June 1977 Vol. LIII No. 6 35p

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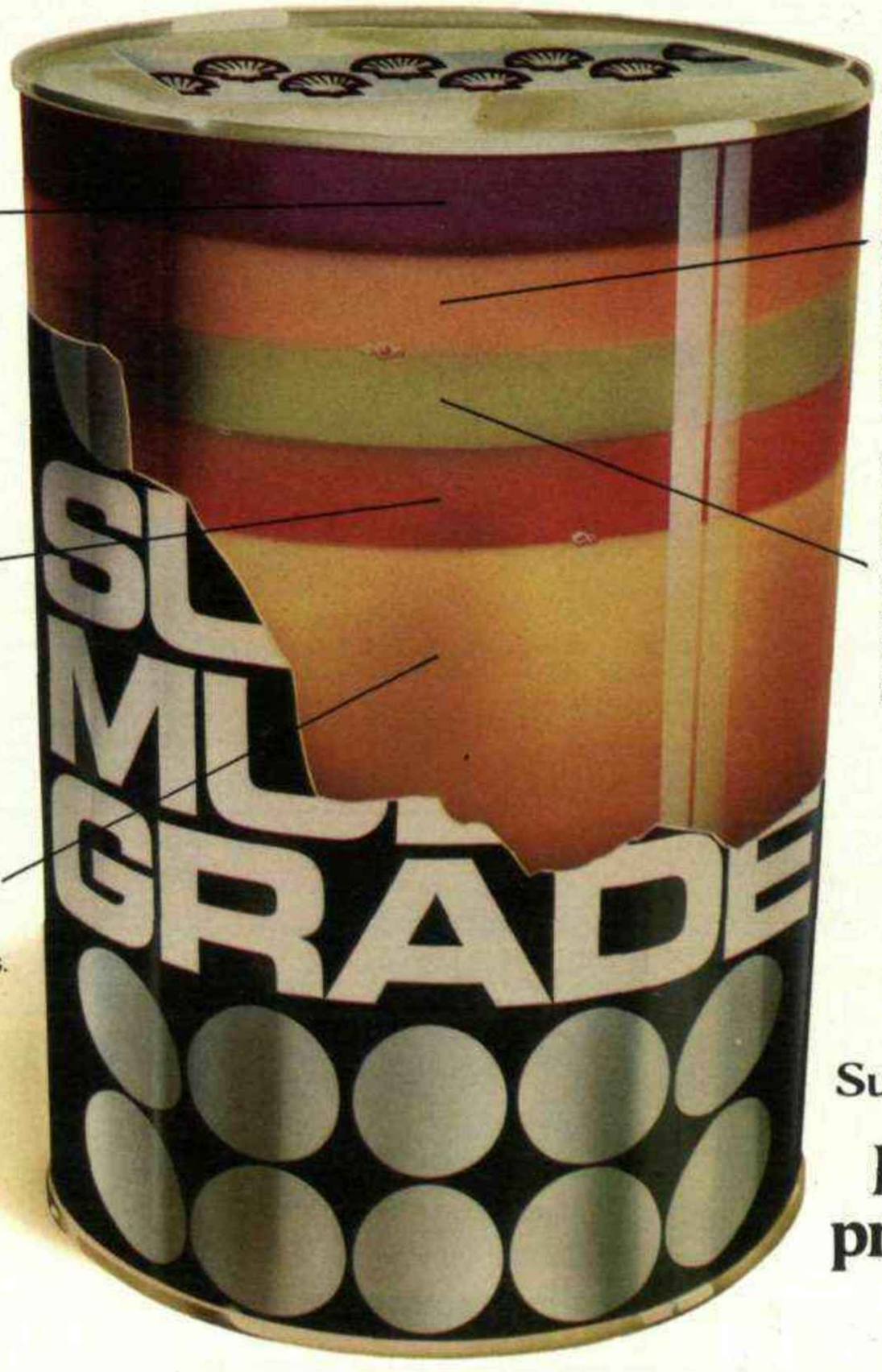
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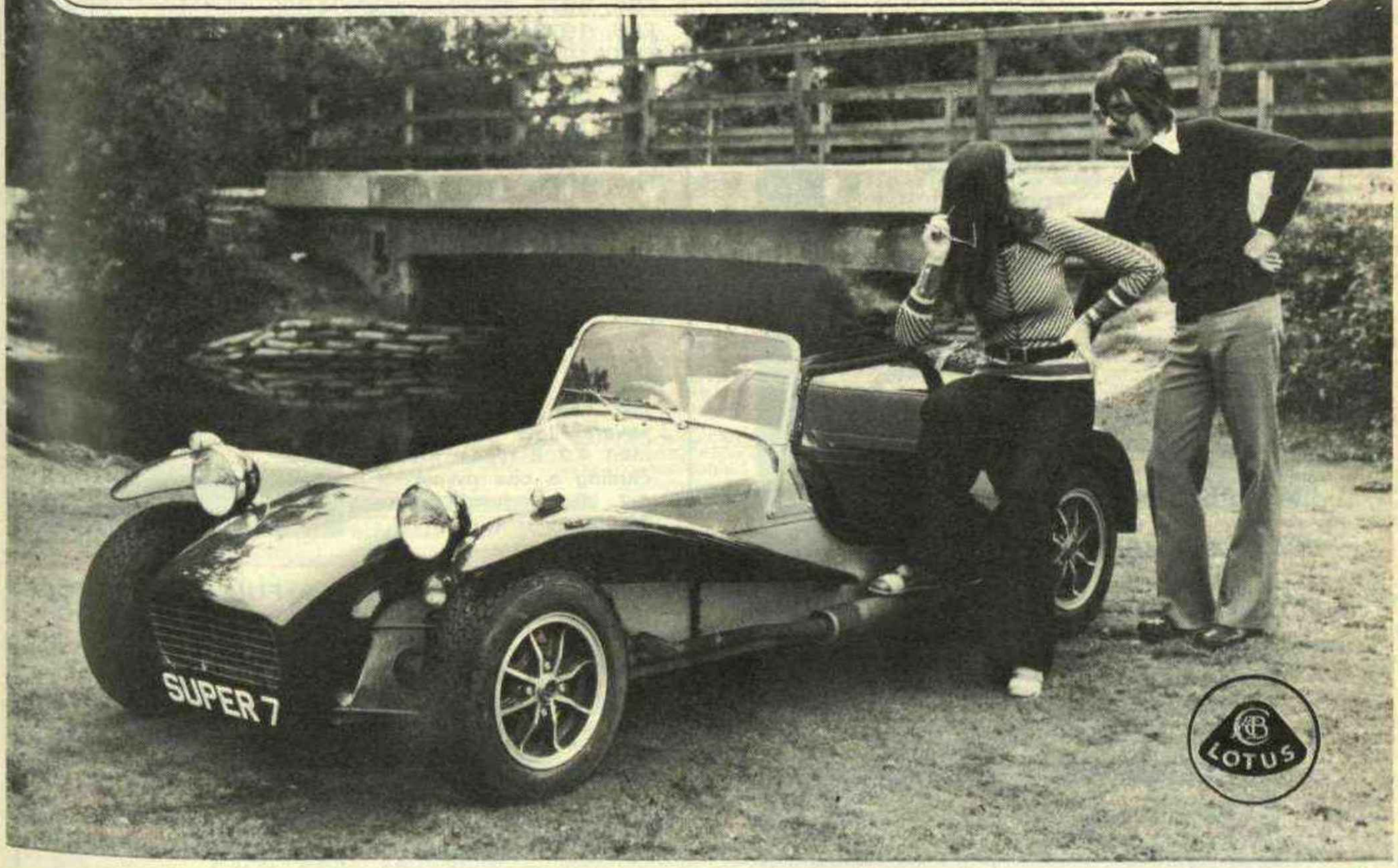
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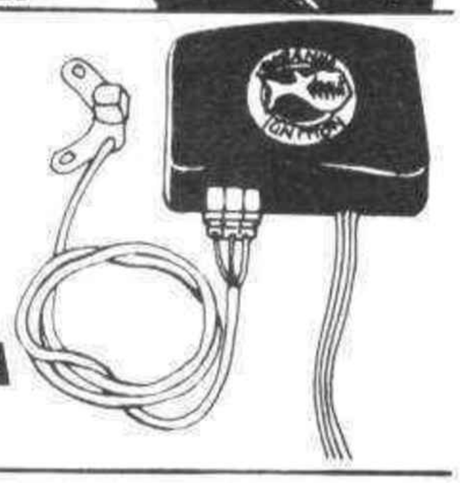
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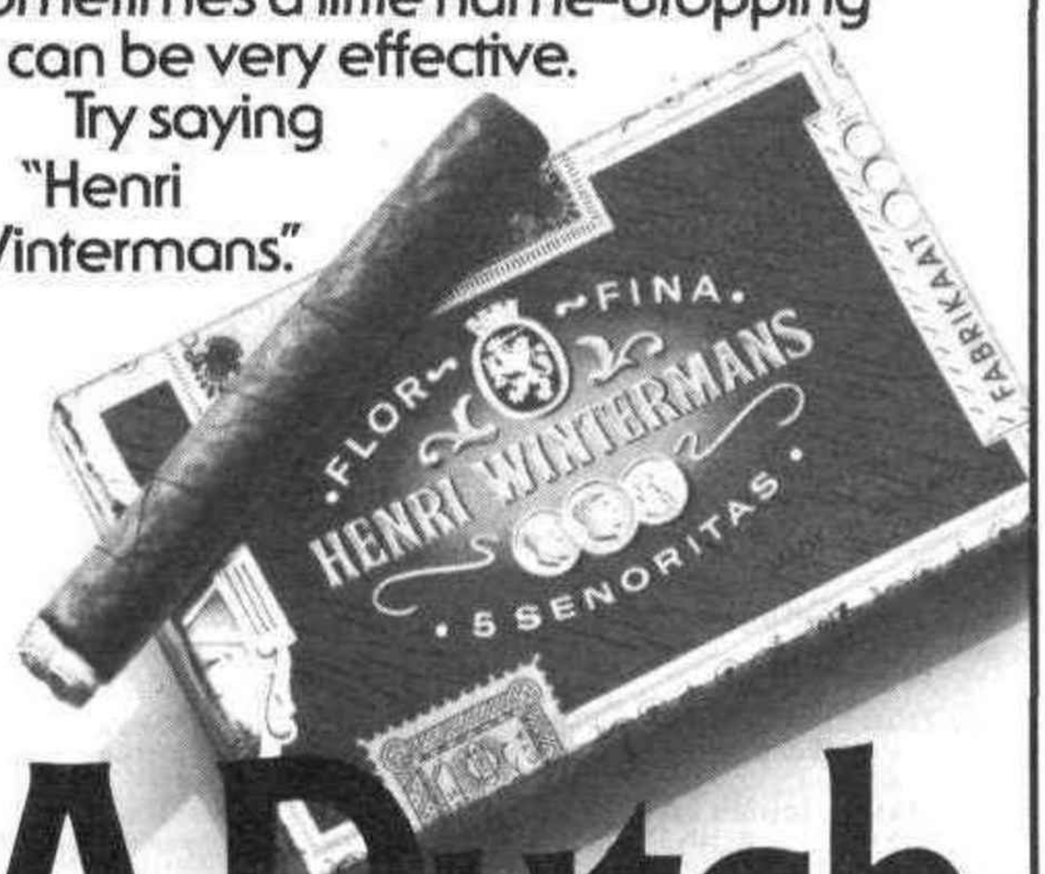


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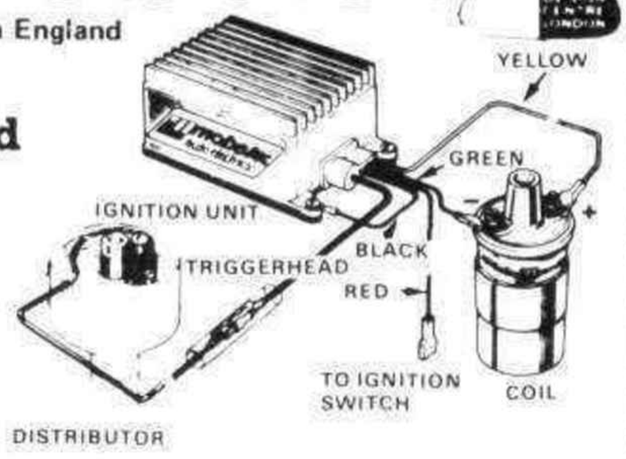
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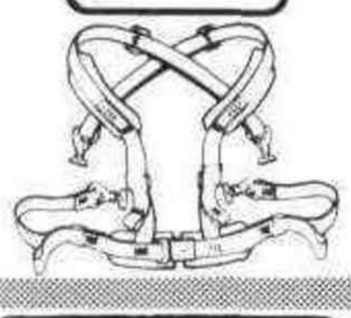
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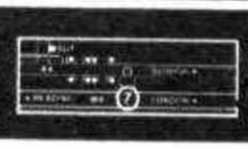
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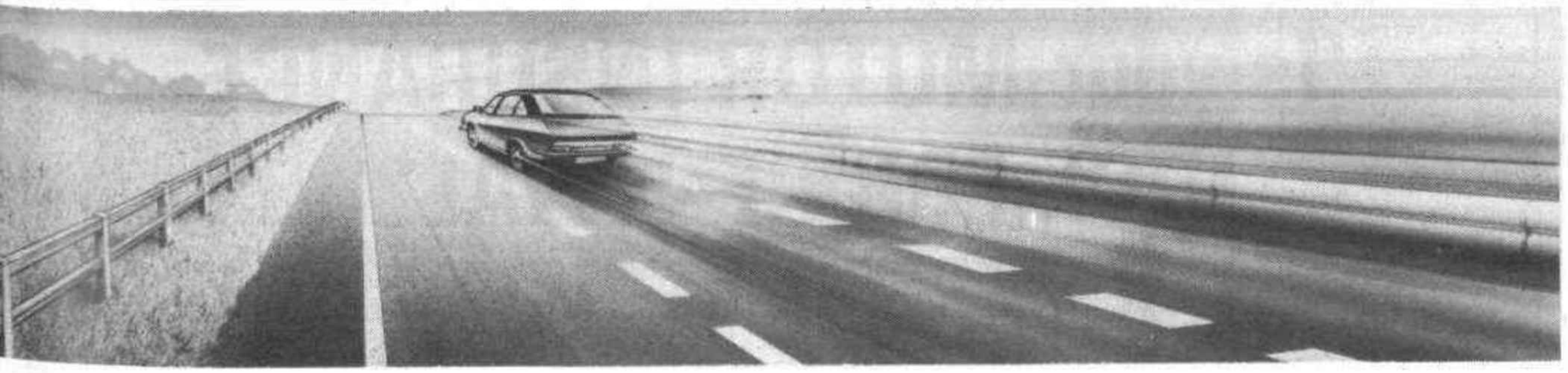
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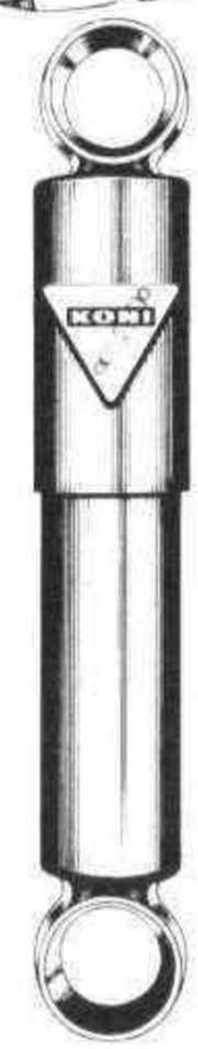
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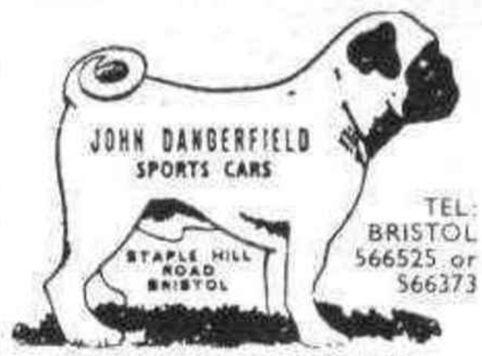
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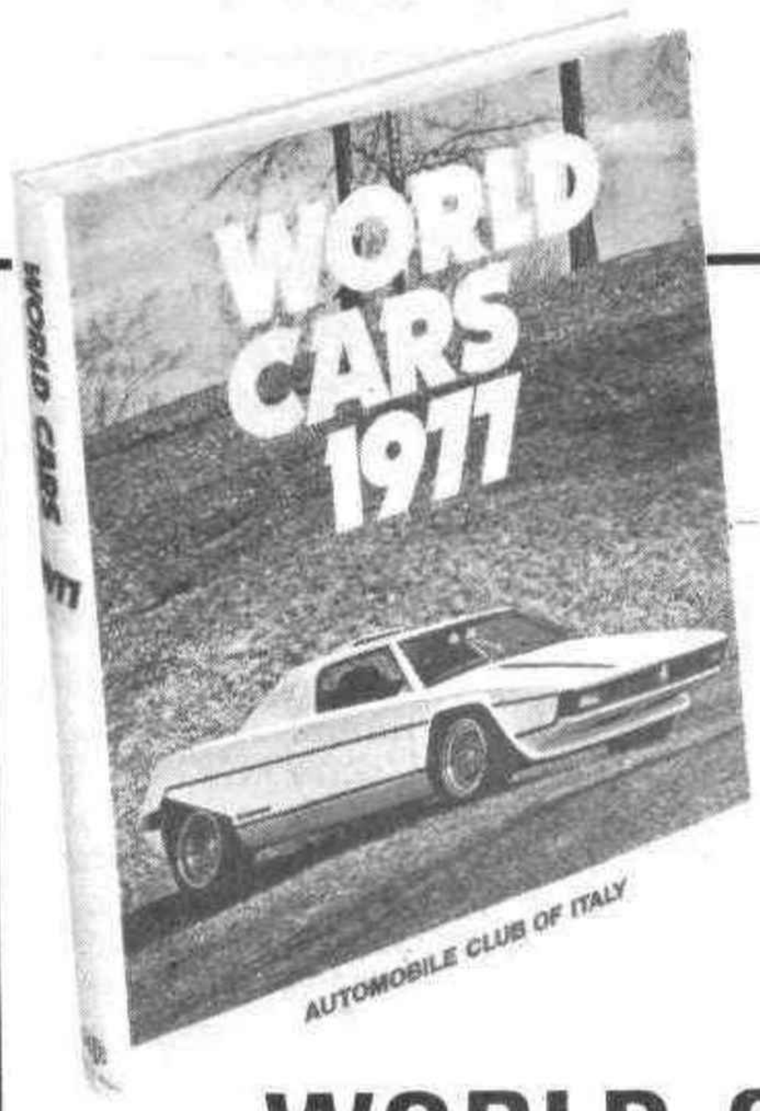
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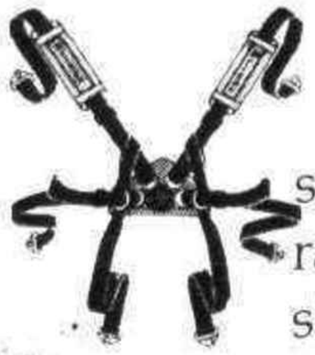
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Championship 1083
6 point body restraint (ie. with crutch straps) 6 point mounting –ideal for single seaters, two seaters and other vehicles where the angle of the seat is 30° or less from the horizontal. Bolt-through end fittings



"If you're serious about racing you shouldn't be without one of the three new Championship Harnesses by Britax.

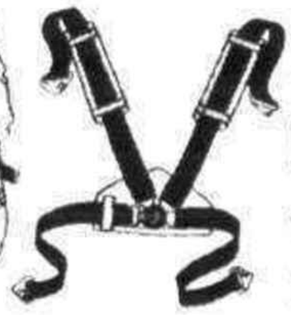
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MOTOR SPORT

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FRONT COVER PICTURE: LOTUS are back on their winning streak again! Victor of the Spanish GP, held at Jarama this year, Mario Andretti took his second successive win in dominant style. The tough little American set the fastest time in all three official practice sessions and led the race from starting light to chequered flag. Adding to Lotus joy, Gunnar Nilsson brought the other team car into fifth place.

ANNUAL SUBSCRIPTION RATES

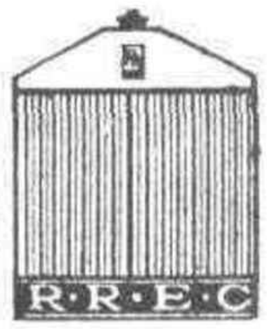
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MATTERS OF MOMENT

■ THE HISTORIC VEHICLE SILVER JUBILEE TRIBUTE

Pride of place in this issue has to be given to the great assembly of Rolls-Royce and other vintage and veteran cars which collected at Windsor and Ascot over the weekend of May 7th/8th. Because, whether you are an R-R enthusiast or otherwise, the whole conception was fantastic, immense, impressive, or whatever term of this kind you care to apply, and its like will probably never be seen again. That HM The Queen, in the Jubilee Year of her Reign, permitted a cavalcade of some 500 pre-1940 Rolls-Royce motor cars to enter the Inner Quadrangle of Windsor Castle and be graciously reviewed by her can do nothing but good for the whole historic-car movement. It is to the eternal credit of the once-small Rolls-Royce Enthusiasts Club, under its Secretary Lt. Col. Eric Barrass, OBE, that this astonishing idea grew to fruition. W. H. Owen Ltd. sponsored it and to round it off the Historic Vehicle Trust, helped by the leading specialist historic-car clubs, organised an even bigger assembly of interesting vehicles of all kinds at Ascot Racecourse on the Sunday, totalling a mind-boggling 1,038 exhibits. Proceeds went to the Silver Jubilee Appeal and other charities.



When the Clubs are prepared to organise on a scale that knows no bounds, the outcome is beyond the scope of our reporter to fully record. One arrived at The Home Park, Windsor, to find more Rolls-Royces than seemed possible parked in type-groups, with the Castle forming a more stately backdrop than any other building anywhere else in the World could have provided. On the greensward, under an uncertain but relenting May sky, the owners and their passengers formed up, and you could sense the air of expectancy, feel as you noted the Ascot clothes, the grey "toppers", young officers in dress uniform, and more formal suits than ever seen before at a motor-rally, at all events in recent times, that something quite exceptional, something memorable, was about to take place. The Rolls-Royces were called in order of seniority and interest and dispatched to drive up and be received by Her Majesty. As they began to move off one noted that a solitary sleeve-valve Daimler motor-carriage had parked itself by the exit gate. Quite appropriately. . . .

To pick out individual cars among this great and magnificent collection would be invidious. Thanks to Lord Montagu, who was at the wheel of his 1909 Willis-bodied Roi-de-Belge 40/50 tourer, we were able to see the cavalcade from the sternsheets of his other entry, a 1925 Phantom I tourer. There had been anxiety when a pipe to the Autovac had fractured, six miles from the start of its journey from Beaulieu that morning, and the engine fluffed out again as our number was called. Quick work with the insulating-tape and all was well, even though the car that once towed a gang-mower on a Somerset playing-field was now out of numerical order in the miles'-long procession.

So it was through bedecked Windsor and into the Castle, in the Spring sunshine. Interested crowds lined the route and waved to the seemingly never-ending line of Rolls-Royces of all kinds. And what a good natured day this was! We were not searched, before making this unique debut before Her Majesty. Mounted-police were not in evidence, the foot-police were directing the long procession of cars, valued by those impressed with such things at perhaps £8-million, almost informally; there was no sign of hooliganism then, or at Ascot on the Sunday. (Perhaps Governments should take note and do all in their power in future to encourage this harmless form of public entertainment.)

Three two-cylinder Rolls-Royces, the kind of Decauville that prompted their construction, the only 3-cylinder R-R still in existence, Stanley Sears, over from Portugal specially to drive his 20 h.p. replica TT model, the original "Silver Ghost" with Dennis Miller-Williams in command, Kenneth Neve's "London-Edinburgh" 40/50 that had come from Edinburgh Castle to Windsor Castle entirely in top gear, bringing greetings from the Provost of Edinburgh to the Mayor of Royal Windsor and Maidenhead, commemorating former top-speed runs by this model Rolls-Royce, an Armoured Rolls-Royce with gun-turret and saluting soldier, through every type and body-style down the years, to the massive Phantom IIIs. They were all there, including the Wraiths and the Bentley versions. And, at Ascot, 300 more, the post-war R-R models,

Continued overleaf

Motor Sport Fixture List For June

★ **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*
June 3rd/5th	**AC Pavia**		**Italy**	**Four Regions Rally (European Rally Championship) (INT)**	
June 4th	MGCC	Silverstone Circuit	Towcester, Northants	Race Meeting *(C)*	11.00
June 4th/6th	Limerick MC	Kenmare	Co. Kerry	Circuit of Munster Rally	11.00
June 4th/7th	**Royal Scottish AC**	**Aviemore Centre, Aviemore, Inverneshire**		**Scottish Rally (European Rally Championship for Drivers) (INT)**	07.00
June 5th	**RACB**	**Zolder**	**Belgium**	**Belgian Grand Prix (World Championship Round 7) (INT)**	
June 5th	**UAMK CSSR**	**Brno**	**Czechoslovakia**	**European Touring Car Championship (INT)**	
June 5th	750 MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting *(R)*	14.30
June 5th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting *(C)*	14.00
June 6th	**BARC**	**Thruxton Circuit**	**Andover, Hampshire**	**Race Meeting (European 5000 Championship) (Int)**	14.00
June 6th	BRSCC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting *(R)*	14.00
June 6th	BARC (Y)	Croft Autodrome	Darlington	Race Meeting *(R)*	14.00
June 6th	BRSCC (M)	Mallory Park Circuit, Kirkby, Mallory	Leicester	Race Meeting *(R)*	14.00
June 6th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting *(R)*	14.00
June 6th	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting *(R)*	14.00
June 6th	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wilts.	Race Meeting *(R)*	14.00
June 6th	BARC (SE)	Lydden Hill Circuit	Canterbury	Race Meeting *(R)*	14.30
June 6th	HDLCC	Park Farm, Dormston	Worcester	Autocross (BTRDA/RAC Championship) *(R)*	13.30
June 7th	BARC	Donington Park Circuit	Derby	Race Meeting *(R)*	14.00
June 7th	Sheffield & Hallamshire MC	Cadwell Park	Louth, Lincolnshire	(Guyson/BARC Hill Climb Championship) *(R)*	13.30
June 11th	BRSCC (N)	Rufforth Circuit	York	Race Meeting *(R)*	14.00
June 11th/12th	**ASACO**	**Le Mans**		**Le Mans 24 Hours (INT)**	
June 11th/12th	M.A.C.	Shelsley Walsh	Worcester	(RAC National Hill Climb Championship)	
June 11th/13th	**Union des Automobilistes Bulgares**		**Bulgaria**	**Zlatni Piassatzi (European Rally Championship) (INT)**	
June 12th	**Ente Autodromo Pergusa**	**Pergusa**	**Italy**	**(European Formula 3 Championship) (INT)**	
June 12th	**ADAC Sudbayern e.V.**	**BerchtesgardenGermany**		**(European Hill Climb Championship) (INT)**	
June 12th	BRSCC	Brands Hatch Circuit	Fawkham,Kent	Race Meeting *(R)*	14.30
June 12th	Darlington & DMC	Croft Autodrome	Darlington	Race Meeting *(R)*	
June 12th	RMC	Snetterton Circuit	Thetford, Norfolk	Race Meeting *(R)*	12.30
June 12th	BRSCC (M)	Mallory Park Circuit, Kirkby, Mallory	Leicester	Race Meeting *(C)*	14.30
June 12th	Dunfermline CC	Knockhill Circuit	Dunfermline, Fife	Race Meeting *(C)*	14.00
June 17th/19th	**Donegal MC**	**Ballyraine Hotel, Letterkenny, Donegal**		**(Donegal Rally) (INT)**	14.00
June 18th	VSCC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting *(C)*	13.15
June 18th/19th	Bath MC	Bath		Festival Stages Rally *(R)*	21.00
June 18th/19th	Lothian CC	Doune,	Scotland	(RAC National Hill Climb Championship)	
June 19th	**Anderstorp Racing Club**	**Anderstorp**	**Sweden**	**Swedish Grand Prix (World Championship Round 8) (INT)**	
June 19th	**AC Firenze**	**Mugello**	**Italy**	**(European Formula 2 Championship) (INT)**	
June 19th	**AC Palermo**	**Pergusa**	**Italy**	**(World Championship for Sportscars) (INT)**	
June 19th	NSCC	Cadwell Park Circuit	Louth, Lincs.	Race Meeting *(R)*	13.30
June 19th	BARC	Thruxton Circuit	Andover, Hampshire	Race Meeting *(R)*	14.00
June 19th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting *(R)*	15.00
June 19th	Rochester MC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting *(R)*	14.30
June 19th	BARC (SE)	Lydden Hill Circuit	Canterbury, Kent	Race Meeting *(R)*	14.30
June 19th	Welsh Counties CC	Llantrithyd	Cowbridge	Autocross (BTRDA/RAC Championship)	
June 24th/25th	**ASAC Antibes**		**France**	**Antibes Rally (European Rally Championship) (INT)**	
June 24th/26th	**AC Targa Florio**		**Belgium**	**Ypres 24 Hours (European Rally Championship) (INT)**	
June 25th	AMOC	Silverstone Circuit	Towcester, Northants	Race Meeting *(R)*	14.00
June 26th	**ASAC Normand**	**Rouen**	**France**	**(European Formula 2 Championship) (INT)**	
June 26th	**STMSC-Sektion Knittelfeld des STAMK**	**Osterreichring**	**Austria**	**Osterreichring 6 Hours (World Championship for Makes) (INT)**	
June 26th	**AC Milano**	**Monza**	**Italy**	**(European Formula 3 Championship) (INT)**	
June 26th	**AC Macerata**		**Italy**	**Scarfiotti Trophy (European Hill Climb Championship) (INT)**	
June 26th	**BRCV**	**Maasmechelen**	**Belgium**	**(European Rallycross Championship (INT)**	
June 26th	**BARC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**James Hunt Trophy (INT)**	14.30
June 26th	BARC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting *(R)*	14.00
June 26th	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting *(R)*	14.00
June 26th	NSCC	Croft Autodrome	Darlington	Race Meeting *(R)*	14.30
June 26th	HDLCC	Loton Park, Alberbury	Shrewsbury	(Guyson/BARC Hill Climb Championship) *(R)*	12.15

MATTERS OF MOMENT

Continued from previous page

were already assembled.

Her Majesty gave generously of her time standing beside John Schroder of the RREC as the cars drove by, in hushed dignity. So long was this procession that it occupied more than the entire three miles of The Long Walk, even though the cars were not in single file, so that, to prevent congestion within the Castle, we were deflected down an adjacent drive. Just then, as if as a special tribute from the VSCC, Tony Bianchi, in the Hon. Patrick Lindsay's Rolls-Royce "Merlin"-engined Supermarine Spitfire fighter, dipped his wings over Windsor Castle and flew low and level over The Long Walk, along which the cavalcade was wending its quiet way to Ascot. In the opinion of many, this was one of the best moments of the entire Tribute—and we must always remember the couplet:

> If the Battle of Waterloo was won on
> the playing-fields of Eton,
> the Battle of Britain was decided over
> Calshot Water (where R-R engines
> powered the winning British seaplanes
> and thus led on to the war-time R-R
> "Merlins").

Thus this memorable, stupendous occasion passed off as intended. Raymond Baxter ably handled the commentary for the BBC, taking on the mantle of Richard Dimbleby.

* * *

The Editor continues. It was delightful to be watching this spectacle from the comfort of the smoothly-riding, quiet yet powerful, Phantom I open tourer. Later that day I was rejoined with the Renault 30 I was using as an official car (and which had been left in The Home Park) in John Fasal's 1922 Barked-bodied barrel-sided Rolls-Royce Twenty, the 20th of this model to be made and once owned by the Maharana of Udaipur, being found years later in the Temple of Nathdwara. I was confronted with the neat dashboard typical of the earliest of these "Buick-controversial" models, with the vertical ratcheted-control-lever for the radiator shutters and the neat array of five dials, with, beyond, the shapely riveted bonnet and a radiator outline like that of a baby 40/50. This Twenty was well able to keep pace with the modern traffic and, apart from a transmission rumble, ran quietly, its gears changed by the central lever. What a pleasant little tourer must have seemed, back in 1922, and in fact still is. It was followed by Fasal's 1928 Twenty Park Ward saloon, driven by the Editor of the RREC magazine, from which my wife had greatly enjoyed seeing the unforgettable day's proceedings.

* * *

For the Sunday, a distinct contrast. I took



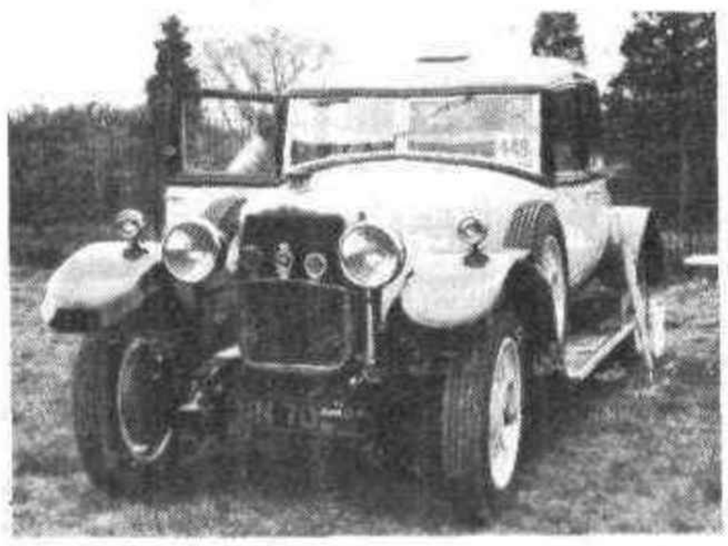
Three of more than 1,000 vintage cars at the Ascot Rally. Above, Tom Lightfoot's 1930 Austin 7 Special which the Editor of MOTOR SPORT took to Ascot for the Silver Jubilee Tribute. Below, from the top, a rare 1924 18/50 Aster saloon coupé, an attractive Chenard-Walcker tourer and the brakeless back axle of this car.

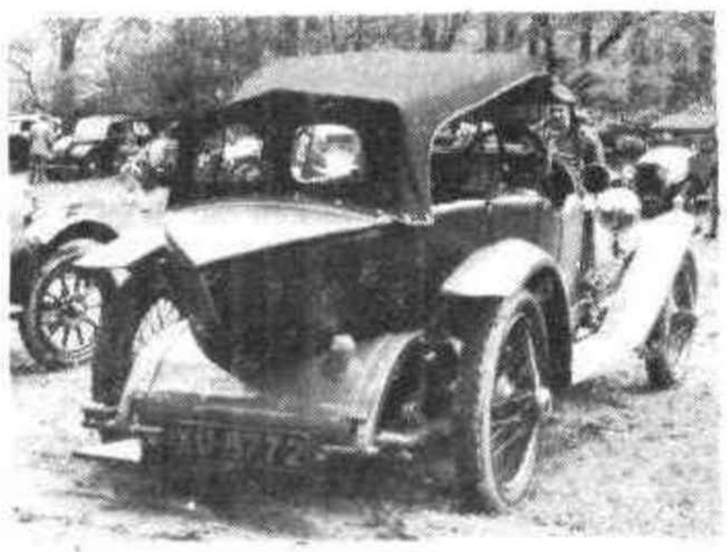
an Austin 7 belonging to Tom Lightfoot, who had had two pre-war 40/50 Rolls-Royces in the Cavalcade, to the Ascot Rally. Described as a 1930 Ulster, it is more representative of all Austin Specials down the ages. It has reassuring hydraulic brakes, a remote gear-lever for the 3-speed box, an outside hand-brake, a Simms magneto and electric fuel-feed. The engine has the pressure-fed crank, so that the oil-gauge showed around 20 lb./sq. in. pressure, instead of the near-zero reading I used to get from my own Sevens with their spit-and-hope oiling. The external 4-branch exhaust manifold on the n/s feeds into an impressively large, straight exhaust pipe. Carburation is by a d/d SU and an aluminium Whatmough-Hewitt cylinder head is used. Bowden levers for ignition and throttle have replaced the original Austin minor controls, a spring steering-wheel is fitted, and the dropped front axle and its radius arms are copiously drilled. Fixed cycle-type mudguards cover 4.00/4.25 Pirelli Aeroflex tyres at the front, 4.50 x 15 Dunlop Racing covers at the back, and there are quick-action radiator and fuel filler-caps.

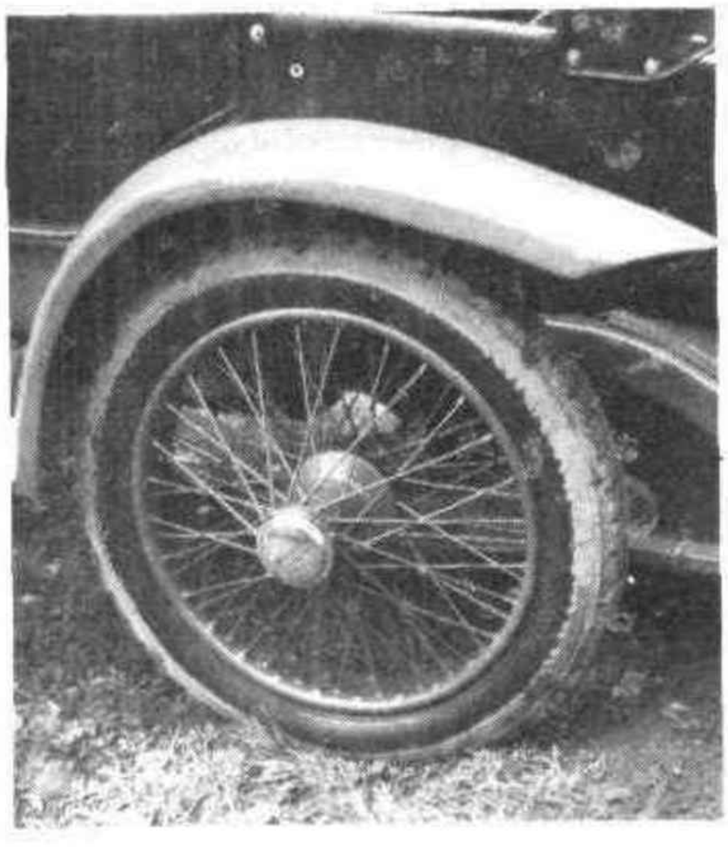
The little car made all the expected noises but seemed reluctant to rev beyond about 3,500 r.p.m. on the Smiths tachometer readings to "55/60", so that I did not exceed about 40 m.p.h. The clutch, less fierce than anticipated, became difficult when we came to the inevitable traffic hold-up in Ascot and with a fast tick-over I had to punch bottom-cog home. And in spite of a water-pump, the radiator was soon on the boil. But what fun. . . .!

* * *

Tom Lightfoot caught me up, in his well-known 1902 60 h.p. Mercedes, as we turned in to the New Mile, which served as an overflow from the Silver Ring. There seemed to be almost everything on show, from ancient bicycles and historic motorcycles, through the veteran and vintage cars, to steamers and other commercial vehicles. I can but touch the fringe of this incredible assembly, which was also a considerable social occasion. There was that Daimler R1 Hamshaw landaulette again, Cdr. Woolley's 1897 Daimler Grafton phaeton, and Brian Smith's







discreet 4-litre straight-eight Vanden Plas Daimler saloon, reminding me of another couplet, which I will refrain from quoting on this Rolls-Royce weekend . . .! I noticed a 1926 Barker R-R Twenty finished all in wood-veneer, a nice 1914 Clegg Rover tourer, rare "Blue Train" and Sports Ten Rovers, the GNs of Hirons and Riddle, and "Kim I" on a trailer. There were racing cars of the calibre of the 1911 Coupé de *L'Auto* Delage, the 1922 Strasbourg Sunbeam, an 8C Maserati, a Le Mans-winning 4½-litre Lagonda, and 1924 Targa Florio Mercedes, etc., and there was Milligen's great SSK Mercedes-Benz two-seater. Light cars were out in force—Stellites, flat-twin and flat-four Jowetts, Trojans, nice examples of Rover Eight and Wolseley Ten, and two very early Morgan 3-wheelers. Also a Baughan cyclecar and an FWD BSA tricar. Stanley Sedgwick's 1910 28/60 Mercedes, a big open Benz tourer, the 1911 Fafnir, a 1913 Leon Bollée, 1914 Mors, 1908 Vinot, 23/60 and so-covetable 30/98 Vauxhalls, some splendid open Cricklewood Bentleys, an immaculate Model-Y Ford Eight saloon, and, of course, the Model-Ts. Especially nice was a 1924 Chenard-Walcker fabric-bodied tourer, a rare, smart and sporting car with some unusual features. There was even something resembling an F1 racing-car, but actually having a V8 T-Series Bentley engine, blown with a Wade supercharger sucking from twin SUs, its chassis fabricated from T-Bentley components. Yorkshire Biscuits had risked bringing their bogus Austin vintage van, which apparently escaped being lynched, and their biscuits *are* rather nice. . . .

There were two Austin Twenties towing vintage caravans, an unpainted FWD Alvis, that splendid Gordon England 3-litre Sunbeam coupé, a White steamer. But I could fill this issue, just listing them. To convey to those who were not there the scope of this display, the makes entered but not mentioned above may be of interest: De Dietrich (the Shuttleworth racer), AC, Adler, Alfa Romeo, Ariel, Armstrong Siddeley, Aston Martin, Bugatti (including Conway's Type 43), Citroën, Clyno, De Dion Bouton, Erskine, Fiat, Frazer Nash, Amilcar, Bean, Ballot, Frazer Nash-BMW, Hillman, Humber, Invicta (two low-chassis 4½s), Lancia, Lanchester, MG, Morrises of all kinds, Napier (a 1901 car), Napoleon, New Orleans, Opel, Panhard-Levassor, Perry, Pick, Renault, Riley (including the Maclure model car), Robinson, SSI, Sunbeam-Mabley, Jaguar, Singer, Standard, Star, Stephens dog-cart, Stutz, Swift, Talbot, Unic, Triumph, Willys-Overland, Winton, and Wolseley and, in the other park, an 18/50 Aster coupé, Armstrong-Whitworth, Bianchi, British Salmson (including a 20/90), Brough-Superior, Buick, CGV, Calcott, Calthorpe, Charron-Laycock, Chevrolet, Chrysler, Crossley, Darracq, De Soto, Delahaye, Delaugere, Dennis, English Mechanic, GWK, Gladiator, Graham Paige, Monica Whincop's HRG, Hampton, Hispano-Suiza (Alfonso, Karslake's 1919 tourer and a Boulogne), Hotchkiss, Hudson, James & Browne, Lea-Francis, Lincoln, 1896 Lutzmann, Metallurgique, Minerva, OM, Packard, Peugeot, Plymouth, Railton, Salmson, and Wolseley-Siddeley. With the more popular makes, almost every model was there. Further words fail me. . . .—W.B.

[Colour photographs of the RREC Silver Jubilee Tribute appear on page 708]

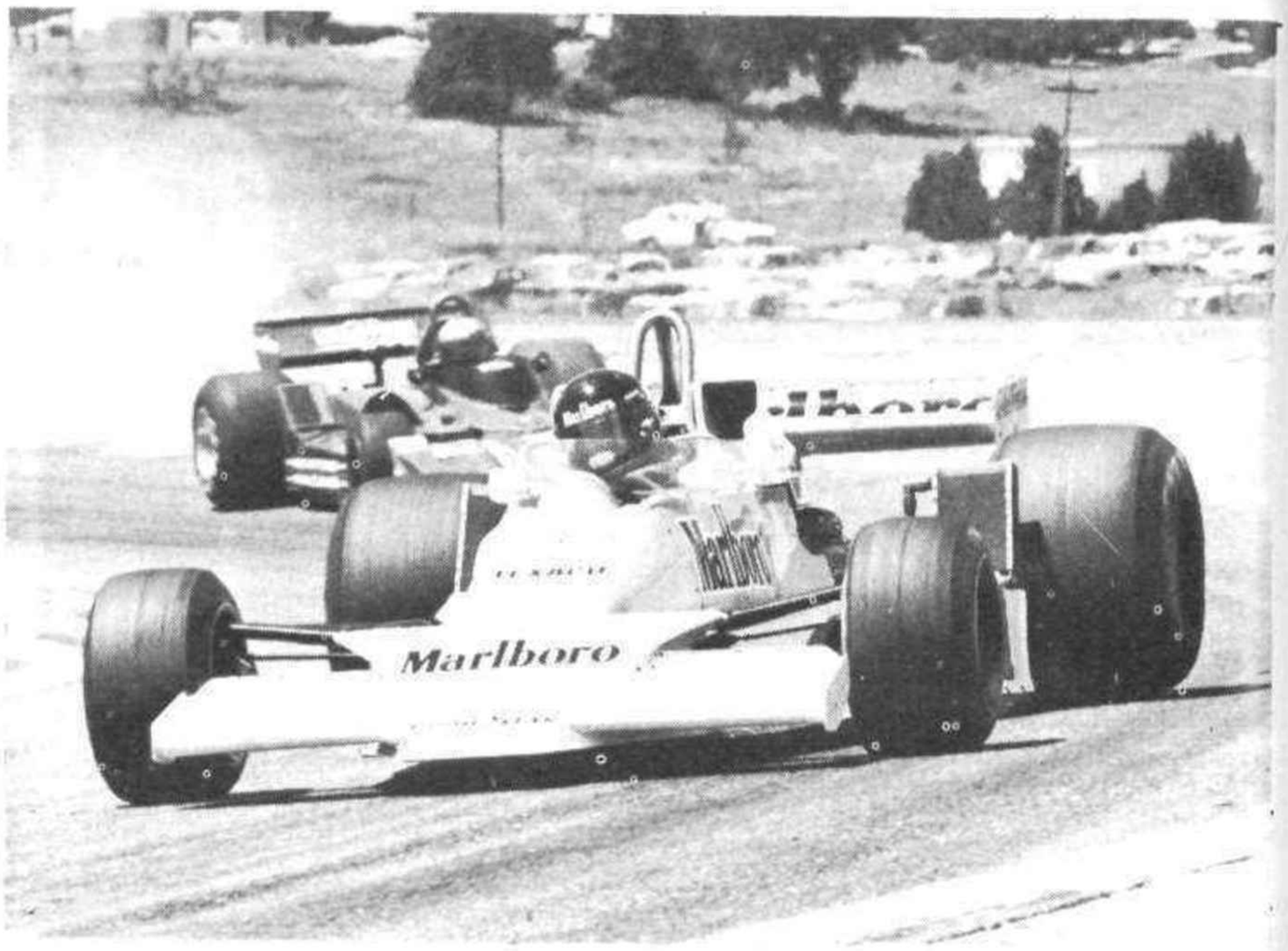
The Spanish Grand Prix

Andretti and Lotus in form again

Jarama, Madrid, May 8th

AFTER RACING in South America, South Africa and on the West Coast of the United States of America the Grand Prix scene returned to Europe with the Spanish Grand Prix run over 75 laps of the "mickey-mouse" Jarama circuit. By rotation it should have been held at Barcelona in the Montjuich Park, but after the accident caused by a design failure on the Hill car, Formula One in the park was finished. The artificial Jarama circuit does have the distinction of a good fast uphill left-hand bend, and a very fast downhill right-hander leading into a long (by today's standards) straight, with a hairpin at the end of it. The rest of it is more suited to Kart racing, the Formula One cars having to go through a series of "point-squirt-brake" motions. The average speed is around 95 m.p.h. and the average corner speed is a mere 65 m.p.h.; as a young colleague remarked, "Hardly the stuff from which motor racing legends are made". However, the *Real Automovil Club de España* came up with the necessary money so Ecclestone and Mosley allowed their Association members to take part. Fortunately the weather stayed warm and dry and an enormous crowd turned up to pay for it all.

Practice was noticeable for the crowded conditions on the track with far too many cars trying to get into the fastest 24 that were to be allowed to start the race. There were lots of new faces in new places as well as some old ones, and some complete newcomers to the world of Grand Prix. Ian Scheckter was back with the works March team after his lay-off following an accident in South African racing, and he was 100% fit again. In contrast, Niki Lauda was looking anything but fit, seemingly having made little physical progress since last year, and being carried along by sheer will-power and determination. Rupert Keegan was making his Grand Prix debut with the new Hesketh, following his good showing at the Race of Champions, and Harald Ertl, the bearded Austrian, was in the second new Hesketh. Frank Williams had started up a new team with a March 761 and the young Belgian Patrick Neve as driver, while David Purley was entering the fold with his LEC (CRP/1) designed by Mike Pilbeam. The Spaniard Villota had acquired an ex-works McLaren M23, Connie Anderson had replaced Larry Perkins in the blue and white BRM (P207/01) and Brian Henton was running his own March 761, having had a brief moment of glory in the works March while Ian Scheckter was convalescing. Arturo Merzario returned to the fray as a private entrant of an ex-works March 761B.



McLaren's struggled to get to grips with the M26, but all their efforts came to nought when Hunt retired with a serious misfire.



To satisfy local patriotism the Spaniard Villota had acquired an ex-works McLaren M23.

On Friday morning there was the usual 1½ hours of practice free-for-all in which cars spun, went over kerbs, broke engines, gearboxes, minor parts and major parts and through it all rang loud and clear that Colin Chapman and Mario Andretti had arrived at that desirable point where they not only thought on the same wave-length but were ahead of each other by equal amounts and every answer they came up with was the right one. Everything was clicking into place to perfection, whereas other teams seemed to be in a shambles. If BRM had not won the Shambles Trophy outright many years ago, it would have been a close contest between Tyrrell and McLaren for honours, Tyrrell with a new car to old thinking and McLaren with old thinking and a new car. Meanwhile Andretti and the Lotus 78 were disappearing into the distance. Whether it was due to the Italian's (naturalised American) driving, the clever aerodynamics of the 78, the John Nicholson Cosworth DFV engine, the differential-less rear axle, the water poured over the tyres before each fast lap, or a combination of all these and Chapman's control of things we'll never know, but a lap in 1 min. 18.70 sec. left everyone else breathless, and caused McLaren and March personnel to appear at the Lotus pit to see if Chapman was cheating in some way. Just as contented cows give good milk, contented drivers go very fast, and Mario Andretti was really looking contented. His nearest rival was Jacques Laffite with the Ligier-Matra V12, with a time of 1 min. 19.42 sec. and Watson and Reutemann were the only others to break the 1 min. 20 sec. barrier. Normally one would say that anyone with a lap in the 1 min. 19 sec. bracket would be an "ace", but now we had to put Andretti in the "super ace" category and throughout practice nobody looked like joining him. The Ferrari team seemed to be suffering from a lack of anyone being in full control, the brilliant Mauro Forghieri not being present, while the Tyrrell team seemed to be lacking a sense of direction. McLaren's were struggling to come to grips with the new M26, James Hunt trying all he knew, and some that he didn't know, in his efforts to get to the front of the grid.

At one point he ran over the back of Hans Stuck's Brabham-Alfa Romeo and did his popular "flying act" fortunately without damage.

That Andretti's fast lap was not a lucky fluke could be seen by the way he could do 1 min. 19.1 sec. on laps on which he was baulked or held up by slower cars, lap times that still kept him ahead of everyone else. This time last year I had despaired of Andretti ever "coming good" but now I was happily eating my words, though at times I did wonder if he was the same as he's always been and that the opposition have deteriorated! In the afternoon the conditions were a lot warmer and slower overall, but still the

STARTING GRID ↑

26 J. Laffite *Ligier-Matra V12* JS7/02 1 min. 19.42 sec. 5 (1 min. 20.81 sec.)	5 M. Andretti *(Lotus-Cosworth V8)* 78/3 1 min. 18.70 sec. 6 (1 min. 20.83 sec.)
12 C. Reutemann *Ferrari flat 12)* 312T2/029 1 min. 19.52 sec. 5 (1 min. 21.31 sec.)	11 • • •
7 J. Watson *(Brabham-Alfa Romeo)* BT45/5B 1 min. 19.87 sec. 7 (1 min. 21.94 sec.)	20 J. Scheckter *(Wolf-Cosworth V8)* WR2 1 min. 19.57 sec. 62 (1 min. 21.72 sec.)
22 C. Regazzoni *(Ensign-Cosworth V8)* MN06 1 min. 20.13 sec. 8 (1 min. 22.27 sec.)	1 J. Hunt *(McLaren-Cosworth V8)* M26/2 1 min. 20.11 sec. 3 (1 min. 22.20 sec.)
4 P. Depailler *Tyrrell-Cosworth V8)* P34/7 1 min. 20.16 sec. 6 (1 min. 22.29 sec.)	2 J. Mass *(McLaren-Cosworth V8)* M23/12 1 min. 20.14 sec. 48 (1 min. 21.73 sec.)
6 G. Nilsson *Lotus-Cosworth V8)* 78/2 1 min. 20.38 sec. 8 (1 min. 22.26 sec.)	19 V. Brambilla *(Surtees-Cosworth V8)* TS19/06 1 min. 20.26 sec. 8 (1 min. 22.13 sec.)
17 A. Jones *(Shadow-Cosworth V8)* DN8/3A 1 min. 20.74 sec. 22 (1 min. 22.71 sec.)	8 H. J. Stuck *(Brabham-Alfa Romeo)* BT45/1B 1 min. 20.55 sec. 53 (1 min. 22.61 sec.)
24 R. Keegan *Hesketh-Cosworth V8)* 308E/1 1 min. 21.03 sec. 7 (1 min. 22.76 sec.)	3 R. Peterson *(Tyrrell-Cosworth V8)* P34/5 1 min. 20.96 sec. 6 (1 min. 22.81 sec.)
25 H. Ertl *Hesketh-Cosworth V8)* 308E/2 1 min. 21.16 sec. 8 (1 min. 23.98 sec.)	10 I. Scheckter *(March-Cosworth V8)* 761B/1 1 min. 21.05 sec. 5 (1 min. 22.70 sec.)
18 H. Binder *Surtees-Cosworth V8)* TS19/01 1 min. 21.73 sec. 39 (1 min. 23.15 sec.)	28 E. Fittipaldi *(Fittipaldi-Cosworth V8)* FD04/3 1 min. 21.56 sec. 46 (1 min. 23.85 sec.)
27 P. Neve *March-Cosworth V8)* 761/7A 1 min. 21.92 sec. 6 (1 min. 24.23 sec.)	37 A. Merzario *(March-Cosworth V8)* 761B/2 1 min. 21.82 sec. 6 (1 min. 23.89 sec.)
16 R. Zorzi *Shadow-Cosworth V8)* DN8/1A 1 min. 22.09 sec. 5 (1 min. 24.38 sec.)	36 E. Villota *(McLaren-Cosworth V8)* M23/6 1 min. 21.97 sec. 58 (1 min. 24.27 sec.)
	30 B. Lunger *(March-Cosworth V8)* 761/2 1 min. 22.24 sec. 70 (1 min. 24.28 sec.)

• • • N. Lauda (Ferrari-flat 12-312T2/030) 1 min 19.48 sec. non-start

Did not Qualify:

34 J. P. Jarier (Penske PC4/02-Cosworth V8) 1 min. 22.27 sec.

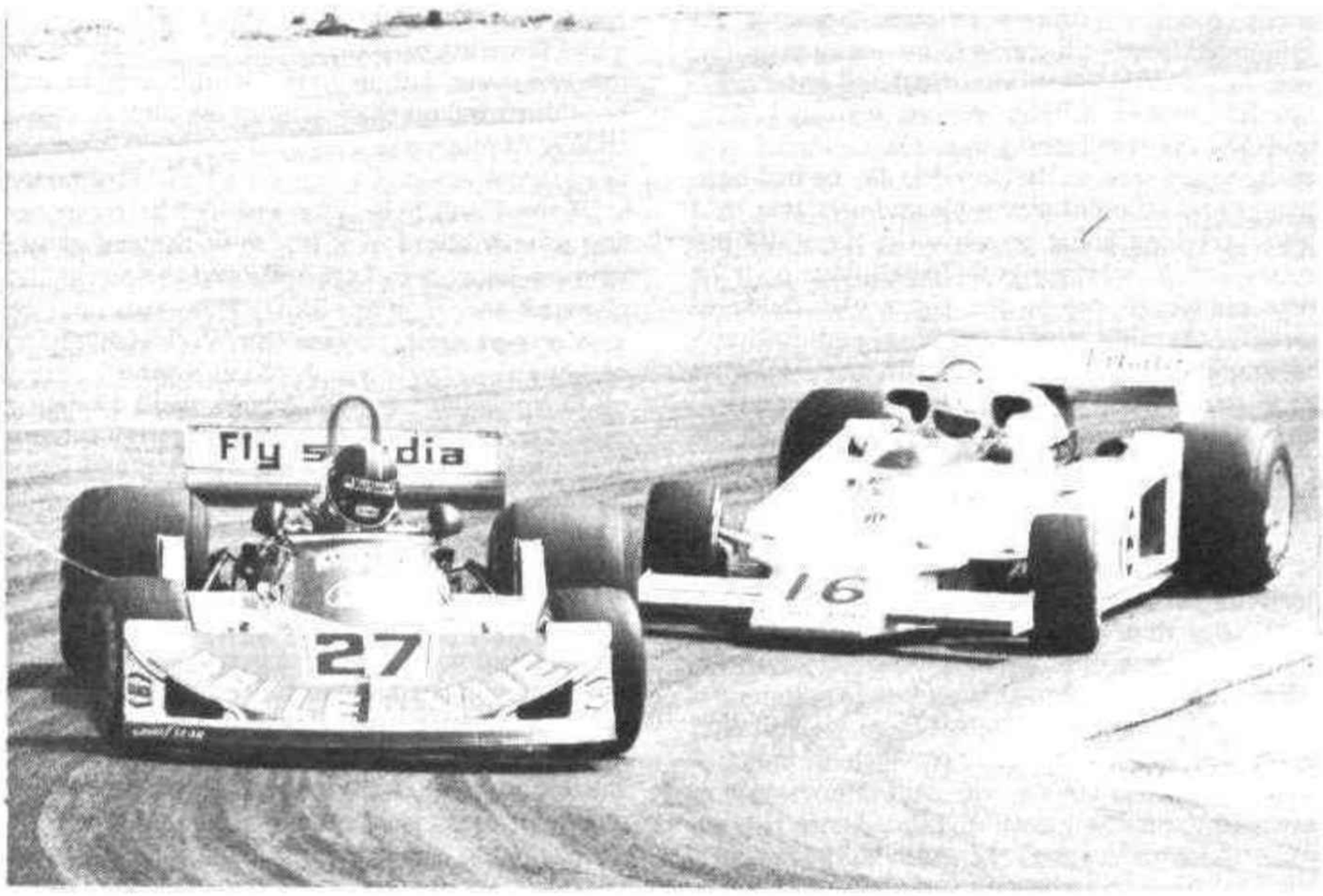
9 A. Ribiero (March 761B/3-Cosworth V8) 1 min. 22.30 sec.

33 B. Havje (March 761/3-Cosworth V8) 1 min. 22.39 sec.

38 B. Henton (March 761/7-Cosworth V8) 1 min. 22.57 sec.

31 D. Purley (Lec CRP/1-Cosworth V8) 1 min. 22.89 sec.

35 C. Anderson (BRM P207/01-V12) 1 min. 24.29 sec.



Patrick Neve managed to take the March 761/7A to the finish in twelfth place, but Zorzi's Shadow, number 16, retired with an oil leak.

combination of Andretti and Lotus were uncatchable, though Scheckter joined the elite, but not close enough to worry the Lotus team. It was still FTD to Andretti and some teams began to progress backwards in their efforts to juggle the variables. With everything about a Formula One car being adjustable each side of a mean setting, even the driver in some cases, it is not surprising that few teams can get 8 out of 10 right, or 8 plusses. Some, like the Fittipaldi team, seem to keep coming up with 8 minuses, while others like BRM don't seem to be able to tell a plus from a minus. At the end of the first practice the Bourne world-beater was seen being towed in behind a breakdown lorry. I just could not bring myself to ask what awful thing had befallen the car, not after the "trumpet voluntary and pomp and circumstance" of the car's introduction at the London Dorchester Hotel last winter.

The majority of the usually fast runners were so appalled at how far behind the Lotus-Cosworth V8 they were, that they seemed to overlook the fact that they hadn't even caught the Ligier-Matra V12!

In spite of stories to the contrary in South Africa, the Saturday morning practice session was untimed, in accordance with the dictates of Goodyear, but you would not have known it. No-one was doing full-tank testing or tyre-scrubbing, they were all going like hell to try and

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
1	J. Hunt	McLaren M26/2-Cosworth V8	1. 20.18	1. 20.92	1. 20.11
2	J. Mass	McLaren M23/12-Cosworth V8	1. 21.32	1. 21.27	1. 20.14
3	R. Peterson	Tyrrell P34/5-Cosworth V8	1. 20.96	1. 21.00	1. 21.30
4	P. Depailler	Tyrrell P34/7-Cosworth V8	1. 21.05	1. 20.64	1. 20.16
5	M. Andretti	Lotus 78/3-Cosworth V8	1. 18.70	1. 19.55	1. 18.78
6	G. Nilsson	Lotus 78/2-Cosworth V8	1. 20.38	1. 20.39	1. 20.44
7	J. Watson	Brabham BT45/5B-Alfa Romeo	1. 19.99	1. 19.89	1. 19.87
8	H. J. Stuck	Brabham BT45/1B-Alfa Romeo	1. 20.60	1. 21.23	1. 20.55
9	A. Ribiero	March 761B/3-Cosworth V8	1. 22.36	1. 22.30	1. 23.24
10	I. Scheckter	March 761B/1-Cosworth V8	1. 21.05	1. 21.96	1. 22.26
11	N. Lauda	Ferrari 312T2/030 flat-12	1. 20.44	1. 20.17	1. 19.48
12	C. Reutemann	Ferrari 312T2/029 flat-12	1. 19.63	1. 20.09	1. 19.52
16	R. Zorzi	Shadow DN8/1A-Cosworth V8	1. 22.74	1. 22.18	1. 22.09
17	A. Jones	Shadow DN8/3A-Cosworth V8	1. 20.74	1. 21.24	1. 21.14
18	H. Binder	Surtees TS19/01-Cosworth V8	1. 23.11	1. 23.06	1. 21.73
19	V. Brambilla	Surtees TS19/06-Cosworth V8			1. 20.26
20	J. Scheckter	Wolf WR2-Cosworth V8	1. 20.15	1. 19.81	1. 19.57
22	G. Regazzoni	Ensign MN06-Cosworth V8	1. 20.13	1. 21.11	1. 20.34
24	R. Keegan	Hesketh 308E/1-Cosworth V8	1. 21.03	1. 21.55	1. 21.66
25	H. Ertl	Hesketh 308E/2-Cosworth V8	1. 21.16	1. 21.87	1. 23.67
26	J. Laffite	Ligier JS7/02-Matra V12	1. 19.42	1. 20.27	1. 20.25
27	P. Neve	March 761/7A-Cosworth V8	1. 22.32	1. 22.29	1. 21.92
28	E. Fittipaldi	Fittipaldi FD04/3-Cosworth V8	1. 21.87	1. 22.71	1. 21.56
30	B. Lunger	March 761/2-Cosworth V8	1. 22.53	1. 23.05	1. 22.24
31	D. Purley	Lec CRP/1-Cosworth V8	1. 33.73	1. 23.38	1. 22.89
33	B. Havje	March 761/3-Cosworth V8	1. 22.39	1. 22.92	1. 22.98
34	J. P. Jarier	Penske PC4/02-Cosworth V8	No time	No time	1. 22.27
35	C. Anderson	BRM P207/01-V12	1. 27.93	No practice	1. 24.29
36	E. Villota	McLaren M23/6-Cosworth V8	1. 21.97	1. 22.78	1. 22.48
37	A. Merzario	March 761B/2-Cosworth V8	No practice	1. 21.82	1. 21.83
38	B. Henton	March 761/7-Cosworth V8	1. 23.57	1. 23.50	1. 22.57
19T	V. Brambilla	Surtees TS19/02-Cosworth V8	1. 20.39	1. 20.91	
1T	J. Hunt	McLaren M23/11-Cosworth V8		NOT USED	
3T	R. Peterson	Tyrrell P34/6-Cosworth V8		UNTIMED PRACTICE ONLY	
4T	P. Depailler	Tyrrell P34/2-Cosworth V8		NOT USED	
7T	J. Watson	Brabham BT45/3B-Cosworth V8		NOT USED	
11T	N. Lauda	Ferrari 312T2/027 flat 12		NOT USED	
17T	A. Jones	Shadow DN8/4A-Cosworth V8		UNTIMED PRACTICE ONLY	
19T	V. Brambilla	Surtees TS19/02-Cosworth V8		FIRST AND SECOND PRACTICE	
20T	J. Scheckter	Wolf WR3-Cosworth V8		NOT USED	
22T	G. Regazzoni	Ensign MN07-Cosworth V8		NOT USED	
26T	J. Laffite	Ligier JS7/01-Matra V12		NOT USED	
28T	E. Fittipaldi	Fittipaldi FD04/4-Cosworth V8		NOT USED	
34T	J. P. Jarier	Penske PC4/01-Cosworth V8		UNTIMED PRACTICE ONLY	

break into the "super ace" class. Some of the tail-enders were still trying to get going properly, like Jarier with the yellow Penske, for the gearbox had broken in both sessions the day before, and now he was feeling sick. David Purley was going to feel sick, as the previous day he had been delayed by differential trouble and now that he'd got everything going properly the times did not count for the starting grid. In the final hour he was unable to repeat the times and failed to qualify. As this "tyre-scrubbing and full-tank testing session" ended Hunt lost the McLaren M26 in a big way on the fast right-hander before the pit-straight and crumpled the nose in the barriers, but damage was light. He was certainly trying hard.

The final hour of practice saw a mad scramble with everyone falling over each other in their efforts to get on the starting grid or to get higher up if they were safely on it. When the dust had settled Andretti was still way out on his own, with 1 min. 18.78 sec., though Lauda now joined the elite with 1 min. 18.48 sec., so we still had one "super ace" with five "aces" behind him and the Ligier-Matra V12 was still alongside the Lotus on the front row. Behind Andretti were three 12-cylinder cars, then the Wolf-Cosworth V8 and then another 12-cylinder car (no, it wasn't the BRM, that was utterly, completely and irrevocably LAST, and the owners wisely stayed at home). In spite of all the apparent problems it was still the same regular bunch in the front half of the grid, and the same hopeful lot at the back, but in the middle was the new face of 22-year-old Keegan, alongside a very disgruntled Ronnie Peterson who had, perhaps, been trying *too hard*, and going slower in consequence.

The warm dry weather continued into Sunday and the morning "warm-up" session took place while the non-qualifiers either packed up and went home or took up vantage points to watch the fun. For Lauda there was no fun at all for he was suddenly attacked by a vicious pain in his side while driving round one of the hairpins. He was rushed off to hospital and it was discovered that he had a cracked rib! At first it was thought that he had damaged it with his elbow while changing gear, but it seemed very unlikely. More likely that something had given way in his internal bone structure, due to his body not mending as quick as his mind and will-power. Whatever it was there was no question of him taking part in the race and this let the first non-qualifier join the ranks on the back of the grid, this being Brett Lunger with his private March 761.

Although everyone had been at the track since early morning the race was not due to start until 4.17 p.m. (why not 4.15 p.m. or 4.20 p.m. no-one seemed to know). After a warm-up lap from the pits the cars lined up on the grid, the King of Spain arrived, the cars did another warm-up lap, everyone assembled on the grid, with Lauda's spaced left unoccupied, the green light came on . . . and Andretti was gone. Reutemann shot across from the left to the right, Scheckter made a hesitant start in 2nd gear because he could not select bottom, and Hunt made a scorcher of a start from the fourth row. Around the first hairpin the Lotus was already a measurable distance ahead, followed by Laffite, Reutemann, Hunt, Watson, Scheckter, Regazzoni and Brambilla, the Italian Surtees driver having equalled Hunt for a good getaway. The rest followed and the 24 cars formed a "crocodile" as they wound their way through the twists and turns. It took but one lap to show that barring accidents or breakdown, no-one was going to catch Andretti and the Lotus, for he had already opened up a gap between himself and Laffite in the Ligier. The Frenchman was just about holding the Lotus, while Reutemann was keeping them in sight but the rest were falling back. Hunt's engine had been misfiring on the warm-up lap and though a change of plugs had appeared to cure it, the misfire started again. On lap 5 he had been passed by Watson and Scheckter and had been struggling to stay ahead of them, so at the end of the next lap he went in to the pits and the mechanics changed the ignition unit. This was not the answer and after 10 laps the World Champion gave up the hopeless task. What a pity the rules of Formula One forbid drivers from changing cars, for on lap 6 Jochen Mass was lying tenth and if he had come in on the next lap and Hunt had taken over it would have been interesting to watch his progress up the field in the M23. Such legendary deeds as performed by Fangio, Moss or Jim Clark are now gone forever, and some of those people in the know will tell you that a driver could not achieve the impossible today, it's all too complicated and technical, they say. If you look at the starting grid of this race and the fastest race laps that are given in brackets, you will see that the overall fastest lap was recorded on lap 5, and most of the drivers had given up trying within ten laps, and were cruising round to collect the money at the end. Hunt's spirited approach to motor racing would have seen him have a real go and we might have seen some inspired Grand Prix driving instead of the professional procession that actually took place. For Andretti there was no need to indulge in heroics or inspired driving, any more than he was doing, for he had the race in the bag, and even more so after lap 12, for at that point Laffite went into the pits as the Ligier was swaying about at the back. It was found that the right-rear wheel was loose, which caused a lot of screaming and yelling in the Ligier pit. Laffite rejoined the race in nineteenth position, black with rage, and drove really hard for the rest of the race to get back up to seventh position. It was not inspired, for he got bogged down behind Nilsson for too long, when he was trying to unlap himself from the Swede. With the Ligier gone and Reutemann clearly settling for second place, Andretti had it all his own way and he drove a smooth and unruffled race in the style of the real professional that he is. The Lotus never missed a beat and gave him one of the nicest races he had ever had. If the lead was a bit dull for those who are not Lotus enthusiasts, the rest of the runners provided plenty of light entertainment. Brambilla collided with Regazzoni in the most unruly fashion at the exit from the first hairpin, and they both disappeared into the scenery! For once Regazzoni was entirely blameless for Brambilla had had his usual "brain-fade", and wisely kept his helmet on as he tried to apologise, otherwise he might have had a Swiss fist buried deep into his brain. Somewhile later Alan Jones got into the same situation with Peterson, on two occasions, both times managing to scrabble back onto the track. The third time the Shadow hit a rear wheel on the Tyrrell and bent its front suspension, which put Jones out of the race after a courageous drive. Peterson's Tyrrell had earlier broken a rear anti-roll bar mounting and was now a bit out of line, so the Swede had plenty to complain about after the race, even though he was happy to have finished. His team-mate Depailler lasted no time at all, for his Cosworth engine blew up.

In spite of a week of testing and a week of preparation and practice most of the cars seemed to be falling to bits during the race, if the drivers are to be believed. If clutches were not working properly, gearboxes were mal-functioning, or brakes were out of balance, or engines were down on power, or the aerodynamics were wrong, or the tyres were wrong, either too hot or too cold, but for Andretti everything was fine. Afterwards it was a pleasure to hear him explain how everything ran perfectly, no heroics, no bravery, no battling against the odds. "It was all down to Colin Chapman, he engineered the whole thing, I just drove it" he said.

There were some good dices among the non-winners, such as that between Scheckter and Mass, the German trying very hard to rattle the South African, but failing valiantly, while Watson and Nilsson had a good run until the Brabham used up its tyres. Watson stopped at the pits and then the engine would not restart for the electric fuel pump had given up the ghost. Keegan had been acquitting himself well in the Hesketh with a good ninth position, behind Peterson and Jones, in spite of the Hewland box wanting to jump out of gear. Before half distance it did it once too often, on the fast downhill right-hand bend and the debutant spun off the track as the back-end got away from him. Poor Fittipaldi found himself sandwiched between Hans Binder and Patrick Neve, and when he could stand it no longer he stopped at the pits and fitted some new tyres, but it made little difference to his progress, other than now being last of all, behind Villota.

As my young colleague said "Not the sort of stuff from which legends are made". – D.S.J.

SPANISH GRAND PRIX Formula One 75 laps Jarama 3.404 kilometres per lap 255.323 kilometres
Warm and dry.

1st :	M. Andretti (Lotus 78/3)	1 hr. 42 min. 52.22 sec.	147.728 k.p.h.
2nd :	C. Reutemann (Ferrari 312T2/029)	1 hr. 43 min. 08.07 sec.	
3rd :	J. Scheckter (Wolf WR2)	1 hr. 43 min. 16.73 sec.	
4th :	J. Mass (McLaren M23/12)	1 hr. 43 min. 17.09 sec.	
5th :	G. Nilsson (Lotus 78/2)	1 hr. 43 min. 58.05 sec.	
6th :	H. J. Stuck (Brabham BT45/1B)	1 lap behind	
7th :	J. Laffite (Ligier JS7/02)	1 lap behind	
8th :	R. Peterson (Tyrrell P34/5)	1 lap behind	
9th :	H. Binder (Surtees TS19/01)	2 laps behind	
10th :	B. Lunger (March 761/2)	3 laps behind	
11th :	I. Scheckter (March 761B/1)	3 laps behind	
12th :	P. Neve (March 761/7A)	4 laps behind	
13th :	E. Villota (McLaren M23/6)	5 laps behind	
14th :	E. Fittipaldi (Fittipaldi FD04/3)	5 laps behind	

Fastest lap : J. Laffite (Ligier JS7/02) on lap 5, in 1 min. 20.81 sec. 151.659 k.p.h.

Retirements : V. Brambilla (Surtees TS19/06) on lap 10, accident; G. R. Regazzoni (Ensign MN06) on lap 10, accident; J. Hunt (McLaren M26/2) on lap 11, engine trouble; P. Depailler (Tyrrell P34/7) on lap 13, engine trouble; A. Merzario (March 761B/2) on lap 17, suspension; R. Zorzi (Shadow DN8/1A) on lap 26, oil leak; H. Ertl (Hesketh 308E/2) on lap 30, exhaust pipe, and water leak; R. Keegan (Hesketh 308E/1) on lap 33, accident; A. Jones (Shadow DN8/1A) on lap 57, front suspension, accident damage; J. Watson (Brabham BT45/5B) on lap 65, fuel pump.

24 *starters* 14 *finishers*.

Notes on the Cars at Jarama

WITH THE Spanish GP opening the season for Formula One Championship races in Europe there was a lot of pre-race testing going on at the

little Jarama circuit and some of it was useful for the race itself and some was purely experimental. Since Porsche revealed last year that they had been racing cars with solid rear axles, that is with no differential unit, relying on the distortion in the tyres to provide any required differential while cornering, the Formula One scene has been looking towards Stuttgart and wondering. Already McLaren have tried the idea and at Jarama both Ferrari and Lotus did some testing with a transmission devoid of differential. Ferrari found there was too much tendency for the rear end to push the front end off the road on corners, but Lotus were very satisfied and retained theirs for the race. All Formula One cars use limited-slip differentials, mostly of Hewland design, in which something like 15% of slip is allowed before the differential locks-up automatically and provides a solid axle. Various experiments have been tried with different percentages and now the zero % axle has been proven for certain circumstances. Its main advantage is instant traction on acceleration, but the disadvantages are the stresses and strains when cornering or sliding the rear wheels out of line, so that the best results are obtained by smooth, constant radius cornering.

