1925 and won the August 75 m.p.h. Short Handicap at Brooklands, finishing the race ahead of an elderly Bugatti and Depper's Austin Seven (lap speed, 85.13 m.p.h.) with smoke pouring from the cockpit from a fire caused by a broken oil pipe. In 1926 Moss' 8-valve twin-cam r.h.d. Frontenac went even better, gaining a 2nd place (lap speed, 91.05 m.p.h.).



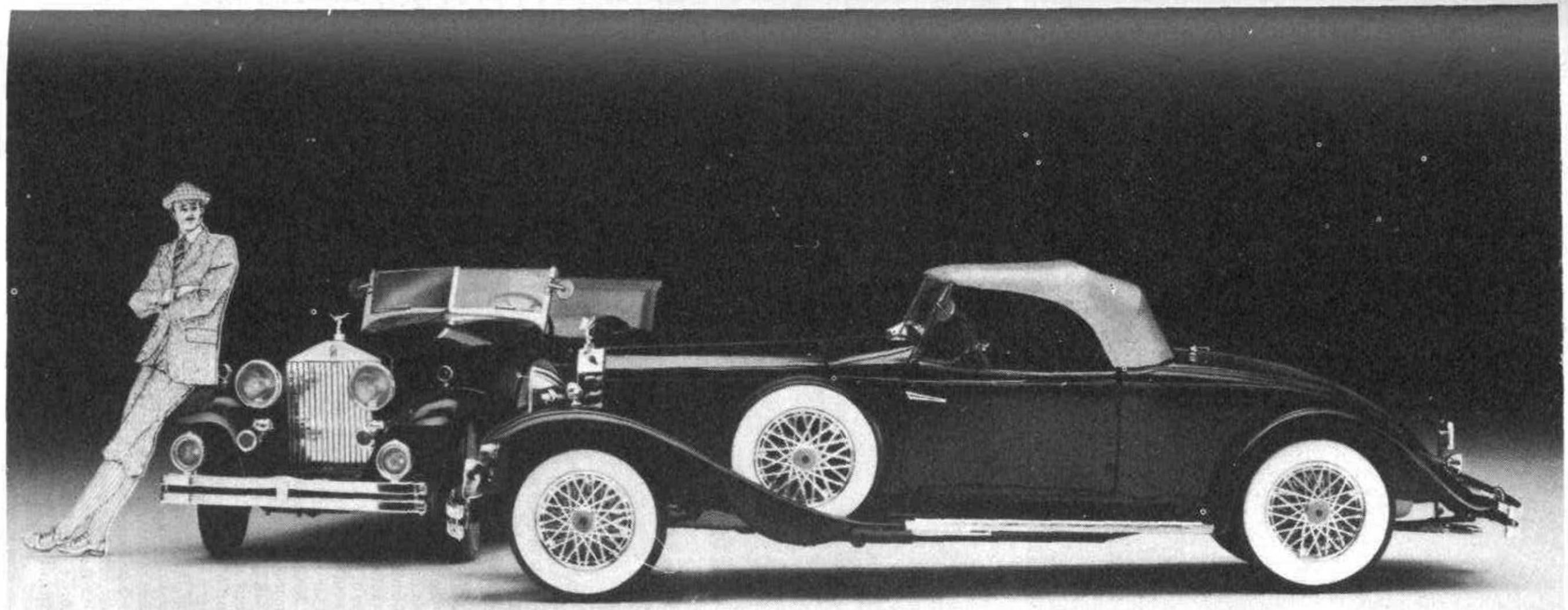
Alfred Moss at Brooklands in 1926 with the 8-valve twin-cam r.h.d. Frontenac.

In later years most of these modified Model-Ts had faded away. I remember only three such Fords. There was the road-equipped sports model owned by one of the Directors of Dee's, the Croydon Ford Agents, before the war. It had vanished by the time the Hitler was dead, along with the Ford EC's "mascot", a brass-radiator landaulette which had been stored there, unrestored, when the war began. Then there was that l.h.d. "1½-seater" with a "Speedway" 16-valve single-overhead-camshaft head made by the Speedway Engineering Co. of Indianapolis, with exposed valves and rocker-ends, the valves slightly inclined, a 4-branch exhaust-system, a 4-branch inlet-manifold with paired ports, I think, an up-draught carburetter, and a Wolseley Ten radiator. This car had a narrow black pointed-tail body, its rear transverse spring was underslung, it possessed an undershield that fitted round the back-axle casing, and it was registered 6 TE. It appeared in comparatively recent times at a Ford Motor Company Model-T gathering and ran in the Brighton Speed Trials, road-rigged, with side lamps and modern, skimpy fixed cycle-type mudguards. The wire wheels were shod with Dunlop 30 x 3½ tyres and the car had a non-original steering wheel. It seems to have disappeared. As does the sports-bodied Model-T owned by George Hampson. This was an all-black 1925 s.v. car, owned by Hampson's mother and brought over from the USA.

The racing Ford which Mr. Worthing has so recently completed, his son making the two-seater pointed-tail body in time-off from working on the collection of military vehicles in which he specialises, was first registered in July 1922 and is thought to have been built in 1921/22, possibly by an American owner. It was registered as a racing car, XL 5010, and spent



The Wolseley Ten-radiatored, 16-valve "1½-seater" Model-T seen at Brighton in recent times. Where is it now?



4134 Rolls Royce

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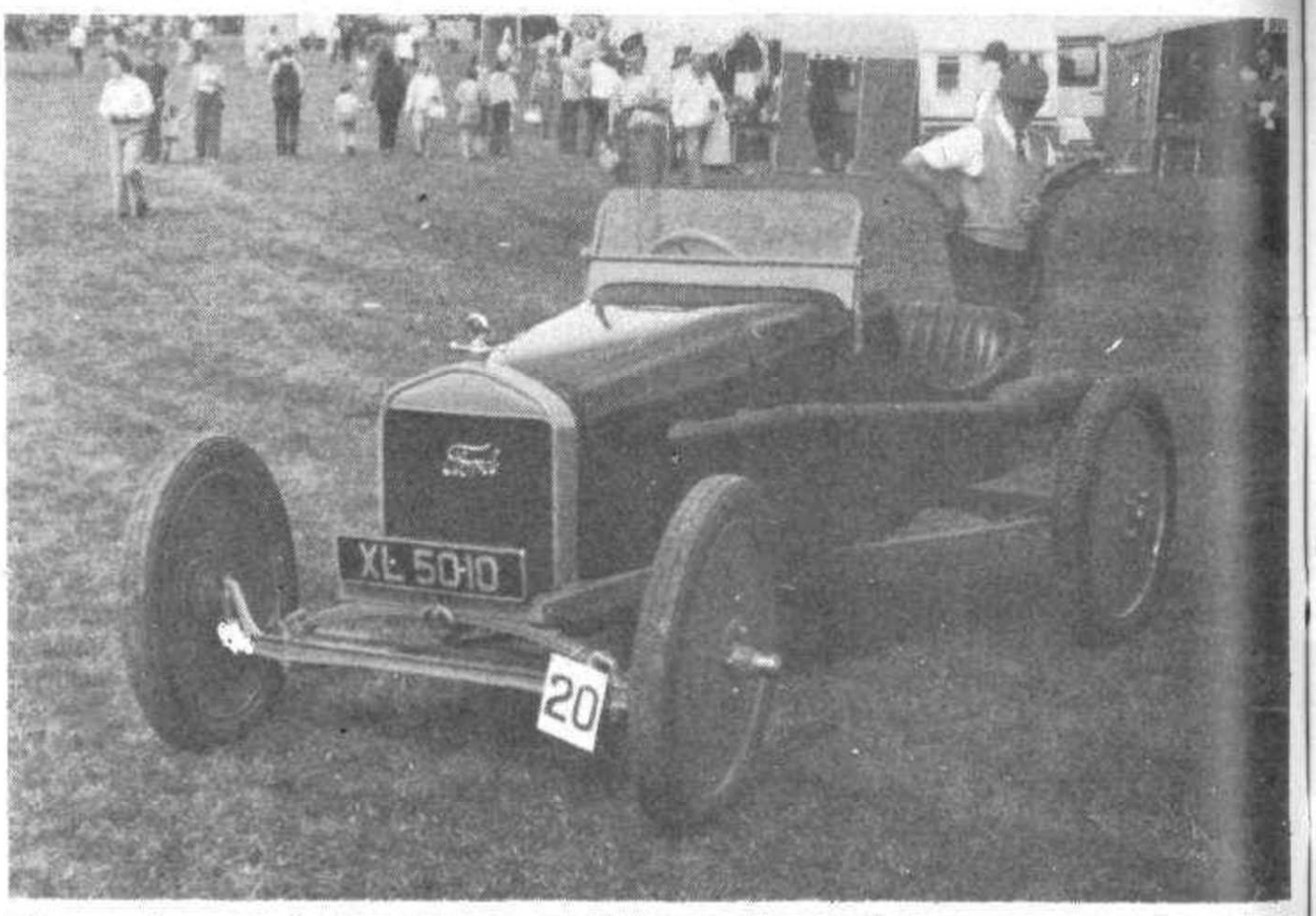
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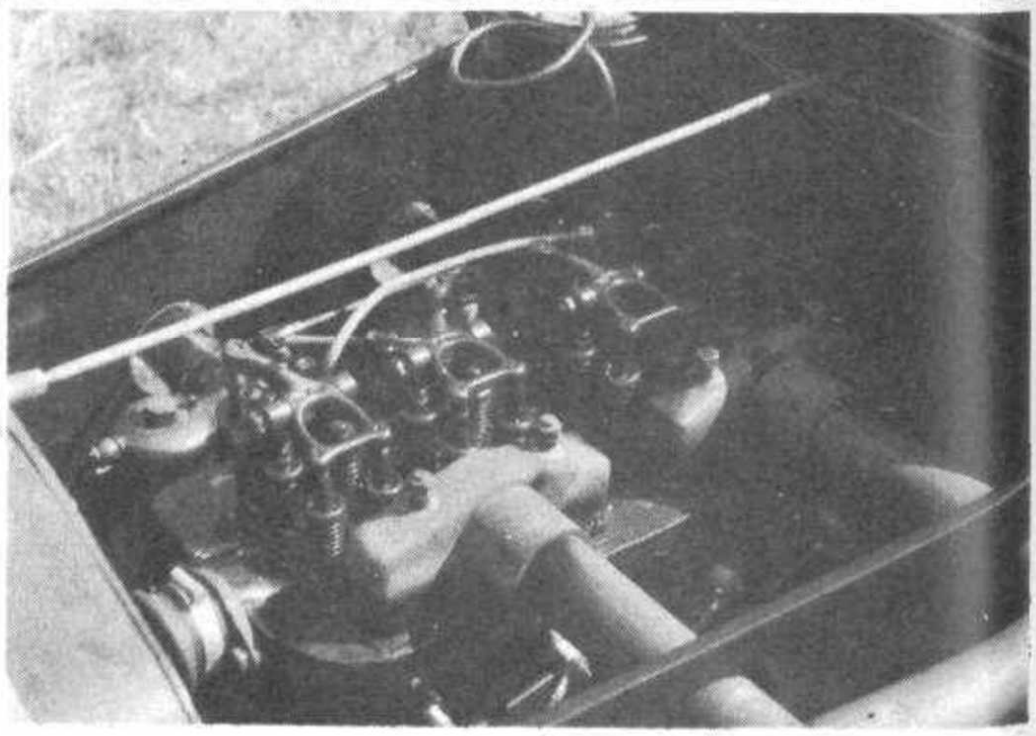
A. A. Hales Ltd., P.O. Box 33, Hinckley, Leicestershire

most of its life in the Bournemouth area, although "XL" is a London prefix, but it was discovered, in a sorry state, in Worcester.

The chassis and torque-tube have been shortened perhaps 18 in. and the back spring is underslung. It has a Laurel head, with 16 vertical valves operated by push-rods and nicely-machined forked rockers, rockers, valves and springs being fully exposed. Two big Solex carburetters feed into the o/s of the head and on the n/s the eight valves exhaust upwards into two large exposed pockets (which had to be re-made), which in turn feed into the two exhaust stubs which are coupled to the straight exhaust pipe running along the side of the car. For racing the Ford flywheel magneto was usually dispensed with and a normal h.t. magneto fitted. Mr. Worthing has, instead, used a modern distributor and coil, driving the distributor from the front of the crankshaft where the commutator used to go, the distributor head being inclined to the n/s, to feed four horizontal sparking plugs on that side of the engine. There is, also at the front, a water pump, driven by a flat belt. Fuel feed is by Autovac, a balance-pipe being incorporated with the suction pipe, which gives very responsive starting (an electric starter is fitted) and a wonderfully even, slow tick-over, although there is no choke. The valve rocker gear is lubricated by oil-can.

The hand-throttle is retained but a foot accelerator is contemplated. The steering wheel is from a Model-T, with the typical down-cranked spokes and wood-rim, and the only concession to instrumentation is the little Ford panel before the passenger, carrying the ignition-key and an ammeter. The track is standard width and the disc wheels are shod at the back with Goodyear Pathfinder, at the front with Spencer Moulton 30 x 3½ tyres. The grey-painted radiator is topped with a Boyce Motometer. The 2-speed, pedal controlled transmission is retained (it is simple to Mr. Worthing, who was brought up on Model-Ts) and the final drive ratio is standard. The Log Book shows that originally this racing Model-T was yellow, but was later repainted blue. So Mr. Worthing has given it a smart dark blue spray paint finish. It admirably recaptures the spirit of those souped-up Model-Ts, fascinating in their day by their wide variety of specification and their ability to frequently vanquish far more costly racing cars. –W.B.





The racing Ford Model-T recently completed by Mr. Worthing, with two-seater, pointed tail body. On the right are the unusual valve gear and exhaust pockets of the 16-valve Laurel cylinder head.

V-E-V Odds & Ends. – There will be two races for pre-1940 sports-cars at the MCC Silverstone Meeting on October 22nd, and the VMCC Championship race for solo vintage motorcycles will take place, but there is no separate race for Morgan three-wheelers, alas. Entries close on October 1st, to A. L. Bonwick, The Pines, Tenterden Road, Croydon, so those still wishing to race must hurry. The VSCC, 750 MC, MGCC, etc., are invited.

The third Carlisle Pageant of Motoring took place at Carlisle Racecourse on August 28th. It was led by a 1930 20/25 Rolls-Royce open tourer in which rode HRH The Prince of Wales and the Lord Lieutenant of Cumbria. Entries ranged from a 1909 Albion to Jaguar XK150s, with supporting motorcycles, military vehicles, commercial vehicles and stationary engines. In association with this Pageant a new 60-page booklet has been embodied with the programme. This contains a great deal of fascinating material, such as pictures of the Rolls-Royce which led the Parade, an introduction about Royal motorised visits to Penrith, a feature about Carlisle's Turnpikes, an account of Tiffen's of Carlisle and the vehicles they sold, another similar article about Drummond of Dumfries and Carlisle (they used a Royce dynamo) and the North British they made, the only trace of which is thought to be a body plate from one of these cars, and further reminiscences of J. W. Kieser, Lord Lonsdale's one-time chauffeur, correcting a few errors made in the 1976 edition of this booklet and illustrated, as is the whole booklet, with many rare photographs, and pieces about the old Barnes Border Garage and about cycling and motorcycling in Carlisle between 1880 and 1940. Proceeds from the sale of this little publication go to HM The Queen's Silver Jubilee Appeal and copies are available for 40p including postage, from Peter Connon, Newtown House, Newtown Road, Carlisle, Cumbria, CA2 7LT on mentioning MOTOR SPORT.

We have just learned of the sudden and quite unexpected death last March, in Australia, of Ivan Hill, whose father was a Brooklands' motorcyclist and who drove the Editor's 1922 8-h.p. Talbot-Darracq successfully through the 1935 RAC Rally. He returned to this country last year to drive the Frazer Nash he owned before the war in the International Veteran & Vintage Rally and to meet up again with the Talbot-Darracq, on which he learnt to drive at Weybridge in the 1920s. Our belated condolence to Mrs. Toni Hill and family. –W.B.

Vintage Postbag

The Ryknield

Sir,

Mr. Gaskin's article in the June issue (p. 676), recalling the short-lived attempt to establish a motor industry in Burton-upon-Trent, did not tell the whole story of the two Ryknield Companies which flourished briefly in the first decade of the present century. I have been delving into the history of Baguley-Drewry and their many ancestors, tracing the history and development of their railway products, but in doing so it has proved impossible to escape the automobile side of the business, so closely is it involved with the career of one of the principal characters in the story, the late Major Ernest E. Baguley, T.D. (1863 - 1948).

To begin with, it is not made clear in Mr. Gaskin's article that Ernest Baguley was the inspiration of the Ryknield enterprise in the first place. As Chief Draughtsman of W. G. Bagnall Ltd. of Stafford he had made a name for himself both as a locomotive designer and a factory

planner when, some time before 1900, he became interested in motor cars and began to design a steam car powered by a four-cylinder poppet-valve engine. Baguley may have had visions of building this car at Bagnall's Castle Engine Works, in imitation perhaps of their French rivals in the light railway business, Decauville. Bagnall himself had different ideas – he saw no future in the motor industry and considered that Baguley had been wasting his time. Others thought differently, particularly a group of Burton businessmen, headed by members of the main brewing families who were acquainted with Baguley and were also looking for a new industry which would alleviate the unemployment in the brewing industry that they feared would result from the new Licensing Laws. As a result, Baguley left Stafford to become Manager/Chief Engineer of the Ryknield Engine Company, designing for them a new factory in Shobnall Road, Burton-upon-Trent, intended to produce 600 vehicles per annum. It was intended that Baguley's steam car would be the principal product, but, perhaps with an eye to the rapidly expanding market for a cheaper car, a 10-h.p. petrol car was also designed (by Baguley) and prototypes of both built in the new works. The petrol car proved more practical and plans to develop the steam car were dropped. (Does anyone have details of the prototype steam car, or even a photograph?) The Ryknield car in its various sizes was built for just three years; Shobnall Road works opened in 1902 and the Company went bankrupt at the end of 1905.

Wilfrid Clay, a director of the old company, launched the Ryknield Motor Company to take over Shobnall Road works. The new company did not build cars, however; Clay felt that commercial vehicle chassis were more viable and, for a few years, this policy paid off, the Baguley-designed chassis proving quite popular for 'buses in a number of towns, both at home and abroad. Baguley left within twelve months, however, and this may have been the basic reason for Ryknield's failure to develop, and for their eventual collapse in 1911.

Baguley left to become Manager of the new BSA Motor Division – again probably acting as Chief Engineer as well. No sooner had he joined BSA than he found himself designing railway equipment again, for the Motor Division took on the manufacture of petrol-railcars for the Drewry Car Company of London. Their choice of subcontractor may have been influenced by Baguley's appointment and his dual background of automobile and railway engineering. All went well until BSA bought up Daimler in 1911, whereupon all original BSA work, together with Drewry railcar production, was given up in favour of mass-production of Knight sleeve-valve engines. The Ryknield Motor Company being on the verge of bankruptcy, Baguley and Wilfrid Clay launched Baguley Cars Ltd., to take over the works at Shobnall Road for the manufacture of railcars and motor vehicles, the Baguley car being a development of BSA designs and not directly related to the old Ryknield car, other than by having a common designer. The fascinating story of Baguley Cars Ltd. and their successors belongs mainly to railway history, with ventures in tank development, as recounted by Mr. Gaskin. They built, according to my researches, a total of 95 cars, the first three being turned out on December 22nd, 1911 (chassis Nos. 351, 353 and 355) and the last four in 1921, the only recorded completion date being for chassis No. 1134, turned out on February 19th, 1921. Almost two thirds of this total were built before the end of 1913; from then on the growing railcar business plus Baguley's involvement in locomotive work, following the purchase of the assets of McEwan Pratt & Co. Ltd. in 1913, eclipsed the car side of the business. In April 1923 the name of the company was changed to Baguley (Engineers) Ltd.

Although the first number in Baguley's work's list was 351 this may not be an accurate guide to the total number of vehicles built by the two Ryknield companies between 1902 and 1911; many firms started their number series with quite arbitrary figures on the basis that few customers will purchase the first off the assembly line! The car shown in the right-hand illustration on page 676 was not a Ryknield but a Baguley, possibly No. 408 turned out November 10th, 1913 for Bass & Co.; the main breweries all had Baguley cars in the years immediately before World War I. The other car shown is believed to be the prototype 10-h.p. Ryknield of 1902; production cars were much neater.

Having outlined part of the Baguley side of Baguley-Drewry history, may I now appeal to readers for information about the early days of the Drewry side? Drewry & Sons, originally a family cycle-repair business, became one of London's earliest garages, by adding motor repairs to their repertoire somewhere around 1900. Their premises were in Herne Hill, and it was here that the first Drewry railcars were put together in 1903–1905. So popular did these become – by 1906 they had been exported to South America, South Africa, India, Australia and even Hawaii – that a separate firm was set up to take over the business. Only J. S. Drewry, designer of the car, remained with the railcar business, the rest of the family returning to the garage business, and he left not long after the decision to subcontract design and construction and the appearance of Baguley on the scene. I would be very interested to learn anything of the activities of Drewry & Sons, the whereabouts of their premises in Herne Hill, and the fate of the business.

Kenilworth RODNEY WEAVER

An Ulster Austin 7

Sir,

I was most interested to read the letter from Mr. Webb concerning an Austin Ulster he once owned. I have recently acquired the rather sad remains of a 1931 Ulster and I wonder if any of your readership could shed some light on its history, enquiries through the usual channels having drawn a blank?

All that remains now of the original Ulster is the body, which has had the pointed tail removed at some time and a squared off tail similar to an Austin 7 Opel fitted and a door cut in the off-side. There is also the fuel tank, steering column, and a set of touring wings. The car was registered LJ 3711 on April 20th 1931 and chassis number was 133231.

I hope to be able to restore the car to its original state, or at least as near as possible! In the meantime, I should be glad to hear anything about my acquisition.

Newport, Gwent A. J. HODSON

Lap Records

Sir,

Thank you for your comment on my letter in the August issue, but I still maintain that I am right and that your logic is fallacious. This is not a question of lap *records*, for Howe's 1936 performance was never a record anyway, but of how fast a car was compared to other cars. If Howe's Bugatti was recorded to do a lap speed only exceeded by three other cars then it is the fourth fastest car to run at the Track, irrespective of actual record attempts.

In your excellent book on Brooklands you give the fastest recorded laps of almost every car which ran at the Track. As nearly all these times were recorded in races, is all this priceless information to be regarded as a load of non-history?

Furthermore, may I remind you that at the August Bank Holiday meeting in 1934 Cobb, in the Brooklands Championship *race*, "set up a new Brooklands lap record of 140.91 m.p.h." – I quote from MOTOR SPORT of September 1934, p. 501.

Yes, Howe did do his 138 lap in the *second* race and not the *first* as I wrongly stated – one to you.

Banwell TONY TAYLOR

(I know that I quote official BARC lap speeds throughout my book – what else could an historian do? One assumes that they are to all intents and purposes accurate. But *as cars became faster* the BARC wisely decided that *official* lap records had to be electrically-timed, as the faster a vehicle travels the less accurate is human timing. MOTOR SPORT didn't refer to Cobb's 140.91 m.p.h. as an *official* lap record, did it? –Ed.)

An Arrol Aster

Sir,

Your photograph of the 1924 Aster in your coverage of the Silver Jubilee Tribute at Ascot struck a chord. My enclosed photograph, some hours and several cobwebbed-albums later, is the result – the family Arrol (?) Aster.



It was taken *circa* 1934, a childhood memento of Sunday picnics in the Gower. Family legend has it that my father bought the car from Lady Stepney, widow of the inventor of the Stepney Wheel, and my salient memories are of a gigantic dickey seat, travelling in a deck chair placed sideways in the vast space behind the front seats, interior lamps with pink, Venetian-glass shades in the shape of roses and, a technological miracle which was proudly and constantly demonstrated, one-shot lubrication!

London, NW3 DAVID REES

New 4.00-16 Tyres for Pre-war Datsuns

Sir,

All the pre-war Datsuns built between 1932 and 1945 were shod with 4.00-16 tyres, which is a very peculiar size and could be even unique in the tyre history. As far as I casually checked the nearest thing seems the 4.75-16 used on the export model of Austin Seven during 1936 and '38, for example. As the production of this size had long ceased, those owners of the pre-war Datsuns in Japan were forced to use utterly unsuitable 4.00-16 tyres built for wheelbarrows! So, there has been a dire need for replacement as some forty pre-war Datsuns still exist in this country. Recently Car Graphic and Classic Car Club of Japan successfully persuaded Yokohama Rubber Company to manufacture a batch of 4.00-16 covers and tubes to the original pre-war pattern and delivery has just started. Yokohama Rubber went so far as to build a new mould since

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the old one had long been scrapped. Considering this, the retail price of Y15,000 (say £30.00) per set does not seem unreasonable at all. Anybody who would like to purchase these are requested to contact me as soon as possible.

I wonder how many pre-war Datsuns are in captivity abroad. Hurrah's has one of course and a 1935 tourer owned by the South African Datsun dealer has been very active in international rallies in the recent years. I am particularly interested to hear about the fate of an example which originally Lord Austin brought to Longbridge to see if it might infringe upon his patents. I am quite sure that he was satisfied (or disappointed?) to find out virtually nothing parallel between the designs of the two! Incidentally, in an interview I have had with Mr. Keigi Gotoh who designed the original Datsun around 1930–31, I asked him if there were any particular cars that he closely consulted. After some pause he said, "Yes, there was one. It was not the Austin Seven but the Benjamin, a French light car. It was a 750 c.c. car with the gearbox in unit with the rear axle." I have never inspected a Benjamin closely enough to say anything definite but at least the Datsun engineer does not seem to have learnt very much from this unorthodox French car either.

Tokyo SHOTARO KOBAYASHI
(Editor, *Car Graphic*)

A Rare Crossley

Sir,

I would like to thank Mr. Lee, secretary of the Crossley Register, for the information he was able to provide about the Crossley, a photograph of which you published in the July issue of MOTOR SPORT. I can confirm that the registration of the car owned by my relation was indeed MB 3838 and I enclose another photograph, taken at the same time, which shows, clearly, the number plate, bulb horn and rear view mirror referred to by Mr. Lee.

Ashford EFT LEGUEN DE LACROIX

* * *

Sir,

In your July issue, E. F. T. Leguen De Lacroix requests identification about a Crossley. This is a 19.6 Crossley fitted with a ¼-landaulette body which could be by Crossley Motors Ltd. One of these cars was operated as a taxi in the Windermere area in the 1930s. I have cause to remember these and other Crossleys, as my late father operated several different types between 1921 and 1930, including, 1914/18 war-time Ex-W.D. J and X types. I sold my last Crossley, a 1927 20.9 Six in 1935, which I understand ended its days as a taxi on Anglesey. The Registration No. was NF 918. I wonder if anyone there remembers it?

Coniston Lake J. E. HELLEN, A.M.I.M.L.

Wrong Man(n)

Sir,

It is relatively unimportant, but for the record, Patrick Lindsay did not drive our ERA R9B in the "Pre-War Allcomers" at the July VSCC Silverstone meeting. I was the driver on that occasion!

My brother Peter lost his second place in the Allcomers by seeing the chequered flag on lap 14 being got out for Simon Philips, and then easing off! He thought the race was over a lap earlier.

Blackheath CHRISTOPHER MANN

P.S. I hope that I did not lose a place in the MOTOR SPORT Brooklands Memorial Trophy as a result of not featuring in the July result!

(Sorry! In fact I find that the written results



The Crossley referred to by Mr. Leguen de Lacroix.

handed to me did have Lindsay as the winner, obviously incorrectly, so I can place the onus of error elsewhere. Peter Hull's scoring for the Memorial Trophy was correct, however, so Chris Mann's position in the Trophy is unchanged. –Ed.)

* * *

Sir,

I would love to know how you secured the information, hidden from everyone else, that Lindsay won the Pre-War Race at the July Silverstone. If this was indeed so, then he was wearing Mann's shirt, his helmet, and a face mask while at the same time somebody (Mann?) was in Remus wearing *Lindsay's* gear and a Lindsay face mask. I suppose all this is possible, but I prefer to accept the more likely view that it was Mann, in the Mann E.R.A. who won the race.

Another point: The VSCC seem quite sure that the Bayne-Powell MG ran in the 1933 Mille Miglia and may be the actual car on which Nuvolari won the TT of that year. Surely by no stretch of the imagination (which seems to have been stretched a long way already) can it be described as a blown N-type?

Englefield Green TERENCE BRETTELL

Hudson Origins

Sir,

On page 828 of the July issue you imply that Hudson was part of General Motors. Is this correct?

The Hudson was one of the first new cars to become available in South Africa in 1946 after W.W. II. Both sellers and buyers were so anxious to get the cars on the road, that they were delivered missing various items of non-essential trimmings.

As a 9-year-old, I recall greatly admiring a cousin's new Powder Blue Hudson Six 4-door saloon, minus rear seat.

Port Elizabeth, S. Africa E. P. BOWKER

(We apologise! Hudson Motors Co. of Detroit was never in the General Motors combine. It was taken over by the American Motors Corporation. –Ed.).

That Grand Prix Mercedes

Sir,

I very much enjoyed and am most interested in your paragraph "Could it be?" on the hot-rod/1914 Grand Prix Mercedes in the current issue of MOTOR SPORT.

I think that I may qualify as a "reader with a long memory" as I recall in your May 1971 issue a letter from Frederick A. Usher of Los Angeles dealing with the later history of the Ralph de Palma 1914 Grand Prix Mercedes. This raises the question of a "copy" Mercedes engine. The photograph of the hot rod car shows, I think, that it may well have the Grand Prix Mercedes chassis but this will, of course, have been considerably lowered.

I think that the discovery of the hot rod might well warrant further investigation, perhaps in the States, in the interest of history.

I congratulate you on the admirable article on the Mavrogardato 1914 Grand Prix Opel. Would it be possible to have a full article on the 1912 Grand Prix Lorraine-Dietrich "Vieux Charles Trois". The last I know of this car is that it was shown at the Montagu Motor Museum in the ownership of R. G. J. Nash.

Sherborne St. John L. A. LIDDELL (Col.)

An Angus-Sanderson Rescued

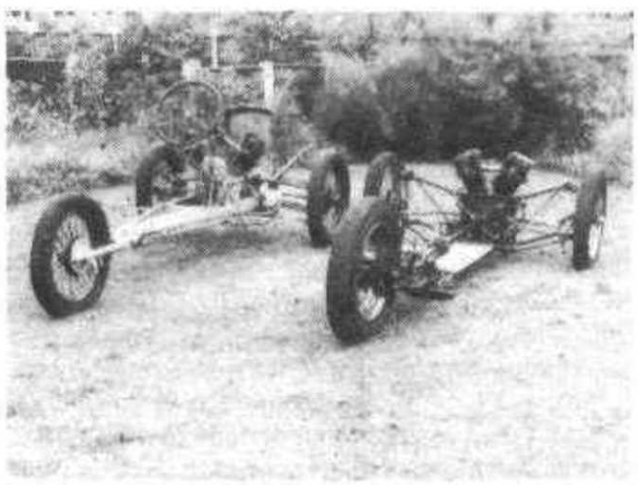
Sir,

I have just purchased a 1920 Angus-Sanderson, which has been used as a work's hack in a Kent timberyard since about 1930. Despite its 47 years in the open, however, and 5 years of disuse under the trees, it was induced to start, and was driven on to the recovery vehicle.

Most of the body aft of the scuttle is missing, and the original back axle is damaged. The original artillery wheels are also very badly rotted, and will have to be replaced. These are 815 x 105 Sankeys (I don't think the "Wavy discs" were introduced until the 1921 season) and I would like to appeal through your columns for anyone with any spares at all to contact me. If anyone has an instruction manual or workshop manual, or any other literature which they would be willing to loan to me for photocopying, this would also be most useful. This chassis number is A2131 and the engine number 12408. The engine is the original Tylor unit, and bears the date 29 October 1920. The car was originally supplied through W. Weeks & Son Ltd. of Perseverance Iron Works, Maidstone, Kent, to a Mr. Collinson, who subsequently sold it to a Mr. George Jarvis of Tenterden. Mr. Collinson's descendants are said to be still residing in Pluckley, but so far I have been unable to trace them. The registration number of the car is missing and unfortunately Weeks & Son are no longer trading in Maidstone, so it will not be possible to find out from their old sales records the registration number of the car. There cannot have been that many Angus-Sandersons registered in Maidstone, however, I am hopeful that we will eventually be able to trace the correct registration number and use this on the car when it is restored.

Burgess Hill M. WORTHINGTON-WILLIAMS

Vintage Tailpiece



Skeletal 3-wheelers. A BSA and the ex-T. A Rhodes works Morgan. Photo by W. A. Wallbank.

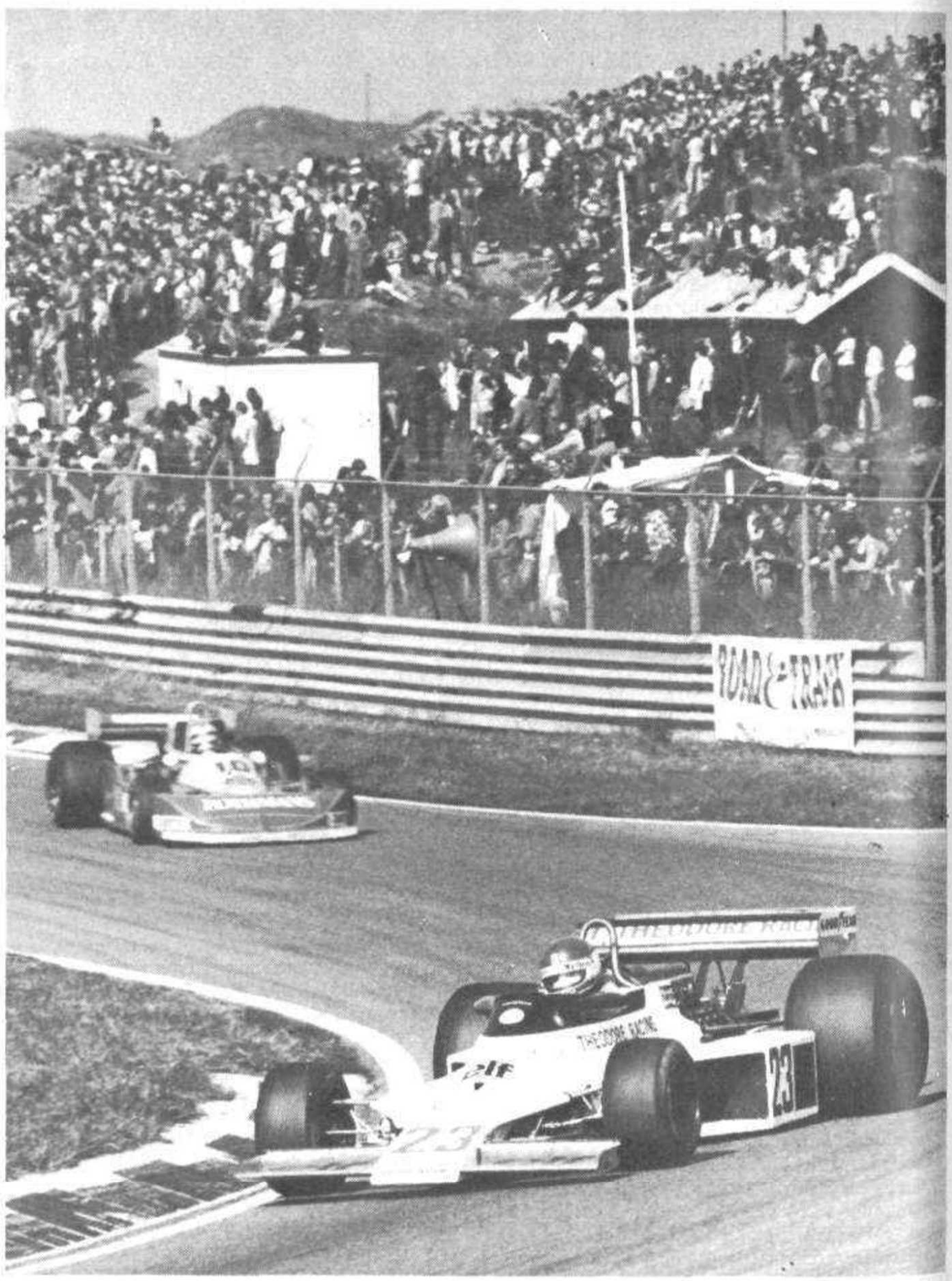
The Dutch Grand Prix

Zandvoort, August 28th

THE MOTOR RACING scene in Holland is simple and straight-forward compared with some countries, there is but one circuit, the Grand Prix always takes place there and it doesn't change too much, so everyone turns up at the seaside resort of Zandvoort in a fairly happy frame of mind. Taking a lead from the British GP the Dutch organisers seeded out the "rabbits" from the entry and gave them a private test session on the Tuesday before the event, to sort out four to go forward into the official Grand Prix practice. There were nine entries listed for "rabbits day" and they included Brett Lunger and Merzario, which seemed odd as they normally qualify well up among the "big boys" and Merzario was particularly incensed and refused to take part on the Tuesday. Brandishing the rule book of the FIA and with legal advice he got the special session made null and void after it had happened, so that the four who had qualified on the Tuesday had been wasting their time. These were Lunger (McLaren M23/14), Binder (Penske PC4/01), Henton (Boro 001 nee Ensign MN04) and Pilette (BRM P207/02). Three drivers were due to be left out, these being Ashley (Hesketh 308E/3), Villota (McLaren M23/6) and local lad Michael Bleekemolen (March 761/8) but with the cancelling of the result Ashley and the Dutchman appeared on Friday while Villota went off to another event. The Swiss driver Loris Kessel should have taken part with an old Williams car, but spent his time chasing John MacDonald of the RAM Racing team for some legal and financial matters left over from last season, and eventually successfully got MacDonald apprehended by the Dutch police.

On Friday the serious business began and it did not take long for Team Lotus to show that the Zandvoort circuit really suited the Lotus 78 and Mario Andretti. All the variables were finely tuned and in beautiful synchronisation and in a demonstration of smooth, flowing driving Andretti was in a class of his own. During the morning practice session he set a new standard with 1 min. 18.85 sec., the only driver to get into the 1 min. 18 sec. bracket, and the only one to even look like getting there. Hunt was driving hard, as always, but was nearly a second slower, with 1 min. 19.70 sec. and Reutemann had his Ferrari going well at 1 min. 19.74 sec., everyone else was over 1 min. 20 sec. In the afternoon it was Andretti all the way again, slightly slower at 1 min. 19.07 sec., but still in a class of his own and there was a bit of a flutter about the place when Gunnar Nilsson ended up second fastest, at 1 min. 19.98 sec., no-one else getting below 1 min. 20 sec., though Hunt was next fastest with 1 min. 20.13 sec. At the end of the day the order was Andretti, Hunt, Reutemann and Nilsson with all the rest of the usual front-runners like Lauda, Laffite, Scheckter, Watson and Peterson wondering what they could do about the two Lotus cars. Others who were running strongly were Jones (Shadow DN8/4A), Regazzoni (Ensign MN06), Tambay (Ensign MN08), Stuck (Brabham BT45/3B) and Depailler (Tyrrell P34/7).

There were not too many problems with the cars. Lauda changed to a spare car, starting out with 031 and after a few laps switching to 030 and, staying with it for the following day. For the



The dunes form a natural grandstand behind Tambay and Ian Scheckter. Poor Tambay lost third place through running out of fuel.

first time the McLaren team were able to be without an M23 car, or any obsolete spares, having completed a third M26, which Mass was driving, with the rebuilt original car as the team spare, Hunt driving his usual M26/2. Watson was happy with his usual car, Brabham BT45/5B but tried spare car, 1B briefly and though there were photographs available of the interesting new Brabham-Alfa Romeo BT46, with its triangular-section monocoque and surface water and oil radiators, there was no sign of the new car, it being at the Alfa Romeo test-track in Italy. March had built a new car for Ian Scheckter, called a 771, but not radically different from an up-rated 761 and brother Scheckter was fairly happy with the Wolf WR2, not using the spare car WR1. Laffite was driving the latest Ligier, JS7/03, in long-wheelbase form with the cast alloy spacer between engine and gearbox, and with wide-track front suspension members, while the spare car JS7/02 was in standard short and narrow form, but the new car was going so well that the spare was not used. The Shadow team had uprated DN8/5A to the same specification as the Austrian winning car, with front-mounted oil radiator and slim fairings around the side water-radiators. The disagreement with their Italian sponsor had been settled so Patrese was back in the car, but he could not match the pace of Alan Jones.

The Renault was back on the scene, after solving their turbo-charger installation problems, mounting it all a bit higher, using a very short exhaust tail pipe, and a redesigned inlet manifold. Jabouille's progress was stopped when a stone went into the air intake and played havoc with the turbine blades, and later it swallowed part of its inlet manifold, which did the valves of the V6 engine no good, so the army of mechanics were kept pretty busy. The Dutch drivers Hayje and Bleekemolen were driving the two March 761 cars financed by F&S Properties and the cars had been modified by Howden Ganley and his Tiga firm. The front track had been widened,

the wheelbase lengthened, the oil coolers were mounted at the front, with new nose cowlings, and the rear anti-roll bar mountings were improved. They still only went as fast as the drivers could drive them! The Dutch HB Alarm System team of the Hoogenboom brothers produced their Ensign from last year, that they renamed Boro, now painted black and did a deal with Brian Henton to drive it in place of his March 761.

The weather had stayed fine during the Friday practice, but rain storms were around and the skies were decidedly unsettled. On Saturday morning during the untimed test-session many drivers tried their spare cars, if briefly, just in case they were needed, and then everyone was set for the last hour of practice, to decide their fate or their finances, as far as the starting grid was concerned. Of the 34 drivers out on the track, only the fastest 26 were going to be allowed to start, so there was some pretty desperate scrabbling among the tail-enders. Once more Andretti demoralized everyone, with a lap in 1 min. 18.65 sec., and what was worse was that he could run laps at around 1 min. 19 sec. while cooling off, or waiting for the traffic to thin out; most of his rivals were struggling to get into the 1 min. 19 sec. bracket, given a clear run. Team mate Nilsson was in all sorts of trouble, the Cosworth development engine in 78/2 was playing up with a defective fuel pump, so he went out in the spare car, 78/4 and had got down to a healthy 1 min. 19.57 sec. when a link in the rear roll-bar mechanism broke, so he switched back into his first car. Regazzoni was out in Ensign MN07, with the intention of keeping to it for the race, and Lauda was in Ferrari 312T2/030 also with the intention of racing it, and Scheckter was still in Wolf WR2.

The entry was dividing itself up into interesting groups, according to lap times, with Andretti (Lotus 78/3) alone in the 1 min. 18 sec. group. Then came the valiant ones in the 1 min. 19 sec. group, and these were Laffite (Ligier JS7/03), Hunt (McLaren M26/2), Lauda (Ferrari 030), Nilsson (Lotus 78/4), Reutemann (Ferrari 029), Peterson (Tyrrell P34/6), Watson (Brabham BT45/5B) and Regazzoni (Ensign MN07). The surprise of that lot was Laffite at the head in the Ligier, the Dutch circuit suiting the French car and the driver making the most of it, as always. The grey mid-portion of the field was in the 1 min. 20 sec. group and the surprise here was to find Jabouille and the Renault at the head of it. Those who disapprove of anything so radical as the turbo-charged V6 on its Michelin tyres, were suggesting that it was only so high up the list because the turbo-charge had been screwed up to a short-life maximum and Michelin had produced some special short-life sticky tyres. Even if all this was true, which it wasn't, it would all have been quite legal, even though it contravened the unwritten rules of the Ecclestone Club. A best lap of 1 min. 20.13 sec. by Jabouille on the Renault's second race appearance, and the Frenchman's third Formula One appearance was progress indeed for this interesting new entry upon the scene. An inverted-surprise was to find Jody Scheckter down in this grey area with the Wolf. Inevitably there were some incidents, with some thirty cars lapping the circuit, and while Jarier was having a spin on his own in the second of the ATS team's Penske cars, Brambilla had an accident in avoiding him and bent the steering of his Surtees. He got back to the pits and continued practice in the spare car. Right at the end of practice and almost unnoticed, Watson went spinning in his Brabham when a rear radius rod pulled out of its mounting, but no damage was done.

When all the lap times were sorted out there were not too many surprises, though a lot of people had been so busy eyeing Hunt and Lauda that they had over-looked Laffite in second place with the Ligier, albeit more than half-a-second down on the flying Andretti. There were eight non-qualifiers, among these being Merzario, who had been plagued with an engine misfire on his March, as well as some drive-shaft trouble. Schuppan failed to qualify the second works Surtees car and the BRM-by-Stanley would have been slowest but for the brief appearance of the Dutchman Bleekemolen.

Dutch bye-laws prevent the making of too much noise before midday on a Sunday, so the Formula One teams had to contain themselves until 1.15 p.m. before they could have a final test session in readiness for the 3 p.m. start of the

STARTING GRID

26 *J. Laffite *(Ligier-Matra V12)* JS7/02 1 min. 19.27 sec.	5 M. Andretti *(Lotus-Cosworth V8)* 78/3 1 min. 18.65 sec.
11 N. Lauda *(Ferrari -flat 12)* 312T2/030 1 min. 19.54 sec.	1 J. Hunt *(McLaren-Cosworth V8)* M26/2 1 min. 19.50 sec.
12 C. Reutemann *(Ferrari -flat 12)* 312T2/029 1 min. 19.66 sec.	6 G. Nilsson *(Lotus-Cosworth V8)* 78/4 1 min. 19.57 sec.
7 J. Watson *(Brabham-Alfa Romeo)* BT45/5B 1 min. 19.93 sec.	3 R. Peterson *(Tyrrell-Cosworth V8)* P34/6 1 min. 19.85 sec.
15 J. P. Jabouille *(Renault -V6 t/c)* RS/01 1 min. 20.13 sec.	22 **G. Regazzoni *(Ensign-Cosworth V8)* MN06 1 min. 19.93 sec.
23 P. Tambay *(Ensign-Cosworth V8)* MN08 1 min. 20.23 sec.	4 P. Depailler *(Tyrrell-Cosworth V8)* P34/7 1 min. 20.14 sec.
2 J. Mass *(McLaren-Cosworth V8)* M26/3 1 min. 20.24 sec.	17 A. Jones *(Shadow-Cosworth V8)* DN8/4A 1 min. 20.24 sec.
16 R. Patrese *(Shadow-Cosworth V8)* DN8/5A 1 min. 20.43 sec.	20 J. Scheckter *(Wolf-Cosworth V8)* WR2 1 min. 20.24 sec.
35 H. Binder *(Penske-Cosworth V8)* PC4/01 1 min. 20.84 sec.	28 E. Fittipaldi *(Fittipaldi-Cosworth V8)* FD05/2 1 min. 20.53 sec.
30 B. Lunger *(McLaren-Cosworth V8)* M23/14 1 min. 20.87 sec.	8 H. J. Stuck *(Brabham-Alfa Romeo)* BT45/3B 1 min. 20.86 sec.
19 ***V. Brambilla *(Surtees-Cosworth V8)* TS19/06 1 min. 21.12 sec.	34 J. P. Jarier *(Penske-Cosworth V8)* PC4/02 1 min. 21.06 sec.
9 A. Ribeiro *(March-Cosworth V8)* 761B/3 1 min. 21.16 sec.	38 B. Henton *(Ensign-Cosworth V8)* MN04 1 min. 21.03 sec.
24 ****R. Keegan *(Hesketh-Cosworth V8)* 308E/3 1 min. 21.53 sec.	10 I. Scheckter *(March-Cosworth V8)* 771/2 1 min. 21.19 sec.

* J. Laffite recorded time in JS7/03.
** G. Regazzoni recorded time in MN07.
*** V. Brambilla recorded time in TS19/02.
**** R. Keegan recorded time in 308E/4.

Did not qualify:

27 P. Neve (March 761/7A-2)	1 min. 21.67 sec.
37 A. Merzario (March 761B/2)	1 min. 21.79 sec.
18 V. Schuppan (Surtees TS19/07)	1 min. 21.80 sec.
39 I. Ashley (Hesketh 308E/3)	1 min. 21.85 sec.
33 B. Hayje (March 761/3)	1 min. 22.20 sec.
25 H. Rebaque (Hesketh 308E/2)	1 min. 22.49 sec.
29 T. Pilette (BRM P207/02)	1 min. 23.07 sec.
32 M. Bleekemolen (March 761/8)	1 min. 26.68 sec.

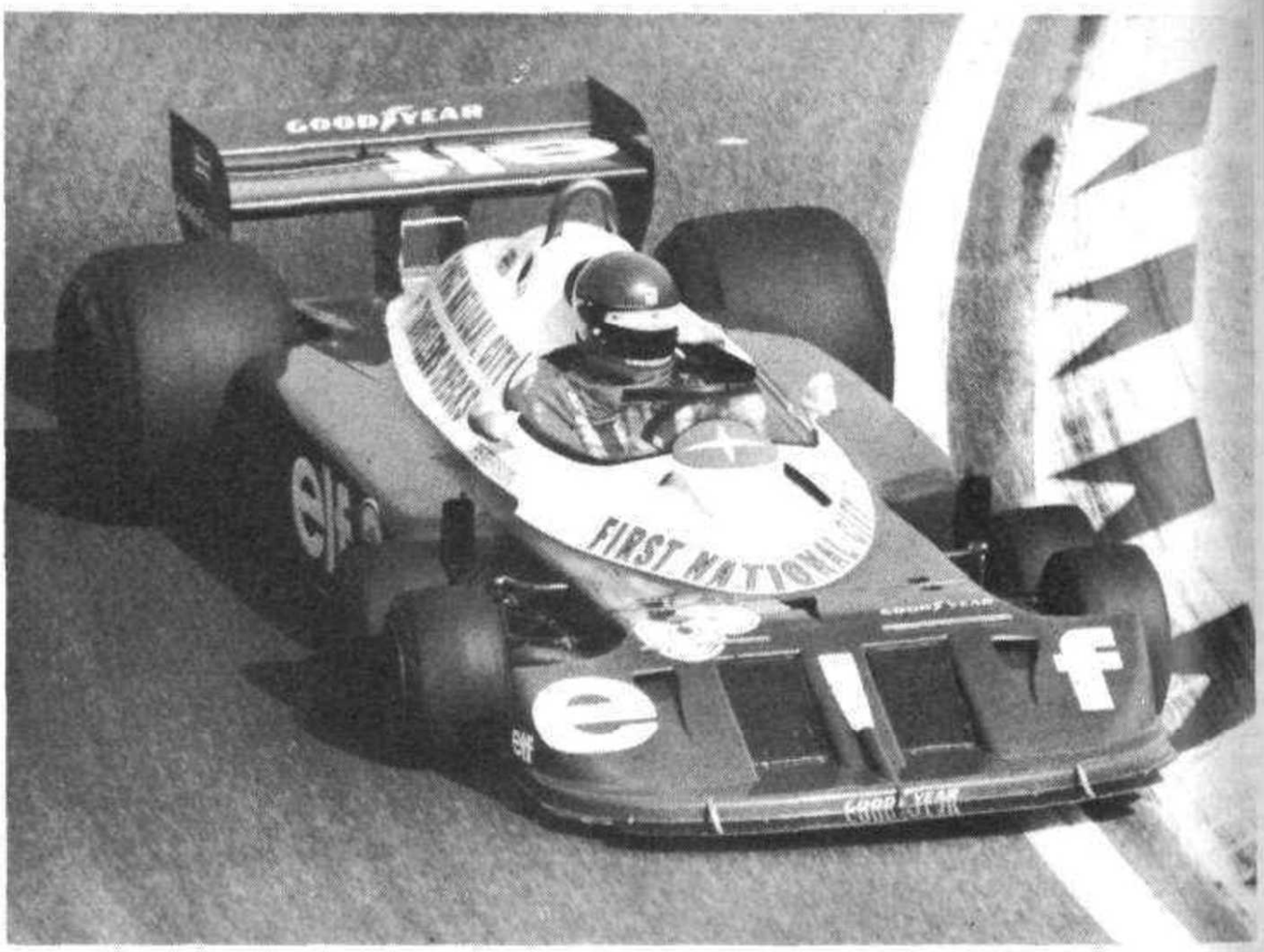
PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
1	J. Hunt	McLaren M26/2-Cosworth V8	1. 19.70	1. 20.13	1. 19.50
2	J. Mass	McLaren M26/3-Cosworth V8	no time given		1. 20.24
3	R. Peterson	Tyrrell P34/6-Cosworth V8	1. 20.66	1. 20.64	1. 19.85
4	P. Depailler	Tyrrell P34/7-Cosworth V8	1. 20.86	1. 20.92	1. 20.14
5	M. Andretti	Lotus 78/3-Cosworth V8	1. 18.85	1. 19.07	1. 18.65
6	G. Nilsson	Lotus 78/2-Cosworth V8	1. 20.13	1. 19.98	no time given
7	J. Watson	Brabham BT45/5B-Alfa Romeo	1. 20.28	1. 20.36	1. 19.93
8	H. J. Stuck	Brabham BT45/3B-Alfa Romeo	1. 20.86	1. 20.86	1. 20.94
9	A. Ribeiro	March 761B/3-Cosworth V8	1. 22.42	1. 21.79	1. 21.16
10	I. Scheckter	March 771/2-Cosworth V8	1. 21.33	1. 21.52	1. 21.19
11	N. Lauda	Ferrari 312T2/031 -flat 12	no time given	1. 20.49	
12	C. Reutemann	Ferrari 312T2/029 -flat 12	1. 19.74	1. 20.82	1. 19.66
15	J. P. Jabouille	Renault RS/01 -V6 t/c	1. 26.96	1. 23.89	1. 20.13
16	R. Patrese	Shadow DN8/5A-Cosworth V8	1. 21.24	1. 21.12	1. 20.43
17	A. Jones	Shadow DN8/4A-Cosworth V8	1. 20.26	1. 20.24	1. 20.25
18	V. Schuppan	Surtees TS19/07-Cosworth V8	1. 22.83	1. 23.01	1. 21.80
19	V. Brambilla	Surtees TS19/06-Cosworth V8	1. 22.38	1. 22.39	no time given
20	J. Scheckter	Wolf WR2-Cosworth V8	1. 21.11	1. 20.88	1. 20.24
22	G. Regazzoni	Ensign MN06-Cosworth V8	1. 20.55	1. 21.13	–
23	P. Tambay	Ensign MN08-Cosworth V8	1. 20.79	1. 20.60	1. 20.23
24	R. Keegan	Hesketh 308E/4-Cosworth V8	1. 22.72	1. 21.87	1. 21.53
25	H. Rebaque	Hesketh 308E/2-Cosworth V8	1. 23.87	1. 24.36	1. 22.49
26	J. Laffite	Ligier JS7/03-Matra V12	1. 20.15	1. 20.21	1. 19.27
27	P. Neve	March 761/7A-2-Cosworth V8	1. 23.32	–	1. 21.67
28	E. Fittipaldi	Fittipaldi FD05/2-Cosworth V8	1. 24.08	1. 22.05	1. 20.53
29	T. Pilette	BRM P207/02 -V12	1. 24.22	1. 24.28	1. 23.07
30	B. Lunger	McLaren M23/14-Cosworth V8	1. 23.00	1. 21.77	1. 20.87
32	M. Bleekemolen	March 761/8-Cosworth V8		1. 26.68	
33	B. Hayje	March 761/3-Cosworth V8	1. 22.20	1. 23.04	1. 24.50
34	J. P. Jarier	Penske PC4/02-Cosworth V8	1. 21.06	1. 21.47	1. 21.63
35	H. Binder	Penske PC4/01-Cosworth V8	1. 21.80	1. 22.29	1. 20.84
37	A. Merzario	March 761B/2-Cosworth V8	1. 22.82	1. 23.03	1. 21.79
38	B. Henton	Ensign MN04-Cosworth V8	1. 21.50	1. 21.13	1. 21.16
39	I. Ashley	Hesketh 308E/3-Cosworth V8	1. 22.22	1. 23.02	1. 21.85
2T	J. Mass	McLaren M26/1-2-Cosworth V8	1. 21.47	1. 21.30	–
4T	P. Depailler	Tyrrell P34/2-Cosworth V8	–	–	–
6T	G. Nilsson	Lotus 78/4-Cosworth V8	–	–	1. 19.57
7T	J. Watson	Brabham BT45/1B-Cosworth V8	no time given	–	–
11T	N. Lauda	Ferrari 312T2/030 -flat 12	1. 20.26	–	1. 19.54
17T	A. Jones	Shadow DN8/3A-Cosworth V8	–	–	–
19T	V. Brambilla	Surtees TS19/02-Cosworth V8	no time given	–	1. 21.12
20T	J. Scheckter	Wolf WR1-Cosworth V8	–	–	–
22T	G. Regazzoni	Ensign MN07-Cosworth V8	–	–	1. 19.93
26T	J. Laffite	Ligier JS7/02-Matra V12	–	–	–
28	E. Fittipaldi	Fittipaldi FD05/1-Cosworth V8	–	–	–
29	T. Pilette	BRM P207/01 -V12	no time given	–	–
30	B. Lunger	McLaren M23/11-Cosworth V8	–	–	–

75-lap race. In the brief run round more than enough trouble appeared, the Ligier developed an incurable oil leak in its Matra engine, so the normal length spare car had to be hastily got ready for Laffite; the engine in Nilsson's Lotus would not run properly so he transferred to the spare car, 78/4; the newer of the two works Ensigns developed an incurable misfire so Regazzoni reverted to MN06 and Keegan took Ashley's Hesketh in place of his own, as the engine would not run cleanly in 308E/4. Brambilla was back in his proper car, after another rebuild, and the latest car that Schuppan failed to qualify was carrying the Italian's number and spare bodywork and was prepared in readiness as a spare.

