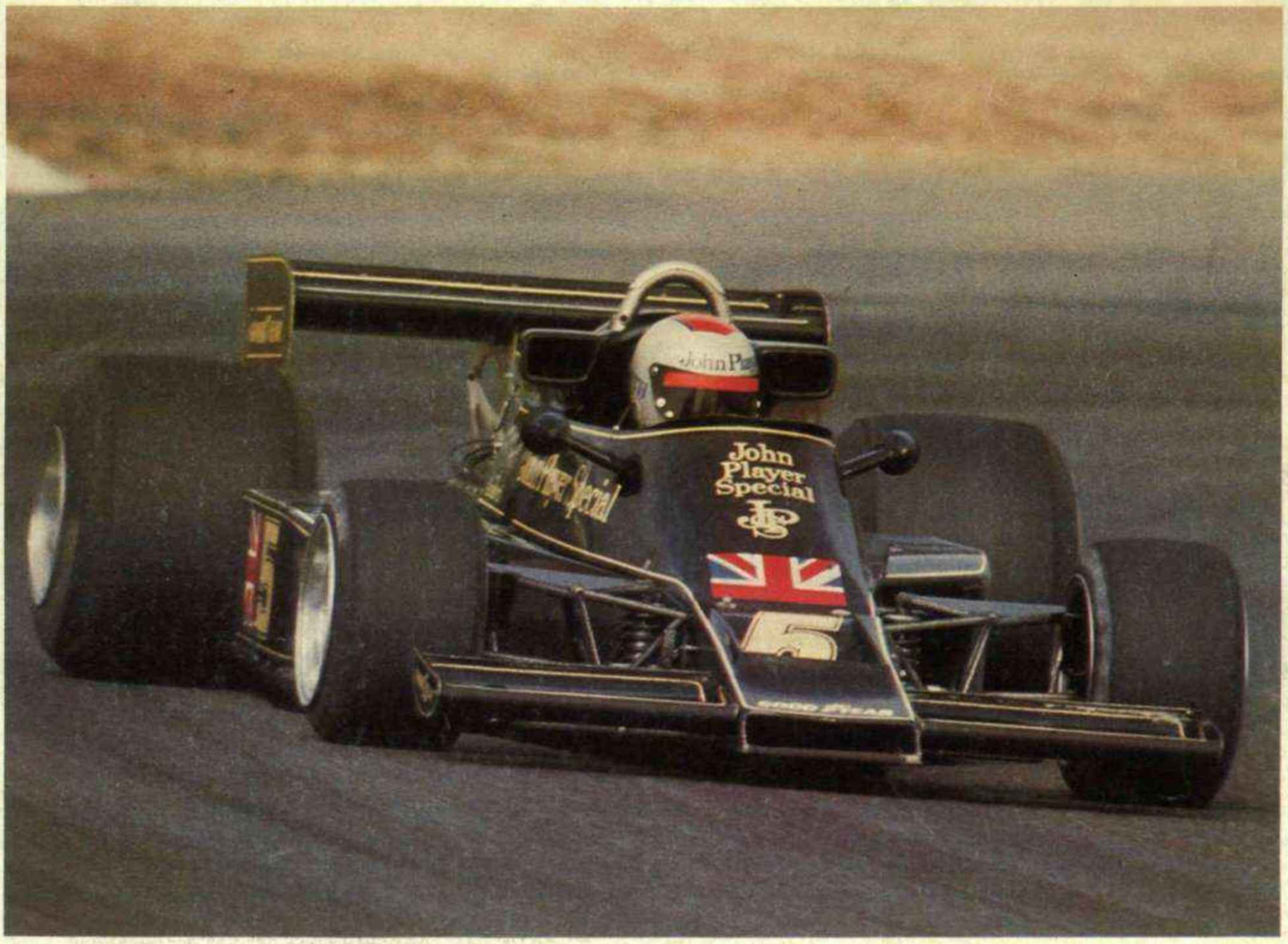
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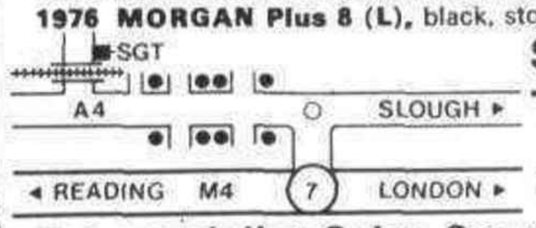
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LOTUS Elite 503. Metallic blue, white..... **LIST**
LOTUS Elite 504. White, red..... **LIST**
ALFETTA 2.0 GTV. Metallic blue/cloth, dark blue/cloth, red, yellow..... **LIST**
ALFETTA 1.6 GT. Red/cloth, white/cloth, blue/cloth..... **LIST**
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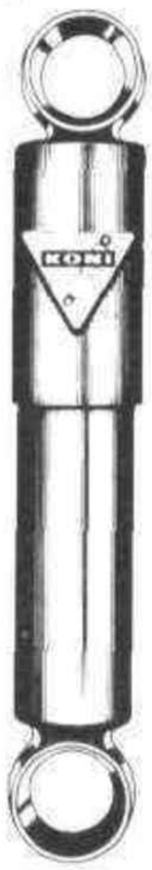
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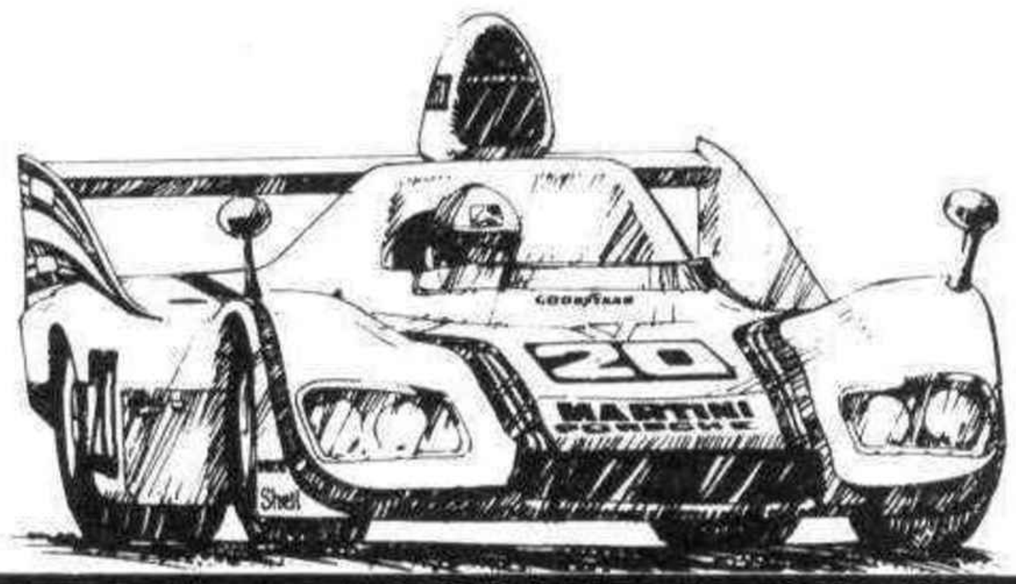
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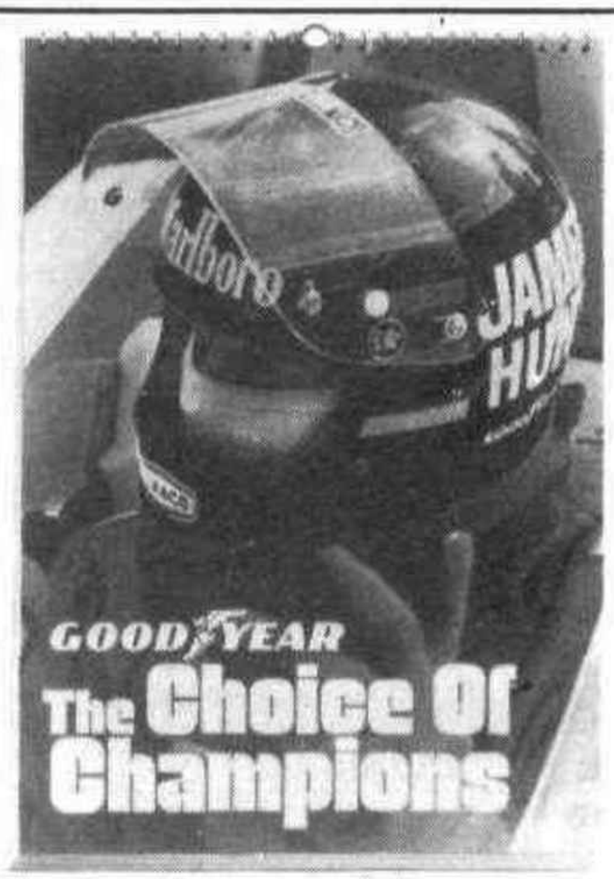
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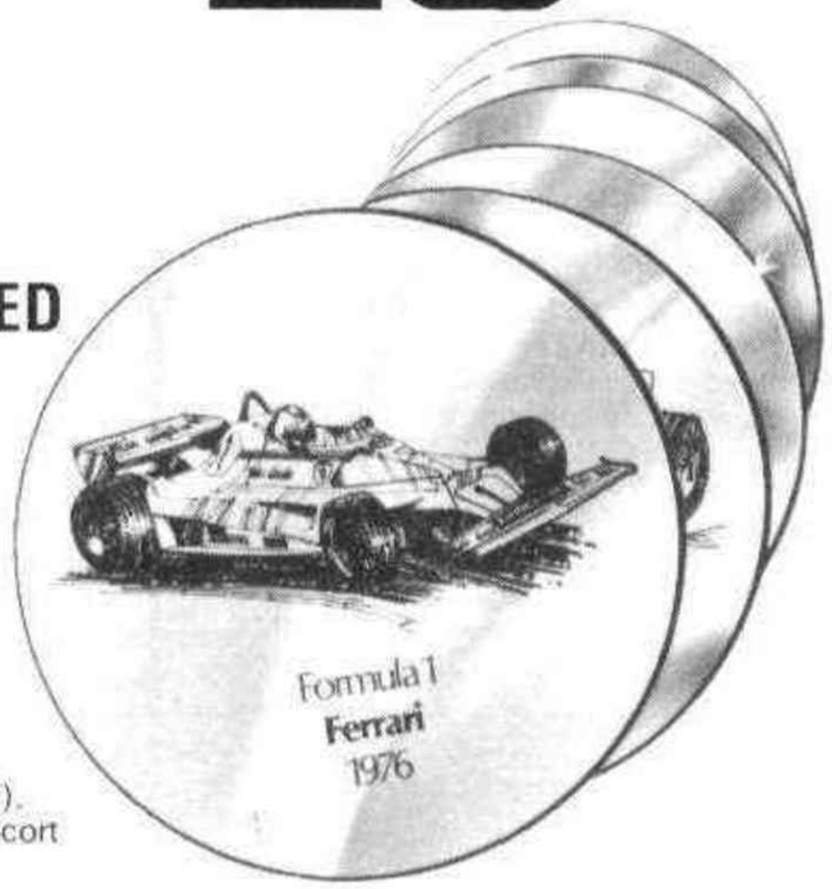
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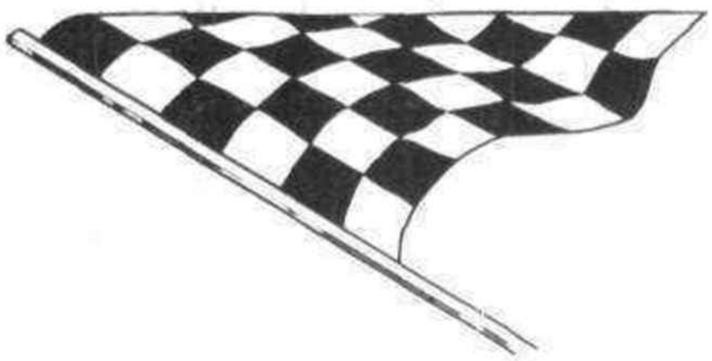
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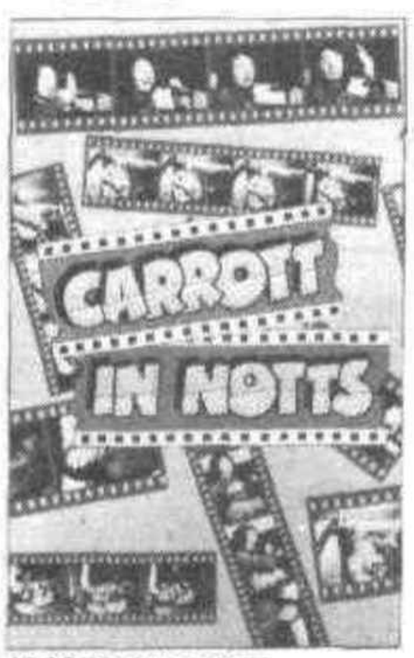
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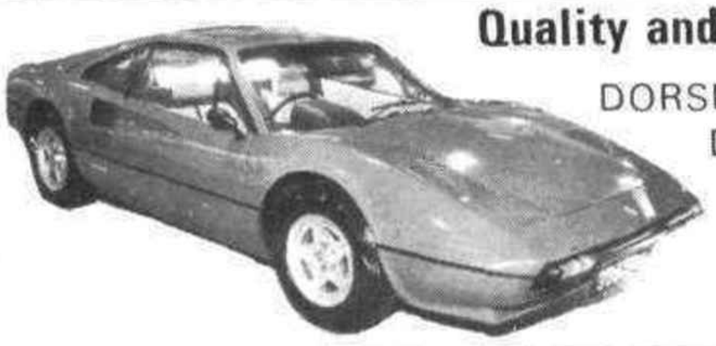
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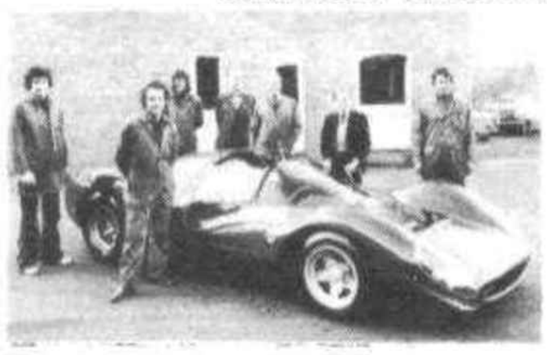
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1974 SPITFIRE Mk. IV, mimosa, black trim, low mileage..... **£1,495**
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1970 ALFA 1750 GTV, Positano yellow, black trim, radio..... **£1,195**
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1975 'N' TR6 Roadster, in Magenta with Black interior, overdrive, radio, underseal, 13,000 miles, one owner..... £2,495
1974 (Sept.) 'N' TR6 Roadster in White with Black interior, fitted overdrive, radio, headrests, 26,000 miles, one owner..... £1,995
1974 (Aug.) 'N' TR6, hard top in Mimosa with Black trim, fitted overdrive, radio, headrests, 27,000 miles..... £2,095
1974 'M' TR6 Roadster in Mimosa with Black interior, fitted overdrive, radio, 13,000 miles, one owner..... £1,995
1974 'M' TR6 Roadster in Pimento with Tan interior, fitted overdrive, radio, 23,000 miles..... £1,895
1973 (Dec.) 'M' TR6, French Blue, hard top, fitted overdrive, radio, headrests, 22,000 miles by one owner..... £1,895
1973 (Aug.) 'M' TR6 Roadster, Pimento with Black trim, fitted overdrive, radio, headrests, underseal, 32,000 miles..... £1,745
1973 (Oct.) 'M' TR6, Magenta, Black interior, hard top, overdrive, radio, 26,000 miles, one owner..... £1,845
1973 'L' TR6 Roadster, Pimento with Black trim, fitted overdrive, radio, SAH Tuning equipment, 31,000 miles..... £1,695
1972 'K' TR6 Roadster, Signal Red, Black interior, fitted overdrive, radio, headrests, 40,000 miles..... £1,395
1971 'J' TR6 Roadster in Damson with Black trim, fitted overdrive, radio, wire wheels and other extras..... £1,195
1970 'J' TR6 Roadster, White, Black interior, fitted overdrive, radio and other extras, one owner..... £1,095

1975 'N' TR6 Roadster in Maple with Tan interior, fitted overdrive, radio, and other extras, 7,000 miles only, one of the last manufactured.... £2,595

1975 'N' MG-B GT Anniversary Model, Ziebart treated, push-button radio, 13,000 miles by one owner..... £2,445
1974 'M' Jensen Healey in Oxford Blue with Black interior, fitted hard top and soft top, radio and other extras, 22,000 miles..... £2,395
1973 (Oct.) 'M' MG-B Roadster in Teal Blue with matching trim, fitted overdrive, 24,000 miles..... £1,595

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1961 AC GREYHOUND (Bristol engine), green, Webasto sunroof, wire wheels £1,595
AC Sociable Circa 1912, yellow and black £2,225
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1964 ASTON MARTIN DB4, Superleggera saloon, green, chrome wire wheels, 5-speed gearbox, Webasto, stereo, electric windows, radio £1,495
1962 AUSTIN HEALEY 3000 Mk. II, red/white, hardtop, soft top, overdrive, mileage 64,486 .. £1,445
1961 AUSTIN HEALEY 3000, ice blue and white, hard/soft tops, wire wheels, tonneau £1,545
1938 BENTLEY 4¼-litre Park Ward saloon, black over maroon, delightful £3,995
1960 CADILLAC Coupe De Ville, cream, owned by late Paul Getty since new, all electric £3,000
DOG CART, restored by William Fyke of Keith £750
1964 DAIMLER V8 250, opalescent, silver grey, automatic, one owner, 61,222 miles £1,000
1956 DAIMLER Conquest, green, one lady owner since new, pre-selector gearbox £265
1955 DAIMLER Century, black, original condition, radio £495
1964 (Dec.) GORDON-KEEBLE, chassis No. 51, silver/black, full details on request £1,895
1969 JAGUAR 'E'-type 4.2-litre 2+2, automatic, chrome wheels, radio, quite beautiful in red with tan interior, history 'file' available £2,195
1968 JAGUAR 340 automatic, grey/blue interior, PAS, h.r.w., radio £795
1968 JAGUAR 240 automatic, two owners since new, (one lady for most), Motorola, h.r.w., beige with red interior, recorded mileage 39,824 ..... £795
1967 JAGUAR 'E'-type 2+2, green/tan, chrome wires, radio, 40,672 miles £1,295
1967 JAGUAR 420 automatic, silver grey, 48,856 miles, PAS, Waso lock, radio, original green log book, handbook etc £945
1966 JAGUAR 'E'-type 2+2 automatic, white, radio, chrome wire wheels £1,495
1923 LAGONDA 11.9 h.p. KK Model, attractive 2-seater with dickey seat, green and brown £3,500
1954 MG TF 1250, black, original condition, last owner 10 years, full details on request £3,150
1952 MG TD, red, original log book, full details of this beautiful car on request £3,500
1962 (Nov.) MERCEDES-BENZ 190 SL drophead coupe, pale blue, right hand drive, radio, rather nice. £1,795



1936 LAGONDA 4½-litre 2-door tourer, twin side mounts, original condition, black/blue trim, two owners since new (one for 24 years), recorded mileage 54,951 ..... £6,000

1952 MORRIS OXFORD, original black, 39,968 miles £425
PIERCE-ARROW straight eight 4-door saloon, l.h.d., silver grey, circa 1928 ..... £8,000
1938 ROLLS-ROYCE Ph. III Windover Razor Edge, owner-driver saloon, black, one owner since new, 124,000 miles £7,000
1912 ROLLS-ROYCE Silver Ghost Tourer by Regent Carriage Co. and J. Rothschild et Fils Ltd. .. £36,250
1951 RILEY 2½-litre saloon, maroon, suitable restoration £245
1956 SUNBEAM Talbot Mk. III saloon, green, original log book £295
1961 VOLKSWAGEN Karmann-Ghia fixed-head coupe, red £225
* Late Arrival
1971 AC 428 fixed-head coupe, automatic, dark blue. £1,095

SPORTS CARS

1973 JAGUAR V12 Convertible, white/blue, manual, chrome wheels, tinted, radio, headrests £3,345
1972 JAGUAR V12 2+2 coupe, dark blue, automatic, radio/8-track, chrome wire wheels £2,875
1972 (L) LOTUS Elan drophead (rebuilt), metallic maroon, radio, knock-on's £1,245
1971 LOTUS Europa S2, 1470 c.c. white, radio, electric windows £1,495
1971 LOTUS Elan S4, special equipment, f.h.c., yellow, new clutch 13.7.76 ..... £1,395
1968 LOTUS 2+2 coupe, all black, radio, Weber carbs, electric windows £1,095
1975 MG-B GT, tundra/brown nylon, overdrive, sunroof, h.r.w. £2,445
1974 MG-B V8, white/tan, overdrive, tinted glass, headrests, h.r.w., radio, electric aerial, door mirrors, hazard £2,645
1974 MG-B V8 GT, white/blue nylon, overdrive, Sundym, headrests, door mirrors, 28,448 miles £2,545
1974 MG-B GT, tundra/brown nylon, 25,781 miles, overdrive, h.r.w., headrests £1,995
1974 (Dec.) MG-B, (last of chrome bumpers), citron, one owner, 26,909 miles, overdrive, headrests, alarm, tonneau, underseal, door mirror £1,745
1974 (N) MG-B, aconite, one lady owner, overdrive, radio/stereo, tonneau £1,695
1974 (N) MG Midget, blaze, one owner, 16,548 miles, tonneau, spare unused £1,425
1974 MG Midget, tundra/autumn leaf, 21,984 miles £1,365
1974 MG Midget, bronze yellow, one lady owner, rack, headrests, Cinturato's, P3's £1,345
1973 MG GT V8, harvest gold/blue nylon, vinyl top, sunroof, Sundym, h.r.w., overdrive, headrests £2,195
1973 MG-B GT, damask red, one owner, radio, Sundym, overdrive, sunroof, h.r.w. £1,845
1973 (M) MG-B GT automatic, damask red, blue nylon, h.r.w. £1,745
1973 MG-B GT, green, 'R' Reg. (imported), wire wheels, Sundym glass £1,545
1973 MG-B, white/black, 37,328 miles, Bermuda classic hardtop, soft top, radio, anti-thief £1,495
1973 MG-B, blaze, overdrive, tonneau, radio, many other extras £1,395
1973 (M) MG Midget, bronze yellow, one owner, 9,742 miles, headrests, tonneau £1,145
1972 MG-B GT automatic, teal blue, 35,054 miles, radio, h.r.w., rather nice £1,495
1972 MG-B GT, harvest gold, overdrive, headrests, fog-spot £1,445
1972 MG-B, white/black, overdrive, tonneau, fog-spot, new 'Cints', 4,000 miles £1,295
1967 MG-B GT, primrose, wire wheels, radio £645
1957 MG-A fixed-head coupe, red/black, wire wheels, imported to England November '63, r.h.d £475
1970 RELIANT Scimitar GTE, pale green, overdrive, rear wiper, radio, 8-track £1,425
1975 (N) TRIUMPH TR6, red, one owner, 19,301 miles, overdrive, hard and soft tops, spare unused, delightful condition £2,495
1975 TRIUMPH 1500 Spitfire, white, hardtop, one owner, mileage 11,856, overdrive £1,675
1973 TRIUMPH GT6, mimosa/black nylon, Sundym, sunroof, overdrive, h.r.w. £1,495
1973 (M) TRIUMPH Spitfire, red, red hardtop, 27,439 miles, Motorola, overdrive, mirrors, h.r.w. £1,425
1973 TRIUMPH GT6, blue, one owner, sunroof, overdrive, radio, Sundym, nylon seats, engine work just completed by us £1,395
1973 TRIUMPH GT6, mimosa, overdrive, wire wheels, Sundym, cassette/radio, headrests, warranted mileage 33,213, two owners, last one purchased car at 1,000 miles £1,395
1973 TRIUMPH Spitfire, magenta, 29,951 miles, Cadulac underseal, one owner £1,295
1973 TRIUMPH Spitfire, mimosa, lady owner, 37,882 miles £1,145
1968 (Dec.) TRIUMPH Spitfire, red, wire wheels hardtop, fog-spot, new hood £495

MISCELLANEA



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1974 AUSTIN 17/50 Maxi estate saloon, beige, h.r.w., 5-speed box £1,245
1973 BMW 3.0 SI, maroon/grey, one owner, power-steering, 53,489 miles £2,795
1967 CADILLAC Sedan De Ville, metallic green, property of the late Paul Getty since new, recorded mileage 35,668, tinted glass, all electric £2,500
1974 FIAT 126, turquoise green, 19,813 miles, radio, delightful £695
1974 HILLMAN Hunter GL estate, one owner, radio, mirrors, Michelin-X £1,395
1974 HILLMAN 1600 de-luxe estate, blue, all purpose vehicle, one owner £945
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MOTOR SPORT

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FRONT COVER PICTURE : MARIO ANDRETTI put Lotus back onto the Formula One winning map in the Japanese Grand Prix where he is seen practising in dry conditions which preceded the saturated race.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ FUN FROM YOUR FUEL

With the cost of everyday existence ever rising, Britain running up enormous debts, and food prices failing to stabilise, those pessimists who forecast that the cost of a gallon of petrol will soon be £1 are probably right, or not far wrong. Which gives rise to the thought that with the cost of this essential fluid so high it behoves all of us to get the best we can from it, which to the motoring enthusiast means having as much fun from fuel as possible.

One way to this end is to make every drop go as far as possible. Modern i.c. engines are decently economical and the technicians are devoting themselves to all manner of fuel-conserving ideas, like the Stirling engine, the Perbury Drive, Honda CVCC stratification, and all the rest of it. Such research is most commendable (and Honda are making use of theirs). But down the years the rotary-valve, sleeve-valve, slide-valve and other unconventional engines have, in the end, been ousted by old Otto's reciprocating system, with poppets. And there is nothing new about refined cylinder-head formations. The Editor recalls nearly going mad (all right, all right!) at the age of 14, trying to understand the gospel of Ricardo, Weslake and Whatmough, of the kind Michael May (no, not *that* one) is effectively preaching today. It is the diesel engine, though, which shows so much promise, even with tax on heavy-oil loaded against it. MOTOR SPORT was quick to recognise this, with a special article about normal and competition use of the c.i.-engine in January 1974. At the time we were criticised for this in some quarters.

So we are naturally pleased to see that there is now general recognition of this form of power unit for the private-car, with Mercedes-Benz, Peugeot, Citroën and Opel, already selling such cars in this country. Although we have yet to try it and would need to drive it for a considerable mileage, Volkswagen seem, with their Diesel-Golf of modest engine capacity, which owes something to our late Sir Harry Ricardo, to have made the greatest breakthrough. As for flywheel-stored energy, the free-wheel, which makes such good use of gravity and the inertia of a car on so many occasions during a journey, is surely a more simple investment? Which is why we are sad that no-one has reverted to it and why not long ago MOTOR SPORT published technical details of pre-war free-wheeling systems, as a bait for experimental engineers.

The topical aspect of motor fuel is not, as we see it, whether the World's supply will be exhausted by 1984, AD 5000 or whenever, making it essential not to use it carelessly, but that the present cost of petrol should be so savagely high, so that it automatically elevates the price of almost all the goods in all the shops. It is nonsense to say that a high petrol-tax is good because it makes motorists conserve fuel against a final drying-up of all the oil fields. That is as futile, in view of the overall consumption of oil by industry and housing, as saying the 50/60 m.p.h. speed-limits are a real help to this end, and the fact that, although the new Transport Minister says that they are "under consideration", these limits are to be kept in force for another six months, is indicative of the muddled thinking of the Government, which is strangling us all.

The first Government to act for the car-owner and all who drive, in taking off futile speed limits and licence-endorsements for non-criminal offences, must surely catch some very useful votes? And any Government must see that reducing the petrol (and diesel-oil) tax would be the best possible way of helping one great Industry which employs such a huge workforce and of reducing the cost of commodities across the board, thus covering the cost of living. Remember that this happy little Government money-raiser commenced at 3d. (1.2p) per gallon in 1910 but had risen to 9d. a gallon by 1949. Thereafter, it went on rising viciously. Do you know what it represents, per gallon, today? Reducing this tax, with a differential to encourage the diesel engine, as was once done, would help the Motor Industry and reduce the cost of household purchases ; but will any Government ever do it?

If we are to pay so dearly for our fuel, it is important to get the most fun from it. We disliked imitation veteran and vintage cars but note that Panther Westwide have veered away

Continued on next page

We wish our readers

A Happy Christmas and New Year

January issue will be published on December 31st 1976

Motor Sport Fixture List For December

★ **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*
Dec. 4/5th	Clitheroe & Dist. MC	Eddisford Car Park	103/728414	Hall Trophy Rally (*R*)	—
Dec. 4/5th	Aberdeen & Dist. MC	Turriff Service Station, Turriff	29/725493	Williamson Rally (*R*)	—
Dec. 4/5th	North Devon MC	Taw Garages, Barnstaple	180/565328	Ilfracombe Rally (*R*)	23.00
Dec. 4/5th	Torbay MC	Pontins Holiday Camp, Paignton	202/872611½	Guide Dogs Rally (*C*)	00.01
Dec. 4/5th	Lincolnshire & Louth MC	A16 Garage, Louth	Louth	Spire Trophy Rally (*C*)	23.31
Dec. 5th	**Manawatu Car Club Inc.**	**Manfeild**	**New Zealand**	**F5000, FV, FF, Group 6 (INT)**	—
Dec. 5th	**Calder Motor Raceway Pty Ltd.**	**Calder**	**Australia**	**Groups 3 and 3 (INT)**	—
Dec. 5th	MGCC (SE)	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	13.30
Dec. 5th	Harrow CC	Bovingdon Airfield	166/00/03	Winnie Rally (*C*)	—
Dec. 12th	**Malaysian Motor Sports Club**	**Selangor**	**Malaysia**	**Formule Libre (INT)**	—
Dec. 12th	Croydon & Dist. MC	Lion Green Road Municipal Car Park, Coulsdon	187/297594	Winter Treasure Hunt	09.31
Dec. 27th	BARC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	12.15
Dec. 27th	TEAC	Snetterton Circuit	Thetford, Norfolk	Rallycross (*R*)	13.00

MATTERS OF MOMENT

Continued from previous page

somewhat from this theme, with their Vauxhall-engined sports Lima. In the days when all-enveloping bodywork was arriving the HRG, with red mudguards and exposed headlamps, was not regarded as a bogus-oldy, because it was currently in production, and today the Morgan from Malvern carries on that tradition. There is nothing against exposed headlamps and mudguards if these are used to reduce body-building costs instead of to deliberately suggest that a 1976-77 car is something from another age. This being the case, the time would seem to have arrived for the smaller car-makers to think in terms of "fun cars", of which Caterham Car Sales' Lotus Super Seven is the outstanding example to replace such ageing sports cars as the MGs Midget and B. If existing saloon-car frames lack rigidity when used for open cars, perhaps it is time to return to space frames of the sort Buckler and the others made good use of a few dacades ago, and to bring out something on the lines of a modernised Dellow or 750/1172 trials-car. That way, the fun factor from savagely-taxed petrol could, for some of us, be enhanced.

The Brighton Run

THEY may prefer vintage to veteran cars or be interested only in modern vehicles but that does not prevent a great many people from watching the Veteran Car Run, which remains one of Britain's great sporting occasions. The spectators are estimated at a million; certainly a very big and enthusiastic assembly watched. This year there were 290 entries, the oldest being an 1893 1½ h.p. Benz, from the USA. Eighty-seven pre-1905 makes were represented, including several steam cars, and De Dion Boutons predominated, with 52 entered.

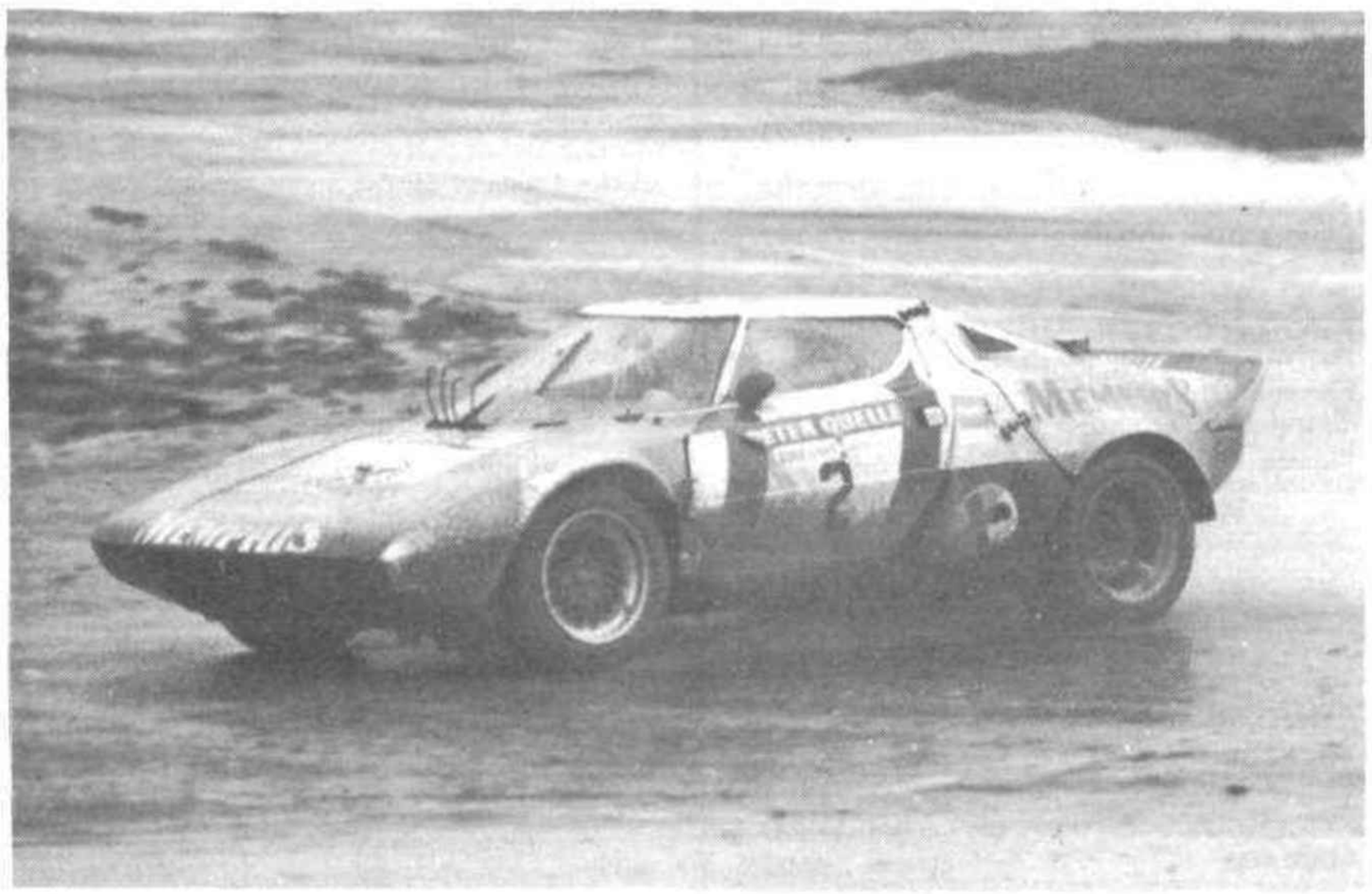
The RAC called this the "80th Commemoration Run". We wonder if they have "shorted" their pocket-calculators? The first Emancipation Run took place in 1896, it is true, and in odd forms thereafter, possibly up to 1913, with two so-called runs in 1903, we believe. But the idea wasn't revived, as a newspaper stunt, until 1927, and there was obviously a break during the last war. A rough calculation would suggest that this was the 47th rather than the 80th Commemoration Run. Be that as it may, it was a splendid event, very well policed, and experiencing first bright sunshine, then torrential rain. How the Editor, clad of course in a Functional Stormcoat, contrived to get Tom Lightfoot's 1902 Beaufort (what, another German car!) through the Run, in spite of two involuntary stops and his passenger having sometimes to push this 8-h.p. one-lunger to enable a gear to be eased-in, is told on pages 1472 to 1474. For the record, 246 started and 219 completed the 57-mile route within the stipulated eight hours. Those unfortunates who started but failed to finish were :—

M. L. Cohn (1893 Benz), J. R. Garrett (1895 Gladiator), R. A. Collings (1899 Benz), E. Snapper (1899 Benz), G. von Raffay (1900 Panhard Levassor) F. H. Parkinson (1900 Peugeot), Major A. Pownall (1901 De Dion Bouton), Transport Trust (1901 Godiva), P. J. Northwood (1901 Int. Charette), P. A. Brandt (1901 Locomobile), W. Lewis (1901 Panhard Levassor), Mrs. M. Garrett (1901 Pick), R. M. Snapper (1901 Renault), J. S. Corry (1902 Benz), W. D. S. Lake (1902 Mors), W. Harrah (1903 Panhard Levassor), T. J. de Vere Green (1902 Scania), W. F. Watson (1903 Gladiator), R. L. Lester (1903 Humber), N. H. Cullen (1903 Humberette), C. W. P. Hampton (1903 Mercedes), Mrs. V. Allen (1903 Oldsmobile), R. Lucas (1903 Tony Huber), C. M. Booth (1904 Humber), Mrs. M. A. E. Banfield (1904 Mors), D. R. Gilbert (1904 Panhard Levassor), C. E. Dumbell (1904 Turner Miesse).

THE new Secretary of the Wolseley Hornet-Special Club is B. Baxter, 13, Trinity Close, Stanwell, Middlesex. The Autumn issue of the Aston Martin OC magazine continues the fascinating story of Gordon Sutherland's memories of the old AM days. Incidentally, in his article on the Aston Martin factory in the September issue, C.R. became confused over Bamford & Martin history and has been corrected by Fred Ellis, who has rebuilt some of the rare s.v. and o.h.c. B. & M. models, of Lionel Martin memory.

* * *

THAT indefatigable 72-year-old Alroyd Lees has added another marathon drive to his tally. This time his wanderlust took him the 1,892 miles from Stroud to Land's End to John O'Groats back to Stroud in a solo drive record of 31 hours 15 minutes. Lees forsook his faithful Jaguar Mk. 9 for a new Ford Cortina 2000S. He recently founded the End-to-End Club for people who have completed the journey from John O'Groats to Land's End or vice versa. Details of the club can be obtained from John Dullea, Studio Douglas, London Road, Stroud, Gloucester (Stroud 3729).



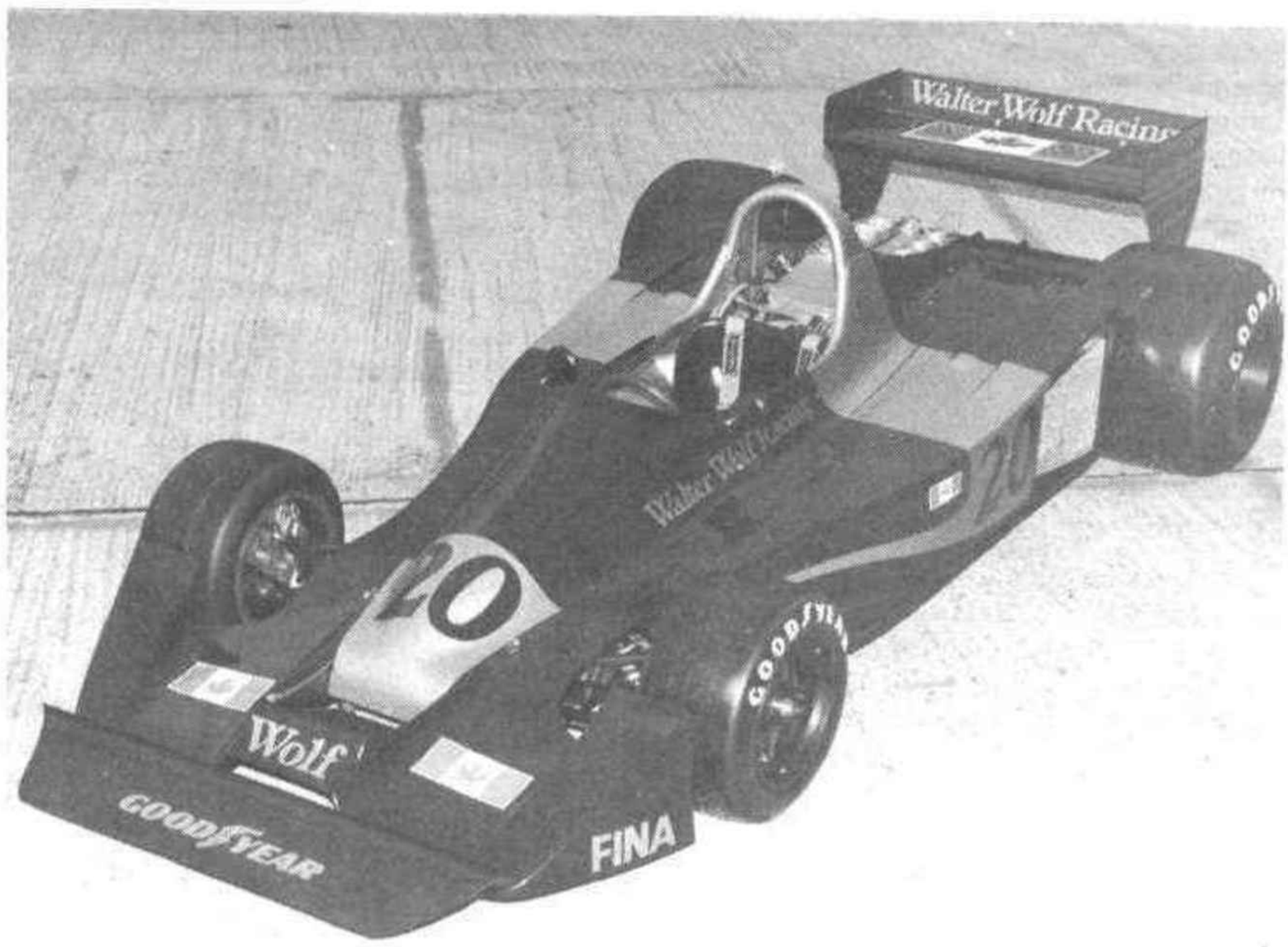
Winner of the 1976 European Rallycross Championship was Austrian Franz Wurz in a Team Memphis Lancia Stratos, pictured here in the final round at Lydden Hill. John Taylor (Escort RS) won that Embassy Rallycross, but Wurz's troubled Stratos clinched the Championship by finishing second.

THE FORMULA ONE SCENE

THE 1976 Formula One season (the Formula One Constructors have successfully knocked the Grand out of Prix racing!) is surely one that everyone will be pleased to forget, though how all the faults are going to be corrected by the time the 1977 season starts is difficult to see. There is little point in re-capping in detail on what happened when, who won what and where, for it has all been recorded in MOTOR SPORT and the other sporting magazines and newspapers throughout the year and anyone keen on Formula One will have followed the season through its ups and downs.

One question that stands out is "what happened to the Ferrari team?" Admittedly Maranello won the Manufacturers Championship, with five wins, and six second places, as well as other lower placings, but it looked as though the Ferrari team were going to dominate the whole season to begin with, and almost up to mid-season they had got everyone else in a twitch; then the tables turned and Ferrari didn't win a race after the end of May. They were not completely trounced, far from it, but they were nothing like so dominant as they had been, or so it seemed. What really happened was that all the opposition started the season with a severe handicap of some sort and it took them five months to sort themselves out. Some teams never did sort themselves out and others never will, but that is of little importance. To start the season the McLaren team suddenly lost its team leader and king-pin, when Emerson Fittipaldi left them at short notice to join his brother's Copersucar-financed team. Fortuitously for McLaren Racing the Hesketh team had folded up and James Hunt was out of work, so he joined the Colnbrook team. This meant they started 1976 with a new set of values and standards, but they soon started working well together and were well under way before mid-season and proved to be the only consistent challengers to Ferrari.

The Tyrrell team started the season with a big question mark over their heads, for they were gambling on a new car concept in the Project 34 six-wheeler. It took them until mid-season to get sorted out and their gamble paid off, with a win and numerous second places, and they were always in there challenging. Team Lotus were at such a low ebb when the season began, with a new and untried car and no star drivers that they could only get better, not worse. It got better, but took most of the season to achieve. From being one of the leading teams, with the Cosworth-powered BT44, the Ecclestone-Brabham team started a long-term gamble with the Alfa Romeo-powered BT45. Although it improved as the season wore on, it was no significant improvement and the Brabhams were never serious challengers. The Shadow team lost their UOP financial backing so could see nothing but gloom and worry ahead of them, unable to complete their new car, and losing their chief designer when Tony Southgate moved to Lotus.



The Harvey Postlethwaite-designed car for the Walter Wolf team, which Jody Scheckter will drive. Suspension is orthodox, by coil spring/damper units, there is an oil radiator in the nose and water radiators on each side of the engine. The rear aerofoil is mounted on a large-diameter tube on the back of the Hewland gearbox.

The single-car Penske and Parnelli-Jones teams were not really serious opposition, and others like March, Surtees, Ensign, Fittipaldi and Williams, were nothing to worry about, apart from occasional flashes of inspiration from March, which seldom lasted very long. The new Ligier-Matra team clearly had a long way to go. Facing all this, the Ferrari team could not help feeling confident for they had a new version of the 312 all ready to race before the season began, they had no driver problems, with Lauda and Regazzoni on the payroll and they were numbers 1 and 2 in the FIA Formula One line-up. Everything was on their side, so no wonder they dominated the first part of the season.

It says a great deal for the McLaren team, the Tyrrell team, and the Lotus team that they did not succumb to the situation, in fact it was probably just that which made them all the more determined to beat Ferrari, or at least to challenge him. Penske and March joined in, but more in their natural endeavour to improve, rather than to regain anything they had lost. Similarly, the Ligier team achieved excellent results in their first season by sheer hard endeavour to make the grade, which they undoubtedly did.

The 1977 season starts off on an entirely different footing, for this time it is the McLaren team who face the future without any handicaps. They still have Hunt and Mass driving for them, their new M26 has already been raced and nothing has changed within the team so that they can head into the new season on the same wave-length as they finished 1976. Ferrari, on the other hand, is far from settled as regards personnel, for they have swopped Regazzoni for Reutemann, have changed their team-manager yet again and are hampered by ill-health among some of the key people in the engine department. The Ferrari cars should not present any problems, but the people involved have yet to work together at a race. The dropping of Regazzoni seemed a strange thing to do, especially after his 1976 score of a win and three second places. However, the reasons are personal and quite understandable, for Regazzoni can see only a limited life ahead as a Grand Prix driver and as there is no pension scheme at Ferrari, he has been setting up his future in various business activities. These have been taking more of his time than Enzo Ferrari was prepared to accept of one of his employees, so either Regazzoni had to curtail his private business affairs or leave Ferrari; he chose the latter.

Ken Tyrrell's team is starting off with a new number one driver, who is even now bedding himself down with the ELF-sponsored six-wheelers. It was no surprise that Jody Scheckter left the team, for he has shown little enthusiasm for the Project 34, and his place has been taken by Ronnie Peterson. The enthusiastic and hard-working Patrick Depailler remains as number two, as keen as ever on the whole Tyrrell set-up. I feel sure everyone hopes Depailler will win a Grand Prix very soon, and what better than the French GP next year? From the progress made this year by the Brabham-Alfa Romeos they still have a long way to go to be up among the top teams, though their driver force is strong enough with John Watson joining Carlos Pace. The Brazilian Pace is one of those drivers who must win races and when he does it will be no surprise. Equally, John Watson proved this year that he knows what to do when he gets out in front. His term with the Penske team ended very abruptly

when Roger Penske folded up his European Formula One activity and returned to America to concentrate on racing over there. Earlier in the year the Parnelli-Jones team disappeared from the scene equally abruptly. No doubt the world of USAC racing, at Indianapolis, asked what happened when Lotus and Lola left their scene equally abruptly. The ironical thing about Roger Penske was that he had just gone on record as saying that having won a Grand Prix in 1976, he was now going to win the World Championship for his driver, John Watson. Hardly was the ink dry than Watson was out of work, but only for a few hours, for Ecclestone was in like a ferret and the Belfast man was number two in the Brabham team, while other people were still wondering what had happened.

The mass-media hardly noticed who won the final race of the 1976 Formula One season, but Colin Chapman certainly did, for it was Mario Andretti in a Lotus 77. Since the Belgian GP there were signs that this could happen, but it took a long time, though Andretti was always sure in his own mind that he was going to get there. As he and Nilsson have signed for next year with Chapman, and the new Lotus 78 has already been out on test, Team Lotus start the new year in a confident frame of mind, certain that the doldrums are over and they are back in their rightful place, near or at the top. It was faintly amusing that Andretti should win the Japanese GP run in awful weather conditions of rain and mist, for he is an accepted USAC driver and old soaks like Denny Hulme and Stewart used to tell us that "the USAC boys don't race in the rain, so why should Grand Prix drivers be expected to?". The truth of the matter is that Mario Andretti is a racing driver, and that's all there is to it. Earlier this year I said I had become tired of waiting for Andretti "to come good". It took nearly twelve months, which is far too long, but nonetheless I was pleased to see him get there.

Apart from Niki Lauda's horrific crash at the Nurburgring, 1976 was a remarkably safe season, with no one being killed in a Formula One car, but we mustn't kid ourselves that Formula One has now become safe. There is no way a 500 horsepower projectile full of petrol that can generate more than 1G cornering force and accelerate like last year's dragster can ever be safe. That no one was killed this year was our luck; the rally world are having the bad luck at the moment, with three fatal accidents in as many months. The law of averages will return to Formula One, and when it does we must not get hysterical, but must look back on 1976 as our good year. There is a lot of talk about safety and danger, if a thing is not safe it is assumed to be dangerous and vice-versa, which always seems to be too simple to my way of thinking. At the Japanese Grand Prix some of the drivers wanted the race cancelled as they considered the conditions too DANGEROUS. What they really meant was that it was too DIFFICULT. Statistics show that racing in the rain is actually safer than in the dry and I cannot recall the last fatal accident in Formula One in the rain, it could have been Jo Schlesser in 1968. It is driving a



Six-wheeled Peterson. The Swede tries a Tyrrell for the first time, at Silverstone.

car over the limit that is dangerous and more people do that in the dry than in the wet. As many people have said, accidents are mostly in the driver's right foot, and the throttle works both ways. I am not suggesting that racing in the rain is easy, far from it, but I do say that it is no more DANGEROUS than in the dry, but it is much more DIFFICULT. So if we are going to withdraw from a race, like Lauda did in Japan (and Pace and Fittipaldi as well), let's make it quite clear that it was because it was too DIFFICULT for them, not too DANGEROUS.

Lauda's withdrawal from the Japanese race left Hunt with a hollow victory in the points total and the claim to be World Champion for 1976, but Andretti won the Japanese GP and drove a much more intelligent race under very difficult conditions. Someone has to be World Champion because the rule book says so, but personally I have always maintained that the FIA should be in a position to withhold the title if they did not consider anyone was worthy of it. 1976 is a year in which I would have withheld the award. Hunt was the most successful driver, with seven outright victories, aside from politics and lawyers and tribunals, and that can't be bad, for the name of the game is "winning", though to look at some of the people in Formula One you would think that the name of the game was "being there".

On the question of all the protests and bickering that went on throughout the season I thought the Bulletin of the Vintage Sports Car Club summed it all up, for most Vin-agents follow Grand Prix racing academically. ". . . how lucky we are in the VSCC not to have clever men with tape-measures running about telling us that we have just lost a race which we have won, or vice-versa; and how fortunate we are that our fellow competitors do not seem to be as skilled with the protest form and cheque book as those in the big league. It is some twenty-five years since Tim Carson (the Secretary then) dealt with the last protest at a VSCC event by taking the fee and the protester to the bar, and spending the former on refreshment for the latter and himself. The subject of the protest became forgotten . . ."

Looking to the immediate future, which is the Argentinian GP in January or the Brazilian GP, depending on the vicissitudes of the various "wheeler-dealers" behind the scenes, the McLaren team must start off as favourites, with Ferrari, Tyrrell, and Lotus as their immediate challengers. The Brabham-Alfa Romeos and the Ligier-Matra will not be far behind, with the field made up of the usual mish-mash of hopefuls and hopeless. It seems likely that Ligier will try and run two cars later in the season, the second one probably going to the French F2 driver René Arnoux. The Renault turbo-charged 1½-litre Formula One car has yet to be seen and will be awaited with interest. A courageous private venture is the new Walter Wolf Racing, built on the remnants of the Wolf-Williams team. After a lamentable 1976 season with the ex-Hesketh 308C and its designer Harvey Postlethwaite, the Frank Williams team that was financed by Austrian-born Canadian oil-millionaire Walter Wolf has been reformed on a much sounder-looking base. A new car has been designed by Postlethwaite, not radical in any way, but following his basic ideas that started in the Hesketh 308, and Jody Scheckter has been signed up to drive it. Peter Warr has left Team Lotus to run the Wolf team and the car is called Wolf-Ford Formula One, which means the Wolf-Cosworth V8 and it is painted blue and gold and proudly carries the Canadian maple leaf. Walter Wolf succinctly points out that he was born in Graz in Austria, went to Canada 20 years ago and made his fortune in the world of oil machinery and equipment, and while there are French-Canadians and British-Canadians, there are also just plain Canadians, and he is one of them! In the new set-up Frank Williams has not been left out completely, as he will be hovering in the background on the business side of things, for though this team is a rich man's hobby, like all rich businessmen Wolf will not be squandering money and the team will try to pay its way. This is somewhat like the Rob Walker team of 1959/60 when he and Stirling Moss set out to tackle the works teams. They succeeded thanks to the genius of Stirling Moss. Whether Scheckter can bring the same satisfaction to Walter Wolf, time will tell. Of first importance is to find out whether Postlethwaite's ability as a designer is as good as it is thought to be, for 1976 was an awful let-down. There is a strong feeling that the trouble with the Williams FW05 (*née* Hesketh 308C) was in the cockpit. Scheckter should be able to resolve that problem.

We are told that the Stanley family is returning with a new BRM racing car, designer unknown, but Larry Perkins will be the driver.—D.S.J.

Safety Devices

Roll-over protection is their business

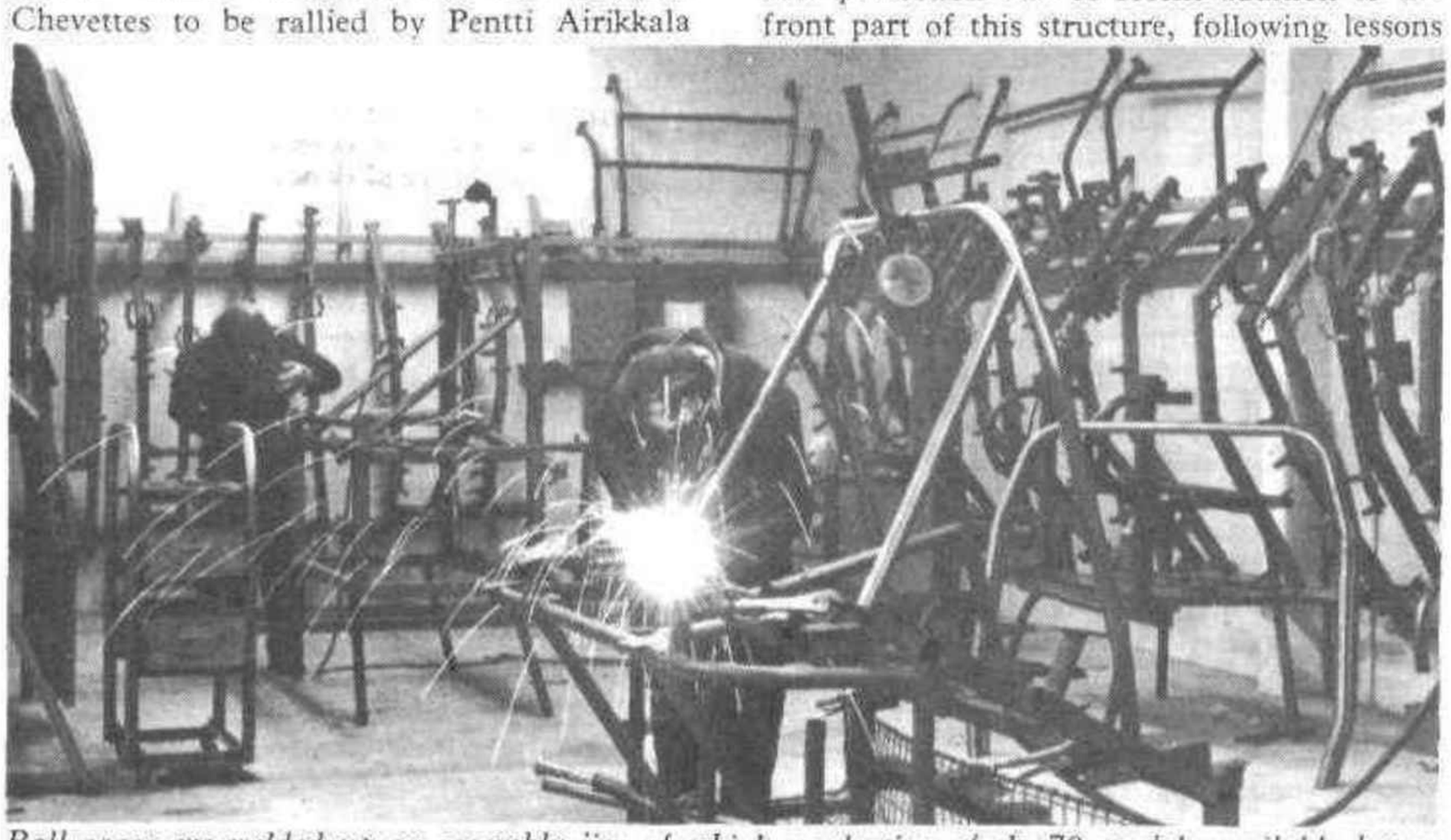


New Zealander Brian Wilkinson (left) and Safety Devices partner Tony Willis pose with the second of the two Dealer Team Vauxhall Group 4 2.3-litre Chevette shells, which could well topple the leading Ford Escorts from rally supremacy next season.

WHAT DO a works rally Escort, a Middle Eastern sheikh's Range-Rover shooting brake and all standard production Lotus Elites have in common? The answer is to be found in a collection of workshops in a suburb of Cambridge, where the Safety Devices Cambridge Ltd. company run by Brian Wilkinson and Tony Willis manufactures roll-over cages for over 70 different models of car. Last year more than 10,000 Safety Devices cages were despatched from 98 Fulbourn Old Drift, Cambridge (Cambridge 42268) as protection for hard-driving customers in all corners of the world. As an unofficial stamp of approval the firm has its products in every works Escort, the Leyland TR7s and Dolomite Sprints and the Dealer Team Vauxhall cars. The Lotus Elite and Eclat have Safety Devices tubular roll-over hoops hidden in their centre pillars while the sheikh had his Range-Rover bar made into a sort of mobile gun-mounting.

Stricter legislation together with common-sense acceptance (or stronger self-preservation instincts, as Second World War memories fade) by competitors has brought an escalation in demand and a complete engineering re-appraisal since the first "bent gas-pipe" roll-over hoops of the mid '60s. There has also been a realisation that roll-over cages can add considerable, and usually legal, structural rigidity to saloon cars as an aid to both handling and longevity. There is no better example of these last comments than the Ford Escort Mk. 2, a model which has become a speciality of Safety Devices and led them into a deeper involvement with competition cars: the preparation of complete bodyshells for rally cars. Following completion of a batch of rally Escort shells prepared for Ford's competition department (who also continue to use Maurice Gomm's metalwork company in Surrey) has come a development and preparation contract from Dealer Team Vauxhall for the 2.3-litre Chevettes to be rallied by Pentti Airikkala and Chris Sclater next season.