During the pre-race testing one team tried Cosworth DFV engines prepared by four different specialists, and those prepared by Cosworth themselves and Nicholson-McLaren Engines Ltd. proved to be the best (and it was not the McLaren team that were doing the testing!). The Colnebrook firm were much too busy testing a new McLaren M26, number 2 in the series, and deciding to concentrate on this new car with James Hunt, rather than fog the issue by alternating between it and an old M23; leaving Jochen Mass to run M23/12 until such time as they have proved the M26 and built another one. With the first M26 scrapped after testing (and crashing) in South Africa, M26/2 was built with numerous modifications, including the cockpit controlled rear anti-roll bar, worked on the same principle as used by Lotus last year, in which one of the operating arms is in the form of a blade that can be rotated to give maximum stiffness or zero stiffness by reason of its bending moment, thus imparting this to the anti-roll bar or tube itself. In the McLaren system there is a movable blade at each end of the roll-bar, interconnected by links and rods, so that they can get twice the effectiveness for the same movement of the cockpit control. Anti-roll bars are a complicated subject, apparently not understood by everyone, for one of the important factors is that the mountings should be rigid, yet you see anti-roll bars attached to mountings that seem to have little support from the main structure of the car.

There were five brand new cars in the paddock for the race, the McLaren M26/2, a new six-wheeled Tyrrell, a new DN8 Shadow, a new Hesketh and a new March, while the six-wheeled March 240 was on display by Rothmans International in a hotel in Madrid, and it certainly attracted a lot of attention even if there was no explanation of why it was there. The new Tyrrell was P34/7, for Depailler, and was to 1976 specification, with narrow track, short wheelbase and old-style bodywork with windows in the cockpit sides. It was a rather expensive sign of despair in the Tyrrell Team, for they were trying to find out why the sleek 1977 cars are not competitive, by making a direct comparison with the original layout that looked so promising last year. Peterson was driving the smooth 1977 car P34/5, and the team also had P34/6 as a spare and P34/2 which had been used for experimental work. Both team cars had a cockpit control to alter the brake balance front to rear, by a cable that wound the brake pedal balance-bar along its thread. While useful, this device was not ideal, for the drivers found they would also like to alter the balance between the pairs of front wheels. The Shadow team had a new DN8 model, number DN8/4A, with much smoother bodywork and an engine cover with air ducts built into the cockpit sides in place of the "ears" on each side of the crash-bar. The team drivers relied on the earlier cars for the race, Alan Jones with DN8/3A and Renzo Zorzi with DN8/1A, though Jones tried the new car briefly during the untimed practice session. Although Lord Hesketh closed down his racing team at the end of 1975, with public displays of tears falling into his champagne, activity at the stately home did not stop completely and last year Team Manager Horsley operated a Rent-a-Drive scheme with the 1975 cars uprated to D-series 1976 cars. At the Race of Champions at Brands Hatch a brand-new Hesketh appeared in the shape of the 308E, from the drawing board of Frank Dernie, with financial support from various advertisers, including the driver's father, Mike Keegan of British Air Ferries. Rupert Keegan was driving 308E/1 in his first Grand Prix, and a second 1977 Hesketh 308E/2 was completed for Harald Ertl and his various sponsors, while a third car is nearly completed, so the Hesketh Motor Company are clearly back in business. The final brand-new car was a March 761 from the irrepressible Frank Williams, who seems to be able to produce a car from bits and pieces at the slightest flutter of sponsorship money. The reconstruction of the Walter Wolf team saw Williams out on his own again, and out of his small factory in Reading, but he soon re-established himself in new premises and with money from various deals and from the Belgian driver Patrick Neve, he conjured up a March 761. Although the major components came from the Bicester firm they did not build the complete car and Williams incorporated numerous items of his own. As Brian Henton had built a March 761 on similar principles, which was numbered 761/7, we could only call the Williams March 761/7A.

The rest of the cars were old friends from South Africa, Long Beach, South America and the Race of Champions, as can be seen from the table of practice times. Altogether there were 43 cars in the paddock, though many of them were not used, in fact Team Surtees were the only ones to use a spare car during timed practice, though Shadow, Tyrrell and others ran their spare cars during the untimed session on Saturday morning. Now that Hewland have at last completed production of a 6-speed version of their traditional transmission unit, many teams had them, but few used them, and teams like McLaren and Brabham who had built their own already wondered what all the excitement was about. Similarly the much heralded Cosworth DFV magnesium engine found its way into the paddock at last, but only with magnesium cylinder heads, which save a mere 19 lbs. in weight. Admittedly it is weight that is above the centre-of-gravity of the car, which must help rather than hinder the handling, but is unlikely to affect the performance. Ironically, one March driver was seen with a 42 lbs. lump of lead bolted to the front of the chassis to try and improve the front end adhesion!

The German ATS team had the latest pair of Penske cars, PC4/01 and PC4/02 for Jarier to drive, Emilio Villota, the local Spanish driver had the ex-works McLaren M23/6, with "standard" Cosworth engine and 5-speed Hewland gearbox, Arturo Merzario had the ex-works March 761B/2 driven earlier by Ribiero and the BRM was driven by the Swede Connie Anderson, replacing Larry Perkins who had opted out of the "World Beater from Bourne". – D.S.J.

Reflections in the Spanish dust

THE MOST notable thing about the Spanish GP at Jarama was the number of drivers wanting to take part and the number of people and firms with money who want to spend it on Formula One motor racing. There were 31 drivers ready to do battle and as the Ecclestone/Mosley combine decide on the most worthy "Top Twenty" that left only four places on the grid for the drivers who are not in the F1 Association. Of the 11 who were vying for these four places, those who made it were still not on a winning number, for according to the Gospel of Ecclestone and Mosley, starting money is only paid to the first 20 qualifiers. Those 20 have to work for it, it is not guaranteed automatically, so that if an Association member qualifies twenty-first he gets no starting money, and if a non-member qualifies in the "Top Twenty" he gets the appropriate money. The higher up the grid you get the more money there is available. Similarly, prize money is allocated to only 20 of the 24 chosen ones, so if you are going to retire from the race you want to make sure that four cars have already retired. Those who did not qualify for the race spent a lot of money, risked life and limb and wore their cars out all for the pleasure of it, while those at the top of the tree are raking in good pay for mediocre work in some cases. Among those who did not qualify David Purley reckoned he had spent £8,000, to say nothing of the cost of repairing a broken Cosworth V8 and Brian Henton spent £5,000, and all they got was "blood, sweat and tears" a lot of laps and no racing. Meanwhile the local whizz-kids were enjoying racing on the Jarama circuit in Formula SEAT single-seaters and saloon cars, in some National races.

With all these people prepared to join in Formula One, either for the enjoyment, the kudos or with the hope of making it to the top, the time is long overdue for giving the newcomer a bit more encouragement, and the best thing would be a separate race for beginners and the hopeless regulars, like BRM. If 24 cars are considered sufficient for a full-length (joke!) Grand Prix, then surely 12 cars could have a half-length race on Saturday morning. If there was a 25-lap race on Saturday morning guaranteed, with some prize money, a few more people with last year's works cars would soon join in to make a flourishing second division. The successful ones could be promoted to the Grand Prix and anyone found "dragging his feet" in the Grand Prix would soon be relegated to the Second Division. It was suggested that the Saturday race could be thrown open to everyone, to race for the Sunday's prize money, and that the Sunday race should be for World Championship points only, but you could only take part in one event! The choice would be left to the driver or the Team Manager and it would be interesting to see who races for money and who races for sport and acclaim. At the moment the top of the tree gets it all and the whole scene is very lop-sided in favour of the chosen few.

This whole discussion on a First Division and Second Division was prompted by the sight of the confusion on the little Jarama circuit as 31 drivers tried to practise. Some were out to win, others were trying to get used to new cars, some

were trying to learn to drive a Formula One car and others were trying to make progress. It was no surprise that lap times were slower than those put up during test-sessions or in previous years, for it is doubtful if any of the "aces" ever had a really clear run. If a newcomer has to spend all his time looking in his mirrors and getting out of the way of Andretti, Hunt, Lauda, Scheckter and the rest, he is never going to learn to drive properly. You could almost guarantee that if one of the "rabbits" set himself up to take a corner on the correct line he would have an "ace" right behind him or carving his way by on the inside shaking his fist. It really is time the CSI stopped nit-picking about aerofoils that are too high or too wide and paid some attention to a matter of far greater importance, which is more and more cars on smaller and smaller circuits.

One of the most important factors in a racing team is the morale of the members, whether they be drivers, mechanics or the chap who sweeps up, and a team's equipment can have a great bearing on this. Every now and again a team comes up with a morale booster in the way of something special in equipment and the latest appeared at Jarama when the Surtees transporter arrived. Firstly it was a brand-new articulated lorry, and when the back was opened a tiny Honda pick-up truck was driven out. This little vehicle more than earned its keep in moving tyres, wheels, fuel and equipment about the place during the three days of the meeting, and gave the Surtees lads a splendid feeling of being "one-up" on those who were carrying things by hand. The Brabham team built a miniature motorised trolley a long time ago for paddock use, but when it rains they get wet; the Surtees chaps have a nice warm and dry cab on their miniature transporter.

Looking along the imposing line of transporters, mostly big articulated lorries from Volvo, Scania-Vabis, Fiat, Ford or AEC, it was noticeable how different teams use the sides of the van body to publicise themselves. The designs and wording varied enormously, from "*Shadow F1 Racing with Tabatip-Ambrosio*" or "*Rotary Watches Racing with Stanley-BRM*" through "*Team Tissot Ensign with Castrol*" and "*Team Rothmans International*" to one which simply said "*Ferrari*". There was another simple one which said "*Surtees*" and when asked about this John Surtees explained that it was *his* team, he merely sold the racing cars to sponsors.

Talking of racing teams it is always nice to be aware of a team that has a national pride, not only in its cars, but in the whole set-up, for motor racing has always been an International affair. During practice days when there are sessions in the morning and afternoon you will often see lunch being prepared behind the pits. For some teams it is a sandwich and beer from the paddock caterers, while others have staff in motor caravans preparing meals from local produce. In the Ferrari pit you will invariably see *spaghetti bolognese* simmering on the stove, in the Ligier pit the *saucisson, red wine and Gitanes* are prominent. In the Ensign pit the kettle is always kept on the boil and the tea-pot is warming. Good traditional stuff, and Regazzoni has developed the knack of drinking a cup of tea with his little finger extended in the best English tradition.

In pursuit of the great gods Safety and Uniformity, the starting of a Grand Prix by a local dignitary with the National flag has long since been consigned to the "traditional" scrap-heap along with many other things. Now, as 10,000 horsepower is held in leash on the starting grid the drivers watch a red light and when it goes out and a green one appears they can go. The clever ones watch the green one. It is all very fair and safe, but extremely dull for spectators, compared to some of the fun that used to take place. I was reminded of this when I heard that Raymond ("Toto") Roche had died, well over 80 years of age. He was the original Mr. Five-by-five, the original Mr. Toad, the ultimate "frog" and he ran the French GP at Reims for years and years. Everyone hated him yet everyone loved him, and he would state clearly that once the 30-second board had been displayed he would start the race, with the French Tricolour flag naturally, at any point after that. It might be at 20-seconds or it might be at 1-second. He would stand in front of the grid defiantly, then turn and run, waving the flag as he went. He never got run over, though once or twice drivers like Jean Behra "nearly had him", often making deliberate attempts to bowl "Toto" over. It was Raymond Roche who started the idea of offering 100 bottles of Champagne for the fastest lap in the first practice and he would turn a blind eye to deliberate cheating as long as it was for the good of the sport and to the benefit of the meeting. He soon came down on avarice and greed. His era was the end of Grand Prix racing in the Grand Manner, there is no place for such people in the clinical business-world of Formula One, more's the pity. – D.S.J.

CONTINENTAL NOTES

The Old

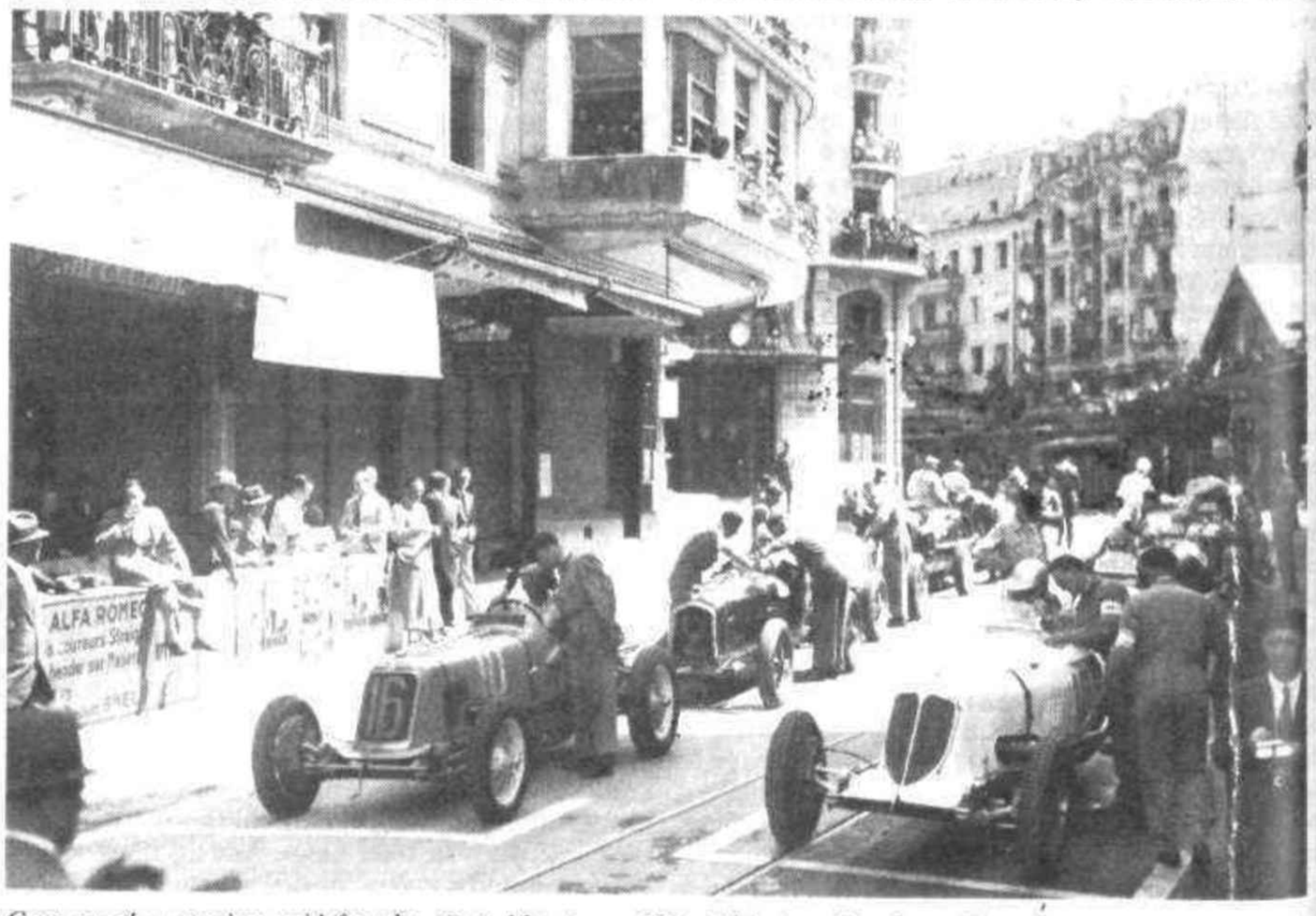
IN AUGUST the town of Montreux, on the shores of Lac Leman in Switzerland, is holding celebrations and fetes to do with their history, and while researching the town's archives someone discovered that they once held a Grand Prix in the town. This was in 1934, on June 3rd and while it did not rank as a *Grande Epreuve*, or as we now call them, Championship Event, it was a proper Grand Prix nonetheless. The Scuderia Ferrari (Yes, the same one as now) sent a team of three "monoposto" Alfa Romeos driven by Count Trossi, Guy Moll and Archille Varzi, while private Maseratis were driven by Phillipe Etancelin, Whitney Straight, Hugh Hamilton, Louis Braillard, Zehender and Benoist Falchetto, with Raymond Sommer and Soffietti with private Alfa Romeos and Pierre Veyron with a lone Bugatti. The circuit was right in the centre of the town, starting in the main street among the shops, hotels and restaurants, and amid the tramlines, and was roughly rectangular in shape with a length of 3.320 kilometres and as Grand Prix races had to be 300 kilometers in length, the course was covered 90 times.

This Grand Prix of Montreux was won by Count Trossi in a Scuderia Ferrari Alfa Romeo, with Etancelin in second place in his 8CM Maserati (the actual car that is now in the Schlumpf museum), followed by Varzi in another Ferrari Alfa Romeo. Whitney Straight was fourth in his own 8CM Maserati, and fifth was Hamilton in another of Straight's Maseratis. The winner drove for 2 hr. 57 min. 25.6 sec. at an average speed of 100.040 k.p.h.

On Sunday August 21st it is planned to hold a "retrospective" of the event as part of the summer celebrations, and as many old Grand Prix cars as possible are being gathered together to compete in a regularity run around most of the original circuit, for about two-thirds of it remains unchanged. The whole affair should be a pleasant "garden-party" with the cars on exhibition for a couple of days before-hand, numerous receptions and cocktail parties, a vintage car run around the locality, a Concours d'Elegance and the Grand Prix cars actually running through the streets of the town on Sunday afternoon. It is hoped that Phillipe Etancelin will be in attendance, together with many old racing drivers from the past, and as Baron de Graffenried is on the organising committee there should be a splendid turn-out. If anyone is holidaying in Switzerland in August, a visit to Montreux is strongly recommended.

The New

The long awaited Renault Formula One car was shown to the Press early last month at a



Cars on the starting grid for the 1934 Montreux GP which is to be the subject of a "retrospective" in August next. On the left is the Maserati 8CM of Etancelin and on the right the similar car of Whitney Straight, with its distinctive special radiator cowl.

gathering in the Renault showrooms in the Champs Elysees in Paris, when Gerard Larrousse introduced all the members of the team who will be involved in the running of the car when it appears on the Formula One circuits. The involvement of the French National Renault company in motor sport has been going on for a long time, their activities ranging from sponsoring a Renault saloon car championship to some serious long distance sports car racing with a turbo-charged 2-litre V6 car. All the various sporting activities have stemmed from the Renault-Gordini factory, a limited company which is a subsidiary of Regie-Renault, situated at Viry-Châtillon to the south of Paris. In this factory, which employs 64 people and contains a design office, workshops, test-beds and machine-shops, all the competition Renault engines are prepared, whether for rally work or racing and the turbo-charging development work is carried out. It was here that the first Formula One car was designed, a test-vehicle being completed last year. After private (and very secret) testing had been carried out at the Michelin Tyre Company's test-track at Clermont-Ferrand, this test car appeared at Jarama in the late spring of 1976 and the word was then out that Renault were going to join in Formula One, but nothing was said about when it would be. Doing the test-driving was Jean-Pierre Jabouille, who was also racing a Renault F2 car and the turbo-charged sports car, and all along the French national petrol and oil company ELF have been closely associated with all the Renault-Gordini activities, the cars being called Renault-ELF, as is the new Formula One car.

Almost exactly one year after the prototype test-car was first seen Renault have laid open the whole project and said they are ready to go racing. The car shown on May 10th is the first car to full racing specification, RS/01, the RS standing for Renault-Sport, the competition department of Renault. Its construction was started last November and the completed car was put down onto its wheels two days before it was shown to the Press. Before it is entered for a race it has a test-programme to fulfil, so Larrousse would not commit himself as to which would be their first event. The French naturally hope it will be their own Grand Prix at Dijon-Prenois, but logic and reason suggest it is more likely to be in the British GP at Silverstone, a circuit more suited to a turbo-charged engine than the little Dijon circuit. Whatever happens, Jabouille will be the driver for whatever races they run in 1977, and if all goes well they will run two cars in 1978, and if it performs well there won't be a shortage of drivers for the second car.

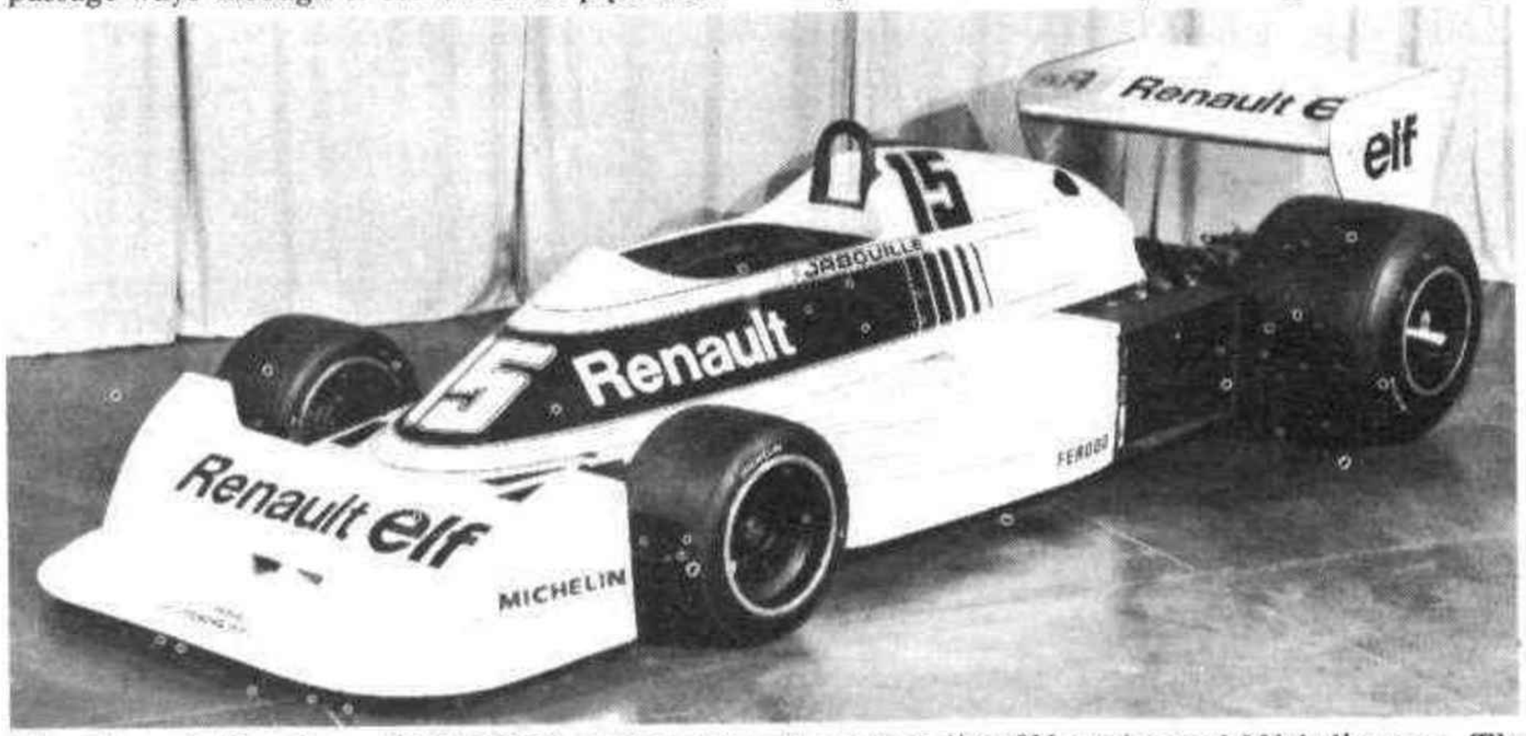
The overall impression of the car is that it is very small, compact, and a unified design, clearly designed around two major factors, the turbo-charged 1½-litre V6 engine and Michelin Radial tyres. A whole band of people have been involved in the design and creation of the car, with engine specialists, gearbox specialists, chassis and suspension specialists, aero-dynamic specialists, to say nothing of all the tyre specialists at Michelin who have been working exclusively for Renault. The whole project has been under the control of Francois Castaing, a 31-year-old engineer who is the technical director of Renault-Gordini and who was responsible, among other things, for the original 4 o.h.c. V6 Renault-Gordini engine. Older readers who may recall Amedee Gordini when he was running his Grand Prix team in the nineteen-fifties, may be wondering how the old "Sorcerer" fits into the programme. The answer is he does not, other than being a sort of *President d'Honneur* of the whole affair, for Renault absorbed the Gordini works many years ago when they first started to get interested in competition, and Amedee has been retired for many years now, leaving his name on Renault competition activities as a sort of symbol of respectability. He still attends Formula One races as a spectator and no doubt will be about the place to see the new Renault make its racing debut.

The heart of the design is the V6 engine, limited to 1½-litres by Formula One rules. It is a 90-degree vee with bore and stroke of 86 x 42.8 mm. – 1492 c.c., with 4 valves per cylinder and two overhead camshafts driven by toothed belt for each cylinder head. The engine block is cast-iron, made in the foundries of Regie-Renault, and the heads are aluminium alloy. It is a very short and compact engine and is mounted ahead of a Hewland FGA 400 gearbox/final drive unit, containing six forward speeds. Between the engine and the transmission unit is a fairly long alloy spacer and above this is the turbo-charger unit. To the left is the exhaust-driven turbine, fed by two pipes, one from the left-hand exhaust manifold more or less directly, the other from an exhaust pipe from the right-hand manifold which passes underneath the spacer. The exhaust driven turbine vents into a single large-diameter pipe through the adjustable waste-gate and into a large megaphone-ended tail pipe. Directly over the engine/transmission spacer is the compressor driven by the turbine, and this draws air from a duct on the right-hand side. From the compressor the inlet manifold runs forward along the vee of the engine into an inter-cooler and then back over the top of the cooler to the six-branch manifold feeding the cylinders, each branch containing a fuel-injection nozzle aimed directly down the inlet port onto the backs of the inlet valves. Supercharging pressure is quoted as "about 21 p.s.i." and with a compression ratio of 7 to 1, the engine is claimed to develop 510 b.h.p. at 11,000 r.p.m., running on normal ELF petrol naturally. It develops its maximum torque at 9,600 r.p.m., which means that Jabouille will have to keep his eyes on the electric r.p.m. indicator. The only other instrument he has to watch is the boost-gauge, other functionings or mal-functionings are indicated by coloured lights. The turbo-charger layout is by Garrett and the fuel-injection by Kugelfischer, the unit mounted in the vee of the engine and driven by toothed belt from the right-hand inlet camshaft. Between the engine and the inter-cooler is the oil tank, for the dry-sump lubrication system, this tank being a complicated affair with passage-ways through it for the inlet pipe from the turbo-charger and others for various pipes and controls.

The whole power unit looks very purposeful and neat, if a bit on the lengthy side, and is a stressed unit attached to the rear of the chassis monocoque, with side-mounted water radiators. Suspension all round is by coil springs with internal Koni dampers, the front ones operated by rocker arms with lower wishbones and the rear layout being conventional double lower links, single top and twin radius rods. Very wide ventilated disc brakes are used, with Lockheed calipers, the rear discs being mounted inboard, naturally with a Hewland transmission, and Ferodo supply the brake pads.

The overall impression of the car is one of compactness and lightness, especially as regards detail design on such things as suspension joints, drive shafts, hubs, steering parts and so on. It is not a question of lightness for the sake of weight saving, but lightness by careful design overall and in detail. Although it is very much a French car and a Renault, it has to turn to people who know as regards such things as brakes, clutch, body fasteners, sparking plugs, brake pads and clutch linings, life-support system, gearbox, ball-races and batteries and it's nice to see they are all British firms or British influenced international firms.

Building a car is one thing, winning races is another matter altogether, but whatever happens this appearance of a Renault Formula One car, with the backing and responsibility of the Regie-Renault behind it, must be of interest to the overall scene in Formula One. Of particular interest is the tyre question, with Michelin whole-heartedly behind the project. At the moment Goodyear have a monopoly in Formula One and they dictate the type of tyre that everyone will use for each race, and no-one is allowed to use special "short-life" tyres for practice and grid-position qualifying. This is an unofficial "gentleman's" agreement among the members of the Constructor's Association, but Renault are not in the FICA and if Michelin produce some super-sticky tyres for Jabouille to use in practice, no-one can stop them. I can foresee the "gentleman's agreement" going by the board. There are one or two other "carefully arranged" manipulations within the Formula One "circus" that might also get a bit of a jolt when Renault start entering races, which won't be a bad thing for the sport in general, and who knows, all those people in Weissach, at the Porsche Research and Development Centre, who are looking toward Munich with narrowed eyes, may have to turn through 180-degrees. – D.S.J.



The Formula One Renault-ELF RS/01 with turbo-charged 1½-litre V6 engine and Michelin tyres. The louvres on the side of the cockpit take in air to the inter-cooler and the one on the engine cover feeds the compressor. The car is finished in the yellow and black colours of the Regie-Renault, not in French blue. The number 15 is the F1 number that was reserved for BRM for a long time.

ROAD IMPRESSIONS

The Lotus Eclat Sprint

Sheer exhilaration from remarkable performance and handling

IT IS NOT true to say that there is not much fun left in motoring – pick the right roads and the right car and there is – but there are very few cars available which are fun to drive *all* the time. The Lotus Eclat Sprint is one of those cars.

We had not planned a full road test on this car because we thought it too similar to the Elite tested in March 1975. In fact the models are much further apart than we thought: Lotus have gradually made the Elite more sophisticated and luxurious, certainly in its more expensive option forms; the Eclat, particularly in its Sprint form, has been aimed unquestionably at the enthusiast, with performance, braking and handling so brilliant as to offer the competent driver sheer ecstasy. Striking though the Eclat Sprint's design may be – and the road test car gathered admirers wherever it went – this is not a car for boulevard show-offs, for the sheer eagerness and liveliness in the package, the car's true virtues, need exploiting properly to be obvious. It is a car very much in the vein of the old Elan, a real "driver's car", albeit much more sophisticated, comfortable and practical.

The Sprint tag on the Eclat is a £298.35 factory-fitted option available upon the basic 520 and 521 specification Eclats, neither of which has power steering. On the 520 the pack includes the black-and-white Sprint colour scheme and all-black interior, an oil cooler and a twin exhaust system, worth a seven per cent power bonus over the standard single system. The 520's *four*-speed gearbox and 3.73-to-1 final drive ratio are retained. As the 521 specification already includes a twin exhaust system, the Sprint pack fitted to this model partly makes up the financial difference by including a 4.11-to-1 final drive ratio instead of the 3.73-to-1 ratio which normally accompanies the 521's *five*-speed gearbox. Instead of the ordinary 520 Eclat's steel wheels the 520 Sprint has 5½J x 13 alloy wheels shod with 185/70 HR Goodyear G800 Grand Prix tyres, while the 521 Sprint has the Elite's and standard 521's wear of 7J x 14 Lotus alloy wheels and fat 205/60VR Dunlop SP Sports Super tyres. If this all seems confusing to the reader it has been made even more confusing to the writer by the fact that the road test car was a five-speed 521 fitted with the 520's smaller wheels and tyres, a specification which is not, at least at this moment, offered for sale. What is clear is that the 520 Sprint pack buyer gets much better value for money, with the extra exhaust and alloy wheels included in his £298.

The idea behind the Sprint is for "a more aggressive option model", denoted by the black and white exterior finish, but the insensitive use of black paint offended most people who examined the car. The broad, black stripe down the bonnet and the side-stripes are a real throwback to the "boy-racer" era, while the black bootlid in the sea of white makes the tail look unnecessarily clumsy. The Sprint name is carried patriotically in a Union Jack decal on the tail.

As the front-engined, rear-wheel drive Elite and Eclat models are identical mechanically and, from the centre roll bar forwards, visually, there is some justification for querying the logic of the dual existence. They even share the same body mould for their bottom halves below the prominent waist-line joint and the essential difference lies in the rear top half. Where the Elite has a hatchback rear treatment, in which the luggage compartment lies beneath an opening rear window and is separated from the passenger compartment by an interior window, the Eclat has a conventional boot in the tail, and a steeply-sloping fixed rear window. Both have four seats, but reduced head room in the rear of the Eclat makes its rear seats less practical, at least for adults. What it loses in head room it gains in boot space and luggage security over the Elite. Lotus seem to regard the Eclat as a 2 plus 2 sports car and the Elite as a four-seater sports saloon, a differentiation which is assisted by a claimed 200 lb. reduction in weight in the Eclat's favour over the equivalent specification Elite. In theory and, as it turns out, in practice, the Eclat is thus a more agile car in performance and handling, spheres in which the Elite is already outstanding.

Much work has gone into Lotus' own twin-overhead camshaft, four-valve-per-cylinder, straight-four, light alloy engine since we tested the Elite in 1975. It is now quoted as delivering 160 b.h.p. at 6,200 r.p.m., and 140 lb. ft. torque at 4,900 r.p.m. as against 155 b.h.p. at 6,600 r.p.m. and 135 lb. ft. at 5,000 r.p.m. All the Europe-destined 95.2 mm. x 62.9 mm., 1973-c.c. Lotus engines now use the "E-cam", the European emission camshaft which gives more lift with less overlap. Two twin-choke Dellorto DHLA 45E carburettors are fitted and the engine's compression ratio is 9.5 to 1. Lotus' own five-speed gearbox gives ratios of: 1st, 3.2 to 1; 2nd, 2.01 to 1; 3rd, 1.37 to 1; direct 4th and an overdrive 5th gear ratio of 0.80 to 1. With the larger wheels and tyres, the 4.1 to 1 final drive offers 20.83 m.p.h./1,000 r.p.m. in 5th, against 17.9 m.p.h./1,000 r.p.m. in the direct top gear of the four-speed, 3.73 to 1 final drive, small-wheeled car.

The Eclat shares the Elite's construction of a GFRP body moulded in two halves by Lotus' patent method, mounted upon an undersealed, steel backbone chassis. Independent front suspension is by wishbones, coil springs, telescopic dampers and an anti-roll bar and rear suspension by semi-trailing arms, coil springs and telescopic dampers. It has a front track of 58.5 in., a rear track of 59 in., a wheelbase of 97.75 in., is 14.6 ft. long, 5.95 ft. wide and a mere 3.9 ft. high.

The Eclat owner faces the same facia layout as his Elite counterpart. Clearly defined instruments, spoilt by excessive reflection, include speedometer, tachometer, fuel, water temperature and oil pressure gauges and a voltmeter cowled neatly in front of the driver. The major switching functions are looked after by Triumph-type stalks on the column. All the other switches are grouped in the full-depth centre console which splits the facia. They include the main control for the retractable headlights, switches for the commendably rapid electric door windows, hazard warning, heater fan, rear defroster, for the tiny lights in the neat little cubby holes on either side of the rear passengers and for the main panel lights. Illumination of the centre console panel itself is by an aircraft-type spotlight mounted in the protruding "Ring-of-Steel" roll-over bar in the roof. In the console too are a clock, cigar lighter, radio (standard in the 521), controls for the not notably powerful heater and ventilation vents. The passengers are segregated right from left by the deep backbone chassis.

The front seats are soft and comfortable, though some passengers complained of the fixed head-rest position. The driving position is very low, the scuttle quite high and the drop-away nose hardly visible. Pedals are close together, tiny, perfect for heel-and-toeing and like those of the Lancia Monte-Carlo tested elsewhere in this issue, demand weltless shoes. Although the leather-rimmed steering wheel is non-adjustable, a good driving position seems easily attainable. Rear seat passengers bury themselves in two deep, curved and rather hard bucket seats, angled to bring the head down and the knees up for better space utilisation and separated by the chassis. Headroom is certainly limited, but the cloth-trimmed seats are by no means impossible for adults, while a colleague's two children, the eldest eleven, revelled in their comfort. The rear seats lack the mirror vision-impeding headrests of the Elite, but the Eclat adopts another problem



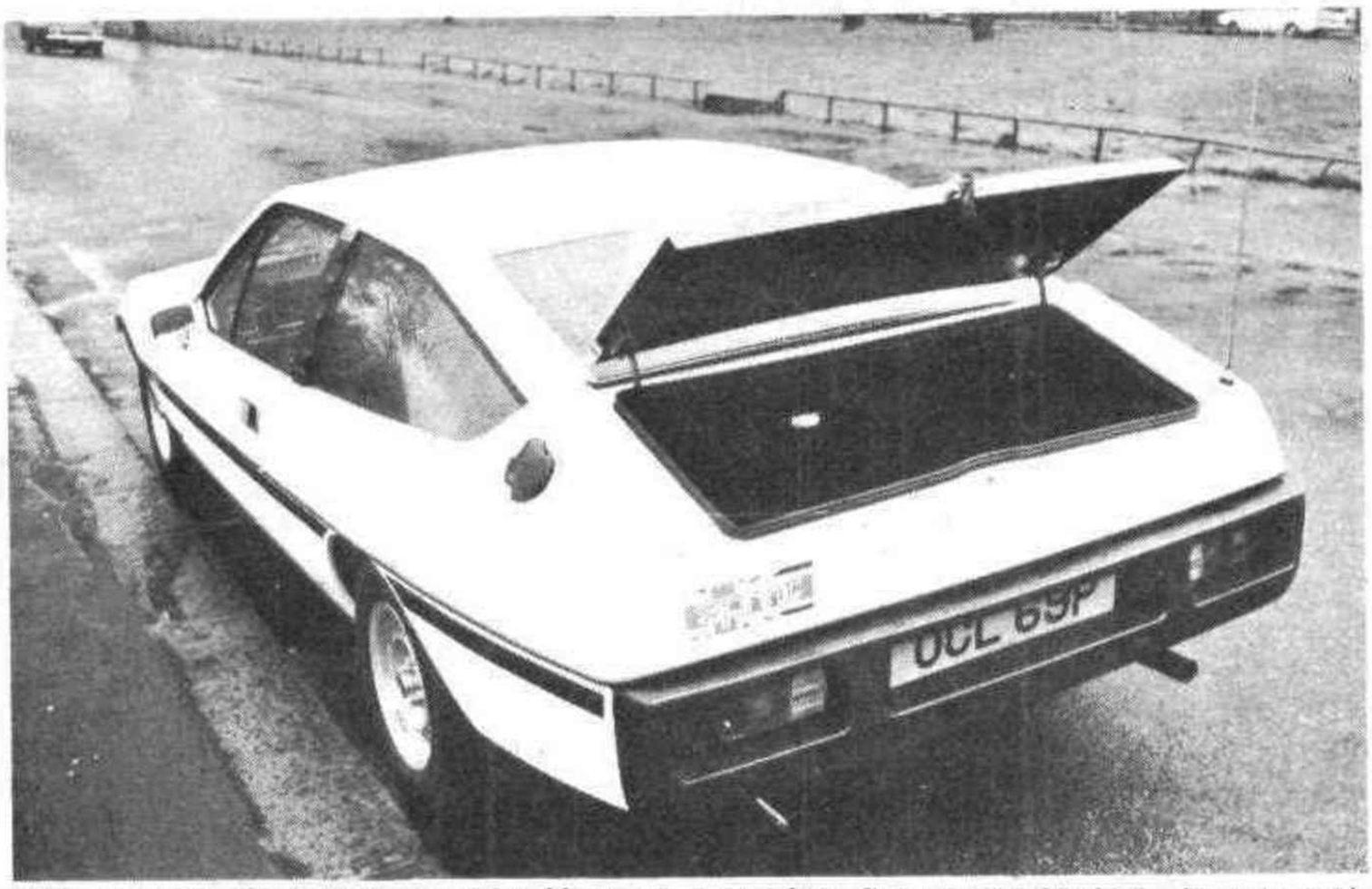
On its narrow wheels and tyres, the road-test Eclat Sprint was tremendously enjoyable and controllable. We wonder whether the correct fat-tyred specification car would be as much fun.

in their place: the base of the rear window is far too high, hampering mirror vision too a certain extent and, more annoyingly, confounding reversing vision.

The road test car's engine seemed eager the moment the key was turned: it fired instantly from cold after four or five pumps of the throttle instead of using the manual choke and never missed a beat thereafter. In fact it was quite the most "in-tune" road engine experienced by this writer for some time, without a hint of flat spots and with superbly smooth throttle response and power delivery. Lancia should learn a few lessons for the Monte-Carlo!

This free-revving engine was coupled to an exquisite five-speed gearbox, with perfect ratios and a narrow-gated gearchange which could be flicked around with the finger tips. The engine-gearbox combination encouraged the playing of tunes on the gearlever to an extent rarely experienced. Maximum revs of 7,000 r.p.m. should offer gear speeds of 36 m.p.h., 60 m.p.h., 85 m.p.h., 116 m.p.h. and 130 m.p.h. on the big Dunlops; the slightly smaller overall diameter of the test car's 70 series, 13 in. Goodyears and a slightly inaccurate tachometer caused us to use maxima of 31 m.p.h., 55 m.p.h., 80 m.p.h. and 112 m.p.h. on the test car, which would not pull maximum r.p.m. in fifth and recorded a more modest 126 m.p.h. In spite of an extra gearchange, we were able to better Lotus' claimed time of 7.9 sec. to 60 m.p.h. with a remarkable 7.4 sec. 0-50 m.p.h. arrived in 5.5 sec. against 6.1 sec., the Lotus times being recorded on the larger Dunlops. Could the engine number DEV 17 on the test car's chassis plate have had something to do with it? Whatever, the performance on the road was absolutely outstanding, instant response and acceleration being available in any situation. The Elite we had in 1975 had the same 4.1 to 1 final drive and five-speed gearbox, but considerably less performance than this very rapid Sprint; it had more weight to carry, a power steering pump to work and the large Dunlops to turn. While these extra burdens on the Elite must have made some difference, the latest "E-cam" engine specification felt to hold the main responsibility for the improvement. In the Elite test we grumbled about the poor low speed torque; this Eclat gave us no such qualms, 4th and 5th usually providing the type of acceleration when needed which would have had us changing to third in the Elite. In fact we used the Eclat gearbox much more than necessary just for the sheer fun of it –and for the exhilaratingly safe overtaking performance such "stirring" provided. At the other end of the scale this 16–valve engine was commendably flexible, capable of pulling fifth at below 20 m.p.h. and showing no signs of rebellion in heavy traffic.

Such engine characteristics and performance are brilliant, especially in a car which weighs over 21 cwt. and packs a mere 2-litres under its bonnet. But when such performance is allied to chassis behaviour of a standard which any manufacturer in the world would be hard pushed to match, the result is excitingly pleasurable. The Eclat Sprint shows that a really good conventionally laid out sports car can be more enjoyable than most mid-engine cars, if only for the fact that mid-engine roadholding is often too good to make the handling interesting. It is an incredibly agile car with racing car-like response that can be chucked about, driven on the throttle and hurled around corners. Normally one just steers it and the Sprint corners neutrally with tremendous adhesion, even on the narrow Goodyears. Eventually the tail begins to drift, but the steering is so quick and positive that oversteer can be instantly coped with and the Sprint returns to line



Unlike the Elite, the Eclat has a reasonably roomy, secure boot, but rear seat headroom is more restrictive and rear vision poor because of the high window line.

with perfect smoothness. The manual rack and pinion steering is slightly higher geared at 3.1 turns lock-to-lock than the Elite/Eclat power steering but there is no problem with excessive heaviness, at least on this narrow tyred car.

As always with Lotus cars, the handling characteristics are matched by exceptional brakes which allow the performance and other chassis characteristics to be exploited to the full. Though the test car's pedal felt a bit soft at times and continual heavy braking led to some roughness, the Sprint continued to stop on a proverbial sixpence, the brakes always amazing by their efficency. They are 10.4 in. discs on the front, 9 in. x 2¼ in. drums on the rear, providing an efficient handbrake.

Wet roads need more care, for the back end breaks away much more easily. The heroics need to stop in these conditions, although relatively high speeds can be maintained. While generally we felt that the narrow tyres made the Sprint's handling much livelier, more fun, the wider tyres would be of benefit in the event of emergency braking and action, say in mid-corner or over a blind crest.

This Sprint had a harder, choppier ride than the road test Elite, which led us to believe that stiffer spring and/or damper rates must have been used, at least at the rear. Lotus say that there is no difference between the two cars' rates and the harder ride is attributable simply to reduced weight. This is not to say that the ride is uncomfortable – far from it for the Sprint is a most comfortable car.

Stability under all conditions was perfect and wind noise almost non-existent. The high power output engine was extremely well subdued, with none of the mechanical clatter of the early engines. The lower final drive was of no detriment to high speed cruising in 5th, whilst a tremendous aid to acceleration through the gears: ideal gearing, in fact. The GFRP is very effective in cutting out any sort of body resonance and insulating road noise. Overall, this Sprint was at one relaxing and invigorating to drive, while recording 20-21 m.p.g., with extensive use of the gearbox and power. Touring consumption ought to be at least 25 m.p.g. on the 14.75 gallon tank.

In 1975 we called the Elite 503 too expensive at £6,674. Now the 503 costs £10,108, showing how the world has gone mad. The equivalent Eclat models are cheaper, so the 521 option, to which the test car's £298 Sprint package should be added (bearing in mind that a customer car would be supplied with the more valuable big wheels and tyres) costs £8,316. We won't make any comment as to whether it is worth it or not, for on the one hand some of the test car's detail finish was not worthy of the price, yet on the other hand it was a more satisfying car to drive than most other cars at any price. As a comparison, the softness of a Jaguar 4.2C costs £8,182. The solid engineering of the cheapest 911 Porsche, with four-speed gearbox, £9,999, while the Porsche 924, which cannot be compared with the Eclat Sprint in terms of driver satisfaction, starts at £6,999. It would be remiss of us not to mention that Lotus have had quality and reliability problems, particularly as this writer has in front of him a letter from a reader describing his first 100 days of Eclat ownership as "sheer purgatory" in terms of faults and inadequate rectification. If the outcome of the patience required to overcome such problems is a car as satisfying as the test car, such purgatory would be worthwhile. – C.R.

Castrol stronger in F1

CASTROL seem more determined than ever to join the multinational oil bonanza of support for F1. Last month they added the Wolf team to the Regazzoni Ensign contract they signed at the beginning of the year.

There are still some big names from the oil World not in F1 – Exxon through Esso would seem an obvious candidate as the biggest corporations in the World. Perhaps President Carter's energy saving drive in the USA will alter things for this kind of F1 support?

At present we have Texaco (McLaren), Valvoline (Lotus), Agip (Ferrari), Elf (Renault and Tyrrell), Fina (Brabham Alfa and Surtees) and Shell on the Ligier V12, as the most visible oil protagonists.

"Books for the Summer" – *page* 670

AFTER this page had gone to Press, W.B. realised that "Rolls-Royce – The Story of the Best Car in the World", reviewed thereon, *does* include a description of C. R. N. Minchin's special 40/50; he apologises to IPC for suggesting it was omitted.

Secondhand Car Test with a Difference

Six hours round Silverstone in a 62,000-mile-old Datsun 240Z

IT IS SAID that International motor racing has become the preserve of millionaires. If that is so, the impecunious Spike Anderson would like to know what has gone wrong with his life. "I can't afford to get out of bed in the morning, now," said Spike, after his Samuri Conversions Datsun 240Z had completed six hours and 157.53 laps of the Silverstone Grand Prix Circuit in the World Championship of Makes Six-Hour Race on May 15th. Driven by MOTOR SPORT's Clive Richardson and Jeremy Walton, Anderson's 240Z illustrated that there is still room for amateurs in long-distance international motor racing. While cars like the £35,000 Bell/Schenken Porsche 935 Turbo expired, the 1972 240Z trundled on, "Circulating like a train, albeit a commuter rather than a crack express," as John Teague so aptly summed it up in his *Motoring News* report.

It is undoubtedly flippant to talk about a 935 Turbo in the same breath as our 240Z, for our performance was indeed very pedestrian, some 30 sec. a lap slower than the faster Porsches. But outside the professional ranks, even International motor racing needs enthusiastic amateurs, if only to fill the grids, and, in Silverstone's case, help break up a Porsche monopoly.

Anderson has long had ambitions to involve himself directly in motor racing as an entrant, having no aspirations as a driver. The ex-Broadspeed cylinder head machinist, well known for his Super Samuri Datsun 240Z conversions, first road tested in MOTOR SPORT in July 1973, thought he had reached his goal with a 240Z-engined Datsun Sunny Coupé Super Saloon, which he asked this writer to race last year. Regular readers of MOTOR SPORT will know what happened to that project: the loss of a rear wheel at Silverstone's Woodcote culminated in a multiple roll and a total wreck. Anderson went to ground for a while, to emerge with a proposition to run a Datsun 240Z in the Silverstone Six-Hour Race, a particular ambition of his since last year's event. The drivers were to be this writer and Rob Grant, the first man to score European GT Championship points in a 240Z. Unfortunately for Grant, a kidney complaint put paid to his drive just four days before the race and our own J.W., veteran of two Spa 24-hour races, one of which included a class win, was sent scurrying to renew his International racing licence and medical certificate in time to take Grant's place.

Anderson's available funds dictated that the 240Z he would have to buy had to be the cheapest and nastiest available. It was, straight from an outdoor life outside a fish and chip shop in South-West London, where it had accumulated years' of dints and rust in every panel and a speedometer reading of 62,000 miles. While the body went off to be straightened and painted in Anderson's familiar Samuri colours of red, metallic bronze and white, Anderson prepared the 62,000-mile-old engine for its six-hour thrash.



J. W. plunges into the Silverstone chicane with the road-going Datsun 240Z. Bradburn Bros. Ltd. are Datsun dealers who put a few pounds into the kitty.

"Preparation" is a loose term, for astonishingly all that was done was to pop in new shells and rings and hone the bores. Anderson performed his usual Super Samuri road conversion miracles on the six-cylinder engine's aluminium cylinder head and reassembled it with the *original* valves, valve springs, followers and overhead camshaft. Finally, a set of triple Weber 40 DCOE twin-choke horizontal carburetters was bolted on *à la* Super Samuri road conversions, which was exactly what this "race" engine was. After the race the car was found to give 140 b.h.p. at the wheels.

Chassis preparation was equally rudimentary. Standard shock-absorbers were uprated, standard springs and anti-roll bar were retained and the Samuri ventilated front disc brake conversion kit fitted, without which it is doubtful the 240Z would have gone round Stowe Corner more than twice. New pads for the discs and linings for the standard rear drums, the standard material fitted to Super Samuris for the road, completed the work, for there was no need to rebush the 62,000-mile-old suspension or renew the wheel-bearings. As for rubber-wear, a set of secondhand, very hard compound, Dunlop racing slicks was attached to a set of 8 in. x 15 in. Wolfrace wheels for dry conditions. If it rained we would have to use the car's road tyres, 205 section Dunlop SP Super Sports on 8 in. x 14 in. Appliance wheels, for there was no question of affording proper wet racing tyres. A puncture would have finished us, for we had no spare for either set of tyres. In case of a real downpour, we borrowed a set of Japanese Dunlop A2 rally tyres on Minilites. But no way did we want to change wheels during the race, for our pit equipment was restricted to a trolley jack and spider wheel braces and a complete wheel change would have taken 15 minutes. We prayed for consistent weather.

The only chassis modification was to install a limited-slip differential, using the original standard ratio crownwheel and pinion. The original gearbox was left alone and a new clutch plate fitted. Inside the cockpit we had an old competition bucket seat which had been wrecked by Pentti Airikkala on the 1,000 Lakes Rally and patched up for its new application and a roll cage taken from a 240Z written off in a side impact. A diagonal bracing bar had to be welded into the cage to comply with FIA regulations. The carpets and passenger seat were stripped out, but things like the clock, which proved useful in the race, heater and heated rear screen were left in place. A big fire extinguisher was bolted to the roll cage and a Bowden cable system rigged up so that it could be operated from outside the car. Add on an external ignition cut-out switch, bonnet pins in place of the normal catch, slightly tapped out wheel arches and a front spoiler, and we have the extent of this 240Z's preparation to comply with Group 4 regulations.

Lack of funds always seems to mean last-minute dramas and panic to finish a car before a race and Spike is an expert at this. Before unofficial practice on the Friday before the race he and his mates worked right through the night at his garage at Croughton, near Brackley to make the car a runner. J.W. and I completed two hours of running-in round the GP circuit in pouring rain into which few of the other entries present bothered to venture. Then came another all-night session to make the car scrutineer-proof before the first practice session the following morning.

In fact the car wasn't ready for the morning session and only just made it to the final scrutineering session, which somehow it passed. Drama really started when eventually we were mobile with just 40 minutes of practice left: the first time round we had total fuel starvation down the Hangar Straight and there was nothing we could do to cure it, for the fault lay in the 25-gallon sealed bag tank. Fortunately, the organisers deemed C.R. to have qualified with a lap of 5 min. 55.31 sec. and very kindly agreed to let us compete if J.W. could cover the mandatory three qualifying laps before the race the following day. Anderson went home to refit the standard small Datsun fuel tank, suitably glassfibred for safety.

Fortunately for our tyre situation race day dawned dry and sunny. J.W. completed his

three laps without incident and then the writer climbed in for the warming-up lap and the rolling start. It was an ignominious start for us: our lack of proper practice time left the Datsun on its own right at the back of the grid, behind Ken Coffey's red Escort RS2000 and the Neville/Goss/Gidden MG-B GT V8, which had been plagued by engine maladies in practice. The sight ahead was awesome on the lap to the rolling start—a huge phalanx of be-winged Turbo Porsches stretching behind the Rover 3500 course car. And an awesome feeling for the writer, thrown into his first international long-distance race amidst drivers of the calibre of Mass, Ickx and Bell, with a car which had never run on slicks before and was untested and unpracticed. The prospect was less worrying because neither driver expected this almost standard Datsun to last more than a few laps: "See you in the bar, soon," we said . . .

Yet it was obvious in those early laps that this Datsun felt really strong, a crisp and smooth note through the *silenced* exhaust (for it had been driven to the circuit and was driven away afterwards), revealing a beautifully healthy 62,000-mile-old engine. It was obvious too that the drivers would have to be strong, too, for a combination of standard front end geometry, an accidental three degrees extra caster on one wheel and the fat slicks made the steering bicep-strainingly heavy, a real effort to point round corners.

The first couple of laps were peaceful, in the wake of the MG-B and Gerry Marshall's wheel-spinning BMW 3.0 Si. But all hell let loose on the fourth lap when the Martini and Loos Porsche 935s appeared as specks in the mirror, instantly enlarged as though somebody was turning up the magnification on a lens. The Datsun moved over and the white, red and blue car shot by with a peculiar whoosh and whistle from the turbocharged 650 b.h.p. engine, the Datsun shivering as the red Loos car followed through, belching out flames on the over-run. It was an experience which was to be repeated by the collection of Porsches several hundred times in the next few hours. During this first stint at the wheel the writer was totally "psyched" by being constantly lapped, losing time by pulling over and slowing down off line to let the faster cars through. The 935s were pulling over 180 m.p.h. down the Hangar Straight while the Datsun's speedometer (really!) indicated 120.

After just over an hour the engine coughed and spluttered at Becketts to warn of an imminent shortage of fuel. Fifth gear got us safely round to the pits, fortunately. We had hoped to be able to run 1½ hours on the small tank, but it was not to be, which was fortunate for the drivers, whose arms ached fit to drop off at the end of each one hour stint.

After a pit stop which Fred Kano would have envied, J.W. left for his first session, only to be black-flagged immediately for sloshing fuel all over the circuit from a defective breather. He lost a couple of laps in the pits before the scrutineers were satisfied that the fault was cured. J.W. was brought in at the end of another hour after circulating as regular as clockwork at 1 min. 57/58 sec. Realisation began to dawn that perhaps this Datsun would last the distance after all! This time the refuelling went more smoothly, but the writer too was black-flagged for spilling fuel and the ensuing pit stop cost 22 minutes. The same happened again the next time and another four minutes were lost. All the while the Datsun was getting quicker as the reshelled and ringed engine loosened up and the hard tyres became stickier, but the brakes went through a bad phase before returning to normal. "Normal" wasn't very reassuring and the front end was very twitchy under braking. On the other hand, traction was superb and though the 1 ton 47 lb. car was soft and wallowy it had tremendous adhesion, something that the hard-charging Group One Capris in the race would have appreciated.

We continued to circulate with drama-free consistency until the last half hour, when tell-tale spots splashed the screen, heralding an opening of the heavens which had most of the runners scurrying to the pits for wet tyres. The circuit grew wetter and slippier and the writer eased right back in deference to the hard slicks, an opaque screen and a wish to avoid the ill-luck which has plagued him at Silverstone in the past. A stop to change to road tyres would have cost at least 15 minutes, so was pointless, so we pottered round, concentrating on keeping out of the way, while at the same time conserving fuel and saving a fuel stop which would otherwise have been necessary before the finish. The last 10 minutes seemed interminable, but at last there was the chequered flag as the winning Mass/Ickx Porsche overtook the Datsun for the last time.

Those black-flag pit stops had cost us dearly, for though we were 20th out of 23 cars still running, we were just under four laps outside the 161 laps required to be classified. The unscheduled pits stops had cost us at least 14 laps, heart-breaking. But to Spike Anderson the fact that the car had finished at all was a dream fulfilled, proof that his road-tuned Super Samuri could double as a competition car. It was also rather staggering proof of the reliability of standard Datsun parts. To the drivers it had been an exciting and illuminating adventure, which a whole season of club racing could not have emulated. It felt good to have proved that top level international motor racing can still be tackled on a shoestring—so long as you don't mind being at the tail of the field.—C.R.

Silverstone 6-hour Race

ALTHOUGH PORSCHES swept the board in the third round of the World Championship for Makes at Silverstone on May 15th, with thirteen of the German cars in the top fourteen places at the finish, the Kosset Six Hours proved a much better race than many had dared to expect. It is true that the lone factory Porsche 935/77 driven by Jochen Mass and Jacky Ickx dominated the first half of the event, leading for most of the time and winning by a little over three miles after covering 230 laps of the Silverstone Grand Prix circuit. But throughout the six hours, that single Martini Porsche, with its 650 b.h.p., 2.85-litre turbocharged flat-six engine, had been chased resolutely by the rival Porsche 935 entered by the Kremer brothers for John Fitzpatrick and Frenchman Bob Wollek. The Kremer car eventually finished second after taking the lead on two occasions during the final two hours.

In practice, Mass had qualified fastest with a best lap of 1 min. 25.91 sec., an average of 122.86 m.p.h., but Wollek was only 0.37 sec. slower. Third and fourth on the 28-car grid were the two Porsche 935s entered by German industrialist Georg Loos for Tim Schenken/Derek Bell and Rolf Stommelen/Toine Hezemans. Mass grasped an immediate lead at the start, but Wollek and Stommelen battled mightily over second place until the Frenchman made his first refuelling stop after 32 laps. Schenken's car was soon in trouble with sagging oil pressure, a tired borrowed engine having been fitted overnight, and it eventually retired in a spectacular engine failure after 66 laps. Stommelen was also in difficulties before his first scheduled stop, having hit an errant hare that damaged his Porsche's bodywork, closed up a brake cooling duct and caused its handling to deteriorate as well.

Mass and Ickx between them held the lead without interruption for over four hours, the works Porsche running perfectly apart from an unhealthy appetite for brake pads. But then a 3½-minute pit stop for all four wheels and pads to be changed let the Kremer Porsche into the lead, and although Mass regained the initiative when that car next refuelled, he lost it again when he himself had to pit again. Mass took the lead for the final time on the 203rd lap, clinging to his advantage despite a heavy shower of rain in the final half hour that saw him bravely stay out on slicks until ordered in by the Porsche team manager for a change to wet weather tyres. Wollek and Fitzpatrick finished a hard-trying second, and Stommelen/Hazemans came third. Fourth overall and winner of the 2-litre class after a brilliant drive by Ronnie Peterson and a more than competent performance from his partner Helmut Kelleners was the BMW 320i run by the German Faltz team. In ninth place overall, Kurt Simonsen and Kenneth Leim captured the 3-litre class award with their Porsche Carrera RSR after a running battle throughout the six hours with the similar cars of Klaus Utz/Armin Jahn and Englishmen Mike Franey/Ian Bracey.—J.C.T.

Results

KOSSET SIX HOURS, SILVERSTONE

World Championship for makes, round 3 — 230 laps, 674 miles

1st	J. Mass/J. Ickx (2.9t/c Porsche 935/77)	230.01 laps,	112.40 m.p.h.
2nd	B. Wollek/J. Fitzpatrick (2.9t/c Porsche 935)	228.84 laps	
3rd	R. Stommelen/T. Hezemans (2.9t/c Porsche 935)	222.17 laps	
4th	R. Peterson/H. Kelleners (2.0 BMW 320i)	215.67 laps	
5th	F. Konrad/P. Hahnlein (2.9t/c Porsche 935)	214.35 laps	
6th	C. Facetti/M. Finotto (2.9t/c Porsche 935)	211.31 laps	
7th	V. Brambilla/G. Moretti (3.0t/c Porsche 934)	208.57 laps	
8th	C. Haldi/R. Joest (3.0t/c Porsche 934)	206.84 laps	
9th	K. Simonsen/K. Leim (3.0 Porsche Carrera RSR)	205.02 laps	
10th	K. Utz/A. Jahn (3.0 Porsche Carrera RSR)	199.26 laps	

23 cars running at finish, but only 19 qualified.

Class fastest laps:

Mass, 1 min. 27.28 sec. (120.93 m.p.h.); 11th, M. Franey/I. Bracey (3.0 Porsche Carrera RSR) 1 min. 39.59 sec. (106.06 m.p.h.); Peterson, 1 min. 35.53 sec. (110.49 m.p.h.); all class records.

World championship for Makes after three rounds: Porsche, 60 pts; BMW, 10 pts; Lancia, 3 pts; Ford, 2 pts.

Around and About



An attempt at the end of April by Derek Bell and Robert Horne to smash the British Land Speed Record with the Graypaul Motors-prepared, 1970 ex-Juncadella Ferrari 512M owned by the latter, joint Chairman of Hornes, was bedevilled by an oil leak and wind and rain at RAF Fairford. They failed to beat Tony Densham's BLSR of 211.26 m.p.h., but Horne cracked Sir Malcolm Campbell's 50-year-old flying mile record of 174.223 m.p.h. with 191.64 m.p.h. A day later, on April 28th, Bell set a new record for the flying 500 metres at 187.34 m.p.h. and class records for the flying quarter mile (201.64 m.p.h.) and the flying kilometre (200.07 m.p.h.).

Unique Aston at bay

THE Silverstone Six Hour race was remarkable both for the number of people who came along to watch – a profit making £14,500 rewarded the BRDC 'purist' loyalty in promoting a British long distance sports car event – and for the long-heralded Aston Martin V8 fielded by the Robin Hamilton team.

Unfortunately Hamilton has been obliged, in the pursuit of his dream to run the car at Le Mans, to employ the extensive use of publicity people, so ones' hopes for the car were really beyond reasonable expectation for what is essentially an amateur team.

Quotes attributing the car with a 200 m.p.h. Mulsanne capability and a reliable 520 b.h.p. led to hope for a little more than lap times approaching 20 seconds a lap *down* on a works twin turbo Porsche. In fact the gap in best lap speeds was 17.69 sec. during the Aston's troubled *debut*.

The Aston appeared in the freer Group 5 guise, the team feeling that the freedom to attach rear spoilers and extended front end aerodynamic aids would be vital for safety and speed. A ZF five speed gearbox and special Salisbury PowrLok limited-slip differential are employed: in the race the differential blew its oil seals and the car had to be delayed for a long time before continuing to run at a further reduced pace.

The Lockheed braking system and the use of 19 in. diameter wheels are ideas in common with Ralph Broad's interpretation of Group 2 for Jaguar. Quite naturally much the same Dunlop low profile rubber is fitted as well. With these features in common it was not surprising that some Silverstone onlookers were comparing the two projects, something which we understand has also been the case for Midland TV audiences.

Apparently the Jaguar project has been the subject of some disparaging remarks compared to the Aston, on the basis of cost and speed. To be fair to Broadspeed it must be said that they have shown winning, race leading form every time they have appeared (three pole positions as well) and that their long distance coupe has proved capable of times about 12 seconds a lap faster than the Aston at Silverstone.

It is good to see someone trying to wave the flag, but the cold facts do not leave much room for International success hopes for this Aston Martin as yet.

Chevette progress

ALTHOUGH there's still no news when Vauxhall will actually sell their high performance Chevette 16-valve, the development of the rally car continues apace to the point where it scored its first International victory on the Welsh.

Naturally others want to build Chevettes, and the first full replica specification, non-DTV 2.3 Chevette was nearly completed in time for that Welsh event. This car will be driven by George Hill/Roger Jones for the Martins Group. Meanwhile a statement from Bill Blydenstein at Shepreth says, "some complete rally cars (Chevettes) may be built during the Autumn for delivery early 1978."

What we would appreciate is some illuminating comment from the RAC and/or Vauxhall on how one can compete with a Group 4 car for over half a year without offering it for sale? Do the regulations now mean that all you need to do to allow a car into Group 4 is produce proof that the factory have actually made that number of cars? Is selling them just a luxury beyond that point?

High ratio Midget

LEYLAND ST have announced a number of additions to their offerings for the sporting Leyland owner this month. From rather exotic phosphor bronze ball joints for the hard driven Sprint's steering to TR7 wheel spats (rear to cover up to 8 in. rim width) is a long step, but it gives a fair idea of the workload at Abingdon these days.

Probably of more general interest will be the 3.55-to-1 final drive for the Midget 1500. This takes advantage of the bigger engine's lazy torque (replacing the production 3.9 to 1) to reduce engine r.p.m. at 70 m.p.h. from 4,270 to 3,870 r.p.m. At a cost of £29 this modification may well find favour amongst those wanting more frugal motorway cruising, and slightly "longer" intermediate gear speeds.

Foreign spares deal from AE

THE OFTEN vexed question of foreign car part availability and price is brought to mind by a recent release on behalf of Associated Engineering Ltd. They have set up AE Imported Vehicle Parts Ltd. at 24 Trading Estate Road, London NW10 7EG (tel: 01 .961 0130) to deal with the speedy import of well-known foreign car spares.

Judging from the press statement the company's primary business will be directly with garages, rather than the public. The man in charge, Geoffrey Butchers says, "we believe our operation will be of vast importance to all involved in car servicing or repair. To those who hold specific franchises, we can probably offer cost and delivery advantages."

Let us piously hope that such advantages can be realised and passed on to the public. We fancy the number of phone calls to MOTOR SPORT's London offices that begin "have you any idea how much a window rubber is for a . . ." has increased sharply of late, especially if the product is of West German origin.

Can-Am contestants

AFTER a Winter's discontent, the Sports Car Club of America have finally been able to organise their return to the big Can-Am Sports Car concept. An idea that has far more appeal to Americans than the F5000 single-seaters, on which the 1977 Can-Am contenders are largely based.

Sponsored by First National City Travellers Checks, the revived Can-Am series got under way in June. Amongst the contenders were the new Wolf Dallara for Chris Amon, joining the old 5000 hands (clothed in single seat sports car bodywork!) like multiple SCCA Champion Brian Redman (Haas-Hall Lola 333CS) the two-car Shadow team of Dodge-powered DN4s for Jackie Oliver and Randy Lewis, and many others using the sports-bodied Lola 5000. Amongst them, two such cars for Count van der Straten's VDS equipe, driven by Warwick Brown and Peter Gethin. F1 Shadow driver Alan Jones was also expected to appear, together with an unspecified driver for the NART Ferrari team.

That anyone should want to revive Can-Am is a bit puzzling in itself, remembering those years of MacLaren and Porsche turbo domination, but anything that might promote interest in big fast sports cars has an attraction now that European Group 5 and Group 6 have diluted the World Championship of Makes series.

Name change

OWING to American enforcement of anti-trust laws Bendix have now sold off all their automotive interests. Since early last year the Bendix fuel pumps distributed in this country through Motor Books and Accessories have been branded Facet after the Wisconsin based American company of that name.

In fact only the name is new, for Facet was a public company floated as of April 1st, 1976, to independently do the job as previously, when the original Bendix Corporation had emerged from a link with Fram.

More details of the Facet electric pumps from Motor Books and Accessories at 33 St Martins Court, St Martins Lane, London, WC2.



If you're of the opinion that the car you drive reflects the kind of person you are, reflect on this.

Scimitar GTE is the epitome of style in a high performance estate. It can carry 4 adults and at least 20 cubic feet of luggage (40 cubic feet with both rear seats folded forward) at up to 120 mph. Quietly. Comfortably.

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The Reliant Scimitar GTE. 138 bhp 3 litre Ford V6 Engine. Manual overdrive or automatic transmission. Rack and pinion steering (power optional). Servo assisted front disc brakes. 2 speed wipers with electric washers front and rear. Heated, wide opening rear window. Complete instrumentation. Remote control exterior mirror. Radio (radio cassette optional). Low profile radial tyres (alloy wheels optional). Fabric upholstery (leather optional). Reclining front seats with seat belts front and rear. Dual exhaust system. Electric radiator fan Through-flow ventilation with multiple outlet points. Laminated windscreen: tinted glass and electric windows optional.

BOOKS FOR THE SUMMER

"Rolls-Royce – The Story of the 'Best Car in the World'" 240 pp. 11¾ in. x 8½ in. *(IPC Business Press Ltd., Surrey House, Throwley Way, Sutton, Surrey, SM1 4QQ, £3.25).*

This is a timely publication, with Rolls-Royce very much in the Silver Jubilee picture. It consists of reproductions of a wealth of Rolls-Royce material from back issues of *The Autocar* and *Autocar* from 1904 to the present-day. The only new material is an Introduction outlining the R-R story, with photographs of Rolls, Royce, Johnson, Lord Hives and the present MD, David Plastow and a description of the latest Silver Shadow, presumably because the book went to Press before *The Autocar* material on the latter was available.

Normally we do not enthuse over "reproduction" publications, except in special cases, but this IPC book is extremely well done and most attractive. Its hard-wear cover, with a big colour picture of Lord Lonsdale's yellow 1923 Rolls-Royce 20 (with 1910 Daimler body) is eye-catching and the sheer irresistibility of the book's subject makes the whole *ensemble* most appealing. The contents run from technical descriptions of early R-R models, including the 8-cylinder landaulette, and of races like the TT which Rolls won, to articles on the Derby and Crewe factories and road-tests of all the later R-R cars. As you turn the pages you take your choice of where to begin – with a run out in a 1913 London-Edinburgh or a 1920 40/50 tourer, a study of specially-equipped Royces, namely, that owned in 1915 by Gerald Herbert (an Alpine Eagle) and in 1920 by Lionel Rapson, (but where is the article on Minchin's car?), or absorption of all the data in the many road-test reports.

Besides these, the book abounds in photographs and drawings, descriptions of R-R detail design, and complete write-ups of new R-R models, the last-named exciting at the time, and still exciting. Although I must have read almost every word of this book from the 1920 period on, I found forgotten fields to explore – like H. S. Linfield's trip to the North in a Phantom III, Montagu Tombs' long discourse on the Belper works in 1948, an account of what was done at Freestone & Webb's, etc. This really is a splendid cross-section of R-R history. Ronald Barker's visit to Crewe in 1963 is there, as are descriptions of Royal and other special Rolls-Royces, and the Silver Wraith in full detail, etc. The technical data and cut-away drawings are alone worth the price. (What this book would have been like had *The Motor* and *Motor* weighed-in with *their* R-R material passeth imagination; perhaps there will be a separate offering later?)

Among a spate of Rolls-Royce publications, this one will surely be in maximum demand, during Silver Jubilee year. The road-tests alone are fascinating and I have extracted the following data from them, to indicate that Rolls-Royce performance kept pace along the years with the other great qualities of these impeccable British products of Manchester, Derby and Crewe:

Model	*0–60 mph*	*Top Speed*
1936 40/50 Continental	19.6 sec	93.31 mph
1936 Phantom III	16.8 sec	91.84 mph
1953 Silver Dawn	16.2 sec	87.5 mph
1958 Silver Cloud	13.0 sec	106.0 mph
1959 Silver Cloud II	11.5 sec	115.0 mph
1963 Silver Cloud III	10.8 sec	117.0 mph
1967 Silver Shadow	10.9 sec	118.0 mph
1971 Corniche	9.6 sec	122.0 mph
1976 Silver Shadow	10.6 sec	120.0 mph

For the rest of the data you are referred to this timely book. It is as near-perfection as the cars it describes, although in the article about Silver Ghost AX201 the error persists that its first private-owner was an R-R Travelling Inspector and this car's mileage when it was re-acquired by Rolls-Royce Ltd. in 1947 is perhaps exaggerated. Otherwise, the product passes my inspection and is highly recommended; there are some fine colour-plates to be enjoyed, too. – W.B.

"The Complete Book of Automobile Body Design" by Ian Beattie. 143 pp. 9½ in. x 6¾ in. *(G. T. Foulis & Co. Ltd., Sparkford, Yeovil, Somerset, BA22 7JJ, £4.50).*

If "complete" in this book's title is stretching a point, it has a great deal to commend it as a work of reference, although not illustrated to anything like the standard of George Oliver's standard work on car bodywork. The main purpose of Ian Beattie's book is to clarify the nomenclature used in conjunction with types of bodies and especially of the coachwork found on vintage and older chassis. He is a brave man to attempt this, because no two people, let along coachbuilders, used to agree about such matters. yet his definitions, with very simple line drawings to depict many of them, hold water; and there are a great many, ranging from the earliest days to the present. If you want to be able to distinguish a vis-a-vis from a dos-a-dos and sort out the many landaulette and limousine variants, not overlooking the limousine-landaulette, this is your book. An index helps to lead you to explanations of some 200 body-types. If we all in future kept to Beattie's-formula, we wouldn't confuse ourselves and one another over body designations.

In addition to this sorting out, the book has a directory of coachbuilders and body makers which, if a trifle superficial, is very useful as pointing to when and where many of them operated (and how to spell the more difficult Continental ones!). This list runs from Arnold to Zietz (but omits Whittingham & Mitchell), mentions that Gurney Nutting made bodies for Sir Malcolm Campbell's "Bluebirds" (but not that Thrupp & Maberly did likewise) and refers to Salmons' "Tickford" saloons (but omits to mention the wind-down heads of these cabriolet bodies). Line drawings illustrate some typical stylings of some of these firms.

The book concludes with explanations of how the better-known body types developed, and to illustrate this more detailed side-view drawings are used. Altogether, I would rate this a useful book for students and for reference purposes, and one that will give much food for thought and pleasure to old-car folk. Incidentally, the bodies depicted as types and as coachbuilder's styles are on unidentified chassis but of those in the development chapter, 19 grace Rolls-Royces, Mercedes-Benz is well represented, and even the TT Replica Frazer Nash and 328 BMW are included. – W.B.

"Frazer Nash" by David Thirlby. 206 pp. 9¾ in. x 7 in. *(G. T. Foulis & Co. Ltd., Sparkford, Yeovil, Somerset, BA22 7JJ, £5.95).*

If so many people find the Rolls-Royce irresistible, I find Frazer Nashes (and their forerunners, the G.N.s) absolutely fascinating. And so, I know, do all the "Chain Gang". So this second book about all the sporting G.N., Frazer Nash, and relevant BMW cars is very welcome. It breathes the spirit of the late Capt. Archie Frazer-Nash and the late Ron Godfrey, and of course, of the Aldington brothers, who conceived, sold and raced these inimitable creations. Thirlby's first, definite work on the subject (less BMW) was about the cars themselves. This new book is about the personalities *and* the motor-cars.