At 2.30 p.m. the 26 cars left the paddock and drove round to a dummy-grid in front of the pits, each driver's position being indicated by a large board carrying a painting of his helmet in the appropriate colours. There was a strong head-wind blowing along the straight and many of the teams had whipped their gearboxes apart and lowered their fifth gear ratio (or sixth in some cases) after the test session. It was warm and dry, but not fantastic weather for being at the seaside. In formation, led by Andretti, the 26 cars went round for another lap, and this time stopped on the starting-grid. The red light glowed briefly and then the green came on. Andretti almost jumped the start, but got away with wheels spinning, with the Ligier alongside him on the left. What the Lotus driver didn't bargain for was having a McLaren on his right, especially as there wasn't really enough room between the Lotus and the guard-rails. Hunt had made a superb start and wheel-to-wheel with Andretti he sat it out down to the first corner, with the two cars virtually rubbing tyres together. It seemed that Hunt would have to give way, especially against a tough little customer like Andretti, but the McLaren driver wasn't World Champion for nothing. Into the long hairpin they went, wheels still rubbing, and being very tight on the inside Hunt held on and took the lead, and we all stood up and cheered our heads off. As the Lotus went a bit off line Laffite dived past into second place and a furious Andretti found himself in third place when he should have been away in the lead; all due to an audacious bit of driving by the English World Champion. Behind all this John Watson had been elbowed out wide by a Ferrari, and the Brabham ran over the kerb and cracked the Alfa Romeo oil sump, so that the Ulsterman was soon followed by a cloud of smoke as the oil leaked onto the exhaust system. As if that wasn't enough, on the bends behind the paddock Mass tangled with Jones and the McLaren flew through the air, lost its nose cone and crashed into the catch fencing and out of the race.

Down the long straight to finish the opening lap came Hunt, driving the M26 McLaren as hard as it would go, knowing that he had a tenous lead but determined to make the most of it. He was followed by Laffite, Andretti, Lauda, Reutemann, Watson, Peterson, Regazzoni, Tambay and Depailler. On lap 2 Andretti was past Laffite and after Hunt, but the Englishman wasn't waiting for anyone. After so short a distance the first five cars had already broken away from the pack, while Watson headed into the pit lane to retire and Nilsson had come up behind Peterson. Lap 3 and Andretti was gaining on Hunt and on lap 4 they went towards the Tarzan hairpin at the end of the long straight almost side-by-side, and the Lotus driver tried to run round the outside of the McLaren as they started their fifth lap. Hunt was quite unmoved and the Lotus had to drop behind for another lap. Ending lap 5 the Lotus was even closer and was alongside all round the hairpin and still there as they came out, with the right front wheel between the McLaren's left wheels. It was close indeed, almost too close for comfort, but neither driver was going to give in, they were racing for the lead, not messing about at an old ladies tea-party. Then it happened, the McLaren rear wheel touched the Lotus front one and Hunt was airborne while Andretti was spinning. The McLaren crashed down onto the edge of the track, landing astride of a kerb, smashing the water pump under the Cosworth engine and braking a rear radius arm front mounting. As Hunt slithered to a stop in a cloud of steam, Andretti gathered up the Lotus and roared away after the Ligier and the two Ferraris that had gone by during the fracas. A furious Hunt walked back to the pits to tell Colin Chapman what he thought of his little USAC driver, but Chapman was unmoved and thought Hunt should have moved over and let Andretti through, as the Lotus was lapping much faster. Naturally, everyone supported their particular favourite, but it really was a simple case of two born racers having a go at each other. It's nice to know that a bit of spirit and passion has returned to Grand Prix racing, after some of the "old women's knitting circles" we used to have to sit through.



Peterson was out of luck again, this time ignition failure side-lining the Tyrrell.

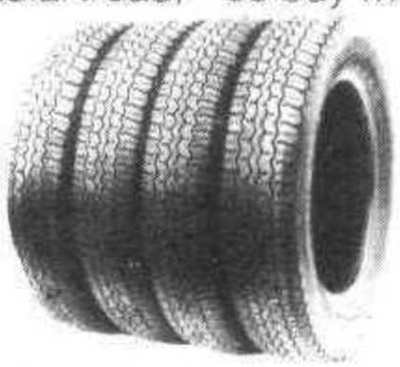
As the air cleared and we saw that Laffite was firmly in the lead from the two Ferraris, with Andretti in fourth place, it was noticed that Jarier had retired his Penske at the pits with ignition trouble and Peterson was still leading the second part of the race, ahead of Nilsson, Regazzoni, Tambay, Depailler and Jones. Then came a very uncharacteristic Jody Scheckter in the Wolf, followed by the Renault leading Fittipaldi. The rest followed after a gap, in the order Stuck, Patrese, Brambilla, Keegan, Henton, Ian Scheckter, Binder, Lunger and Ribeiro. Although the 12-cylinder cars were in the first three places, Andretti was gaining on them rapidly, closing up on Reutemann's tail by lap 10 and easily whipping by into third place. Next lap he was right up behind Lauda's Ferrari and setting his sights on out-braking him into the Tarzan hairpin or running round the outside of him, but Lauda was not giving the Lotus driver any help and he was still in second place at the end of lap 13, with Laffite out in the lead. As they came down the straight to end lap 14 the Lotus had dropped back behind Reutemann's Ferrari, and just as we were wondering why there was a puff of smoke and the Cosworth engine blew up, the Lotus coasting past the pits to retire and let the three 12-cylinder cars go on their way. Down at the back of the field Keegan had spun off the track and out of the race, and Patrese had stopped at the pits to change front tyres. While Andretti had been doing his best against the Ferraris, Nilsson had passed Peterson, so was now in fourth place and getting well wound up and gaining on Reutemann. Without having to worry about the Lotus getting larger in his mirrors, Lauda could now concentrate on winning the race for it was just a matter of time before he caught Laffite. Without any fuss and taking his time, Lauda moved into the lead as they started lap 22 and then it was all over. He just drove away in complete command of the situation.

Peterson stopped at the pits with his engine running badly, a new ignition unit was put on and he rejoined the race but finished that lap on foot as the engine died altogether due to a broken ignition pick-up on the flywheel. As Lauda was going into the lead Depailler stopped at the pits with a flat second-front tyre on the right, but was soon back in the race and on lap 18 Regazzoni's Ensign came to a stop when the end pulled off the accelerator cable, down by the pedal. Interest now turned to Nilsson, who had his head down and his shoulders hunched, and was closing fast on Reutemann. Getting up behind the Ferrari was one thing, but getting past was another matter, and the chances were not enhanced as they began to lap the slower cars. After the first four, which were still Lauda, Laffite, Reutemann and Nilsson, there was a very long gap before Tambay arrived leading the rest. With so many retirements and so much trouble before half-distance was even in sight, Scheckter was now sixth in the Wolf, Jones seventh in the leading

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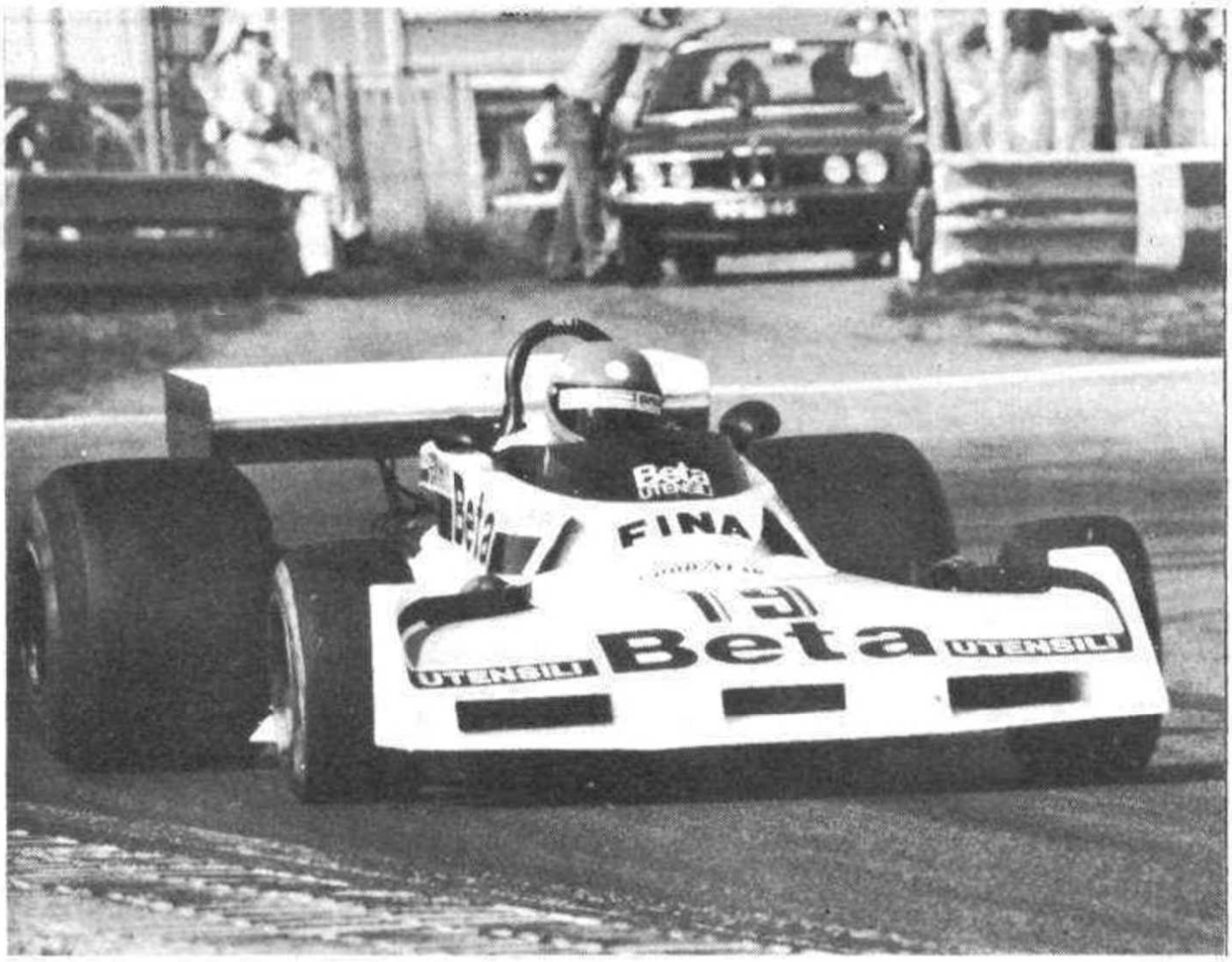
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Brambilla was thrown off the circuit by turbulence from Lauda and Laffite.

Shadow, closely followed by the Renault in eighth place, with Fittipaldi hanging on in ninth place. Then came Brambilla and Henton and further back Stuck was only just leading Lunger, Binder and Depailler. Even the tail end did not remain stable for long as Depailler stopped at the end of the straight when his engine broke, and at the same time there was a puff of smoke from Jones' Shadow as his engine also broke, just as Jabouille was looking for a way to get the yellow and black Renault past the white car.

Clear of back-markers for a time Nilsson renewed his attack on Reutemann's Ferrari, but with a bit too much vigour and ran into the back of it out on the far side of the circuit. The Lotus went off into the sand and the Ferrari limped back to the pits with the rear aerofoil hanging off. A new one was fitted and the peeved Argentinian rejoined the race a lap behind his leading team-mate and down in 13th position. All this left Tambay in a remarkable third place, with everyone spaced out behind him. The Renault had a big spin and then came into the pits and a broken link was found in the rear suspension, so the car was withdrawn after running well for 39 laps. Lauda was still driving round in the lead, completely confident and the Ferrari not being strained at all. The Ligier-Matra was firmly in second place, Laffite driving well in a car that he had hardly driven in practice and together they were steadily lapping the rest of the competitors, only Tambay, J. Scheckter, Fittipaldi and Brambilla being on the same lap as the two 12-cylinder cars. Brian Henton was going well in the Dutch-owned Ensign and leading all the rest of the runners, including Stuck in the works Brabham-Alfa Romeo and both works March cars.

It was now only a matter of reeling off the laps for Lauda and Laffite, and lapping the Cosworth-powered cars that were left in the race. Brambilla was still working away and caught and passed Fittipaldi, before they were lapped b Lauda and then with every possibility of catchin Scheckter's Wolf before the end of the 75 laps th stocky Italian pressed on hard. When Lauda an Laffite came up behind him he dutifully move over and let them through, for with the traffi Lauda had eased off in a cautionary manne which had allowed Laffite to get close in behin the Ferrari. The Austrian driver was not worrie by this, but was not making life too easy for th Frenchman, swooping about a bit here and then to disturb the air-flow over the front of th Ligier. When they went by the Surtees, Bram billa tucked in behind to get a "tow" closer t Scheckter, but as they took the fast right han curve onto the long straight, the Surtees was i very turbulent air from the two 12-cylinder car and was literally blown off the road, hitting th guard-rail in a cloud of dust and stopping with the front wiped off. As always, Brambilla stepped unhurt from the wreckage. Scheckter was lapped without bother and now only Tambay's Ensign was on the same lap as the Ferrari and Ligier but they were already in his mirrors. Henton's run with the Boro-Ensign ended when the engine petered out and then he coasted to a stop near the finishing line with four laps to go and a certain sixth place gone, though he did not know he was being disqualified for having received outside assistance to restart after a spin earlier on. Starting lap 74 the third-place Ensign coughed and then died up the hill from the Hunzerug Hairpin behind the pits. It was out of fuel, even though the owners Taylor and Yip had supervised their own fuelling and done their own calculations. Poor Patrick Tambay was distraught as he walked away from the car, having driven into a splendid third place and put a lot of works drivers to shame.

As Lauda led Laffite across the line by nearly two seconds, Scheckter and the Wolf found themselves in third place, but a lap down, and a delighted Emerson Fittipaldi came home fourth after a completely trouble-free run for a change. Tambay was classified fifth and Reutemann scraped into sixth place after catching some of the slower cars and inheriting places by retirements. Remarkable in such a race of attrition that the two works March cars both finished with no greater incident than a spin by Ribeiro. By keeping out of trouble and application to the job Lauda had got himself another Grand Prix victory, and when all the shouting has died down and the dust has settled it is the winning of the race that counts in the long run. -D.S.J.

DUTCH GRAND PRIX Formula One 75 laps Zandvoort 4.226 kilometres per lap 316.95 kilometres

Results

Dry and windy.

1st:	N. Lauda (Ferrari 312T2/030)	1 hr. 41 min. 45.93 sec.	186.88 k.p.h.
2nd:	J. Laffite (Ligier JS7/02)	1 hr. 41 min. 47.82 sec.	
3rd:	J. Scheckter (Wolf WR2)	1 lap behind	
4th:	E. Fittipaldi (Fittipaldi FD05/2)	1 lap behind	
5th:	P. Tambay (Ensign MN08)	2 laps behind	not running at finish
6th:	C. Reutemann (Ferrari 312T2/029)	2 laps behind	
7th:	H. J. Stuck (Brabham BT45/3B)	2 laps behind	
8th:	H. Binder (Penske PC4/01)	2 laps behind	
9th:	B. Lunger (McLaren M23/14)	2 laps behind	
10th:	I. Scheckter (March 771/2)	2 laps behind	
11th:	A. Ribeiro (March 761B/3	3 laps behind	
12th:	V. Brambilla (Surtees TS19/06)	8 laps behind	not running at finish
13th:	R. Patrese (Shadow DN8/5A)	8 laps behind	not running at finish

Fastest Lap: N. Lauda (Ferrari 312T2/030) in 1 min. 19.99 sec. on lap 72.

Retirements: J. Mass (McLaren M26/3) accident, on lap 1; J. Watson (Brabham BT45/5B) oil leak, on lap 3; J. P. Jarier (Penske PC4/02) ignition failure, on lap 5; J. Hunt (McLaren M26/2) accident, on lap 6; R. Keegan (Hesketh 308E/3) accident, on lap 9; M. Andretti (Lotus 78/3) engine failure, on lap 15; G. Regazzoni (Ensign MN06) broken throttle control, on lap 18; R. Peterson (Tyrrell P34/6) ignition failure, on lap 19; P. Depailler (Tyrrell P34/7) engine failure, on lap 32; A. Jones (Shadow DN8/4A) engine failure, on lap 33; G. Nilsson (Lotus 78/4) accident, on lap 35; J. P. Jabouille (Renault RS/01) broken rear suspension, on lap 40; R. Patrese (Shadow DN8/5A) engine failure, on lap 68; V. Brambilla (Surtees TS19/06) accident, on lap 68; B. Henton (Ensign MN04) fuel pump failure, on lap 71; P. Tambay (Ensign MN08) out of fuel, on lap 74.

26 starters *13 finishers*



A classic study in opposite lock by Nilsson.

ROLLS-ROYCE –Continued from page 1244

brought up (although born in London) this being the mansion of his parents, Lord and Lady Llangattock.

Here we enjoyed an excellent lunch, and visited a most interesting museum of pictures, documents and other items relating to Rolls, Rolls-Royce and the Hendre (some of the items on display are normally housed in Monmouth Museum, which those interested would do well to visit). After watching an unsuccessful attempt, in the gusting wind, to launch a hot-air balloon, (intended to commemorate Rolls' great activity in this field, before he went on to aeroplanes and was killed at the 1910 Bournemouth Flying Meeting; the intrepid balloonists received applause for their brave efforts, although their craft remained tethered to a tree) we excused ourselves from a wine-party and left, being due at the VSCC race meeting at Cadwell Park on the following day. Incidentally, one of the exhibits in the aforesaid museum is a notebook kept by Rolls of work done on his aeroplane and it shows that about the only item not checked before the fatal Bournemouth flight was the tail-plane, which collapsed. With their present love of plaqueities, the RREC has discovered the spot where Rolls fell and has duly marked it for posterity. . . .

The usual splendid cavalcade of Rolls-Royces attended this rally but not, alas, the replica of the Rolls balloon-carrying 40/50.

My wife and I had arranged to break our long journey half-way, in Derby. We found that, in spite of much traffic on the M50 and M5, so that the overtaking-lane was transformed into a commuter-stream, we had reached our destination in a couple of hours. But then, 70 m.p.h. in the silent majesty of a Silver Shadow tends to make the driver wonder why everyone in front of him is crawling. . . . At the Midland Hotel by the Station, in Derby, formerly the Rolls-Royce headquarters and also where the Auto Union team, including Nuvolari, stayed for the 1938 Donington G.P., we had to park the Rolls in an open yard, in company with but one other car, resident W. E. Harker's Alfasud. At dinner he regaled us with tales of his Austin Ulster and his V8 Harker Special and the next morning he came with us to the site of the statue to Sir Henry Royce, remarking that, although a R-R apprentice in the 1920s, it was years since he had ridden in a Rolls-Royce. This statue to the great Engineer was originally unveiled at the Arboretum in Derby, in 1923 on the occasion of a VIP visit to the Rolls-Royce factory. It was removed to this present, pleasant site on the river bank in 1972, being re-unveiled, as it were, by The Worshipful The Mayor Councillor, J. J. Carty.

Once upon a time a Rolls-Royce would have presumably been sacrosanct in Derby. Not so, today. We had parked the Silver Shadow in the deserted 'bus-station, while we photographed the Royce Memorial. Returning some five minutes later, we found an enormous red 'bus parked right up against the Silver Shadow's boot, to hem us in, and a little man in a brown dust-coat leaping up and down at our audacity in invading the premises of his public-service vehicles. Brushing off his suggestion that we pay a £1 parking-fee, we returned Harker to the Midland and set off on our long Sunday morning haul to Cadwell Park. In the attractive town of Louth I again filled the petrol tank with 4-star, enabling a fuel-consumption check to be made. The traffic conditions had prevented me from driving hard, and the figure came out at exactly 15 m.p.g. Previously I had looked at the sump oil-level, using the very long, rapier-like dip-stick, to discover that Mr. Grylls' engine certainly doesn't suffer a craving for lubricant. You can get a rough idea of sump-level on a dashboard button, which reminds me that the switch-panel, ignition-key, dashboard-switches and so on, are reminiscent of those on former Rolls-Royce and Derby Bentley cars.



The hot air balloon.

And that a young, Ford-owning Son-in-Law was impressed by the detail finish, the under-bonnet accessibility (except perhaps for some of the sparking-plugs), the under-sealing, and the overall air of quality about the Silver Shadow II – which *Punch* would, I suppose, have dismissed as a blinding glimpse of the obvious, yet is something which few writers about the Rolls-Royce can leave out.

The statue to the Hon. C. S. Rolls in Monmouth. (Photo by C. W. Hughes.



All in all, then, it was no hardship to drive back to Wales from Lincolnshire that evening, after my wife had presented the MOTOR SPORT Brooklands Memorial Trophy to Bernard Kain. We did it *sans* Motorways, via Shrewsbury, in five hours, without hurrying. That we were nearly back in "dry" Wales became evident when, diverted along remote country lanes near Clun, due to a bridge being under repair, we came upon a lighted village pub, with many many inmates drinking therein. "Let's have one," I said, not realising that it was a little after closing-time. The publican said a firm "no," refusing us even non-alcoholic drinks, which the driver had intended to have anyway. And he hadn't even seen the Rolls. On Bank Holiday evening, going out to dinner with friends, it was necessary to drive down some exceedingly narrow Radnorshire lanes, in which the big car felt as at home as it had on the Motorways. That about sums it up! Getting out of a Silver Shadow for the first time after a fast

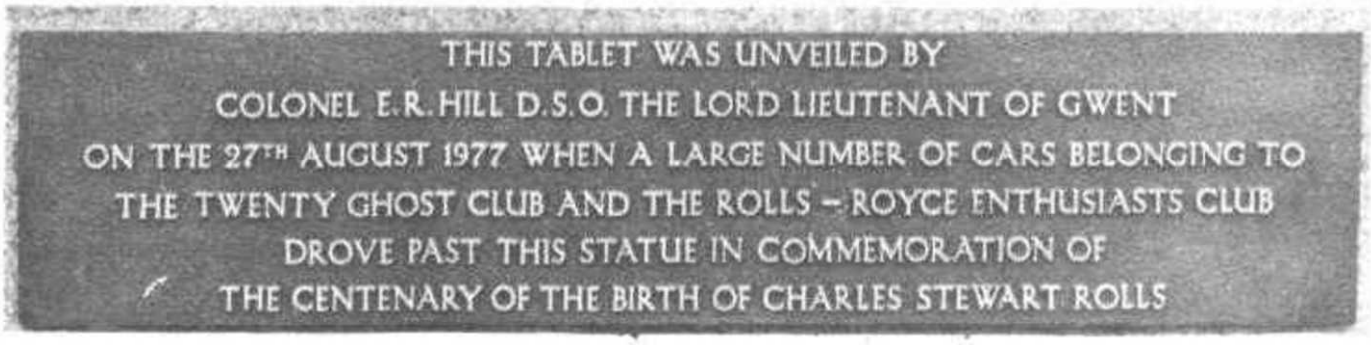


The R-REC Parade past Rolls' memorial-statue on August Bank Holiday Saturday. Note the crowds. The car in the foreground is A. H. Biddiscombe's 1933 Schutter & Van Bakel 20/25 saloon. It is followed by B. R. O. Harris' 1926 Twenty Hooper landaulette. (Photo by C. W. Hughes.

journey its size surprises you and you marvel that you pushed it at speed through such narrow gaps – and that surely is the mark of a good big car, whether 1920 Hispano-Suiza or 1977 Rolls-Royce? The cubby hold lid shuts nicely on the Rolls, too (and it *will* hold a Rolleiflex!).

I must confess that immediately after I had returned this Shadow and got into the Rover 3500, the latter felt dreadful, *for the first few miles* – actually, when I have done a decent mileage in it, I propose to tell you why it is really a very good car – the Car of the Year, I am informed. –W.B.

R-REC Plaqueities. –This plaque will be found at Monmouth. There are others at Le Canadel and at Bournemouth. (Photo by C. W. Hughes.



A Club Sprint



Penta's paintshop has done a splendid job of showing our various allegiances. The Sprint is sitting high, on rally suspension settings.

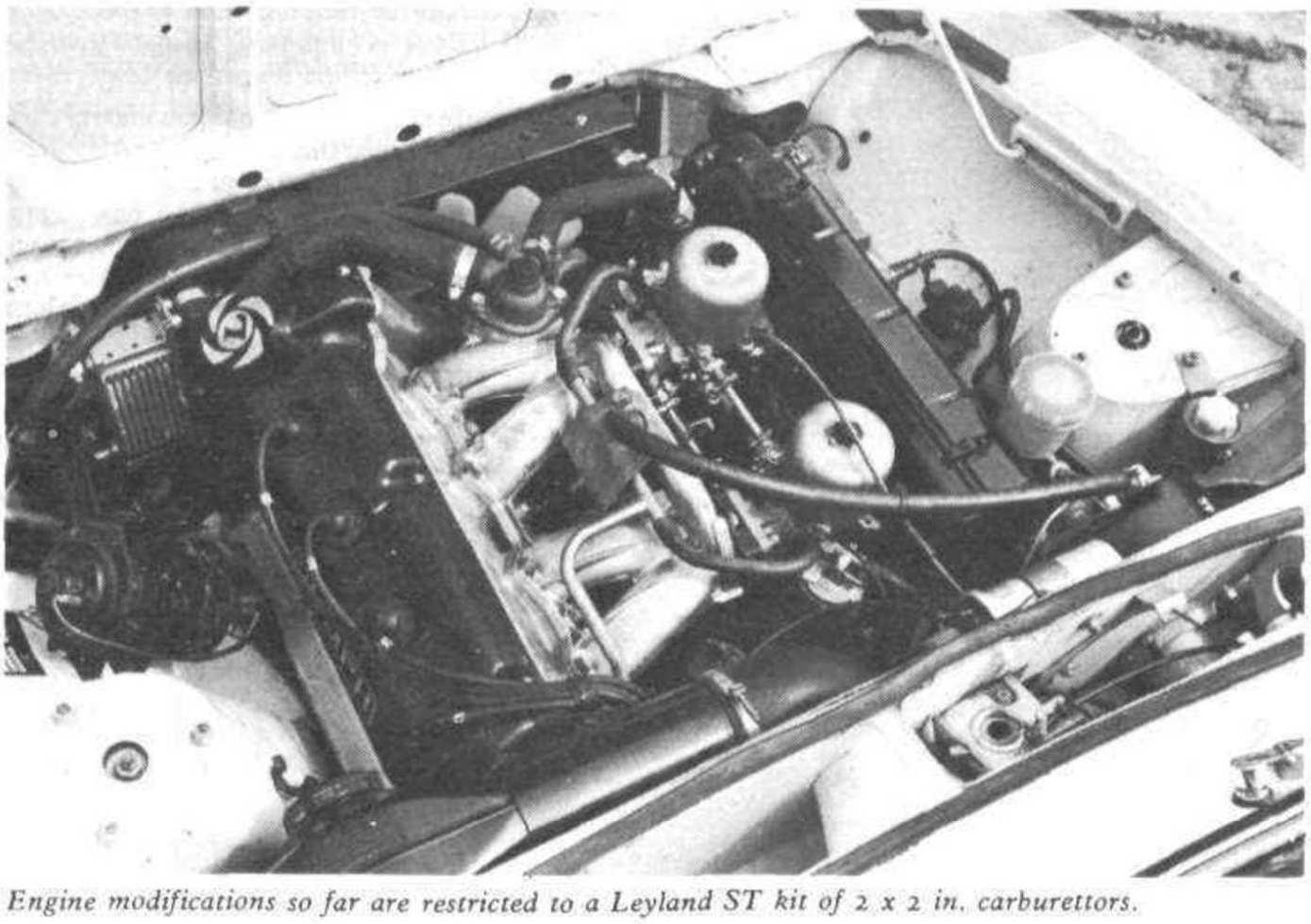
"THOSE WERE the days. Drive to the event, pump up the tyres and off you go." How many club meeting rooms and saloon bars have echoed with those sentiments as nostalgia drifts across normal chatter? In racing terms our bar-room expert is right in all but a minority of formulae: even the classic saloons (pre-1957) tend to be trailer-mounted today, but when you get outside the realms of racing then things could be different, even in 1977. Sprints, driving tests and rallies still attract road-going machinery, with rallying as the last true bastion of the high performance car licenced for road use. A works team may put their vehicles on trailers to transport them, but the cars still need to be fully adaptable to normal public road puttering for most events.

In discussing the problems facing today's sporting motorist who wants to keep his car on the road as well as using it for competition, we decided it might be as well to find out how practical a project this is in 1977. We would run such a car ourselves. While we were at it there would be a better chance of finding out more about the basic levels and diverse attractions offered within motor sport today. Hillclimbs especially attracted our attention as we had written little about them in general terms recently, though we do have a resident expert who spoke in glowing terms of the courses and the people involved.

The choice of a saloon with civilised speed was a no-contest. There are Fords around every corner. We did not want to run a foreign car (not many Club men run BMWs and Alfas in competition) and Vauxhall's exciting 2.3 Chevette just does not seem to exist. So we plumped for a Triumph Dolomite Sprint, a car that just seems to have attracted the attention of club drivers with ambition to take advantage of the works involvement which has existed since 1973, when Broadspeed successfully contested the RAC Touring Car Championship.

From a journalistic point of view the Sprint would make a good story, for now there is a pretty full range of equipment to suit anyone from the road driver to the international race or rally contestant. In fact the car we have represents a bias towards rallying in its present form, owing partly to the fact that it was converted for our needs from a Sprint originally destined for the Caravan Rally, an event that would have been a lot tougher than its title suggests.

Leyland Cars seem to operate their ST tuning parts system along a comparatively informal basis so far as dealerships are concerned, rather than the RS badging and so on promulgated by Ford. "Our" dealership has quite historic connotations: Penta Morris is actually the modern descendant of one of the original Morris Garages that sold the pre-war MGs. As the name implies, there is a big Chrysler network in the background, though you would never realise it when walking round their showrooms at Castle St., Reading. Here, surrounded by some imaginatively presented Leyland sporting produce, we realised that we had found a dealer with excellent paint spraying staff, who even boasted an ex-Abingdon man on the payroll.



Engine modifications so far are restricted to a Leyland ST kit of 2 x 2 in. carburettors.

Sprints and hillclimbs were our first objectives. Later we would like to assess the versatility of the Sprint in riskier branches of the sport: J.W.'s bank manager still shudders when rallying is mentioned! This has meant a pretty simple specification by current standards. The engine has only larger carburettors, mounted upon an appropriately modified inlet manifold. Though the exhaust system is altered, this is as much for the needs of rallying (for which it was designed) than for reasons of power. The chassis is a little more sophisticated, but let us examine the car's preparation in more detail . . . .

LOP 295P was entrusted to David Clifton at Penta Morris. He had the advantage of knowing most of the Leyland ST equipment from a fitting viewpoint, and the initiative to take a trip to nearby Abingdon to see what the factory are currently doing with the Sprint.

Mr Clifton began with the engine on our car. Instead of buying the ready-modified ST inlet manifold and mounting pad for the 2 in. bore HS8 SU carburettors, he machined out the standard inlet. The £49 labour charge for fitting the bigger carburettors thus includes this handwork and represents a saving – whether you are fitting the equipment or the garage, as the alternative parts cost £36 alone. David Clifton commented of the SU carburettor kit, "this is a very easy do-it-yourself job. The linkages are unmodified and you really can just bolt everything on."

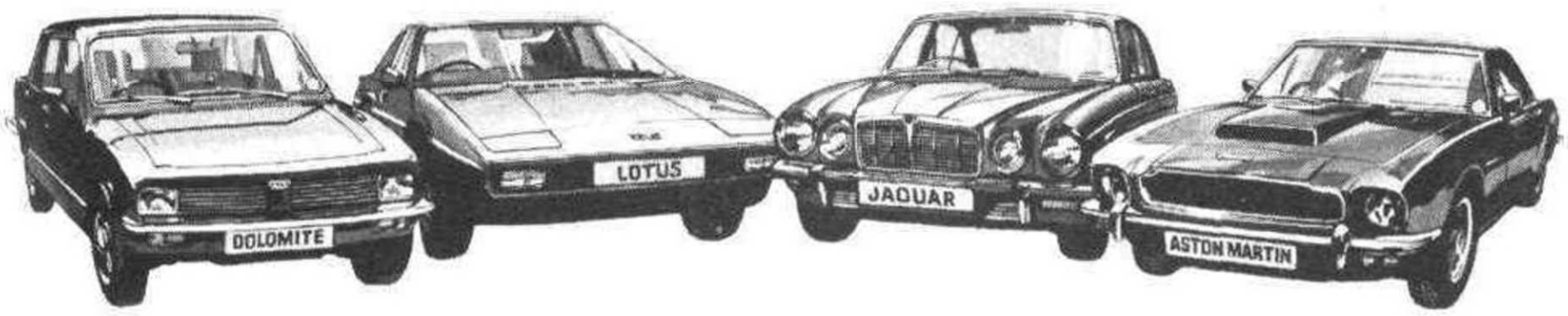
The exhaust system is standard until after the engine manifold, when the two-box rally system is incorporated, carrying a flexible tail pipe mounting. This Group 1 exhaust layout is suitably reinforced and quite acceptable for road use. You can tell that there is a heartier note, but it's quite tame compared with what has been accepted in the past.

The oil cooler was mounted with rallying in mind – as were many other details in the car, taking the opportunity to prepare it for as rigorous a future as possible! The cooler is quite small and neatly installed on its side, adjacent to the water radiator. The latter remains unaltered, though ST do offer an alternative.

For the transmission ST have two alternatives to the production 3.45:1 final drive ratio. Both are numerically higher at 4.1:1 and 4.55:1, the latter



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Interior modifications include a substantial Safety Devices roll-cage, an ST competition seat, a Halda and fire extinguishers. Not much room for rear seat passengers, though!

the ratio best suited for our needs and the original caravan towing spree. Racers will choose according to circuit, but there is still the question of gearbox options on the Sprint. There are actually three ways to go: – four speed, close ratio; four speed, wide ratio and OD on third only (to give five reasonable ratios) or the standard gears with a competition OD in action on third and fourth gears.

The MOTOR SPORT Dolomite went to Brighton Speed Trials with six operable ratios, using (inevitably!) an unusual fourth option, the wide ratio gears with OD left in action for third and fourth. The 4.55:1 final drive is in very short supply at present and, at the time of writing, it was expected that we would have to use the 4:1. (In fact we used the standard 3.45:1 ratio. – C.R.) A new batch of 4.55:1s has been commissioned, but we are advised that those friendly with their Standard Vanguard Dealers should have no problem in obtaining this ratio!

Whereas a limited slip differential is quite expensive these days (£160), the competition modifications for the overdrive also transform the feel of the car's transmission abilities, but for the almost modest sum of £33. With stronger springing and higher oil pressure, for the pistons, the modified overdrive is faster than all but an F1 driver's gearchange, and extremely satisfying to use.

The limited slip differential is set normally to around 40% pre-load. For tarmac competition ST recommend up to 90% torque setting, or for rallying somewhere in the 50-60% region, according to event. The differential is slightly less noisy than we had expected, but it has not really done any work yet, so we will see what amateur dramatics are produced later. Penta-Morris reckon on 3½ hours to install the LSD, so the retail customer is looking toward £200 (£184.50) inclusive of parts.

The softer rally springing is pretty effective in tarmac use, providing very stable oversteer without the wheel-lifting often experienced in rival saloons equipped for rough road use. Where the racing spring rates are over 500 lb./in., the rally coils are almost soft at 189 lb./in. front and 182 lb./in. rear. Mated with Bilstein gas-filled shock absorbers (£28 each) there is the opportunity to alter the ride height at will, via the adjustable spring platforms provided on the damper bodies.

From the fitting side all that suspension work was simple, compared to the task of fitting the metal centre, hard rubber bushes to control the rear suspension components more directly.

The bushes are installed at either end of the axle tie-rod; on each end of the twin radius rods, and there are also rigid competition bushes for the upper suspension arm on the double wishbone front layout. Clifton explained that the problem of squeezing in the bushes was made a lot worse by the absence of a suitable press, but a vice and grease eventually overcame the rear radius arm bushes' reluctance in the matter.

The interior was a lot more expensive than it need have been. There was a Halda Tripmaster left over from Abingdon's preparations, but we caused full harness to be fitted to both front seats (the Luke brand from Gordon Spice) and a full roll cage, including the front section. The cage costs a reasonable £60.60, but the labour charge for installing it was £42. Mainly this was through the need to weld plates to the floor at the rear: as with all Safety Devices cages the complete result fits in very well within the production interior.

Another needless expense for the immediate future was £14 labour charge for adapting and fitting the Leyland ST competition seat: the current ST seat costs £39.50 and comes complete with proper runners for the Sprint. Our Mr. Clifton spent some considerable time messing about, cutting the centre out of the frame supplied and widening it. Follow that with some brazing to secure things once more and the bill is no surprise.

The car already had many of the finishing details that actually consume so much time when you are converting a road car for competition use. An external battery cutout switch was needed, and we have installed a pair of manual fire extinguishers. I had an automatic extinguishing system in last year's Ford and was rather put off by the price (for the Dolomite it would be £98) and a little man who came round and demonstrated that my system would not work, if the car was tilted at a certain angle in a ditch. He was selling a rival that did, of course!

Aside from the paintwork at Penta one very important handling asset came with the car. The asset was ST's "High-Geared Uprated Steering Rack" which reduces the turns from lock-to-lock from 3.8 to 3.28. Having enjoyed the privilege of watching Roger Clark trying to tame a rally Dolomite with the production rack, I know how worthwhile the quicker action is! We do not know what labour charges would be incurred to fit such a rack, but I do know the item itself costs £86.25.

Resting on the normal 175/70 Dunlop Formula 70 radials and 5½ in. rim alloy wheels, the car was taken to our normal test track for a morning session to sort out any bugs. No fundamental bugs emerged. We were particularly pleased that there was no fuel surge, leading to the frustrations of a dying engine in mid-corner. Most production saloons, cornered well beyond their normal limits after modification, exhibit this type of problem. Perhaps the SUs account for this splendid consistency under pressure? Most of the cars we can recall having real starvation symptoms – which can be impossible to legally sort out under many intrepretations of Group 1 regulations – have some type of compound carburettor.

The engine is still more than a match for anything in the 2-litre class around the World. Performance did not feel as brisk as one might have expected, but then the car is carrying full trim and the competition items as well. The substitution of a numerically higher differential and a set of ultra low profile racing Dunlops on a spare set of standard wheels can only help in this respect. Incidentally the Dunlops are of an exceptionally soft compound chosen with the idea of reaching full working temperatures within the 60s or so that will (hopefully) comprise most of our initial outings. There will obviously be more to say about them when we have some more experience. (A cautionary note: At Brighton we found the front racing tyres – the same size fitted to racing Dolomites – to be fouling the anti roll-bar mountings on lock and the inside of the nearside rear tyre to be rubbing on the wheel arch under axle torque reaction. We have yet to find the answer to this problem. – C.R.) Some fuel was lost through the standard cap, and that carries extra sealing as a result. The competition seat dug in to this driver as well, but that is a matter of individual taste.

So we have a Dolomite built very much along the lines of competing in club sport while retaining full public road abilities. Now the job is to gather experience of the car in low key events and to measure the effect of the changes. I hope you will be able to read how it fared at the Brighton Speed Trials within the colour section. – J.W.

Leyland ST parts prices. Bodywork: front and rear roll cage, £60.60; sport seat, £39.50. **Brakes:** Ferodo DS11 and VG95 friction material for standard front discs, rear drums, total £24. **Suspension:** Competition bushes for rear axle location and front upper wishbones, £4.73; four rally specification coil springs, £24; four Bilstein shock absorbers, £116; competition steering rack, 3.28 turns, £86.25. **Engine:** pair of 2-in. bore SU carburettors, £90; air cleaner, casing and element, £30.60; Group 1 rally exhaust system, £65.70; oil cooler kit, £49. **Transmission:** limited-slip differential, £160; solid piston assembly for overdrive, £33. Total, £783.38

Sample of Penta-Morris labour charges for Dolomite Sprint conversion work (£7 per hour): install carburettor kit, including machining manifold instead of buying replacement, £49; fit oil cooler kit, £28; substitute Bilstein dampers (four), £35; mate and hang exhaust onto existing system, £21; insert all suspension bushes, £49 (rear), £10 (front); fit front and rear roll cage, including welding, £42; install seat harness (two) of four-strap pattern, £21.

Cavalier stays Opel-powered

VAUXHALL inform us we were incorrect in our story that the Cavalier, when assembled in Britain, will adopt the Vauxhall s.o.h.c. engine in place of the Opel high-camshaft unit. This is a story that has been circulating amongst motoring journalists for some little while and we had also heard it from one or two, what we thought were unimpeachable, sources close to the industry. But we doubt that Vauxhall would take the trouble to deny it (very politely) if we had been correct. It's a shame, really – the Cavalier could be an even better car with the torquey Vauxhall engine.

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How the New Rover 3500 is Made

The Editor visits British Leyland's £31-million factory at Solihull

I WAS GLAD to avail myself of the GMW's expedition to the new Rover factory at Solihull last month, because this is a very significant contribution to Britain's hoped-for future prosperity. I had tried to look over this fine new factory previously, when testing the then-brand-new V8 Rover 3500, but there was nothing doing. There was nothing doing on the occasion of the later visit, in as much as the production-lines were temporarily at a standstill again. However, this enabled those GMW members who carry cameras to get some uninterrupted views of the vast assembly-lines, and on our long hike round this huge factory we enjoyed unexpected peace and quiet!

Having made the journey from Wales in, appropriately, a Rover 3500 Automatic, that is to say, in such quiet luxury that I believe this latest Rover to be the Thrifty-Executive's Silver Shadow, I had no complaints. And to say that this great new Solihull manufacturer of Rover private-cars, Land-Rovers and Range-Rovers impressed me, would be an understatement. It threw me back years, to the time, in 1955, when I was at Wolfsburg for the one-millionth VW Beetle release and was so enormously impressed when walking through that ¾ mile-long galley from which you were enabled to look down on the post-war outcome of Hitler's unrealised dream (MOTOR SPORT, Sept. 1955). At Solihull you look down on a 23-acre car-assembly hall, and inspect the unique three-story paintshop through giant glass windows which enclose the various spray-booths and drying-ovens. That is but part of this great new BL plant, which to my eye dwarfs the once-so-stupendous VW factory.

There are the statistics, if you want them. Such as, that to build this factory not far from Birmingham's Elmdon aerodrome required 8,900 tons of steel for the pvc-coated steel-and-brick structures of the two buildings. Foundations and floors took 130,000-tons of concrete. The total paintshop area is 556,000 sq. ft., the aluminium roof-panels having an area of four acres, the area of the assembly hall 995,000 sq. ft., requiring seven miles of roof-glazing. In addition, there are six-acres of employee's car parks, and three miles of A1 standard roads round this vast complex, which has a total area of 1,500,000 sq. ft. It is mightily impressive and it is right that, as it was built with our money (it cost a total of £95,000,000 to launch the Rover SD.1), we Britishers should be proud of it. . . . Even the environmentalists should be happy, with the careful siting of this great plant, not far from Solihull's shopping centre. They tell you that the factory you come upon after driving down Damson Lane is so immense that it couldn't be fitted inside the six Showhalls of the National Exhibition Centre, a few miles away.

What goes on inside this great new Solihull factory – when the operatives are at work, that is? At present it is used to produce Land-Rovers and Range-Rovers in the South Works, which was a jet-engine Shadow-Factory during the war, for painting and assembling the current Rover 3500 in the new East Works just described, which has a surplus of capacity, so that other Rover models and, eventually, another BL make will be assembled there, while the North Works, opened in 1963, is being converted to manufacture transmission power-trains. The new S.D.1 plant employs a total of 3,200 operatives staff, and has a present capacity of approx. 240 new Rovers per day. This Lode Lane site covers altogether 316 acres and employs some 8,000 persons. (There are also the old 8-acre rope-works in Garrison Street where 750 people make Land-Rover chassis and trim, and the small works in Clay Lane, Coventry, where 130 employees make Land-Rover roofs and body panels.) The total personnel involvement is around 10,600.

How is the fine new Rover 3500 made? The unpainted body-shells arrive from Castle Bromwich six at a time, in ingenious double-decker transporters. They are taken into the works on one of six parallel lines, to be marshalled by computer. In the paintshop, processing is done on the ground floor, the drying and baking at the top. After degreasing, the body-shells are drawn on a flat-bed roller conveyor through the phosphating tunnel, where they are alkali and phosphate sprayed, and are then given five separate hot and cold rinses. After this, they are air-dried and are then cooled to the correct temperature for dipping in a 46,000-gallon primer bath. A thickness of 0.0008 in. of primer is electrically deposited on the external surfaces of the bodies and then they emerge from the tank at an angle of 30 deg., to drain off. They are next passed through ultra-fine filtered rinses and a de-mineralised water-spray. After air-drying the shells are lifted to the second floor of the paint shop, to be baked in a 420-ft.-long oven for 15 minutes at 360 deg. F. They are then moved to a raised deck on the first floor of the three-storey building, for crack-sealing.

The next operation is done on an overhead conveyor – the application of undercoating, applied by hand and then by twin sprays. This sealing is hardened at 180 deg. F by a hot-air blower. The surfacer coat is then sprayed on, at above outside pressure, air passing through this booth being filtered three times and controlled to ensure a settled coat. A 300-ft.-long wet sanding deck is entered next, where the surfacer-coat is smoothed by machine but where hand-flatting is also employed. After baking and inspection, the body shells are marshalled in a three-line area, where matching batches are built up for painting without too many colour changes, although, if necessary, such changes can be made without interrupting the flow of shells through the painting booths.

Painting of the Rover 3500 bodies is done in a 210-ft.-long booth containing four automatic sprays, with hand-operated stations between them. Four coats of acrylic paint are applied, wet on wet, to a final 0.0025 in. thickness. Any areas requiring special attention are looked after by the operatives. Here it is important to mention that this Rover installation not only has the aforesaid huge glass windows, giving good working conditions, but so well are paint fumes and contamination controlled that the operatives can dispense with the normal protective clothing and face-masks usual in other paintshops. A floor-level water stream collects paint surplus, which is later recycled, and very thorough air-filtering makes this happy situation possible.

After painting, the body-shells return to the top floor, where they go through a 400-ft-long part-curing oven at 180 deg. F for five minutes. If they pass the next inspection they then have ten minutes at 255 deg. F in another stove. Yet another inspection follows, minor blemishes are rectified, then comes baking for two minutes at 180 deg. F. The thermoplastic paint flows and smooths itself, so that little polishing is required. But the bodies finally go to the top floor again, passing through a 630-ft-long oven at 310 deg. F, where they remain baking for a minimum of 25 minutes. They are then allowed to cool naturally and if they pass a final inspection they go to the ground-floor storage area. At the time of my visit a new blue metallic finish was on the paint-lines. In all, 13 processes are involved in this very advanced and ingenious BL paintshop.

The operatives in the assembly-hall have similarly light and airy conditions in which to work. Instead of the body-shells being moved up and down for different operations to be done on them, in this new Rover factory they progress on



'What a way to spend Easter!'

By Don McCullin.

My twenty years as a professional photographer have been interesting, to say the least.

In fact, I've got a portfolio that's virtually a celluloid version of the World Atlas.

And I've been through enough camera equipment to keep Wallace Heatons in business for life.

So when Olympus asked me to put their OM camera through its paces, they knew it wasn't going to get the kid glove treatment.

The first place I took the OM was the far East, to photograph landscapes.

I must say I was impressed with the lightness of the system, since I was carrying three lenses and two bodies around in temperatures of over 100 degrees.

Apart from dropping a camera body under a taxi in Taipeh, the trip went according to plan.

Then came the real test.

Every Easter Monday, at a place called Hallaton, in Leicestershire, they have what they call a "Bottle kicking."

I wanted to get some shots of it for a book I'm working on.

The object of the game is to get a small barrel of beer from the top of a grass hill to the opposite side of a river.

It's played by two teams of about forty blokes from the adjoining villages of Hallaton and Medbourne.

The rules are simple, there are none.

Straight after kick-off, the two teams got into a scrum that made Rugby League look like ring-a-roses.

Unfortunately, the camera somehow got into the middle of it. Equally unfortunate, I happened to be holding it at the time.

After a quick check to make sure that we were both still functioning, I caught the teams up half way down the hill.

By now, both teams had lost about a third of their players. Some with concussion, some with broken limbs.

And some because the pubs were still open.

Then a quick break by Hallaton brought the teams within a few feet of the river bank.

Another scrum, another break, an almighty splash and both teams were in the river.

This is where I knew I'd get my best shots.

I was using a 35 mm lens, which meant any close-ups had to be taken the hard way, right there in the river.

Not a bad time to find out if the OM was water-tight.

It was also a good time to try out the motor drive, which I must say was the lightest I've handled.

In the time it took to bang off a roll of film, a Hallaton man was heading for the line.

A quick body swerve (very difficult in three feet of water) and he'd scored.

1–0 to Hallaton.

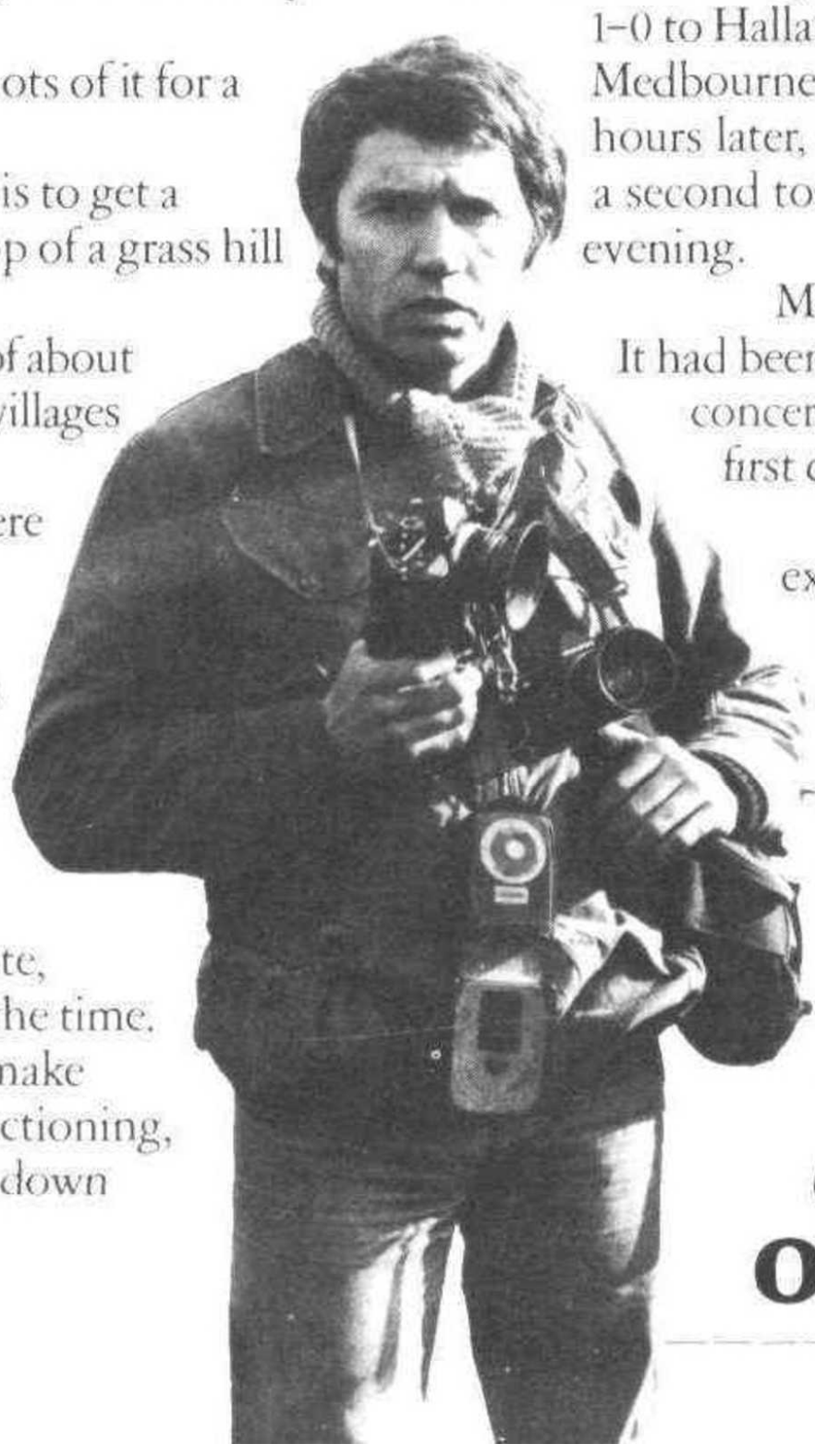
Medbourne managed to equalise a few hours later, and secured the match with a second touchdown during the evening.

Medbourne had won the day.

It had been a good day as far as I was concerned too, I took some really first class shots for my book.

The OM had performed excellently, it did everything I expected of it.

And that, believe me, is a hell of a lot.



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automatic flat-bed roller-transporters, in three lines, each line turning out some 80 cars a day, at an eight-foot level, so that components can be brought up to them easily, in some cases on pallet-trucks running in tunnels beneath the assembly-lines. Each assembly-line is 1,400-ft.-long and has 70 assembly stations. Quality inspection takes place at every 10th station.

From the paintshop the bodies go over a covered bridge to get to the ends of these assembly lines. As they proceed they are fitted with lamps, horns, mudflaps and electrical hardware, then with heaters and fuel tanks, etc., next with instruments, carpets and trim, then with handbrakes, screens, headlinings, etc., after which steering wheels, radiators, batteries, and so on, are fitted. An overhead conveyor then lifts the shells for their return on triple lines, back down the hall. At the beginning of the return lines the engines are delivered from the right-angle engine-build line and the axles from the similar but facing axle-build line. After these essential components have been fitted the engines – based on the old General Motors' Buick light-alloy power unit, but now revving to 6,000 r.p.m. and with sand-cast cylinder blocks, press-fit liners, die-cast cylinder heads and pressure-cast front timing covers, all supplied by Birmingham Aluminium of Smethwick – arriving on overhead conveyors – but the bodies then being dropped onto them, the seats, trimmed with velour upholstery made in the factory and the doors are sealed with a new material that seems to have cured the former chronic wind roar. The wheels and tyres are then added and the finished cars then proceed to the rolling test-beds, the final valeting-bays and the last careful inspection, well-known to anyone who has been to a modern car-making plant. Road-tests are also undertaken, sometimes for as much as 80 to 100 miles. That, in brief, is how the V8 five-door self-levelling Rover 3500 fast-back is made.

When I was at the Volkswagen plant in Germany 22-years ago I was amused to be able to hold a VW ignition-key aloft, as the millionth-Beetle rolled off the end of the production line. Last month I was pleased to have in my possession a Rover 3500 key. It is too early yet to tell you how reliable this car is going to be. But when the MD was running it in for me, he remarked that it was nice to find a British car that had given no serious trouble in the first 1,800 miles. The only snag was that Henlys, who supplied it, were unable to take it in for its 1,000-mile free inspection until it had done 3,185 miles. (The servicing seems to be geared to those who only do 12,000 miles a year.) Since then the mileage has gone up to 4,850, with continuing satisfaction. I hope to report equal satisfaction after a much longer spell of service, for we must pray that this new Rover 3500 (which in my case is returning 24.2 m.p.g. in Automatic form and which has, I understand, a far lower drag co-efficient than the former Rover 3500 or an Audi 100) sells to capacity, remembering that a very great deal of British finance, effort and work-force is involved. –W.B.



The vast new Rover complex covers 1,500,000 sq. ft.

Obituary – Mr. G. R. N. Minchin

HAVING mentioned elsewhere that Mr. Minchin was seriously ill, we are deeply sorry to learn, as we close for press, that he has died, in S. Africa, where he went to live after his retirement some years ago. Mr. Minchin held an important position with Peto & Radford and the Chloride Battery Company in the 1920s and 1930s and was closely associated, in this capacity, with Rolls-Royce Ltd. He knew most of the great personalities of the motoring firmament in those days, such as the Paddon brothers, the racing drivers, etc. In 1920 he had a rather special 40/50 Rolls-Royce and by 1950 had owned 13 motorcycles and 154 different cars. Of these, his favourites were his 1913 26/60 Metallurgique, the 1920 Rolls-Royce, a 1929 Rolls-Royce Twenty, a 1936 4¼-litre Bentley, and his 1939 321 Frazer Nash-BMW. In 1930 his great friend, Sir Henry Royce, suggested to Minchin that he wouldn't be able to write a thriller. The result was "N7", containing a fine description of that famous French road, as it then was, and with the solution to the mystery resting in the positioning of the controls of a Rolls-Royce car that figured prominently in the story. In 1951 came Minchin's "Under My Bonnet", a book of intriguing motoring annecdotes, which is still excellent fireside-reading, if you can get hold of a copy.

Before moving out of England for good, Minchin had the greatest difficulty in finding anyone who would appreciate his complete collection of *The Autocar* from 1895 onwards, and his complete set of *Flight*. Only by persuasion was the Librarian at Rolls-Royce Ltd. made to accept the former, and I believe the latter went to Farnborough. When I expressed surprise, Mr. Minchin told me "It's quite true. I wish you had told me you were interested. You could have had the lot, for nothing. But it would have taken you several journeys with a van to get them all home." I wish I had known . . .!

Mr. Minchin was educated at Tonbridge and Cambridge. His father was Prof. George Minchin, MA, FRS, Professor of Applied Mathematics at the Royal Indian Engineering College at Coopers Hill, in Surrey. Arrangements were made in 1903 to close Coopers Hill by 1906, and Minchin recalled how the then-President, General Sir Alexander Taylor, VC, was white with anger and remarked "I will tell you one thing. The day we close Coopers Hill you will see the beginning of the decline of British rule and prestige in India." We now know how right he was. Minchin-the-son became interested in cars, in the days when it was all new and exciting. We shall never experience that, or see his like, again. –W.B.