The Escort Mk. 2's larger glass area and thinner pillars compared to the Mk. 1 led to some nasty banana-shaped examples in the early days of the model's rally career. The shells simply would not stand up to hard "yumping" and bent across the middle, creasing their roofs, a problem which some privateers who don't take the right precautions continue to experience. As a cure, Brian Wilkinson, the engineering half of the partnership, developed his "14 point" roll-over cage: "The guts of the Escort 2—we build a bridge inside to hold it all together." This is the cage favoured by Ford and the "14 point" refers to the considerable number of places at which it is attached to the bodyshell, the secret of its strength. In its Group 2/4 Escort guise this sturdy homologated cage has a central hoop attached to the shell's floor, waistline and cant rail. Forward legs are taken over the doors, down the screen pillars to the floor, joined at the top by the forward roof protection bar. A recent addition to the front part of this structure, following lessons observed from floor pans crashed in around navigators' feet and legs, has been a bracing bar right across the passenger foot-well between the front roll-cage leg and the transmission tunnel doubling as a navigator's foot brace. Those front legs are vital to strength and safety. "You've got to protect those top front corners above the crew's heads", says Wilkinson. "If you can dissipate the load from there into the rest of the shell, then you've succeeded," a sentiment I'm sure Roger Clark and Jim Porter would agree with after their enormous roll on the Mintex International Rally earlier this year. The Cossack Escort's Safety Devices front cage saved the two from any injury. The twin rear legs in this Group 2/4 cage are bolted into brackets attached to the rear suspension turrets, vitally feeding rear suspension loads into the cage's strong steel structure and removing the bulk of the stresses on the rear bodywork. While the front part of the cage for Group 1 Escorts is much the same as this Group 2/4 cage, that rear stress tweak is not possible, for the vertical turret rear suspension is not homologated for Group 1 Escorts. Nevertheless the cage does absorb sufficient stresses to prevent roof-creasing—and keep the doors openable. There might be some kinking of the rear side panels, which won't occur with the Group 4 cage, but this is unimportant.



Roll-cages are welded up on assembly jigs of which a selection of the 70 models available hangs around the walls.

Because of tolerance problems and the sheer difficulty of fitting these complicated cages, Safety Devices will not sell them to customers as kits; they must be fitted at their factory. For those amateurs who can't afford this luxury there is a simpler, bolt-in cage kit available off-the-shelf, capable of protecting the occupants in the event of a roll but without the same benefits of stress absorption. Wilkinson stresses that any really serious competitor with an Escort 2 must have a cage to at least his 14 point standard, or he will simply bend his motor car.

In the case of Group 2/4 cars, this successful little company prefers to prepare bare shells incorporating their effective 14-point cage, though they have occasionally put their

cages into customers' part-prepared shells. Most Group 1 cars begin life as ready-trimmed, fully-finished shells, however, which brings with it further problems of stripping out rooflining, carpets, side panels and rear side-window glass and laying down fire blankets whilst cant rail brackets, strengthening plates and so on are welded in place. The task takes at least ten hours.

Correct fitting of roll cages and bars really is critical, says Wilkinson. "We've had a lot of trouble with people fitting our standard cages improperly, bolting them on to bare steel. You must always weld a backing-plate on to the mounting points—they practically double the efficiency of the roll-over bar." In the case of the Escort 2s even the Ford competitions department hasn't been entrusted with their fitment until recently. All the Safety Devices shells had them ready built-in of course, but, when Gomm-prepared shells were involved, Wilkinson went to Boreham to fit the Safety Devices cages. Now he thinks he has trained the Boreham mechanics well enough to fit their own.

Preparation of an Escort 2 Group 2/4 rally shell is an expensive, time-consuming business, yet Safety Devices have an ever-growing queue of privateers and semi-works sponsored customers. What they get are exact replicas of the shells prepared for Boreham, and what is good enough for them . . . By applying a few production engineering techniques Wilkinson has reduced shell preparation to 86 hours each, compared with a best of 100 hours amongst their competitors. And time, of course, is money. Work starts with a bare shell, which must be to at least 1600 Sport specification so that it incorporates the double-skin strengthening round the McPherson "legs". The shell is slung on pivots front and rear so that it can be rolled over for access to the floor pan. Paint is then stripped off in the areas to be welded (the original spot-welding is not man enough for rallying), the whole of the floor pan is seam-welded and 14-gauge steel skids smooth the vulnerable lips on the floor. Every critical area is re-welded, particularly around the front pillars and the facia corners, where rally Escorts tend to break up under the strain. Minor attention to detail includes blanking off all the holes in the floor to keep out the dust.

Attention then moves to the major area around the rear suspension. Boxes for the rally suspension's four-link locating system are welded into the rear seat well, the vertical steel turret boxes for the shock-absorbers, together with the roll-cage brackets, are welded in and the boot sealed off by an alloy fire wall. Beneath the car a Panhard rod bracket is attached, cantilevered for strength by a tube which goes back into the boot. New rear inner arches are seam-welded into place and the original body flanges turned out before the wide arches are riveted in place and smoothed in with body filler. These "spats" can be of glassfibre or aluminium to customer choice; aluminium is dearer but makes it easier to repair minor ravages of banks and braes. All the holes in the boot are welded up as a fire precaution, the filler cap hole plugged, for the customer will be fitting a safety tank with in-boot filler, and brackets attached for fuel and dry-sump oil tank. Inside the car the roll-cage is welded



Additional strengthening welds, vertical shock-absorber turrets with roll-cage brackets attached, boxes for the suspension links and the sturdy cage are obvious inside this Group 4 rally Escort.

and bolted into place to complete the integrated structure. The onus to build the rest of the car now falls on the customer, but with all the awkward bits already fitted, the rest should go together fairly easily. The cost of all this specialised preparation will have been approximately £450 plus "spats", which sounds extraordinarily reasonable for 86 hours' work and the main bones of the ultimate in competitive rally cars. Thirty such shells have been completed so far this year. "They are cheap because we have productionised them instead of building each as a Stradivarius", says Wilkinson, who likes to supply axle casings for these Group 4 Escorts to ensure correct location—the right correspondence between body and axle brackets. These competition axles are re-tubed by Gartrac of Godalming and special halfshafts fitted.

Throughout this preparation only CO_2 welding is used. "We won't use brass at all", says Wilkinson. "Unless it is done very carefully with nickel bronze you can make the area brittle around the weld. Such care takes too much time."

Wilkinson and Willis are excited by the prospects of Vauxhall's new rallying project, which they consider will give the Escorts a run for their money. The first of these Chevettes, a Group 4 car, was built up with the slant-4, 2.3-litre engine at Safety Devices, a complex job when starting experimentally from scratch. Wilkinson reflects that the hatchback shape, used in preference to the 10 per cent heavier saloon, is very stiff "because of the amount of shape put into the floor wells, though unfortunately we have to chop it about to accept all the 2.3 bits. The biggest problem has been to accommodate the sloping engine's big exhaust system." Vauxhall stylists have produced a glassfibre front spoiler and Wilkinson has developed the glassfibre wheel-spats. Strengthening of the shell has been done in much the same way as that of the Escort and an integrated roll-cage fitted. The tunnel too has been reshaped in much the same way as that for the Escort, again to accept a ZF box. A three-link rear suspension system is allowed for. The second Group 4 shell is now in the course of completion at Safety Devices, who are "tidying it up and productionising what we did on the first one." At least one lightweight club rallying Chevette is planned for next season, so we gather from another source.

Until now Safety Devices have not been really interested in full-preparation of rally cars, though Dick Beeby's Escort 2 being prepared for the RAC in our photographs is an exception, being a rebuild from his end-over-ended Mk. 1 Escort. However, now Willis and Wilkinson intend to develop a Clubmans Escort rally car using a Group 4 shell fitted with a 2-litre Pinto engine and 4-speed Rocket gearbox. The idea is that it will be much cheaper to build and run than a BDA engine/ZF gearbox car, yet still be reasonably competitive. A BDA 16-valve engine could be dropped straight into the shell as the driver developed more experience and money. They have recently built a Group 1 RS2000 too, and may build more if they can find a customer who can prove its competitiveness.

Returning to the roll-bar and cage side of the business, all the homologated bars are manufactured from 38 mm., 12-gauge, cold drawn seamless steel tube, a highly expensive commodity, which explains why non-homologated cages are made from the cheaper 14-gauge ERW steel. A few aluminium cages are made on request, though Wilkinson's frown showed that he wasn't too happy with that idea. Each prototype roll cage is made up by "cutting and shutting" tubes until the shape is right. Then a bending formula is devised so that the bar can be made in one piece and a jig constructed which doubles as a check for size and shape and as a welding jig. It takes three days' work to build a prototype cage and two more to do the jigging, the reason the 70 red jigs hung around the walls of Safety Devices' new workshop cost £200 each. Upon them the company's ten men construct bars for a wide home and export market, Sweden being the largest of the latter. They have their own distributors and stockists in Germany, Sweden, Iceland, Canada, the United States, Hong Kong and Holland, the partners travel abroad frequently to do their own selling and have recently done a deal with the Middle East which will see them exporting cages for Range-Rovers, Camaros, Mercedes and so on to these prosperous nations where presumably camel racing is falling out of favour.

"The manufacture of bars for older cars is a pain in the . . . . really, but we have no choice but to make them," Wilkinson commented. "In most cases you can't productionise them because of variations in measurements, as we have found with MG TCs, for example. Each bar has to be a one-off, a Stradivarius." The result is expensive. Wilkinson himself is interested in more recent vintage, being in the last stages of an immaculate and painstaking rebuild of an E-type roadster for his own use.

Brian Wilkinson can claim to be one of the originators of the roll-bar idea. In the early 60s this New Zealander had a panel-beating shop at Steeple Morden, where an occasional visitor was an insurance assessor

Continued on page 1436



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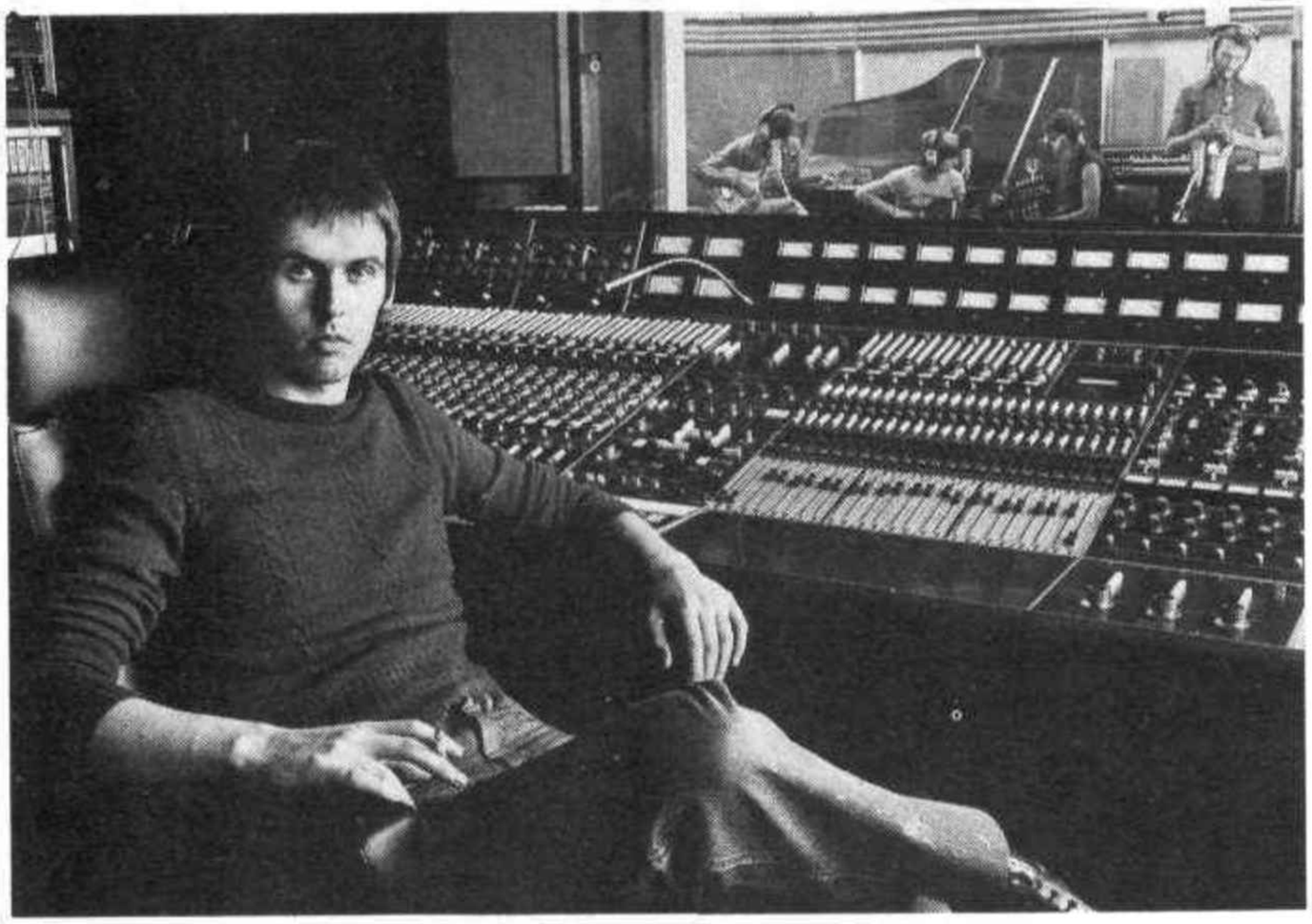
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The deck also incorporates such refinements as a pause control, a tape counter and an automatic shut-off.

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See the HMK 30 at your local Sony dealer or the Sony showroom, 134 Regent Street, London, W1R 6DJ. † a licence may be required. ††(Equivalent to 8 watts per channel r.m.s.)

The 1977 Proposals



To a backcloth of sea and rugged coastline an Alpine-Renault 110 *hurtles along a typical* Tour de Corse *road.*

WHEN the CSI succumbed to outside pressures in the late 'sixties and created what was then called the International Rally Championship (not until a few years later was the series given the added respectability and status of "World") the choice of events was simple; one merely took the few established rallies of recognised toughness, calibre and popularity, and lumped them together into a series. Deciding which were worth including and which were not was an easy matter; their reputations took care of that.

But in the intervening years the selection process has become more complicated, for the CSI, through its Rally Working Group, has set up an inspection system which is guarded jealously since it affords the opportunity for members of the inspectors' panel to visit rallies all over the world at the expense of their organisers.

Reputation among competitors, the main criterion for judgement on any rally, is ignored and the reports of two visiting CSI inspectors are taken as the only worthwhile evidence of the acceptability of an event as a World Championship qualifier. Not only is this practice an expensive one for organisers, who have to foot the entire bill for inspections, but it is dangerously single-tracked. With everything resting on the opinions of two men whose personal likes and dislikes can so easily colour their judgement, it can often happen that a subconscious bias against a country caused by some unfortunate mischance at the airport of arrival (a lost suitcase, for instance) can, by sheer human failing, result in a less than favourable and perhaps unjustified report of the event being inspected.

Quite naturally, organisers are keen to have good reports and some of them do what they can to see that inspectors have red carpet treatment—the more affluent the organisers, the deeper the carpet pile. The attentions of the inspectors are directed towards the good points, whilst the bad ones are quietly kept as much in the shadowy background as possible. With inspectors chosen from among the more regular, experienced competitors, such selective tactics would not be possible, particularly if the competitor-inspectors were chosen at random. In Britain, the RAC sends report forms to competitors on British events, and their identities are not automatically revealed to organisers. Such a system works effectively, and we have every reason to believe that a wider range of opinion would lead to more reliable inspection reports less likely to be affected by bias, particularly as several members of the present panel of inspectors are themselves organisers of rallies in the World Championship.

Having thus disposed of how inspection reports are compiled, we now move to how they are finally dealt with. Selection is done by the Rally Working Group and this then goes to the CSI itself for ratification. That took place this year during the CSI's annual October congress in Paris, attended by delegates from all over the world. A considerable amount of lobbying took place both for championship status and for votes for committee membership, and the charged atmosphere at the time was particularly noticeable. Finally, among the other products of the congress, a list of qualifiers for the 1977 World Rally Championship for Makes was produced. We have no comment to make on its content, but there is certainly room for considerable (and manifest) improvement in the manner in which it is compiled.

Of the European Championship we can say little except that it remains a complicated and top-heavy series of no less than 43 events, again with a points system based on co-efficients varying from one to four. The main point in its favour is that it is for drivers, not makes of car, which means that at least there can be a live person to receive the laurels at the end of the year.

There has been much lobbying over the years for the World Championship to be for drivers as well as cars, so that the sport would benefit from the public recognition of a World Champion. The CSI, perhaps under pressure from car manufacturers, have steadfastly turned this down, but for 1977 they have cast a sop in the direction of the campaigners for a World Championship for Rally Drivers by putting up what they have called "The FIA Cup for Rally Drivers", a silly title if we have ever heard one. A champion should be called just that, not merely the recipient of yet another FIA cup. In any event, how many men in the street would know what the FIA is, we wonder?

To make matters worse, the cup will be awarded from results of rallies in the World Championship, the European Championship and a third series of just four events, various coefficients again being employed to further complicate matters. What ordinary enthusiast will be able to follow such a series without keeping complicated charts? Far better that a short, crisp series, with simple points allocation, be used to find a World Champion so that all may follow progress with ease.

For some years the weekly newspaper *Motoring News* has kept the score of points which might have been allocated in a World Championship for Drivers, based on the simple list of events in the world series for makes, and using the same coefficient-free points system. Thus they have arrived at a sort of unofficial World Champion. We have, in the past, expressed agreement with this and we were pleased to see, at the end of 1975, that publications in other countries followed suit. We trust that they will do likewise at the end of 1976, and successive years until the CSI agrees to make it possible for someone to become an official World Rally Champion.—G.P.

WORLD RALLY CHAMPIONSHIP, 1977

Jan. 22nd-29th ..	Monte-Carlo Rally ..	MC
Feb. 11-13th ..	Swedish Rally	S
Mar. 1st-6th ..	Portuguese Rally	P
April 7-11th ..	Safari Rally	EAK
May 1st-7th ..	South Pacific Rally ..	NZ
May 28th-3rd ..	Acropolis Rally	GR
Aug. 26-28th ..	Rally of the 1000 Lakes ..	SF
Sept. 15-18th ..	Critèrium du Québec ..	CDN
Oct. 5-8th ..	Sanremo Rally	I
Nov. 5-6th ..	Tour of Corsica	F
Nov. 18th-23rd ..	Lombard RAC Rally ..	GB

Tour Of Corsica

WERE I ever to be asked by W.B. or D.S.J. to show them something about what present-day rallying is like, two events would spring to mind and I would be torn between throwing them in at the deep end by letting them loose in the African bush during the Safari, and taking them to the wild, craggy, often tempestuous island of Corsica for the rally which is undoubtedly the nearest thing to unspoilt, untrammelled road racing without actually being given that name.

The Tour of Corsica is appropriately named when you consider that it is an event which visits most parts of the island, but it is by no means a cavalcade of a touristic nature. The island's roads are narrow, tortu-

ously twisty and usually bordered by virtually unguarded drops as they climb and descend the high mountains, and it is on such natural roads, without the artificial blemishes of billiard-table tarmac, sky-high advertising hoardings and those ugly barriers, that the whole contest takes place.

Add to this the unpredictable, sometimes violent autumn weather, often bringing gales, storms, floods, landslides, uprooted trees, mud, shale, sand, carpets of soggy leaves and sometimes even ice and snow and you will be part of the way towards appreciating that this is no event for the faint-hearted. The meat of the contest lies in the special stages, but the inter-stage sections are by no means easy and a stop for the simplest of tyre changes or a quick refuelling job has to be done with maximum urgency. The police do a fine job keeping the roads closed, but since all Corsica seems to stop for the event the problems in this direction are few.

It has been perfectly obvious for some years that the organisers of the rally wanted to run an event as close to a real road race as they could get without actually breaking any laws. To do this, they simply took the basic structure of a rally, gave it the character of a race and called it the former rather than the latter. We have often likened it to something approaching the Targa Florio, but this year the organisers came out into the open with their ambition to create in the Tour of Corsica what the enthusiasts in Brescia some fifty years ago eventually built into the Mille Miglia.

The surprising thing is that there do not seem to be obstacles in their way, which is a refreshing change in times of strangling controls and restrictions. Last year, the Tour of Corsica organisers reduced the number of their special stages but increased the lengths of two of them to something like 150 kilometres apiece. This year they ran four such long stages which, together with five shorter ones, produced an average stage length of 80 kilometres, making most other European special stages, particularly those in Britain, look puny by comparison. In 1977 the progression may be continued with six long stages, and eventually the competition may be divided into eight stages, each using the towns of Bastia and Ajaccio for start or finish but each having different routeing, turning the whole thing into a highly competitive road race from beginning to end.

The size of the island is against having a true point-to-point, but by dividing it all up into something like eight parts it would be the nearest thing imaginable to a road race whilst still within the sporting (and legal) definition of a rally.

There was a time when the mountains of Corsica echoed to the rorty sounds of prototypes, but World Rally Championship status put an end to that, for the CSI permits cars of just groups one to four to take part in its championship qualifiers. Of course, rallying is just a little more than a pastime for saloons nowadays, and in Corsica this year there was the usual array of Stratos, Alpines, Porsches and the like, all of them capable of providing optimum performance on the surfaces and in the conditions which they had to face. Perhaps, then, a less restricted formula would serve no useful purpose on the grounds that a car built between no specific margins would be no better performer in the hard, autumn weather of the Corsican mountains than those which are being used there at present.

The rally runs for some 26 hours, from mid-Saturday to just after mid-Sunday, with a very short stop at half distance. Headquarters, where both start and finish are located, alternate year by year between Ajaccio in the South-West and Bastia in the North-East, both coastal towns with car-ferry terminals and international airports. This time it was the turn of Bastia where conditions were so blustery that at the airport they had to rope aircraft to steel rings let into the concrete surface of the apron. They have learned the hard way about such matters.

One doesn't usually associate tarmac events with the need for stamina and endurance, for the ability to keep fatigue at bay is usually required only for the longer rallies such as the Safari, the Morocco Rally and those of years gone by such as the Liège. But crews have to work so desperately hard during the 26 hours of the Tour of Corsica, without the breaks of the stop-go events more common in Europe, that they usually finish completely exhausted but nevertheless immensely satisfied. It is a rally almost from the pages of classic motoring history, where competitors pit themselves against whatever the organisers and Mother Nature contrive to serve up, without a single thought of shying off because something or other is too dangerous. What would some racing drivers say, we wonder, if they were asked to compete on a circuit so high in the mountains that leaving the road on any one of countless unguarded bends would be akin to falling off the edge of the world?

Before the Tour of Corsica, Lancia led the World Championship fairly comfortably, but not decisively, from Opel. In 1975 there was exactly the same situation, and in both cases the result served to clinch the series for the Italian team. But it wasn't the ideal result for them in 1975, for their own cars retired and the event was won by a Stratos prepared and entered by Frenchmen and driven by Frenchmen. That undoubtedly dulled the edge, and it would have been so much better for them had the whole thing been an Italian job.

This year the same situation arose, for when the event settled down it was Sandro Munari, Lancia's number one works driver, and Bernard Darniche, the Frenchman who won the previous year, who pulled out an impressive lead over the others. Both were in Stratos, of course, Darniche with 12 valves to his engine and Munari with the extra power produced by 24.

Munari kept a small lead over Darniche until a matter of a few hours before the end when a valve failed in the works car. The resulting misfire (although to us it seemed to burble away healthily enough when it got to the finish) let Darniche into the lead, but it then transpired that the Frenchman had been ten seconds late at a road control (as opposed to a control at the end of a special stage) and since road time was lost on whole minutes, not seconds, it brought a penalty of one minute. The result was that Munari beat Darniche by the slender margin of 16 seconds, making the Italians immensely happy but causing a few murmurs of doubt among some French observers.

For Opel, still holding second place in the championship mainly by virtue of the efforts of privateers over the year, it was another disaster, the Kadett of Röhrl going out after shedding fan-belt after fan-belt and that of Nicolas losing a wheel after the studs sheared. Rather interesting was the entry by the Peugeot factory of four of their little 104ZS f.w.d. cars, two of which managed to finish tenth and eleventh among the eleven finishers. The point of this exercise seemed clouded, for BMC raked in all the glory it was possible to gain with Minis a long time ago. However, it seems that the 104ZS may be given a sporting image intended to appeal to young drivers, so perhaps it is a case of paving the way.

With the World Championship settled, the final round in the British forests will be a no-holds-barred contest with no one indulging in tactics to weigh series points against the kudos of overall placing. But that event will be just over before this issue of MOTOR SPORT appears in print, so there is little point in saying more. Of Corsica, we can only add that whether your interests are in rallying or racing, it is an event that cannot fail to capture your imagination.—G.P.

GENERAL CLASSIFICATION

1st	S. Munari/S. Maiga (Lancia Stratos (4))	8 hr. 23 min. 55 sec.
2nd	B. Darniche/A. Mahé (Lancia Stratos (4))	8 hr. 24 min. 11 sec.
3rd	J-P. Manzagol/J-F. Filippi (Alpine-Renault 310 (4))	8 hr. 49 min. 14 sec.
4th	J. Ragnotti/J. Jaubert (Alpine-Renault 310 (4))	8 hr. 59 min. 28 sec.
5th	J. Almeras/C. Delferrier (Porsche Carrera (3))	9 hr. 19 min. 10 sec.
6th	P-L. Moreau/P. Baron (Alpine-Renault 110 (3))	9 hr. 41 min. 33 sec.
7th	D. Rognoni / G. Dini (Porsche 911S (3))	9 hr. 48 min. 48 sec.
8th	J-C. Sevelinge/J. Sevelinge (Opel Kadett GT/E (2))	9 hr. 56 min. 31 sec.
9th	H. Greder/"Celigny" (Opel Kadett GT/E (1))	10 hr. 06 min. 28 sec.
10th	H. Mikkola / J. Todt (Peugeot 104 ZS (2))	10 hr. 13 min. 51 sec.
11th	C. Laurent/J. Marché (Peugeot-104 ZS (1))	10 hr. 34 min. 35 sec.

97 *starters* — 11 *finishers.*

SAFETY DEVICES

Continued from page 1432

for the Prudential. His name was John Aley, who just happened to be a rather well-known saloon car racer of the day. This one-time European Saloon Car Champion upended his works DKW at Oulton Park, flattening the roof, so he and Wilkinson devised a roll-bar to hold the roof up if Mr. Aley should decide to up-end the car again. Later the two and Bill Blydenstein collaborated in the production of £400 Mini racers into which they put roll-over bars, from which developed a roll-over bar business. Wilkinson sold his business and returned to New Zealand in 1968, but came back to join Aley at the latter's request in 1970. This coincided with the introduction of FIA roll-over bar regulations, Wilkinson designed the first FIA bars and suddenly Aley had big business. Wilkinson remained Aley's roll-bar expert until Aley sold his business in 1972, thus forcing Wilkinson into business on his own in September 1972. Willis, the admin. part of the partnership, joined him straight from college. In four years they've built up quite a success story on other people's potential accidents.—C.R.

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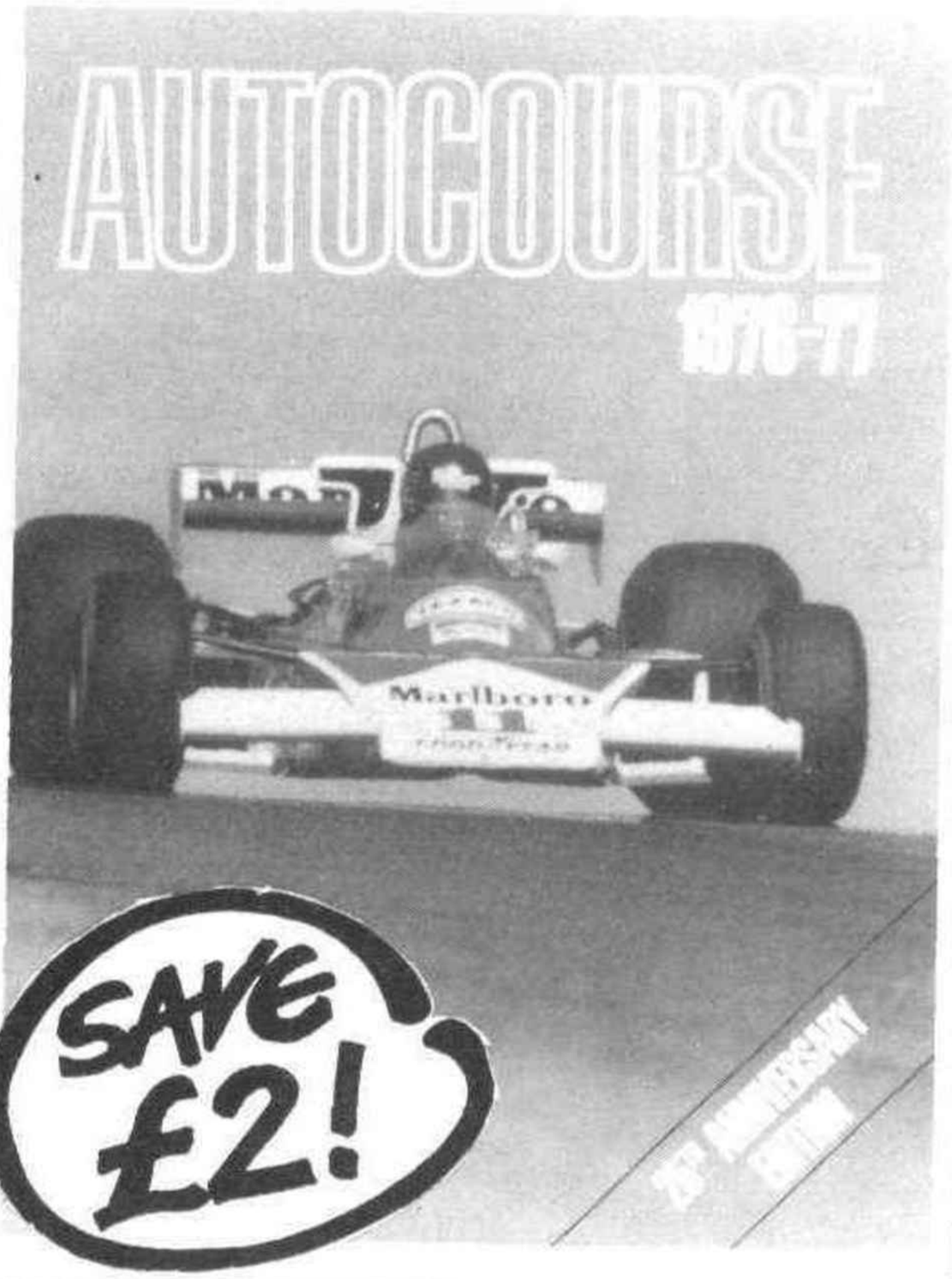
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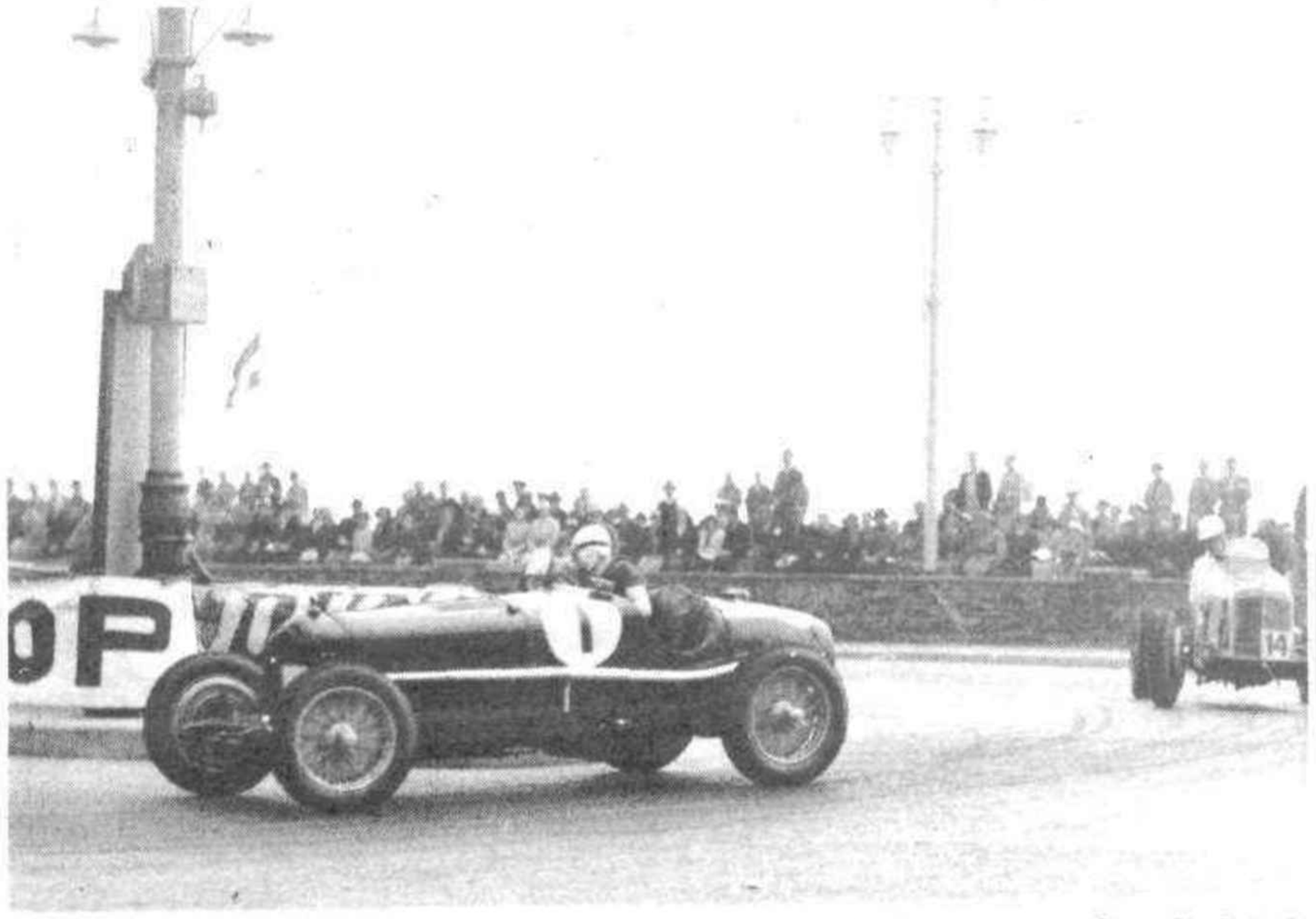
MS2

An Alfa Romeo Story

A READER in Australia, Mr. Earl Davey-Milne, wrote to us recently to say that he was in the process of rebuilding the 2.3-litre Monza Alfa Romeo he has owned since 1953. He admits that it has got into "a bit of a state" due to its remarkable reliability, for it just went from one race to another without being touched or serviced. This particular Monza Alfa was imported into Australia in 1938 by Alf Barratt, who bought it from A. P. Hamilton in England and Davey-Milne bought it from Barratt in 1953, so it has had remarkably few owners, for Hamilton bought it in the London motor trade in 1933 when it had been imported from France, the original owner in 1932 being Raymond Sommer.

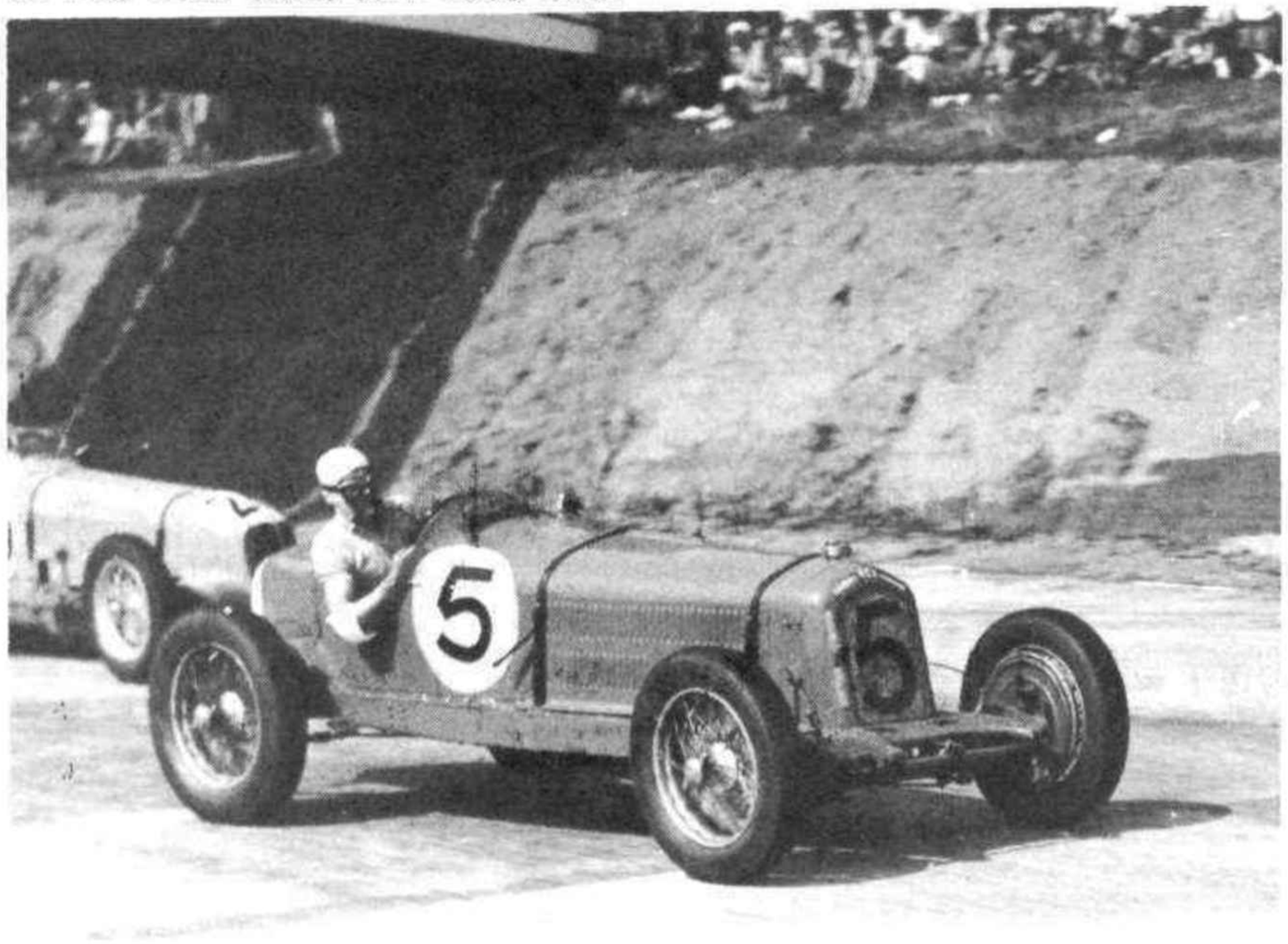
On stripping the car down to the bare metal the present owner found that the original colour was blue, and at some point this had been over-sprayed red. The interesting thing was that there was no trace of blue on the chassis sidemembers or cross-members, though all the other parts had started life blue. This is probably accounted for, says Davey-Milne, by the fact that Hamilton had an accident with the car in the Isle of Man in 1935, which bent the front of the chassis severely, so either the car was fitted with a new chassis frame when it was rebuilt, or it was stripped completely and re-straightened by heating, when the paint would have all been removed.

Delving into the bound volumes and the archives, as well as Peter Hull's Alfa Romeo history, produced an interesting history for the car, which was numbered 2211134. It would appear to be a 1932 car, only four numbers later than another famous Monza raced by the Hon. Brian Lewis, John Cobb, Louis Fontes and Powys-Lybbe and today owned by the Hon. Patrick Lindsay. In December 1933 there was an article about 2211134 in the *Autocar* in which it was stated that Mr. A. P. Hamilton had just bought the car and it was ex-Raymond Sommer. It went on to say that Sommer had won the Grand Prix de France with this car on September 17th 1933 and concluded by saying that Mr. Hamilton regretted that he didn't think he could afford to keep the car, so it was now for sale!

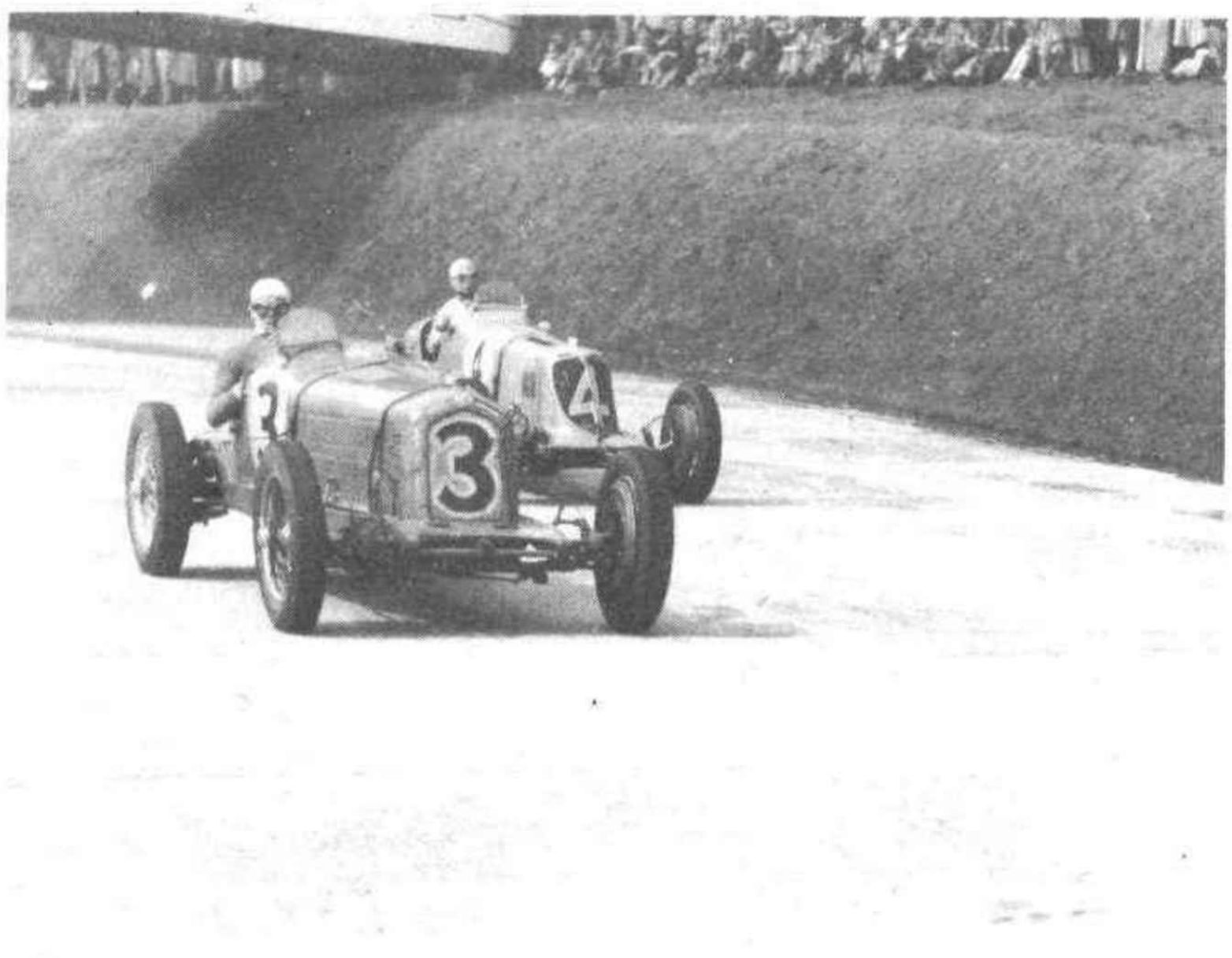




Above, A. P. Hamilton rounding the hairpin on the promenade at Douglas, Isle of Man, during the 1935 Mannin Moar shortly before his accident. Left, the Monza Alfa Romeo 2211134 derelict by the roadside after its crash in that 1935 Mannin Moar race. Below, the same car on the Brooklands Campbell Circuit during the 1937 International Trophy.



Now nowhere in the various race records is there any mention of Sommer winning a race in 1933, let alone on September 17th, and in 1933 there was no Grand Prix de France at Montlhéry in September. There was the Grand Prix of the Automobile Club de France (loosely called the French Grand Prix) but Sommer did not win it. A short Grand Prix of France was held at Montlhéry in September 1934, one year later than the claimed victory and nine months after the article was published! What Raymond Sommer did do, however, was to win the Marseilles GP on the Miramas track on September 25th 1932 at the respectable average speed of 109.75 m.p.h. (or thereabouts for the figure was converted from k.p.h. no doubt). In 1932 Sommer raced this Monza Alfa Romeo at Nice, where he was 5th in his heat and 2nd in the final, having led briefly at the start. He was 3rd in the Comminges GP after bouncing off a wall, and 2nd in the Circuit de Garoupe near Juan-les-Pins. In 1933 Sommer joined forces with Freddy Zehender to race Maseratis, and presumably sold the Alfa, or returned it to the Milan factory. Before the season was very old the fiery Sommer fell out with his partner



A. P. Hamilton in the Alfa Romeo "Monza" about to be lapped by B. Bira in the 8CM Maserati during the 1938 International Trophy at Brooklands, left. Below, the present owner of the Alfa Romeo in action in an Australian event.

and turned "independent" again, ordering a new Monza Alfa in time for the French GP where he finished 4th. This car was later reported to have been enlarged to 2.6-litres, which was a popular thing to do to Monza Alfas in those days.

Returning to 2211134, it first appears in a British race in April 1934 when it was driven into 6th place in the International Trophy at Brooklands by Kaye Don, presumably bought or loaned from A. P. Hamilton, for there is nothing new in "Rent-a-drive" motor racing. At the Whit-Monday meeting at Brooklands Hamilton drove the car in the Merrow Senior Long Handicap and was leading when the engine packed up. In passing it is worth noting that the Hamilton in question, known to his friends as "Ginger", should not be confused with Hugh C. Hamilton who raced MGs so successfully and drove for the Whitney Straight team. A. P. (Ginger) Hamilton was connected with the motor trade and a garage business in Surrey.

At the end of May Kaye Don was in the Isle of Man, and Hamilton was with him, for the Mannin Beg and Mannin Moar races round the streets of Douglas. The Mannin Beg ("little man") was for supercharged cars up to 1,100-c.c. and unsupercharged 1,500 c.c. and the Mannin Moar ("big man") was for Grand Prix cars. Don was entered for the first race with an MG Magnette and the second race in the Monza Alfa, but trying out the MG after official practice he crashed badly so missed the Beg and was not fit enough to take part in the Moar, so A. P. Hamilton took his place. Once again the car went well, but the exhaust pipe came adrift and before the driver could get to the pits to have it fixed it fell off and he ran over it, having to retire with a healthy motor but no exhaust system.



The Alfa Romeo was entered for the Empire Trophy at Brooklands on June 23rd but with Don now out of action, Hamilton again drove the car, but retired when a camshaft broke. This blow-up took time to repair and the car did not appear again until the BRDC 500 Mile race on the Brooklands Outer Circuit, where Hamilton shared the car with Norman Black (another car dealer, the "trade" being the easiest way into motor racing in those days). The rigours of the rough concrete track were too much for the Alfa and the chassis frame broke, causing it to retire.

In 1933 A. P. Hamilton continued to race the car in all the major British events and it was in June of that year that he had a monumental accident in the Mannin Moar, bending the front dumb-irons almost at right-angles. It was repaired in time for the BRDC 500 Mile Race at the end of the season and Hamilton, in company with R. Gibson, ran extremely well to finish 4th at 112.36 m.p.h. The following year the Alfa Romeo excelled itself again in the 500 Mile Race, finishing 4th once more, this time Hamilton sharing the drive with the Marquis de Belleroche, at the slightly slower speed of 111.05 m.p.h. although at one point it lay 2nd at 116.09 m.p.h. In 1937 Hamilton took 2nd place in the Broadcast Trophy on the Brooklands Outer Circuit, making one flying lap at 129.36 m.p.h. This creditable performance was rather overshadowed by the winner, John Cobb, with the 24-litre Napier-Railton, who averaged 136.03 m.p.h., the fastest race average at Brooklands at the time, and his fastest laps were at 139.9 m.p.h. on three occasions during the ten-lap race, so that the 2.3-litre Alfa Romeo at 129.36 m.p.h. seemed slow by comparison. For a well-used 1932 car this performance was remarkable and Hamilton had certainly had good value from the car. In the 1938 International Trophy it was unclassified, but still running at the end and that was the year it was sold to Alf Barratt, who raced it regularly in Australian events until he passed it on to its present owner. Sadly, A. P. Hamilton was killed a year or two ago, when he was knocked down in a road accident, but it is nice to know that his faithful old Monza Alfa Romeo is still in good hands.—D.S.J.

* * *

The STD Register, which last month recruited eight new members, reports that a Talbot 75 saloon in poor condition, in danger of being scrapped, could well be the first production-model of this type. In view of what we have said recently about motor-car advertising, it is interesting to find that the high-class American publication *Automobile Quarterly*, edited by that remarkably knowledgeable lady, Beverly Ray Kimes, has been looking into the early advertising layouts of Pierce-Arrow, a Company that employed real artists for their publicity material.

The Japanese Grand Prix

A Lotus wins, but Hunt paddles to the Championship victory

Fuji Speedway, Japan, October 24th

THE FORMULA ONE World Championship is nothing if not truly International and the latest country to climb onto the Grand Prix bandwagon is Japan who hosted the final round of this season's 16-race series at the 4.3-km. Fuji International Speedway, situated in the shadow of the impressive (but happily dormant) Fuji volcano. The circuit was built just over ten years ago and its full 6-km. length includes a section of steep banking at the end of the long start/finish straight. However, the banking has not been used for racing since a fatal multi-car pile-up during a 2-litre sports-car race in 1974 so the Formula One event took place on the shortened 4.3-km. course which really consists of the long straight connected by a couple of tight corners and one extremely fast long right-hander, through which the fastest Grand Prix cars got into 5th gear before catapulting out onto the straight again. Enthusiasm ran high amongst the local organisers who went out of their way to be hospitable and, although there was some concern over the durability of the lightly resurfaced circuit, everything ran very smoothly during the two official practice days.

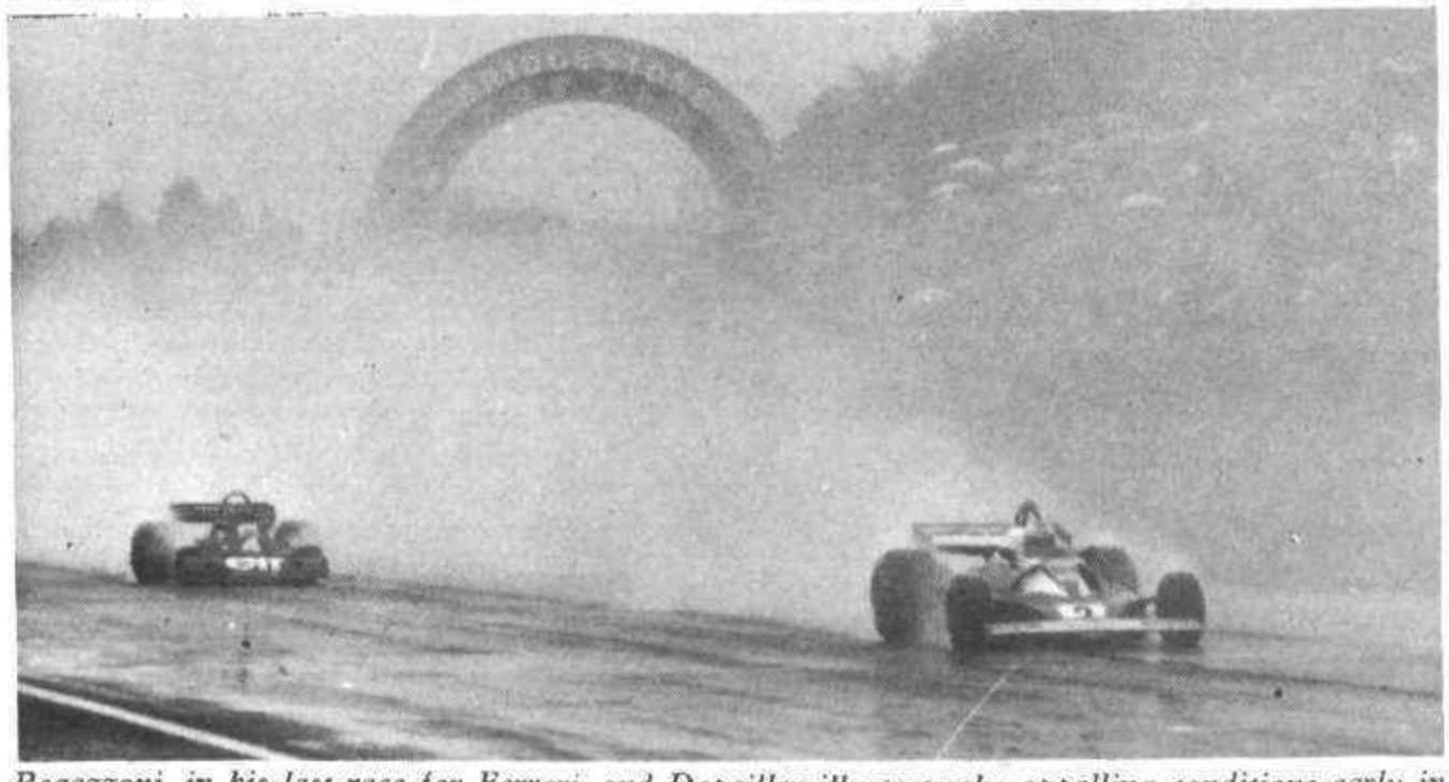
Practice was preceded by an argument between the Ferrari and McLaren teams over the fact that Hunt had done some slow laps in the wet the previous Saturday after everyone had agreed not to be beastly and go testing prior to the race. Ferrari team manager Audetto became almost apoplectic about the whole affair, brandishing accusations round that it was "unsporting" and "unforgiveable" for McLaren to carry on like that, while Niki Lauda just sat and looked in the other direction hoping that his team manager would stop "banging on" in such a fashion. Fortunately it was soon Friday morning and somebody fired up one of the Ferrari flat-12s which drowned all the bickering between the two teams!



CHAMPIONSHIP IN THE BALANCE.—The deflated front tyre (in the foreground) almost cost Hunt the World Championship. McLaren mechanics calmly changed all four wheels, in spite of having trouble jacking the car, and Hunt rejoined in 5th place.

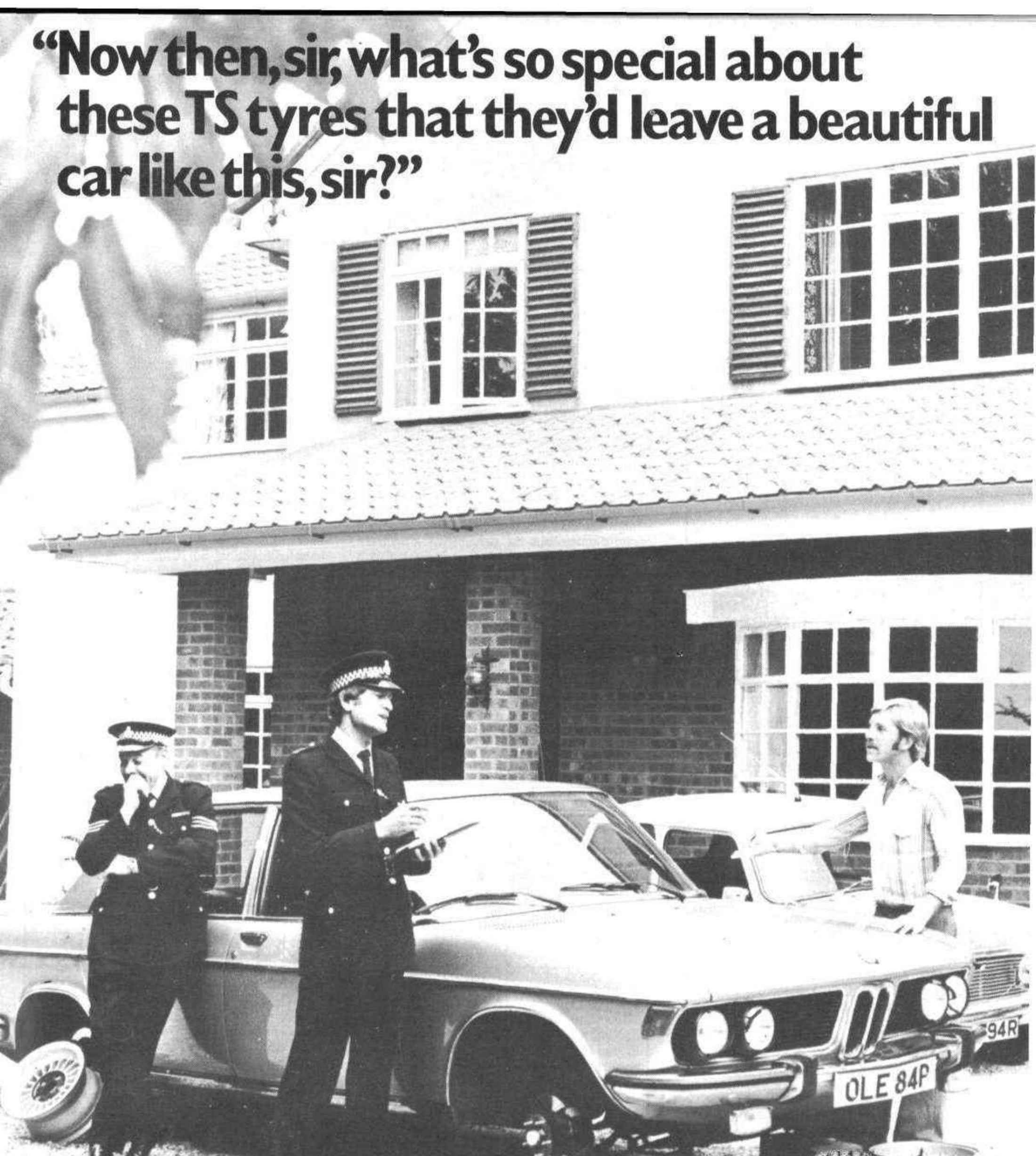
Apart from all the Formula One regulars there was a generous sprinkling of local interest at Fuji with no fewer than three Japanese drivers contesting their very first home Grand Prix. Noritake Takahara had bought a drive in the second Surtees (TS19/02) which has been driven for most of the season by Brett Lunger, Takahara having previously had a "one-off" Formula One drive at the wheel of a March 741 in the 1974 Silverstone International Trophy race. Kazuyoshi Hoshino had one of the old Tyrrell four-wheelers (007/5) running on Bridgestone tyres and Masahiro Hasemi drove the very impressive Dunlop-shod Kojima KE007, which was built in a small factory adjacent to the Fuji Speedway gates. British enthusiasts may recall that Hasemi visited this country in 1974 to drive a Datsun Cherry in some saloon events, highlighting his stay by leading Frank Gardner's Camaro round the twists and turns of Ingliston! The Kojima, owned and constructed by former Suzuki moto-cross rider Matsuhisa Kojima, is a very conventionally laid out Cosworth Hewland "kit car" with side radiators, front suspension by means of angled spring/damper units rather like those originally seen on the Brabham BT44B but operated by wide fabricated top rocker arms and rear suspension by means of lower parallel links plus top link and radius arms with outboard spring/dampers. Brakes are inboard at the rear, outboard at the front and the car is clothed with spectacular looking bodywork, the engine air intakes of which extend forward either side of the driver's cockpit. A great deal of effort and attention to preparation had gone into the Kojima's first Formula One appearance, although most people reckoned the team to be a little optimistic if they imagined they would be competitive with the Grand Prix "regulars" first time out.