The book is nicely got up, although the many pictures, some 200 in all, are rather sepia in quality. The great point is having so many fine illustrations between two covers. The book contains reproductions of old advertisements, pages from the contemporary Press, and has a fine colour dust-jacket depicting three generations of Frazer Nash – 1922, 1934 and 1952, cleverly taken by the author himself. If some of the pictures within have appeared before, this is inevitable, but some are new, and exceedingly worth having. The text absolutely exhudes Frazer Nash lure, conveyed in David's dry, humourous style. A few items may raise the eyebrows of the purists, who may bravely contest them; but the book is packed with technical data, as the history of these so sporting makes unfolds, and it is nice to have the story brought right up to the modern, Bristol-engined 'Nashes, ending with the V8 BMW-engined Continental and including the remarkable Austin-components era.

There are too many excellent things in "Frazer Nash" to quote individually. But I especially liked the story of Bill Aldington using a German picture of a lhd 319/1 BMW in his own advertisements by the simple expedient of printing it back-to-front, to show a rhd car (!) and John Teague's theory that to go from minor to major output in two years BMW may have used the Opel 12 (or Vauxhall 12) engine, for the Type 55 BMW and probably the Opel transmission as well, is an important exposure. One feels that Thirlby has put all the anecdotes and pictures he especially likes into his book; he has been a little slap-happy in places, though. For instance, the picture on page 30 cannot be of Cushman in the 1920 Scottish Six-Days Trials, because no GNs competed (my feeling is that it is Harbutt, in another trial) and the 1936 TT, in which Fane's 328 BMW finished 3rd, was run at Ards, not Dundrod.

You cannot have too much of Frazer Nash; buy this dose before it goes out of print! – W.B.

"Rolls-Royce From the Wings – 1925-1971" by R. W. Harker, OBE, AE. 168 pp. 9¾ in. x 6½ in. *(Oxford Illustrated Press Ltd., Shelley Close, Headington, Oxford, OX3 8HB, £4.95).*

We have had a surfeit of books about Rolls-Royce cars but very few about R-R aero-engines, or, indeed, about aeroplane engines of any sort. "Rolls-Royce From the Wings" rectifies this omission so far as the great R-R power units from Derby and later factories are concerned. What is more, this is no dry account of the development of such R-R engines from the purely technical aspect; instead, it is autobiography, by someone who, as Rowbotham did and has described in another book about the car-side, began as a Premium Apprentice at Derby in 1925 and went on to thereafter adopt Rolls-Royce as his way of life, ending up as their Military Aviation Adviser and earning the OBE in 1964.

Thus we first follow Harker through his daily tasks as test-pilot from 1935, in the biplanes and then the fast monoplane fighters of those days, and who better to recount the advances and setbacks experienced with all the current and subsequent Rolls-Royce aero-engines? His experiences embrace flying with almost every R-R engine from Eagle VIII to the Spey. All the great R-R personalities emerge in the pages of this fascinating book, which will be as welcome in this Silver Jubilee year as the other, different Rolls-Royce book reviewed earlier. Better than anyone to date, I think, does Harker put over what made the Rolls-Royce Company different from all others, how it bred loyalty in its employees, and the

respect they felt for it. The author is especially warm in his praise of Lord Hives, as he is fearless in pointing to what in the end went wrong in the Aero-Engine Division of this great Company. Mr. Harker found it a privilege to work at Rolls-Royce, whether as a pupil straight from Shrewsbury, in the expanding Hucknell experimental flying department, until he was posted to Conduit Street. He looks back to the time when R-R was supreme in the air and orders from the RAF for spares and repairs alone were worth more than £40-million a year.

Those who lap up every scrap of R-R information will enjoy the early chapters when Harker was in the car-test department (there is a picture of him with a P1 test chassis), in which he names some of his fellow testers and remarks that R-R had a Lancia Lambda, a Graham Paige, a Packard and an Hispano-Suiza to access. Later they looked at the Curtiss D-12 aero-engine from America and later in the book the author compares Napier and Bristol engines with those he was helping Rolls-Royce to develop. The work on the Schneider Trophy engines was part of the task, as well as getting the snags out of the steam-cooled Gnatsnapper and other designs.

This book is a most welcome blend of personal reminiscence and technical discourse, and it is very well illustrated. Incidentally, when he was flying for R-R, Harker had had his personal Hurricane, Spitfire, Mustang or Proctor and when he relinquished flying he was given the experimental Bentley 8-B-5, which Lord Hives had used during the war, the only other non-Board member to be permitted a Bentley being Bill Lappin.

This is a very important book, for aviation and the Rolls-Royce fraternity. It would be even better with an index and the publisher's proofreading is hardly up to R-R standards, but the end-papers depict many famous R-R personalities (with a Mk.VI Bentley and the author's Bentley featuring in one picture) and there is a list of all 1925-71 R-R aero-engine installations, with the aeroplanes in which they figured, from Eagle VIII to Spey and Ardour. – W.B.

"Parking Law" by Charles Brandreth. 128 pp. 8¼ in. x 5¼ in. *(David & Charles, Newton Abbot, Devon,* £3.50).

Astonishing that a complete book can be written about parking laws and more remarkable that I found it astonishingly interesting. Solicitor Charles Brandreth's text was such that I scarcely glanced at the cartoons. He outlines the Law as it relates to leaving your car anywhere, the origin of much of this Law, how Traffic Wardens work, and quotes some cases applicable, including some the AA have lost, and the case of the Barrister who left his car for five hours on the Embankment and failed to get away with it. The author is on our side in respect of the increased fee for the Fixed Notice Penalty and the data he provides on this specialist subject is not only fascinating but might prevent you from picking up a "ticket" or having your car towed away. One is reminded that Graham Hill was in on Traffic Warden recruitment, at a time when salaries in this service ranged from £2,300 to £4,185 a year). The Foreword is by Robert Mark, until recently Commissioner of Police of the Metropolis. – W.B.

* * *

Although not on motoring subjects, those who enjoy motoring as well as motor-cars will find three new Hamblyn titles of interest, if they are nature observers when in the country. These are: "Birds of Prey of Britain and Europe" (£1.50), "The Wonderful World of Mushrooms and other Fungi" (£2.95) and "The Wonderful World of Butterflies and Moths" (£2.95). These are modestly-priced guides of great integrity, copiously colour-illustrated.

Cars In Books

I LOOKED AT "The Last Of The Eccentrics" by Verily Anderson (Hodder & Stoughton, 1972) with interest, because motor racing has produced plenty of eccentrics. The book is about the author's father, the clergyman Rosslyn Bruce. He used a stately Sunbeam bicycle when at Edgbaston, and the electric trams with characteristic Birmingham open-ended upper decks that swished and clanged along the busy Hagley Road among the hansom-cabs and early taxis are remembered. At this time £80 a year and their maintenance provided the family with a cook, a parlour-maid, a nurse and a handy man, Fox, who combined the duties of church verger, gardener, kennelman (Rosslyn Bruce was a famous dog-breeder) and chauffeur, changing into cassock, breeches, white coat or maroon livery according to needs. For the family had acquired its first Model-T Ford.

After a move to Herstmonceaux Fox returned to Edgbaston and the Ford stood in the coach house for a month. Wanting to go to the station to meet guests, Rosslyn found he had not driven for a long time and his wife remembered that water was needed but emptied a jug into the petrol tank beneath the driver's seat, so that the immobilised Ford had to be pushed into the drive, where it blocked the way for arriving cars. Later Rosslyn's wife took six driving lessons from Jack Newnham at the local garage and proudly met her husband at the station, to his initial disapproval. From then on, however, each successive car – they were all Fords – seemed to become more and more Rachel Bruce's concern. Merlin Bruce joined a flying club after the war, and when Lindbergh came from his near-by Sussex home to buy a dog and asked Rosslyn Bruce to lunch, Merlin took him by air, but was advised against using Lindbergh's landing strip, so they used a familiar clover field half-a-mile away. (One wonders, did Lindbergh drive out to meet them in his Franklin?) The aeroplane Merlin flew is described as a small open Moth and in it his father, his mother and various animals were taken up and given the sensation of looping-the-loop. All in the spirit of those free days of private aviation . . . Rosslyn Bruce had a go at flying a dual-control aeroplane which Merlin came over in and thereafter this eccentric clergyman flew whenever he could, first by airliner to the Hague. He became known, we are told, as the "Flying Clergyman". A Ford was used in 1934 to take his dogs to Richmond Dog-Show and he was run into near Epsom by another vehicle, after the dogs were being re-loaded following exercise, Rosslyn's right leg being broken. It was around that time that "three old-crock cars" took a party off to the Norfolk Broads. Returning to Herstmonceux Rectory, they formed a strange contrast to the bead-curtained limousines in which the Maharajah of Pittapuram and his ladies had come to admire the pedigree dogs (he had paid 500 gns. and 1,000 gns. for two champion terriers). – W.B.

Miniatures News

UNLIKE CORGI, who have chosen a horse-drawn coach for their latest miniature, Dinky have issued as their model for the Queen's Silver Jubilee Year a Leyland Atlanteen 'bus rigged out in a Silver Jubilee livery. This representation of the well-known NBC front-entrance/centre-exit 'bus is to 1/75th scale, 123 mm long. The ref. no. is 297 and the recommended UK retail price £2.10.

Having now seen made-up versions of Grand Prix Models' 1936 Corsica-bodied Type 57S Bugatti, Martini-Le Mans Porsche-Turbo, and particularly their yellow, disc-wheeled 1927 Rolls-Royce P1 tourer with side-mounted spare wheels and "Flying Lady" mascot, we strongly recommend all these miniatures, although we think the R-R Inspectors would have rejected the fit of the Phantom's back mudguards. Incidentally, this detailed R-R comes with a detachable metal tonneau-cover, and is a very pleasing addition to the growing numbers of GP historic miniatures. In kit form it costs £5.95 plus 50p postage and packing. – W.B.

A Castrol Development

Castrol, whose lubricating oil I always use, are taking a great interest in brake safety. They have issued reports of tests the Castrol laboratories have made on the behaviour of brake fluids. I now know that the hygroscopic factor in brake fluids, which troubled BMW recently, is concerned with the absorption of water into the fluid, which can reduce, from 240 deg. C., the temperatures at which it vaporises, leading to reduced braking efficiency or even total loss of braking. Castrol have introduced their Castrol Vapour Lock Indicator to warn of this, also a Castrol Brake Bleeder to enable those servicing brakes to bleed them single-handed and efficiently, and Castrol-Girling Universal Brake Fluid with advanced anti-vapour lock performance, and a safety-margin range of 17 deg. to 30 deg. C. – W.B.

The Things They Say. . .

"The ceremony was a very quiet one; we don't make a lot of noise about our achievements". – Raymond Playfoot, the BMW Concessionaires' PRO, as he accepted the Noise Abatement Society's "Seal of Quietness" Award for two BMW models that have passed the Society's low noise-level standards – the 633 CSi coupe and the 320i saloon.

* * *

"While such an event allows exotic cars on the track, it can hardly be called racing as many of the cars have to transport their owners home" –*Autosport*, reporting the Ferrari/Porsche race at the Thruxton Ferrari OC Race Meeting, apparently under the impression that a car can only be a racing-car driven in anger if it is brought to the circuit in a van or on a trailer, and is covered in advertisements. Sir Anthony Stamer, Bt., who sent us the cutting, recalls the days when the Bentley team-cars were driven to European races, of up to 24 hours' duration and on to Cannes for the drivers' relaxation afterwards and then home again to Britain . . .

Safety Code for Rally Special Stages

THE "KERFUFFLE" which followed an accident involving spectators on a special stage in last year's RAC Rally, and the suicidal tendencies of other spectators which disrupted parts of the Rally, have culminated in the RAC Motor Sport Division issuing a Safety Code for rally special stages. The RAC likens it to a Highway Code "designed to ensure that rally organisers are seen to fulfill their public obligations, particularly in respect of spectator safety".

Safety measures which organisers are

advised to take include clearer marking of the stages so that neither competitors nor spectators can mistake it. "No go" roads must be closed off clearly, firebreaks arrowed and escape roads closed off and forbidden to spectators or officials. There is advice on consistency and clarity of direction and hazard signs and, "Hazards on stages must be advised to competitors in advance. All firebreaks should be arrowed and regarded as potential hazards. *The object of the exercise is to test the driver's skill, not to trick him into making a mistake*".

Officials should be instantly recognisable, says the code, preferably distinguished by day-glo vests—and they shouldn't be seen spectating or taking photographs. Marshals must remain in view of all signs and likely danger points, use whistles to denote an approaching car and have a rudimentary knowledge of first aid. There is advice on emergency services, the keeping track of competing cars so that they can't be lost on stages, the provision of an official vehicle equipped with first aid equipment and fire extinguishers, and a recommendation that long, straight sections, particularly on undulating roads, should be avoided if possible, which could threaten some of the infamous straights in the Yorkshire forests and the Forest of Dean. Spectators should be kept away from the outside of corners and a course car equipped with PA should be provided for spectator control.

The code should be regarded as just a first step in protecting the public from themselves. But some of the forest complexes are too big to police thoroughly and the final onus will remain on a spectator's own commonsense, very often sadly lacking.

Sports car price escape

AT £3,370.77 the TR7 typifies the way in which the sports car side of Leyland escaped from the price increases that affected the rest of saloons recently, taking even the basic 850 ever closer to £2,000. We cannot lay our hands on a TR7 for full road test, the delay attributed to the possible change for a five-speed gearbox option being incorporated in the Press fleet . . . though four-speed cars are the only specification you can order in Britain now. You might find a five-speed TR7 from the original batch at a local dealer, but no new ones are being made for Britain.

Being a little intrigued as to how this elusive two-seater was faring in commercial terms, we enquired how sales had gone. The only figures we could lay our hands on were really for production, the numbers given including a number of unsold cars in the dealerships, here and abroad.

In 1975, the year the TR7 was launched in l.h.d., 15,360 were delivered (a fascinating 41 were released in Britain too). The following year saw the car launched in the UK where 6,923 were delivered, compared with the massive 25,820 that went abroad. This year looks like a similar 30,000-plus production level for the TR7, but with rather more being sold at home than abroad, in the first three months of the year—3,050 (UK) and some 5,000 overseas. Thus it seems that Leyland have already made 56,194 TR7s, well in pursuit of the figures claimed for Fiat's X1-9 over a considerably longer (1972 launch) period. Congratulations!

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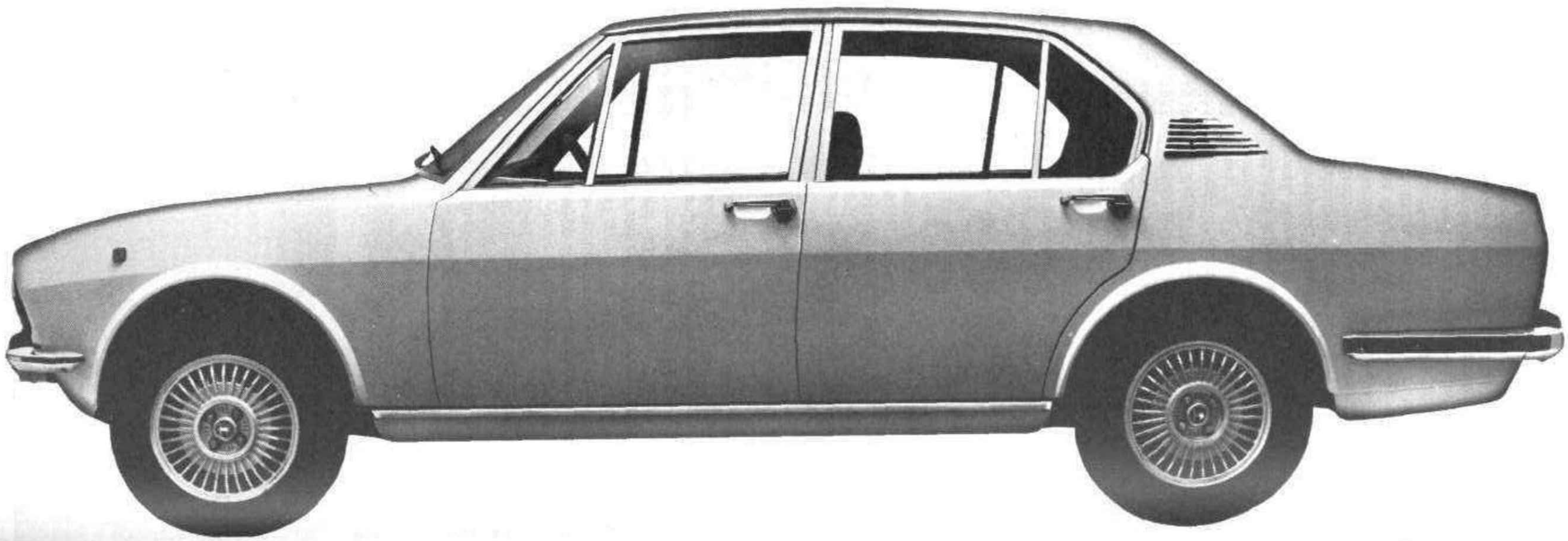
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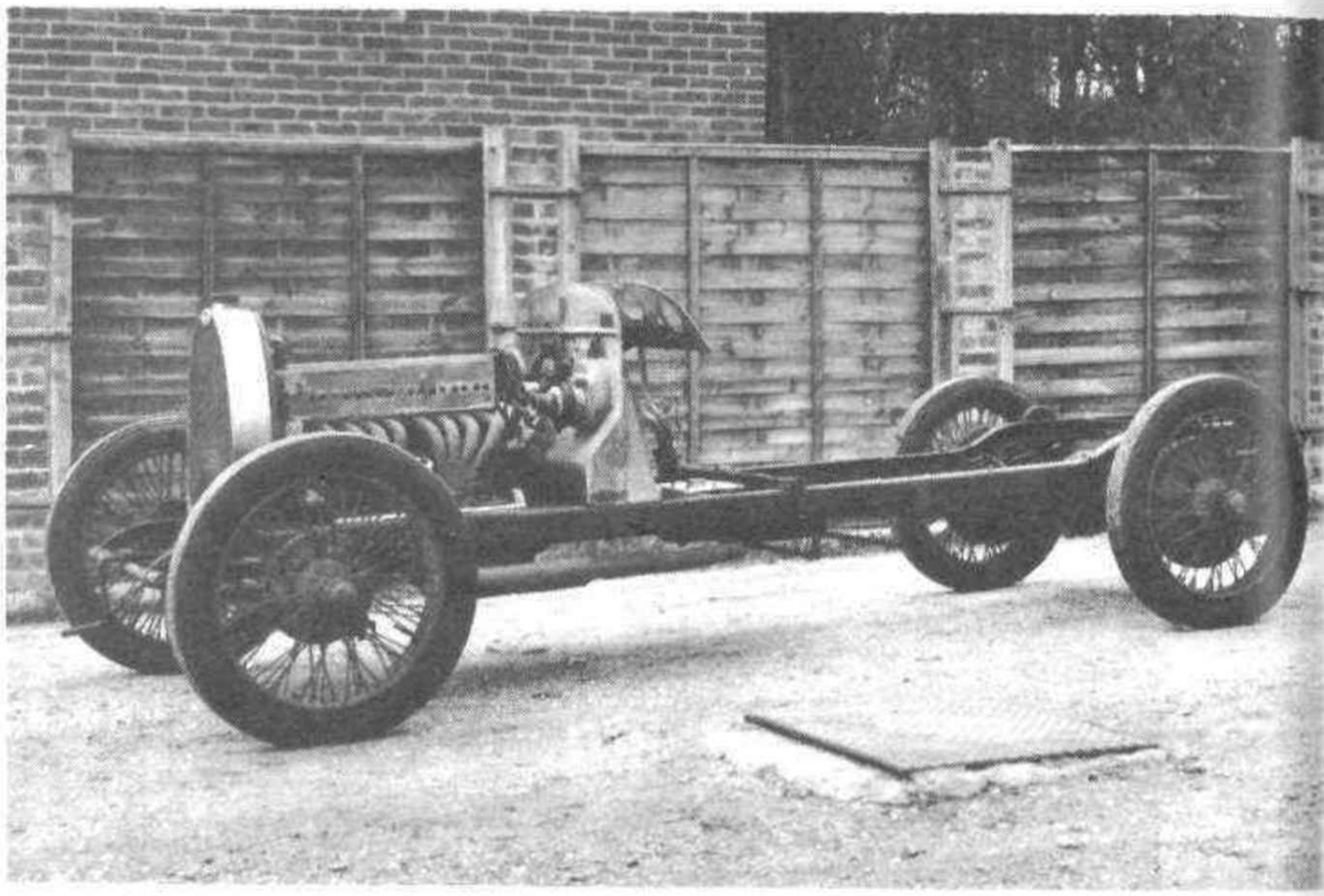
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Vintage cars continue to be unearthed. This is the Type 30 Bugatti chassis recently acquired by Rosemary Burke of the VSCC.

Brookland's Fastest Cars

IN THE stop-press report of the VSCC Silverstone Meeting I wrote for last month's issue I mentioned that the Hon. Patrick Lindsay had the Multi-Union II in a race for the first time since 1939 and then, inadvertently, I said that it was the *second-fastest* car round Brooklands. In this I was wrong, and no doubt my nose will be well rubbed in this stupid error. At the time of the last pre-war appearance of the Multi-Union II, Oliver Bertram's Barnato Hassan had gone faster, Cobb's Napier Railton faster still, to put the outer-circuit lap-record at 143.44 m.p.h.

Mark you, there are those who think that the Multi-Union might have broken Cobb's record, had the war not intervened. Entered by J. B. Emmott for W. C. Devereux, with C. S. Staniland as its driver, the car was scheduled to make an attempt on the absolute lap-record as the *finale* of the 1939 BARC August Meeting, as the record had to be made on a clear course, not during a race, and be electrically-timed. It already held the Class-D lap-record, at 141.45 m.p.h., and had since been considerably revised. In practice it was said that the car had done some 160 m.p.h. along the Railway- straight. Now vague speed estimates mean nothing in motor racing. But it is interesting that when Parry Thomas had brought "Babs" out on the Track 13 years earlier he, too, had been credited with having got up to some 160 m.p.h. on the Railway-straight, having to use the car's hand-brake to kill speed before placing it for the run onto the Byfleet banking. The fastest officially-timed speed on Brooklands was 151.97 m.p.h., over the flying-start kilometre, by Cobb in 1935 when he established his 143.44 m.p.h. lap-record. Neither Thomas nor Cobb had any real retardation on their big aero-engined cars, so it is likely that they had to shut off somewhat in order to safely negotiate the difficult entry onto the Byfleet banking. Multi-Union II, with superior track-holding and four-wheel-brakes, which the other cars didn't possess, might well have been able to maintain 160 m.p.h. along the entire Railway-straight. If so, this advantage could, perhaps, have given the lighter car the out-and-out lap-record, at some 150 m.p.h.?

In fact, before its scheduled lap-record bid, the Multi-Union was due to run in two handicap races. It non-started in the first of these, and that its engine was giving trouble was evident when it went onto seven of its eight cylinders during the second race. It completed the three laps, its last at its fastest-ever speed of 142.30 m.p.h. But it had to be withdrawn from the record attempt – I believe because a valve had broken. So we shall never know by how much it would have been able to improve on the race lap-speed it achieved on seven cylinders, which was within 0.98 of a second (1.14 m.p.h.) of Cobb's best speed. Of course, I do not know whether the trouble struck at the beginning or later, on this final lap of the race, which was 1.21 m.p.h. quicker than the speed Staniland had achieved on his second lap. But unless the engine packed-up on the slowing-down lap, which was not the story given out at the time, the Multi-Union clearly had more potential than this 142.30 m.p.h. lap indicated. Incidentally, what a splendid Brooklands *finale* this lap-record run would have been, had it happened!

While on this subject, I append a list of the six fastest Brooklands' cars. It is interesting that all still exist, if we accept Neil Corner's Sunbeam as the type used by Kaye Don and remember that our Continental Correspondent owns the Straight 4-litre Duesenberg in dismantled form.

Car	*Driver*	*Speed*	W.B. *Date*
Napier Railton	Cobb	143.44 mph	1935
Barnato Hassan	Bertram	142.60 mph	1935
Multi-Union	Staniland	141.45 mph	1938
Duesenberg	Straight	138.15 mph	1934
Bentley	Birkin	137.96 mph	1932
Sunbeam	Don	137.58 mph	1930

Ulster TT Golden Jubilee – 1978

SEVENTY years ago next year, on August 18th to be precise, the first of the Ulster TT races attains its 70th anniversary. These exciting and important sports-car races have every reason for their claim to fame. Organised from 1928 to 1936 for the RAC by the locally-based Ulster Race Committee, they brought factory-teams from all over Europe whose drivers of International calibre, including Nuvolari and Caracciola, named the 13.6-mile Ards road-circuit as one of the most demanding in the World, for cars and drivers. The race, which was won by Lea-Francis, Mercedes-Benz, Alfa Romeo (once each) and by MG and Riley (three races each), brought to Ireland half-a-million spectators every year, the equivalent of a third of the native population. A great sports-car classic, which must not be forgotten! The Ulster Vintage CC is determined that it shall be remembered.

In 1971 this Club was responsible for a group of enthusiasts locally and abroad causing a row of pit-counters to be erected on the exact spot where the original TT pits were situated, these being opened by His Excellency The Governor General of Ireland, after which 25 cars of representative type did a demonstration run round the famous course that runs in a triangle between Dundonald, Newtownards and Comber. The Governor rode in a TT Invicta . . .

Next year something more ambitious is planned, for the 70th anniversary of the race won by Kaye Don's blown Meadows Lea-Francis, at 64.06 mph from Cushman's FWD Alvis. It is hoped that a fortnight's attractions will be available to bring enthusiasts to the Belfast area and that on Saturday August 19th a parade of genuine TT cars will leave the pit-area and be driven round the circuit. The Royal Ulster Constabulary have promised their support, so that the roads will either be closed entirely or traffic largely diverted from them, to give the demonstrating cars a clear passage.

Apart from this return to the circuit over which some 300 cars raced in the TT, it is intended that memories associated with these races will be revived, such as by visits to places connected with the races, inspection of TT material in the Ulster Transport Museum, etc. In addition, the traditional Craigantlet speed hill-climb will precede the Golden Jubilee celebrations, as it used to herald the TT, and there will be classes for those coming over with vintage cars who might wish to compete.

It is clear that these Golden Jubilee celebrations are in good hands – a Steering Committee has already been formed to organise them, led by the Rt. Hon. Lord Dunleath, TD, DL, who owns an ex-TT car, his 4½-litre Lagonda (as well as his Frazer Nash) and who lives near the old circuit. At the 1971 event seven of the cars taking part were *genuine* TT cars in original order, two Rileys, an

Invicta, a Talbot, an Aston Martin and an Alfa Romeo. In 1978 the Ulster VCC hopes to do better than that, and it asks all those who have such cars, anywhere in the World, who would be interested in bringing them back to the place of their pre-war racing fame, to please make themselves known. Apart from genuine Ulster-TT cars it is hoped that many TT personalities will attend – Kaye Don, Eddie Hall, Ian Macdonald, A. V. Wilkinson, Sammy Davis, Urquhart Dykes, George Eyston, Bill Aldington, R. F. Oats, Cyril Paul, Vic Horsman, C. R. Whitcroft, Dan Higgin, Robin Jackson, Guilio Ramponi, A. F. Ashby, A. C. Bertelli, Charles Goodacre, *L. P. Driscoll*, Prince Bira, Kenneth and Dennis Evans, and A. C. Dobson are some of the drivers who come to our mind – and then there are the mechanics. Will they also please get in touch with the UVCC.

So important is it that the TT is properly commemorated next year, as Brooklands will be on June 28th this year, (when Brooklands Society members, *but not the public*, will re-enter the grounds of the old Track), that the entire Association of Northern Ireland Car Clubs and the Royal Irish AC have unanimously agreed to suspend all other motoring events on August 19th, 1978. And if the souvenir programme is anything like as good as that produced for the 1971 event, it should be in great demand! So MOTOR SPORT commends this Golden Jubilee to all those who know what a great series of races the Ulster TTs were, run off when the trams ground their way up the Antrim Road, Baltic Tank engines hauled trains on the Belfast and County Down Railway, and, as Lord Dunleath also reminds us, if you felt in the mood and had a 4½-litre Bentley or similar car, you could drive the 20 miles from Ballywater to the City Hall in 24 minutes. . . . – W.B.

V-E-V Miscellany – Vintage cars are still being unearthed, and restored. For instance, Rosemary Burke, who is on the staff of the VSCC, returned triumphant from winning the Light Car Section's Welsh Week-end Competition in her 1930 Morris Minor and promptly bought a Bugatti. It is a Type 30 straight-eight chassis, quite original although bodyless, which has not been run since the 1930s. It was found to be on Rapson Super Comfort beaded-edge tyres, which retain their air, although, as Rosemary says, "they show the canvas, in the proper manner". The interesting thing is that the car appears to have originally had hydraulic (glycerine and water?) brakes on all four wheels, with a cable hand-brake on the back wheels for parking, whereas legend says Ettore Bugatti fitted hydraulic anchors only to the front wheels of early Type 30s. A light torpedo body is to be made for the chassis and, as it has its correct oil and air-pressure gauges, only horn, headlamps, front shock-absorbers and a few more instruments are needed to expedite the return of this Bugatti to the road.

A Gordon England Austin Seven Register has been formed by M. A. Lee, 3 Miles Hill Crescent, Leeds, Yorkshire, LS7 2EU, who would like to hear from owners of Austin 7s so bodied. To date the Register lists ten "Brooklands"-models, 19 "Cup"-models, five "Stadium" two-seaters, three "Silent" saloons, and two "Wembley" saloons. A Law Suit may be pending over a 1929 Dodge cabriolet sold at an auction in Holland as in "fair to good" condition but after purchase alleged to have a twisted chassis. The Bullnose Morris Club is holding its Summer Rally at Hollycombe Park, near Midhurst, on July 17th. The Fiesta 1977 Rally of veteran, vintage and pre-1956 cars is being organised by the Metropolitan Borough of Wolverhampton, to take place at West Park, Wolverhampton, as part of the town's Fiesta celebrations on June 12th. Commercial vehicles and motorcycles are included. Details from: *D. E. A. Evans, 9 Compton Drive, Oakham*, Dudley, DY2 7ES, West Midlands.

A tribute to S. C. H. Davis, who needs no introduction, is to be staged by "BEN" at their annual veteran and vintage rally at Lynwood, the Motor & Cycle Trades Benevolent Fund's headquarters, on June 25th. It is hoped that Sammy Davis will attend as Guest of Honour and that Bentleys and other makes of cars and motorcycles with which he was associated will be present. Details from: Paul Finn, Press Officer, BEN, *Lynwood, Sunningdale, Ascot, Berks., SL5 oAJ* (Phone Ascot 0990-20191). A Yeovil reader has sent us cuttings from a 1919 American aeronautical magazine which advertises the Jennings biplane powered with a model-T Ford engine! It seems that the engine was adapted for flying by fitting aluminium pistons, improving the *splash* lubrication system, adding an oil-gauge and baffled one-gallon crankcase, and using a special carburettor, a ball thrust main bearing, and a Bosch magneto. It was claimed that the thermo-syphon cooling was satisfactory and that the engine would run up to 1,900 r.p.m.; it was supplied by the Auto Motor Repair Co. of Brooklyn. We regret to report the deaths of George Boyle, the well-known racing-car mechanic who worked for the Bellevue Garage before the war and BRM subsequently. Christopher Matthews, a BDC and VSCC member who ran only pre-war cars, two vintage Humbers and a side-valve Morris Minor saloon, has died in Wales of lung cancer; our condolences to his family. *H. G. Conway informs us of the* death of Roland Bugatti, of a heart attack, at Aix en Provence last March. He was buried locally.

A reader who is researching the Bath engineering firm of Stothard & Pitt is anxious to receive information about their products, which included traction-engines, and to learn about the Crowden light-car which was the work of Charles T. Crowden who was trained by them, and when this gentleman died. Another reader seeks information about the V4 two-stroke A.B.F. light-car with racing body *that was built in Kidderminster in* about the year 1912 and of Mr. Ford who built it. A 3-litre Bentley-owning reader wonders whether the two early De Dion Bouton trucks, old aero-engines, and a 1920s American touring car, abandoned near Cannes many years ago and reputed to have been used by a film company for producing wind and noise effects, are still *in situ*? Letters can be forwarded. In New Zealand, a 1937 *Singer Bantam, in* good condition after 66,000 miles, is being put back on the road, and a 1914 Rolls-Royce Silver Ghost is being rebuilt in the Midlands.

We are sad to have to report that Douglas Hull, brother of VSCC Secretary Peter Hull, died some time ago. Douglas will always be remembered for his fast and enthusiastic driving of his Alfa Romeo drop-head coupe (which he always treated as a true racing car!) and the 2-litre ERA, Bugatti and other faster cars to which he graduated. With the ERA he won the 1959 Seaman Trophies Race and many other events, as so entertainingly described in Peter's book "Racing an Historic Car". Ex-RAF, Douglas Hull also retained his interest in flying, in the right kind of aeroplanes, and with Peter was rebuilding a DH Gipsy Moth. The Pre-'50 American AC has its Rally of the Giants at the Cotswold Wild Life Park, Burford, Oxon from noon on June 19th. Its current issue of *Multicylinder*, which now has a new American editor, carried an interesting discourse about the V16 Marmon.

"The Red Baron"

Will the producer of the film "The Red Baron", shown on BBC1 TV on the evening of April 18th, please tell us how a flat-radiator Armstrong Siddeley 15 tourer came to be in France and used by the German Flying Corps, and particularly how it was able to project itself back some dozen years in time? This unconvincing documentary was about Baron Manfred Freihher von Richthofen, the First World War German fighter-ace. – W.B.

That Austin 7 Record Bid

FROM THE Pre-War Austin Seven Club's *Newsletter* we have gleaned some more information about the 1931 Austin Ulster's unsuccessful long-distance record attempt, referred to in last month's Editorial. The car, which had a replica body, was flagged away at Goodwood by His Grace The Duke of Richmond and Gordon but had oiled its plugs, necessitating an immediate pit-stop. It then lapped consistently at 57 to 61 m.p.h. all day and all night, in rain and fog. Top speed down Lavant straight is said to have been nearly 80 m.p.h. One good headlamp suf-

Continued overleaf, after Fragments



The Talbot team in the 1932 Ulster TT. Next year the Ulster Vintage CC plans to commemorate the race's 70th anniversary.

Fragments on Forgotten Makes No. 34.

THE RYKNIELD

TYPICAL of many Companies established at the turn of the century to supply the newly developing Motor Industry was the Ryknield Engine Co. Ltd., named after the Roman Road passing through Burton-on-Trent where the Company was based. The firm was opened in 1903 with £30,000 capital and was welcomed in Burton-on-Trent as an alternative industry in a town monopolised by brewing. There was a comprehensive description of the works, and the machinery installed, in the *Burton, Ashby and Coalville Guardian* of April 18th 1903, when it was stated that the aim was to produce a 12-h.p. petrol-driven car and a steam-powered light van.

It is difficult to trace any evidence of the steam vehicle but the petrol-driven car is well recorded. Specification included a vertical two-cylinder engine of 12-h.p., with mechanically-operated valves, in a pressed steel frame, driving through a patented clutch and three-speed gearbox to a bevel-geared live rear axle. Weight was 14 cwt. Several patents were taken out by the Ryknield Engine Co. Ltd., one being the "Ryknield Patent Steering", described as consisting of two nuts fitting upon a triple start screw thread and adjustable for wear by screwing up a wedge bolt which altered the distance between the two nuts. Another patent was the "Duplex Clutch", which consisted of two cone clutches, sandwiching the flywheel which on disengagement parted from each other thus, "eliminating end-thrust on the crankshaft".

This car was entered for the Crystal Palace Reliability Trials of September 1903, but seems to have been a non-starter. A 16-h.p. four-cylinder car was planned in 1904 and in 1905 it is on record that Leeds Corporation took delivery of two Ryknield chassis and fitted them with double-decked 'bus bodies. By 1911 350 cars are recorded as being completed but the Company then went into liquidation and was re-formed as Baguley Cars Ltd., Mr. Baguley being the Engineering Manager who had joined the Company from Bagnalls Locomotive Works, Stafford. This fact was significant, as in 1912 the Company started producing petrol-driven light railway engines, an introduction to the present Company's activities of producing diesel locomotives. These petrol-driven locomotives appear in the Company's order books as having been exported all over the world and this experience obviously influenced the car production and a tourer was produced for the Argentine market in 1913. A Baguley Car was also exhibited at the Olympia Show of 1913.

The outbreak of war found the firm producing Rail Cars for the fighting services and the French Government, but in 1915 cars were produced with a torpedo tourer body (Chassis 601-2-3), and exported to Canada and Australia. Chassis number 604 is recorded as having an ambulance body. The Company was involved in 1915 in experiments to produce a "Land Ship", or a "Tank". Trials of such a vehicle were carried out on hills near Burton and it was fitted with steel cutters to negotiate barbed wire entanglements. This prototype was eventually produced in quantity by Fosters of Lincoln and introduced on the Somme in 1916. There is no record of any car production after 1919, when a limousine was produced with wire wheels (Chassis 1133, 4, 5, 6), but the Company's successors, Baguley Drewry Ltd., continue to produce diesel-engined locomotives for the world markets in addition to operating as general engineers.

I am indebted to Mr. W. Souster, present Manager of Baguley Drewry Limited, Burton-on-Trent for providing access to Company records in order that I may produce the above story of the Ryknield Car. The present company would be very pleased to hear of the existence of any of their cars anywhere in the world or of the survival of any components. – *C. W. GASKIN*

AUSTIN 7 RECORD BID –

Continued from previous page

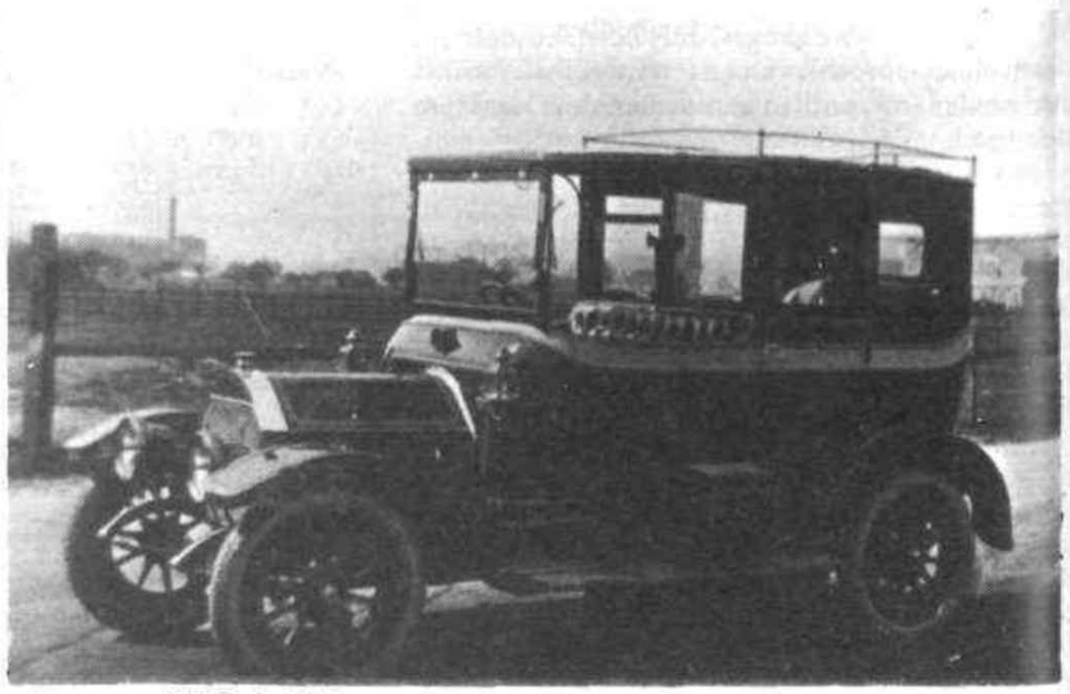
ficed for the night spells. After about 3,000 miles the cylinder block worked loose. The engine was removed, new studs fitted, and the car resumed after five hours. The trouble re-occurred on the Saturday night and as spares carried on the car had to be used to effect repairs, some of the wheel studs were pressed into service, welded ingeniously to the broken block studs. A head gasket was inserted under the block to reduce the c.r., in a search for greater reliability, and the Austin was off again after a delay of some ten hours. Eventually the trouble returned and although a clever jury-rig was tried, with a big piston (intended as a jack) equipped with a half-shaft through its gudgeon-pin holes placed on the head and tied down with a brake cable(!), which stood up for a further 4½ hours, the car was then again pushed to its pit, with a faulty condenser, and it was discovered that the block had shifted sufficiently for the con.-rods to foul the cylinder bores. The next record was 700 miles away, so the car was sensibly retired. It had run for 103 hr. 17 min. 03 sec., or 4,147.2 miles, at an average of 40.16 m.p.h. While it was running reasonably it had, it was announced, subject to RAC confirmation, taken the British Class 4 (former Class H) 1,000 kilo and 5,000 kilo records, respectively at 54.45 and 54.02 m.p.h. In fact, it seems that the 1,000 *mile* class record is intended, because the British Class H 1,000 kilo record was established at Brooklands in 1930 by a supercharged Ulster Austin 7 driven by Davis and Goodacre, at 82.81 m.p.h. – an indication of the efficiency of professional record-breaking in the vintage years. It seems that no British 1,000 *mile* or 5,000 kilo class records were previously set up, however, the replica 1931 Austin, in spite of the set backs, has presumably established these. A good show! Incidentally, the RAC fees of £150 were paid by the Pre-War Austin 7 Club and Fina Petroleum contributed generously towards the total cost of the attempt, which was in the region of £4,000. – W.B.

V-E-V Odds & Ends – The Riley Register's 22nd Annual Coventry Week-End is centred on the Euro Crest Hotel, Coventry and takes place on July 2nd/ 3rd. Concours d'Elegance for pre-war Rileys divided into various classes will be held. Open to Register members only, entry forms being available from: Mrs. A. Cole, 108 Wainbody Avenue South, Coventry, CV3 6BZ. We note that one class is for Rileys regularly used for transport and that the current Register Newsletter mentions a 1935 1½-litre Falcon and a 1936 Merlin 9 so used.

The Midland Rolls-Royce Club is holding its 17th annual *Concours d'Etat* at Charlsworth Park, near Stratford-on-Avon, on July 10th. Open to all R-R cars and post-1931 Bentleys, entries close on July 5th, to Mrs. C. Knight, 138 Tanworth Lane, Shirley, Solihull, Warwickshire. A London reader who has recently acquired a 1928 Chenard-Walcker saloon with 1.8-litre side-valve engine seeks historical and technical details about it. The Singer OC is holding another National Singer Day at Chrysler's Whitley plant on June 12th. Last year it had over 200 Singers present and hopes for more this year. Its *Singer Owner* for last March contained pic-



A 1903 Ryknield car.



A later model Ryknield car.

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It's business-like, chunky – with two wide grooves going round it and transverse grooves running outwards from the centre.

The surface is packed with a heavy concentration of tiny slits called sipes.

What it all means in terms of sheer performance, you can read below.

What it all adds up to, we believe, is the best all-round radial ever made.



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Cornering Power
The rounded shoulders of the tread help give superior contact with the road – even on the most taxing of bends.

Long Life Power
The special tread, the meticulous manufacture, and the steel-braced XZX design give dramatic resistance to the slings and arrows of the roadway.

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The comforting flexibility of the tyre together with a tread pattern designed for quiet luxury, as well as performance, make the XZX singularly silent and disinclined to whine.

Petrol-Saving Power
The XZX, with its low rolling resistance, common to all Michelin steel-braced radials, can reduce your petrol consumption by as much as 8% compared to crossply tyres.

Stability Power
The arrangements of longitudinal and transverse grooves, coupled with the precise design and manufacture of the tyre give exceptional straight line stability. So you can wave goodbye to wavering.

Unmatchable Power
Such a degree of exactness goes into the construction of the XZX that you'll even find tiny Michelin men, around ¼" in size, on the sidewall and amongst the tread. So you can be certain you're driving another original from Michelin.

1927 1977
50
YEARS MADE IN BRITAIN

Take a great tread forward. Drive the new Michelin XZX.

tures of several pre-war Singers, including a 1931 Porlock, a 1933 sports-coupe and a Ten tourer, etc., not forgetting a 1923 Singer Speedy bicycle and a Singer motor-roller. The magazine also carries technical tips appertaining to the pre-war cars. The Membership Secretary is: Mary Freeth, 31 Rivershill, Watton-at-Stone, Herts. HRH The Duke of Gloucester visited Lord Cranworth's Banham Motor Museum by helicopter last April, spending 45 minutes there before leaving for Kensington Palace. Myreton Motor Museum offer an interesting illustrated catalogue of their exhibits for 50p. UK post paid, from Aberlady, East Lothian, Scotland. A 1913 12-hp Darracq was among the cars present when the new Leisure Centre of Grose Ltd. was opened in Northampton recently. The Company has in its time been associated with a car, in 1897-99, steel-studded tyres (fitted to one of King Edward VII's Daimlers, among other cars), early Rover distributorship, a 'bus service from 1912, and coach-building from 1924. They are now Vauxhall/Bedford distributors.

Among 70 modern tipper-trucks at the recent Road Haulage Convention at Harrogate was a splendidly restored DT-type vertical boiler Atkinson 6-ton undertype steam waggon, the only known survivor of this make. After working for a Perth brewery from 1918, it saw service at a gold mine and was retired during the Second World War. It was later destined for an Australian museum, but the project was abandoned. In 1976 Tom Varley took delivery of the vehicle, in bits. It has since been fully restored, replica tipping-gear being made for it with the help of Bromilow & Edwards, who made the original single-ram 3-way gear. The Atkinson has been named "Her Majesty", to mark its reappearance in Silver Jubilee year.

The Record Situation

AS REPORTED elsewhere, a modern Ferrari has broken the British fs two-way ¼-mile, kilometre and mile records. The first two were records set up since the war by David Purley and improved upon by the Ferrari. But the mile had not been attempted since before the war and there seems to be some confusion as to whose record the Ferrari has improved upon. Such uncertainty may have arisen because the RAC has kept no proper account of the record situation. If this is so this is a pity, especially as before the war the National Controlling Body of the Sport published for the equivalent of 5p a useful annual book of all established and ratified World's, International and British records. More, for a modest fee you could be put on the mailing list for notification of records freshly established or broken, a service never revived after the war.

The British fs mile record was held by Sir Malcolm Campbell's Napier-Arrol-Aster at 217.5 m.p.h, a speed set up at Vernuck Pan in S. Africa in 1929 and never improved upon. As this is no longer a British possession it is a nice political/historical point whether this is still on the books as a British record, remembering that such records were those made on British soil irrespective of the nationality of driver or car. Apparently the RAC has scrubbed this out, as our once proud Empire has been scrubbed out, or it couldn't have recognised the under-200 m.p.h. runs by the Ferrari as a British record. In this case the record that has been bettered must be Campbell's mile at 174.223 m.p.h. with the Napier-Campbell, set up at Pendine sands on February 4th, 1927. – W.B.

Vintage Postbag

"A Marendaz Shortcoming"

Sir,

I was very interested to read in your April issue the letter from Mr. H. D. Brown Kelly regarding the gearbox and transmission on some models of the Marendaz Special.

The reason I write is because my brother and I owned such a car and in 1936 took out the original gearbox and modified the transmission. We replaced it with a Talbot box fixed to the chassis. It would be interesting to hear if the car we had is the one Mr. H. D. Brown Kelly refers to. I have pleasure in attaching a photo of the car with myself beside it taken in 1937 shortly after the mod' was made. The reg. number was BGW 770. The car was a 1934 model.

I remember that the car had a number of faults. The steering had to be adjusted and aligned correctly otherwise it would develop a sudden "shimmy" in the most awkward traffic situations. The engine I recall was of American manufacture (an Erskine I believe very much sleeved down) and side-valve with very little performance due to the lack of compression. Had we have known better my brother and I should have removed the liners and brought the compression back to normal. In those days, however, H.P. tax was all important. The original transmission certainly had all the faults that are referred to hence the reason for the change which, I may add, made all the difference.

In my sixties I am still very interested in cars of the 20's and 30's. I have just restored a D8.15S Delage from a wreck to concours in four years. This *marque* is an old love of mine as I was brought up on my father's DI.

Sutton FRANCIS C. ANNETT

More Aeroplane Level-Crossings

Sir,

With ref. to your article in the April edition of MOTOR SPORT which gives details of Aircraft Level-Crossings, I wonder if you are aware of the crossing at the Hawker Siddeley Aviation airfield at Bitteswell in Leicestershire, crossing the A427 and connecting the "old" and new sites of the airfield.

Whilst the crossing may no longer be in regular use it is certainly maintained in usable condition and is still signposted as an aircraft crossing to traffic on the A427.

Having served part of my apprenticeship with the Sir W. G. Armstrong Whitworth Aircraft Company at this site I remember that the Armstrong Siddeley engines test fleet, based on the "old" site and consisting, in the mid 50's, of Gannet, Jet Provost, Hunter and Lancastrian aircraft, regularly used this crossing to obtain access to the runway on the "new" site. The Lancastrian incidentally was fitted with two jet engines, type unremembered, in place of two of its original Merlin engines.

A.W.A. used the crossing to transport, under tow, aircraft such as Sea Hawk, Hunter, Javelin and Argosy from the final assembly shop on the "old" site to the flight test shops on the "new" site.

Nuneaton JOHN C. EVANS

Sir,

On the subject of aircraft "level crossings", I was reminded of your article when I was looking the other day at an aerial photograph of the BP Oil Ltd. installation at Hamble on Southampton Water. The installation is next to what is now Petters Ltd. factory but which I believe saw the birth of many early Avro aircraft in its early days, maintaining close connections with aircraft until being occupied by Petters – and even they are part of the Hawker-Siddeley Group. The point is this: the photo shows two aircraft on the ground by the factory which is on the western side of Hamble Lane, whereas Hamble Airfield is on the eastern side. In clear evidence is the crossing over which aircraft were taken to reach the factory and even today the road down which they came from the airfield carries cars and lorries through a wide exit onto Hamble Lane.

I may even have found another crossing related to the same airfield. On the far (north-eastern) corner of the airfield there is a crash exit onto Satchell Lane and the exit forms part of a wide piece of fencing across a corner where there is a break in the natural hedge around the perimeter. I am told that, during the last war, a dispersal hangar was sited on the opposite side of Satchell Lane from the airfield at this corner.

One must not forget, of course, the crossing at Lee-on-Solent which is used today by hovercraft moving from HMS Daedalus across the main road into the Solent and which must surely have been used in the past by amphibians and/or flying boats. I have a feeling that you may have started something!

Incidentally, the aircraft in the aforementioned photograph, which must have been taken in about 1948-1950 are an Avro York, a Lincoln (the wings are too pointed to be a Lancaster) and,



The Marendaz Special referred to by Mr. Annett.

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in the water, a Solent. I am told that the only Lincoln ever to come to Hamble was the flying test bed for the Proteus engine so, if my identification and information are correct, this may well be an historic photograph.
Southampton D. E. BISHOP

Sir,

I am surprised that you do not recall the aeroplane crossing which was at one time on your door-step. I refer to Blackbushe where a number of hangars were on the south side of the main road whilst the rest of the Airport was to the north. I recall seeing some Vikings and I think a Bristol Freighter for the Argentinian Air Force south of the road in the nineteen-fifties.
St. Albans. ROBERT TOWELL

(I have also been reminded that British Airways machines cross the Harlington-Hatton Cross public road many times a day at a traffic-light-controlled crossing at Heathrow, usually towed by tractor but occasionally and expensively by jet-power, and that during the last war what is now the main entrance to White Waltham was a crossing between the flying field and a parking meadow. On the subject of aircraft tractors, my informant recalls the Mercury, used by BOAC in the late-1950s, which had a Ford Ten 100E power unit; they normally shifted engines on trestles but would apparently move a Brittia. – Ed).

Irish-built Cars

Sir,

I noted with interest your reference to the restoration of the Belfast-built Chambers car. I would like to point out that I am engaged in writing the history of this *marque* as part of the history of the motor industry in Northern Ireland. I know that several Chambers cars were exported to Australia and New Zealand and I believe that at least one still exists. I would be most grateful if I could, through your columns, get in touch with the present owner.

The Chambers car was remarkable for its three-speed and reverse gearbox located in the back axle. It was chain driven from a two-cylinder horizontal engine until 1910, after which it was driven by shaft and worm from a vertical four-cylinder engine. A four-speed and reverse epicyclic gearbox was supplied to Argyll for experimental purposes before both firms went out of business in 1929.

Other cars in which I am interested are Fergus, OD, and the Sullivan Special. The Fergus, which appeared in 1915 and developed into the OD, was remarkable for a large number of innovations such as having its engine mounted on rubber blocks and having a centralised lubrication system for all chassis parts including the springs. The Sullivan Special was a side-valve Morris Minor of 1933-1935 vintage modified by the substitution of Laystall crankshaft camshaft, and gears and by the use of a Scintilla magneto. Only seven were made.

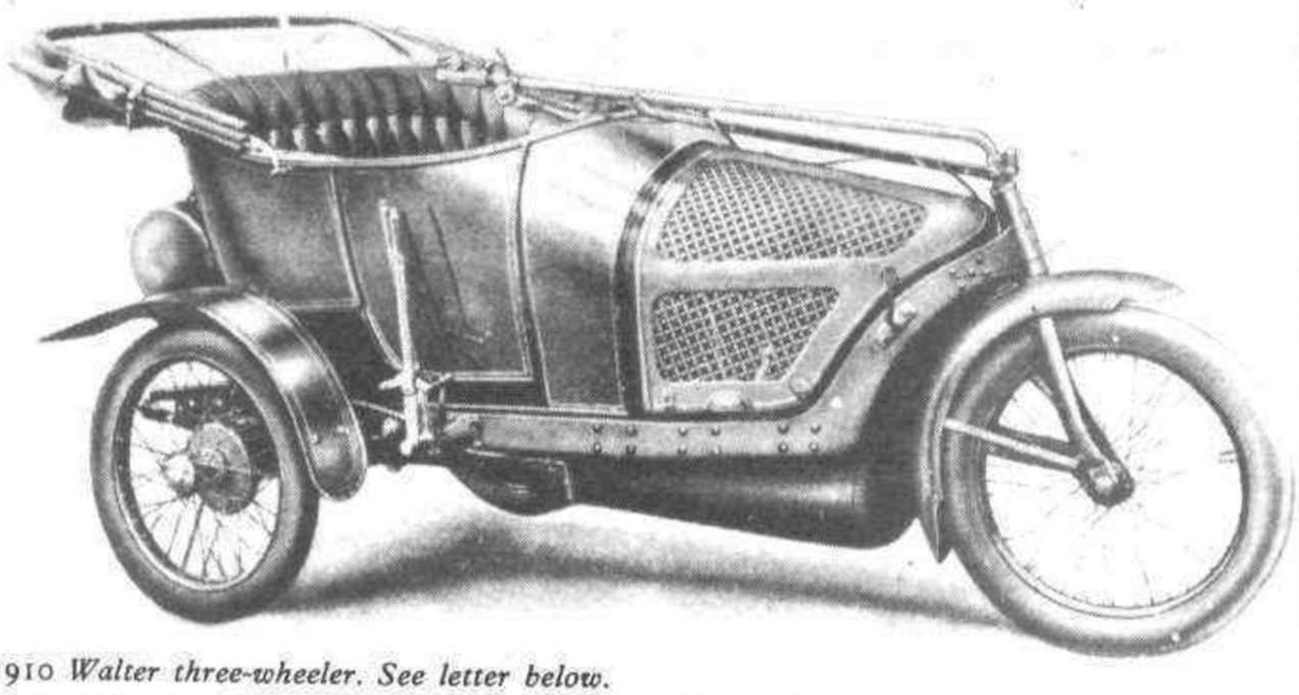
If your archives or any of your readers could throw any new light on any of these cars I would be most grateful.

Finally, thank you for a most enjoyable magazine which I have been enjoying now for the best part of twenty years.
Holywood JOHN S. MOORE

The Monotrace

Sir,

Cyril Posthumus is correct in writing that the French Monotrace had nothing to do with Morgans from Malvern. The French single-track car was built under licence from the German "Mauser"-Einspurauto, which – when Mauser ceased production – was built until 1932 by Gustav Winkler at Oberndorf/Neckar in Germany. As far as I know it was Winkler who designed this unique vehicle, which never gained much popularity, as it was extremely unstable. Monotrace failed to gain commercial successes and dropped manufacture after a short time. The only British vehicle slightly comparable with the German design was the Wood-designed and OEC-built Whitwood monocar of the mid-thirties.



A 1910 Walter three-wheeler. See letter below.

The Mauser had a 580 c.c. s.v. single-cylinder engine. It was watercooled and horizontally mounted in front of the rear wheel. This was driven by chain and had leaf springs for suspension. The engine gave 10 b.h.p. at 3,400 r.p.m.; top-speed was 50 m.p.h. When Winkler took over production in 1927 he supplied also a version with a 510 c.c. motor, of similar design to the bigger one.

My friends in English-speaking countries will be surely interested to see another unorthodox design? The photo shows a 1910-built three-wheeler, designed by Josef Walter and built by the once so famous Walter motorcycle, car and aero-engine factory at Prague. The air-cooled 1,060 c.c. V-twin engine gave 50 m.p.h. top speed, too.

I was astonished to read about (in the VSCC Pomeroy Trophy Competition) the historic Ecce Homo hill-climb "held outside Salzburg". This is incorrect. This race (now a circuit) was held just outside the town of Sternberg in Moravia (Czechoslovakia) *i.e.* several hundreds of km. away from Salzburg.
Germany ERWIN TRAGATSCH

A Hard-Used Ghost

Sir,

I noticed reference to a Rolls-Royce towing a 1923 caravan. You might be interested to know that this car is still very much alive and kicking. It has been in the process of being made ready to go across to take part in the Windsor/Ascot Silver Jubilee event, before returning to form one of the exhibits of our new Motor Museum, which we opened about 21st May, in the centre of the promenade of our main town of Douglas. We are taking over a large cinema, and incorporating part of the Murray Motor Cycle collection and the Gilbey Horse Carriage collection. The Ghost came into my possession a couple of years ago, after a stint in the Television series, "Upstairs-Downstairs", and at the time of your reference to caravan-towing belonged to the Dennis family, of commercial-vehicle fame.

Your eagle eye will doubtless spot that a 1913 car should not have straight-sided tyres; unfortunately later wheels were fitted, and as yet I have not managed to find a full set of beaded-edge, which would be preferable when on show. In fact, when in use, the straight-sided type give far less trouble with such a heavy car – nearly three-tons.
Crosby R. J. EVANS,
Curator, Manx Motor Museum



A hard-used Ghost. See letter above.

More V-E-V Miscellany

It is good to know that cars from the Peter Black Vintage & Veteran Car Collection in Keighley emerge into the open from time to time. On June 19th Mr. Black and some of his friends join with a local car club to run a map-reading contest, using cars from the Collection. Those interested should contact N. Kershaw, 12 Regent Drive, Skipton, N. Yorkshire. Another vintage and veteran happening in the North will be the Leyland Festival at Worden Park, Leyland, Lancs., on June 4th, when the Royal Jubilee and Leyland's 80th anniversary will be celebrated with an assembly of cars and trucks manufactured by Leyland. The person to contact about this is K. Robinson, Transport Manager, Leyland Truck and Bus Division, Leyland, Preston, PR5 1SN. Northern Alvis Day happens at Doncaster Race Course on June 12th.

The *Birmingham Evening Mail* has been publishing a series of "Memories" Supplements and a MOTOR SPORT reader, Mr. R. W. Johnson of Hull Green, has kindly sent us that devoted to Transport. Composed of old photographs submitted by readers of the *Mail*, the supplement covers a fine variety of horse, bicycle, motorcycle, commercial-vehicle and car memories, from various periods. The cover picture is of Moat Lane market in 1936, with Ford platform-trucks mingling with the horse-drawn draws. There is a snap of an open flat-twin Jowett driven by a lady, who has taken her schoolboy son to old Castle Bromwich aerodrome in it in 1930, a 1927 Morris-Cowley (wrongly dated as 1925) saloon that caused a sensation by hauling a caravan up Porlock, a happy Solihull man in his braces, with the 1927 magneto-ignition Austin 7 saloon he bought for £18 secondhand and which is seen on the Weston-Super-Mare–Bristol road on August Bank holiday, 1935, and a lady driving a four-seater Rover 8. Chauffeurs have not been overlooked – one stands proudly by an Ansell's Brewery early Wolseley-Siddeley tourer and another sits in the tonneau of a 1908 8-h.p. Darracq belonging to F. Ash & Son, the surgical instrument makers. Among many other nostalgic pictures is one of an unidentified car of very sporting pretentions, said to have been used on Brooklands around 1932 – the rear-view mirror seems to be attached to the outside hand-brake. HM the King and Queen of Spain are said to be occupying the front seats of a big open 1908 Daimler, a gentleman who was an "executive of a Birmingham Motorcycle engine manufacturer" is seen in what could be an Arden cyclecar, and two ladies are out in a disc-wheeled Singer Junior or Ten tourer. Albion chain-drive and Tillings-Stevens 'buses abound, trams are well depicted, as is a 1923 Daimler 23-seater single-decker 'bus used by the Birmingham Corporation Tramways Dept. A Daimler lorry in France during the 1914/18 war, a Napier taxi at a war-time wedding, a converted Crossley(?) char-a-banc, and a view of Six Ways, Erdington, with only a tram, a Trojan and a couple of Model-T Ford lorries in sight, but directional arrows at the crossing, are among other interesting photographs. It just shows what there is to be dug out; MOTOR SPORT is always glad to see pictures of this kind, of the more exciting cars from the past. – W.B.

Obituary

YET another link with the old Brooklands' days has been severed by the death of Major Oliver Bertram. He was a regular competitor at the Track, in a variety of cars, but will be remembered best for his great drives at the wheel of the venerable 10½-litre V12 Delage and the 8-litre Bentley-based Barnato-Hassan in its two stages of development. With the old Delage Bertram got his 130-m.p.h. badge in 1933 and in 1935 he raised the lap-record to 142.60 m.p.h. in the Barnato Hassan, a speed bettered only by Cobb's Napier-Railton, and which stands for all time as the Class B Brooklands' lap-record, Bertram having first set this to 137.73 m.p.h. with the same car. His brave runs in the Delage at Inter-'varsity speed trials will also be well remembered.

A barrister by profession, Bertram joined the Army when war broke out and rose to the rank of Deputy Advocate-General. After the war he lived in the West Country but was at Brooklands for the 1967 Re-union and he had been a Vice-President of the Bentley DC from 1936 to 1956. His racing of big motor-cars on the outer-circuit showed great talent. In 1937 he shared the 24-litre Napier-Railton with its owner, John Cobb, when they won the BRDC 500-Mile Race at over 127 m.p.h. and in 1938 he lapped at 143.11 m.p.h. in a race in the Barnato Hassan, which could not count as a lap-record but was within 0.33 m.p.h. of Cobb's outright record, in a car of 16-litres greater engine capacity. Bertram retired from racing in 1938, after twice winning the BRDC Gold Star for Track racing.

Some time ago he visited the MOTOR SPORT offices and said he intended to write a book about his motor racing days, in which we encouraged him. Later we heard that he was devoting his retirement to hunting, but grieving over the loss of a favourite mare. We never saw him again. But his brilliant motor racing performances, which he obviously so greatly enjoyed, a blond, tough but not very tall driver of the bigger cars, an amateur racing driver apt to be surrounded by groups of attractive, admiring girls, were part of pre-war Brooklands, and will never be erased. – W.B.

RREC Welsh-Section Week-end

THE ANNUAL week-end rally of the Welsh Section of the Rolls-Royce EC took place on April 22nd-24th, organised as usual by Arnold Lewis. A fine array of cars of this illustrious make, many of them recent models, Bentley included, assembled at the Abernant Lake Hotel in the wilds of Llanwryd Wells for dinner on the Friday. They had come from as far afield as Greenwich, Loughborough and Tunbridge Wells, etc. On the Saturday the cavalcade made its way to Aberystwyth by way of the hilly Abergwesyn-Tragaaron road, where we photographed some of the cars on the 1-in-4 double-hairpin stretch, above the river Tywi. All of them climbed without difficulty, although Rogers' Daimler E20 shed two child passengers and a dog as a precaution. It was appropriate, with talk of the pending Silver Jubilee celebrations of the RREC, that the only non-Rolls-Royce-Bentley on this run should be a Daimler.

The oldest car taking part was Joe Fildes' sprightly 1919 40/50 two-seater from Stourbridge, which was seen to have *three* external control levers (Barker dipping headlamps?). The most recent was a Silver Shadow II and although more recent Royces predominated, a back-braked Twenty was present and we noticed a Silver Wraith bearing the Reg. letters EVE. As the drivers tackled this tricky road it was apparent that the older cars were the more hushed, perhaps because the automatic-transmission cars were in "hold-low" gear, causing the engines to rev., particularly that of the Shadow II. We followed the impressive procession in nearly the next best thing, an Automatic BMW 528. The objective was Aberystwyth, where members were welcomed at the Town Hall by the Mayor and Deputy-Mayor, the latter a R-R enthusiast, and were then privileged to be shown over the very fine Library of Wales, where the cars were parked in front of this impressive building, looking out over the sea – a majestic setting. Some R-R literature, including correspondence from The Hendre, a pre-war "Rolls-Royce Bulletin" etc. was on display. Afterwards the cars returned to the Hotel via the Devil's Bridge Mountain Road. At dinner, to which my wife and I were kindly invited, we heard from Lt. Col. Eric Barrass, OBE, the RREC Secretary, of the Club's forthcoming headquarters in Northants and talked of many other R-R topics. The rally dispersed on the Sunday, after a look at the Sugar Loaf on the Black Mountain road. – W.B.



RREC members on the Abergwesyn – Tregaaron road.

The man at the top of Britain's unsung motor giant: GKN's Barrie Heath



ALTHOUGH NOW WELDED together under the crisp GKN corporate symbol, the size of the Guest Keen and Nettlefold associated companies, and their international success story is hard to grasp. Hard because British companies are not meant to derive a fifth of a successively more and more glowing balance sheet to profits made in Europe. That a total of £107.91 million was made in total surplus for 1976 (1975 surplus, £80.89 million) is perhaps less awesome than the twin facts that 38% of all the Group's business was directly attributable to the car business, and that GKN are even now awaiting a supreme court decision on their protracted fight to take over the West German clutch specialists, Fichtel & Sachs, through the family holding company Sachs AG.

Now a British car-based company that is doing well is news, but one that is in a position to take over a West German rival – in fact they already have another sizeable German transmission specialist within the group, Uni-Carden – really is a refreshing thought.

Naturally the man in charge of the 107,000 GKN group employees is equally out of the ordinary. A perfect match for his company's success story, 60-year-old Barrie Heath DFC is a former fighter pilot with little sentiment for yesterday and a lot more interest in tomorrow. Of course his ability to go forward has roots in the past, and his family background included a father on the Board at Rootes who made sure his son was steeped in motor industry lore from the start.

This formidable man heads the innumerable companies that go to make up GKN with plenty of style, but a notable absence of protocol. The switchboard may protect him during meetings, but otherwise he rejects the buffers which most captains of industry place between themselves and the public.

The GKN people – there are now slightly fewer than a few years ago at 74,000 UK employees – are divided into nine major sub-groupings. Heath keeps in touch through an instantaneous shortwave Philips radio link that brings the top men in Smethwick into the office with clarity and rapidity. It may be a nightmare for those on call, a kind of Doctor's emergency bleep with words, but we can assure you it works efficiently.

Although we are really only interested in the car side of GKN, it may be of interest to know that the broad headings under which they earned all that money include production (especially processing of steel) of all metals; wholesale and industrial distribution, and a broadly based engineering sphere that both makes things and provides the service contractors to carry out engineering work. An amusing aside from the GKN Chairman: "When I came in on Monday, I found some fools had cut through a main power cable so we had no lift, no electric typewriters – thought it was one of our companies, gave them one hell of a blasting. . . they were quite hurt, it was an outsider!"

The engineering, general and civil, is the second biggest chunk of the business outside cars and trucks, but when Fichtel and Sachs is acquired, and the Supreme Court has to give a decision by the end of the year, then well over half GKN's income will come from the automotive industry.

In the UK the names of GKN subsidiaries tend to be straightforwardly identified. Thus GKN Forgings Ltd., GKN Transmissions, GKN Axles and GKN Castings are quite self-explanatory. However it's interesting to find that within the transmissions section there's the right to make the Laycock De Normanville overdrive (Jaguar, Reliant and Triumph fit them). The Vandervell bearings company is also within this section. Salisbury axles and Powr Lok limited slip differentials are within the axle division, while the castings people are now quite heavily involved in the aluminium wheel business, supplying many of the best known sports wheels in both the accessory and original equipment markets. Think about it and you realise the alloy wheels have now become available in quite large volumes in Britain. Again the Triumph division of Leyland is a good customer, but you'll also find GKN have made the wheels for the sporting Fords, Lotus, Jaguar, Vauxhall, BMW as well as the branded accessory wheels from Wolfrace and many others. Often they do not make *all* the wheels for such companies, but the chances are that GKN have been involved at some stage during alloy wheels manufacture.

As in some Continental countries, notably Italy, aluminium wheel advantages of strength, allied to low weight, are also being realised in the truck market, and GKN are represented here by their work on the Translite range.

The only Automotive division that does not have GKN in the title is Uni-Carden in Lohmar, West Germany, which produces Hookes type and constant velocity joints, propellor shafts and driveshafts. The lesson learned by the absorption of Uni-Carden within the GKN empire should be very useful when the Sachs AG deal can commence. You may be familiar with the Sachs business through the activities of the Sachs family, especially the brothers Gunther and Ernst, whose pictures adorned society columns for a good few years. Ernst died very recently in an avalanche accident, but this does not affect the course of the Anglo-German deal. That is presently subject to German judicial scrutiny following "an appeal to the West German Federal Supreme Court by the Federal Cartel Office. GKN is confident that the clear and categorical decision by the lower Court will be upheld," says a GKN statement on the matter. At present GKN own 24.98% of Sachs, and they aim to buy another 50.01% that totals investment required amounting to over £79 million in sterling.

Management Character

The office, the Kingsway, London, replica of their Birmingham HQ in its external corridor layout is crowded with mementoes. There's a leaping Jaguar emblem on an ashtray, one of Rolls' Silver Lady mascots and photographs to complement a well decorated, but very average-sized London manager's office. Heath sits low behind his desk, wrestling with the problems of a jammed pipe. . . until swiftly rescued by a PR man who does carry pipe cleaners: laughter reverberates round the office as it's agreed that this already senior PR man (who is far from the conventional smooth talking, sharp-suited creation) is one who will go far.

Conversation begins cautiously around the inevitable flying achievements as I ask, "Which came first, flying or the motor industry?"

Heath clips out a characteristic answer, "Good grief man, I was *born* into the motor industry. Both my father and my brother were at Rootes, my father a director. I was educated at Wrekin and Pembroke College, Cambridge, but it was definitely the motor industry for me."

"I had a first class job in the Midlands, £9 a week before the Second World War, so it was good money. Then my father decided to cut me off from the flesh-pots of London and sent me up to Liverpool, where they used to make Blenheims. All that meant was that I spent ages rushing up and down to London and back every weekend!

"I bought a Humber Super Snipe which the experimental department had been playing around with, and that cut the time down a bit.

"I learned to fly without charge. Before the war the *Yorkshire Post* used to sponsor a competition. You had a 10-bob flip and the instructor

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assessed your ability from that.

"I met the man in the bar and he was impressed by my ability to drink Horses' Necks and so we went to fly the crate outside. I flew it along straight and level and he seemed equally impressed with that. Then I noticed that the plane was going up and down" – his hand swoops in dramatic gesture of the plane's apparently drunken flight path – "and so I mentioned this to the instructor. I was just holding the stick rigidly, so I knew it couldn't be me! That really got me extra points, for he was doing it deliberately.

"The upshot was that they thought I did have what it took. I knew there was a war coming, so I packed up my enlistment with the 16th/5th Lancers and joined the RAF's auxiliary 611 Squadron."

The war is simply dismissed with references to service in the Battle of Britain and the Near East – "spent some time in Turkey as a civilian as well," is tossed in – but the fascinating end comment is on his final rank as a Wing Commander: "should have been a Group Captain, I'd been a Wingco for ages!"

The RAF chose not to discover his engineering degree before he saw active service – "I was credited with 3½ kills; they think I was some sort of Richthofen in Germany. Of course the really important thing is, in my present role, that I was *not* a bomber pilot." Hobourn Aero Components at Rochester, now a GKN Kent Alloys plant in the same Medway town, was where the young Heath re-appeared in the industry. By 1950 he was settled into a ten-year managing directorship of Powell Duffryn Carbon Products. Then he went to Triplex in a similar position: from 1965 to 1974 he was the Triplex Chairman, his reign covering that glass-roofed Reliant that Prince Philip used for so long.

Pilkington Glass has also been a part of Heath's life for some considerable time, following a board appointment in 1967. Today he is a non-executive director of Pilkington, Smiths Industries and Barclays Bank. This is balanced by public appointments that include being a vice-president of the SMM & T and having been a member of the Bullock Committee on Industrial Democracy. We have included only a sample of his recognition in the public sphere, so it's obvious we are dealing with an extraordinary man.

His amusing verdict on such appointments is summed up by the comment, "It's a certain sign of being a geriatric when you do what I have managed – become a trustee of *two* museums." The pair in question are Beaulieu and the RAF Hendon display. The latter is a magnificent free admission collection and it was heartening to hear that instead of resting on their laurels, the trustees are presently engaged in trying to raise £1½ million toward a Battle of Britain additional display.

The writer was genuinely intrigued as to how a man with these sort of appointments could possibly fulfil his engagements, so without delay Barrie Heath swooped forward from his desk and descended on his desk diary to reveal the first three days of his week, including my interview. His remarks were preceded by dark mutterings about Monday and "well I've told you about the power drill through the mains electric cable. Damn long way up here to the seventh floor." He smiles at the thought of the good his ample waistline has been done by such an ascent, continuing "then I had luncheon with the Barclays operating committee. Back to the office, then at 5.45 I caught the helicopter from Battersea and went to see some people at the aviation department of the company in Warwick. Then I went to the company guest house at Stratford where we

"I stayed there the night and then went on to our Smethwick HQ in the morning for one of our main quarterly discussions. I then went on to my Doctor and told him how rotten I had been feeling, " pause for hearty gale of laughter, "and he told me he had never seen me better, and how average my blood pressure was!" Still before lunchtime he was able to catch the helicopter down to Kidderminster where one of the main British operating sub-groups is based. From this point on an official car took over taking the former pilot on his speedy way to a morale-boosting visit to Wednesbury steel production plant, West Bromwich, then back to Smethwick and the helicopter. That landed back in London at 7 o'clock in the evening, which left him some time at his London flat. Thus he was handily placed for his London HQ on Wednesday morning, sorting out appointments, MOTOR SPORT's representative, a lunch with a Pilkington Director and an afternoon appointment to see, and (hopefully) approve a series of financial ads to accompany the then-pending annual report. Characteristically Heath has shortened the Chairman's section of the report considerably saying, "well they can read it all in the Director's reports can't they?"