Those who are enjoying a Fiesta may like to know that Edouard Seidler's book "Let's Call It Fiesta", describing the birth and launching of Ford's new hatchback small-car, is now available as a paperback, for £3.95. The publishers are PSL, Barr Hill, Cambridge.

The Chloride Group has asked us to say that their Bardic electric-torches, from which the Editor has had such good service, *are* still made. The 2-cell BM44S torch costs £4.95, the 3-cell BM66S is priced at £5.25, plus VAT.

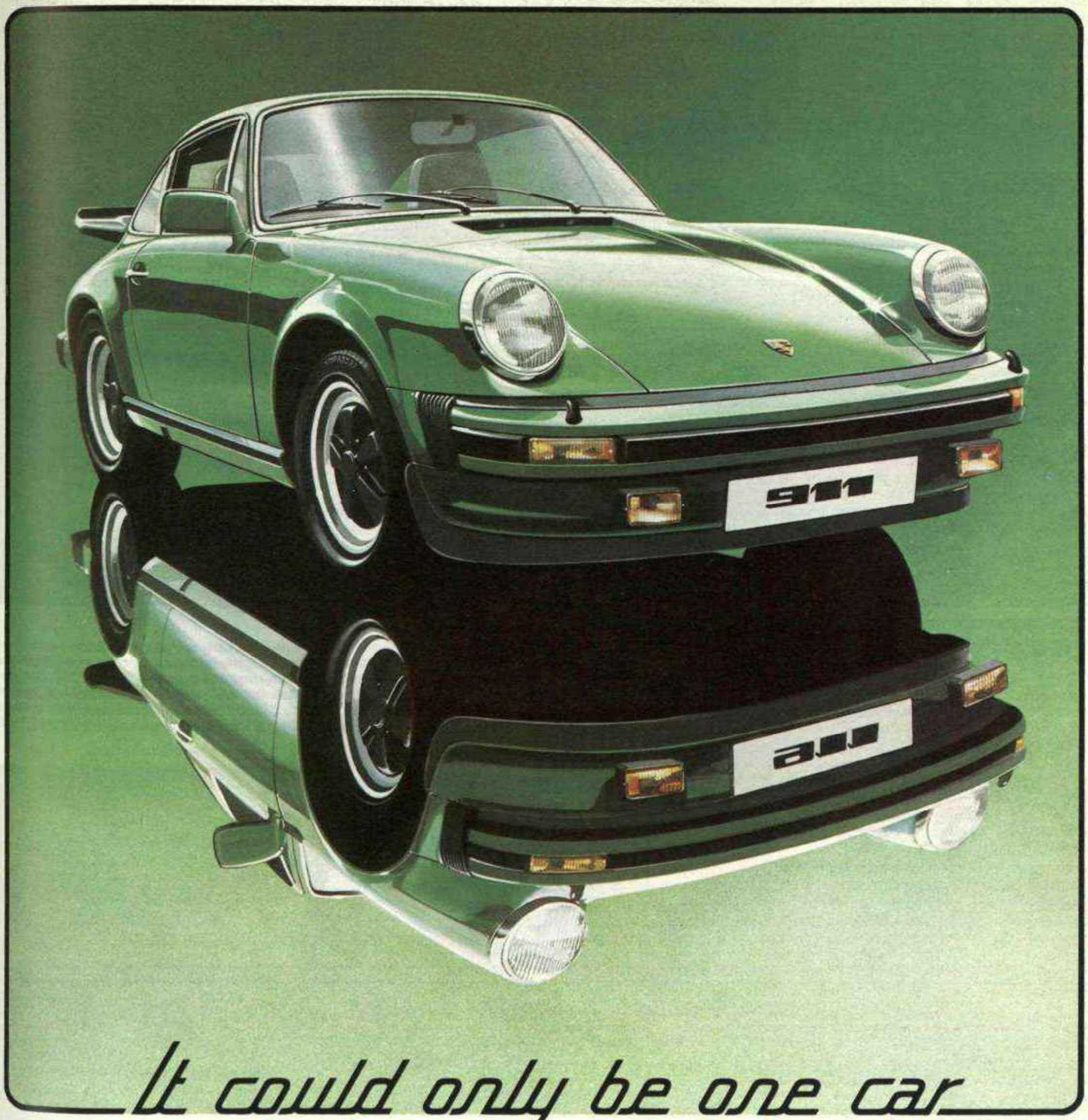
More Miniatures News

MOST of the car-models we see these days are very small. But there is much in favour of larger scales and the Alfa Romeos that are a product of the Italian man-and-boy concern of TOGI, whose Signor Lorenzini has been model-making for 25 years, are to the sizeable 1/23 (approx. 20 cm.) scale. He began with the 159 Alfa Romeo which is still being made in the Milan workshops. His latest is a fine Zagato 1750 Alfa Romeo, available in both GS and Mille Miglia forms. It really does capture the atmosphere of these elusive vintage sports-cars and the finish is superb, the light-alloy bodies being sprayed in batches of about 20, starting with etching primer and being completed in authentic, original Alfa Romeo colours, rubbed-down by hand between coats. The accuracy of this 1750 Alfa Model, which is 7 in. long, with a wheelbase of just under 5 in., is ensured by making use of measurements supplied by the Alfa Romeo Museum, these TOGI models having been used for some years by Alfa Romeo for promotional purposes. Thus you get a model that has a centre-hinged bonnet opening to reveal a scale twin-cam blown engine, the correct 1750 windscreen, steering wheel with long ignition-lever, correct instrument panel, opening doors, twin spare-wheels, central gear-lever and so on. The "wire" wheels are detachable, as are all the model's component parts, and the radiator stoneguard, Motometer, Alfa badge and script, etc., together with treaded rubber tyres, detailed exhaust system, etc., complete a most realistic model, which should greatly please enthusiasts for the famous Milanese make. The doors had gapped somewhat on the model I examined, but they do that on real cars! The perfectionist may perhaps want to glaze the instrument panel, add shock-absorbers, etc. and the front number-plate is a trifle small. Otherwise, what a splendid miniature, of a sensible size. It costs £16.75 as a kit, £18.75 as an assembled model in a strong plastic showcase, the latter desirable for these bigger models, which are not necessarily kept in the bookcase.

The supplier in this country is "Wheels", the shop in the Totnes, Devon, Motor Museum, which claims to be the best-stocked model-car emporium in Britain. They have a big range of Alfa Romeo and other models. –W.B.

Instant Inflation

A READER who knows our views on the rising price of the older motor-cars has drawn our attention to a certain 3-litre Bentley once welcome in VSCC circles, which was sold at an auction-sale on June 21st this year for £6,500 and which was advertised by a dealer on August 1st for £12,750 . . .



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Porsche 911. Uncompromisingly engineered. Proven reliability.

To give power without strain. High performance on two star petrol with excellent consumption.

12,000 miles between oil changes and servicing. A six year guarantee against sub-frame corrosion.

And, for the true driver, the most satisfying motoring of your life.

There are four models in the Porsche 911 line-up: 911 SC Coupé, 911 SC Targa, 911 SC Sports Coupé and 911 SC Sports Targa.

All models are powered by a 3 litre, 6 cylinder, 180 bhp engine with standard 5 speed manual gearbox or optional extra Sportomatic transmission.

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SC Sports models add forged alloy wheels, low, wide tyres, sports shock absorbers, spoilers, stereo radio/tape unit and electric aerial to the spec. Price for the 911SC, £12,600.* 911 SC Sport, £14,100.*

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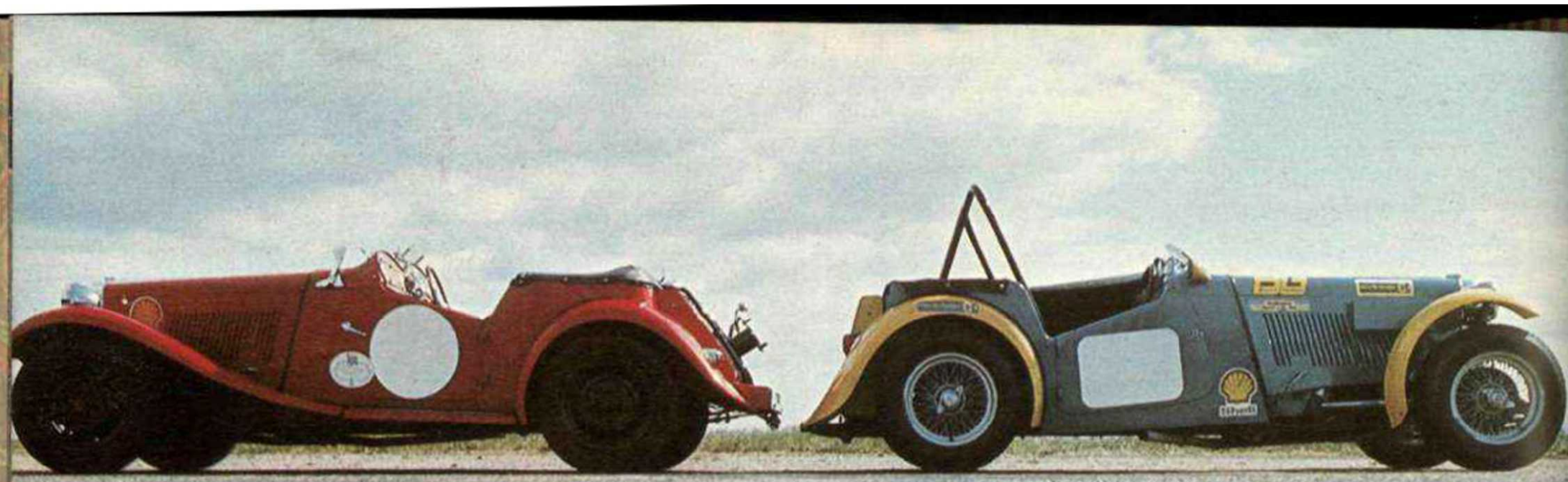
PORSCHE 911

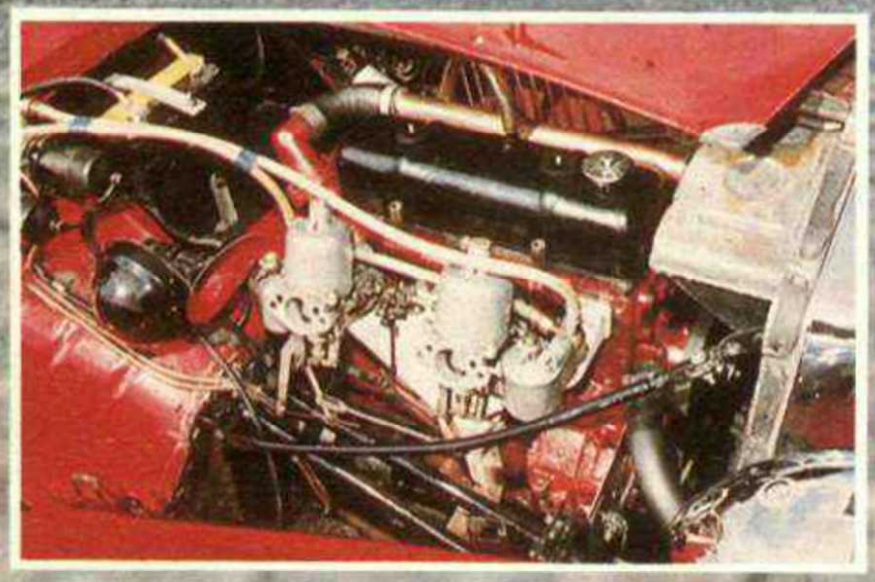
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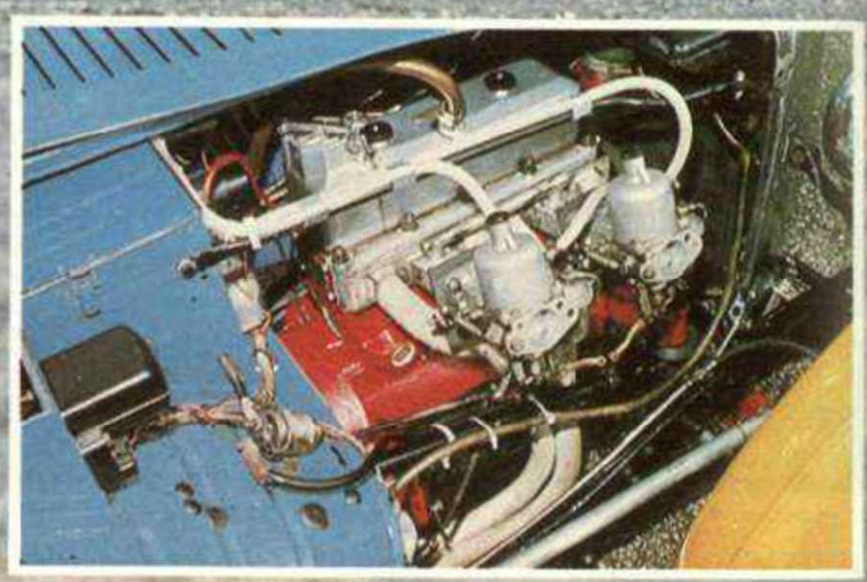
*Prices shown include Car Tax, V.A.T. & Seat Belts. Delivery and number plates are extra.

DUTCH GRAND PRIX AT THE START of the Dutch Grand Prix at Zandvoort on August 28th, James Hunt made a superb start fr Mario Andretti (Lotus 78). Top left, Hunt's McLaren M26 eases inside his American rival as they brake for Ta counter-attacked once he got the better of Laffite and challenged the World Champion driver by trying to run round the outside of the 180-degre two cars emerged from the corner on converging lines and made inevitable contact (*bottom*) as they reached the exit. Hunt's car was eliminated top right, although the two cars didn't collide. Centre right, Reutemann's Ferrari leads Nilsson's Lotus as the Swede tries to dispute third place. Bo sponsored car. The eventual winner of the Dutch Grand Prix turned out to be Lauda (*below left*) but he had to work very conscientiously to ho the Ferrari after 75 laps of racing.

e second row of the grid to lead into the first corner from pole position winner
with Laffite's Ligier third ahead of the Ferraris of Lauda and Regazzoni. Andretti
an corner (*top centre*). As can be seen in the two pictures (*bottom centre*), the
s incident. Andretti resumed and later tried the same tactics on Lauda (No. 11),
the much-improved Formula One Renault leads Emerson Fittipaldi's Copersucar
Laffite (No. 26), who eventually finished slightly less than two seconds behind









Contrasting styles in racing square-riggers: Pete Smith's almost standard, red TD road car and the full-race, blue and yellow TC of Gerry Brown. The TD's engine, above left, is a mildly modified 1,250 c.c. unit, but the TC has an overbored 1,500 c.c. engine with Laystall-Lucas aluminium cylinder head, 1¾ in. SU carburetters and 75 to 80 b.h.p. at the wheels. Small wheels, racing tyres, cycle wings and extra location for the axles distinguish the Class B TC; body modifications to the Class A TD involve removing the screen and bumpers after driving to the race!



T-type Champions

Gerry Brown's MG TC just pipped Pete Smith's TD to the MG Car Club T-Register Championship award last year. We examined these alternative ways to go MG marque racing

LAST YEAR'S MG Car Club T-Register Championship culminated in a nail-biting final and a one point victory for Gerry Brown and his highly-modified 1946 TC, his second successive Championship victory. A worthy runner-up in this premier MGCC championship was Pete Smith in an almost standard TD, who had led this T-types-only series from August until the final round at Brands Hatch in December. The Championship series was 17 rounds of races, sprints and hillclimbs, with the best 12 scores to count. Brown entered 15 and scored 11 wins, two thirds and failed to finish twice, whilst Smith took 10 class wins, two seconds and was unplaced twice. Without a doubt the two cars had proved themselves the fastest T-type MGs in the country in their respective classes. Not that "fastest" is necessarily all that fast by current standards, but it is fast enough with T-type chassis to make circuit driving more than a little exciting, as I found out when Brown and Smith arranged for me to try their cars at Silverstone this summer. For Smith, the excitement got a little out of hand in a race on the same circuit a few days later, when he had the misfortune to roll his TD, fortunately without personal injury. The car is currently being rebuilt to the very original-looking form in which it is illustrated here.

The two cars exemplify the two alternative approaches allowed to T-type racing by the MG Car Club. Smith's TD is a Class A car, a formula for basically road-going cars with limited engine tuning, road tyres and no body modifications, almost straight from the Abingdon production line specifications. Up to Stage 2 tuning is allowed, which means that the standard camshaft must be retained and that 1½ in. SU carburetters can be bolted on to TD and TF engines, or less than 1½ in. on earlier T-types. Wheel sizes mustn't come below 15 in. diameter or above 4½ in. width. Class B, dominated by the Brown TC, allows much more scope. So long as the basic cylinder block and internals are retained, more-or-less anything goes on either the XPAG (the 1,250 c.c. pushrod MG engine) or XPEG (1,466 c.c. engine), though an overbore of more than 60 thou. on the XPEG means an automatic restriction to Stage 2 tuning. The basic leaf spring and beam axle suspension must be kept, but modifications such as radius arms can be added.

For both these MG enthusiasts, the cost of competing has been relatively cheap because their cars were bought before the crazy upsurge in prices. It would be a different story for somebody wanting to buy a car for T-type competition today, though preparation remains reasonably inexpensive. Even so, there's a deal of cost difference between running Class A and Class B, as the two cars' methods of arrival at Silverstone showed. For the TC, the necessary luxury of a tow-car and trailer; for the TD, a long drive under its own steam from the North-West, followed by the stripping off of bumper bars, spare wheel, hood and windscreen. The T-type Register recognises the more amateur approach of the "drive-it-to-the-circuit" members by awarding extra points for doing just that. Last season Gerry Brown confounded them by temporarily legalising the TC and driving that to one meeting, so gaining an essential extra point in the Championship.

This 1946 TC, the lap record holder at Snetterton, Castle Combe and Croft and believed to be only the second TC timed officially at over 100 m.p.h. (it clocked 103 m.p.h. at the end of Madeira Drive in last year's Brighton Speed Trials), was bought by Brown as a standard road car (Chassis No. 0776) in 1965. It continued to lead an innocent road-going life until 1967, when Brown ran it in a Curborough sprint, followed by competition in 1968 as a standard car in Class A of the T-register Championship, to finish runner-up to Chris Jones. In 1969 the flared front wings were replaced by the cycle variety. Brown tuned the engine modestly and ran it in Class B, while continuing to commute in it to Birmingham University, where he was a contemporary of Harvey Postlethwaite, Andy Dawson and Aldon Automotive's Don Loughlin. Another runner-up award, this time behind Glyn Giusti, followed before Brown, today a Development Technologist with Kodak in Hemel Hempstead, left for a two-year stint in the States with Kodak. Yet another runner-up title followed for this TC in 1971, this time in the hands of MG T-type specialist Alastair Naylor, who had been loaned the car in Brown's absence.

Brown rebuilt the car as a pure racing T-type in the winter of '71/'72 and campaigned only part seasons in it until 1975. Sponsorship has even reared its ugly head in T-type racing and backing from Oliver Rix Garages enabled Brown to run full seasons, and thus clinch the Championship, in 1975 and '76.

No amount of racing modifications can disguise the traditional square-rigged lines of the TC, and while steel cycle wings have replaced the front flowing mudguards and running-boards and 6J x 15 in. 60-spoke wire wheels shod with 5.50L x 15 in. CR65 Dunlop racing covers make the car less of a spindle-shanks, they do not appear inappropriate. The main body is little altered. The ash frame continues to support mostly steel panelling except for the alloy scuttle and tonneau side panels. But the ash frame around the rear axle area has gone and a detachable alloy panel behind the ex-Andy Rouse Escort bucket seat (from a Broadspeed sale) gives access to the differential and suspension. A stout Aldon roll-bar is fitted, so high that a sail stitched across its rigging might add a few knots! Fuel is carried in the original steel tank. All the trim is removed, including the passenger seat, the floor is aluminium and the net result of the weight-saving is a weighbridge reading of 13.4 cwt., of which 52 per cent falls on the front wheels.

The power to shift this mobile brick wall —and that's what it seems like at over 100



Gerry Brown, 1976 T-Register Champion, with 31-year-old MG TC.

m.p.h.—comes from a TF XPEG block overbored by 60 thou. to give about 1,530 c.c. On top of that is bolted a Laystall-Lucas alloy cylinder head modified by Phil Marks' Engine Developments of Walsall. Apparently it looks very much like a Cooper S head in its combustion chambers and porting. A 12 to 1 compression ratio gives little concession to age. Twin 1¾ in. SUs and a TDC extractor exhaust manifold are carried on the offside of the engine. Within is a ½-race camshaft with the same profiles as the Leyland ST A-series 731 camshaft. Much of the development dates back to the old MG tuning manual, with some more youthful and up-to-date thinking from Brown, who puts his skills and ideas into practice on customers' —including his fastest opposition's—engines too. This is part of his part-time contribution to the business of Brown and Gammons Ltd., "specialists in classic car servicing, rebuilds, race preparation, particularly of MGs" with his partner and full-time worker in the business Ron Gammons, another well-known MG exponent on the racing circuits. The Brown TC gives 75-80 b.h.p. at the wheels. When arch-rival Glyn Giusti put his T-type on the rolling road recently, its Brown-built engine pushed 100 b.h.p. through the wheels—albeit with the aid of a "blower"; Brown reflects that Giusti will have to ensure reliability as well as power before the normally-aspirated car is totally overwhelmed, however.

The nicely-spaced ratios of the standard and reliable TC gearbox are unchanged. A lower 5.125-to-1 final drive ratio is fine for the circuits on which this car normally races, but too short for the Silverstone GP circuit

Continued on page 1301

The Renault 30. A car to re-awaken the driver that lurks inside all of us.



Remember your very first sports car?

Fast. Responsive. And loads of fun to drive.

But hopelessly impractical once you've progressed into bigger saloons.

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With one notable exception.

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But with a 2.7 litre V6 engine it easily puts most sports cars to shame.

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roads that you'd never dare to negotiate in the average two seater.

Comfort, of course, is the Renault 30's strong point.

Sumptuous seating for five adults is helped by fully reclining front seats and 56″ of elbow room in the back.

Which still leaves space for a cavernous boot under the tailgate.

(You can even fold away the back seats, giving you thirty four cubic feet. More than any car in its class.)

Standard fittings include a centralised door locking system, electric front windows and cigar lighters back and front.

But for all its passenger comforts, the Renault 30 is still



LUGGAGE SPACE WITH THE PARCEL SHELF REMOVED.

very much a car for the driver.

And if you still yearn for those days when you raced along with the wind in your hair and the sun on your face, we do offer one consolation.

An electric sunroof as an optional extra.

*What Car 1977

RENAULT 30TS



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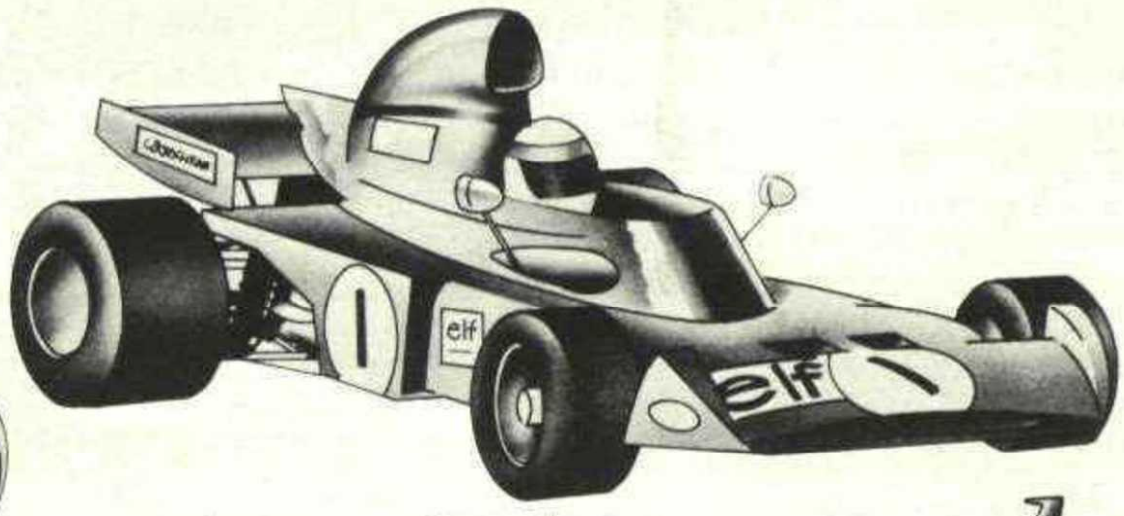
RALLY OF A THOUSAND LAKES

THE almost unknown Kyösti Hämäläinen beat all the established stars to become the surprise winner of Finland's Rally of the Thousand Lakes. Partnered by Martti Tiukkanen in a works Group 4 Ford Escort RS1800, shown above, the usually Group 1 mounted Hämäläinen drove coolly to victory without pace-notes in a bitter battle over the characteristic blind crests of the Finnish forests. Second, in this rally of many retirements, were Timo Salonen/Jaakko Markkula in a works Fiat 131 Abarth below, after Markku Alén's similar car succumbed to Hämäläinen's pressure. Ford now lead Fiat in the World Championship by six points.

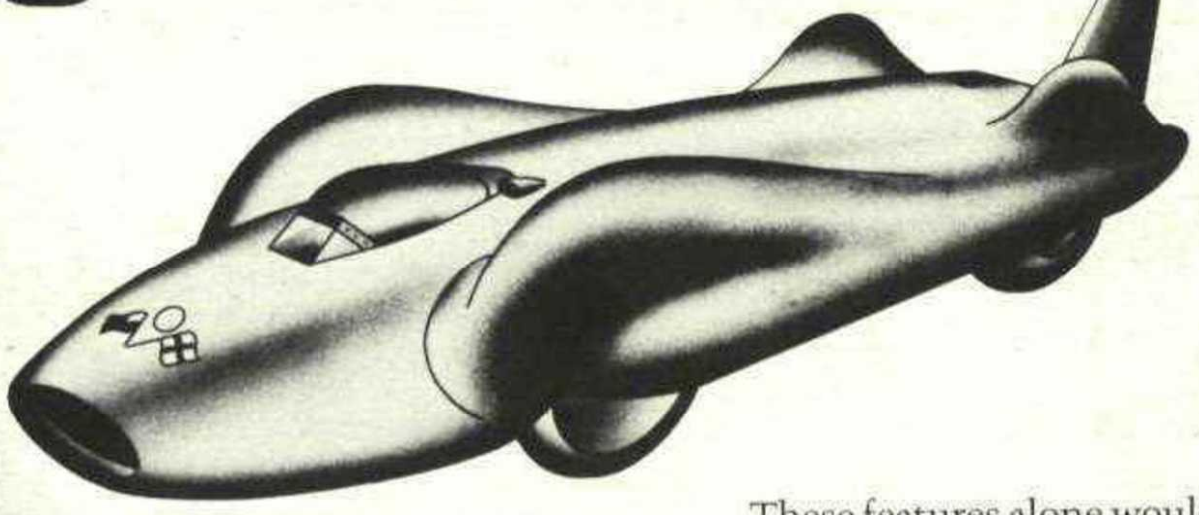
Much, much more than just another motor show.



Rally-winning Escort RS 2000.



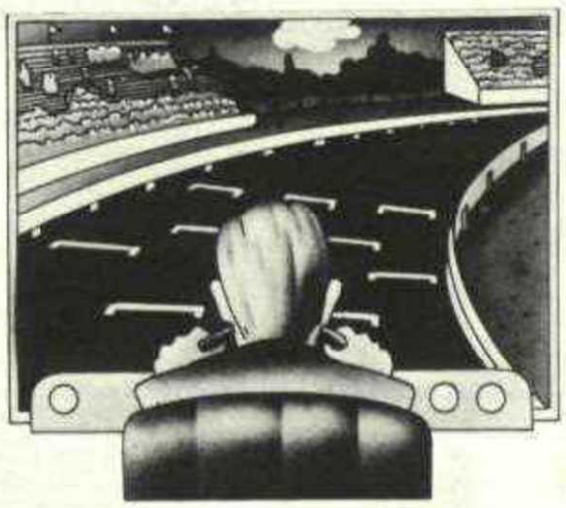
Jackie Stewart's Elf-Tyrell.



Donald Campbell's Bluebird



Three fashion cabarets a day.



Racing car simulators.

These features alone would make Motorfair an event to remember. But there's more, much more: vintage and veteran cars, some actually being restored on the stand during the course of the show, and others waiting for the auctioneer's hammer on the final day: a 'pit-stop' competition, with heats three times a day; new cars and second-hand models you can actually buy; DIY demonstrations. Bring the whole family. There are fashion shows three times a day and a large playground area to keep the youngsters happy. All this and much, much more to do, to see and enjoy; and all centred round the exciting and colourful setting of Monte Carlo, right here in Earls Court. That's Motorfair – make it a date.

Daily Express

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FORMULA TWO ROUND-UP ALTHOUGH A FIRST corner crash eliminated Frenchman Rene Arnoux at Rouen, he retained his year-long championship lead. Arnoux's Martini-Renault collided with the Chevron-Hart of Patrick Tambay (*above*) in the French road race, which was eventually won by the Ralt-BMW of Eddie Cheever. Arnoux is pictured above with team-mate Didier Pironi and manager Hughes de Chaunac, after winning Nogaro a fortnight later. Chevron's fortunes changed at Enna when the Finnish driver Keke Rosberg took the first European championship F2 win for the marque in five years (*below*) while, in the most recent round at Misano in Italy, the Chevron-Ferrari of Lamberto Leoni followed up the Sicilian win with a second straight Chevron victory.




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CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

Formula Two Review

Arnoux's title?

WITH JUST TWO races to go in last year's Formula Two Championship, the plucky little Frenchman René Arnoux looked set to win the European title. His Martini-Renault was ahead on points after three outright wins, and he was driving well. Yet, as it turned out, the coveted Championship was stolen from his grasp at the eleventh hour when Jean-Pierre Jabouille snatched the overall victory in that tense Hockenheim finale. Now, nearly twelve months later, Arnoux finds himself in almost exactly the same situation. As the Championship builds up to another desperately close finish, Arnoux is once more ahead on points and, just as in 1976, he has won three races. Following the late cancellation of the rounds scheduled for early September at Zolder, in Belgium, and the Salzburgring, in Austria, the Championship will now be decided at the two remaining rounds. The first is at the modern Estoril Autodrome near Lisbon, Portugal, on October 2nd and the thirteenth, and final round, will be the BRSCC (Midlands) meeting at Donington Park on October 30th.

After eleven rounds, Arnoux, with wins at Silverstone, Pau and Nogaro, had amassed 45 points and once again looked in a strong position. His closest rival, the talented but rather erratic American teenager, Eddie Cheever, was lying second having taken just a single win. However, Cheever's victory in the Rouen-les-Essarts road race in France, combined with regular finishes in the points throughout the year, had lifted him to 36 pts., just 9 pts. behind Arnoux and the 19-year-old was still a very real threat in his works BMW-engined Ralt. In third place was the Italian Riccardo Patrese. Although still without a win in Formula Two, Patrese's showing in the Trivellato team's Chevron, fitted with another of Jochen Neerpasch's factory BMW engines, had been steady all year. He had 31 pts.; while in fourth place was Arnoux's Martini-Renault team-mate, Didier Pironi. In spite of having won two races outright in the British works March, yet another car running Munich-built BMW engines, Bruno Giacomelli was down in fifth place in the points table with 23 pts., just 2 pts. behind Pironi. Sharing sixth place were Cheever's Project Four team-mate Ingo Hoffmann, the Brazilian having earned 18 pts. along with the Italian Alberto Colombo.

From the eleven races held up to the end of September there had been seven different winners, among them five drivers who had taken their first win in Formula Two this year. Among the constructors there had been five different winners, and four different engine manufacturers built the engines that powered those winning cars.

March, with two wins apiece for Jochen Mass and Giacomelli, had taken four wins; Martini had three, thanks to Arnoux's sterling work, and Chevron, with a late season bid, had taken two. The other two fell to one of Ron Tauranac's Ralts, driven by Cheever at Rouen, and Brian Lewis' all-British Boxer at Thruxton.

The factory BMW engines were at the top of the keenly contested engine builders' league with five outright wins to Renault's three the two scored by Brian Hart's 420R engine and the important single win scored by the Ferrari Dino V6 engine in Lamberto Leoni's Chevron in the most recent round at Misano in Italy. With drivers, constructors and engine builders all vying for supremacy and some of the closest racing for years, the Championship looks to be building up to another battling climax. So far it has been an intriguing season of Formula Two. Chevron's win at the Enna Pergusa circuit was the first for one of Derek Bennett's cars in the European Championship in five years while the Ferrari-powered victory at Misano was the first for the Italian company in Formula Two in nearly a decade. These breakthroughs have set the seal on a year in which the European Championship has produced some of the most exciting Grand Prix driver prospects in years.

Since our Formula Two Review in the July issue of MOTOR SPORT there have been a further five races in this flourishing International Championship. The round at Mugello near Florence in mid-June gave Giacomelli the chance to take his second win in the unique March-BMW 772 prototype being run this year by the Bicester team. The car is based on a slim-line Formula Atlantic chassis unlike the wide-bodied cus-

tomer March 772. Giacomelli shared the front row at Mugello with Patrese's pole position winning Chevron although at the start the little March swept straight into the lead and led Patrese for the entire 42 laps. After being swamped in the opening laps, Patrese fought his way back up to second while the two main Championship contenders, Arnoux and Cheever, were both in trouble in the dying minutes of the race and retired. Cheever, who was battling for a lowly fifth, tangled with a tail-ender he was lapping with only four laps to run and Arnoux's Martini spluttered to an embarrassing stop—out of petrol!

It turned out to be a field day for March because, apart from Patrese's Chevron, there were five Marches in the first six and of that top half dozen, every car was running a BMW engine. In third and fourth places were the Italian team-mates Alberto Colombo and Alessandro Pesenti Rossi, so that meant there were four Italians in the first four places. Giacomelli's second win in three races with the works March team had leap-frogged him ahead of Cheever and into second place in the Championship at that time, just 10 pts. behind Arnoux.

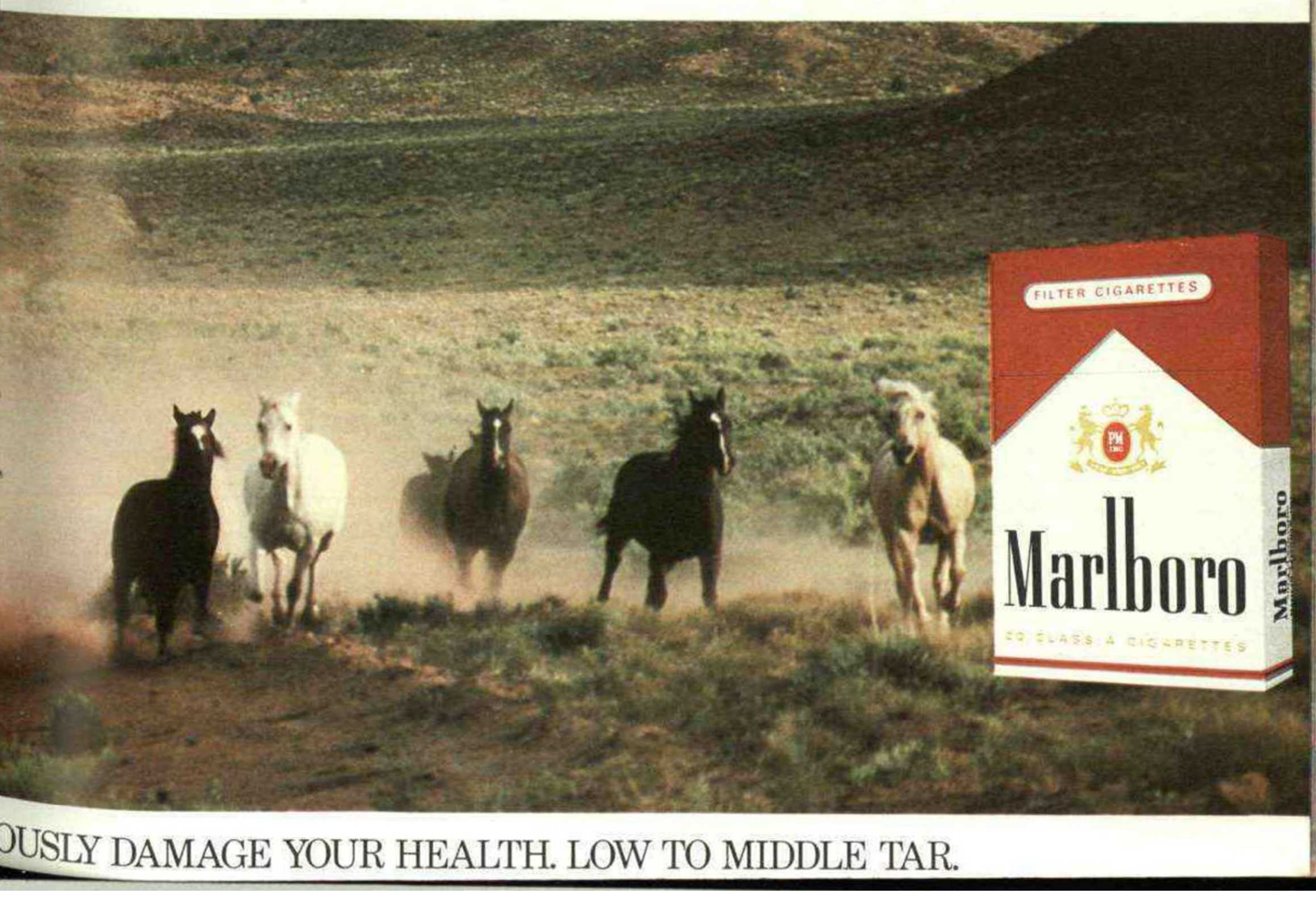
A week later the team had hauled across Europe to the fast Rouen road circuit to the west of Paris and Arnoux was determined to edge ahead once again. However, his hopes were dashed within yards of the start. As the field crested the brow and began the plum-meting drop down the notorious Rouen hill, the cars at the front suddenly bunched and there was a spectacular coming together between Arnoux and the Chevron-Hart being driven by his former team-mate Patrick Tambay. Tambay's car went careering up the bank and Arnoux's straddled the kerb so that both were badly damaged.

With these two eliminated the way was left clear for Cheever to romp to his first Formula Two win which was also the first Championship victory for Tauranac's Ralt RT1 chassis. He led strongly for the whole race and was never challenged. Giacomelli dropped out with a blown engine and that meant Cheever was again lying second in the Championship. Patrese finished second yet again while a close third was Pironi's Martini. The Ferrari V6-engine, in the Ralt driven by Gianfranco Brancatelli, finished in the points for the very first time with fourth place, although the drive of the race came from Ingo Hoffmann. In spite of a pit stop in the early stages of the race, the Brazilian quickly rejoined and, after setting a blistering pace, Hoffmann climbed back up to fifth and set a new lap record.

The Championship moved to southern France in mid-July for round 10 at the Nogaro circuit. The race coincided with the mopping-up operation after the biggest floods in the area for years and at one stage there were fears the meeting would have to be cancelled after the local tragedy. However, it went ahead and provided Arnoux with his most masterful display of the year. He simply pulverised the opposition to take his third win of the season and strengthen his grip on the Championship. The other Martini-Renault, driven by Pironi, chased him hard in the opening laps until the engine failed and that left Patrese to take his fourth runner-up spot of the year and take his turn at second place in the Championship. Hoff-mann was in the points again with third place and next came Giacomelli and Cheever, the American dropping back after an early mis-take. In sixth place was the consistent Italian Colombo. Once again the variety was there because in the first four places were a Mar-tini, a Chevron, a Ralt and a March.

Chevron's challenge in Formula Two has been mounting all season and at the Pergusa circuit in Sicily at the end of July the British *marque* took its first Formula Two victory since Gethin won at Pau, way back in 1972. It was an incredible race. Victory went to the Finn Keijo Rosberg who had been on pole position in the Hart-engined B40 chassis entered by the enthusiastic North American Chevron agent Fred Opert. Rosberg was second in each of the 30-lap heats to give Opert his first European win, in spite of a crash at the start of the second heat that threw the car in the air and dropped Rosberg right back to thirteenth. The track surface at Enna Pergusa broke up badly during the very hot race and this became a major factor. Patrese's Chevron led both heats strongly in the opening laps only to fall foul of the atrocious conditions and it was Cheever who emerged as Rosberg's rival. Cheever won the first heat narrowly from Rosberg and looked set to take another outright win in the second heat until Rosberg clawed his way back up

Continued on page 1301



What you save by
complete moto



investing in the oil: from Shell

Each time you change your oil, you make an investment.

It's the least expensive single thing you can do to secure a long, trouble-free life for one of your most valuable possessions. Your car.

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To start with, Shell uses oil refined to its own high standards. Then a complete range of vital ingredients are added to make the oil lubricate more thoroughly.

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Read the facts about how investing in Shell Super Multigrade pays off:

1 Save trouble

Oil thins out dangerously at high temperatures, becoming sluggish at low. Shell Super Multigrade contains a special viscosity stabiliser, the "muscle molecule", to control the thickness of the oil – so it protects the performance of your car at all times.



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High revving engines can thrash oil unmercifully. But Shell's anti-oxidant additive helps prevent it breaking down; while anti-wear additives act as a cushion where metal meets metal. So your engine keeps going well for longer.

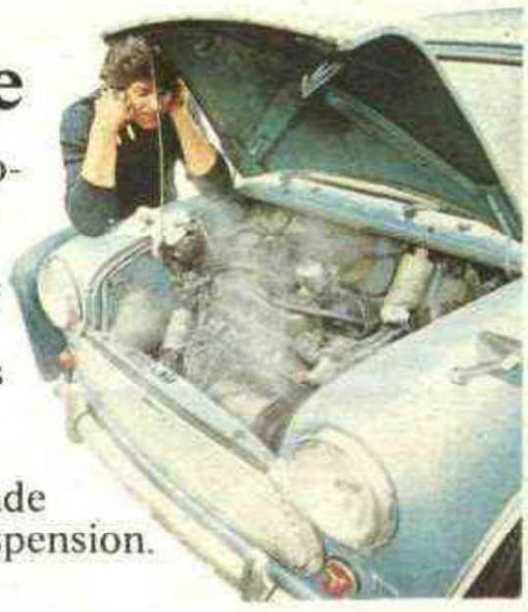


3 Save waste

Thick, blue exhaust smoke means you're burning oil. One cause of this is gum and lacquer build-up on the pistons. The piston rings stick in their grooves allowing oil into the combustion chamber and out through the exhaust. Result: high oil consumption and poor performance. Shell Super Multigrade contains additives which control these problems, keeping your engine efficient.

4 Save damage

Internal combustion produces soot. Mixed with oil, the soot produces sludge which slows down the flow of oil, resulting in loss of protection – even blockages – which could result in breakdown. Dispersant additives in Super Multigrade keep the dirt in harmless suspension.



For real engine protection- you can be sure of Shell









ITALIAN GRAND PRIX A SUPE
Lotus 7
early stages, before pulling away to a convincing
so, came Niki Lauda's Ferrari 312T2 (*above*) afte
looking up the track from the Parabolica corner
Regazzoni's fith place Ensign laps British driver Ru
ed up on its way to sixth place at Monza.







3 VICTORY in the Italian Grand Prix on September 11th fell to Mario Andretti's *(top left)*, the American driver displacing Jody Scheckter's Wolf, which led in the umph. Into second place, furthering his lead in the World Championship as he did steady and rather unspectacular performance. On the right we show a long shot owing Jochen Mass (McLaren M26) leading a group of other cars. Below, Clay rt Keegan's Hesketh 308E. Bottom left, Ronnie Peterson's Tyrrell P34 gets cross-



BEWARE OF SLOW-MOVING WOMBATS

If it's high mileage you're after, we'll give you something to write home about.

Anyone can claim high mileage for a tyre.

Dunlop Worldbeater is the only tyre which set out to demonstrate high mileage, by driving twice round the world.

It lapped the world twice, mile after mile, through all kinds of climate, over the best and the worst kinds of road surface and in every conceivable traffic situation.

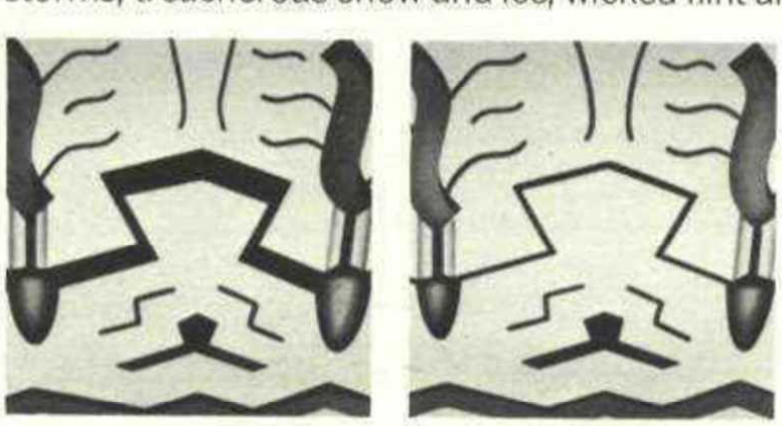
And came back with tread to spare.

Because the unique Worldbeater interlocking shoulder pattern keeps the tread gripping the road for uniform tread wear and longer life.

Along the way, it encountered fierce sand storms, treacherous snow and ice, wicked flint and gravel, boulders, greasy cobblestones, rain, mud, rivers, motorways and horrendous extremes of temperature.

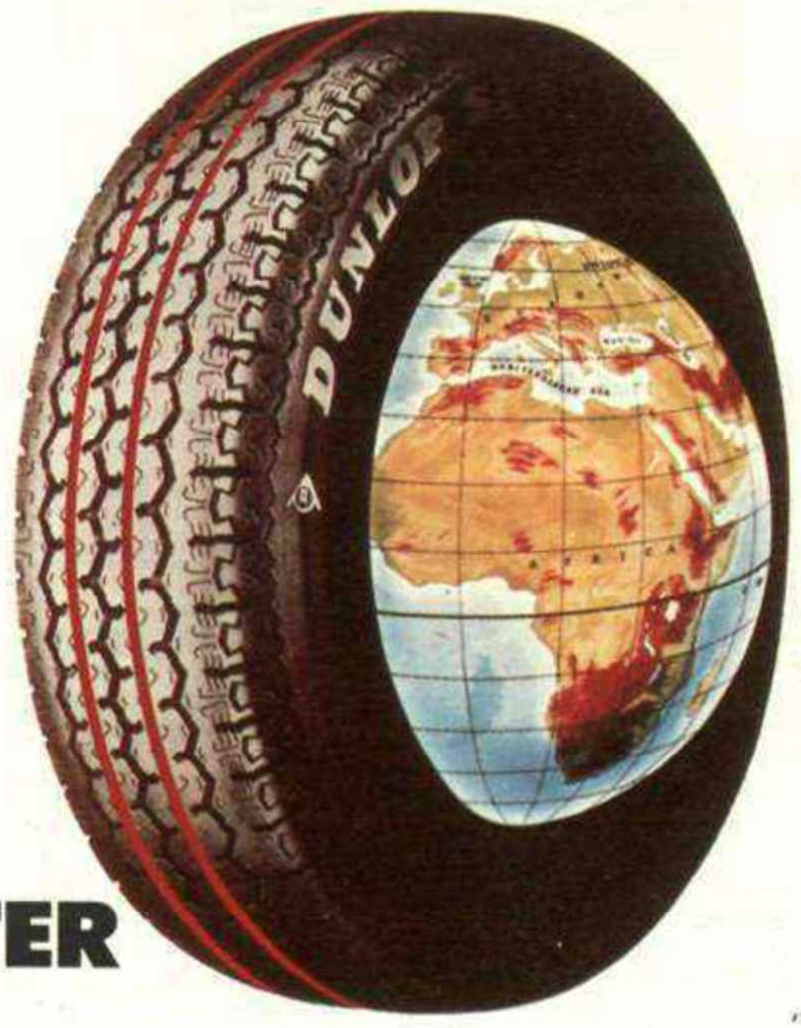
Not to mention the perils of the wombat, a sort of Australian pig-like thing much given to digging up dirt roads at midnight.

And if the Dunlop Worldbeater took on the world and came back smiling, think of the mileage you'll get here in Britain.



Open. Worldbeater Radial's unique interlocking shoulder pattern runs along both shoulders.

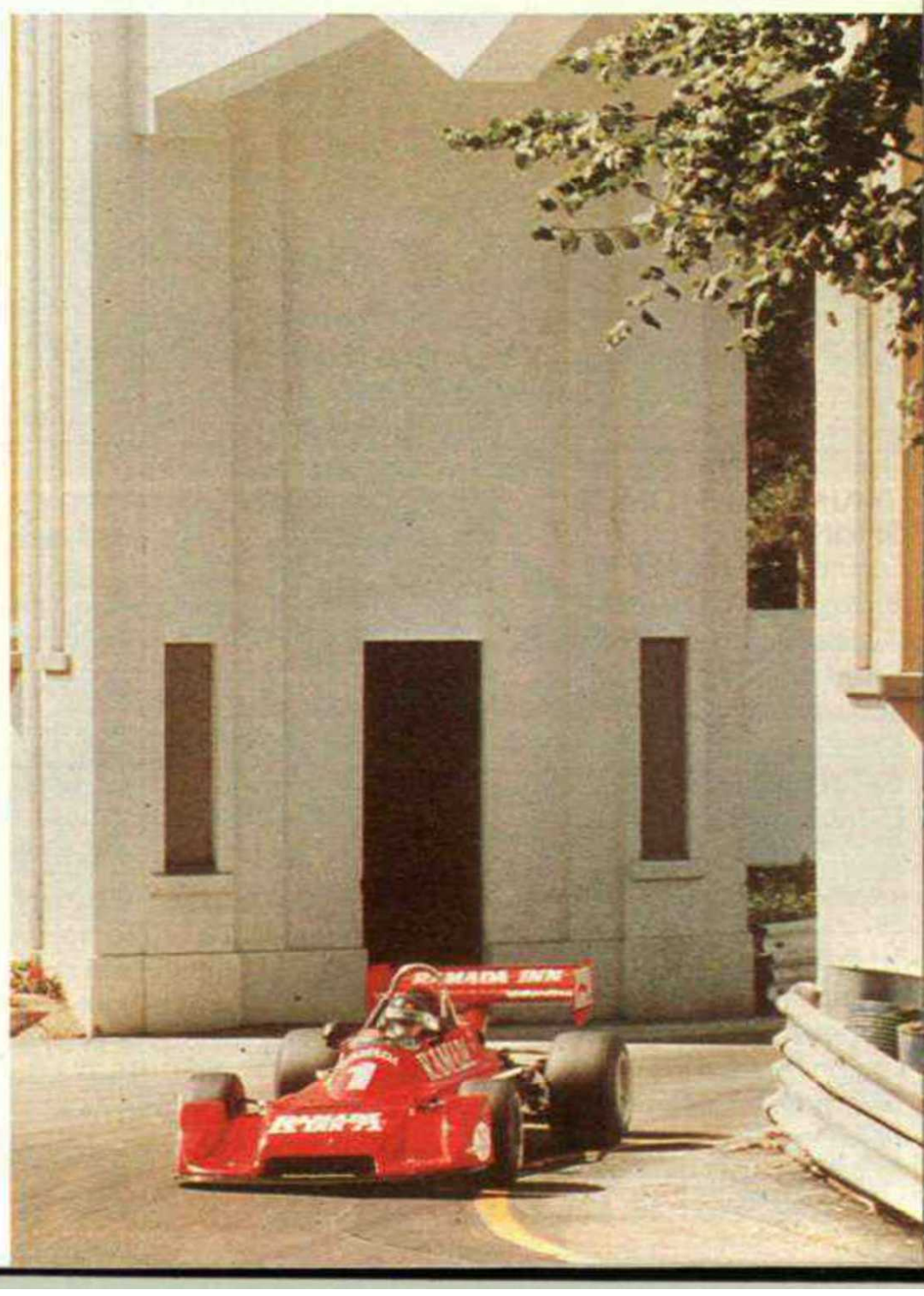
Closed. The pattern locks the tread to grip the road evenly across the width of the tyre, for even wear and long life.



DUNLOP
WORLDBEATER
RADIAL

TROIS RIVIERES THE RACE through the French Canadian town on September 4th came to a tense finish. The Formula Atlantic field was led for most of the sixty laps by Gilles Villeneuve in his March followed by the early leader Patrick Depailler *(above)*. However, twice during the race crashes brought out the pace car and the issue was settled in a five-lap sprint after the final incident. Unfortunately, in the restart Villeneuve brushed a wall and dropped to fourth behind Depailler, while victory went to American Price Cobb *(below)* in a side-by-side finish with Howdy Holmes. Sixth was Jacques Laffite *(right)* in his Opert Chevron.







TONY DRON/TRIUMPH DOLOMITE SPRINT



GORDON SPICE/FORD CAPRI 3 LITRE



STUART GRAHAM/FORD CAPRI 3 LITRE



TOM WALKINSHAW/BMW 530i

TRIUMPH DOLOMITE SPRINT
Engine capacity: 1998cc
Brake horse power: 216
Acceleration: 0-60 in 4.5 secs
0-100 in 11 secs
Top speed: 140 mph
Oil: Castrol GTX
Liquid Engineering
Driver: Tony Dron
MAJOR 1977 SUCCESSES –
1st in class
Silverstone 6 March
1st in class
Brands Hatch 20 March
1st overall
Oulton Park 8 April
1st in class Thruxton 11 April
1st in class Thruxton 19 June
1st in class Donington 8 July
1st overall Silverstone 16 July



TONY DRON

FORD CAPRI 3 LITRE
Engine capacity: 2994cc
Brake horse power: 216
Acceleration: 0-60 in 5 secs
0-100 in 11 secs
Top speed: 145 mph approx
Oil: Castrol GTX
Liquid Engineering
Driver: Gordon Spice
Entrant: Gordon Spice Group
MAJOR 1977 SUCCESSES –
1st overall
Silverstone 6 March
1st in class
Oulton Park 8 April
1st in Group
Silverstone 6 Hour Race
15 May



GORDON SPICE

FORD CAPRI 3 LITRE
Engine capacity: 2994cc
Brake horse power: 215
Acceleration: 0-60 in 5.5 secs
0-100 in 10.5 secs
Top speed: 148 mph approx
Oil: Castrol GTX
Liquid Engineering
Driver: Stuart Graham
Entrant: Faberge Racing with Castrol
MAJOR 1977 SUCCESSES –
1st overall Dijon 24 April
1st overall Silverstone 6 June
1st overall Donington 8 July

Acceleration and top speed figures quoted



team Castrol

No. 4. Touring Cars





GERRY MARSHALL/VAUXHALL MAGNUM



STUART GRAHAM

BMW 530i
Engine capacity: 2995cc
Brake horse power: 234
Acceleration: 0-60 in 6 secs
0-100 in 13 secs
Top speed: 160 mph
Oil: Castrol Liquid Engineering
Driver: Tom Walkinshaw
Entrant: BMW Racing with Castrol
MAJOR 1977 SUCCESSES –
1st overall 3 litre Division of the Group II European Touring Car Championship Nurburgring 10 July



TOM WALKINSHAW

VAUXHALL MAGNUM
Engine capacity: 2279cc
Brake horse power: 185
Acceleration: 0-60 in 6 secs
0-100 in 18 secs
Top speed: 135 mph
Oil: Castrol Liquid Engineering
Driver: Gerry Marshall
Entrant: Dealer Team Vauxhall/Castrol
MAJOR SUCCESSES –
1976 British Touring Car Championship Class Winner
1977 1st in class. Spa 24 hrs.



GERRY MARSHALL

are in ideal conditions with best gear ratios.

Castrol GTX - Liquid Engineering



Russ Ward on his way to winning the Prescott Gold Cup in the Autofarm Porsche Carrera shared with the Assistant Editor.

Prescott photographs by Bruce Grant-Braham.

Against the Clock at Prescott and Brighton

PRESCOTT HILL-CLIMB and the Brighton Speed Trials are as much a part of British motorsporting tradition as Badminton and Wembley are to the world of horses. Memories of Bugattis and ERAs howling through the trees up the long drive to Prescott House, bathing huts and the roar of a monster Napier thumping its record-breaking way along the Madeira Drive to the sound of grey, Channel waves splurging on the shingle beach. Relaxed atmospheres, pleasant *bonhomie*, an extraordinary variety of beautiful machinery and, even today, hardly a piece of Armco, and certainly not a catch-fence, in sight. In one case a tortuous climb from base to summit, in the other a full-throttle thrash to the end of a level, straight strip of smooth tarmac with the sea-breeze the only unknown quantity. In both cases just one enemy: the incessant tick of the timing clock tapping out those so-critical hundredths of seconds.

The older generation of MOTOR SPORT staff was weaned in this quintessentially amateur arena; today they take it for granted as a part of everyday life. We younger ones have grown up into the razz-matazz of the circuit scene, where the quality of race result duplicating is one of the only truly amateur elements left. The month of September was the time for enlightenment, when J.W. and I were put on the road to rehabilitation. Firstly came a call from Josh Sadler, Steve Carr's partner in Autofarm, the Porsche specialists (who've moved to 5 Hill Avenue, Amersham, Bucks., 02403 21112 since we last wrote about them). Would I like to take over his entry in his Carrera in the Prescott Gold Cup meeting, the fourteenth round of the RAC Hill-Climb Championship, as he had to attend a wedding in France? Now, Josh Sadler's Carrera has built itself quite a reputation as one of the fastest production-based cars on the hills this season, so the answer—after some rapid re-arranging of schedules—was an enthusiastic "yes please!" There could be nothing like jumping in at the deep end with a fast and competitive car for my first attempt at hill-climbing.

Meanwhile, the Dolomite Sprint described by J.W. elsewhere in this issue had been readied for us by Penta Morris in Reading. We decided to give it a shakedown in the Brighton Speed Trials, both of us to drive it.