However, when the first timed session got under way on Friday morning, Hasemi's performance in the Kojima was quite startling. With little apparent difficulty he rocketed his well-practised path round Fuji to record a tremendous 1 min. 13.76 sec. best and was actually fastest of all with some times round the 1 min. 14 sec. barrier during the first half-hour. His efforts on a set of very tacky Japanese Dunlop "qualifiers" left Goodyear pretty ruffled and the American firm immediately produced some soft Mosport covers for Hunt and Lauda which enabled the McLaren driver to emerge from the first session at the top of the qualifiers with 1 min. 13.76 sec. The reigning World Champion produced a time one-hundredth of a second slower, proving that front and rear suspension revisions to his Ferrari 312/026 had substantially improved the car's handling since its run to third place at Watkins Glen, the car now rid of its frustrating oversteer problem which was caused by the rear tyres failing to heat up sufficiently. Carlos Pace was third on 1 min. 13.81 sec., in Brabham BT45/3, the Brazilian having started practising with BT45/1 but taking over the newer car from team-mate Larry Perkins after it had developed a misfire. The Martini sponsored team was down to



Regazzoni, in his last race for Ferrari, and Depailler illustrate the appalling conditions early in the race, the Tyrrell moving off line to clear Regazzoni's spray.

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STARTING GRID

↑

11
J. Hunt
(*McLaren-Cosworth V8*)
M23/8
1 min. 12.80 sec.

5
M. Andretti
(*Lotus-Cosworth V8*)
77/R1
1 min. 12.77 sec.

28
J. Watson
(*Penske-Cosworth V8*)
PC4/01
1 min. 13.29 sec.

1
N. Lauda
(*Ferrari—flat-12*)
312T2/026
1 min. 13.08 sec.

8
C. Pace
(*Brabham-Alfa Romeo flat-12*)
BT45/3
1 min. 13.43 sec.

3
J. Scheckter
(*Tyrrell-Cosworth V8*)
P34/4
1 min. 13.31 sec.

9
V. Brambilla
(*March-Cosworth V8*)
761/1-4
1 min. 13.72 sec.

2
G. Regazzoni
(*Ferrari—flat-12*)
312T2/027
1 min. 13.64 sec.

51
M. Hasemi
(*Kojima-Cosworth V8*)
KE 007/1
1 min. 13.88 sec.

10
R. Peterson
(*March-Cosworth V8*)
761/6
1 min. 13.84 sec.

12
J. Mass
(*McLaren-Cosworth V8*)
M23/9
1 min. 14.05 sec.

26
J. Laffite
(*Ligier-Matra-V12*)
JS5/01
1 min. 13.88 sec.

16
T. Pryce
(*Shadow-Costworth V8*)
DN8/1A
1 min. 14.23 sec.

4
P. Depailler
(*Tyrrell-Cosworth V8*)
P34/3-2
1 min. 14.15 sec.

6
G. Nilsson
(*Lotus-Cosworth V8*)
77/R2
1 min. 14.35 sec.

17
J-P. Jarier
(*Shadow-Cosworth V8*)*
DN5/5B
1 min. 14.32 sec.

34
H-J. Stuck
(*March-Cosworth V8*)
761/2
1 min. 14.38 sec.

7
L. Perkins
(*Brabham-Alfa Romeo flat-12*)
BT45/1
1 min. 14.38 sec.

19
A. Jones
(*Surtees-Cosworth V8*)
TS19/04
1 min. 14.60 sec.

20
A. Merzario
(*Williams-Cosworth V8*)
FW05/3
1 min. 14.41 sec.

24
H. Ertl
(*Hesketh-Cosworth V8*)
308/3
1 min. 15.26 sec.

52
K. Hoshino
(*Tyrrell-Cosworth V8*)
007/5
1 min. 14.65 sec.

18
N. Takahara
(*Surtees-Cosworth V8*)
TS19/02
1 min. 15.77 sec.

30
E. Fittipaldi
(*Fittipaldi-Cosworth V8*)
FD04/4
1 min. 15.30 sec.

21
H. Binder
(*Hesketh-Williams-Cosworth V8*)
308C/1
1 min. 17.36 sec.

* Time recorded with Shadow DN5/4B

Non-starters: T. Trimmer (Maki-F102A/1)
1 min. 30.91 sec. — not qualified.
M. Kuwashima (Hesketh-Williams 308C/1)
1 min. 17.90 sec. — withdrawn.



Local hero Hoshino had the old Tyrrell 007/5 up to third place at one point, a magnificent performance which showed up all the aces. Exasperatingly, his fine showing was ended by a shortage of tyres.

only two machines for this final race of the season as the new lightweight BT45/5 had been sent home after Pace had tangled with Mass' McLaren at Watkins Glen and damaged the chassis quite badly in the ensuing accident. Hasemi's time was good enough to maintain fourth place at the end of the first session ahead of Mario Andretti in Lotus 77/R1 (1 min. 13.91 sec.) and Mass (1 min. 14.07 sec.) in the second McLaren. In the Elf Tyrrell camp Scheckter started off the session in his spare car (P34/2), transferring to P34/4 later on as he became conversant with the circuit and was in a position to advise the mechanics as to just what gear ratios were necessary. Depailler drove P34/3-2 on this occasion, this replacing his usual P34/2 which still had some minor dents in its monocoque after collecting Hunt's compressed air starter bottle when it fell off the McLaren during practice for the United States Grand Prix.

Intent on lapping even faster, Hasemi "brotted his klopybook" in the biggest possible fashion during the second session when he crashed the Kojima very heavily on the long right-hander leading into the pits straight, the car sustaining very serious monocoque damage but the driver emerging from the wreck without any injuries. But even with the Kojima out of the way neither Hunt nor Lauda could maintain their advantage at the head of the field during the second session, Hunt complaining of acute understeer in the tight corners and big traction problems as he accelerated away from them. His best time was 1 min. 13.95 sec., not as quick as the first session, but Lauda improved by 0.2 sec. which meant that the fastest Ferrari was fifth quickest and the fastest McLaren sixth at the end of Friday's second session. The man who headed the grid was Andretti in the Lotus 77, the rugged American driving on top form and looking very confident and assured in the process. Pace was finding that the long straight gave him a chance of using some of the Alfa flat-12s top end power and he finished the day second quickest on 1 min. 13.42 sec. while Regazzoni in the second Ferrari was next (1 min. 13.64 sec.) just in front of Vittorio Brambilla in the orange Beta March (1 min. 13.72 sec.). From the point of view of the World Championship struggle, Hunt went back to his hotel on Friday evening knowing full-well that he would have to improve on his time the following day if he was to have much chance of finishing sufficiently far ahead of Lauda to win the Championship. As it stood at the end of Friday's practice the British driver had a lot of very hard competitors in front of him and once the race started they would be hell bent on winning the Japanese Grand Prix for themselves rather than concerning themselves with the destiny of the driver's title.

Although Scheckter tried both his Tyrrell P34s, Depailler emerged the fastest Elf runner on Friday with 1 min. 14.15 sec. ahead of Mass (1 min. 14.17 sec.) and the determined Tom Pryce who rocketed up to ninth fastest in the second session with the aid of a set of Mosport rubber. The Welshman's 1 min. 14.23 sec. put him just ahead of Scheckter's Tyrrell (1 min. 14.26 sec.) and the enthusiastic

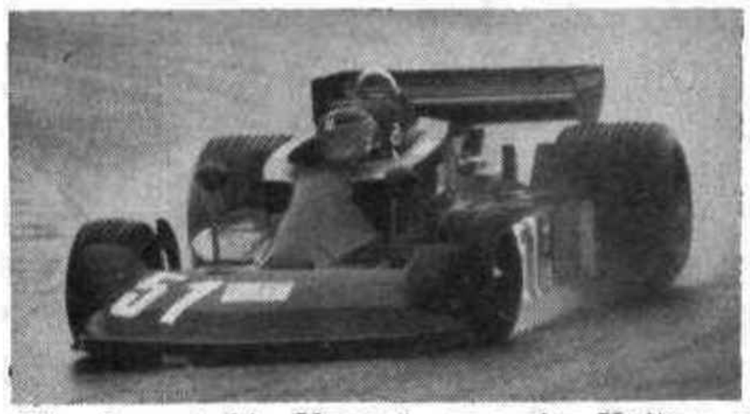
PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Morning
1	N. Lauda	Ferrari 312T2/026—flat-12	1. 13.77	1. 13.74	1. 13.08
2	G. Regazzoni	Ferrari 312T2/027—flat-12	1. 15.01	1. 13.64	1. 13.90
3	J. Scheckter	Tyrrell P34/4-Cosworth V8	1. 15.17	1. 14.26	1. 13.31
4	P. Depailler	Tyrrell P34/3-2-Cosworth V8	1. 15.52	1. 14.15	1. 14.57
5	M. Andretti	Lotus 77/R1-Cosworth V8	1. 13.91	**1. 13.29**	**1. 12.77**
6	G. Nilsson	Lotus 77/R2-Cosworth V8	1. 15.59	1. 15.43	1. 14.35
7	L. Perkins	Brabham BT45/3-Alfa Romeo flat-12	no time given	—	—
8	C. Pace	Brabham BT45/1-Alfa Romeo flat-12	no time given	—	—
9	V. Brambilla	March 761/1-4-Cosworth V8	1. 15.29	1. 13.72	1. 13.88
10	R. Peterson	March 761/6-Cosworth V8	1. 14.88	1. 15.48	1. 13.85
11	J. Hunt	McLaren M23/8-Cosworth V8	**1. 13.76**	1. 13.95	1. 12.80
12	J. Mass	McLaren M23/9-Cosworth V8	1. 14.07	1. 14.17	1. 14.05
16	T. Pryce	Shadow DN8/1A-Cosworth V8	1. 16.27	1. 14.23	1. 14.50
17	J-P. Jarier	Shadow DN5/4B-Cosworth V8	1. 16.22	1. 16.12	1. 14.32
18	N. Takahara	Surtees TS19/02-Cosworth V8	1. 16.71	1. 17.25	1. 15.77
19	A. Jones	Surtees TS19/04-Cosworth V8	1. 15.92	1. 14.94	1. 14.60
20	A. Merzario	Williams FW05/3-Cosworth V8	1. 16.16	1. 15.28	1. 14.41
21	M. Kuwashima	Hesketh-Williams 308C/1-Cosworth V8	1. 17.90	1. 19.27	—
24	H. Ertl	Hesketh 308/3-Cosworth V8	10. 53.11	1. 16.51	1. 15.26
26	J. Laffite	Ligier JS5/01-Matra V12	1. 14.90	1. 14.45	1. 13.88
28	J. Watson	Penske PC4/01-Cosworth V8	1. 14.67	1. 14.67	1. 13.29
30	E. Fittipaldi	Fittipaldi FD04/4-Cosworth V8	1. 16.20	1. 15.71	1. 15.30
34	H-J. Stuck	March 761/2-Cosworth V8	1. 22.11	1. 14.80	1. 14.38
51	M. Hasemi	Kojima KE 007/1-Cosworth V8	1. 13.88	1. 18.42	—
52	K. Hoshino	Tyrrell 007/5-Cosworth V8	1. 14.94	1. 14.95	1. 14.65
54	T. Trimmer	Maki F102A/1-Cosworth V8	1. 36.84	—	1. 30.91
21	H. Binder	Hesketh-Williams 308C/1-Cosworth V8	—	—	1. 17.36
3T	J. Scheckter	Tyrrell P34/2-Cosworth V8	no time given	—	—
7T	L. Perkins	Brabham BT45/1-Alfa Romeo flat-12	1. 15.30	1. 14.38	1. 14.73
8T	C. Pace	Brabham BT45/3-Alfa Romeo flat-12	1. 13.81	1. 13.43	1. 13.65
17T	J-P. Jarier	Shadow DN5/5B-Cosworth V8	—	—	no time given

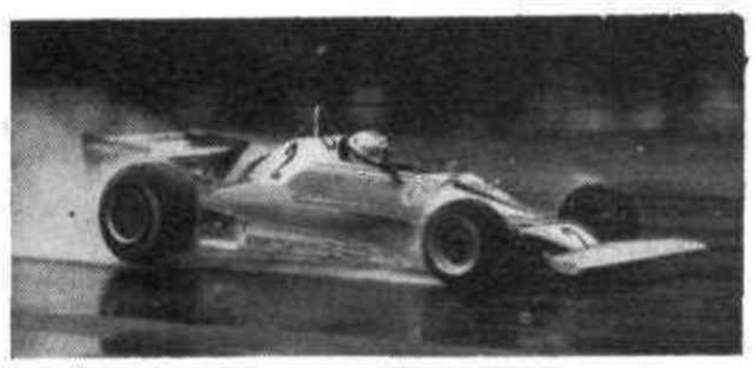
Perkins in the second Brabham-Alfa Romeo (1 min. 14.38 sec.). The French Ligier-Gitanes team brought along their singleton Ligier-Matra JS5/01 leaving Laffite without any back-up car after Watkins Glen while the Penske team produced only PC4/01 for Watson and then must have wished that they'd brought a spare along when it suffered engine failure at the start of Friday's second session and left its driver kicking his heels in the pits with nothing to do. Before this mechanical failure interrupted his progress, Watson had lapped in 1 min. 14.67 sec. to head Hans Stuck in the fastest of the March 761s (1 min. 14.80 sec.). Team leader Ronnie Peterson, having his last race for the Bicester team prior to joining Ken Tyrrell for 1977, opened the weekend on a frustrating note when his March ground to a standstill on the apex of a very vulnerable right-hand corner during the second session. Despite the marshals trying to persuade the Swede to move his car off the circuit, Peterson remained on the corner unwilling to risk his only set of soft tyres on the rutted and flinty run-off area. Eventually Hasemi had his accident with the Kojima which resulted in the session being stopped, and as breakdown vehicles went to retrieve the damaged Japanese car they also stopped by and towed the missing March back to the pits. Examination of Peterson's car revealed the trouble to be in the gearbox, so the Swede joined Watson as a non-runner for the remainder of the second session.

In the Frank Williams/Walter Wolf camp somebody had done a "dreaded deal" for Japanese driver Masami Kuwashima to handle the second FW05 alongside Merzario, but after Kuwashima had practised on the first day it was announced that perhaps his cheque hadn't been in the post after all and Austrian Hans Binder (who'd been waiting quietly in the pits on Friday) would be taking the car over for the race. Alan Jones managed 1 min. 14.94 sec. in his Surtees TS19 which was covered in hieroglyphics proclaiming sponsorship from Theodore Racing (Jones' Formula 5000 entrant in the United States) for the occasion, while Gunnar Nilsson wasn't keeping up with the searing pace set by teammate Andretti and was even slower than Merzario's Williams on Friday. Tony Trimmer came all the way to Japan for another drive in the locally built Maki Formula One car, but this team didn't appear to have made any more progress since their last race in Europe and poor Trimmer could only manage 1 min. 36.84 sec., hampered by dire gear selection and engine bothers.

Saturday's practice was conducted in the same fine autumn weather that had been experienced the previous day and the final hour-long timed stint resolved itself into the dispute between Lauda and Hunt that had been so frequent before the Austrian's Nurburgring accident. Hunt recorded a fine 1 min. 12.80 sec. while the Ferrari driver hovered just the other side of the 1 min. 13.00 sec. barrier with 1 min. 13.08 sec. Just as it looked as though the two contestants for the World Drivers' Championship might start the final race from the front row of the grid everybody noticed that Andretti's times had been getting faster and faster, the little American eventually cutting a tremendous 1 min. 12.77 sec. best to snatch pole position for Lotus. It was the first time a Lotus had qualified fastest for a Grand Prix for over two



The inscrutable Hasemi gave the Kojima a fine Grand Prix debut—on the fifth row in practice and 11th in the race, above. Regazzoni bowed out from Ferrari with 5th overall, below.



years and the first time Andretti had been on pole since his amazing debut in a Lotus 49B at Watkins Glen in 1968.

Andretti's performance relegated Lauda to the second row of the grid while Watson made up for his previous afternoon's disappointment by hurling his Penske round in 1 min. 13.29 sec. to qualify in fourth place. Scheckter was next on 1 min. 13.31 sec. ahead of Pace's Brabham-Alfa Romeo (1 min. 13.43 sec.) and Regazzoni and Brambilla found themselves displaced bodily from the second to the fourth row, if not out of harm's way then certainly out of Hunt's, the British driver breathing a sigh of relief that he didn't have to deal with those two "renegades" in the opening stages of this crucial race. On the fifth row Peterson slipped in a 1 min. 13.85 sec. but when the field lined up on the grid for Sunday's race, the Swede must have felt slightly embarrassed to look across to his left and see the inscrutable Hasemi sitting alongside him in the Kojima, its first session best of 1 min. 13.88 sec. still good enough to qualify the car tenth quickest overall even though the rest of the field had taken part in over two hours' practice after the Kojima's accident!

Laffite equalled the Kojima's time but Mass couldn't better 1 min. 14.05 sec. and then came Depailler (1 min. 14.15 sec.) and Pryce (1 min. 14.23 sec.). Jarier looked more competitive than he's done for most of the season, lapping his Shadow DN5 in 1 min. 14.32 sec., only to have a frightening incident on the main straight just before the end of the session when a rear tyre disintegrated and the black car skidded to a halt in spectacular fashion. Jarier emerged unscathed and although the car didn't seem damaged, the brunt of the impact had been taken by the radiator mountings and the underside of the monocoque was quite seriously bashed. Accordingly Jarier took over Pryce's spare DN5 for the race on Sunday. Behind Jarier came Nilsson in the second Lotus, Perkins and Stuck, while Merzario qualified ahead of Jones' Surtees and Hoshino's Bridgestone-shod Tyrrell lapped quicker than Ertl, Fittipaldi and Takahara. Finally Frank Williams got everybody to sign a paper saying that they didn't mind Binder starting as 25th on the grid, so the Austrian began the race all on his own at the back.

After those two days of sunshine, Sunday provided a depressing contrast with streaming rain and low cloud swirling round the circuit and completely concealing Mount Fuji from view. Thousands of spectators had queued and waited all night in the rain to see Japan's first Championship Grand Prix, but as the morning passed the prospect of a race actually taking place seemed increasingly remote. It wasn't simply a case of torrential rain causing miniature lakes to build up on the circuit; the problems were compounded by the low cloud and mist which one minute cleared up only to reappear seconds later and restrict visibility to a matter of a hundred yards or so. The usual half-hour warm up took place and, predictably, resolved itself as an argument between those who were quick in the wet and wanted to race (like Pryce, Peterson and Stuck) and those who were a little more prudent (like Hunt, Lauda and Fittipaldi) and thought that the risk was too great. Discussions and meetings went on until well after the race's originally scheduled starting time and the drivers then had another 15-minute session of lapping just to check the conditions before another drivers' meeting voted by a substantial majority that the circuit was too dangerous. But by this time the organisers had decided to get on with the job of holding their motor race, they opened the pits and the cars trickled out one by one to take up their positions on the grid.

The start took place in absolutely diabolical conditions, but Hunt made the most of a good start and edged his McLaren ahead as they slithered down into the first corner, almost totally enveloped in a huge cloud of spray. By the end of the opening lap he had an enormous lead over Watson who was leading Andretti, Scheckter, Brambilla, Regazzoni, Depailler, Hoshino (who'd made a remarkable start from 21st place on the grid), Stuck, a very depressed and apprehensive Lauda, Mass, Laffite, Pryce, Hasemi, Jones, Nilsson, Merzario, Takahara, Binder, Jarier, Ertl, Pace and Fittipaldi. Peterson's March ground to a halt with flooded electrics mid-way round the opening lap and Perkins crept into the pits to retire his ill-handling Brabham-Alfa, the Australian's car not feeling quite right after being hurriedly repaired after he'd crashed it during the untimed morning session.

Hunt continued to extend his lead, but Watson quickly dropped back into the murk, first being passed by Andretti and then, on lap three, by the determined Brambilla who was going hell for leather in the streaming rain, not one whit concerned about the atrocious track surface. But by this time Niki Lauda had gone. After sliding back out of the top ten, the Austrian bought his Ferrari slowly into the pits at the end of the second lap. The Italian mechanics bent down into the cockpit to see what was the matter, but Lauda simply shook his head sadly, undid his seat harness and lifted himself from the cockpit. The World Champion considered the conditions far too hazardous and, doubtless personally apprehensive of the dangers of a wet race, had chosen to call it a day. Whilst it was difficult to understand why Lauda had taken this decision it was equally impossible to criticise this man who has suffered so much in order that he might return to motor racing so soon after a very serious accident. Looking mournful and unhappy, the little Austrian watched Hunt speedboat past the pits for a few more laps,

WHY FANGIO CAME TO CHRYSLER TO LEARN ABOUT MOTOR RACING

A couple of years back, Des O'Dell the Chrysler Competitions Manager had a call in Coventry from his London office. Could he possibly, at short notice, see an Argentinian gentleman called Juan Manuel Fangio?

The answer naturally was yes; and Fangio spent the next day in discussion with a much-flattered O'Dell.

SALOON CAR CHAMPIONS

What he was interested in was low-cost racing utilizing high volume production cars. It was something from which he felt Argentinian motor sport could benefit; and something of which Chrysler are in the forefront in this country.

Since 1970 Chrysler drivers have won the British Touring Car Championship (better known, perhaps, as the Saloon Car Championship) five times. The latest victory was this year with Bernard Unett in an Avenger 1300. He regained his 1974 title with a round to go.

The Championship is run to International Group One regulations with certain additions which have given rise to the popular name 'Group One and a Half'.

95% OF PRODUCTION MODEL

This means that the cars competing are basically production models. In the Avenger's case a remarkable ninety five per cent of the vehicle is as it comes off the line.

Extra safety equipment is, of course, mandatory. And to give the event speed and spectacle things like shock absorbers, springs, exhausts and tyres can be changed or modified within certain limits. For the Avenger these competition parts are relatively cheap, easy to obtain and equally easy to fit.

There are four classes in the Championship. Unett's Avenger is in the lowest, the up to '1300cc'.

Points are awarded to the first six in each class. Over the ten races in the series, the Avenger not only finished ahead on points, it often beat much more powerful competition on the track.



EXTRAORDINARY RELIABILITY

It's all a question of reliability. And the Avenger is so reliable that it can do five races, which range between fifty and a hundred miles each, without the engine being looked at. The oil isn't even changed and very rarely is any added.

They use ordinary Shell Super Multigrade which obviously has a pretty tough job to do. Especially as the Formula does not allow sump baffles and the Avenger has cornering speeds equal to any other car in the Championship. So far Unett has never suffered surge and the subsequent oil starvation.

Now, when asked to comment on oil, Des O'Dell simply says "We just put Shell in and forget about it".

RALLY CHAMPIONS, TOO

Chrysler UK is not only in circuit racing. This is a small team running on a very tight budget with only five mechanics and a tinsmith to call on; yet it has also experienced remarkable success in rallying.

In '75, for example, Avenger drivers were Group One Champions in Finland, Belgium, Ireland, Ulster and Great Britain.

More recently, much to the astonishment of the powerful Japanese entry, a lone Avenger driven by Andrew Cowan won New Zealand's International Rally by a wide margin. And this is an event where competitors have to cover twice the distance of the RAC in the same time.

With a record like this it is perhaps not surprising that Fangio turned to Chrysler.

So next time you see an ordinary Avenger sitting outside a supermarket, just think how extraordinary it can be made by changing only five per cent of it.

Shell SPORT

Helping to keep the wheels turning.



Teddy Meyer tries to calm an angry Hunt after the race; a lack of pit signals led him to think he had finished too far down the field to win the Championship.

realised that his own World Championship title had very likely vanished and then walked slowly to his waiting car and left the circuit.

On lap six Brambilla came charging into the pits to replace a chunking left front tyre and that dropped him down to eighth, but he went charging in at unabated speed. Pace and Fittipaldi lasted until laps eight and ten respectively before pulling into the pits, officially with mechanical troubles but in fact with similar misgivings as Lauda about the weather conditions.

By the tenth lap Hunt was over 8 sec. ahead of Andretti, but the crowd's attention now focused on the efforts of Hoshino who had bought his Tyrrell up to third place by the tenth lap, passing Regazzoni's Ferrari and Scheckter's newer Tyrrell P34 as he did so. This magnificent performance lasted only for a couple of laps until the fast-recovering Brambilla displaced him and then the Japanese-entered Tyrrell stopped for a tyre change on lap twenty. Brambilla steadily hauled in Hunt's leading McLaren and completed the 20th lap right on its tail, the British driver keeping a close watch in his mirrors as he didn't want the volatile Italian to ruin his Championship chances with a single imprudent move. Halfway round the 21st lap Brambilla decided to make a bid for the lead and came rushing up on the inside of the hairpin, careering across Hunt's bows and immediately spinning as Hunt repassed on the inside. Brambilla, who reported to his pit that his March's engine cut out and caused the spin, dropped to fourth place behind Hunt, Mass and Depailler's Tyrrell as a result.

By this time the track surface was drying noticeably and McLaren team manager Teddy Mayer was anxiously signalling to his two drivers that they should move off the dry "line" on the main straight and keep their deep-grooved rain tyres on what water remained. Mass gradually closed in on his team-mate, seemingly intent on leading the race for himself rather than protecting Hunt's advantage, but his efforts came to an abrupt end when he hit a large puddle on the long right-hand corner before the pits and careered off the track into the guard rail, much to the detriment of the McLaren's front end. This drama left Hunt lapping comfortably on his own in the lead, but Pryce had worked his shadow DN8 up into second place by the time 40 of the race's 73 laps had been completed. Unfortunately Pryce's gallant effort lasted a mere seven laps before the Shadow's engine expired in an expensive cloud of oil smoke. That put Depailler back to second ahead of Andretti while Brambilla had already departed the fray with severe electrical problems. Both the Williams cars were also out before 50 laps had been completed, Merzario with gearbox trouble and Binder with a seized rear wheel bearing.

With just over 20 laps to go it was clear that Hunt would have to take things very steadily if he was to avoid the tyre problems that afflicted most of his rivals. He could see that his left front tyre was wearing very badly, but he was waiting for a signal from his pits to indicate that they were ready for his arrival to change it. However the McLaren lads were waiting for their man to make his own decision and the result of that was that Hunt just stayed out in the lead, wearing his tyres harder and harder.

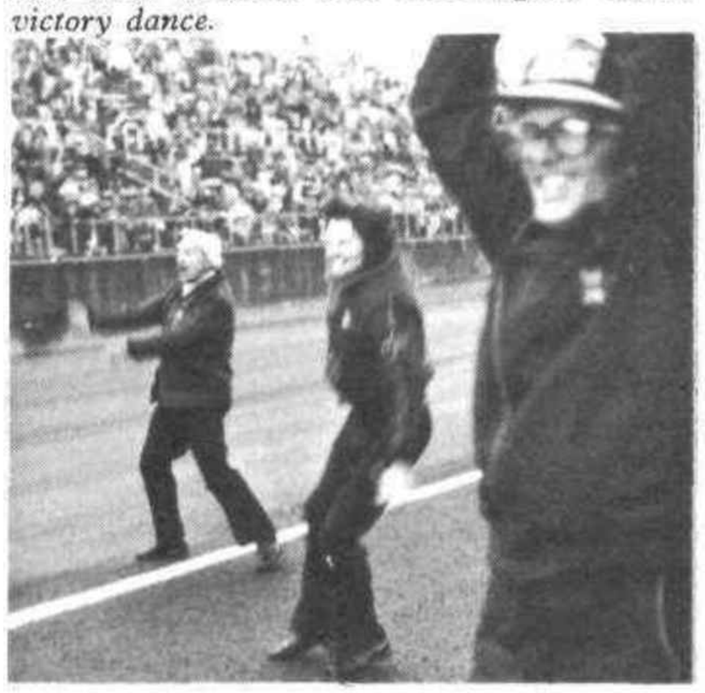
Depailler closed to within 5 sec. of the leading McLaren with 13 laps to go, five laps after the demise of his team-mate Scheckter with engine failure, but the Frenchman was pressing on rather too hard for the good of his tyres on the drying surface and the left rear cover soon deflated onto its rim, forcing the Tyrrell into the pits for it to be changed. By contrast, Andretti had dropped back to a distant third, watching his tyres all the time, and hoping to run through to the finish without making a stop.

Andretti's tactics paid off in brilliant fashion. With ten laps of the race left Hunt decided to go for a finish rather than a win, slowing up even more in a desperate attempt to finish with his tyres intact. There were only nine laps left to run when Andretti piled on the pressure for the spurt to the finishing line, pushing his Lotus into the lead as Hunt dropped briefly to third, then back to second as Depailler made his stop for tyres.

The crowd watched on tenterhooks, knowing that a pit stop might be the crucial factor in the points war between Hunt and the retired Lauda and might be the one factor that prevented Hunt from taking the Austrian's World Championship crown. Then, on lap 68, Hunt's left front tyre deflated as he came onto the startline straight and he pulled quickly over into the pit lane and stopped by his waiting mechanics. Working with commendable calm, the McLaren lads replaced the two rear wheels but had a nasty moment when they couldn't slip the jack under the left front wheel because the tyre deflation meant that this corner was virtually dragging on the ground. One of the mechanics lifted the suspension up so as to permit the jack to be inserted, the front tyres were changed and Hunt was back in the fray in fifth place with only five laps to go.

Hunt needed to finish fourth (at least) in order to equal Lauda's 68 points total and thus wrest the Championship from him by virtue of having won more Grands Prix, and the British driver went like the wind for those last few laps, rocketing past Regazzoni's Ferrari and Jones' Surtees (which was slowing with a puncture) to regain third place at the start of the penultimate lap. Almost unnoticed in the great "media hubbub" surrounding Hunt's consequent one-point victory in the World Championship for Drivers, Mario Andretti was waving his right arm in salute as he negotiated his slowing-down lap after putting Colin Chapman's team back on the winning map after so long in the wilderness. Depailler was a disappointed second, yet again, ahead of Hunt, while Jones struggled home a good fourth ahead of Regazzoni and Gunnar Nilsson in the second Lotus. Thus, as the dusk fell over the Mount Fuji circuit, the first Formula One Japanese Grand Prix finished amidst scenes of great British rejoicing and jubilation for the worthy new World Champion Hunt and celebrating that the Lotus *marque* was at last back in business following Andretti's well-judged victory.—A.H.

Back in the old routine. Chapman, Southgate and Warr re-enact that once regular Lotus victory dance.



Results:

JAPANESE GRAND PRIX—Formula One—73 laps—Fuji Speedway—4.359 kilometres per lap—318.207 kilometres—Wet and Foggy

1st :	M. Andretti (Lotus 77/R1)	1 hr. 43 min. 58.86 sec.—183.615 k.p.h.
2nd:	P. Depailler (Tyrrell P34/3-2)	1 lap behind
3rd :	J. Hunt (McLaren M23/8)	1 lap behind
4th :	A. Jones (Surtees TS19/04)	1 lap behind
5th :	G. Regazzoni (Ferrari 312T2/027)	1 lap behind
6th :	G. Nilsson (Lotus 77/R2)	1 lap behind
7th :	J. Laffite (Ligier JS5/01)	1 lap behind
8th :	H. Ertl (Hesketh 308/3)	1 lap behind
9th :	N. Takahara (Surtees TS19/02)	3 laps behind
10th :	J-P. Jarier (Shadow DN5/5B)	4 laps behind
11th :	M. Hasemi (Kojima KE 007/1)	7 laps behind

Fastest Lap: M. Hasemi (Kojima KE 007/1) in 1 min. 18.23 sec.

Retirements: R. Peterson (March 761/6) engine trouble, on lap 1; L. Perkins (Brabham BT45/1) poor handling, on lap 2; N. Lauda (Ferrari 312T2/026) driver gave up, on lap 3; C. Pace (Brabham BT45/3) poor handling, on lap 8; E. Fittipaldi (Fittipaldi FD04/4) engine trouble, on lap 10; A. Merzario (Williams FW05/3) gearbox trouble, on lap 24; K. Hoshino (Tyrrell 007/5) shortage of tyres, on lap 28; J. Watson (Penske PC4/01) engine trouble, on lap 34; J. Mass (McLaren M23/9) accident, on lap 36; H-J. Stuck (March 761/2) electrical trouble, on lap 38; V. Brambilla (March 761/1-4) electrical trouble, on lap 39; T. Pryce (Shadow DN8/1A) engine trouble, on lap 47; H. Binder (Hesketh-Williams 308C/1) seized wheel bearing, on lap 50; J. Scheckter (Tyrrell P34/4) engine trouble, on lap 59.

25 *starters* — 11 *finishers.*

Customer Without a Cheque-book

An Unusual 3,000-Mile Road-Test of the Chrysler Alpine-S

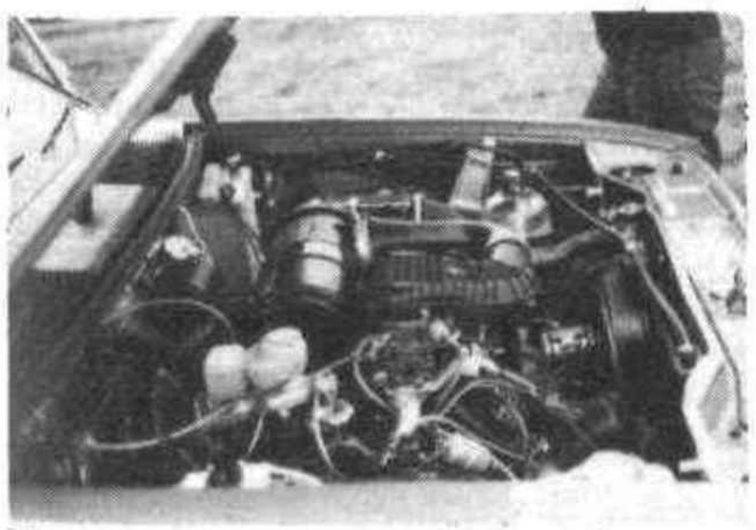


MUDDY BUT UNBOWED.—The hard-used Chrysler Alpine-S during the long-run duration road-test. The Editor says that the star on the front does not inspire him to quite the same extent as that other star from Stuttgart . . . .

WHEN I RECEIVED from John Rowe an invitation to visit some of the newly-constituted Chrysler factories and to take away for a month's road-test a Chrysler Alpine-S, I began to think of the comparatively recent history of Chrysler. How they took over the Rootes Organisation in 1967. Which was rather sad, inasmuch as Rootes-mobiles possessed that little extra that other medium-sized and priced cars lacked—it always seemed to me that the doors of a Sunbeam-Talbot 90 were thicker and closed that much better, the equipment of a Humber Super Snipe was more lavish, the instrumentation, upholstery and *decor* of a Singer Gazelle more complete, than in similar cars bearing other make-names. How Chrysler themselves fell on hard times, in spite of having the Hillman Avenger to sell, which was as close a competitor as any to the contemporary Ford Cortina. How Chrysler has made a remarkable recovery, aided by a Government subsidy of up to £72.5 million, in the past year; it was for journalists to experience the new determination that has carried them to this position that the visits were organised.

Before I deal with that, I am reminded of how Chrysler International was thriving, twelve years ago. Then it was making things like the Chrysler New Yorker, the Dodge Dart and Polara and the Lancet, and the Chrysler Valiant compact etc. It had already linked with Simca. It had its headquarters in Geneva, its Regional Sales Office for the Western Hemisphere in Bowater House in London, and its Latin American Regional offices in Panama City. Dodge trucks rolled out of the long-established premises at Kew. Startling, how even a giant can tumble . . .

Now Chrysler UK is on the mend. It was to emphasise this that John Rowe, who has looked after such publicity since the Rootes days, put on his impressive visitations. First, the journalists were taken to Linwood, to see how the one-time Imp factory has been converted for the production of the 1977 Avengers. Sadness again here, for those who, like myself, enjoyed the cheekiness of the little Imp and its variants, a car which in spite of its willing light-alloy engine in the boot, its splendid gearbox and its good road manners, came too late to make more than the merest dent in VW Beetle sales in this country.



The 1,442 c.c. 'S' engine is derived from that of the Simca 1100 range.

However, nostalgia plays but a minor part in Big Business and our job was not to dream of the past but admire the manner in which Chrysler contrived to install the body assembly equipment from Ryton at Linwood in the short space of five weeks, and erect a new enclosed receiving dock connecting the power-train plant with the trim and final-assembly shop in time for Avenger production. Chrysler are also spending well over £2.2 million on a new 7-stage body phosphate and electrocoat paint system with a capacity of 1,750 units per week on a single shift and elsewhere are spending £1 million on foundry re-equipment, as well as £7 million elsewhere on improvements at Luton and Dunstable—those millions again!

I was unable to do the Linwood part of the programme, so instead of being flown down through a thunderstorm in a chartered Viscount, I drove to the De Vere Hotel in Coventry in the BMW for the reception and dinner, where we were addressed by that cheerful Canadian, George Lacy, who was recently appointed Managing Director and Chief Executive of Chrysler United Kingdom Limited. He outlined to us the morrow's scheme for each of 50 selected motoring writers to take away a brand new Alpine, just as if they were customers. This long-duration road-test idea isn't new. I have experienced it in the past from Fiat, Citroën, BMW and others, and it originated with BMC and the Mini Minor. It cuts two ways. Although it is true that one becomes acclimatised to a car after long usage and is thus likely to overlook shortcomings which would stick out all too obviously on shorter acquaintance, the longer a car is on test, the more its reliability is in question. Consequently, a manufacturer who is prepared to institute a test of considerable duration presumably has faith in his product. Although Chrysler were hedging their bets by making this a month's trial instead of a six- or twelve-month test, they introduced the novel aspect of using completely new, untried Alpines for the job. And when Mr. Lacy, in a splendidly humorous address, asked us "To be sure to call *me*, should a car break down," I thought how the atmosphere at Chrysler has changed since the days in the 1960s, when I was testing a Valiant. That car developed an electrical "short" that discharged its battery, late at night, while I was at a club film show. John Sprinzel offered me a lift back to London, where my BMC 1100 was parked, so I left the defective Chrysler Valiant in the pub car park, naturally locking it up before so doing. And I still remember clearly the wrath of the Chrysler-man when I told him of this next day and his rudeness as he realised that I had possession of the key of his precious motor car—the only Valiant ignition key in the country, apparently!

All that is in the past, and here I was, last October, about to exchange (temporarily) BMW for Alpine. First, there was a walk-about in the Ryton plant, just outside Coventry, where these cars are made. The industrial feat of changing-over the Avenger to the Alpine production equipment in a matter of 161 days is quite staggering. It included planning and designing new plant, obtaining it from the supplier, dismantling the old equipment, and installing the new, the latter part of this formidable operation occupying a mere six weeks. John Haig, Director of Manufacturing Engineering for Chrysler UK, proudly calls it the biggest task of its kind in the history of the Automotive Industry. The cost will be £11 million—those millions yet again!

The Ryton factory, formerly a Sunbeam-Humber refuge, was seen to be very spacious (there are 1¼-million sq. ft. of it), with

ample scope for upping output to some 1,000 Alpines a week, and it is well lit and contrived. I was reminded, too, that the Chrysler Alpine is very definitely a Common Market confection, for the power-pack and body panels come from Poissy, near Paris and the car's equipment includes SEV-Marchal lamps, Veglia instruments, a Tudor battery, Michelin tyres, etc.

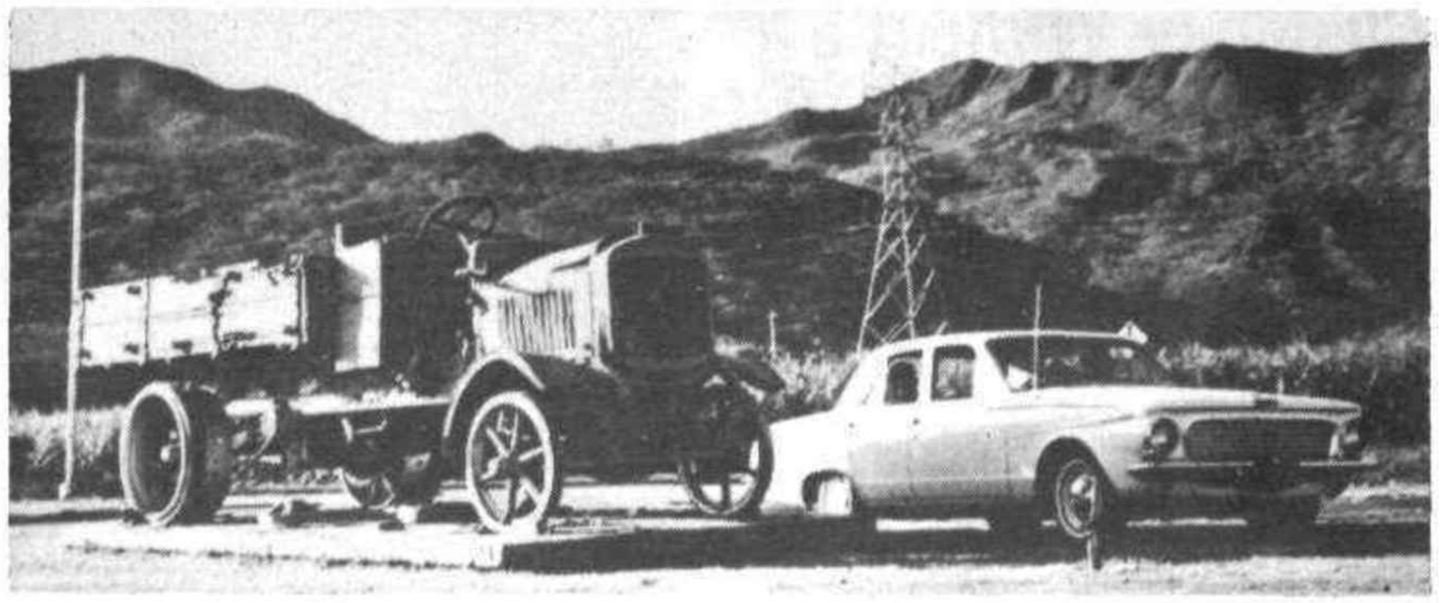
It was raining after the factory visit ended, so a colleague kindly chose my Alpine-S for me. It seems that RAC 59R was a better one than he picked for himself, as I hear it stalls in traffic and acts as a reservoir to help combat a return of the drought . . .

As I left Coventry for home in my new motor car the odometer read just 9 miles. Misreading a badly placed signpost at the ring-road, I found myself committed to enter the Whitley plant, where Chrysler UK research is carried out. On the correct route again, I came upon a somewhat symbolic sight—an Imp apparently abandoned on the grass verge . . .

I decided to run-in this new Chrysler possession at 50 to 60 m.p.h., keeping the engine speed down to around 3,000 r.p.m., and I was also careful not to let the machinery slog. Initial steering stiffness drew attention to the fact that this Alpine is a Simca-like front-drive car, so forthwith I cast thoughts of rear-engined Imps and of how the Chrysler dealers contrive to sing the praises of f.w.d. Alpines and r.w.d. Avengers in the same showroom, from my mind. Initially I found two things that were disconcerting. The oil-gauge needle was hard over against its stop and I did not know whether this signified no pressure, or too much pressure—actually, this is a rather endearing aspect of the Alpine, because if the needle is hard over to the right, all is well. The other odd thing was a pinching of my right foot as I turned the rather thick, rubber-clad steering wheel. It was caused by the column being exposed, as on a toy car, instead of being encased in a tube; but



Only twelve years ago Chrysler UK was associated with cars of the calibre of this Chrysler New Yorker, seen here in a Dutch setting.



Chrysler's previous smaller-car venture was with the Valiant compact, seen here in Venezuela parked beside an early lorry. No doubt commercial-vehicle experts will be able to tell us the make of this solid-tyred, chain-drive truck, which appears to be permanently parked on a kind of dais.

once bitten, you remember this. Anyway, most cars feel inferior for a time, after a BMW . . . At least the Alpine's fuel tank was full, which it almost certainly would not have been, had I been a customer *with* a cheque-book.

This Alpine-S was immediately put to work and the more miles I drove it, the more I liked it. It lacks a little in refinement, both in interior *decor* and noise levels, but it is very easy to drive, carries a very big load uncomplainingly, and has a crisp external appearance, although the 13 in. wheels, shod with Michelin ZX tyres, look rather too small for the body shell above them. The gears change nicely with a handy, quite long lever, there is a complex but good means of directing cool air into the car, and the heater, controlled initially by a rotary facia-knob, gives me just about enough heat, although not promising too well for the winter. The brakes have a spongy feel and a long pedal travel, but are otherwise adequate, the front-wheel-drive did not make its presence known except by good traction, once the initial steering stiffness had worked off, and there is a full, easily read instrumentation and warning-lights system, facia illumination controlled by big knurled knob inset below the facia. The dash lighting shows up the four knobs for the various services and the positions of the heater-quadrants. This Chrysler is a five-door car but so spacious is the ordinary boot that rear-seat folding was not resorted to in my usage of this roomy car. The minor controls include triple control-stalks, of which the direction-indicators one cancels too quickly, and a n/s bonnet-release, quite beyond the reach of the driver, for the very heavy rear-hinged bonnet, this release lever fitting flush with the scuttle-side. The car, I was pleased to find, had a very good Chrysler CP5 radio. The headlamps are powerful and give a good spread on undimmed beams.

RAC 59R was put to hard usage, taking me into Staffordshire from Wales and back again to Coventry and to Worcester, over its first weekend, and it was then driven very fast to London almost before it was run-in. It seemed to be giving just better than 33 m.p.g. of 4-star and later a check over a big mileage that included driving on the M40 and M4 Motorways, on which this Alpine-S would be very ready to exceed its 70 m.p.h. at 4,000 r.p.m. if Mr. William Rodgers, the Transport Minister, would allow it, gave a commendably thrifty 33.3 m.p.g. A 13-gallon tank ensures a very useful range of 425 miles or more.

We had been asked to have these Chryslers serviced, still acting as customers, at between 800 and 1,200 miles. I used the car to cover the VSCC Welsh Weekend and 1,373 miles had been run before this work was expeditiously carried out by Francis' Garage in Llandrindod Wells. As far as I know nothing untoward was found and before this the oil-level on the invitingly placed dip-stick showed no departure from its correct reading.

Since then the Alpine has been used to visit the Earls Court Motor Show, to make another journey to and from London from Mid-Wales, and for countless shorter journeys, and it has just brought me back from a Wales-London-Cambridge-Wales trip. It has been a good servant, starting quickly, idling as it did from the beginning at 1,200 r.p.m., and using no oil to date, in a mileage, as I conclude these notes, of 3,346. Apart from an occasional squeak from the clutch pedal and a driver's door that has taken to sometimes jumping for no apparent reason onto its safety-catch (it has a tendency not to shut properly if slammed, bouncing partly open, which aggravates this fault, cured by pressing down the cill-button), and no rubber on the accelerator pedal (perhaps there isn't intended to be one), this Alpine has been notably trouble-free. Oh, but the Veglia clock loses time. Vision for the driver is good but a ghostly experience is to find the brake lights reflected in the rear window, at night. The screen wipers have 2-speed and a manual-flick action and door pulls and handles are well contrived. A rather shallow well ahead of the gear lever is supplemented by a lockable facia well and under-facia shelf. This Alpine has been a most serviceable family-saloon. If I were a real customer I would have paid the reasonable price of £2,719 for a normally equipped "S" or I could have invested £3,040 in a luxury-fitted-out "GLS" Chrysler Alpine. Both these models have the 1,442 c.c. engine that runs safely to 6,500 r.p.m. and gives a top speed of around 100 m.p.h.—W.B.



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BOOKS FOR CHRISTMAS

"The World Water Speed Record" by Leo Villa and Kevin Desmond. 206 pp. 8¾ in × 5½ in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W1H 0AH.* £4.75.)

This is a most acceptable book, because it covers ground that is entirely new. It is high time the World's Water Speed Record was fully documented and this Kevin Desmond has now done most thoroughly, with extracts from earlier books about one aspect of the subject by Leo Villa, Donald Campbell's faithful engineer.

The book takes the reader from the very earliest days of timed speed on water, when the steamboat *Sir Arthur Cotton* did a rousing 24.61 m.p.h. in 1874, and when the actual water speed record began in 1897 with *Elaine* being timed at 9.73 m.p.h., to the present astonishing speed of 285.21 m.p.h. set up in 1967 by Taylor's *Hustler.* (The propeller-driven boat record, as tables at the end of this informative book tell us, stands to the credit of Duby's *Miss US*1, at 200.419 m.p.h.)

The book gives just enough technical information, contains interesting thumb-nail biographies of the well-known speed-boat personalities as the text progresses, and divulges plenty of data about the famous Harmsworth Trophy races of 1903-61 and other important races. Indeed, it does not confine itself entirely to the WSR and to read it is to learn a great deal about fast motor-boating down the years. Naturally, many links with motor-racing will be found, together with a few references to cars used by boating personalities. (Betty Carstairs' yellow Rolls-Royce and her Bentley from which, as she passed a lorry carrying a rival boat to hers on the road, she called up "This is the only time I shall pass it.")

If there are a few printers' errors, with Segrave given that second "a" in the Bibliography, and if the text is sometimes a little flippant, with the great Garfield Arthur Wood repeatedly called "Gar" (he is another personality whose career is revealed for us), and if not all the successful WSR boats are illustrated (but there are fascinating thumb-nail sketches of some of them, and ample historic photographs), this detracts hardly at all from the worth of this, the first complete history of the fascinating WSR, which should have been written long before this. Batsford are to be congratulated, along with the young technical journalist who wrote it, for being first in this field. I can assure motoring enthusiasts that they will find much to interest them in this book, which naturally covers the WSR and motor-boat racing records of drivers such as Sir Malcolm Campbell, Kaye Don, John Cobb (killed before he ever got the record) and others. Incidentally, the number of persons who met their deaths trying to go really quickly in boats is depressing—it goes much further than the remembered fatalities to Segrave, Cobb and Donald Campbell. By the way, the thought occurs that some of these WSR boats might form a fascinating subject for models; I have only recently learned that in the 1950s and 1960s J. W. Sutcliffe Ltd. of Leeds made tinplate models of *Bluebird II.* Splendidly, Sir Thomas Sopwith, CBE, who was fastest man on the water in 1912, has written the Foreword to this excellent book.—W.B.

"Lindbergh—A Biography" by Leonard Mosley. 446 pp. 9½ in. × 6 in. (*Hodder & Stoughton Ltd., 47, Bedford Square, London, WC1B 3DP.* £6.50.)

The story has oft been told of Charles Lindbergh's first solo flight across the Atlantic, from America to France, in 1927, in his Ryan monoplane *Spirit of St. Louis,* which crossed in 33½ hours. This book goes much further. It is about the life of the famous pilot and his wife, from his boyhood days, through his "barn-storming" and very accurate mail-'plane flying, to his great Atlantic flight that gave him not momentary but ever-lasting fame, and the sad effect of such popularity on two people, Lindbergh and his wife.

Indeed, the celebrated biographer, Leonard Mosley, does not dwell too long on the Atlantic flight itself, although that is well described; the drama building-up nicely, so that one is astonished at Lindbergh's casual circling of fishing vessels to ask the way, which was a part of it. What he is interested in doing is to explain the terrible effect of World publicity on a decent human being (James Hunt, watch out!). There was the kidnapping of the Lindberghs' first child, and later the manipulating of Charles Lindbergh by the Nazis for their own ends, so that he was, for long after the Allied victory, tainted as a Nazi sympathiser, and worse. (This interests me, because I can begin to see how one of my all-time heroes, C. G. Grey, another Charles, who so fearlessly edited *The Aeroplane* magazine in pre-war days, may well have become pro-German in the same insidious fashion.)

There are references in this book to Lindbergh's early motor vehicles, such as the V-twin Excelsior motorcycle he owned while at University, which is illustrated. But mainly this is a book about aeroplanes and aeroplane people. It is a sordid story, which makes sense of the adage that to live happily, you must live without attracting attention. The book is a long, very detailed, and reasoned biography of a character who must be very close to all our hearts—a man who was less worried in the lonely cockpit of his trans-Atlantic aeroplane than in his subsequent, outwardly successful and affluent, career. Those who dabble in writing history will admire the author for his painstaking research, as outlined in his 34 pages of source-notes at the end of the book. Heavy going, this one, but essentially interesting. The sort of book, perhaps, to read over the Christmas break—W.B.

"Death Race" by Mark Kahn. 159 pp. 8¾ in. × 5½ in. (*Barrie & Jenkins Ltd., 24, Highbury Crescent, London, N5 1RX.* £3.95.)

This ghoulish book, taking us step by step through the 1955 Le Mans catastrophe, is at once unnecessary to the student of motor racing history and compulsive reading for those who wallow in blood and destruction. The latter is no doubt why Mark Kahn wrote it, and why his publishers were glad to publish it.

At first one thinks that this will be a revealing of facts that may shed some new light on the cause of the Le Mans catastrophe, in which 82 people died. At the time of the accident suspicion fell on the drivers who were near the pits when Levegh's Mercedes-Benz hit Lance Macklin's Austin-Healey and shot up the bank and into the crowd, namely Macklin and Hawthorn. Does this book do anything to clear up any further points about this horrific accident? It does not. As one reads on, one is sickened to find that although it adds nothing new it does appear to pin some of the blame on Mike Hawthorn, *who cannot answer back.* "Death Race" is really a book about Lance Macklin, and as the study of a typical play-boy racing-driver of the pre-war years it has a mite of interest in it. But the author's judgement of the Le Mans disaster is seen very much through Macklin's eyes, and 20 years is a long time ago. How clearly can this driver be expected to remember the second-by-second happenings leading up to the impact between the ill-fated Mercedes and his own car? Not clearly enough, might be the verdict, especially when one discovers that Macklin thinks he finished second at Sebring in 1954, when reports tell us that, in fact, he was third, and fourth on the road, under rather different circumstances from these recounted by Kahn! Kahn himself is also a bit hazy about the gory subject of which he is writing. He refers more than once to a mysterious driver called Waddei, thinks Arnage is a hairpin, gets odd dates incorrect, which admittedly can happen to the best historians, and tries to pin a very funny piece of alleged cheating on Mercedes-Benz. The pictures in this book are pathetic, too. I would recommend spending the 395p they hope to sell it at on a bigger turkey—W.B.

"Graham" by Graham Hill with Neil Ewart. 175 pp. 8¾ in. × 5½ in. (*Hutchinson Publishing Group Ltd., 3, Fitzroy Square, London, W1P 6JD.* £3.95.)

We all, of course, admired Graham Hill enormously. It was terribly sad when he took a chance and flew his aeroplane, and its luckless passengers, into a hill near his home in fog. One respects the memory of this great driver and forthright human personality. For this reason I hope those who are of the same mind will not overdo the biographies, articles and recollections of Graham Hill until this respect in which he is held is in danger of becoming tarnished.

Those were my thoughts as I read yet another book on Hill, by Graham, about his

motor-racing career. It is a sort of briefer version of his "Life at the Limit" and takes his career on beyond 1969. Fair enough! Because Graham's own account of how he recovered from the Watkins Glen crash, how he eventually retired from motor-racing, how he ran his Embassy team, and what it was like to be a constantly occupied jet-setter/businessman, is well told and readable. The book is embellished with splendid pictures, too, many of them in good colour, and the Foreword is by HRH The Prince of Wales, KG, GCB. No publisher could resist that . . . and serialisation in the *Sunday Express.*

What sickens me is the last chapter, by Bette Hill. It isn't all that long ago that Graham and the others died, so one hardly expects a blow-by-blow account by his wife of how the news was brought to her and how she reacted, all in tear-jerking detail. I shall probably be told that although people of my generation prefer to keep personal grief to themselves and have some respect for privacy, for themselves and their children, in times of tragedy, the world changes and you cannot expect the jet-setting fraternity to forgo the limelight and publicity they have long been used to, under any circumstances. That is no doubt very true, may possibly be even right and proper, so I will try not to express surprise at Bette Hill describing her husband's funeral as "most impressive" . . .

Maybe this is the kind of thing the present generation laps up? If so, after the Christmas turkey, the brandy and the cigars, you may be able to digest and relish this book, right down to the last page. But to me, the ending is in very poor taste (and then there is the picture on the dust-jacket of Bette kissing Graham). If you agree with me, you will no doubt give this one a wide berth. These days, unfortunately, there is an insatiable demand for sensationalism in most things, sex, motor-racing, and a love of death and destruction. So it may be that Bette Hill's authorship will make "Graham" a best-seller and thus put a bit more in the kitty, towards "the good life for the children that Graham planned for them". Good luck!—W.B.

"Gurney's Eagles" by Karl Ludvigsen. 136 pp. 9⅛in. × 7¾ in. (*Motor Books International, 3501, Hennepin Avenue, South Minnesota, Minnesota 55408, USA.* $10.95.)

Karl Ludvigsen made his name as a one-make historian with his detailed history of all the Benz (and Mercedes-Benz) racing cars. Now, in this book, published in the States last summer, he recalls the glory of the Eagle cars of Dan Gurney's All American Racers team. The memory is getting a little rusty here and so this book is welcome as a memory reviver. As one has come to expect with Karl's work, there is copious information, dispensed in text, 139 photographs, drawings and appendices. The seven chapters deal with the formation of the AAA racers by Gurney (who contributes the Foreword) and Shelby, the advent of the English Weslake V12 GP engine, the Eagle successes in Can-Am racing, the difficult period following the 1968 Indianapolis success, the arrival of the 1972 Eagle, the F5000 cars, and the Bi-Centennial Eagle. Good history, this.—W.B.

"Milestones Behind the Marques" by Paul Sheldon. 128 pp. 8¾ in. × 6¾ in. (*David & Charles, South Devon House, Newton Abbot, Devon.* £4.95.)

This is a piece of very painstaking work on the part of Dr. Sheldon of the Formula One Association, assisted by John Thompson and Duncan Rabagliati, in which are set out the individual histories of each car in the F1 BRM, Cooper, Ferrari, Honda, March, Matra, Repco Brabham, Shadow and Surtees teams, between the years 1966 and 1975. As Denis Jenkinson says in his Foreword, every racing car has personality and individuality and if only they could write their own biographies (he means their auto-biographies), what tales they would tell—no one can dispute that.