Turning to sporting matters, Heath confirmed that GKN as a whole doesn't tend to get involved directly. There have been rumours that some of the F1 contingent have received more than the obvious mechanical components from the company, but Heath tended to dismiss these as wishful thinking.

"When Silverstone were a bit down on their luck, Jack Sears approached us to sponsor one of their big days. This we did, co-sponsoring the *Daily Express* meeting, but it was hellish expensive. We have now withdrawn from that kind of arrangement, of course, but I dare say other things will crop up.

"Our involvements tend to be through Vandervell and the Transmissions people." In fact there is a good Avenger Group 1 rally car out in a GKN subsidiary's colours and there are occasional other individual deals.

Considering that people who fly Spitfires and earn the DFC are not usually averse to assessing the joys of competition motoring I asked Mr. Heath if he had tried competition for himself?

"No, I have not raced, but I have driven cars around tracks and enjoyed it very much. The thing was that I was married and had heavy business commitments at a time when I might otherwise have thought about competition.

"However, I have always been a keen motorist. I suppose the closest I got to the feel of competition motoring was when I owned a Ferrari Daytona a few years ago. That was an accident really. I was up on the Motor Show stand for Maranello Concessionaires with my wife and Ronnie Hoare. They were both telling me how I was now too old to have a Ferrari and enjoy it. . . yes, I left the stand having ordered a £9,500 Daytona: I got my first endorsement within a month."

Heath recollects the Ferrari fondly, having taken it to the Geneva Show with him, though, "Goodness, the servicing, it really was expensive." Since this was from a man who has to sign the bills for a company that operates Rolls-Royces on the same sort of scale as Avis rent Fords, the comment was quite relevant. In fact it was also interesting to hear that GKN also have three Aston Martins, and a pair of Jensens in the company garage: the Ferrari was Mr. Heath's before GKN and was *not* a company car.

Currently Barrie Heath motors a Jaguar XJ-S and is as full of praise for the car as most of the owners we at MOTOR SPORT encounter (voices the BBC categorically asked *not* to hear when their *Nationwide* programme ran a critique of the car some weeks ago) commenting, "It's the best car I have had. I love driving it, and I do use it regularly. Obviously if we have to meet people at the airport, then I take a company Rolls and driver, but otherwise I drive the Jaguar and enjoy it."

Back to business. It is not often that one has the chance to find out what is actually involved in running a multi-national company, especially one that has grown out of a Victorian family enterprise background to sprout into a modern business corporation. I naively asked what the biggest problems were in his personal business priority list for a concern that supplies something to every motorist?

"Do you know, I think the problems today are not that different to those of before the War. . . and probably before that, for all I know. In fact I was reading some old company reports and discovered that the general tone – 'Bottom falling out of the market; Empire gone to pot; high unemployment – they were all the same then. It is not an original statement but I think my attitude is, the abnormal is always normal'.

"I have a pictorial mind. I like to see people in their normal working environment, so that when I go to phone them, I can picture the office in which that man is answering the phone. I don't like a filter, *i.e.*, a secretary between me and the callers, and I do like to keep things as short and simple as possible.

"For the future my idea is to consolidate. During the past five years we have acquired a lot of new companies. Now I want to integrate them, ensure that they are part of our main operation. We have some exciting ground to conquer, but for the immediate future I want to make the best of what we have. Fichtel and Sach's deals would ensure that we had effectively gained the clutch business throughout Europe, either under licence or by direct manufacture, so that is enough of a future to look forward to in itself.

"However, we could have Hercules motorcycles through Fichtel and Sachs. . . ." Heath ponders and adds, "You know I'm really looking forward to just getting on one of those and riding it. Maybe we can do something worthwhile in the UK with it. I think there is a gap for them, they have a clearly defined market in Germany."

That inevitably brought the conversation around to the Japanese. Mr. Heath felt that their competition was totally different to that of competing against other nationalities. "Look what they did to the electronics industry. . . motor bikes. . . cameras. I have been on trade missions to Japan and there seemed to be some anxiety over what I would say in public. In fact I have nothing particular to say, except that they cannot go on pumping out stuff at that rate for export: people are bound to protest."

But would they do more than that, enquired our MS reporter? "Well, that's still a matter for further thought, but I certainly would not be surprised, though I don't approve, if we in Britain started seriously talking about import controls. I don't know whether it will come to that but it's a possibility."

Discussing present business it was a bit of a surprise, considering their European business, to find that, in Mr. Heath's words, "Leyland is still our biggest customer. Speaking as a component manufacturer I regard the future with enthusiasm, but if I was in a motor manufacturer's position, I don't think I would be so happy and would wonder how we were to defend ourselves against the import side. Of course im-

Continued on page 687

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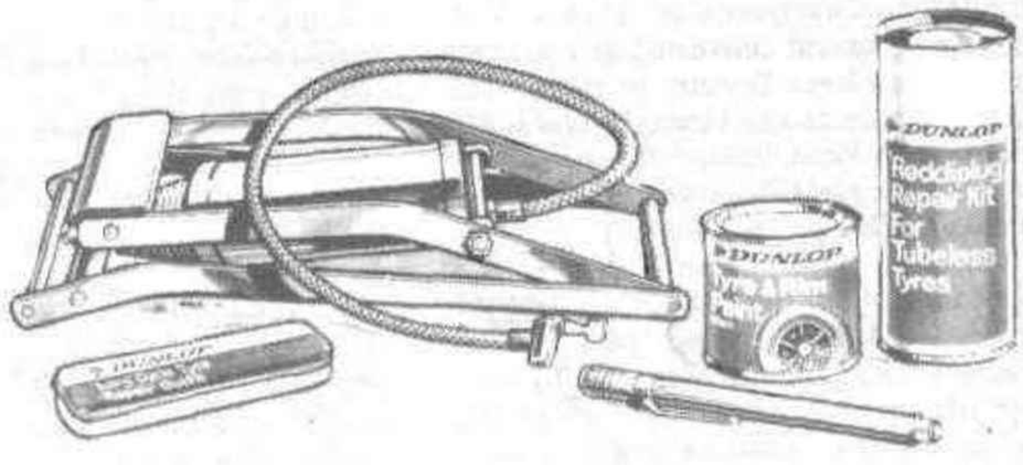
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DUNLOP

MASERATI 4CM
No. 1128

IN THE January issue of MOTOR SPORT, in an article about the 1939 British Empire Trophy race held at Donington Park, I mentioned an 1100 c.c. Maserati that was driven by Charlie Dodson and was running in second place until it retired. I said that as far as I knew this car had disappeared completely, but it is not so, for a most interesting letter came from Count "Johnny" Lurani to say that the car was very much alive and well and living in Switzerland. Subsequent correspondence with Lurani, and a bit of research has unravelled most of the life story of this particular Maserati.

The Maserati factory in Bologna produced a new model for 1936 "voiturette" racing, which had a supercharged six-cylinder 1½-litre engine in a chassis with independent front suspension, large hydraulic brakes, and semi-elliptic rear springs supporting the rigid rear axle. This was the 6CM and it proved the equal of the ERA, but not necessarily superior. For 1937 the basic design of the 6CM was followed, but a 4-cylinder 1½-litre engine was used, it being thought that the "four" was livelier than the "six", especially for twisty circuits. In Milan was a private group of racing enthusiasts who had got together to form the Scuderia Ambrosiana, and one of these was Count Giovanni Lurani Cernuschi, known to his many English friends as "Johnny" Lurani, his racing connections with the English going back to the 1933 Mille Miglia when he drove a K3 MG Magnette with Capt. George Eyston. The patron saint of Milan is St. Ambrose and anything that is thoroughly Milanese is "Ambrosiana", hence the title for this team, the other founder members being Luigi Villoresi and Franco Cortese. One of the top football teams in Italy at the time was the Ambrosiana International Football Club of Milan and Lurani asked the President of the Football Club, a Signor Pozzani, to be President of their Scuderia and they adopted the blue and black colours of the football team in their Scuderia badge.

In national Italian racing at the time there was quite a following for the 1100 c.c. category, so when the Scuderia were equipping themselves for the 1937 season, Lurani ordered an 1100 c.c. version of the new 4-cylinder car, with spare cylinder block and pistons, supercharger, connecting rods and so on, to convert it to 1500 c.c. if required. This was Maserati Tipo 4CM chassis number 1128, supplied in 1100 c.c. form, and like the 1500 c.c. versions, had a two inch shorter wheelbase than the 1936 cars. Throughout 1937 Lurani was very successful with this car, winning the 1100 c.c. category in races at Turin, Milan, Genoa, Naples, Palermo and in the Frieburg hill-climb in Germany. Not surprisingly these successes netted him the 1100 c.c. Italian Championship. At the end of the season the engine was converted to 1500 c.c. and Lurani visited Great Britain, to run in the Imperial Trophy race at the Crystal Palace. He was third in the first Heat, behind Percy Maclure and Arthur Dobson, and fifth in the Final behind Bira, Dobson, Goodacre and Villoresi.

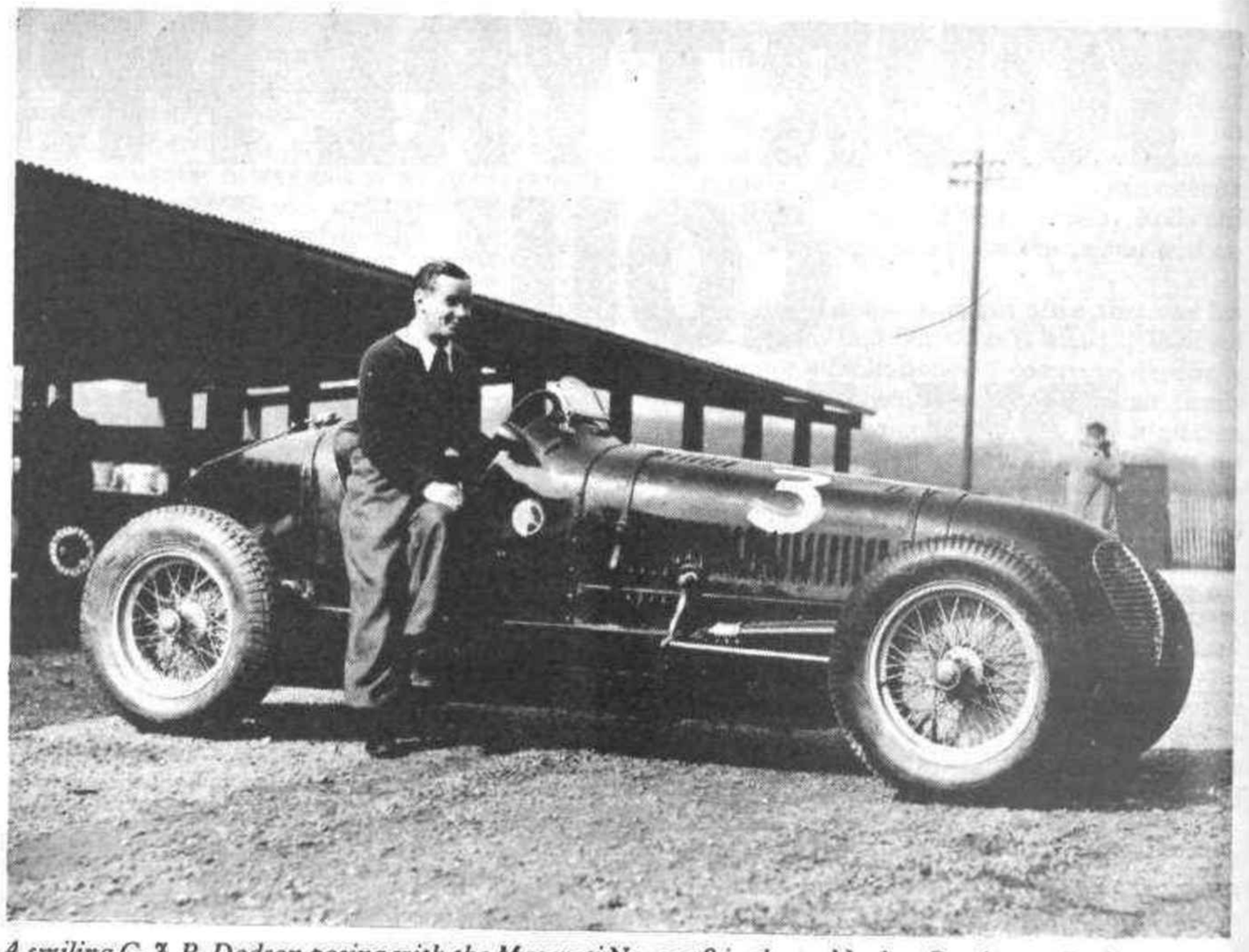
In the winter of 1937/38 the Scuderia Ambrosiana took four Maseratis to South Africa, for the winter season, Lurani taking his 1100 and Taruffi, Villoresi and Eugenio Siena taking six-cylinder 1500 c.c. cars. Their first race was on the Lord Howe circuit near Johannesburg and was a handicap event, based on engine capacity. Lurani felt that the organisers were being much too lenient with his 1100 c.c. and asked to be re-handicapped, mainly to give his three compatriots with the 1500 c.c. cars a better chance. The result was that he finished third, behind two local drivers! They then went to East London and in this race Lurani was dicing with the South African ERA driver Norman Wilson, when the little Maserati threw a connecting rod out through the crankcase. Their last race was in Cape Town so the crankcase was patched up and the 1500 c.c. cylinder block and pistons were fitted. Most of the efforts were put into the other team cars, Lurani's 1500 not being taken too seriously, so he had to start the race on what tyres were left over, and pulling the wrong axle ration and so on. He drove round disconsolately in 6th place until he was due to stop and refuel, and then feeling a bit fed up with it all he handed the car over to Luigi Villoresi, whose six-cylinder had blown up. Villoresi stormed back into the race and drove really hard, working his way up to third place by the finish, being beaten by Lord Howe (ERA) and Taruffi (Maserati). Among the British entries was W. G. (Bill) Everitt who drove a Maserati and during the voyage back to Europe on the P & O liner "Winchester Castle" Lurani and Everitt travelled together, already being good friends from previous races.

Back in Italy the Maserati No. 1128 was rebuilt in readiness for the European season and Lurani had the rear end modified. A firm in Turin was making suspension units comprising a coil spring within a tube, with the spring being actuated by a trailing arm, these units being primarily intended for the front end of racing cars, to give a "bolt on" independent front suspension. Lurani had these units fitted to the rear of his Maserati, to replace the semi-elliptic leaf springs, still retaining the one-piece rigid rear axle. It was felt that the Tecnauto coil-spring units would give a better ride to the rear end and stop it hopping about, which proved to be correct. The first big race for the Scuderia Ambrosiana was the Tripoli Grand Prix, over 517 kilometres on the very fast Mellaha circuit in north Africa. There was a 1500 c.c. category within the Grand Prix itself and for this event Maserati 1128 was in 1500 c.c. form. Lurani was leading the "small car" category when all the oil pressure disappeared and thinking the oil pump had packed up he pulled into the pits. After six minutes the trouble was traced to a faulty gauge and he rejoined the race, to finish third in the 1500 c.c. group and eighth overall.

Still running in 1500 c.c. form Lurani then went to the Targa Florio, which was being run as a circuit race in Palermo. After making second fastest practice time he had a collision with Bianco in the race and ended up off the course. Lurani had actually been leading to begin with, but his fuel-pressure played up and the car slowed, allowing Bianco to go by. Then the Maserati picked up again and while overtaking Bianco, Lurani was "elbowed off".

Converting the engine back to 1100 c.c., for handicap purposes, Lurani entered for the London Grand Prix at the Crystal Palace in June but disaster struck. During practice he got into a big slide on a streak of oil spilled out by Norman Wilson's ERA, went off the road and overturned. While the car was only superficially damaged, poor Lurani broke his hip very badly and though he was repaired in a London hospital and was out and about again before the end of the season, the injury put paid to any more single-seater racing for him. He had to restrict himself to the more "comfortable" sports cars and saloon cars in the future. While he was being cared for in the clinic, the Maserati was put back on its wheels and straightened out and Lurani's friend Bill Everitt drove it in the London Grand Prix, but was forced to retire with engine trouble. While convalescing Lurani lent the Maserati to Achille Varzi for a small race at Lucca, but no success came their way.

With his single-seater career over, Lurani put the little Maserati up for sale, taking an illustrated advertisement in *The Motor*. "Maserati single-seater full 1938 model, latest type 4 cylinder single-block 1500 c.c. racer. Special Memini double carburettor. Car complete with 6 duralumin Rudge wheels, 3 spare gear ratios and complete spares for converting engine to 1100 c.c. Car with 1500 c.c. guaranteed to exceed 140 m.p.h. In 1938 did fastest lap at Tripoli GP, race



A smiling C. J. P. Dodson posing with the Maserati No. 1128 in the paddock at Donington Park before the 1939 British Empire Trophy race. The car carries the blue and black Scuderia Ambrosiana badge on the side of the scuttle. Photo from Cyril Posthumus.

average 116 m.p.h., finished third. In 1939 (this was a mis-print for 1938 – D.S.J.) was third in Grosvenor Grand Prix at Capetown. Car and all spares in perfect, faultless condition, guaranteed and ready to race. 1100 c.c. engine fastest ever produced by Maserati. Count Lurani, c/o British Racing Drivers' Club, 12, Queen's Gate Terrace, London, S.W.7." The price being asked in the advertisement was £795.

Eventually Desmond Scannell, the secretary of the BRDC, traced Lurani in Nice, and a deal was done over the phone on behalf of Charlie Dodson, who wanted the car in 1100 c.c. form for the 1939 British Empire Trophy race. It was agreed that Lurani's mechanic would take the car to Donington Park, in time for practice, and the money would be handed over in the paddock. Lurani's mechanic was Carlo Facetti, the father of the Facetti who races Alfa Romeos today, and after he had fitted the 1100 c.c. block and pistons etc., he loaded it on to their special Fiat transporter and set off for England, all on his own and unable to speak a word of English. While crossing the Alps he was caught in a heavy snowstorm, and unbeknown to him some water had remained trapped in the cylinder block, even though he had drained it before setting off, and this froze. Eventually he arrived at Donington Park and unloaded the car, but when he filled it with water he discovered the frost crack in the block. Not unnaturally Dodson was not prepared to accept the car on behalf of his sponsor, one José Dibos. Poor Facetti was distraught, and dreaded the thought of taking the car back to Lurani unsold, with all the costs of the journey to be paid. With the help of other people in the paddock he got the cylinder block into Rolls Royce, in nearby Derby, and it was repaired. Working non-stop through the night Facetti got the car re-assembled and running and next day Dodson tried it and was delighted and the deal went through, much to Carlo's relief.

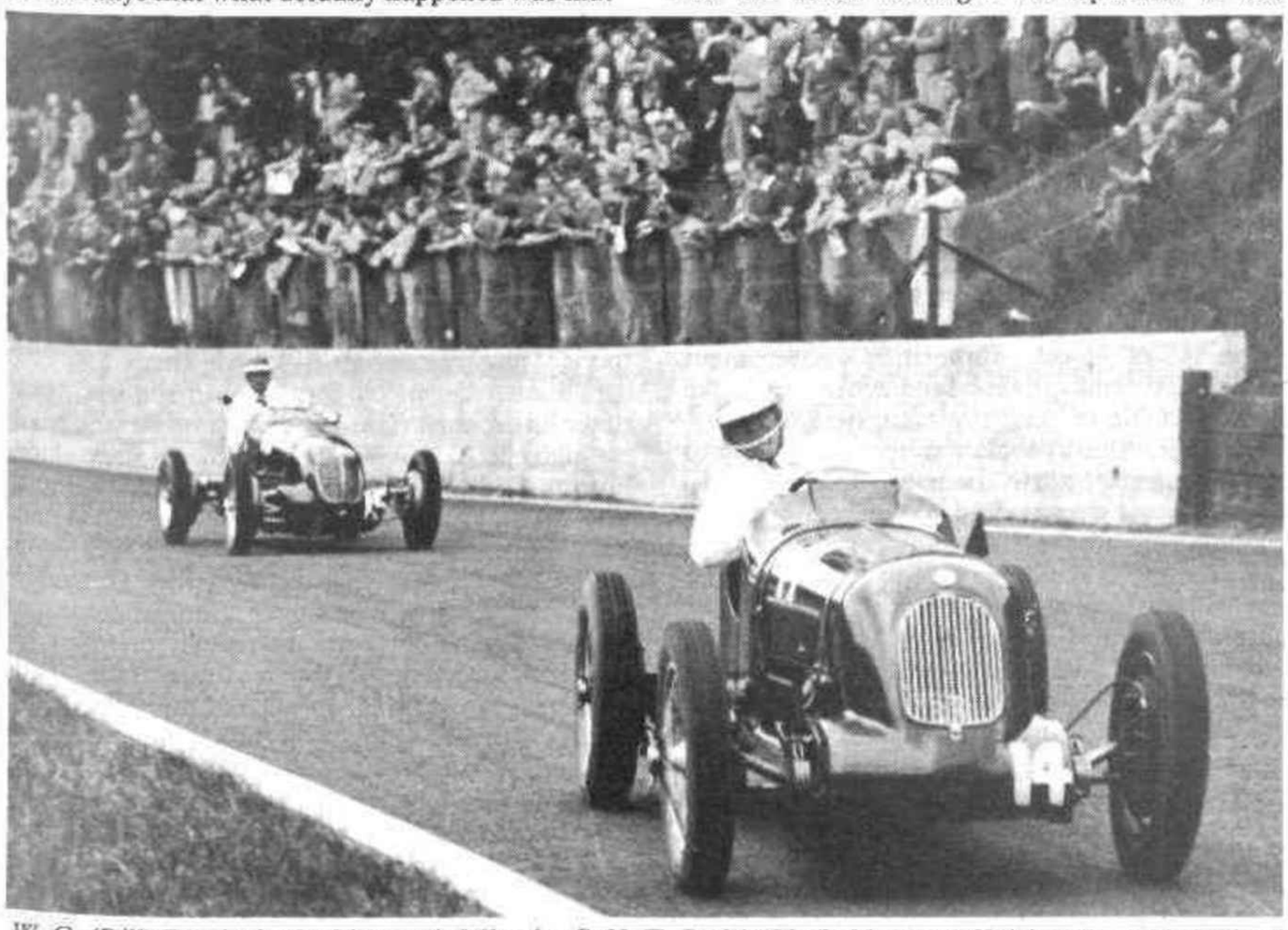
In the race the car ran well and Dodson was on great form, working the car through into second place. Reports at the time said that the repaired block failed, which caused his retirement, but Lurani says that what actually happened was that an oil pipe became blocked and starved the feed to one of the camshafts, and it seized. Whatever actually happened, the new owner was well satisfied with the way the car had gone, and Charlie Dodson was obviously happy driving it, so Facetti was able to return to Italy and report the deal as having been completed.



The Maserati 1100 after being inverted at the Crystal Palace by "Johnny" Lurani in 1938. Damage was very light; "I acted as a cushion for the car when it landed" says Lurani. Photo from Cyril Posthumus.

It ran once more in 1939, at the Nuffield Trophy Race, also at Donington Park but this time it was a scratch race for 1½-litre cars. Dodson ran well until near the finish when the mounting for one of the Tecnauto units on the rear began to break away from the chassis, and the car limped into the finish looking a bit lop-sided. It was classified fifth out of nine finishers, but was five laps behind the winner.

With the war starting shortly after this the Maserati was not seen again until 1948, when "Johnny" Lurani came across it at a small meeting at the Montlhéry Autodrome, near Paris; it was painted blue and being raced by a French driver. Once more it disappeared and came to light in Marseilles in the middle nineteen-sixties, for sale and looking very sorry for itself. Lurani declined the offer to buy it and it eventually went to a Swiss enthusiast who has it now, in fully restored condition and looking in very good health. – D.S.J.



W. G. (Bill) Everitt in the Maserati, following J. H. T. Smith (M. G. Magnette K3) into Ramp Bend in the London GP at the Crystal Palace in 1938. The M. G. was fitted with a Maserati-like body the following year, inspired by No. 1128, and Smith still owns the car, in partnership with Dudley Gahagan. Photo from MOTOR SPORT

GKN's BARRIE HEATH
continued from page 684

ports mean a different thing to GKN, and may mean something different to the public in future, because the simple fact is that we have a major stake in imported as well as British-built motor cars."

Already GKN are rather larger than the Chrysler and Vauxhall operations in Britain, and technically speaking they could make a motor car, especially one like the Range-Rover, where they have a very large number of transmission components (Ferguson 4-WD is a system that has obvious benefits for a company with such transmissions expertise). I asked if they would go back into the business of making complete bodies again? "Well, we have the capability, we already make lorry tractor cabs and have got in on the ground floor of tractor cab manufacture with all the refinement (stereo sound and air conditioning, life on the farm will change!) but we have no prospect of making complete car bodyshells at present.

"What may well change our pattern of business in the coming years is that Ford could overtake Leyland as our biggest customer. They are not far behind now, and with the Fichtel and Sachs European connection this could be the new pattern," Mr. Heath concluded.

It had been a stimulating discussion about the good side of the British car industry, a very pleasant change. – J.W.

RALLY REVIEW

Radio New Zealand Rally



Bacchelli's works Fiat was ailing and he only just managed to stay ahead of the pursuing Vatanen.

PROGRESS is inevitable, and although nostalgia often renders the past preferable to the present a comparison between the two rarely has any significance, whilst it is even more futile to dream that in some way the clock may be turned back. The sport of rallying began, and progressed, as an amateur activity, but it was quite inevitable that it should attract the attentions of those who saw it as an opportunity for publicity to boost the sales of motor cars and their accessories. Thus began professionalism in rallying, and in Europe nowadays there are precious few rallies which do not attract professionals of one league or another. Of course, no rally can survive without private entrants, and the two categories (plus all the grades between) have learned to live with one another, and organisers learned to cater for all in the technical and administrative running of their events.

But in the case of rallying centres which are separated by vast distances and which have very little exchange of competitors, progress in one may be at a rate greatly different from that in another, so when it happens that a competitor or a team does travel to compete in an event on the other side of the world it is very likely that he will be at first confused by local peculiarities and conditions. If that competitor or team is professional and the local people are largely amateur, then the confusion is likely to be reciprocal.

So it was when the Fiat team, determined to win the World Rally Championship this year and already with the attitude that the series is rightfully theirs, went to New Zealand at the end of April to run three cars in the Radio New Zealand Rally, an event taken into the World Championship for the first time this year. Professionalism exists in New Zealand rallying only at a very low level, and it was Fiat's confident and open expectation that they would win comfortably against mere amateur opposition. But however small they considered the nut which they were about to crack, they nevertheless took a steamroller to it and their hard-hitting, hair-splitting dissection of the regulations did not go down at all well in a country where rallying is still very much a sport governed by rules which are interpreted more by their spirit than by their letters. Theirs (the New Zealanders') is a gentlemanly situation, but transgressors who make things difficult for others are nevertheless dealt with, and it is significant that there are virtually no protests.

The rally organisers, working from a permanent office in a fine, old wooden house on the edge of one of Wellington's residential areas, produced a booklet of regulations which was in every way comprehensive, describing local conditions and methods for the visitors and delving into certain of the CSI's World Championship rules for the benefit of New Zealanders. But they reckoned without the loophole-seeking professionals and left certain gaps through which the Italians blatantly drove coaches and horses. For instance, there was a rule forbidding the use of two-way radio in competing cars, but no specific penalty listed for breaking it. Fiat did not install their customary radios, with roof antennae, in their cars, but supplied each of them with a powerful but easily concealed walkie-talkie, thus breaking the explicit rule but at the same time indicating that they were sufficiently concerned about it to take steps to avoid detection. A spot check revealed the presence of the radio in one of the three Fiats, but because there was no fixed penalty they got away with just a fine imposed by the stewards. Rather schoolboyishly, and revealing how gullible they expected the New Zealanders to be, they declared that the set was a plastic toy, which it most certainly was not. Service cars were openly fitted with ordinary two-way radios, and the team had rented an aircraft to fly throughout the rally as an airborne radio relay station.

A superbly scenic country, with lush green pastures, rolling hills, craggy mountains, a magnificent coastline, an abundance of lakes, hot springs and even the odd active volcano or two, New Zealand is a paradise in many respects. For the motor sportsman it has a lot to offer, including a network of fine, competitive roads and a police and local authority administration who are in every way co-operative with those who seek to organise rallies. A drawback is the 50-m.p.h. (but they already use kilometres) overall speed limit, even on the few motorways, but in compensation it is quite easy to leave traffic behind and to get out on challenging roads where motoring is immensely enjoyable.

Running from Sunday to Saturday, the rally went from Wellington to Auckland, gradually moving northwards day by day with the five legs divided by stops at Palmerston, Napier, Gisborne and Rotorua. The first three stops were by day, the fourth by night, and between them they provided ample rest for the total distance of 3,800 kilometres. Special stages, 75 in all, accounted for 2,200 kilometres, a very high percentage indeed which indicates the wealth of fine rally roads which exists in New Zealand and the readiness of local authorities, government departments and private landowners to make them available to the rally organisers.

However, whilst people were readily willing to allow the use of their roads for special stages, they were not prepared to have them open for recceing and all the risks that practice entails. The situation is similar to that in Britain, except that in New Zealand logging operations are far more intense, and we would go as far as to say that more risk would be attached to practice in New Zealand forests than would in Britain. For this very reason, rallying in New Zealand is entirely secret, although when public roads are used for special stages they have to be announced publicly in advance, usually in newspapers.

That the stages of the Radio New Zealand Rally would be kept secret was known in advance by the CSI who seemed to accept the fact even though the world championship regulations include the stupid, dictatorial rule that secret routes are not allowed and that roadbooks must be available at least a month in advance. But at a March meeting of the CSI's Rally Working Group, some seven weeks before the rally, the matter was raised by an Italian delegate and brought to the notice of the CSI itself. The result was a cable to New Zealand pointing this out and demanding that recconnaissance be made possible, even if only by a convoy guided through the route by the organisers.

The latter was quite impracticable, but since the organisers' arms were twisted by the CSI, they had no alternative than to produce the roadbook in advance and allow crews to practice. This gave Fiat precisely the chance they wanted, for with accurate pace notes made in advance they would have a distinct advantage over local crews. True that all had the chance to recce, but notes are only really useful for those with experience of them, and the New Zealanders did not have that experience.

Fortunately, landowners appreciated the reasons for all this and were pretty tolerant, but in future we feel that stands must be made against the CSI by all those organisers whose rallies do not allow practice, and in Europe they are becoming more numerous all the time. Even the Rally of the Thousand Lakes has chopped its practice period and is considering a complete ban in the future.

It was understandable that during the rally the three Fiat drivers, Bacchelli, Alèn and Lampinen, and Vatanen in his locally entered Ford Escort RS (originally a Boreham car) were faster than anyone else, for they represented the total professional participation. Vatanen had a disadvantage inasmuch as Jim Scott, his New Zealander co-driver, was using pace notes for the first time, whereas the Fiat drivers all had experienced professionals alongside them.

Vatanen began by forging into the lead, but later he dropped right back when he left the road at high speed, shot backwards down a steep slope into a field and lost some 22 minutes winching the car back to the road. Later he had a spin which resulted in the car dropping momentarily on to its side, rendering the bodywork extremely tatty indeed and wrecking a front suspension, another which damaged the rear of the car and another when he hit some fallen rocks and damaged his steering. In all, the time lost in all these amounted to well over half an hour, and his progress throughout the event as he whittled that down to just one and a half minutes was quite amazing to watch.

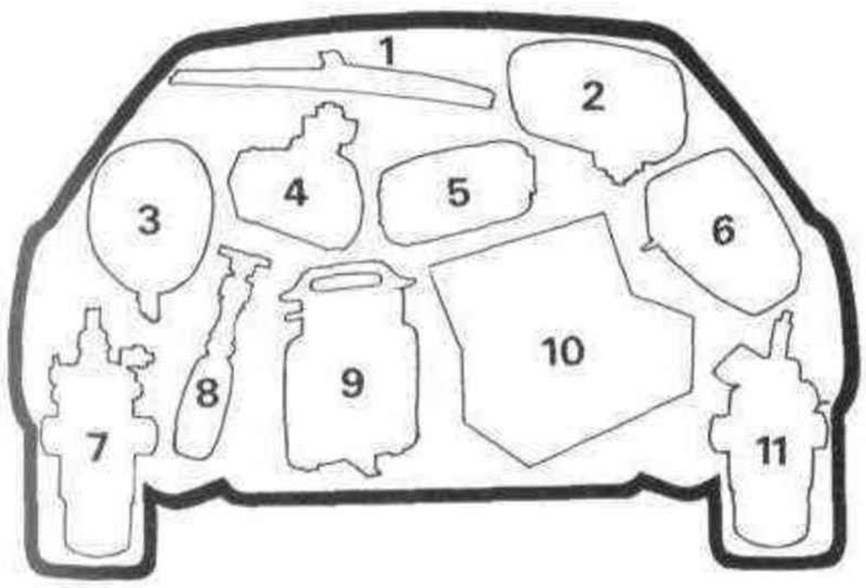
The Fiats suffered various problems, including severe overheating and, in the case of Bacchelli in particular, loss of oil and oil pressure. Lampinen's engine sucked in a wire mesh which had been put over the air intakes when the filter

Continued on page 692

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WIPAC 50 YEARS ON THE ROAD OF SUCCESS.

LOOKING BACK WITH REG PHILLIPS

IT IS NOT every day that you meet a cheerful man of 62 who has been competing, for the fun of it, in speed events, trials and rallies, having built himself 20 specimens for the purpose, and who is looking forward to another season of speed hill-climbs in a Ferrari. Such a person is R. W. Phillips, Chairman of James Fairley Steels. D.S.J. and I went to meet him again the other day in Birmingham, on the very spot where his steel business was started over 100 years ago, to talk about his sporting motoring career. Reg and his wife are cheerful, extrovert people who have obviously enjoyed their close contact with amateur competition motoring; this is evident as soon as one meets them and the jokes and amusing reminiscences begin to flow. . . .

Coming from a distinctly anti-motoring family, Reg had to start his motoring the hard way. He remembers going as a boy to near-by Shelsley Walsh from 1932, as Londoners went to Brooklands, and becoming a great fan of Basil Davenport's, so that a Meccano clockwork motor was made into a working model of the "Spider". His first taste of personal special-building, for which he was to become so well-known, occurred while he was in the Army in Italy, when he contrived to insert a Ford V8 engine into an Austin 8 truck. Because of his passion for cars he had been sent in the pre-war period to the obvious place for a Birmingham boy, Austin's at Longbridge, where before the war he was greatly inspired by the twin-cam Austin racers and Lord Austin's enthusiasm for motor racing. All this worked out well, because Reg worked in Austin's Production Planning Department and met a girl who also worked there and who is now his wife.

Naturally, he started motoring with a standard Austin 7, sold for £2 to acquire a Morgan 3-wheeler. This was a side-valve model of unexciting potential, so there were few regrets when a cylinder cracked. At this time Reg showed his stamina by riding to London and back from the Midlands on a 2-stroke Francis-Barnett motorcycle, the petrol for which cost 5p each way. An Ulster Austin introduced Reg to trials, and in his first such event, the Hagley & District MC's Spring Trial, he won the GH Cup in the 1½-litre class. After the war he tried an Austin 7 Open Road two-seater with a modern blower tacked on and this was followed by what can be regarded as the first Fairley Special, a Ford Ten engine in an Austin 7 chassis, with a cowl like that of the much admired twin-cam racers and, at first, a coat of green paint. Reg followed the Ken Wharton dictum at this time, that if a special took more than a fortnight to build it would be too heavy. A true Fairley Special followed, derived by putting a Jowett Javelin flat-four engine into the 1948 ex-Briggs' Norton 500 chassis. The engine was nicely amidships, which kept the occupants' feet warm, and they sat high up, "on top of the 'bus". A body of sorts gave this car the appearance of an ant-eater with its nose in the mud, so it was named "Ardvark" All the running-gear was Ford, except for the gear-box, which was probably from a Hillman Minx.

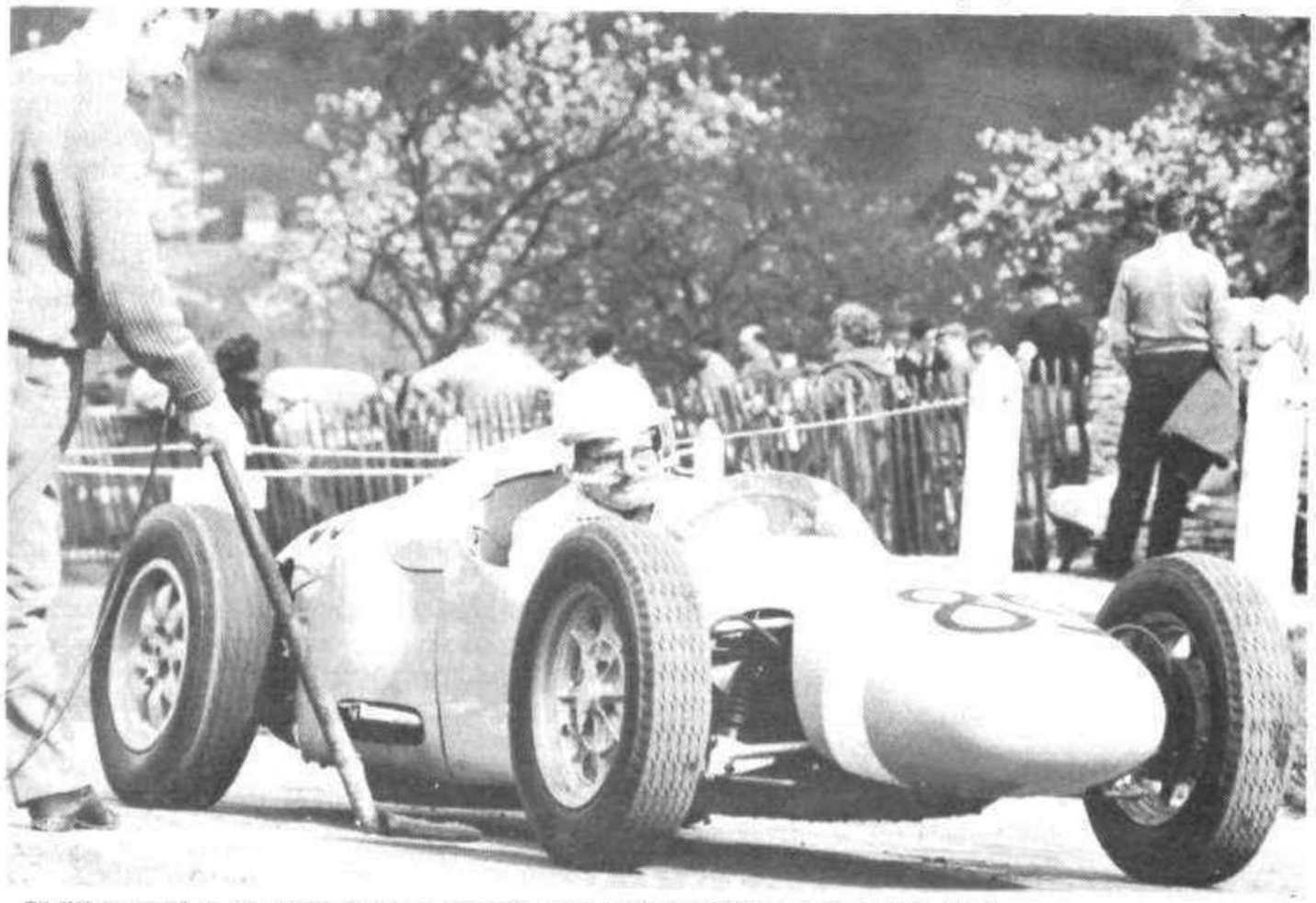




Tyre-bending in the Fairley-Ford V8 single-seater hill climb car, above, constructed around a Mercury V8 engine. One of the homebuilt trial cars, right, this one using a Javelin engine in a tubular chassis.

The next step was to make a proper tubular frame to take the Javelin components. At the time the excellent Charles Grandfield of Jowett's was having a few problems with the Javelin and was glad to provide Reg with an engine and hear what transpired. "The car did everything except overheat," its builder recalls. The chassis was 100% home-built. This Fairley was raced at Silverstone, Gamston, etc., but was really a trials' car. It led on to a purely Ford Ten trials-car, using Austin 7 front wheels and an undivided Ford axle, with which Reg and his friend Raymond Baxter of BBC fame had much fun.

It was now that the late Holland Birkett got the 750 MC Six-Hour Relay Race off the ground, and Reg was responsible for a team of three Austin 7 Specials for it. Experiments with an Austin 7 powered by a Norton 500-c.c. engine and Austin 7 back axle (which survived), led to a neat two-seater sports-car using an Austin chassis and a Ford 10 engine. It made a useful tow-car.

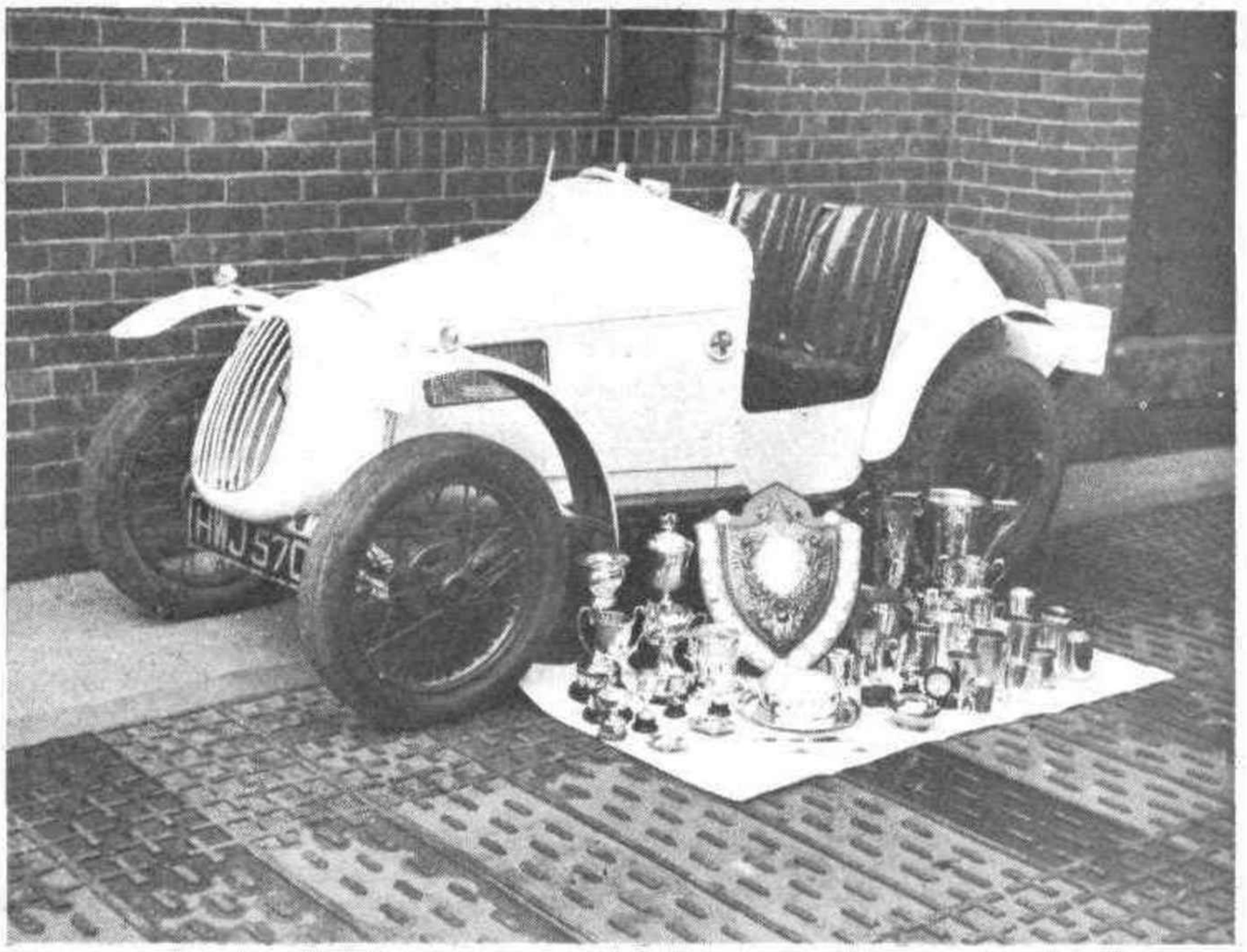


Phillips leaving the line in the supercharged Fairley-Climax 1500 hill climber.

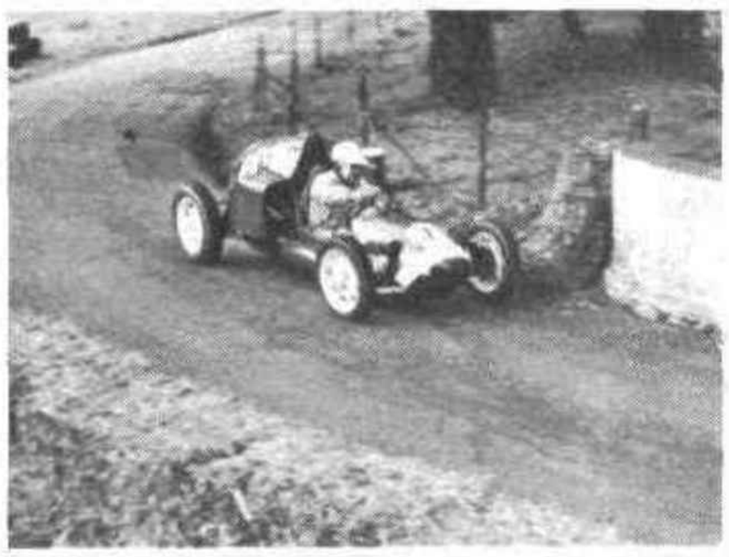
From this came the idea of a small four-seater coupe with power-operated hood, the engine a Jowett Javelin, the body of aluminium, with the possibility of going into production and selling this Fairley at around £750. In fact, the project never materialised and only one prototype was built but it did get the Steel Industry concerned as to whether aluminium might take over from steel for car bodywork! The advent of the Jowett Jupiter would have probably killed the project, anyway.

A rather dull period of hard work building up the steel business that an Uncle had bought in 1921 followed, but Reg did some rallies and then liked what he saw of Prescott. He at once went home, set up four bricks on the workshop floor as engine supports, and constructed a hill-climb car round a 4.1-litre Ford Mercury V8 engine. This took ten days to complete, using two tubes for side-members, Austin 8 axles and springs, and a 5.3 axle ratio, one gear up the hill being sufficient. Using the road tyres of the time, and on the then casual sprint courses, it isn't surprising that the driver was more often than not "all crossed up"! Liking speed hill-climbing, Phillips next acquired a standard Cooper with an ex-Wharton "iron" 1,000 c.c. JAP engine, towing it to meetings behind the Javelin-engined coupe "Bluemobile".

Encouraged by this rear-engined racer, Reg now constructed a splendid Fairley Special, by placing across the back of the Cooper chassis a 1,460 c.c. single-cam Coventry-Climax four-cylinder engine. It had to be off-set but fitted quite neatly. The Norton gearbox was retained but not being intended to take such loads, its internals broke up and were satisfactorily replaced by new ones, made of Fairley steels. A new driving chain had to be used after every run and the chain salesman was so efficient that Phillips gave him a job; he is now a highly regarded sales-executive of the James Fairley Steels. For a time the Climax was made to do without a radiator but later one was fitted at the back of the car. After the power had been improved by supercharging, this Fairley single-seater sprint car really motored.... It didn't exactly stick to the road, however, so Reg then built his own chassis for it. The result was sensational, coupled to Phillips' skilled and determined handling of



The first true Fairley Special with its magnificent collection of "pots", above. An ex-Ken Wharton 1,000 c.c. JAP engine provided power for this standard Cooper, below.





The Javelin-engined, all-aluminium coupe "Bluemobile", a Fairley which almost went into production.

the Fairley, with his wife's support always at hand. In 1960 he made best-time-of-the-day at his beloved Shelsley Walsh (he is an MAC Committee man), in 37.33 secs., but his most satisfying climb, he says, was in 1961, when he got within one-fifth of a second of Tony Marsh's time in a works BRM, reputedly running on nitro fuel. Thinking of nitro, Reg recalls an occasion at Shelsley Walsh when Wharton let him take his Cooper 1000 up the hill in the wet, and of how "arms-crossed" it was all the way to the top, as Reg hadn't realised that the engine was a nitro-burner and therefore that much more powerful than his own....

From that peak in 1961 to 1967 it became necessary to concentrate on the steel business, as Phillips was now Chairman. He did not altogether foresake motoring sport, however, using an E-type Jaguar coupe in sprints, helped by Lofty England, but without much success. He then wondered if a Mini-Moke might not make a good hill-climb vehicle. One was acquired, a blower bolted on, and this provided fun for Reg, Baxter and Baxter's son. Phillips' love of the sport then took him to better things. He bought a standard Chevron B8 from Peter Lawson, the BMW engine of which was fabulous, going to 9,000 r.p.m. with a standard crankshaft. This was converted into a Fairley-Chevron sports-racer, GP Metalcraft cobbling up a body.

Next we find this inveterate specials-builder actually *buying* a car! The B8 had been sold, to someone who soon wrote it off, and a new Chevron B19 acquired. This was followed by the ex-Peter Gethin 2-litre Cosworth-powered Chevron B25, single-seater used in sprints during 1972-73. Reg was now departing from the funnier Specials and getting on to more serious things.

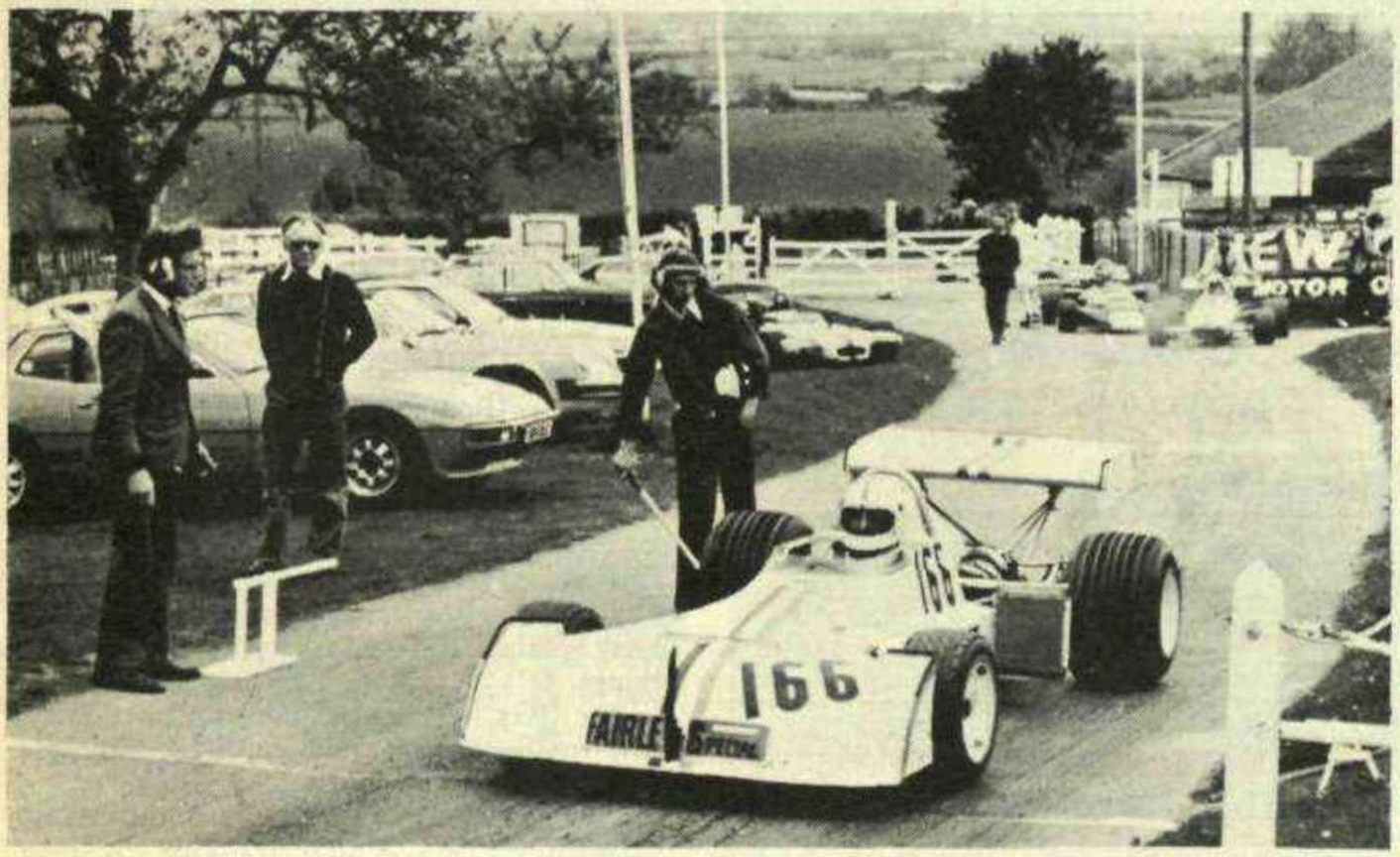
The B25 was made into the well-known Chevron-Fairley hill-climb car, with the engine enlarged to 2,200 c.c., tuned by Alan Smith of Derby, given 24-volt starting, and the radiator moved to the back. With it Reg broke the 30 sec. barrier at the 1976 August Shelsley Walsh meeting. This car was sold to John Stuart and



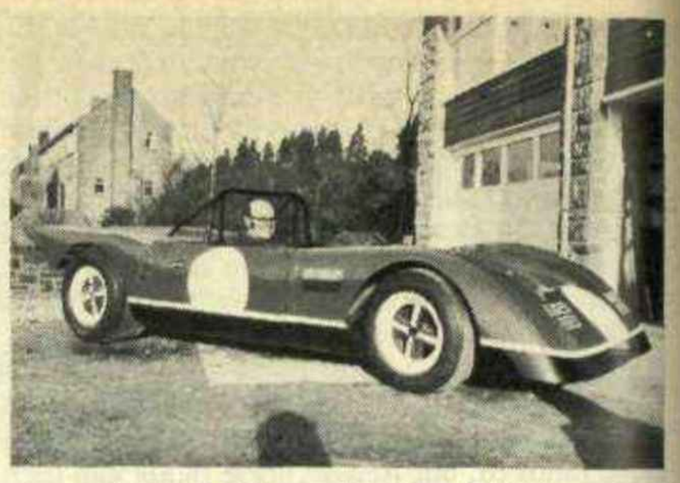
Reg Phillips' career has included several works rally drives, that on the left showing his effort with a works Zephyr on the 1955 Monte Carlo Rally.

Reg then decided to go in for a fast road car with which he could also continue his hill-climbing career. With the latter aim in mind thoughts of a De Tomaso were discarded and when a new Ferrari 308 GTB was seen in a Birmingham showroom, a quick deal was done. It is shaping up well, although I did not know that when Reg took me up Loton Park in it we could easily have lost all the brakes. On the way home a front wheel nearly came off, upsetting the brake-pad location.

In his long motor sporting career Reg Phillips has managed some rallies in works' cars, such as Jowett Javelin, Mk. 1 Ford Zephyr, Austin Westminster, Ford Anglia, and Sunbeam Rapier. He has been co-driver to chaps of the calibre of Peter Harper and Raymond Baxter, finishing fifth in the 1958 Monte Carlo Rally and coming in first in his class in the 1954 Tulip Rally. He began as a trials'-driver, of course, and netted the British Trials Championship in 1953. He has enjoyed TV appearances, as when the BBC filmed the Jaguar Le Mans team-cars at MIRA in 1951 and in the first TV Trial. Now, with 37 years' of the sport behind him, Reg is as keen as ever, and as full of the joy of living as ever. He intends to run the Ferrari in the appropriate class at all the British hill-climb courses, interspersed with some sailing and moving house to Devon. His steel business supplies steel, in the raw or fully machined, as required, to the Motor, Engineering and Oil-Rig Industries. Ford cars figure prominently in his business fleet. Overall, Reg loves talking about all aspects of motor racing – we did this so thoroughly that D. S. J. all but missed his homeward train. – W. B.



With this Chevron-Fairley hill climb 2200 (originally a Chevron B25), the then 62-year-old-Phillips broke the 30 sec. barrier at Shelsley in 1976.



A smiling Phillips in the BMW-engined Fairley-Chevron hill climber, converted from the ex-Peter Lawson Chevron B8.

RALLY REVIEW – Continued from page 688

elements were removed during the extremely wet stages in the early part of the rally, but apart from gulps, coughs and a few missed beats, the engine didn't seem to suffer. Alën had a water hose split and was later caught speeding by the police, for whose signal he didn't stop. This caused quite a rumpus, but simply because the regulations did not specify an exact penalty an appeal court later allowed Fiat's protest against his disqualification.

Leader throughout most of the event was Bacchelli, but it was Vatanen's amazing ability in shortening the lead which caught the imagination of the crowd, and in New Zealand they will no doubt talk for months about the blond Finn who drove on their logging tracks as no-one has ever driven before.

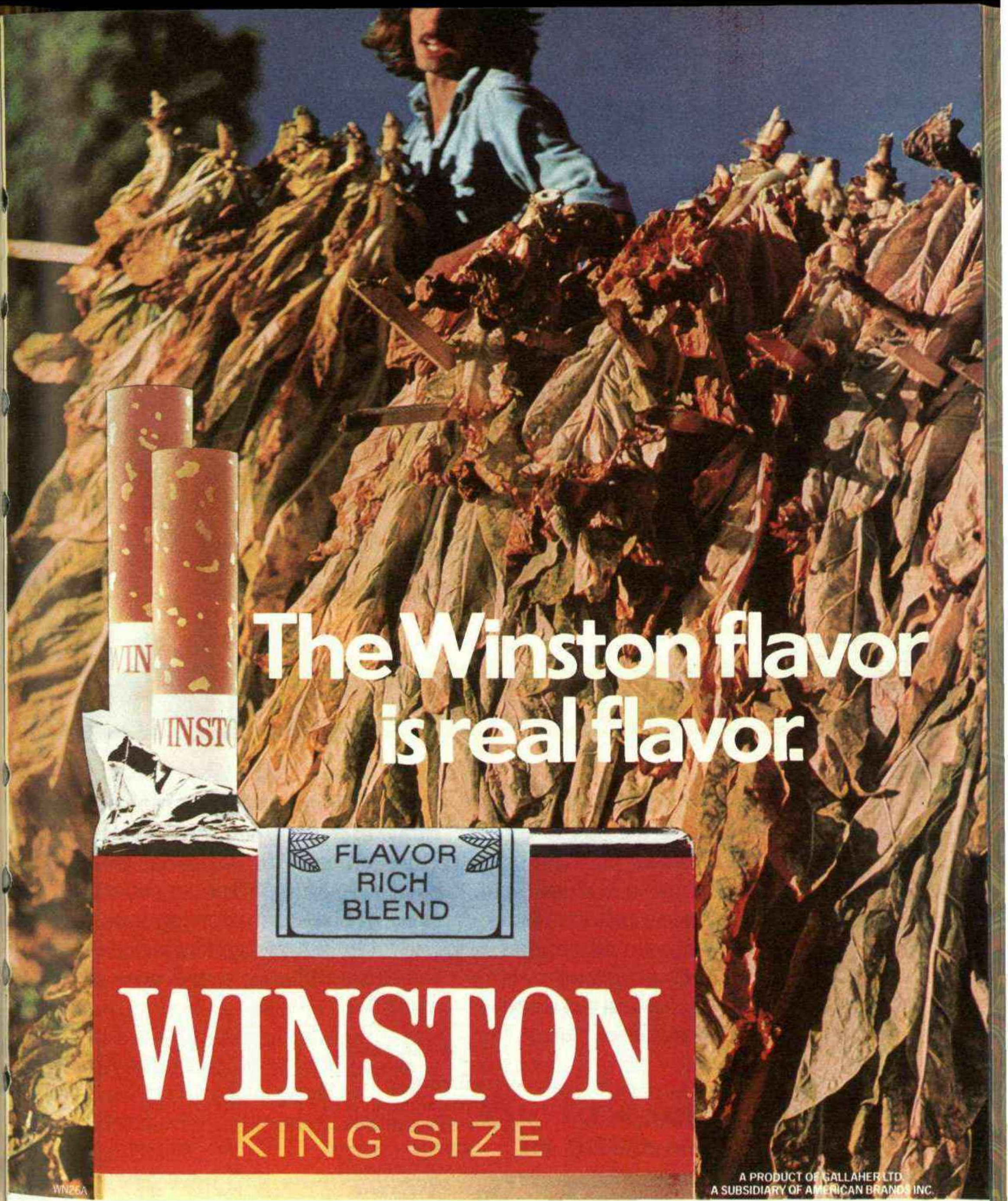
At the finish, attended by the Prime Minister who also presented the awards the next day, the tension was indescribable when Bacchelli failed to appear. There were no lateness penalties outside special stages, but maximum lateness before exclusion was one hour and the Italian was getting dangerously close to it. Whilst team manager Audetto was wiping away his sweat and attempting to convince people that the delay was caused by nothing more serious than a car wash, Vatanen also became edgy as the prospect of a win drew closer to a reality, but finally the missing Fiat entered the Auckland showground with a roar and clocked in with just a minute to spare. The trouble had been oil pump failure, and though vast quantities of oil and molybdenum additive had been poured in, there really had been no course other than to change the malfunctioning oil pump.

It was as close a finish as we have ever seen, and one which reduced the Fiat people almost to jellies. The whole event had been a difficult one for them, as it had also been for the organisers, but we imagine that lessons have been learned all round, and whilst the organisers will make quite sure that their regulations will have no loopholes next year, we are equally certain that no visiting professional team will underestimate the ability of those who ran the event and attempt to take advantage of a situation created by nothing more than integrity and true sportsmanship. – G.P.

Results

1st :	F. Bacchelli/F. Rossetti (Fiat Abarth 131)	1,469.91 min.
2nd :	A. Vatanen/J. Scott (Escort RS1800)	1,471.49 min.
3rd :	M. Alen/I.Kivimaki (Fiat Abarth 131)	1,491.90 min.
4th :	S. Lampinen/S. Andreasson (Fiat Abarth 131)	1,495.79 min.
5th :	R. Millen/M. Franchi (Mazda RS3)	1,547.99 min.
6th :	J. Woolf/G. Whittaker (Mazda RS3)	1,629.65 min.
7th :	J. Sergel/M. Fletcher (Escort RS1800)	1,692.80 min.
8th :	R. Tippett/A. Hercock (Escort RS2000)	1,701.75 min.
9th :	M. Chandler/D. Cambell (Mitsubishi Lancer)	1,706.68 min.
10th :	A. Brough/M. Galvin (Toyota Trueno)	1,725.22 min.

100 starters, 35 finishers.



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Cars tested with RAC supervision	Miles on 1 gallon of petrol		The difference
	On 20–50	On VF7	
FORD FIESTA 957	40.2	42.5	2.3
VAUXHALL CHEVETTE GL	31.3	32.7	1.4
CHRYSLER AVENGER 1300 SUPER	31.8	33.6	1.8
VOLKSWAGEN GOLF 1100	36.2	39.3	3.1
CHRYSLER ALPINE GL	32.3	35.1	2.8
FORD CORTINA 1.6 GL	29.8	31.7	1.9

31.7m.p.g.



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ROAD TEST

The Lancia Beta Monte-Carlo Spider

Mid-engine style with acceptable practicality, excellent handling and roadholding, but suspect brakes.

IF THE DAYS of the sports car looked numbered in recent years, the Fiat group has done more than any other company to rejuvenate the image by producing a remarkably stylish, yet practical, range of mid-engine sports cars. The recent introduction of the Lancia Beta Monte-Carlo (the hyphen is Lancia's style) on the British market completes the availability of Fiat's mid-engine "set" in the UK: the Fiat X1/9: the Lancia Beta Monte-Carlo; the Ferrari 308GT4; the Ferrari 308GTB; the Ferrari Berlinetta Boxer. A mouth-watering collection with two things in common throughout: eyecatching, imaginative styling, pandering to the ego whether one's budget is £3,000 or £25,000; and outstanding characteristics of road behaviour. The X1/9, which we praised so highly in the April issue, is selling in colossal quantities by sports car standards. The Monte-Carlo, the X1/9's big brother, for it was originally designated X1/20, must surely attract similar success, perhaps a final condemnation of Leyland's decision to reject the mid-engine concept.

The Monte-Carlo, powered by a 2-litre version of the Fiat-Lancia twin-overhead camshaft, four cylinder engine, was designed and has its body built by Pininfarina, thus avoiding a conflict of styling with the Bertone X1/9 exercise. We first tried the Monte-Carlo in the Summer of 1975 and described it in the July 1975 issue, since when a number of improvements have been made. Most obvious is the fitting of windows in the previously solid fins running down from the roof to the tail on either side of the engine compartment. The visual effect is to create Maserati Merak-style flying buttresses, but the most important advantage is that this mid-engine car now boasts excellent three-quarter rear vision.

This strictly two-seater car has endearingly squat and chunky, wedge-shaped styling of surprisingly compact dimensions. It is only 12.5 ft. long, and 3 ft. 10.8 in. high though the pronounced wheel arch lips to cover up the fat, 185/70 HR-13 in. Goodyears take it out to a width of 5 ft. 6.7 in. Pininfarina front-end styling eschews the contemporary sports-car trend of "droop-snoot" with pop-up headlamps for a square tip to the nose of the wedge shape, in which powerful, rectangular headlamps flank a conventional radiator grille. It is a relief not to have the palaver of lifting and lowering and potential unreliability of pop-up headlights. The grille is functional, hiding a radiator which is fed and relieved by pipes carried to the rear in a central tunnel, through which cooling air for the engine compartment is ducted from a grille below the number plate. Additional small grilles on either side of the number plate feed cool air to the front disc brakes. A grey plastic nose piece and matching wrap-around bumpers protect either end of the car.

A usefully commodious boot offers 7 cu. ft. of luggage space in the nose. Within this fully-carpeted bay two unobtrusive lockers house, on the right, the battery, and, on the left, the Fiamm air horns and electric pump and container for the initially lethargic screenwashers. Lancia have made a rare concession to right-hand-drive cars by moving the lockable boot release handle to the right-hand wheel arch in the cockpit and ditto the engine cover release in the rear bulkhead. The boot lid needs dropping from a great height if the catches on either side of its rear edge are to close in unison. The louvred engine bay lid is hinged along its left-hand edge and held up by a stout prop. Unlike the X1/9 the Monte-Carlo doesn't have a rear boot to complement the front and consequently there is a great deal of wasted space behind the transverse engine. The left-hand corner of this gap is taken up by the spare wheel and comprehensive tool-kit and jack, but it seems a pity that some sort of locker hasn't been fitted to make use of the rest of the space. At least this means that the dull aluminium cam covers and plugs of the inclined engine are very easily accessible, as is the distributor. The Weber 34 DATR/200 twin-choke downdraught carburetter is reasonably easy to work on once the complex air-cleaner has been removed. Ahead of the engine lid, the almost vertical, sheltered, heated rear window keeps reasonably free from rain and gives a wide rear view mirror aspect, backed up by a mirror on the driver's door. Further aids to good all round vision are the fixed quarter windows behind the occupants' heads and those windows in the buttresses; the steeply sloping pillars of the bonded-in windscreen are occasionally obstructive, but all in all the Monte-Carlo has overcome one of the more basic hazards of a mid-engine concept. Consequently this car is easy to park, too, aided by the squared-off tail.

Porsche 911-like, the Monte Carlo is available in open or closed forms for the same price. The



Spider version, as tested, has an ingenious Pininfarina patented soft top which rolls up into the rear roll bar section. In practice this contraption is disappointing, particularly to this writer, who can lower or raise the full soft top of his Alfa Romeo Spider in a couple of seconds without leaving his seat. This Monte-Carlo device demands that the driver climbs out of the car, walks round both sides of it to execute the roof-furling procedure and is rewarded by a hole in the roof no larger than a conventional sun-roof, which creates modest buffeting at 60 m.p.h. plus and intolerable buffeting at 70-75 m.p.h. plus. A knob in the cockpit ceiling releases a rigid section over the roll bar, which when hinged forward releases tension on the roof section. The front of the roof panel engages in a lip just above the screen rail, from which it is very difficult to unhook, a real finger nail-breaking exercise for ladies. Once free from the lip, the soft roof is rolled back and tucked in a channel in the roll bar, before the rigid rear section is closed over it. I would hesitate to call the Monte-Carlo an open sports car; it is more of a fixed head sports car with an over-complicated sunroof. The system does have the advantage of not devouring luggage space, as does the X1/9's rigid Targa top when stowed, but on the other hand the X1/9 offers a proportionally larger open area without buffeting. However, the Monte-Carlo does offer smooth, quick-moving electric windows as standard, sensibly operable with or without the ignition.

To Lancia engineers there was nothing new about the mid-engine concept: their Stratos has carried all before it in International rallying, including the Monte Carlo Rally, in celebration of which victory the Monte-Carlo attracted its name. But the Stratos was a pure competition car, any road versions of it existing purely to conform with homologation regulations, with no concessions to everyday practicality. The Monte-Carlo extends the theme into a practical road car, while using many of the lessons learned on the Stratos. It uses McPherson strut front suspension with single bottom track control arms and a front tie-rod each side and an anti-roll bar. There are McPherson struts at the rear too, with wide-based bottom wishbones and adjustable radius arms. All four disc brakes are of the same 227 mm. size, operated by two separate hydraulic systems front and rear, only the front of which is servo assisted, of which more later. Highly attractive alloy wheels are standard.

The 84 mm. x 90 mm. 1995 c.c. engine is a development of that fitted to the current 2-litre front-wheel-drive Beta models. In Monte-Carlo form it gives 120 b.h.p. DIN at 6,000 r.p.m. (the tachometer is red-lined at 6,400 r.p.m.) and 121.5 ft. lb. DIN at 3,500 r.p.m. Its belt-driven twin-overhead camshafts operate two valves per combustion chamber in the aluminium cylinder head. The cylinder block is cast iron and the crankshaft runs in five main bearings. A 20-degree tilt to the rear puts the rearmost camshaft of this transverse engine just behind the

The Monte-Carlo has outstanding roadholding and handling attributes, above. The interior is functional, plasticky and very comfortable, but the wheel obscures the speedo., below. The Fiat-originated, 2-litre twin-cam engine fits snugly and accessibly amidships, opposite left. "Distinctive" is a term for the styling from any angle, opposite right. Note the sensible windows in those "flying buttresses".



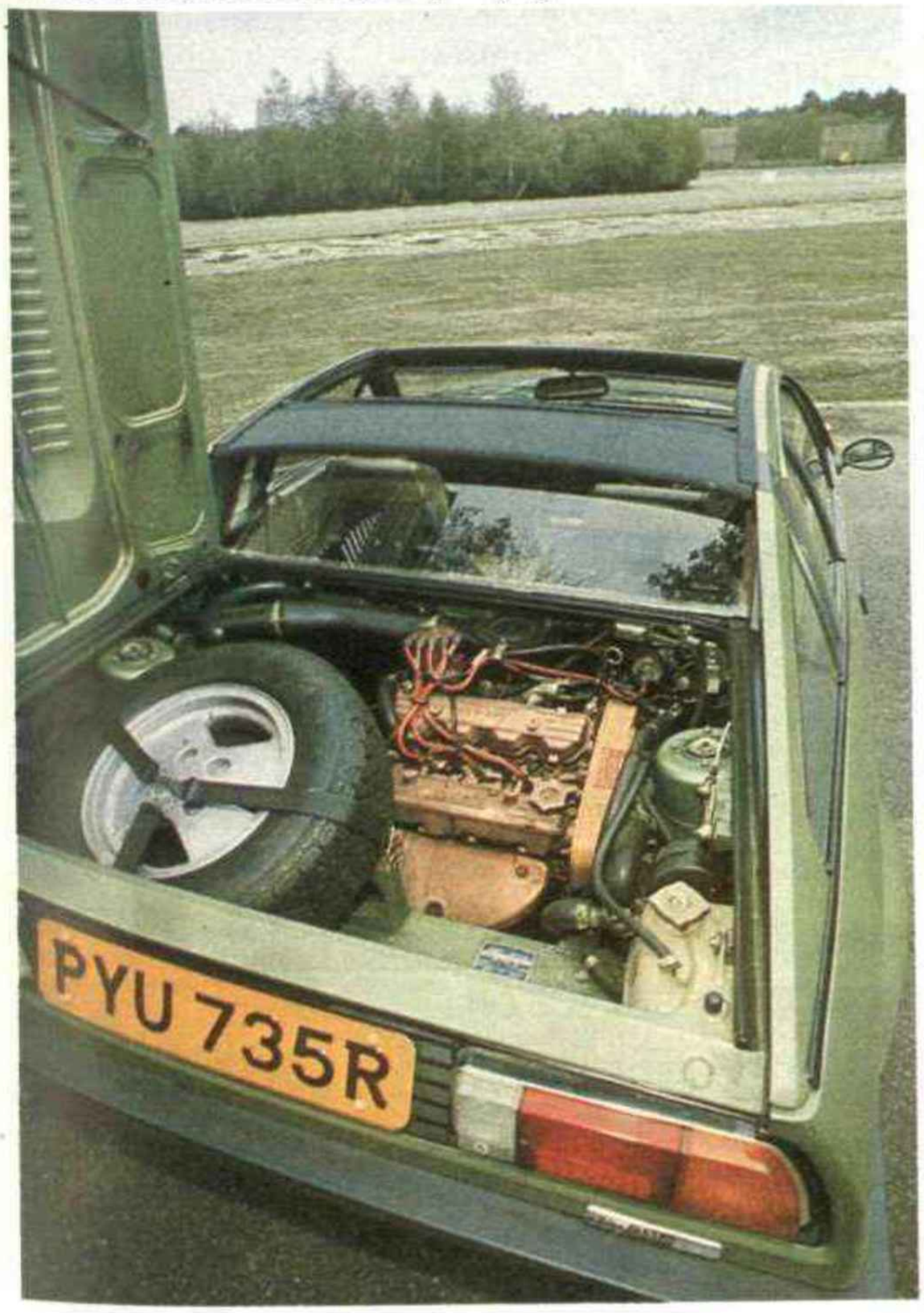
wheel centre line, so that it is only just mid-engined. The five-speed, all indirect gearbox, in-line with the engine on its nearside, is borrowed from the front-wheel-drive Betas. The 3.714-to-1 final-drive ratio gives 19.7 m.p.h./1,000 r.p.m. in 5th. Hydraulic operation is used for the diaphragm clutch.