The bright yellow Autofarm Carrera turned out to be an old friend. Regular readers will recognise LGW 4D as the car in which I "cleaned" the Exeter Trial in January. That all-conquering 911T of the trials scene has since undergone a complete face-lift and heart transplant. Its 1966 912 shell now clothes a standard 2.7-litre Carrera engine attached to an RSR competition clutch, a limited-slip differential set at 80 per cent and a gearbox packed with four ultra-low bottom ratios and a standard fifth ratio, merely for road cruising and 2,500 r.p.m. down on fourth. It has 911S front suspension and steering, including torsion bars, with castor/camber adjustment on the strut tops, a 15 mm. anti-roll bar and three-year-old Bilstein struts fitted with replacement race-set inserts. A removable cross-brace straddles the front boot between the strut tops. The old rear suspension, battle-scarred from many trials, was replaced by a "bitsa" set-up. The "cut-and-shut" trailing arms came from a 1973 Carrera rally car. New 24 mm. torsion bars and new race-set Bilsteins were added, just about the only new items in the conversion, everything else being secondhand and illustrative of Autofarm's Porsche parts business. The driveshafts came from a 2.2 series 911. An adjustable 18 mm. rear anti-roll bar is fitted. Reconditioned 911S brake calipers are fitted all round, operating ATE

Wilson's 4.7-litre Cobra took away second in the class from C.R. in the Carrera, by just 0.13 sec., below.







Roy Lane took FTD and set a new Prescott course record during the exciting top-ten run-off, but the real glory lay with Alister Douglas-Osborn, who clinched the RAC Hill Climb Championship with his Waring and Gillow-sponsored Pilbeam R22/DFV, left.

rear pads and Mintex MDB 1005 front pads on to reground discs.

Readied for the hills this old Porsche looks superbly purposeful: moulded-in front wheel-arch extensions shroud Dunlop D42-442, CR129, 200/575 section tyres mounted on 9 in. Porsche alloy rims. Massive, detachable rear wheel-arches cover similar rear tyres, but of 230/575 size mounted on 11 in. rims. A huge Autofarm rear spoiler, part of the glassfibre engine cover, completes the striking cosmetics. A standard pattern, glassfibre boot lid is fitted. These lightweight panels and the basic original specification of the 912 "host" car, account for an advantageously modest weight of about 17½ cwt.

The initial rebuild incorporated a 3-litre Carrera engine, later exchanged for the higher revving 2.7-litre unit with its wider power band. So-propelled, LGW 4D has broken records at Gurston, Barbon, Scammonden, Cadwell, Shelsley and Prescott in the course of a very active season. In the early part of the season the car was entered and accepted as a *marque* sports car; Sadler was unhappy about this, because of the lightweight panels and went so far as to voluntarily forfeit his points in the Guyson/BARC Hill-Climb Championship and change classes. It now runs with the GT and Modsport cars—and still breaks records!

As can be imagined, this quick hill-climber makes an exhilarating road car, and is always driven to and from meetings. I swapped the surprising comfort and sophistication of a Mazda Hatchback for the violent performance of the Porsche in Amersham and conducted it on the road to St. Albans, down to Prescott and back to Amersham. Acceleration for overtaking was probably superior to any production-derived car I have driven on the road (the weight, gear ratios and broad power band make it superior to a Turbo), yet with the sewing-machine-like effortlessness of any standard Porsche, combined with brilliant handling. One hitch is that the constant-mesh third gear has been prone to throwing off its synchromesh band when speed has been allowed to creep too high in fifth, so Josh has imposed a 110-115 m.p.h. cruising speed. I kept it well below that, in deference to the car's conspicuous nature and those unmarked 3-litre Capris, successors to the MG-B V8s, in the Thames Valley . . .

Being an RAC Championship round, the Prescott meeting was a two-day event, organised by the hill's proprietor, the Bugatti Owners' Club, the 54th National Hill-Climb meeting run at Prescott since the hill was opened in 1938. I was to share the Porsche with Russ Ward, a noted hill-climb exponent and Prescott local, who has been competing with Autofarm Porsches whilst his crashed Arkley is rebuilt. An early start from St. Albans had us at Prescott before 9 a.m., in time to join the first 20 to sign on, thus qualifying for an extra—and much-needed—fourth practice run. In theory, practice runs in batches at certain times; each competitor selects which batches he wants to join. In practice, there is one long batch, with competitors joining and rejoining the queue as and when they are ready. Firstly, Russ and I had to prepare the Porsche, emptying it of mountains of unnecessary paraphernalia and bolting on the racing tyres and wheels (three transported behind the front seats, one in the boot) after removing the Dzus-fastened, road-width rear arches and standard width road tyres and wheels. The full-harness seat belt had to be clipped in place behind the Recaro bucket driver's seat and 50 lb. of passenger seat removed. Meanwhile, the sloping green pastures of the Prescott paddock subsided under a sea of magnificent machinery, atypical of the hill-climb scene, ranging from Kieft 500s, through the well-constructed and very neatly driven, Rover V8-engined Riley 1.5 of Alan Payne, to the FTD contenders, such as David Render's Lotus 76 and Roy Lane's Fenny Marine March 741.

It's essential for a newcomer to walk the

The pier and the English Channel form an unusual back-drop as Render's Lotus 76 and Thomas' Ensign leave the line at Brighton, right. The right number and the right style, but a replica for all that – Black's Lynx heads Corridon's Taydec from the lights, left.







J.W. lines up "our" Dolomite Sprint at the Brighton start.

hill, if only to see which way the next corner lies, for most of them are "blind". I think all the walk did for me was to make me more apprehensive and to illustrate how glorious is the Prescott setting. From the beautiful wooded slopes, spectators can survey not only the antics of cars and drivers from a couple of yards' distance, unimpeded by debris netting, but a Cotswold hillscape of unsurpassed majesty.

The scene from inside a fast-moving Porsche is a little different. From the line (after warming the rear tyres up with wheelspin on the way up to it) it's flat in first, second, third, with a gearchange per second, into the long, blind, Orchard Corner, with barely a hint of gradient and stout-looking wooden sleepers on the right. A slight feathering of the throttle to ensure tyre-to-tarmac contact and then hard down out of Orchard up the rise to Ettore's Bend, hitting the 7,500 r.p.m. rev. limit before standing on the brakes and snatching second for Ettore's, a long, open, right-hand hairpin. Try as I might, I couldn't stop power-on understeer taking me wide on the exit there (Russ had the same problem at first), where unprotected stout trees await the unwary, until I learned to "ditch-hook" (a self-explanatory rally term) with the inside front wheel on the inside of the apex. Maximum revs in second, with the tail trying to escape, into third and full throttle down the dip towards the left-hand Pardon Hairpin, hitting the brakes and into second gear on the rise towards it, where the tarmac bears the scars of a thousand dipped noses. Pardon's apex lies on a steep gradient, where too much throttle can be embarrassing on the exit. Porsche traction pays off there and full throttle can be applied immediately the car begins to straighten up. Third, snatched a second later, propels the Porsche rocket-like up the gentle gradient to the blind Esses, flanked by a banking on the right and a drop into the trees on the left. Just a slight lessening of throttle pressure on the right-hander, then almost immediately a dab on the brakes into a sharp left-hander flanked by kerbs, still in third gear, a burst of throttle round a slight right kink and then hard on the brakes and into second for the last left-hand bend of the Esses complex. Here the narrow track climbs steeply towards the Semi-Circle, third snatched *en route*. The Semi-Circle is a seemingly endless right-hander, with a bank on the right, fresh-air on the left and not much grip. A brief application of the brakes into the bend is followed by judicious throttle in third until the bend begins to open out, when it's flat-out for the timing beam, 50 yards hence.

The foregoing little lot, with all its surprises, is contained within 1,127 yards, covered in the Porsche in about 50 sec.

I make no mention of the lines to take. Hill-climbing is the art of precision driving, the art of not making a mistake, for there can be no catching up time on the next lap. The corners come up so quickly, most of them are blind and the track is so narrow that there hardly seems time to think about niceties of line. It took me four practice runs and one official run before the scenery became less of a blurr and instinctive pointing of the car gave way to "thinking" positioning. The result was a massive improvement in time. Regular hill-climbers switch on instantly.

Still, I beat my target times set by Josh of 54 sec. in Saturday practice and 53 sec. on Sunday. On the brilliantly sunny Saturday I was into the 53 sec. mark on the first practice run and into the 52s on the fourth, after spinning off at Semi-Circle on the second run. Meanwhile, Russ Ward was down in the high 49s . . .

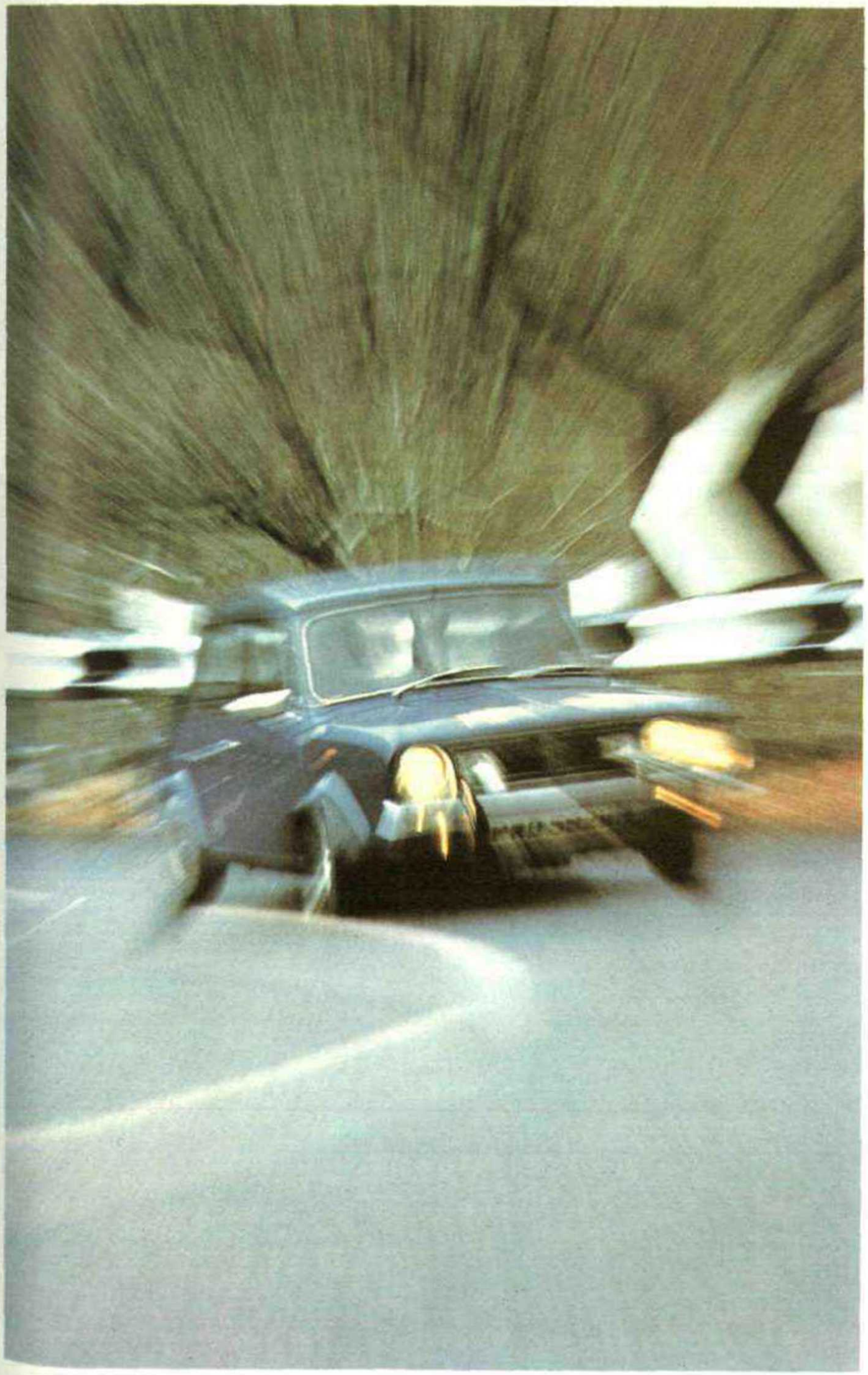
Continued on page 1302

The Brighton Speed Trials opens the door to a mixed bag of machinery. On the one hand here a motor-cycle smokes off the line and on the other Riley's Brabham launches its way to FTD and a new course record.





Broad-shouldered Formula 70 make the most of what your car's suspension is rated to give.



Formula 70 radials.

Wider, lower, power-profiled radials from Dunlop.

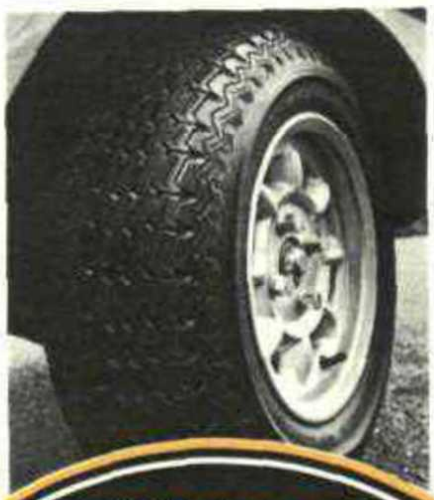
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DUNLOP FORMULA 70

The Graunchy Grippers



President of the VSCC, Bernard Kain, receives the MOTOR SPORT Brooklands Memorial Trophy from Winifred Boddy, wife of the Editor, at the conclusion of the day's racing.

The VSCC at Cadwell Park

Bernard Kain (Bugatti) wins the Williams Monaco, John Holland and MOTOR SPORT Trophies

AS LAST YEAR, The Vintage SCC went to the delightful Cadwell Park circuit in Lincolnshire for its *finale* of its 1977 racing season. With perfect weather and the park-like terrain, this was a most enjoyable occasion, even allowing for a large proportion of non-starters, a few practice accidents, and only occasional close racing. Garfitt had the misfortune to roll his BMW and go to hospital, Cox had the classic "dig-in" calamity in his FWD Alvis when cornering fast but was unhurt, and before the practice session ended the Arnold-Forsters had lost both their entries, the GN with problems relating to its overhung-crank and the ERA with bearing failure. Mann's ERA was also out, with gearbox trouble. Corner was back on the VSCC scene, however, and had elected to drive his immaculate Type 35B Bugatti as his 3.3-litre Type 59GP Bugatti was low on brakes.

Action commenced with a 5-lap Scratch Race in which Higgins' Alvis stalled on the grid but Wicksteed's bolster-tank racing Alvis 12/50 led noisily all the way, to win from Poynter's Lea-Francis by a very big margin indeed, Odell's 1½-litre Riley taking third place. The winning Alvis lapped at 58.19 m.p.h. There followed the 8-lap John Holland Trophy Scratch Race for vintage racing cars, which the Club's President Bernard Kain had well tied-up after Ron Footitt had gone off at the Hairpin in the Cognac on the first lap and couldn't restart. This had been just after he had been passed by Moffatt in Wall's *monoposto* Type 35B Bugatti. However, the unfortunate Wall then saw smoke begin to pour from the Bugatti's exhaust – an oil-gallery had become detached, which did a piston no good, and Hamish was out after five laps. (He parked well off the course but offended the Stewards by not getting out of the car.) Kain finished a lap ahead of the field, but it was Moffatt who made fastest lap, at 68.53 m.p.h. The unlucky Julian Ghosh looked to be second, until it was found that, coasting in some places as his 30/98 Vauxhall Special had run a big-end, and stopping for a while before completing his last lap, he had crossed the finish-line more than three minutes behind Kain, which under some obscure rule entails disqualification in a race of less than 50 miles! So Tom Threlfall's Lancia was awarded second place and Conway's Type 37A Bugatti was third.

There was a fine moment earlier on, when Kain passed Symons' 1925 Aston Martin on one side, Moffatt on the other side, as the two Bugattis duelled along the Cadwell straight.

Harris' 1½-litre Riley Special made a good start in the following 4-lap Handicap and took the lead on the third lap, having caught Hewson's Manx-tailed M-Type MG Midget. But on the run-home Dolton's 1½-litre Riley Special closed right up on Harris, winning in a "photo-finish" by about half-a-length, Harris waving an arm in disgust as he realised he had been beaten. Burton's 2-litre Aston Martin was third, Venables' MG, which had made fastest lap at 60.86 m.p.h., finishing fourth. The 12-lap Allcomers' Scratch Race promised well. But in fact it resulted in a high-speed procession, although the sounds were stimulating! Martin Morris made one of his faultless performances in the 1936 2-litre ERA and led all the way, lapping at 72.84 m.p.h. and finishing comfortably ahead of Bill Morris in the 1935 ERA "Romulus". Walton's 1952 Connaught was a poor third, ahead of Absom's Lagonda Rapier. Martin Morris won by a very big margin indeed.

The 5-lap Frazer Nash/GN Handicap saw Mark Joseland, on virtual limit-position in the absence of Pam Arnold-Forster's 1921 GN, lead throughout, in his 51-year-old Frazer Nash, but I was pleased to see Roger Richmond, "the flying-dentist", come home second, in his healthy-sounding Morgan-GN – no doubt he knows how to keep its dog's-teeth in good fettle! There was a close dice for third place between the 'Nashes of Johnson and Hopkins, in favour of the former, and fastest-lap was to the credit of Whale's 1932 'Nash. The BHD retired with engine trouble and Parkinson's blown 'Nash boiled on the line and misbehaved when flagged away.

Fletcher-Jones' fast Lagonda Rapier won the Spero Trophy Race, inspite of a spin in the Hall Bends on the last of the eight laps, from Barbet's Riley and Farquhar's Riley, the Lagonda lapping at 64.49 m.p.h. and the Voiturette winner being Pilgrim's Austin 7, with Hart's Riley scoring on

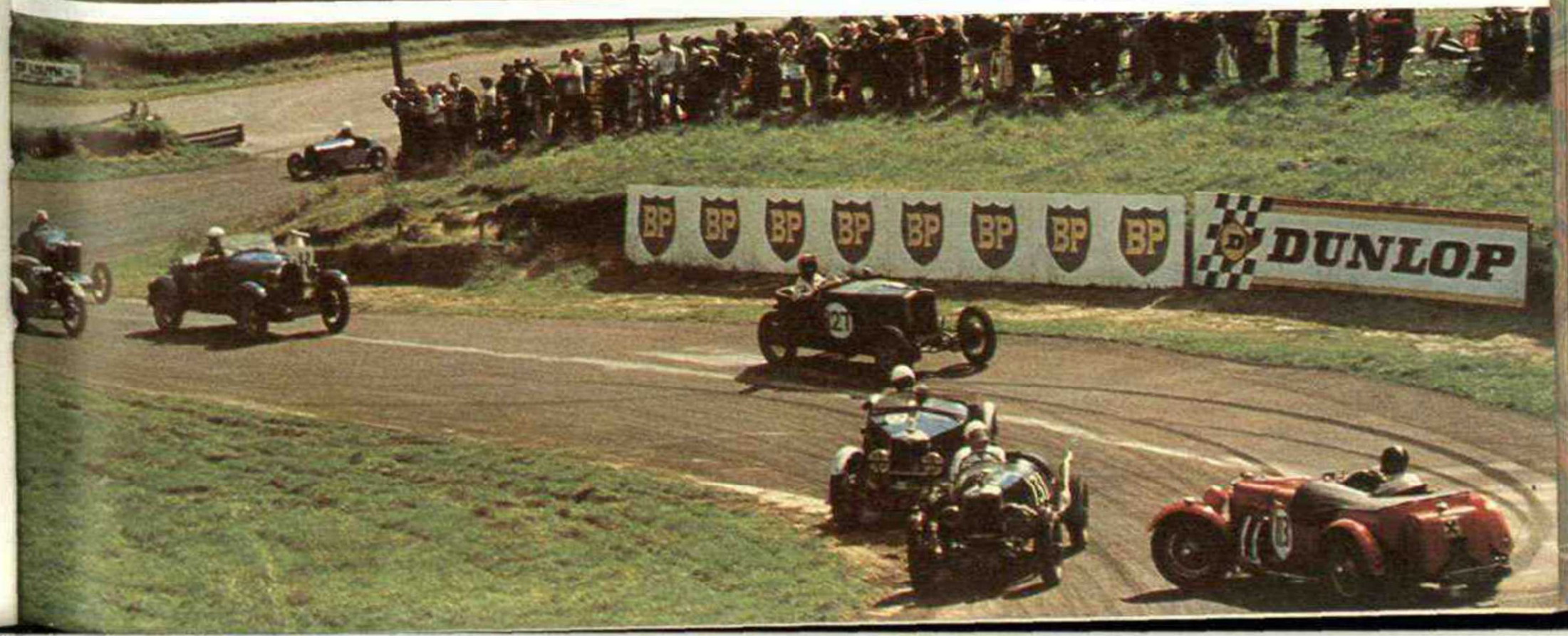
Not this time! – Chris Mann failed to win the William Monaco Trophy Race as he did last year. But he finished in second place, in his Monza Alfa Romeo, and lapped faster than the challenging Bugattis.



CLOSE RACING, above – Kain leads Moffatt, both in Type 35B Bugattis, in the John Holland Trophy Race, before Moffatt retired after the single-seater had developed serious engine trouble. Martin Morris on his way to victory in the Allcomers' Scratch Race, in his 1936 2-litre ERA, below, left, which led all the way and made fastest lap of the meeting. A dicey victory for D. F. Fletcher-Jones, who won the Spero Trophy Race in his Lagonda Rapier, below, right, in spite of a hectic slide off the course on the last lap. Plenty of action, bottom, as J. Kerr's Aston Martin spins, two locked-in-combat Rileys, of Fountain and Adams, squeeze by, with Averil Scott-Moncrieff's Frazer Nash and Howard's Type 40 Bugatti coming up behind, followed by two M-Type MGs, with Barbet's Riley 9 in the distance.







handicap. We then came to the important Williams Monaco Trophy Race, over 10 laps from scratch, for 2-seater GP cars. Last year Chris Mann in his Monza Alfa Romeo had made a bit of a mickey of this essentially-Bugatti occasion, inspite of stalling at the start, hitting the straw-bales, and stopping to extract a bale from beneath his motor car. So there was speculation this year as to whether he would win again. But the BOC need not have worried! Racing-Solicitor Kain had it tied-up, in his Type 35B Bugatti. Neil Corner banged in his clutch and jumped away, to lead for the first lap. But his immaculate Type 35B Bugatti sounded retarded (apparently the magneto was playing up) and although Moffatt had started it on the handle, whereas Kain used a push-commencement, from lap 2 onwards, Bernard was never caught. Neil Corner made signs to his pit of tyre problems, or wheelspin, or something, and after seven laps was passed by Chris Mann's Alfa Romeo, which had come up from fifth place behind the two Type 51 twin-cam Bugattis of Martin Dean and Geoffrey St. John on lap 2. The Monza and 8c Alfa Romeos of Black and Felton, and Grant-Peterkin's 8c Maserati, were less quick and Adrian Liddell's Straker Squire, the only Edwardian entered, was a dignified last. Thus they ran home, Kain, Mann, Corner, with Dean repassing St. John inspite of a slight stutter from his machinery. However, Mann actually lapped quicker, at 69.05 m.p.h., than all the Bugattis, which included Conway's Type 35B that was spitting viciously through its blower relief-valve. Mrs. Kain had waved a hankie at her husband to tell him he was on his last lap, and she was allowed to flag him in. The Monaco Trophy was presented to Kain (it has only been awarded three times, since "Williams" won it in 1929) by Tony Rippon's charming daughter, who then went for a lap in the passenger's seat of the winning Bugatti.

After two more races, a 4-lap Handicap won by Colbourne's 1.8-litre Riley from Majzub's Brooklands-model Riley 9 and Whittaker's irrepressible Chrysler (which made best lap speed, at 62.79 m.p.h.), and a 5-lap Scratch race won by Clifford's flat-sounding V8 Riley, which lapped at 64.70 m.p.h., from Crocker's Lagonda Rapier and Duffy's $3\frac{1}{2}$-litre Riley-Alvis, the meeting ended with my wife presenting the MOTOR SPORT Brooklands Memorial Trophy to Kain and the VSCC and its marshals making separate presentations of cheques and presents to Tony Bird, who retires at the end of the year from his so-very-warmly-appreciated post as the VSCC's Competition Secretary. It was a happy occasion, enhanced by the welcome the VSCC receives from Cadwell Park's owners and the hospitality they generously lay on.

Results:

Allcomers' Scratch Race: **1st:** M. H. Morris (ERA), 71.53 m.p.h.
2nd: W. R. G. Morris (ERA).
3rd: G. J. Walton (Connaught).

The Williams Monaco Trophy Race: **1st:** B. B. D. Kain (Bugatti), 66.40 m.p.h.
2nd: C. A. Mann (Alfa Romeo).
3rd: E. N. Corner (Bugatti).

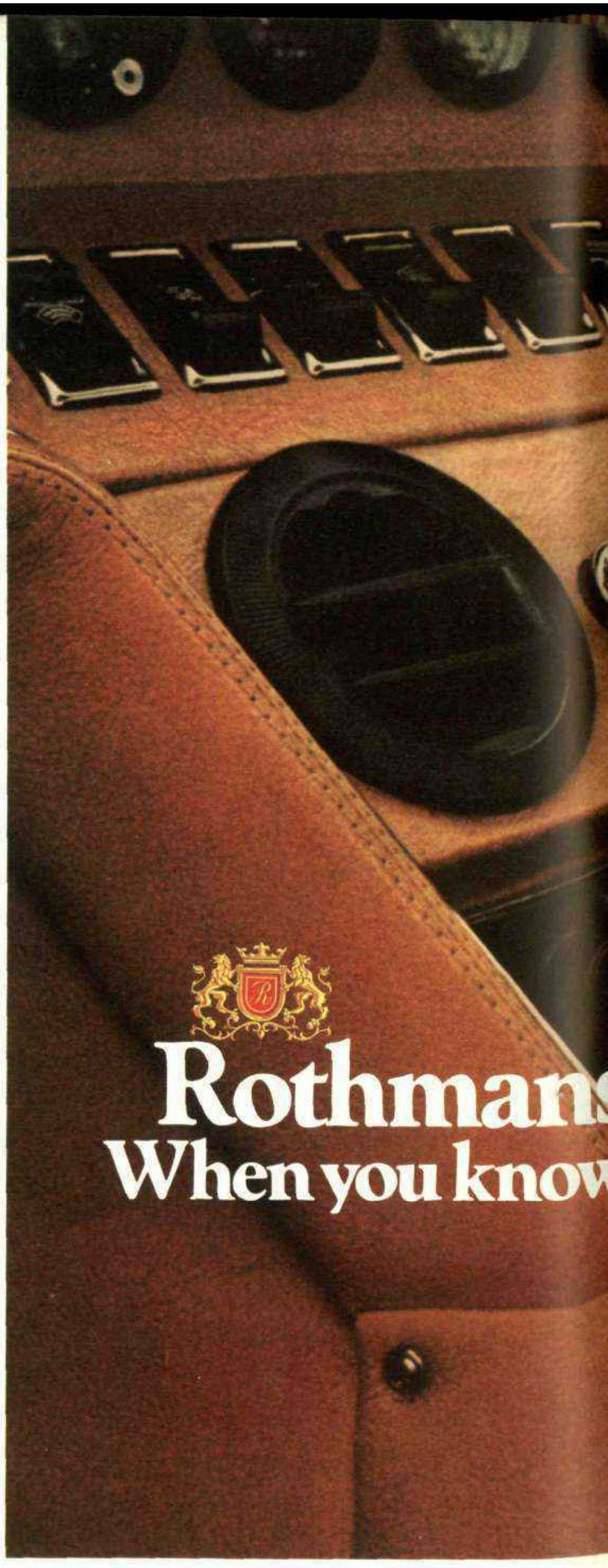
The John Holland Trophy Race: **1st:** B. B. D. Kain (Bugatti), 66.48 m.p.h.
2nd: T. J. Threlfall (Lancia).
3rd: H. R. G. Conway, Jnr. (Bugatti).

The Spero & Voiturette Trophies Race: **1st:** D. F. Fletcher-Jones (Lagonda Rapier), 62.26 m.p.h.
2nd: D. G. Barbet (Riley).
3rd: A. N. Farquhar (Riley).

First 5-lap Scratch Race: R. J. Wicksteed (Alvis), 57.26 m.p.h.
Second 5-lap Scratch Race: C. Clifford (Riley V8), 62.38 m.p.h.
First 4-lap Handicap: A. D. Dolton (Riley), 57.11 m.p.h.
Second 4-lap Handicap: P. D. Colbourne (Riley), 57.61 m.p.h.
Frazer Nash & GN 5-lap Handicap: M. T. Joseland (Frazer Nash), 54.83 m.p.h.
Fastest lap of the meeting: Martin Morris (1936 2-litre ERA), 72.84 m.p.h.

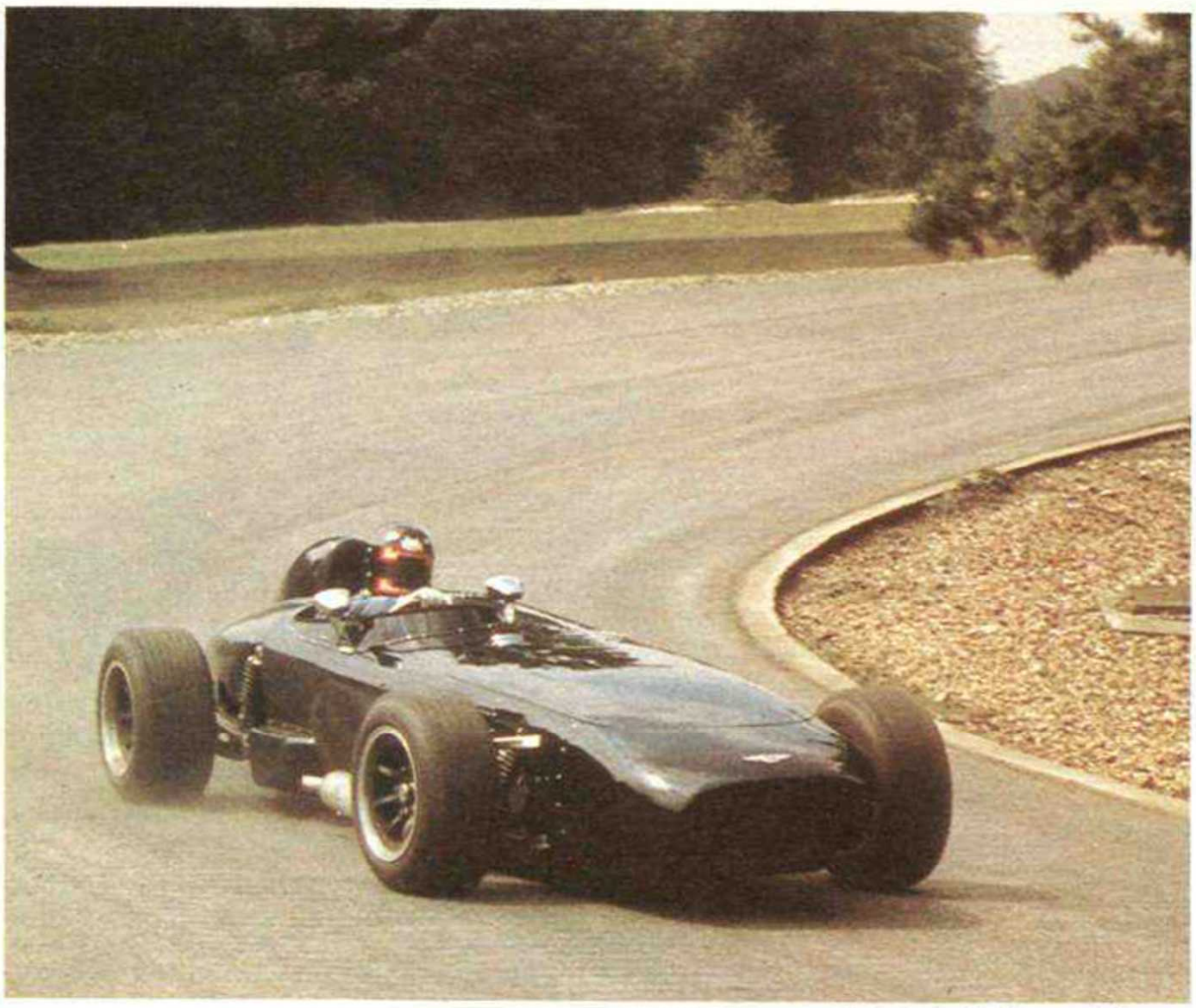
1977 **MOTOR SPORT Brooklands Memorial Trophy Contest:**
1st: B. B. D. Kain (Bugatti), 93 points.
2nd: D. J. P. Edwards (Aston Martin), 44 points.
2nd: M. H. Morris (ERA), 44 points.
2nd: P. D. Colbourne (Riley), 44 points.

Hard-luck postscript: Derek Edwards, one of the three drivers who tied for second place in the MOTOR SPORT Trophy Contest, was unable to try to improve in his position at Cadwell Park for the unfortunate reason that he had left his competition licence and other paperwork at his hotel. He wasn't even permitted to practise, while the missing documents were retrieved. This seemed harsh treatment of such a regular VSCC competitor, but Derek said philosophically that he supposed rules were rules. – W.B.





M. Government Tables. EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING



Here, and on the opposite page, can be seen the basic handling traits offered in the Eastick Bentley: understeer in, oversteer on the way to the exit. Silencers were required by our track authorities, but are not usually fitted.

A supercharged single-seater Bentley T-type

READERS CAN SEE how three years of effort has resulted in a big blue single-seater of almost submarine length and profile. I had no inkling of what awaited me at our Surrey test track. Our editor had described it as having some kinship with a F5000 car, so my visions were of a rear engined formula machine of quite unbelievable power, thanks to a supercharger mounted on the aluminium V8! What I found at the test track was equally incredible. The front engined monster is a quite beautifully finished tribute to the development abilities of Lyncar. Equipped with large silencers we could chuff gently along in true Bentley style; firmer pressure on the accelerator turning "Gently Bentley" into a threshing beast whose mandatory narrow wheels could not contain the torrent of energy being split so carelessly over exceptionally slippery tarmac. Very impressive, but what is the point?

Barrington Eastick, a stalwart of the Bentley Drivers' Club, decided in 1974 that the development left in the most popular Bentley racing choice, the highly modified Mk. 6-based cars, was limited. He recalls, "people think the BDC must consist of a lot of snobs with too much money. When I started racing Mk. 6s you could pick one up for a £100 or so: now, of course, it's very different. Newcomers must find it much harder to get started than I did . . ."

Mr. Eastick decided that the then-current T-type specification could provide the basis for a much faster car: the V8 engine, all disc braking and independent suspension were all key factors. Mr. Eastick was fortunate in obtaining the necessary T-type suspension, steering and engine components from Rolls Royce at Crewe. It is unlikely that such an opportunity will arise again, though Mr. Eastick talks about running a Bentley at Le Mans in wistful manner. Such a project would need expert help indeed. Also needed were BDC rules to cover a T-type project, and these were swiftly formulated around front engine and gearbox pattern. The T-type special got off to a false start. The project was then moved to Lyncar and designer Martin Slater on December 1st, 1975. Thanks to the sterling work of mechanic Vernon Francis the car was ready to run in August last year.

It was conceived as a single-seater that could be turned into a dual-seat sports car, but the latter layout is now unlikely after such an expensive birth. The key to this project is that Slater has used his extensive formula car design experience to ensure that everything works, and is no more complicated than such an ambitious engine development must dictate.

The basis for the car is the front and rear suspensions of a T-type joined together by a capacious space frame-ladder structure on an 8 ft. 10 in. wheelbase. The standard T-type cross-members are used and the suspension mounting points – but not the springs or Koni dampers, of course. The steel chassis is clothed in aluminium panels secured by stainless steel screws.

At the rear the 13-gallon fuel tank is filled with normal 5-star fuel. It sits in front of the trailing arm i.r.s. layout, which sparkles in its unfamiliar home beneath a layer of nickel plate. A cursory glance at the rear end shows that there is nothing that end that is going to counterbalance that 6¼-litre engine and equally hefty four speed gearbox placed at the front. Of its 2,156 lb. this Bentley racing car (chassis and engine number SSSC 2, derived from its show car mechanical ancestry) has a massive 1,320 lb. front and just 836 lb. at the rear!

This weight distribution is most accurately relayed by the unassisted recirculating ball steering, which just gets further toward total inertia and requires ever more massive effort the faster you try and turn the car. *If* Barry Eastick had been able to carry out the project today – and *even he* is doubtful if he would even want to set out on such a scheme again! – the car would benefit considerably from rack and pinion steering, thicker disc brakes and the 6¼-litre motor.

The final drive ratio was a Bentley Continental's 3.07 to 1 for the test. The use of the Salisbury E-type Jaguar differential allows quite a few choices of final drives to go with the Bentley Continental close ratio gears within the R-type casing. That box is actually mounted upside down, with a remote control and linkage to take the change over to the left of the driver.

The 6,230 c.c. V8 is magnificent to look at, and to drive behind. From a competition viewpoint this V8 has quite a lot of features in common with the ubiquitous Chevrolets: at least with those of 5.7-litres, or less. In aluminium construction, the motor weighs less than the Bentley six used in S1 cars. The production 104 mm. bore and 91.4 mm. stroke are retained.

Generally speaking the engine is a blueprinted cousin to the production unit, until lubrication and induction features are discussed, that is. A dry sump layout holds 3½ gallons of oil with the alloy reservoir in the cockpit.

The Supercharger is of the Roots type sold through Allard. Currently operating at 5-7 lb. of boost, the Slater designed installation has the priority of keeping the bonnet line low. This is achieved by a pair of 2-in. SUs at the front of the car, plumbed to feed into the cadmium plated steel induction tubing that takes the blower assistance on up to a remarkably flat piping network within the central 90 degree vee. Low compression pistons offer a 6-to-1 static c.r., operating in conjunction with a standard head gasket.

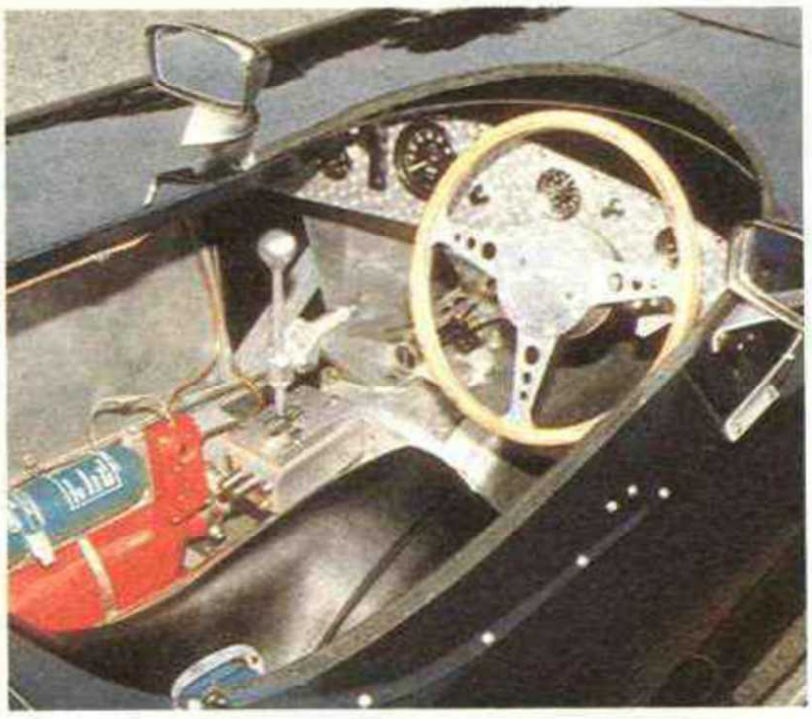
Primary problems centred around getting the fuel distribution, and thus the first time starting, to a civilised level. Piping Ki-Gass into the inlets may not be original, in fact it brings a welcome breath of the past to this modern adaptation of the Bentley name, but it also allows first class starting manners. Within the engine the original components live on, merely balanced to allow a 5,000-r.p.m. limit, some 250 r.p.m. more than production engines allow.

Originally the hydraulic pushrods operated in the standard copper with hollow centres. Following a spate of bent pushrods, silvered steel has been substituted. The brakes have also proved a bit disappointing, considering the lighter load they have to retard. Servo assistance is retained, but with smaller-bore master cylinders. Alloy Girling AR calipers operate *via* twin pistons (one either side) at the front, or single piston at the rear: both ends are padded by Ferodo.

New Zealander Howard Wood handed the car over, after a thorough appraisal of its habits from a modern professional driver's view, with the words, "Now that's wheelspin!" Later on, Howard was to discover a far more balanced set of tyre pressures, but in the form I had the car both initial understeer and terminal power oversteer were strong facts of life! The cockpit was not the cliche squeeze that single-seater drivers would recognise. In fact there seems to be plenty of space for the old-fashioned wood rim steering wheel, an imaginary passenger alongside, and that shining example of machine finished metal that provides the facia on this car.

Instrumentation is quite conventional, rather than the 1920/30s style I had half expected. True, the tachometer is big, but 60 lb. regular oil pressure and 70 C were indicated on the normal





type of Smiths gauge. The bucket-style driving seat and Luke comprehensive harness re-affirm the feeling that there's a modern feel to this Bentley; maybe it is a normal car?

The thought lasts but an instant. Stretching away into the acres of tasteful dark blue body one can faintly discern the outline of the front wheels. Starting is as simple as anticipated, but care is needed to try and fool the unsynchronised first gear smoothly into mesh while the proud owner surveys your efforts.

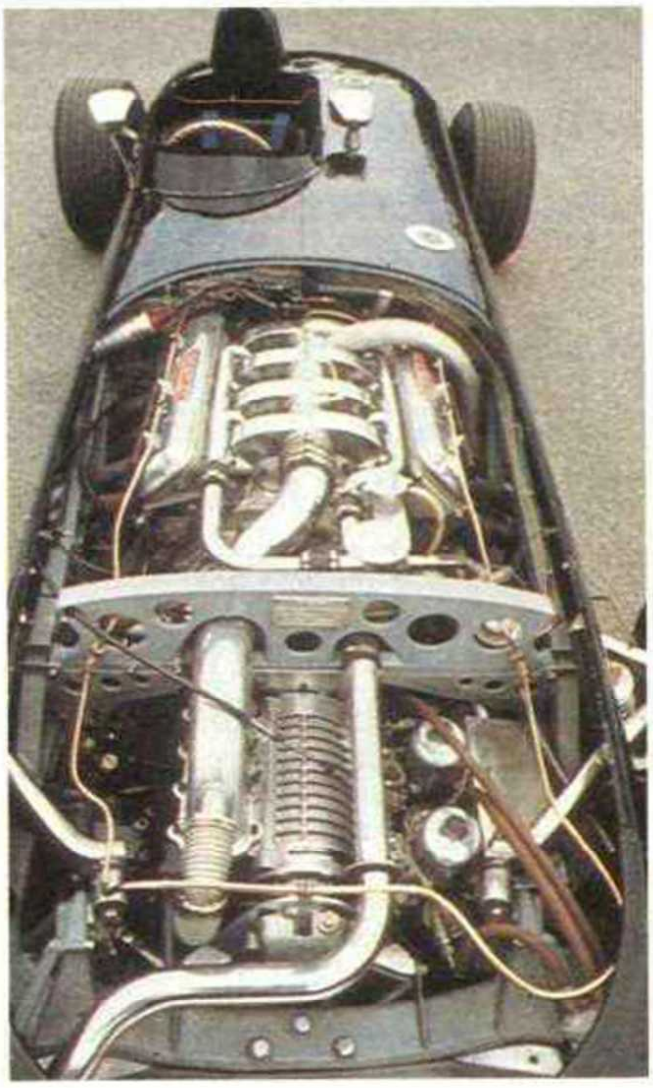
Somewhat ponderously I waddled the Bentley's ample length to the outer circuit. The track is as standard, though clothed with 15 by 8 in. fronts and 15 by 10 in. rears from Minilite wheels: Dunlop provide the traditional treaded rubber. A carefully ordered change into second prods this strange entourage firmly toward our banking.

At first, I concentrated on trying to establish, at low speed, the breakaway characteristics of this unique device. I had no standard by which to judge the car at all. The tyres were old enough to have featured the compounder's equivalent of concrete, and it was obvious from the off that the guesstimated horsepower (400 b.h.p.) was totally irrelevant: maximum torque seemed to be available from 1,000 to 4,000 r.p.m. So, applying throttle in third gear could kick the rear wheels happily out of line.

After 20 minutes playing time some of this Bentley special's character had filtered through. It really is a locomotive: lovingly cared for and engineered . . . bulky, but capable of thundering along in a most impressive manner. The gearchange has to be used slowly and with care, but is really hardly needed at all. The supercharging layout allows plenty of bottom end pulling power, and yet the engine will run up to its 5,000 r.p.m. maximum in top gear with casual ease.

Acceleration is controlled only by the wheelspin and the speed with which you can change gear without mating the internals, tooth tip-to-tip. The maximum r.p.m. in fourth are quickly attained, when you can pound along enraptured by the magnificent bellow of the big engine. At this stage you may wonder if the occasional transmission whine is relevant to your immediate future on earth, but since the Bentley has that trustworthy aura of brute strength, the accelerator stays depressed.

Handling is exactly how one might imagine a nose-heavy vintage car. My arms ached for days afterwards from the effort of pointing the car into slow corners, or trying to hold it around our rough banking. Obviously at slower speeds, there is always the chance of oversteering the car by acceleration, but the thought of Mr. Eastick's





The left-mounted gearchange is shown in our top picture, which also emphasises the car's high standard of finish in the reflections from that gleaming dashboard. The space frame chassis sheds some stress amongst internal alloy panelling in the main structure.

good natured hospitality restrained me from holding it in what I would expect to be a consistent tail-slide. Cowardice was a relevant factor here, for the long wheelbase machine slipped out of line quite easily on our slippery surface, and it was not always possible to tell if the nose or the neatly faired tail would dart out of the driver's grasp. Mr. Eastick explored this aspect thoroughly over the August Bank Holiday: the Bentley is currently awaiting some £1,000-worth of crash repairs!

In many ways this Bentley special is an astonishing device. It seems to alter shape as one walks around it, the nose modelled on a BRM and the tail carrying echoes of both sports and single-seater racing cars of the fifties. In the cockpit the handsome wooden steering wheel seems hardly relevant as the supercharger lends extra might to the already considerable pulling power of those litres: a real expert should be able to slide from corner to corner with barely a twitch of the wheel, until the inevitable giant tail slide had to be fully corrected.

See how much of the available room is devoted to the sparkling V8 power unit and the front mounted supercharger. Note the twin SU carburetters, lower right of our picture.

I wished I had driven, or had the benefit of knowing an expert on the antics of the radically altered Mk 6-based racers. Then it would be possible to judge how much of an advantage this purpose-built machine had over current BDC competitors. If you are interested in matters Bentley, whether racing or ownership, I should add that the BDC (founded in 1936) operate from the W. O. Bentley Memorial Building, 16 Chearlsley Road, Long Crendon, Aylesbury, Bucks; Tel. Long Crendon 208233.

If the dead steering and adequate, rather than inspiring, brakes left me little desire to actually race the beast, the memory of that hearty engine is unlikely to fade. It may not rev in the approved racing manner, but it certainly has power where no other racing unit can pack such a punch! A unique experience that seems less credible as the weeks go by. –J.W.

Pure space frame construction appears at the rear, along with the 13 gallon alloy fuel tank and the T-type i.r.s. The driveshafts are now splined, the original key-pattern proving inadequate. Synchromesh was a feature of the four speed gearbox when we tested the car, but subsequently also gave trouble.

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T-TYPE CHAMPIONS

Continued from page 1273

on which, not out of choice, we were obliged to test. On this point, Gerry reckons that most T-type competitors over-gear their cars, perhaps judged on the over-reading standard tachometers, a notoriety which is well remembered by W.B. and our Managing Director, whose battle with the Nuffield Organisation over the suspiciously over-fast tachometer and speedometer on a road-test MG in the early '50s left them with a sour taste about the *marque*, which persists today.

Major steps taken to make sure the antediluvian suspension can cope with the extra demands include the addition of fully rose-jointed radius rods on the front axle (made by an undisclosed F1 constructor out of seamless aircraft tubing), and de-cambering of the beam front axle from 2½ deg. positive to ½ deg. Bilstein telescopic shock-absorbers on the front originated on the rear of a racing Dolomite Sprint and were by courtesy of that Broadspeed sale again. Standard front leaf springs are retained. A system of a Panhard rod and a radius rod on the offside is supposed to keep the inside wheel on the ground—or so it said in the Austin Seven special builder's handbook from which Brown cribbed the idea. Standard rear leaf springs are minus their bottom two leaves. The drum brakes are something of a nightmare in that the pressed steel drums ovalise so rapidly that existing TC spares stocks could not cope. Alternative makes of drum have to be sought and machined to fit. Air scoops on the front brakes and AM4 linings, to be replaced eventually by VG95, are the only modifications to the hydraulic brakes, which W.B. described as "really good" in his 1947 MOTOR SPORT road-test of the TC.

If the development of Pete Smith's TD has been less comprehensive than Brown's TD, it has been just as much a labour of love, carried out entirely with his own hands. This vehicle administration officer with Littlewoods' transport department in Liverpool bought the 1953 TD Mk. 1 over 7½ years ago for everyday transport, in which guise it covered 40,000 reliable miles in two years before other vehicles eased its burden

Smith's challenge to the experienced Brown in last season's Championship was all the more creditable for it being his first full season of competition.

The TD's body is, or was, before its "shunt", completely standard and original. In fact Smith has even avoided fitting seat belts and a roll-over bar to preserve originality. The shiny leather bench seat is original too, along with the instruments, the rest of the interior trim and the wheels.

Under bonnet is an exchange XPAG "short" engine but with the original 1953 cylinder head. The gearbox too appears to be original, along with the axle, which has an age-betraying whine. Where necessary the engine has been up-dated to XPAG TF specification, with 1½ in. carburetters (also fitted to the so-called TD Mk. II). A 60 thou. overbore has taken the capacity to 1,306 c.c., the compression ratio has been raised to 9.5 to 1 and Smith head modifications include improved porting and polishing. The valve gear has been slightly lightened and TF valve springs raise the rev. limit from 5,700 to 6,000 r.p.m.

Smith likes to think that any of the suspension modifications could have been made in 1953, although MG-B front springs and TF rear springs are used for convenience of suitable rates. The front anti-roll bar comes from a YB saloon. Lowering blocks drop the car 1½ in. all round. The rear-end has a Smith-made anti-tramp bar and an anti-sway bar. Harder linings beef up the otherwise standard drum brakes. Smith's shoe-string budget extended to a set of 165SR x 15 in. Semperit radial tyres acquired for £5 each from a scrapped MG-A.

These low-geared T-types were ill-suited to the open tarmac of the Silverstone GP circuit, but on the only mutually convenient date for us all to meet up we had no alternative. The sight of a couple of early post-war Abingdon products being lapped by Stuck and Watson in Brabham-Alfas was unusual, to say the least! Slow cars round long, fast bends prove little about each other's characteristics, although on this occasion the TC revealed a few bumps on Silverstone's surface which I've never noticed before in hours of driving round there.

That remains the main memory of driving the TC—the abruptness of everything, from the rock-hard suspension over the bumps to the clutch action, the so-direct steering and the slickness of the butter-knife gearchange.

This TC was certainly different to drive, as competition cars go. And it obviously needed a much longer acquaintanceship than my short test, to come to terms with it. The suspension was so stiff that it tended to bounce over bumps instead of giving way resiliently and this could be disturbing, particularly round Abbey Curve. W.B.'s original road test quoted the steering as 1⅛ in. lock-to-lock; with Brown's smaller wheel it was even more sensitive than that. A major problem was to stop the throttle pedal bouncing my foot—and the engine revs—up and down over the bumps, nothing new on TCs, for I see that W.B. said "the accelerator is rather difficult to hold fully depressed". Although not a lot of roll was obvious from within, something was happening around that rear axle area, from whence the sound and feel of a spinning inside wheel could be sensed at Copse and Becketts.

Gradually progress began to feel smoother, although I couldn't overcome the long stretch to the roller throttle pedal. In fact that beam-axled, narrow track chassis began to corner reasonably quickly, though lap times were kept down by lifting off on the Hangar Straight in deference to new bearings. Elsewhere the maximum 6,500 r.p.m. could be used in bursts, the engine eager, sweet and crisp, but with nothing below about 4,000 r.p.m. Surprisingly, the aged-style brakes were very good. I lapped in 2 min. 12.3 sec., obeying the Hangar Straight lift-off; Brown did 2 min. 7.9 sec. using all the revs, later, so my cornering speeds were probably reasonably representative. But to drive it quickly in close race traffic must take practice.

Pete Smith's car was a different kettle of fish: A similar view to the end of the long, square bonnet, but so much softer, the front wheels doing their thing independently, slower and forgiving where the TC felt nervous. It rolled, it had initial understeer and then oversteer and it stopped all right too, but I had to fight to stop myself sliding across the slippery bench seat, hanging on to the big wheel at the same time, which was not an aid to neatness of control. Because of this, again surely an awkward car in the heat of battle in traffic? A bucket seat and smaller steering wheel would have made this a very pleasant and controllable car. Lap times in the 2 min. 30 sec. bracket illustrate its modest power output, the engine revving sweetly to 6,000 r.p.m. but not really getting anywhere.

There is a deal of difference between these old T-types and modern circuit machinery, so I fear that my words sound unintentionally cynical. What counts is that they are superior in their own field, a field in which a lot of enthusiasts have a lot of fun competing against each other in the cars they love, collectors' pieces which are still earning a living.—C.R.

F2 REVIEW

—continued from page 1281

through the field. The Finn caught and passed Cheever, and soon after the American's Ralt crashed on the badly deteriorating track. It was Arnoux who worked his way through to win the second heat and take second place overall while Hoffmann salvaged third place for Ron Dennis' team and Pironi was a trailing fourth.

Round 11 was back in Italy, at the Misano Adriatico circuit near Rimini on the eastern coast. This was to have been a non-Championship race until the cancellation of Zolder allowed the FIA to give it full Championship status. In practice it was Giacomelli who was fastest in the March ahead of Arturo Merzario in an Opert Chevron and Arnoux's Martini. Patrese was fourth fastest in his Chevron but poor Cheever was right back at eighteenth after a troubled time. The race was in two parts and the most significant thing about it, apart from the fact that Arnoux eliminated himself with a very uncharacteristic mistake at the first corner, was the sudden strength of the Ferrari engine.

In the first eventful heat it was Cheever who rocketed up through the field to snatch the win after Giacomelli pitted with gearbox trouble and both Merzario and Patrese tangled with Italian newcomer Elio de Angelis. This bright youngster was in a Ralt-Ferrari and, in his first Formula Two race, he led for nearly the entire first heat. It wasn't until an error under braking with just a couple of laps to go that Cheever, Lamberto Leoni and Hoffmann scrambled through.

Leoni was in the Trivellato team's Chevron-Ferrari which had only been raced for the first time in Sicily. The car had originally been intended for Patrese but he decided to stay with BMW and so Pino Trivellato put the little-known Leoni into his second car. In the other heat Leoni was able to beat Cheever after the American made another of his small errors and that gave Chevron their second consecutive win. The most significant thing, however, was that Ferrari, on the eve of announcing ambitious plans for Formula Two in 1978, had taken an important win.

Cheever had to settle for second place which put him back behind Arnoux in the Championship, Hoffmann took another fine third and then came Pesenti Rossi and Pironi. In sixth place, and having an outing in the British Ardmore team's Chevron-Hart, was Clay Regazzoni.—M.T.

PRESCOTT/BRIGHTON
continued from page 1292

On the Sunday Russ really stole the show, with a first run of 49.27 sec., to knock a massive 1.82 sec. off the class record, sufficient to win him the coveted Prescott Gold Cup and a £100 cheque, an award which is based on the greatest improvement on any Prescott class record in the season. A creditable second in the Cup, after he and Russ Ward had worked until 2 a.m. in the morning to mend his damaged Mini, came John Meredith with a 1.42 sec. improvement.

Whilst the experienced Russ switched on instantly on the Sunday, this writer remained half asleep whilst clocking 53.93 sec. on the first run. But I woke up for the afternoon run as rain clouds approached, to improve to 51.63 sec., much more satisfying and quicker than the time with which Sadler had won the class at the May meeting. But my time was only good enough for third in class, 0.13 sec. behind Wilson's 4.7-litre Cobra and just 0.01 sec. ahead of Garland's Morgan.

Prescott taught me a lot. I've tended to frown upon hill-climbing as being a long way to travel to spend a lot of time to achieve a few very short bursts of satisfaction. In reality the fight against the clock is wonderfully satisfying. Certainly at Prescott the atmosphere was marvellously friendly and relaxing and the organisation by Ronnie Mountford, Geoff Ward and their colleagues in the Bugatti Owners' Club was little short of remarkable. Nearly 190 competitors had two runs each, the Top-Ten had two runs each—an electrifying battle between Roy Lane's March 741 DFV, Alister Douglas-Osborn's Pilbeam DFV and Martyn Griffith's Hart-engined March 74P, with Lane finally setting the course record at 42.33 sec.—yet the prize-giving had started by 5 p.m. The experience has persuaded me possibly to take hill-climbing more seriously next season with the Dolomite Sprint, though I shall envy Josh Sadler the Porsche.