The next best thing is for dedicated enthusiasts to undertake the task, as Paul Sheldon has done in this book, his research nicely backed-up with page-size pictures of the relevant Grand Prix cars. I think he would agree that such a work would have been far more difficult in older times, because then each car of a team was indistinguishable from its fellows to anyone outside the racing organisations concerned. Today racing is better documented, and thus it has been possible to describe the successes and failures of the individual cars in this book and how these were achieved or came to happen, under each car number—such as BMW Type 153, cars 01, 02, 03, 04, 05, 06 and 07, or Surtees TS7 001 to TS14 005, to run from one end of this fascinating volume to the other. The result is very interesting and highly valuable, especially as the text is supplemented by tables of car specifications and make-by-make race results. The author actually asks that any errors be notified to him, for subsequent correction. But his accuracy has D.S.J.'s approval. Highly recommended—if not as the book to read on Christmas Day, certainly one to be much appreciated if it comes as a gift, to be put on hand for frequent future reference.—W.B.

"Safety Last" by George Eyston. 158 pp. 7½ in. x 4¾ in. (*Vincent Publishing Company, 313, King's Road, Chelsea, London, SW3.* £3.95. *Leather bound and autographed,* £12.75.)

Captain G. E. T. Eyston, who modestly omits his titles, had perhaps the most intensive and interesting motor-racing career of anyone in the vintage-to-the-Second-World-War period, from winning minor races at Brooklands in Aston-Martin and Bugatti cars to putting the Land Speed Record to 357½ m.p.h. in 1938 with a fabulous giant car of his own creation—and taking records innumerable in between. Had "Safety Last" been a complete autobiography of this tenacious man and his remarkably successful career, it could have been the motoring Book of the Year.

Alas, it is so superficial (and so expensive for what it imparts) that one wonders who first brought it about, Eyston, or Vincent? This little book starts off all right, modestly outlining George Eyston's early life, and his 1914/18 experiences in the Army. He was definitely in the "gentleman racing-driver mould", although he will not like me mentioning this. So to read of the Eyston family-seat at East Hendred, where at the chapel attached to the ancient house there are relics of Sir Thomas More and John Fisher and where the Catholic Faith has been preserved for centuries, of his exciting Army career from private to ADC to General Wellesley, and of Eyston's post-war return to Trinity College, Cambridge, is to be pleasantly projected back (always modestly, as I have said) to a fascinating age, long since departed.

But thereafter the book seems to change and although Eyston has much of interest to impart, he does this only briefly, and as if for the general rather than the specialised reader and sometimes does not even tell us the make of the cars in incidents he is describing. Disappointing! A few fresh facts do emerge. And George has a sense of humour; I like, for example, his comment on the LSR,—". . . if you do not do 240 m.p.h. in second (gear) you might as well stay at home", and similar pithy comments. His description of taking the World's 24-hour record at Utah with *Speed of the Wind* is truly great descriptive writing; but this is taken from another book, published in 1936. The chapter of personalities covers only Segrave, Campbell, Cobb, Eldridge, Kimber, and Victor Riley (nothing here about Bert Denly) and takes less than twice as much space as a chapter on the MG Car Club. The paper is very high-class, but apart from one or two pictures of Eyston's early motorcycles, all the illustrations have been used before and, most unfortunately, the text by no means ties up with all of them. These illustrations conclude with a motley assortment of Bugattis, one of which seems to have been taken, without acknowledgement, from MOTOR SPORT.

So "Safety Last" must be written off as a big disappointment, at least to one person who waited expectantly for it. It gives the unfortunate impression, no doubt quite erroneously, that Eyston was "conned" into writing it, and too hurriedly. There is far more technical information about the cars he drove, in my interview with him, published in MOTOR SPORT for October, 1974. A great pity, because this versatile gentleman could write such a rewarding book, and perhaps one day he will. His versatility is emphasised in the present work by a picture of George Eyston driving a 1903 Mercedes in the 1928 Veteran Car Run to Brighton, as a contrast to *Thunderbird.*—W.B.

"Making of the Motor Car" by Michael E. Ware. 158 pp. 9½ in. x 7¼ in. (*Moorland Publishing Co., The Market Place, Hartington, Buxton, Derbyshire, SK17 0AL.* £4.20.)

This is a pictorial study of how cars were made, tested, publicised, and delivered, in the vintage years. I note from the Acknowledgements that the idea came to John Robey of Moorland's after reading the series of articles I wrote for MOTOR SPORT called "Factory Methods of the Vintage Era". But he did not have the courtesy to ask me to edit it. . . .The result is a fascinating book, with many new pictures, beautifully reproduced on art paper, although, naturally, the interiors of factories are not the most luscious subjects for pictorial plates. A splendid browsing book, this, and one which, were it not somewhat expensive for the quickly digested contents, would make a very acceptable title to put on the Christmas books buying list.—W.B.

Motorbooks International have brought out a one-make, or rather a one-period, book, about

the post-war years of Chrysler and Imperial, by Richard M. Langworth. It has 216 10½ in. x 7⅞ in. pages and contains 469 photographs. The price is 15.95 dollars, which those who seek such intimate history should not grudge.

* * *

Hints for cutting the ever-rising cost of motoring are contained in "Reader's Digest Basic Guide", priced at 75p, which should be available from most of the well-known book shops.

* * *

"A Motoring Heritage—the Story of Some Historic British Vehicles" edited by John McLellen, is a sort of pictorial pre-view of the Leyland Collection of Historic Vehicles now incorporated in the Donington Museum. It has been produced by Bartholomew's in conjunction with British Leyland Ltd. Or perhaps I should refer to it as a pre-catalogue of the Leyland Motors' part of Tom Wheatcroft's Museum. Its text may not convey much that is new or of interest to the experts. But its illustrations, many in colour, do depict some unusual vehicles, such as Maudslay cars and commercials, a Bean lorry, a Morris Commercial van used by The Dogs' Home at Battersea, a Guy Star-Flyer chassis on test, and others. Those who see most of the historic vehicle literature will complain that the majority of the pictures have been seen before. But at £1.75 for more than 100 pictures this one might make a useful present for members of the younger generation.

* * *

Those seeking to learn about the technical side of the i.c. engine will find "The Automobile Engine" by M. J. Nunney (Newmes-Butterworths, Borough Green, Sevenoaks, Kent. £4.50) quite a useful introduction. It covers all kinds of car engines clearly, with information on fuel-injection as well as carburation, but not electronic ignition. Two-stroke engines are included.

* * *

Guinness Superlatives have brought out a revised edition of their copiously-illustrated "Car Facts & Feats", which is a mine of information on racing, rallying and ordinary motoring and motor cars. It is a book which writers can use as source-material and enthusiasts, even the experts, can very enjoyably browse through — a splendid reference work. Such works should, however, be accurate, so I am sorry to find the 1927 Sunbeam LSR car still wrongly captioned as the 1936 Silver Bullet, with the wrong date and speed attached, which makes a nonsense of the text immediately above, and the implication that racing returned to Donington Park this year. Careless editing! Otherwise, this book ranks as a grand present. It now costs £4.95. The original edition of 1971, with the same number of pages, sold for £2.00.—W.B.

CARS IN BOOKS

ONE WONDERS what the old black car, blunt-bonneted and powerful, and half-restored to its original late-1940s condition was, which is mentioned by David Agamon in "A Slice of Britain" (United Writers Publications, 1976) as being at Llyn Geirionydd. An Austin Princess, perhaps, possibly still there.

I have been reading the rest of those "Diaries of Evelyn Waugh" (Weidenfeld & Nicolson, 814 pages, £7.95) for your possible edification, but I have found very few further references to motoring, although there is a reference to his friend Richard Plunket-Greene trying to sell cars to "thirty awful men from Oxford", which, as this was in 1927, probably meant Frazer Nashes. That year Waugh sold his motorcycle, presumably the Francis-Barnett bought new in 1926, for £10. The 1930 Meopham aeroplane accident is mentioned, in which Col. G. L. P. Henderson, late of the Brooklands School of Flying, was the pilot who was killed with his passengers, as Waugh was with Lady Dufferin when the news came through; the Marquess of Dufferin and Ava was one of those passengers.—W.B.

MINIATURES NEWS

IT HAS BEEN a very long time since Lesney Products of London have issued new additions to their extremely popular "Models of Yesteryear" series. The last one, a Riley Imp if we remember correctly, was still-born. Now these nicely made, finished, and detailed car miniatures have reappeared. The first two are numbered Y-4 and Y-5. The first is an impressive replica of a 1930 Model-J Duesenberg coupé-de-ville, measuring 4½ in. in length. The scale is 1/43 and in spite of the relatively small size of the model the wire wheels, which include two side-mounted spares, are beautifully spoked and plated, and such accessories as twin front-mounted horns, the specially styled front bumper, the headlamps mounted from the sides of the radiator, and the strapped-on rear trunk, rear lamps and bumper, etc. are realistically provided, while such things as the instruments, bonnet louvres, dummy hood-irons, etc. are simulated. The Duesenberg radiator is especially well reproduced and beneath the car the springs are there, and the engine, transmission and exhaust system are simulated. This is a beautifully-made and painted model. The only criticism relates to the rather-too-horizontal l.h. steering column.

The other new "Model of Yesteryear" is a 1907 Peugeot but as no sample was received, I cannot comment on it. The price of these excellent Lesney miniatures is £1.15 each, which is very modest compared to many other often smaller, inferior-finish die-cast miniatures. If you want them for Christmas, I suggest you go to the toy shops now . . .

I have already commented on the excellence of Grand Prix Models' splendid 1/43-scale 30/98 Vauxhall Wensum model. Another new one from this source is a miniature of the streamlined 1954 Mercedes-Benz GP car, modelled with the assistance of Mercedes-Benz themselves. GP Models also have kits for making up six different versions of Porsche 911, the 1973 Daytona-winning 911R (Kit No. 45), the Nurburgring RSR (Kit No. 43), the 1975 Daytona-winning 911 (Kit No. 40), last year's GT Championship-winning RSR (Kit No. 38), the "Tebernum" that won at Imola in 1975 (Kit No. 37), and last year's "Fotoquelle" modelled with the help of Max Moritz (Kit No. 22). I find myself wondering if all these cars are on the desk of Mike Cotton, Porsche's new British PRO. Details of these model kits are available from Grand Prix Models, 173-175 Watling Street, Radlett.
W.B.

IN MINIATURE

WHEN I remarked in a book review last month that my miniature Hispano-Suiza tourer was probably by a different toy-maker from the one who made the 50 cm.-long 1930 clockwork Rolls-Royce, this was because the maker of the latter is rendered in that splendid book "The Art of the Tin Toy" (New Cavendish Books, 1976) as "Jep", whereas I have thought of the firm as J de P or JEP (Le Jouet en Paris). I now accept that both cars were made by the same Parisian Toy Company; I note that in another book devoted to model cars the Rolls-Royce is quoted as a 61-cm.-long JEP production. Whether this firm was the same, or associated with, Les Jouets d'André Citroën who made those never-to-be-forgotten tin-plate miniature Citroëns of the vintage period, I do not know.

In the former book David Pressland reminds us that J de P (or Jep as he has it), cleverly used the same basic structure for both their R-R and H-S toys and in the same way got open and saloon Renault, Delage and Panhard-Levassor 34 cm.-long models from one basic design. It was one of these Delage saloons that I cut down into a stripped racer in my youth. As delivered, these models had a big spotlight on the n/s driver's door pillar (they were l.h.d.) which could be illuminated from a torch-battery concealed beneath the frame of the car. I think that the steering functioned, too.

It certainly does on my Hispano-Suiza, which also has a Klaxon horn, smartly-lined disc wheels shod with tyres inscribed "Dunlop Cord" (these have the old herring-bone tread and are just over 3 in. in dia., and must have been made specially, as they are not Meccano tyres), an openable (celluloid) single-pane windscreen, a sprung front-bumper, headlamps that lit from a hidden battery and a rear-mounted spare wheel. The radiator is correctly scripted and has the H-S badge but neither my Hispano-Suiza nor the Rolls-Royce illustrated in "The Art of the Tin-Toy" has a mascot. There is the printed dashboard with six simulated instruments and central switch-board (the latter more appropriate to the H-S, I would have thought) common to both cars, as is the body-shell. The Hispano has sporting lined-in doors and bonnet louvres, the wheels have integral ribbed brake-drums, and from the cockpit rise two long central levers, the left one operating the forward/reverse gears, the shorter right-hand one a transmission brake. Curiously, this Hispano is r.h.d., with a four-spoke steering wheel. It has a rear trunk and carries number plates inscribed 7395-J de P, which rather makes my point about how the maker liked his name transcribed. The clockwork is wound, via gearing, from the front of the car, by means of a simple enormous key. The finish is mustard-yellow, with black mudguards, and I make the wheelbase 13.5 in., the

Continued on page 1490

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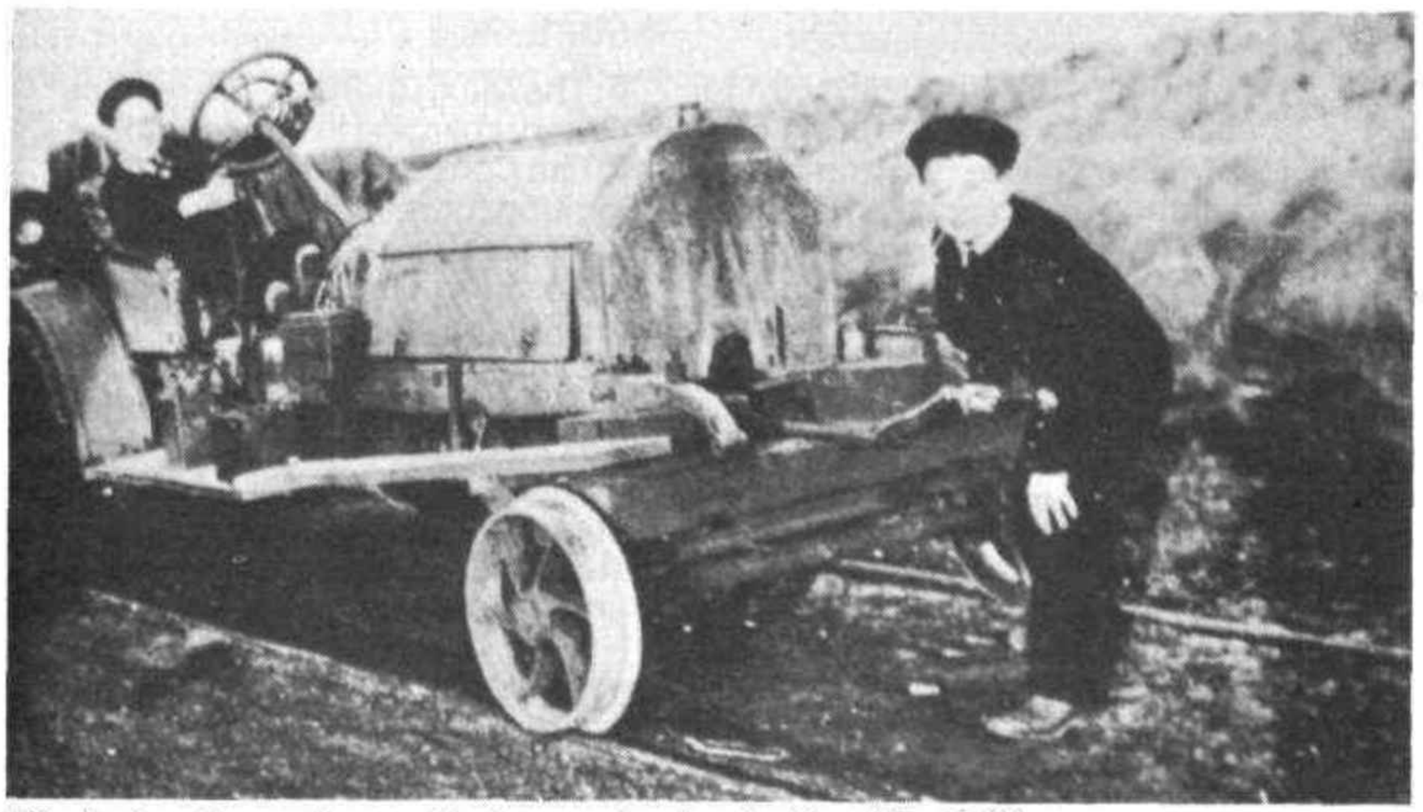


The Editor on his way successfully to Brighton at the wheel of Tom Lightfoot's 1902 8-h.p. Beaufort, on the occasion of last month's Veteran Car Run. The event is featured in colour on page 1472 of this issue.

FROM Mr. Roger West, Production Editor of the *Industrial Railway Record* publications, we have received No. 67 in this series (published last August and available for 75p, from R. V. Mulligan, 3, Cumberland Grove, Great Sutton, Wirral, Merseyside, L66 4XH) about the Spurn Head Railway. What has this to do with MOTOR SPORT? Well, apart from some of our readers being interested in steam, it contains two photographs and some information about an old Itala car which was converted into a railcar on that line. This car was at one time thought to have been a Wolseley but one of these pictures clearly shows the big "Itala" inscription on the radiator. Mr. West wonders if it was a racing Itala and if so, which one?

It is difficult to answer this query, because most of the big Edwardians, when devoid of coachwork, could be mistaken for racing cars when they were, in fact, touring chassis. But the well-raked steering column, the two bucket seats at the back of the chassis, the long outside handbrake lever, and the lettering on the radiator, which would have seemed undignified on a touring or town car, certainly suggest that this *was* a racing car, which rumour supports. It was apparently put into service as a railcar, with a new front axle, and flanged rims attached to its wooden-spoked artillery rear wheels, in February 1918 or maybe earlier, and is clearly a pre-1914 car. It was used by a Lt. Lees, RE, from that date and remained in use "for a considerable number of years", employed, it seems, as Officers' transport! It was said to have had a 50 h.p., four-cylinder, coil-ignition engine and to do 60 m.p.h. on rails. In time the radiator had to be replaced by a water tank, and previous to this a wooden 4/5-seater body had been fitted.

What became of this Itala will probably never be known, nor its identity established. But there is one item that may be relevant. After the war a Major-General L. C. Holden, RE, took out a patent for converting war-surplus FWD lorries for railway work. Although he did not proceed with the idea, it was taken up after 1923 by Hardy Motors Ltd., and such a railcar was used on the Spurn Head line, as the aforesaid booklet describes and illustrates. Now this was surely the Col. Holden whom Locke-King had called in to design Brooklands Track. If so, he may well have had the task of equipping military railways during and after the war and have suggested to the WD the Hardy railcar for use at Spurn Head. If that was the case, he may earlier have discovered for them the old Itala car, for while at work on Brooklands Track he would have been aware of the Itala factory at Weybridge and of the Locke-King's enthusiastic use of these cars. He might even have been himself provided with an Itala, perhaps a discarded racing car, to facilitate his journeys about the Brooklands Estate and to and from his home in Malvern, in 1906/7. This car could have become long in the mechanical tooth by 1918 and been sent up by Holden to serve on this military railway. It is a long shot I agree; but until anyone has anything better to offer . . . It might even have been Dame Ethel Locke-King's own Itala, "Bambo", that Holden knew to have been laid up during the war? The link between Brooklands and this Yorkshire railway is not quite so far-fetched perhaps as it might seem, because the Contractors who built the Track did work on the sea-wall there, from 1915, and in this connection took some of their locomotives to work over the railway. It might be that they had used the Itala on their contractors rails at Brooklands, or as a converted lorry, and later took it to Spurn Head with them?—W.B.



The Itala rail car photographed some time in the First World War.

V-E-V Miscellany.—The owner of a Fiat 501 tourer in Denmark is in need of an original eagle mascot and a Fiat Motometer, so that this "well-worn but running Fiat will look just the way it did when it first ran on the streets of Copenhagen in April 1923". It has been reshod with 760 x 90 tyres on a set of Italian Sankey-type Michelin

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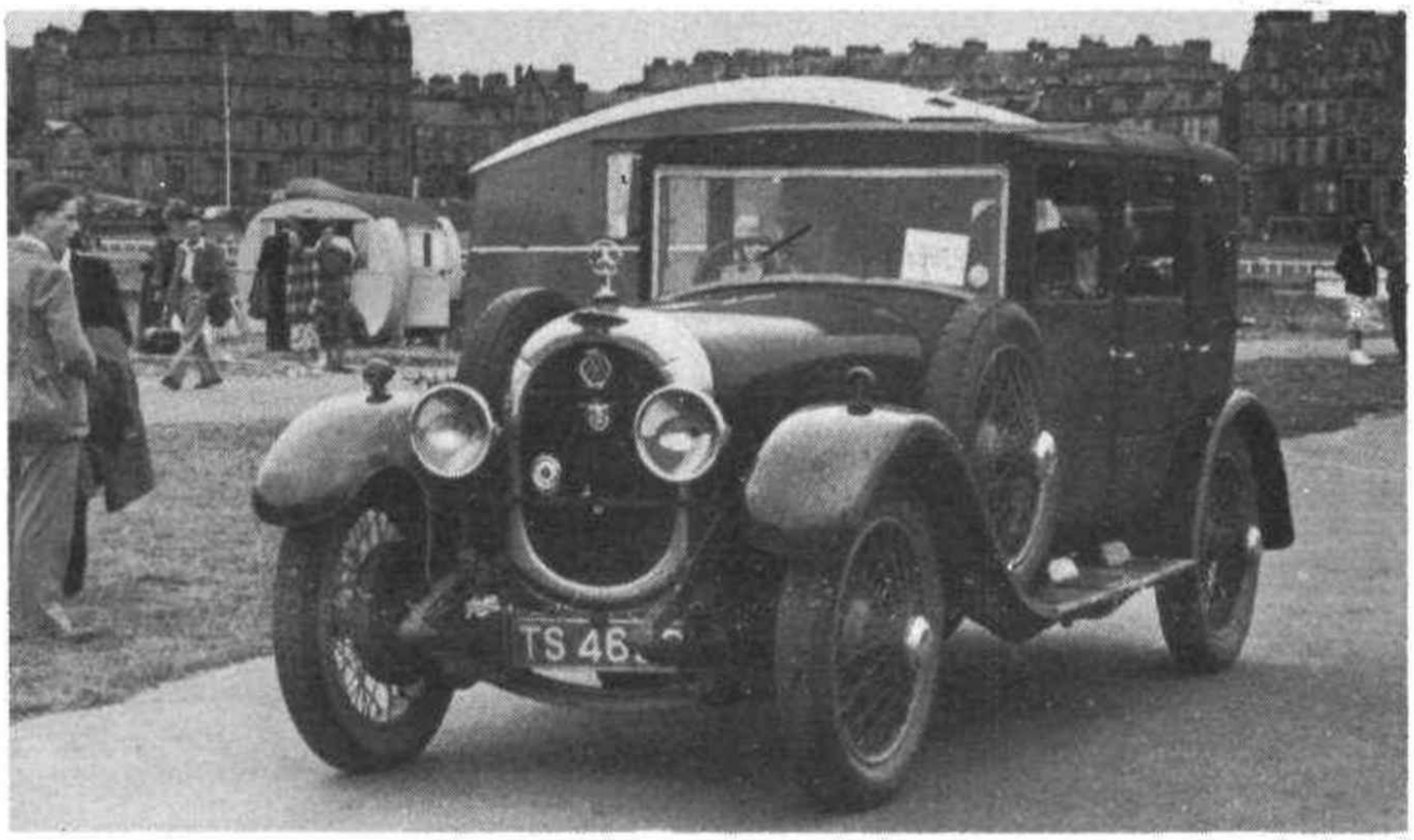
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wheels, found in Switzerland. If anyone can help with the other requirements, we can forward correspondence. The date of the previously-mentioned Historic Vehicle Silver Jubilee Tribute at Windsor has been announced as May 7th/8th next year. The arrangements are in the hands of the Transport Trust, the VCC, the VSCC, and the HCVC. Details from: The HVSJT, 32 Chesham Street, London, SW1 on receipt of an oblong stamped-addressed envelope.

An ancient motorcycle has been found in a remote croft in NW Scotland. It has a Villiers two-stroke engine with outside flywheel and a pressed-steel frame, so could well be a Baker. A reader reports seeing many delapidated old cars in a field outside Lyme Regis and a sorry-looking Matchless Morgan 3-wheeler and Rover Nine tourer in a nearby garage. A 1931/32 Austin 7 saloon that has languished in a barn since 1941 has been acquired by a reader after negotiations that occupied two years and it is to be restored. The new Secretary of the Scott OC is Mrs. S. Cummings, 22, Brendon Avenue, Chamberlain Road, Hull, Yorkshire. A 1926 Singer Ten tourer has been acquired by a reader, from the car's second owner. This gentleman bought the car when he was 17, put it away for two years while he was in the Army, restored it, and ran it for 33 years, converting it to front-wheel brakes in the 1950s. In 1957 and 1958 the Singer was used for Land's End-to-John O'Groats runs, these occupying a leisurely ten days, at 35½ m.p.g. of petrol. The first owner was a farmer who laid the car up, partly dismantled and with no inner tubes, to prevent the Germans taking it during the war! It was sold by him for £6 10s. Among the spares with the car today is the original brakeless front axle. The Vauxhall Register points out that the 293 cars we referred to actually comprise the entire Register apart from 30/98s. David March's 30/98 Register comprises 146 cars. We regret to have to report the death, at the age of 97, of Lt.-Col. E. A. Rose, who first drove a motor car in 1897 and who took part in the 1,000-Mile Trial in 1900, drove in some early road races, and raced an Arrol-Johnston at Brooklands, of which Company he was General Manager up to 1910. The *Dundee Courier & Advertiser* recently published a picture of a Tod tiller-steered three-wheeler said to have been built in Dunfermline in 1897 and not broken-up until the late 1950s, its engine now being in the Glasgow Transport Museum. National Benzole in conjunction with the Transport Trust has already announced the date of the Cavalcade of Historical Transport which will be staged with the International Air Fair at Biggin Hill on May 14th and 15th. Details from: M. Milliken, Biggin Hill, Kent, TN16 3BN, on mentioning MOTOR SPORT.

We are informed that the Rotherham Vintage Vehicles Rally and Steam Fair will take place next year on June 26th and that details are available from the Department of Amenities and Recreation, Recreation Office, Wellgate, Rotherham, S. Yorkshire. Anyone who regards driving an old car or a steamer as recreation will surely respond to this one! P. A. Adorian tells us that last September he drove his 1934 Dennis pump-escape fire-



This is the Chenard-Walcker which we referred to recently as having been offered by Bunty Scott-Moncrieff to the Transport Trust, which means that it should be available on loan to any members of that Trust who want to borrow it. What has become of it?

engine, which had lain in a garage neglected for ten years, from the Lambeth Fire Headquarters to the Headquarters of the *Sapeurs-Pompiers* in Paris in 17 hours 17 min. 42 sec., with assistance of both the Metropolitan and French Police and Hoverlloyd. A fire in the engine compartment in Parliament Square on the night before the departure seems to indicate that the old fire-engine was entering into the spirit of the thing. It is finished in the livery of dark green and black, which it wore when supplied originally to Letchworth UDC. The house magazine of the Nestles Group recently published pictures of some of the early transport vehicles used by Henri Nestle of Tutbury, Burton-on-Trent. They include a very early chain-drive Leyland steam-lorry and a fleet of six 1920s solid-tyred petrol vehicles which appear to have been Daimlers, the latter used by Keiller as marmalade vans at their Silvertown depot. A 1936 Hermon sports car still exists, but has been somewhat vandalised. The owner needs a radiator badge and wonders if anyone knows what this looked like? He is also anxious to discover whether this is the actual Hermon that was raced at Brooklands in 1936. In connection with our "Country Garage" article in the September issue, it was Leonard Weston who drove the Hillman in 1920s sprint events, *not* Herbert Weston, as we stated. What a go-ahead, press-on Club the VSCC is! It has not only already published all its 1977 fixtures, 21 in all, but one of its 1978 dates into the bargain . . . The Frazer Nash Falcon that somebody thought he had found turns out to be a perfectly ordinary Type 315 or 319 Frazer Nash-BMW.

Vintage Postbag

"Ghost Story"

Sir,

I knew Stephen Southall's 40/50 Rolls tourer from new and often filled it up with petrol from cans which had to be brought down from the petrol store *on the roof* of P. J. Evans Ltd., John Bright Street, Birmingham. Indeed I wrote you ten years ago about a chat I had in 1920 with Dr. Lewis Graham, as follows a point not mentioned by the *Birmingham Post* about this elegant car is that the Doctor had it finished in *eggshell* grey and as a brash young garage hand I asked him when he was going to have the finishing coat applied! His reply was a lesson in logic and courtesy I never forgot. He said that after long and careful thought he decided that, based on the certainty of 20 years (!) useful life, a Rolls would be the cheapest form of motoring. Since the darker and glossier a car the more it needs washing he decided on a dusty-grey for colour and eggshell finish to obviate bonnet glare when driving into the setting sun, concluding whimsically that as he saved the cost of the finishing coats in the first place, he could always have it done prior to resale. I wonder if he will?

Re "Vintage Postbag", I used your columns in the forties to try and get hold of a specific registration number and eventually found myself in a Berkshire farmyard looking at the remains of an old American tourer, complete with hens roosting on it and an Elderberry tree growing up through where the floorboards should have been. I bought it for £100, we used the number, and I lost sight of the remains until a few weeks ago when I saw a similar car on offer in your pages. On enquiry it turned out to be the same car, but now priced at £3,950!

Never a dull moment in your columns, for which I am duly grateful.

Farnborough W. A. EMETT

* * *

Sir,

I have received the October MOTOR SPORT from the President of the MRR Club, Mr. Philip Taylor, containing a wonderful article on "Wendy" 89AE. She really looks marvellous, colour and trim almost Cambridge blue, engine polished to *concours* standard; is it all the latest photography? For I remember "Wendy" in Battleship grey with black trim! But I am so pleased to learn of Mr. Southall's enthusiasm and care for

"Wendy", although his father and two brothers are enthusiastic owners and mechanics on veteran cars. I recall Dr. Lewis Graham when on one of his annual visits to Hythe Road (he was staying with Dame Bertram Lloyd, owner of 1939 Wraith), Sunday morning phoning me, that an old friend would collect me to see to her trouble on the Wraith. 89AE duly arrived, Dr. Graham in his carpet slippers, and we drove out to Barnet Green. I soon located the defect and suggested to Dr. Graham that we try it out on the road. "No," says he, "check over 89AE for faults." That was how we were taught to do R-R service and to look after owners. I would like to point out, that the Penny was placed below the head of the Low Speed Jet-spindle and not High-Speed Jet, which only came into operation after the air valve had lifted, which was approximately 750 r.p.m., further that the extra oil valve was depressed by hand, or tool, when starting from cold, and when running after 2/3rd throttle for extra lubrication to pistons. I believe they were the standard two-gallon petrol cans carried on the step of 89AE. The brakes on 89AE should be: footbrake Ferodo-lined, operating on the drums; handbrake cast-iron liners concentric with handbrake on rear drums.

It is grand to learn of so much enthusiasm for the old cars, and it gives me a lot of pleasure to see them. I am now 82 years old, but still enjoy looking over the old cars at the Britannia RN College Rally at Dartmouth, also our MRR Club rallies.

Exmouth L. C. FISHER
Retired R-R Service Engineer for the Midlands

[I am glad the article gave you pleasure, but was not responsible for its "repaint" in the photograph! Apologies for the car's toolbox being captioned as its gearbox—caption-writer, not Editor, to blame.—Ed.]

Not a Clerget

Sir,

With reference to your comments in MOTOR SPORT, September 1976 pages 1053/4, about an unidentified, aero-engine powered car, the following information may be of interest.

The only V-type Clerget engine of that period of which I am aware is the 200 h.p. V-8 Clerget of *c.* 1911. An engine of this type is in the National Aeronautical Collection and I enclose a copy of the descriptive label with brief details from "Jane's All the World Aircraft 1912". Presumably the 1921 Cooper brother's car to which you refer used such an engine.

In common with other engines the Clerget V-8 does have a pair of magnetos driven by a cross shaft from the rear (in aircraft terms) of the engine. However, it has overhead valves with exhaust ports on the outside of the V so it is unlikely to have been the engine used in the second, unidentified, car seen in the breaker's yard in 1926. I cannot believe that the exhaust pipes would have been swept up over the top of the cylinder head to merge into a large exhaust pipe in the centre of the V or that the breaker would fail to notice such a system.

The engine you are trying to identify is likely to have been a side valve (because of the central exhaust) and to have two magnetos. A number of engines would fit that description, but without further details it would be impossible to pin it down. However, I enclose brief details of the Thomas & Sunbeam aero-engines from "Jane's 1917". The photograph of the V-12 Sunbeam is particularly revealing as it shows clearly the large, central exhaust manifold. The engine was produced in V-8 and V-12 form over the period *c.* 1913-16. Cylinder dimensions for both were 90 mm. x 150 mm. giving powers of 150 h.p. and 225 h.p. at 2,000 r.p.m. The V-8 version was used, with either single or dual magnetos but there seems some doubt as to whether it was ever fitted with a large manifold of the type used on the V-12.

Although the limited information available does not allow us positively to identify the engine, I think we can safely say that it is unlikely to have been a Clerget. Should any more details of the engine come to light, I would be pleased to delve further into the matter.

London, SW7 P. R. MANN
Research Assistant,
National Aeronautical Collection,
Science Museum.

[I am flattered that we have received a reply from none other than the Science Museum. It seems that the car in question was *not* the ill-fated Cooper-Clerget, nor could it have been Coatalen's pre-1914 V-12 Sunbeam single-seater because, although this had the side-valve 90 mm. x 150 mm. engine, with the exhaust pipe emerging from the scuttle, it used shift, not *chain*, final-drive. Our thanks to Mr. Mann for his explanation.—Ed.]

Autovia Anniversary

Sir,

Now that the year is drawing to an end and anniversary fever is nearly over, I feel I must draw your attention to an anniversary which has been overlooked by all the motoring press.

July this year marked the fourth anniversary of the introduction of the Autovia car. Much maligned—rightly or wrongly it is hard to say—as so few people have ever driven one, but a car which can probably lay claim to being the first British overhead-valve V8. (According to Colin Clifford, who has probably had more experience with Autovia V8s and Riley 8/90s, the Autovia blocks he has come across all bear an earlier casting date than the Riley 8/90s.)

Incidentally his special is powered by a developed Autovia engine—not a Riley engine. (Maybe splitting hairs, but the Autovia is recognised as a separate make in the latest VSCC PVT eligibility list.)

Southport NIGEL PLANT

Austin 7 Information

Sir,

I wonder if any of your readers can shed any light on apparent inconsistency in information supplied by two sources, on the Austin 7.

According to "The Book of the Austin Seven and Eight" by Staton Abbey, published in the Pitman's Motorists' Library, the last Austin 7 chassis produced was in July 1938, number 290135.

According to R. J. Wyatt in "The Austin Seven" published by David and Charles, this particular chassis 290135 was produced in 1939 (January), and the last saloon chassis 290570 was dated January 17th. The last van chassis, 291000 was made on March 3rd 1939.

The discrepancy of the dates of 290135 and in the definition of "last chassis" and the meaning of "produced" (laid down or completed?) prompts me to write requesting further information if anyone has it.

I am at present in the process of buying what is described as a 1938 (December) Austin 7 open four-seater tourer, whose chassis number is between 290135 and 290570. According to Wyatt this car should have been registered in January 1939. The logbook, however, gives December 1938. Can any readers enlighten me on these inconsistencies? Indeed Wyatt lists prices of the various Austin 7 models in 1938, but omits mention of an open four-seater tourer model.

Bury L. A. GOLDSTONE

Sir,

I have been reading "Some Unusual Engines" by Mr. L. J. K. Setright, which you briefly reviewed not long ago. It is based largely on a series of papers which formed a symposium held by the Institute of Mechanical Engineers in 1971.

My main interest concerns the axial type or in USA the barrel engine. It is a worthy exposé on the general subject with only one minor error, the Air Vice-Marshal Banks referred to I take to be Air Commodore F. R. (Rod) Banks under whom I was privileged to serve. I take issue, however, with L.J.K. on his references to the Rolls-Royce "Exe" and 'Vulture" as failures. Like the Pennine and Crecy also they were all experimental in character and far from failing (because they did not either reach flight or production stages) provided much valuable information. Royce was not an original inventor but a very outstanding development engineer who could pursue valid conceptions to their ultimate. Further his approach was empirical. He laid down the dictum which R-R continued to exercise by virtue of their facilities, namely "suck it and see". We could do with many more able development engineers today. The latter are outnumbered by "*ad hoc* scientists" akin to the cow who everlastingly chases its tail.

The axial or barrel engine had many pioneers, its design being particularly attractive to aviation—reduced frontal area, etc. My old friend Georges Roesch submitted such a design to the Air Ministry during WW1 without response. However, it is doubtful if there were a more persistent protagonist than G. B. Redrup (not Redrop) whom L.J.K. mentions only once, and yet in 1930 his axial "Fury" engine displayed at Olympia actually successfully flew (the world's first) in a Simmonds "Spartan" biplane. Later in Detroit Bill Stout, designer of the Ford "Tin Goose", built a special all stainless steel biplane powered by a barrel engine designed by Lee Oldfield. This was 1940.

Redrup's engine was said to have broken most of its con-rods during flight. Redrup hotly denied this and his denial is upheld by the pilot Capt. Mogens L. Bramson, a Danish engineer of repute. His story is briefly told in a letter he wrote to me some two years

ago, then a consulting engineer in San Francisco. Incidentally Capt. Bramson is almost the last survivor of the SE5A "sky writing team" after WW1 and was also the man whose favourable report made possible the private finance which enabled Frank Whittle (with whom and whose team I was associated for 6½ years) to pursue his ideas in practical form.

Shepperton V. N. L. BUTLER

PS: Rolls-Royce summation of the axial engine was that it would serve more effectively as a compressor where the pressures and temperatures were more civilised. L.J.K. does not mention the outstanding Lutz free-piston engine built in Germany during the war. I saw it as Volkenrode in 1945. BICERA brought it over and tested it. I have their report which they finalise by stating certain breakages occurred due to their reluctance to run at maximum design speed, which had they done would probably have been more successful.

The VSCC Lakeland Trial

November 6th, 1976

VINTAGE CARS these days are often referred to as hedges against inflation, and on November 6th some 65 members of the VSCC assembled in the Lake District with their hedges against inflation to involve them in a certain amount of hedging and ditching under the title of the Lakeland Trial.

They started off in pouring rain and high winds, but this reporter spectated in the morning in the shelter of trees beside a new hill called Beck Wythop, on Forestry Commission land above Lake Bassenthwaite, which commanded the most delightful autumnal views. This hill caused some surprises, as the first sharp bend defeated all the 30/98 Vauxhall specialists with the exception of Stephen Butcher. Even Julian Ghosh, destined to put up best performance in the long chassis class, made one of his few mistakes here by approaching the corner too fast, and going straight on. In contrast Stanley Mann, by very skilful driving, got his big 1930 4½-litre Bentley round the corner and over halfway up the hill, despite the handicap of heavy Gurney Nutting drophead bodywork, and consequently a car weighing the best part of two tons. Even the tractor which hauled him over the crest of the hill developed temporary wheelspin under the strain. These expensive motor cars were put to shame by Tom and Di Threlfall in their 1928 Model A Ford saloon which cleared the section in fine style (as did the Ghosh Vauxhall once it had extricated itself from the debacle on the first corner). The Austin Sevens also did well, and we particularly noted Roy Adnams (Ulster), Patrick Rooney (Chummy) and Hayden Lyles (Gordon England Cup Model), who did some clever and delicate throttle work on that first difficult bend. Hamish Moffatt (1923 Type 13 Bugatti) took his gearbox to pieces before tackling this hill and fitted a replacement gear which he happened to have in his pocket.

After lunch we called in at the Lanthwaite Green section on our way to the Drum House hill at the top of Honister Pass. The grassy slopes of Lanthwaite Green made it difficult even to reach the start of some of the hills. Dennis Johnson (1932 Colmore Frazer Nash) refused any help to get to the start of one of the hills, and after struggling for about 20 minutes or so was in a fearful frame of mind by the time he got to the important part. Stephen Butcher's Vauxhall got stuck in the middle of a stream after tackling the Water Splash hill, the lugubrious expression on its driver's face being explained by the fact the transmission had failed. Here we witnessed good attempts by Alan Dunkerley (1928 Boulogne Frazer Nash) and Christopher Hood, whose 1937 Riley Sprite, with its low clearance and cream paintwork, looked a bit too civilised for this sort of dirty work, although its performance and the spirited way in which it was driven completely belied this.

By this time the rain had stopped, but the climbs of Drum House, that long steep twisty hill out of the green slate quarry overlooked by forbidding mountains, were held under an overcast sky. Bentleys are traditionally defeated by Drum House, and this applied to Ian Stirling's 1925 3-litre, a victim of its high bottom gear, in contrast to Bob Buttle's little 1929 2-cylinder Jowett which followed it and never faltered all the way to the top. Mann's unlikely 4½-litre Bentley romped up to save the reputation of Cricklewood and Long Crendon. Fine saloon climbs were made by the Threlfall Ford, Ian and Caroline Woolstenholmes' 1928 12/50 Alvis, and Branislav Sudjic's 1938 Hotchkiss 3½-litre, which was crammed with people and had a tow rope coyly peeping out of the boot lid, which came open on the way up.

So steep is the descent of Drum House that it is common practice for any two-wheel-braked car to precede a four-wheel-braked car to which it is attached by a tow rope for safety's sake. In this way Peter Still's 1937 TT Replica Frazer Nash was controlling the descent of Bob Buttle's Jowett, which caused Peter to remark "How ignominious for a Frazer Nash to be towed by a Jowett—and downhill too!"

The shades of night were falling fast when the last climbs were made, and what appeared from the top of the hill to be a glow-worm powered by a lawnmower engine turned out to be Malcolm Elder's gallant 1925 Trojan, which slowly wound its way round all the corners and crept relentlessly to the top amidst well-deserved applause from the patient spectators. The last climb, by Moffatt's Bugatti, which failed at the last bend, no doubt from fear of running into the Trojan before the finish, ended another fine Lakeland Trial, thanks to Dick Smith, Frank Rushton and their band of helpers.



Jack Shewell-Cooper's MG J2 passes a Tasker Steam Tractor, presumably there to render assistance to those who failed, on a pre-War trials hill. This was one of a number of MGs owned by Mr. Shewell-Cooper over the years. A reader asks whether anyone can identify this event and location.

Awards:

Kirkstile Trophy and First Class Award: C. R. Newton (1938 HRG).

Kirkstile Plate and First Class Award: J. P. Ghosh (1925 Vauxhall).

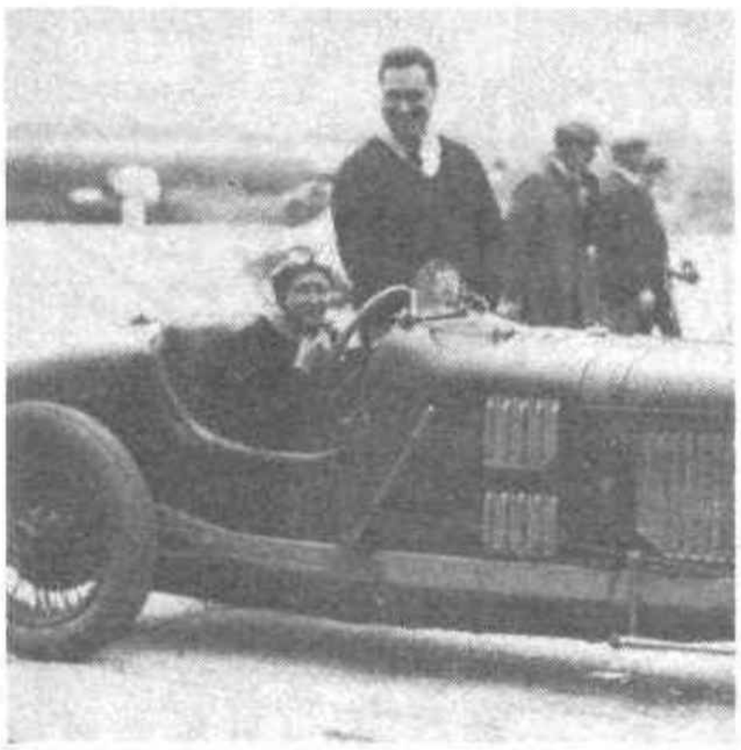
First Class Awards: C. Hamilton-Gould (1926 Frazer Nash), P. W. Still (1937 Frazer Nash), R. F. Buttle (1929 Jowett), T. J. Threlfall (1928 Ford), M. B. Bullett (1927 Vauxhall) and M. U. Hirst (1928 Alvis).

Second Class Awards: N. J. W. Stoyel (1928 Frazer Nash), T. Boyce (1928 Frazer Nash), H. Spence (1930 Lea-Francis), P. J. Rooney (1928 Austin) and J. C. Peacop (1930 Morris).

Third Class Awards: M. R. Garfitt (1937 BMW), H. F. Moffatt (1923 Bugatti), D. P. Harris (1926 Frazer Nash), J. I. Phillips (1929 Alvis), R. Adnams (1929 Austin), J. A. Webster (1928 Austin), I. Woolstenholmes (1928 Alvis) and R. G. Winder (1927 Austin).

THE RACING CARS OF W. B. SCOTT

Described to the Editor in a Recent Interview



W. B. Scott and his wife Jill with the 1924 2-litre GP Sunbeam in which she was the first lady driver to lap Brooklands at over 120 m.p.h.

W. B. SCOTT (Bummer to his friends) was a regular competitor at Brooklands and elsewhere before the war and very well known at the old Track, so recently I went to ask him how it all came about and to talk of the racing cars he has owned. His interest in things motoring, he told me, began when he went from his prep. school at Winchester to Fettes (the Eton of Scotland), where he kept a series of fast motorcycles, which included an Indian Scout, a Scott Squirrel, etc., hidden in a blacksmith's shop, from which they would be retrieved for illicit rides. It was at school that Scott began his athletic career, becoming Captain of the Fettes Cricket Team when his cousin, the then Captain, fell off the back of Scott's Scout and broke his leg !

Going up to Cambridge in 1923, Scott continued to ride rapid motorcycles, such as an SS100 Brough Superior and a Coventry Eagle, but he soon turned to cars. There was a smart Riley Redwing sports two-seater bought in Cambridge, and with money won by successful gambling he had previously acquired a little Benjamin that had the distinction of having raced in the 750 c.c. event at the opening meeting at Montlhéry in 1924. This proved adequate for driving his brother up to the family-seat, Calgary Castle in the Isle of Mull, where they had well over 2,000 acres of shooting rights. There was also a DFP, like Birkin had, and other lesser cars.

It was from 1922 to 1924 that W. B. Scott had his first visits to Brooklands, being taken there by Hugh Keller and Phil Paddon, from whom his mother bought her cars. He was thrilled to meet K. Lee Guinness, who was driving the fierce 350 h.p. Sunbeam, and De Hane Segrave, who was commencing his subsequently-illustrious career with the Bugatti and Opel. Bummer decided that this was the life for him and with his wife Jill he commenced to drive racing cars when he was still only about 19 or 20 years of age. His first was one of the 5-litre Indianapolis Sunbeams, supplied by Paddon. It proved "fearfully difficult to hold" and was used at those smaller "Fork meetings"—so called because everything was concentrated at the Fork, with the finishing straight serving as the Paddock, as at BMCRC motorcycle meetings, the spectators being able to watch from the outside or "Vickers" stand, where they could almost reach out and touch the faster cars as they went by.

From the big Sunbeam Scott graduated to Bugattis, buying a 2-litre Modifié and a 2-litre full-Grand Prix roller-bearing model, the latter from Malcolm Campbell. Jill also had a GP Bugatti. Like all their subsequent racing cars, these were painted in Scott's colours of black with emerald green wheels. A house, "Grassmere", with tennis court and billiards room, had been purchased in Old Byfleet, so that these motor-racing enthusiasts should be close to the Track. Scott also took a shed on the Aerodrome, at the end of the line that extended back from Parry Thomas' "Hermitage", which he kept up to the outbreak of war. Segrave was very kind, taking Scott round in the Bugatti to show him how to go onto and off the bankings. These Bugattis proved very satisfactory and in the plain-bearing GP Modifié car, Scott lapped at 106.42 m.p.h. in 1928, and at 113.19 m.p.h. in the same year, in the full-GP car, Jill getting this round at 117.17 m.p.h. (I do not have room to list all Scott's racing successes, in this article, but they are well documented in my books about Brooklands and Montlhéry, and elsewhere). On one occasion a tyre burst on the GP Bugatti as it was going at full bore onto the Members' banking, causing W.B. some exciting moments. . .

The Scotts were at Brooklands most days and probably put up a bigger mileage round the Track than any other drivers, rather as G. P. Harvey-Noble was to do in later times. Parry Thomas was very kind to them, giving them tea in his bungalow and taking Scott for very fast lappery in the passenger's seat of the lap-record-holding Leyland Eight.

After Thomas was killed at Pendine in "Babs" in 1927 the Scotts bought from Ken Thomson two of Thomas' cars—the Leyland Eight and the unsupercharged Thomas Special "Flat Iron". The former was more Jill's possession and John Cobb, another close friend, sometimes drove it for her, lapping at 125.45 m.p.h. for three consecutive laps with Jill as passenger. The 1½-litre Thomas Special was less successful. The problem was that Bummer was a big man, weighing at the time over 17 stone and being 6 ft. 1 in. tall. He was very fit after a season of rugger but the "Flat Iron" defeated him, because he could hardly get into its cockpit. Cobb was quite unable to get in at all. The seat could not be moved back because the fuel tank was part of the tail and Scott could not use full steering-lock because the drop-arm up under the dash rubbed his shin and the wheel took all the skin off his legs. There were all kinds of other difficulties as well, before the British Grand Prix, but the driving position is, perhaps, why Thomas, who was also a big man, used the car mainly on the outer-circuit. Jill, and their friend Chase of Austin 7 fame, could sit with their legs straight out and had no trouble, as they proved when they took class records with the Thomas. The big Leyland was maintained by T & Ts and on one or two occasions Bummer bravely passengered Cobb in it. He says it "was a brute to hold".

Very much more profitable was the 2-litre 1924-type Grand Prix Sunbeam bought from the factory in Wolverhampton. With it the Scotts were well on their way to notching up many wins, W.B.'s numbering 53 in all, including the Gold Star and Gold Cup, he remembers. The Sunbeam was raced at the smaller Brooklands meetings as well as in the big Bank Holiday races and with it Jill got her 120 m.p.h. Badge, with a lap at 120.88 m.p.h. in September 1928, the first lady to do so. Their daughter, Sheila, lapped at over 100 m.p.h. at the age of five months, sitting on her mother's lap, while Bummer drove. With some advice from Perkins and with T & Ts looking after it, the Sunbeam was a great success. Along with the Bugattis and the GP Sunbeam, the Scotts had an s/c Amilcar Six, which was also a very useful acquisition. It was used successfully to capture class G records, for which Amilcar's presented Bummer with a gold wrist stop-watch. He also brought it home in second place in the 1,100 c.c. class of the 1928 JCC 200-Mile Race. When practising for the records a front stub-axle broke as the Amilcar was approaching the Byfleet tuning-bay. This caused it to stop rather abruptly, Scott recalls, and Freddie Dixon, who was coming up behind on a motorcycle, doing a bit of dangerous grass-cutting, was obliged to step off his machine. But Freddie took it all in good part, although rolling over and over. Regaining his feet, he trotted up to the stricken car to ask Scott "Did I step off proper?". . . . In the "200" an oil-pipe broke, as seems to have happened frequently with these otherwise splendid little cars, and Scott finished the race looking like a nigger minstrel. . . . He now employed Carlo (Charly) Querico as his racing mechanic and was able to tune and maintain his racing cars himself.

Going back a bit, these intense Brooklands days seemed quite a far cry from the times when Scott drove a Bugatti in the Boulogne and Le Touquet speed trials, which made him remember the splendid incident when the wild Baron von Wentzel-Mosau drove his 36/220 Mercedes-Benz flat-out across the 9th green of the Le Touquet golf-course, having left the road in a wild slide, his uniformed chauffeur sitting throughout with arms crossed, apparently quite unmoved. Later Scott's talented brother, J. M., who has

Continued on page 1462



Bummer Scott's first car—a 1924 Benjamin that had been raced at the Opening Meeting at Montlhery.

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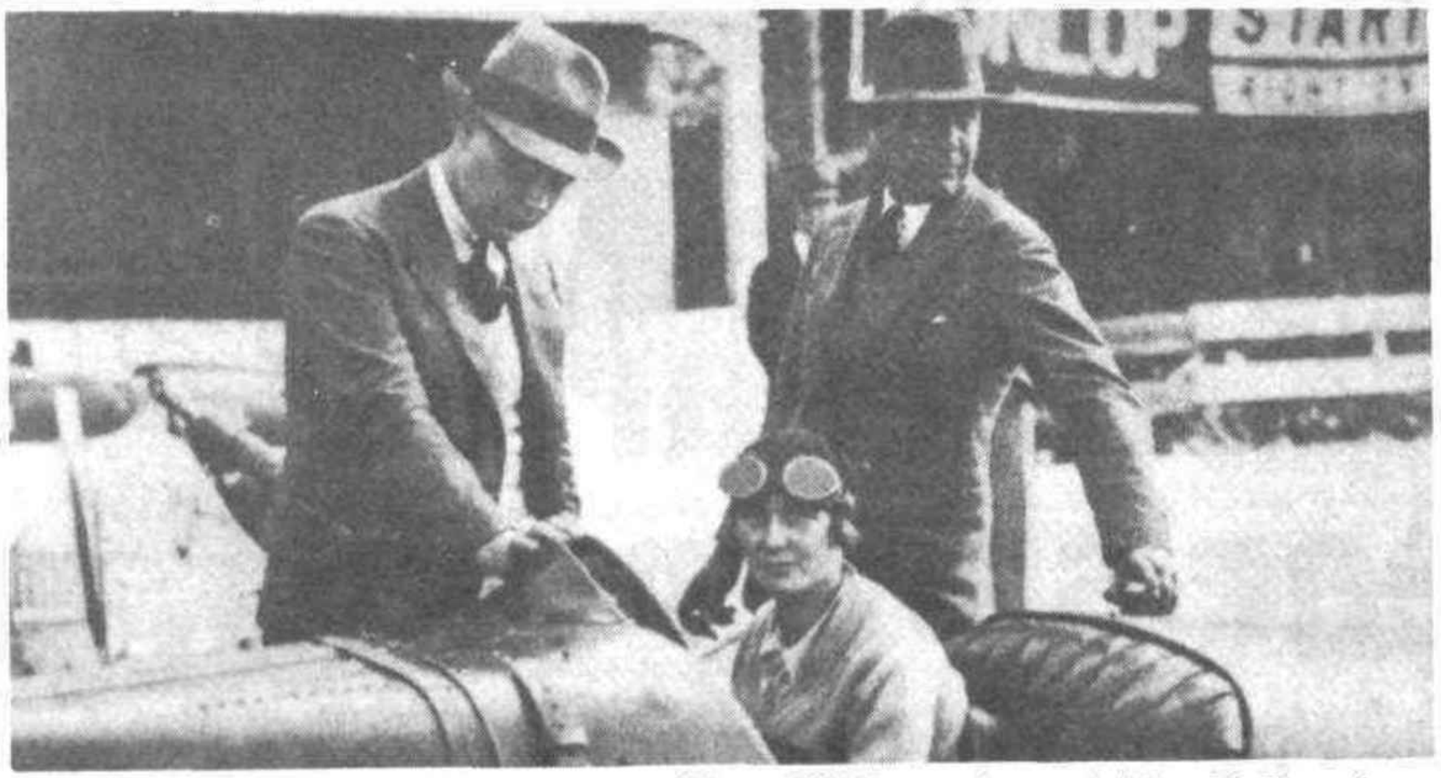
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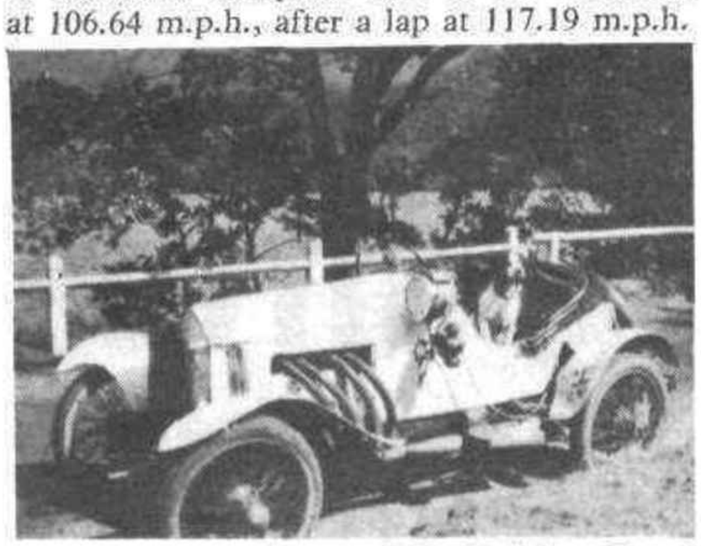
W. B. Scott's business partner John Patterson talking to Jill Scott, who was driving this Bugatti at a 1926 Essex MC Brooklands meeting. This Bugatti was used on the road as well as for racing.

W. B. SCOTT—contd. from page 1459

written many books about his personal climbing and exploration adventures, which included scaling the Himalayas, etc., used to go as a passenger in the Bugattis, until Scott's mother asked for this to stop—her husband, a Judge in Cairo for many years, had died while her sons were quite young and she felt that motor racing was too risky for them both to be in the same racing car.

One of Bummer Scott's most memorable racing cars was the 1927 1½-litre GP Delage which he purchased via Malcolm Campbell. Querico loved it, and as lovingly administered to its mechanical complexities. This was a great motor car, very quick, and like the Sunbeam, remembered as "the real thing". It was the second of these Delages owned by Campbell and not much used by him, except to win the Southport-100 sand-race. It acquitted itself well in 1929, among its achievements being a trip to the Inter-Varsity speed trials at Branches Park. This involved driving this potent Grand Prix car from its shed at Brooklands to London, where it was garaged for the night at Yeomans Road. In the morning, with Max Aitken the intrepid passenger (and I don't think that is too strong a term!), Scott had to negotiate Park Lane and Knightsbridge, as Trade plates were not permitted in Hyde Park. From Marble Arch to Cambridge (admittedly it was fairly early in the morning) took just 37 minutes, I am told! In the speed trial Bummer kept his foot hard down round the final very difficult bend, crossing the finishing line at well over 100 m.p.h. in third gear, to record a sensational fastest-time-of-the-day, which drew comments on his foolhardiness by reporter Sammy Davis. The corner taken at well over 100 m.p.h. in third gear frightened Bummer more than any race! Afterwards, of course, the Delage was driven back to Brooklands. It also made FTD in another Inter-Varsity speed trial and again at Lewes, being driven from Brooklands to Eastbourne and back.