The Monte-Carlo's cockpit is sensibly, almost plainly planned, while remaining adequately modern to complement the car's advanced styling. There is too much plastic around though, the grey, plastic panel containing the facia vents being glaringly nasty. Some welcome relief would come from specifying the no-cost option of cloth seats, which should also remove the stickiness which the non-breathing plastic covers promote on long journeys. The facia is generously padded and an attractive feature is the thick buttresses at the forward edges of the doors, which merge flush against the facia corners. The door-handles are hidden beneath them. Instruments are tucked away behind a curved, reflection-free glass screen in a rectangular cowl. On the right is a vertical row of drum-type auxiliary instruments of commendable clarity, paired with warning lamps. At the top is the oil pressure gauge, beneath is the temperature gauge and at the bottom the gauge for the 13-gallon fuel tank, the lockable filler for which, mounted below the roll bar on the nearside, caused me great consternation when it broke in the locked position. The drum pulled out with the key, needless to say the tank was almost dry and I was in a hurry. Fortunately I managed to ease the car to my destination without running out of fuel and later was able to force open the filler cap with a screwdriver. The 8,000 r.p.m. Jaeger Italia tachometer, red-lined at 6,400 r.p.m. is centrally mounted and clear enough, but the matching 160-m.p.h. speedometer on the left is poorly marked and has a large proportion of its face masked by the steering column – all the way from 20 m.p.h. to 80 m.p.h. from my seating position. The broad, yellow needles on both instruments are attractive and clear. Fiat rather than Lancia steering column stalks are fitted, a two speed and intermittent control for the twin wipers arms (efficient and correctly positioned for r.h.d.) and hesitant washers on the right and lights and winkers on the left. The main light switch is on the facia below the cowl. Switches for the heated rear screen and hazard warning are positioned at the top of the centre-console, alongside an ash-tray. Beneath this the test car could have had a radio, but didn't, an omission which left me somewhat lost – it's surprising how dependent one becomes on the company of in-car entertainment. A clock is flanked by the heater controls. The electric window controls are mounted on the console between the seats.

The seats are extremely well-shaped and exceptionally comfortable, built upon plastic frames and with integral headrests. Only when the Monte-Carlo's outstanding roadholding is used to the full do they reveal a certain lack of lateral support. They offer a very full range of adjustment, even for tall drivers. The driver's seat backrest can be very conveniently adjusted by a knurled knob on the end of a substantial stalk on his right hand side, which looks so much like a handbrake that several have been broken by dockworkers on Monte-Carlos in transit from Italy. The real handbrake sits on the console between the seats, where it operates on the rear discs with only just adequate efficiency – no handbrake turns in this sports car, except on loose surfaces. The steering column is non-adjustable and the attractive wheel is less attractive in feel, for its rough-texture plastic rim becomes slippery with sweat when the driver is exerting himself, is too thin and the dummy stitching on the inside edge is rough and unnecessary. "Clompy" shoes are out with the Monte-Carlo, which has pedals grouped so very closely together that weltless driving shoes are desirable for comfort and safety. Toe and "side of footing" is easy. I found the brake and clutch pedal pads too small, particularly the clutch which, though operating modest pressure, made the ball of my foot ache in London traffic by concentrating the pressure on a small area. There is plenty of room and a foot rest for resting the clutch foot between changes, however. The carpet on the intruding wheel arch is sensibly protected from the throttle foot by a stainless-steel scuff plate. In fact the whole of the floor area is very neatly protected by moulded carpets. Inertia reel belts retract neatly into the rear bulkhead.

Stowage space is at a premium in the cockpit. A deep, illuminated under-facia locker is lockable in theory only: pushing the flimsy lid to one side allows it to fall open in spite of the lock. It is not a wise place in which to stow things like cameras in any case, for the spiky fluff lining moults and deposits itself everywhere. There is a TR7-type tray in the shelf above the rear bulkhead and additional room for stowage behind the seats.

Continued on page 717





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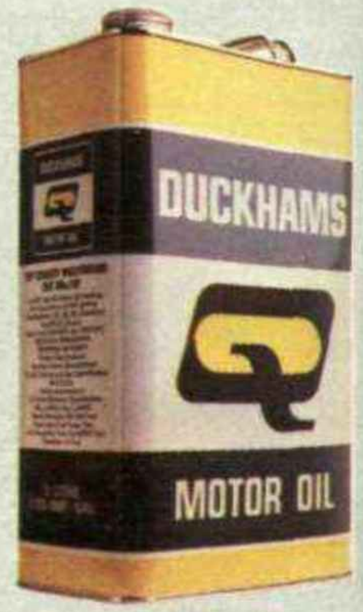
Rust. If you can't rely on the oil, it can kill the engine.

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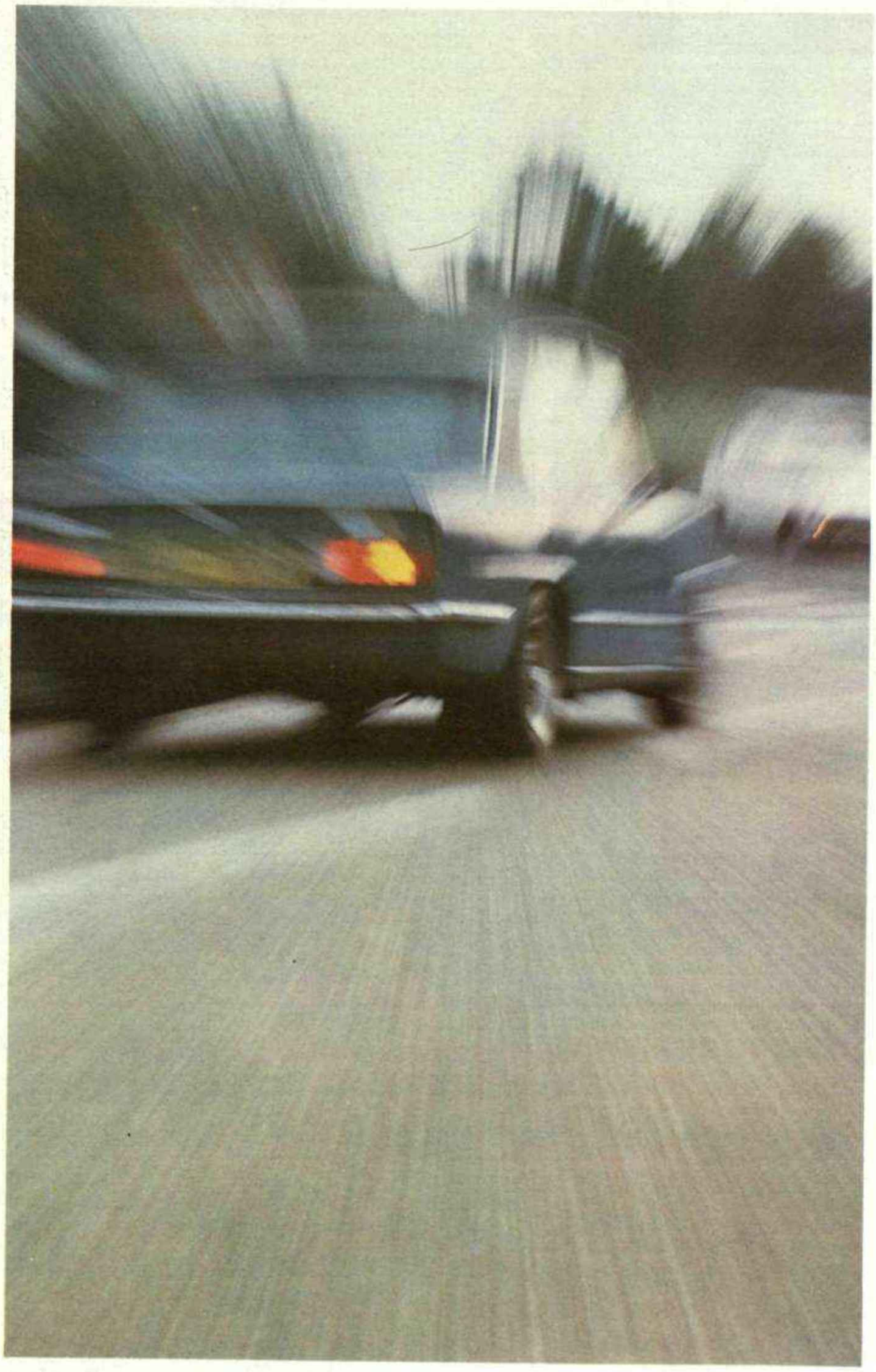




SILVERSTONE SIX HOURS The Kosset Six Hours race at Silverstone resulted as expected in a clean sweep for Porsche in this third round of the World Championship for Makes. In the picture at the top of the page, the winning works car of Jochen Mass and Jacky Ickx heads the rival Kremer Porsche of Bob Wollek and John Fitzpatrick and the rest of the 28 car field. The factory Porsche 935/77 of Ickx and Mass (right) eventually beat the Kremer car by a lap; below, it comes under pressure from the third placed Porsche 935 entered by Georg Loos for Rolf Stommelen and Toine Hezemans. The most memorable performance of the race, however, came from the 2-litre Faltz BMW 320i pictured above; it finished a fine class-winning fourth after a magnificent drive by Ronnie Peterson and his partner Helmut Kelleners, and was the only non-Porsche among the first 14 finishers.



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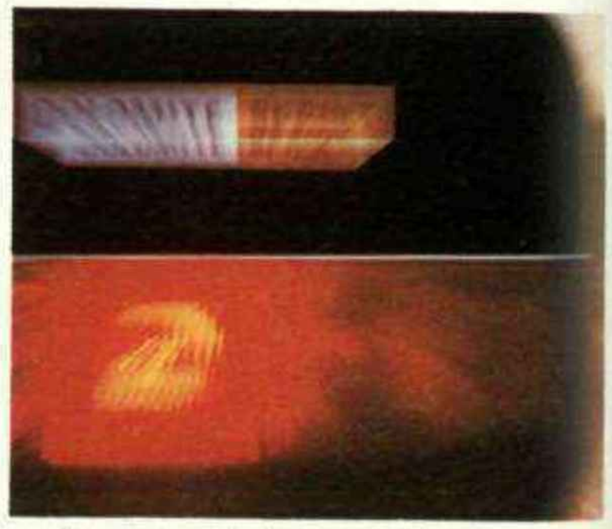
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The Graunchy Grippers

SALZBURGRING ETC CHAMPIONSHIP

THE SECOND ROUND of the European Touring Car Championship again featured the fast Jaguar XJ 5.3Cs, but both cars were eliminated by outer drive-shaft flange failures in the first half hour. Above, a 42-sec. pit stop for the winning Gunnar Nilsson/Dieter Quester (3.2 Alpina BMW). Below, Schenken hearing bad Jaguar news. The lurid Luigi BMW of Claude De Wael/Eddy Joosen splashed to second, while the Audi 80 GT alongside starred in the hands of Harald Ertl.







SPANISH GRAND PRIX THIRD place in the Spanish Grand Prix was the subject of an intense dispute between Jody Scheckter's Wolf (No. 20, *above*) and Jochen Mass' McLaren (No. 2) seen in our photograph split by Patrick Neve's Frank Williams - owned March which is being lapped. Adding to the Lotus team's joy after Andretti's victory, their second driver Gunnar Nilsson brought the other Lotus 78 (*below left*) home fifth. Lower right, Rupert Keegan made his Grand Prix debut in the new Hesketh 308E but spun off just before the half distance.

JACQUES LAFFITE (*above*) was the only driver to keep Andretti in sight during the early stages of the Spanish Grand Prix, but he was forced to pit his Ligier-Matra with a loose rear wheel after 12 laps. Below, Reutemann's Ferrari is seen on its way to a lonely second place. Bottom, Peterson's Tyrrell P34 leads Jones' Shadow DN8 during a hectic scrap that resulted in wheel-to-wheel contact on several occasions!

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Fast. Responsive. And loads of fun to drive.

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Which are certainly much more comfortable, but often very boring to drive.

With one notable exception.

The Renault 30 is among the most luxurious prestigious saloons on the road.

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Acceleration is remarkable at 0-60 in 9.7* seconds, and a top speed of over 112 mph makes cruising effortless at 70 mph.

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smooth ride, even on bumpy roads that you'd never dare to negotiate in the average two seater.

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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.)

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LUGGAGE SPACE WITH THE PARCEL SHELF REMOVED.

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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.

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*What Car 1977

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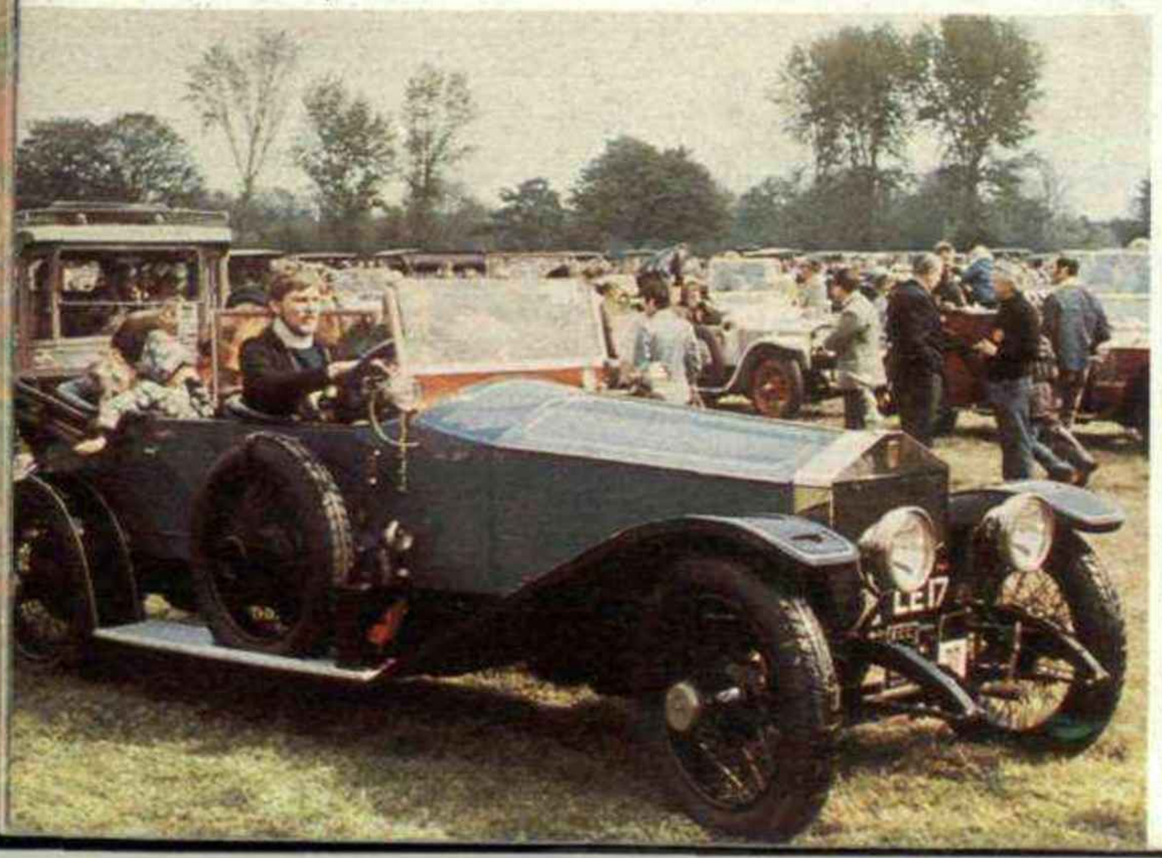


THE AUTOMATIC TRANSMISSION SHOWN IS OPTIONAL





RREC SILVER JUBILEE TRIBUTE A BREATHTAKING collection of some 500 pre-World War Rolls-Royces assembled at Windsor Castle on May 7th for inspection by Her Majesty the Queen, a tribute to her organised by the Rolls-Royce Enthusiasts' Club in her Silver Jubilee Year. Some examples are shown here. The 1907 40/50 7-passenger Barker Tourer, above left, was brought from Tampa, Florida, by its owner, Millard W. Newman. The first Rolls-Royce exported to America, and chassis number 553, this is the oldest 40/50 known, other than Rolls-Royce's original 40/50 Silver Ghost, AX 201 (chassis number 551). The 40/50, chassis number 557, shown above right in the procession leading from the Castle, was bodied from new by its original Scottish laird owner in 1907 with a shooting-brake body taken from an earlier Maudslay. Its present owner is James Smith of Aberdeenshire. The chassis of the 1902 40/50 Tourer, below left, served as an ambulance in the First World War and was rebodied by its present owner, Mr. Jarvis. Rolls-Royce's own 1904 2-cylinder, 10 h.p. model, below right, was one of three present.









INTERNATIONAL WELSH RALLY

SINGLE car or single driver domination doesn't really make for exciting competition, but four different makes leading the finishers into Cardiff in mid-May ended a stirring contest indeed, even if significantly enough, they were all driven by foreigners. Most noteworthy was that the winning car was a Vauxhall Chevette *(top)*, its Finnish driver Pentti Airikkala providing Britain's Dealer Team Vauxhall with its first outright victory in a major International event. Second place, after a very close contest indeed, went to another Finn, Ari Vatanen, who had led marginally in his Escort but who lost time by leaving the road only three stages from the end. Yet another Finn was third, Hannu Mikkola in a Toyota Celica of the Belgian-based Toyota-Europe team *(below)*, whilst in fourth place was an Opel Kadett GT/E *(centre)* of Britain's Dealer Opel Team in the hands of German driver Walter Rohrl. Perhaps equally significant was that the four leaders' navigators were respectively Welsh, English, Swedish and English.





Corner's Monoposto Alfa chases Lindsay's Multi-Union into Old Hairpin, left. Lang in the W196 and the by-passed bridge, right.

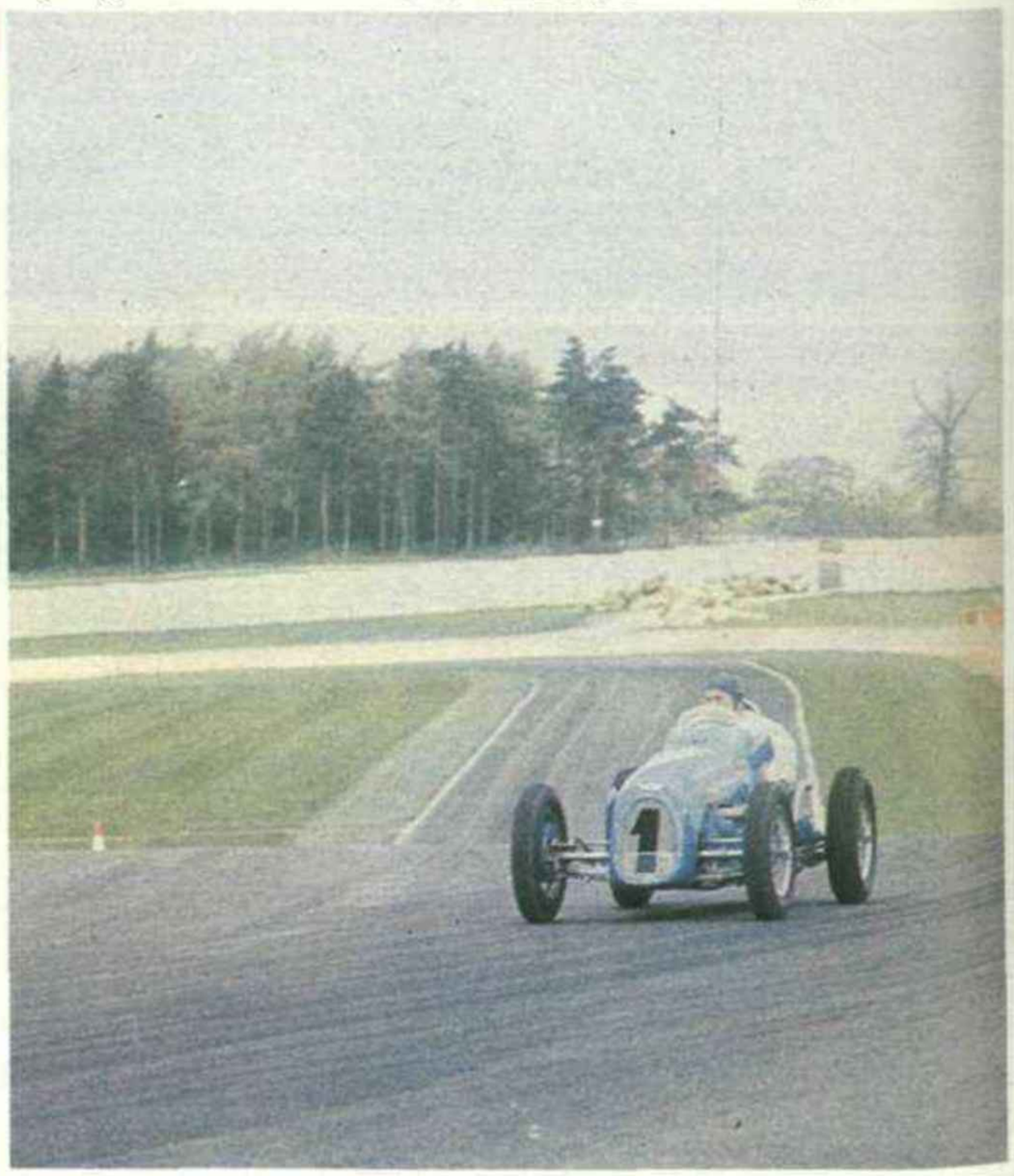
Donington Re-born

PRE-WAR NOSTALGIA enveloped the pleasant parklands of Donington Park on May 6th as the gloriously throaty roar of Multi-Union II and an Alfa Romeo 2.9 Tipo B Monoposto and the deep rumble of a less-fitting 1914 Grand Prix Mercedes reverberated across the undulating Leicestershire motor racing circuit. The noises were more than just another echo of the past released from the Aladdin's cave of the Donington Collection, as we have heard on previous occasions. They reflected the fulfilment of a dream for that ebullient Leicestershire builder, that portly, guffawing motor racing fanatic, Tom Wheatcroft, for though Mercedes-Benz UK Ltd. were hosting the day's gathering of historic racing cars at the re-created circuit's official Press Preview, it was really Tom's Day, acknowledgement that what once had looked an impossibility has come to pass, thanks to his dogged persistence.

As the Hon. Patrick Lindsay, Neil Corner and Philip Mann spread the right sounds around the emerald countryside from their aforementioned famous racing machines, a more poignant ghost of Donington's past had us captivated in those marvellous new pits. Those of us who were too young even to have been born then used our imaginations, those who had seen the real thing in 1938 their memories, as a be-goggled, white-leather-helmeted figure squeezed himself into the tight cockpit of a sleek, three-pointed-star-bearing, single-seater racing car, before re-affixing the wood-rimmed steering wheel released to facilitate his entry. Aided by an external starter, the silver fish's straight-eight engine burst into ear-shattering life, pervading the cool air with the pungent aroma of methanol and racing oil. With a deft flick of the wheel the German driver twitched his Grand Prix Mercedes out of its echelon parking position, tail against the pit wall, and blasted down the pit road past another works team car. With a little blurring of the vision, a confounding of the senses, it could have been that day 39 years before when that same white helmet atop a silver car sallied forth to set the fastest lap in practice for the Donington Grand Prix, on the 3-mile 220 yard circuit. For the hero of our vision was Hermann Lang, that great Mercedes driver, European Champion in 1939, Le Mans winner in 1952, revisiting an old haunt. Sixty-eight years old now and retired from his job as service inspector with Mercedes in Stuttgart, a little portlier, more jowly than when he finished second to the legendary Nuvolari in that 1938 Grand Prix, Lang retains a twinkling clarity in his eyes, a way with that big wheel which shows that the magic has not faded with advancing years.

Our dream ended when Lang sped fearlessly the wrong way up the pits straight to loop back into the pits, for this was no pre-War Grand Prix Mercedes, but a 1955 W196, the misfire which had curtailed Lang's run reflect-



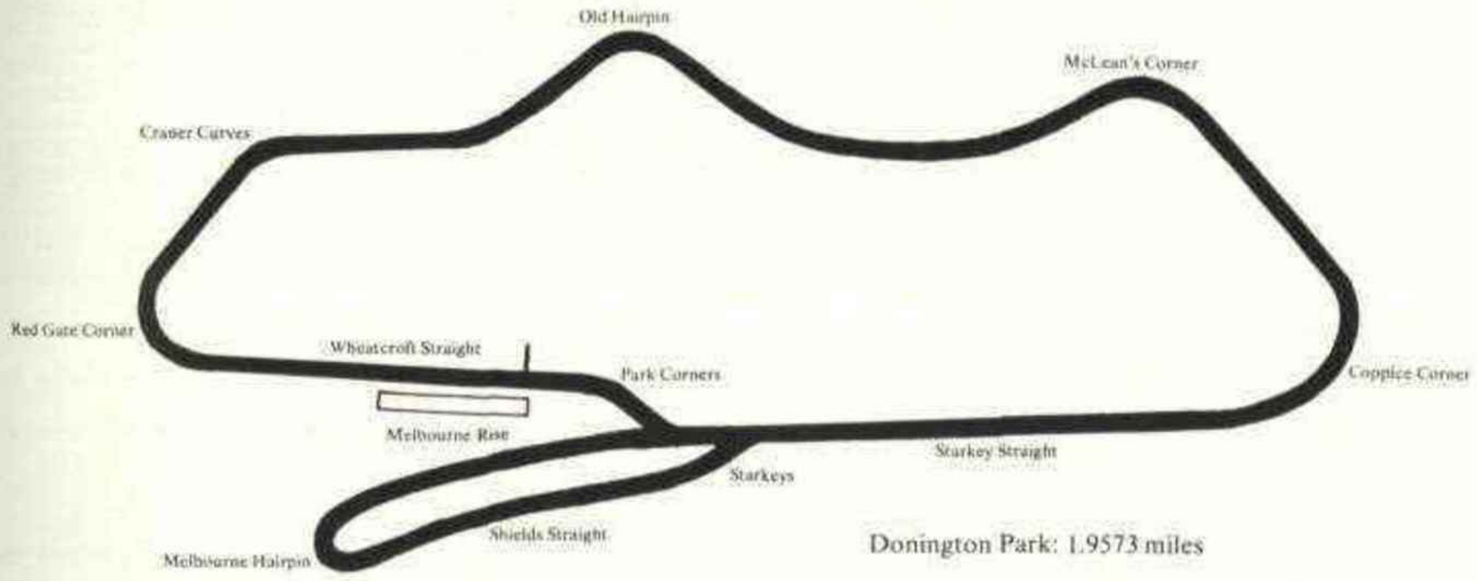






ing its current sedentary life in the National Motor Museum. Mrs. Lang, who had not expected her husband to relive his youth on this occasion, was quietly thankful for the W196's misdemenours, although Lang did have a brief run in the Multi-Union later.

delightfully-handling 280E. The first impression was of the sheer smoothness and consistency of the surface, which makes Brands and Silverstone feel comparatively like ploughed fields. This special, friction top black surface is a product of Redland Aggregates Ltd.,



Donington Park: 1.9573 miles

whose paving machine set a new lap record in laying it: six days! Qualities claimed for the surface material are resistance to aquaplaning and tyre-spray: the top surface is pervious, the underlayer impervious; water drains through the top layer, to the edges of the circuit on the underlayer, down the naturally crowned contour of the surface.

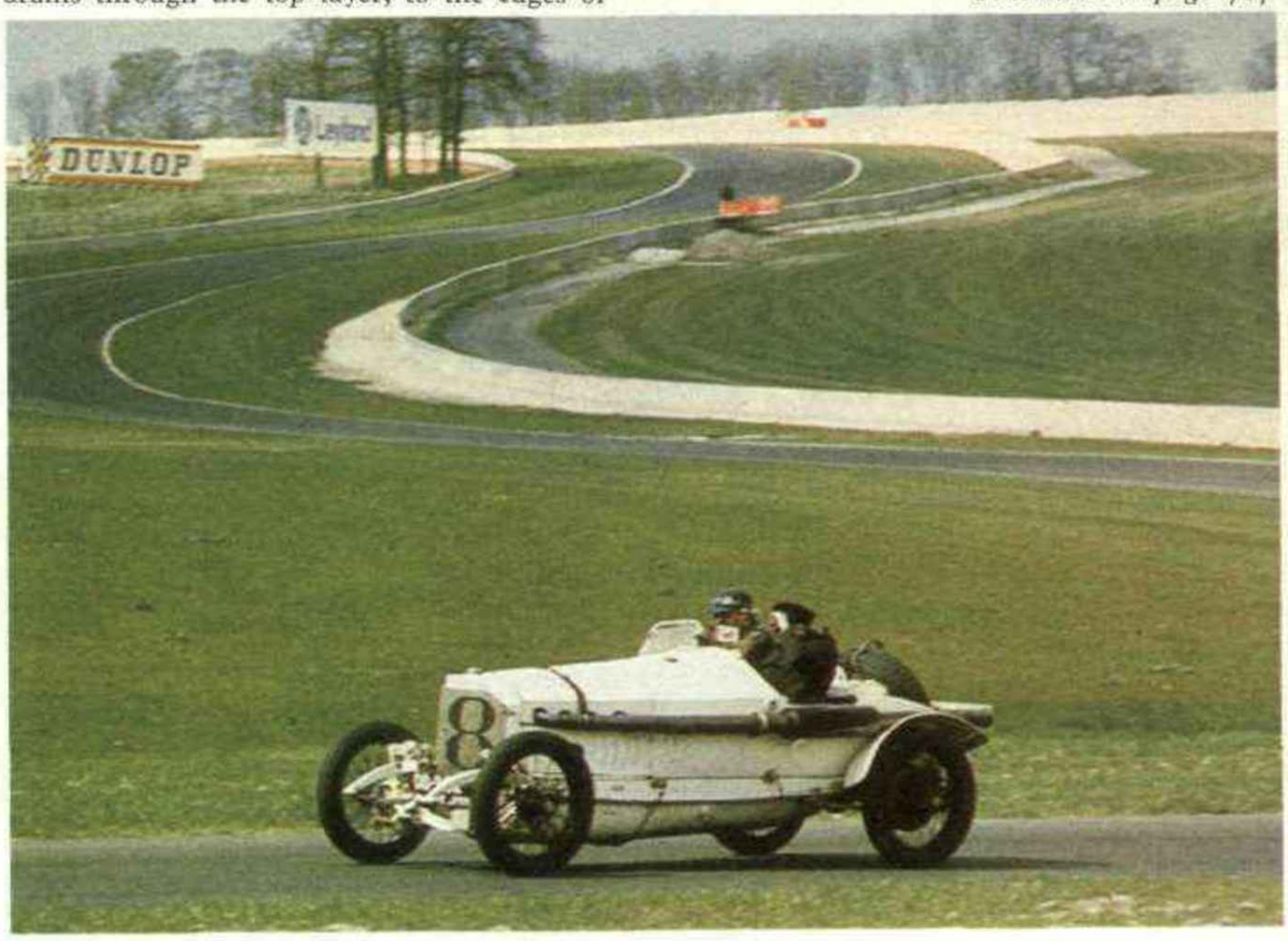
Beyond the pits the Wheatcroft Straight culminates in the deceptively-tight Red Gate Corner, where the circuit chops in front of the refurbished Red Gate Lodge. From there it swoops on and steeply down into the magnificent Craner Curves, hurtling right and left at high speed into the braking area for the tight, but misnamed, Old Hairpin, from where the decaying elegance of the "For Sale" Donington Hall is visible on the left. The complete sequence offers the most superb spectator attraction of any British circuit. Out of the Old Hairpin the new tarmac skirts the chopped-off famous bridge, eschewing the frighteningly-narrow archway of old, before bending endlessly and gradually uphill over a brow into McLean's Corner, a difficult entry which will sort out the truly skilful. A short straight leads to Coppice Corner, an awkward, triple-apex bend near the Collection buildings. Then comes the fast Starkey Straight, passing within literally a few yards of a Rolls-Royce depot, where 1,700 feet of Armco will be required for protection. Starkey Straight ends in heavy brak-

Continued on page 717

But no matter, there were other things on which to feast the eyes and ears. Pat Driscoll and Bert Hadley had borrowed the pristine, little, blue, side-valve Austin Seven single-seater from the Collection; it boiled quietly and lost its SU dashpot top while Bert rued the immobility of the two twin-cam team cars. The Collection's Maserati 8CM was its usual glorious eyeful and there too, battered, dejected, immobile, but gratifyingly original, we had another Mercedes works team car, the W163 which Wheatcroft rescued from Czechoslovakia. Tom is preparing to fend off a request from that country for this historic car's return.

On a more modern Mercedes theme, Tom had his personal 300SL present, Mercedes had their 450SLC rally car, its black body Johnson Rally-waxed free of the mud accumulated by Tony Fowkes and this writer in the Avon National Forest Rally a few weeks earlier, the record-breaking C111 Diesel car and three 450SEL 6.9 saloons in which to demonstrate the new 1.9573-mile circuit's virtues to guests. Another Le Mans winner, Mercedes dealer Dickie Attwood, was a fitting chauffeur.

This writer was able to explore the circuit gently from behind the wheel, thanks to the loan by Mercedes' Erik Johnson of his own,



Sheer nostalgia, left: Lang ready for the off and Driscoll in the Austin 7. Right, Mann's GP Mercedes with the sweeping Craner Curves as a back-drop.

THE SCHLUMPF COLLECTION

Last month we described in some detail the cars in the Schlumpf Collection at Mulhouse. By courtesy of Hamlyns, who are publishing "The Schlumpf Obsession" for £5.95 in September, we are able to show a handful of the 400 and more cars on display. Above is a 1923 Type 32 Grand Prix Bugatti, one of the team of cars built for the French Grand Prix at Tours. It is a straight-eight 2-litre, unsupercharged, with the gearbox in unit with the rear axle. The all-enveloping bodywork was a very early attempt at streamlining in Grand Prix racing. The 1911 Bugatti BB is shown left: this original prototye built by Ettore Bugatti for the Peugeot company, to become the production "Baby" Peugeot, has a Bugatti radiator. Below left is a 1957 8-cylinder 2½-litre Gordini, one of the last Grand Prix cars from the French Gordini factory. The 1918 Bugatti aero-engine, below, has two 8-cylinder blocks side-by-side.

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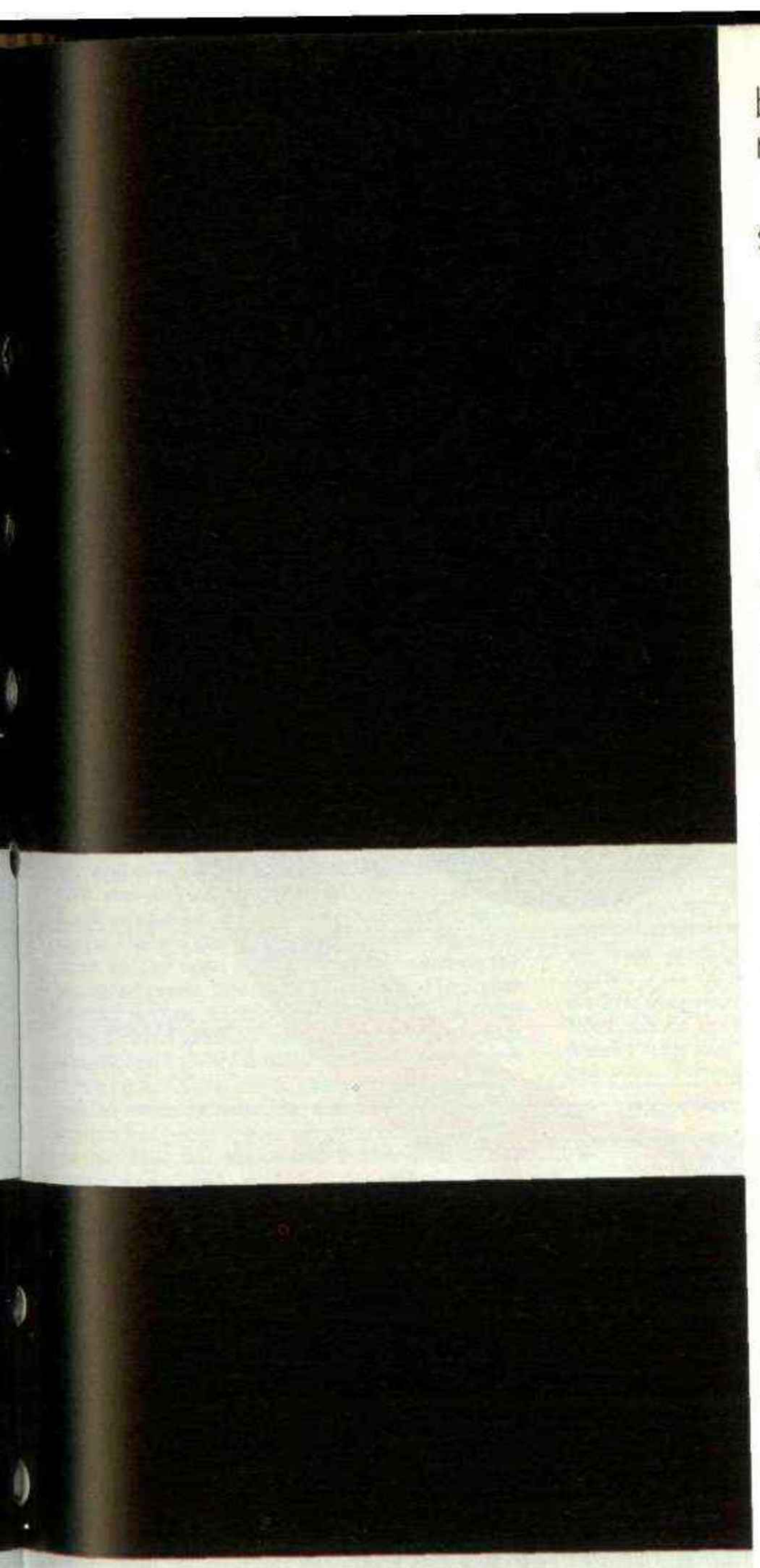
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LANCIA BETA MONTE-CARLO –
Continued from page 699

A flick of the throttle activates the automatic choke and the 2-litre engine usually starts instantly. But it takes a long, long time to warm up and remains full of flat-spots for several miles. The test car had a permanent hole in the carburation, in fact, and a pronounced flat-spot step on progression to the Weber's second choke. A disconcerting "death rattle" sometimes accompanied the first few strokes of the engine while the oil pressure built up. The gearbox didn't take kindly to cold running either, second and first gears being particularly obstructive until the gearbox oil had warmed through. Thereafter the gearchange became positive and efficient in a noisy, clunky fashion, doing its job adequately without encouraging tune-playing like that of the Lotus Eclat Sprint. The gate is reasonably narrow and the lever placed within sensible reach of the wheel.

Though at times I yearned for the substitution of a Dino V6 engine behind me, the performance of the test car proved highly acceptable on the road and surprisingly good against the stop-watch for a 2-litre car turning the scales in kerb weight trim at 20.6 cwt. We considerably bettered Lancia's own acceleration times and those of a weekly journal who had tested the same car with less miles on its odometer. Obviously the engine was beginning to loosen up when we took figures at 4,909 miles. It covered the standing quarter mile in 16.12 sec., accelerated from 0-60 m.p.h. in 8.15 sec. and 0-50 m.p.h. in 5.47 sec. Most mid-engine cars are difficult to take off the line quickly because of good traction: our test track's shiny surface helped the Monte-Carlo spin its wheels to keep up the revs. Maximum speed matched the manufacturer's figure of 118 m.p.h. First gear proved a little short at 31 m.p.h. at maximum revs. Second gave just over 52 m.p.h., the slightly distant third pulled a useful 76 m.p.h. and fourth 101 m.p.h. Often, down changes were necessary not so much because the engine was lacking in torque but because poor carburation flattened its power. Had the engine had a smooth spread of clean power and good throttle progression the Monte-Carlo could have been even more satisfying to drive. It recorded 21 to 23.5 m.p.g. under mostly vigorous driving and heavy traffic use.

The Monte-Carlo's exhaust shoots a rasping rattle at the pedestrians whose gaze is inevitably aimed at this attractive and unusual little sports car. In the cockpit the noise mixture is a disappointingly poorly insulated mixture of engine buzziness from exhaust, inlet and mechanical directions. The long-stroke engine grows harsher as the revs rise. Once the car has settled down to a steady-throttle cruising speed on ninetyish the noise-level seems to subdue itself and conversation is possible without too much effort. There is little wind noise, but quite a lot of bumping and thumping from the tyres and suspension over slightly rough surfaces.

Of course a mid-engine car's *raison d'etre* should be exceptional standards of handling and roadholding and in this the Monte-Carlo doesn't disappoint, at least in the dry. It understeers, but the fat Goodyears hang on and on and, if a change of attitude is required, lifting the throttle puts the car on to oversteer without the tail trying to take over the steering. Its wheelbase/track ratio is rather better than the squarish Stratos and its reactions consequently less violent: the wheelbase is 90.5 in. (Stratos 85.8 in.); front track 55.5 in. (56.3 in.); rear track 57.3 in. (57.48 in.). More power would enable the characteristics to be exploited with rather more excitement and satisfaction – the Monte-Carlo's power to handling and roadholding ratio has a rather generous safety margin.

The rack-and-pinion steering is quick, light and precise, offers an excellently tight lock and helps the car respond reassuringly to quick changes of direction. At times the test car's damping felt a bit weak, with some deflection and a hint of rear wheel patter over mid corner bumps. The car had a peculiar tendency to skip sideways a fraction over wet manholes on the straight. The ride is firm and slightly choppy, but the splendid seats ensure long distance comfort.

In the wet the handling is less confidence-inspiring, though traction, as in the dry, remains superb. The steering loses some of its feel at the first hint of a damp road, and the front feels light, but front end breakaway is more apparent round fairly slow and greasy corners and roundabouts around town than it is when pressing on on the open road.

But the real limiting factor in wet conditions is not the roadholding: the front brakes are the big worry and their facility for locking under far from abnormal pedal pressures is potentially lethal. Any form of panic stop has to be avoided, for the consequences are obvious and it pays to drive with considerable anticipation and to leave a larger than usual gap between the Monte-Carlo and the car in front. Though the brakes locked up on me in the wet a few times I avoided any disasters, largely because they had undermined my confidence in the car sufficiently for me to be driving at lower limits than usual in the wet, particularly into corners. Two highly experienced testers from other magazines have had terrifying losses of control because of this dangerous characteristic. Lancia must listen to screams of protest such as this, for the consequences could be a string of damaged Monte-Carlos across Europe – and I don't think I am over emphasising the seriousness of this matter. Part of the problem is the usual Lancia/Fiat over-servo tendency – in this case on the front wheels only. The brakes lack feel, which doesn't help and there seems to be insufficient weight transference to put sufficiently more than the static 42% weight share on the front wheels to increase tyre bite to overcome the sudden brake pad grip provoked by the over-sensitive servo. The X1/9, which avoids servo assistance, has none of these problems and I can't help thinking that the immediate answer to the Monte-Carlo's troubles is to throw away the servo. In the dry the brakes are excellent in performance, well up to the handling characteristics, but even so it is possible to lock the front wheels under vigorous braking.

Reflection in the steeply-raked screen from the top of the instrument nacelle – so subtle that I thought my eyesight was deteriorating at first – reduces clarity of vision in sunlight, under street lamps or in the face of oncoming traffic.

Another bad mark went against the heating and ventilation system in the test car, which proved totally inconsistent and, however I juggled the controls, always had hot air firing at my face when I wanted to warm my toes, or cold air all over. Prototype models (and the handbook) had individual manual operation of the floor well flaps; the current production model test car had this operation taken care of by a servo operated by a switch in the centre console. Though the servo could be heard to work its effect was nil.

The Beta Monte-Carlo is well finished, ostentatiously stylish and at £5,927 fills a ready made gap in the sports car market, well below the cost of the Lotus Esprit and well above the X1/9, which I must admit I found more consistently satisfying and endearing to drive. There are other more conventional cars which must challenge it at a lower price though, including the TVR3000M and the Alfa Spider. It has its faults – and the braking problem is a serious one – but is very practical in sports car terms; has a high standard of handling, good performance and is an undoubted attracter of attention. Lancia must surely find themselves with more orders than cars. – C. R.

DONINGTON – *Continued from page* 711

ing for an interesting little *chicane*-like twitch through Park Corners into the Wheatcroft Straight in front of the town-house-like pits and hospitality units, dominated by a high control tower publicising Leyland marques.

The circuit is fascinating for its gradients, multiplicity of corners and for its uncontemporary lack of Armco, except by the R-R depot. Wheatcroft has relied for safety on broad run-off areas and concrete walls, protected by wide, deep ditches full of sand. The questioned performance of the sand barrier has already been vindicated by Derek Bell, who put off the Robert Horne Ferrari 512M at McLean's at a three-figure speed the previous week—to be stopped instantly, and totally without damage, by the sand. Its ability was shown again on this Press day when Fowkes spun the heavy 450SLC.

Wheatcroft hopes to have the full Grand Prix circuit completed by the year's end, which will add an extra loop behind the pits, through Starkeys, along Shields Straight, to a new Melbourne Hairpin and Melbourne Rise, to rejoin the short circuit at Park Corners.

Donington Circuit's history started in 1931, when Donington Park's owner, J. Gillies Shields, agreed to Derby and District Motor Club's request to turn existing drives and farm roads into a motorcycle circuit. On March 25th, 1933, cars raced on it for the first time, to make Donington the first road-racing circuit on the British mainland. Alterations and complete resurfacing to accommodate cars cost £12,000, an illuminating pittance alongside the £1.8 million Wheatcroft has spent so far! Indeed, Wheatcroft estimates another £2.2 million will be required to finish the project completely. The circuit was modified to a 3-mile 220 yard length in 1937, in order that the Tourist Trophy could be moved there from Ards.

Donington Park hosted some of the finest motor races seen in Britain in those days immediately before the War, particularly those incredible Grands Prix of 1937 and 1938 when the German Mercedes and Auto-Union teams were all-dominating and all-spectacular. But it was the Germans too whose shadow caused the circuit's almost forty-year closure after the last meeting, organised by the VSCC on August 19th, 1939.

By the time this article is read, two inaugural race meetings will have been held at Donington: a Derby Pathfinders national motorcycle meeting on May 15th and a Nottingham Sports Car Club car meeting on the 28th. This month the circuit will host the BARC's Jubilee Championship Car Races on the 7th and another Derby Pathfinders motorcycle meeting on the 26th. The year's highlights will be the BRDC's British Empire Trophy meeting on August 6th/7th, a European Formula Three Championship meeting on August 26th/27th and a European Formula Two Championship meeting on October 29th/30th. Roll-on Donington's inclusion in the Grand Prix rota!

The re-opening of Donington Park should be a breath of fresh air for British motor racing. Our congratulations to Tom Wheatcroft.—C.R.

Letters from Readers

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

Unmarked Police Cars

Sir,

In your May issue Chief Inspector R. J. Burton, Public Relations Officer for the Thames Valley Police, criticises you for publishing an item ("That Bucks M.G."), which gave details of an unmarked police car used for catching speeding motorists. He says that those who exceed the speed limits are more likely to kill and maim innocent motorists.

Publishing details of the car could only have one possible effect: to deter those who spot it from exceeding the limits. Had Chief Inspector Burton been consistent he would have written to thank you for promoting the efforts of these safety conscious patrols! The majority of British policemen who do so much, at a personal level, to promote good relations with the public must be annoyed to see their efforts undermined by high speed patrols which, to judge from your article, are prepared to act as *agents provocateurs*. Probably they will be even more infuriated by an absurdly illogical letter from a "public relations officer" which makes it clear that Thames Valley Police put prosecution of speeders before prevention of injury to "innocent motorists".

Swansea. M. S. BAILEY

* * *

Sir,

Regarding unmarked police cars – some have been observed down here in Devon.

Ford Granada HFJ – N registered have been observed on the A30; a yellow one lurks between Exeter and Honiton and a green one between Cornwall, Okehampton and Exeter. Their appearance was noted in the local press sometime back and the constabulary PR, were quoted as saying these cars were to deter the "hard core speeders." With our senseless speed-limits this statement verges on the hysterical. Also observed in the city of Exeter a red 1.1-litre N registered Escort but that's probably used for CID work.

You'd better with-hold my name and address as I commute on the A30!

Name & address supplied.

* * *

Sir,

In view of the recent comments in your columns on the subject of unmarked police cars, I feel my own experience might be of interest to readers. Though I too do not come out of it "unblemished", I accept that I was in the wrong, and, as will be seen, I have had ample time to consider the error of my ways, and despite my own excesses, I feel that there are several disturbing aspects to the treatment meted out to me.

I was returning from the BDC meeting at Silverstone in July 1975, where I had been the guest of my insurance brokers at a luncheon. En route for my then-home, near Abingdon, I came down the A423 towards Oxford, and at Weston-on-the-Green I noticed that a yellow MG-B GT V8 had come up close behind me, occupied, so far as I could see, by two youngish men.

At the junction with the A43 Bicester-Oxford road I turned right towards Oxford, with the MG behind me. There then follows three or four miles of straight-ish two-lane road, which was fairly busy. Being in something of a hurry, and having a car well up to the task (an Alfetta), I proceeded to "hedge-hop" two or three cars at a time, going up to 70-ish in very short bursts, then back down to a queue-imposed 50. In doing this, I was of course breaking the law, but not for long enough at any one time for a police car to time me over the requisite distance. And the MG matched my every manoeuvre.

At Kidlington I joined the A34 Oxford ring-road, a dual-carriageway with less traffic on it, and the combination of this and the continuing, and by now rather aggravating, presence of the MG right behind me caused me to turn the wick up several notches! From Kidlington I proceeded to the Botley roundabout, and then on along the ring-road for another two miles or so, to the turn-off onto the old A34 (Hinksey Hill).

It was when negotiating the roundabout leading on to Hinksey Hill that a strong aroma of rodent began to play round the nostrils, and 10 seconds later the boy-racer V8 MG had sprouted lights, sirens, spring-loaded signs in the rear window, and sundry other gadgets, and had – finally – overtaken and stopped me. He had followed me for just 12 miles!

I will summarise the rest. I was breathalysed, and subsequently found to have a reading of 88 mg. per 100 ml. (a low reading, as you will appreciate) – the result of three glasses of red wine for lunch. The officers timed me at 110 m.p.h. down one section of the ring-road, and 95-ish down the other. One irony here. "Slow" speedos are rare, but at the time I was supposed to have been doing 110, the speedometer in my beloved Alfetta was reading 95! But this paled into insignificance when I learned that I was to be "done" *twice* for speeding – because I had gone round the roundabout between the two sections of the same ring-road, and had therefore committed an offence on "two" roads!! Really.

The denouement was the mandatory 12 months for the "bag", and 2 months each for the two "speedings" and totting-up. (Two previous "economy limit" infringements, m'lud.) The last three were all reduced from a likely 6 months each after my counsel had pleaded an assortment of mitigating circumstances. Total – 18 months.

Now there will be those of you for whom any feelings of sympathy and/or indignation will be diluted by the belief that I got what I deserved, or at any rate, asked for! Nonetheless, I would ask you to consider the following "points arising":

1) It seems to me that the job of the police, in enforcing motoring-law as well as all other types, should be to *prevent* breaches of those laws, where possible, not to encourage them, or at very least condone them, simply to ensure a conviction for the records. The officers in question claimed that they were unable to pass me and stop me before I reached the dual-carriageway, despite my constant "bursts" up to 70, which would have given them reason-enough to do so. I replied that they had no need to *pass* me – the "son-et-lumiere" display that they laid on later would have been enough. Not even an Alfetta could outrun a V8 MG on a straight road, and I certainly would not have been idiotic enough to try it. (They were close enough for me to see the rust-marks on the V8 badge.) They simply realised that they could not "book" me at that stage, so that the obvious alternative was to give me enough rope and let me hang myself.

2) At no time during those 12½ miles could they fault my driving. Though it is not strictly relevant to a prima facie breach of the law, I feel this worth recording. Though I say it myself, my driving was impeccable – other than the actual speeds involved.

3) I do feel, whilst accepting that a line has to be drawn somewhere on the amount of alcohol permitted in the blood-stream, that a mandatory 12 months for *any* breach of the 80mg. rule is unfair. Surely a graded system would be preferable – say 3 months (80-100mg.), 6 months (100-150mg.) and the full year for anything in excess of this. At the time of my conviction, a number of other cases were being given extensive publicity, involving blood-alcohol levels of 2, 3, and 400-plus mg. per 100 ml. – and the sentences were the same as mine. I was a very long way from being in the ricocheting - off - the - parked - cars - and - falling - in - the - road - when - the - door - is - opened category!

4) I must record my agreement with your "Chelsea music-teacher" and "name and address supplied" (May issue) that, human nature being what it is, the boy-racer tactics which both they and I have experienced are bound to provoke breaches of the law which could otherwise be easily prevented, and increase the risks of an accident and a tragedy – as alluded to by Chief Insp. Burton. Human nature *cannot* be discounted as irrelevant. If it is possible that a death or injury could be caused as a result of such provocation, such provocation is absolutely unforgiveable.

I hope, if nothing else, that my experiences and feelings will provoke thought and comment. As for me, when you read this, I will have regained my right to drive, and will be thoroughly enjoying the contrasting pleasures provided by a Fiat X1/9 and a Daimler 250 V8! (Both fitted with large rear-view mirrors!!).

London NW3. S. PARK.

Swedish Speed Cops

Sir,

Recent comments on the unidentified "speed cops" plague in Britain just now interests me.

I am a Brit living in Sweden, where the law is *very* strict in its attempts to stop naughty Joe Public from hurting himself!

We have suffered USCs for some time now. There is a famous green Volvo in my neighbourhood; its one tell-tale sign is a large black box mounted above the dashboard, a camera no less.

I came across the car on one of my lazy days, fortunately, on a motorway and spent a few minutes observing it from my GTi Scirrocco before idling past. During that time I was amused to watch a Mercedes get the message hopelessly late, and it hurtled by with its brake lights on! He wasn't stopped but I suspect he was "caught" on film and probably had to explain himself a few months later.

In Germany I was stopped by a very innocent looking VW as I attempted to catch a ferry at Puttgarden. I assumed he was in a hurry too and his nose-to-tail driving urged me to go faster. When stopped, by a comic-looking red lollipop being waved energetically out of the window with POLIZEI, displayed on it, I was forced to pay a very large fine, on the spot!

So cheer up at home, better accept this latest encroachment on our freedom as a fact of motoring life, as the rest of Europe seems to have done.

Helsingborg, Sweden CHRIS HARVEY.

That V8 Land-Rover

Sir,

The Land-Rover which passed John Britten's Peugeot on M3 (Letters: May 1977) was neither

secret nor even very new.

The Army put out a requirement for a vehicle to tow their (then – not now) secret 105 m.m. Light Gun, and Rover's contender for the job was shown at the Commercial Show in 1972. They won the contract against a strong challenge from Volvo, and first deliveries were made at the beginning of 1975.

Production of this, the "101 in." Land-Rover, is reserved for the British forces, and it doesn't look as if any will be sold off until at least the mid-1980s.

The 101 in. machine looks impressive, and is fast, but it isn't as close to the Range Rover as one might think. It uses the same 3½-litre V8 engine and four-wheel-drive transmission, but the chassis frame and axles are different, and normal HARD leaf springs are used.

John Britten will have seen that it is forward control, and from personal driving experience I can tell him that the cab is cramped, the trim almost non-existent, and the ride and handling best described as being "good for the liver".

Incidentally, this forward control device has absolutely nothing in common with the civilian forward-control Land-Rovers sold between 1962 and 1972, so don't buy an old one to attempt a conversion!

Finally, if I might slip in a minor commercial, details and pictures are all in my book, *The Land-Rover*, which was published last year by David & Charles.

Brampton, Cumbria A. A. G. ROBSON

The Rover 3500

Sir,

The last time I wrote to a motoring journal praising a particular car, its engine blew up the following week, so perhaps I'm tempting fate this time.

But I feel I have to counter the negative comments of Mr. Gear and your unnamed owners about the Rover SD1. Mine is a 1977 model, delivered some six weeks ago (although already with 6,000 miles on the clock) and appears from the various date codes around the machine to have actually been built sometime in January.

Apart from fiddling little things that I suppose a good pre-delivery check should have eliminated but didn't – like a bad earth connection for the rear lights, a mechanically fractured fuse, and a loose brake pedal stop bolt, the only thing that worried me a bit was persistent misfiring when cold. How on earth neither the delivery driver nor the pre-delivery check (presuming it got one) spotted it I don't know, but the cause was very simple – the distributor gap was about 100 instead of 15 thou., and it looked to me as though nobody had ever set it.

These matters attended to, I have only praise for the car. It has now been down to Italy and back, and twice up to Scotland, and I can say that with one exception this is by far the best car I have ever driven or owned – and my experience goes back to 1947 and includes such as Ferrari, Maserati, various Jaguars, and even Rolls-Royce (that being the exception). Sure, it doesn't have the sheer performance of a Dino 308, the uncanny silence of a R-R, or even the overall smoothness of the newer Jaguars, but then it doesn't have a £10,000 tag, or drink petrol at 8 m.p.g., or cost £500 a year to insure, and to my mind is a far better looking car than most others on the road. I had some reservations when I ordered it about its non-independent rear end, but having chased a Dino 308 along the Upper Corniche above Monaco, and been able to at least hold it, and also having driven regularly over the last few years a saloon with a much-praised independent rear-end, all I can say is that the i.r.s. boys had better think again!

This car is so unlike the older Rovers that anyone who still remembers the "old-man's car" image that Rovers once had had better not buy one of these as a sedate gentleman's carriage – I suppose it would do it well enough, but what a waste!

Across Germany it cruised all day long at the customary 110-115 m.p.h. that practically every Mercedes or BMW seems to adopt, with no evidence of strain either mechanically or personally; in Switzerland, where it has just been released, there were many questions from admiring Swiss, particularly in Zurich, in Italy sheer disbelief that this was an ENGLISH car, and in France much evident frustration from CX 2400 owners to find yet another foreign car they couldn't shake off.

I keep accurate fuel consumption records at all times, and I can only assume that Mr. Gear spends all his time driving a few miles to work and back. The only time I've ever got anywhere near his 18-20 m.p.g. was when I unfortunately found it necessary to spend a whole day shuttling back and forth in Central London and must have actually been stationary for about half the time in traffic jams. Then I got 21 m.p.g. The other extreme was when I was running it in (which I did for 2,000 miles) and went up to North Wales and back mainly on the M1 at 50 m.p.h. and got 32 m.p.g. The aforesaid 110 m.p.h. cruising returned 25.67 m.p.g. over two successive days. Conversation with other local owners shows much the same figures.

Dislikes? The brakes – they work very well when they have to, but are too harsh at low speeds and too soft at high speeds, an odd little vibration at 70 m.p.h. which is all the more noticeable for coming in at our legal limit, and a rather optimistic speedometer that over-reads by 5 m.p.h. at low speeds and up to 10 m.p.h. above 100 m.p.h.

Failures? Only one – the clock, (and made by Kienzle, too). No water leaks even in torrential Swiss downpours, and the carpets fit. I'll let you know how the next 100,000 miles go!

Dorking W. BLANCHARD

De-commercialise Motor Racing

Sir,

In your issue for this month, you suggest readers to send in a post card to Mr. Niki Lauda in order that the Nurburgring be preserved.

I am flabbergasted that so erudite a writer as Dennis Jenkinson should make this appeal and that furthermore, you have printed this appeal without comment. Correct, it is certainly democratic for a journalist to see published what he submits. Surely however, it could be commented upon, for does not Mr. Boddy in the same issue (page 524) once again state that "MOTOR SPORT prides itself on having set the fashion in honest fearless reporting. . .".

As Jenks has so often rightly pointed out, Formula One is almost like a circus (but that would be an insult to the circus, for is not Formula One something far worse).

Is not Formula One a highly organized commercial spectacle, playing with the lives of people and what is worse, mentally corrupting our beloved motorsport and barring the way to a healthy development of the motor car as a challenge to the individual who has that urge to master the mind.

Formula One surely should be put where it belongs and where the majority of constructors and drivers apparently intend it to be: a colourful spectacle, a live commercial presentation, an expression of the decadence of "our" world, but not the major motorsport.

Formula One does not decide whether circuits will be reduced to the lowest possible common denominator – unless Formula One is changed, and radically at that.

Watching motorsports can still be enjoyed by ten-thousands of people on beloved circuits, in delightful countryside by allowing wider publication for the already fairly numerous meetings of the real amateurs, running their single-seaters, saloon cars, sports cars, including the various historic events.

If these meetings are published by MOTOR SPORT as well as promoted (through giving them more advance notices, etc.), then more of the public will come and hence racing circuit owners will find that there is no need to join the rat-race of commercial gimmickry. For *that* race is endless and leads to certain premature death.

Motor racing could be educational in more than one way and motorsports would gain in prestige. MOTOR SPORT could show the way, for I am convinced that many of its readers already are inclined to think that 'de-commercialisation' of our beloved sport, would be a great boon!

Amsterdam LESLIE HURLE BATH

MOT Tests

Sir,

Recently the MOT tests now run by the Department of the Environment have been discussed by the media. Some of your readers may know that apart from an increase in the test fee, the test procedure has been changed to include some 42 testable items and if the MOT Testers Manual (HMSO – £2) is consulted some 250-odd Principal Reasons for Failure are given. May I suggest that if the conditions in this manual were applied to even new cars there would be some embarrassment to the car manufacturers and their associated motor trade pre-delivery checks. If anyone doubts this, reference to correspondence in the motoring press will readily confirm the existence of customers who purchased unroadworthy new cars.

Several other points readily come to mind:

(1) What value does the motorist or the country gain for the expenditure involved in the new MOT procedures? Especially if a recently quoted figure that less than 2% of all car accidents are due to mechanical defects is correct.

(2) The Department of the Environment's policy appears to be an upgrading of the whole test system, with the installation of rolling roads, brake testing, shocker testing and other expensive equipment. I am not against the installation of this equipment on an honest commercial basis, but if the money to cover the capital outlay at the garages who are testing is to come from the motorist who has no real choice in the matter, then I feel we are being compelled to finance the stick that will be used to beat us.

(3) Are some less honest test garages contributing to their income and the sudden jump in failure rates? – finding extra work by citing even one out of the 250-odd failure reasons. Some examples are: – no water in water bottle, a split or insecure CV or steering joint gaiter or if the shock absorber shows fluid leakage. No allowance seems to be made for the fact that the "shocker" may well fulfil its primary function for a considerable period, even a year for a small seepage. One wonders why lever arm shockers have an oil filler and the manufacturers sell oil for topping up at service intervals.

(4) In the event of a fail certificate (with

which he disagrees) being issued, what redress has the motorist got – well, he can obtain a V.T. 17 form, and paying his £4.10 again, his car can be re-examined, but this time in the presence of a DOE examiner. I understand that the test is repeated in its entirety, when surely in view of the now escalating costs a specific rather than a general examination is required. However, before embarking on this course he would be well advised to consider whether the DOE examiner is likely to question or how interpret some of the more nebulous statements in this quasi-legal testers manual. More than likely when his delays, inconvenience and costs are taken into account he will adopt the "pay up" and "shut up" attitude.

I still recall the introduction of MOT tests and the efforts that were made by MOTOR SPORT and others to ensure a fair deal for older cars. Official assurances given at that time seem to conflict with the proliferation of rules and regulations imposed by the government and their fast growing band of civil servants. I would suggest that these gentlemen turn their attention to some of this country's financial and productive objectives rather than trying to ensure we are on target for 1984.

Glasgow THOMAS O. ADAM

Splendid Sovereign

Sir,

I feel I must echo Mr Gardener's enthusiasm for the Jaguar 420, which appeared in his letter in the May issue of your magazine.

I have owned two of these splendid cars, both of them the Daimler variant, and feel that for sheer performance, reliability, and general appeal, they represent excellent value for money. My first Sovereign covered some 120,000 miles without any major expenditure, except for tyres and exhausts, giving at all times complete reliability and making me keep this particular car longer than I have any other. It was replaced only because I was lucky enough to acquire a 29,000 mile example of exactly the same model.

In the contemporary road tests, *Autocar* saw fit to call the 420's behaviour on the road as "Jaguar's finest achievement so far", while *Motor* simply said that "The worse the conditions, the more conspicuous its virtues become." It is not necessary to describe its performance here, only to say that it is possible to hurry along the most tortuous of roads very quickly indeed, in the quiet and very comfortable atmosphere of a gentleman's club.

Aesthetically, I would venture to say it is one of the most attractive Jaguar saloons, having what can only be called, to use a rather overworked word, classic appeal. Compact yet stylish, its vast boot and spacious interior makes it an exciting yet practical car.

It is not, as some would imagine, a very expensive car to run. Exhausts and the frequency of their replacement can be a problem, and the initial expenditure of a stainless steel system is well worth while. Scrapyards yield up a ready supply of those annoyingly expensive chromium and trim parts, while the actual mechanicals, in my experience, enjoy a long life. The bodywork does not seem to be as susceptible to corrosion as it does in other models of the same *marque*, but I would advise every owner to invest in a pair of new front wings before BL scrap them all, as this eventually will be the first part of the car to rust. Granted these are not economical cars, but as every real Jaguar enthusiast will tell you, as the tachometer needle climbs above 3,500 r.p.m, this is a consideration which is easily forgotten.

In short, for a comparatively small outlay, the Jaguar 420/Daimler Sovereign represents a very individual, stylish, well-engineered performance saloon, which will satisfy the most enthusiastic driver. Moreover, whilst it is not possible to guarantee the investment potential of these cars, I feel it is highly unlikely that they will remain at their absurdly low prices for very much longer.

Leicester QUENTIN WILLSON

A Jaguar 420 fan

Sir,

Being a Jaguar 420 owner, and a regular reader of your fine magazine, I noticed last month's letter referring to this particular Jaguar, and would like to add my own experiences.

The car is a 1968, manual/overdrive, non-power steering model which I purchased about two-and-a-half years ago for £400 approximately. During that time I have put in new pistons, rings, and big ends (to cure an oil consumption of 33 m.p.p.). I have also replaced all six shock-absorbers and the brake master cylinder.

The only extras I have added are a set of log lights, front, and rear, and electronic ignition (LUMENITION). The ignition system gives an extra one to one-and-a-half m.p.g. and ensures perfect firing right up to 5,500 r.p.m., as well as instant starting.

The car is superb to drive, fast, quiet, and reliable: top speed around 125 m.p.h., 0-100 approx. 26 seconds, and overall fuel consumption of 18½ m.p.g. Any extended journey (using all available power) will often return 21.5 m.p.g.

I freely admit to being totally infatuated with the Jaguar *marque*, having learnt to drive on a Mk. VII (M), and subsequently driven my father's Mk. IX, Mk. X 3.8, and his current 420G: and previously having owned a 3.4 'S'-type. I would recommend this sort of car to anyone who is interested in a classic, satisfying, and enjoyable vehicle.

Louth, Lincs. R. G. JENKINSON

Fiat 132 disappointing?

Sir,

On page 516 of the May issue of your magazine, you describe this model as disappointing. I have a GLS 1600 and find it far from so. It is, lets face it, a family saloon and acquits itself very well in comparison with its opposition.

I bought mine 6 months ago and to date have covered 7,000 uneventful miles. The opposition when I bought mine, Ford, Vauxhall, British Leyland, were all unavailable anyway. I have not yet met a dissatisfied owner.

The car has a flexible smooth-revving twin-cam engine, good five-speed gearbox, good handling, firm suspension, good traction. Wind and mechanical noise levels are low. Seats are well shaped cloth covered fully reclining. The steering column is adjustable. The car has comprehensive instrumentation and controls, is well finished and has a good boot. There are four-wheel disc brakes which, although they are over servoed, only need familiarisation for smooth driving.

I am not a slow driver and can still get 28 m.p.g. easily. The acceleration from the twin-cam engine is good and it eats what I consider to be the opposition. Not BMW's of course! Still, they are twice the price.

Fiats now offer a 2-year warranty on major mechanical parts and against rust. The car is factory treated against rust to a high standard.

I only wish I had bought an 1800-c.c. ES which is even better. I have no connection with Fiat other than being a satisfied owner.

Atherstone A. S. MORRIS

(My comment was really based on the *sales* performance of 132, not the car itself, though I do find the constant understeer less than attractive. – J.W.)

Kitten Economy

Sir,

I was delighted to see that you declined to report, or comment on the Economy Run. That publication devoted a double-page spread to it, of which some 30% was an apologia for modifying the rules to enable a car which is not yet on the market to win, the VW diesel Golf.

One has known publications not a million miles from Bonhill Street to state their preference for the Volkswagen, but The *Motor's* prejudice has prejudiced the credibility of this Run. Sixty-three m.p.g. is a remarkable achievement, but I fear that few will buy a £4,000 motor car for its economy, particularly in view of rather ordinary performance.

Much more signficant was the 52 m.p.g. of the Mini 1000, an average of 15% better than the Fiat, Ford, Jap, Peugeot, Renault and VW offerings which have paid Sir A. Issigonis such sincere compliments by following his ideas so faithfully. One would have thought the imitators should have improved on the original by now, but they have not even caught up. One can well understand BL reluctance to replace something so good.

They would do better to publicise the superiority of the Mini more forcefully, like bringing back the Cooper S works rally team.

But of course the petrol car which came second to the diesel was of a basic layout which is some 80 years old. The Reliant Kitten was 10% more economical than the Mini, and a resounding 25% better than the aforementioned group of foreign or "Eurocars" (to be spoken in a phoney mid-Atlantic accent). In 27,000 miles my Kitten has had *no* mechanical trouble. It can do 60 m.p.g., can do 0-60 m.p.h. in 14 seconds, can do 80 m.p.h. in 3rd gear, often does 80 m.p.h. for hours on end – 4,500 r.p.m. in top, and never spends any time under cover.

The real sadness is that by re-designing the rear suspension 20% of its frontal area could be lost, enhancing its performance generally and particularly its high-speed economy. But I don't think Mr. Reliant was listening when I tried to tell him; they used my last letter to you as publicity. Perhaps they'll take notice of this one. But it is nice to know that in many ways British cars are still best. So why do the beggars still go out and buy foreign rubbish?