THE BRIGHTON SPEED TRIALS

I EXPECTED the Brighton Speed Trials to be something of an anti-climax after the challenge of glorious Prescott. Could the straightforward job of pointing an almost standard Dolomite Sprint in a straight line compare with the thrill of navigating a lightened, low-geared, 210 b.h.p. Porsche up a twisting hill? Perhaps the Madeira Drive Sprint was not quite so enjoyable in terms of driving technique, yet there was the same sort of satisfaction to be derived from competing against those split seconds, looking for ways of trimming them in the next run —and actually doing so. Having J.W. and I competing in the same car added more competitive spice, additional respective targets to aim at—in fact *the* targets to aim at until we found, to our chagrin, that a standard Dolomite Sprint was beating our modified one. Neither Sprint was competitive in the class, which was dominated by Rod Chapman's well-known Rallycross Escort BDA, Masters' twin-cam Anglia, the Young/Funnell Escort twin-cam and Castle-Miller's Lotus twin-cam-engined Fiat 500, a familiar veteran of sprint events.

The Madeira Drive pavements supported an even greater variety of machinery than Prescott, for Brighton opens its doors to almost any vehicle that the scrutineers think safe. Cars ranged from Lotus and Brabham Formula One cars for Render and Brabham, to the ex-John Woolf 7-litre racing Cobra, beautifully restored and driven by Brian Angliss, Nigel Hulme's equally mouth-watering ex-Jack Sears Cobra, Lister-Jaguars, sporting Bentleys, pseudo or very genuine, of which the former were sadly the faster, GT40s, Symondson's Ferrari Berlinetta Boxer, which unfortunately—and expensively —cooked its clutch, single-seater and sports/racing cars of all descriptions and absolutely standard saloon cars. Then, perhaps most spectacular of all, came the bikes, from pre-war Douglas and Rudge to a supercharged Imp-engined sidecar outfit.

What was obvious is that you don't need to take your motoring sport too seriously, or prepare a car specially, to compete in these historic trials. The only essentials are an RAC National Speed licence, available to any over-18 holder of a driver's licence for £7.50 from the RAC Motorsport Division (the same licence covered Prescott too), and a crash helmet with the correct approval stamp. The scrutineers seemed more interested in mechanical safety aspects than in being pedantic about the finer points of the rule book, so standard cars can be made to comply very easily. Detail points to watch are that the steering lock should be made inoperative and the carburetters have sufficient return springs. It's a very safe form of motoring sport, not too hard on the car and even if the car is not competitive there's at least the satisfaction of knowing the answer to "wot'll she do?" over the standing kilometre. I keep saying "car", but the same applies to production 'bikes, of which we had a mixed bag of Hondas, Suzukis, Nortons and Kawasakis.

There's something especially appealing about doing three-figure speeds past 30 limit signs under the eyes of the local police, without them turning a hair. But that is part of the Brighton atmosphere, on the only public road in mainland Britain open for motor racing, in the oldest motor sporting event on the British calendar. The first Brighton "Motor Trials" took place in June 1905, on the same stretch of road, which had been specially prepared for motor racing. Thus there's a deal of experience behind the Brighton and Hove Motor Club's organisation of the event, all of which is called upon to glide over 200 competitors through one practice and two timed runs before the 5 p.m. police deadline.

The traditional "start" banner flaps across the pier end of the Madeira Drive these days (it has been run in reverse in earlier times), below the terracing which provides such a magnificent grandstand. Cars are started in pairs at a green-light signal, their courses separated by a central white line. As neither car is competing directly against the other, the driver drops the clutch at his own convenience, the clock being started when the timing beam is crossed.

J.W. has described our Castrol-Penta Dolomite Sprint elsewhere in this issue, so I need not go into further details, except to say that we ran on "slick" tyres and standard axle ratio. The Speed Trial was its debut in our hands and the first time I had laid eyes on the car. Indeed the first time I changed gear in it was away from the start line on my practice run, which probably accounts for my very slow time of 35 sec., most of it added during wheelspin off the line, despite the limited-slip differential. Too many revs, of course. J.W. managed a much more respectable 31.1 sec.

Even at that modest pace Madeira Drive unwinds very quickly, a very short-feeling kilometre. Towards the finish the tarmac narrows and curves gently to the right, of no consequence in the Sprint but no doubt a potential drama area at the 170 m.p.h.-plus terminal speed of the Formula One cars. Plenty of esplanade remains for slowing down after the line; then it's into the Marina Car Park to be stacked up with a batch of other competitors awaiting the closure of the course for the return to the start.

The tables were reversed between J.W. and I in the timed runs. J.W.'s first run clocked 31.0 sec., and mine 30.5 sec. Our faces dropped when we saw that Heley's standard, though 44,000-mile old and nicely loose Dolomite Sprint, on road tyres, had clocked 30 sec. dead. Out came our front and rear passenger seats, fire extinguishers, anything we could lay our hands on to save weight. J.W. went out again and clocked 30.7 sec., still not good enough to beat Heley, who then fired back with 29.7 sec. So it was all down to me, with the only run left. The Sprint left the line perfectly and ran sweetly up the gears to 6,500 r.p.m. Instead of using overdrive third to the finish line (the competition overdrive gives an instant gearchange), I whipped into the slightly higher fourth of the wide-ratio gearbox, hoping to keep the engine more ideally into the power band. Heley, after all, had a non-overdrive box. It almost paid off, the time improving to 30 sec.

Why should our Sprint, with larger carburetters, but perhaps slightly more weight because of the roll cage and other extras, show second best to a standard car? The engine felt right in tune, so we can only surmise that it was still very tight. A visit to a rolling-road will hopefully tell us more.

Back amongst the faster machinery, St. Albans farmer John Pope had been busy shattering the morale of the Cobras, GT40s, Miura and Ferraris in the class for sports cars and GT cars. The John Pope Special, a twin-turbocharged, Aston Martin V8-engined Vauxhall Firenza, road legal, clocked 22.41 sec., which it improved to 22.37 sec. in its run in the sports racing and special GT car class.

But the real speed potential lay in the class for racing cars over 2,000 c.c. in which the record—and the course outright record—had stood to David Purley's F5000 Trojan, at 18.62 sec., since 1974. On this dry and sunny afternoon it was in for a complete shaking, with both Alan Richards (Cheltenham Cameras Surtees 5000) and Simon Riley (Houbigant Brabham DFV) tieing on 18.34 sec. at the end of the first runs. David Render's Lotus 76 was under the record too, on 18.58 sec. The massed crowds were obviously in for an exciting finale in the last of the second runs. First Johnty Williamson's 5.7-litre McLaren put in a rapid 18.80 sec. run, and Render slowed to 18.66 sec. Then came Richards, the Surtees charging up the course to a resounding 18.30 sec. Surely Riley, the last man to run, couldn't

Concluded opposite

Letters from Readers

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

Nurburgring Nostalgia

Sir,

If your Grosser Preis von Deutschland correspondent, D.S.J., had really followed his nostalgic bent for the greatest circuit in Europe, he should have returned to the Nurburgring on August 13/14, instead of travelling to Austria to chase the money-grabbing neuropaths he depicted so well in his dream. There he would have seen the 5th Historic event at the 'Ring with some 190 competitors just enjoying their racing on this famous circuit – albeit just the practice loop, but many drove round the big track for fun and still reckoned that it was a superb 9-marks-worth.

Admittedly some of the faster cars contradict D.S.J.'s idea of history – Listers and the 2½-litre BRM do somewhat better in the short historic sprints than they did in the long-distance races of their youth – but it was the demonstration by Mercedes and Alfa that might have had tears streaming down the beard, if only from methanol. W125, W154/M163, Tripoli car, W196 and 300SLR were charging round in fine style with appropriate conductors. From Alfa, in a Nuvolari demonstration, we had a pair of Targa Florios, P2, Monza, a pair of P3s, 159 with sundry Maseratis in for good measure from amongst the competitors.

Mercedes actually let Karl Kling race the W196 amongst the fast runners, although he was blown off by the aforementioned Listers and BRM, which would have misted the D.S.J. spectacles a bit. It was interesting to see that even Charles Lucas couldn't get Neil Corner's 250F past the Mercedes in the first heat, but heart-warming to see him outbrake two Listers on the last corner of the last lap to take a copybook victory in the second heat.

After Neil Corner's BRM victory in the final race from the back of the field and without a clutch, perhaps he should have a go in the P207, once it had been restored in Tom Wheatcroft s workshops, of course!

As usual, D.S.J. is absolutely right about the Nurburgring and Formula One; it cannot be the top Formula if it can't take on the top circuit. But why should our erstwhile heroes care if the whole Eifel area, and the track in particular, falls into disrepair because they want to go and play gladiators in the Hockenheim arena.

Let's hope that his suggestion that all local shopkeepers and traders band together will ensure that the proposed new circuit will actually happen – if it has to – and that GP racing will take place again at Nurburg even if it is a relatively pale shadow of its real self. But at least the old track will stay more or less untouched for the rest of us to drive round and recall the days when men were men, the ring was "The Ring" and Spa was Spa.

Rickmansworth MICHAEL BOWLER

Der Grosse Preis . . .

Sir,

I would like to tell you how much I enjoyed reading your race report on 'Der Grosse Preis von Deutschland' at the Nurburgring in the September issue. It was a brilliant piece of imaginative reporting, and whereas some may dispute the outcome of the race, no-one can deny that the report portrayed all the peculiarities and idiosyncrasies that contribute to the present apparent malaise of Grand Prix racing. I personally do not subscribe to D.S.J.'s theory of the degeneration of Formula One, but to debate that point is not the intention of this letter.

Despite the above, I was more than a little disappointed in the amount of space devoted to, and the treatment of, the report on the real race in Germany that counted towards the World Championship. However much you, or I, would like to think otherwise, the Hockenheim race will go down in the history books as the German Grand Prix, and as such, I think that a responsible magazine like yours should have been prepared to give it the same amount of space and unbiased reporting that other Grand Prix (real or otherwise) enjoy, even if only for posterity.

One other point, whilst writing, is with reference to your report in "Rumblings" on the new USAC acceleration records set by Kitty O'Neal at El Mirage. If one assumes that the records for standing start ¼-mile and 500 metres were set on the same run, then this means that the distance between the ¼-mile mark and the 500 metre mark (*i.e.* 0.0607 of a mile) was covered in 0.355 of a second. This represents an average speed (according to the office calculator) over that distance of 615.55 m.p.h. This would seem to make the estimate of nearly 400 m.p.h. at the end of the 500 metres somewhat conservative, to say the least. Perhaps you may have further information which may throw light on this seeming anomaly.

Many thanks for a consistently interesting, entertaining, and informative journal.

Guildford J. W. ANSTIN

* * *

Sir,

I enjoyed the German Grand Prix enormously. I was disappointed when Jacky Ickx retired from third place though. Perhaps he'll win the Belgian Grand Prix at Spa?

Halstead, Essex C. J. BEESTAN

Porsche Weight-saving

Sir,

I have just been reading the article "Germany's Championship" in MOTOR SPORT of September, page 1120, in which surprise is expressed about the saving in weight from which the Porsche 935/2.0 (the "Baby" as they call it) has benefited, compared with the larger engined car.

The greatest part of the saving is explained in the FIA Yearbook, page 179, art. 289 b, where you can read: "No modification may be made to the series (read standard) coachwork and/or the original chassis and bodywork, except as regards lightening of the structures by removal of material and the adjunction of chassis reinforcement".

Though this was certainly not what those who wrote the rules had in mind, the wording can mean that you may remove practically anything from the original structure and replace it with something else.

With a minimum weight of 970 kg. imposed by the rules (art. 289 a) for cars of technically up to 4-litres capacity, the standard body shell could be kept more or less intact for the 935/2.8 and thanks to the weight saved in many other places, the car must still carry some ballast, located in the best possible position to improve the handling (more than 100 kg. lead was carried by last year's car which did not have the long tail added). In contrast, the 935/2.0 for which the minimum imposed weight is 735 kg., carries no ballast and a lot of further weight has been saved cutting off the original structure fore and aft of the front and rear bulkheads and replacing it with aluminium tube subframes, as had been done in the 2.1 litre Turbo-Carrera of 1974. Apart from this, the wheels and tyres are lighter (maximum width rules) and the smaller engine needs only one turbocharger and one waste gate.

Anyway, when one remembers that the original idea of Group 5 was to race *basically* production cars and keep their appearance close enough to the standard model for easy identification, it is quite obvious that the whole thing has got completely out of hand, mainly due to the haphazard wording of the rules. The cars would all look much different (which say they are "free") dard product) if the words "wheel openings" had been used in the rules (which say they are "free") instead of "wings". The wings (those the Americans call fenders) are not a separate entity in modern cars anyway.

And thanks for the excellent report on the Grosser Preis von Deutschland!

Vence, France PAUL FRERE

Alfasud Paintwork – Alfa Reply

Sir,

I am replying as requested to your comments and those of Mr. Chapman of Huntingdon, whose letter you published in your September issue, regarding paintwork complaints on Alfasuds.

In common with all motor manufacturers, Alfa Romeo have, from time to time, had problems with cars, and being appreciative of the distress to owners, we have always given sympathetic treatment to each case according to its merits.

However I would like to point out that in the case of Mr. Chapman, neither Alfa Romeo (GB) Ltd., nor any Alfa Romeo dealer was given the opportunity of seeing the car prior to Mr. Chapman having the fault rectified.

Our first indication of the problem was when a

BRIGHTON –

continued from opposite page

possibly beat this? A great cheer went up from the crowds massed on the iron-railed terraces as Riley's time came over the Tannoy: an incredible 18.28 sec. and a terminal speed of 172.45 m.p.h.

Even more exciting to watch was Tony Weeden's performance on the motorcycle class record holding, supercharged Triumph 500, whose bravery was rewarded with a time of 19.10 sec. at a terminal speed of over 160 m.p.h.—C.R.

Brighton Speed Trial Results (Class Winners)

Brighton and Hove Handicap class: J. L. Goddard, Frazer Nash, 16.7 sec. handicap. **Normal and improved series production touring cars to 1,000 c.c.:** T. Gibbs, Imp, 27.4 sec. **1,001 c.c. to 1,300 c.c.:** C. Clarke, Mini-Cooper, 27.6 sec. **1,301 c.c. to 2,000 c.c.:** R. Chapman, Escort, 25.1 sec. **Over 2,000 c.c.:** G. Tyack, BMW 3-litre, 25.71 sec. **Sports cars and GT cars up to 1,500 c.c.:** Ms. V. West, MG Sprite, 27.1 sec. T-Register MGs: G. Giusti, MG TC s/c, 28.7 sec. **1,501 c.c. to 2,500 c.c.:** G. C. Bovet-White, Aston-Ford, 26.6 sec. **Over 2,500 c.c.:** J. Pope, John Pope Special, 22.41 sec. Bentley Invitation Class: M. J. Trentham, Mk. 6/S1, 27.3 sec. **Sports racing cars and special GT cars up to 1,600 c.c.:** P. A. Blankstone, Mallock, 22.79 sec. **Over 1,600 c.c.:** R. Marsland, Chevron B36/S, 21.50 sec. **Racing cars up to 1,100 c.c.:** P. Squires, Brabham, 23.38 sec. **1,101 c.c. to 2,000 c.c.:** P. M. Edwards, Brabham, 21.37 sec. **Over 2,000 c.c.:** S. J. B. Riley, Brabham, 18.28 sec. **Solo motorcycles:** A. Weeden, Triumph 500 s/c, 19.10 sec. **Sidecars and three-wheelers:** J. Ring, MRH Yamaha, 23.0 sec.

request for financial reimbursement was received, and as you will appreciate no business organisation wishes to pay bills, even small ones, for work carried out without their knowledge.

With regard to your Company cars, the same system applies, you should approach the Alfa Romeo dealer who is servicing the vehicles with your complaint, or contact Alfa Romeo (GB) Ltd. direct, as unless an approach is made, we have no knowledge of the problems and obviously cannot take action.

At this point, I would like to add that it is through customer complaints that we are able to assess manufacturing methods and improve them where necessary.

These improvements are constantly being made and cars manufactured today have had the problems of yesterday corrected.

London, NW2 N. BARRINGTON NEEDHAM
Alfa Romeo (Great Britain) Ltd.

And Another Rusting Alfasud

Sir,

I was most interested to read Mr. Chapman's letter in your September 1977 issue and his comments on the contrast between the Alfasud's driving qualities and its bodywork, which parallel our own experience.

We purchased our Alfasud in June 1974 and had problems virtually from the start with leaking windscreen, rear window and boot but particularly with rust. Despite two attempts at rectification, the state of the bodywork is now worse than ever and would be a disgrace to any make of car, let alone an Alfa Romeo. Every part of the body is now affected by rust which in one place is so far advanced that the metal is corroded entirely through.

We hope that the Alfa Romeo organisation will, albeit belatedly, begin to take seriously the complaints of those, like ourselves, who fondly believed that the Alfa Romeo name was an assurance of quality. Meanwhile, we certainly endorse Mr. Chapman's words of caution to would-be Alfasud buyers.

Tunbridge Wells N. McG. MOORE

Viva Spiders!

Sir,

I was most interested in C.R.'s account of the Alfa Romeo 2000 Spider Veloce in the July MOTOR SPORT, also in Mr. Blood's letter *re*: his Duetto and Mr. Ward's reference to his "fabulous 2000 Spider". I have been "plugging" Alfa Spiders ever since my first Giulia 1600 Spider, in 1963 (when you kindly printed my "findings"). I have had another 1600 and two 1750 Spiders since (again, you kindly printed my eulogy of the latter). Incidentally, I think Alfas have always been – and still are – the best value for money on the market. Afraid I never took to the idea of the 2000 engine; I feel they may have "overstretched" the block: I have had gasket problems on a 1750 (Berlina) and have heard of others, but never on the 1300, nor 1600, engines.

My favourite Spider is the 6-cylinder 2600, of which I have a 1965 example. It has not the out-and-out performance of the latest 2000, but for sheer driving pleasure I have never had anything to touch it. It is extremely comfortable, smooth, silent, economical (23+ m.p.g., driven within the legal limits) and plenty fast enough (0-75 m.p.h. in 16 sec.). I have never proved it, but believe the claim that it can be driven from 5 to 125 m.p.h. in 5th gear. The "hand-made" body by Touring of Milan (always superior to Pininfarina, in my opinion) is a joy to behold and superbly finished. It is still in its original dark grey livery and there is not a rattle to be heard. True it has had no winter use for 10 years but then, neither had one of my 1750 Spiders for *three* years, when it was becoming tatty. It has four comfortable seats and is driveable with the front seats far enough forward to seat two children – even small adults – (or one large adult – "crosswise") in the back. The hood stows rather more neatly than the 2000's, but is less easy to manipulate; you have to be stationary. The gear change is the best yet – even better than subsequent Alfa Nord products – and in marked contrast to my 1.6 Alfetta, which is *vile*. The 2600 is the least tiring car I have ever driven and, to paraphrase one Motoring Correspondent in 1965 – "the driver and passengers look forward impatiently to the next long journey". Incidentally, the same correspondent quoted a steady *Motorway* cruising speed of 110 m.p.h. – sic transit . . .!

I note that Alfa service – as accorded to C.R. by Alfa G.B. – is still not all it should be (and *vide*: correspondence in MOTOR SPORT in the early sixties). I "gave up" the (ever-changing) local agents years ago and depend for service on my local Citroen garage, with whom I have had most satisfactory dealings for a quarter of a century. (Ray and Procter, Longton, Staffs). I have found E.B. Spares very helpful and, of course, there is always Bouts Motors; and I believe there are 2 or 3 other "reasonable" sources of spares and service in this country.

So, I am still very happy in my Alfa motoring. *Viva*! the airy, fairy Spiders; MOTOR SPORT too, of course!

Betley, Cheshire R. H. CANTER

Blydenstein Vauxhalls

Sir,

I refer to Clive Richardson's article on the DTV Chevette and Cavalier cars tested by him recently. He gives the impression that we tried to by-pass him with the possible test of the 1500 Chevette. This, as you will remember, is not so.

Having accepted Clive Richardson's challenge to produce a good all round conversion for the 1256, our parallel 1500 Chevette development programme came to fruition. After one or two test reports in other magazines, you rang me and asked if it were possible for you to borrow this particular car for a Land's End to John O'Groats run. That, subsequently, this excellent plan came to nought was largely due to the fact that, when the car became available, you were unable to find time for this exercise.

As Clive Richardson was the first to request the test of a modified 1256 Chevette, we were determined that he should have first refusal of testing this car. We have kept this promise and we are of course delighted that the end result was worthwhile. To develop any of the new Vauxhalls is a difficult exercise as the standard cars and engines are by now among the most efficient anywhere.

With regard to Mr. Richardson's remarks on the expensive 2200 conversion of the Cavalier, may I suggest he looks around and finds me a car costing less than £5,000 which will give the following performance / efficiency / economy rating:

Max speed	112 m.p.h.
0-60 mph	8.7 sec.
30-50 m.p.h. in 4th gear	6.1 sec.
Overall petrol consumption	24 m.p.g.

If he can find another car which beats the 2.2 Cavalier on all four counts simultaneously I should be most grateful. I then have some more work to do.

It is a fact that the conversion industry is in for a rude awakening and is already gradually changing. This is largely due to two factors, the very high standard of the present day product of most manufacturers (largely brought about by very strict emission regulations) and the fact that fashions are changing. The true motoring enthusiast is no longer very keen on running around in something that acts as an instant challenge to the boys in blue. A "wolf in sheep's clothing" is now increasingly sought after.

In that case other questions are asked. Firstly, what price the complete package? How does it perform relative to other makes and models in a similar price class? This is followed by comparisons of relative thirst and ease of servicing. We have all experienced the look of horror on the face of the average garage mechanic when he finds a totally alien beast sprouting pipes in all directions under the bonnet. The more standard it looks the better one's chance of receiving satisfactory emergency and long term servicing.

Shepreth W. B. BLYDENSTEIN

From Sir Peter Masefield

Old Aircraft

Sir,

Gordon Vogtherr's interesting letter (MOTOR SPORT, August) about the D.H.88 *Comets* of 1934 well recalls a great era in pioneer long-distance flying and what was, without doubt, one of the finest of all those flights – from Gravesend to Blenheim, New Zealand and back to Croydon; 26,500 miles in 261 hours 22 minutes flown by A. E. Clouston and Victor Ricketts in the third prototype *Comet* G-ACSS; a magnificent feat of airmanship, navigation and endurance.

That historic D.H.88 (Construction Number 1996) was the winner of the MacRobertson Air Race from Mildenhall to Melbourne in October 1934, flown by Charles Scott and Tom Campbell Black. I well remember, as a Cambridge undergraduate, watching its dawn take off along with the other race competitors. Nineteen years later I was privileged to be a crew member of the BEA Vickers Viscount V.700 prototype which exactly halved the Comet's time of 70 hours 54 minutes to Melbourne in the course of the Heathrow-Christchurch Air Race of 1953.

Fortunately the D.H.88 G-ACSS – originally "Grosvenor House" – still survives after having been restored after the War by the de Havilland Technical School for display at the Festival of Britain Exhibition on the South Bank in 1952. It then went to D.H. at Leavesden and is now being rebuilt to original mint-condition by the Shuttleworth Trust at Old Warden.

As Mr. Vogtherr records, five D.H.88 Comets were built; the first flown for the first time on 8th September, 1934.

1. G-AESP: "*Black Magic*", for the Mollisons and sold to the Portuguese Government in 1935 as CS-AAJ.

2. G-ACSR: Un-named, for Bernard Rubin flown by Owen Cathcart-Jones and Ken Waller in the MacRobertson Race into fourth place and back to Lympne in 13½ days. Sold to France in 1935 as F-ANPY.

3. G-ALSS: "*Grosvenor House*", for A. O. Edwards flown by Scott and Campbell Black to win the MacRobertson Race followed by a distinguished career.

4. F-ANPZ: Built for France as a long-distance mail plane.

5. G-ADEF: "*Boomerang*", for C. A. Nicholson for record attempt and crashed in the Sudan with propeller difficulties in 1935 after Campbell Black and J. C. MacArthur parachuted to safety.

Mr. Vogtherr's reference to the world's last airworthy General Aircraft ST-25 Monospar

"Universal" ZE-AFF (formerly G-AEJW; C.N.84) first flown in July, 1936, is encouraging news of another historic but almost forgotten aeroplane. Having worked at General Aircraft's Croydon factory on Monospar ST-6 production in 1933 it is good to hear of one of the line still with a Certificate of Airworthiness.

Reigate, Surrey SIR PETER MASEFIELD

Noise

Sir,

Recent correspondents extolling the virtue of noise and complaining about moves to silence exhaust systems seem to have missed the point. No one particularly wishes to spoil their fun but they must realise that other citizens do not necessarily share their enthusiasms and clearly if we cannot obtain the good old British Fair Play by voluntary methods it is going to come by legislation. Any one with experience of organising race meetings knows the difficult negotiations that have to be made with local authorities and one of the main stumbling blocks is noise as received by local (and not so local) residents, and as affected by wind speed and direction. Inability to guarantee a reasonable degree of noise can easily precipitate the loss of a circuit, to everybody's dismay. After all, 90 db. at 33 ft. (or whatever) is "the same for everybody" so the drivers don't mind and the object of the race is victory for the fastest driver/car combination, not the noisiest vehicle.

Ripon SQDN. LDR. R. KAY R.A.F. (Ret'd.)

Televised G.P.s

Sir,

I refer to MOTOR SPORT of September 1977, page 1143, the letter from a Mr. Sherrard. I must agree with him over the lack of Grand Prix coverage on British TV. I must confess I am not aware if the British Grand Prix has ever been televised as I have been in Italy for 2 years, and when I was in the UK I used to go and watch the race; probably as I didn't have much faith in the TV coverage.

However, here in Italy things are vastly different. Last year I watched seven Grand Prix on TV here; the ones from Belgium, Monaco, France, Austria, Italy, Watkins Glen and Japan. This year the coverage is even better. Out of the Grand Prix held to date, the only ones NOT shown on TV have been the Swedish and British. Obviously there will be full coverage of the Italian GP on the 11th, and no doubt the remaining three races in North America and Japan will be televised. The race from Japan is tiring for the TV spectator, as it begins at 0700 on the Sunday, but last year it was worth getting up to see it, and watch James Hunt clinch the world championship. Maybe because of Ferrari or their national enthusiasm for racing the Italians seem to make more use of the facilities of Eurovision and the TV satellite system than the BBC.

The BBCs main use for the Eurovision link up would seem to be the Eurovision Song Contest and It's A Knockout. Say no more!

Like Mr. Sherrard I also wrote to the BBC concerning TV coverage of GPs and advertising on racing cars. I enclose a copy of their letter.

I notice also that a letter on the same page of MOTOR SPORT from a Mr. Yates in the USA stating the French GP was shown in the States, obviously by satellite direct from France. Come on BBC, how about it? Give us a rest from football, cricket, horse racing, and in this Silver Jubilee Year, let's have some motorsport on TV.

Many thanks for an excellent magazine. Having spent three days at the Nurburgring in 1972 for the German Grand Prix I can understand how D.S.J. feels about this circuit and its premier race. Similar feelings exist for me over Spa, but that is another story.

BFPO 8 CPL. J. D. UPTON

PS A colleague at work recently met a Mr. Butler at Paestum (south of Salerno) who used to race a Vauxhall 30/98 at Brooklands.

* * *

Sir,

From time to time in MOTOR SPORT I read complaints of motor racing coverage in newspapers and on television in Britain. I thought you and your fellow readers might like to know what coverage is like in a country where "sports" means hockey and football.

In Canada, the Atlantic series and our Grand Prix are telecast, not by the CBC, but by the CTV, a private network. Sound familiar? Most cities in Canada pick up the American networks, and two of them, ABC and CBS, are competing to be *the* motor racing network. ABC delivers the GP of Monaco and very good Indy 500 coverage, both with J. Y. Stewart hosting. CBS has fought back with same day coverage of two GP races this year, Long Beach and France, as well as many USAC and NASCAR races, with none other than David Hobbs doing the talking. The other network, NBC, leads in baseball and wants to stay there.

Here in Victoria one radio station leads all others in spreading the word about racing, with clear, factual reports and a fairly complete run–down of finishers, all this in between country and western music! Other stations are a bit lost, reporting Lauda crashing Porsches, Wolf-Brabhams on pole after the first day of practice, etc., but the most shocking mistake came after the Spanish GP in 1975. Rolf Stommelen was reported as having died in hospital after his accident in the race. It was not until several months later that I learned that Rolf was still with us.

And now for a note about British reporting. The only item I have read in the English press that really made me wonder was the comment by a vastly experienced writer in one of the weeklies, concerning your British World Champion. Recalling Hunt's trials and tribulations on his way to the title last year, this scribbler said, in effect, "So what if Lauda had an accident and was nearly killed, James was affected for three races by a problem concerning the airflow over his rear wing after the rule change in Spain!"

Thankfully, MOTOR SPORT has not been too guilty in matters like these. Apart from D.S.J. pining for a Lotus win for three years, then complaining when the moment arrives . . .!

Victoria, B.C., Canada ALAN BUSHELL

Expensive Jumble

Sir,

I wonder how many other enthusiasts like ourselves were staggered at the admission fee of £1.40 per head charged for the Beaulieu Autojumble?

My wife and I were at Beaulieu specifically for the Autojumble and the "justification" of being able to see the house and museum all-in offered no consolation since we've already seen both many times before.

It could be our last Beaulieu Autojumble.

Glastonbury N. J. WEBB

Relay Racing

Sir,

Your Editorial last month about the 750 MC Six-Hour Relay race was a timely reminder of this unique event, and quite properly related it to the LCC Relay races run before the war at Brooklands from 1931 to 1937. Perhaps you might also have mentioned that this tradition of inter-marque competition was continued throughout the fifties by the AMOC with their David Brown Relay Race run each year at Silverstone. In its heyday 20 full teams contested the event over 200 miles, the winning team being awarded the Challenge Trophy and a cash prize of £100. Twenty years ago this was a not inconsiderable sum to win in Club racing. Meanwhile the Holland Birkett race continues as a fascinating event and the AMOC will be entering a team, as they have done for the past 10 years or so.

Braintree BRIAN K. JOSCELYNE
for A.M.O.C.

(As we have noted elsewhere in this issue, this year's Six-Hour Relay Race has been moved to Donington on October 8th. –Ed.)

Model A Shortcomings

Sir,

Your mention of the New York-to-Los Angeles-and-back-in-reverse car moves me to point out that it is very easy to put the innards into the rear axle of the Ford A the wrong way round, so that one ends up with three reverse speeds and one, rather slow, forward.

Perhaps the 1930 drive was inadvertent?

October 23rd this year will be the 50th anniversary of the production of the first Model A. Would a Jubilee bonfire of the remaining example be in order?

Winchester T. J. THRELFALL

Flaccid Balloon

Sir,

We appreciate that the detailed reports for which D.S.J. is so rightly famous require the maximum amount of column inches in order to provide all the information which your readers require.

We were however, a little disappointed to see that the picture of our balloon which accompanied his excellent Silverstone report showed it in a somewhat flaccid condition and only about half its normal height – no doubt in order to give D.S.J. his full quota of words.

I have kept this letter short in the hope that you will find space for the accompanying picture of the balloon in its true shape and true element. I would hate to think that your readers felt that Champion was no longer upright!

Feltham IAN NORRIS
Public Relations Co-ordinator, Champion Sparking Plug Co. Ltd.

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)R SALE

LOTUS ELA 4/SE DHC 1970J. Yellow tonneau new es, low mileage, Serviced by Lotus a .s. £1,300 o.n.o. 01-403 0654 evenings. (99407

AUSTIN HE/ EYS 100-6. Ex-works C56/X300 "prototype" 2+2. Specification includes De Dion rear, rack-pinion steering, full discs, four headlamp cowling. Extremely interesting unusual vehicle. Known history. Offers. 1965—3000 (three) owners, little tidying. £2,000. Vincent 1952 Comet 500 c.c. History obscure. Four recorded miles! Immaculate. Wanted: Grand Prix similar C1925/60, preferably complete. Riley, Barntgreen, Birmingham 445 2551. (99427

1924 BULLNOSE MORRIS (Oxford) family four-door drophead. Extremely original. £4,250. First-class Midget 1973M £1,000. Consider exchange interesting single/two-seater. Box 5544. (99427

MG PB 1936. 1,200 miles since total chassis-up restoration including re-chrome, re-wire, professional re-trim and tonneau. Tuned engine with Centric supercharger. Many spares. Exceptional example or rare model. Details from Box 5545. (99420

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TR4A IRS 1966. Spare engine, MoT £500 o.n.o. Rouse, Croft Farm, West Malvern, Worcs. Malvern 64344. (99408

ARMSTRONG SIDDELEY 1953 3.5. Suitable for spares or rebuild. Offers please. Tel: Wroughton (0793) 812554 (Wilts.). (99402

HUMBER IMPERIAL 1965 Reg. One previous owner, chauffeur driven. Absolutely immaculate. Offers. Contact Tunbridge Wells 31295. (99406

MORGAN PLUS 8 '77. 6,000 miles. Metallic blue with stone leather. Alloy panels. Immaculate condition. Phone: Kirkbean 217. (99403

AC COBRA 4.7 (1964). One of the finest exahmples left on the road. Many refinements. Telephone: Stamford 740198 after 7 p.m. (99405

3½-LITRE JAGUAR SS Saloon. Beautiful condition. Genuine 80,000 miles. Full history available. Investment, £2,995. Hatfield 67694 (Herts). (99433

LOTUS SUPER SEVEN 1969. Ford 1600 crossflow. Only three owners. Yellow and aluminium, v.g.c. A great fun car. £1,200 o.n.o. Tel: Mr. Bell at home Chester 35107 or work Runcorn 67441. (99413

BRISTOL 407. Reg. 407 JWP. Superb original, 1/mileage. Best offer or p/ex. convertible possible. Phone: 051-427 5697 (evenings). (99412

AUSTIN HEALEY 100/4, 1955 BN2. Excellent example with 4 speeds + O/D. Resprayed red, rechromed new tonneau and trim. Good oil pressure and mechanics. Nearest £1,500 or p/x 3000. Phone Redruth (Cornwall) 21/6668. (99414

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BENTLEY 1929 4½-litre open 2-seater tourer in excellent order. Must sell quickly —been made redundant and getting married. £14,950 o.n.o. 041-639 2974 early morning/late evening. (99430

2002 BMW. Superb 1973 example in Fjord metallic blue. Fitted steel sunroof and tinted glass. 29,000 miles only. Service history. £2,100 o.n.o. Tel: 01-642 5285 or 01-643 4768. (99424

ROVER 95, 1963. One owner from new. 58,000 miles, perfect original condition, complete with all tools, handbook + service history. Grey with red leather upholstery. Current MoT, £695. Tel: 01-348 8882 day; 01-360 9579 evenings. (99428

RED ALFA ROMEO Montreal, July 1974. 4-cam V8, low mileage, Immaculate, £4,500. Tel: 0858 4091 (work). (99426

1926 AUSTIN CHUMMY Tourer. Excellent condition, £2,000 o.n.o. Tel: 0492 68 454. Glan-Conwy, North Wales. (99421

1932 GRAND PRIX New Imperial motor bike 250 c.c. Pistol tank. Excellent condition. Extremely rare. £850. Tel: 0492 68 454. Glan Conwy, North Wales. (99421

FACEL VEGA Excellence 1959. Very rare 4 doors pillarless Berline. RHD. One of the 13 ever imported 8 cylinders, 6 litre engine. Automatic gearbox electric windows, electric aerial, MoT tested to January 1978. Very good condition. Offers invited. Replies to Box 5546 Motor Sport, Standard House, Bonhill Street, London EC2A 4DA. (99438

FOR SALE—continued

TR6 1969. Tax, MoT December. Overdrive, wire wheels, PI, overhauled £575. Rossendale 28956 (Lancs). (99423

ALFA ROMEO 1972K 2000 Saloon. Maroon radio, 41,000 miles, tan leather interior. £925. 0763 41914. (99425

MARCOS 3-LITRE. 'H' registration, Bermuda yellow, steel chassis, overdrive. Extras include sunshine roof. £1,450 o.n.o. Tel: 0244 300565. (99439

LOTUS ELITE SII 1962 for sale or use in part exchange for Elan +2. Car not used for 10 years and needs complete rebuild. Offers to: Brown, 27 Torridge Close, Durrington Sussex. (99442

SUNBEAM TALBOT 90 Mark IIA Saloon 1954. MoT December. Serious enquiries: Taunton 84765. (99603

SUPERB BMW 2.8 1971. £680 spent last month. Power steering, manual recon. engine. Resprayed dark metallic brown, beige roof. Year's test. This car looks and drives as new. £2,300. Chigwell 500 7333. (99443

MORRIS SERIES 'E' 1946. Very good condition, taxed, MoT, used regularly. £500 o.n.o. Tel: 074-788 671 (Wilts.). (99417

LANCIA 2000 'M' registered. Magnificent condition, 33,000 miles. £1,675. BMW 2000 Automatic/Tilux wanted. 0892 22419. (99444

VW MOTOR CARAVAN 1972. 4/5 berth, elevating roof. MoT May '78. Drives beautifully. Any trial. (Ideal for spectating). £1,895 o.v.n.o. Tel: 08045 2879/51961 (Torbay). (99445

HUDSON TERRAPLANE. Very nice original 1937 4-door saloon with sunroof. Runs superbly, but needs painting. £575. Tel: Bredon (0684) 72779. (99399

JAGUAR XK150 FHC, runs well, needs attention to bodywork. £875. Tel: Bredon (0684) 72779. (99399

BRISTOL 400 1948. Clean looking car. Offers around £600 or exchange W.H.Y? Please phone 0564 822165 (Birmingham). (99400

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SCIMITAR GTE, overdrive 1972. 38,000 miles. Nevada yellow. Radio/player and many extras, new tyres, unmarked, beautiful condition. £1,995. Audlem (Cheshire) 811048. (99397

CLAN CRUSADER 1973. 27,000. Blue, sunroof, Cosmics, QI lights, Sundym glass, 'N' regd. Excellent. £1,450. 094-35 3136 W. York. (99398

FIAT 132S 1800, 1973 (M). 50,000 miles. Excellent example. £975, or might exchange. 061-445 2356. (99396

JAGUAR 240 Mk. II 1968. Overdrive, HRW, long MoT, radio, BRG, black trim. Sound body/mechanics. Fine example. History known. Original tools. £625 o.n.o. Matlaske (Norfolk) 375. Pump Cottage, Bessingham, Norwich NR11 7SR. (99604

DENNIS FIRE ENGINE 1954. Perfect condition (no ladders). £400 or nearest offer. Tel: Carlisle 23914. (99605

MERCEDES 190 SL, 1960. Taxed, MoT. White with blue upholstery. Mohair hood. Serviced regularly by Mercedes distributors. £2,000. Reilly, 58, Hagiane Copse, Lymington, Hants. Telephone 77102. (99554

SWEDISH SUPER SAAB. Immaculate 1965 96 two-stroke. One fastidious owner, 60,000 miles, reconditioned engine and gearbox, exchange radiator, paintwork and chrome perfect. Konis. Garaged. Unbelieveable condition. Offers 01-727 7456. (40476

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MORRIS 10/4 1938 OHV Series III saloon. Excellent condition. Spare block, crankshaft, gearbox, back/front axles brakes, springs, etc. 100% original and running. £75. Buckland St. Mary 223. (99607

ROVER 100, 1960. One owner. 85,000 miles. Duo-grey. Excellent red interior. Garaged all its life. Drives beautifully, new exhaust, good tyres. For sale due to owner retiring from driving. Needs work on front wings to perfect. £350 o.n.o. Telephone: Elland 74307. (40493

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RELIANT SCIMITAR GT. 'M' registered. Manual gearbox with overdrive, many extras including electrically controlled push-button windows, 8-track stereo cartridge player, sunshine roof, leather upholstery. £ 30. Phone Leeds 823613, 9 a.m. to 5 Wakefield 9777590 after 6 p.m. (40487

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ALVIS TE 21 1965, 5-speed gearbox, w/w, sunroof, good mechanics, extensive body overhaul including new front wings, no rust. £2,700. Tel: Nottingham 232 185 (evenings). (99658

SS JAGUAR 2½-litre saloon 1938. Requires complete rebuild. Virtually complete. Many spares. Write: Porter, Rectory Cottage, Upper Sapey, Worcester. Tel: Upper Sapey (088 67) 695. (99659

1959 BUG-EYED SPRITE. Steel bonnet, good engine and body. Dash and interior panels recovered. Needs some rewiring under dash. Three-quarters restored, lack of time forces sale, with very little work needed to restore this sought-after motor car. Good investment at £325 for quick sale. Tel: Caerphilly 867927. (99446

TALBOT TYPE 65, 1932, with sliding roof. 80% restored. £1,000. Tel: Woburn Sands 582385. (99418

JAGUAR MK. II 3.4 Sports Saloon, 1962. Silver grey, auto. No rust. Documented history. Original log book, near concours. £895 o.v.n.o. Tel: 08045 2879/51961 (Torbay). (99445

RX3 MAZDA 1973, but only 10,500 miles, genuine. Fast little-used car in A1 condition, new MoT, £795. 0602 287748. (99419

FAMILY FORCES SALE of 1933 Austin 10-4 De Luxe Saloon. Used daily for last 19 years trouble-free. Mechanics perfect. Body very good, but not concours. Spares include: axles, gearbox, engine, tyres, etc. Offers. 0924 495232 Yorkshire. (99422

MG TF: Rebuilt from chassis up. Original specification. Ivory red interior, beige hood. MG registration. £5,500. Tel: Bournemouth 50847. (99434

JENSEN HEALEY 1973. Red hard/soft tops, 33,000 miles, new clutch 8 months warranty on engine. Tax/MoT April 1978. £1,650 o.n.o. Stuart Leitch, day: 01-623 7511; evenings Holmer Green 3120 (Bucks). (99437

MG TD 1953. Rare Mark II model. Rebuilt 1974/6. Used daily. Complete except for bumpers and some trim. Lack of winter storage only reason for sale. £2,500. Ring 07818 2849. (99730

TWO 1936 MARENDAZ Specials for restoration. 17/80 tourer partly dismantled, some work done. 15/90 tourer minus engine. Both have log books and have been stored under cover, £2,450 o.v.n.o. 84 High Road, Hockley, Essex. Rayleigh 742072. (99732



PAGE & MOY LTD

This month the 1977 World Championship season draws to its close with the prospect, as we write, of almost inevitable championship honours for Niki Lauda and Ferrari. Already the motor sporting press is alive with rumour and conjecture about next season. Lauda to Martini Brabham – that looks sure. Reutemann – who knows? Andretti and Hunt to stay where they are – that looks a good bet. Fittipaldi – time for him to show us if he's still got what it takes. Whither Peterson? And the new boys – Villeneuve, Tambay and others. It's an interesting prospect made even more so by the presence of some big name manufacturers. Alfa Romeo seem to become more and more involved, Renault must make progress and who else is lurking in the wings?

So it looks an interesting season ahead and already our plans are well advanced. What can we tell you at this stage? Long Beach again of course – it was such a success this year. And more emphasis on U.S.A. racing this year. Indianopolis will be back in our brochure pages – are Porsche really going to tackle the Brickyard? Something new in Europe – what about Pau? It's one of the really great remaining road circuits and we shall combine an F2 race with Monaco. Can't think why we haven't done it before! Expect also to see three or four E.T.C. rounds featured. We think it looks good for '78 and how many of you have been to Brno circuit?

So you can see we have some new ideas in the melting pot. The brochure will as usual be available on December 1st, and if you have travelled with us in the past two years or if you have enquired during 1977, you will hear from us automatically. On the other hand if you do not fall into these categories it's not too early to ask to be put on the mailing list.

Lastly a few dates to help with your forward planning. Long Beach – April 2nd. Monaco G.P. – May 7th. Indianapolis 500 – May 28th. Le Mans – June 10th.

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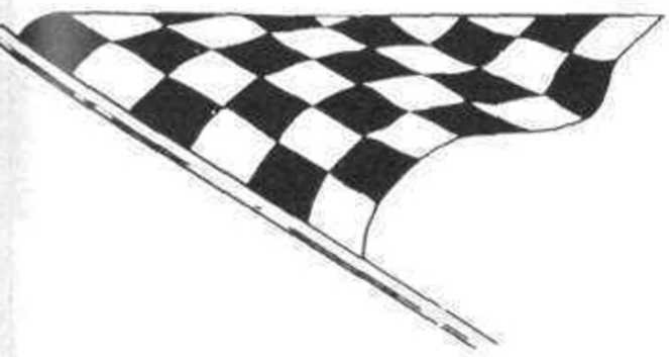
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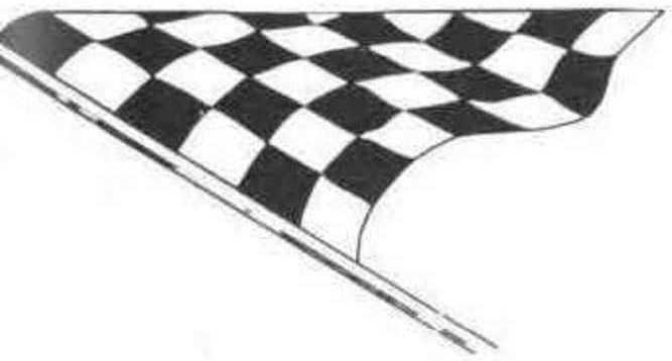
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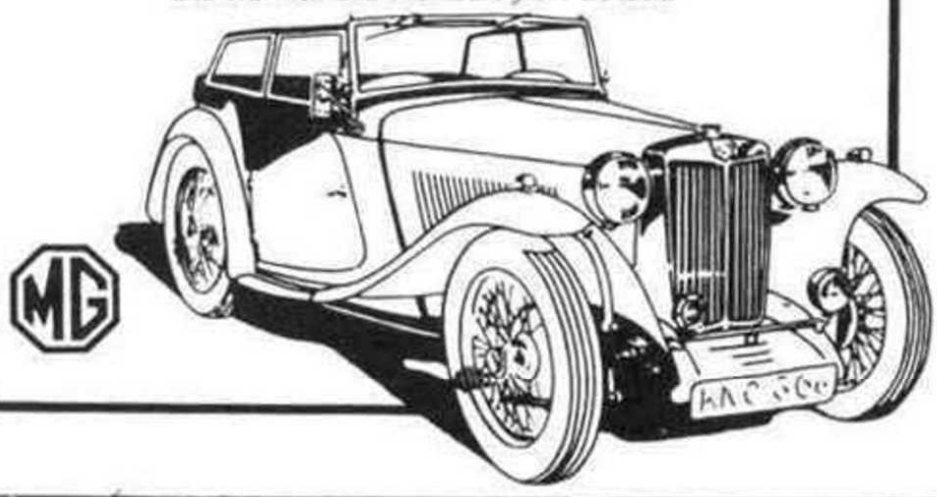
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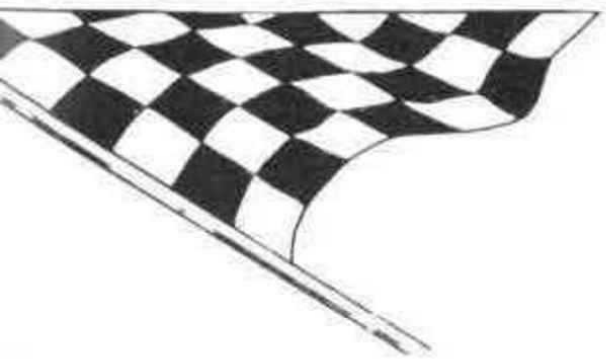
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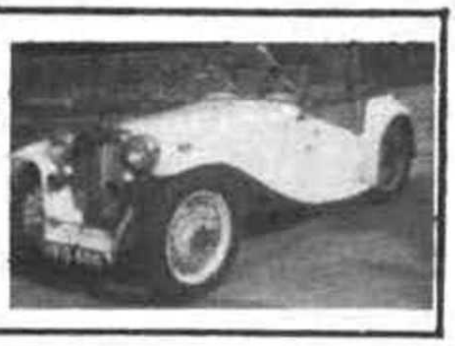
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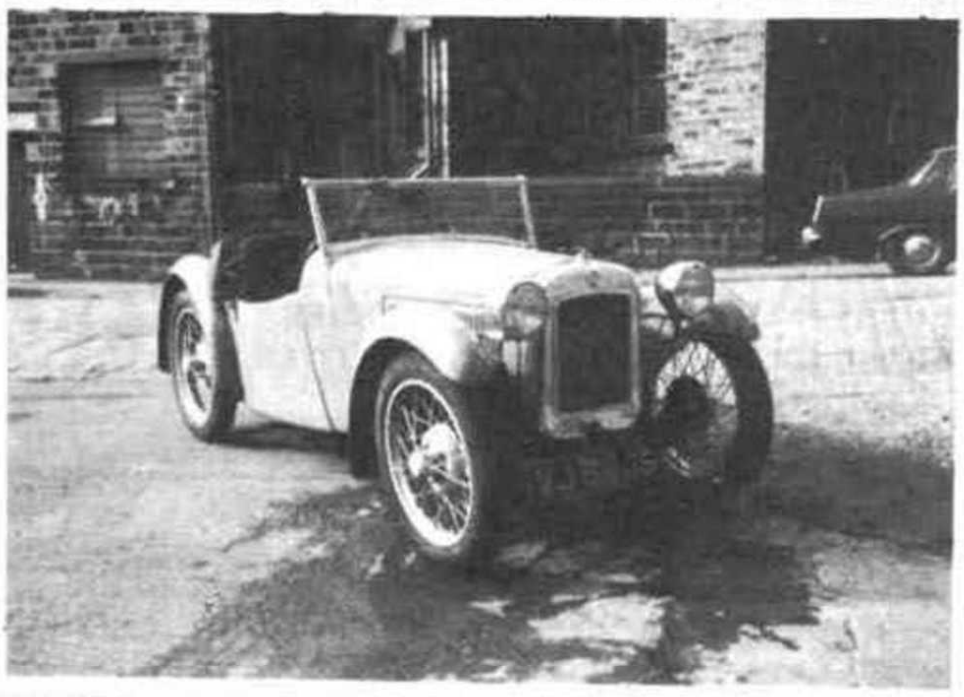
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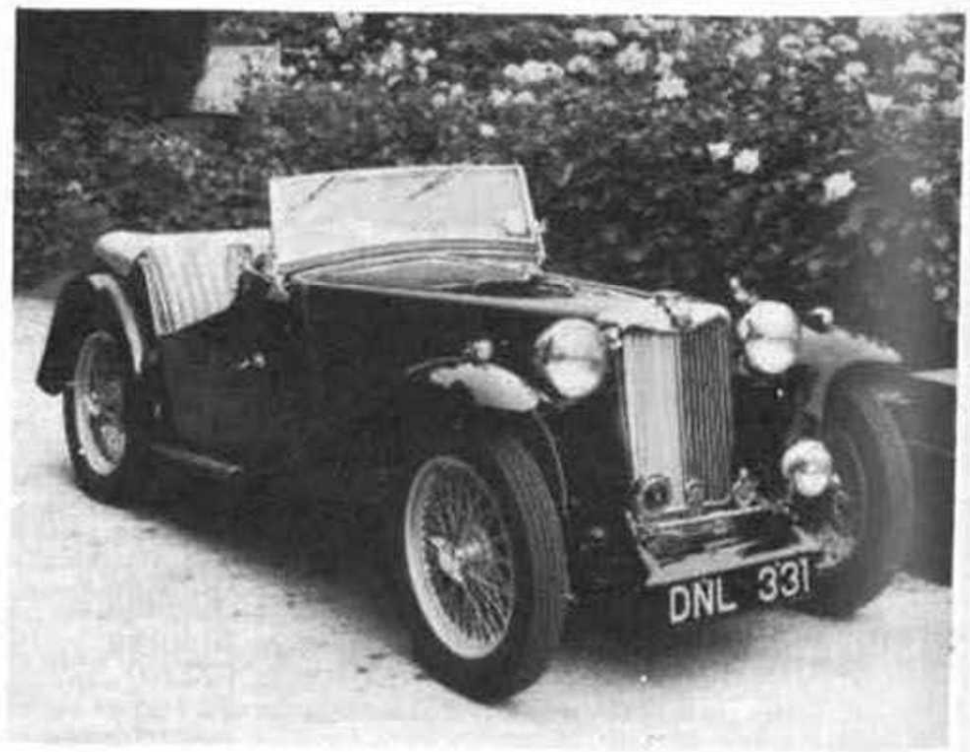
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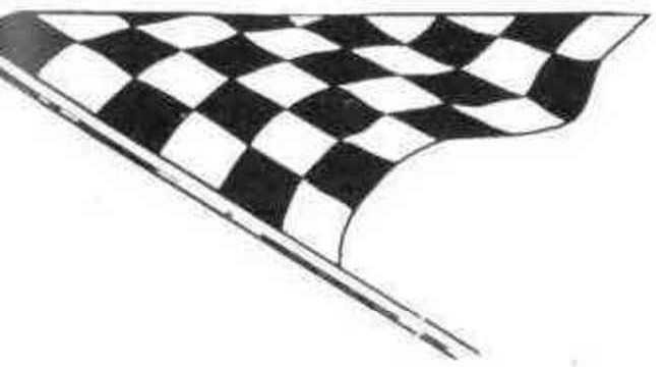
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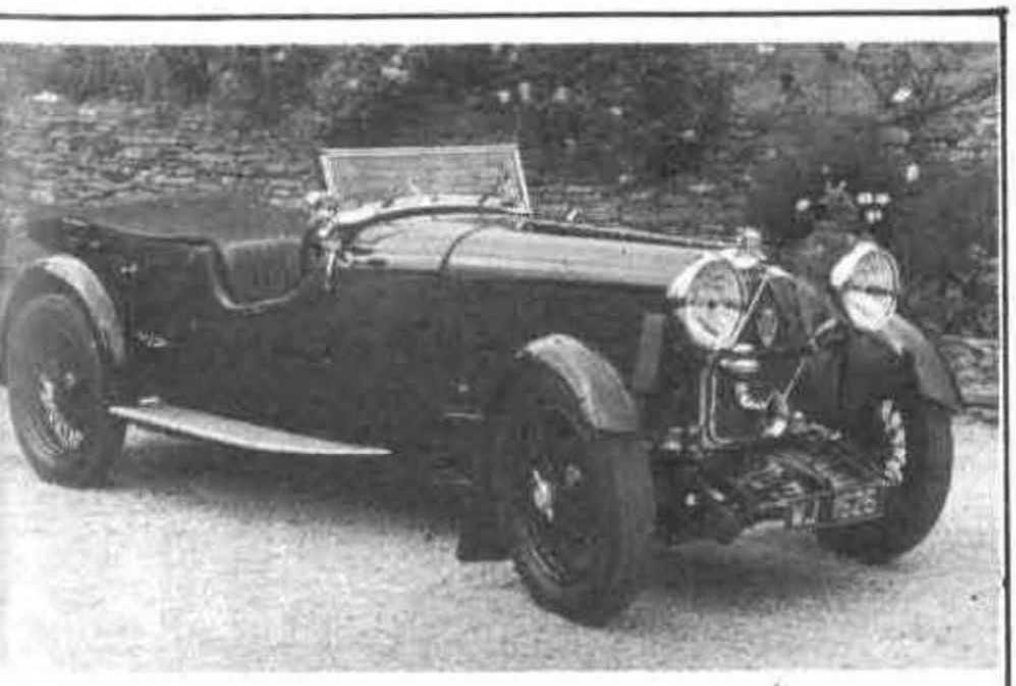


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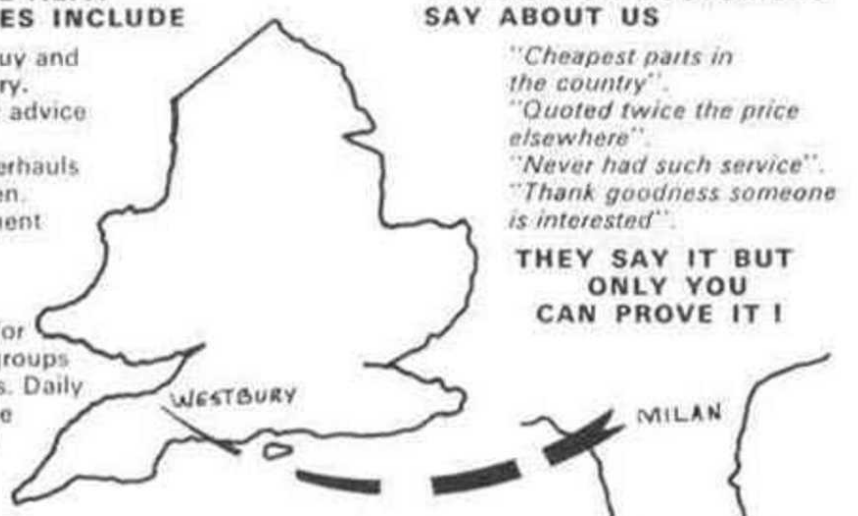
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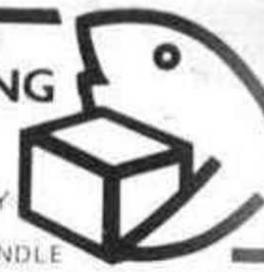


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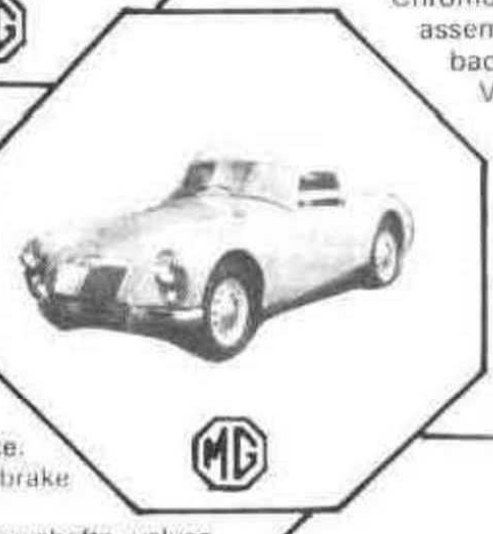
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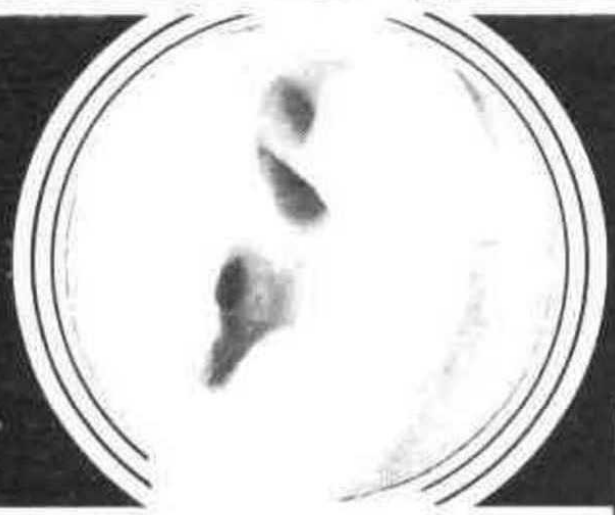
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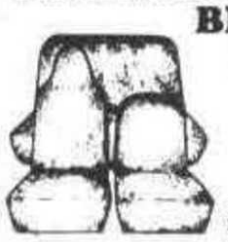
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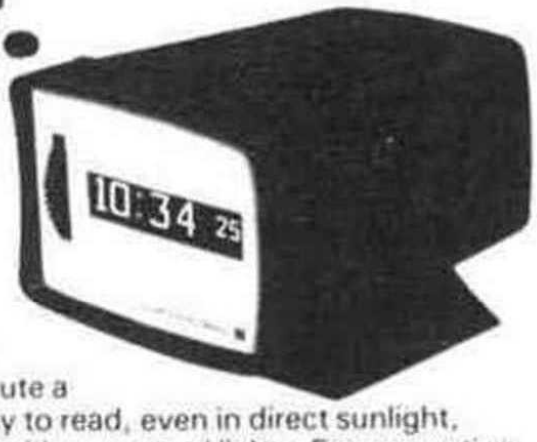
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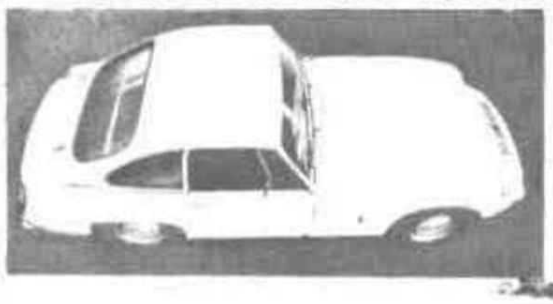
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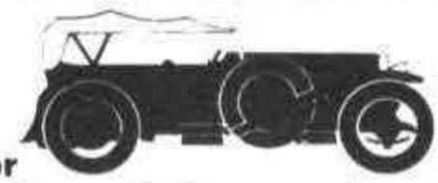
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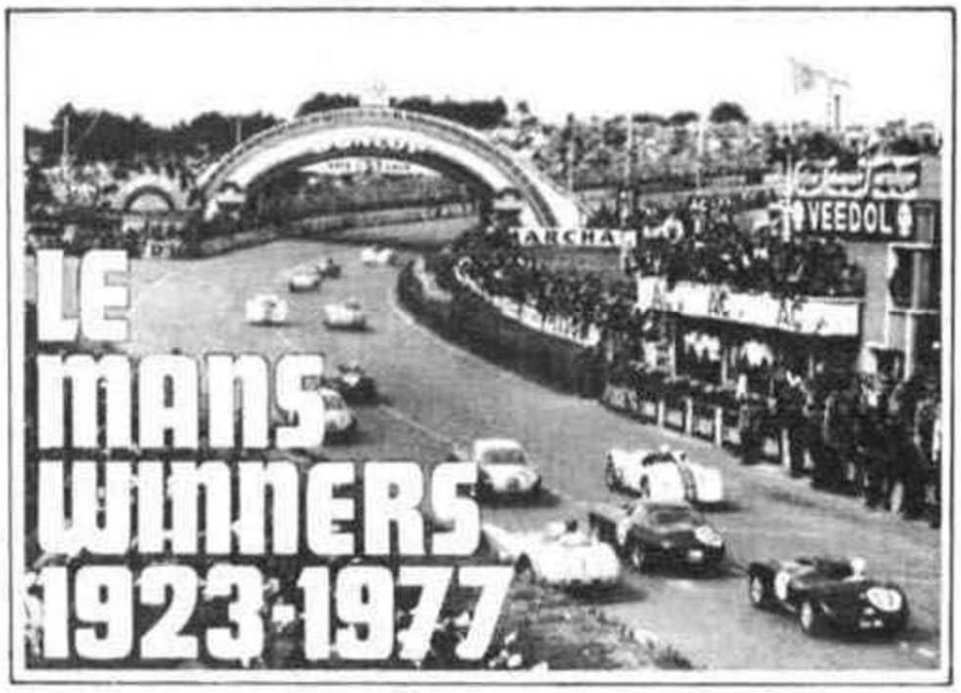
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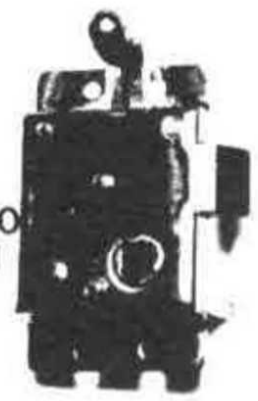
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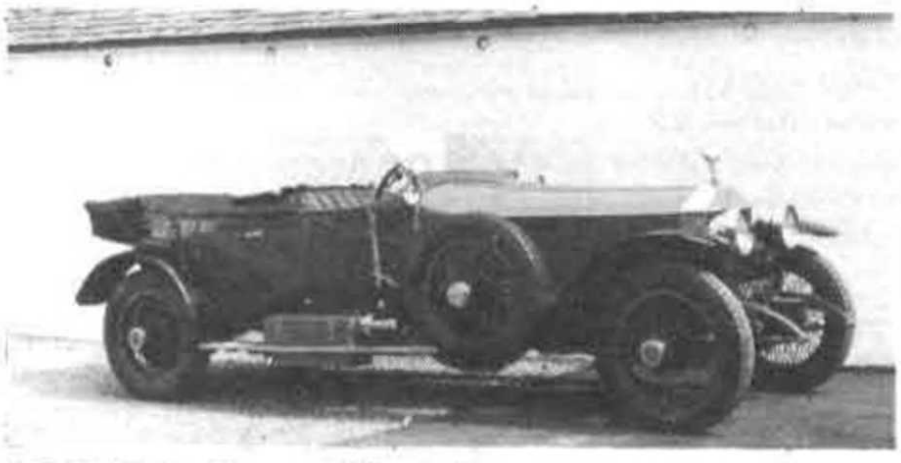
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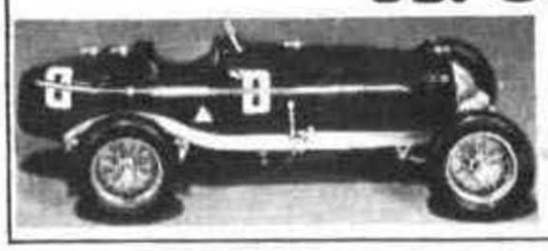
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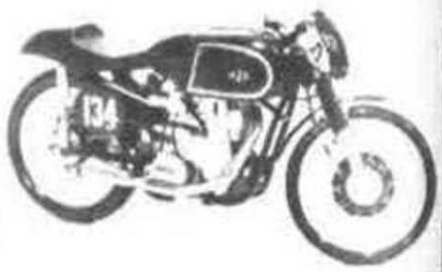
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£2,265. MGB Roadster, 1975. P reg., glacier white with black interior, overdrive, radio, tonneau, etc.