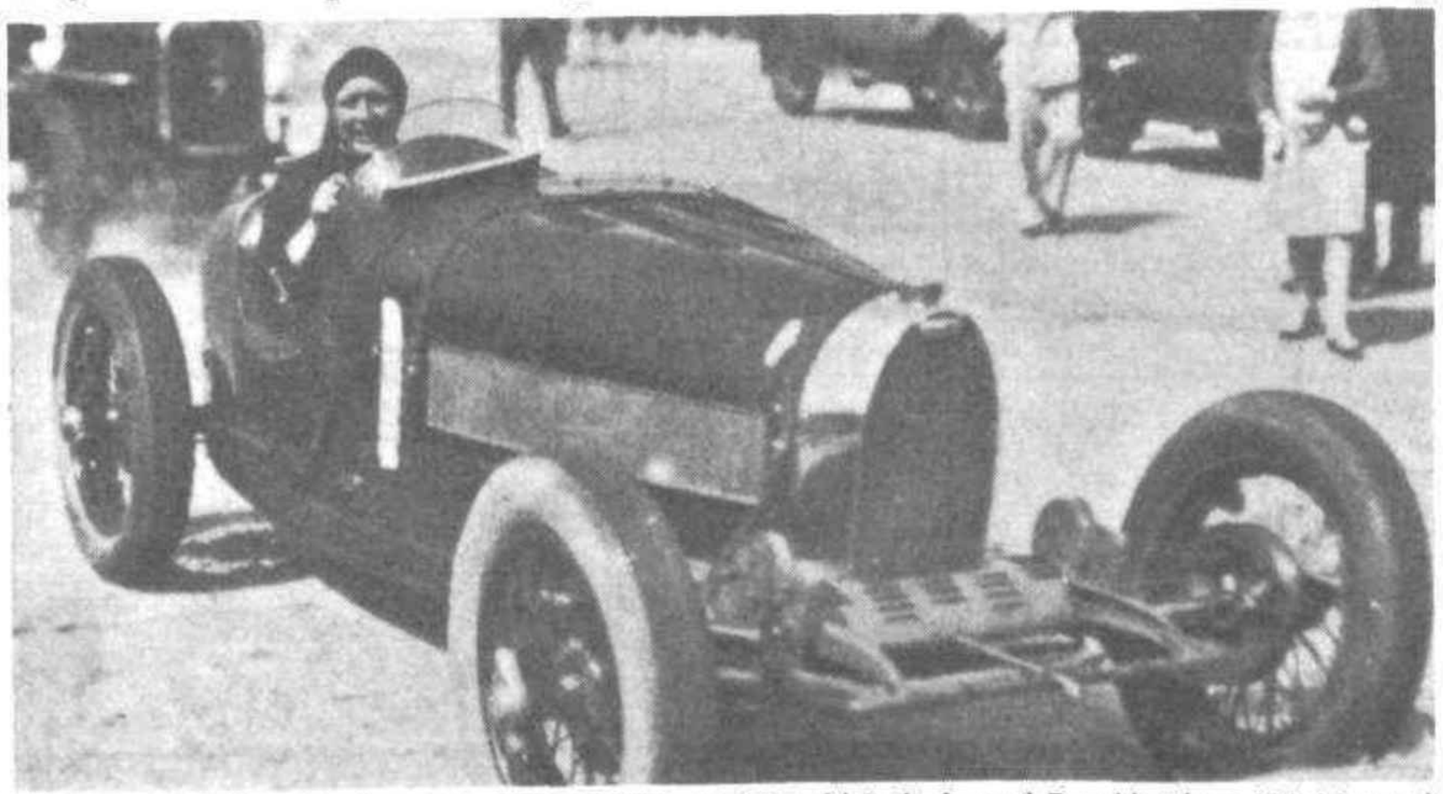
Class records were captured with this Delage, the Hon. Brian Lewis co-driving with Scott, and they tried it in the 1929 BRDC 500-Mile Race, but all its water boiled away. Querico then devised a neat lip round the radiator shell to deflect more air into it. At the 1930 Easter BARC Meeting Bummer got the little black-and-green Delage really wound up, winning the Dorset Lightning Short Handicap by 100 yards from the Bugattis of Malcolm Campbell and E. M. Thomas, at 106.64 m.p.h., after a lap at 117.19 m.p.h.



This 1911 or 1912 ex-Phil Paddon Grand Prix SAVA was one of numerous cars owned by the subject of this article.

Previously, the Delage had netted a "third", and it ended the day winning a Mountain Handicap. There was better to come, for the car was still a thorn in Campbell's side at the 1930 August BARC Meeting. Both Scott and Campbell were driving these GP Delages and were off from the same mark in the Gold Star Handicap. Scott started more slowly than Campbell but he never lifted his accelerator-foot a millimetre after getting into top gear. He overtook the blue Delage and won from Campbell at 117.87 m.p.h., having consecutive laps at 122.37 m.p.h., against Campbell's best of 121.47 m.p.h. Scott told me that as he returned to the Paddock to receive a handshake from the first person to congratulate him, Dunlop Mac, he felt happier than he had when he scored between the posts at Twickenham in the Varsity rugby-match of 1923. Soon, however, he was plunged into the depths of despair when told he had crossed a coloured safety-line at the Fork, and was thus disqualified. This had been necessary, says Scott, because Birkin was just about to start the race in the blower-4½ single-seater Bentley as the Delage was completing its first lap, so Scott moved over to give Birkin all the room he could. Hearing of this, Tim accompanied Scott to the Stewards' room when he protested threateningly to resign from the BARC, if the decision was not reversed. The race was eventually restored to Scott's Delage.

Later in the year Scott's Delage took further Class F records at Brooklands, Maurice Baumer sharing the stints with him and as Wakefield's were paying good retainers and said more money would be forthcoming if more records were broken, the Delage was then taken to Montlhéry to try for the 24-hour record. Tim Rose-Richards and Armstrong Payn this time shared the driving with the car's owner. Payn had lived in Kent, close to Zborowski, and had experienced some hectic motoring in the Count's cars. He had later taken over from Scott the aforesaid Indianapolis Sunbeam. The Delage record attempt was full of drama. They could not afford flares round the banking tops, so made do with road lanterns, and a single spot-lamp on the car, energised by an accumulator. As the latter began to go dim Payn had a terrible time, especially as the track was ice-covered. Then, as he came off the high-banking in the dark, the Delage cast its steering-wheel into his hands. He slithered off the concrete onto the earth infield, but was able to run back to the depot holding the wheel. The Delage was wound out of its muddy predicament on the starting handle and sent on its way. But much time had been lost by this and a broken magneto platform; Scott



Jill Scott in the black and green GP Modifié Bugatti in which she lapped Brooklands at 101.64 m.p.h. and her husband at 106.42 during the 1927 season.



W. B. SCOTT'S GREATEST MOMENT AND WORST DISAPPOINTMENT.—Winning the 1930 25-mile BARC Gold Star race in his 1927 1½-litre Delage from Malcolm Campbell's similar Delage, only to be temporarily and unfairly disqualified—see story. He is here seen coming up fast on Campbell.

had 'phoned Delage in Paris when the earlier calamity ensued and two mechanics were sent out with the spares. The last laps were done at over 130 m.p.h. and in spite of everything the Class F records fell, for the 24 hours, the 3,000 kilometres and 2,000 miles.

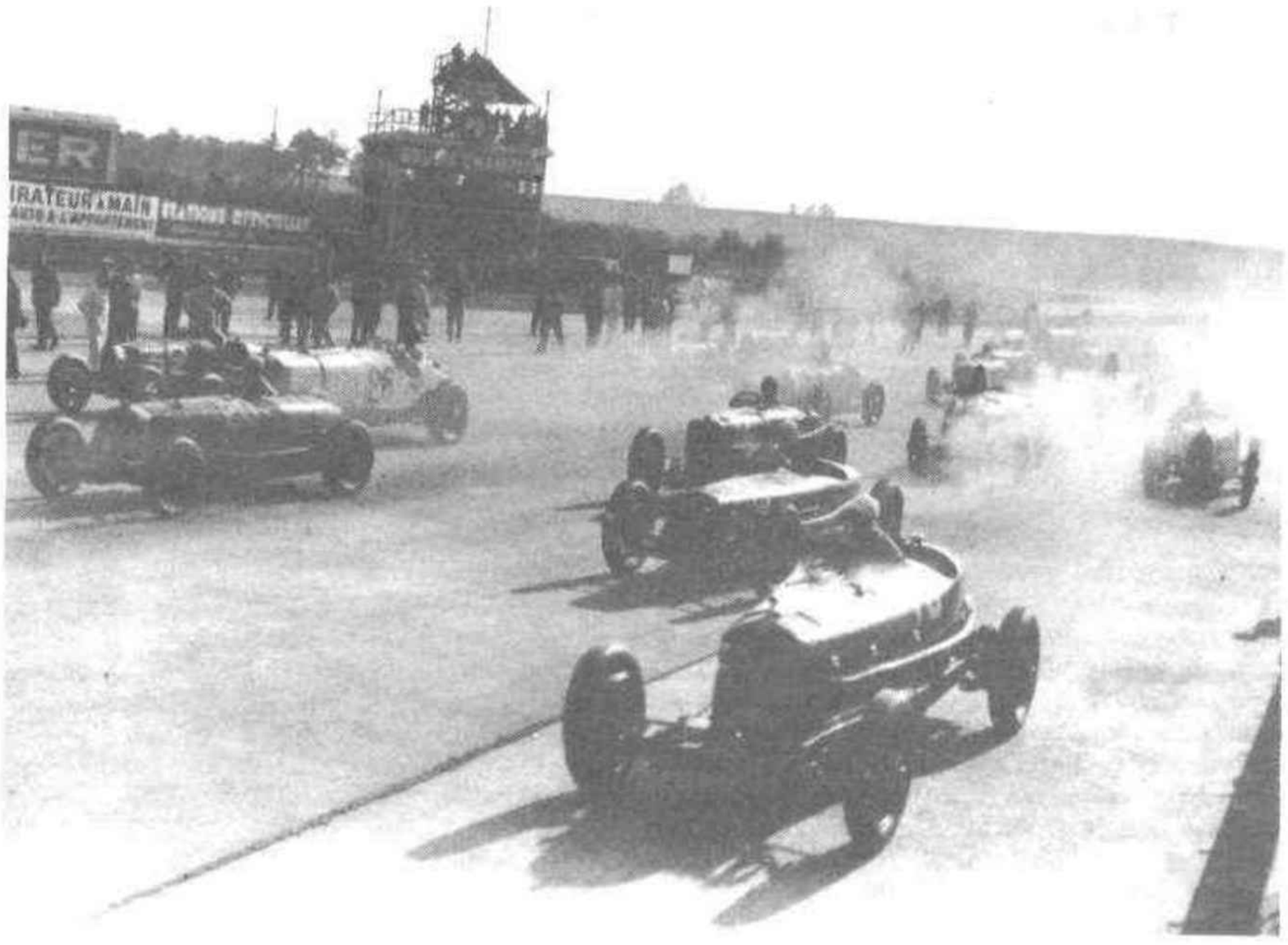
From these long-distance record sorties it was clear that the Delage stood a good chance of winning the BRDC 500-Mile Race at Brooklands. So Scott entered it again in 1930, with his friend John Cobb, who usually drove much bigger cars, as his partner at Cobb's request, as he thought the car had the best chance of winning the race. Alas, when all was going well the three-piece tubular front axle caved-in, the retaining bolts having sheared. Repairs were done with ordinary bolts, to cries from the pit, by Querico, in mixed English and Italian, that they must not continue, as he was not a murderer! No heed was taken, and the repairs had to be done again later, but the Delage was still running when the race ended. This merely encouraged the irrepressible Bummer to have a go in the 1931 French Grand Prix, which was a ten-hour grind at Montlhéry, in which the Delage might well get home. He also entered one of the 1924 V12 2-litre Delage cars for Tim Rose-Richards and Roger Williams to drive, Payn sharing the driving of the smaller Delage. This 2-litre had been discovered by Scott, his brother and Payn when they were in Sweden seeing the brother off, who was taking part in the Arctic Air Route Expedition. He was also looking, in summer, at the country he had seen but dimly when taking part in his only Monte Carlo Rally, with Humfrey Symons in a Sunbeam. The old V12 Delage had been used for ice racing and was in a boathouse on a lake. It was shipped to England and Querico got busy on it. But it turned out to be a disappointment, being slower than the 1½-litre car and its roller bearing big-ends breaking up time and again at speed—fortunately some spares had come over with it.

Before the Grand Prix it was intended to spend a fortnight practising, so Scott took over his Le Mans 4½-litre Bentley (before which he had run a 3-litre Bentley) partly for this purpose. The GP Delage was driven to the docks and then to Paris, Rose-Richards remarking on how rapidly it overtook him in the Bentley as Bummer headed for Dover! At the start of the Grand Prix Scott stalled on the line, from the front row of the grid, an easy thing to do with the little Delage, as the blow-off valve was apt to open just as the clutch was engaging. This did not much matter, because when Scott had driven Birkin, who was driving a 2-litre Maserati, to the 8 a.m. start in the Bentley, Tim had told Bummer to remember that the race went on for ten hours and to take it easily. In the end, when Payn was driving the transmission failed but Sénéchal, driving alone, got a similar Delage home in 5th place. Incidentally, Louis Delage had provided a pit for each of the three cars, had again sent Scott some of his racing mechanics and provided his special blue Alkasena fuel.

Apart from all these experiences W. B. Scott had much to do with Bentleys. He shared the 4½-litre with Jill in the 1929 Double Twelve, finishing 11th and third in distance covered, co-drove in the 1929 BARC Six-Hour Sports Car Race, also at Brooklands, in which he was placed 8th, and his 4½-litre was then allied to the "works" Bentley team for the Irish GP at Phoenix Park, where he came in 7th, the Bentley mechanic Puddifoot being quite unaffected when the road became terribly slippery—"like Piccadilly Circus", he commented, to his hard-working, bare-headed-driver as they slid in all directions. . . .

Going back to the 1928 TT, Scott raced a 3-litre 19/100 Austro-Daimler, bought from Hubert Mason, which was "enormous fun" and "far more accelerative than a 3-litre Bentley", and he has shared a Brooklands-model Riley 9 with Whitcroft. There was also that hilarious time in a "500", with a truly International pit-crew unable to converse or to tolerate one-another, when Scott was co-driver of Zehender's SSK Mercedes-Benz, a car he never felt had any stamina. Indeed, I wish I had more space in which to recount more of Bummer's memorable experiences. We must hope his own book will one day cover it all. . . .

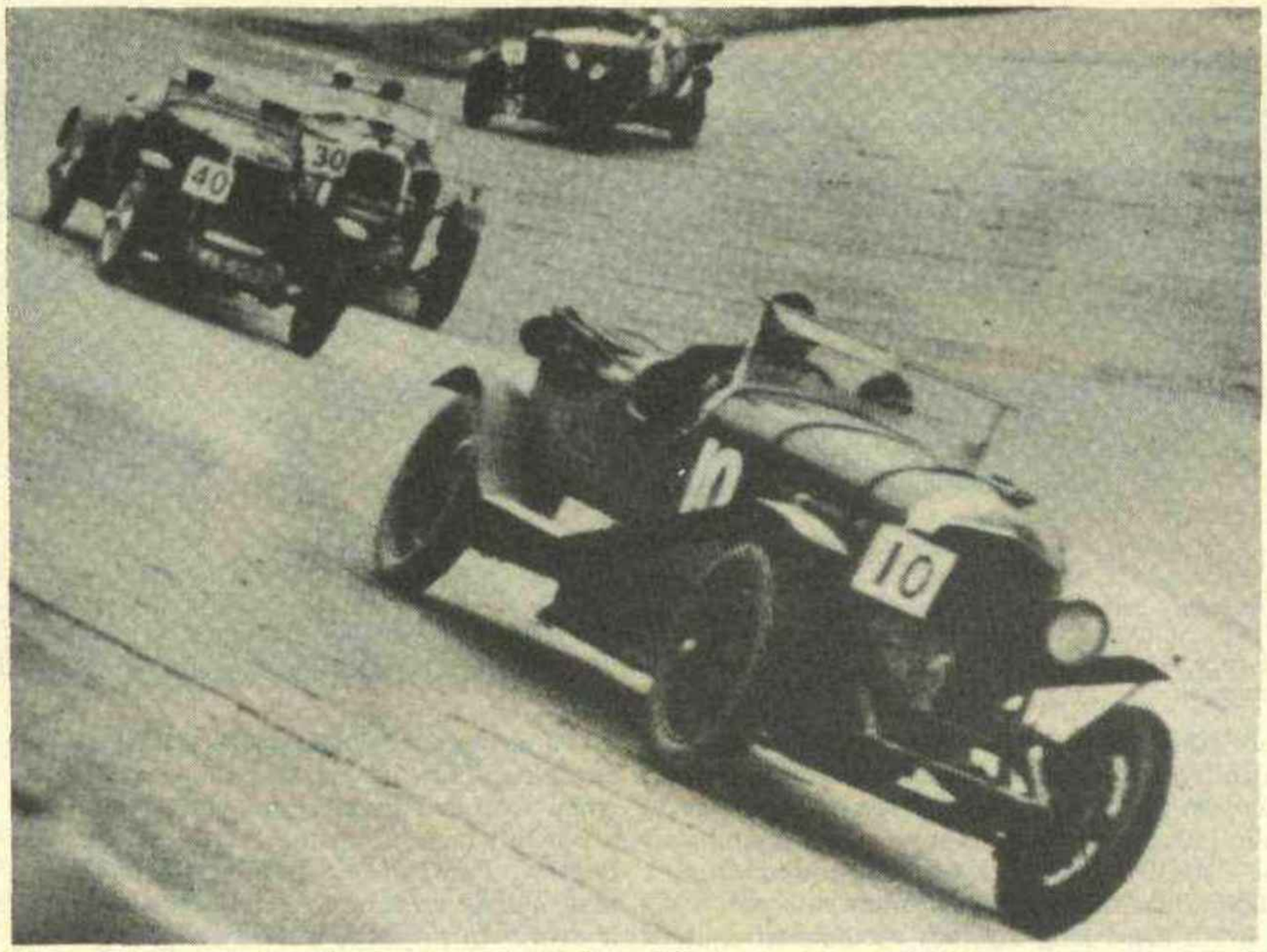
Scott was a great all-round athlete as well as a racing motorist. He won his rugger blue at



W. B. SCOTT'S MOST EMBARRASSING MOMENT.—Stalling the Delage's engine on the front row of the grid in the 1931 10-hour French GP at Montlhery. His co-driver was Armstrong Payn. After doing quite well, the car retired with transmission trouble.

Cambridge and was Scottish Squash Champion, accomplishments that his modesty prevents him from enlarging on. Flying was *not* one of his pursuits, although he used to go up in Jill's Avro Avian and he bravely flew with Dudley Watt, who raced an old SE5a and other ancient aeroplanes and had the shed next to Scott at Brooklands Aerodrome. Watt was a splendid character, who flew under the Byfleet bridge when the mood took him and on one occasion climbed out of the back cockpit from which he had been piloting and onto the wing, with the intention of indicating to his journalist passenger that the aeroplane would fly by itself! Bummer also remembers the day when Dudley Watt agreed to lunch with him at Brooklands but said he must first fly over his father's house and drop a message, wrapped round a brick, to say he wasn't returning. Alas, the brick went through a favourite greenhouse and Watt's father seized a 12-bore and shot at the intruder, holes in the wing-canvas being testimony to his accurate aim. "Wouldn't it have been less expensive to telephone?", Bummer asked.

As he was buying and selling, as well as racing cars at the Track W. B. Scott had a fine selection. Among some special ones he

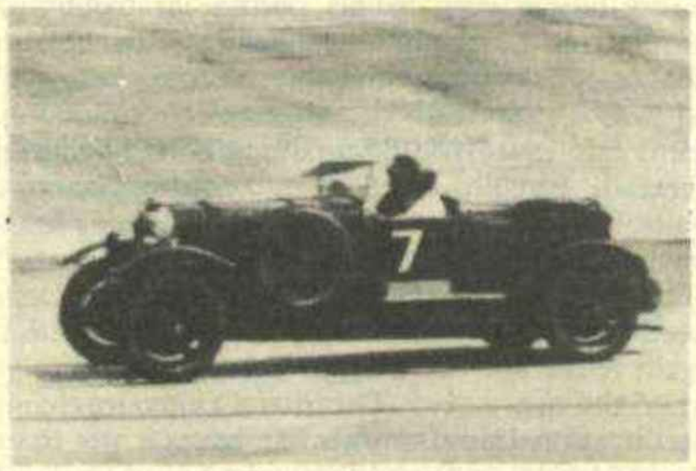


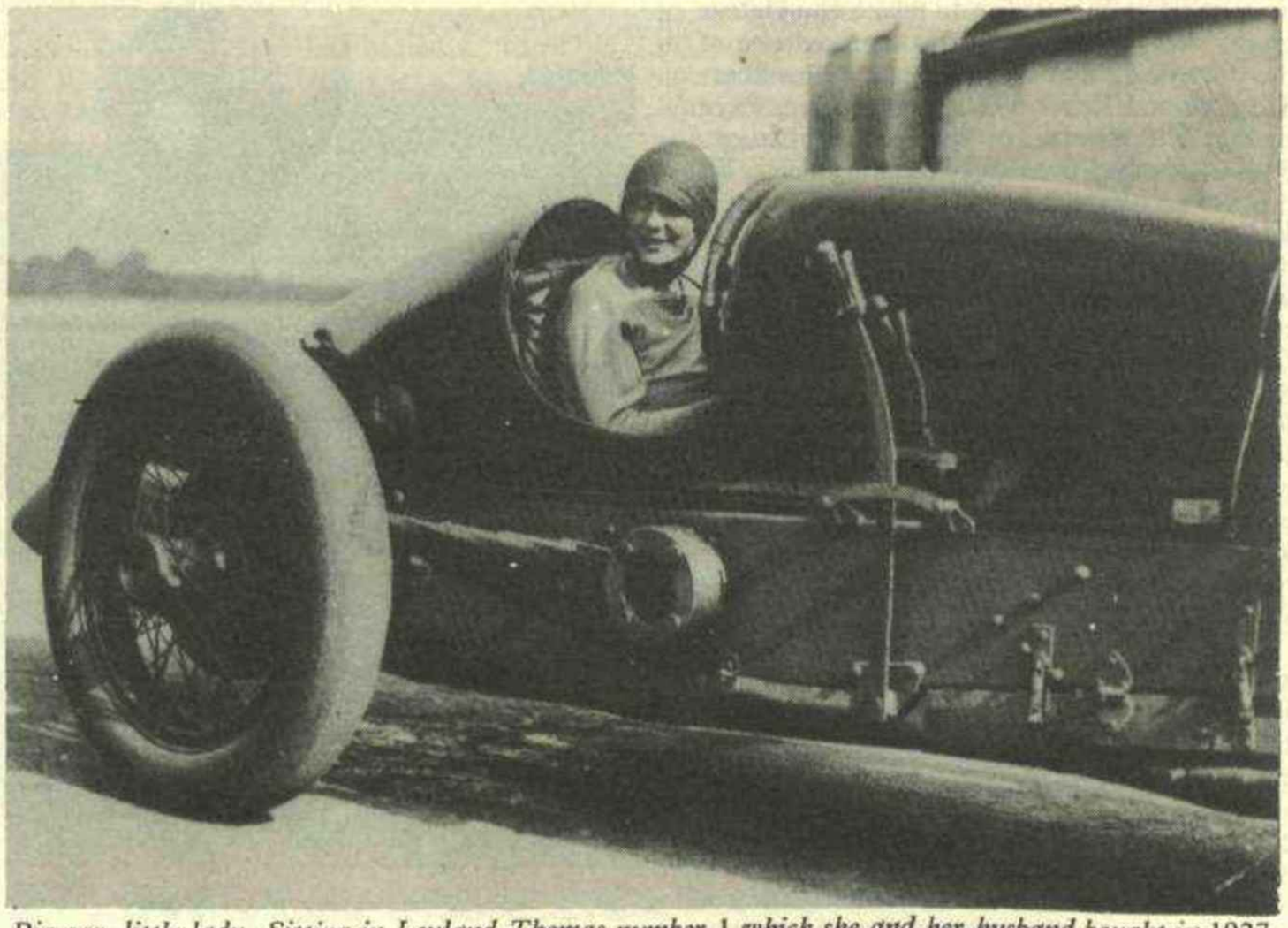


Above : The 4½-litre Bentley Reg. No. UU 5580, which Mr. and Mrs. W. B. Scott shared in the 1929 JCC "Double Twelve", finishing 11th, at over 70½ m.p.h. Left : Scott slides the Bentley at Mountjoy corner during the 1929 Irish GP at Phoenix Park. Below, right : The 4½-litre Bentley in the 1929 BARC Six-Hour Sports Car Race at Brooklands, driven by its owner into 8th place.

remembers were a "rather amusing" l.h.d. Farman sports two-seater taken in part-exchange, Col. Henderson's "quite fast" Renault 45 saloon, and Segrave's mahogany-decked four-seater Renault 45 which used "enormous quantities of petrol". His mother was prevailed upon to ride in the ex-Segrave Renault to Scotland and she remarked, when the fuel tank filled before they set out, needed replenishing at Stamford, that it might have been less expensive, if slower, by train. Other well-remembered road cars are a 1912 GP SAVA with 50-gal. copper fuel tanks, which Scott's brother drove up to Mull, an Hispano-Suiza, the ex-Humphrey Cook 30/98 Vauxhall "Rouge et Noir" and various Rolls-Royce cars, including a very fast ex-Paddon P2 with H. J. Mulliner body. Later came a 319 BMW, used in Scotland, an *Ecurie Bleu*-type sports-racing Delahaye bought from his dear friend Robert Arbuthnot, a "very nice" open 4½-litre Lagonda, and a blower-4½ Bentley, etc. After the war the subject of these memoirs kept his hand in, with a Lotus 11, a Buckler, a Ford Ten Special and several front-drive Citroëns.

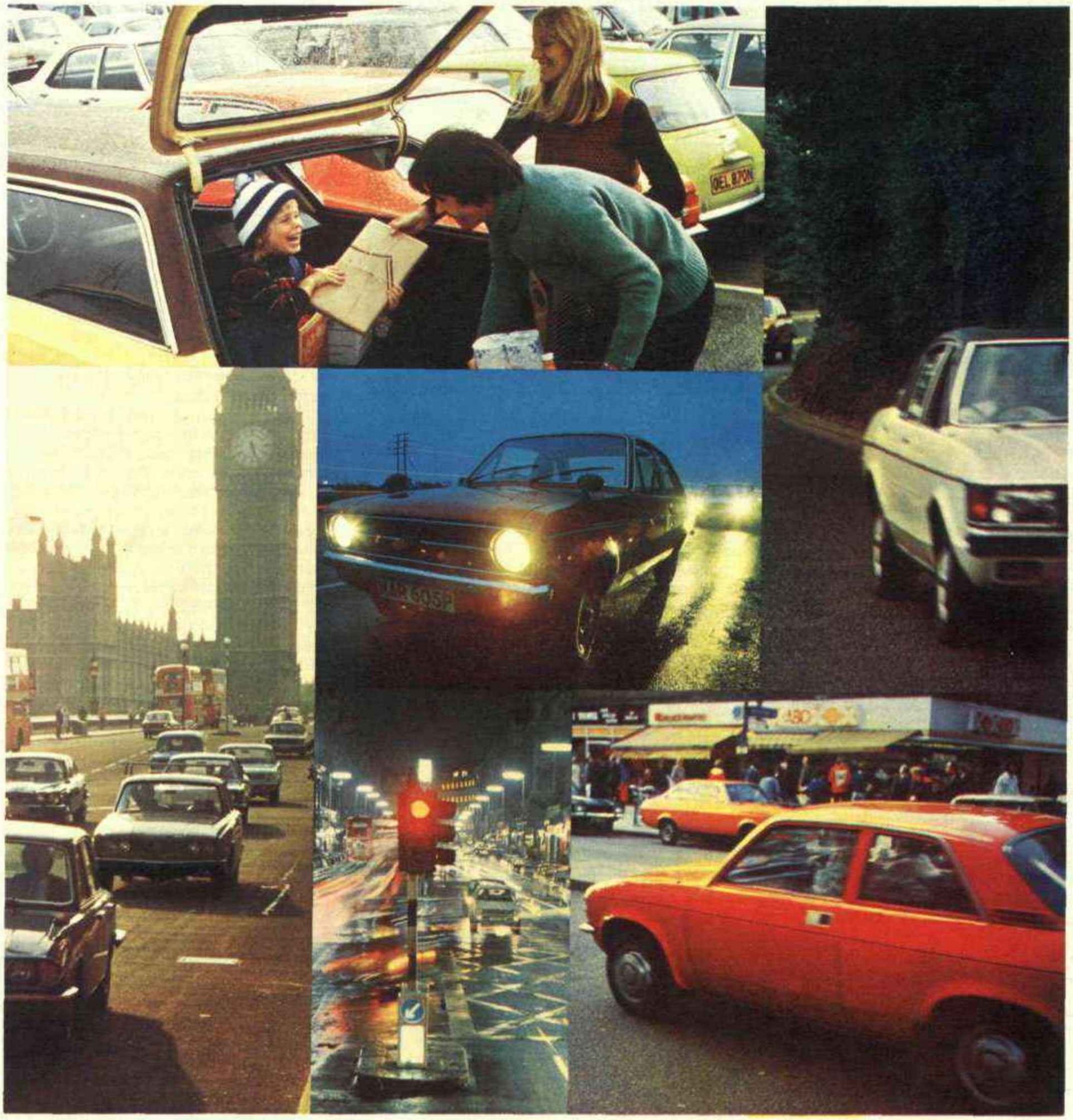
There were boats, too. Such as the tall-funnel pre-1914 coal-fired ex-minesweeper, the former HMS Redwing's twin-screw Vosper overhauled for Scott by Peter du Cane and kept at Hamble and Cowes, and Johnson Sea-Horse outboards, raced with Segrave at Hamble. Also a 250-h.p. Thornycroft-powered Johnson Noad hydroplane which broke its propeller-shaft mounting when Scott was bringing it round from London to Portsmouth. Querico was the first to notice that they were shipping water and by keeping on the step until close to the shore they did not have far to swim. . . . Happy days!—W.B.





Big car, little lady. Sitting in Leyland-Thomas number 1 which she and her husband bought in 1927 and which John Cobb used to race for them.

Motorists



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The Ferrari 308 GTB



The Dino is dead, long live Ferrari

THERE ARE some games you just cannot win and it would seem that my game with the Ferrari 308 GTB is one of them. This particular model got under way in production early this year and was notable for a number of things, the body is in glassfibre, the shape has regained the faith of Ferrari enthusiasts and the name Dino has been dropped. Back in February a small group of us were taken to the Paul Ricard circuit by Maranello Concessionaires of Egham, Surrey, for a number of reasons, but principally to see the first handful of production 308 GTB coupés, to ride in them and drive them. An added bonus was the fact that Lauda and Regazzoni were there testing the 1976 Grand Prix Ferraris, with and without the de Dion rear suspension. Also, there was a Ferrari Berlinetta Boxer there for our use as well. Needless to say such a trip was accepted without second thoughts, but through no fault of Maranello Concessionaires it turned out to be a disaster.

It started well enough when Niki Lauda took me for a couple of laps in the 4.4-litre flat-12-cylinder Berlinetta Boxer, a car that was so impressive that it left very little impression. When you look at a Boxer Ferrari, at the overall size and shape, and think about that incredible flat-12-cylinder engine in unit with the final drive, the size of the rear tyres, the disc brakes, the racing-like driving position and seats, the view through the huge sloping windscreen, you can't help gulping and saying "Cor!" Put the number one Ferrari driver behind the wheel and have him tell you that this particular car is mounted on an experimental tyre that he is interested in finding out about, and the result has got to be memorable. Memorable it was, but not unforgettable. The Boxer is almost too good, so that it did everything expected of it in a most dignified and perfect way. We conversed easily at very high speed down the long back straight, the acceleration out of corners was smooth and progressive with the big back tyres transmitting all the power to the road without fuss, it cornered in a very flat stance, responding to every whim of the driver without any drama, it slid about on all four tyres as Lauda deliberately went over the breakaway point, in a very smooth and refined manner; it rode over the bevel kerbs without fuss as he "straight-lined" ess-bends and when we stopped he summed it all up by saying "This is a good car." To me it was almost too good, for even with Lauda throwing it about it was devoid of excitement, so that a lesser mortal at the wheel would never approach the threshold of excitement. Satisfaction, yes indeed. I got out thinking "That is exactly how you would expect Ferrari's latest masterpiece to be." It was so impressive that I was left without an impression, if you can follow me.

As I said earlier, the real reason for the trip was to try the new glassfibre-bodied Ferrari 308 GTB and the set of new cars that the French importer had lined up looked very good. The vast crowd of people to be accommodated looked very bad, but a drive on the next morning was promised. Without warning I keeled over and became horizontal with a severe attack of 'flu and next day could only remain vertical long enough to realise that the possibility of actually driving a 308 GTB was pretty remote. A lap in the passenger seat with a known or unknown French rally driver was about all that my colleagues could hope for. Surfacing every now ar.d then from my fever I found them getting angrier and angrier as more and more "unknowns" had joy-rides in the 308 GTB and when I was finally carried away for the return trip home I enquired how they had got on with their test-drives. A stony silence greeted me and I realised that I hadn't missed much by being struck down by the 'flu bug. The UK Ferrari man tried to console us by saying that they were expecting the first of the right-hand-drive 308 GTBs into England pretty soon and he would make sure we were looked after better than the French had looked after us.

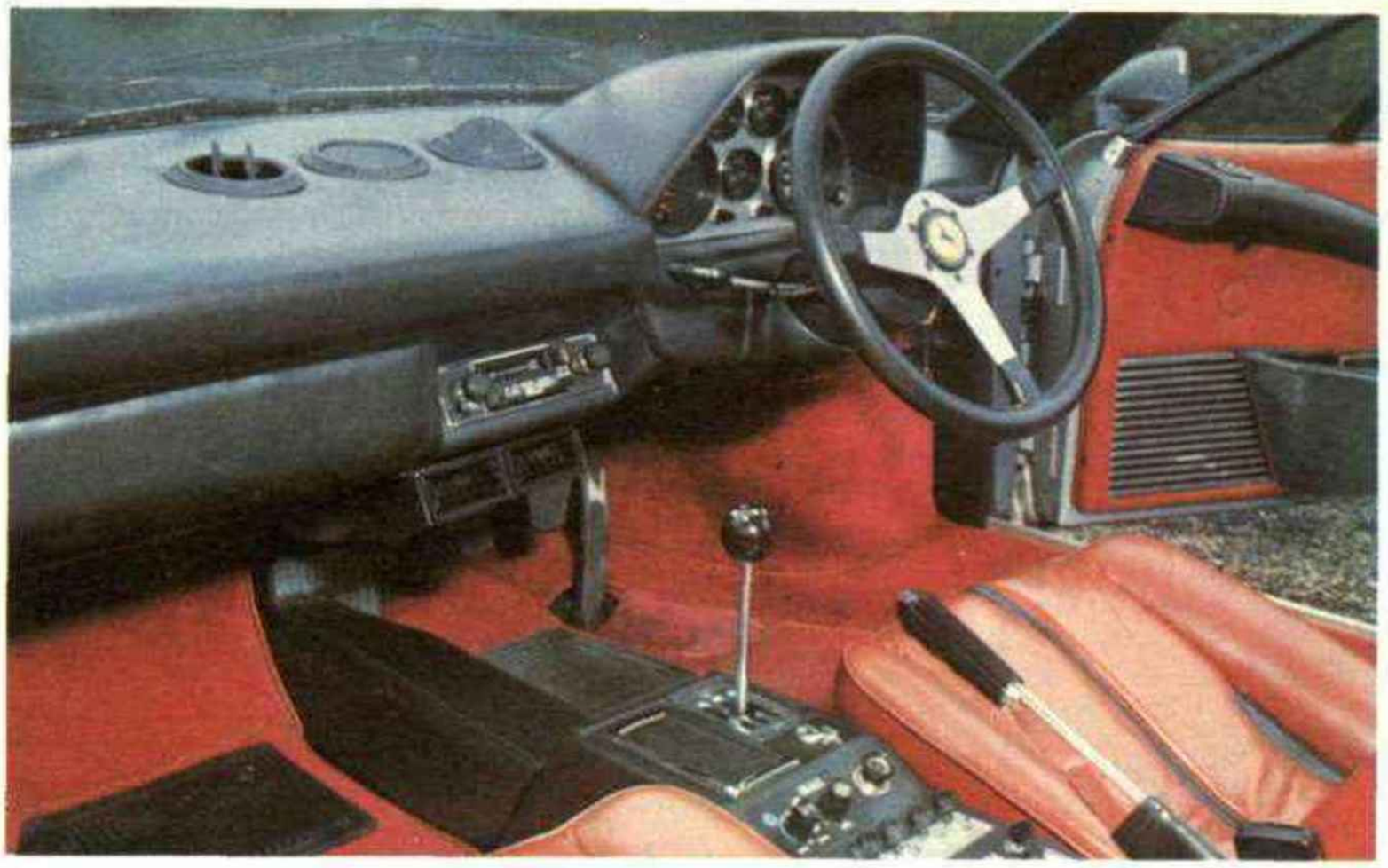
True to their word Maranello Concessionaires got the first consignment of right-hand-drive cars in, and a car was offered to try. Not for a few laps round Silverstone, or a 30-minute drive down the A30, but to take away and use. It was a glorious sunny afternoon when I collected the silver 308 GTB from Mark Konig at the new Ferrari Centre at Thorpe, a mile or two from Egham, and it did not take more than a mile or two to know that I was going to enjoy it. I managed to acclimatise myself to it that evening and looked forward to an interesting B to C journey from Hampshire to darkest Wales on the following day, to visit the lair of The Bod. As I say, there are some games you just cannot win, and the Ferrari 308 GTB is one of them. I used the car for a round trip to Wales, the West Midlands, across to the east and back down south and suffered heavy rain, poor visibility, unbelieveable traffic congestion, darkness, and everything else except snow. If it was not raining, it was dark, if it was not dark, there was solid traffic, if there was not solid traffic it was raining, and so it went on. I tested the two-speed wipers very thoroughly, also the tractability and slow-speed running, and the all-round visibility and the lights and they all passed with flying colours. On the morning I took the car back to Thorpe the sun came out and summer started all over again!

In spite of all this the Ferrari 308 GTB left some very interesting impressions, but before considering them a little Ferrari history will not go amiss. For years Ferrari road cars have had glorious V12-cylinder engines mounted ahead of the driver, some with two overhead camshafts, some with four overhead camshafts, but all making the lovely sounds that only a V12 Ferrari seemed capable of doing. Then in 1967 there appeared a beautiful little car called the Dino 206 GT, a toy car compared with a Daytona Ferrari, but none-the-less a nice toy. In 1969 the Dino 246 GT went into serious production and its 2.4-litre V6 engine mounted transversely over the rear axle was pure Ferrari in the way it hummed and sang to itself at 7,500 r.p.m. It was a beautiful looking little 2-seater coupé and though one was prepared to accept that it was not a *real* Ferrari, compared to the 4.4-litre V12 cars, it was truly ". . . a son of Ferrari . . ."

In 1973 the Ferrari BB was introduced, of similar general lines to the Dino 246 GT, with its flat-12-cylinder engine mounted amid-







REDRESSING THE BALANCE.—The 308 GTB is a masterpiece of mould-making and finish, though silver paint did not do justice to its lines, left. "While at the controls there is a lot to be desired . . . Instrumentation . . . 'styled' by someone in Turin more used to 850 c.c. Fiats than Ferraris" . . . a "riot of stylistic art", above and right. Below, in the nose lies a Michelin "get-you-home-tyre" and in the tail a leaky "boot" and a "smooth and effortless producer of power".

ships, though the whole thing seemed unreal and the feeling was "mmm! yes, but . . ." In no time at all the BB, or Berlinetta Boxer, was in full production and over 50 had been sold in Great Britain alone, and that was a year ago. This "ultimate" Ferrari has now been enlarged to 5-litres and is called the 512 BB, an illustrious name indeed. The mid-engined concept from Ferrari was now serious. The Dino series had been an offshoot or probe, and the 246 GT has become a classic, mostly because of what followed. With little warning the beautiful little Dino 246 GT, styled by Pininfarina, disappeared and was replaced by an angular looking car called the Dino 308 GT/4 whose only similarity to the previous Dino lay in the name. This was styled by Bertone and exuded nothing compared to the Boxer and the 246 GT. It had a four-cam V8 engine mounted transversely amidships, integral with a 5-speed gearbox, and was a 3-litre, though a 2-litre was also offered as the Dino 208 GT4, but it seemed to be still-born. The Dino enthusiasts wept when they saw the new car, but the *real* Ferrari people were a bit more tolerant as they felt a 3-litre was a bit more like a proper Ferrari, but the V8 layout left them puzzled. At least the V6 Dino 246 GT was "half a proper Ferrari," but a V8 was something from Detroit or St. Agate, for Lamborghini was making the 3-litre V8 Uracco, with the engine mounted transversely, amidships atop a 5-speed gearbox!

What was much more worrying to the pure-Ferrari enthusiast was the fact that the front-engined V12-cylinder, four-camshaft, 4.4-litre 365 GT was the only "proper" Ferrari offered for sale, and it was more of a "limousine" than a "sports car" and even had power-steering. Worse was to follow, for in 400 GT guise, it has now been given the benefit of automatic transmission. If you view the trend in Ferrari production cars dispassionately, with the introduction of the Dino 246 GT, the Boxer, the 308 GT4, and the latest offering, the 308 GTB, then the end of the road for the traditional V12 Ferrari with front-mounted engine is in sight. The Bertone-styled 308 GT4 was not acclaimed as a roaring success and Pininfarina were soon at work making amends. In the 308 GTB they have surely redressed the balance, and what is more it has been done in glassfibre and is a masterpiece in the art of mould-making and finish. Underneath it is still the 3-litre V8, four-camshaft, transverse mid-engine and 5-speed gearbox, with all-round independent suspension, ventilated disc brakes and ride and handling that is everything you would expect. The name Dino has been dropped completely and this latest offering is unashamedly the Ferrari 308 GTB, little brother to the fabulous Ferrari Berlinetta Boxer. All the badges and name-plates now depict the Prancing Horse or, say Ferrari, the rectangular Dino badge has gone.



Throughout the motor car manufacturing world there have been instances of a firm making a long-lived and successful product and then the time has come when somebody within the organisation has to make an irrevocable decision. I am thinking of the day when Porsche said "Stop" to the production of the 356 series, and the 911 took over; when the last E-type Jaguar was made; when the DS-series Citroëns ceased; when Lotus made the last Elan; even when BMC made the last Morris 1000. The day has got to come when Ferrari makes the last front-engined V12 Ferrari, but it will have to be a courageous man who makes the decision. Enzo himself, surely. I say this after spending a few days with the 308 GTB, even in appalling conditions, and reflecting on experiences in the Dino 246 GT and the Boxer. Ferrari makes modern cars, using all the knowledge and technology that stems from his racing department. The last V12 racing Ferrari was so long ago, I don't really recall it. The Ferrari 308 GTB is the Maranello expression of a modern car for today. It is functional, efficient, and excellent, but exudes little in character other than being absolutely right. Not far from Maranello the Lamborghini Uracco P300 is being built, and not long ago I said of that car that it was a proper car. The 308 GTB Ferrari is virtually identical and in the dark I would defy anyone to tell the difference when driving it. The only subtle difference is that the Ferrari exudes

"My family has been making pot-stills for the Martells ever since 1818.

Believe me, they're so fussy, it feels a lot longer." JEAN MARESTÉ.



Martell.

THE FAMILY OF COGNAC SINCE 1715.

a certain "feel" about the way things work that suggest the obvious fact that Ferrari has been building production cars that much longer than Lamborghini.

A 3-litre V8 engine, with toothed belts driving the four overhead camshafts and feeding from four double-choke Weber carburetters, is not necessarily a Ferrari engine, nor a Lamborghini for that matter. It is a very smooth and effortless producer of power, whether you want it at 1,500 r.p.m. or 7,500 r.pm. and when a friend looked under the engine lid and said "Good grief, a V8 Fiat . . ." he wasn't far wrong. With a bore and stroke of 81 x 71 mm. the 90-degree V8 has a capacity of 2,926 c.c. and at 7,600 r.p.m. it produces a claimed 255 b.h.p. using an 8.8 to 1 compression ratio. As the power comes on and the revs rise the engine gives a hard purposeful growl, but at low r.p.m. and no load it bleats from its exhaust like a sheep. A top speed of 158 m.p.h. is claimed and a weekly magazine noted for its serious approach to facts and figures said it would do 154 m.p.h. (4 m.p.h. short of its claimed maximum, they complained!). Personally I never saw more than 130 m.p.h., for it even poured with rain when we took the car to a test-track, and 150 m.p.h. or more always seems pretty academic to me anyway. What was usual, was 100-110 m.p.h. in fourth gear, with no strain at all, and then into fifth gear and onwards. The steering was beautiful, with very positive feel, and the natural tendency of the car was to understeer, even to final front end breakaway, but an over-steering "tail-out" stance could be invoked on a skid-pan and increasing the speed made the tail go on out until a spin was provoked. Even on the streaming wet test-track the fat Michelin tyres hung on incredibly well, sending out a piercing shriek before reaching the limit of adhesion. They are 205/70 VR14 XWX and look fat enough to have been Grand Prix tyres in 1966/7 (there is a purpose in racing). In the nose of the Ferrari 308 GTB lies a Michelin "get-you-home" tyre, looking like a motorcycle tyre, this small section allowing more space in the nose for coats or boots or suchlike. A punctured 205/70 will just squash into the space taken by the "get-you-home" tyre, but oddments would have to be removed. The space-saving tyre mainly aids the drooping-snoot line of the front of the car.

For all normal (and most abnormal) road speeds and cornering the Ferrari rides incredibly flat, with no apparent roll or pitch, but below 50 m.p.h. there is a lot of thumping and banging from the suspension. Once on its way beyond 50 m.p.h. everything smooths out, the spring rates are dead right, as are the shock-absorbers and you really feel that all four wheels are doing their job with complete confidence and the messages sent back through the steering and the seats are to say "all is well, press on". If the harshness at low speeds was eliminated, either by the introduction of rubber, or different spring and shock-absorber settings, the wonderful feel at over 100 m.p.h. would be lost, and the Ferrari 308 GTB *is* supposed to be a fast car, even though "they" are trying to stamp out good cars with legislation.

As a car to live with I found this 308 GTB lacking on many detail points. It was not water-proof (and it certainly got the full test-treatment), for drips came in at the top of the driver's door, but much worse, the boot at the rear filled with water in its corners. Behind the engine compartment is the full-width luggage boot in the extremity of the tail and at each side are deep wells, which were very useful until it rained, when the bottoms became soggy. Another tiresome design fault is that the rear lid over the engine and the luggage compartment is in one, so even to remove a briefcase you have to lift up the whole tail lid. Even worse was the fact that water lies on this flat lid and when you lift it up, hinged at the front, it dumps half a gallon of water all over the engine and the ignition distributor, which is on the left side of the front cylinder head. The impressive thing was that the electrical system did not object to being doused in water.

Inside the car, while at the controls, there is a lot to be desired, especially the instrumentation which would appear to have been "styled" by someone in Turin more used to 850 c.c. Fiats than fast Ferraris. Can you imagine designing instruments with black dials and dark green needles? The tips of the needles are white, which is fine until it is in line with the white markings on the dial face! As for a rev-counter whose figures go from white, to orange, to dark red on a black background as you go up the rev-range, and the instrument is buried deep down in a well with the important 6,500 to 8,500 portion in the shadow . . .! Below the instrument panel and to the right were two extra dials, one for oil temperature and the other a clock. You could read them very well when the door was open! As the speedometer read 10 m.p.h. when you were stationary there did not seem much point in worrying too much about the whole Turin-styling exercise spread out in front of you. However, full marks for the high-beam indicator light that was discreet and sensible like a 1939 BMW 327 coupé. The final touch to this riot of stylistic art on a very fast car, was the binnacle over the main instruments that reflected the sunshine (what little there was) up onto the windscreen to form a nice fuzzy glare right in front of the driver's face. However, the real prize went to the stalk on the left of the steering column that controlled the lights. Rotating the end put on the side and tail lights and moving the lever down a notch operated electric motors that wound up the hidden headlamps very smartly and had them on "dipped". Moving the lever down another notch put the headlamps on to full beam and excellent "full" beams they were. Flick the lever up a notch and you were back on "dipped" which was fine, except that I have a simple brain that thinks a lever control moving "upwards" should put things "up" and a lever moving downwards should put things "down". Not on a Ferrari. In the heat of the moment, such as overtaking in a hurry, flicking the lever inadvertently the wrong way not only does not give you full beam, but takes away the "dipped" beam and the headlamps fold smartly out of sight. Presumably, if Ferrari owners live long enough they will get used to this very dangerous lack of "fail safe thinking".

When I heard that the Ferrari 400 GT was going to have automatic transmission I began to wonder if it would not be a bad idea for the mid-engined 308 GTB, for the gearchange on the 5-speed box leaves a lot to be desired. The ratios are marvellous, and the clear and open gate are fine, but the movement is heavy and sticky, especially at low revs. When you have got it all wound on in third gear, the lever "wangs" across into fourth all right, and 7,500 in fourth and a haul back into fifth is fine. But unless you are doing that, gear-changing is hard work and there is no encouragement to "play-tunes" on the lever. Anyway, the V8 engine doesn't sing to itself like the little V6 Dino engine, so you might as well let it burble away at 3,500 r.p.m. There always seemed to be ample power and torque for all normal needs.

When all is said and done you find that this latest "Ferrari for today" costs £12,000, with another £1,000 for optional extras, but for that money you have got a proper car, and a Ferrari at that. When Fiat took over the Ferrari empire, Enzo Ferrari said "that's fine, you look after production, and I can concentrate on the motor racing, which is all I have ever really enjoyed". In the Ferrari 308 GTB we have a modern, efficient, effective and first-class automobile, but somehow it does not exude the magic of Enzo Ferrari. The idiosyncrasies and character that Enzo Ferrari put into his cars seem to have been discreetly swept away by the dead-hand of Fiat.—D.S.J.



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Doing the Brighton Run—On a 1902 Beaufort

IT IS THE in-thing these days to do the Brighton Run for Veteran Cars, now called the RAC Commemoration Run, with no mention of the Veteran Car Club on plaque or medal, although it was the latter club that took the organisation out of the hands of a well-known motoring magazine and long ago set it on the path to its present International status.

Back in 1930 Sammy Davis, before driving his 1897 Léon Bollee in the 1930 event, described this annual happening as "just about the most sporting event of the year". It still is, for many people, although with the passage of the years it has become a big social occasion, with the VCC cocktail party on the evening beforehand and the Dinner and Dance at the "Metropole" in Brighton after the finish. Moreover, it is followed by TV and countless amateur cameras and this year it attracted 290 entries, from the USA, Belgium, Eire, France, Germany, Holland, the IoM, Northern Ireland and Switzerland as well as Britain. And there are the enormous numbers of spectators who turn out to watch and wave—and, alas, the large numbers of modern cars that follow the route and add to the congestion towards the finish.

I went on my first "Brighton" 40 years ago, as passenger to Dick Nash on his 1900 Peugeot. This year, through the generosity of that well-known veteran car and motorcycle enthusiast, Tom Lightfoot, I drove a 1902 8 h.p. Beaufort, which was entered by the RAC. This was a make of car I previously knew nothing about and from Tom's insistence that I would need a long spell with it before I understood it, and the fact that in last year's Run, when Sir Clive Bossom was in charge of it and had a Metropolitan policeman as his passenger, it got no further than the road outside the House of Commons, apparently because he broke the gear-lever off, did not exactly inspire me with confidence. However, after I had had my driving lesson with Bill Lewis on the Wednesday before the Run I felt happier about arriving at the famous watering place on the Beaufort, although convinced that to conduct it properly I really needed three hands on my right arm. . . .

It seems that these cars were made in Baden, Germany, from 1901 to 1906, with British capital, which is, I suppose, why they were sold, possibly even assembled, at Baker Street in London, not far from where we were to start our Sunday journey and made famous, of course, by Sherlock Holmes. At first they were belt-driven chassis, but shaft-drive appears to have been used from 1902. The car is really an Argus, and Tom Lightfoot's is the only surviving example. It has a big single-cylinder engine, a Bergmann I suspect, which lives under a brass-bound Renault-type bonnet. The valves are in front of the huge water-jacketed cylinder, the inlet on the o/s, the exhaust on the n/s. The former is fed through a long pipe from a veteran-pattern carburetter which has warm air fed to it from an inlet that goes close to the exhaust pipe, this inlet pipe possessing a sleeve which can be used to regulate the amount of cooler air admitted. Petrol is gravity-fed from a tank under the passenger's seat (the car is r.h.d.), which holds about 3½ gallons. Ignition was originally by trembler coil, I think, but this system has been replaced by a chain-driven BTH motorcycle magneto. Another chain drives a substantial water pump, that feeds water to a low-hung gilled-tube radiator from a brass header-tank under the bonnet. Lubrication appears to be on the total loss system, from two pipes running from a small glass-sided tank on the dash, supplemented by a hand-pump conveniently mounted, again on the dashboard, for the passenger to use on hills. Both these supply systems have taps, to avoid oil seepage into the sump.

The engine has a very big flywheel to disguise its single-lunger impulses, and the drive goes through a very amenable cone clutch, controlled by a floppy piano-type pedal, to a three-speed-and-reverse gearbox. The other piano-pedal operates a surprisingly-reassuring transmission brake. This was just as well, because the push-on hand-brake lever outside the body, which controls expanding brakes in the back-wheel drums, is sprung so powerfully against its ratchet that I needed both hands to release it. In front of the driver rises the column for the 5-spoke steering-wheel, the action of which is light and accurate, and this has beneath it a quadrant on which works the gear-lever, and the smaller throttle and advance-and-retard levers. This is where the need for more than one right hand comes in, because age has caused these levers to prefer moving to notching into their grooved ratchets, and even the gear-lever had ceased to want to go into the deep notches intended to hold it in a given speed. Moreover, whereas the ignition-lever goes forward for advance, the throttle-lever moves backwards to open up the engine, so that fingers as well as the one hand are kept pretty busy at times. On



Bottom left : On its way : D. G. Blackford's 1901 *Locomobile steamer leaves the start.*

Bottom right : A De Dion Bouton duel taking place over Westminster Bridge.

Top right : Nothing wrong ? A policeman keeps an eye on Lady Nall's 1902 *De Dion driven by by Sir Geoffrey Tuttle, while the* 1902 *Dennis follows carefully, and Tom Lightfoot, with his wife Rita, prepares for his customary fast drive to the coast.*





the other hand, once the Beaufort is bowling along with the levers positioned as required, there can be few veteran cars that are easier to drive. The gear-lever has sensible positioning, reverse being right back, and the lever moving forward over the quadrant to get first, neutral, middle and top speeds, respectively. There is the usual two-seater body of the small runabout of the time, with a shallow, lidded boot for the accommodation of tools, spare inner-tubes and the like. The body plates bear the inscription : "The Beaufort Car, 14, Baker Street, London, W". The wheels are shod with 26 × 3 (700 × 80) tyres—Dunlop, of course—the Registration No. is CR3, so the car was first registered in Southampton, and equipment includes a big brass central gas headlamp inscribed "The Beaufort Car", little side lamps with blue glasses, a size-14 bulb horn, a brass-bound Dumolite mirror, an oil rear-lamp, and AA, RAC and VCC badges. The springs are ½-elliptics, front and back, and there is a tubular front axle with the steering track-rod ahead of it. To avoid broken wrists, the engine is turned by kicking its front starting-handle down; it commenced with commendable promptitude. That was the car on which I was to attempt to get to Brighton last month and it has rather an interesting history.

Originally it belonged to Sir John Simeon of Newport, Isle of Wight, hence the CR registration, who gave it to his man, a Mr. Sullivan, when he left his service in 1907. The new owner opened a pub near West Wellow in Hampshire and the Beaufort was at first used as a taxi, sometimes taking the "fares" as far afield as Salisbury and Newbury races, on some occasions with a saloon-bar chair tied on the back for a second passenger. It was loads like this that caused the back-axle to part from the torque-tube, a calamity which Mr. Sullivan overcame by making up two torque-arms from some steel tubing, dispensing with the torque-tube. The Beaufort also served two doctors in the neighbourhood, who used to hire it. It was thus employed until about 1912, after which it was dismantled and the engine used to drive a dynamo. In 1932, when the hunt for veteran cars was well and truly on, Philip Shaw, a prominent VCC member, heard about this and persuaded Mr. Sullivan to sell him the remains. Laboriously and over a period the missing parts were traced and the Beaufort made into a car again. Indeed, a year after being discovered Mr. Shaw successfully completed the Brighton Run on her. He continued to use her like this until the war. In 1955 the car was smartened-up specially for the Jubilee Run and in 1958 he took the Beaufort down to the village of Canada, near West Wellow, to show it to Mr. Sullivan, who had not driven it for 46 years; he proved well able to master his old love and immediately went off on his own for a short run. . . .

Since those days the Beaufort has been added to Tom Lightfoot's stable and here I was, about to take it on this year's Brighton Run. Driving up to the start, the very heavy rain cast a bit of a gloom! But we were very comfortably ensconced in a Renault 20TL, which I had borrowed for the week-end, appropriately, as Renault Limited were sponsoring the Run, as they did in 1975. All who drove the 20TL expressed much approval of this new Renault model and it certainly served us an admirable tender car. Arrived in London, first, there was a conference with



GENUINE AND IMITATION.—Bill Boddy on the 1902 *Beaufort, described in the accompanying test, about to be overtaken by one of those imitation vintage/veteran monstrosities—and you know what the Editor thinks of such vehicles!*

Tom in the Hyde Park Underground Garage where the veterans were garaged and later I and Roger Maughfling whom I had asked to come as my passenger on the Beaufort, realising that as an ex-motorcyclist, a one-times crambles-rider, and an engineer he would prove invaluable, went to Mr. Lightfoot's traditional pre-Run Dinner-Party at the RAC.

Sunday dawned bright and dry, and at 8.20 we were flagged off from Hyde Park. The first part of the Run proved most enjoyable. After I had sorted-out the Beaufort's shifting gear-lever positions it bowled along nicely. And when we finally decided that top speed could be safely engaged it fairly galloped along, with the engine just idling over—to drive behind a big single-cylinder is usually a pleasing experience and I only wished I knew the size of the one that was propelling us Brighton-wards. About a litre, I would guess. It is interesting that although the little car gets along so well in top-gear, hill-climbing is slow work on middle or bottom speed. The clutch engaged only at the last inch or so of the pedal-travel but was easily manageable and I have already commented on the fortunate fact that we had excellent brakes. The engine seemed more responsive to the ignition setting than to the throttle and its loud bark, in spite of a large silencer, could not be heard from our windy and lofty perch. When stationary there was much vibration, as one would expect from a lusty "single".

Thus we left London behind, the route splendidly policed, as was the entire Run, apart (as ever) in Brighton itself. Indeed, although there *was* congestion in places, seldom have I had such an easy drive and the dreaded one-way stretch in Redhill proved to be no bother at all. One sees little of other competitors on such an occasion, but we did notice that Bill Lewis, with Tom's famous Panhard-Levassor in which I rode last year, had stopped soon after the start. Later we overtook Mrs. Snapper trying to snap out of a severe front-wheel shimmy on her 1901 Renault and wondered whether her passenger, Mrs. Greene, felt green (sorry!); for you can't drive out of such a wobble in a 4½ h.p. car. In Croydon I thought I had held onto top speed too long and had stalled the engine. But, in fact, an ignition control-rod had worked loose, retarding the spark. A polite young policeman asked us to clear the road but was quite happy when we put the Beaufort on the pavement. And Roger proved that I had chosen the right passenger by soon fixing the trouble. Thereafter we just motored on and on. We were debating whether to pause for more Lightfoot hospitality or to try to beat the traffic jams, when the sunshine that had been dazzling me turned to torrential rain. Under such circumstances the fun changes to determination. So discarding any idea of stopping to erect the car's fine leather hood (it also has a celluloid-windowed front apron but without wipers I felt this would reduce the already poor vision to nil) we pressed on slowly, up gradient after gradient, and fast and effortlessly down the other side—we were wet through already, anyway.