Salehurst ROBERT ELLIOT-PYLE

TAILPIECE



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RENAULT 17 TS, 1973. Fuel injection, 5-speed, electric windows, sports wheels, £1,550 o.n.o. 01-467 6888. (93298

1974 PEUGEOT 504 2-door coupe. Fuel injection, electric windows, radio, Ziebart, excellent condition. Speedo reading 21,000. £3,650. Tim Frost, Totton (04216) 4704 business hours; Romsey (0794) 513237 evenings. (93296

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MORGAN PLUS 8 '77. Delivery mileage. Leather upholstery. Many extras. Box 5422. (93534

TRIUMPH TR3, 1958. Superb condition following complete rebuild. Lacquered spoke wheels, hood, tonneau, aero screens. British Racing Green. Registered No. SAM 950. Offers over £1,500. Kenilworth (0926) 53544. (93537

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TITON TRACTOR 1913. Good condition. Offers over £4,000 plus VAT. 1937 Ford V8 open cab fire engine. 1,200 miles from new, stored years. Complete. Offers over £1,500 plus VAT. Thornbury (0454) 412274. (93745

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MG ZB MAGNETTE. Probably the most immaculate example available. Only 19,000 miles, absolutely original. No rust, coachwork and interior almost like new. Full service history and AA report. Many new spares separately negotiable to buyer. Already a classic. This was the last proper MG to come out of Abingdon. Best offer accepted over £950 by end of month. Tel.: Maidenhead (0628) 39476 or write: 7, Hearne Drive, Holyport, Maidenhead, Berks., SL6 2HZ. (38233

TRIUMPH GT6 'M' Reg. 28,000m. Overdrive, Sundym, radio, alloys, alarm, recent service, tyres, clutch, exhaust, rust-treated, soundproofed, undersealed. Professionally maintained. Above average. T&T. £1,390. No offers please. Ken, 01-560 1277 Ext. 113. (93627

E-TYPE ROADSTER, 1965. Taxed, tested; new hood; 3 new tyres; spare unused; CWW; Motorola; resprayed in BRG; unfortunately fibreglass front; therefore only £950. 0522 63136 evenings/weekends. (93560

M-TYPE MG 1932. Part restored, sound original body. £1,750. Many spares extra. Hyde, Wymondham, Norfolk. 0953 603643. (93631

RELIANT SCIMITAR GTE Automatic, Oct. 1972. Bright yellow/black trim. Recorded mileage 49,199, radio, £2,095. Stanleys Motors (Hounslow) Ltd. 01-570 2540. (93559

ALFA ROMEO Alfetta GT 1800. 1976. 9,000 miles. Just serviced. Periwinkle blue, beige interior. Radio/cassette. Electric head. 29432. (93561

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MG TF 1250 c.c. Dark green with beige upholstery and wire wheels. Engine and front suspension completely reconditioned. Brakes overhauled. New bearings in gearbox. Fitted with heater. A very sound example in everyday use. £3,000. Phone: Burley 2338. (93168

TALBOT T150C 1939 4-litre special engine, 2-door coupe, short chassis. £4,000. Pigelet, 5, Rue de Medicis, 75006, Paris, 553 9078 office; 370 2896 home. (93622

ABSOLUTELY IMMACULATE Austin Seven Box Saloon. Many times concours winner, £1,500. Telephone: Worcester 52248. (93629

1974 LOTUS +2S 130/5, 'N' Reg. Roman purple, oatmeal trim, Sundym, alloy wheels, radio, 8-track. HRS, full service history, 1 owner. Merseyside/Cheshire area. Excellent condition. £2,990. Box 5425. (93748

CONTINENTAL BENTLEY 1959 Mulliner Fastback S1 4.9 litre engine with large bore carburetters. In superb Regal red with unmarked beige interior. Low mileage, believed genuine, with commensurate appearance and performance. £8,500. Would take interesting car in part exchange. 01-658 2781. (9300

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MG-A 1622 Mark II. 1961 FHC. White, bodywork professionally rebuilt, completely original (no filler or fibreglass), very carefully tended by enthusiastic owner. Reluctantly forced to sell—nearest to £2,000 secures. Cuppage, Chelwood Gate (Sussex) 294. (92443

DIESEL HILLMAN Minx Series VI. 1967. Professional conversion. Excellent condition. Special underbody protection. £950. 061-485 5887. (92494

VOLKSWAGEN KARMANN Ghia, December 1963. Under 49,000 miles. Collector's item. Offers please: Fleet 20534 evenings. (92493

JAGUAR 3.4 Mk. II, 1964. Indigo blue, chrome wire wheels. Sound mechanics, new battery. Stored last two years. An excellent basis for restoration. £135. Tel: Overton-on-Dee (Clwyd) 264. (92446

MG-B ROADSTER Automatic '69. Red. One lady owner. H/top, brand new unused manufacturer's soft top. Radio. MoT. £945. HP P/X facilities. 01-764 8004 SW16. (93915

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1968 BMW 1800. Engine rebuilt and not yet run in. 2000 front struts, 2 new XAS fitted, other good. Body sound but not immaculate. No brakes—run out of money, hence £350 o.n.o. (less than bills so far spent). Phone Long Eaton 2721 after 6 p.m. (93851

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LOTUS EUROPA Special. 'N' Reg. Yellow, 5-speed, radio, alloy wheels, electric windows. 22,000 miles. £3,000. Darley Dale 4182 (Derbys). (93758

LOTUS EUROPA Special. JPS, 5-speed, 1973. Oatmeal interior, Sundym, radio, 8-track, alarm. £2,350 or p/x good Sprint. McMillan, 56, Harewood Avenue, Bridlington. (93781

1933 ALVIS FIREFLY Tourer. Half rebuilt, pre-selector gearbox, original handbooks, etc. Good hood, rear wings and seats missing, hence £585 o.n.o. Cullingworth 2763 (Yorkshire). (93783

MG-B ROADSTER 1969. Exceptional for age. 70,000 miles, wire wheels, tonneau, re-sprayed mineral blue. Service history, MoT, Radiomobile, £795 o.n.o. Telephone: Romsey 514404 evenings. (90937

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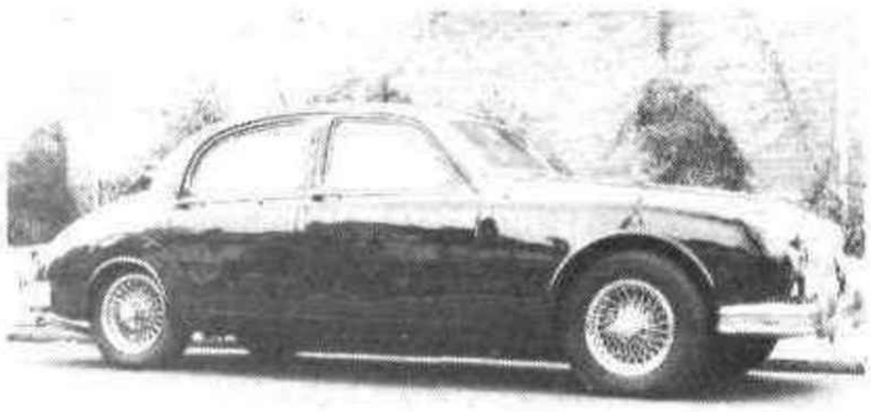
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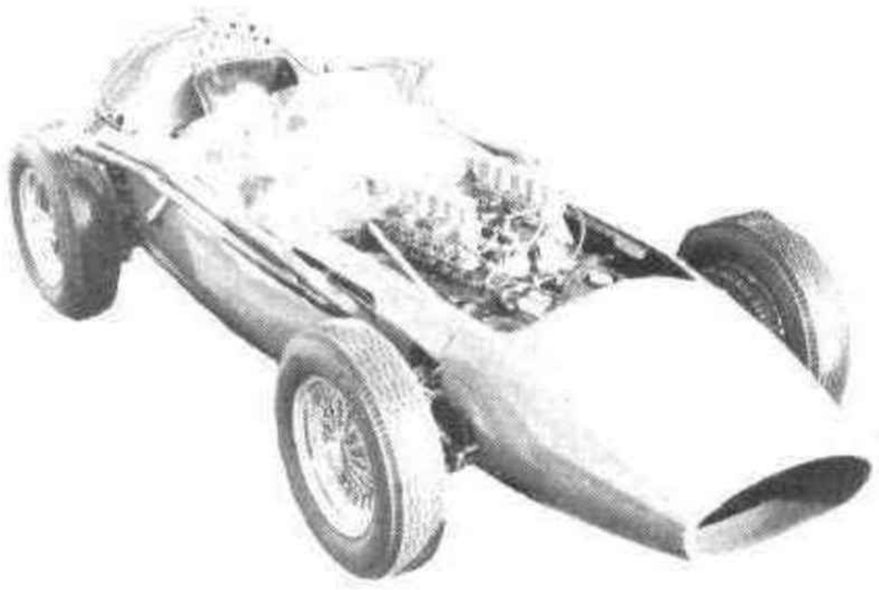
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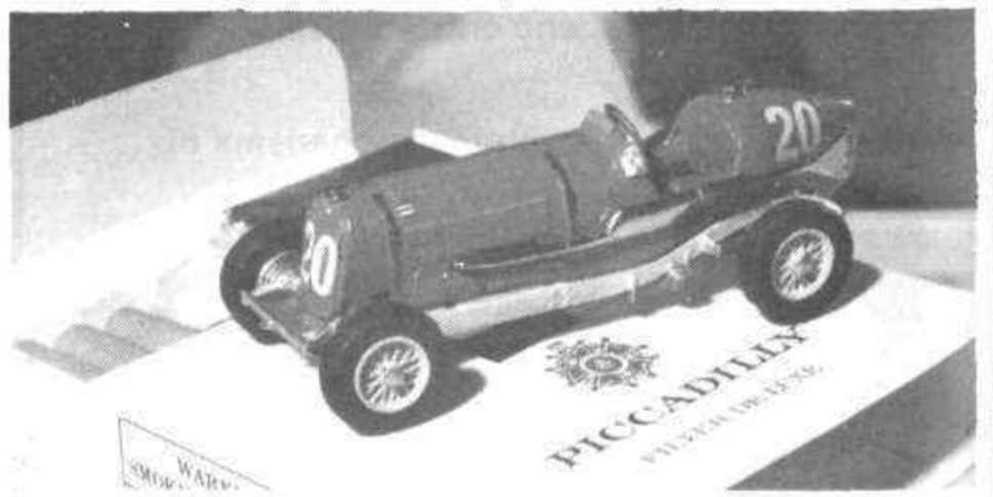
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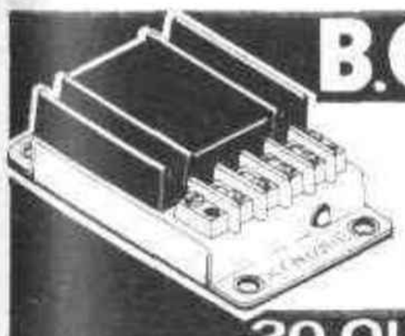
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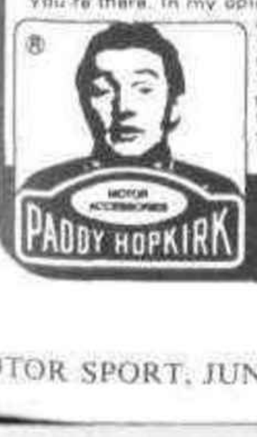
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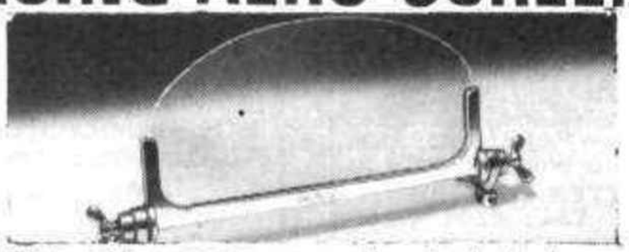
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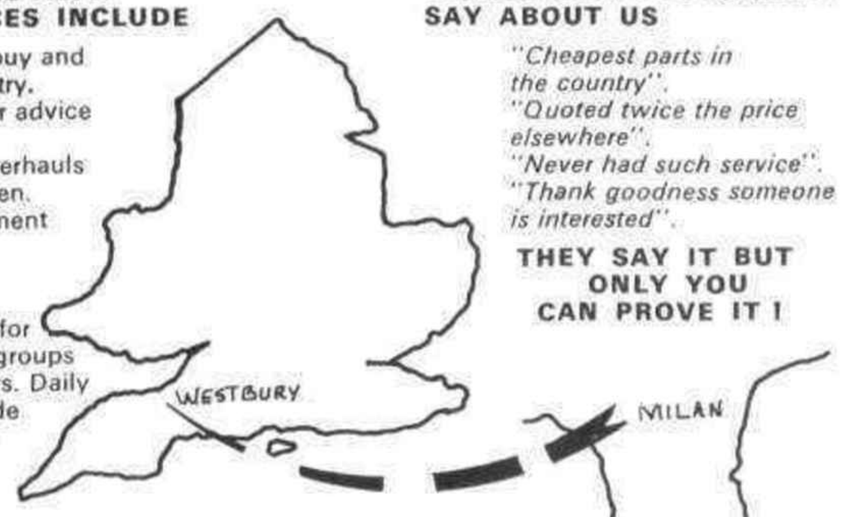
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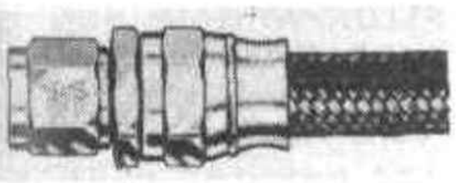
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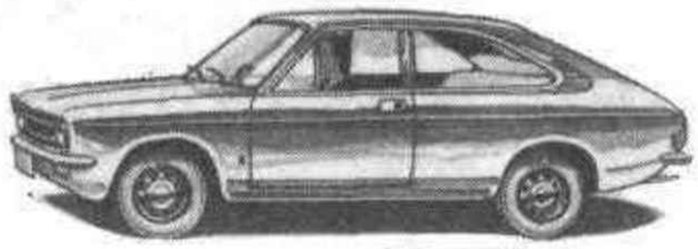
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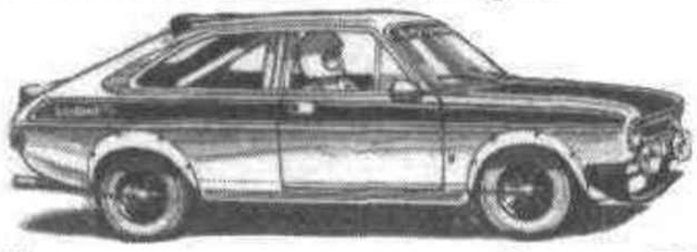
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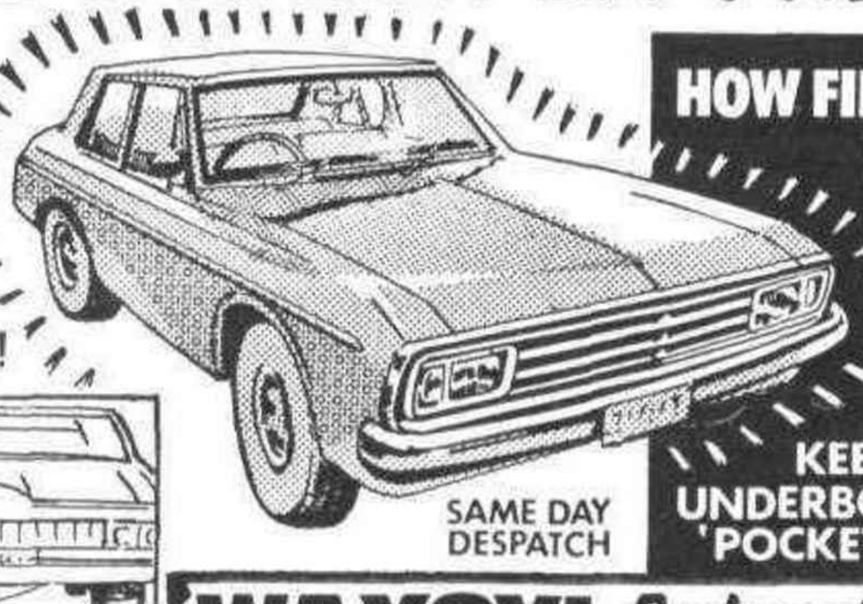
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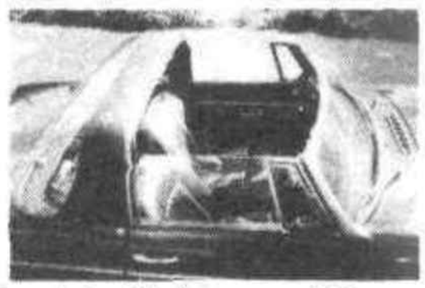
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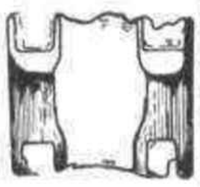
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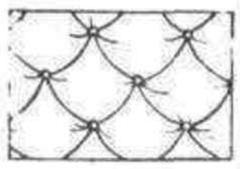
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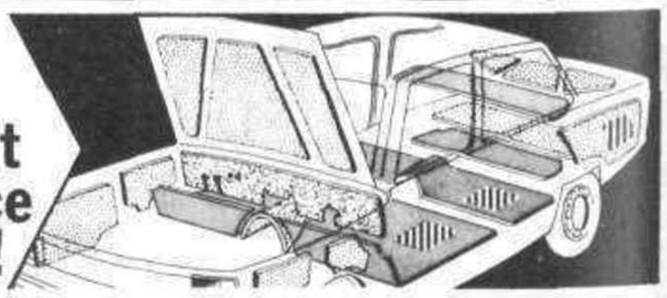
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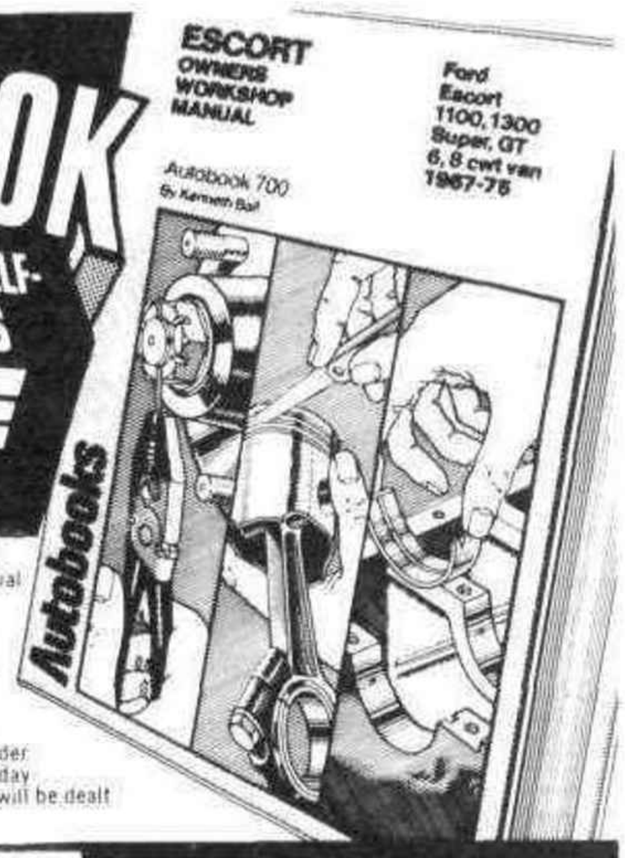
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Avenger, GT, 1970-76
Minx Series I to 6, 1956-67
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New Minx, 1966-70
Hunter, Series 1 to 3, 1966-76
HONDA
Civic 1200, 1500, 1973-76
JAGUAR
Mk 7, 9, 9, 1950-61
XK 120, 140, 150, 150S, 1948-61
2.4, 3.4, 3.8 Mk 1, 2, 1955-67
3.4S, 3.8S, 420, 1963-68
240, 340, 1967-68
E Type 3.8, 4.2, 1961-72
XJ6 2.8, 4.2 Litre, 1968-75
LANDROVER
1, 2, 2A, 3, (specify cc), 1948-77
MAZDA
616, 808, 818, 1970-76
RX 2, R100, RX-3, 1970-74
1200, 1300, 1969-73
1600, 1800, 1967-74
MERCEDES-BENZ
190B, 190C, 200, 1959-68
220B, 230, 250, 1959-68
220, 8, 250, 280, 1968-72
MG
Midget TA to TF, 1936-55
Midget Mk 1 to 4, 1961-76
Magnette, ZA, ZB, 1954-58
MGA, MGB, MGB GT, 1962-76
1100, 1300, Mk 1, 2, 1962-71
MORGAN
4 Wheels, (Not V8), 1936-72
MORRIS
Minor Series 2, 1000, 1952-71
Oxford 2, 3, 5, 6, 1954-71
Mini, incl. Clubman, 1959-76
Mini Cooper, incl. S, 1961-72
1100, 1300, Mk 1, 2, 3, 1962-74
1800, 2200, 1964-75
Marina, 1971-77
NSU
Prinz 1 to 4, 1957-72
1000, 1200, 1961-72
OPEL
Ascona, Manta, 1970-75
GT 1900, 1968-73
Kadett, Olympia, 1965-79
Rekord, C, 1966-75
PEUGEOT
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104, 504, 1965-75
PORSCHE
356A, 356B, 356C, 1957-65
911, 912, 1964-73
914S, 1969-72
PRINCESS
18-22 Series, 1975-76
RELIANT
Regal (incl. vans), 1962-73
RENAULT
Caravelle, 1962-68
Dauphine, Floride, 1957-67
R4, R4L, 4, 5, 6, 1961-76
8, 8S, 10, R8, R10, 1100, 1962-72
12, 15, 16, 17, 1969-76
RILEY
1.5, 1957-65
1/2 Mk 1 to 3, 1957-69
1100 Mk 1, 2, 1300, 1965-69
ROVER
60 to 110, 1953-64
3500, 3500S, 1969-76
3 Litre, 2000, 2200, 1958-77
Range Rover, 1970-74
SAAB
95, 96 Sport, 1966-76
99, 1969-76
SIMCA
1000, 1961-77
1100, 1200, 1967-75
1301, 1301, 1500, 1501, 1963-75
SINGER
Chamois, Sport, 1964-70
Gazelle Series 2A to 6, 1958-67
New Gazelle, 1966-70
Vogue Mk 1 to 4, 1961-67
Vogue 1725, 1966-70
SUNBEAM
Alpine, Rapier 1 to 5, 1959-67
Rapier, H120, Alpine, 1967-76
Imp, Sport, Stiletto, 1966-76
1250, 1500, 1300, 1600, 1970-76
TOYOTA
Corona, Celica, 1971-74
Corona Mk 1, 2, 1965-74
Corolla 1100, 1200, 1600, 1967-74
TRIUMPH
Dolomite, Toledo, 1970-76
Herald, 1959-71
Spitfire Mk 1 to 4, 1962-76
Stag, 1970-77
GT6 Mk 1, 2, 1966-74
Vitesse 1600, 2 Litre, 1962-74
TR2, 3, 3A, 4, 4A, 5, 6, 7, 1952-76
1300, 1300TC, 1500, 1500TC, 1965-76
2000, 2.5 PI, Mk 1, 2, 1963-77
VANDEN PLAS
3 Litre, 1959-64
1100 Mk 1, 2, 3, 1300, 1963-73
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Victor VX490, 1961-78
Victor 1600, 2000, 1967-72
Victor 3300, Ventora, 1968-72
Velox, Cresta, PA, PB, 1951-65
Cresta PC, Viscount, 1965-72
Viva HA, HB, HC, 1963-78
Firenza, 1159cc, 1256cc, 1971-76
Chevette 1975-76
Cavalier 1975-77
VOLKSWAGEN
Beetle, 1954-76
Golf, 1974-76
Type 1200, 1500, 1954-67
Type 1600, 1700, 1968-76
Karmann Ghia, 1960-70
Passat, 1973-77
Polo, 1975-76
Rabbit, 1974-78
Scirocco, 1974-76
411, 1968-72
1600, N, S, A, 1961-66
1600 Fastback, 1965-73
VOLVO
120, 140 Series, 1961-74
160 Series, 1969-74
1800, 1960-73
WOLSELEY
15/50, 1500, 1962-65
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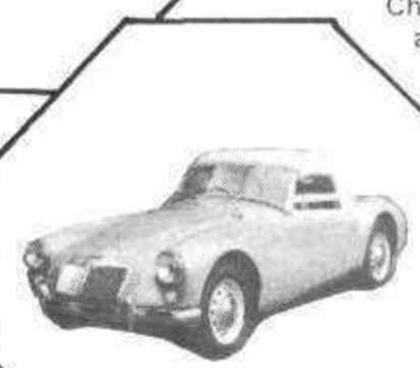
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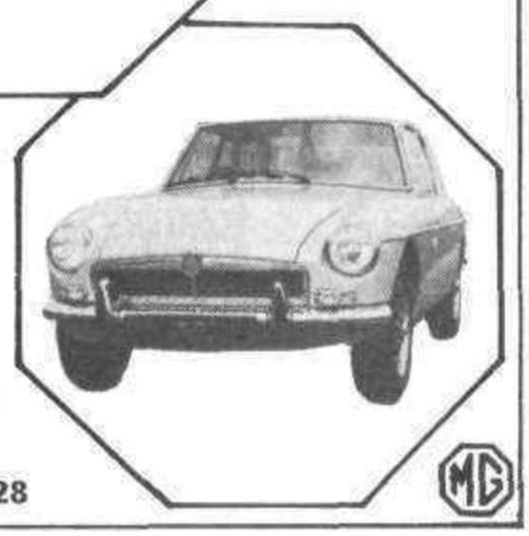
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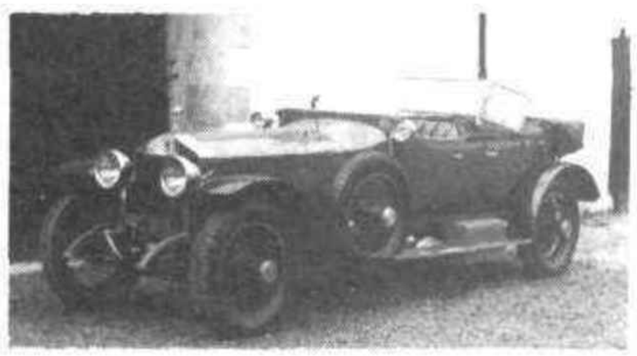
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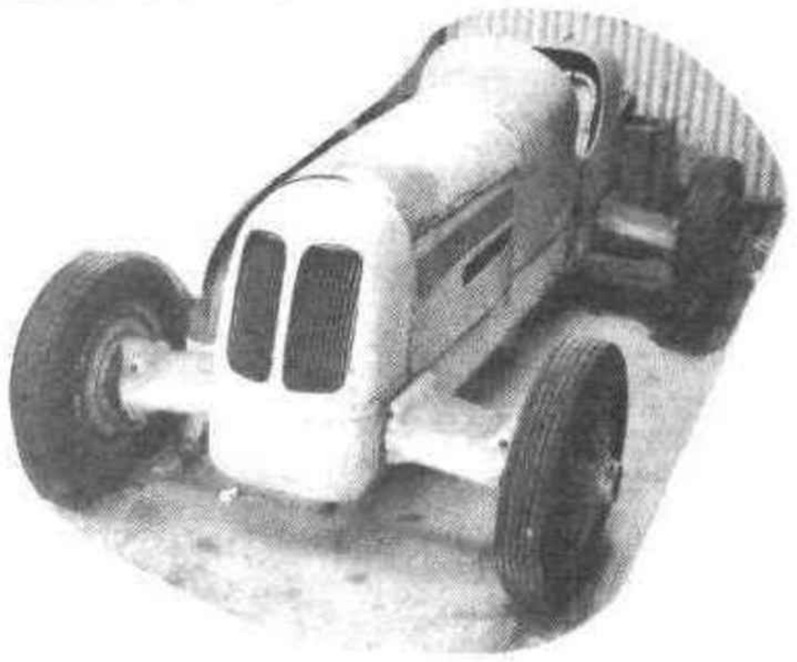
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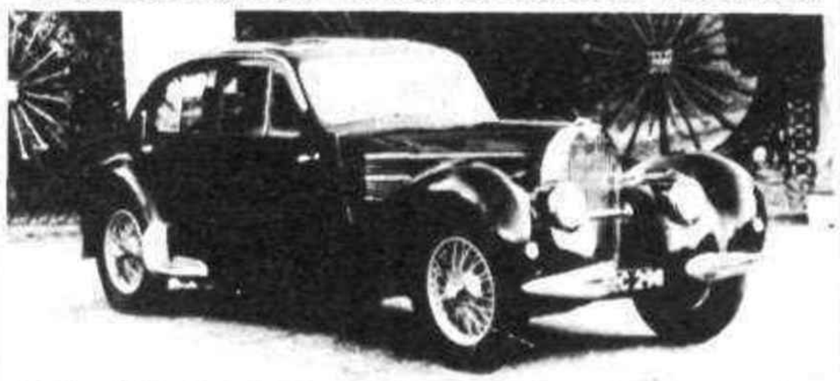
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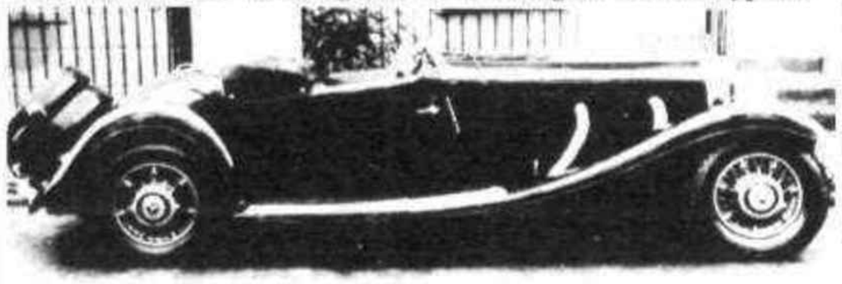
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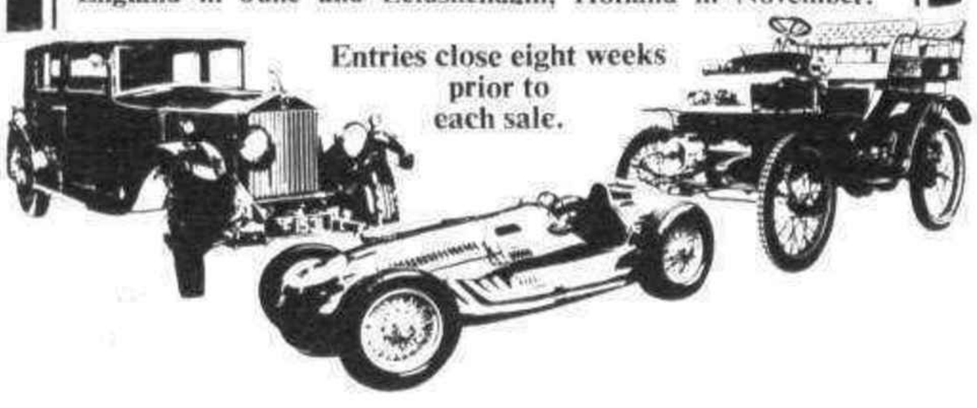
HOLLAND 1976 - 80,000 guilders 1938 Bugatti 3-3 litre type 57



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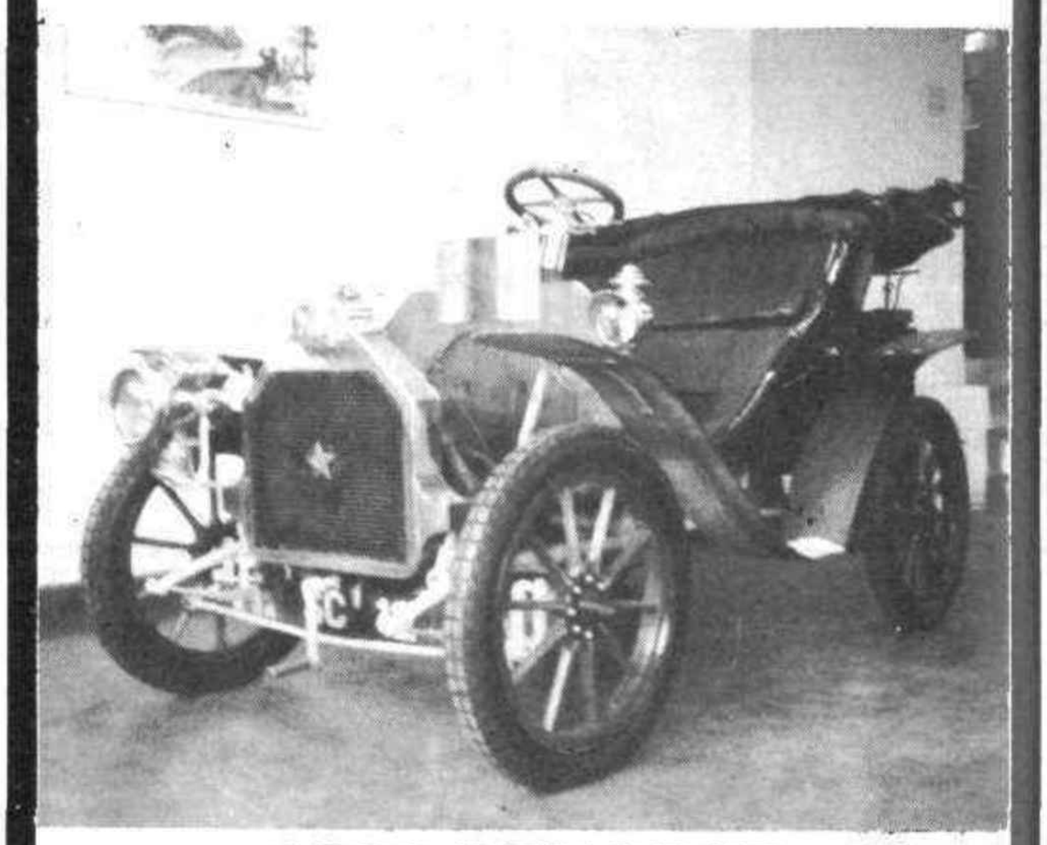
Christie's have now established regular sales in Europe of Collectors Cars; in Geneva, Switzerland in March, Beaulieu, England in June and Leidshendam, Holland in November.

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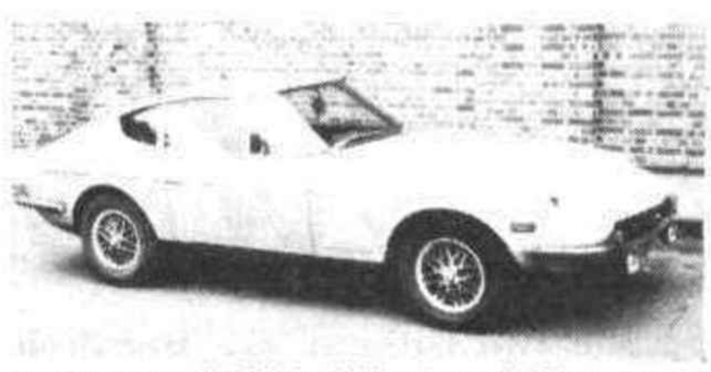
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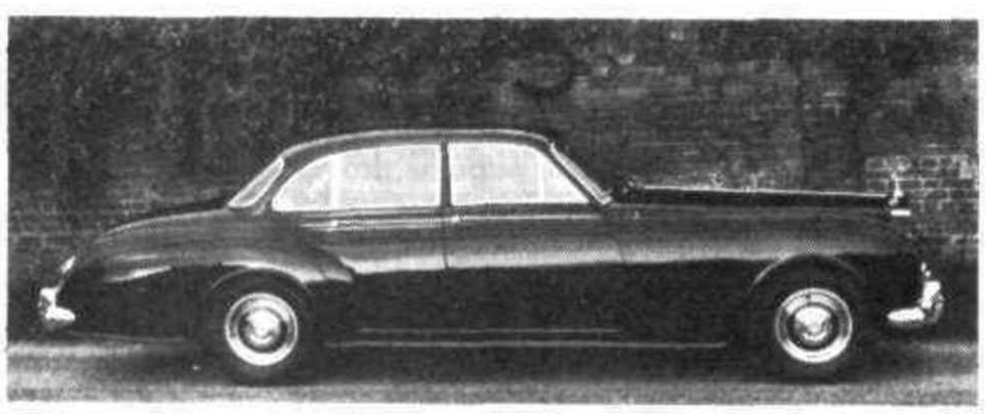
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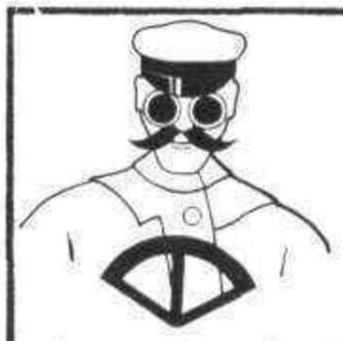
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GILBERN GENIE "G" registration. One previous owner (present owner 5 years), factory built. All original. Genuine 47,000 miles since new. Must be one of the nicest available. £975. Bristol 566217. (94194

GINETTA G21 Jan. '75. 18,000 miles. Silver/grey, black int. Radio, excellent condition. £2,650 o.n.o. Tel: 061-428 3238. (94200

1949 MORRIS VAN, 12 h.p. 10 cwt. Very fair condition. Phone Hinckley 39541 any evening after 6 o'clock. (94155

ARMSTRONG SIDDELEY 'D' Back. 20 h.p. 1935. Yellow and black. Fully reconditioned engine. Original interior. £3,000 offers. Phone Wirksworth 3344 or write: Nixon, 61 West End, Wirksworth, Derbyshire. (94148

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SUNBEAM TIGER 4.2 1966. H/S tops, tonneau. Cost £700, further £500 spent last 12 months. Change of life style forces reluctant sale. £1,000. Roscoe 0480 (St. Ives, Cambs) 62110. (94141

SINGER '9' ROADSTER, 1949. 4-seater, Sports. Red, black hood, many spares, manual. £1,500. 18, New Yatt Road, Witney, Oxon. Witney 3691. (94142

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MORGAN +8, March 1975. 20,000 miles. GPO red. Protectol rustproofed. Moq agent maintained. Superb condition: very sad to part with this red terror, but around £5,200 may cheer me up. Telephone after 7 p.m. St. Albans 63295. (94093

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MORGAN 4/4 1974 One owner, 4-seater, 21,000 miles. Brunswick Green. Wire wheels, bucket seat, luggage rack, LR lights, wireless, etc. £3,750. Office: 0443 404451; home 0222 890637. (90109

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ASTON MARTIN DB6 Mk. II Vantage 1970. 5-speed, low mileage and superb condition. Two previous elderly owners and known history. Usual Aston refinements plus Webasto roof, new stainless steel exhaust system, radio, etc. Tools unused complete with workshop manual and handbook. A rare yet extremely practical grand touring car. Private sale. £3,950. Keisall, Maple Court, Hacheston, Nr. Woodbridge, Suffolk. Wickham Market 746630. (94302

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1968 JAGUAR 'E' type 2+2 manual, dark blue, radio, wire wheels. **£1,495**
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1952 MORRIS OXFORD, original black, 39,968 miles. **£425**
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MORGAN 4/4, Royal Ivory, Delivery mileage, tonneau, carrier, door handles, rev lights, 4 seater.
MORGAN +8, red, delivery mileage, leather, tonneau, reclining seats, spare wheel cover, luggage rack, door handles, aluminium boot.
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1976 MG MIDGET, 1500c.c., white, one lady owner, 9,943 miles, tonneau, hood bag. **£1,845**
1975 (P) MGB V8 GT, flamingo red/black nylon, one owner, 21,530 miles, sunroof, sundym glass, overdrive. **£3,150**



1975 (P) MG MIDGET, damask red, l.h.d., 12,017 miles, headrests. **£1,545**
1974 MGB GT, blaze, one owner, overdrive, headrests, h.r.w. **£2,125**
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1974 MG MIDGET, blaze/black, one owner, 26,395 miles, tonneau, headrests, mirrors **£1,325**
1974 MG MIDGET, bronze yellow, one lady owner, rack, headrests. **£1,295**
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1973 RELIANT SCIMITAR GTE, white, chrome wheels, Golde sunroof, radio, rear wiper, h.r.w., vinyl roof, fog spot, electric windows. **£2,165**

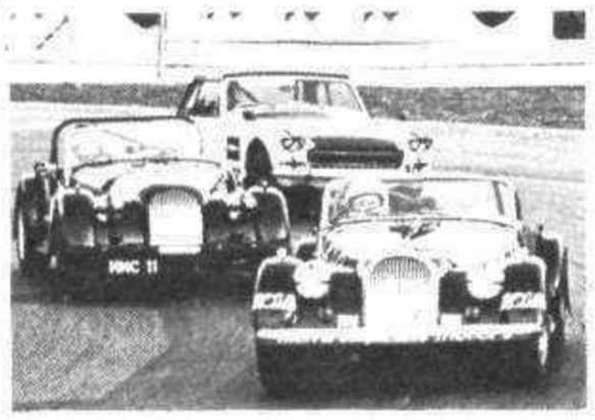
1973 RELIANT GTE Automatic, capricorn blue/tan, one owner, 35,629 miles, radio/stereo, chrome wheels, sunroof, rear wiper. **£2,295**

WE URGENTLY REQUIRE WELL MAINTAINED SPORTS CARS

01-560 7011 **Nearly New—Pre/Post War—Vintage/Veteran—please contact us before selling** **01-560 7011**

MORRIS STAPLETON MOTORS LTD

LONDON'S Morgan DISTRIBUTORS



Pictured here is our **Morgan +8** racing car at Brands Hatch showing the others the way home. Actually it finished 2nd to Mr. Meeks Standard Europa. Mr. Meek, 65 (in the shade), was having gearbox difficulties but as soon as he got out of first gear on the fifth lap he achieved a win with considerable ease. Next meeting Brands Hatch June 5th.

The most unusual **Morgan** this month must be our 1970 **L.H.D Morgan +8**. Two owners from new, British racing green, 79,000 km. Very good condition.

Next to that is a 1971 **Morgan +8** finished in brilliant white, 38,000 miles from new, excellent condition.

Leather enthusiasts should see our 1976 **Morgan 4/4** 2-seater, signal red, black leather interior, leather bonnet strap, luggage rack and spot lamps; or if you prefer plastic 1975 **Morgan 4/4** 2 seater, lemon yellow, black vinyl interior, 18,000 miles. 1973 **Morgan 4/4** 4 seater, British racing green, unusual luggage rack, 44,000 miles, very good bodywork. 1973 **Morgan 4/4** 2 seater, chocolate brown, stone leather interior, wire wheels, spots, luggage rack, 2 owners. 1969 **Morgan 4/4** 2 seater, golden yellow, black leather interior, new gearbox and clutch, polished wood dash. 1973 **Morgan +8**, freshly painted signal red, 25,000 miles, one owner, new tyres. 1967 **Morgan 4/4** 2 seater, new engine, royal ivory, brown leather interior, recent wooden frame parts fitted. 1967/8 **Morgan +4** drop head coupé, rebuilt from chassis up, fitted with new wooden frame, new panelling in aluminium, painted royal ivory with red leather interior, completely new wiring loom, possibly better than new all round. The rarest and most sought after Morgan, certainly the prettiest. Also for sale: 1974 **Honda 750/4** cafe racer, Reid Titan fairing and drop bars etc. 1,800 miles from new, one titled owner from new. 1969 **Cooper 'S'** all original, rebuilt engine.

Morgan 'T' shirts, red, yellow, blue, white, large, med, small, £2.20 + p.p.

Morgan racing stickers 4 colours £0.40p + pp. All **Morgan** accessories, toys, spares etc. All **Morgans** bought, best prices.



REECE MEWS, LONDON SW7 (SOUTH KENSINGTON) 01-589 6894

FOR SALE—continued

CLAN CRUSADER (M) April 1974. Factory-built. Lime green, black trim. Sunroof, alloy wheels, tinted glass, QH headlamps, good tyres. Genuine 26,000 careful miles in the hands of elderly but enthusiastic lady owner. Absolutely immaculate, service history available. Must sell. X1/9 due soon. £1,395. Phone: Johns, Redruth (Cornwall) 215194 or Devoran 864209. (94299

SUNBEAM TALBOT 1955. Genuine mileage 3,400. Superb condition. Offers over £2,500. Phone: Whixall (Salop) 310. (94295

PORSCHE 911S, 1972. Black, with Carrera spoiler, electric aerial, roof and windows. Recarro seats and tow bar. 49,000 mls. Immaculate. £4,450 o.n.o. Telephone: Helensburgh 3581 (Scotland) (94298

AC BUCKLAND 4-seater tourer 1951. Ivory. Body good condition. New hood and tonneau. Good upholstery and tyres, small mileage since pistons and big ends renewed. Striking appearance. Garaged. Parr, 83 Lower Redland Road, Redland, Bristol. (94296

ASTON MARTIN DB2/4 Mk. III. Rare model complete and original. Excellent condition. Motoring to appreciate besides the value. £2,500 o.n.o. Woking 68707. (94294

COLLECTOR'S ITEM. Possibly unique, Vauxhall Cresta E-Type, 1955. One family ownership from new. 48,000 miles! Superb. Taxed and tested. Offers to Doncaster 555010. (94293

LOTUS EUROPA twincam, 1972. Pistachio. Immaculate condition. 32,000 miles only. Electric windows, air horns, Cosmic alloys, etc, etc. Recent £300 overhaul. Taxed August, tested December. £1,795 o.n.o. Tel: Dinnington 2925 (South Yorks) after 6 p.m. (94288

BENTLEY S1 1957. Pas. Sunroof, superb condition. Recent engine overhaul. Excellent coachwork. £3,950. Box No. 5441. (94286

ASTON MARTIN DBo Mk. I, manual. Aquamarine coachwork with red trim. Virtually concours condition with a genuine mileage of only 13,000. One owner from new. £6,450. Finance and exchange possible. Phone Wolverhampton 20361. (94285

DAIMLER 2½ V8 1964. Opalescent green. 36,000 miles. Undersealed. Completely original. Excellent interior and body, very little rust. Tools, etc. £1,250 o.n.o. Market Deeping 342171. (94279

TWO 1800 BMWs for £125. LHD. One complete, MoT, good mechanics, towbar, sunroof. Another dismantled. Horsington 634. (94283

OFFERS INVITED for Riley Kestrel "Big Four" Dec. 1937. Reg. No. RLY 16. Requires restoration—in daily use—sale due to ill health. Phone Bourne 3165 after 5 p.m. (94282

FOR SALE—continued

ROLLS-ROYCE 1930 20/25 Barker 2-seater with dickey. In exceptional condition. Offers in excess of £12,500. Also Lancia Lambda 8 Series Fixed Head Coupe 2-seater with some rear space. Substantial mechanical overhaul completed. Sensible offers. Evenings/we, 992 8488, Box No. 5440. (94280

AUSTIN 16-6 Saloon, January 1931. Sound and original. Engine fully rebuilt 3,000 miles ago. Little used since war. Regret must part. £1,950. Telephone The Lee 561 (Bucks). (94276

MG Y-TYPE Saloon 1951. One lady owner 1953-1975. Only 43,000 miles. An exceptional car, practically unmarked. Original tools and accessories. £1,500. Pakenham 31121 (Suffolk). (94428

SUNBEAM TALBOT Drophead Coupe, 1952. A most elegant car in delightful condition. Recent extensive mechanical renovation. £750. Pakenham 31121 (Suffolk). (94428

ALVIS TE21 Convertible 1965. Manual gearbox, wire wheels, p.a.s., radio, tonneau cover. Good condition. £1,200. Tel: Dorking 3094. (94431

LOTUS ELAN +2, 1968. Red/black interior. Recent complete engine rebuild. Long MoT, £950 o.n.o. Also rare Watling/Ford Sports Coupe (like Rochdale). No reasonable offer refused. Leeds 605271. (94430

AUSTIN A50 1955. Running order, quite sound. £125 o.n.o. Could deliver. Leeds 575906, Austwick. (94429

GILBERN INVADER Estate, 1972. 45,000 miles, overdrive, Dark brown, black interior, sunroof, 8-track/radio, stainless steel exhausts, electric windows, alloy wheels. My wife's own immaculate car. £1,500 o.n.o. 01-546 5539. (94425

STANDARD LITTLE 9. Four-light saloon 1933, 45,000 miles, but generally in the condition of a 5,000 mile year old quality car. Body totally as new and perfect in all respects. Colour: Royal blue with black wings. Navy blue leather and door trims in unbelievable condition. All original fittings in perfect order. Extras include smoked tinted windows and sunroof. Comes with original sales invoice and handbooks, parts list, etc. Two registered owners, father and son. Only for sale through lack of space. £2,425 for quick sale. Hertford 50197. (94424

1932 SWALLOW Saloon Austin 7, ¾ complete. Original engine and chassis with logbook. Lots of work for someone, hence £250. Tel: Flitwick 4573. (94427

JAGUAR 420 1967. Manual/overdrive, chrome wire wheels, new stainless steel exhaust system, new front Konis, HRW, p.a.s., radio. Met. grey/red leather, exceptional example. £1,400. Tel: Odiham, Hants 2592. (94426

FOR SALE—continued

ALFA ROMEO 2000 GTV, Nov. 1973. Red. 24,000 miles. 9 months MoT. Good condition. £1,700 o.n.o. Dave Mattocks, Andover 61345 (office); 65442 (home). (94431

CLOUD 3 ROLLS-ROYCE! Well almost. SI Bentley with R-R grille and wing conversion. Regal red, whitewall tyres. Very attractive investment. £3,950 or might exchange. Dorking 6100 (Surrey). (94420

SCIMITAR GTE November 1973. Manual. Beaujolais with black interior, sunroof, radio, cassette. Tinted glass plus usual extras. 29,000 miles. Dealer maintained, full service history. Excellent condition. £2,470. 01-229 8705; 01-940 0985 evening. (94421

LANCIA ZAGATO. My Fulvia 1300 was one of the last imported into Britain in 1973. I believe that it is the only 'M' registered car. Original 2+2 coupe bodywork is in Rosso Corsa (Italian racing red) and whole car is potential concours winner. Mileage 36,000. Mechanically excellent. 110 m.p.h. capability. This beautiful car is likely to become a collector's item. An offer around £2,000 will secure. Karl Nightingale, Hemel Hempstead 50641. (94422

LHD JAGUAR 3.4 Saloon, 1957. 72,000 miles. Two owners. Automatic. Owner's manual and tool kit. BRG with tan leather interior. Wire wheels. No rust. Impeccable condition. £2,350. Tel: Sway (0590 68) 2839. (94423

1954 RILEY 1½-litre. 2 owners, 94,000 miles. T&T Oct. '77. V.g.c. mech. Recently sprayed ivory, needs tidying, fitted seat belts and Kenlowe, otherwise orig. Spares include: 2 new 5.75 x 16 and 3 part-worn 6.00 x 16 Michelins, gearbox, twin SUs, and manifold, etc. Reg. No. PXH 914. Offers invited from marque enthusiasts. Tel: 01-854 0633. (38589

1954 MORGAN Plus 4 flat-rad. 4-str. Stripped to chassis & rebuilt, retrimmed, resprayed, many new mechanical and body parts. Best offer around £3,000. Derby 367248 (office), Wirksworth 3501 (home). (94418

FIAT X19, March 1977. 1,200 miles. Metallic green, no stripes, extra rust-proofing. Complete with luggage. £3,200. (New dog forces sale!) Leamington Spa 25310. (94419

1963 DAIMLER DART 250 'C' specification, wire wheels. Metallic red paintwork faded, hence respray needed. Investment £1,250. Dorking 6100 (Surrey). (94420

LOTUS ELAN +2S 130/5-speed. October 1972. Mono Lagoon blue. Black trim. Radio, stereo, HRW, Sundym screen. Lumenition ignition. One owner last three years. Bills for many hundreds of pounds including new gearbox, clutch, de-coke, discs, dampers, couplings, etc. £2,000. No offers. Walsall 612389. (94313

FOR SALE—continued

LANCIA FULVIA Rallye Coupe 1.3 'M' Reg. 1973. White. 5-speeds, fast, economical. 36,000. Beautiful condition throughout. £1,475 o.n.o. Phone: Northampton 711760 (day); 64984 (evening). (94281

DAIMLER MAJESTIC. Excellent trim and mechanics. Long MoT. Needs some bodywork. £165. Emsworth (STD 02434) 2012. (92704

1936 BRITISH SALMSON Drophead coupe. Some work required. Basically very sound. Offers around £1,000. Doncaster 743636. (91827

1937 FLYING STANDARD Twelve. One owner. Mileage 67,809. Kept in exceptional condition. £800. Brear Bentley 250413; or Dorwyn, Thorington, Nr. Colchester, Essex. (92491

MG YA 1951 Extensive rebuild almost completed. Re-wired. Many new parts. Excellent engine and gearbox. £350. Cruddwell 443 Wiltshire. (94307

ASTON MARTIN DB Mk. III. Completely refurbished to highest standard throughout, placed at AMOC Autumn Concours. £3,250 or part exchange DB6 Manual, value under £3,000. Telephone Shillington (046277) 270. (94308

LAGONDA 1931. Low chassis, 2-litre speed model, blower. Superb all metal tourer. Sell for cash plus unrestored Lagonda, Alvis 12/50, Aston, Nash etc. 0472 825517 or 814404. (94309

LANCIA APRILIA circa 1946. RHD. Very sound running example of this rare classic. Kept in Southern Italy until 1972, hence virtually rot-free body. £1,200 o.n.o. P/X considered. Dourbar, Rudyard (Staffs) 613. (94310

MORGAN 4/4 2-seater. Late 1974. 20,000 miles. Yellow/black body, black interior, tonneau. Good condition. Best offer over £3,100. Eliand (0422) 76043. (94311

FERRARI 330 GT. Left-hand drive. 1964. Borrani wire wheels, very sound bodily, good trim but fitted 7-litre American engine plus close-ratio Jaguar gearbox. Needs finishing or ideal restoration. Stored 10 years. Only £1,295. Dorking 6030 (Surrey). (94304

1967 DINO SPYDER by Fiat. V6 Ferrari engine. Campagnolo mag wheels, left-hand drive. Very rare drophead example in Ferrari Red 'R' Reg. £1,695. Dorking 6030 (Surrey). (94304

E-TYPE V12 2+2. 1973. Auto. Lavender. Immaculate. £4,250. 01-462 2786 (home). (94305

ANNIVERSARY MG-B GT. BRG with gold. Car No. 34. Motorola radio. Webasto sunroof. This is a real eye-catcher and one of the most attractive MG-Bs made. Offers around £2,350. Waterlooville 52677. (94306

SAVAGE CORTINA Estate 'J' Reg. White, many extras. Immaculate condition. £750. Snape (Suffolk) 342. (94486

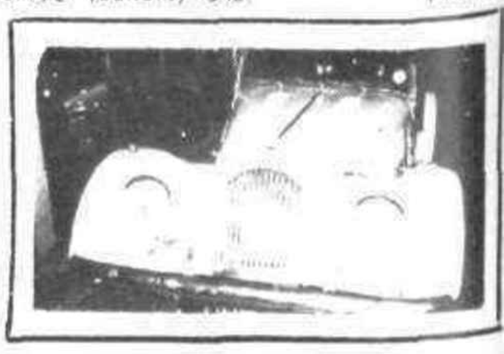


— HIRE A SPORTS CAR —

Morgan 4/4 and +8s, MG Midgets, MGBs, MGB GT V8s, TR7, Triumph Stags, Mercedes 350SLs.

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John Britten

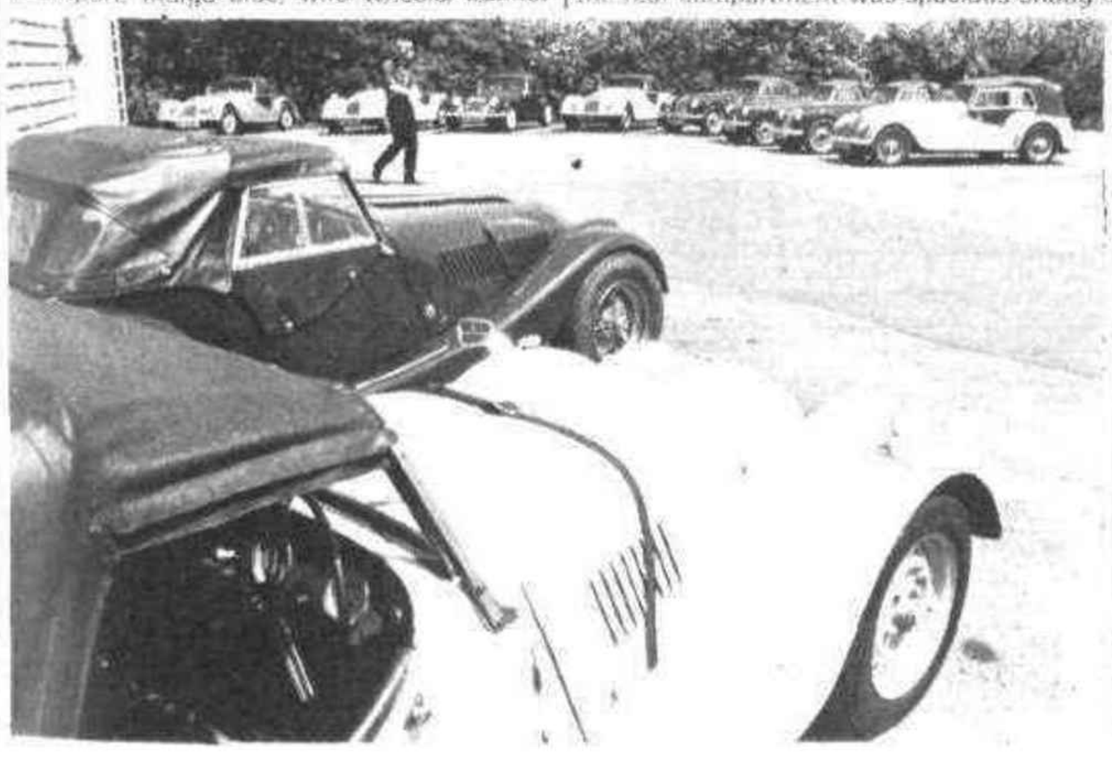
Morgan TVR



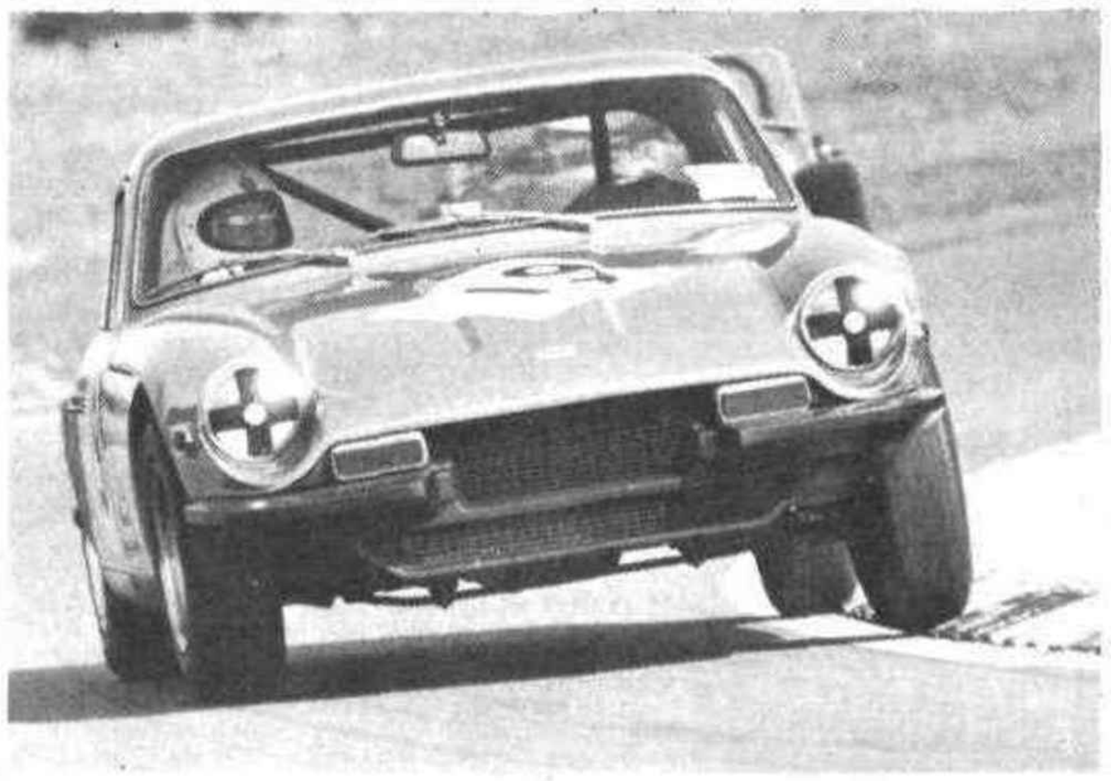
Come to the place where Arklies are made (pride of the British Motor Trade). **Morgan Plus 8**, 1974. Signal red, twin fuel pumps, outside door handles, 1 lady owner. **Morgan 4/4 Competition**, 1968G, BRG, has only had 2 owners the second of whom we did in fact sell it to a few years ago: tonneau cover etc. **Morgan 4/4 4-seater**, 1972. Golden yellow, wire wheels, our charming but occasionally word-blind secretary has noted that we took it in part exchange (against a TVR) from a BBC "tubor" player. The day will obviously come soon (see recent correspondence in "Motor Sport") when a **5-speed Plus 8** will be equated with a 5-figure price: but today we have one slightly cheaper than this. **Morgan 4/4**, 1975P, Golden yellow, bucket seats, actual Motor Show car, lady owner, traded in with regret against older Morgan + down payment on a house for her and her betrothed. It should be mentioned at this point that we are typing this advertisement in Tokyo on a Japanese typewriter which as well as being liberally sprinked with ¥ signs on the keyboard has the $ sign where the / ought to be (the / being where the ¼ ought to be). So if I refer to any Morgan 4$4's you would be too clever by ½ in inferring that you have spotted an export-crazed car dealer's Freudian slip. **Morgan 4/4 4-seater**, 1977. Canary yellow, brown leather, reclining and folding front seats, Plus 8 spots, luggage grid, bonnet strap. **Morgan Plus 8**, 1975. Apple green, black leather, bonnet strap, was featured on the cover of "On 4 Wheels". **Morgan 4/4**, 1968G, Comp. model, yellow, wire wheels, radio, tonneau cover, rebuilt and repainted at the Works about 18 months ago. **Morgan 4/4 4-seater**, 1972. French blue, wire wheels, Plus 8 spots (a collector's item already, Lucas have ceased them), leather interior, grid, bonnet strap, chrome stoneguards on headlamps. **Morgan 4/4** strap, badge bar, wooden dashboard. **Morgan 4/4**, 1976, orange, rear bumper, outside handles etc, sub-5000 m. **Morgan 4/4**, 1971, Dark blue, rebuilt engine, rear bumper, bonnet strap, badge bar. **Morgan 4/4 4-seater**, 1973M, Signal red, wire wheels, grid, tonneau, bonnet strap, radio, Dr. owner has new Plus 8 on order but could not wait and is now running my old +8. **Morgan 4/4 4-seater**, 1974, black, wire wheels,



4-seater, 1976. Royal ivory, brown leather, reclining and folding seats, outside doorhandles, brown hood and tonneau cover, grid. **Morgan 4/4**, 1975. Signal red, wire wheels, bucket seats, reversing lights, occasional rear seat, Klaxon, 2 owners (young Glouc. lady and young Kent gent.). **Morgan 4/4 4-seater**, 1969. K regd. on a/c of 1972 re-import, Indigo blue, wire wheels, bonnet reclining and folding, stone leather trim, grid, +8 spots. **Morgan 3-wheeler**, 1937, grey and black, Matchless engine, 3-speed gearbox. **Morgan 3-wheeler**, 1947, yellow and polished aluminium, Ford 8 power unit. **MGB GT**, 1977, Glacier white, nylon trim, Motolita, 1,300 miles, was to have been sold but the prospective owner's dog did not think the rear compartment was spacious enough.



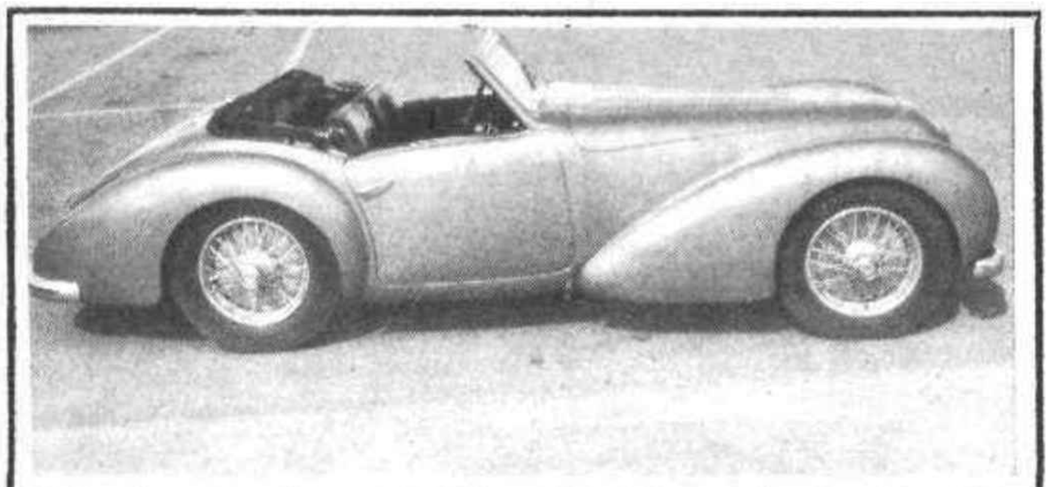
Ford Escort Sport (1973), **Blaze Mini 1000** (1973) and **Opel Kadett Estate** (1976) are among our also-rans this month. **NEW MORGANS** the waiting list is as long as ever and we operate a fair and careful system to ensure that orders do not get mislaid or shuffled, or specifications given the "send 3/4d" treatment. Brochures by request, test drives by appointment. **NEW TVRs** We shortly hope to have a new Broadspeed-developed TVR Turbo in stock alongside our collection of 3000M's; both the Turbo and the normally aspirated Taimar demonstration models are at your disposal. We wish to build up a stock of used TVR's - or failing that any other deserving party can have it for nothing. A kind but anonymous Moke-lover rang to say that these machines are in current production in Australia, and the engine is now a 1098 or a 1275, to choice. "Morgan" and "More Morgan", both by Gregory Houston-Bowden, £5.95 each post free. "TVR" by Peter Filby £6.50 post free. We undertake servicing and mechanical repairs to Morgan, TVR and other nicely bred English sports cars. Open to 7 pm weekdays, 6 pm Sats, closed Sundays and Whit Monday. P.S. The "Triumphette" trade mark for Motor Cars was registered on 12th May 1922 by the Triumph Cycle Co. Ltd.



until now those we get are sold almost at once — and will take in part exchange or purchase outright. **ARKLEY SS**. This car was designed around a pair of MG Midget doors, and last week I noticed that the new Vauxhall/Panther adopts the same solution: sports car doors with frameless winding windows not being very practicable in limited production with non-ferrous materials. For good measure we also employ the Midget power unit, running gear, hood, screen, scuttle, floor pan, suspension, wiring and electrics. In fact all you have to do is get hold of an old Midget and change-over the front and rear body panels. The price of the kit is £215 plus 8% VAT. Our brochure is being reprinted. Some time ago I had a Triumph Southern Cross sports 2/4 seater, and have now found a mint Castrol lubrication chart for same. The new owner (whose name I've lost)



JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144



Talbot-Lago Gran Sport '150', fitted with 4½ litre engine, virtually to G.P. specification, this is an exceptionally rare car with coachwork by Andre Dubos. Originally built for H.R.H. Prince Ranier of Monaco. Finished in metallic blue with matching hood and interior. Superb in every way.

Our portfolio this month includes fine examples of all the world's 'grand marques' including Bugatti, Hispano Suiza, Ferrari, Miller, Talbot-Lago (above), Rolls Royce etc. Please telephone for further details.

WE ARE ALSO PLEASED TO OFFER:

Jaguar E-Type 3.8 litre Roadster in dark blue with matching interior, chrome wires etc. **£2,450.**

Jowett Jupiter Sports. Metallic blue. A very rare and pleasant sports car in good condition. Offered at only **£1,395.**

PART EXCHANGE & FINANCING FACILITIES AVAILABLE

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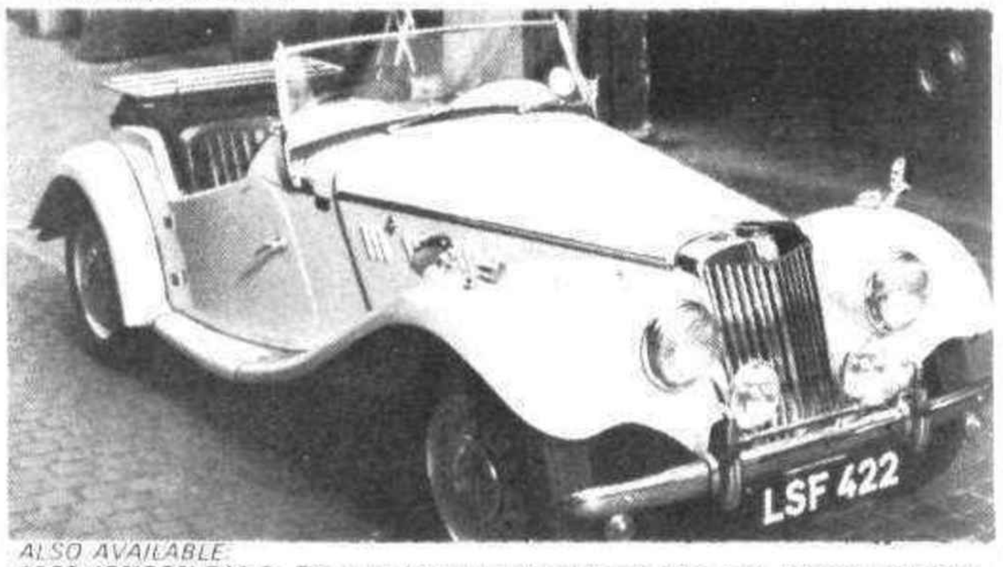
DAVID MULVANEY, 10 High Street, Newton-le-Willows, Merseyside, WA12 9SN





(left) **1954 MG TF.** White, red leather int. Luggage rack. Complete 2 year chassis-up restoration. Absolutely perfect in every way.

1972 MATRA 530 CX Sports Targa. Yellow. 2 owners. Excellent condition. A very rare and desirable car.



ALSO AVAILABLE:

1960 JENSEN 541 R. The actual show car, one owner from new, 60,000 miles only. Superb condition.

1976 PORSCHE 911 Luxe Targa. Sports, met. green, 15,000 miles, one lady owner. As new.

1976 BMW 2002 Tii Luxe. Met. regal red, grey velour int., stereo, 1 lady owner, 24,000 miles. Outstanding condition.

WANTED M.G. T.F. OR M.G. T.D. OR ANY CLASSIC SPORTS CAR OR SPORTS SALOON IN GOOD TO EXCELLENT CONDITION.

John Spero at Morris Stapleton Motors
London, S.W.7

01-589 5259 **01-589 6894**

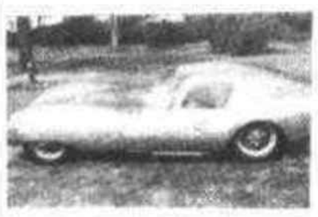
NOSTALGIA

HERE COMES SUMMER (BUT WHERE WAS SPRING?)

As I write this (May 9th), wintry weather is still with us, and the opportunities for open air Springtime motoring (normally so pleasant, with bug free windscreens, and traffic free roads) have been practically non existent. June sees all sorts of planned events, so here's hoping for a few days without rain, wind and hail, soggy carpets, gritty suspension, muddy wings and shiny wheels! The first is **PRESCOTT on June 4th/5th**, a perennial favourite weekend Hillclimb in the Cotswolds; then there is a **SPECIAL JUBILEE 'GOAT' MEETING on June 7th at lunchtime – PLEASE BRING YOUR 1946–'56 CARS UP TO THE SPECIAL ENCLOSURE**; several other events are shown below, but the month terminates with another magnificent weekend centring round **SILVERSTONE on JUNE 25th for the A.M.O.C. 'HORSFALL' HISTORIC RACES (Classes for 1925–1975 cars). 'NOSTALGIA' promises to be well displayed in the paddock, so come and chat!**



1953 JAGUAR 'C' TYPE – RAU 450; Chassis 049, raced by Gillie Tyrer, John Woolfe (who broke many lap records with it) and Archie Scott Brown; still the quickest 'C' currently in use (Webers, Weslake head etc.), and remarkably original too; restored bodily and mechanically, the JDC 'Concours' winner in 1976; my favourite road car of the moment – 100 pts. *(Photo.)*



1957 LOTUS XI LE MANS MK 2, GULLWING GT; designed and built by the Costin brothers, allegedly as a private entrant for Le Mans; never used until 1976; totally original, including all pigskin trim, Stage II (95 bhp) Climax with 38 DCO2 Webers etc.; taxed and road used, HSCC Group 1 (International) registered; a most beautiful and unique car, just 150 miles from new! – 100 pts. *(Photo.)*



1964 EX WORKS ALLOY TRIUMPH SPITFIRE GT – ADU 8B; believed the only remaining works car of the 9 built, originally prepared for rallying, but converted by the works to 'Le Mans' appearance (fared in lamps, Le Mans wheels, fastback h/top) for the '64 Tour de France; full 105 bhp, 8 port, alloy headed engine with Webers etc.; registered for road use and with the HSCC for Group 2 Racing (AFN Classic Car Champ.); a super, inexpensive car for historic events, with complete spare rebuilt works engine, and extra spare block, alloy head etc. – 96/100 pts. *(Photo.)*



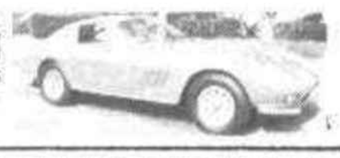
1967 EX WORKS PORSCHE 911 RHD – YBF 847J; specially built for Lucas/McNally for a very successful South African Series; subsequently 2nd in Class in the Targa Florio, entered at Le Mans and the Rand 9 hours etc.; road registered and recently driven to Silverstone for a Class Award in the Group IV BAT Historic Champ., and driven home again! 200+ bhp works engine (906 bottom end etc.), a multitude of special features and absolutely pristine in Porsche Metallic Silver – 99/100 pts. *(Photo.)*

1954 ASTON MARTIN DB3S – UUY 504; a worthy and competitive stable mate for the 'C' Type, being the ex Team Single Seater 3S (Parnell), later reconverted to a sports racing 2 seater with the body from 3S/105 (Lord O'Neill); since then, totally restored from the barest of chassis, including the 12 plug engine, needle bearing g/box etc.; a very quick 3S indeed, and another magnificent road car – 100 pts.

1955 EX WORKS JAGUAR XK 120 MK II ROADSTER – 78 JGH (WAS RHP 574); the original log book states this to be an XK 120, but it was actually Jaguar Cars Ltd. own prototype XK 140 Roadster (Chassis 811101) originally, and still, fitted with XK 120 bumpers etc., and so a very pretty car indeed; extremely original, but totally restored – 98/100 pts.

1956 JAGUAR XK 140 S/E DHC – JTK 826; XK 140 Class Concours Champion – International XK Day 1975 and '76; 'C' type head, O/D, wire wheels, etc.; totally original save respray and retrim – 98/100 pts.