£2,195. ALFA ROMEO 2000 GTV, 1974. White with black cloth interior, fitted tinted glass, radio, H.R.W., etc.

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£1,945. ALFA ROMEO 2000 GTV, 1973. Italian red with black cloth interior, Webasto sunroof, Motorola radio, H.R.W., etc.

£1,895. MGB GT, 1973. M reg., teal blue with contrasting nylon interior, overdrive, chrome wheels, one lady owner, low mileage.

£1,845. MG Midget, 1976. R reg., Tahiti blue with tan interior, fitted Radiomobile combined radio/cassette player.

£1,695. MGB GT, 1973 Series. Teal blue with contrasting cloth interior, overdrive, etc.

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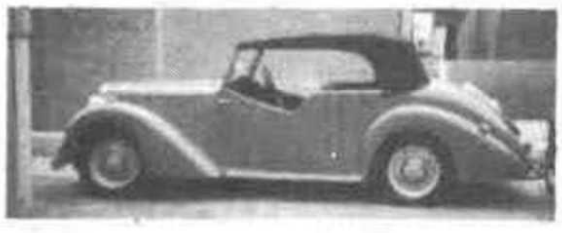
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LANCIA 2000 COUPE 1976 Farina. Thirteen thousand miles. Radio, heater. Perfect condition. Will allow any AA test. £2,950. HP easily arranged. Telephone: 061-224 3982 after 7 p.m. (100018

MG-B GT 1972, 46,000 miles. Flame red, overdrive, sunroof, HRW extras, exceptional for year, £1,465 o.n.o. Kibworth (Leicestershire) 2810. (100017

1970 JAGUAR E-type 2+2 4.2. Superb specimen. Chrome wheels, sunroof, Sundym glass, blue coachwork, new tyres, etc. £2,650. Also Daimler V8 250. Good condition, £700. Both cars much admired, private sale. Phone: Earls Colne 2935 (Colchester, Essex). (100016

NORTH AMERICAN Jaguars: 3.45 automatic and 3.85 overdrive. Collector's items. Deliver anywhere USA. 601-373 3870. (100015

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JAGUAR 1957 XK140 Convertible, LHD. Never rusted, mint condition, history. £5,500. 01-286 8630. (100013

1953 WOLSELEY 4/44. MoT Feb. Good running order. Exceptional body. £200. 29 Durley Ave., Cowplain, Hants. Fareham 81676 Hants. (100012

SUNBEAM ALPINE Series IV. Hard and soft tops. Endrusted and undersealed. Outstanding specimen, £475 o.n.o. Telephone: 021-429 1397 evening or weekend. (1005

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1968 JAGUAR Mk. II 240; two owners; mileage 35,600. Overdrive, manual. Perfect mechanically and bodily. Collector's car. 01-834 6954 day; Burgh Heath 55174 eves. (1219

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4 DEC 1968 DAIMLER Sovereign 4.2 Litre, dark blue, one owner, 54,583 miles, automatic transmission, power steering, radio, original green log book ... **£1,495**

1963 DAIMLER SP250 2/4 seats, 'C' type, silver paint with red trim, nice colour, suits this type of car ... **£1,775**

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1969 JAGUAR 'E' type 4.2 2+2 Coupe, manual, chrome wires, headrests, sunroof, pale blue **£1,895**

1968 JAGUAR 3.4 'S' type, dark blue-red trim, manual with overdrive, £167 spent April 77, engine/carb. work, with "green" log book . **£895**

1967 JAGUAR 420 Automatic, grey-red, Webasto roof, radio, mirrors, HRW ... **£645**

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1976 JENSEN GT fixed head Coupe, 2+2, black-black nylon, 14,252 miles, electric windows, 5 speed box, tinted glass, radio, alloy wheels HRW, electric aerial, rear wiper ... **£3,995**

1972 LOTUS Elan +2 'S' 130, red, silver top, black trim, radio ... **£1,995**

1972 LOTUS Europa Twin Cam (1558 cc), black-gold line, oatmeal trim, radio, cassette **£1,950**

1977 Model MGB GT, flamingo red-grey nylon, 1 Dr. owner, 1,749 miles only, as new £120 radio/cassette, manufacturers warranty . **£3,395**

1976 MGB GT, red-black nylon, overdrive, Sundym, radio ... **£2,945**

1976 MG Midget 1500 cc, white, one lady owner, 9,943 miles, tonneau ... **£1,845**

1975 (P) MGB V8 GT, flamingo red, black nylon, 1 owner, 21,530 miles, sunroof, Sundym glass, overdrive, radio ... **£3,150**

1975 MGB GT, *Anniversary Model*, green and gold, 1 lady owner (Mrs. Bruce Forsyth), overdrive, Webasto sunroof, radio/cassette, headrests, Sundym glass, HRW, delightful example ... **£2,945**

1974 (N) MGB 'V8', blaze-black cloth, sunroof, tinted glass, radio, headrests, overdrive, last of the chrome bumpers ... **£2,765**

1974 (N) BGT, mirage-black cloth, 1 owner, 17,098 miles, Sundym, Cints, overdrive, door mirrors **£2,445**

1974 MG B GT, harvest gold, 1 owner, overdrive, radio, HRW ... **£2,225**

1974 (N) MGB GT, citron, black nylon, tinted glass, overdrive, headrests, £131 spent June 77 engine/brakes etc. ... **£2,195**

1974 MGB GT, damask red-black trim, 34,483 miles, overdrive, HRW, headrests, two owners **£2,095**

1974 BGT *All Black*. One lady owner, 21,625 miles, overdrive, headrests ... **£1,995**

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1973 MG V8 GT, white-blue nylon trim, o'drive, tinted glass, headrests, twin spots ... **£2,295**

1973 (M) B GT *Automatic*, harvest gold, 1 (Dr.) owner, rather nice ... **£1,895**

1973 (M) MGB GT, damask red-navy, overdrive, HRW, fog-spot ... **£1,845**

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1973 (DEC) MGB Roadster, aconite, autumn leaf trim, 1 owner, 23,432 miles, tonneau, Motorola, overdrive, chrome Rostyles ... **£1,745**

1973 MGB GT, white-navy, overdrive, extra instruments, mild 'tweaking' with Weber carb. **£1,695**

1973 MGB, white-blue trim, 20,570 miles, 1 owner, radio, overdrive, tonneau cover ... **£1,645**

1973 (M) MGB, damask red, 1 owner, 43,788 miles, tonneau, headrests, overdrive ... **£1,645**

1971 MGB, blaze, overdrive, hard top, tonneau, bill for engine work £257 ... **£1,045**

1969 MG 'C' Roadster, red, radio, tonneau, new windows in hood, lambswool covers, front 'Spoiler', extra instruments, wing mirrors ... **£845**

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1962 (NOV) MERCEDES-BENZ 190 SL Drop-head Coupe, pale blue, right hand drive, radio, rather nice ... **£1,795**

MORGAN 4/4 1600, royal ivory, 4 seater, most factory extras, delivery mileage only.

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

1963 SUNBEAM Alpine MK.III GT, red-black, hardtop, 1 owner, original log book, overdrive, 54,694 miles ... **£945**

1975 TRIUMPH 1500 Spitfire, orange-tan, hard and soft tops, radio, headrests ... **£1,745**

1974 TRIUMPH GT6, emerald green, overdrive, tinted, HRW, headrests ... **£1,795**

1974 TRIUMPH GT6, carmine, tan cloth, 29,000 miles, overdrive, Sundym, HRW ... **£1,745**

1974 (N) TRIUMPH Spitfire, white, two owners since new, one last 3 years, service history since new, steel exhaust 15.5.77, radio, handbook, spare keys ... **£1,395**

1974 TRIUMPH Spitfire Mk.IV, pimento, hardtop, o'drive, headrests, Blaupunk radio stereo, Ziebart u-seal, spoilers front and rear, door wing mirrors **£1,395**

1974 TRIUMPH Spitfire, magenta, radio, tonneau, lady owner, 33,824 miles ... **£1,375**

1974 TRIUMPH Spitfire Mk.IV, green mallard, radio, tonneau cover ... **£1,365**

1973 TRIUMPH TR6, yellow-black, hard and soft tops, overdrive, radio, tonneau, headrests **£1,795**

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1973 TRIUMPH Spitfire, magenta, Dr. owner, white hardtop, tonneau, extra instruments, two owners ... **£1,225**

1973 TRIUMPH Spitfire Mk.IV, white-brown trim ... **£1,195**

1973 TRIUMPH Spitfire, white, one family owner, radio, tonneau, headrests ... **£1,195**

1972 (DEC) TRIUMPH Spitfire, white, 1 lady owner, 37,660 miles ... **£975**

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LOTUS SIX, 1954. Aluminium body. Mechanically sound. Weather equipment. Aerostreens. BRG. Tidy example. Offers around £2,000. Worcester 620464. (1435

1938 WOLSELEY 25 h.p. saloon in need of complete restoration. £90. Phone: Staines 57612 (Middx). (1438

MG-B 1971. Yellow. Only 31,000 miles. Overdrive, tonneau, radio. One lady owner. Excellent condition. £1,150. Tel: 0990 23524. (1437

E-TYPE JAGUAR Series I 2-2 1966. This car is original and in superb condition. Regularly used but only 55,000 miles. Silvery grey with red interior. £3,000 o.n.o. Only genuine enquiries please. Phone: Aldershot 24044 Mon.-Fri., after 7.30 p.m. (1442

MG TF 1954. Complete rebuild. Ivory, red trim. Concours runner-up. £3,500 o.v.n.o. Leigh 606418 (Lancs). (1476

DERBY BENTLEY 3½. Rare pretty 1936 H. J. Mulliner Saloon. Good original condition, runs nicely. Offers around £4,000 considered. Replies to Box 5559. (1431

TVR 3000M, 1973. Superb condition. Low mileage. Many extras. Taxed. MoT. £1,975 o.n.o. Ipstones 372. (1475

BMW 2002 Touring. 'K' Reg. White, blue trim, radio, tow-bar. Good condition. £1,175 o.n.o. Bulls Green (Herts) 533. (1432

JAGUAR E-TYPE Series II FHC. Original condition, 52,000 miles, CWW. Reluctant sale. Offers: Derby 46981. (1434

ASTON MARTIN 1966 DB5. Gold, automatic. Superb car which has been fastidiously maintained, £2,750 o.n.o. 1954 DB2/4 Mk. I. Very good. New clutch, suspension. £300 in parts. £1,250. Consider Lotus 2+2 in exchange. Eckington 3070, 36 Main Rd., Ridgeway Nr. Sheffield. (1427

RARE VINTAGE Tourer, 1930 Talbot drophead coupe by Offord of London. One of two surviving examples carrying this coachwork 42,000 miles from new. History available. Taxed and tested. Offers over £3,000. 119 Rugeley Road, Chase Terrace, Walsall, Staffs. (1429

SPITFIRE 1500, 1975. Damask red, tan interior. Overdrive, hard-top, tonneau, undersealed, one owner, 11,500 miles only. Service history. Immaculate. £1,750. Uckfield (Sussex) 2254. (1456

HUMBER VOGUE Coupe, 1934. Extremely rare and attractive car in good condition. £2,250 o.n.o. Tel: Yeovil 4630. (1458

PORSCHE 911S Targa 2.2-litre. Specialist maintained. New clutch, heat exchangers, gearbox reconditioned. 4 XWX, resprayed chocolate, hood re-covered, etc. LHD (no problem). £3,000. 01-876 3101. (1457

AUSTIN SEVEN 1934. Nice little car. £550. Phone: Kidderminster 700538 evenings. (1459

ALFA ROMEO Gullia Super. April 1973. Taxed and MoTd till April 1978. HRW. PB radio. Full service history. One owner. Same car as last month, except now only £870 o.n.o. Tel: 061-494 1604. (1460

MG-A 1962, 1600 Mk. II Roadster. Excellent condition throughout, new chrome. Finished in black/black. Radio, 2 tonneau. Ally s/screens. Genuine reason for sale. £1,500. Tel: Saddleworth (Oldham) 6647 after 5 p.m. (1461

MASERATI "INDY America" 2+2 Coupe. 1972 model. Red with black leather trim. Power brakes and steering, tinted electric windows. Air conditioning. Radio, stereo cassette player. Few available in UK. An excellent investment combined with a powerful experience in motoring. £5,400. Telephone: Sunderland 71825. (1462

JAGUAR 420, 1968. Automatic, p.a.s. Opalescent blue with dark blue leather. Recent major engine overhaul and full respray. Mint condition. Property of Managing Director, motor engineering company, hence maintained regardless of cost. £1,450 o.n.o. Apply: Roberts, 021-744 1620. (1426

MORGAN 1952 +4. Flat rad. Extensive restoration. Serious offers only. Leatherhead 74755 Mon. to Fri. (1355

FIAT X19. Met. green. July '77. 800 miles. 1st service, full warranty. Owner now overseas. 0634 52028. (1450

RELIANT SCIMITAR (1968) GT Coupe. Very good condition. 7 months MoT. Radio, overdrive. Much regretted sale. £700 o.n.o. Tel: Rochdale 58687 (Code (0706) after 6 p.m. or weekends. (1452

1967 MK. 2 240 JAGUAR, 2 elderly owners. Taxed, MoT, some history. Manual with o/drive. Golden sand. Immaculate throughout. £960. 1965 3.4 S-type Jaguar. Auto, 1 owner. Taxed, MoT, leather seats, dark walnut woodwork. Superb condition throughout. £975. 051-648 2939. (1453

MG SA SALOON, 1936, 100% original. Overhauled engine, needs running-in. £1,800 o.n.o. 041-632 6176 or 041-639 2974. (1454

AUSTIN HEALEY 3000 Mk. II for rebuild. Best offer around £1,000. Tel: Walsall 31870. (1455

1934 AUSTIN 10 4-str. Tourer, complete and original. Structurally sound, easy restoration. £750 o.n.o. Wheeler, Dover, Nonington 840 563. (1444

HILLMAN MINX 1933. Totally original, ran to April 1969, then stored, has not been started since. Original log book, garage service chart. Simple restoration for enthusiast. £425. (01) 852 0793 (day); Medway 360446 (eve.). (1446

FOR SALE–continued

HILLMAN MINX 1938. Very smart 30s car. Super mechanics, MoT lapsed, needs track rod ends, which need fitting (to go with car). £395. (01) 852 0793 day; Medway 360446 eve. (1446

1950 BRISTOL 400. Maroon. Owners' club concours d'elegance winner. Words cannot do this car justice. Serious offers invited. Also 1962 Bristol 407. Maroon, a very good example. £2,850. Please Telephone 0733 67177. (1447

1932 MORRIS MINOR Saloon, needs some attention. Reground crankshaft, rebore. Tel: Worthen 240, Shropshire. (1449

TR3A, 1959. White, good condition. New red trim, sidescreens. Re-wired, re-built engine. Hard-top, soft-top. Many spares, long MoT. Offers over £550 or exchange 4A. 051-531 0921. (1468

MG J1 CHASSIS and body only. A lot of work done, £500. Telephone: Doncaster 57801. (1471

LANCIA FULVIA 1.6 HF Lusso. July 1973. One previous owner. Genuine 46,000 miles. Usual magnesium wheels, HRW, etc. Best offer over £1,100. Telephone: Stoke-on-Trent daytime 264521; evenings 70 292. HP arranged. (1472

MG-C GT 1968. Wire wheels, radio. Taxed and tested, v.g.c. Many new parts fitted recently. £750 o.n.o. or exchange E-type. Sheffield 349178. (1443

MORGAN 4+4 1970, 1600 Ford GT. 39,000 miles. Royal Ivory 4-seater. Offers wanted. 0742 77866. (1445

BRISTOL 406. Good engine, gearbox, needs paint. £500. Land Rover long safari. Dormobile conversion, rising roof, bunks, cooker, sink, pump, wardrobe. Freewheel hubs, overdrive, Mobelec, Kenlowe, roof rack, flyscreens, tow-ball. Attached three room frame tent, ground sheets, double air-mattress, air-pumps, portable toilet. £3,000 o.n.o. Details: Young, 22 Sands Road, Paignton, Devon. (1441

SUNBEAM TALBOT 90 Mk. III Saloon, 1955. Sunroof, HRV radio. Absolutely original. MoT, taxed, used daily. Mechanics, electrics sound. Some work needed on trim and bodywork. £525 o.n.o. Aldershot (0252) 28312. (1465

MG-C GT. Very nice condition. Many new parts. Original engine, only 59,000 miles. Radio. W/W. Company car forces reluctant sale. £750 o.v.n.o. Telephone: Thatcham (0635) 63722 evenings. (1464

1967 PORSCHE 911 R Coupe. Winner 1969 Tour de France and Tour de Corse. Ex-factory Rallye car, ex-Jo Siffert, lightweight body, two-litre twin-plug Carrera 6 motor, hill-climb gearbox, competition suspension, in original condition, unrestored and not resprayed. Has recorded 22,000 km, and is licensed for road use. £6,500. Can deliver. R. Paul Harrison, Friedhofstrasse 27, 7630 Lahr/Schwarzwald, West Germany. Tel: (07821) 23998 evenings. (1466

MORGAN 4/4 2-seat. Rebuilt body, engine, gearbox. 'P' Reg. 52,000. Bright yellow. Leather bucket seats, tow-bar. Offers over £2,550. 061-428 8308. (1467

LOTUS ELAN +2. White. MoT July '78. Taxed. Good example of this appreciating model. £1,195 o.n.o. Phone Rye 2335 day; Eastbourne 28960 eves. (1335

UNIQUE BRITISH Motor Caravan. Coach-built in 1967 on new Princess Vanden Plas l.w.b. 4-litre limousine by H. & J. Jennings to luxurious and spacious specification with full auto and power equipment. 15,000 genuine miles. £8,950. Lytham (0253) 734199. (1360

ASTON MARTIN V8. March '73. Cairngorm brown with white leather upholstery. 37,500 miles. Immaculate condition. Serviced by Aston Martin & Ian Mason. £7,450. Ring office hours, ref. LC 491 2700. (1362

ROLLS-ROYCE 1935, burnt out tourer. £1,250. Possibly exchange Mk. 6 Bentley or E-type. Disley 3650. (1364

MINI COOPER 'S' Mk. III. White. Engine (1340 c.c.), gearbox rebuild. Sunroof, Corbeau seats, tinted windows, alloy wheels, HRW, rear wipewash etc. Magnificent. £1,250. St. Austell 61239 evenings. (1363

GINETTA G15 1969. Very low mileage. Tax, MoT, new radials, etc. Fine example of this classic car. £720. Mossley 2604 (Lancs). (1334

1939 AUSTIN ASCOT Saloon. sunroof. MoT 1978. Immaculate condition, spares, tools, handbooks, low mileage, offers around £1,600. Tel: 0928 88023. (1358

1960 TURNER SPORTS car. Reg. No. 9551 RE. Excellent condition. Soft-top, tonneau, etc., wire wheels. Must be seen. £150. Tel: Sennybridge 421 Powys. (1359

INTERCEPTOR 1969. Turquoise, black interior, Sundym, p.a.s. radio/8-track, new battery and tyres, taxed, long MoT, insured value £2,200. Must sell quickly, bargain. £1,995. Billericay 56052 evenings/weekends; 01-402 4222 Ext. 2591 daytime. (1348

1955 DAIMLER Regency. Very rare saloon. Good interior/bodywork/chrome. Mechanics believed OK. Only £195. Wantage 2317. (1350

JENSEN 541 SPORTS Saloon. Laid-up few years. Some work needed but worth renovating at £475. Wantage 2317. (1350

CONVERTIBLE 1952 Morris Minor. Interesting history. 54,000 miles. Immaculate. Offers: phone Ilkley (0943) 609940. (1351

DAIMLER CONQUEST 1956. Mechanically OK. Body in need of restoration. £60 o.n.o. Phone: Droitwich 70796. (1355

TR4A. FULL REBUILD chassis, mechanics + body. Rust-proofed, re-wired, new hood, tonneaux, carpets, etc. Signal red. Price reflects cost. £2,138. Full details: Perth 26364. P/X + cash possible. (1339

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FOR SALE–continued

1971 2.5 PI, Sand with black trim, alloy wheels. Mechanically tip-top condition. Soft-top and doors, chrome roll-over bar. Will haggle around £800 or will exchange for more sedate form of transport. Southend 588674. (1354

ASTON MARTIN DB4 in mint condition. AMOC member. £3,000 o.n.o. Tel: Wallingford (0491) 36390. (1512

1931 MORRIS MINOR, rare 4-seat tourer, starts on the button, runs well, many spares £750. Phone: 033 36 270. (1341

FERRARI DINO 246 GT Nov. 1973. 41,500 miles. Red with tan interior, regular and recent service by agents, new exhaust, radio/cassette, rear fogs, Sundym alarm, history, beautiful car. Offers around £5,750. Tel: 031-337 5815 after 6 p.m. (1342

1934 (APPROX.) Morris Minor 2-seater. Fully disassembled, most parts for sale or sell complete to highest offer. 061-969 1035; 061-980 7088. (1344

1970 TWIN-CAM Lotus Seven Series III SS chassis No. TC 16. White with green wings and bonnet stripe. Fully carpeted. Padded seats, heater, Lotus centre-lock alloy wheels. Louvred bonnet roll bar, stainless steel exhaust system. Recent £200+ engine overhaul and tune. Competition clutch and close ratio gearbox. A fast and beautiful machine. Offers around £2,100 invited. Telephone: Worcester 54876 evenings and weekends before 8 p.m. (1336

BENTLEY 1929 4½-litre short chassis 2-seater sports/racing. Only two owners, ex-Lycett low mileage, excellent condition. Write: Brewer, West Court, Fishery Road, Bray, Maidenhead, Berks SL6 1UN. (21384

ASTON MARTIN DB2 Drophead. 1951. 3-litre, triple SUs. Peuny red. Maintained by Aston specialists. Will consider offers, otherwise auction, which reflects its scarcity and good condition. No dealers. Herbert, Wallingford 37337 (evenings). (1337

GINETTA G21, Silver, tinted windows, HRW. Exotic practical motoring for around £1,400. 0604 862892 (Northants). (1338

1949 RARITY: Open "Bullnose" Morris Minor. Taxed, MoT '78. Worth £1,100. Prefer exchange restorable MG TA/similar. Box No. 5557. (1349

MERCEDES 230SL 1964. Cream with brown top. Superb car. Investment at £2,900. Details: Box No. 5556. (1361

MG-B GT 'K' REG. Absolutely immaculate, low mileage, radio cassette, electric aerial, sunroof, BR Green. Personalised Regd. NGC 2. Offers around £1,350. Tel: Dartford 28224. (40440

COLLECTORS: GOOD Jaguar Mk. 10 auto, 1963. P.a.s. radio, good tyres. MoT year. Give-away at £350. Space needed. No haggling. Coleman 0342 82 3299 (Forest Row, Sussex) after 8 p.m. (99557

FOR SALE–continued

ROVER 100 1960, 1960. Black, taxed and 10 months test. Very smart car, £300 or exchange for Frogeye Sprite, similar condition. Cheadle, Staffs. 3617. (1340

PORSCHE 911T, 1971. Black, Reg. TFY 6. Below-average mileage, many extras. Beautiful example. £2,750 o.n.o. P/ex. considered. St. Annes (Lancs) 722436 (evenings). (21424

FERRARI DAYTONA 1970. Everything that this thoroughbred should be—but could do with a respray—hence sensibly priced at £8,750 o.n.o. Please phone evenings 01-286 5315. (1528

PORSCHE 911 1973 (M). One of only a handful of RHD 2.4-litre T-model Targas produced. Every possible factory extra. 45,000 miles. Offered for sale by 3rd owner at the realistic price of £4,450 o.n.o. Please ring evenings 01-673 6283, Mr. Gilbert. (1528

RARE SINGER convertible. Sole surviving OHC Series One Gazelle known to SOC. Recent hood, tyres, tax, long MoT £475. 1953 1200 c.c. Somerset, Black, tidy, T&T, £185. Bampton Castle 605 (Oxon). (1529

1960 FROGEYE SPRITE, A very good example of this fast appreciating car, complete, £625. Bookham (Surrey) 58494. (1531

LOTUS ELITE Series 1962., Carmen red. Excellent condition, interesting competition specification, £2,000. Tel: East Carlton 305 (Northants). (1530

1976 DATSUN 260Z 2+2 Sports Coupe Immaculate condition. Metallic purple with tan trim, fitted sunshine roof, under 14,000 miles. Autoguard guarantee. £5,000. Telephone: Littlebourne, Kent 522. (1521

RILEY 1.5 1962, Two owners from new. Total mileage under 45,000. Carefully maintained. Current MoT, etc. £595. Odell, Silverstone 857633 evenings. (1523

LOTUS EUROPA Special 1973. Lagoon blue/oatmeal. Special registration. 29,000 miles. Immaculate. £2,550. Crawley 21199 evenings. (1522

TRIUMPH STAG 1971, automatic. White with black trim, Motoroia radio, taxed, MoT. Price £1,450. Phone: Nottingham 256676. (1524

JAGUAR E-TYPE 1965 Series I 4.2 FHC. Red with sunroof. Very smart appearance, new MoT, taxed £1,250. No offers please. 37 Bath Road, Swindon, Wiltshire. Telephone 29486. (1525

JENSEN CV8 Mk. I 1963. Maroon paintwork. Recently fitted Interceptor engine. Rostyle wheels. Taxed. MoTd. £1,500 o.n.o. Tel: Dursley 3243 (Glos.). (1526

RARE 1935 MORRIS 10/6 Special (production model) tourer. Good original condition and in running order. Very tidy car. Offers over £1,500. Tel: 0454 415210. (1527

FOR SALE–continued

ROVER 95, 1963, Registration 45 FWD. Most attractive. Navy/steel blue. Grey leather. Factory radio. New tyres. Fine original condition. £365. (Bournemouth) 0202 700249 evenings/weekends. (1511

1972 ALFA SPYDER 2000 DHC. White, taxed & MoT, new tyres, radio, 57,000 miles. Good condition. £1,700. Burton-on-Trent 760 256. (1513

TR6 LATE 1970, Red, low mileage, o/drive. Recent body and mechanical overhaul. Perfect condition. £1,350 o.n.o. Tel: Newark 4368. (1515

JAGUAR V12 E-type Series III. Genuine soft-top assembly complete, new unused. Offers Chorleywood 3011. (1516

PORSCHE TARGA 2.7-litre. Yellow/black interior. Special wheels, stereo radio, etc. AFN maintained. £6,900. Ascot 23018. (1518

COLLECTOR'S CARS: Mercedes Coupe 220SE fixed-head (65 Series). Radio, stereo cassette. LHD, MoT, Reg. 77. Good condition. £1,190. Jensen CV8 '63. Good condition. £1,900. Excellent. Or both exchange plus cash for 450SEL. No dealers. 385 7575 (London) UK. (1519

SUNBEAM TALBOT 90, 1951. Concours condition. MoT May 1978. Refurbished inside and out. Sunroof. Original tool kit, handbook and workshop manual. £800 o.n.o. or exchange racing Mini or similar. Ring: Hellons Bumpstead (Suffolk) (0440 84) 515. (1520

JAGUAR 3.4 MK. II, 1967. Automatic. Body excellent condition, professional respray. Metallic grey, all new chrome including new bumpers/o-riders, suspension renewed back and front. New radiator, new exhaust system. Engine 34,000. Taxed August 1978. Current MoT. Reclining seats. Fitted Radiomobile. Bargain at £1,650. J. W. Knight, "Sundore" Lake View Road, Furnace Wood Felbridge, E. Grinstead, Sussex. (1505

1929 VINTAGE Austin Twenty-Six limousine. Complete car, rather rough. Suitable restoration project. £395. Ellor, 8 Westfield Ave., Highfurlong, Blackpool. Tel: day 32576 or 33806 p.m. (1506

ASTON MARTIN Special Series 1962. White with black interior. Absolutely immaculate in all respects. This car has had a complete engine, etc. overhaul/rebuild, together with similar work to body carried out by R. S. Williams to his standards. £3,750. West Burwash 04357 350 Sussex. (1508

CONCOURS MG-C GT, Two 1st, one 2nd in three outings during '77. Totally rebuilt during '76. £2,500. Coventry 28709. (1509

MG ZB VARITONE Magnette. £375. Excellent throughout, remarkably rust-free. 1622 c.c. engine. MoT. Blagdon Hill 202 (Somerset). (1498

FOR SALE–continued

LOTUS ELAN +2S 1969, Yellow. Extremely good condition, thought to be as good as 1973 model. New tyres, sunroof, radio. £1,750. West Burwash 350 (04357) Sussex. (1508

FERRARI 365 GT 2+2, 1969. 31,000 miles only. A superior example in red with natural hide interior. Power steering, electric windows, radio, etc. £5,850. Leatherhead 75894 or Epsom 27777 evenings. (1497

LOTUS ELEVEN. A unique opportunity to obtain the well-known racing car. Chassis No. Mk. II 311. Reg. No. TYU 9. Extensively rebuilt to very high standard but requires some completion work. Fully documented history available. Substantial offers required. For viewing please ring 01-567 9760. (1507

1960 COOPER Formula Junior. Recently rebuilt. £2,250. MG-A DHC. T&T. Good running condition. £725. Tel: 0772 864446. (1499

LANCIA BETA 1600 Saloon. Choice of two. Private sale (Natanie West says one must go). Both excellent, with tow-bars and electric aerials. 1976 (R), 11,000 miles, £2,750. 1974 (N), 40,000, £1,750. Demo anywhere, South, West Midlands, Mangan, Helston (032622) 641. (1500

E-TYPE ROADSTER 1966 4.2 Series I. (Closed headlamp). Good sound original condition, stored 2 years. In need of some attention hence £1,575. Also 1968 E-type FHC, sound, but little tatty, hence £895. 01-458 7817 (London). (1501

BENTLEY R-TYPE big-bore, 1953. Original and thoroughly immaculate. Full history. £4,500. Full details 01-458 7817 (London). (1501

AN ALFASUD and women's lib. are incompatible. My wife is going to college so my May 1975 Alfasud TI must go. She's blonde, it's coral red. She's over 21, it's about 31,000 miles. Both are in excellent condition. £1,475. Could save our relationship. Telephone: Leeds (0532) 655725. (1502

DB4 ASTON MARTIN 1961. Green, £600 spent. Excellent bodywork/underside. £2,175. Sevenoaks 58628. (1503

ROLLS-ROYCE 1948 Silver Wraith, short chassis, semi "Razor Edge" Park Ward Saloon. Excellent condition. £5,250 o.n.o. Exchange for pre-1939 Rolls or other classic. Cash adjustments. Lincoln 50228. (1504

LAGONDA RAPIER, 1934 tourer, original coachwork, very good running order, recent M.o.T. and taxed, including some new spares. £2,750, no offers. Riggs, 20 St. Georges Avenue, Warblington, Havant, Hants PO9 2RX. Havant 3094. (1676

SILVER SHADOW, 1966, this Rolls must be the best on offer today, first to see will buy. £6,975. Totton 2140. (1675



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MORGANS we own **MORGANS** we buy **MORGANS** we sell. In fact even if all you want is a balloon with **MORGAN** on it we have it, inflated or deflated. The stock of **MORGANS** has fallen a bit recently so please give us a ring if you have one for sale. And for those who have new ones for sale and are hoping to make a profit, please don't bother to call as you will only get upset.
In stock for the month we have a 1976(R) **MORGAN** 4/4 two seater in TAHITI Blue, red leather interior, bucket seats, wire wheels, luggage rack, white hood and tonneau cover, undersealed **£4,250**. Also another **MORGAN** 4/4 of '76 vintage in Royal Ivory with only 3,000 miles. 1975 **MORGAN** 4/4 Kellogg Yellow, luggage rack, 18,000 miles, louvred bonnet, very nice with blow up seats, supplied either inflated or deflated depending on your suspension **£3,650**. **MORGAN** +8 '74 vintage (what a good year that was), Captain Marvel Gold, black leather interior, Michelin XWS tyres, these, with reclining seats are recommended for worn suspension, electronic ignition, electronic aerial and electronic radio/stereo **£4,550**. **MORGAN** 4/4 in that Bounty Hunter's Brown with Bounty coloured upholstery, bucket seats and wire wheels. '74 vintage, one capped owner, tooth brush supplied for cleaning the wheels **£3,595**. **MORGAN** 4/4 4 seater. Royal Ivory, black interior, wire wheels and luggage rack. 1972 was a craftsman's year and it shows in this 4 seater. Another 4 seater will be here by deciphering time. So if you are one with **MORGAN** on the brain and family in the pocket get the strength and protection of a 4 SEATER around you.
MORGAN +4 Coupe is sadly sold but at least it is staying in this country which no doubt means it will re-appear from time to time. **MORGAN** 4/4 in that stunning colour, OUTSPAN ORANGE, no lettering around the sides though. Wire wheels are fitted to this 1970(J) car but are silver not orange, likewise the bucket seats are black and not silver. On the other hand, the luggage rack could come either way. Roll bar is also fitted. Under about an inch of dust lies a 1969 **MORGAN** +8 in Sunkissed Sahara Yellow with what is believed to have done only 35,000 miles from new. The car drives well but could do with a new set of tyres. We don't own the car but are selling it on his behalf. If you fancy it, come and have a look and make a bid. **MORGAN** T-shirts and posters are back in stock as are the **MORGAN** books. For those who follow our **MORGAN** +8 on the tracks apologies are in order for those who went to Silverstone but brother never could understand why cars have clutches. Does anybody know of an auto box to fit the +8?
See you at the show.

We would like to congratulate Chris Cooke for winning the Morris Stapleton trophy race and we would like to announce that the trophy will be presented on our stand at the Motorfair (Earls Court) on 18th October. The Prodsports +8 can be seen at Donington Park on the 2nd and 29th of October.

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Reece Mews, London SW7 01-589 6894

FOR SALE—continued

1949 2½-LITRE RILEY. Mechanically sound, full year's MoT. Body fairly good. Good tyres, £675 o.n.o Day 01-648 2961; eve. 01-660 2081 (1086

SUNBEAM TALBOT 90 Mark II, 1952. An unusually well preserved specimen of this famous sports saloon. MoT September 1978. One owner. £1,100 o.n.o. Tel: Mayfield 3007 (1085

ASTON MARTIN DB6 1967. Manual. Usual Aston extras Long MoT £2,850 o.n.o. Cheaper interesting exchange considered Chesterfield 850559. (1084

LANCIA BETA 1800 May 1974. £1,600. Radio, MoT to May 1978. Mitchell, Woking 5535 or 5444. (1081

MG-C GT. 1969. Sunroof, wire wheels, overdrive HRW, radio/stereo. Recently spent £230 on engine. Red. £1,275 Amersham 7686 (evenings); Amersham 5522 (office) (1079

1938 WOLSELEY 14/56. Good condition, plus most mechanical spares. Offers for the lot. For details phone Congleton 4989 (1071

RILEY 1½ RMA 1954. Grey. MoT July '78. 3,500 miles since £400 engine overhaul receipts. One previous owner Good condition throughout. £750. Whimple 822360 (1076

E-TYPE 1966. 1st manual 2+2 FVC 582 D. Road test car Rebuilt engine and gearbox. New paint, tyres and exhaust. Superb condition. Fabulous driver, bargain £1,895 o.n.o. 021-443 3209 (1075

JENSEN INTERCEPTOR 1970. Red, auto, power steering, chrome wheels tinted windscreen, electric windows, taxed, radio, eight-track, 52,000 miles warranted £1,895. Phone: Hertford 50260 (1073

MG TF: Wires, white red interior. Truly superb, £3,600. Might p/exchange, anything considered. 01-886 3080 (21291

ROVER 3500 (2000 shape). 'G' registered. 43,000 careful miles by one owner Grey with red interior. Looks and drives like new. £750. Thomas, 104 High St., Iver. Iver 654274. (1148

MORGAN 1959 Plus 4 4-seater. Rare. Complete rebuild Offers: Peck, 30 Barnby Road, Coltishall, Norfolk. (1147

MG PA 1934. 2-seater, E93A engine, bodywork and interior renovated. Needs hood. Offers around £1,000. Tel: Newcastle (0632) 675266 (1145

LAMBORGHINI 350 GT. Just back from complete factory service/checkover. Silver aluminium touring body/black interior. Chrome Borranis New XWX. Magnificent condition. £6,000. Ring: Bentley (Hants.) (04204) 2129. (1139

SCIMITAR GT 1968. V.g.c. MoT May '78. £800 or consider £300 and interesting p/ex 30 Coventry Rd. Burbage Leics. Phone: Hinckley 39262 (1144

FOR SALE—continued

JENSEN INTERCEPTOR 'M' Reg. White/beige. 7.2 engine quadsound, a/cond., tinted glass, 41,000. Excellent condition inside/outside/underneath £5,100 Phone: Exeter 71755. (99834

MK. V. 3.5-LITRE (must be in driveable condition) For details please write to: Mr. Stein Tveter Lundsvei, 4 1740 Borgenhaugen, Norway (1130

SUNBEAM: My beautiful GT Alpine, 1966 but only 26,000 miles since 1971 enthusiast's rebuild inc. new Holbay engine, twin Weber (4 trumpets) oversize Dunlop alloys, Konis, etc., box spares. Sell regretfully as emigrating Worth preserving. £875. Waterlooville (Hants) 57462. (1132

AUSTIN 7. 4-seater tourer, 1934. Fully restored, rebuilt engine, chassis, axles, new hood, re-upholstered New tyres. Immaculate concours winner at Longleat and Beaulieu Austin 7 Rallies. Extremely reluctant sale at £1,550 Tel: Dorchester 3515 after 5 p.m (1131

LOTUS ELITE Series II, 1964. Reputedly one of the fastest built. Complete rebuild 1970 including Bristol body. Stage III specification. Webers 5 bearing crank ZF box etc. Since when it has covered a nominal mileage. £2,000 Tel: 01-274 5516. (1137

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MG-B GT 1975. White, rubber bumpers, immaculate condition, 23,000 miles only. Regularly serviced garaged. Armaglazed, taxed May '78. Sunshine roof, stereo radio, cassette player, head rests, etc. Private sale £2,350 o.n.o. Tel: 01-668 2589. (1135

1976 LOTUS SEVEN Series III. B/V T/C. Numerous extras. 10,000 miles. Superb. £2,750. Bradford-on-Avon 6474 (1133

ALVIS TA14 Saloon, 1949 Classic elegance. Charcoal and ivory In daily use. Complete with instruction and spares books, blueprint of chassis. £950. Phone: Harpenden 5479. (1330

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FOR SALE—continued

1923 JAMES V-TWIN. 500 c.c., restored, original condition, gas lighting. Only two previous owners. Original bill of sale. Tax discs from registration. £800. Princes Risborough 5308 (1324

UNFINISHED PROJECT 1934-5 Austin 16 h.p. saloon Laid up sixteen years. Engine/gearbox rebuilt, not run. Bodywork exceptional and original. Some work needed to finish. Best offer over £1,000. For particulars ring Waterlooville 3819 after 6.30 p.m or write: 28 Rimington Road Cowplain Portsmouth, Hants. (1321

1976 PORSCHE 911 Lux Sportomatic Oak green metallic 28,000 miles Stereo, electric aerial, new tyres, £9,750. Charing 2315. (1323

DAIMLER SOVEREIGN 1968. Automatic. Silver grey with red leather interior. Immaculate condition Only 62,000 miles. Two owners from new. £950 or near offer. 051-342 3509 after 6 p.m (1325

MG-B GT V8. May 1976. Flamenco/black. Low mileage undersealed, Webasto, sunroof, Waso alarm, 4 speakers, electric aerial. Immaculate condition. £3,625 o.n.o. Phone: Tunbridge Wells (0892) 31557. (1322

1930 LAGONDA 3-litre open tourer Immaculate and original Taxed and MoT. Very expensive—the best always is. Consider Rolls or similar car in part exch. Phone: Hurst Green (Sussex) 415 (1331

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1947 SINGER 10 Saloon Very good original. MoT tested; in every day use. £450. Sevenoaks 56736 evenings and weekends. (1327

FOR SALE—continued

1977 PANTHER "Lima" sports car (a guaranteed crowd puller). Red over black. Chrome wires. 3,000 miles. As new. £5,750 Lytham (0253) 734199. (21342

ROLLS-ROYCE Silver Cloud III. October 1964, offered in first-class condition. Tastefully finished in Shell and Tudor grey. Moderate mileage. Excellent throughout £7,950. Tel: Bourne End 20300 (Bucks). (21341

1935 FORD 10 Delux 2-door saloon Passed MoT just before laid up seven years ago Needs restoration Offers. Phone: Scarborough 582549 after 6.30 evening, any Friday (21318

1927 MORRIS Flatnose Cowley. Reg No. ML 7318. MoT to Feb. 1978. Converted to truck body, drives well, used regularly. Chassis and running gear immaculate Body fair, quite pretty Phone: 01-693 9712/1072. (97583

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ASTON MARTIN DB2/4 1952. Very good condition rebuilt engine, mechanically sound. Body very good resprayed. A sensible offer only Reg. KWV 555. Phone: 051-647 7718, daytime. (40547

BMW 3.0 SI 'P' Reg., October 1975 Blue/fawn trim. With radio/stereo cassette, vinyl roof, tow bar. Guaranteed low mileage. £5,850 o.n.o. Tel: Bristol 0272 676659. (21349

MORGAN +8. 'M' Gold 40,000, correctly maintained and serviced, good condition, extras, £3,750 o.n.o. 0472-83-268 (Lincs.). In London 2nd week October Must sell. (21346

LANCIA FULVIA 1.3 Zagato Sport. late 1971, in good condition. MoT September 1978. Taxed two owners and low mileage. Extras include radio/cassette £900 o.n.o. Phone: Harwell 350 (21345

ASTON MARTIN DB5 1965. Excellent condition, recent respray, clutch, rear shockers, inlet manifolds, radiator, fuel pumps, etc. Forthcoming marriage forces reluctant sale Offers over £3,000 Telephone: Gt. Eccleston 70407 (evenings) (21370

ALFA ROMEO 1971, 1750 c.c. Berlina. Taxed April, tested July. £575. P/ex prewar car. Doncaster 57801. (1440

50th ANNIVERSARY Model MG-B GT, number 85 (plated) of 750 produced 1975. £2,650. Cheltenham 22924. (1428

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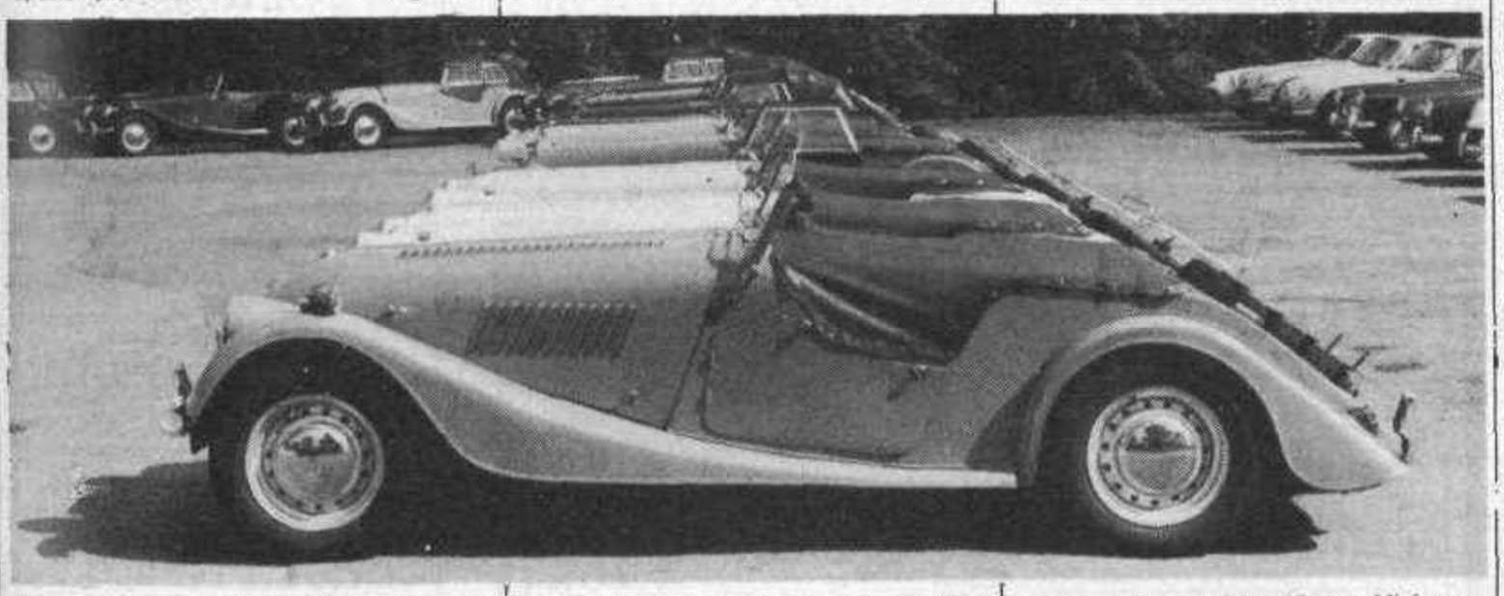
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John Britten

Morgan TVR

Come and see us at the Motorfair.
Any car takes you from "A" to "B"; but one of our sports cars will suit to a "T". **Morgan Plus 8**, 1976R, ivory, black leather, luggage carrier, one lady owner, about 3,000 miles. **Morgan 4/4 2-seater**, 1974, yellow, bucket seats, wire wheels, one owner. **Morgan 4/4 4-seater**, 1972, mid-blue, wire wheels, spotlamps, leather trim, stoneguards.



Morgan 4/4 4-seater, 1975 black, red leather, wire wheels, good registration number, air strainer, reversing lights, reclining seats, door handles, clock, one Exeter music shop owner (hope you have made a "note" of all this). A 1977 **Plus 8** in black is on the premises but thought to have been sold to Argentine Dr. who thinks to drive it for a few months in the USA, where it is a rare sight, have been officially banned there due to Rovers never having made an 'emission' V8. Running through the rest of the stocklist (please excuse the footprints): **Morgan 4/4**, 1970J, red Concours winner. **Morgan 4/4**, 1971K, unusual but delightful 2-tone metallic green, black trim, aero screens, stereo/radio, rear bumper and a zillion bills. We sold it to previous owner a couple of years ago; he's lavished undue care and attention (to borrow a phrase from my driving licence). **Morgan 4/4**, pale blue, reg. no. ALE 1 (which sadly does not go with the car), bucket seats, radio, wing mirrors, rear bumper, tonneau cover. **Morgan 4/4 4-seater**, 1972L, red, tonneau cover, bonnet strap, spotlights, good history. **Morgan 4/4**, pink, one or two people have said they like the colour, now awaiting enthusiast with coincident location money/mouth. **Morgan Plus 8**, 1970, orange, chrome grid, spare wheel cover, not many miles. **Morgan 4/4 4-seater**, 1973, indigo blue, rear bumper, outside door handles. **MGB GT V8**, 1974N, bracken, sunroof, overdrive, furry seat covers, radio, front spoiler, taken in part-exchange from a member of the Constabulary who has gone away rejoicing in a 3 litre TVR (blue serge in colour, appropriately enough). That is supposed to be a joke, I think, put in by some anonymous contributor to this month's "Dear John" letter, but the other day I did see a Mini finished entirely in PENNIES. Yes, I really mean large, old-type, 1d, stuck-on pennies covered every square inch of this Hampstead-residing vehicle, and it did look very nice, as each coin had been lovingly Brasso'd. **Jensen Healey**, 1974, tangerine, radio. **Aston Martin DB Mk.III**, 1958 (or DB2-4 Mk.III – we don't really know), dark blue, overdrive, wire wheels. Opinions vary at Arkley: CJA thinks its a really SUPER car, whereas Nysha S. goes on record with the memorable phrase "a right tatty heap". The fact is that the car looks $1,000,000 from a few yards, is very respectable close-to, but the interior trim, is, most unusually, completely original and although not worn out is somewhat elderly and discoloured. This was the model that Ian Fleming wrote about in "Goldfinger", but of course by the time they got around to filming it they used the overweight and underpowered DB4. Then when the gadget-laden diecast models came out they changed again to the DB5. Or have I got it all wrong? **Panther Lima**, May 1977, 700 miles, black and red, chrome wires, laminated screen, front spoiler, about as mint condition second hand car as I have seen. It is quite nice to drive, say our biased staff, although "not a patch on the Plus 8 Morgan". **MG Midget**, 1976, red, 8,000 miles, one owner, towbar (but only used for towing a go-kart – makes a change from the usual lightweight dinghy). **MG Midget**, 1975, bracken (this colour being not the muddy brown you'd expect but rather similar to bronze yellow), (one day Motor Sport are going to charge extra for brackets (a weakness of mine (I've been told))). **TVR 2500M**, 1972L, yellow, sunroof, black vinyl top, Wolfrace wheels, radio, 8-track stereo. **TVR 1600M**, 1975P, metallic green, radio, wooden dash, and, it says 'ere, "2000 (FM)", whatever that means. **TVR 1600M**, 1976R, red, sunroof, reclining seats, black vinyl top, supplied by JB, one owner. One or two saloons and estate cars lurking around, such as maroon Riley Elfiet, 1967, beautiful timber dashboard but horrible old-type Mini gearbox. We are IN URGENT NEED OF SECOND HAND MIDGETS for conversion to Arkley SS, as we have a waiting list of customers. We require 1970 to 1977 Midgets with excellent interior trim and mechanical condition; dull paintwork or slightly damaged bodywork will not affect the value as much as usual, for obvious reasons. **NEW MORGAN**: Lengthy waiting list, please order several years ahead (the same time as Papa puts your name down for Eton would be about right), we always have demonstration cars and brochures/price lists available. **NEW TVR**: We have now been TVR distributors for precisely 10 years, can offer a most competitive deal on the 1600M, 3000M, Taimar, Turbo etc. etc. **ARKLEY SS**: We have temporarily suspended taking orders for ready-built cars; conversion kits for MG Midgets are sometimes in stock but you should allow for 4–6 weeks delivery to be sure of getting one in time. Arkley brochure and Autocar report will be sent on receipt of 25p stamps. The BODY we advertised in last month's Motor Sport as looking like a Le Mans Frazer Nash turns out to be an Austin 7 Special body, probably a Speedex, but I must say it's remarkably large and might fit some rather larger chassis. I see we have a new but shopsoiled MGB hardtop left over from last year hanging up in the showroom; no reasonable offer refused. Our workshops now require bookings 7 days in advance for servicing and mechanical repairs on Morgan, TVR and other sports cars. Open to 7pm weekdays, 6pm Saturdays, closed Sundays. As a P.S., having run out of fresh photographs I have been looking through the archives for some old ones to re-use and couldn't resist the temptation to read some of my old adverts. In 1968 we were selling the new kit-form TVR Vixen for £998. Two years earlier a 1965 Spitfire was £570, a 1961 Healey 3000 £410 and a 1957 TR3 £230. In those days we used to sell a lot of discount tyres (somewhat cheekily, since this was in the days of resale price maintenance) and we had a chap called Tubeless Tyler who fitted them. We also had the Owl Man of Arkley who used to try and sell the cars. I had a Formula 3 Alexis for sale for £415 and boasted that it won its class in a hill climb at Stapleford. This must have been quite an achievement, because I remember that when we stripped out the BMC 'A' Series engine it was found to be more or less totally untuned. Also the alloy wheels had 4½" wide rims, front *and* rear. The following year we advertised cheap insurance with the Fire, Auto and Marine, discoloured Castrol grease at 6d per 1lb tube, built a racing Austin Healey Sprite which I wrote off at Mallory Park in Lap 4 of its first race, and had a sense of humour which, although it must have appealed to some readers, seems a bit quaint today. By 1969 we had a fabulous new Unipower GT (supposed to have been designed on the side by the man who did the Ford/Lola GT40) on sale-or-return from Andrew Hedges for only £850, and in the same issue an as-new Austin 7 Ruby for £150 which we all thought was a ridiculous price. In those days Motor Sport had an excellent man called Martin Prevette who used to return our proofs with marginal notes like "Have tried to get all your blocks right this month, have I succeeded?" and "Happy Christmas and all the best for '69". In September 1968 we had a 1964 Morgan Plus 4 Supersports (9,000 miles) for £740 including tuned engine). Our over-enthusiastic salesman told someone it was tractable; he demanded (and got) his money back! The following month, I note, we were advertising for someone with car sales experience but not of the old boy/camel coat/suede shoes variety".