Just when the rain had stopped and we had only some 20 miles to go, a new noise intruded. One of the two compression taps had opened. That was soon fixed, and we took the opportunity of checking water and petrol. The engine had never boiled and it now needed very little topping up. The fuel tank was almost empty, showing a consumption of around 20 m.p.g. with all the low-gear work driving a veteran in 1976 traffic entails. The level in the little oil-tank had scarcely dropped. The only other job had been tying-up the sprag before the start. Altogether this Argus-Beaufort seems a very good veteran car and when the make crops up in any future history I may be reading, I shall note what is said with interest. . . .

In five minutes under four hours, we passed the Pylons, where the final check-point was situated, and not long afterwards the Beaufort was safely garaged in the Metropole car-park. (Lightfoot's impressive 1902 25/28 Mercedes, with his wife as passenger, had naturally got in long before us.) For me Brighton 1976 was over, apart from the long haul home to Wales in the comfortable and commodious Renault 20TL.—W.B.

Pictures continued on page 1474



The Inchley/Williamson 1904 *Riley tricar successfully completes the Run. Below : Rain clouds behind them, R. E. Dale's* 1900 *Gardner-Serpollet steam car also arrived safely at Brighton.*



Below : Literally at the finish of the Run, several veterans are checked-in, with G. H. Pilmore-Bedford's 1901 *Lanchester in the foreground.*



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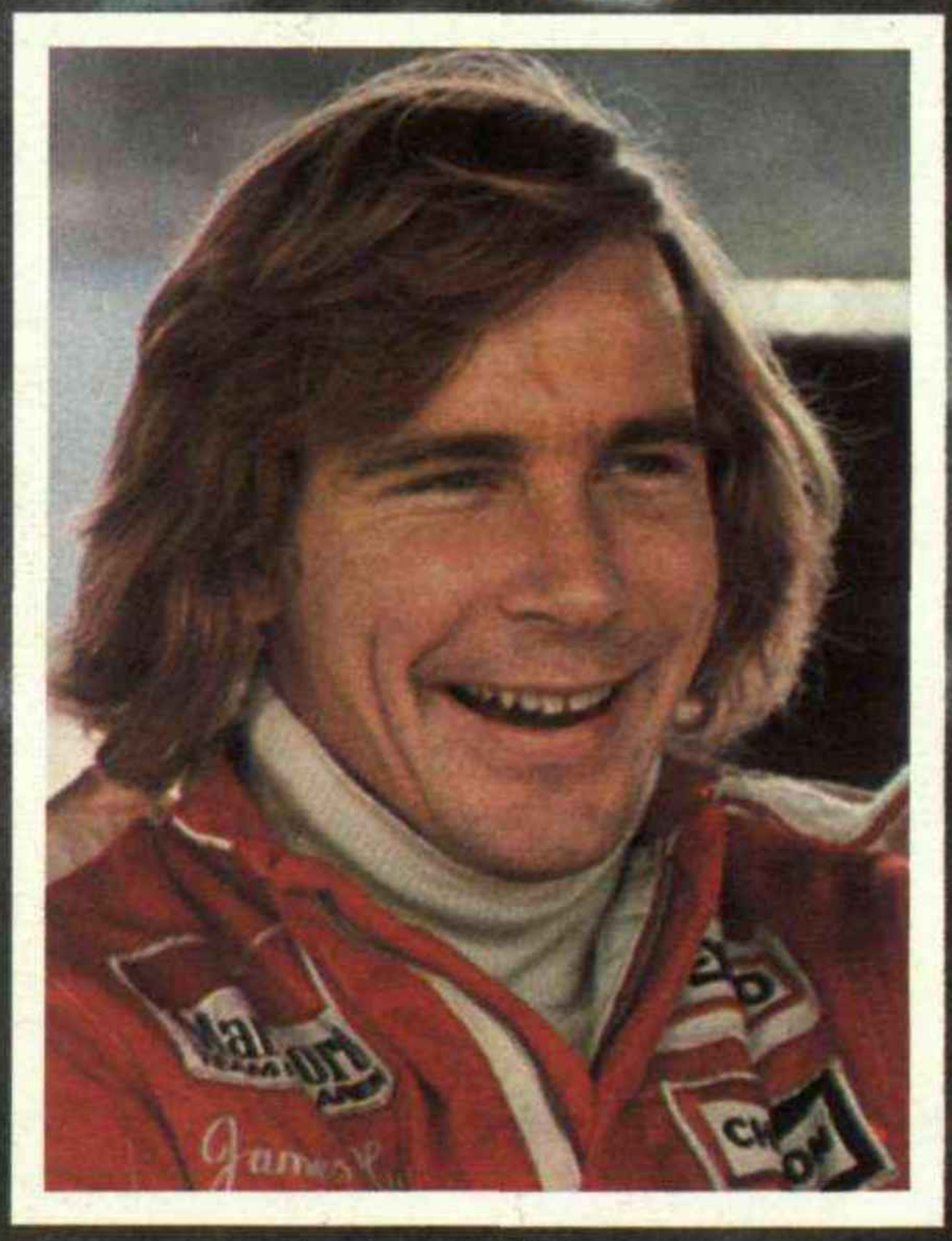


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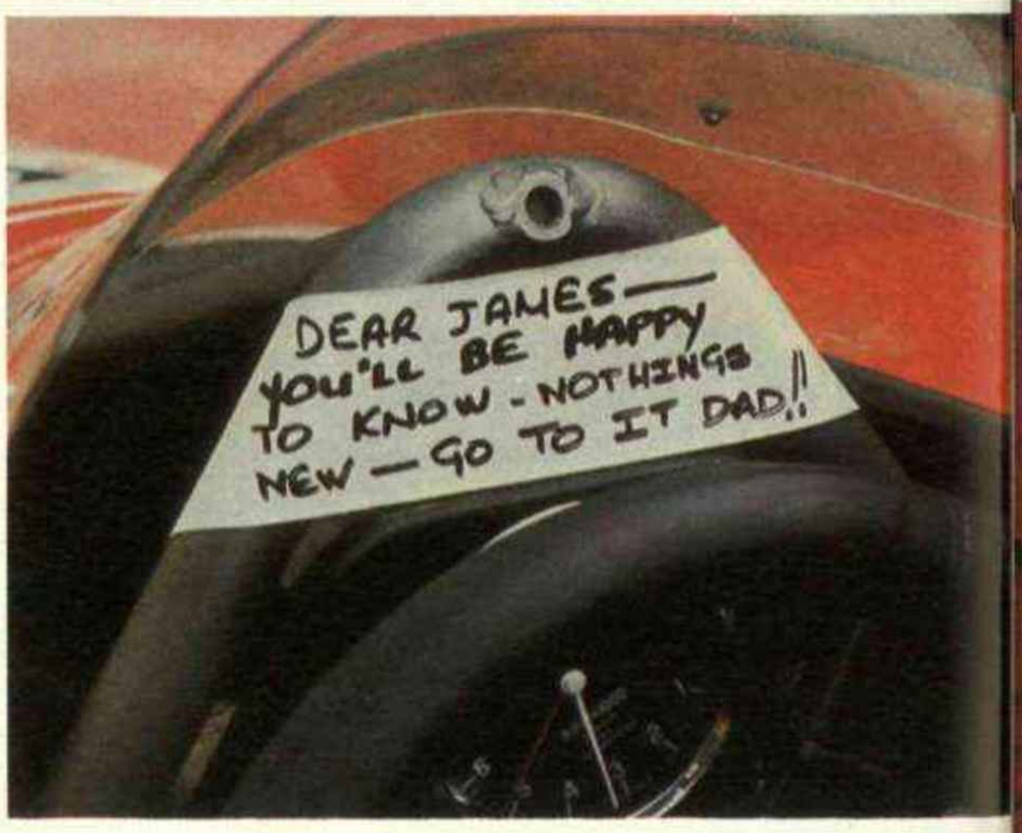
James Hunt

World Champion 1976

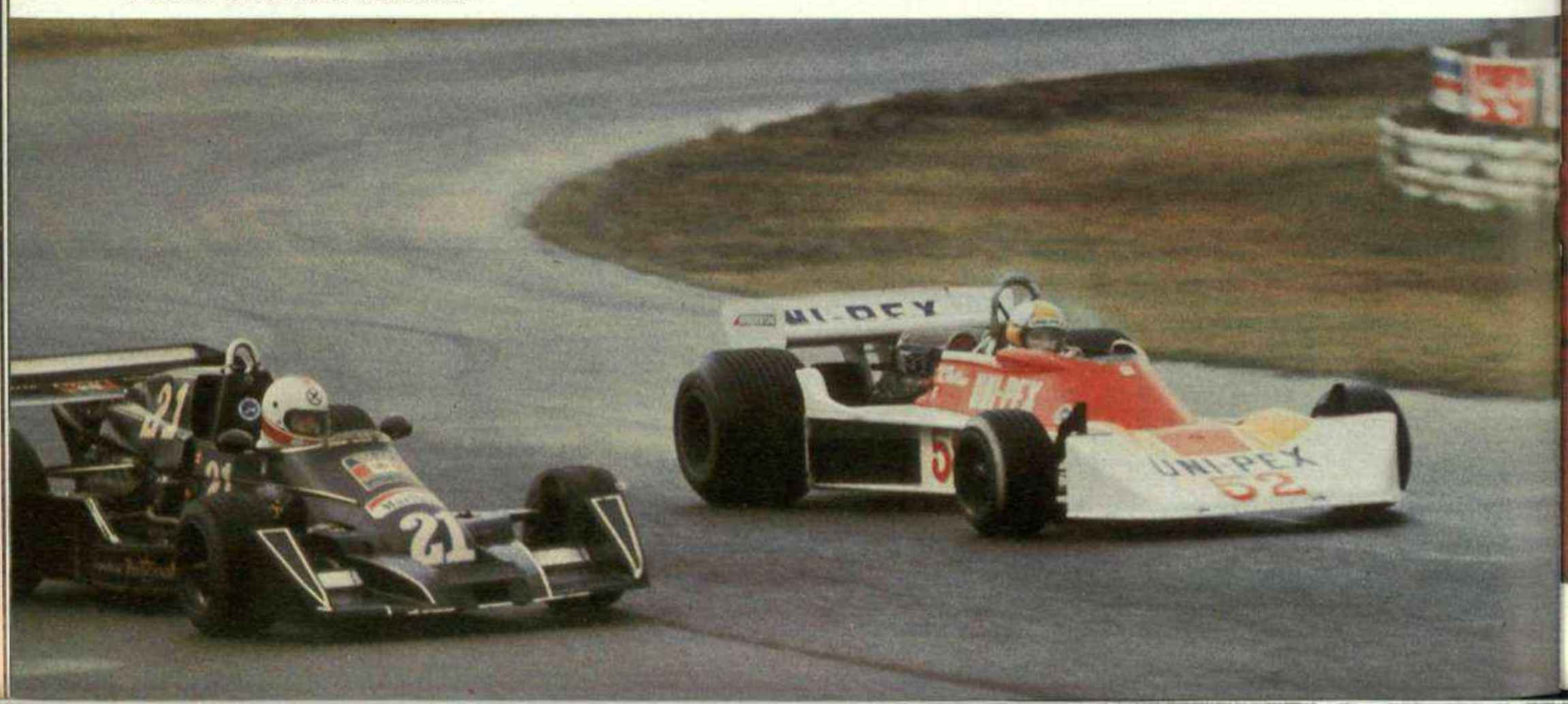

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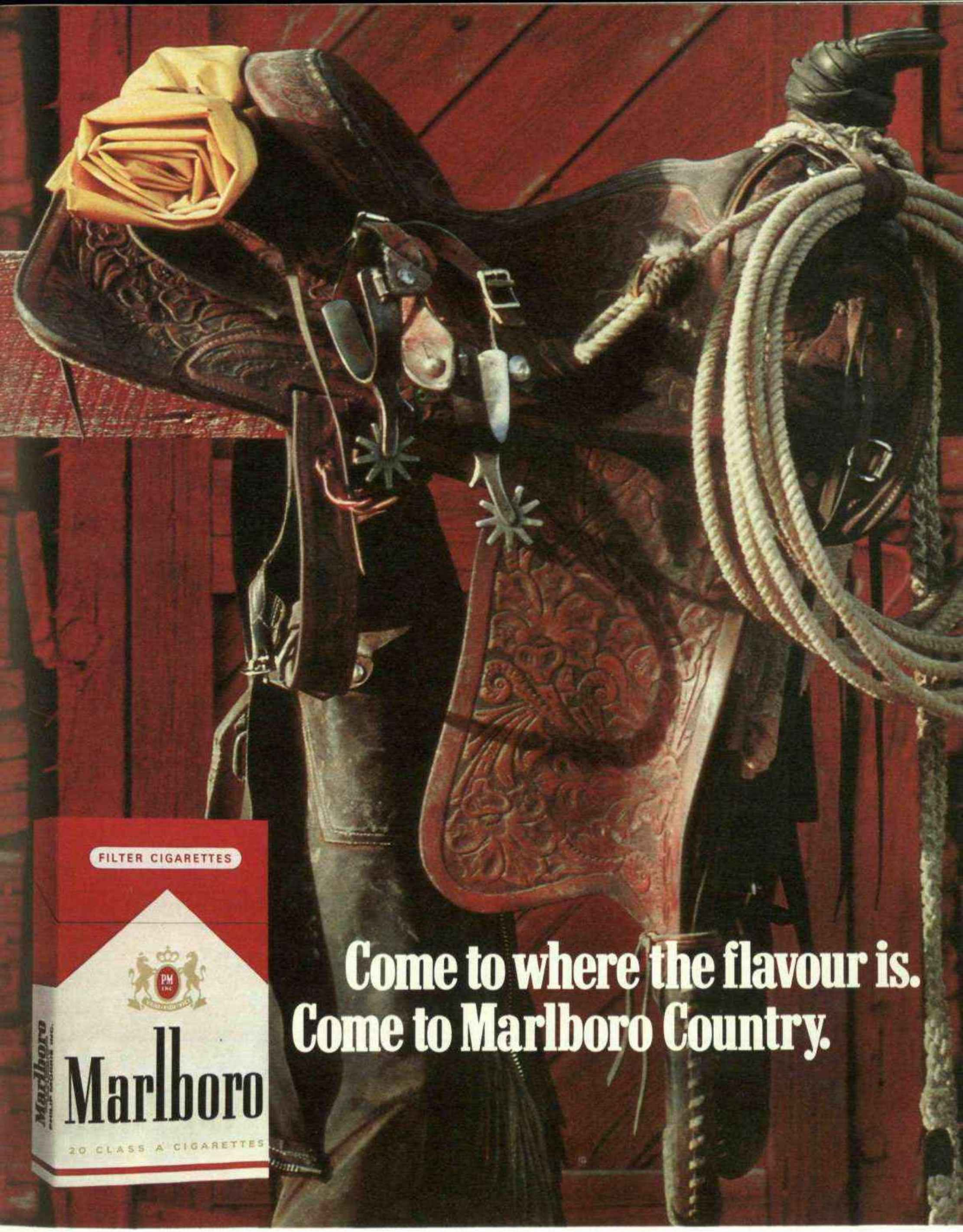






JAPANESE GRAND PRIX PATRICK DEPAILLER finished second in the wet Japanese Grand Prix at Fuji on October 24th, his Tyrrell just lapped by Mario Andretti's winning Lotus at the finish. Centre left, Niki Lauda climbs out of his Ferrari and retires from the race at the end of the second lap whilst (*below*) local driver Kazuyoshi Hoshino (Tyrrell 007) slips inside Hans Binder (Williams FW05) at one of the circuit's tightest corners Centre right, a message to the new World Champion from his mechanics above the rev-counter of his McLaren.





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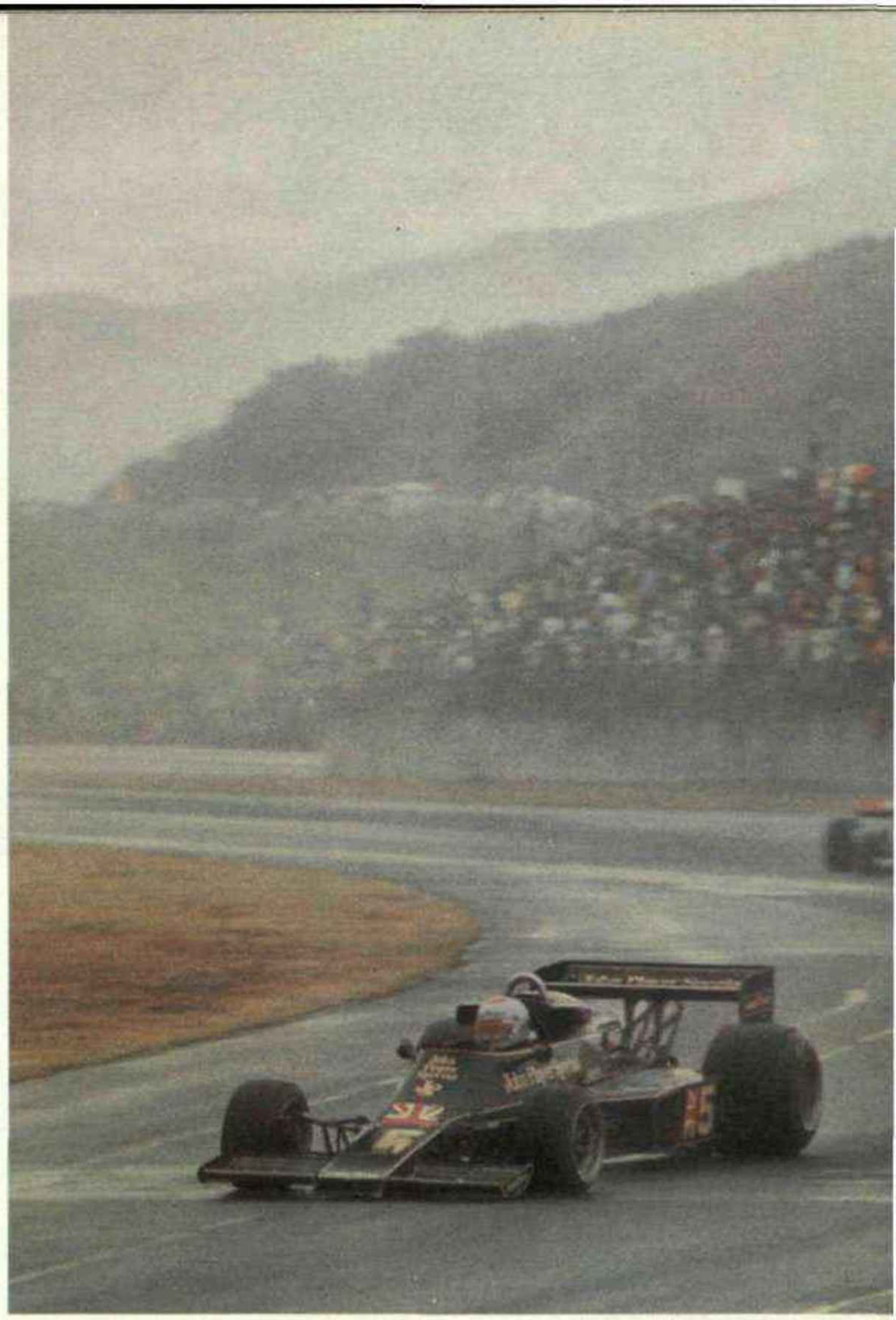
GOODYEAR

James Hunt's World Championship McLaren is fitted with AP Lockheed brakes and an AP Borg & Beck clutch.

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JAPANESE GRAND PRIX continued
DEJECTED : Niki Lauda (*above*) watches Hunt lead the race after he had retired his Ferrari, perhaps hoping that the British driver wouldn't finish and that he might retain the World Championship. Right, Andretti treads carefully on his way to Lotus' first Grand Prix victory for more than two years. Below, Alan Jones splashes towards fourth place in his Surtees TS19 ahead of Gunnar Nilsson's Lotus.



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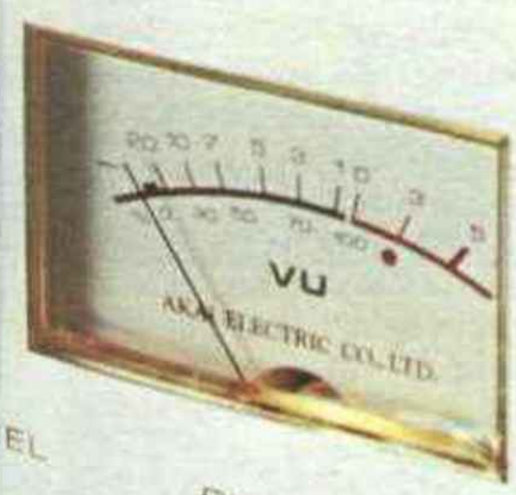
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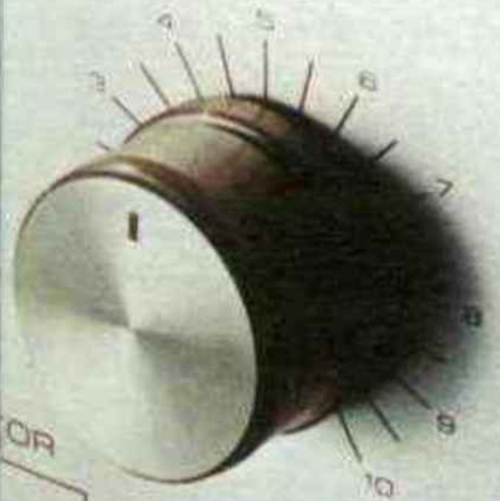
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The epitome of Super Saloons: Colin Hawker's VW-Cosworth V8

Colin Hawker brightens the Silverstone morning alongside his F1-engined creation. Below: *sampling for ourselves the product of so many spare time hours in D-I-Y construction.*

COLIN HAWKER is a mild-mannered young man of mechanical disposition, who earns a modest living as a mechanic in and around Ilford and Romford in Essex. Colin has a shock of grey hair, precocious for his years, and a two-tone blue VW, which has added a fair share to those greying locks. Now completing its second racing season, Hawker's DFVW is the latest in a long line of mongrels that Colin has constructed and raced with equal enthusiasm in the Super and Special Saloon categories. This year's tally of 12 wins and a couple of lap records has been Hawker's best with this interesting mid-engined cocktail of F1 (engine and gearbox), sports-car racing (the monocoque and suspension were originally from Alain de Cadenet's Le Mans special, but today's car shares only the monocoque conception) and that original choice of body shape from VW's obsolete 1600 fastback.



For this particular track test the sports-car ancestry of the aluminium monocoque provided us with the ideal opportunity of installing our normal fifth-wheel electronic speedometer and timing gear. That provided us with an opportunity to actually sample the phenomenal acceleration (from rest to 120 m.p.h. averaged just 12 seconds) first hand. Silverstone's Hangar Straight provided the base for the acceleration runs, while the track session was conducted on the club circuit. Throughout the majority of the day the circuit was either wet enough to send our road-going Chrysler Alpine skittering, or drying out from the spluttering of the leaden sky. Bearing in mind the conditions and the up and down nature of our timing strip those average figures, by far the quickest we have ever recorded, are even more impressive.

The attempt to differentiate between the sophisticated hybrids of British national racing, and the ordinary "hot saloons" resulted in a Super Saloon Championship in 1975, one of the rounds taking place as a supporting event to the British GP, held at Silverstone last year. The Super Saloons didn't perform very well for public tastes. Dealer Team Vauxhall, Gerry Marshall and their "Baby Bertha" Firenza distillation 5-litre Repco V8, and formula racing practice technology beneath that Firenza skin are too good for the privateer opposition.

This season there has been a Tricentrol (the Ford dealership offsprings of the American oil conglomerate) Championship, but the story has been much the same as at that fated GP appearance, so far as the organisers are concerned. Too few entries, too little competition and too many blow-ups.

That is all well and good from the professional's viewpoint, but there are enthusiasts who differ from that view. Perhaps the key to Super Saloons as a separate category lies in understanding that these exotic creations are the product of people who build them privately. The cars are incredibly complex for the privateer to support, but the level at which they are existing is far removed from the world of F1 motor homes and Marlboro money. Inevitably organisers are soured when they lay on a Super Saloon Championship round (and there were less than ten rounds scheduled this year) and only 10 such cars could take the grid on their own: invariably the answer is to bring on the hot Minis and Escorts to support the exotica.

As last year Gerry Marshall and his 5-litre Dealer Team Vauxhall Firenza have dominated the proceedings, taking their second Championship win in the category. Opponents such as Hawker's VW have shown up better this year, but there is still no getting away from the fact that nobody in the category seems capable of giving Marshall the kind of concerted opposition that the organisers believe they need to entertain a crowd today.

What does our chosen competitor say about it all? "Super Saloons do deserve the chance to race on their own. I think the competition has been better this year, and I believe we can beat Marshall fair and square next year, for next season our VW will be lighter, much, and have considerably more torque . . . which should stop this business of having to overtake half the field after a poorish start, before I can start motor racing!" What of the other regular competitors? This year they lined up in machinery as diverse as Vince Woodman's ex-works Capri 1 with its four-valve-per-cylinder V6 of 3.4-litres; Tony Strawson's Capri-Chevrolet 7-litre V8 (next year an 8.3-litre Can-Am alloy engine? Even now Hawker thinks it's the fastest device in a straight line); Mick Hill has a Beetle-shaped machine with Chevrolet V8 power; Tony Hazelwood sports a Jaguar with Chevrolet V8 unit placed in the cabin with its intrepid pilot. Then there are a variety of Escorts, notably Nick Whiting's screaming 2-litre Ford-Cosworth-engined example (rumoured to be the subject of replacement by one of the four-valves-per-cylinder V6 units) and Doug Niven's machinery, which has included both Capri and Escort with American V8 power units in the past.

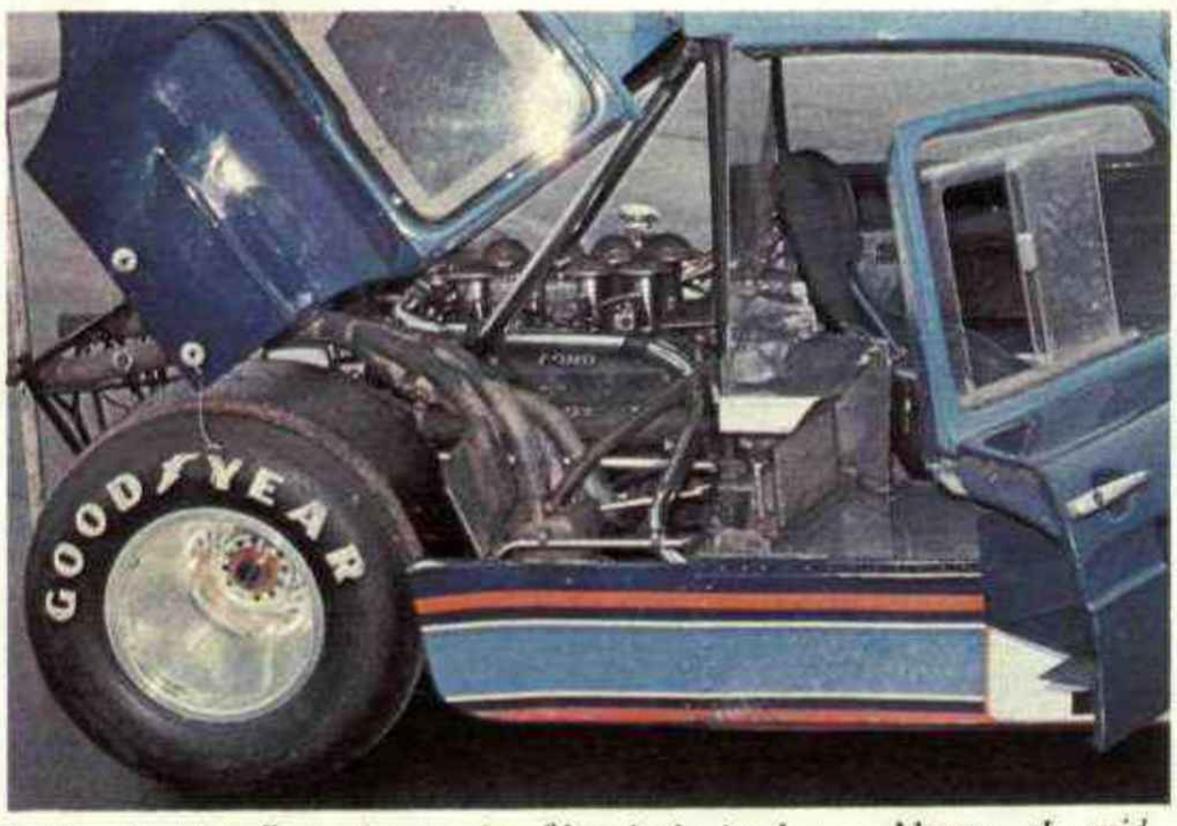
The Tricentrol series has been the target for these cars, though they often appear in some of the 13 other registered British National Saloon Car Championships with the other, less radical, special saloons. By British club racing standards Tricentrol have been offering fair reward—£150 for a win, paying down to twelfth place and so on. Unfortunately the organisers appear so disillusioned that there will be no separate series for these cars next season, so they will be back to scrabbling around for the odd £25 with machinery worth anything from £3,000 to well over £10,000. One answer, suggested by our GP man, was that these exotic creations are really best shown off in the paddock, with the race as some kind of appendage to the main point. That is to convey how these machines are fantastic examples of engineering ingenuity, unlike anything else in motoring sport whether perpetuated on a shoestring or a backdoor works purse.

Hawker started work on the DFVW effectively four years ago when he purchased, for £3,000, a secondhand Cosworth V8 from Ken Tyrrell. That engine, which had served the Jackie Stewart/Francois Cevert partnership well through Fittipaldi's 1972 Championship year with JPS, traced its history back considerably further than in 1972 but that did not matter in this context. What Colin wanted was the kind of power those iron construction Chevrolets gave, but without a weight penalty, and that, even in its current tired (by GP standards) state is exactly what he gets. "It has all the F1 cams and valves for '75 season put in, but we don't have the super single-seater exhaust system and high r.p.m. inlet trumpets. I reckon that costs at least 45 b.h.p.: put it this way, with me rebuilding the engine (and the last time he did it was during the middle of last year!) I think we would be happy to know we had a real 425 b.h.p.

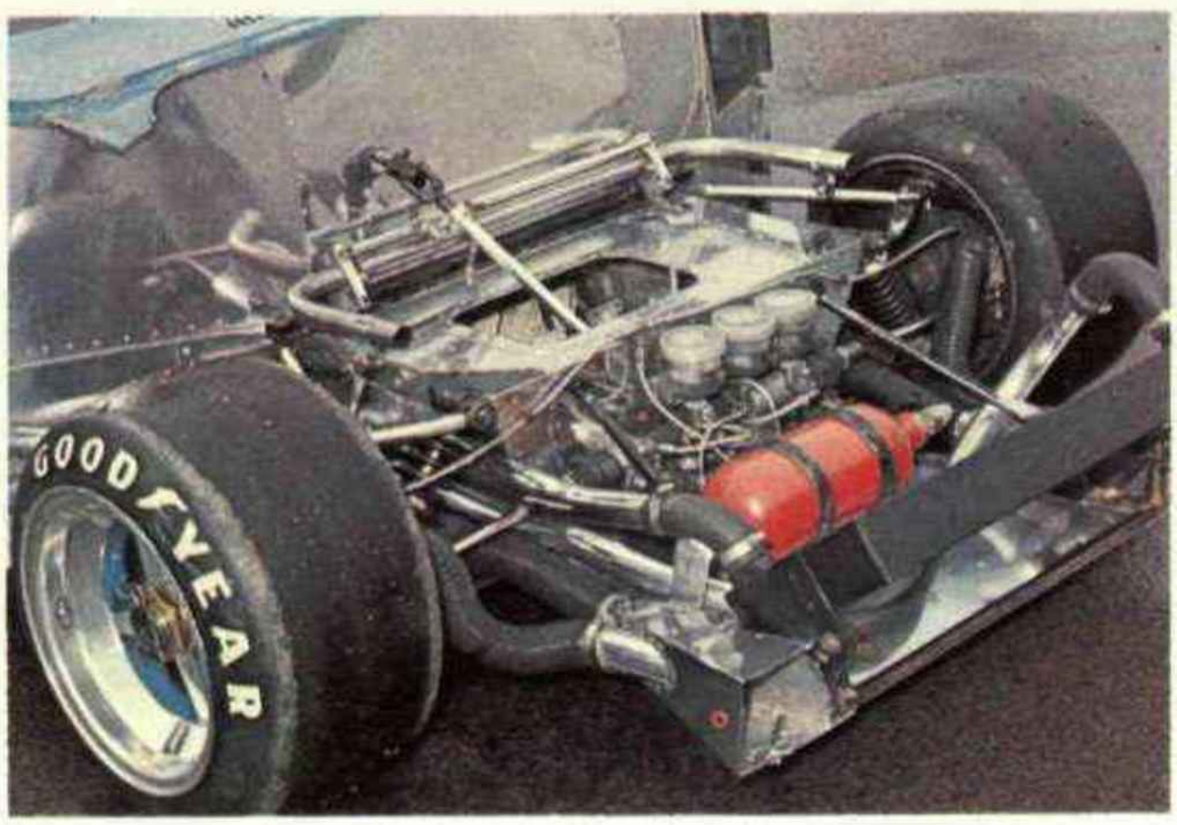
"No doubt about it, it's a fantastic engine. My Cosworth is totally scrap by their standards, just the bore wear alone is five or six times what Cosworth recommend for F1, but it still doesn't puff out oil. Since I have had it (the initial years were spent in 'a much too heavy Capri') the Cosworth has required a set of liners, replacement pistons and three sets of bearings. The company recommend scrapping everything at 500 miles/5 hours for F1 use, but by using 10,500 r.p.m., instead of over 11,000, and taking part in these short races, I have had excellent service from the V8. It once chewed up a valve spring, passed it through the oil pumps and spewed it out in the sump-pan without misfiring during the race!"

Although the engine was transferred from that Capri, precious little else made the trip. Colin acquired the monocoque, which had then been damaged when John Nicholson





Left: *the lift-off or tip-up glassfibre body is shown.* Above: *the mid-mounted V8 is supported by a vestigial space frame, but acts as a stressed member.* Below: *the high standards of fabrication, and spit and polish, are amply displayed.*



spun the de Cadanet at 1974's Le Mans, early in 1975. By May Colin, brother Ray, and the dedicated Brian Grove, had stripped the remains of the engine and transmission-less de Cadanet down: built a mock-up VW body (just as a major manufacturer would from clay, wood and wire) and used that mock-up to make their own glassfibre moulds for the VW 412 body. In fact, by May the car was ready to race, the steel windscreen surround and roof from a VW grafted onto the glassfibre rear and front sections, which were in turn super-imposed over de Cadanet's sports special, which used a large number of Brabham parts around its unique monocoque. Today both front and rear suspension have been completely re-made: at the back a rose joint (working under stress from three points at the outer end of a wishbone!) broke after just three races, sending the car into the wall at Brands Hatch, shortly after exiting Clearways. A new parallel-link rear suspension and fabricated aluminium upright design was substituted, but there were problems with the uprights, which failed until it was found that they had not been properly heat-treated. At the front solid magnesium uprights are installed; front and rear suspension arms are fabricated by Hawker and friends.

Today the Len Terry design for the double wishbone front end and parallel-link/radius-arm rear has proved itself. Originally Hawker was struggling with 550 lb. front springs and thinking that there was no way his glassfibre/alloy creation should be using spring rates normally used in a steel-bodied Group 2 Capri V6. A phone call to Len Terry set them on the path to success.

Another major change to the original speci-







Crowded cockpit offered enough space for two when taking acceleration figures (above). *On the Hangar Straight with damp tarmac and two aboard the car would flash from rest to* 120 *m.p.h. in* 12 *seconds, or less, and reach nearly* 140 *m.p.h.*

fication was in May 1976, with the adoption of a single front radiator, which is actually the former pair of side radiators made up into one unit. Now the oil radiators for the engine sit behind those NACA ducts with no interference from water cooling requirements.

A layman might not think too much about the cost of a Hewland "F1 kit" five-speed gearbox, but Hawker has to. He acquired his example of the DG400 from March for a ridiculous sum, which reflected some other dealing, but you could reckon that this unit is worth at least £1,000, including a few gear ratio sets. Hawker pays £30-£35 for his ratio sets, which are needed to gear the car for each circuit with a DFV installed, and approximately £18 for gear selector engagement dogs which wear out after 3-4 races: the latter point was to prove our undoing at the end of the day.

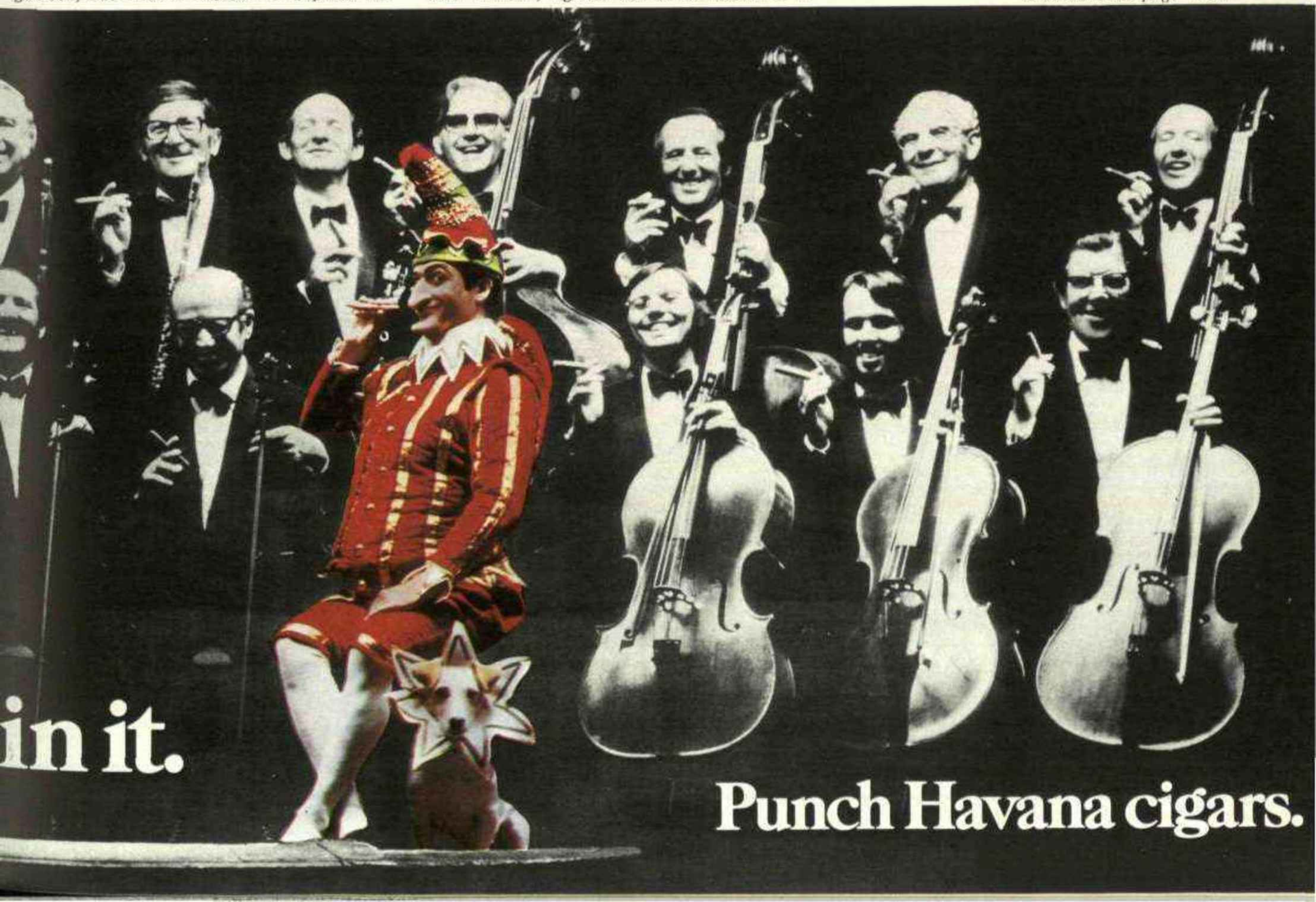
Complete with 425-b.h.p. power pack and gleaming monocoque finish (Solvol Autosol strikes again) this special DFVW weighs in at over 16 cwt.; lightest car in the formulae is generally reckoned to be Hill's Beetle Chevrolet in the 15-cwt. bracket, while Marshall's Firenza can be expected to tip the scales at a ton or more.

Wheels, brakes and driveshafts have also been totally revised since the car made its debut in May of last year. For dry use Shadow F1 17 in. wide rears are combined with Brabham F1 fronts of 11 in. spread; for wet tarmac the same diameter fronts are utilised, but the backs are 1 in. narrower, and like the fronts, are ex-Brabham. In all cases Goodyear rubber from their F1 stock is used, but it is definitely not supplied at F1 prices! Hawker expects 30 races from the bulbous rear covers, but the fronts can go in three or four events.

At Silverstone that Friday morning the staff just looked at the author with that familiar "now we know you need locking up" expression. Puddles abounded and I kept recalling the more vivid details of the component failures this car suffered in the past. Hawker's calm acceptance of the fact that we were going to carry on, the car's scheduled trip to the Jochen Rindt show in Vienna followed by a complete strip-down leaving us little alternative, absorbed some of the apprehension: getting the car ready for battle coped with our remaining fears.

First the pictures were taken on the shiny slick-shod wheels. Then we changed rubberwear for business, putting on the blue-spoked devices that have cracked in hard dry use before (gulp!). Cursed with an efficient photographer for the day it wasn't long before I was tremendously admiring the neat bracket the boys had fabricated for our fifth wheel.

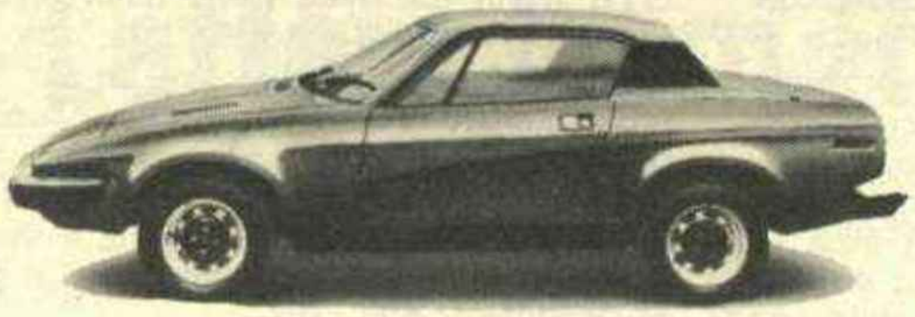
Continued on page 1490





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TR6, 1973		Magenta, 29,000 miles, o/d..	**£1,795**
TR6, 1973		Mimosa, 42,000 miles, o/d..	**£1,695**
TR6, 1972		Sienna brown, 28,000 m., o/d	**£1,495**
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COLIN HAWKER'S VW-COSWORTH V8
Continued from page 1487

Then we ran the electronic cable back through the engine compartment, via the bulkhead, for the engine is neatly partitioned off from the driver's compartment by a sheet of "Chauffeur Glass". The broad sills of the monocoque allow plenty of room for the speedometer head and data board to be accommodated, while I perch in the lefthand side of the cockpit.

Hawker settles into the luxury of a Corbeau seat, Willans belts and a sturdy steering wheel of unfashionably large diameter, "easier to handle", he comments. I have time to gauge that the centre dashboard is a very well finished fabrication that would not look out of place in a production car, though the owner might not require the information it gives pertaining to oil pressure and temperature, water temperature, fuel pressure and engine r.p.m., the latter limited electronically to 10,600 r.p.m. The gearchange is on the right in the pattern $\frac{R—2—4}{1—3—5}$ while my right thigh rests against the on/off switchgear and cable and the press-button starter.

It is a tight fit inside, especially when the surprisingly well fitted doors are pegged shut from within. Having gone through the rigmarole of starting the DFV up (it has already been fired up in the workshop that morning); stopping it, changing to a weak mixture on the metering unit and then trying to get the lightweight battery under my feet to hold a charge, I want to get on with it.

The lattice work of the integral roll cage (both this and the remains of the steel bodywork are liable to be made in aluminium next season) makes handy brace for the feet. As the digital watch is warmed up as well I give our chauffeur the thumbs up and everything happens at once.

As the plump Goodyears search amongst the crevices of Silverstone's former runways for grip, the VW shoots swiftly right. Hawker barely moves the wheel to twitch the car straight, but even by the time he has done that we are well on the way to 50 m.p.h. In fact we can just reach 60 m.p.h. in first at 10,500 r.p.m.: if we change gear it takes just over five seconds to reach this speed, while our best all-first gear run takes just 4.36 sec.

The effect on one's stomach as the car rushes from 30 to 60 m.p.h. is awesome, but exhilarating nonetheless. There's a little bit of slip as second gear goes home, but the car tracks straight on to 85 m.p.h. The 108 m.p.h. third gear really brings a sense of speed, and it's worth looking up to see the tarmac rushing madly by from our humble position. Since the sprint from 0-100 m.p.h. is taking under 10 seconds—about the same as an Alfetta or Beta Coupé takes to reach 60 m.p.h.—we don't spend long in third. With fourth engaged things do slow a little, but we're still leaping forward at a formidable rate so that the electronic speedometer needle just flicks onto 137 m.p.h. and Hawker is looking for fifth before we slow down. Since it takes two sessions to get sensible two-way figures for the speeds shown in our panel, we do not have time to do much more than ingest the thought that the harsh buzz of the DFV does require ear plugs and that the V8 could have made a superb enthusiast road engine in much the same way as the BDA, if the British economy had been along West German or American lines!

The gearbox had taken quite a thrashing during the acceleration runs and a race that previous weekend. Mallory Park's hairpin requires first, whatever second gear ratio you put in, and that means an awkward dog-leg of a gearchange. This spoiled the test session a little, but the thrill of actually taking out a car with this performance and handling overcame that snag.

The triple-plate Borg and Beck clutch has to be eased home delicately to get a clean start, but its manners are really little worse than the Ferrari 308 GTB tested in this issue. The transparent section to the rear wing helps a bit with vision to the rear and threequarters rear, but it needs to be a big car that you're looking out for!

The steering is surprisingly heavy for this type of car, but the response is all that you would expect: virtually as if attracted by magnets the car swoops from left to right, those massive rears only broken free under hard, second gear, duress at the hairpin.

The club straight becomes enjoyable. Taking advantage of 10,000 r.p.m. in the first four gears I found the hummock in the middle shot toward one like a motorised mountain, instantly followed by the appearance of the Grandstands and Woodcote.

The brakes, using a four-pot caliper system on ventilated Lockheed discs that are mounted inboard at the rear, are outstanding. Hawker says, "this is one of the car's strengths, there doesn't seem to be anything better under braking than this car amongst our opposition." For our use they just provided the reassurance in what was really a very easy car to feel confident in.

Because of the poor gearchange, it kept falling out of second and third, when we had completed only a handful of laps, the flexibility of the engine was fully extended. I was astonished to find that Mr. Duckworth's masterpiece was quite capable of pulling the car smoothly forward from 5,000 r.p.m. in third at the hairpin, which still equated to 9,000 r.p.m. in fifth well before Woodcote. My remarks about a suitable basis for a road engine being found in the DFV are based on the super sensation one gets from building the revs up to 6,500 or 7,000 r.p.m. in fifth and then treading on the power: whoosh! Instant 9,000 r.p.m. and an eagerness to try 10,000 r.p.m. in top.

I was privileged to drive the Ferrari 308 GTB at our test track, and I think anybody would have been amazed at how close the Cosworth full-race engine comes to Mr. Ferrari's standard of road car docility. Abundant torque (for 3-litres, not when racing against lighter cars with larger American V8s installed) and clean starting striking a discordant note amongst all the sensations of pure speed.

I am very glad we were able to try Hawker's example of a special saloon because I think it does show what the dedicated mechanic can do, even at today's horrendous prices. The car has been sponsored by the Toleman car delivery group since its inception, but the recent fatal racing accident of Bob Toleman must put a question mark over this arrangement continuing. Come what may, Hawker expects to return in 1977 with a lighter and torquier version of the amazing DFVW.—J.W.

PERFORMANCE

M.P.H.	Seconds	Gear Speeds	
0- 60	4.45	First	60 m.p.h.
0-100	9.88	Second	85 m.p.h.
0-120	12.00	Third	108 m.p.h.
		Fourth	137 m.p.h.
		Fifth	"Over 150 m.p.h."

IN MINIATURE—contd. from page 1452

track 5.6 in., and the overall length 18.5 in., with front bumper but without the spare wheel, which has a quick-release mounting. Even now we have not finished, as it is worth adding that the back-axle has a proper casing and is (centrally) sprung, although I am not convinced that the differential is anything more than a one-side-only drive. This is clearly a model of the 37.2 h.p. Hispano-Suiza and perhaps came out before the Rolls-Royce. I find it interesting that from the aforementioned picture, the Rolls seems to have had cantilever back springs, which, correctly, the H-S doesn't have.

I cannot recall what this H-S toy cost originally, when bought at Gamages. I know the 5 c.v. clockwork Citroën toy sold in London for 10/6 (52½p) and the four-seater 11 c.v. Citroën for 15/- (75p) and that the covetable P2 Alfa Romeo racing cars were 35/- (175p) each. So maybe you had to find 45/- (225p) or more for the H-S or R-R models—which I couldn't. As a comparison of sizes, I have just measured my B2 Citroën coupé, which has working steering but non-electric headlamps, and the wheelbase is 11.4 in., the track 5 in., and the overall length is just less than 14 in., with rear-mounted spare wheel in place. Incidentally, its Reg. No. is 723-ZS. And its doors will open—oh wonderful boyhood!

While on the subject, I sometimes wonder if the P2 Alfa Romeo model was originally intended to be the 1922 GP Fiat, that got delayed in going into production? The front-end looks a bit slender for a P2, somehow. They (CIJ, according to that aforesaid book) would have been all right in 1923, when the GP Sunbeams were cribs of the Fiat. But by 1924 Alfa Romeo was the top GP car, so perhaps colour, badges and things were hastily altered? Or is there a sound reason why this theory is so much nonsense? Oh, do excuse me for so much childishness. It must be the proximity of Christmas . . .—W.B.

* * *

JAMES Hunt has been awarded the BARC Gold Medal awarded to "British subjects for outstanding contribution to the sport". Previous recipients in the medal's 27-year history include Stirling Moss, Mike Hawthorn and, last year, Hunt's then patron Lord Hesketh.

Letters from Readers

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

The True Champion?

Sir,

Every season of motor racing brings two world champions, though they may sometimes be the same man. The moral champion of the past three years is Niki Lauda, and none more so than this year. His first setback with his tractor accident did not deter him, but his near-fatal accident at the Nurburgring shocked us all. He would not race again this season, and, if he survived at all, would he ever race again? But the iron determination of the Austrian knew no bounds, and the respect he earned for his struggle for life was far more than that he could ever earn by simply becoming world champion. However, mental and physical effects on the man himself, coupled with a break in routine and the loss of valuable testing time, put Ferrari at a disadvantage for the rest of the season, though they did win the Constructors' Championship.

I must hastily explain to the mass of irate James Hunt supporters that I am not trying to discredit the Briton one little bit. The man I do despise is Teddy Meyer, who can at best be described as a hypocritical politician, who has no place in motor sport. He seems to enjoy telling whatever story suits his cause on BBC, and takes delight in undermining the authority of the CSI. In an interview with him in your sister journal *Motoring News* early in the year, I found it hard to agree on one single point he was making. Even now, I feel that Hunt has got the championship on borrowed points from the Spanish Grand Prix.

But surely we should all take our hats off to Niki Lauda, one of the greatest living human beings, and a man who seems to stand above all the current wrangling in Formula One motor racing. In my opinion, we have only ever seen two greater men in motor sport than Lauda: Fangio and Rindt. The enormity of the man's achievements makes the world championship seem petty and unimportant. "Lauda" in Latin means "Praise", doesn't it?

Shrewsbury PETER M. MESSENGER

F1 Loners

Sir,

Now that all the celebrations and histrionics have abated concerning our new-found pride in the guise of a British F1 champion who, incidentally, resides in Spain and who can blame him (therefore let's call him a Spangle), maybe it is only fair to consider that several other teams have been running in the championship to have made this feat (or fête) possible.

In the build-up to the Japanese GP did anyone consider that Lauda or Hunt might not win, or come to that even finish? Yet here we had an interloper and an American to boot actually driving a black and gold car past the chequered flag first and not a spot of red to be seen. Unless you looked closely at the half (or is it quartered) Union Jack? Since Graham Hill left from GLTL as it was then, I've never really cared for Chapman but this victory in Japan made me feel very happy that a once great, correction, very great, motor racing team was back on the winning streak, since I believe Ronnie won in Monza '74. Your many readers who are historians will probably prove me incorrect. Anyway here we had a team causing a certain majority of the press and publicity media to wipe egg off their faces!

Each team, like all big business organisations, has had its moments of despondency and exultation. Prime examples being McLaren being unable to use a ruler correctly, the Copersucar team losing eighteen "grands" worth of blown Cosworths in seven laps, while Hunt picked up eighteen championship points in a couple of days! It is not necessary to delve into any depth about the happenings in the late afternoon of 17-7-76 except to say that had the tyre change on the wet late afternoon of 24-10-76 been of the same ilk the daily papers on Monday October 25th might not have had such an orgiastic field day.

However, I digress to a certain degree as the main point of this letter is to wish for loners who enjoy big-time motor racing to enjoy the results of Rob Walker in 1968 at Brands and 1961 at Monte Carlo. I believe we have such a character in Mo Nunn. This year it appears he's been running on a really tight budget just to get the points for the FICA concessional air fares to the farther off races. He's had a couple of total write-offs where luck and good design have saved the drivers and, had Amon not run over a chunk of Regazzoni's Ferrari at Brands, I suspect a real upset for the book might have taken place. Would that this small dedicated team find sponsorship then I'm sure we'd have yet another F1 winner to hot-up the championship.

Amon proved the car was right. The car proved that Ickx wasn't a has-been. As if anyone needed the proof.

Staffs. M. N. RUSHTON

Tickled Pink

Sir,

Why, oh why am I, a devoted reader of MOTOR SPORT for the last 17 years, still waiting to read a full road-test on what is probably the finest volume production five-door "Eurobox" available today? Matters of Moment, Nov. '76 promises some action in December's issue and many months of waiting will end. Should this be the case then the following may be of interest.

Last March after 13½ years of "repping" calling on householders (annual mileage 30,000 plus, no motorways) in a variety of cars, the last two being o/d Hunter GTs, my company asked me if I would like to try the new Chrysler Alpine-S, this car being one of about four cars considered as a possibility to replace the company fleet of Hunters. Being a summer canvasser (Europa 390), continental long hauls a speciality, I was a little hesitant at dropping nearly 300 c.c. but in the interests of economy said yes, and on March 24th collected one rather badly dewaxed Alpine-S, speedo reading 246 miles. Some 19,000 miles later I can report the following.

I am tickled pink with this car. It has done everything I have asked of it comfortably, quietly and safely. Performance related to economy is quite extraordinary, since taking it over I have averaged 36.84 m.p.g., and no oil has been added between services. The plugs are original and look unmarked, the front tyres look good for another 19,000 miles, the rears show hardly any sign of wear at all, even the clutch seems as new. The headlamps can be described as almost embarrassing at times (why do so many "mimsers" drive along unlit country roads at night on dip?). With such a specification as appears on this car, the "goody" shops are going to have a thin time. The front brake pads were worn out at 19,000 miles, not too bad for soft linings, but they do make a filthy mess of the front wheels.

Now for the failures. The flexible coupling on the exhaust decided to split and unwind late one Saturday night on route to Devon with caravan. The noise was incredible! This was instantly replaced Monday following by the first Chrysler dealer I found. The second problem was more serious. The wheels are prone to leaking around the weld on the rim. I have had this happen only once but my local garage have a case of one lady having four leaking wheels, including one of the replacements! These are readily available from our main Chrysler distributor if you don't mind a rather nice silver colour instead of the original off-white!

Incidentally, the company ended up with a fleet of Cavaliers, quite nice, not much room in the back and a bit nasty on petrol compared with the Alpine.

My own car is a 1937 Series II Wolseley 14/56 Redfern Saloon Tourer, the coachwork by Maltbys of Folkestone. Does anyone know where I can get suitable shock-absorbers to replace the vane type fitted? I have had this car 16 years and have never seen another Series II Redfern although a '29 model was advertised in last month's MOTOR SPORT. The hydraulic hood mechanism is intact, the motor works but no lift, does anyone know who made this unit?

Many thanks for making MOTOR SPORT the excellent magazine it is.

Hassocks, Sussex R. J. BURGESS

Cops in Clover

Sir,

Your nameless reader who wrote concerning the use by the West Mercia Police of New Rover 3500 models was, alas, sadly mistaken. This car was only a demonstration model on loan to the police for evaluation.

West Mercia are not in the habit of spending almost £5,000 on Rovers, they much prefer to spend over £7,000 on BMW cars, plus lesser amounts on BMW motorcycles. As you can imagine, this does not meet with the approval of the local populace, many of whom are involved in the British motor industry, but this appears to have little effect on purchasing policy.

I know that the Rover was well-liked by those police drivers who sampled it, and look forward to seeing them on the road in place of the BMWs.

Redditch R. M. NOON

Tribute to Cevert?

Sir,

I am writing to see if any other reader is interested in joining me to form some sort of memorial to François Cevert. I have not decided what form the memorial will take as yet, until I see what sort of response I get. Any suggestions for a scheme will be welcome.

Jackie Stewart suggests I go ahead with my plans to put this letter in MOTOR SPORT although he feels in general motor racing fans have short memories. Nevertheless I feel it is worth a try. I hope you will print my letter.

Warrington (Miss) DIANE KNIGHT

PS: Jackie Stewart feels there is more likely to be a continuance of his memory in France, but I feel it would be a nice tribute to François if we could do something here.

[Letters can be forwarded.—Ed.]

Gilbern in the States

Sir,

I have recently acquired a 1962 Gilbern GT; to my knowledge the only one in the US. The car has been used for autocrossing for many years now but its MG mechanical components have been renewed and it runs very well.

The fibreglass body is essentially intact and will not require extensive restoration. To lighten the car for racing, however, most trim, both exterior and interior, has been stripped and, somewhere over the years, lost.

Therefore, I am at the mercy of your readers who may be Gilbern enthusiasts to provide me with information on all body trim, bumpers, grille, lights, etc. I expect many of these except medallions are proprietary parts, available in US junkyards if one knows the original source. Any photos, copies of sales brochures, road tests, or advice will be most appreciated. Naturally, I want the restoration to be as authentic as possible.

When complete I will be entering the Gilbern in Vintage [Really!—Ed.] sports car races. Rest assured that I will provide you with a photo of its post-restoration competition debut.

Minneapolis, USA STEVE CONROY

[Letters will be forwarded.—Ed.]