1965 FERRARI 275 GTB – 2 CAM/6 CARBS – 19 LML (RHD); a superb example in Ferrari Red, with the rare and indecently quick 300 bhp engine fitted; most people's favourite Ferrari, with none of the 'usual problems' – 98/100 pts. *(Photo.)*



NEXT OUTINGS: June 1st – 'THE GOAT', HERTFORD HEATH – 7 pm; **JUNE 4/5th – PRESCOTT HILL CLIMB (1920–1960 CARS); JUNE 7th – 'THE GOAT' JUBILEE – 12 noon (1946–1956 CARS)**, JUNE 11th – ALBURY CONCOURS (WARD); JUNE 19th – CURBOROUGH SPRINT; **JUNE 25th – SILVERSTONE 'HORSFALL'.**

ROD LEACH

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PORSCHE 911E 1969 Sportomatic. Full service history, radio, excellent red coachwork, Sundym, £2,200, exchange possible. 01-681 1588 after 4th. (94488

FIAT X1/9 Targa in metallic green. 700m only. See road test April issue! Offers around £3,800. 01-681 1588 after 4th. (94488

DAIMLER DE 36 Limousine. Body by Hooper. 5½-litre Straight 8 engine. First registered 1952. Very good condition. Genuine reason for reluctant sale. All reasonable offers over £900 considered. Telephone Fritwell 400 (Oxon). (94489

LANCHESTER 14 HP 1952. Taxed. MoT. £125. Sunbeam Talbot 10 h.p. Saloon 1939. Offers: Wareham 3593 evenings. (94491

E-TYPE V12 2+2 Auto. 'K' Reg. Yellow/black. 45,000 miles. £2,800. Ferndown 873046. (94492

JAGUAR 420. Chrome wires, 'G' reg. White with light green interior. 51,000 miles. Stereo. G800 radials. Absolutely immaculate. £875. Also 1967 Daimler Sovereign. Silver, red interior, chrome wires. One must go. 01-890 5645. (94494

1954 AUSTIN A40 Somerset. One previous owner. Offers. Large collection of spares. Phone: Huddersfield 655744. (94439

1969 MORGAN 4/4 competition. BRG. Full and half tonneau. Luggage rack. tinted screen. 64,000 genuine miles. The last 4,500 with rebuilt engine and clutch, new king-pins. Never used for trials or racing. Full history and service record. £2,500 o.n.o. Ring: Felixstowe 75483. (94433

XK 140 DHC Manual, o/drive. 3 carb. 'C' head, very fast. immac. White, long MoT. £2,950. Keresley (Warks) 2906 anytime. (94479

E-TYPE SERIES II 1969. Manual. Thoroughly immaculate. Many extras including new Webasto sunroof, Motorola radio, tyres, mint chrome wires, Old English White coachwork. Black trim. £2,175. Part exchange Convertible Lotus, MG-B, W.H.Y? 01-455 7132 (London). (94434

DAIMLER DART SP250. 1960. Good mechanical condition. Recently renewed exhaust, discs and hood. Resprayed in red and re-trimmed. Wire wheels, hard-top. Workshop manual and some spares. MoT. £1,250. Ickford 328 (Bucks). (94452

E-TYPE ROADSTER Series 1. 1967. 4.2. Completely mint throughout. £2,685. Details 01-455 7132 (London). Export arranged. (94434

AUSTIN HEALEY 100/4. Sports. Super condition, thoroughly pampered. £1,500. Exchange Bentley Mk. 6 or R-Type. 021-476 0721. (94485

E-TYPE JAGUAR V12 Series III Roadster. Manual. 1972. Carmen red coachwork, black trim, one owner, 38,000 miles. New whitewalls, mint example. £3,595. P/exchange early roadster or FHC. 01-458 2336. (94435

ALFA 1970 GTV. 1750. Black. 49,000. Special registration. Serviced regularly. M/extras. Bargain. £750. Bournemouth 522136. (94437

MORGAN 4/4 4-seater, unregistered. Extras including guaranteed rust protection. Why wait? Offers to Box number 5443. (94436

ROLLS-ROYCE 20 h.p. Open Tourer body. Barker replica. Complete except for upholstery. Also rolling chassis. Halifax 31475. (94438

ROLLS-ROYCE 20 h.p. 1926 rolling chassis, engine parts missing. £750. Also open tourer body if required. Halifax 31475. (94438

MUSTANG MACH 1. Reg. 1972. Outstanding condition. Superb paintwork, finished in Monaco red. Tan upholstery. 351 engine, auto transmission. Air conditioning, radio. No faults whatsoever. Very carefully maintained, probably very difficult to find one as good as this. £1,850. Genuine reason for sale. Telephone: St. Merryn 520672 (Cornwall). (94441

MATRA SIMCA Bagheera II 1975. LHD (3 front seat model). Metallic grey. Radio cassette. Immaculate. 20,000 miles. £2,995. 01-993 2701. (94442

AUSTIN A40 SOMERSET 1954. Well maintained, long MoT, upholstery needs attention. £300 o.n.o. 01-661 9114. (94460

MORGAN 4/4 4-seater. 1971. Chocolate brown. One lady owner. Immaculate throughout. 47,000 recorded miles. tonneau. £2,950 o.v.n.o. Phone: day 01-739 7488; evenings Potters Bar 58531. (94462

order throughout. Offers over £3,000

1933 AUSTIN 16/6 4-seat tourer. Taxed and tested and in excellent condition. Best offer. Would consider part exchange vintage or PVT requiring restoration. Colin Clarke, The Hill, Staunton Glos. Tel: Staunton Court 458. (94467

1935 SINGER 9 Le Mans 2-seater Sports Speed model. Also large amount of spares. Tel: Brimscombe 3695. (94483

ALFA ROMEO 1600 Guilia Spyder. 1964. A very rare and extremely attractive convertible in excellent condition both mechanically and bodily. MoT Nov. '77. Telephone 021-454 3624 (business). Redditch (75) 25146 (private). (94468

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MUSTANG 351. 'K' registered. Excellent condition new exhaust, battery and tyres. Radio, full MoT, taxed, looks and goes very well. £900 o.n.o. 021-557 4512. (94473

ASTON MARTIN 1962. DB4 Series IV. 70,000 miles from new. One previous owner. Original dark blue paint. Chassis perfect, known to be the best there is. Some spares which include 8 spare wheels, some with tyres. £4,000. Grant, "Dubthorn", Astbury, Congleton, Cheshire. Tel: 5572. (94476

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1933 RILEY 9 rolling chassis, good condition, engine, radiator, ideal basis for Special. Offers: Potters Bar 50209. (94478

ROVER 110, 1964. Excellent condition, overdrive. MoT. 62,000 miles only. £495. Bognor Regis 4931. (94440

JAGUAR XJ 12L. M-Regd. Absolutely perfect in every detail. To see is to buy. 40,000 miles. Service history. Air-conditioned. New tyres / exhaust. New today £10,000+. £2,495. 01-422 4528. (94402

DATSUN 240Z. Black with black interior. Wolfrace wheels. Webasto sunshine roof, tinted glass. Radiomobile radio. RHW. all extras. Excellent condition. Average miles £2,000. Tel: Faversham 4796 (home); 3188 (work). (94484

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1934 SUNBEAM 3-litre Monte Carlo. Large saloon for restoring. Complete and original. Only a few made. Twin side mounts protruding boot, knock-on wheels. Tel: 0625 73253 Bollington, Cheshire. (94465

NODDY FAN CLUB members: Here is your chance to buy my red Fiat Gamine. I bought it for the summer but am now skinners. The last two I saw advertised were £1,000 and £1,200. Mine is a little less. Blackpool 885238. (94454

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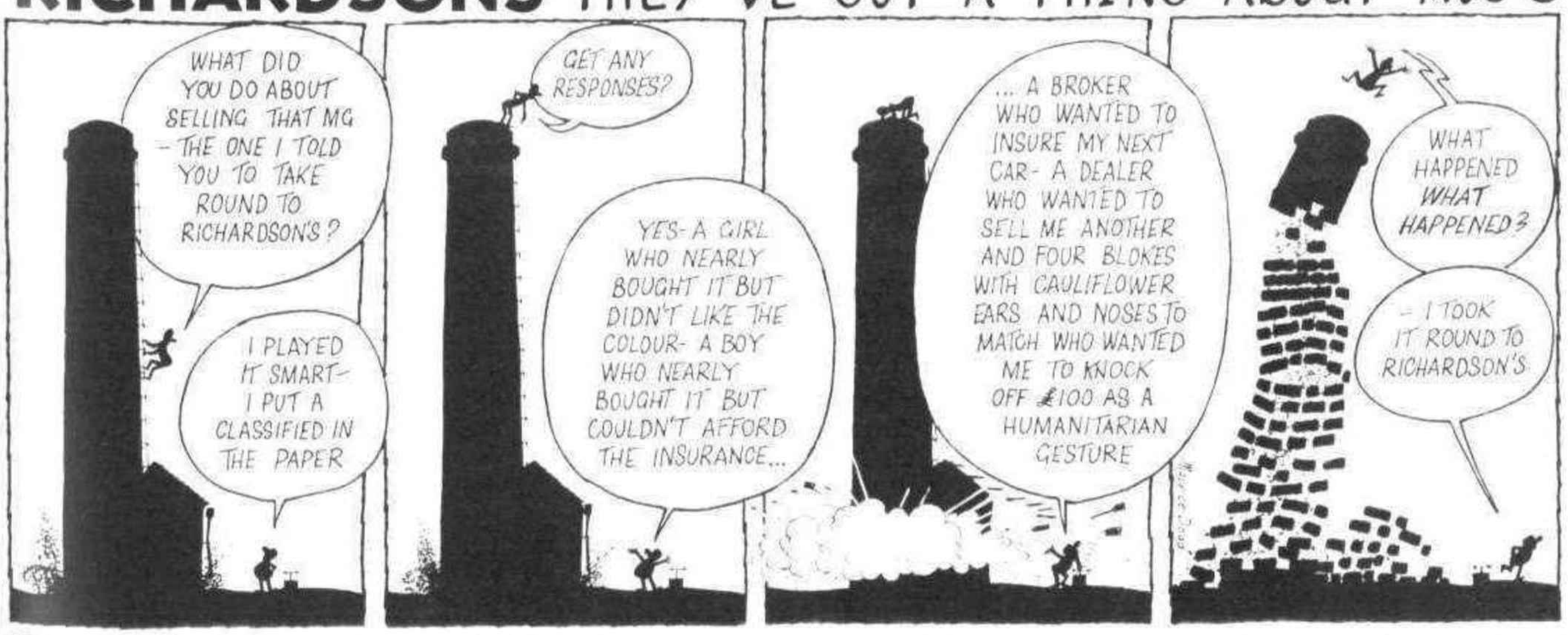
MGB GT 1975. White, tinted glass, chrome bumpers, overdrive, radio, unused spare. Taxed 12 months. 24,000 miles. £2,250. Buying house. Peter Coeshott, Brookwood 4511 Ext. 562 (day); Deepcut (Nr. Camberley) 5577 (night). HP possible. (94457

LOTUS ELAN +2S 130/5-speed. 'M' reg. Oatmeal trim, alloy wheels, HRW, radio/stereo, fully maintained, £2,800 o.n.o. Saxmundham 3328. (94451

VOLANTE ASTON MARTIN 1969. 42,000 miles. Mint. Service history. View Mayfair London. Telephone 01-629 5897. Offers please. (94453

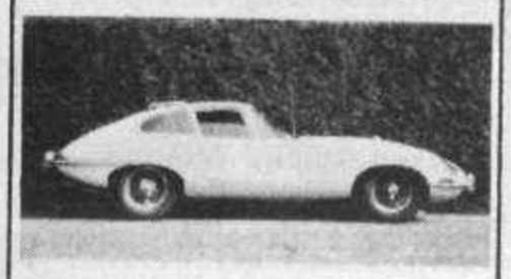
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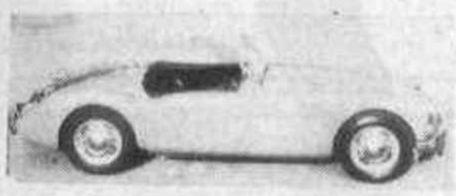
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FOR SALE—continued

GINETTA G15, 1972. Monza red. New engine in 1975. Estimated 5,000 miles only. Sunroof, map light, stereo cassette. Reason for sale: owner working overseas. "A little belter" for £900 o.n.o. Phone June 10th onwards Totton (04216) Hants 6631. (94458

1932 AUSTIN 7 Box Saloon. Very clean original little car. Maroon/black. Further details: -Tel: 0625 73253 Bollington, Cheshire. (94465

E-TYPE 4.2 FHC 1968 Dec. Red coachwork with black interior. Sundym glass, sunroof & CWW, HRW, re-chromed bumpers, long MoT and taxed. £1,975 Rotherham 76385 after 6 p.m. (94531

MG ZB VARITONE 1958. Grey/black. Red leather interior. Excellent original condition. New clutch, exhaust, 47,000 miles on Gold Seal engine; servo brakes. £495. Tel: Swindon 43613 (after 4th June) (94501

1970 VOLVO 131. Modified prior to delivery by Ruddspeed C/R 10.8/1, cam, valves, manifold, etc, from Volvo competition dept. Konis, lowered suspension, HRW, twin fogs, LRD, pile carpeting. Motoroia. White, red trim. MoT expires 15/4/78. Immaculate, £1,100. Brighton (0273) 503350. (94496

MINOR 4-DOOR, 1954 SV grille, brown dash 948 motor, 3.7 diff. Black, red leather, needs welding. £35. Kegworth 2778 evenings. (94498

TURNER 1964. Rare, excellent example. Investment. Hard soft tops. Tonneau. 38,000 miles. MoT £750. Eastbourne 28701. (94500

1955 ZA MG Magnette. Excellent condition. New MoT. Taxed. Collector's item. £400 o.n.o. Box No. 5445 (94499

1974 JENSEN Healey Sports Mk. II. Hard and soft tops, Blue/tan, stereo, nearly new tyres, low mileage, immaculate £2,100 o.n.o. Edge Hill 522. (94502

DAIMLER V8 250, Auto 1968. Blue, p.a.s., HRW, power sunroof, £450. Leeds 862785 (94508

LAGONDA 2-LITRE 1932 Tourer. Low chassis, BRG colour in good all-round condition. Taxed, ready to drive away. Sensible offers please. 021-308 1078. (94503

SS JAGUAR, 1936 2½-litre, 4-seater open tourer. In magnificent condition but not concours. Engine rebuilt; interior reworked; bodywork superb. Hood and side screens very tatty but original. Spare engine (not working) and many other spares. £2,450 or best offer. South Yorkshire. Ring 070-986 3474 evenings only. (94504

MORGAN 4/4 four-seater, 1972. Red with black leather interior. Special hood with ceiling windows. Tonneau, luggage rack, towing bracket. £2,550. Telephone: Hadlow Down (East Sussex) 308 evenings. (94539

FOR SALE—continued

1937 R-R Park Ward 25/30 Limousine Body poor, mechanically sound. Stored fifteen years. Offers. Replies to Box No. 5446. (94506

LOTUS ELAN Sprint, 1972, DHC, 33,000 miles. Superb original condition. Two fastidious owners. Radio, tonneau. Offers over £1,800. Wivenhoe, Essex (020 622) 4252. (94505

TRIUMPH TR6 June 1975. Yellow, overdrive, full and half tonneaux, underseal, radio, taxed September. Offers around £2,400. Telephone Disley (Cheshire) 5415. (94507

GILBERN INVADER Mk. III, 1973. Maroon, sunroof, auto., stereo cassette/radio, all extras. Very good condition. Phone: 0454 312017 (Bristol). (94509

1965 MK. II 2.4 JAGUAR. One owner, 37,000 miles only. Resprayed BRG. New exhaust. MoT one year. Nearest £500. Phone Wakefield 64268. (94511

ALFA ROMEO 2000 GTV. Oct. 1973 (M). Burgundy, 23,000, radio, Webasto, Wolfrace, new low-profile Goodyears, new clutch, good condition. £1,635 o.n.o. Tel: Bristol 311470. (94512

VOLVO 142S Sa'oon, 'F' Regd. O/drive, good mechanics and bodywork. MoT to April 1978. Taxed. £545 o.n.o. Newbury (0635) 45308 evenings. (94515

LOTUS SEVEN S4 1600. Excellent condition. Roll-bar, hard-top. New soft-top, battery, exhaust. £1,300. Chipping Sodbury 312895. (94513

AUSTIN HEALEY 3000 Mk. I 1961. 10,000 miles since complete rebuild. All bills and history available. Excellent throughout. £2,200 o.n.o. 061-456 3397. (54514

1969 MG-C GT. Original mineral blue, wire wheels, only 39,000 miles, rustproofed. Maintained regardless of cost. £1,095. Bolton (0204) 53850. (94538

BENTLEY S2 1960, left-hand drive. Midnight blue over shell grey, beige leather, 133,000 km. Beautiful car—has to be seen. £5,950. Phone: Woking (04862) 62825. (94540

WOLSELEY 4/44 1956. Stored 11 years, not MoT. Garaged at Carmarthen, but offers to Hopton, 330 Wetmore Road, Burton, Staffs. DE14 1SP. (94541

MG-B 1971. Blaze one owner, average mileage. Undersealed overdrive, servo, radio and extras. 32+ m.p.g. Good tyres (2 new), 11 months tax and MoT. Excellent condition. £965 o.n.o. Southport 79178 after 6 p.m. or weekends. (94545

1957 XK150 Fixed Head Coupe. Left-hand drive. Unregistered. Professionally restored to highest standards. Finished silver/grey. Complete re-upholstery red. Detailed photographs of restoration available. Engine overhauled, new clutch £3,350. Tel: Worksop 2579 (day) (94450

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JAGUAR COLLECTORS: A unique Jag. When I describe this car as showroom condition it is! 1969 420 Auto. Metallic silver, 33,000 miles only. Superbly maintained, all records. Absolutely rustless. Red leather seats covered from new, hence perfect. Carpets look as if no one has ever sat in the car. This car has to be seen to be believed. Must complete someone's collection, hence £1,990. Shipping can be arranged. Contact: Mr. Sutton, Bath 66950 days; 21596 evenings (94543

TRIUMPH VITESSE Convertible Mk. 2, May '70. Low mileage, overdrive, White, cassette. Well maintained. £795. Tel: 0926 640683. (94542

TR4A. Taxed and tested. Excellent condition bodily and mechanically. Bills available from 1973 onwards including complete professional engine rebuild, new overdrive, steel wings, etc. etc. £600 o.n.o. Tel: 021-550 8823 between 6-8 p.m. (94544

1974 STAG. 'N' registered. 29,000 miles. Hard/soft top. Green. Black interior. Automatic. All usual extras. HP arranged. Part exchange considered. £3,150. Tel: Worksop 2579 (day) (94449

WOLSELEY 4/44 1953. Three owners, good condition. Taxed Dec. 1977. MoT May 1978. £150. Phone day 051-678 2727 Birkenhead. (94448

MORGAN +8 1975 P, 13,000 miles. Red aluminium body, wings, excellent condition. One owner. New Mog due. £5,200 o.n.o. 0632 884239 (Whickham). (94447

AUSTIN HEALEY 3000 Mk I four-seater. Restored to superb condition. Old English White and Red. Retrimmed, new carpets, new chrome, new red hood with see-through panels. Mechanics good. 11 months MoT. Offers around £1,750. Blackmore 822504. (94446

ASTON MARTIN 1955 DB2-4. Cream drophead. Engine just rebuilt. New hood, tyres and much other work. Hence £2,850. Denham 2522. (94445

ROVER 90. Good example, 1958. MoT. About £235. Fantastic value 01-690 3491/01-703 2242 (business hours). (94204

MG-A 1600 MK II. Beautiful condition. Original mechanics. Rebuild includes: front and rear suspension, brakes, engine, interior, new wiring loom, all steel body. Hardtop, some spares. History available. Offers about £2,500. Box 5437 (94135

1933 BROUGH Superior 1150 c.c. motorcycle stored many years, very original. Substantial offers invited. Phone: Colwall 40241 for details. (Herefordshire). (94519

SCIMITAR GTE, 1973. 38,000 miles. Beige with tan interior, electric windows, chrome wheels, radio/8-track, towbar, manual with overdrive. Taxed August, MoT April. Absolutely mint condition. £2,395. Tel: Eliand 74307. (94522

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JENSEN HEALEY, 1975 'P' registered (but manuf. 1973) pale blue/black trim **£1,595**
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TRIUMPH SPITFIRE Mk IV, 1974, mimosa/black trim, 25,000 miles, exceptional condition **£1,299**
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DAIMLER SOVEREIGN 4.2 1974, auto, pas, fern grey/brown hide, radio **£3,950**
JAGUAR XJ6, 4.2, 1971 K, auto, pas, navy/red hide, stereo **£1,995**
JAGUAR XJ6, 4.2, 1969, auto, pas, navy/grey hide, radio **£995**

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1973 MG-B GT. White. 47,900 miles **£1,350**
1957 Bentley SI Continental fast-back by Mulliner. Power steering. Very good condition **£7,000**
1964 Rolls-Royce Cloud III. 88,000 miles **£6,000**
1972 MG-B Roadster. Mustard **£875**
1972 Lotus Europa. Yellow, black interior **£1,475**

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1974 LOTUS Elan + 2S 130/5. Roman Purple, radio, 16,000 miles, alloy wheels. **£3,495**
1973 LOTUS Elan +2S 130/5. John Player Special colours, Oatmeal trim, radio, Sundym glass, alloy wheels. **£2,895**
1973 LOTUS Elan Sprint FHC. Lagoon/White, 25,000 miles, radio, heated rear window. **£2,095**
1973 Series LOTUS Elan Sprint DHC. Chocolate, Sundym glass, radio/ stereo unit. **£2,495**
1972 LOTUS Seven 1600 GT. Yellow, 31,000 miles, radio, alloy wheels. **£1,495**
1975 Series LOTUS Europa Special. Regency Red, alloy wheels, Sundym glass, radio, 22,000 miles.
1974 LOTUS Europa Special. Aquamarine, Oatmeal trim, alloy wheels, radio, one owner, 22,000 miles.
1973 LOTUS Europa Special. John Player Special colours, radio/cassette, Sundym glass, alloys.
1972 LOTUS Europa TC, White. 21,000 miles, radio/stereo.
1976 MORGAN Plus 8. Metallic Silver with Black leather upholstery, one owner, 3,000 miles only.
1976 Series MORGAN Plus 8. Coffee/Plum, 5,000 miles, extras include leather upholstery.
1975 MORGAN 4/4 2 seater. Red, 16,000 miles. Radio, one owner.
1974 Series MORGAN 4/4 4 seater. French Blue, wire wheels, one owner, 34,000 miles.
1973 Series MORGAN 4/4 4 seater. Brewster Green, leather upholstery, wire wheels.
1971 Series MORGAN 4/4 2 seater. Orange, wire wheels, luggage rack.
1969 MORGAN 4/4 4 seater. Daytona Yellow, wire wheels, leather upholstery, luggage rack.
1974 Series FERRARI Dino 246 GT. Metallic Blue.
1973 FERRARI Dino 246 GT. Navy Blue, leather, radio and cassette, 18,000 miles only.
1973 FERRARI Dino 246 GT. Metallic Sea Green, leather, one owner, radio/stereo, 28,000 miles only.
1972 Series FERRARI Dino 246 GT. French Blue, 43,000 miles.
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1970 ASTON MARTIN DBS Vantage. Dark Metallic Blue, radio/eight track, chrome wire wheels.
1976 MGB GT V.8. Black, 11,000 miles only. **£3,695**
1976 Series MGB GT. Flamenco, 19,000 miles, radio, sunroof. **£2,495**
1976 Series MGB Roadster. Damask Red, one owner, 11,000 miles, chrome wheels. **£2,545**
1973 Series JAGUAR E Type V12 Roadster, Azure Blue, radio, 26,000 miles, c.w. wheels.
JAGUAR E Type V12 2+2 Coupe. White, one owner, 14,000 miles, chrome wire wheels, radio.

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE—continued

SILVER WRAITH, 1948. Cooper-bodied limousine, as shown centre page 261 Dalton Elegance Continues. 115,000 miles, one owner 26 years, full history. Maintained by Rolls-Royce agent including engine rebuild 15,000 miles ago. Mechanically perfect, coachwork resprayed Oxford and Cambridge blue, blue interior. Taxed August, tested April '78. Offers around £8,000 for this beautiful car. Consider 'R' type Continental in part exchange. Tel: 0422 74307 (Yorkshire). (94516

AC 2-LITRE SALOON, 1948. New MoT. Many new parts, very nice car, £800 o.n.o. Salisbury 3423. (91517

MORGAN 4/4 2-seater 1974N. Orange, 16,000 miles. Most extras plus 8-track. £3,200 Ackleton 224 (Shropshire) evenings only. (94518

STAG CONVERTIBLE. White with tan interior. Manual, 60,000 miles. Just had £400 engine rebuild, 1971. Excellent condition. £1,395 Tel: Elland 74307. (94522

MG M-TYPE Boat Tailed Tourer. Totally restored to very high standards. Blue fabric, black wings and black leather interior. Inspect this showpiece at MGCC Silverstone 4th/5th June, Haddenham 291725 (Bucks). (94520

1933 MORGAN 3-whlr, JAP, W/C twin. Engine newly rebuilt. New gears, bearings, worm and wheel. New upholstery. Stainless steel exhausts. Superb condition. £3,350. Lee-on-Solent 550 397. (94523

21,000 MILES GENUINE. Singer Gazelle, 1960. MoT, full history totally original. Condition has to be seen to be believed. £450. Rickmansworth 72629. (94524

1954 MG TF 1250 c.c. Red, beige upholstery. Good condition. £3,400. Bastock, Stevenage 4488 Ext. 301 (day) (94525

GT6 1972. Absolutely spotless, o/d, new gearbox, sheepskin seat covers, many new parts. Much regretted sale, £1,095. Downham Mkt. (Norfolk) 2648 (evenings). (94526

1957 DAIMLER Century. One owner. 69,191 genuine miles. Current MoT, £575. Tel: Bishops Stortford 812334/812109. (94527

ALVIS EVENT CAR, approx. 1932, work not completed, 6 cyl engine almost complete, centre change, good original two-seat body, no dashboard, hood etc. Very worthwhile project, £950. Tel: Watlington (Norfolk) 370. (94530

AUSTIN SEVEN Nippy. On the road shortly. Total rebuild. Blue with wings and wheels stoved black. Written enquiries only please. Askham, 47A Mount Park Road, Ealing W5. (94528

MG-A 1500 FHC, with detachable steel hard-top. W/wheels, Michelins, Motorola, l/rack, towbar, belts, etc. Many new parts. £950. Bristol 624661. (94532

FOR SALE—continued

TRIUMPH RENOWN 1953. Alloy-bodied 2-litre. Very solid. Good runner. Many spares, £370. Wrong number last month. Sturton-Le-Steeple 367 (Retford), Notts). (94534

LOTUS ELAN Sprint (L-Reg.) DHC. Gold Leaf colours, Cibie headlights, Motorola radio. Beautiful condition, £1,795 o.v.n.o. Tel: Loftus 41067. (94535

1947 ROVER 12, Reluctantly for sale. Bodywork completely restored, 11 months MoT. £850. Coventry 450924. (94537

ALFA ROMEO 1967 Spyder 1750. Red, full MoT. Owned six years. £650. Hull 0482 46026. (94536

OWNED BY FATHER and son since 1934. Stored since 1965. Lanchester 18 h.p. 1933 Special. Charlesworth coachwork 2-door 4-light short sporting drophead coupe believed unique. Very low mileage. Less than 5,000 miles since 1950 engine rebuild. Excellent mechanics. Body shabby but very sound. Pre-war bills, letters, photographs. Signed guarantee of history. Believed 100% original. Private sale. £2,500. Midhurst 2834. (94606

MG MIDGET 1973. Black tulip, tan interior. 35,000 miles. New tyres. Well maintained economical sports car. £1,175. Also 1969 MG-B Roadster. Midnight blue, matching hard-top. Overdrive, chrome wire wheels. 50,000 miles. Superior condition, premium price. Please phone Horley 72778. (94634

DAIMLER CONQUEST 1956. Black/silver. MoT 11 months. Taxed. £340 o.n.o. Tel: 0635 200694 (Berks). (94608

1968 JAGUAR 340, Reg. No. 1444 KW. In dark blue with red trim. Outstanding condition throughout. Interior as new. Automatic, drives superbly. Tested January '78. Any trial. £800. Huddersfield (0484) 843172 or 42748. (94605

FWM 69 ON 1954 AUSTIN Healey 100. Extremely rough, partly dismantled, but 90% complete with some new parts. Delivery possible, £200. Huddersfield (0484) 843172 or 42748. (94604

ASTON MARTIN DB6 Vantage 5-speed ZF 1966. Finished in Signal red with chrome wire wheels. 38,000 miles only from new in mint condition throughout. Drives impeccably. Will satisfy the most fastidious purchaser. £4,750. 01-486 3603. (94603

PORSCHE CARRERA RST 1973. Concours condition. Low mileage with full service history. Only 120 RHD models manufactured. Electric roof and windows. Radio stereo. New VR tyres. Unused spare wheel and tyre. Probably the best existing example being virtually indistinguishable from new. £8,500. 01-486 3603. (94603

AUSTIN RUBY 1934, New upholstery, very good condition, £700 o.n.o. Tel: Tiptree 815287. (94576

FOR SALE—continued

MORGAN PLUS 8 73M. Lots of extras including roll over bar on order. Offers. Works Tel. No. Inverkeithing 2121 Ext. 2725 or 262 Valley Gardens, Kirkcaldy, Fife. (94601

ASTON MARTIN DB4 Series 1. Good mechanics, body and trim. Original handbook, £1,850. XK120 genuine beautiful alloy bodied LHD Roadster. Currently fitted with 3.8 engine. Webers, discs all round. Ready to race or for the road. £6,850. 0952 811772. (94602

MERCEDES 300 SEC two-door coupe. Beautiful and original condition. Finish metallic gold with dark tan leather upholstery. Fitted p/b radio, electric aerial and five brand new tyres. This car has covered 68,500 with two owners since 1965. £1,750. Romford 22751. (94600

DAIMLER 15 1935. 90% rebuilt complete with spare engine, gearbox, axles, wheels and all spares from similar car. £500 o.n.o for quick sale. Phone: Bradford on Tone 642 (Somerset) after 6.30 p.m. (94598

1934 MORRIS 8 Series 1 two-door saloon in fine condition, complete with manual and comprehensive range of spares, many brand new. Offers around £950. Tel: Knightwick (Worcs) 429. (94594

JAGUAR E-TYPE. One of the best and most original early E-types available today. 810 VFK is a 1963 3.8-litre fixed head coupe, finished in Carmen red with grey interior. Chrome wire wheels, SP Sport tyres. Motorola p/b radio, etc. Original logbook and owner's documents included. £3,250 or offers. Keith Hurford, "Ridgeways", Usk Road, Caerleon, Gwent. Caerleon 420 999 or Cardiff 750 461 (office). (94597

LOTUS SUPER SEVEN SIV 1600 GT 1972. 24,000 miles only. Red. Much loved car. Goes very well. £1,565. 462 1751. (94595

DAIMLER CONSORT. 1951. Very original. One owner from new, very low mileage, long MoT. £1,500 o.n.o. Worcester 620747. (94596

MG-C GT. University Motors Special. First registered 1971. 62,000 miles, new XAS. Radio/stereo, usual extras. Phone Wivelscombe 23712 evenings. (94592

LOTUS CORTINA Crayford conversion, 1968. Twin overhead camshaft engine, overhauled and tuned new hood, impeccable paintwork, radio, comprehensive instrumentation. £2,100. Highclere 253000 office hours. (94591

ALFA ROMEO 1750 Spider 1968. Classic shape, reliable, rustless, rapid. White, £850 o.n.o. Malvern 2700 Ext. 271 (day); Upton-on-Severn 3396 (eve). (94590

MG TC '49. One of last, professionally restored for investment, £2,850. Rover 110 '64. Excellent condition, £885. Collector having to sell. The Manor House, Farnham (Surrey) 5826. (94586

FOR SALE—continued

ZB MAGNETTE Varitone. Superb condition as new, £800 o.n.o. Tel: Wirral Mersea 3840. (94576

ROVER 3500S 1973. Taxed, tested, superb. Almond with black vinyl roof. Radio, Sundym glass. Bargain, £1,450. P/X considered. Tel: Grantham 67615. (94582

RELIANT SCIMITAR GTE, 'L' Reg. BRG. 48,000 miles, radio/stereo cassette, v/smart car. £2,100 o..no. Tel: home 880450; office 31831 (both 0509) Leics (94580

JAGUAR 420 Automatic, 1967. One owner. Certified 15,000 miles. Mint condition. Service history. Offers over £3,250. Chelmsford 381154. (94583

ALFA ROMEO 1750 GTV 1971. 'M' Reg. Green. Recon engine, 18,000 mls. Stereo. First reg. Bahrain, hence excellent body. Must be the nicest GTV in Manchester area. £995. 061-427 7470 or 061-483 4040. (94585

V8 CORTINA 1966. Zodiac box, overdrive. Capri 3000 axle, Lotus suspension. Engineer's report. Taxed. MoT. £485. Goldcrest 6848 Buckingshire. (94578

PAIR OF JAGUARS privately owned for sale. E-Type 1972 V12 2+, automatic. 40,000 miles, electric sunroof, tinted windows. Silver paintwork, navy blue interior. Taxed, beautiful condition. £3,250 o.v.n.o 240 Mk II, 1969, automatic, 66,000 miles. Navy blue paintwork, tan interior. Taxed. Immaculate condition. £995 o.v.n.o. Phone 01-599 0742; 01-989 4859. (94577

BMW ISETTA Bubble Car, 1962. MoT Sept. Taxed Oct. V/g condition all round. 18,700 miles only. Good tyres and battery. P/B radio, sunroof any trial. Collector's car. Sensible offers only to: M. Salisbury, 051-336 4387 after 7 p.m. (94575

1967 DAIMLER V8 250. MoT. Good condition. £450, no offers. Ring Severn Stoke 368 (Worcs). (94573

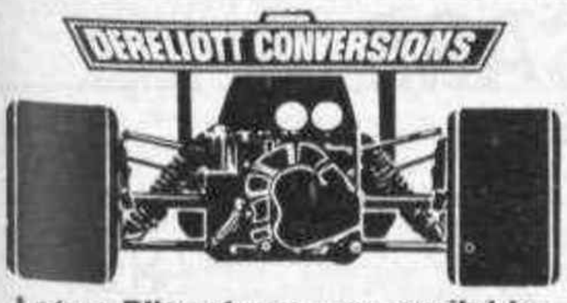
BENTLEY 4¼ Sport Saloon, 1937. Stylish Thrupp and Maberly coachwork. Sound Original. £3,750. Gayland, Taunton 412454. (94572

SPARTAN SPORTS car convertible. Morgan type appearance. 'N' registered. Specialist firm built. Mexico 1600 mechanics. 7,000 miles, leather interior. £1,950. Martin Smith, Kendal 21845. (94566

1953 JOWETT Jupiter 2-seater Open Sports, recently respraved, parts rechromed etc. Good running order. £1,250. Tel: Maidstone 79214, or write 330, New Hythe Lane, Larkfield, Kent. (94571

SELL OR P/EXCHANGE: 1975 (P) Hillman Imp D/L, £900 o.n.o. Accept interesting p/ex. Tel: Abergavenny 5474. (94567

LOTUS ELAN Sprint 1972 (L) Fixed head. Red over white. One owner, 36,500 miles. Service history with Lotus agents. Outstanding original condition. £2,150. Hornchurch 46672 (Essex) (94564



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76 XJS. Green, 1 owner, usual extras. **£9,995**

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Lotus Esprit (R Reg). White with tartan trim, 5,000 miles **£6,450.**
350 SL, 1972. Silver with blue trim, 42,000 miles with full history. **£5,950.**
E-Type 2+2 auto. Met. silver, chrome wires, 18,000 miles, mint. **£4,500**
E-type 2+2 auto, 1973. Sunroof, red, excellent. **£3,950**
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XJ6 L 4.2 auto 1974. Dark blue, biscuit trim, superb. **£3,950**
XJ6 4.2 auto, 1972. Sable with tan vinyl roof & trim. **£1,995.**
MG-B GT (R. Reg), Damask red, chrome wheels, 5,000 miles. **£3,125.**
TR6 hard-top coupe. **1975,** Magenta, 18,000 miles. **£2,695.**
Mercedes 250CE. Met. Red, black trim. Full history. **£2,350.**
Lancia 2000 HF coupe (N Reg) silver **£2,350.**
MG Midget 1975. Damask red, 16,000 miles. **£1,695.**
BMW 320i 1976, inca orange with black trim. Minilite wheels. 9,000 miles. **£4,650**

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FOR SALE—continued

LAND ROVER, Diesel, low mileage, LWB HT, Safari door s/wheel towbar £1,950. Kidderminster 68230 evenings. (94576
TR6 1974, Pimento, one owner, Motorola, overdrive, 19,000 miles. A truly immaculate model. Tel: Tanworth-in-Arden (Warks) 2352. (94565
MEXICO 1975 N, Flame orange, b/vinyl sunroof, RS pack and reclining seats with head restraints, Walnut dash, c/console with clock, AM/FM radio, 8-track, Ziebart, 15,000 miles, £1,895 o.vn.o. Brighton 26419. (94569
LOTUS EUROPA 1971 'K' Reg. Black. Good mechanics, body needs some attention (no damage). Offers over £1,000. 01-882 3827. (94563
GILBERN INVADER III, 1972 L. Only 22,000 miles, one owner since 3,000 miles old. Metallic gold, tan interior, sunroof, 8-track/radio, S/S exhausts, electric windows, Wolfrace wheels. Probably the best Gilbern available today. £1,899 o.n.o. 01-546 5539. (94561
1967 AUSTIN-HEALEY 3000 Mk. III, Red/red interior, Wire wheels, overdrive, full history supplied. Coachwork and mechanics excellent. This car has to be seen and can only be described as one of the best available. £2,800. Phone: Roger Hollingworth, Dudley 213431 daytime. (94560
JAGUAR MK. 7 1956, BRG, with the distinctive reg. 2 HMH. Less than 20,000 miles from new. Sunshine roof, HMV radio. Original throughout and in virtual showroom condition. Offers in the region of £2,400. Tel: Rushden 53666. (94559
JAGUAR MARK II 1961 2.4, Manual O/D. 63,000 miles, MoT, new tyres, exhaust, head overhaul just completed. Excellent condition £425 o.n.o. 01-856 2499. (94558
JENSEN 541, 1956, Maroon with beige leather seats, overdrive, Webasto sunroof. Very good condition mechanically and bodywise. Excellent runner. Only £1,150. Phone: 01-643 8466 business or 01-642 3052 evenings. (94557
LANCIA FULVIA 1.3 Coupe, 1972. New engine, MoT, tyre, sunroof, radio. £1,195 o.v.n.o. (0474) 814265 Kent. (94555
PIPER GTR V8. Ex Le Mans sports racing car. 4.7 Ford, Hewland box. Incredible looking, very fast, now road registered. Looks like GT40 or Lola T70. £3,975 o.n.o. Tel: 01-385 1805. (94554
CHASSIS NO. 1. A unique factory built Lotus 7 Series III twin-cam model. About ten made and exhibited "Racing Car Show". Sebring white, red and black trim with tweed seats. SS exhaust system, Sundym screen, louvred bonnet, servo, oil cooler, Lotus alloy wheels, air horns, etc. Excellent condition, very quick and not for the nervous. The ultimate in "Sevens". £2,750. David Bray. Phone: Tisbury (Wilts) 446. (94553

FOR SALE—continued

MG MIDGET 1275 c.c. WUR 352E. Impeccable original condition. 52,000 miles only. Offers please for this much-loved and cared for motor car. Chelmsford 420328 after 5 p.m. (94552
MG MAGNA, 1933. Fully rebuilt. Beautiful condition. Open 2-seater sports. 19 in. wheels. Investment at £3,850. Telephone: 01-603 2629. (94554
ASTON MARTIN V8. 'L' Reg. Air conditioned, automatic, elec windows, Sundym glass, p.a.s., self-seeking stereo radio and 8-track. Immaculate condition. Finished in Cornish gold with black leather interior. This is the pretty one—before they stuck that bulge on the bonnet and those overriders; otherwise as current model. With a "works" engine rebuild 9 months ago, it's an investment at £3,600. Tel: 061-480 9625 (bus.); Wilmslow 32597 or Chinley 50404 (even.). (94550
1928 TRIUMPH Super 7 Saloon. Complete but needs restoring. Very rare with aluminium body and artillery wheels. Most attractive car. Sensible offers. Tel: Coalville 222148. (94549
SAAB '96' 1965. 841 c.c. Body fair, mechanics excellent. New tyres, engine, etc. reconditioned. £470 spent since June last. Best offers. Harry Griffiths 01-441 0714. (94610
TR7—FIVE-SPEED, '77 spec. Endrusted, 2,200 miles, 10 months Supercover. £3,400 o.n.o. 051-644 0552. (94548
JAGUAR E-TYPE 3.8. This is the second production FHC to be built. Sound condition but in need of restoration. Sold with many new mechanical and body spares. Substantial offers are required for this unique collector's item. Fordingbridge 54188. (94546
ROLLS-ROYCE 20/25 1930 Saloon. Mulliner body undergoing restoration. Engine re-conditioned. Offers Camberley 32283. (94562
E-TYPE 2+2, Red, 1968, Black int., 4.2 manual. Sunroof, radio. Must be seen. £1,700 o.n.o. Eaglen. Phone Gainsborough 2098. (94738
1959 TR3A Best available. Original mileage 76,000. Re-manufactured over last 6 years. Every moving part either reconditioned or re-newed. New chrome, weather equipment, trim, seats, etc. W/W O/D, balanced engine. Nil mileage since rebuild. Available early July, but can be seen now. £1,100. Replies to Box No. 5452. (94737
HRG 1500 1946. Unique opportunity to acquire this model partly restored to very high standard. Many new parts but requires body and radiator. £900. Telephone 0734 332554. (94736
TVR 1600 M '76 (R). Blue, black vinyl roof, 6,000 miles. All extras, 3 months warranty. £3,800 o.n.o. 051-334 4709. (94734

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1965 ASTON MARTIN DB6 Superleggera, 47,000 miles. Serviced by Astons. Lovingly and completely restored to mint condition regardless of cost. Sundym electric windows, p.a.s., HRW, new wheels, bumpers, carpets, etc. Red with black interior. Bills for nearly £2,000. Price £3,650 o.n.o. Tel: Sheffield 344624. (94742
MORGAN PLUS 8, 1974, 30,000 miles. Every conceivable extra. Immaculate. Offers over £4,000. New Morgan due. Tel: 0282 693203. (94718
AUSTIN HEALEY 3000 Mk. III, Ivory—red interior. Completely original condition. Low mileage. Original brochures, manual, full history. Radio cassette tonneau, h/ratio axle, new tyres, battery, exhaust. A remarkable specimen. £2,940. HP possible. Bournemouth 293541. (94721
MG TC Re-chromed. MoT, exchange for E-type roadster. 17 Oldfield Lane, Stainforth, DN7 5NF. (94735
VOLVO P1800S 1962. Reg. No. 59 ELF. Carefully maintained by Volvo trained mechanic. Lovingly cared for by lady owner for past five years. House move forces sale, £550. Nunney 468 (Somerset). (94731
CONVERTIBLE UNIQUE American Ford Automatic limited production model 1972. Right-hand drive, black, blue interior, tonneau, 21,000 miles only (stored 3 years). Concours condition. Power steering, power hood windows, seat, etc. Radio, 8-track. Would probably cost new today £15,000. An ideal large convertible for tourist sightseeing or a visit to the Palace. Quietly opulent. Only £3,950. Part exchange considered. Telephone: day Walton-on-Thames 24030; evenings Walton-on-Thames 21537. (94723
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LANCIA FLAVIA Convertible, 1966. Sound condition, good tyres, hard top. £175. Whitland 631 (Dyfed). (94729
AC 2-DOOR SALOON. Purchased by previous owner at 1949 Motor Show. MoT, etc. £1,200. Tel: business Highcliffe 71038. (94714
BRISTOL 408 SALOON. Fastidiously maintained by present owner since 1974. Seychelles blue. £1,850. Bowles. Tel: business Bournemouth 764004. (94714
MG-A ROADSTER 1956. Black, wire wheels, MoT April 1978. New exhaust, batteries, etc. 100 m.p.h. 30 m.p.g. This collector's car is in very good condition. Enthuslast owner purchased "E" type. £695. Barcombe 400414 Sussex. (94725

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ALVIS TD MK. II 1962 Drophead Coupe. Alpine grey with red leather interior and black hood. First class order throughout. History. £2,750 o.no. 01-370 2843. (94730
SCIMITAR COUPE 1967 3-litre, excellent condition. Overdrive. Silver grey, offers around £750. Leicester 706564. (94727
BRISTOL 407. Engine/gearbox rebuilt. Resprayed, rechromed, new MoT. Over £1,000 recently spent. £1,450 o.n.o. Stubbington 2323. (94726
FERRARI 365 GT 2+2 Coupe, 1969. 42,000 recorded miles, some history, last serviced Maranellos, air-conditioned, Blue Spot radio, original toolroll and handbooks including guarantee. May p/exchange something equally exotic. £5,250 o.n.o. 01-670 9151 (home) 01-693 0104 (office). (94724
1961 TR3A, Taxed, tested, H/S top, rear seat, v.g.c. BRG with black trim. Fibre wings hence £550 o.n.o. or exchange TR4A. Lincoln 720563. (94640
RARE 1934 HUDSON Terraplane. Sound and original. Stored over 20 years. Easily restored. £1,000 o.v.n.o. 33 Wadesmill, Nr. Ware, Herts. Phone Ware 3366 day; 01-524 0754 night. (94639
1923/4 MORRIS OXFORD. Extremely rare bodywork (4-seat), nice condition throughout; exception slack big-end. Offers. Healey "3000" 1965 "three" Black, red interior, wires. £2,000. Rover 75 1957—the rare one! £400. Both original, little tidying. Box 5452. (94641
DE TOMASO MANGUSTA mid-engined coupe, 4.7 ltr., V8, 5-speed ZF gearbox. Very low mileage. Full history known. Refrigeration, electric windows, stereo, leather trim. Very rare attractive, fast and beautifully built classic car in stunning condition throughout. £4,950. 01-992 7689 or 01-346 5674. (94636
JAGUAR E-TYPE 1970 Roadster. Sable brown, wire wheels, Bermuda hard-top, Sundym glass, excellent condition—no rust. Recent clutch, tyres, silencers. Offers in excess of £2,500 invited for this outstanding investment. 01-674 3136. (94637

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Lotus Europa S.2, 1971. Alloy wheels. Yellow **£1,695**
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Marcos 3-Litre Volvo, 1971 'K'. Sunroof, Black **£2,295**
Scimitar GTE, 1972/73/75 ..... From **£2,095**

Spitfires 1973/74/75. Choice of Six ..... From **£1,295**
M.G. Midgets, 1973/74/75/76. Choice of Five ..... From **£1,145**
TVR 2500, 1972. Radio/Cassette. Blue **£1,695**
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Lotus Elite 501, 1975. Pearl-Grey **£4,995**
Ginetta G15, 1972 'L'. Sun-roof. White **£1,185**
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JAGUAR E-TYPE Roadster 1968. Red. In excellent condition. New hood, clutch, tyres, etc. Best offer over £2,000 secures. West Burwash 350 (STD 043-57) (94722

JAGUAR E-TYPE Roadster Series I. Closed headlamp, 1966, 4.2. Absolutely immaculate in all respects. CWW, new clutch, hardtop. Believed to be one of the very best. £2,500 o.n.o. West Burwash 350 (STD 043-57) (94722

RS1600 ESCORT 11/71 'K' Regn. Never raced or rallied by one owner from new. Below average mileage. £950. Cheltenham 31050. (94746

ALFA ROMEO Giulia Super, Nov '71. 52,000. White/black. Good condition. £650. Droxford (Hants) 392. (94745

1948 TRIUMPH Roadster 1800. Two previous owners. Mechanical rebuild completed. Looks and runs well. Good original post-war thoroughbred. £1,330. 0642 700154. (94743

1971 CAPRI 3000 GT XLR. Steel sunroof. Cloth inserts. Philips stereo cassette/radio. electric aerial. v.g.c. MoT till May 1978. £950 o.n.o. Basildon 556504 after 6 p.m. (94744

ALFA ROMEO 2000 GT Veloce Coupe. 1973 M. Red, black cloth interior. Genuine 36,000 miles. Blaupunkt radio. HRW, must be viewed. Bargain £1,680. HP exchange possible. Bournemouth 293541. (94721

GENUINE MINI COOPER 'S' Mk. III. Recent engine, gearbox, brake overhaul, new discs, etc. Finished in white with tinted windows. £1,150. Tel: 0384 69996 after 8 p.m. (94741

RILEY 1½-LITRE RME Saloon. Excellent original condition. Black with tan interior. Recent engine overhaul. MoT. £975. Tel: 01-979 4640. (38639

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CENTRIC 260 Supercharged, fully rebuilt and ready for use, therefore offers of £200 or over required. Tel: 074 788671 (Wilts). (94599

LHD JAGUAR 3.4 Saloon, 1957. 72,000 miles. Two owners. Automatic. Owner's manual and tool kit. BRG with tan leather interior. Wire wheels. No rust. Impeccable condition. Duty paid in France and Canada. £2,350. Tel: Sway (0590 68) 2839. (94556

FOR SALE—continued

JAGUAR XK150 1958. FHSE. Good mechanics, interior, body needs renovation. Personal number GPD 150. £500 or p/x. WHY? Burwarton 220 Leigh. (94661

MGC GT 1968. Good condition. Completely re-sprayed mineral blue with red interior. Wire wheels with 4 new tyres, new exhaust, radio. Taxed August, tested December '77. £660 o.n.o. Sheffield (0742) 584525 day; 369866 evenings. (94666

1948 SUPER SNIPE Saloon, classic car by Humber, original log book. Stored since December 1959. All good no rot, no restoration required. Gleaming black finish, grey leather interior. Schofield, 150 Cowlersley Lane, Huddersfield. Phone 21399 or 655797. (94667

1927 ALVIS 12/50 SD Beetleback. Completely rebuilt to original specification. £5,000, no offers. All replies answered. Box 5448. (94663

ROVER 90, P4 Series Saloon. 1958. AC registration. Outstanding duo-tone grey bodywork/sky blue leather upholstery (protected from new by seat covers); overdrive (28 m.p.g.); two owners; service bills; owner's instruction manual; MoT June 1978. £395. Also another-90 in excellent condition, MoT April 1978. £225. One must go! Reluctant sale by member of newly formed P4 Drivers Guild. Telephone 07782 3554. (94669

MG TC 1946. Original, excellent mechanics/body. Retrimmed upholstery, hood, tonneau, side-screens, carpets. £2,850. Reading 470777 office hours. (94657

1973 JENSEN-HEALEY Sports. One lady owner. Full history, many extras. Personal registration number. MoT April 1978. £1,650 o.n.o. Phone: Brighton 723177. (94658

GINETTA G15. 1971. Sunroof. Cosmic wheels. £750. Bristol 23812. (94659

LAGONDA V12 short-chassis sports saloon. Sale or part exchange for smaller vintage/PVT. Details on request. Box No. 5447. (94660

1961 MORGAN +4. Excellent example, rebuilt from chassis upwards. Full weather equipment, brake servo. Usual accessories. Offers? Phone: 01-508 3947 (Essex). (94662

BUGATTI BRESCIA Type 13 twin mans. Fully restored. Very original. Offers invited. Address correspondence to: 8 Roberts 24 Cluden St., East Brighton, 3187, Victoria, Australia. Phone: Melbourne 92-7252 A.H. (94653

1975 'N' BMW 528. Finished in light blue metallic with blue velour trim. Electric sunroof, tinted glass, one owner. £4,995. Phone: DPS Car Centre, Ilchester 629. (94648

MORGAN 1970 2-seater. Red. Recent Stage II engine, new hood, beautiful condition. Reg. No. 3 BON. Offers around £3,000. Tel: Danbury 3709 (Essex). (94655

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TVR TAIMAR.	White/brown trim, sunroof	LIST

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72(L)	**ELAN SPRINT S.H.C.** White, 42,000	£1,995
	DATSUN 260Z. Met. blue, 20,000m, Wolfrace wheels, 1 owner	£2,995
73(M)	**JENSEN HEALEY Mk.II.** Black, Wolfrace wheels, p.b. radio, 32,000 miles	£1,895
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Next race Cadwell Park 19th June. Watch this space for Classic Loons v Debenham Dustbins.

Apologies for these first few cars taken in part exchange, people are now seeing the light and changing up to a classic JAGUAR!

1973(L) Mercedes-Benz 280 SE. White, sunroof, black trim, a rather beautiful one owner example very realistically priced **£2,750.**

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1948 3½ litre (SS Style). In good running order. Not a restored car but still impressive and much above average **£1,650.**

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1972 Mini Cooper '1275'. This superb customised example completed at vast expense for eccentric millionaire owner has done only 11,000 miles. Seems expensive but is it? **£1,950.**

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1956 M.G. A Roadster. A bright little car, new hood, taxed and M.o.T.'d **£795.**

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ASTON MARTIN DBS 6, 1969 mdl,	maroon, beige int, auto, pas, elec. windows, wire wheels	£2,395
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TR 6, 1973/4,	Yellow, black int, Wolfrace wheels, 28,000 miles, o/d.	£1,675
SPITFIRE, 1974 mdl,	Damson, black int, 22,000 miles, hard top, radio, o/d.	£1,350
STAG, 1973,	Green, black int, low mileage (believed 24,000)	£2,175
MGB GT, (R reg) 1974,	Harvest gold with cloth trim, 28,000 miles, o/d	£2,050
MGB GTs,	Choice of 3: 69/70/71	from £895
MGB Roadsters,	Choice of 2: 71/72	from £1,095
MERCEDES 190 SL Sports convertible, 1960,	white, fully renovated	£1,500
MERCEDES 220/8, 1969,	one of the finest examples around, auto, pas.	£1,325
BMW 2002, lhd, 1972,	sunroof, auto	£1,150
GINETTA G15, 1970,	White, black int, sunroof, Cosmic wheels	£750

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FOR SALE—continued

MG MAGNETTE ZB Varitone. Hundreds of pounds spent. All manuals, service history, taxed, MoT, £675. Bournemouth 291862 (day); 517598 (evening). (94656

1972 L BMW 2500, manual. Finished in red with black trim, radio, 8-track stereo. Low mileage, 2 owner car. £2,395. Phone: DPS Car Centre, Ilchester 629. (94648

LANCIA BETA COUPE 1975 model. Guaranteed 19,500 miles. Red/tan interior. Immaculate, taxed. £2,425. Mersham 4059 (Surrey). (94642

ABARTH. Mid-engined alloy bodied sports car. Opportunity to purchase a rare and extremely attractive vehicle. Further details on request. Tel: Maldon (Essex) 891241. (94649

BMW 2002 JUNE 1975, 24,000 miles. Red, black interior, sunroof, door mirrors. Ziebart. Service history available. First class condition. £2,750 o.n.o. Reading 0734 477293. (94651

TR6s HIS 'N' HERS. Both immaculate, rust-proofed, serviced, low mileage. His 'N' Reg. Red. £500 worth of extras. Hers: white, hard/soft tops, etc. £2,195 o.n.o. and £1,595 o.n.o. Must sell both. Full details: Leeds 692867 evenings. (94652

ALVIS TC21 SERIES Radiator with cowl, full set red seats, set carbs, lights, etc. Offers after 6 p.m. Sunderland 79631. (94653

FOR SALE—continued

CHEVROLET CORVAIR 1963, Monza 900 Sedan. Very smart, original, fast and economical. Taxed, MoT, £875. Bournemouth 291862 (day); 517598 (evening). (94656

JENSEN HEALEY 1974. 27,000 miles. Soft top, hard top with sunroof. Mustard/tan. Immaculate. Taxed £2,225. Mersham 4059 (Surrey). (94642

ROVER 110. Outstanding condition. Bereavement only reason for sale. Preferably to private enthusiast. £395. Howden 40161 (Yorks). (94644

ONE OF THE BEST: Lancia Fulvia Zagato 1.3 S2, 1972 K. White. Superb condition, low mileage. £1,395. Evenings, 01-399 1058. (94645

COLLECTOR'S CAR: Chassis No. 10007/R owned by Aston Martin of Newport Pagnell for two years. Aston Martin DBS V8 'J' Regd. 50,000 miles. Roman purple, 8-track, sunshine roof, re-con gearbox, new exhaust. This car has been resprayed, retrimmed and looks brand new. A truly magnificent beast at only £3,250. Ring: Bradford on Avon 6856. (94665

JENSEN INTERCEPTOR Series III. Auto. Air cond. Sundym. Blue with fawn interior. 8-track stereo. 40,000 miles. Absolutely superb throughout. Bargain £2,950. Will part exchange TR6 or Power Cruiser. Cash either way. Beccles, Suffolk 713241 evenings. (94671

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1975	**MASERATI Merak,** finished in white, 18,000 miles all extras	**£6,950**
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1976	**SERIES LANCIA Beta** Spider yellow, 1 owner, 15,000 miles full service history, quadraphonic stereo, mint condition.	£3,595
1974	**JENSEN INTERCEPTOR** finished in silver, low mileage	£4,995
1976	**'R' LANCIA BETA HPE**, 3,000 miles in the condition one would expect of a car of this mileage.	£4,150

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1976 'R' LANCIA BETA 1600 Coupe. Blue/orange, cloth trim, tinted screen, under 2,500 miles. One owner. £3,250. Phone: DPS Car Centre, Ilchester 629. (94648

BOND EQUIPE 2-ltr. GT Oct. 1969. Rare and attractive 4-seater convertible. Excellent condition throughout. MoT to Feb. 1978. £775 o.n.o. Tel: 01-346 0603. (94647

ROLLS-ROYCE 20/25 Tourer. Body by Hooper, in lovely condition. Must sell or go bust. Have purchased 4½ Bentley. £7,950 o.v.n.o. 041-632 6176 office; 041-639 2974 home. (94646

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MG ZB VARITONE 1958. In good original condition, but needs new sills for MoT, hence only £185. West End 3295 (Hants). (94672

AUSTIN HEALEY 3000 Mk 2, 1959. Mechanically exc. Body good. Hard/soft top. Wire wheels, new steering box, exhaust, tyres, batteries. Full MoT. £1,100 o.n.o. for quick sale. Tel: Llandrindod Wells 3170. (94670

FOR RESTORATION: 1931 Riley "Monaco". 1932 Leyland "Bull" cab chassis (van body has been removed) petrol engine. Telephone Wishaw 71548. (94673

FROGEYE MK. I SPRITE. Excellent condition. Well restored body. 11 months MoT. Taxed until November. £550 o.n.o. Chichester 82337. (94677

ROVER 110, 1964. Beautiful condition, 48,000 mls. All tools, handbook, HMV radio, undersealed from new. Blue and grey with grey interior. Offers around £700. Brown, 01-229 9611 anytime. (94679

MIDGET 1275 c.c. Downton conversion. MoT April 1978. 2 owners. Genuine 65,000. Oil cooler, wires, Cints, competition clutch. £385. Phone: Rickmansworth 77789 June 4 onwards. (94678

1957 SUNBEAM Talbot Mk. III Saloon. Finished in Burgundy and cavalry beige. Original condition, 18,000 miles only. Offers over £2,000. Telephone: D. Wheeler, Basingstoke 65454. (94676

1909 TRIUMPH 498 c.c. motor cycle. Original condition. Offers over £1,300. Telephone D. Wheeler, Basingstoke 65454. (94676

ELAN SPRINT 1973 DHC. 25,000 miles. One owner since new. Full service record. This car was one of the last to be built, has been garaged and is in excellent condition. Will consider cash offers or exchange for light aircraft such as Auster with good C of A. 01-727 5814. (94674

BENTLEY CONTINENTAL S3. 94,000 miles. Blue with black interior. Replacement engine, very good condition throughout. £8,950. Would consider interesting exchange, cash either way. Tel: 0695 422203 Lancs. (94683

R-TYPE BENTLEY 1953. Manual, sunroof, good sound condition. New headlinging, carpets, woodwork repolished and complete respray in 1971 by Crosbie & Dunn. £2,750. Tel: 0695 422203. (94683

TRIUMPH GT6, 1968. Red. Wire wheels. Long MoT, taxed. Good cond. £470 o.n.o. Colchester 63409. (94682

1935 ALVIS SPEED 20 drophead coupe by Charlesworth. Very handsome car. Further details: 01-398 0206 or write: The Advertiser, 17, Ditton Lawn, Thames Ditton, Surrey. (94681

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HISTORIC SINGLE-SEAT racing cars. Two F3 500 c.c. Arnotts. Both dismantled, one less engine but with rebuilt bodywork. Other with rebuilt JAP engine, new bodywork, magnesium wheels, racing tyres. £700 o.n.o. 061-366 0541. (94689

LOTUS EUROPA S2 1971. Lime green, Sundym windscreen, alarm system. Good condition. HP £1,300. Tel: Wigan 861468 after 6 p.m. (94687

1955 MG MAGNETTE. 700 h.m.p. Mechanically sound. Four good Cinturatos. MoT. Some frontal damage, daily use. Offers around £200. 0438 78295 (evenings). (94686

1961 ROVER 100. Black, immaculate interior, good body. Excellent mechanics. £375. Tel: Standish 423091 after 6 p.m. (94688

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TR5 1969. One of the last produced. Valencia blue, overdrive, radio, Surrey hard/soft tops. Well maintained. MoT, May 1978. £1,050 o.n.o. to include some spares. Bedford 712150. (94697

1973 GILBERN INVADER Mk. III Sports Saloon. 3-ltr. engine. Manual/overdrive. Unused and restored to immaculate condition last 2 years. Recorded mileage 42,262. One owner. £2,550 o.n.o. Tel: Leven (Hull) 42438. (94695

100 MPH LOW CHASSIS Invicta 2-seater Sports 'S' type. Excellent order throughout. Offers invited in excess of £15,000. Box No. 5449. (94692

MGB GT V8 1974. Damask red, black interior. 23,000 miles. Chrome bumpers, 18 months guarantee. £2,300. 01-947 4770. (94691

FOR SALE—continued

1958 MG ZB MAGNETTE. 55,000+ miles. Tax 8/77, MoT 5/78, regular use + second car for spares. £375 pair. Tel: 0458 72467. (94685

BENTLEY. Rarest of all final Cricklewood produced. "Le Mans" coachwork. SAE. Silverston, 12A, Longstone Road, Eastbourne. (94701

E-TYPE 1963, FHC 3.8. Genuine 31,000 miles. 2 owners in original condition. £2,500 o.v.n.o. Tel: Leicester (0533) 823039 after 7 p.m. Mr. Thompson. (94702

FROGEYED SPRITE 1959. Steel bonnet, H/S tops, MoT July, good running order. £300. Must sell, emigrating, Bedford 43292. (94698

PORSCHE SPEEDSTER (1955), 1500 c.c. engine for sale in excellent condition. Total mileage 50,000. Offers over £5,000 considered. Box No. 5450. (94700

RARE 1970 ROVER 3500 Crayford Estate. MoT, taxed. In good order, to be auctioned on June 11th by Taylor & Fletcher, Stow-on-the-Wold, Glos. View by appointment, Shipton-u-Wychwood 830599. (94699

LANCIA FULVIA 3.1.3S Coupe, July 1971. Exceptional in silver, new carpets, long MoT. Gift at £780. 0704 840387 or 0204 75430 (Lancs). (94696

MORGAN 4/4 1972, Indigo blue, leather trim, 2-str., wire wheels, recent reconditioned engine and front suspension, £2,600. Jon Taylor, 120A Station Rd., Waddington, Lincoln. Tel: 720819. (94709

1967 MG-B GT. W/W, good condition throughout, £450 o.n.o. Phone 021-354 1232. (94707

SCIMITAR GTE overdrive, December 1970. Excellent condition. £1,400 o.n.o. Day: 051-709 3073; evening 051-722 5593. (94708

JAGUAR MK. II 1963 3.8, manual, overdrive. Excellent example in blue, very clean interior and first class mechanics. 52,000 miles, MoT, tax, £785 o.n.o. Tel: Chirton 245 (Wilts). (94705

LOTUS 7 Ser. III. Polished aluminium/yellow, stainless exhaust, alloy wheels in original unspoiled condition and beautifully kept. One of the best. £1,600 or exchange Europa Special. Kidderminster 4362 at weekends. (94703

12 HP STANDARD Saloon. Black with green leather, v.g.c. bodily and mechanically. MoT. Also another complete for spares. Would split. Offers around £800 the pair. Perkins, 10 Sand Piper Close, Biggleswade, Beds. Letchworth 5461 days. (94694

RARE LEA-FRANCIS 1939 2-seater with dickey. Aluminium body by Corsica. One of only three ever produced. Complete car stripped and part rebuilt. Best offer over £800. Please write to Rayfield, 34, Longroyd View, Leeds 11, Yorkshire. (94680

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JENSEN CV8, 1963. Only owned Jensen Motors and present owner. Excellent condition. MoT April 1978. Offers: Cranleigh 2828. (94717

MG MIDGET 1275 'N' Reg. Bronze yellow—navy trim. 26,000 miles. Tonneau. Any trial welcome. £1,250 o.n.o. Possible part exchange. Stamford, Lincs. 0780 4312. (94712

BMW 2002 1971, later model. Malaga/tan trim, headrests, sunroof, 8-track, good condition. £895. Great Chesterford 564 (Essex). (94711

LANCIA BETA 1400. July 1974. One owner, 29,600 miles. £1,450 or best offer. Sheffield 685283. (94719

MG-A 1600 ROADSTER 1959. Immaculate. Bodywork/chassis stripped, preserved and rebuilt. Year's MoT. £985. Rhu 699 (25 miles north Glasgow). (94710

AUSTIN HEALEY 3000 Mk 2, 1959. Mechanically exc. Body good. Hard/soft top. Wire wheels, new steering box, exhaust, tyres, batteries. Full MoT. £1,100 o.n.o. for quick sale. Tel: Llandrindod Wells 3170. (94670

FOR RESTORATION: 1931 Riley "Monaco". 1932 Leyland "Bull" cab chassis (van body has been removed) petrol engine. Telephone Wishaw 71548. (94673

E-TYPE JAGUAR 1964 FHC. Just restored. All mechanics gone through, body refurbished + new white paint, seats re-leathered, black int. New Dunlop RS tyres, CWW. This car has been put back to its original lovely condition and loving owner must part with it. Offers around £2,700. Full details on request. Tel: office 01-602 5946; home 289 3051. (94778

1948 3½-LITRE JAGUAR Sports Saloon. Resprayed white, very good chromework and good mechanics with engine showing 70 lbs. oil pressure. Mascot, P100s spotlamps, sunroof, etc. Long MoT, taxed. In daily use. £1,995. Tel: Weymouth 4082 evenings. (94774

1949 TRIUMPH Roadster 2000. Resprayed Regency red with new black hood. Twin trumpet horns and dickey seat. Drives very well. Bargain, £1,400. Tel: Weymouth 4082 evenings. (94774

MG-B GT, 1966. O/D. Completely rebuilt last 2 years. All new mechanics, brakes, suspensions. Konis, body panels. All steel rustproofed, new interior Sundym. Midnight blue. Invesiment, £800. Growing family forces sale. Serious enquiries only. Farnham (Surrey) 26072 evenings. (94771

TR5 OCT. 68. One of the last real TRs. White, O/D, XAS, v.g.c. New metering unit, s/rack, battery, etc. Reluctant sale owing to increase in family. £795 o.n.o. 078 75 2514. (94777

1972 SPITFIRE IV. Hard and soft tops, tonneau cover, radio. 39,000 miles. Sienna/fawn trim. £1,045. 061-432 7147. (94716

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FOR SALE—continued

JENSEN INTERCEPTOR Series III, Auto. Air cond. Sundym. Blue with fawn interior. 8-track stereo. 40,000 miles. Absolutely superb throughout. Bargain £2,950. Will part exchange TR6 or Power Cruiser. Cash either way. Beccles, Suffolk 713241 evenings. (94671

MARCOS 1500 GT Recent full overhaul, wire wheels, sunroof, radio. Laurencetune based 1600 c.c. engine. Excellent condition, £1,300. West End 3295 (Hants). (94672

MG ZB VARITONE 1958. In good original condition, but needs new sills for MoT, hence only £185. West End 3295 (Hants). (94672

WANTED

ANY SPORTS CAR wanted, modern or anything old and interesting, any condition. Can collect. Cash. Tel: 01-658 1005. (36219

ANY CAR with body by Erdmann Rossi of Berlin, Rupert Stuhlemmer, Ahrenshopper Zelle 3, 1 Berlin 38. Tel: 030/801 2034. (38219

MASERATI WANTED: six cylinder twin-cam, twin ignition, two-litre engine. Suitable for A6GCS. Box No. 5353. (37085

AMERICAN CONVERTIBLES from 1930—39 wanted. High price paid. Private buyer. All replies answered. Box 5367. (37449

WANTED—continued

WANTED: MG TF. State condition and price. Telephone 0792 59184. (93535

TRIUMPH TRs, GT6 and Spitfire always wanted. Frederick Charles Cars Limited, Guison Rd., Coventry 27518. (30953

PRE-1905 CAR wanted. Anything considered. Immediate cash. Phone details, condition, etc.: 021-472 7139; evenings: 021-472 2350. (93624

WANTED: CLASSIC thoroughbred car. Must be mechanically sound or very near, but body immaterial, bumped or otherwise and not too rotten. Jaguar XK120, 140, 150; Big Healey 100 or 3000. MG-H twin-cam, preferably on any interesting thoroughbred. No fancy prices please. Tel: Tern Hill 229 after 6 p.m. (93562

BENTLEY MARK VI—R-type in rough condition, urgently required. Phone: G. Shrive, Toddington, Beds. 2957. (88991

WANTED: SAFETY FAST. MG/AH Club BMC publication, good back issues 1961-1968. Send details incl. p&p to: D. Ramstad, 1301 Pinkerton, Everett, Washington 98203 USA. (38036

WANTED: BMC PARTS lists for all big Healeys. Also glossy publicity photos of same. Send condition, price and postage to: D. Ramstad 1301 Pinkerton, Everett, Washington 98203 USA. (38036

INVICTA 4½-LITRE low chassis model wanted. Please reply to Box No. 5402. (92716

WANTED—continued

ROLLS-ROYCE or Bentley required. Any age, no objection to one requiring attention. Would collect. Cash settlement. Tel: 01-658 1005. (36181

JAGUAR 420 'G' wanted. Must be immaculate condition, very low mileage, automatic preferable, but not essential. Private buyer. No part exchange. Write full details please: F. R. Jones, The Big House, Whittington Castle, Oswestry, Salop. (36358

WANTED: FIRM or mechanical expert with Silver Cloud I Superb car, Sheffield area preferred, but will take elsewhere. Box No. 5326. (36413

WANTED: Any pre-1914 car, especially pre-1904, in any condition even incomplete. Anything will be considered. Offers to Box 5385. (64488F

WANTED: Close ratio gears for 1966 MG-B (18GB engine). Will consider complete set. Individual parts or complete g/box. Box 5386. (64493S

WANTED: LAGO Talbot, Delahaye and Delage with special coachwork, in any condition. Offers to Box 5384. (64488F

BENTLEY SI, Cloud, Daimler, Empress or similar quality carriage required; also interested to buy vintage or light commercial in any condition. Southend 73603 day, 41092 eves. (92573

MG MORGAN, Riley, Singer Le Mans or similar wanted. Complete, dismantled, even parts for restoration. 0302 57801. (93016

WANTED: FRENCH literature on Vintage and PVT cars; books, magazines, catalogues, brochures. Replies to Box No. 5418. (38132

SS100 JAGUAR two-seater sports wanted. Keen price paid. Box No. 5423 or telephone 735179. (93626

AUSTIN A90 Atlantic Convertible. Any condition considered. Evenings/weekends 735179 45923. Box No. 5423. (93626

WANTED: PORSCHE C/SC (pref. cabr.) and Porsche racer from the sixties, pref. 906, possibly MG-TD as (part) exchange. Letters to: D. Bake, 16 Schapendrift, Blaricum, Holland. (38037

LOTUS ELAN or Super 7 wanted. Pre-68 in very good to excellent condition at reasonable price. Will be in England in mid-June. Replies to Motor Sport Box No. 5424. (64844

WANTED: MORGAN +8 by private cash buyer—up to £3,000. Tel: 0983 64575. (92836

DAIMLER SOVEREIGN Series 1 complete grille. Must be un-damaged. Condition unimportant as will be re-chromed. Pay immediately by stirling cheque. D. Ward, PO Box 132, Hamilton Hill, Western Australia 6163. (93753

PORSCHE 356. Former owners: do you have any odd bits and/or manuals, tools, etc. left? PCGB member is interested in buying them. Standen, 3 Buckingham Mews, London, SW1. 01-828 9501. (93759

JAGUAR SS 100 wanted. Consider SS 90, good example, but any considered. £10,000 available. Also require good Riley MPH or Imp Sports or Lynx. Please phone 062-786 3445 (Kent). (94154

VSCC, LARGE MACHINE: Lagonda, Alvis, Bentley, wanted. Originality not essential. Must be competitive or potentially so. Prompt settlement. All letters answered. John Walker, Wharfedale House, Kettlewell, Skipton. Tel: Kettlewell 277. (94149

BENTLEY 1933-1939 required. Top price paid for open car. Condition good or bad. Cash purchase by club member. Tel: 01-455 9364 evenings. (94048

MG-A TWIN-CAM wheels; tyres, even bald! C.1925 Austin Seven spares. 25, Shenley Road, Heston, Middx. (94459

AUSTIN 7 or similar model wanted. Running order preferred. Tel: Rainford 2259 (Merseyside) after 6. (94481

ASTON MARTIN Convertible manual with power steering—early model. Good condition necessary. Replies to Box 5426 "Motor Sport", Standard House, Bonhill St, London EC2A 4DA. (93790

AUSTIN HEALEY 100/6 hood frame required in good condition. 024-029 251 (Bucks) after 7 p.m. (93789

PENNY FARTHING wanted: boneshaker or Kangaroo cycle and early bicycle lamps, please these are for use not a museum or Kensington pad. Box No. 5428. (93845

WANTED: Any quantity of Holts Tyrewall white paint urgently required. Phone evenings Guildford 65900. (91578

AC ACE-BRISTOL wanted by private buyer for own use. Details and price please. Box 5434. (94083

WANTED: Aston Martin DB5o Vantage or DB6 Volante, must be well cared for car. Details to: W. R. Cheshire, Upper Hyde, Rushock, Nr. Droitwich, Worcs. Tel: Cutnall Green 226. (38502

WANTED: Aston Martin engine for DB2-4 Mk. 3. 01-998 7078. (94057

BENTLEY WANTED. Immaculate Mk. 6 or R-type with history. Low mileage preferred. Full details please. Box No. 5433. (94072

WANTED—continued

VSCC. POTENTIALLY competitive machine wanted, on the large side of big. Or there are private sales or must I attend one of those nasty auctions? John Walker, Kettlewell 277 (Yorks). (94149

LEAPING JAGUAR mascot, "E" Type SII workshop manual, parts catalogue, brochure. Mini Moke parts catalogue. H. Arentsen, PO Box 70, Elst (Gld) Holland. (94139

WANTED: Hard-top to suit Lancia Flavia 1.8 Convertible 'G' registration. Vignale bodywork if possible. Also workshop manual. Telephone: Clevedon, Avon 873210. (94165

SUNBEAM ALPINE Mk. 3 urgently wanted by private enthusiast. Must be overdrive model in sound original condition. Tel: 0273 32518 after 7 p.m. (94198

WANTED: Aston Martin good sound DB3 Drophead or DB4 GT. Sensible cash waiting. 32 Grove Road, Eastbourne, Sussex. Tel: 0323 27362 or 841541. (94289

MORGAN 4-SEATER in immaculate condition, 1973 or '74 model. All extras. Preferably rustproofed. Limpsfield Chart (Surrey) 2326. (94297

BENTLEY WO wanted, 3-4½. Will pay a very high price for a really superb vehicle. Full details please including price and telephone numbers to: Mrs. F. R. Josephson, 93 Elizabeth St., London SW1. (94278

A THOROUGHBRED in excellent condition. Pre-1963 Ace, Alvis, Aston, Bentley, Lagonda, etc., or LHD European car of similar type. Low ownership and miles. Photo, approximate price appreciated. Box 5442. (94314

WANTED: Alfa Romeo 1300, 1600 engine; also Giulietta spares. Tel: Bubwith 583. (91498

FERRARI DINO 308 GT4 parts urgently required. Written-off car ideal. Phone: 0242 23660 (Cheltenham). (94443

AUSTIN 10/4 (1932) workshop manual/tech. gen./spares wanted for private restoration project, West Drayton (Middx) 42412. (94444

4-SEATER TOURER, must be sound. Suggest vintage Riley, Alvis, Humber, Morris or W.H.Y? in exchange for DFP 1925 1098 c.c. OHV 2-seater Sports, completely rebuilt with hood, mascot and Ducellier electrics. Halkyard, 7 Lynwood Close, Ponteland, Newcastle upon Tyne. Tel: Ponteland 22511 evenings. (94477

TOYS—TOYS—TOYS—TOYS Model railway in 0, 1, 2, 3, 4 gauges. Early Dinkies and die-cast toys of all types, particularly vans with advertising on. Tinplate cars, lorries, trams, boats, submarines, airships, aeroplanes, stations and all mechanical toys. Britain's army lorries and record breaking cars. All items wanted in any condition, even if only suitable for spares. I will pay highest collector prices and always travel to collect. Tony White, 22 Ivy Bank Park, Entry Hill, Bath, Avon. Tel: 0225 83 7077 evenings please. (94587

JAGUAR E-TYPE Series 1 FHC or roadster with works hard-top. Must be very sound, original and free from rust with low mileage and known history. Good price paid. No recent respays or cover-up jobs. Neill, Wilmslow 24596. (94584

LOTUS 7 Series I, II or III wanted. Any condition (would consider damaged or ex-racing car). Nottingham 830823. (94579

LARGE AND POWERFUL Veteran car for Brighton Run, etc. Very good price paid for outstanding machine. Box 5444. (94497

CITROEN CAR or whereabouts of 1955-1965 mode. Mint or low mileage. Cash waiting. Churchill 352347 (evenings). (94521

OMEGA ST1760012 Speedmaster in near mint condition required. Simon, Ipswich (0473) 58185 any time. (94529

MG OWNERS' CLUB requires MGs for spares and TC, TD or TF for restoration. The Secretary, MG Owners' Club, 108, Pomfret Avenue, Luton, Bedfordshire. (38355

WANTED for 1928-1930 Austin Heavy 12/4 saloon body, doors, mudguards, complete car—anything considered. Cash. Tel: Cardiff 614395. (94664

BUICK PARTS and literature, pre-war; also information about "Marby" bodies. Tel: 01-229 9611 D. B. Brown, anytime. (94679

WANTED: MG TC-TD-TF-MG-A or any good pre-1939 MG or good +4, 4/4 or V-Twin Morgan. Price no object for the right car. Please phone 062-786 3445 (Kent). (94704

BOOKS WANTED urgently: Annual Automobile Review (in English) No. 1 1953/54; No. 2 1954/55. One copy of each required. Best price paid. Reply to: Miles Blackwell, 50 Broad Street, Oxford. (94733

TVR WANTED, around four years old. Good condition. Reasonable price. Mr. Martin, 16 East Restalrig Terrace, Edinburgh 6. (94713

WANTED: 21 h.p. Boulton & Paul marine engine or similar for 1911 launch. Flitwick 4171 (Beds.). (94490

LINCOLNSHIRE VINTAGE & CLASSIC AUTOMOBILES

offer:

1930 Sunbeam 16 coupe
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1932 Austin Ten saloon
1934 Armstrong Siddeley 12/6 sports saloon
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1938 Austin Eight saloon
1938 Talbot two-door coupe
1939 Riley 12 saloon
1939 Morris Commercial Fire Tender
1947 Morris Eight series 'E'
1948 Rover 75 P3
1948 Austin Ten saloon
1950 Lea-Francis shooting brake
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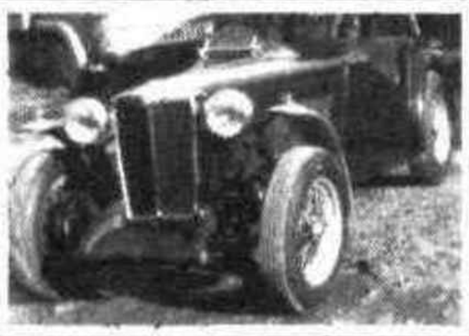
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M.G. TC, 1949, Concours winner ... **£3,400**



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1928 Humber 9/20 fabric saloon **£1,825**
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1933 Morris Minor saloon ... **£950**
1936 Vauxhall 25 Ambulance ... **£825**
1949 Riley RMA 1½-litre saloon **£1,450**
1952 Jowett Jupitor coupe **£1,200**
1952 Humber Pullman limousine **£875**
1953 Bristol 403 ..... **£1,250**
1955 Daimler Conquest saloon **£625**
1957 Austin Healey 100/6 ... **£1,250**
1959 Jaguar Mk. IX **£850**
1963 Alvis TD21 series II *(Photo,* **£1,200**
1964 Panther 120S m/cycle ... **£495**
1972 Rover 3.5 coupe ('L') ... **£1,250**

Sell or Exchange: 1971 Commer Box Van. Perkins 6/354 & 6-speed g/box. 12 ton gross. Plated. £750 + VAT. 27 ft. Estuary Boat, Mahogany over Oak, Kittywake engine. £1,650

WANTED: Interesting cars! W.h.y.? Vintage, P.V.T., 30's, sports, classics. Part exchanges considered. Finance arranged. Callers preferably by appointment.