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On behalf of a client we have been asked to negotiate the sale of this motor car.

1935 Rolls-Royce 20/25 Hooper four door sports saloon.

First registered in December 1935. There is a comprehensive dossier on the motor car including the original scale drawing by Hooper & Company (Coachbuilders) Limited. Photographs and further information are available upon request.

This motor car is a truly magnificent example of its class and arrangements to view can be made with Michael J. Watson at

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TRIUMPH Spitfire, 1973. Finished in carmine red, tan interior, radio **£1,245**

MGB Roadster Automatic, 1973. Finished in white, navy blue interior, radio **£1,645**

MGB Roadster, 1972. Finished in harvest gold, personalised regd., radio **£1,395**

MGB Roadster, 1971 (K). Finished in teal blue with tan interior, o/d, outstanding example **£1,295**

MGB GT, 1973. Finished in blaze, fitted with o/d, sundym glass, radio/stereo, low mileage, superb example.

MG Midget, 1972. Finished in bronze yellow, radio **£1,045**

MARCOS 3-litre, 1971. Finished in lime green, fitted Volvo engine, radio, stereo, s/roof, alloy wheels, really super example offered at **£2,495**

RELIANT Scimitar GTE Automatic, 1973. Finished in roman purple with tan vinyl roof and leather upholstery, tinted electric windows, alloy wheels, radio **£2,495**

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TRIUMPH GT6, 1972. Finished in mimosa, o/d, radio, H.R.W. **£1,345**

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FOR SALE–continued

JAGUAR MK.II 3.8, 1967, manual/overdrive, chrome wire wheels, white with red interior, 14,000 miles since documented rebuild in 1975, an exceptional vehicle, £1,850. Tel.: 01–508 7654 (evenings). (1703

LOTUS EUROPA, twin cam, 1972, 30,000 genuine miles, garaged, second car, Mag. wheels, tinted screen, electric windows, 8 track, unmarked Lotus yellow, overseas job forces sale, £1,900. Tel.: Boston 65263 (Lincs). (1702

TVR 1600 S4, L reg, one owner, excellent condition, under 30,000 miles, genuine, £1,295 o.n.o. 051–648 2867. (1700

1934 MORGAN MX2 Supersports, V twin three-wheeler, completely renovated, mechanically and bodily excellent, offers. Methven, Tean 2594 (Staffs). (1704

TR4, 1964, very good bodily and mechanically, 12 months M.o.T., new clutch, radiator and overdrive, wire wheels, £650 o.n.o. 021–0564 822058.(1705

TR4, 1962, excellent example, present owner last 6 years, stored winter months, £600 or offer. Walcot 506 or Norwich 37335 (office hours). (1672

1926 SUNBEAM 3 litre, short chassis special, makings of fast vintage car, ideal winter restoration project, offers. Phone Stoke-on-Trent 512130.(1670

TVR GRANTURA (1800 MGB engine), 1965, gold with red interior, 11 month M.o.T., excellent condition, £595. Craddock 40679 (Devon). (1688

TR 6, L reg, hard top, wire wheels, overdrive, new tyres, shock absorbers and wheel bearings, view Warwick or Manchester, £1,450. Offers? Tel.: 061–790 9401. (1686

ESCORT 1600 Sport, save £750, one year old, R reg, only 5,800 miles, royal blue, gold stripe, laminated screen, sheepskin seats, excellent condition, £2,245, Wallingford 38039. (1701

MORGAN 4/4 4-seater, 1975, wire wheels, blue, black leather, immaculate, returning to States so must sell, £3,500. 045–424 275 (Glos). (1687

AUSTIN HEALEY 3000, Mk.III, body stripped and rebuilt, using new steel panels as necessary, engine and mechanics removed and rebuilt, again using new parts as required, new hood and wiring loom fitted, much other work done to make this a beautiful example of the car, private sale, offers around £4,000 considered. For full details write to Box No.5563.(1651

TRIUMPH TR6, 1972, 24,000 miles, hard/soft tops, new M.o.T., tax, radio, good condition, £1,450. Haywards Heath 54954 evenings. (1685

TRIUMPH DOLOMITE Sprint, N reg, one owner, 18,000 miles, full service history, hazel brown, really exceptional condition, £2,095. Southport 64476. (1707

MGC ROADSTER automatic, 1969 (H), super example having no rust and gleaming red coachwork, interior in unmarked black leather with red piping, 52,000 miles, faultless mechanics, radio, hard top, soft top, tonneau, workshop manual, taxed and M.o.T., £1,200 o.n.o. 01–977 8586. (1671

JENSEN CV8, Mk III, 1965, 80,000 miles only, one previous owner, fastidiously maintained example of this marque £1,000 spent in 1977 rebuild, extreme measures taken to maintain originality yet keep the car as a means of everyday transport. 2nd prize 1975 JOC Concours. 2nd prize 1977 JOC Concours. Offers around £4,000 for this unique car. Phone McNally, Par (Std. 072681) 2725 daytime, 2679 evenings. (1667

DAIMLER V8 250, 1968, taxed March 1978, 58,000, regency red bodywork and chrome first class condition, underbody, mechanics and engine compartment clean and grease free, light blue interior, original carpets and upholstery in excellent condition, full tool kit, jack, brace, instruction book, 2 speaker radio, H.R.W. late type automatic box just fitted, 12,000 service, new tyres, overseas enquiries welcome, £1,650. Pollard, Heath Lane, Aspley Heath, Milton Keynes, Bucks MK17 8TN, 0908 583707. (1666

JAGUAR 240, 1969 G, manual, overdrive, recent M.o.T., well maintained, £500 o.n.o. Phone Hull 647354. (1665

GORDON ENGLAND, new 'Cup' model body, seat, floor, boot lit, untrimmed. Aberfoyle (08772) 413. (1650

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RILEY RME, 1955, bodywork extremely sound, recovered roof, needs respray, £320. Chute Standen 242 (Hants). (1669

MORGAN 4/4 4-seater, 1972, 8,500 miles only (one owner - overseas bank official whose plan for U.K. posting thwarted), Brunswick green, black interior, w/wheels, rear bumper, luggage grid, tonneau, hood, bonnet strap. Best offer around £3,000. Oxted (Surrey) 2041. (1661

BENTLEY R Type Park Ward fixed head coupe in two tone grey, depicted bottom page 253 Johnnie Green, very attractive original car, excellent mechanically, £4,950. Phone Leatherhead 75500. (1662

JAGUAR 240, 1969, manual and overdrive, old English white, recent new tyres, exhaust, battery, top end overhaul, long M.o.T., beautiful condition throughout, £795 o.n.o. Bolton 592061. (1663

AUSTIN 7 Ruby Saloon, 1937, royal blue, no oil used, in first class order and finish, £1,060. Tel.: Hungerford 3506. (1664

PEUGEOT 204, 1973 (Dec.), light blue, Motorola, sunroof, excellent condition, £1,150. Hoddesdon 63743, exchange Escort Mexico, Audi 80. Cash adjustment. (1658

AUSTIN HEALEY 3000, Mk.III, 1967, old English white, wire wheels, o/d, low mileage, v.g.c. M.o.T. Aug. '78, £2,700. Further details 01–904 5016. (1695

MG MIDGET, 1975, Ziebart rustproofed from new, only 16,000 miles, hardtop and tonneau, excellent condition, £1,525 o.n.o. Tel.: Leeds 582884.(1655

CAPRI 3000 GXL, 1973 (M), immaculate throughout, copper bronze/cream inc. vinyl sun roof, 6J Revolutions, Kenlowe fan, electronic ignition, fast road cam, uprated carb and suspension and many extras, 180+ bhp. Completely individual, £1,700. Ring Kettering 4348 after 6 pm. (1656

E-TYPE JAGUAR Roadster, 1970, black, new mohair hood, 62,000 miles, 1 year M.o.T., tinted screen, many extras, excellent condition, £2,475. Home: Brighton 739778; Work: (Mr. Kidd) Lancing 62481. (1659

DAIMLER CONSORT, 1951, 2 owners, good condition, new king pins, good tyres, runs well, taxed, M.o.T. till Aug. '78, good investment, £550. Woking 72310. (1657

SINGER SUPER Nine, 1937, good original condition, 12 months M.o.T., taxed, £700 o.v.n.o. Evesham 750211, Evesham 750547 (after 6). (1678

TVR VIXEN, 1969, 55,000, excellent condition, mechanically sound, many extras, £825 o.n.o. 021–360 1294. (1660

AUSTIN HEALEY 3000, Mk.II, 1962, triple carb model with overdrive, recent M.o.T., £850. Tel.: Etwall (Derby) 2309. (1679

LOTUS +2S 130/5. Genuine JPS original badged car, 27,000 miles, 1973 (M), full specification, sunroof, stereo, twinlock, rare collectors item in superb condition, £2,800 o.n.o. Freeman, 063084 505 or 093924 223 anytime. (1681

1953, RILEY, 2½ litre RMF, good original condition, long M.o.T., £750. Richard Bartlett, Wellingborough (0933) 650206 day, 680642 evening. (1674

TVR 1600M, Dec. '75, yellow with black interior, mint condition, only 12,000 miles, sundym glass, door mirror, H.R.W., £2,750. Aysgarth (09693) 207. (1673

MGA 1600, Mark 2, Roadster, red, black trim, new tonneau, tyres, etc., offers. Walsall 29327. (1699

RILEY RM, Dec. 1954. Chartered Surveyor offers very fine original example, much work done, new roof, Connolised and rebuilt mechanics, 30,000 miles ago, not mint but very very good condition. £775. Tel.: Christchurch 5187/6137. (1626

TR3, 1957, B.R.G. o/d, taxed, M.o.T. March '78, £400 o.n.o. Phone Bodmin 2144. (1629

LOTUS EUROPA twin cam, 1972, genuine 24,000, looks like Special must be seen. Sedgley 72689 (W. Midlands). (1631

WOLSELEY 14 Saloon, 1936, mechanics, body sound, needs general tidying, £300. Weston-under-Lizard 312 (Salop). (1625

AUSTIN HEALEY 3000, Mk.III, 1964, 50,000 miles, lovely condition, new hood, carpets, trim and paintwork, £3,000 o.n.o. (Wirral) 051–625 8989. (1627

ALVIS TF21 Saloon, auto, excellent example, two owners only, third last Alvis made, £2,500. Phone Grantown-on-Spey 2053 evenings. (1632

ALFA ROMEO Spyder 2000, 1976, white, immaculate, 10,000 miles, one owner, 5 speed box, 120 mph, £3,999 o.n.o. Walton-on-Thames 22983. (1642

TRIUMPH STAG Series II, late 1973, Mimosa/maple, black interior, manual/overdrive, hard/soft, Radiomobile/8 track stereo, electric aerial, tinted windows, headrests, overrugs, bonnet mascot, 'Flipper' tow bar/electrics, new alloy wheels/tyres, year's M.o.T., taxed February, interesting registration number, beautiful condition, under 40,000 miles (enthusiast's second car, used weekends), £2,895. Southport 67296. (1633

JENSEN HEALEY, 1974, yellow/black with radio, immaculate at 20,000 miles, only £2,200. Phone 01-670 3338 (eves.). (1630

J TYPE Vauxhall, 1947, complete spares, and engine and etc., fair condition, offers above £200. Tel.: Ripley 2877. (1635

MORRIS MINI 850 light van, M reg, June 1974, taxation goods, mileage 33,550, blue and white, offers above £425, Tel.: Ripley 2877. (1635

BENTLEY SII, 1960, one owner since 1962, good mechanics, sound body, £3,750 o.n.o. Halifax 31475. (1634

SILVER SHADOW, 1968, fridge, Sundym, Rolls-Royce owned, service records, £7,500. 04216 7442. (1636

BENTLEY T, 1969, fridge, Sundym, new tyres, unmarked, £7,250. 04216 7442. (1636

BMW 2002 Cabriolet, Turkis metallic, May '73, 40,000 miles, mint condition, quad stereo, major recent servicing by BMW, lady owner and one previous owner, must been seen to appreciate, £3,550. Phone 03914 3703 (Cleveleys, Blackpool). (1640

JENSEN HEALEY, 1974, 12,500 miles, h/top, s/top, one lady owner, £2,195. Cooper 'S' considered as exchange. Tel.: Newcastle-upon-Tyne 402428. (1638

AC COBRA, Mk.II, 1966, red with black trim, has been raced occasionally but mainly used as road car, some useful spares, will sell for £8,950 or perhaps exchange for historic racer. Shurdington (0242) 862034. (1637

RELIANT SCIMITAR GTE, 1971, white, overdrive, radio, rear wiper, wheel trims, bargain at £1,250 o.n.o. Wheathampstead (Herts) 2225. (1643

1963, ROVER 110 Saloon, quite possibly the finest P4 in the world and the culmination of 14 years fastidious and covetous ownership. Beautiful in black with red upholstery, overdrive, radio, badge bar, etc., an appreciating investment, £2,000. Lytham (0253) 734199. (1641

E-TYPE JAGUAR 3.8 flic, 1962, fine original and unspoiled example with full history, low mileage and stored for the past two years; complete with radio, tools, handbook, etc. £1,995 o.n.o., part exchange considered. Dunstable 413469. (1623

TR6, 1972L, 45,000, two owners from new, Jonquil with black factory hard top, recent re-spray, soft top and tonneau, 4 recent XAS, 5½ J mag. wheels, radio, SAH Stage II engine conversion, 170+ bhp, Kenlowe fan, in nice order throughout, reason for sale new Morgan arriving October. £1,500. Tel.: Leighton Buzzard 7171 night, Milton Keynes (0908) 72368 day. (1622

TWINS FORCE sale of 1970, MGC GT, 43,000 miles, known history, good original condition, w/w, o/d, HRW, radio, new clutch and exhaust, taxed and tested, £1,350. Tel.: Cambridge 311350 days, Sutton 763 evenings. (1619

1929 AUSTIN 7 Chummy Saloon, primrose yellow and black, professionally restored completely to concours condition, complete with an original oil painting by the famous cartoonist Emmett across the back of the car and blended into the new paintwork, £3,500. Box No.5560. (1597

1973, ALFA Romeo 2000 GTV, M reg, 36,000 miles, navy blue/beige, electric sun roof, Radiomobile 8 track/radio, electric aerial, wide alloys/195 Avon radials, Motolita, HRW, new exhaust and clutch, £2,000 o.n.o. Tel.: Blackwood (0495) 224551, Mr. Levis. (1598

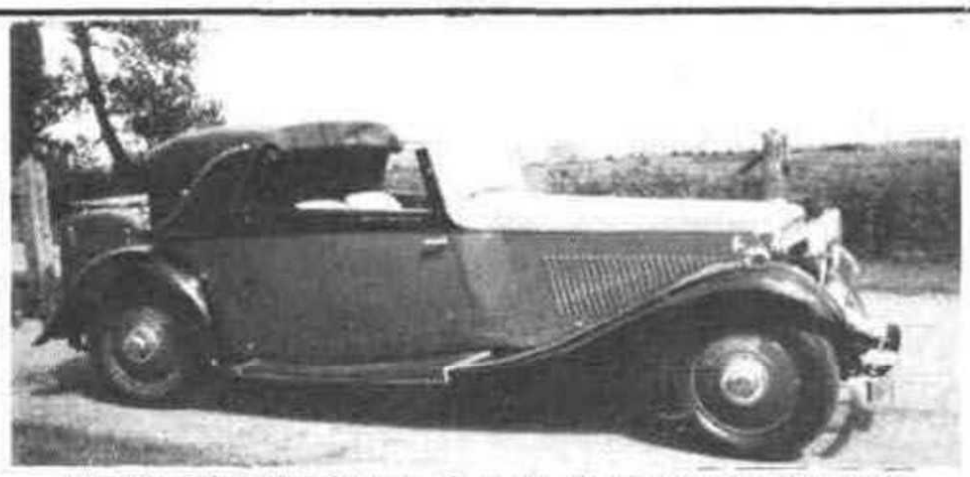
ROLLS-ROYCE Silver Cloud II, late model, only 49,000 miles, history, number one registration, superb example, right car for right person, £10,250. Tel.: 0403 62474. (1599

JAGUAR 420, 1967, met. grey/red leather, manual/overdrive, chrome wire wheels, stainless steel exhaust, radio, exceptional condition, £950. Tel.: Oddham (Hants) 2592. (1600

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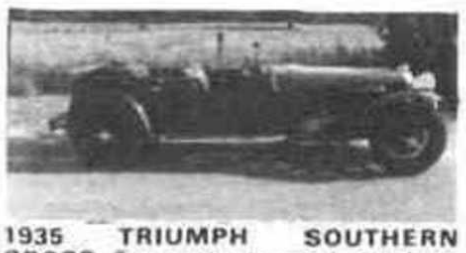
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£5,350. ALVIS SPD 25 TOURER. Special bodywork, very successful hillclimb and sprint car equally tractable on the road. Magnificent.



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£4,650 FERRARI 365 GT 2+2. Red, immaculate, full history. Maranello engine rebuild recently.



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1962 PORSCHE 356 B. Slate grey, low mileage. An outstanding example of this classic Porsche.

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1951 AUSTIN ATLANTIC LHD
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1963 MASERATI 3500GT
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ALVIS LATE Vintage or early P.V.T. Tourer including good specials. Would consider any other similar car. Must be sound and reliable. If wanted could part exchange Alvis 12/40 dismantled but with great potential. Wenley, Roxwell (Essex) 298. (1601

LANCIA FULVIA Rallye 1.3, 1969 model, Mendoza blue, tax, M.o.T., good all round condition, company car forces reluctant sale. £465 o.n.o. Tel. 01-997 8468 (Ealing) after 7 pm & weekends. (1604

1927 ROVER 10, Riviera sunshine saloon, fabric body by Weymann, many times Concours winner. £4,250 o.n.o. Tel.: Newcastle 23735 day. (1602

JAGUAR XJ12L, 74 Series II, registered October '73, special silver grey, black vinyl roof, blue leather, radio, rugs, electric windows, many extras, in mint condition guaranteed 48,000 miles, 1 owner 12 months M.o.T., taxed. £3,450. Bucklers Hard (Hants) 059063 208. (1605

FIAT 124 Special T, 1973, fast, smart and reliable, taxed and M.o.T. £725. Cambridge 76794. (1608

JAGUAR, 1961, 2.4 Mk.II, manual, o/d, 63,000 miles, M.o.T., new tyres, exhaust, complete top end overhaul just completed, excellent condition, £460 o.n.o. Tel. 01-856 2499 (1603

1934 AUSTIN 7 Nippy engine and gearbox, completely overhauled, 5" 19" wheels with tyres plus few accessories. Offers ring 0457 63289. (1607

1948 FORD Pilot, 25,000 miles from new, one owner, mint condition. For details: Ring Brixham (Devon) 51518. (1610

LOTUS ELAN Sprint F.H.C., 1972 L, if you want the best, most original outstanding example. £2,750. Phone Scunthorpe 2363/60501. (1611

LOTUS CORTINA, Mk.II, 1967, electric fan, an excellent example of this fine appreciating car. £645. Tel.: Buckley (Clwyd) 3935. (1612

MORGAN 4/4, July 1977, wire wheels, many extras. Ring Cardiff (0222) 842641. (1613

TR4, 1962, powder blue, w/w, overdrive, Surrey tops, radio, all steel, genuine 85,000 miles, excellent condition bodily and mechanically, company car forces sale. £1,100 o.n.o. 3 Cherry Gardens, Bishop's Stortford, Hertfordshire. (1609

ALFA ROMEO 1600, open 2-seater Spider, 1966, mechanically good, well shod, body attention required. £350 o.n.o. Frensham 2891. (1614

AUSTIN BIG 7, 1938, chassis including all mechanical and some body parts. Offers. Frensham 2891. (1614

LANCIA AURELIA GT, 1953, one of three only prepared for Alpine Rally — complete and original requires some renovation and engine rebuild. Nardi conversion included. Leather bucket seats, floor change, twin Webers, 2.5 litre V6 engine in good order when stripped. New set of pistons supplied. Offers over £500. Tel.: Abbots Ripton (04873) 293. (1616

1926 BENTLEY 3 litre, Red Label, in good mechanical order, twin S.U. slopers, 4 seater tourer, hood tatty. £10,000. Phone: Southend-on-Sea 219327 (1617

1929 AUSTIN 7 requires restoring, complete with loads of spares. £600. Phone: Southend-on-Sea 219327 (1617

SCIMITAR GTE, 1970, metallic silver/green, black trim, overdrive, sunroof, radio, tow bar, rebuilt engine, late type gearbox, rebuilt suspension, brake overhaul, really outstanding condition. £1,350. 021-745 4854 evenings. (1644

FOR SALE–continued

TVR GRIFFITHS 400 V8. Chassis No.1, works development and road test car, 4.7 Cobra engine, BW T10 gearbox, roll bar, 8" Pearce wheels, etc. At present stripped for rebuild but with fantastic potential for competition. £1,750 o.n.o. Tim Frost, Abbotswood, Bellbins, Romsey, Hants. 0794 513237. (1618

E-TYPE JAGUAR, 1966, 4.2 f.h.c., Brooklands green, superbly restored, an immaculate example of this excellent motor car, new Blaupunkt radio and Motorola cassette, M.o.T. and licence to April 1978, offers in region of £3,150. Tel.: Burton Latimer 2335. (1448

MG-A 1961, fixed head coupe 1800, red with red trim, radial tyres, being used daily, good clean car, £1,200. Gorstang (09952) 2225. (98149

ROVER V8-STAG. Mk.II, hard/soft top, low mileage, immaculate condition, 1973. Why buy unreliability with the Triumph engine? Further details 01-643 2212. (21502

JAGUAR "E"-Type 2+2, 1966, Series I. Rebuilt CWW Sundym glass, new tyres, excellent condition, long MoT. £1,650. Golding, 01-628 4010 (day), Halstead (07874) 2565 (evening). (21501

BRISTOL 407, 1963, just back from three years in Germany but used as second car only, start haggle at £1,500 or p/ex 2 litre. Phone 051-632 4146. (1668

AUSTIN SEVEN, 1929, specialized by present owner in 1953, stored for 16 years in garage, needs loving care. Details from J. W. Taylor, Great Barton (Suffolk) 539. (1647

TRIUMPH STAG, 28,000 miles, red, extras include hard top, radio/stereo, overdrive, badge bar and seat covers, lovingly cared for. £2,800 for quick sale, no offers. Wheathampstead (Herts) 2225. (1646

BMW 30SI, 1973, silver with blue velour, fitted headrests, tinted glass, stereo, radio, electric aerial, sunroof, managing director's personal car, immaculate condition. £2,895. 01-458 7817. (1648

BENTLEY S2, 1961, gold over brown, beige upholstery, extras include electric windows, individual front seats, excellent, mechanical condition, good sound bodywork. £3,275. 01-458 7817. (1648

HISTORIC RACING Car, 1953/57, Emeryson F1, partly rebuilt, 2.4 Jaguar dry-sump, fuel injection, pre-selector box, new racing tyres, new nose cone and tail, serious offers around £4,000 for this famous car. Tom Hill (Salop) 237. (1645

MG PB, 1935, rebuilt and concours in every respect, black/black. £5,500. East Grinstead 23155. (1649

SCIMITAR GTE, 1974, automatic, new tyres and servo, radio, electric windows, excellent condition, regularly maintained, beautiful Beaujolais coachwork, tan trim, house purchase forces quick sale, therefore £2,475. 0272 847132 (Bristol). (1682

COLLECTOR'S ITEM, 1953, Morris 6, 9 months M.o.T. and tax. Tel.: Anne Nichols 31 Old Edinburgh Road, Inverness 31806. (1683

1974 ESCORT RS2000, immaculate condition, Sebring red, custom pack air dam, Cibies, rustproofed from new, no competitions, £1,650. Tel. Bradford 497940. (1708

BMW 3.0 S.I., manual saloon, 1973, special order black/black velour, 47,000 miles with sunroof, tinted windows, P.A.S., alloy wheels, 8 track stereo, radio, powrlok differential, four headrests, unique example. £3,350. H.P. exchange possible. Bournemouth 293541. (1691

FOR SALE–continued

ROLLS-ROYCE Silver Wraith, 1948 limousine with disappearing division by Cooper, immaculate condition, two tone blue coachwork, one lady owner for 26 years, maintained by main agents, 115,000 miles with recent engine rebuild, taxed, tested, £7,500. Alexander, Huddersfield 27481 (day) Elland 74307 (evenings). (1684

JAGUAR XK150, F.H.C. 3.8 cc, manual/overdrive, 1960, totally rebuilt, new paintwork, new leather interior, rebuilt engine, new chrome, really fabulous bargain, £4,750. Box No. 5562. (1653

1962 MG-A 1600, Mk.II, F.H.C. for restoration, all steel, complete, spare gearbox, wings, excellent tyres, best offer this month secures. Wickenby 340. (1689

TR 6, 15,000 miles only, 1973, L reg, red, fitted wire wheels, headrests, used only as second car hence low mileage, £1,800 no offers. Tel.: Sheffield (STD 0742) 366057. (1690

LANCIA FLAVIA 2000 Coupe, 1971, ivory, black interior, manual, P.A.S., Motorola radio, genuine 35,000 miles, one owner. £1,160. Bournemouth 293541. (1691

LOTUS EUROPA Special, 1974, fastidiously prepared earlier this year for production sports car racing where it has proved competitive, with 1 win and many placings. Specification includes 150 bhp Vegantune engine, 5-speed box, Konis, Klebers and many other mods to numerous to mention. Genuine 8,500 miles from new, finished JPS/oatmeal, ultimate road/competition car, offered at around £3,500. For further details ring John at Longridge (Lancs) 3808. (1692

HEALEY 3000, Mk.I, resprayed, reupholstered, rechromed, engine and gearbox recently overhauled, wires, five excellent tyres, overdrive, hardtop, long M.o.T., taxed. £1,800. Phone Hexham (0434) 3737. (1694

ALFA ROMEO 2000 GTV twin cam, 1912, white, black trim, radio, XAS, HRW, 5 speed box, wood rimmed wheel, bodywork and mechanics excellent, full history, must be seen to be one of the best GTV's in the country, selling this car breaks my heart but it must go. £1,450 o.n.o. Phone Stafford 59642 evenings. (1826

TRIUMPH ROADSTER 2000, 1950, original good all-round condition. Tel.: 01-720 8000 (10 am-5 pm) or 01-589 4123 (24 hour answering service). (1828

ROLLS-ROYCE Phantom III, Brougham de Ville by Park Ward, 1937, illustrated page 262 Coachwork on Rolls-Royce, chassis 3BT125, 52,000 miles, excellent order, substantial price asked. Tel.: Faringham 862233. (1824

ROLLS-ROYCE SC1 Standard Saloon, 89,000 miles, much work done, around £4,500. Tel.: Faringham 862233. (1824

DAIMLER DART SP250, immaculate condition, wire wheels, hard top and tonneau cover, metallic blue, £1,600. Ring between 9.00 and 5.30 Hatfield 71111. (1823

TR6, 1970, good condition, oil cooler, overdrive, M.o.T., reluctant sale due to acquisition of business, £750. 098-062 307 (evenings). (1822

TR6, 1974 (M), white, 35,000 miles, overdrive, hazard lights, radio and tow bar, bodywork/mechanics excellent, £1,850 o.n.o. Tel.: Doncaster (0302) 851300 after 7 pm. Brigg (Lincs) (0652) 53617 9 am-5.30 pm. (1830

FOR SALE–continued

E-TYPE JAGUAR 4.2, Roadster, 1968, red and black upholstery, good mechanics and body, works hard top, £2,250. Alan Dunkerley, Ramsbottom 3616 evenings, Burnley 35658 days. (1775

MORGAN 4/4 2-seater, '75, blue, 8,000 miles, regularly serviced, garaged, immaculate condition, extras, wire wheels, spotlights, rustproofed, tow bar, £3,900 o.n.o. Tel.: 01-405 9551 (day), 0722 24788 evenings and weekends. (1831

1938 LANCHESTER, very good condition, M.o.T. Aug. 1978, 061-790 3138. (1834

STAG, M reg, low mileage, white automatic, l.h.d., h/s tops, £2,150 o.n.o. quick sale owner abroad. Reading 666735 (evenings). (1832

MAZDA RX3 (Rotary) Coupe, red, 1972 (Nov.), engine just rebuilt with new housings and seals, clean car with moderate mileage, £750. J. Simmons, Hedge, Reading 341112. (1839

'68 KARMANN Ghia 1600L Coupe, 3 owners, 47,000 genuine, garaged, new clutch, silencer and radials, serviced, smooth, sweet, original, private, £1,100, no messers. Winkfield Row 5651 after 6 pm. (1811

DAIMLER 250-V8, 1969, automatic, white, red interior, radio, genuine 61,000 miles, excellent condition, £950. Tel. 061-790 0513. Box No. 5567. (1838

PORSCHE 911, 1967, Turbo style body, sunroof, S wheels, new tyres and silencer, v.g.c. £2,500. Tel. Dr. Whalen, Exeter 77833. (1815

FIAT X 1/9, 1974, S reg, LHD, many extras, 4 months r/tax, year M.o.T., white, 23,000 miles, £2,100. 01-228 8976. (1814

TR6, 1975, one fastidious owner from new, headrests, tonneau cover, never taken out of original bag, alloy wheels, stereo radio/cassette, electronic ignition, completely undersealed and rustproofed, always garaged, must be one of the best on the road, £2,850 o.n.o. No time wasters please. 01-504 4143. (1812

PORSCHE 912, 1965, blue, tan interior with 911S wheels, Blaupunkt radio, fully rebuilt engine, just run-in. For details phone Crawley 20815. (1810

PAIR OF MGs, MGC GT first reg. 1971, 44,000 miles, completely original and in concours condition. Also very rare MGA Mk.II de luxe Roadster, 1962, fitted with four wheel Dunlop discs, k/o wheels and c/r box, as original equipment, mechanically good, body reasonably sound, both cars owned and maintained by MGCC member, sensible offers invited for either. 01-540 2943. (21477

LOTUS ELEVEN, Le Mans Series One, 1956, ex-Alan Stacey, most successful eleven in U.K., spare Climax engine, Lotus gearbox, diffs., wheels, tyres, engine parts including extra head, suspension parts, radiator, car cover, £4,500. Doctor Goodwin, 29 Derry Downs, St. Mary Cray, Orpington, Kent. Tel.: Farnborough (Kent) 57121 (home). (1828

LOTUS ELAN +2S 130, late 1972, L reg, 25,500 miles, 4 speed, M.o.T. until 10/78, taxed until 4/78, regularly serviced and maintained by Lotus specialists, excellent condition, £2,950 o.n.o. Phone 01-551 0867. (1829

JAGUAR MK.II, 1967, 4.2 litre, E-Type engine, Konis, Motorola, H.R.W., carmen red, full M.o.T., taxed, excellent condition, £695. Rugby 2685. (1833

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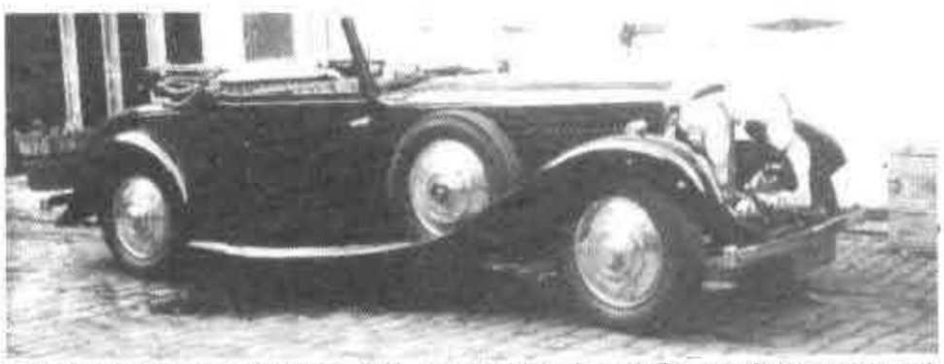
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1934 Bentley 3½ litre, 2/4 seater drophead Coupe fully restored, black/green.

Also two other superb Bentleys being restored to concours condition and should be completed by the time this advert appears.
1924 Bentley 3 litre short chassis Le Mans 2 seater and a **1935 Bentley 3½ litre** 2 seater sports roadster.

1925 **BUGATTI 2 litre** straight eight boat-tailed sports 4 seater by Gangloff.
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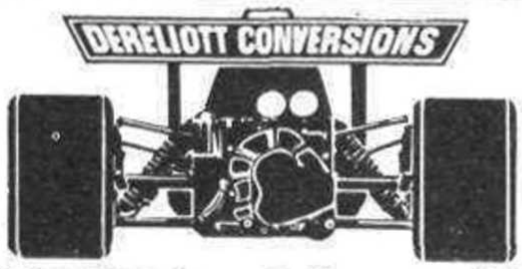
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ASTON MARTIN DBS6, Vantage engine, 1969, 44,000 miles, good condition. £2,850 o.n.o. Tel.: Strathpeffer 641. (1838
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TR4A IRS, 1967, white, s/h Surrey, overdrive, servo, wires, Radiomobile, offers around £1,000. For details Tel.: Towcester 50466. (1798
MORGAN PLUS 8, 1969, one owner from new, sadly offered for sale, four digit no. plate, indigo blue, modifications include Holley carburetter, Offenhauser manifold, Sig-Erson camshaft, Mallory distributor, Bendix pump, uprated hydraulic tappets and stronger valve springs, gas flowed and polished cylinder heads, Xonis, Cibie h/lamps, etc., M.o.T. till July 1978, offers to Tolleshunt D'Arcy in Essex (062-183) 297. (1800
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MGB GT, V8, Dec. 1975, flamenco/black cloth trim, 17,000 miles only, radio, t/glass, o/drive, four months left on second year Supercover, faultless condition throughout, genuine reason for sale being some cash needed so will sell for £2,850 or may exchange for older one with cash adjustment. Tel.: Ingrebourne 70809 evenings (Romford). (1816
FERRARI DINO 246 GT, M reg, Aug. 1973, electric blue in concours condition, mechanically perfect with genuine 33,000 miles, thick pile fitted carpets, new XAS tyres, just had £800 overhaul from Ferraris, £6,290 o.n.o. for quick sale. Tel.: Leighton Buzzard 59063. (1792
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TVR 1600M, R reg, 6,500, silver sun roof, radio, immaculate, offers over £3,600. 01-643 1032 evenings. (1769
1966 E-TYPE Jaguar 2+2, chrome wires, Webasto roof, Motorola, 63,000 miles, Sherwood green, green trim, outstanding condition, £1,650 o.n.o. Tel.: Ingrebourne 40507. (1771
1955 FORD Popular, one previous family owned, recorded mileage 46,580, believed genuine, original engine and log book, taxed October, M.o.T. July '78, £275. Rugby 813587. (1772
SPYDER FIAT 124 convertible l.h.d., excellent mechanically, M.o.T. July '78, needs superficial attention to bodywork, rare collector's item, £395, 01-636 8000, ext 69, or 01-352 7221. (1773
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E-TYPE 3.8, Series I, 1962, F.H.C., registration JAG 62, stored 5 years, needs attention, £895. 01-458 7817 for details view London. (1760
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V12 E-TYPE Roadster, blue, auto, low mileage, Ziebart, immaculate, £5,500 o.n.o. 01-254 2943 (office), Hertford 57504. (21465
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MG-B SPORTS, 1976, R reg, Brooklands green, wire wheels, radio, immaculate condition. Tel.: Abergavenny 2506 (Gwent) after 6 pm. (1767
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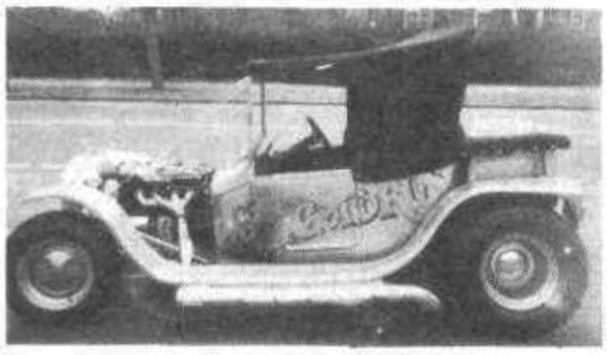
MOTOR SPORT, Vol. 4, complete or bound (July '27 Sept. '28). Vol. 9, complete or bound (Nov. '32 Oct. '33). Vol. 10, Jan. 1934, May 1934, June 1934. Vol. 5, No. 1, No. 2, No. 3. Morley, Little Barn, Moreton Rd, Buckingham (3322). (1469
CASH PAID for brand new or perfect secondhand Ford Mk. I Zephyr body panels. St. Albans (0727) 58219, evenings. (1333
MODIFIED SHORTENED post-war Bentley. Condition or absence of engine unimportant. Box No. 5558. (1352
SS 100 WANTED, private collection, IDC member. Box No. 5516. (65420
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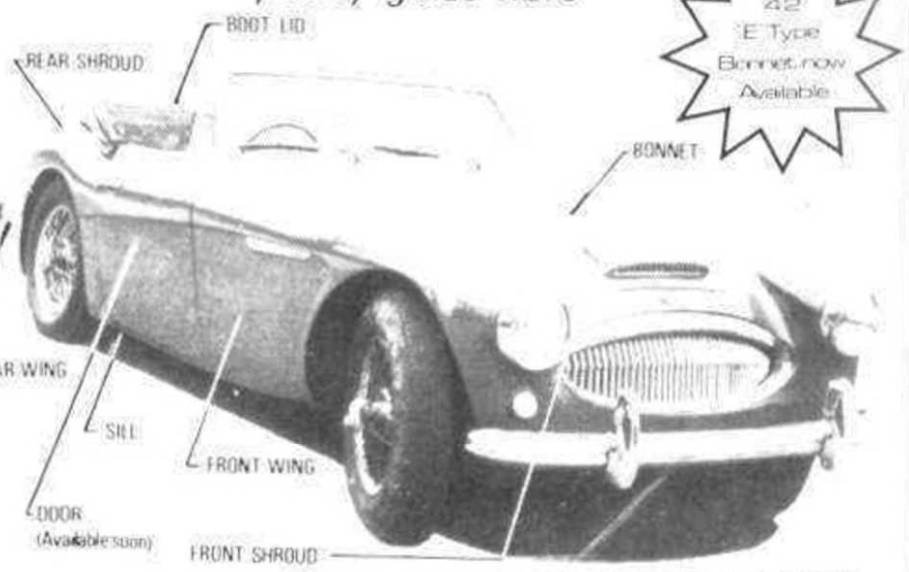
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WANTED: OLD CAR catalogues (1961 onwards) on Rootes, BMC, Rover, Triumph, Vauxhall, Daimler cars. Please ring 799967. (1346

WANTS TO BUY: Thirties, forties or early fifties, Riley Wolseley or any other. Prefer left-hand drive. Must be in very good condition and with excellent mechanics. Will collect anywhere. Sensible offers with photo to: Gert Forsberg, Rinkebysvangen 91-103 S-163 74 Spanga, Sweden. (99729

LOTUS ELAN Sprint in good bodily condition. Burnham 3857 (99832

LOTUS ELAN +2 130/5, late model wanted. Good price paid for immaculate example. Telephone: evenings (Kirkcaldy) 0592 200 360. (99918

MG-B GT WANTED. Any year, Sunroof, o/d. No filler or dealers please. Up to £1,300 available. Coalville 222 466 (Leics). (99436

WANTED: PRE-WAR sports car. Would like Aston 1½ or BMW 328, but anything of this type considered. Cash available. Will view anywhere. Tel: Coalville 222466. (99440

WANTED: GILBERN Genie or Invader I or II. Must be in good condition. Phone: Helsby 4264 (Cheshire). (99441

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1933 MAGNA MG four-seater for family man. Reliable runner preferred (finance no problem) Mount Place, North Chailey, E. Sussex. (94821

ALVIS SPEED 20, Lagonda 2-litre, MG Magnette or other 1930-1937 tourer for restoration project. Paul Clements 33a Brunswick Square, Hove, Sussex BN3 1ED. Phone: Brighton (0273) 70040. (39913

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GRAND PRIX BUGATTI Hispano or similar. Also large Edwardian. Prefer Tourer, Landauiette open-drive limousine. Box No. 5504 (97331

500 c.c. STEYR/PUCH gearbox or would consider complete car any condition. Wadsworth, Mosseley House, Burnley 25664 (98425

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ALVIS 12/50, 12/60, Sp.20, Lagonda 2 litre, M45 or similar in any condition, also front folding bucket seats for 30's tourer and any Talbot 105 spares. 043-53 2044. (1624

WANTED–continued

WANTED: MOTOR SPORT, 1951 November, No. 11; 1959 April, No. 4; 1974 October No. 10; 1975 June No. 6. Bowles, 34 Blake Hill Crescent, Parkstone, Poole, Dorset, BH14 8QR. (99631

BULLNOSE CHASSIS and most parts wanted urgently, especially radiator and log-book. W.H.Y? Please write: 75, Hamilton Road, Great Yarmouth. Telephone 2736. (99633

BODYSHELL AND WINGS required for 1949 Jaguar XK120 roadster. Please reply to Box No. 5547. (99606

AOC MEMBER wishes to purchase Alvis TF21 saloon or drophead coupe. Must be first class example in original condition. Preferably with one owner and low mileage. Please reply to Box No. 5547. (99606

ELAN SPRINT. Private buyer will pay good price for one owner, low mileage 1973 model. Good home assured. Rothera, Low Farm, North Tuddenham, Dereham, Norfolk. Mattishall 8186 (99404

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WANTED FOR Triumph Vitesse 2-litre gearbox with overdrive, hard top, doors and any other parts. Box No. 5561 (1696

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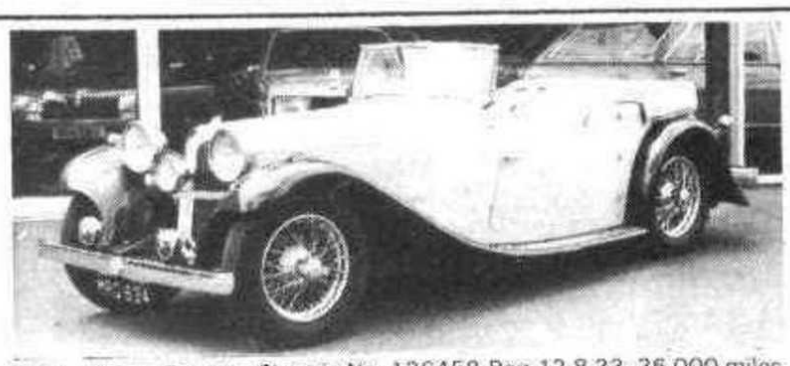
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TVR	**1977 3000M.** Silver grey with black, sun/vinyl roof, radio	£4,475
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	1963 Grantura, Mk.III. Red, black int., radio, l/rack	£575
LOTUS	**1973 Elan +2S 130/5.** Red, black int.	£2,650
MG	**1976 Midget.** 1 owner, tan int.	£1,875
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30/98 VAUXHALL required, prefer original E-Type condition unimportant, top price available. Alan Dunkerley, Ramsbottom 3616 evenings, Burnley 35658 days. (1775

CITROEN CABRIOLET, 2-door, any condition considered. Write Deanewray Route Duzes, 30560 France or call (66) 863780 evenings. (1803

ASTON DBS6 Vantage, manual, cash for genuine, good condition car. Chris Praat, Watford 25816 (office). (1785

TINPLATE CARS, trams, buses, lorries, boats, submarines, airships, aeroplanes, Meccano constructed cars, early Dinkies, model railway in 'O' gauge and larger, any condition, even if only suitable for spares. Particularly wanted: the large Alfa P2 2-seater Tinplate racing car. Ford brochures for all pre-1939 Fords, i.e. cars and commercials. I will pay top collector cash prices, plus many items to exchange and will travel to collect. Tony White, 22 Ivy Bank Park, Entry Hill, Bath, Avon. Tel.: 022583 7077 evenings please. (1813

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MISCELLANEOUS

MOTOR SPORT, 109 copies, 1967–1976 unbound, many years complete, £18, buyer collects. Tel.: Ware 61466 (Herts). (1786

40 YEARS collecting surplus, lamps, accessories, spares, books, catalogues, manuals magazines 1900/77 (Austin, Bentley, Bugatti, SS/Jaguar, MG, Packard, Rolls-Royce items). 28 page list 20p ($1.00 airmail). Richley, 14 Queens Road, Ashford, Kent. (1783

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MAJOR RICHARD J. Crosfield, last known 1964, Somerby, Melton Mowbray, Leics. Please contact (or anyone knowing whereabouts) Box No. 5564, (Ref.: MG-A twin cam). (1639

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NEW PISTONS for Talbot 65, 75, 90 models, s.a.e. for details. P. D. Smith, 119 Rugeley Rd., Chase Terrace, Walsall, Staffs. (1429

MOTOR SPORT, 138 copies 1950–1976 for sale individually or as a lot, also 1969–70 & 1971 bound, s.a.e. to Cave, Upper Ashe, Basingstoke or Tel.: 770247. (1433

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1938 TRIUMPH 13.8 hp Vitesse chassis complete with axles, knock on wire wheels and 5-25 x 17 tyres etc., unused fully reconditioned engine for same with twin semi down-draught S.U. carburetters, 4 speed and reverse close ratio gearbox also available. 2 special front wings with running boards attached, bonnet top and special shaped radiator shell (hand made). Fully reconditioned, unused, 30 hp Canadian Ford V8 engine, complete. Offers to B. L. Winson, Lime Lane, Chaddesden Common, Nr. Derby. Tel.: Derby 672331. (21383

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MISCELLANEOUS—continued

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MG TF SPARES: Brake drums, starter motor, dynamo, gearbox, anti-roll bar, fibreglass front wings and rear valance. 31 Higher Barn, Horwich, Bolton, Lancs. (1347

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MOTOR SPORT: Feb., May, July, Nov. 1938 Mint. Offers around £7 per copy. Automobile Year 64/65, mint, £15. Telephone: Sandbach (Cheshire) 4548. (99912

MOTOR SPORTS for sale, 1955 to date, 264 copies. Few missing £40. Bishops Waltham 2138. (99913

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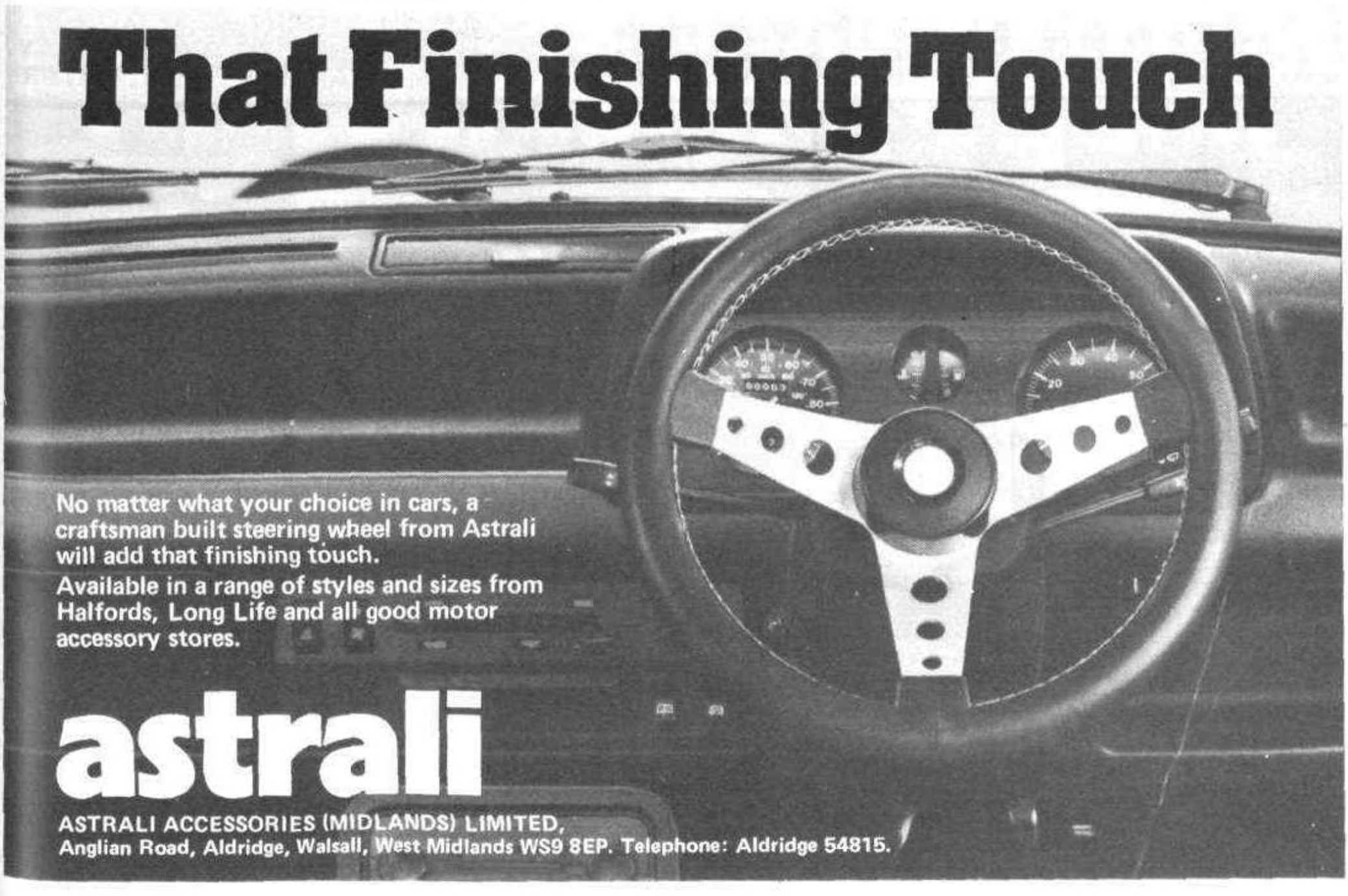




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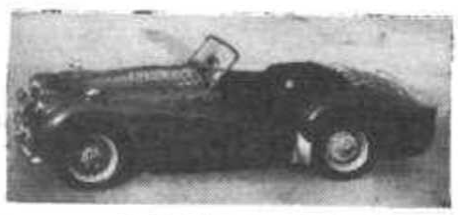


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1976 April Manufactured. S Reg'd Chrysler New Yorker Brougham, 2 door coupe, one owner, silver metallic, deep buttoned maroon velvet interior, electric everything, air conditioned, 12,500 miles, fantastic top of the range car (list price **£8,500) £4,375 freehold.**



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1970 'J' Lotus Elan S.4. F.H.C. This car deserved its photo taken, briefly, two owners, 38,000 miles, carnival red, knock-on wheels **£1,535.**

1974 Lotus Europa JPS Special, 5 speed. Black, oatmeal interior, one owner, 24,000 miles, a fast appreciating car **£2,950**

1975 (May) Triumph TR6. Hard top, mimosa, one owner, 17,000 miles, overdrive, radio, undersealed **£2,475**

1975 'P' Regd. Ford Capri 2000 GT, Special. Gold coachlined, white bodywork, black and gold nylon int., alloy wheels, radio, rear wiper, one owner, 27,000 miles **£2,450**

1975 Austin Mini 1275 GT. White, low mileage (choice of two) **£1,335**

1976 'R' MG Midget. 9,000 miles, Tahiti blue, 1 owner **£1,825**

1974 'N' Alfetta 1.8 Saloon. Red, black int., sundym, 5 speed, 20,000 miles only **£1,985**

1975 Datsun 260Z. 21,000 miles, white, superb condition **£3,250**

1973 'M' Datsun 240Z. Red, chrome wire wheels, mint **£1,995**

1973 'M' Reliant Scimitar GTE, Auto. One owner, beaujolais red, 39,000 miles, electric windows, sundym, radio, stereo, chrome wheels **£2,495**

1972 Reliant Scimitar GTE, Auto. Unusual and original French blue, 6,000 miles on recon. engine, superb **£1,995**

1972 Volvo 1800ES Coupe. Injection, met. blue, black leather, 26,000 miles, overdrive and sundym **£2,495**

1973 'M' Triumph Spitfire. Magenta, two owners, 37,000 miles **£1,285**

1973 Triumph Spitfire. Mimosa, overdrive, immaculate **£1,295**

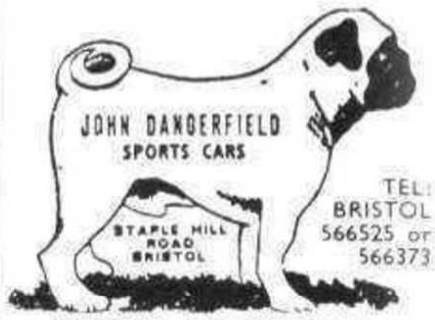
1972 Mercedes 250CE Coupe, 2 door. One owner, 36,000 miles, auto., P.A.S., radio, superb car **£3,650**

1973 Ginetta G15 S, 998. White, sunroof, alloy wheels, one owner, 38,000 miles **£1,075**

1973 'M' Range Rover. Sahara dust, radio/stereo, high mileage, but superb vehicle, one owner **£3,900**

1968 MGC GT, Auto. Very original and sound car, engine overhauled, wire wheels etc. old English white **£895**

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1976 M.G.-B GT. White, overdrive **£3,100**

1976 COLT Galant Estate 1600. Alpine silver, electrical aerial, plus usual extras, one meticulous owner **£2,275**

R Registered (Imported) VW Scirocco. Metallic Blue. New clutch and radio. One owner **£2,600**

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1975 G.T.E. April yellow, one owner, overdrive, supplied and maintained by us, tan trim, mileage 25,169, laminated screen **£3,850**

1974 G.T.E. Overdrive. Venetian Blue/Tan leather. Radio/Stereo. Electric windows. Spot & Fog Lights. 32,000 miles **£3,500**

1974 M.G.-B. Overdrive, radio/stereo, rustproofed, tonneau, Kenlow fan, electric windows, servo, headrests, 19,100 miles **£2,300**

1974/75 COLT 1600 GSR Lancer. Red, all the usual extras **£1,800**

1974 SPITFIRE. Red **£1,575**

1973 G.T.E. Automatic. Ivory beige/tan trim, Webasto roof, alloy wheels **£2,650**

1973 G.T.E. Automatic, Bermuda blue/tan trim, radio/stereo, alloy wheels, tow hitch **£2,650**

1973 G.T.E. Automatic, Nevada yellow, XAS tyres, new axle, crank reground, one owner .. **£2,750**

1973 M.G.-B. GT. Red/black trim, o/d, radio cassette, Kenlowe fan, sold & maintained by us . **£2,000**

1972 SPITFIRE. White, tonneau **£1,150**

1972 Dec. G.T.E. Automatic. Mediterranean green/tan leather, Webasto roof, stereo, spot & fog lights, leather steering wheel, alloy wheels **£2,550**

1972 M.G.-B. Teal blue/autumn leaf, overdrive, wires, headrests, ZXs, new radio **£1,750**

VOLVO 1800. Reconditioned short motor **£100**

1949 TRIUMPH Roadster 2000 ..... **£3,000**

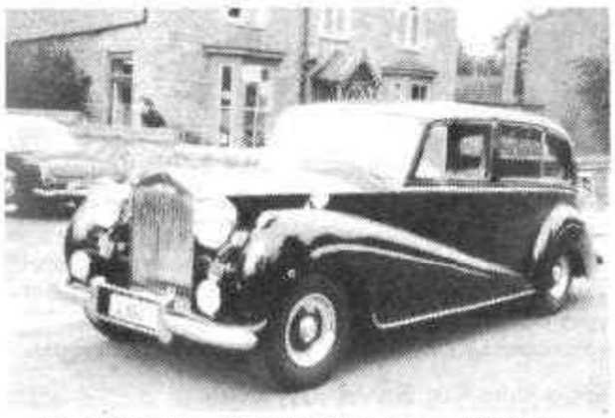
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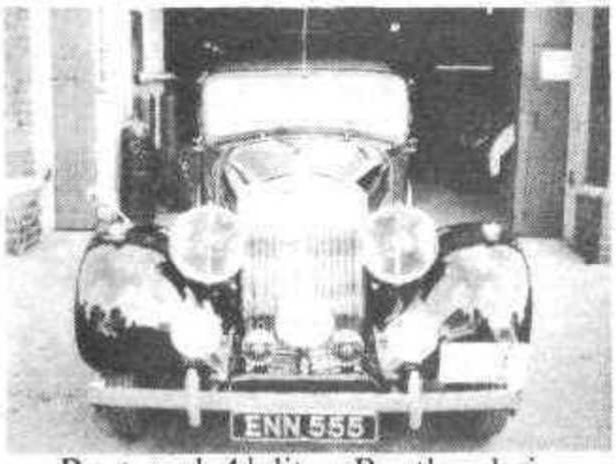
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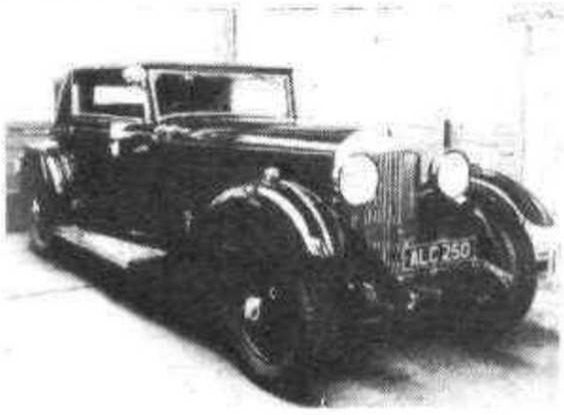
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Restored 4¼-litre Bentley being shipped to New Jersey, U.S.A.