Lotus Information

Sir,

Perhaps your readers would assist in a restoration by helping to identify a 1954 Lotus Mk. 8 that I bought through a MOTOR SPORT advertisement two years ago. Like many early Lotus cars, it bears no chassis or registration number, and since it appears never to have been converted to highway use, the search is particularly difficult; nonetheless, it has proceded backwards in time through three UK owners to a fourth, Bob Kerr, Cammo Gardens, Barnton, Edinburgh, whose mail is returned by the postal authorities marked *deceased*.

According to Ian Smith's book, "The Story of Lotus", there were eight Mk. 8 cars built with several different engines, but none had an SAH-tuned TR2 engine and TR gearbox at birth, so most likely an engine swap took place, presumably early in the car's racing career. My car differs from the typical Mk. 8 also in having a finless rear body section. This suggests that it might be the prototype, SAR 5, whose loss of fins after an accident is mentioned in Smith's book. On the other hand, the tubular frame structure has different geometry than that of the Prototype Mk. 8 sketched in Costin & Phipps book, "Racing Chassis Design". In regard to this and other identifying details, it would be helpful to be put in touch with Frank Costin, Ian Smith, Dave Kelsey and others present at the creation. For that matter, I would welcome any information on the configuration, identity and fate of any Mk. 8 Lotus in the hope of finding the other seven, thus identifying mine by elimination!

HENRY J. KELLEY

Huntington, New York, USA 11743

Singer Support

Sir,

I would like to ask for the right to reply to reader Spicer's letter in MOTOR SPORT (November) with regard to his last paragraph.

I feel that an explanation is required for the benefit of most readers, as Mr. Spicer has only served to tangle the facts.

The centenary of Singer has been celebrated this year officially by the Singer Owners' Club (which is an RAC recognised club) and Chrysler UK Ltd. and it is not just something I dreamed up. That is my first point.

Secondly, I did not think it too unfair for MOTOR SPORT to show a little interest in Singer cars, since it's the centenary of the founder company we are celebrating not the demise of the cars. Way back in the 30s the Singer Nine Le Mans was more than a match for the then current MGs not to mention the 1½-litre cars which MGs and others could not match at all on most occasions.

Come on MOTOR SPORT, and all your staff, you owe at least a small article to Singer enthusiasts everywhere. We all have to put up with having MG pushed at us all the time; it won't hurt for once to be the other way round. In my book Singers are better than MGs, but then I am an enthusiast (unlike reader Spicer thinks!), but I will agree that MGs are almost as good!

Hitchin JOHN L. BLOXHAM

Owner and driver of 1934 Singer Nine Le Mans

Proud of Kittens

Sir,

All readers of your most excellent publication know that even the most outrageous views will get a fair airing if you consider them to be worth publication.

After ten months and over 25,000 miles of Reliant Kitten motoring I feel I can now stand up and blow a trumpet for these magnificent little British cars.

It is interesting that other motoring journals have done comparative road tests—one against the Peugeot 104 and another against a small Toyota. Surely it is a measure of the qualities of the Kitten that people tend to compare it with vehicles which cost £200 more, neither of which can reach even 65% of the Kitten economy. One would have thought it would be more reasonable to compare the British car with the Continental babies, or perhaps the Mini and Renault 4, but the Fiat 126 will just stagger to 60 m.p.h. and yet cannot do 60 m.p.g., the small Citroën seems to have stopped advertising and only claim 40 m.p.g. One realises that the Kitten is in a different class with a maximum speed of 80 m.p.h. *and* 60 m.p.g.

We now have two. I will not claim they have been trouble-free, particularly my wife's, but the main troubles with that car have been due, I think, to the fact that it was forcibly run without water. This was due to a very silly and equally small design fault. Otherwise, we have cut our motoring costs by 50% in comparison with twelve months ago, and that is taking into consideration increased fuel costs, insurance costs, every ruddy cost.

What about the car itself? You said you thought it had a wide ratio gearbox. Well if 65 in third and 80 in top is a wide gap for a prosaic motor car, show me a close one. The simple fact of this little car is that with 40 b.h.p. and 9½ cwt., it does not take much mathematics to work out the b.h.p. per ton, and then it takes very little further mathematics to find out why such as BMW 1600s, MG-Bs, etc., etc. give up on the traffic light drags. It demonstrates why I managed to do a run along an auto-route not a million miles from Swindon at 81.5 m.p.h.—average both directions, and total distance of some 100 miles. Granted it is not much to look at, but a French motoring journalist of my acquaintance described it as *une petite voiture sport*. Its extremely precise handling, light and delightful controls and brisk engine and gearbox are just like a little sports car. Further it must set the standards of the superlative for economy cars. It is a proper little motor car, not a twin-cylinder cycle car. The advertising blurb can be proved to be true—not just blurb. This is a car of which the British should be proud and we should see no further sales of little Renaults, Citroëns, Hondas, Fiats, Toyotas and what have you. In Britain we have the best in its class, so let's see some more of you supporting the home team.

DR. ROBERT ELLIOT-PYLE

Robertsbridge.

A Good Show for the British

Sir,

When I visited the Motor Show last week I was pleased to see the enthusiasm the representatives of some of our smaller producers showed for their cars. In particular Bristol, Trident and Panther. I wish some of this enthusiasm would rub off onto the larger manufacturers aided by the motoring press and, most important of all, the British public. My husband and I have never bought a foreign car nor do we intend to, having been satisfied with British-made cars.

In addition I must point out that the British Leyland stand was again excellent and the representatives I spoke to most helpful.

Basingstoke. ANDREA GREEN

Cheaper Sud Wipers

Sir,

I write to warn owners of Alfa Suds who

are proposing to buy replacement windscreen wipers blades from their local Alfa dealer. I have recently been charged £6.35 for this somewhat flimsy piece of metal and rubber.

However, I have now discovered that your local Vauxhall dealer will supply an identical item under Part No. 61611357254 for the mere pittance of £2.25.

Burnley R. A. COLLINGE

Beta Criticism

Sir,

The criticism of the 1600 Lancia Beta expressed in your columns surprises me very much.

I bought my car in December 1974, trading in a 2200 Rover TC with 5,000 miles only and I was delighted with the comparative refinement of the Lancia. The Rover was the worst car I had ever owned, and this Lancia has proved to be the best. The equipment is unexcelled (for the price) and there are few British cars that will comfortably exceed 100 m.p.h. with 1,600 c.c. with this kind of body, and give well over 30 m.p.g. average.

Further, there were no faults on delivery and the only fault that has developed has been in the speedometer which had to be replaced at 1,000 miles.

I bought the car as a result of the praise accorded by the *Motor* and the *Autocar* and *Classic Car* to this model; I would buy another car of the same type if I had to, and this is the best test.

Dalkeith WALTER W. NEWEY

[We have a feeling that Mr. Newey's car is a Beta saloon. Our staffman's is a coupé—chalk and cheese.—Ed.]

Simplicity of Design

Sir,

I read C.R.'s brief impressions of the Renault 5TS *with great interest*—though a 5TL owner myself.

Only one point upon which I take great exception, and that is the reference to the Renault facia gearchange as being "eccentric old push-pull". I think this is a most unfair criticism; true, the linkage appears to be pure Fred Karno, but the design is in fact simplicity itself and the function incredibly positive and smooth. I think it neither eccentric nor "old"—in as much as a good idea doesn't age at all.

Having tried both the floorchange and the facia-mounted change, I couldn't find any extra bonus in the former. At something over £20 extra, I consider the floor change to be more modish than faster or smoother. The great advantage of the facia type is that one's left hand is never far from the steering wheel which is a consideration with front-wheel-drive, or indeed on any vehicle. I've heard various names for the "old" gearchange—umbrella handle being the most obvious, but "Gallic Phallus" being less common.

Isn't it time that simplicity of design was taken as a criterion, rather than mere appearance?

Swanage JOHN T. DEAN

An Interesting Corvette

Sir,

I am seeking information about the early "life" of a car I am rebuilding and hope you may be able to help me.

The car is a 1959 Chevrolet Corvette, registration WUC 7. After I bought it, I found a picture of it in the book "A History of Sport Cars" written by Mr. A. Georgano. The photo shows the car being driven by Sir Gawainne Baillie at Silverstone. I wrote Mr. Georgano, to see if he had any information on the car and he replied he had obtained the photo from either *Autosport* or MOTOR SPORT, but had no additional information *to offer.*

The car was configured for performance, with every option apparently available then, fuel injection, limited slip diff., heavy duty suspension and brakes, 4-speed box, and an additional "wishbone" from the bottom of the diff., back to the rear frame member, to help reduce wrap-up. In addition, the brake pedal and accelerator pedals were changed for special racing type, for heel-and-toe operation. The F1 unit has unfortunately been taken off by one of the previous owners.

From this I do hope that you may be able to help me get information about either the car or its owners. Any information you can provide will be deeply appreciated, believe me.

Abbotsley JOHN N. HARDING

In Defence of Dealers

Sir,

I write to take issue with your correspondent Mr. D. Lambourne (October 1976 "Morgan Mania"), not to disagree with his views on Morgans but to defend the "dealers" whom he blames largely for the inflated prices of old cars.

This is rather like blaming the politicians when the responsibility is with the public who elected them, and it ignores some fundamental economic facts, often overlooked by those who periodically deplore the prices of *old cars.*

There is no value of any car except that which a willing buyer will pay. Comparisons of worth merely illustrate that everyone has different opinions, and that *someone* is willing to pay a certain price for a certain car. The dealers advertising in MOTOR SPORT can hardly be blamed for asking inflated prices as only very rarely do they indicate the prices in their advertisements. If they did not provide a service to buyer and seller alike they would not exist, and their very proliferation indicates that old cars are now regarded by many as "mobile antiques or works of art" (however unlikely this may seem to the immediate past owners)!

Furthermore, if such cars are to remain in this country, we in England must reconcile ourselves to a *continuation* of the price increases in direct proportion to the devaluation of our currency. For example a car "worth" say £1,000 in 1971 when the DM was 8.30=£1 is today (discounting UK inflation of 20% p.a.) "worth" £2,128 without the German buyer having to pay out one more Deutschmark for it—an increase of 113% in five years!

The rest of the affluent world is becoming more aware of old cars and it is reasonable to assume that scarcity and increased demand alone will cause the prices in this country to reach yet more apparently ludicrous levels, just as has occurred with paintings.

Finally, the world might turn to other investment media, the changing economic and social trends might cause the demand to cease and the bubble to burst, but to most enthusiasts fortunate enough to have such cars, the value is not the prime reason for having them, and come high or low prices they will continue to enjoy their most worthwhile hobby.

London SE3 C. A. MANN

Cherished Numbers

Sir,

I have been a loyal and devoted follower of your excellent magazine since early childhood, but have only now been prompted to write to you. This is not because of your controversial opinions over important topics (*e.g.*, seat-belts, speed-limits, etc.) but rather because of your lack of them.

It seems to me that the one thing that will pass quietly away, without a murmur of dissent or disapproval from MOTOR SPORT and its readers, is the emotive subject of Personal Number Plates.

No mention has been made in MOTOR SPORT at the way their transfer is being quietly but firmly refused and it is just a matter of time before they go the way of the so-called "temporary" speed-limits. One day we will realise that we can no longer retain our cherished number plates, which we may have possessed for many years.

I personally feel this is very wrong, but would be willing to pay a reasonable transfer fee to retain the number, but what do other readers think? I am sure there are many who would not begrudge paying a more realistic fee to see their plates transferred rather than not at all, which is what will happen if nothing is done and the civil servants are allowed to have their way.

Once again thank you for an excellent magazine—still the best and the best value for money in these inflationary times.

Leamington Spa MARK SHEARS

PS: Yes—it was in "Vile Bodies" by Evelyn Waugh that the references to Motor Racing are found.

Also for all Morgan lovers who find time to read in between rebuilding their Mog this winter (especially "proper" Morgan owners), then "Have His Carcase" a Lord Peter Wimsey story by Dorothy Sayers contains many references to a Morgan, presumably three-wheeled as it was written in 1932, which suffered varying mechanical disorders!

Tailpiece



An expressive sign.

CLASSIFIED ADVERTISEMENT SECTION

Lineage advertisements are for private readers only and must be pre-paid and in writing

RATES 10p per word (maximum of 80 words) £1.50 minimum charge. (Maximum of two cars per reader).

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FOR SALE

AUSTIN HEALEY 3000 Mk. IIA (wind-up windows). Rebuilt engine 600 miles, with Ruddspeed triple carb, big valve head, new inner and outer sills, retrimmed, recarpeted, new hood. Overdrive and wire wheels. Owner moving to Germany, £1,500. 2 Beaufort Drive, New Duston, Northampton. Tel: Daventry 2591 business hours. (33881

RALEIGH 498 c.c. 1929 M/C, tatty but complete and restorable. Reg. VE 2739. Dynamo/water pumps, f.s.i.s. 18/80. Offers: Cambridge 811375. (33879

WIFE SELLING husband's Bristol 408 'cos he can't bear to. £2,000. Recently resprayed maroon. Year's MoT. History available (car's not wife's). Offers considered, but unlikely to be accepted. Enthusiasts and the rich may phone Boughton (Kent) 643. (84633

1954 AUSTIN Sheerline Hearse. Body by Mulliner. Very sound. One owner till this year. MoT. 55,000 miles. Phone: Largs 673104 (Ayrshire Scotland). (84629

1928 AUSTIN 12/4 Fabric Saloon. Chassis restored, new wings, valances tyres, re-upholstered, re-fabricated, except doors, needs completion. £1,250 o.n.o. Consider exchange. PVT. Doncaster 743636. (84632

1958 XK150 Convertible. White, red leather interior, new black top. New carpets, new clutch, new brakes, new chrome, completely rust-free body. A superb car. Owner leaving country £3,750 firm. No jokers please. Medway 50654. (84725

MARCOS 3-LITRE (Volvo) "K". Red, 40,000 miles. Many extras (SAE details/photo); fastidiously maintained, engine overhaul. Mature owner. No city driving. Fabulous performance V.g.c. £1,850. No dealers/time wasters. Deddington 8945 (evenings). (33922

JENSEN 541S automatic 1961. Silver. Stainless steel exhaust. Excellent condition. £950 o.n.o. 01-672 1255 Ext. 196. (33923

1927 MORGAN AERO. OHV JAP engine. Totally rebuilt to original specification. £3,000. 01-892 2213 (evenings). (84831

1966 3.4 'S' TYPE Jaguar. One owner car with under 30,000 genuine miles in Golden Sand. A truly immaculate car. Offers over £1,500. Sheffield 345729 after 6 p.m. (84832

1966 BROADSPEED Mini GT. Fastback Mini Cooper 'S'. Just completed complete rebuild with mostly new parts. Coachwork in metallic silver and Rolls-Royce Regal red. Bills for £1,700+. £1,500. Sheffield 345729. (84832

TWO BENTLEYS 1928 4½-litre tourer (owned 28 years). 1948/51 4½-litre tourer (owned 6 years). Offers after inspection by appointment. Quayle, The Way, Brixton, Plymouth. Tel: (evenings only) Yealmpton 331. (84906

JAGUAR XK150S 3.8-litre FHC 1960. British Racing Green with tan interior, CWW, sunroof, overdrive, MoT. Good all-round condition. History and bills for past 7 years £1,675 o.n.o. Caterham 46207 (Surrey). (84907

SUNBEAM TIGER 260 Mk. II 1966. H&S tops. White with black interior. 1 owner until this year. 57,000 miles. History, tools, new exhausts, unmarked and perfect in all respects. £975 o.n.o. Caterham 46207 (Surrey). (84907

ESSEX SUPER SIX late 1930 has been restored. MoT till May 1977. £1,250. W. K. Kirby. Tel: Market Harborough 2829. (84908

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

GINETTA G15 1972. Low mileage. Fully equipped. One owner. Superb after works rebuild including new 875 Sport engine. Reconditioned gearbox new Spax adjustables, Resprayed Arctic white £1,500. Telephone Cleveleys (Lancs.) 74533 after December 16th. (33995

HEALEY 100 BNI 1955. Overdrive, hardtop, electric fan, oil cooler, many extras. Taxed, MoT '77. Perfectly maintained. Enthusiast's car, must be seen £875 o.n.o. Bargain. Sadler, 231, Thirlmere Avenue, Tilehurst, Reading, Berks. weekends. (84994

VINTAGE CITROEN 1928 AC 4. Very rare and complete car ready for restoration. First £950 secures. Only reason for selling so cheap is we must have the space. 021-477 3033 (85092

FOR SALE—continued

MORGAN +8, December 1973. Dark blue. Konis, Cibie Q/H, Piranha GM econo-misers, luggage grid, reclining seats, wheel cover, retyred, Waxoyled, rust-free body. 36,000 miles. Maintained since new in tip-top condition by one owner plus sixty years. £3,500 o.v.n.o. Box No. 5238. (84992

LAGONDA 1955 SALOON. Blue, good condition. Engine has hairline crack—would suit enthusiast. Sale due to bereavement. Offers invited. Sidebottom, 330 Lytham Road, Blackpool 41304 (office hours). (84993

AUSTIN 12/4 1928. Light Windsor Saloon. Very good mechanical order. Good sound bodywork. Maroon and black paintwork. Original interior £2,500 o.n.o. Tel: 01-580 9541. (85096

E-TYPE 1966 4.2 Roadster. Mechanics in excellent condition including new clutch and exhaust, body needs attention but price includes new doors, sills and bonnet panels. Offers around £1,000. Tel: Huddersfield 21942 evenings. (85109

1960 XK150 H/T 3.4 c.c. BR Green. Mint condition. Genuine 3,000 miles only. 150 m.p.h. on test. Can be only one of this type in England. Owner ex-Jaguar tester tuner. Offers from serious buyers only. Box No. 5239. (85112

TR4A 1967. Signal red, Surrey h/top, l/wheel. Imported from Guernsey 1974 and re-registered (N). Bodily and mechanically in exceptional condition. New tyres, exhaust, battery, etc. 12 months MoT. Any inspection/trial. £950. Winsford 3201. 3 miles from Oulton Park. (85123

DAVRIAN MK. VI 1972 (L). 998 comp. engine, alloys, many extras and spares. £1,000. 021-353 4581. (85114

MG-A MK. II Roadster 1962. Fitted good tyres, tonneau. Requires new door sill and general tidying-up. £325 o.n.o. Grimsby 43963. (85116

JOWETT JAVELIN for sale 1952. LRM 441. Sadly must sell due to removal. This Yorkshire thoroughbred is in mint condition and has now become a collector's item. This car is loved as one of the family hence reluctant sale. Body, interior, bumpers, stainless steel rimbellishers, all perfect condition. Engine only just run-in, new copper brake pipes would stand its own in any showroom. Sale open to American enthusiasts. £850. Also stock-pile of Javelin parts, gearboxes, shafts props, cylinders, doors, con-rods, hide seats, etc. Parts too numerous to mention. £200. D. Higgins, 8, Claremont St., Woodlesford, Nr. Rothwell, Leeds, Yorkshire. Phone: Leeds 824271 or office hours Castleford 557968. (85117

ELVA MARK 8S, Mid-engined sports/racing car. Chassis No. 90/09. Very famous car, built in 1967, being last one constructed for hillclimbs with 3.5-litre Buick engine. Suitable for HSCC events excellent condition, with many spares needs engine/Hewland gearbox £750; or will exchange for any car. Also 1965 Triumph Spitfire, many extras, tax/MoT, £250. Tim Walder, 138 Hurlingham Road, London, SW6. 01-736 4645. (85118

XK150 FHC 3.8 1960. New brakes, steering, exhausts, servo, battery, b/rack. Engine 27,000 miles. New MoT. Photo and further details on request. £1,950. Twyford (Hants) 712760. (84447

1931 AUSTIN HARLEY Saloon 12/6. Original for restoration. Sensible offers considered. Phone: Reading 27134 weekends. (83637

MG-C GT 1970. Tax, MoT w/w, radio, undersealed, red with black upholstery. New servo, clutch, brakes, door windows. £500 respray with Rolls-Royce restoration firm. Restored to showroom condition. £1,200 o.n.o. 01-727 4473. (84237

MARK VI BENTLEY with 4½-litre engine, body incomplete, together with SI engine and Harry Rose type of fibreglass body. Ideal for the special builder. £1,100 o.n.o. for all three items, or will split. D. W. Llewellyn, The Spinney, 20 Southdown Road, Willingdon, Eastbourne. Tel: 31717. (34157

1947 ALFA ROMEO 2500 Super Sport. Rare Farina body cabriolet. Three Webers. Recent restoration, extensive engine and mechanical overhaul by Milan and Geneva Alfa experts. Black with new Connolly hides. $12,000 J. G. Armstrong 1268 Begnins/VD Switzerland. (63317

TORNADO TALISMAN 1962. Ford 1500 2000E good condition, second car dismantled for spares. Details 0304/840502 (Dover). £500 o.n.o. (85207

FOR SALE—continued

MG PA 1935 2-seater. Enthusiast owned complete and original. Some spares. Offers around £1,500. Box No. 5240. (85117

1930 LA SALLE 5.6-litre Tourer. 2-seater plus 2-seater dickey. Green with red interior. Cadillac V8 engine. RHD. 2 owners since 1951. In first class condition. Must be unique. Original workshop manual. Simpson, Pilgrim Cottage, Penhall Lane, Brixham, Devon. Newton Abbot 3815 (day), Brixham 3001 (evening). (85172

1933 AUSTIN 7. Mileage 42,117. Complete but needs attention. Also spare engine and gearbox available. Offers. Box No. 5241.

RILEY 1½ RME 1955. Good all-round cond. Nearest £375, 79 Broad Lane, High Heath, Pelsall, Staffs. (85174

MORGAN 4/4 4-seater 1967. Under 4,000 miles. Light orange, as new, with extras, £4,750. Telephone Horndean, Hampshire 591927. (85208

MORGAN PLUS EIGHT 1969. 40,000 miles. Yellow. Two new tyres, new exhaust, new back axle. v.g.c. £2,950. Owner has decided to go sailing. Exchanges? Newtown Powys 26418 day; 26199 evening. (85209

MG YA 1951. Partly restored, more work needed. £275. Would p/ex. early TR6. Pontypridd 406274. (85210

1975 "N" REGISTERED Lotus Europa Special. In Burgundy with gold leaf. Electric windows, new tyres. £3,250. No offers. Tel: Warrington 36766 day; Warrington 63632 evening. (85212

1960 BRISTOL 2-door saloon. EI. ign. 408 front axle. Engineer maintained. 11 St. Marys Road Wimbledon SW19. Tel: 946 9499. (85215

LANCIA APPIA SIII 1961. 26,000 only. One owner. Metallic blue. Really immaculate and original in every respect. £995 o.n.o. Can deliver. Mr. Clark, Rothesay (0700) 2724 or 3774. (85262

ASTON MARTIN DB4. 1963. Fully restored mechanically bodily, sills, etc. re-trimmed in fresh hide, re-carpeted, re-chromed, plus sunroof. £2,495. Telephone 021-704 9875. (85264

FERRARI DINO 246 GT. Manufactured 1973 'N registration since coming from Jersey. White. 15,000 recorded mileage. Superb condition throughout. £4,950. Phone 0886 32305 office hours; 0886 32371 evenings. (85265

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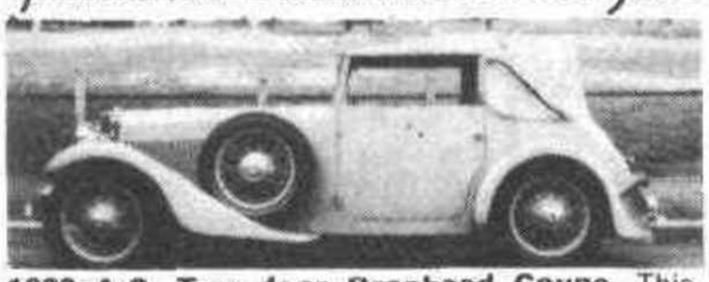


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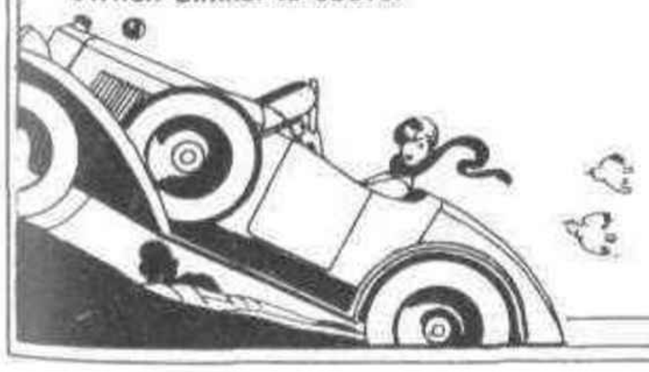
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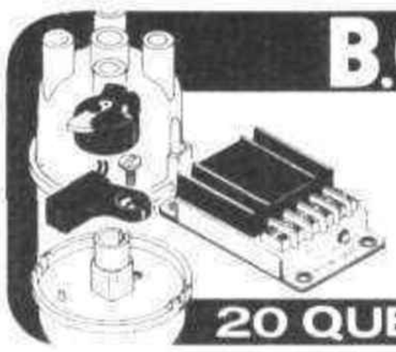
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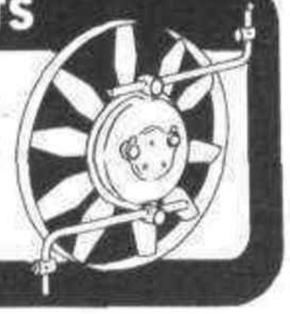
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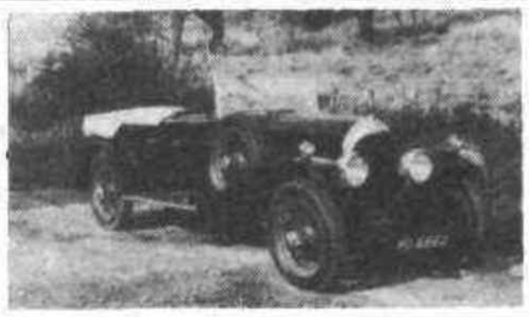
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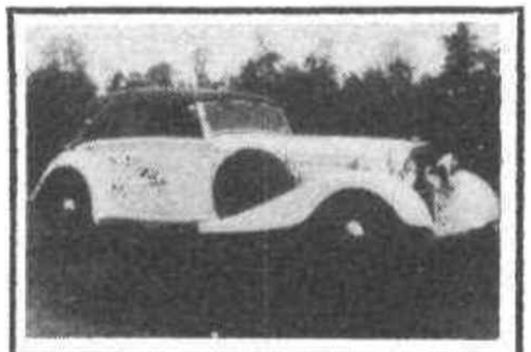
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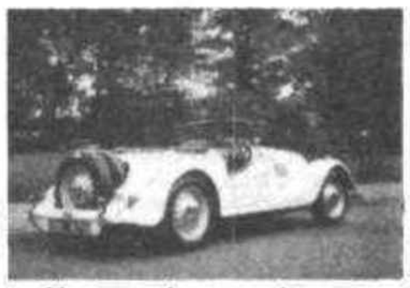
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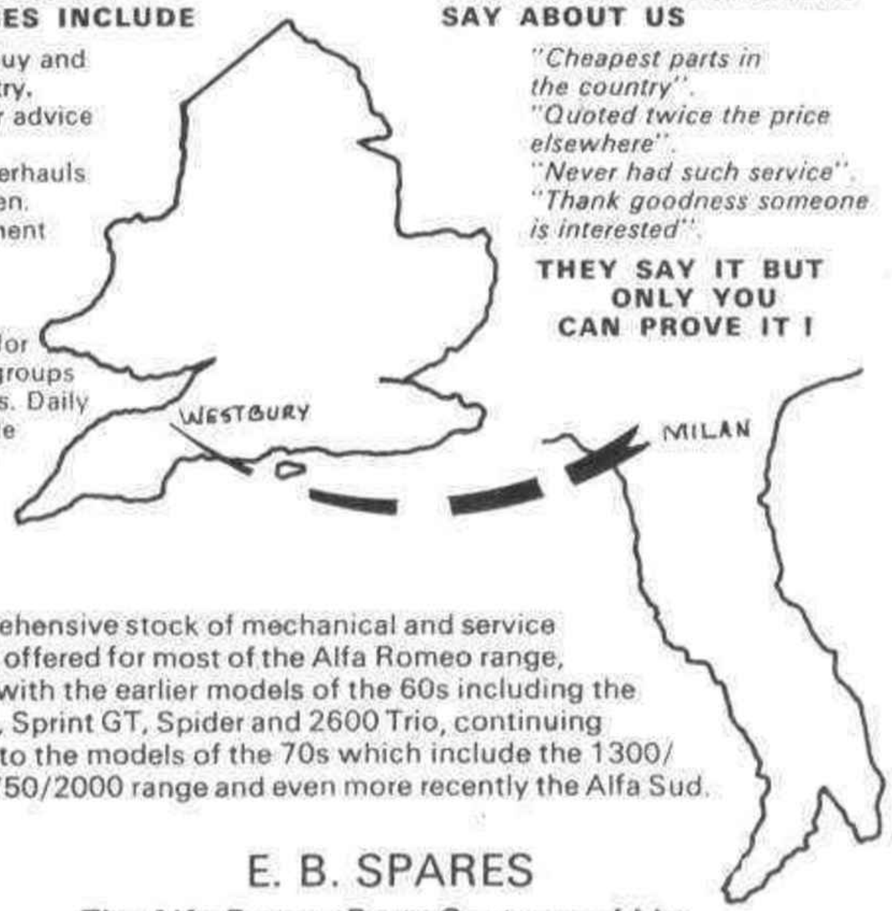
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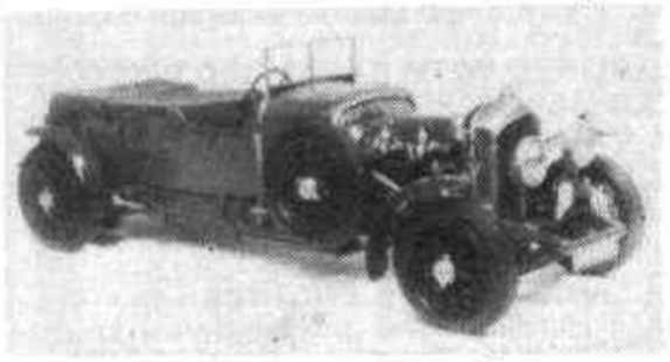
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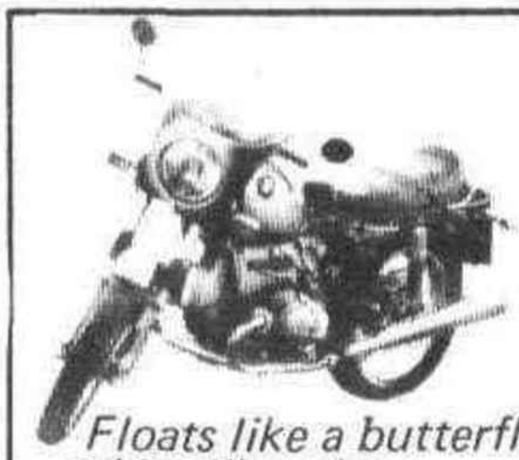
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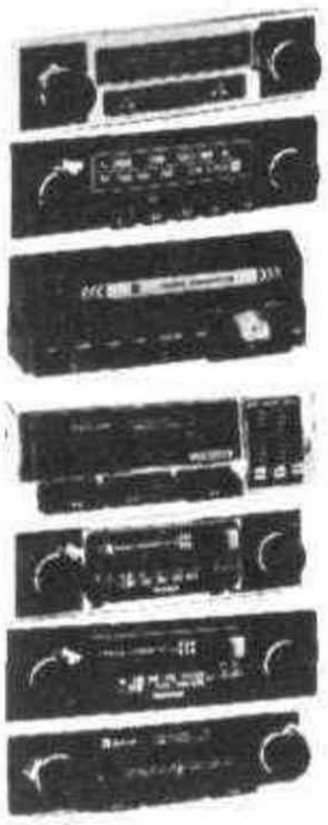
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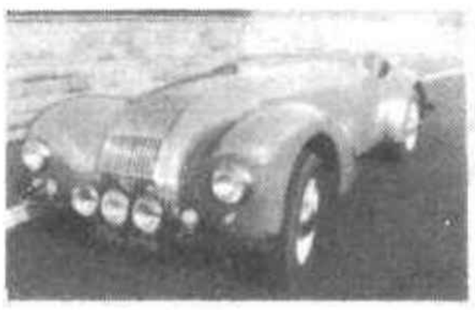
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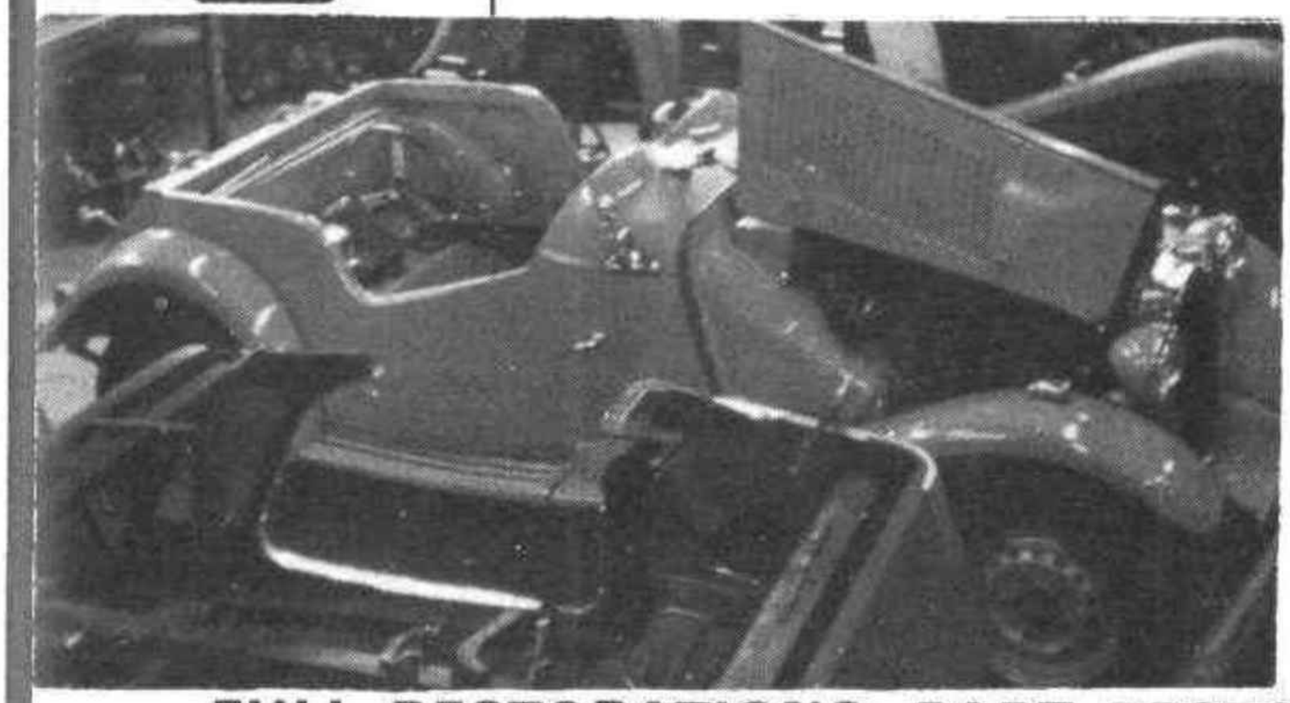
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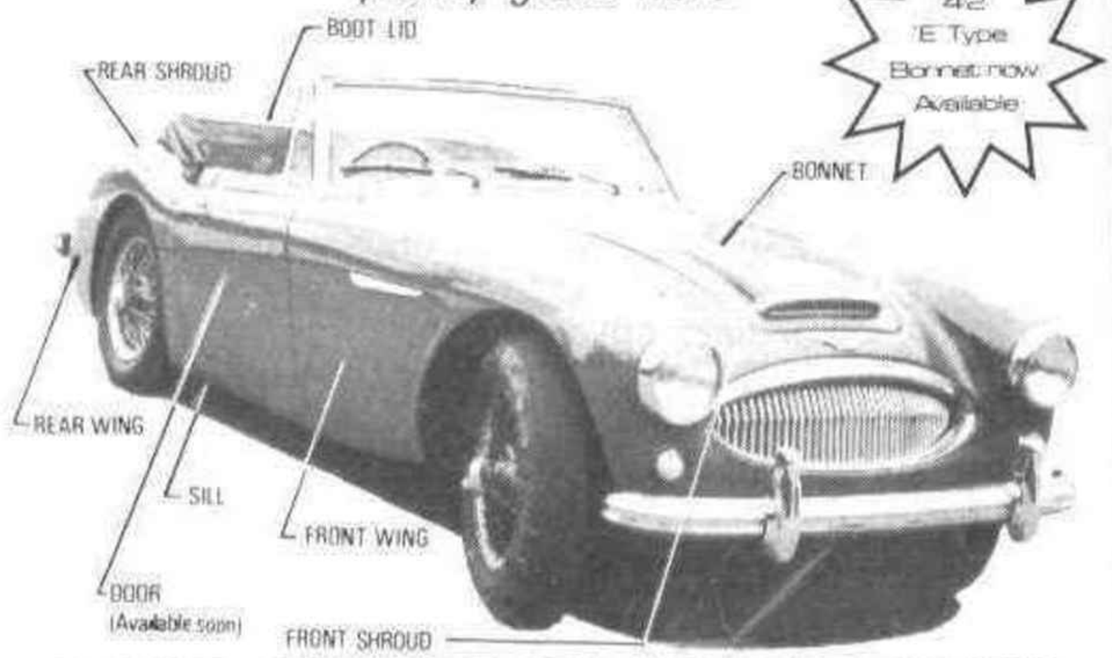
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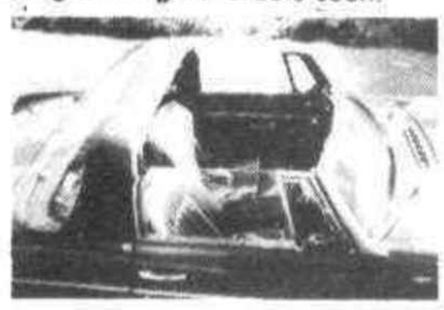




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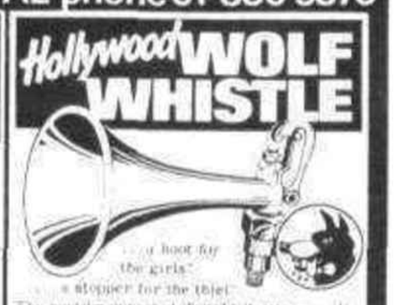
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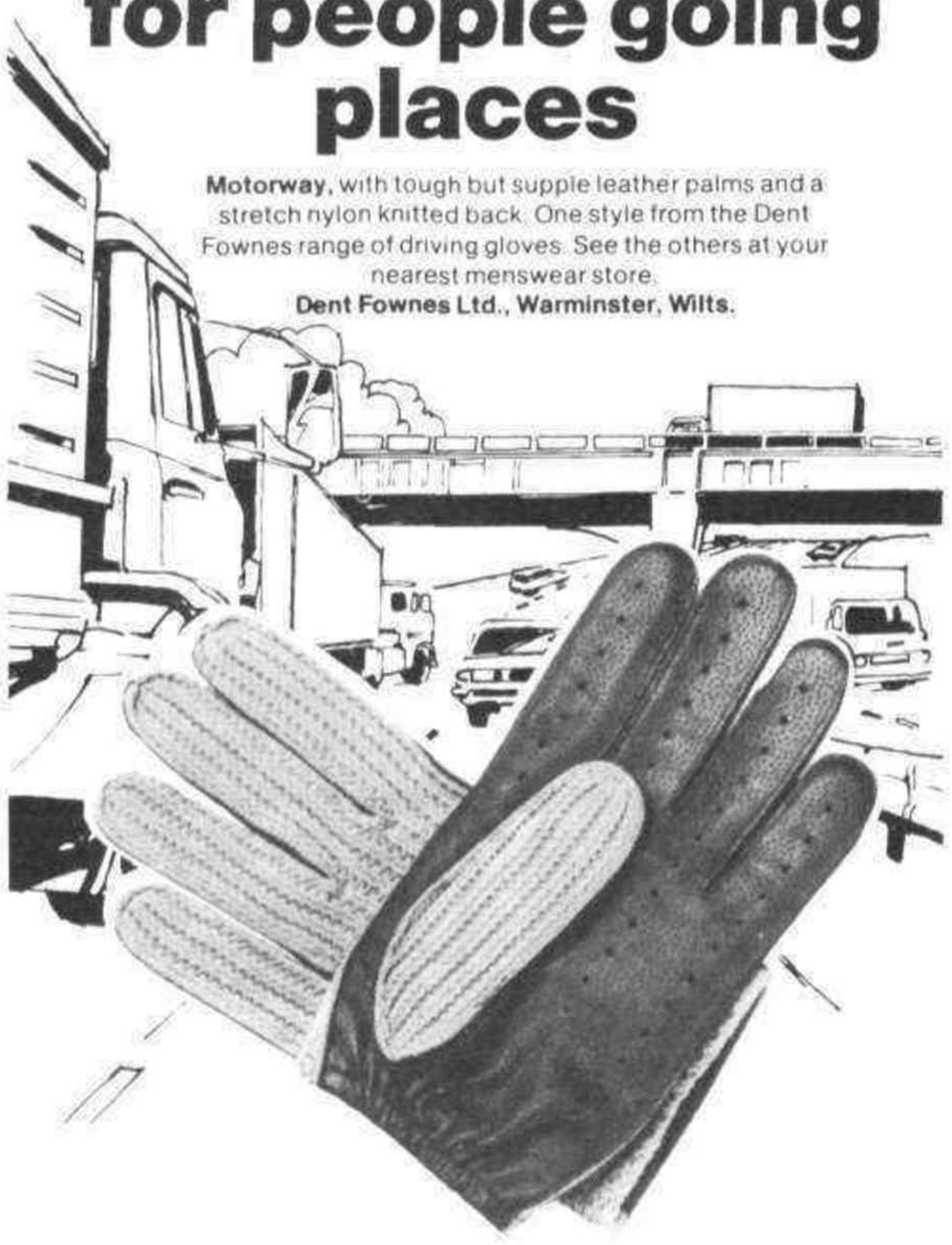
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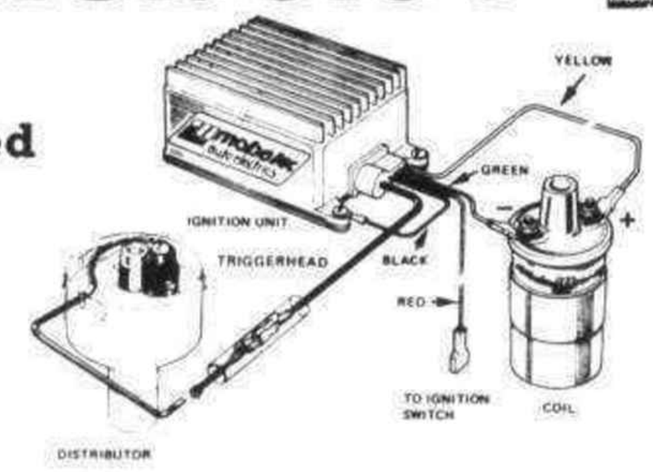
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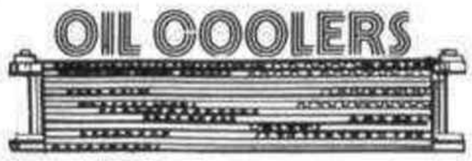
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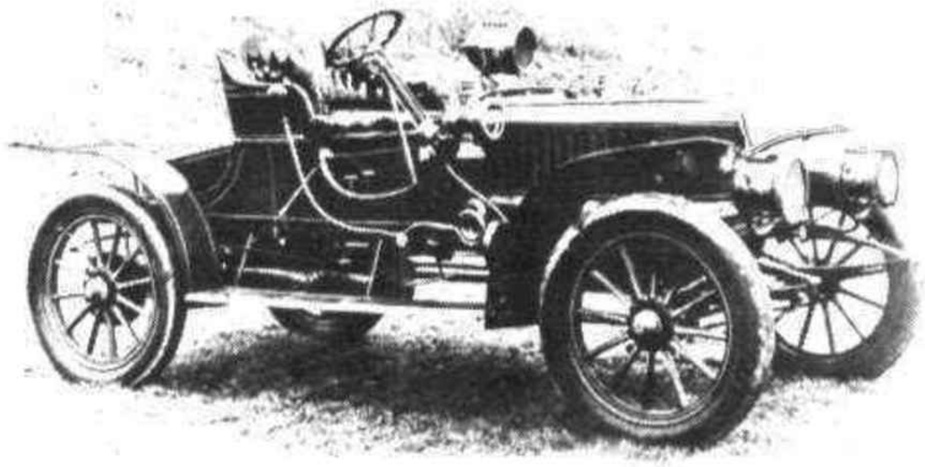
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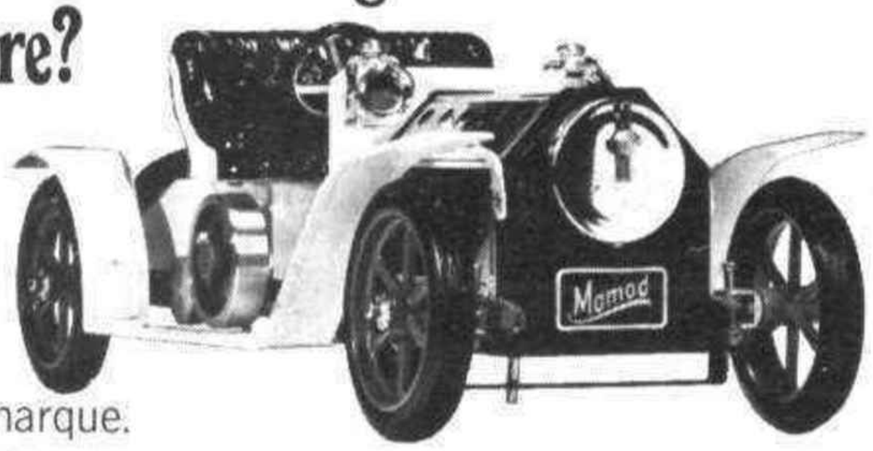
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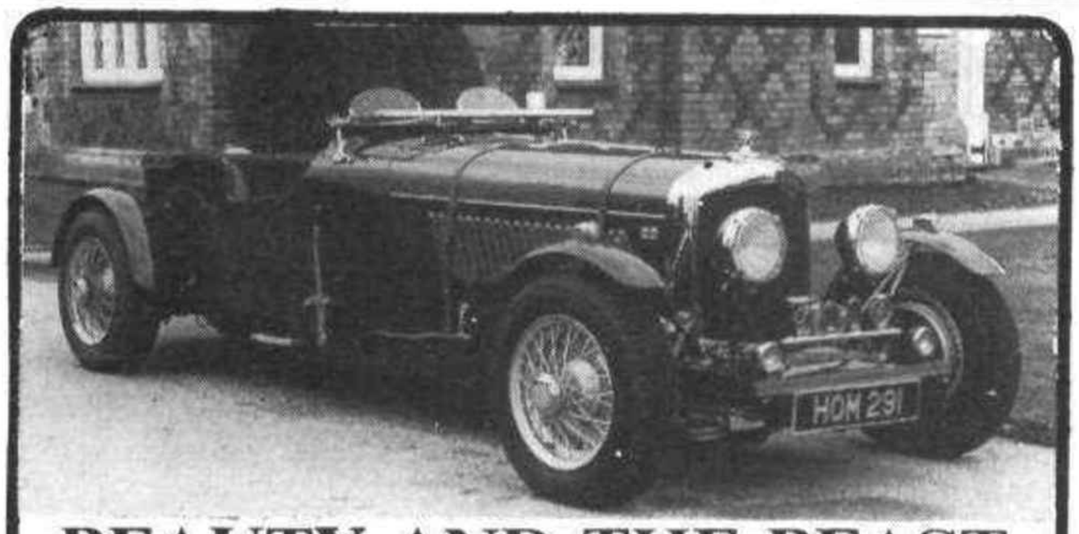
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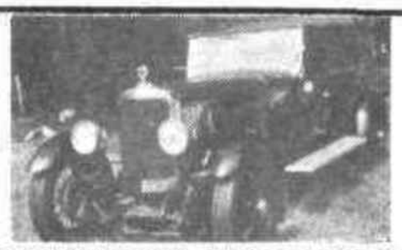
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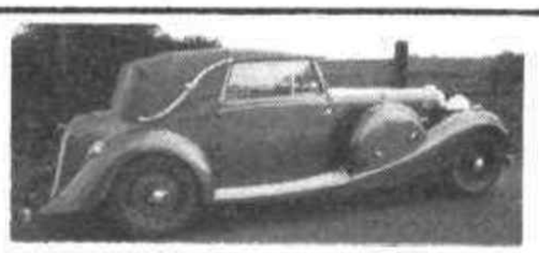
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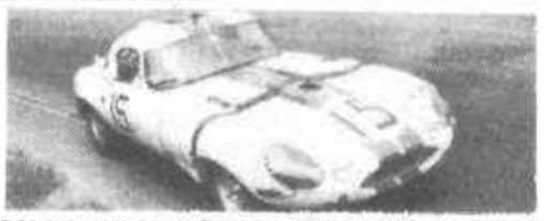
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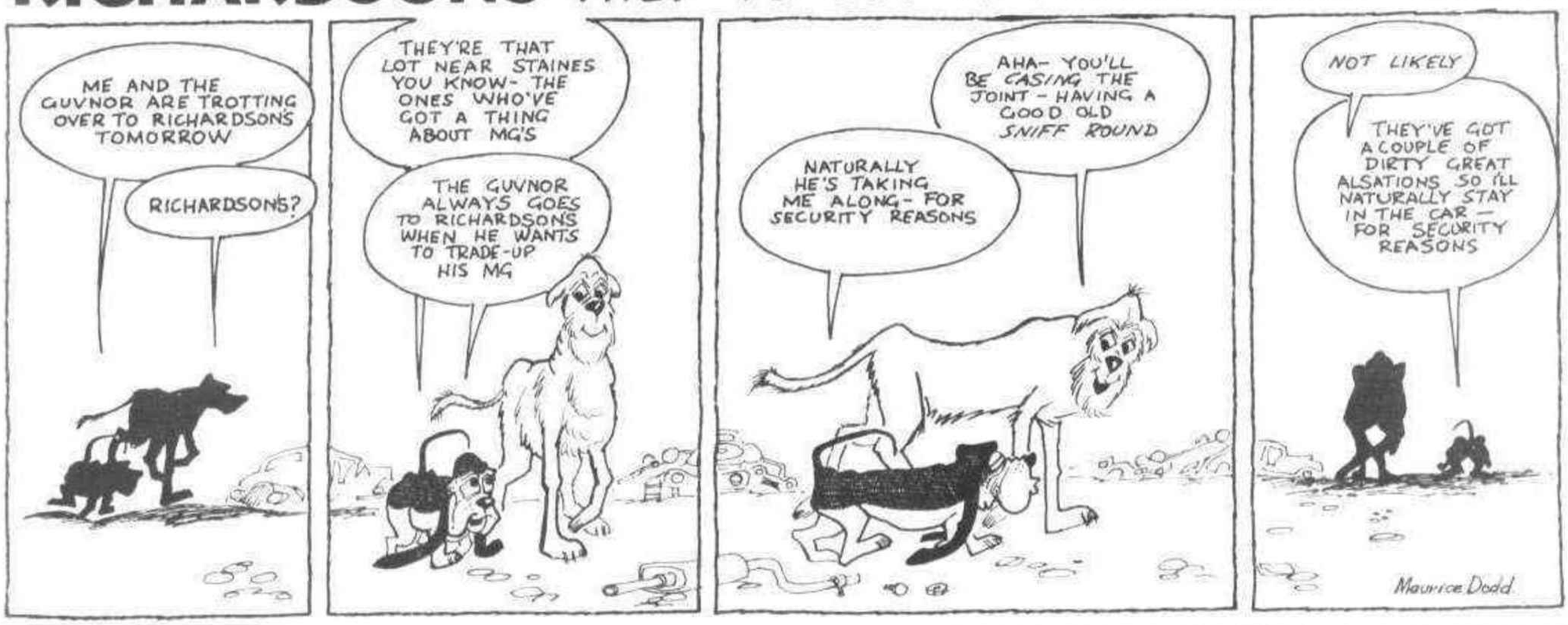


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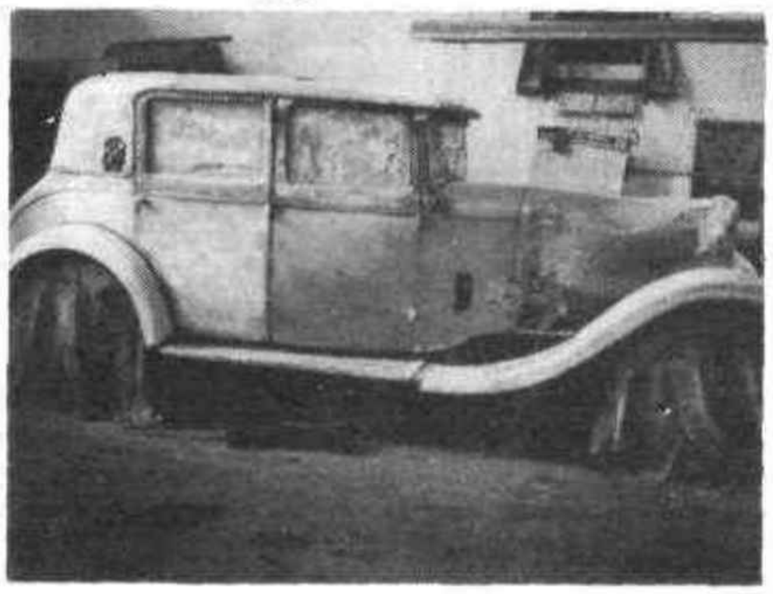
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JAGUAR 340 1968. Possibly the finest original example, 12,000 miles from new. Automatic, P.a.s., radio, original tyres, spare unused. £2,500. Headley Down 2216. (85792

LOTUS ELITE 501 "P" Reg. 20,000 miles. 1 owner. £5,000. Tel: Rugeley 6524 daytime. (85794

1935 MORRIS "8" Series I 4-door saloon. Requires easy restoration. £140. Phone 9 a.m. to 5 p.m. Oxford 49966 Ext. 224. Evenings/weekends Kidlington 2888. (85795

SCIMITAR GTE (Feb. 1974). Automatic. Ivory beige with black trim. Single owner. Immaculate condition. Extras include alloy wheels, laminated screen, fog/spots, full service history. 24,000 miles. £2,725. Allwood, 120 Tower Road, Boston, Lincs. Tel: Boston 61414. (85796

LAGONDA 1954 Drophead Coupe in superb restored condition. This is a three-position hood open grand tourer of quality. £2,350 o.n.o. Tel: 0634 220529 (Medway). (85797

1948 ROVER P3 "75". Four-light Saloon. 73,000 miles from new, original and in excellent condition. Complete with tool kit, handbook and service records. £725. 01-599 6523. (85798

ASTON MARTIN DB5. Webasto. 48,000 miles history. Personal registration, radio telephone (not rental). £2,500. Dolomite Sprint "N". 8,000 miles. £1,950. Box No. 5255. (85793

1952 MG YB Saloon. Original green. Very good condition. Recently done 1,000 miles. £350. Phone: weekends Lee-on-Solent 551519. (85799

CX2000 CITROEN 1975 (P). Low mileage, radio, HRW, all space age extras, fully maintained. Owner must sell. £2,500. Ascot 23018. (85800

MG-A 1600 MK. II De Luxe Coupe. Rare model. MoT. Details from: Terrington St. Clement 336 evenings. (85802

ASTON MARTIN DB6 1965. Reg. No. LBH 8C. This noted car was owned by Aston Martin and tested by the "Motor" at 147 m.p.h. In exceptionally fine condition. Choice of Weber or SU carbs, giving 21+ m.p.g. £1,400 o.n.o. Tel: 0282 25468. (85804

1971 ALFA ROMEO Berlina 1750. Radio, dark green. In excellent all-round condition. Impressive performance and road-holding with 5 seats. £655 o.n.o. Garsington (Oxford) 266. (85805

MAGNIFICENT 1965 Vanden Plas Princess with spare Rolls-Royce engine. Spotlessly clean inside and outside. Chassis recently steam cleaned and re-undersealed. Sensible offers please or might consider exchange for other interesting car. Mansfield 23832 or 26803. (85806

1931 ASTON MARTIN International. Very good all-round condition. Excellent mechanics, MoT, taxed. Absolutely useable. £5,500. Tel: 0908 610123, Newport Pagnell. (85807

SPITFIRE 1973. Yellow, overdrive, undersealed tonneau, below average mileage. Excellent condition. Going abroad January hence £1,095 o.n.o. Ivybridge (07554) 3439. (85808

JAGUAR 420 Automatic, P.a.s. British Racing Green, tan leather upholstery, excellent original carpets, radio, taxed, MoT, new exhausts battery, automatic gearbox, alternator, shock absorbers, springs, brake pads, wheel bearings, good order. 70,000 from new. All bills available. £675. Telephone Telford 460096. (85809

COOPER 1969. Exceptional. 45,500. Sunroof radio, ZX, etc. White. MoT Nov. 1977. Lady owner. £590. Mann, Taunton 062 349 359. (85810

FOR SALE—continued

DAIMLER CONSORT 1952. Good running order, MoT, taxed, lots of spares. £200. For details Tel: 0823/412557 after 6 p.m. (85811

RILEY RACING Special 1936 12/4. Eligible VSCC events. Very competitive. Recent shell bearing conversion. To be run-in ready for next season. Offers over £800. Aylesbury 630481. (85813

ALVIS 21/100 T/C Grey Lady 1955. Bodywork good except wings. Good radial tyres. Mechanically quite good. Also spare cylinder head, clutch plate, and starter motor. Offers. McLellen, 309 Preston New Rd., Blackburn, Lancs. 50363. (85814

1971 TVR TUSCAN 3000. Exceptional condition throughout. Reconditioned engine, overdrive, alloy wheels, T&T. Very fast. £1,375. Tel: Barnsley 0226 710521. (85815

FIAT 124 SPORT Spyder Convertible. K Reg. White/red interior. Extremely rare and stunningly beautiful Farina styling with standard Fiat mechanics. Very fast and economical 1,432 c.c. twin OHC engine with 5-speed gearbox. Immaculate condition throughout. No rust. This is undoubtedly one of the most elegant looking cars on the road. Absolutely any trial. LHD £1,375 or offer. Would exchange Mercedes, BMW, or other interesting car. Private sale. Fownhope 238 (STD 0432-77). (85818

MG T/C DERELICT, dismantled but complete, less rotted body panels. Reg. No. JUM 500. Best offer before Xmas. Phone: Doncaster 882840. (85820

1937 ROVER 12. In one family over 30 years. Near excellent original condition. Owner's handbook. Taxed and MoT. £700. Mr. Dick, 26 Barnton Place, Glenrothes, Fife. (Kirkcaldy 51091 office hours). (85821

JAGUAR V12 E-TYPE 2+2 Coupe August 1972. Reg. 9 CLU. Midnight blue with light blue trim, p.a.s., Motorola radio, electric aerial, 45,000 miles, fully rustproofed, can only be described as immaculate. Service just completed. Would consider a suitable Dolomite Sprint in P/X. £3,300. No offers. Tel: Peterlee 866832. (85823

TVR 1600 (M). Yellow 1973. 48,000 miles. Alloys, radio. £1,530 o.n.o. Consider p/x 3000 M. Tel: Leicester 674979 after 5.30 p.m. (85824

PORSCHE 911T 1971 (K). Sportomatic. Ivory tinted electric windows, radio/8-track. Absolutely unmarked. Immaculate paintwork. New silencer/exchangers. Probably finest 2.2 in England. £3,150. 864 8224. (85826

ALFA GUILIA Super 1600. K-Regd. Immaculate, blue/beige. Taxed radio, new ZXs. Very reluctant sale. £990. Terms: Velocette or motorcycle part ex. Tel: 0332 673658. (85827

LANCIA FULVIA Coupe 1.3 S. Blue/Burgundy. K-Regd. Radio, maintained regardless. £980 o.n.o. Terms: consider old motorcycle part ex. Tel: 0332 673658. (85827

1952 ARMSTRONG Hurricane Coupe. Very good condition all records available. MoT. taxed. £600. Phone: Bicester (Oxon) 3697 day; Stratton Audley 379 evening. (85829

MORGAN 4/4 2-seater July 1976. Royal ivory with black leather. Wire wheels and stainless exhaust. £400 of extras. Unmarked. 4,000 miles. £4,250. Alfriston (Sussex) 870691. (85830

VW MOTOR CARAVAN Devon conversion 1970. Very fine order. Complete with awning, roof rack, etc. £1,250. 061-980 3298. (85831

JBW FERRARI Sports racing car 1959. Ex-Brian Naylor. Eligible HSCC events. With or without engine. 061-980 3298. (85831

BRISTOL 405 generally in quite good condition. Maroon with beige interior. Reasonable offer or exchange considered. Also 401, needs respray. £350 and some Bristol spares. 021-430 3767. (85832

MG 1300 MK. 2 1971 (K). Immaculate condition, low mileage. Economical with performance. £700. Odiham 2613. (85833

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As this copy is being typed, activity in Reece Mews is reaching a crescendo as our team prepare for the 1976 Sunday Times Beaujolais race, which starts in Macon and finishes at the House of Commons. This event (sometimes referred to as the Grape Rape!) is being contested by our Messrs. Morris and Wykeham in the racing **Morgan +8** and Mr. Spero and others (dressed as Guerrillas) in a white Bentley. The result will be published next month. Other possible contenders are a 1976 **Morgan +8,** white with blue leather, luggage rack, radio, one careful owner. 1974 **Morgan 4/4,** 4-seater, signal red, black interior, reclining seats, chrome wire wheels, aeroscreens, Klaxon horn, luggage rack, the late property of a musician friend of ours, forced to part with his **Morgan** to become a tax exile! 1972 **Morgan 4/4,** 4-seater, indigo blue, black interior, new engine fitted 12,000 miles ago by the Barnet mechanics and Boxer enthusiast's. 1972 **Morgan 4/4,** 2-seater, chocolate and cream with black leather interior. Certainly the most fitting two-tone colour combination for a **Morgan.** 1969 **Morgan 4/4,** 4-seater, black with red interior, wire wheels, exceptionally low mileage. Pre '68 models for December include, 1963 **Morgan 4/4,** 2-seater, carnation red with black leather interior, tuned engine, completely restored including new chassis about 12 months ago. 1965 **Morgan 4/4,** 2-seater, indigo blue with all new red leather interior, hood & sidescreens. 1957 **Morgan 4/4,** 2-seater, canary yellow, new black leather interior, hood and sidescreens, for those who don't want an Arkley we have an exceptionally nice **MG Midget,** 1976, red, 4,000 miles, as new. **Morgan** spares, accessories including badges, key fobs, model kits, T-shirts, pins and **Morgan** books by Gregory Houston Bowden £5.50 and £5.95 (his latest) including postage.