WANTED—continued

RILEY ENTHUSIAST requires any pre-1939 model for daily transport and VSCC events. Condition unimportant. Hulland Ward 382. (94568

LOTUS ELAN Drophead (Sprint, 5.3/4, Seven). Will travel, pay cash. Condition immaterial. No dealers. Upper Warlingham 5581. (94607

WANTED: Vintage Tourer, in good order. Prefer something sporty. PVT considered. Phone: Shenstone 480232 (Staffs). (94593

WANTED: 8 cylinder Alfa. Stored, incomplete possibly acceptable. Alternatively: engine, crankshafts, camshafts, timing gears. Anyone please help? Pinfield Lodge, Barnt Green, Birmingham. Tel: 021-445/2551 home. (94641

MISCELLANEOUS

TO LET: Motor Trade premises Birmingham City Centre, 1,000 sq. ft. and office. Rent inclusive rates and lighting. Ideal restoration or other low volume trade. 021-643 8031. (94704

ROLLS 25/30 new chassis, £250 o.n.o. or exchange pre-war W.H.Y? Tel: Doncaster (0302) 841200. (94693

MG J2 BODY Completely rebuilt and repanelled. No doors or wings. Offers around £175. Few other spares. Mike Harper, Southport (0704) 38452 between 6.30 p.m. and 9 p.m. (94690

MAGAZINES WANTED: Motor Sport, especially prior 1960. Autosport prior 1965. Club magazines, etc. Also sports car catalogues. Newbury (0635) 253484. (94643

MOTOR SPORT May '62—Dec. '74. One copy missing. Offers. 1, Grenville Gardens, Hythe, Hants. (94668

MOTOR SPORT: 206 copies, 1959 to 1976, some missing. Excellent condition. Best offer. Canvey Island 3390. (94728

SPARES for pre- and post-war MGs, Jaguars, Triumphs, Rolls-Royce, Bentley, Packard. Phone: Chorleywood 4413. (94732

GIRLING POWERSTOP servo, suitable TR3/4 or similar. Brand new £25. Smiths oil temp. gauge, brand new £5. Replies to Box No. 5453. (94737

TYRES: Two 185 x 16 Cinturatos, as new. Two Michelin X 185 x 16, very good £35. Whitstable 263935. (94739

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ANNUAL AUCTION Sale of Veteran, Vintage & Collector's Vehicles and associated items at Exeter Market on Tuesday, June 21st. Entry forms available now, catalogues 50p in due course: Husseys, Chartered Auctioneers, Alphinbrook Road, Alphington, Exeter. Tel: 50441. (38641

COSMIC MARK 2 alloy wheels (5). Size 6 x 13. Excellent condition. £65. Bromsgrove 72984 (away 4th-11th June). (94547

UK GP JULY 16 bus connection from Aylesbury Railway Station leaves 0920 (connects with 0810 train from Marylebone). Return fare £1.50 adult, £1 child. Remittance to Keith Coaches, 30 Buckingham Street, Aylesbury. Telephone 23434. (94581

LEA FRANCIS Owners Club Stanford Hall 12th June. Details: Ballard, 2 Lowbrook Lane, Tidbury Green, Solihull. (94574

A7 CLOSE-RATIO three-speed conversion. Road or race, £20 ex-stock. Kegworth 2778 teatime. (94498

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MG OWNERS' CLUB for MG-B, MG-B GT, MG-C, MG-C GT, Midget, MG-A, ZA, ZB, T-Series. The largest source of secondhand spares in the world. Quarterly magazine, Enjoying MG and Monthly Newsletters carry technical information, advice, cheap spares, new and secondhand, social news. Directory of 'local' recommended suppliers. Special Group Insurance Scheme. Subscription £4 per year plus £1 joining fee. For full details, SAE to The Secretary, MG Owners' Club, 108 Pomfret Avenue, Luton, Bedfordshire, Luton (0582) 20271 (24-hr. phone). (38350

CAR RECOVERY and delivery by trailer, local, national, continental. A personal and competitive service. Cartrek, Esher 62785 any time. (38632

THREE BEDROOMED HOUSE, good condition, repainted, ten minutes from Brands Hatch. Garage plus large parking space and workshop. Both with power. £18,500. Phone: Longfield, Kent 5686. (94479

BRISTOL 401 dismantling for spares. No engine/gearbox. Tel.: Bubwith 583. (91496

MG-B SOFT-TOP and frame (detachable type). Original BMC equipment. Dark blue, as new—car used with hard-top. £25 o.n.o. Tonneau cover and frame, £15 o.n.o. Fordham 01-692 7651 evenings. (91575

MOTOR SPORT 1933 to date, unbound, several missing. Speed complete set unbound; pre-war motor racing books, all excellent condition. 01-937 4303. (91571

GARAGE CLEAROUT. Alfa 1600 engine and gearbox, GTV towbar, Triumph PI system. Many MG-A spares, TD diff. and casing. All cheap. Liverpool 051-526 8660. (94461

ROLLS 20/25 handbook; also 3½ Bentley, 4½ Lagonda. £20 each o.n.o. Brighton 772251. (94493

MISCELLANEOUS—continued

AUTOMOBILE ENGINEER 1950—October 1970 (end of publication). Offers. Hant Street (Kent) 2216. (94471

AMERICAN COLLECTOR wishes to establish contact with reliable person to locate and ship Rolls-Royce and Bentley automobiles to the US. Write: Alan J. Lewis, Box 751, Brea, California 92621, USA. (64939F

MG TC CHASSIS frame, bulkhead, and log book, to be sold by auction at noon on the 9th June at 201, Loughborough Rd., West Bridgford, Nottingham. (94287

TYRES: Two HR70 HR15 Firestone Cavallino wide oval radials. Almost new. £6? the pair o.n.o. Telephone: Padgate 812022. (94284

FORMULA 1 used DFV pistons from 1974/5 Grand Prix season. Most drivers available including James Hunt, Ronnie Peterson and Jody Scheckter. Price to include piston with label showing race details, presentation box and certificate of authenticity. £5 upwards. Send for price list and photograph: David Mills, 28 Ovington Street, London SW3. (94291

BMW 2002 Alpina rally engine, ex-works. Large valve head, 320 cam, Carello rods, triple plate clutch. Also new limited slip axles for 2500/3.0/525/528 range. Good discount. Rebuilt gearboxes, all models. Many other spares. Details: Southport 46047 day; 78254 evenings. (94312

FOR SALE: Excellent condition Riley maintenance manual, 1930/1956 by S. V. Haddleton. First edition. Best offer 19, Twiss Green Lane, Culcheth, Warrington, WA3 4BZ. (38444

MG-A CENTRE: Parts, you name it I have it. Sent anywhere or collected. Simon Robinson, Burns Farm, Dacre, Harrogate, phone (042 372) 519. (MGOC spares sec.). (38507

BRISTOL RACING SPEC. fixed first gear wheel. Offers. Broadhaven (Pembs.) 361. (94097

DATA SHEETS for over 200 motor cars, 1936-1940 models. Send SAE for full list and order form to: Faulkner, Dept. MS, 18 Woodend, Pensby, Wirral, Cheshire, England. L61 8RU. (94134

ROLLS HANDBOOKS. For sale original 1913 40/50, 2500-2699, Chassis, Phantom II, 125RY. New 670 x 16 6-ply Dunlop tyre, new 165 x 400 and 550 x 16 tubed. Offers: Wain, 23, Coast Road, Rhyl, Clwyd LL18 3PG. (94073

PRE-WAR MOTORING BOOKS. Many rare items. SAE please for list. 84, High Road, Hockley, Essex. (94045

OLD MAGAZINES, Motor Sports, Rolls-Royce handbooks. List SAE: Whitehouse, 46, Lawnswood Avenue, Shirley, Solihull, W.-Mid. (94053

ASTON MARTIN. Selling library: original handbooks, brochures, manuals, magazine articles. AMOC items. Pre-war, post-war. State interests. SAE please: Mr. Staa, 25, Shenley Road, Heston, Middlesex. (94054

CELLULOSING bodywork, limited amount of work can be taken to bring vintage, classic cars to concours. Tel.: Bilton (027 588) 2592. (91242

MOTOR SPORT from 1953, and Classic Car from 1973, from £1, or bound sets sold. 01-624 8966. (94463

MOTOR SPORT July, Aug., Oct., Dec. 1951, January 1952—December 1972. Following copies missing—March and September '52, December '63, July and October '65. No reasonable offer refused. Buyer to collect, Warrington area. Box No. 5432. (38444

SPECIAL JUBILEE Cavalcade of Transport, Autojumble, Driving Tests, July 2nd at Hurn Court School near Bournemouth. £1 per vehicle, £2 per stand. Apply early. Forms from Pusey, 3 Palmerston Avenue, Christchurch, Dorset. (93914

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ROLLS-ROYCE Phantom 4 original wheels and tyres complete. Plus 6 spare tyres, all 33 x 5. Also 2 No. 5.50 x 20 tyres. Tel.: Nottingham 813682 office hours. (93920

SPEED MAGAZINES 1934-39 almost complete, but would prefer Motor Sports of similar years or earlier. Also wanted: Morgan 2 speeder parts, no matter how small. Tel.: 01-578 3810. (53924

THE SOUTH LINCOLNSHIRE Vehicle Preservation Society welcome any enthusiasts to enter for these events: 11th June Fiesta Rally, Woodhall Spa; 2nd July Aveling-Barford Gala, Grantham; 14th August, Autojumble & Rally, Belvoir Castle, Grantham. Please send SAE to: SLVPS, The Old Smithy, Corby Glen, Lincs. Stallholders welcome for Autojumble. (93927

GENUINE BMW 2002 tow bar for sale, as new. £20. Phone: Burntwood 3384 or 4284. (38171

BREAKING 1972 FIAT Ferrari Dino engine, gearbox, etc. Offers: J. Foster, 1, 4½ Acres, Coome Rd., East Meon, Petersfield, Hants. (38169

TRAILER TRANSPORTATION by professionals. Any size of car, vintage or modern, any condition. UK or Europe. Access/Barclaycard welcome. Jamesigns 01-672 7737. (33963

D-TYPE JAGUAR original cam covers, XK120 grille. Substantial offers. Wanted: 120 Roadster glass brochure. Box No. 5431. (93918

PIRELLI. Last calendar 1974. Collector's item. Mint. Offers over £25. Leave Tel. No. on 01-387 8117. (93919

BENTLEY S1 tow bar £15. Mercedes 200/8 tow-bars £10 each. 0865 (Oxon) 390559. (93879

MISCELLANEOUS—continued

NEW BSF BOLTS and set-screws with nuts. Most hex head, H-Tensile plated. Wide assortment, 3/16 in. to ⅜ in. dia. ½ in.—2½ in. long. 200 pack (400 pces.) £6.50, post free. UNF available, same price. E. A. Clare, 25A Lenton Road, Nottingham. (93628

NATIONAL AUSTIN Seven Rally, Beaulieu, July 3rd. All Sevens welcome. Leyland Esso support. Many attractions including Austin jumble. Details: 750 MC, 26 Whomerley Rd., Stevenage, Herts. Tel: 54301. (93630

FERRARI DINO 246 pair perspex headlight covers unused. £25. Rolls-Royce 40/50 handbook—offers. Motolita leather steering wheel with Porsche Boss—offers. Norwood Hill (Surrey) 862346. (93746

VINTAGE CHEVROLET light unit, 1904 RAC badge, 1950s race programmes—offers. The Old School, Thornton Watlass, Ripon, North Yorks. Tel: Bedale 2242. (93931

RAC & AA BADGES 1928-1934. Alvis wheel spinners. Offers: Lain, 4, Glenavon Road, Highcliffe, Dorset. Phone: Highcliffe 6184. (93782

AUTOMOBILE YEAR Volumes 1-15, £300. Extra volume 3, £55. Grand Prix Car Volume 1, £40. Or offers. O'Neons, 94 Eastdean Avenue, Epsom, Surrey. Epsom 23748 evenings. (93784

HUNDREDS OF CAR catalogues, brochures, folders, etc. for sale! Send for a free list to: L. Ulewicz, Postfach 970 165, D-5000 Koeln 91, West Germany. (64860

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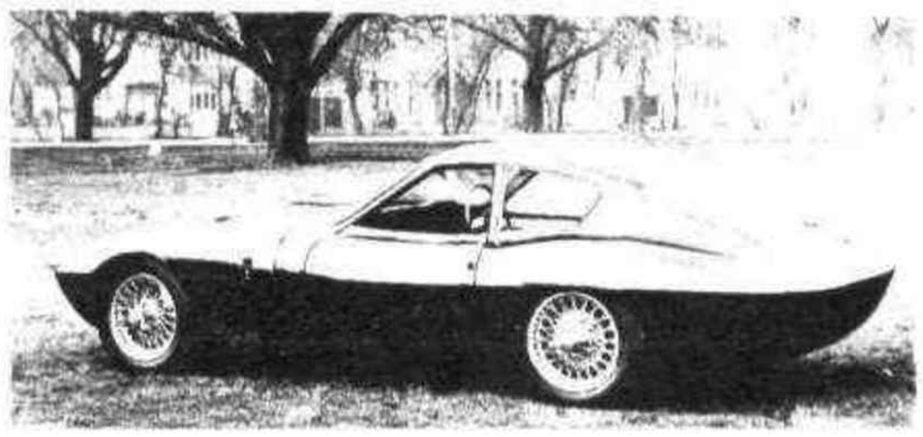
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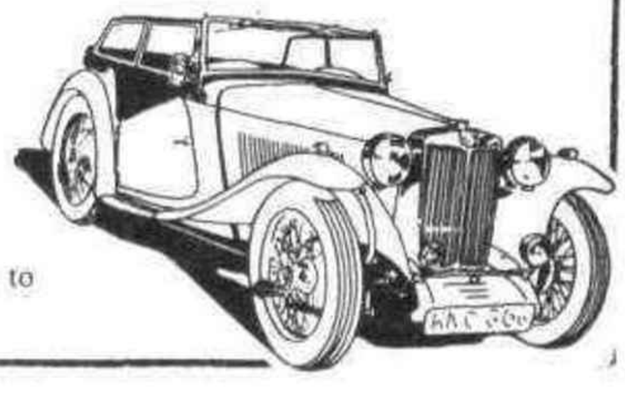
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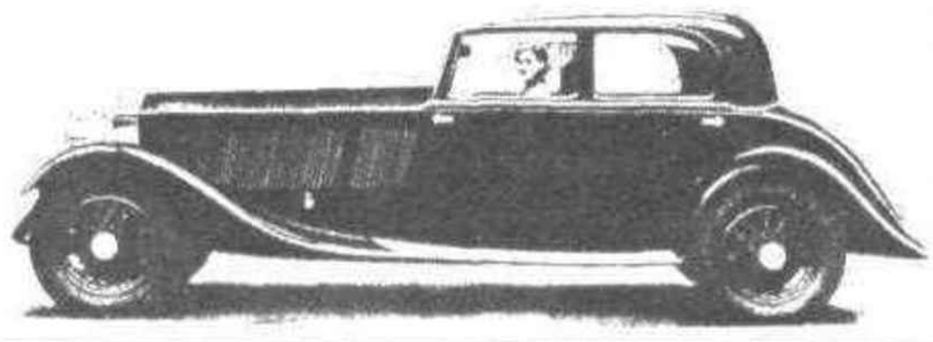
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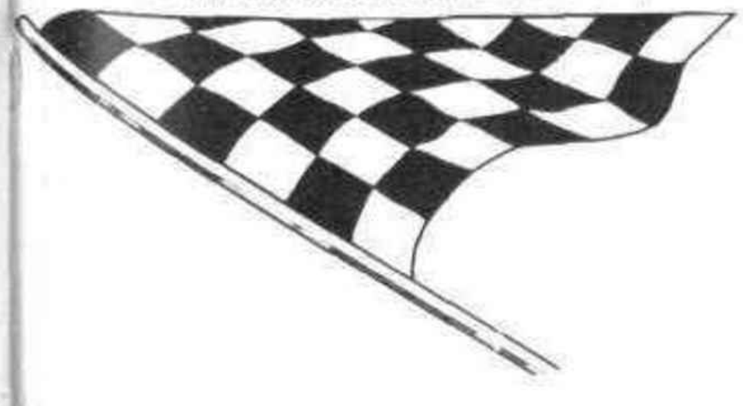
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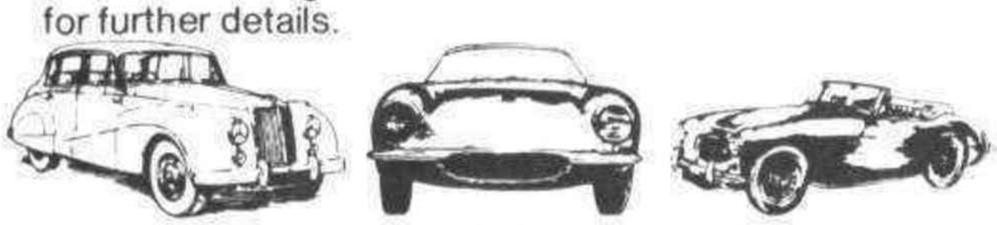
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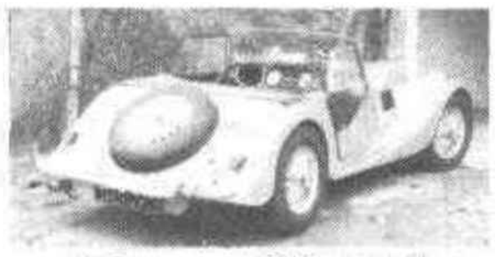
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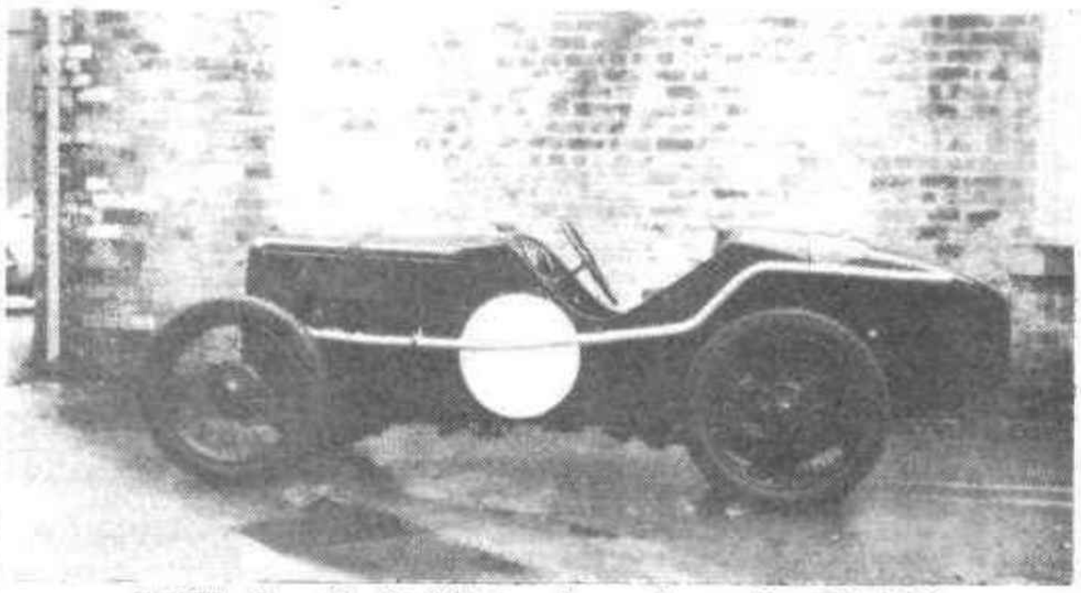
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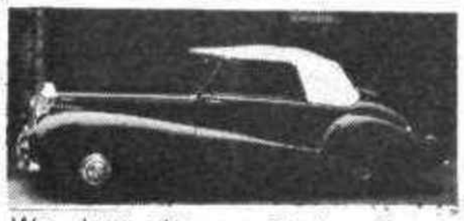
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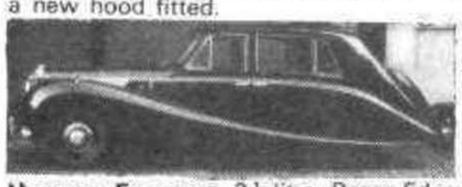
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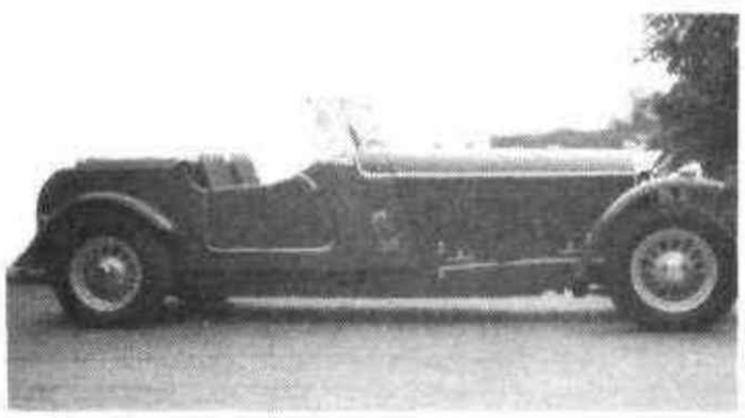
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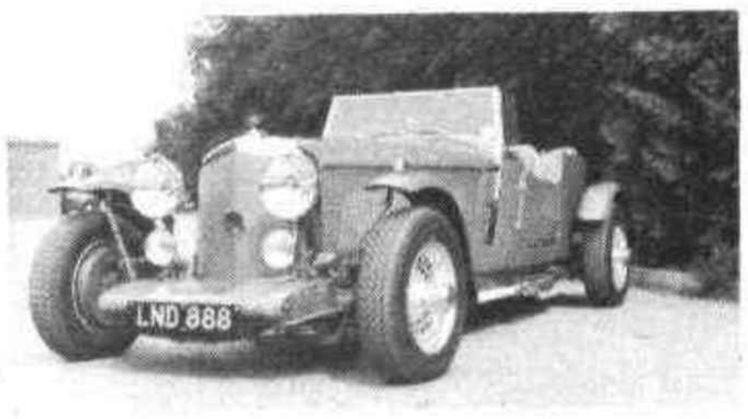
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MALLALIEU ENGINEERING LTD.



THE DERRY MALLALIEU BENTLEY BARCHETTA



THIS FINE MOTOR CAR, DESIGNED BY DERRY F. MALLALIEU, WINNER OF ITS CLASS IN THE 1976 BENTLEY DRIVERS CLUB CONCOURS D'ELEGANCE AT KENSINGTON, IS AN EXAMPLE OF THE CLASSIC HAND BUILT MODELS WHICH WE PRODUCE.

THE BARCHETTA IS A QUALITY, HIGH PERFORMANCE, INDIVIDUALLY DESIGNED MOTOR CAR BASED ON THE MARK 6 BENTLEY, RETAINING ALL THE ORIGINAL MECHANICAL PARTS AND FEATURES, REBUILT TO SUIT THE TASTE OF THE CONNOISSEUR WITH A LIMITED PRODUCTION TO GUARANTEE THE OWNER EXCLUSIVITY TOGETHER WITH EXCEPTIONAL JOYS OF MOTORING.

We also produce **THE MERCIA** a two seater based on the Bentley Mark 6.

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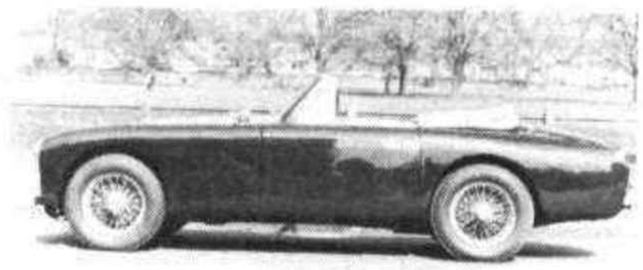
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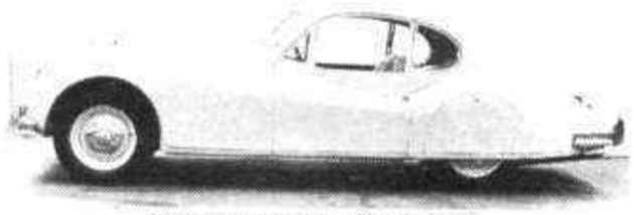
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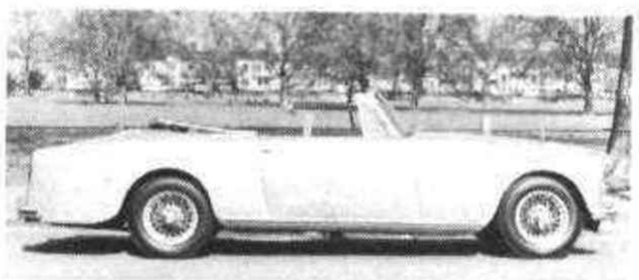
MASERATI SEBRING 1966



ASTON MARTIN DB 2/4 1955



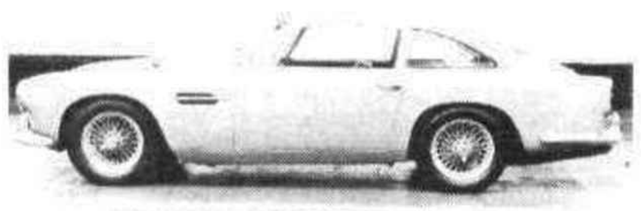
JAGUAR XK 140 1955



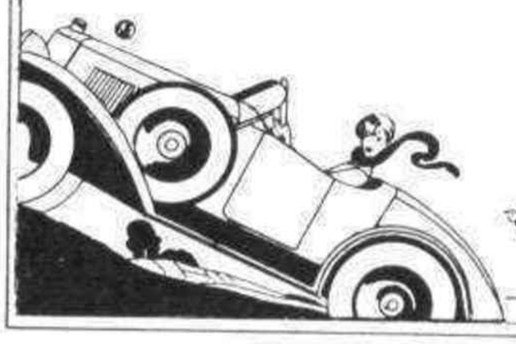
ALVIS TD 21 1961



MG TC 1949



ASTON MARTIN DB4 1958



ALSO IN STOCK:

Morris Cowley, 1936	Riley MPH, 1935
Jaguar 3.8S Manual, 1966	'E'-Type Jaguar, L.H.D. & R.H.D.
MG TF, 1954	Austin Healey Mk. III, 1965, L.H.D.
Aston Martin DB6 (two)	A.C. 'Ace', 1937

We will purchase all models of Pre and Post-War Classic Cars.

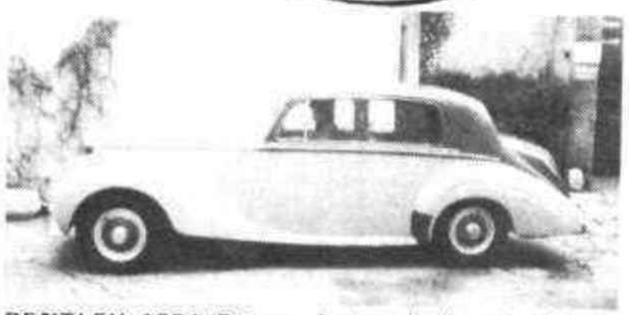
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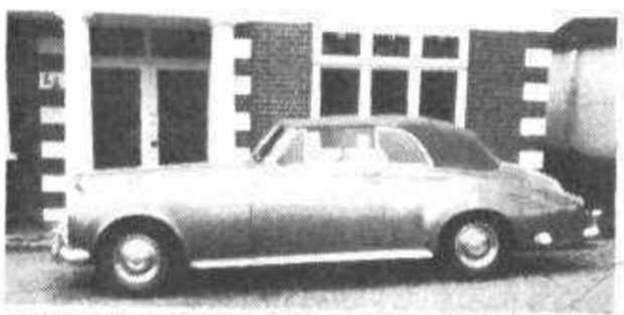
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ROLLS ROYCE & BENTLEY SPECIALIST

2, CHESTER CL., CHESTER ST., LONDON SW1



BENTLEY, 1954, R-type. Automatic. Standard 4 door sports saloon with sun roof, this is a really first class example, one fastidious owner for many years, elegantly cellulosed in charcoal over dove grey with superb original grey hide trim and carpet. An outstanding specimen complete with all tools, mascot, hand-book etc.



BENTLEY, 1959, S.1. 2 door convertible by Park Ward probably the only six cylinder version available with this rare and desirable body style. High compression series, automatic transmission, power steering, and power-operated hood. Finished in shell grey with grey everflex hood and all original champagne hide trim. Two owners, mechanically excellent although suffering from some corrosion round the coachwork.



ROLLS-ROYCE, 1929, Phantom 1. Classic D Backed. Six light formal touring limousine with division and fold-away occasional seating, sedately finished in sage green with contrasting ebony wings and black everflex roof, trimmed in grey hide, mechanically sound, twin side mounts, a truly magnificent carriage portraying the epitomy of sophisticated motoring from days long past.



LAGONDA, 1937, LG.45. Open tourer, original 4 seater 2 door coachwork finished in Black with contrasting side panels, recently trimmed in black simulated leather, good weather equipment, new tyres, mechanically first class, a real thoroughbred sporting car in excellent all-round order.



RANGE ROVER, 1971, Distinctive Reg. No. Tuscon Blue with Black everflex top and full length Webasto sunroof, recorded mileage 19,000, P/B Radio, twin spots, H.R. Window, rear wiper, fitted lambswool seat covers, just serviced and M.o.T. tested.



BENTLEY, 1951, Mk. VI. Standard 4 door Sports Saloon, still in its original black over tudor grey, mechanically first class, totally original but somewhat shabby tan leather trim. A good honest example in usable order.

BENTLEY, 1952, Mk. VI. Coachbuilt 4 door, lightweight sports saloon by H. J. Mulliner, this rare semi razor-edged example is in exellent all-round condition, finished in sand over sable.

LA SALLE, 1930, Cadillac V.8, 5 Litre 2 seater open Roadster with dickey seat. Original fleetwood coachwork with golfers' compartment, twin sidemounted spares. Painted in olive green with interior red hide.

URGENTLY WANTED, ALL TYPES OF CLASSIC, VINTAGE AND THOROUGHBRED CARS

DAN MARGULIES

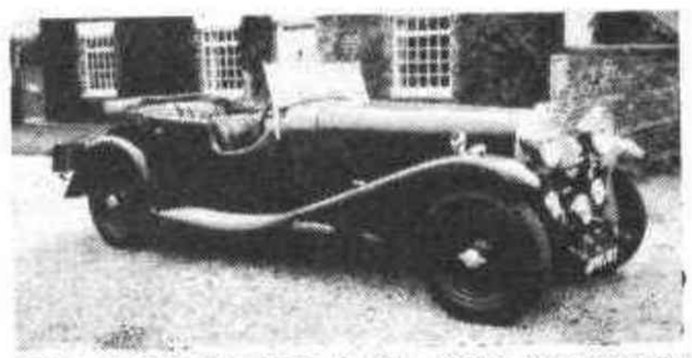
12 QUEEN'S GATE PLACE MEWS Off Cromwell Road
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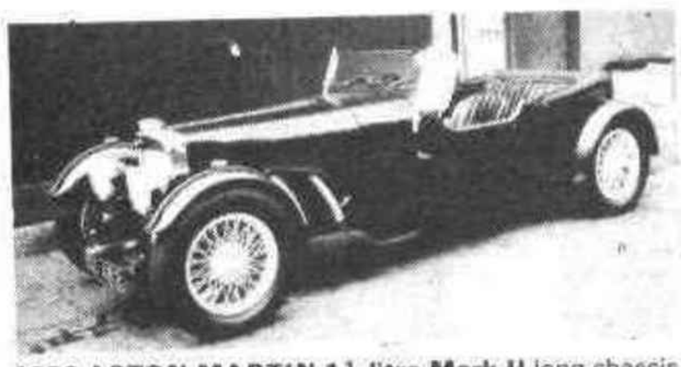
1923/28 3/4½ Litre BENTLEY. Van den Plas coachwork, "D" type gearbox, many other modifications, mechanically rebuilt.



1931 ALFA ROMEO 1750 supercharged rebuilt with Zagato type coachwork.



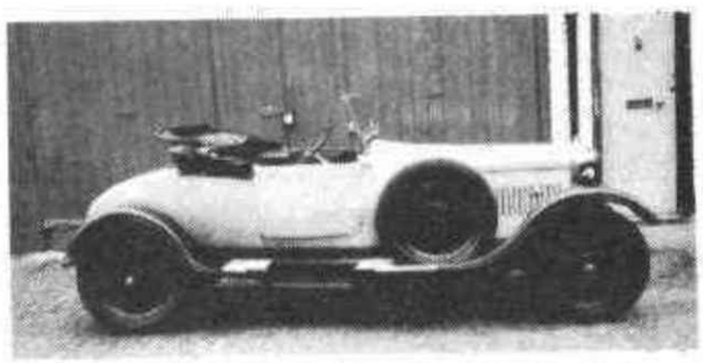
1934 LAGONDA M45 4½-litre tourer, exceptionally fine two owner example.



1936 ASTON MARTIN 1½-litre Mark II long chassis tourer in original order.



1964 Rolls Royce Cloud III, *LONG WHEEL BASE* without division saloon, refrigeration, sundym, interesting history.



1928 AC "Acedes" 6-litre two-seater with dickey: very rare model in fine condition.

1937 ALTA 2 Litre supercharged sports racing car, famous pre-war history.

1935 BENTLEY 3½-litre drophead coupé by Gurney Nutting.
1935 BENTLEY drophead coupé by Park Ward.
1938 ROLLS-ROYCE 25/30 sports saloon by H. J. Mulliner.
1937 ROLLS-ROYCE 25/30 sports saloon by James Young.
1949 BENTLEY Mark VI standard steel saloon.
1938 ROLLS ROYCE Phantom III high vision saloon by H. J. Mulliner.
1937 ROLLS-ROYCE Phantom III sports saloon by Thrupp & Maberly.
1958 FERRARI Tour de France competition Berlinetta.
1938 LAGONDA LG6 4½-litre sports saloon.
1954 SUNBEAM Alpine roadster.
1937 TALBOT 110 sports saloon.
1932 ALVIS 12/50 two-seater with dickey.

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1967 Rolls-Royce, Silver Shadow 4-door saloon. Regal red with beige interior, tinted glass and factory fitted air conditioning. A superb example.



1962 Bentley S3 4 door sports saloon eligible for export to *Canada*. Antelope over champagne with beige hide interior. Electric windows. Power steering and automatic transmission.



1957 Bentley S1 Sports Saloon. Shell over Tudor grey with cherry red. Connolly hide interior subject to recent restoration, drives superbly.



1951 Bentley S1 2-door sports coupé by James Young with all aluminium coachwork. Finished in garnet with new beige connolly hide throughout totally restored to the highest standards.

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1929 HISPANO SUIZA H6B
Fabric bodied tourer by the Carlton Carriage Company. Red with black wings. Original example of an imposing vintage tourer of fine quality.



DELAGE D8/120
Believed to be one of two bodied by Marchand et Letourment, outside exhaust etc. one of the most beautiful cars we have been privileged to offer.



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Concours rebuild. Louvred bonnet, floor gear change.



1964 FERRARI LUSSO
Immaculate red with chrome Borrani's. Complete engine and back axle overhaul carried out by Messrs. Graypaul Motors not so long ago.



£4,500. 1969 FERRARI 365 GT 2+2
Red, immaculate, history.



1964 FACEL 11
Perhaps the best available. 40,000 miles from new. Full history.



LIGHTWEIGHT 'E' TYPE
Full works competition 'E' Type, Ex. Briggs Cunningham car. Alloy everything. 7th at Le Mans. £7,000 concours rebuild just completed (all bills available).



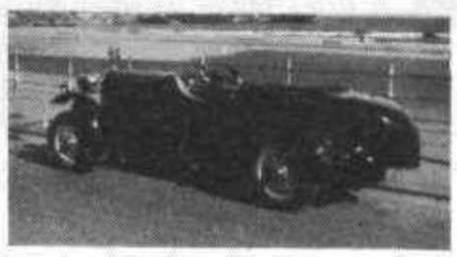
MARCH 707
Can-Am racing car. Sister car to Amon Can-Am winner but never used. Exhibited at racing car show. Less engine and box but mock up unit fitted to car.



1900 ALFA SPRINT SPECIALE
Special one-off carrosserie by Pininfarina. Very good order.



LAGONDA 2 litre SPEED MODEL
Totally original, exceptional condition.



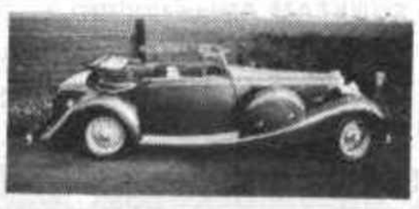
TALBOT 90
Fine condition, documented history.



INVICTA BLACK PRINCE
Believed the only one ever built with the exciting close-coupled two- door bodywork. In excellent condition but, gearbox missing!!



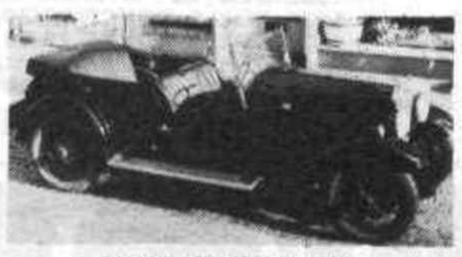
ALLARD 'M' TYPE TOURER
Totally original and in fine condition. One owner for the past twelve years.



LAGONDA LG45 4½-ltr DROPHEAD
Exceptionally fine example of this model. Cruises happily all day long at 80 mph.



JAGUAR XK150 'S'
A rare and superb example in British Racing Green.



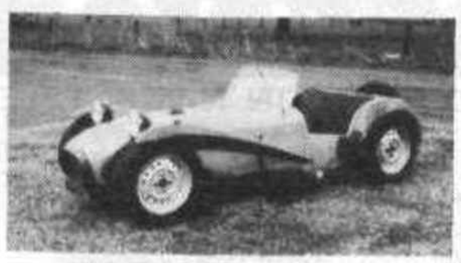
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Restored to Concours condition.



ALVIS 3-ltr DROPHEAD
Body by Mulliner Park Ward. Silver blue, wire wheels. Low mileage. Concours condition.



JOWETT JUPITER
An excellent example of this under-rated marque.



1960 LOTUS 7
Concours rebuilt. Totally original down to 100E engine and gearbox.



1939 SCHNEIDER ORLEBAR SPECIAL
Originally constructed to run at 'Le Mans' by Captain Orlebar. Professionally built, full history.



MORGAN + 8
35,000 miles, chrome yellow. Excellent.



PORSCHE CARRERA RS TOURING
Full history, 39,000 miles. White, blue wheels.



ASTON MARTIN DB6 Mk II
Two owners, ex. David Brown. Nutmeg metallic brown, brown leather interior. 60,000 miles exceptional.



1964 GORDON KEEBLE
Maintained by Key West, an excellent example of this rare high-performance G.T. car.

VINTAGE AND CLASSIC CARS SIMILAR TO THE ABOVE URGENTLY REQUIRED

We also have several Rolls and Bentleys **1953 SILVER DAWN** Conversion on 'R' Type. 1937 Touring Limousine by Thrupp & Mabberly.
Several modern part exchange bargains **1971 PORSCHE 911E,** 'S' wheels, 'R' registered LHD **£2,550. 1970 (J) ASTON MARTIN DBS V8 £2,750. 1966 FORD MUSTANG** Drophead **£595. 1973 model BMW 3.0 Csl £3,750. 1972 JENSEN INTERCEPTOR** 3, met. green **£2,995. 1973 MERCEDES 350SE,** Automatic, silver **£6,250.**

1920 DHC by Southern.
1962 PORSCHE 356 B.
1969 DB6 Vantage, Manual **£3,350.**
1964 JENSEN CV8 £1,850
1950 LANCIA Aurelia 3rd series.
1949 LANCIA Aprilia DHC Pininfarina.

TERRIER Sports racing car. ex. Brian Hart.
Mk 6 BENTLEY Special.
1938 STANDARD Flying 9.
1948 TRIUMPH Roadster.
1964 MERCEDES 600.
1947 LAGO TALBOT 4½ Litre GT.

BRIAN CLASSIC

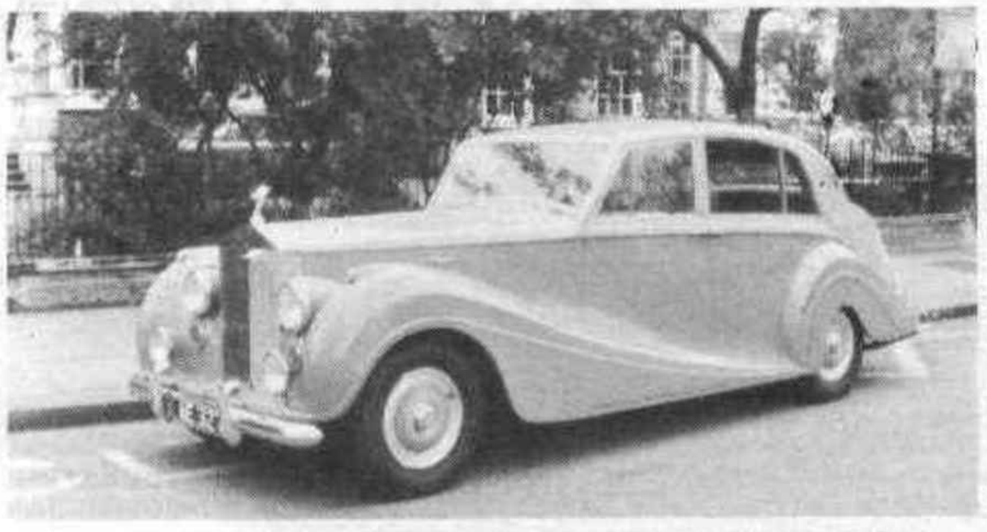
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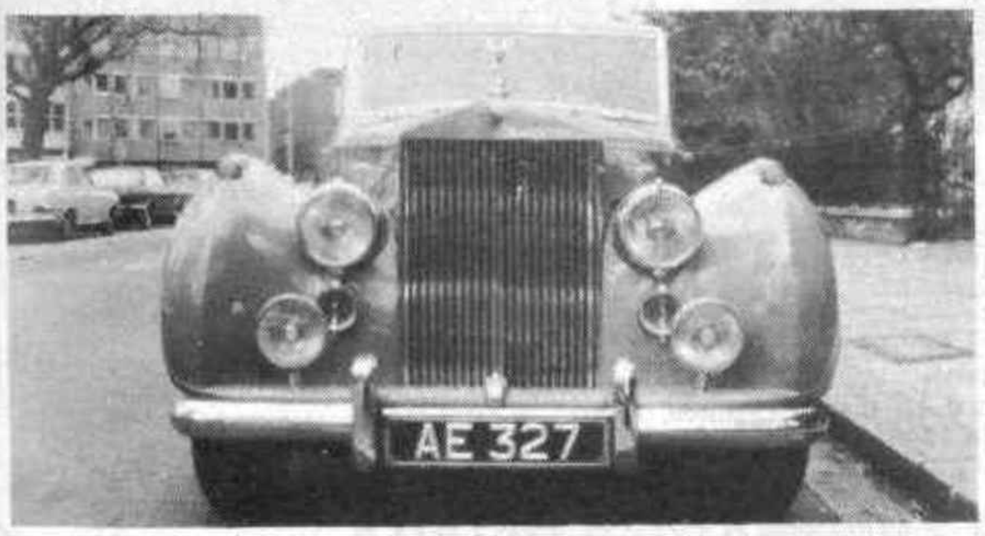
The Investment Motoring Company and Associates

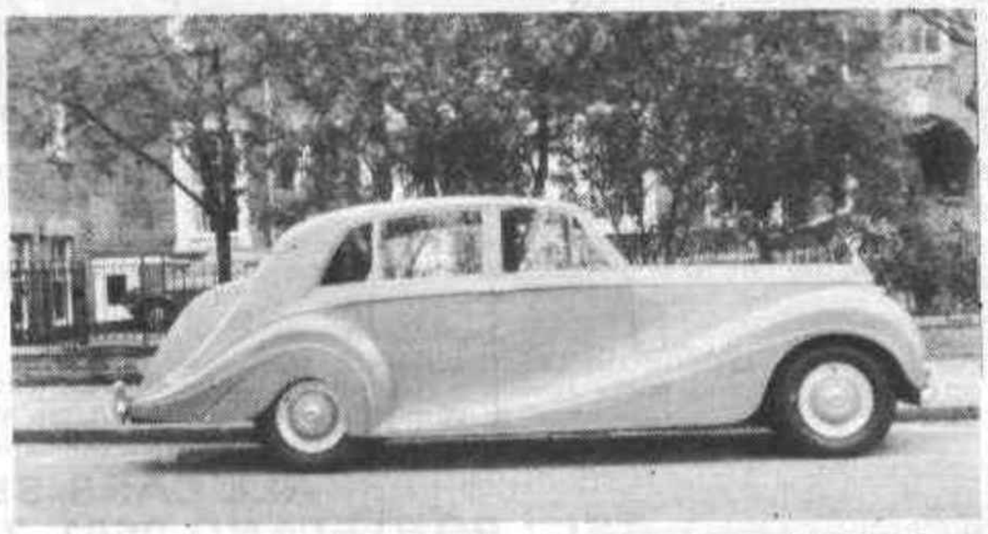
ROLLS-ROYCE • EXCLUSIVELY • BENTLEY





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.





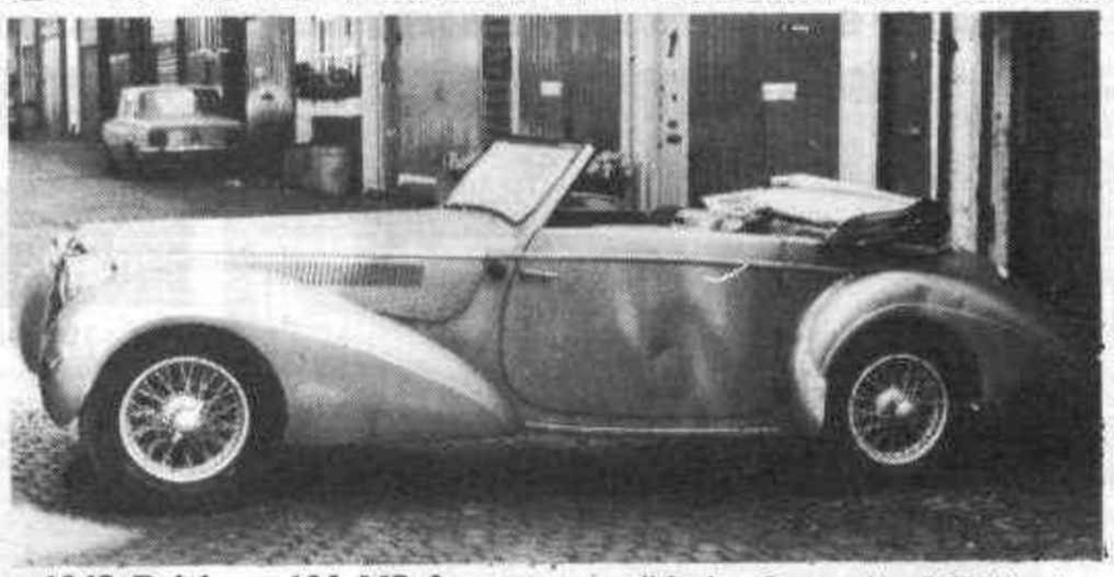
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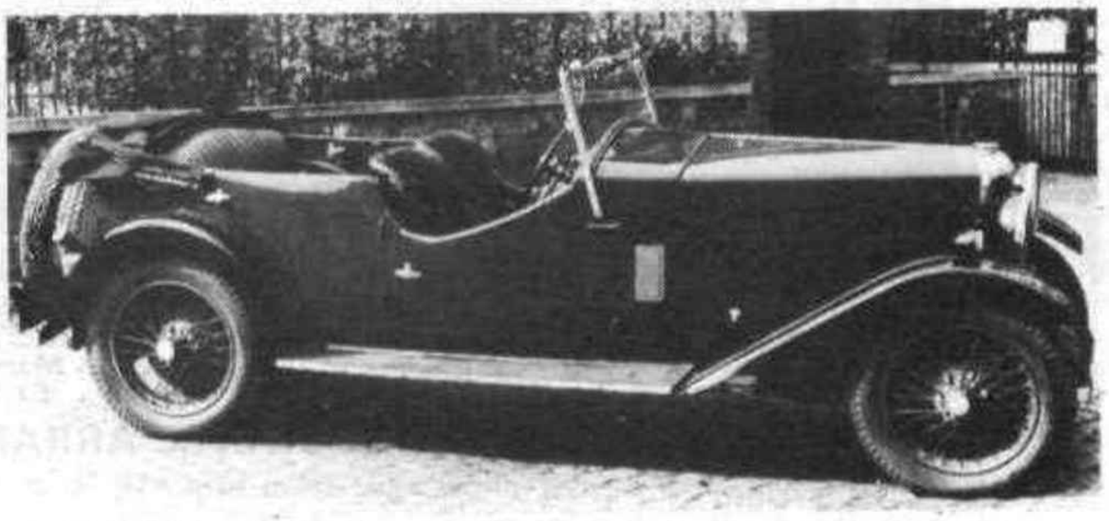
1930 Bentley 8-litre 2-door FHC by Gurney Nutting. Extremely rare.



1948 Delahaye 135 MS 3-pos. convertible by Pennock of Holland. Mechanically A1, needs restoration. **£4,950.**



1933 Rolls-Royce Phantom I Tourer by W. B. Carter. Exceptional Replica.



1931 Riley Alpine 6-cyl., 4-door Tourer. Original red leather trim. A rare car. **£3,950.**

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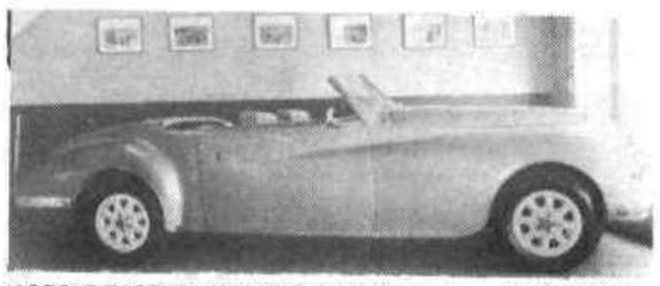
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INTERESTING CARS, ESPECIALLY THOSE SIMILAR TO THE CARS FOR SALE BELOW



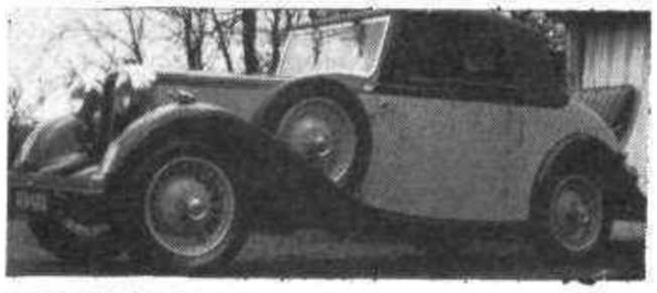
1929 AUSTIN Burnham Saloon. This car has won many concours awards.



1950 BRISTOL 402 dhc. Bills in excess of £3,000 for complete restoration. Truly excellent specimen.



1953 ASTON MARTIN DB2 f.h.c. Shell grey, red hide interior. M.o.T. till 1978.



1936 DAIMLER 6-light 15. Doctor's D.H.C. 2-seater with dickey seat in the back. In very good order.



1935 3½-litre BENTLEY. V.D.P., superb order throughout.



1939 4¼-litre MX Series BENTLEY. This overdrive model has had two owners. 96,000 miles from new.

1938. ASTON MARTIN 16/98. Short chassis. 2-seater in superb order.
1938. LAGONDA, LG6. D.H.C. A truly magnificent example. (Can be seen but not for sale).
1953. MERCEDES. 190 SL. Roadster.
1926. ALVIS 12/50. 2 Seater, with racing history.

1953 BENTLEY. 2-door Hooper Empress style coachwork.
1955 BENTLEY S.S. 4 door saloon. Reg. No. E. W. G. 2.
1917 FORD T. ¼ ton. van superb order.
1948 WOLSELEY 12/48. 4 door saloon in good original order.
1967 DAIMLER 250/V8. 4 door saloon.

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2. Vintage Austin chummys. Aston Martin D.B. III D.H.C. Lagonda, 16/80. Tourer. 1928 fabric bodied Austin 7. Lagonda 1948. 2½ ltr. D.H.C.

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1972 Ferrari Daytona.



1953 A.C. Ace. **£4,900**



1974 Lamborghini Espada.



1934 Alvis SB Speed 20 **£7,250**



1937 M.G. S.A. £5,650



1926 Morris Cowley. £5,250



1932 Standard Avon. **£3,850**



Aston Martin. Choice of Cars from **£2,150** to **£4,450**



Triumph Roadster. **£2,450**

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Four Pre-war **Bentleys** from **£5,600** **Jaguar XK**'s from **£1,575** to **£6,750** Four Assorted DVT dropheads from **£1,850**

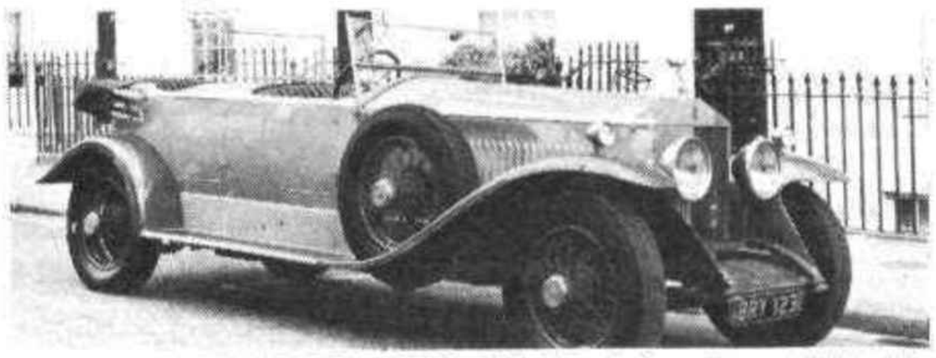
30+ Motor Cars from vintage Morgans to Rolls-Royce Silver Clouds.

1/3 CAR TRANSPORT. CUSTOMER RESTORATION UNDERTAKEN.

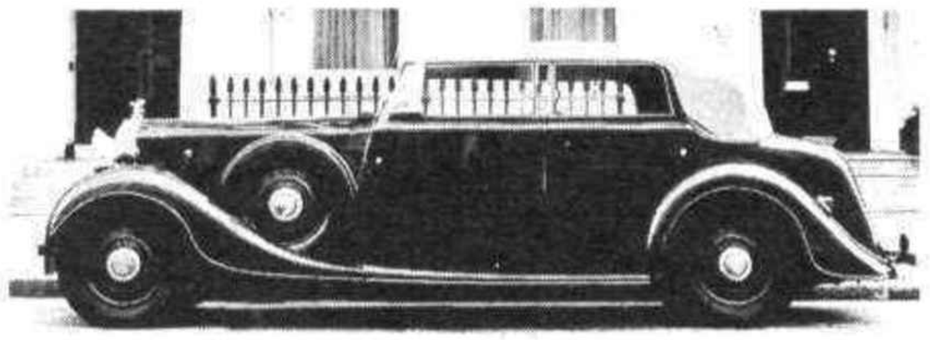
Clarendons

THE CLARENDON CARRIAGE COMPANY LIMITED, BELGRAVIA GARAGE, 28A CAROLINE TERRACE, LONDON SW1W 8JT TEL. 01-730 9811/4. TELEX 21792. CABLES CLASSICAR LONDON SW1.

Specialists in Vintage and Classic Rolls-Royce and Bentley Motor Cars offer the following selection from a large stock of Pre-War and Post-War Automobiles



1926 ROLLS-ROYCE PHANTOM 1 Dual Cowl Open Tourer finished in Sage and Smoke Green. Fitted with twin Auster screens, twin side mounted spares and weather gear. A most attractive tourer in superb condition.



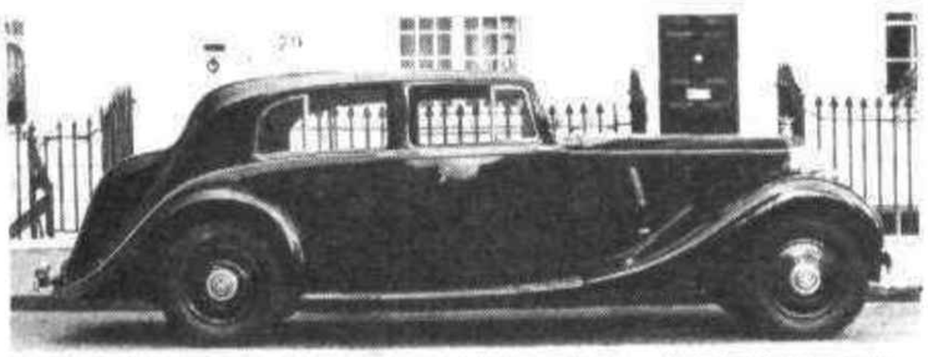
1936 ROLLS-ROYCE PHANTOM III with Cabriolet coachwork by THRUPP & MABERLY. One of the finest examples available. First class mechanical and cosmetic order.



1961 ROLLS-ROYCE PHANTOM V Limousine by MULLINER PARK WARD. LEFT HAND DRIVE. Coachwork finished in Black over Cream. Fully appointed cocktail cabinet fitted.



1965 ROLLS-ROYCE SILVER CLOUD III Drophead Coupé by MULLINER PARK WARD. White coachwork, White upholstery and Black top. A superb elegant model. *(Similar to illustration.)*



1937 ROLLS-ROYCE PHANTOM III Sports Saloon by PARK WARD. Low mileage and in superb condition. Black with Grey hide upholstery.

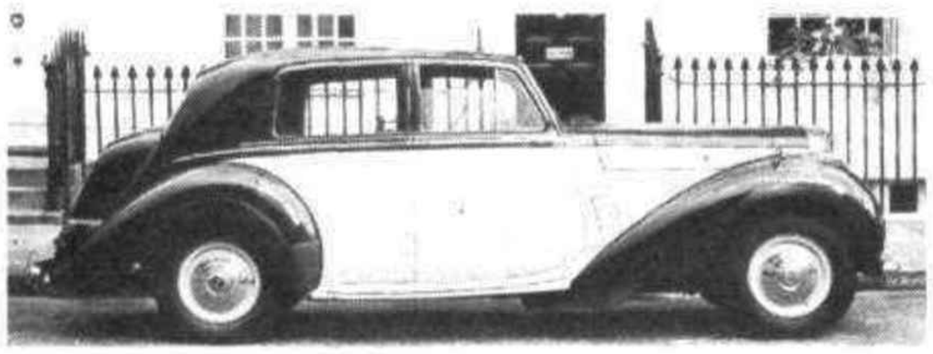


1926 BENTLEY 6½ Litre. Van Den Plas type 4 seater Open Tourer coachwork, magnificently well finished. Tonneau and weather gear supplied. The overall appearance and performance of this vehicle are outstanding.

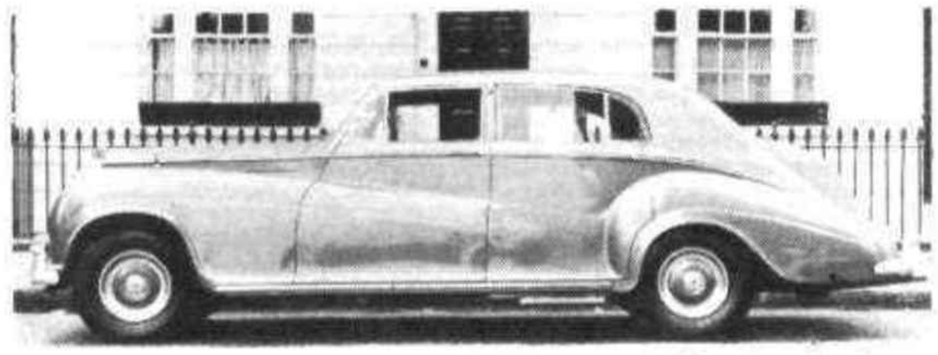


1936 BENTLEY 3½ Litre. FREESTONE & WEBB "TOP HAT" Sports Saloon. Beautifully finished in Black and Silver with light Grey upholstery. Rare and very elegant.

1961 ROLLS-ROYCE SILVER CLOUD II Standard Steel 4 door Saloon. Midnight Blue over Shell Grey with grey hide upholstery. Excellent condition.



1951 BENTLEY Mk VI Standard Steel Saloon. Garnet and light Grey coachwork. Superb condition and very eye-catching.



1957 ROLLS-ROYCE SILVER WRAITH by JAMES YOUNG. Owner driver coachwork finished in Shell and Tudor Grey. LEFT HAND DRIVE. Power *assisted steering and automatic transmission. First class condition.*

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1955 ROLLS-ROYCE Silver Wraith divided Touring saloon by James Young on the long-wheelbase chassis. This is one of the actual cars on the show stand at the International Motor Show, Earls Court 1955. It is Ivory over black with Magnolia hide and black headliner piped in Magnolia. The luxurious interior includes folding tables and powered glass divider.



1958 ROLLS-ROYCE Silver Wraith with H. J. Mulliner "Lightweight" divided Touring saloon coachwork. Equipped with 4.8-litre engine, powered steering, automatic transmission, electric divider, folding tables and other more detailed fittings; finished in Royal Burgundy with dark tan hide interior and the finest Walnut veneers, this example is one of the last individualist's hand-built cars.



1954 ROLLS-ROYCE Silver Wraith Sedanca de Ville by H. J. Mulliner; one of their last to this design and finished in black with faux-bergere panels, cream hide to the front and beige West of England cloth to the Owner's compartment. Twin heaters, owner's radio and manual transmission complete the specification of this very desirable motor-car.



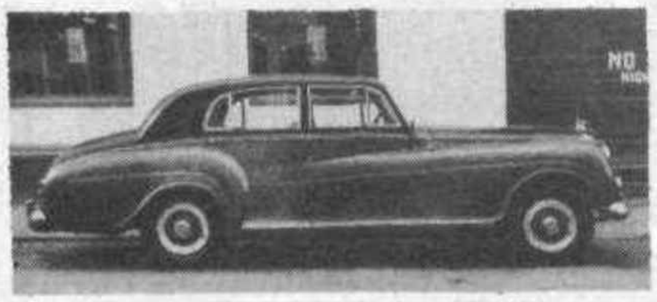
1963 BENTLEY Continental S3 "Flying Spur" by H. J. Mulliner. This is one of a strictly limited edition, having the shortened rear windows and no wrap-round to the rear light: An enhancement of an already outstanding style of coachwork. Finished in black with beige hide, the car has a good recorded servicing history.



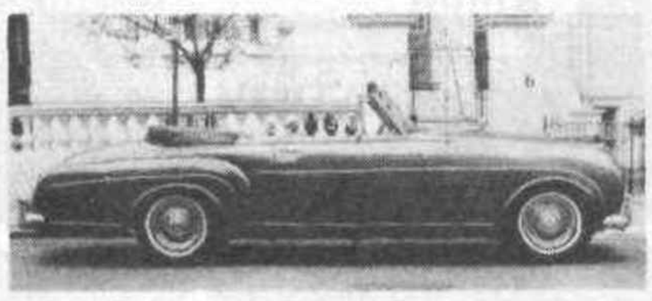
1967 ROLLS-ROYCE Silver Shadow 2-door saloon by Mulliner, Park-Ward. Finished in Nugget gold with contrasting tan hide interior and equipped with air-conditioning and tinted windows. A fine example of the rare and much sought pre-Corniche Rolls-Royce which is exportable to the U.S.A.



1971 ROLLS-ROYCE Corniche Convertible by Mulliner, Park-Ward. Recording 61,000 miles with an excellent service history, this very beautiful Corniche is Midnight blue with dark blue leather, matching powered top and leather folded-top cover. Equipped with good stereo tape player.



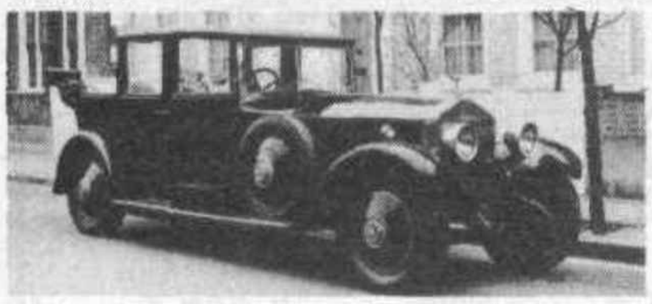
1955 BENTLEY R-type "Sportsman's" saloon by James Young of Bromley. Finished in Sherwood green over Tudor grey metallic and pale beige interior. Equipped with automatic transmission, this is a very pretty and unusual Bentley.



1957 ROLLS-ROYCE Silver Cloud I all-alloy, power-operated convertible by H. J. Mulliner. Finished in peacock metallic blue with grey hide, carpets and folding top, this is a superb example of an extremely rare motor car.



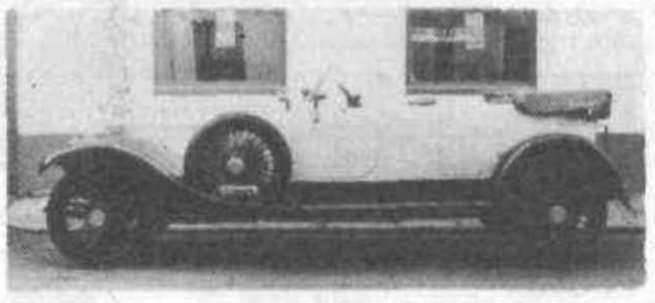
1964 BENTLEY S3 Continental 4-door saloon by H. J. Mulliner: The "Flying Spur". Dark Metallic Blue with Pale Blue/Grey leather. A well maintained car.



1927 ROLLS-ROYCE Phantom I with Landaulette limousine coachwork by Park-Ward. Twin sidemounts and grid to the rear for a trunk. 73,000 miles recorded and we believe it must be genuine. The front compartment is in Black leather; the rear is West of England cloth. The folding top is coach hide; The car is in excellent original condition.



1953 BENTLEY R-type special Custom-built saloon by the renowned Swiss House of Graber. In its detail this compact car is probably unique, no two Graber bodies we have seen being identical. Equipped with manual transmission and finished in silver with a fine medium-grey hide interior; it is a desirable substitute for the more costly Bentley Continental model.



1920 ROLLS-ROYCE Silver Ghost Continental Speed model open touring car by Barker. The simple elegant coachwork embodies all the best aspect of the past Edwardian era. Painted in Naples Yellow with polished aluminium bonnet and Black mudguards and a grid to the rear for a fitted trunk. A mechanical report from a leading Silver Ghost specialist is available.

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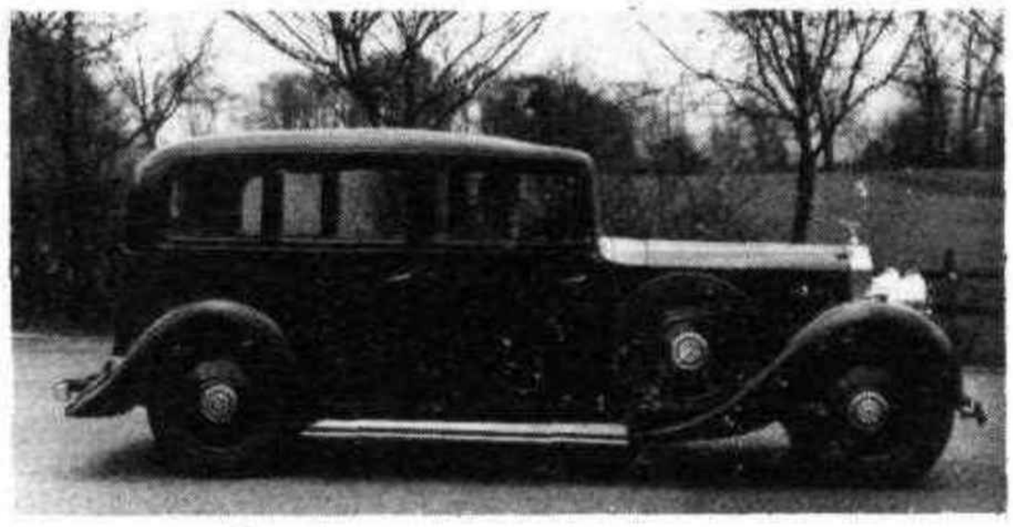
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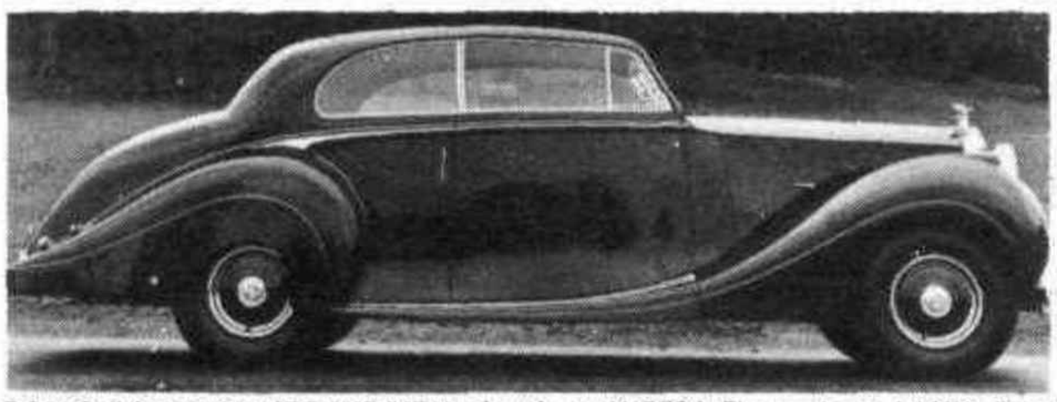
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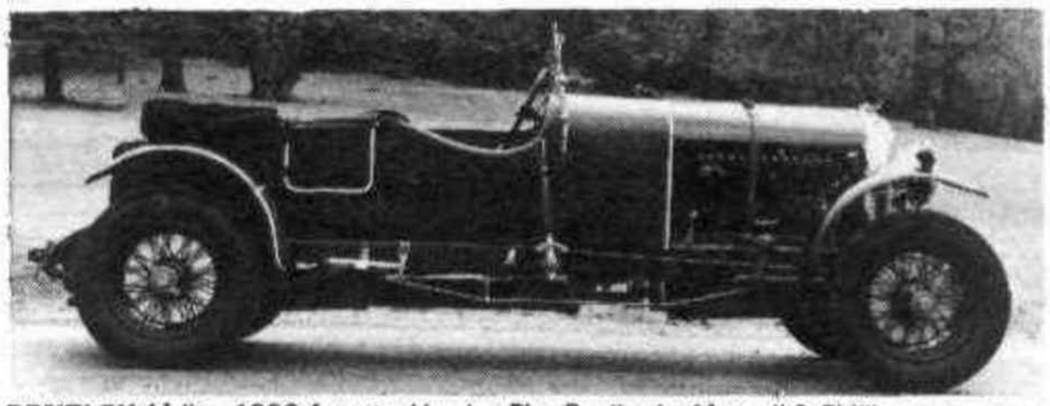


ROLLS-ROYCE SILVER WRAITH, chassis no: WOF54. First registered 1952, fitted with Freestone & Webb 2-door 4L fixed head coupe. Finished in Green with Beige Bedford Cord upholstery. Equipment includes P100 headlamps. Believed to be the only one ever made to the specification and illustrated on page 46 of "Rolls Royce – Elegance Continues". Total mileage 79,000. A unique car in totally concours condition. An outstanding investment. All tools, instruction book etc., as new.

ROLLS-ROYCE SILVER CLOUD II, chassis no: SZD305. First registered 20th September 1961. 4-door standard sports saloon, finished in Shell Grey with Red leather upholstery. Complete with walnut picnic tables, electrically operated door-windows etc. Fully recorded service history with Jack Barclay Limited. An exceptionally fine example of the Cloud II Rolls-Royce. Complete with tool kit, owner's instruction manual etc.

ROLLS-ROYCE SILVER WRAITH 4½ litre chassis no: WSG5. First commissioned in March 1952. The chassis was fitted with Hooper touring limousine, body design no: 8283, and is finished in Regal Red with Beige interior, fitted walnut picnic tables, cocktail cabinets with all the original cut-glass decanters and wine glasses. Guaranteed total mileage 31,700 since new. The car has been in one private ownership since the day it was delivered, and has been chauffeur driven and maintained. The car is totally original, and apart from one or two small items of cosmetics such as the re-chroming of the rear bumper overriders, the whole car is in outstandingly fine condition.

ROLLS-ROYCE SILVER WRAITH H. J. Mulliner touring limousine with division. No occasional seats. Finished in Golden Sand over Black. Equipment includes P100 headlamps. Has covered a total of only 72,000 miles since new in one ownership. Beautiful condition, and very fine mechanically.



BENTLEY 4½ litre 1928 4-seater Vanden Plas Replica by Maynell & Phillips open tourer. Finished in Green with Green leather upholstery. Complete with hood, tonneau cover etc. Superlative condition, Concours winner.

ROLLS-ROYCE SILVER CLOUD III 6.2 litre V8 engine. First registered December 1963 (1964 model). Standard 4-door sports saloon, finished in Midnight Blue with Blue Grey leather upholstery. A superb example with documented service history. 109,000 miles.

BENTLEY S3 CONTINENTAL Mulliner/Park Ward 2-door coupe. First registered April 1965. Finished in Blue with Grey leather upholstery. Recorded mileage 68,000. Electrically operated windows, radio, etc. Last of the series. A truly superb example of this model.

ROLLS-ROYCE 20/25 open tourer, chassis no: GFT74. First registered January 1932. Finished in Blue with Maroon hide upholstery. A most superlative example of this desirable model. Replica body.

BENTLEY T-series 6.2 litre standard 4-door sports saloon, finished in Velvet Green over Pine with Beige hide upholstery. First registered May 1970. Fully equipped with refrigerated air conditioning, electrically operated windows, front seats, radio aerial. Documented service history. Recorded mileage 66,000. Superb example.

BENTLEY S3 1965 standard 4-door sports saloon, finished in Dawn Blue with Blue Grey leather upholstery. A superb example of the model and in first class condition in every respect. Recorded mileage 14,094 (114,000).

BENTLEY MARK VI 1948 4¼ litre sports saloon, finished in Black with Beige leather upholstery. Engine converted to full flow oil system. Magnificent example of this superb model. 4-door. A wonderful investment opportunity.

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