The Last Cricklewood Bentley



1931 4-LITRE BENTLEY. *Freestone & Webb* d/h coupe. First reg. 1933. BRG with Black hood. Chassis No. VA4100. Reg. No. ALC 250. Present owner 8 years. In excellent condition.

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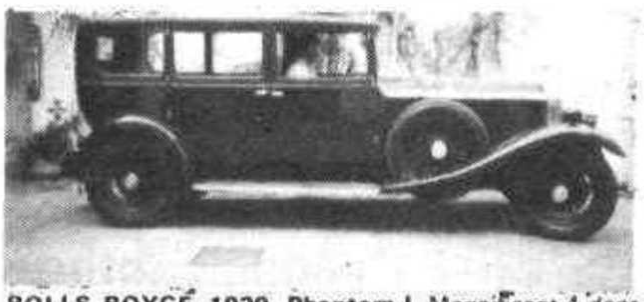
ROLLS-ROYCE, 1974 (N), Silver Shadow. Standard 4 door sports saloon, finished in walnut with contrasting tan hide trim and carpet, excellent service record, this one owner vehicle has covered only 34,000 miles.



BENTLEY, 1950, Mk.VI. Standard steel 4 door sports saloon with sunroof, elegantly finished in ebony black over tudor grey recently trimmed in beige hide, recarpeted, new headliner, wood all repolished, a nice example with under 100,000 miles recorded.



ROLLS-ROYCE, 1974 (M). 2 door Corniche convertible superbly finished in ivory with cream hood, trimmed in green with magnolia piping, all usual extras including speed hold, whitewall tyres, etc., one owner, full service history, recorded 40,000 miles.



ROLLS-ROYCE, 1929, Phantom I. Magnificent 4 door six light touring limousine with coachwork by Park Ward, sedately cellulosed in smoke green with contrasting black fabric top, recently trimmed in grey hide, wood repolished etc., etc., twin sidemounts, split screen, mechanically first class, a truly magnificent carriage of quite exceptional proportions.



MERCEDES, 1976 (R), 280SE. 4 door sports saloon, a magnificent one owner example, finished in metallic maroon, automatic and p.a.s., electric sunroof, radio, stereo, etc., recorded 15,000 miles.



ROLLS-ROYCE, 1961, Silver Cloud II. Standard steel 4 door sports saloon, finished in tudor grey over Caribbean blue, superbly trimmed in plum hide, recorded 78,000 miles, excellent service record, just fully serviced, taxed and M.o.T. tested. A really outstanding example of this classic series.

ROLLS-ROYCE, 1974 (M), Silver Shadow. Standard 4 door sports saloon, elegantly cellulosed in brewster green with black Everflex roof, trimmed in tan hide. A superb 2 owner example with a recorded mileage of only 25,000 miles.

ROLLS-ROYCE, 1971, Silver Shadow. 4 door saloon, another outstanding example with an excellent service record, recorded a little over 50,000, coachwork finished in silver mink with navy trim and carpet, sundym glass and refrigeration.

AUSTIN, 1927, 12/4. Clifton tourer, an extremely original 4 seater, 4 door open touring car in fine running order, nicely painted in mushroom with black wings, excellent weather equipment, Auster rear screen, all original hide trim, excellent tyres, mechanically first class, a usable light tourer at a realistic price.

JAGUAR, 1974 (M), E-Type V12. Sports coupe, finished in black with tan hide trim, hard and soft tops, manual shift, radio/stereo, superb example, recorded 27,000 miles.

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to be held on

NOVEMBER 18th

ROLLS-ROYCES & BENTLEYS

in the morning, and

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in the afternoon.

Entries will be limited to about 80 in each section, and the minimum reserves accepted will be £1,000 on cars and £400 on bikes. Vehicles in good condition may, of course, be entered with no reserve, and these minimum figures may be raised after the catalogue closes, on October 10th.

Early entries get reduced rates of commission, sliding down to only 4%. No vehicles will be accepted that have been entered in other auctions between now and then that fail to reach reserve. If you want the best you will have to wait for it.

NO SALE, NO COMMISSION, but that does not mean we will accept vehicles with over-optimistic reserves.

There will be an autojumble and spares auction on Saturday November 19th. Stalls £7.

Spares entries invited.

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1933 Morris Minor saloon ... £950
1934 Singer 9 4-seat sports £2,950
1938 Morris 10 Series III sln. £775
1952 Jowett Jupiter coupe £1,200
1952 Humber Pullman Limo . £875
1953 Bristol 403. Nice car . £2,050
1954 M.G. 'TF'. Restored ... £4,250
1957 A/Healey 100/6 ..... £1,275
1959 Jaguar Mk.IX sln., auto. £875
1963 Alvis TD21 sln., 5-speed £1,250



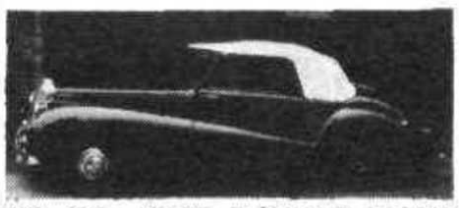
1966 Jaguar Mk.II 3.4. *(Photo.)* £1,450
1972 NSU Ro80. Low mileage £1,150

MOTORCYCLES
1930 Velocette GTP. *(Photo.)* £595
C1939 Zenith 750 V-JAP £500
1953 Ariel MH 350 ..... £250
1955 Matchless 350 ..... £250
1960 Velocette Viper £425
1964 Panther 120S 600 .... £495

WANTED: Interesting cars! W.h.y.? Vintage, P.V.T., 30's, sports, classics. Part exchanges considered. Finance arranged. Callers preferably by appointment.

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We show above a **Barker Special Sports** 2½-litre Aluminium Drophead Coupe, recently sold. **Two others just in**, now being overhauled. To be rechromed, recellulosed, retrimmed.



Barker 4-seat Drophead Coupe, 2½-litre, as above. Aluminium coachwork and 3-position hood. Choice of two in process of Painting, Chroming, Hooding and Trimming.



Above, a superb **Hooper Empress** all Aluminium Razor-Edge recently sold. Another expected shortly.

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1969 (Nov.) BENTLEY T series standard saloon. Regal red with tan interior, factory refrigeration.

1968 ROLLS ROYCE Silver Shadow M.P.W., two door coupe. White with beige interior, brown Everflex roof, 76,000 miles, plus refrigeration.

1961 ROLLS ROYCE Silver Cloud II. One owner from new, 99,000 miles.

1965 BENTLEY SIII saloon. Astral blue over shell grey with blue interior, 102,000 miles.

Paddon Brothers

of Knightsbridge

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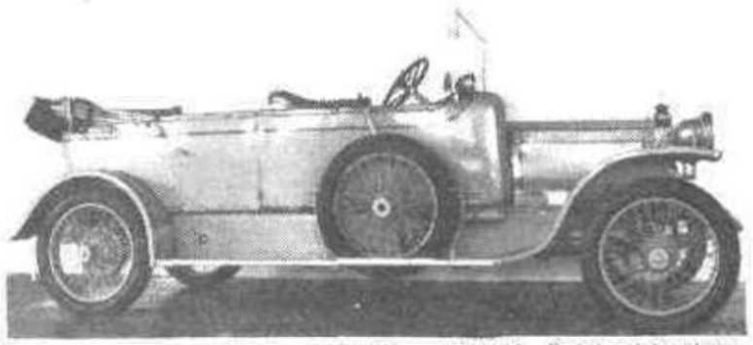
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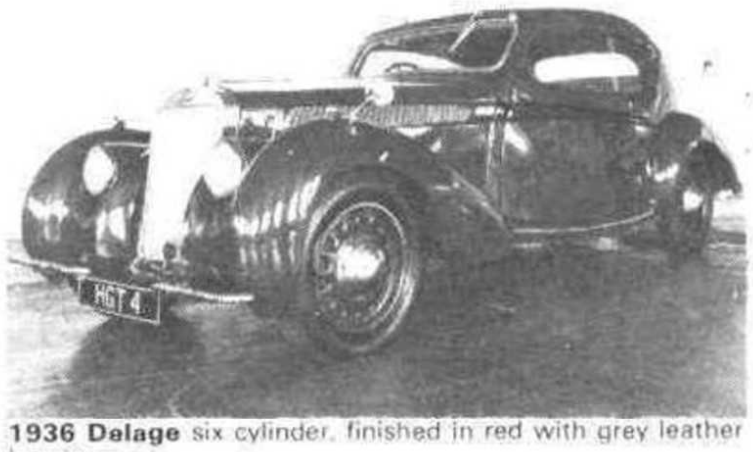
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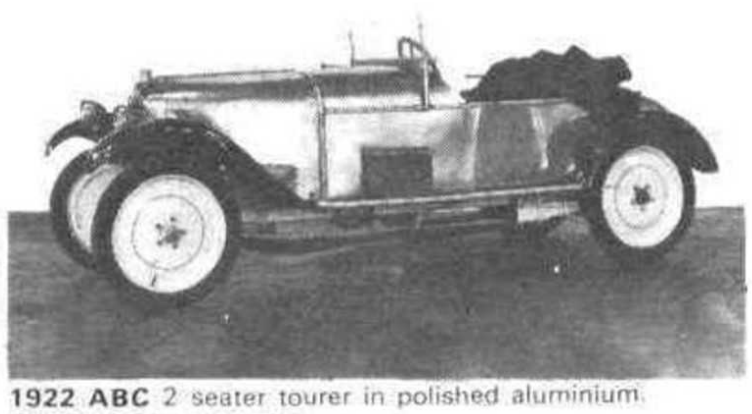
Daimler 20 h.p. Tourer, believed 1911, finished in dove grey with red leather interior.



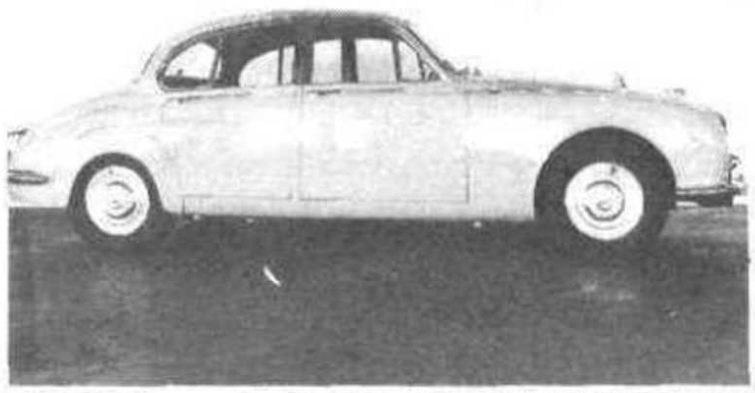
1936 Delage six cylinder, finished in red with grey leather interior.



1968 Lincoln Continental, finished in white with black vinyl roof, black interior.



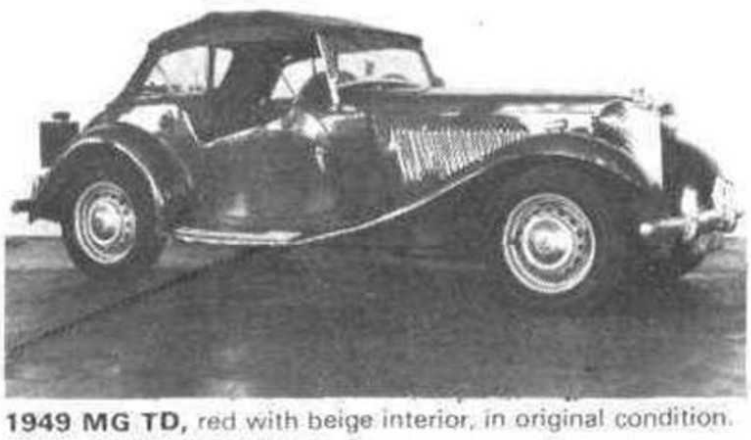
1922 ABC 2 seater tourer in polished aluminium.



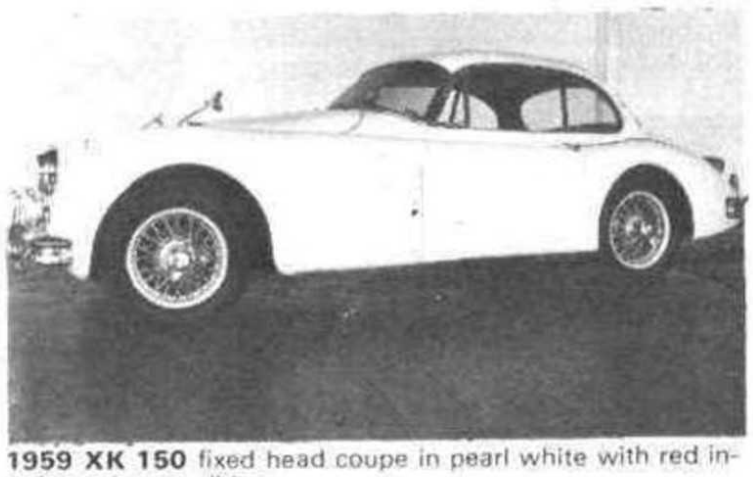
1968 2.4 Jaguar, in off-white, black interior, low mileage.



1953 MG TF, red with beige interior, in concours condition.



1949 MG TD, red with beige interior, in original condition.



1959 XK 150 fixed head coupe in pearl white with red interior, mint condition.

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NOSTALGIA

LETTER FROM AMERICA

This month's ad. will, I'm afraid, be somewhat out of date by the time it reaches the newsagents: the reason being that it is being written on August 29th in a motel bedroom some 100 miles south of San Francisco, in order to meet MOTOR SPORT's copy deadline. Because of this somewhat unusual situation, this preamble will be kept short, but in any event it would have been difficult to have summarised recent activities: hopefully next month I shall have collected my thoughts, which are today reeling from a week spent in this most astonishing country. **To all my American readers**, therefore, I extend my thanks and gratitude for the hospitality and friendliness shown during the visit, and offer my congratulations for the most splendid of **Historic Race Meetings** at **LAGUNA SECA**, and the almost unbelievable array of cars at the **PEBBLE BEACH CONCOURS**. More next month . . .

100 PTS. GENUINELY MEANS 'among the best in the world'

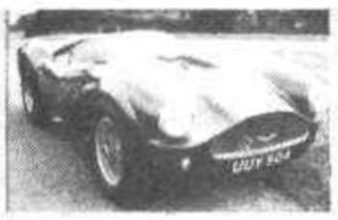


1953 JAGUAR 'C' TYPE No. 049 – one of the quickest 'C' Types (Weslake head, Webers etc.) ex Tyrer, Scott Brown, John Woolfe etc., extremely original, totally restored – **100 Pts.** *(Photo.)*



1954 EX WORKS JAGUAR XK 120/140 ROADSTER – Jaguar Cars Ltd. own prototype '140' Roadster, totally original, totally restored – **98/100 Pts.** *(Photo.)*

1954 ASTON MARTIN DB3S SPORTS/RACING – ex Team Single Seater, reconverted to proper 2 str. spec.; 12 plug engine, etc., all totally restored – **100 Pts.** *(Photo.)*



1955 MG MAGNETTE ZA SALOON – totally original, 2 owners, 36,000 miles, winner – 'Best Magnette Award 1977', and simply that! – **100 Pts.** *(Photo.)*



1956 JAGUAR XK 140 S/E DHC – winner 'Best XK 140 Award 1975/6', totally original; 'C' Type head, o/d, wires; founder member car of XK Register – **99/100 Pts.**

1956 JAGUAR 2.4 MK. I SALOON – 44,000 miles, totally original, winner many Concours awards for past 4 years – **100 Pts.**

1957 LANCIA AURELIA GT – 2 owners, 65,000 miles; totally original – **92/96 Pts.**

1962 AC ACE-FORD 2.6 – ex Betty Haigh car, raced internationally; extremely original and still competitive in Group 2 (HSCC) events; road used – **92/100 Pts.**

1962 LOTUS ELITE SUPER 95 – rebuilt using all the original parts over 2,000 hours; the best Elite in the world – **100 Pts.**

1964 EX WORKS TRIUMPH SPITFIRE LE MANS GT – Tour de France car, alloy body panels, 105 bhp part alloy engine, only one left of 8 built – **95/98 Pts.**

1966 FERRARI 500 SUPERFAST – 1 of 6 RHD cars; 40,000 miles, totally original – **98/100 Pts.** *(Photo.)*

1967 EX WORKS PORSCHE 911 S/R – commissioned by Lucas/McNally for the South African Series; class winner at the Targa Florio, entered at Le Mans; 2 litre 205 bhp engine; 3rd in Class in 1977 Group 4 Champ; road registered and used as 'everyday' transport; 22,000 miles from new – **99/100 Pts.** *(Photo.)*







1967 AC (COBRA) 289 MK. III – definitely the best of the 15 left; totally rebuilt with new body etc., to 'better than new' spec. – **100 Pts.** *(Photo.)*

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1963 DAIMLER Dart finished in Silver with blue trim, 49,000 miles only. Full history. Magnificent in all respects.



1958 JAGUAR XK 150 DHC Automatic Cotswold Blue with red trim, 52,000 miles only. Two owners and full history.



FOR HIRE

This magnificent **Superior 2200 Motor Home** is available for hire throughout 1977. Sleeps six people. Equipment includes air-conditioning, hot and cold water, deep freeze and refrigerator, and 'loo' and shower, etc. Ideal for Continental touring and all sporting events. For further details please call us.



1977 PORSCHE 924 Bright Red with Beige/Black Pinstripe Trim. 4000 miles only. Alloy wheels, rear wiper and many other extras.



Circa 1900 HORSE-DRAWN Baker's Van, beautifully restored to an extremely high standard. Finished in Dark Blue with rear door sign written in Hovis livery.

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LAURENCE KAYNE & CO



Silver Cloud I, LEFT HAND DRIVE, having had enormous amount of recent expenditure including new engine fitted by R.R. **£8,500**



Bentley Continental fully restored to the highest standards, finished in shell grey, automatic transmission and power steering. Much service history available.



Silver Wraith Sports Saloon meticulously maintained by the same family supplied to from delivery. **£6,950**



S1 coachwork by James Young, a rare opportunity to acquire a coachbuilt motor car in beautiful condition finished in Caribbean blue, realistically priced at **£5,950**

ALSO A VERY LARGE SELECTION OF MANY OTHER MODELS. SILVER SHADOWS, PHANTOMS, 11 SILVER CLOUDS OF VARIOUS YEARS. BENTLEY EQUIVALENT AS WELL AS CONTINENTALS AND COACHBUILT MODELS.

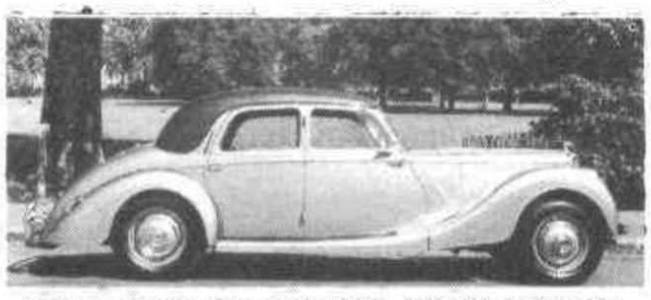
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1952 RILEY RMB 2½ Litre. Considered to be one of the best in the world. Concours.



1960 MERCEDES 190 SL in excellent condition.



1954 MG TF. Lovely condition.



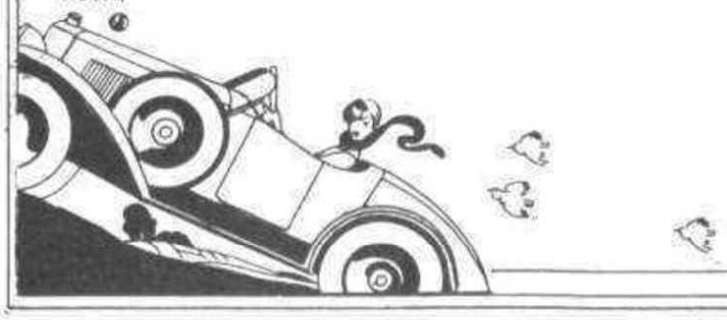
1973 V-12 Drophead E Type Roadster. 37,000 miles. (Also 1972 model – 22,000 miles from new.)



1960 MERCEDES 300 SL Roadster. Superb.



1936 ARMSTRONG SIDDELEY. One of five built. In restored condition – a very attractive car.



ALSO IN STOCK:

1967 E Type 2+2 Automatic
1947 Singer Roadster
1968 Aston Martin DB6
1959 MGA
1936 BSA Scout
Austin Healey Mk.I & Mk.II
Aston Martin DB4
Aston Martin DB2/4 Mk.III XK 140
Jaguar 3.4 Mk.II
Jaguar Mk.I, 58,000 miles
TR 3A

And many other cars not listed.
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1934 Rolls-Royce 20/25 hp. Sports saloon by William Arnold, extremely elegant, close coupled four door with sunroof, extensively restored and rallied in recent years **£8,250**

1948 Rolls-Royce Silver Wraith. Sports saloon by Freestone & Webb, stripped and partly restored **£2,350**

1950 Bentley Mk.VI. Mulliner lightweight sports saloon, very usable and presentable .. **£3,450**

1952 Bentley Mk.VI. Big-bore, James Young four door sports saloon, much restoration work **£3,450**

1960 Bentley SII. Good original car, excellent inside, paint somewhat faded **£3,250**

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1964 Bentley S3 L.W.B. by James Young (body design SCT 100). Black over Brewster green with fawn upholstery. Extensive Rolls Royce service history. This car has been exceptionally well cared for and must be one of the most elegant and rare Bentleys.



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Jaguar 420, 1968, one owner, automatic, service history, indigo blue, red leather trim, a gilt-edged investment, **£850.**



Lincoln Continental Mk.IV, black, red leather trim, all extras, looks spectacular, a lot of motor car for the money, **£3,550.**

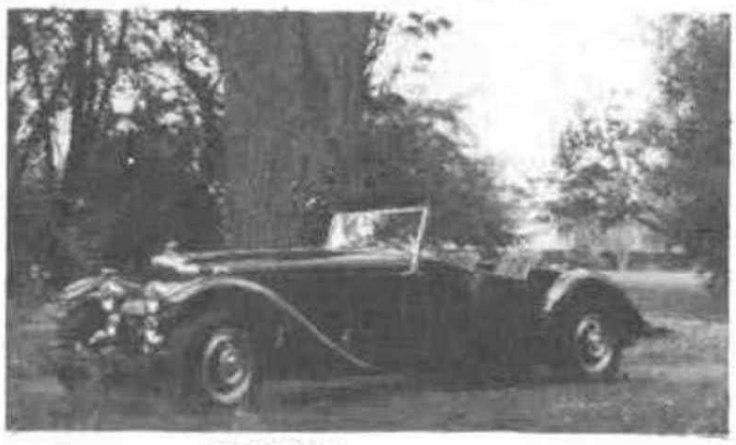
1917 Franklin, 4 seater tourer, L.H.D., very large, six cylinder, air-cooled, full white wall tyres, mint condition, **£7,500.**

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1971 ROLLS-ROYCE Silver Shadow LWB saloon without division, painted silver mink, doubled fine-lined white and dark blue, with dark blue Everflex roof, the matching interior in dark blue hide piped sky blue; specification includes 6.750 cc engine, air-conditioning, central door locking and lambswool rugs; one owner; new engine just fitted by main agents. **£12,750**

1951 BENTLEY Mark VI 4,566 cc 'big-bore' Standard Steel sports saloon, a most delightful two-owner motor car which has covered only just over 72,000 miles from new; painted black, lined gold, the interior upholstered in brown leather with complementary fawn headlining and carpets, the car is in quite exceptional original condition throughout, and exceedingly rare thus. **£5,500**

1954 ROLLS-ROYCE Silver Dawn, automatic chassis no. SOG 46: a unique car, being the only one to have been built with design no. 3165 four door, six-light 'razor-edge' saloon coachwork by Freestone & Webb (cf. Dalton, p. 32); painted pale blue-grey over dove grey with contrasting deep red hide upholstery and featuring numerous unusual interior refinements this outstanding motor car is in superb original unrestored condition throughout, having covered only 95,542 miles from new under two owners. **£10,000**

1961 BENTLEY S2 Continental two-door saloon by H. J. Mulliner, an excellent example beautifully re-painted in midnight blue and with contrasting light blue-grey interior trim; electric windows; 102,000-odd miles recorded. **£10,750**

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ROLLS-ROYCE 20/25, 1934, chassis GLZ 28. Fitted with Park Ward 4-door sports saloon with projecting luggage boot, finished in Cream and Brown with Dark Brown leather upholstery. A most attractive car in superb condition.

ROLLS-ROYCE 20/25, January 1935, 4-door sports saloon, by H. J. Mulliner. Finished in Black over Rose with Brown hide upholstery. Genuine mileage 78,000 since new, two owners only. Totally original with all small tools etc., spare bulbs, owners handbook. Unique opportunity of securing one of these classic cars in superb condition. Regd. No. BPO 99.

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ROLLS-ROYCE SILVER WRAITH 4½-litre long-wheelbase chassis. First commissioned 1953 and registered in May. Chassis fitted with Park Ward 7-passenger limousine with face forward occasional seats. Fitted picnic tables and cocktail cabinets. Finished in Black with Grey to the front and Fawn West of England cloth to the rear. Recorded mileage 82,200. Excellent condition in every respect, and a fine car mechanically. Regd. No. ECH 503



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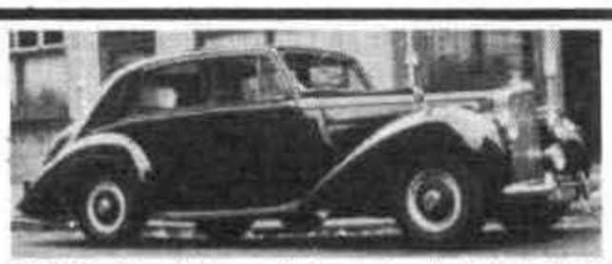
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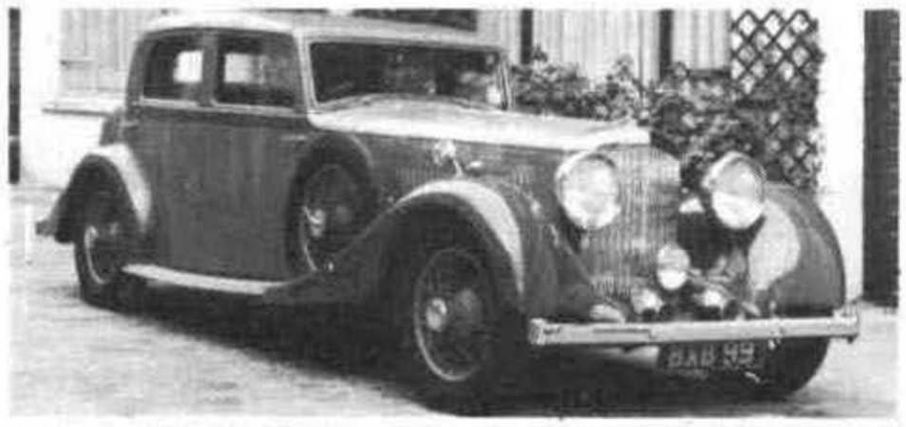
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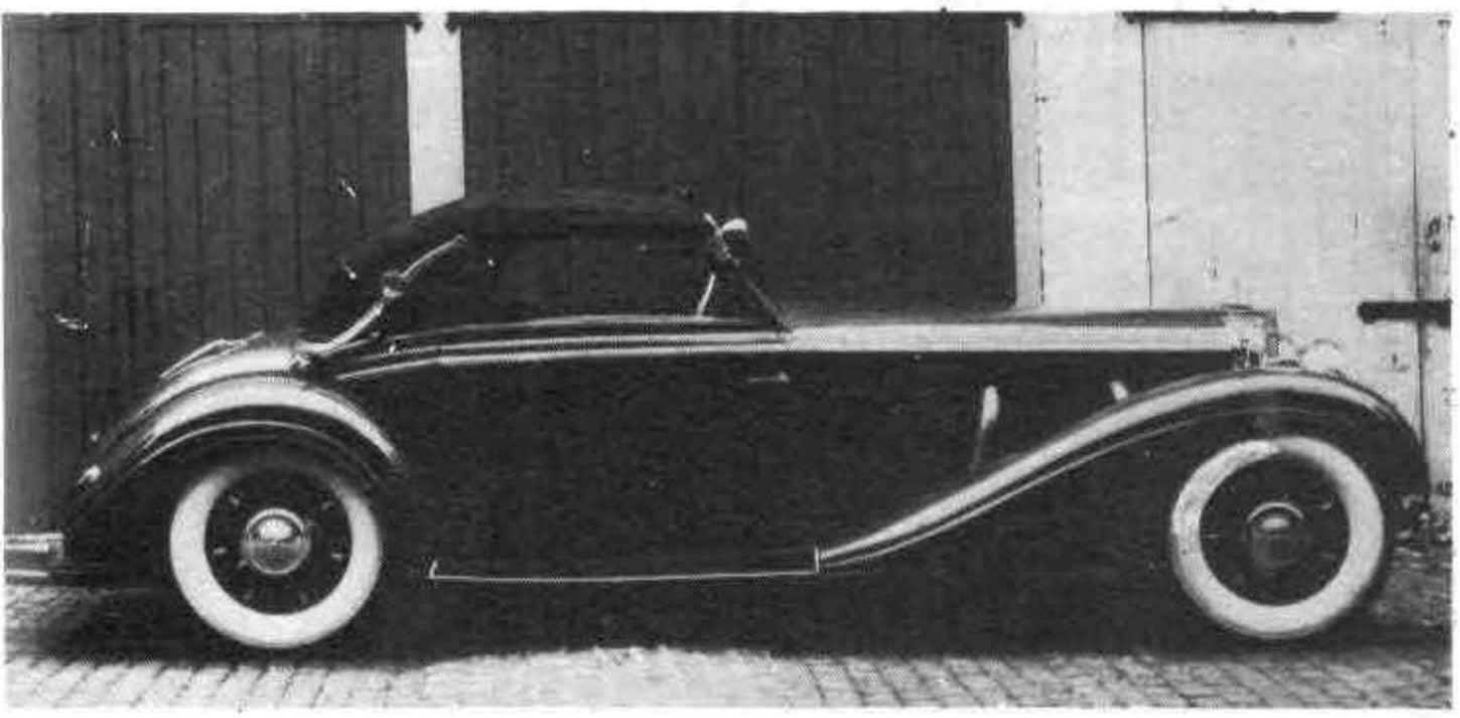
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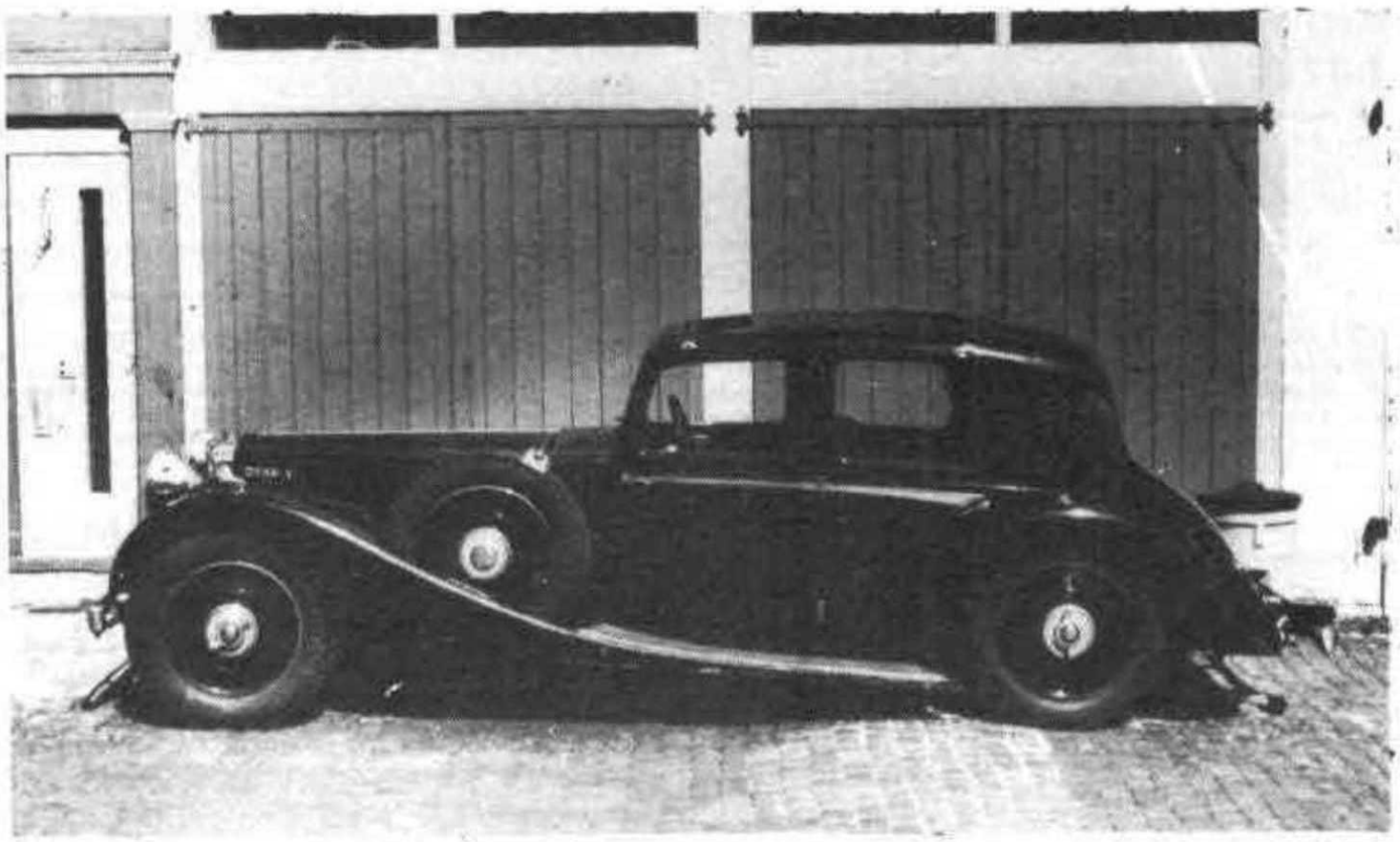


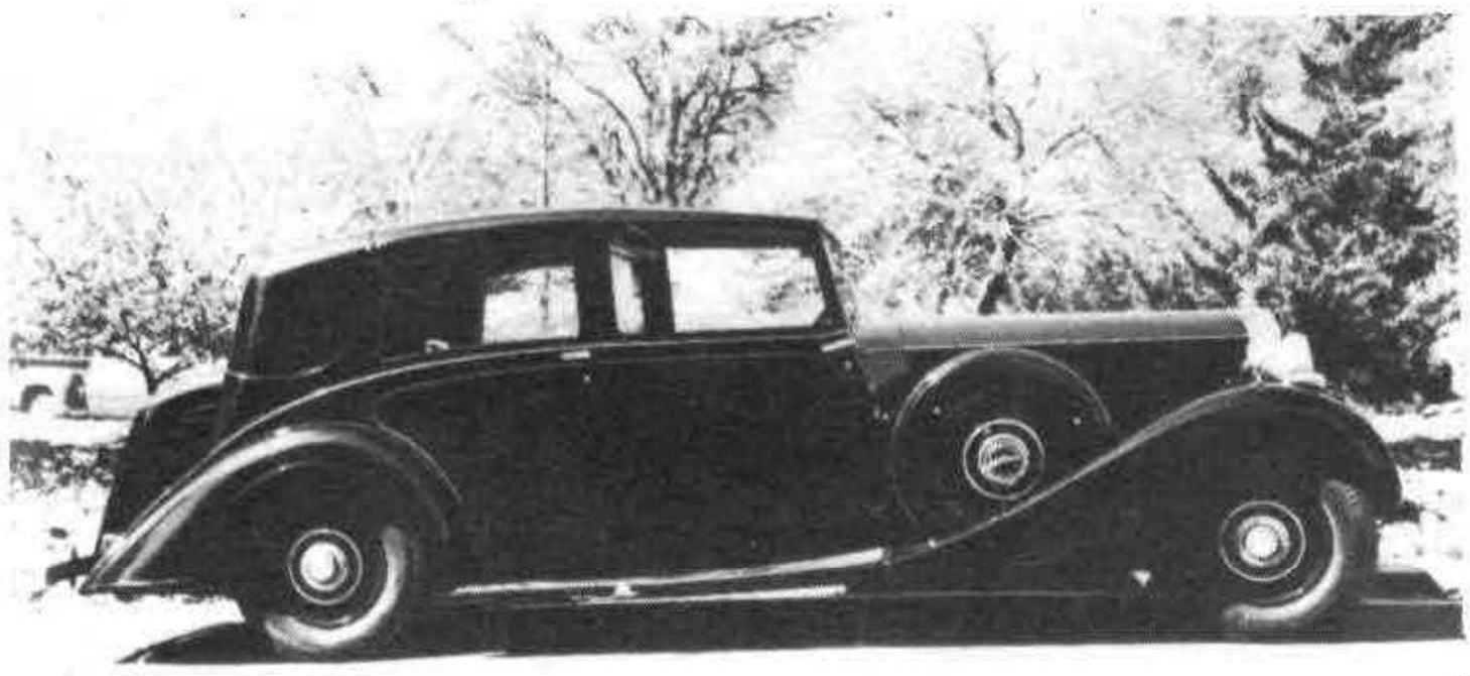
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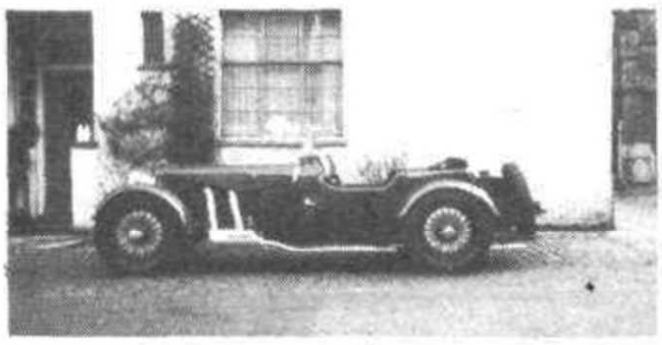
1934 MG K3 replica two seater in mint condition.



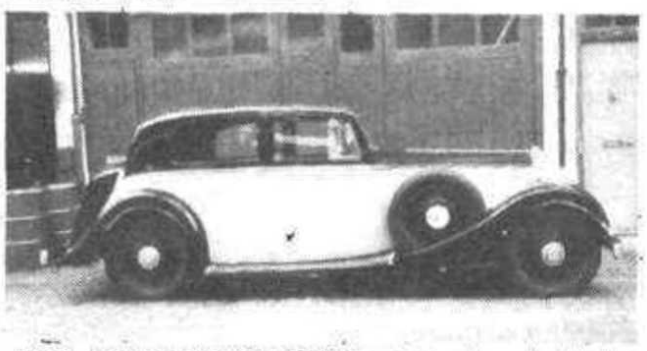
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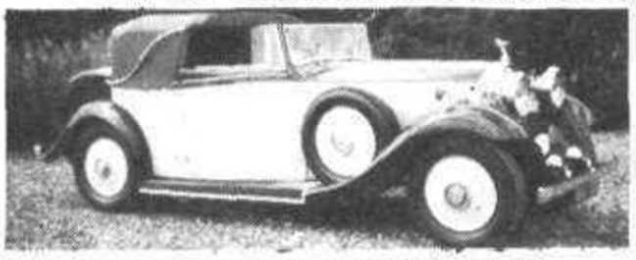
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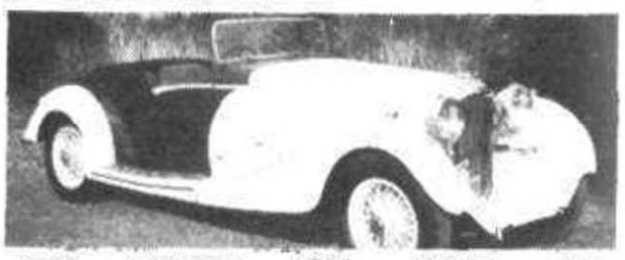
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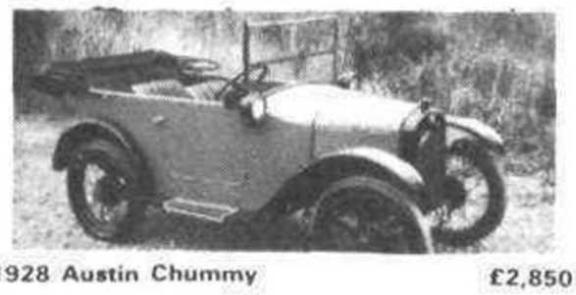
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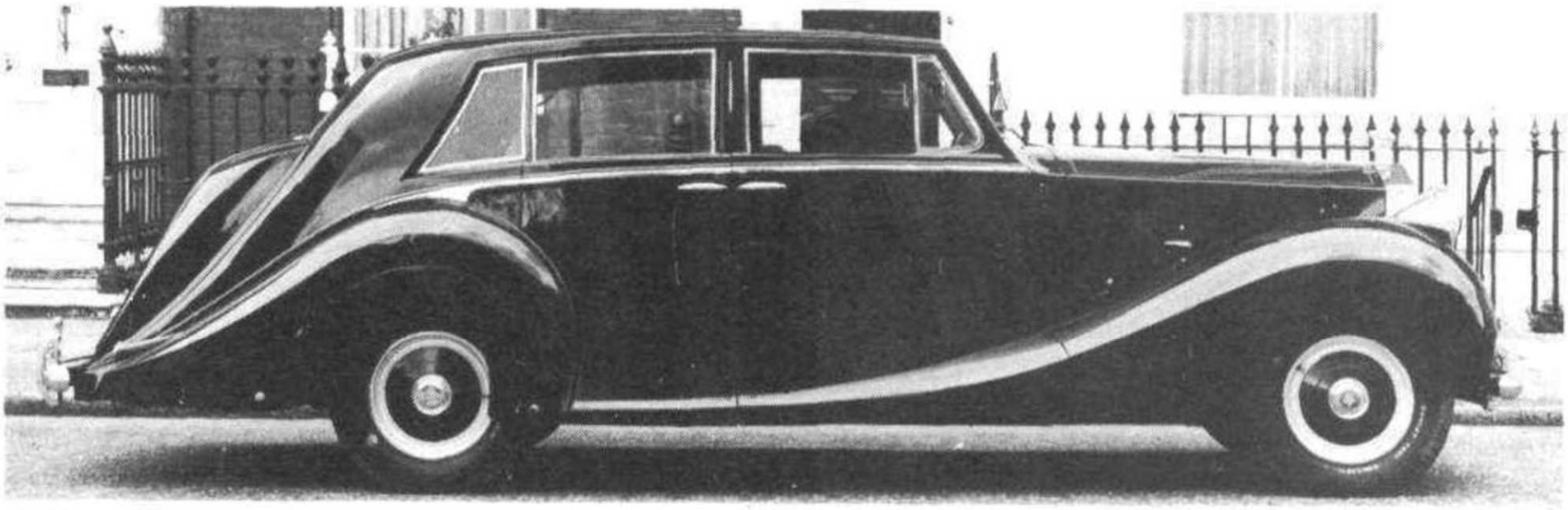
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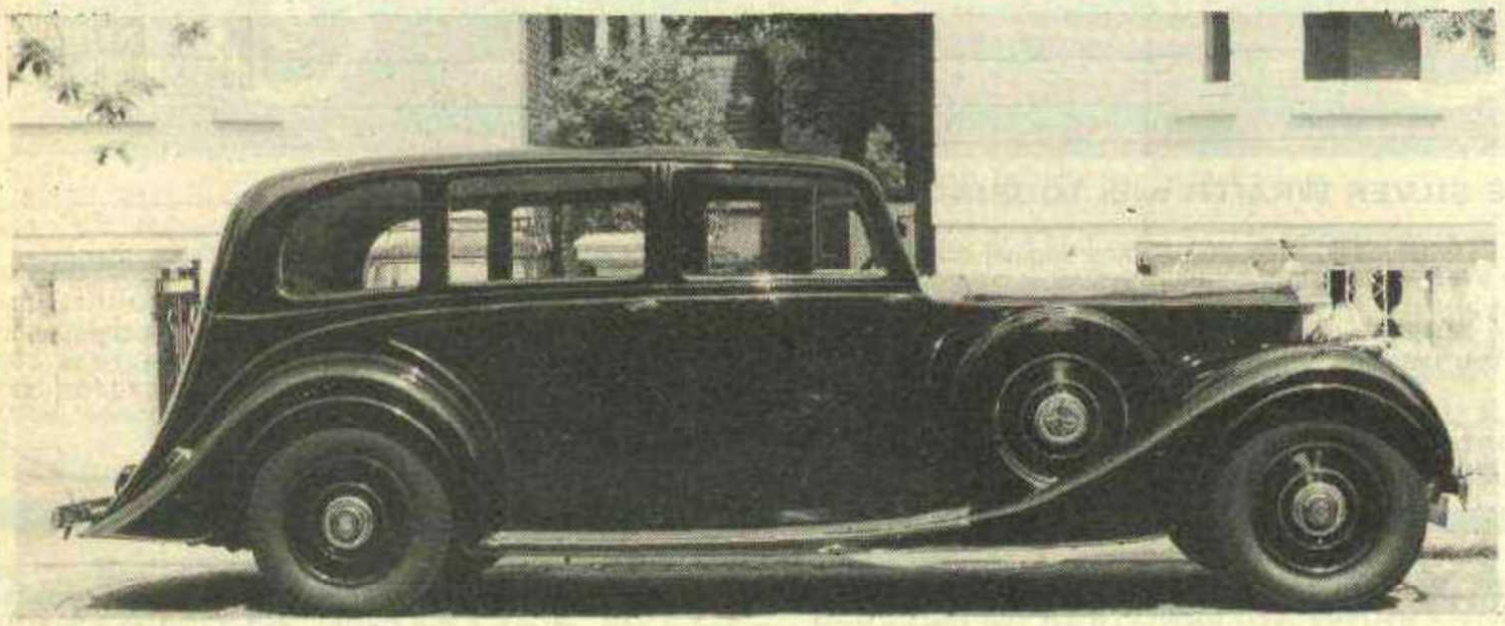
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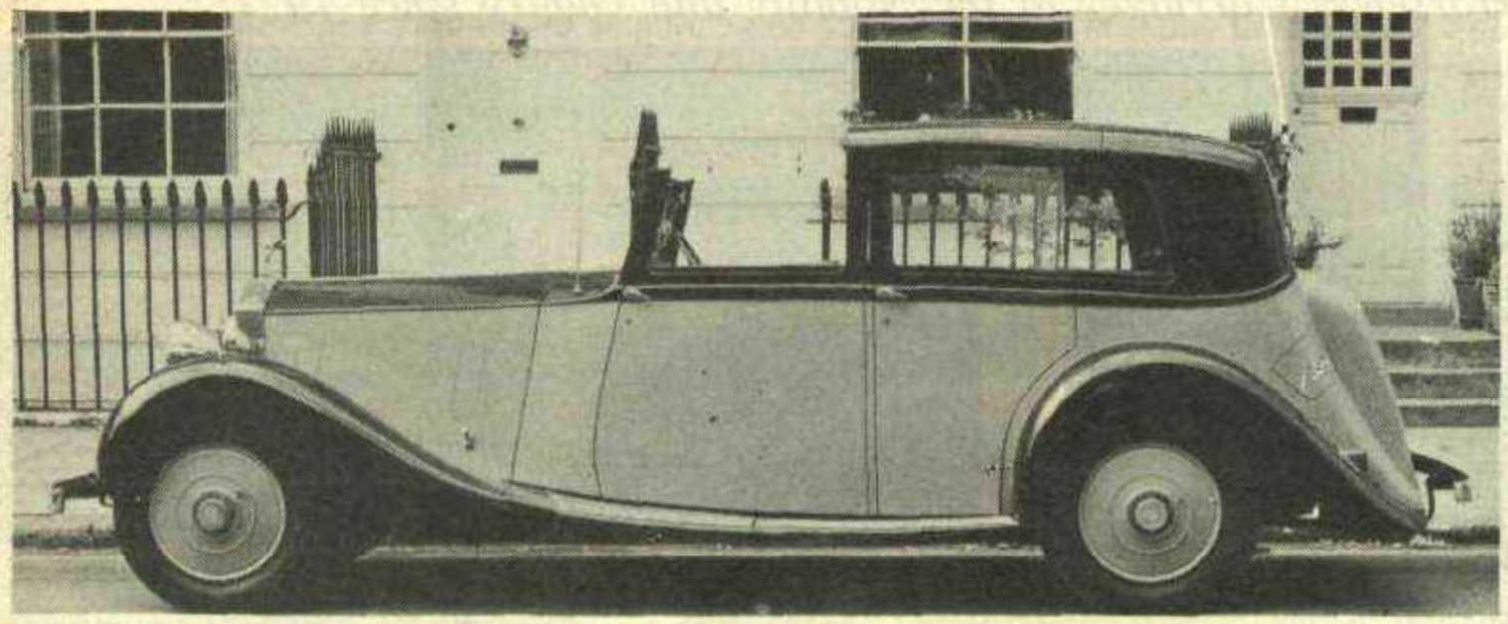
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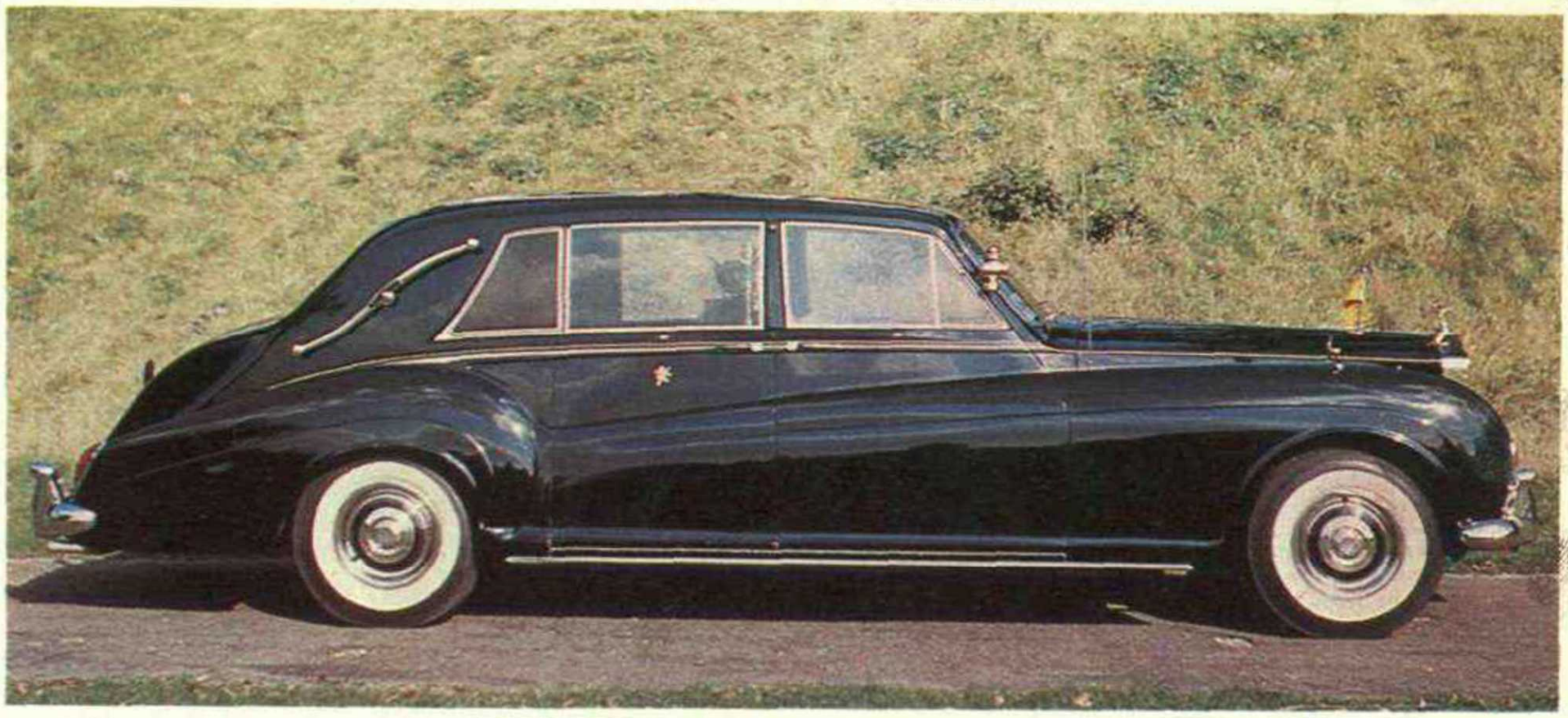
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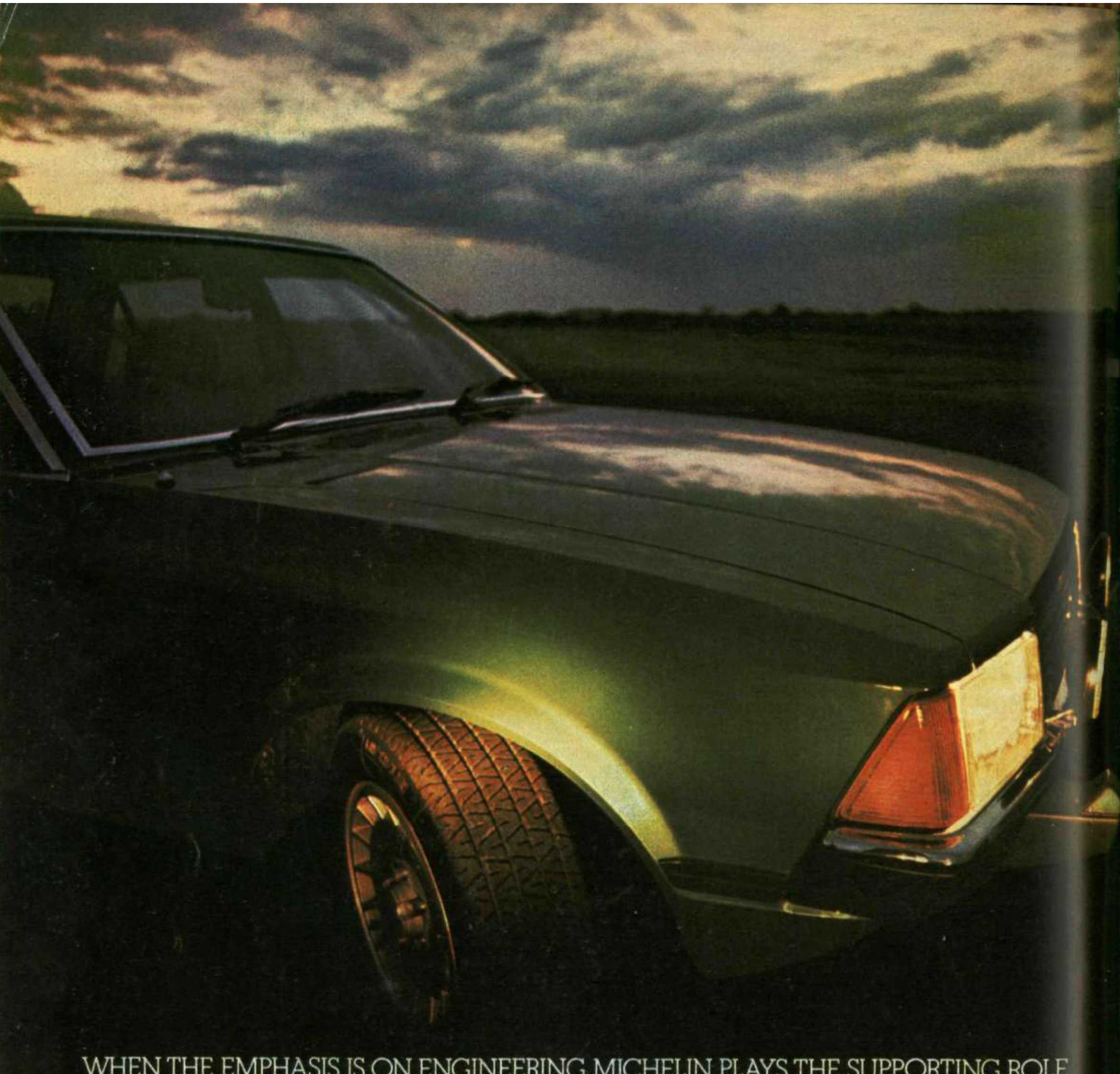


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