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1967 ASTON MARTIN DB6—automatic, power steering, wire wheels, Sundym, sunroof. Blue with matching interior. £1,500 o.n.o. Telephone Preston (0305) 832366 (Dorset). (85835

1957 DAIMLER Century Mark 2—automatic, 30,000 miles, well above average. £500 o.n.o. Telephone Preston (0305) 832366 (Dorset). (85835

TRIUMPH TR4A LHD 1968. First reg. in UK 1970. Red, new hood. Virtually one owner and in excellent condition, hence £745 o.n.o. 01-505 0742 evenings. (85836

MG-C ROADSTER 1970. H-Reg. Overdrive. Immaculate red coachwork. Black interior. Reclining seats. £725. 197 Walkwood Rd., Redditch, Worcs. Redditch 68516. (85837

GILBERN 1800 GT. Carefully maintained in near concours condition. Recent clutch and exhaust system. 1 year's MoT. Overdrive, radio, electronic ignition. Spax dampers, tow-bar. Reason for sale: purchase of Gilbern Estate. £875. 02406 2007 (weekends); 0438 78 2862 (evenings). (85839

JAGUAR MARK II 3.4. Manual/overdrive 1961. This car is completely original. The ivory leather is as new having had seat covers all its life. Mechanically superb. A collector's item and an investment. £1,250 o.n.o. 01-890 5645. (85840

1932 AUSTIN SEVEN Box Saloon. Rebuilt from chassis upwards. Coachwork maroon on black. £1,200. 01-508 9583. (85841

ENGINE PROBLEMS eliminated on this 1973 (December) Triumph Stag. Just reconditioned with ground crank, new timing chains, etc. No mileage since. Manual gearbox, overdrive, stereo, power steering, electric windows. Straight original car. £2,750 delivered to you or offer if no p/ex. Tel: Bournemouth (0202) 700200 for appointment. (85842

ALVIS TA21 SALOON 1951. Silver grey and black. MoT July 1977. Very nice condition. £800 o.n.o. Telephone: Penryn 74357 (Cornwall). (85845

LANCIA COUPE 2000 Farina 1971. Gold metallic. p.a.s. HRW. radio £895. Radlett 4825. (85846

MERCEDES 220SE Coupe 1959. RHD. Collector's piece or luxury transporter. Ring: Newdigate 209 for details. (85849

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BENTLEY MK. VI, body by Mulliner. Extremely rare, only 14 built, good mechanics, long MoT, only 120,000m. £2,950. Chrishall 382. (85847

PORSCHE 911E 1969 2-litre. 62,000m. Polo red. Unmarked and original inside and out. Service history. £2,350. 01-681 1588. (85850

STANDARD AVON Special, 1929. Very pretty vintage sports car in restored condition. 2-seater bodywork with "V" screen, hood and tonneau £2,150. Dane End 480 (Herts.). (85851

GILBERN INVADER Mk. 2 1971. One owner example in superb condition throughout. Virtually unmarked metallic blue bodywork. Overdrive, sunroof, alloy wheels, electric windows. Maintained mechanically excellent, including new clutch and tyres. £1,395, p/ex considered. Telephone: Hertford 57473. (85622

ALFA 1750 GTV. Good example of this excellent marque. 47,000 miles, mostly in the careful hands of present owner. Must go owing to nagging wife, therefore £575. 051-227 4200 day; 01-652 9220 evening. (85623

HILL CLIMB SINGLE-SEATER: JW4 original bodywork. 750 c.c. Bonneville Triumph engine. Reliable, economical, beautiful, fun to drive. Class winner last time raced. Complete, spares, trailer, £500. Edinburgh 667 4370. (85624

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E-TYPE JAGUAR Series I FHC 1965. Good mechanical, body condition, new clutch, new upholstery, etc. Impending marriage, £1,400 or p/exchange sports car. Chestfield (Kent) 3286. (85625

ROVER TEN 1934. All original, low mileage example with lots of sensible spares, gearbox, shockers, etc. £750 o.n.o. Chestfield (Kent) 3286. (85625

AUSTIN HEALEY 3000. Help! will someone please buy my car, I'm emigrating. 1963 Mk. II, 54,000. Steel bodywork, original logbook. MoTd June, resprayed, £1,150. Donald Main. Messages to Cambridge 63148. (85627

1972 LOTUS ELAN +2. Yellow, fully reconditioned engine. Total 40,000 miles. One owner. £2,000. 051-632 4461. (85628

CAPRI GHIA 3.0 1974 (N). Modena green, black fabric, undersealed, spots, radio. 27,000 miles, new tyres, one owner, £2,300 o.n.o. Might p/x 1974 Mexico or RS2000. 01-437 4083 (business). (85633

FOR SALE—continued

1935 RILEY 12/4 Special. Shortened chassis new attractive pointed tail two-seater body, rebuilt wheels, new tyres; needs wiring, exhaust petrol tank. £850. Telephone: Peopleton 252 (Worcestershire). (85629

MG TC 1946 recently rebuilt and restored to virtually concours condition. Excellent runner. New MoT. Red with black trim—new hood, sidescreens, carpets, etc. £2,500 o.n.o. Tel: 0222 754081 evenings/weekends. (85630

SCIMITAR 1972 (K). Overdrive, roman purple, chrome wheels, radio stereo, leather trim, new tyres, company owned/maintained, 40,000 miles, £1,800 o.n.o. Might take p/x. Aston Abbotts 595. (85633

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1953 FORD PREFECT 4-door saloon. Inevitable black. Excellent running order and MoT. Good original condition and easily made pristine. £275. Bacup 3952 (070 683). (85635

EUROPA TWIN-CAM (K). Shelby wheels, radio stereo. 36,000 miles. Excellent. £1,500 or exchange Aston DB5, XJ6 or fast 2+2. Phone 0633 420608. (85641

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GAMINE 1972—Noddy's actual car? One of less than a hundred made, but mine's immaculate. Low mileage. New tyres. £1,200 o.n.o. 01-737 1153 or 01-435 6086. (85643

AUSTIN HEALEY Mk. II, Metallic blue/white. Low mileage. Excellent condition throughout. Wire wheels. £2,500. Crosshills (0535) 34322. (85650

1935 RAILTON four-door four-light saloon, 75,000 miles. Excellent except worn trim and paint. £2,000. 01-529 6994. (85652

FOR SALE—continued

LOTUS ELAN SPRINT 1973 DHC. One of the last. Mint condition. Well below average mileage. "Gold Leaf" red over white. £2,400. Wilmslow (Cheshire) 22526. (85646

E-TYPE ROADSTER 3.8-litre, 1964. Superb original condition in all respects. Unique luxury specification. £2,500. An undoubted investment. Tel: Wallingford (0491) 36390 Oxon. (85647

1936 MORRIS 8 Tourer. Maroon. Excellent bodywork. Engine running, but needs slight attention. Offers over £500. Tel: Winscombe 3907. (85651

FROGEYE SPRITE 1960. All metal, very original, wide wheels, recent tyres, new respray. Le Mans Green. Maintained by mechanic. Complete with hardtop. Regd. LCM 707. £295 o.n.o. Liverpool 525 9619. (85648

1904/5 CLEMENT TALBOT. 2 cylinder, half restored. £2,750. 01-529 6994. (85652

MG 1934 L-TYPE Magna. Original six-cylinder OHC mechanics. Fitted with excellent two-seater bodywork, good running order. Rare bargain. £1,600 o.n.o. Nottingham 606987. (85654

VOLVO P1800 S (F). 1967. Overdrive. MoT March. 4 good tyres, unused spare, radio, air horns, extras. Well maintained and in excellent condition. Growing family forces sale. £695 o.n.o. Chelmsford 467401. (85655

BSA 1934 10 HP Saloon. Wilson box. Absolutely original, including bubbles in Triplex windows. Genuine mileage 32,788. Good runner. Laid up since 1969. £500. Dr. Hamerton, New Buckenham, Norfolk NR16 2AN. Tel: 317. (85620

TVR 1600M 1976 (P). Only 7,000 miles. Yellow, brown, vinyl roof, Sundym, HRW, brown trim, reclining seats, sunroof, radio. £3,475. Telephone Nuneaton 66636 daytime; 329393 evenings. (85617

1954 ASTON MARTIN DB2-4 Vantage. BRG, black interior, rebuilt and balanced engine, new clutch, rebuilt and stoved wheels, MoT, relined brakes. Many other new parts. Regretfully for sale at £2,000. No offers. Ring: Newbury 45427. (85616

JAGUAR 240 Automatic, June 1968. Superb example in white with sunshine roof and black interior, immaculate throughout with first-class mechanics. Genuine 59,000 miles. Taxed, MoT. £795 o.n.o. Tel: Chirton 245 (Wilts.). (85613

1930 MORRIS COWLEY Saloon. Body and chassis good, interior and engine need attention, spares. £1,500 o.v.n.o. Southampton 767244. (85612

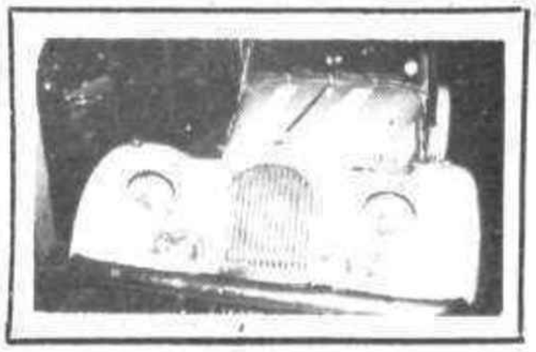


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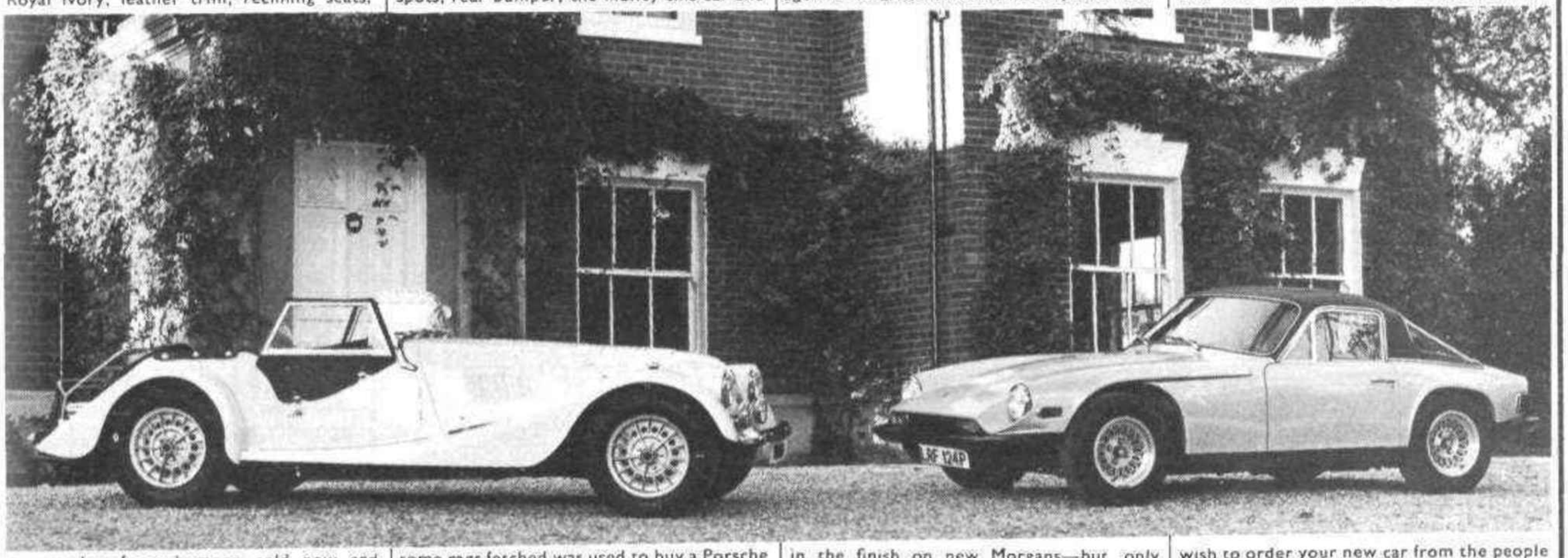


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Morgan

TVR

Christmas is white or (more usually) grey, but our cars are all colours both sober and gay. **Morgan Plus 8,** 1973M, signal red, black trim, wide track, rear bumper, one owner, only used at weekends. **Morgan 4/4,** 1962, yellow, wire wheels, a new chassis wss recently slotted in. **Morgan Plus 4,** 1961, red, 4 seats, professionally restored. **Morgan 4/4,** 1974, black, chrome wire wheels, leather trim. **Morgan Plus 8,** 1973, Royal ivory, leather trim, reclining seats, rear bumper, wing mirrors. **Morgan 4/4 4-seater,** 1974, indigo blue, wire wheels, one owner, luggage carrier, wing mirrors, electronic ignition (Vintage car enthusiast). **Morgan 4/4,** 1965, black, Comp. model, be-louvred bonnet, w/w, black leather, rebuilt by famous Morgan agent, previously owned by helicopter pilot. **Morgan 4/4 4-seater,** 1975, signal red, wire wheels, radio, tonneau cover, bonnet strap, Plus 8 spots, rear bumper, the money this car and Wolfrace wheels, radio, electric aerial, sunroof, one owner. **TVR Anniversary,** 1976, brown colour scheme, overdrive, not quite sure if it's still available. **Ginetta G15,** 1973M, silver metallic, alloy wheels. **Datsun 240Z,** 1972, white, radio, 8-track. **Lotus Europa Special,** 1974, metallic blue, radio, 5-speed box, one owner. **Arkley SS,** 1975/6, orange, alloy wheels, lowered suspension, etc, etc. **NEW MORGANS** Some years ago we remarked on a distinct improvement in the finish on new Morgans—but only last week did I find out the reason. Idling away for a few moments in the despatch bay at Malvern Link while the cobwebs were being brushed off the new 4/4 I was collecting, I spied a stuffed owl hanging (by means of two pieces of bent welding rod) from the metal rafters. On enquiring I was told that there had been a severe problem with various small birds flying around and fouling the paintwork of the new cars in a singularly unpleasant and corrosive way. Then someone had the bright idea of frightening the birds away by introducing the forbidding presence of the owl I mentioned, and to this day the now noble (but by now dusty) creature still performs its sentinel duty with complete efficacy. Next time I am going to take my camera, without the evidence of which I am sure no one will believe me. No doubt you will wish to order your new car from the people who have flown the Morgan flag in prod sports racing for the last 3 years (our car won the British sports car championship last year). **NEW TVRS :** We have an excellent stock of TVRs including the new-for-'77 2500 model, and may have some **Taimars** very shortly. Please don't hesitate to enquire for brochures, price list or a demonstration drive (in TVR or Morgan). **ARKLEY SS :** Might be described as a carapace to go with your skeletal Spridget; our current batch incorporates some improvements in moulding technique to make it easier to obtain a super finish with less effort. The brochure remains at an inflation-pegged 25p, send medium sized stamped envelope. We have both the Morgan books by the excellent Gregory Houston Bowden, the earlier wordier edition costing £5.90 post free, the new pictorial one (containing many remarkably unusual and appealing illustrations) is £6.50 post free. Also Boble's Morgan poster £1.75 post free and plenty of Morgan spares for the more recent models. Morgan and TVR service of course. Open to 7 p.m. weekdays, 6 p.m. Saturdays, closed Sundays and from Christmas Eve Dec. 24th until Jan 1st inclusive.



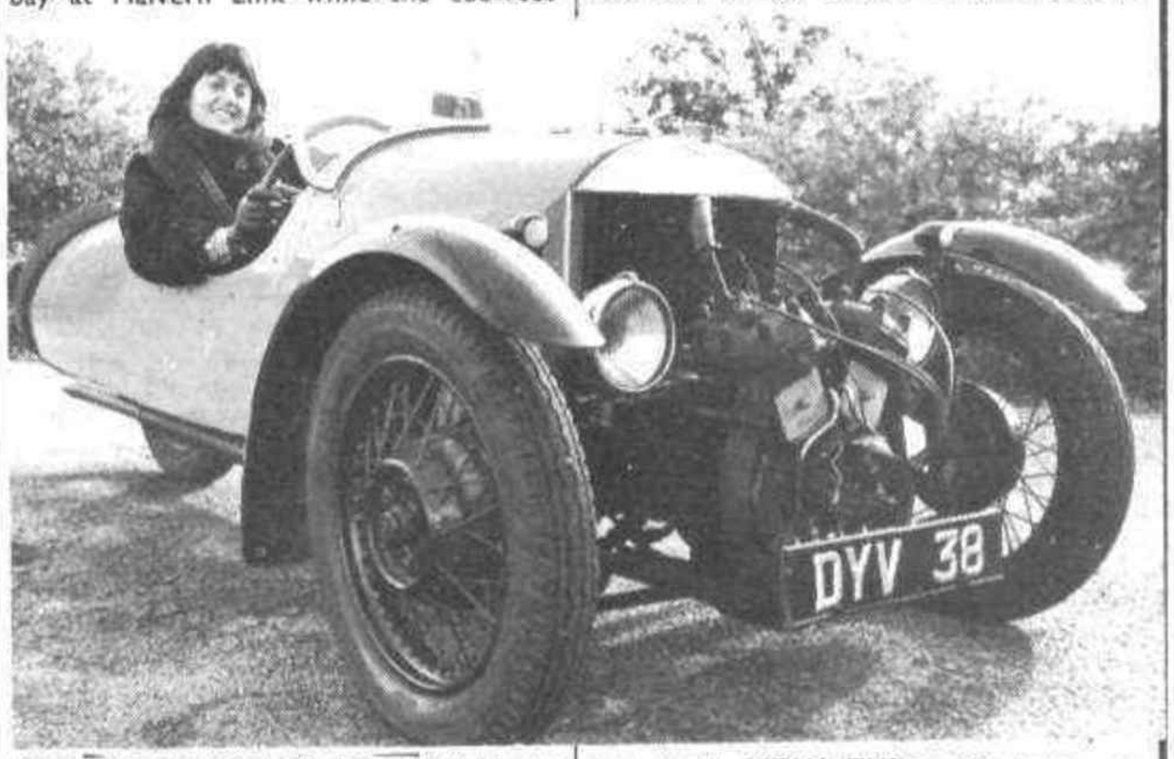
cow-catcher front bumper, sold new *and* second-hand by our good selves, unusual hood. **Morgan 4/4,** 1975, deep Brunswick green, wire wheels, bucket seats, rear bumper, tonneau cover. **Morgan 4/4 4-seater,** 1972, Royal ivory, wire wheels, rear bumper, tonneau, one owner, supplied by us. **Morgan 4/4,** 1976, ivory, rear bumper wire wheels, tonneau cover. **Morgan 4/4 4-seater,** 1973, indigo blue, rear bumper, easy clean wheels. **Morgan 4/4,** 1962,







cream, 1500 unit. **Morgan 4/4,** 1974, yellow, one owner, stone leather, reclining and folding seats, Plus 8 spotlamps, some rags fetched was used to buy a Porsche Turbo (apparently the previous owner was in the *rag trade*). **Morgan 4/4,** 1967F, flame red, Plus 8 bucket seats, ditto spots, *concours* winner. You may sometimes wonder if there is any significance in the order in which the cars are listed here. There is. Our tidy-minded secretary arranges all the cars in order of date of first registration. I then scramble them, supposedly at random but if I feel like it starting at the two ends and working towards the middle, to try and make the advert more interesting. This does of course mean that some cars get left out by mistake, others may appear twice or even three times. **Morgan 4/4 4-seater,** deep Brunswick green, wire wheels, leather, reclining seats, rear bumper **Morgan 4/4,** 1974, yellow, in spite of above remarks this is a different car, bucket seats, radio, rear bumper, one owner. **Morgan 4/4,** 1976, BMW blue, wire wheels, bucket seats. **Morgan 4/4,** ivory, wire wheels, rear bumper, tonneau cover. **Morgan 4/4 4-seater,** 1975, indigo blue, many extras, late property of a friend of mine. **Morgan F Super,** 1947, yellow with polished alloy bonnet, Ford 8 s.v. engine (dinner, off, for the eating of, clean enough). This car (?) is sort of morally promised to someone whose deposit has run out but is still trying to sell his house to buy it, and in any case I have second option on it for myself. **Morgan MXII,** Matchless trike, grey, some black, 3-speed, cycle wings, dynamo off rear wheel, original exhausts, daily use. **TVR 1600M,** 1975, metallic green, radio, alloy wheels, sunroof, previous owner now 3000M-equipped. TVR 3000M, 1975, red,





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1973 MORGAN 4/4 4-seater. Midnight Blue, 16,000 miles, wire wheels, leather trim.
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1974 TRIUMPH TR6. L.H.D., Damson, radio **£2,195**
1972 CITROEN-MASERATI SM. Aqua metallic Blue, radio, Sundym glass, leather trim, carburettor model. **£2,995**
1971 Series ASTON MARTIN DBS Vantage. Deep Blue, P.A. steering, radio/stereo, chrome wire wheels, 5-speed g/box **£3,995**
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RELIANT Scimitar GTE, Auto., 1972. Finished in Capricorn blue with tan interior. Superb example. **£2,095.**

TRIUMPH TR6, 1974(N). Finished in magenta, hard-top, o/d., radio/stereo; one owner from new. **£2,095.**

TRIUMPH TR6, 1973, sienna brown, h/s-tops, o/d., radio/stereo. **£1,695.**

TRIUMPH Stag, Auto. (1972(L), white, black h/s-tops, radio. Superb example. **£1,995.**

TRIUMPH GT6, 1973(M). Finished in carmine red, o/d., Sundym glass, cloth seats, radio, h.r.w., undersealed. An outstanding example. **£1,495.**

TRIUMPH Spitfire, 1973, sapphire blue with black interior; only one owner from new and 16,000 miles. Full service history. **£1,295.**

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LOTUS Europa Special 5-speed, 1974 (model) (Reg. Nov. '73), finished in J.P.S. black and gold, with oatmeal interior. An outstanding example. **£2,795.**

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TVR 2500M, 1975. Finished in electric blue with tan interior, sunroof; one owner from new, recorded mileage 5,000. Exceptional value at **£2,695.**

MG-B GT, 1972. Flame red with navy trim, o/d., radio, h.r.w. **£1,495.**

MG-B Roadster, 1973. Finished in bronze yellow, o/d., radio, head-rests. An outstanding example. **£1,495.**

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1973 FORD GRANADA 3000 GXL, white with black trim, automatic, vinyl roof, sunroof, radio **£1,295**
1974 FORD CORTINA 1300L 4-door, red with black interior **£925**
1971 FORD THUNDERBIRD, bronze with brown vinyl roof, white trim, automatic, electric windows and seats, radio **£1,295**
1971 AUSTIN MAXI, white with red interior **£495**
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1972 VOLVO 164 'E', bronze with tan leather trim and sunroof **£1,145**
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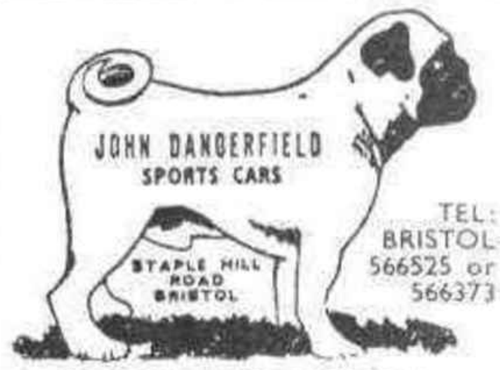
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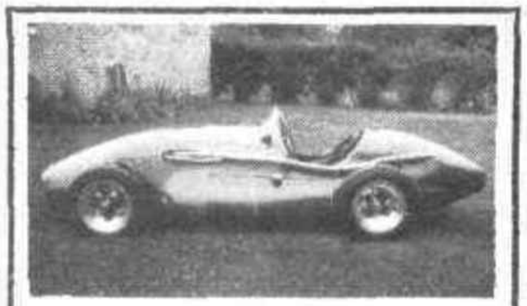
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1973 Ferrari Dino, finished in metallic red, this car has only covered 23,000 miles **£6,250**

1976 (P Reg.) MG-B GT V8, finished in white, nominal mileage only **£3,895**

1974 Lotus – 2S 130/5, finished in JPS black and gold. This is one of only 43 made to commemorate 50 Lotus Grand Prix wins. Tinted glass, alloy wheels, 5-speed gearbox, radio, very low recorded mileage **£3,600**

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For further details contact Alastair Fraser.

Used Low-mileage Performance Cars Purchased.

FOR SALE—continued

BENTLEY MK 6 1950. Good running order. Taxed and tested, £750. Halifax 31475. (85908

1934 AUSTIN TEN-FOUR Sunshine Saloon. Resprayed, retrimmed, very reliable and practical. £845. (Stockport) 061-439 3564. (85907

DOVE TR4 2+2 Fixed Head Coupe. Red, overdrive, wire wheels, MoT. £525 o.n.o. Eastcote Cottage, Edingthorpe Green, North Walsham, Norfolk. (85934

ALVIS TD21 1960. Mechanics good, body rough. Reasonable tyres. MoT. £225. Tel: Newark 5656 evenings. (34597

TRIUMPH TR4, Dove Coupe, 1963. One of these rare and attractive Grand Tourers, in very smart condition and sensibly priced at £445. Full details Tel: 021-745 3576. (85927

MG MIDGET 1500. "N" Registered. Finished in Citron with black bumpers. Very nice condition and superb performance. £1,300. Charsfield 307 (Ipswich). (85927

MG-C 1968. Metallic blue, wires, overdrive, new G800s. 2 owners in 7 years. 57,000 miles. One of the better ones, £800. Chesterfield 851571. (85929

1976 ENFIELD ELECTRIC CAR. Yellow. 210 miles. 1 owner. Ideal for commuting. 40 miles per charge. To charge just plug into mains. Would cost new in excess of £3,000. Must be a collector's item soon. £1,795. Burtons Garage, Grimsby 55951. (85932

BRISTOL 408. Genuine, immaculate car. Recent respray and rebuilt engine, new Konis, interior as new. Full details on request. Take cheaper small car in p/x. Genuine reason for sale. £1,750. Phone: Mildenhall 713754. (85945

PORSCHE 911S 1967. Burgundy. Excellent pampered condition. £1,750. Norwich (0603) 713997. (85944

VOLVO 1800S SPORTS, 1968. Overdrive, radio, tape deck. Well maintained, very clean specimen. £899. 01-642 9400. (85943

1950 MK VI James Young Bentley. New exhaust, headlining, carpet, body sound, mechanics good. MoT cert but needs working on. Offers invited. 61, Terminus Road, Eastbourne 0323 30670. (85941

1950 LAGO TALBOT T15. Very rare, featured at the Motor Show. Fitted cabriolet two-door Saoutchic bodywork. Mechanically good. Coachwork needs restoring. £2,450. Church Cottage, Iddesleigh, Winkleigh, Devon. (85940

MARCOS 1800 (Volvo). Sunroof, overdrive, Motorola, low mileage, good history. £800 o.n.o. Comberton 2361 after 8 p.m. (85936

AUSTIN HEALEY Sprite 1968. One owner. Good example. £350. "Lindenhurst", 12 College Avenue, Formby, Merseyside. (85947

1925 DAIMLER 16-h.p. V-screen saloon, similar to small Rolls. Bevel glass polished wood window surrounds and running boards. Extremely rare, elegant and desirable. £3,000. 061-773 1587. (85948

RELIANT SCIMITAR GTE, 1974. Manual. Ivory beige. Tan interior. Sundym windows, chrome wheels. Radiomobile, 108 SR stereo radio 8-track, fog and spot lamps. 22,000 miles. Immaculate condition. Genuine reason for sale. £2,800. HP arranged. Tel: Neath (Glam.) 57674 after 4.30 p.m. (85937

MORGAN PLUS 4, 1963. 2-seater, wires, aeros, recent rebuild, documented history. £1,950. Northampton 63131 Ext 283, daytime. (85939

RILEY 2½ 1949. Superb original condition. If you are looking for a good one this Riley's worth investigation. Offers above £800 or exchange for Mexico/Mini/Caravanette. Brimcombe 5249. (85933

GT6 JULY 1973, Mimosa, cloth seats, headrests, tinted windows, nice cond. £1,200 o.n.o. Tel: 061-969 7583 after 6 p.m. (85938

1975 FORD CAPRI RS3100 Turbo. Blue. 13,000 miles. Immaculate. £2,800. Cameron, 24, Weir Street, Greenock, Inverclyde 0475 26421 (work). (85965

HRG 1500 1948. Unique sports racing bodywork. Restoration well underway. Offers over £1,500. Write to: Hrghan, Corner Cottage, Hildersham, Cambridge. (85949

AUSTIN SEVEN RUBY 1937. 69,000 miles from new. Very sound condition. £600. Wythall 823127, near Birmingham. (85950

JENSEN CV8 1966 Mk. III. Requires new bumpers. £800. Wythall 823127, Nr. Birmingham. (85950

BMW 2002 "K" REG. Unmarked red bodywork, black interior, new clutch, exhaust, year's MoT, taxed. Combined stereo/radio. Faultless throughout. £1,295 o.n.o. 01-992 4678 evenings. (85951

FOR SALE—continued

FROGEYE SPRITE 1959. All metal. Very good condition. £350. Tel Manaton 394. (Devon). (85967

E-TYPE ROADSTER Series II, "H" Reg. Red, chrome wires, tinted screen, electric aerial, new clutch, hood, exhaust, taxed, year's MoT. Lovely condition. £2,150 o.n.o. 01-992 4678 evenings. (85951

MASERATI QUATTRO Porte. One of believed only 14 RHD models produced of this "fastest saloon in the world". In exceptional condition. Usual extras. £1,500 including many spares. May consider interesting car for exchange. Cash either way. 01-472 2122 (85953

TR3A 1958. Really excellent. Rebuilt example. Overdrive, wire wheels, 34 m.p.g. £900. Tel: Manaton 394 (Devon). (85967

TIGER, DARK BLUE. Hard and soft tops, very rust-free bodywork, wire alloy wheels, very good mechanics. Very quick car, realistic price. £700. Kingskerswell 3273 (near Torquay). (85954

THE END of the affair: Rare MG-B must regrettably be sold. First registered in June 1967, this car has been totally stripped and rebuilt by professional mechanics. New parts fitted include all wings, sills, doors, a full Mk. III black interior and competition suspension. It has a 1973 18V engine and overdrive, wires with new G800s, and 10 hand-flatted coats of Snowberry white. Total cost exceeds £1,500. Will accept £595. 01-373 2630 (Kensington). (85955

TD MG 1953. Excellent condition. Details on request. £2,850 or offers. Horsham 67307 after 6 p.m. (85957

1973 MORGAN PLUS 8. Signal red. Lightweight aluminium body, black interior. Folding/reclining seats, luggage rack, rear bumper, genuine 21,000 miles since new. One owner. Immaculate. £4,300. Tel: 073581 (Shurlock Row) 356. (85958

1972 LANCIA ZAGATO 1600 c.c. Finished in yellow, with black interior. Radio/cassette, etc. This very rare car is offered at only £1,495. Telephone Horsham 61393. (85959

1955 ASTON MARTIN DB2/4 3-litre sports saloon. Reconditioned engine and steering box, rewired etc. In very sound condition, £2,450. Telephone Horsham 61393. (85959

TR6 NOV. 1970 (J). 41,000 miles. One owner. Signal red. Dealer maintained. MoT 1 year. O/D. Tonneau, radio. £795. Reading 692261. (85960

1928 HUMBER 9 h.p. Fabric Saloon. Good condition throughout. MoT. Pleasant, practical vintage motoring. £1,350. 0795 872577 (Kent). (85961

E-TYPE ROADSTER 1970. Series 2. 4.2. Regency red with black trim. Completely original and good condition. 42,000 miles. CWW, undersealed. £2,150. Wentworth (Surrey) 2048. (85969

ALFA ROMEO Spyder Convertible, 1967. LHD. White, twin cam engine, 5-speed gearbox. 2 owners. 46,000 miles. £995. 01-654 1168. (85970

LOTUS ELITE 1962. Borrani wire wheels, same owner last eleven years. £1,950. 01-654 1168. (85970

HONDA S800, convertible, 1971 (K). 26,800 miles, radio, probably last one registered. £550. 01-458 7811. (85971

BMW 2000 CS (3-litre shape). 19,000 miles, immaculate. Electric windows, aerial, radio, cassette. £2,500. Phone: Mexborough (0709) 4832. (85972

COLLECTOR'S CAR: 1966 Alfa Romeo 2600 Sprint GT. Alloy body, leather interior, elec windows, MoT, nice cond., offers around £1,250. Part/ex. Porsche, Maidstone 675314. (85973

DAIMLER MAJESTIC Auto, p.a.s., radio, MoT. 12-11-77. Some spares. £350/exchange Stiletto or similar. Ross (0652) 33134 Barton on Humber. (85978

ROVER 10, 1930. Fully restored to showroom condition. Engine completely reconditioned. Genuine reason for sale. No dealers please. Phone: Bedford 53257 evenings. (85977

TR3 1959. Suitable for spares or rebuild. Original condition. Offers over £200. Phone Ware 870683 for details (Herts). (85981

VOLVO P1800E COUPE. Yellow, registered March 1971. 50,000 miles. Splendid condition; one owner now deceased. £1,100 o.n.o. Tel: Colwall 40367. (85982

MG MIDGET 1974. Soft top and tonneau. Radio. Immaculate condition. £1,295. P/X and HP can be arranged. Tel: Wickham 833515 (STD 0329) Hants. (85983

RILEY 1½ RM Saloon 1947. Complete but needs lots of work. £75 o.n.o. 01-735 5123 weekday evenings (car in Kent). (85985

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FOR SALE—continued

JAGUAR 240, Manual/overdrive. Old English White/black interior. Purchased new in 1968 by its one (titled) owner and used very little due to lengthy illness. A recorded mileage of under 4,000 can be substantiated. Offers over £2,000. Phone: 0788 823131. (85987

1976 "R" REG. GILBERN Invader Mk. III. Silver/black, overdrive, alloy wheels, electric windows, etc. 4,000 miles. £3,895. Tel: Macclesfield 611148. (85988

1948 STANDARD Flying 8 Saloon (Pre-War type). Sound, original, needs some work. £100. 01-385 2666. (34630

SPECTACULAR SUNBEAM Alpine Sports (OAL 888 F) 1725 engine model, white, low mileage, Dunlop alloy wheels, twin spots enthusiast's investment, first £350. (0742) 660135. (86049

EDWARDIANS 1906 Autocar £6,500. 1911 Overland Gentleman's Roadster, much brass, £7,500. Both superb condition. Details: Smallbone, 116, Raddlebarn Road, Birmingham 021-472 7139/2350. (86048

ROLLS-ROYCE 25/30 complete engine, minus dynamo. Excellent cylinder head. Substantial offers. 20/25 cyl. head repaired by Metalock, £300. PII rockers, early 20/25 gearbox. PII steering column, box, controls. Camberley 32283. (86047

LAGONDA 4½ engine required by Club member, cash awaiting Richardson, 45 Whetstone Lane, Aldridge, West Midlands. Aldridge 56302. (86045

MERCEDES 350 SL "K" Reg. Metallic Burgundy/black interior. 37,000 mls. Hardsoft tops. Automatic. P.a.s. Tinted glass. Beautiful condition. AA/RAC inspection invited. £4,995. 01-998 2513 evenings (Ealing). (86044

SUNBEAM TIGER 1965. Totally restored to original as new condition. White, black hard top, hood. AM/FM radio, manual gearbox. Ziebarted, undersealed. Almost certainly the finest Tiger in captivity. £1,795. Interesting part-exchange considered. Ropley (Hants) 3235. (86043

FOR SALE—continued

FRENCH MINI-COOPER-Eater. 1973 Simca 1000 (1294 c.c.) Rally I. White with black rally stripes, 5 new Michelins. Beautiful condition £750 o.n.o. 01-998 2513 evenings (Ealing). (86044

ZAGATO MILANO Lancia Fulvia 1972 1600 Rallye 2/4 Coupe. Silver. Mint condition £1,595 o.n.o. Nythe (Kent) 68445. (86042

1974 JENSEN HEALEY, excellent condition, 27,000 miles. Red £1,375 o.n.o. Telephone after 7 p.m. Mon.-Fri. Cosham (Hants) 84506. (86040

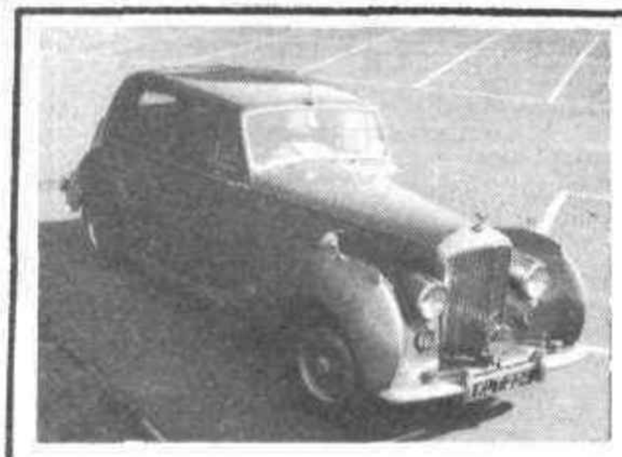
E-TYPE JAGUAR 4.2-litre FHC 1969 Series 2. Pale blue coachwork with dark blue leather trim. Virtually one owner and almost as new throughout. An excellent investment at £1,495 o.n.o. Phone 0532 455321 (business hours) for further details. (86039

GILBERN 1800 GT. High performance (MG-B mechanicals) with comfort, 4 seats, and rust-free body. Oil cooler, radio, HRW, wire wheels v.g.c., daily use. £550 o.n.o. Fuller-Shapcott, Gallants, Inkpen Newbury, Berks. (04884 257). (86034

LOTUS EUROPA twin-cam (L-Reg.). Lime green, black trim, radio, 8-track 28,000. Superb condition. £1,675 o.n.o. Vale Farm, Biggin Hill 725616. (86787

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COLLECTOR WILL TRAVEL any distance to purchase model railway in gauge "0", 1, 2, 3 & 4 by Hornby Bassett-Lowke, Bing, etc. Single items or collections wanted in any condition even if only suitable for spares. Spare tenders also wanted. Also required: tinplate cars, boats, stations etc., early Dinkies and any early toys. I will pay highest prices and travel, so please let me know if you have items available. Tony White, 22 Ivy Bank Park, Entry Hill Bath, Avon. Tel: 0225-83-7077 evenings please. (85986



Bentley Mk. VI. Standard steel saloon body with division. Finished in Velvet over Pacific Green with Beige leather interior. Fitted sun-roof and radio. Original registration and owner's handbooks. Excellent all round condition.



Maserati Mistrale Spyder. White with blue leather interior. Borrani wire wheels. Two owners from new. Very low mileage.

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1973 Maserati Ghibli SS fixed-head coupe. Jade Green with Tan leather interior; 38,000 miles. Manual. Air-conditioning. **£4,750.**

1954 M.G. TF 1250. British Racing Green with Black leather interior. Excellent condition. **£3,350.**

1963 PORSCHE 356B Super 90 cabriolet.

CARS OF THE ABOVE TYPE ALWAYS BOUGHT AND FOR SALE.

John Spero at Morris Stapleton Motors
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WANTED—continued

WANTED: SPARES for MG J2, to enable rebuild to be completed. Can offer some duplicated items in exchange if necessary. Box No. 5264. (85964

JENSEN INTERCEPTOR Mk. 1 and 2, also FFs always wanted Jensens requiring attention considered. Quick decision, cash, will travel. Reading 599742 or 783124. (85968

TRIUMPH ROADSTER ('48/'49) required by private enthusiast. Any condition considered. Good home guaranteed. Sqn./Ldr Holland, Officers Mess, Wildenrath BFP042. (85975

FERRARI 365 GT 2+2, 1968-70. Private cash buyer. Details to: M. Pilgrim, "Fairview" New England, Sible Hedingham, Halstead, Essex. (85868

WANTED: 2 BENTLEYS Mk. II 6, R-type, S1, or pre-war Bentley or Rolls. Cash. Would collect. Details and price to: Pearson, 38 Hoxton Road Scarborough N. Yorks. (85653

WANTED: MG TC concours or excellent condition. Please write stating description and price to Box 5254. (85615

GILBERN INVADER Mark III wanted privately, £1,500 cash available. Tel: Kirkby Fleetham 297 (North Yorkshire). (85614

JAGUAR MK. 10 66/67 420G or S-type wanted, in mint condition please. Derby 46981; Dundee 60820. (85644

WANTED: JENSEN 541 R in good condition. Possibly exchange Daimler Dart. Staines 53699. (85781

21 INCH WIRE wheels 5-off urgently required with either knock-on or bolt-on hubs. Phone: Longfield 4321 (Kent). (85783

WANTED: INTERESTING car 1936-49. Must be in running condition, but need not be 100%. Maximum £500. Box No. 5256 (Liverpool). (85789

WANTED PRIVATELY: Rolls or Bentley "Flying Spur" for cash or p/ex low mileage DB5 or Dolomite Sprint. Box No. 5257. (85793

WANTED: PRE-WAR taxi cab, make irrelevant, Jaguar 2.4, 3.4, 3.8, Mk. II, prefer wire wheels; also Daimler "2½" V8, also prefer wire, or any of the following Jaguar "XK" Series E-type, Mark V, Bentley Mk. VI or "S"-type or Rolls Cloud, any Bentley Specials, Alvis TD21 Drophead Daimler Barker Special Sports, Triumph Roadster, or any similar cars; prefer open. Cash paid. Tel: Mamhead 253 or Budleigh Salterton 2576. (85801

MG TOURER: KI or 18/80 wanted by MGCC member; also J2 spares, including screen, clutch. A. White, Turle House, North St., Somerton, Som. (0458 72467). (85822

MASERATI MISTRAL Spyder. Must be left-hand drive 4000 model. Will purchase from UK or Continent of Europe. Full details please Box No. 5258. (85843

MERCEDES 220/250/280 SE Convertible, LHD, or excellent DB5, Zech. Tel: (office) 01-588 4545; (private) 01-373 3109. (85844

WANTED: TRIPLE WEBER carbs for early E-type Jag. plus any other early E-type sports parts and a sound rust-free body. Please write: M. Bubb, "Lyndale", Elmgrove Road, East Hardwicke, Glos. (85848

JAGUAR 3.8 "S" AUTO. P.a.s., top price paid by private enthusiast for really immaculate—concours or near concours—very low mileage example. Will collect. Please write with full particulars to Wilhelm Schnieder, Postfach 320, D 2408 Timmendorfer Strand, West Germany, or phone 04502 3511 or 04503 2502. (763378

RILEY 1½-LITRE, pre-1955, preferably in good running order but non-runner considered. Buckley, 62 Fraser St., Shaw, Oldham, Shaw 45421. (85852

WANTED TO BUY: Model 4-stroke petrol engine. Air or water cooled. For use in model boat. Please phone Cranleigh 4464 Surrey. (85858

LOTUS ELAN Sprint DHC or FHC 1971-73 wanted in top condition. Good price for good quality. V. Sutton, Cedar Heights, Lincoln Rd., Gerrards Cross, Bucks. Tel: Gerrards Cross 84753. (85892

WANTED: LOTUS SEVEN Series II/III, condition immaterial, rolling chassis acceptable. Kingsthorpe (Northampton) 5646. (85894

LOTUS ELAN +2 wanted 1967-1969, low mileage, good condition. Phone Nottingham 861890 (evenings). (85898

FERRARI 365 GT 2+2, 1968-70, wanted by enthusiast. Must be in good condition. Private cash buyer. Tel: 01-449 7314. (85868

DINKY TOYS wanted by collector, any amount, any condition, good prices paid. For details phone 01-771 2242 (London) any evening. (85877

MG-A FHC in genuine concours condition, preferably low mileage. High price offered. Leamington Spa 23473. (85946

WANTED—continued

DAIMLER V8 250 Automatic workshop manual wanted, 1963 to 1969. Telephone: 051-928 8547 7.30 a.m. to 1 p.m. (85889

WANTED: PRE-WAR sports or racing car: Frazer Nash, Riley, Aston etc. Poor or dismantled condition acceptable. 021-743 5672. (85930

£6,000 CASH offered by private VSCC member for Bentley 3-litre tourer. Box No. 5263. (85831

LIGHT CAR Oct. 6th 1933 wanted. Your price paid. First two volumes "Classic Car" for sale. 58b Poplar Grove, Maidstone, Kent. (85883

FERRARI 250 GTE 2+2 wanted for spares, condition unimportant. Damaged or incomplete car welcome. East Horsley (048 65) 4663, business hours. (85855

WANTED FOR EXPORT (LHD) Ferrari Dino 206/246 GT. Write: D. Bake 16 Schapendrift, Blaricum, Holland. (63145

LANCIA FLAMINIA 2.8 wanted. Have nearly new engine but require body in reasonable condition. Bartman, Belmore, Stoke Mandeville, Aylesbury. Phone: Stoke Mandeville 2258. (84630

ASTON MARTIN DBS6, manual 69/71 or Reliant Scimitar GTE manual overdrive 72/73. Cash paid for model in good condition. Please send details with phone number to B. Simpson, 6 John St., Barnard Castle, County Durham. (84722

PRE-WAR ALVIS: Lagonda Talbot Riley, Aston or similar sports car wanted privately. 01-828 7449. Good condition preferred. (29928

ANY INTERESTING old car in running order. Full details, preferably with photo to Box 207, London SE21 7HJ. (31648

BENTLEY OR ROLLS wanted, any year, or model. Condition unimportant. Can collect and view. Cash settlement. Mr. Bennett 01-658 1005. (32222

TRIUMPH TRs, GT6 and Spitfires always wanted. Frederick Charles Cars Limited, Guison Road, Coventry 27518. (30953

WANTED: All German cars from 1900-1955 and all MGs 1929-1955 for cash. Also all German spares and German hand books. Please write to: Barnd Bonello, PO Box 8 6271 Worsdorf ITS, West Germany. (F62679

WANTED: LHD Rolls-Royce Silver Shadow. Photo and offer to Box 5194. (33040

V12 E-TYPE Austin/H 3000, Jaguar XK, Aston, Lotus, MG wanted or similar. Any condition. 01-658 0554. (80324

BRISTOL 85C head complete and sound. Also ex manifolds and tower. Box No. 5215. (83128

WANTED: MGs for spares for MG Owners' Club. The Secretary MG Owners' Club, 108, Pomfret Avenue, Luton Bedfordshire. SAE for Club literature. (33635

1925/1928 HUPMOBILE Straight Eight Series "E" preferably with English coachwork by Victor Broom, W. J. Oldham, Green Lanes Pont au Bre, Augerey, St. Peter, Jersey Channel Islands. Phone 0534 81019. (84184

TRIUMPH TR4 or TR4A in excellent condition and must be with Surrey top. S. Goodridge, "Kimberley", Collins Road, Totnes Devon (0803) 862007. (84502

DAIMLER V8-250 Automatic. Only original, immaculate late model, low mileage car considered preferably with AA report. Private cash purchase. Details to Box 5237. (33995

WANTED URGENTLY to complete rebuild of 1934 Talbot 105: upright (pre-Rootes) chrome radiator surround with slats; undersiung driving/fog lamps and brackets; steering ball joints complete. Waterlooville (Hants 07014) 2737. (84995

LHD LOTUS wanted by Englishman living abroad. Will collect Christmas. Must be well maintained. Prefer Europa, but considering Elan or Seven (or RHD). Please write: Andy Knox, R. Kochlaan 422, Haarlem, Holland. (84996

WANTED: BMW 328 two-seater, should be restored. Offer with pictures: Rolf Richter, Bismarckstr 17 337 Seesen, Tel. 05381/1082, Germany. (84997

ENTHUSIAST REQUIRES Ford Cortina GT Mk. 1 1965/66. Must be in perfect condition. Cash waiting. David Jones, Brodawel, Tynygongl, Anglesey, Gwynedd. Tel: Tynygongl 2672. (85093

WANTED: COVENTRY Climax FPF twin-cam engine, or any good parts for same. Preferably 2.5-litre. Also gearbox or any parts for Lotus Sixteen. Urgent, immediate cash. Cheltenham 23228. (85094

MOTORCYCLES from the 20's and 30's wanted for cash. Must be complete and drivable. Price and condition in first letter please. Box 5243. (34158

MG VA Open Tourer or Drophead Coupe wanted by genuine enthusiast. Tel: Sellindge 3395. (85170

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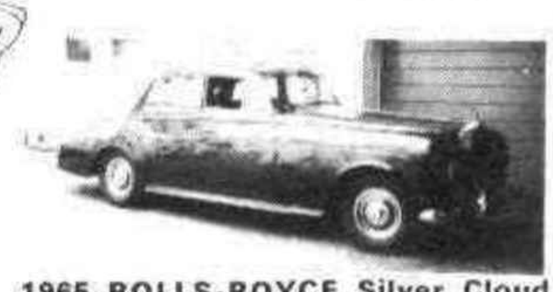
1952 BENTLEY Mk. VI. Standard steel sun-roof sports saloon. Virtually a two-owner car in absolutely pristine condition. Finished in ebony with champagne hide trim and carpet. Excellent known history. A potential *concours* winner.



CITY CAR (Unreg.). Our demonstrator available, having covered only 50 miles. Only one available with r.h.d., finished in sky blue with black trim. 6 h.p., heater. Offered for **£2,250.**



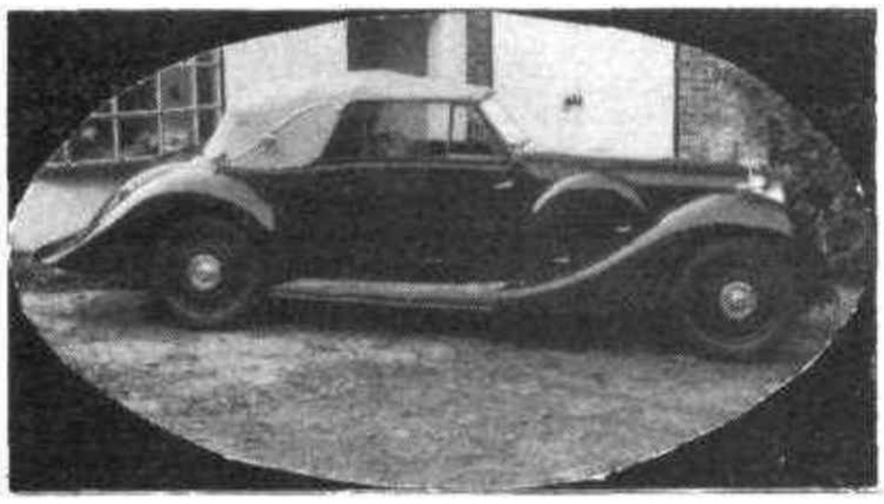
1972 ROLLS-ROYCE Silver Shadow 4-door sports saloon. Elegantly finished in golden sand with red hide trim and carpet. Recorded mileage only 29,000. Sundym glass and full refrigeration.



1965 ROLLS-ROYCE Silver Cloud III. This one-owner vehicle, which has covered under 40,000 miles from new, is superbly finished in embassy black, trimmed throughout in plum hide with matching carpet. Main Agent serviced. All the usual refinements. This must be one of the finest Cloud IIIs currently available.

1952 BENTLEY Mk. VI H. J. Mulliner 4-dr. Lightweight sports saloon; a fine example, documented history, 2 owners; extremely original. Finished in sand and sable with tan hide trim. **1957 BENELLI SE1.** This 6-cylinder thoroughbred has covered only 5,500 miles. 750 c.c. o.h.c. power unit, 5-speed box. Virtually as new. Finished in Monza red.

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1939 LAGONDA V12 drophead coupe. Finished in Deep Carriage Green with matching green upholstery. A superbly kept motor car which would please the most discerning buyer.

1929 HISPANO SUIZA H6V Tourer, by Carlton. A very fine unrestored car, superb mechanics. This is a rare opportunity to acquire an open Hispano at a sensible price.

FERRARI 275GTB. One of the rare semi-lightweight cars built in 1965 with the six-carburettor 300 bhp engine and coachwork constructed mainly in aluminium. The example we offer was built for a well-known English enthusiast and has right-hand steering. Finished in Red with matching interior. **£6,500**

SS1 2-door saloon. An early car with pram irons, etc. Recently repainted in Deep Claret with Black wings. Much work has been done to this car and it should be available when you read this. Considering this is one of the earliest of Lyons' creations we are sure our asking price is most reasonable. **£3,950**

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1975 PORSCHE TURBO (P reg.). Met. brown, leather, E/roof; immaculate **£13,950**
1975 MASERATI MERAK. Met. blue, low mileage, air-conditioning **£7,750**
1970 PORSCHE 911S. Orange. E/roof, electric windows. Recaros. Mint condition **£3,750**
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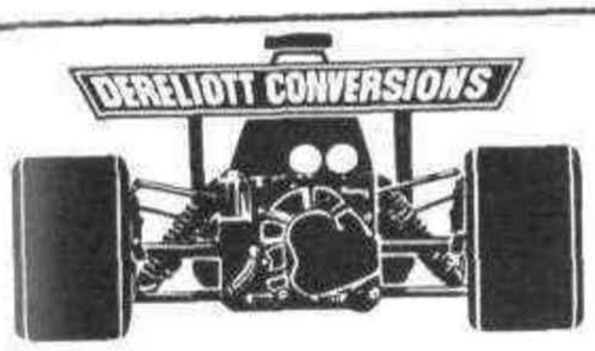
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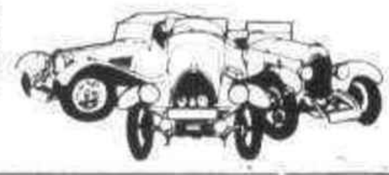
JAGUAR XK 120 coupe, 1952. Flame Red/Black hide, Chrome wires, Disc brakes. Only a very few made.



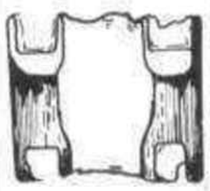
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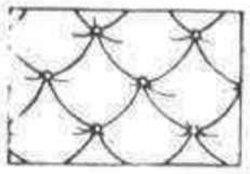
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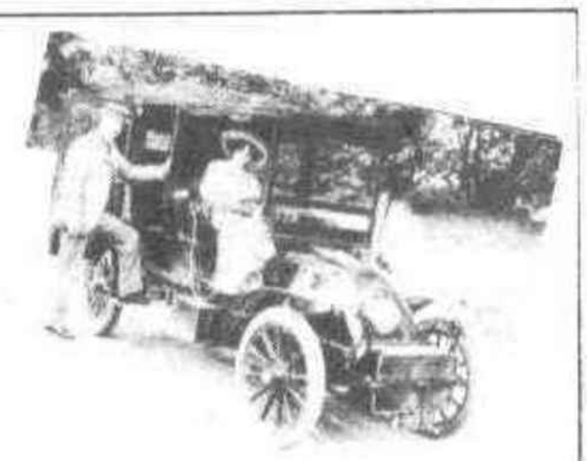
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1928 Lea-Francis 2-seater sports tourer. A lovely example. (*Photo*) **Sold**

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1937 Morris 8 Series II saloon. Nice **£600**

1937 Morris 8 Series II sports 2-seater **£825**

1939 Wolseley 14 Redfern 4-seat. 4-door tourer. Impressive and rare car **£1,600**

1952 A.C. 2-litre saloon. Nice **£675**

1959 Messerschmitt Tricycle. A very good example **£230**

1963 Volkswagen 1200 de Luxe. Extremely nice **£395**

1967 Austin Healey 3000 Mk. III. Good example. (*Photo*) **£1,725**

MOTORCYCLES:

1929 Grindlay-Peerless 500 £925

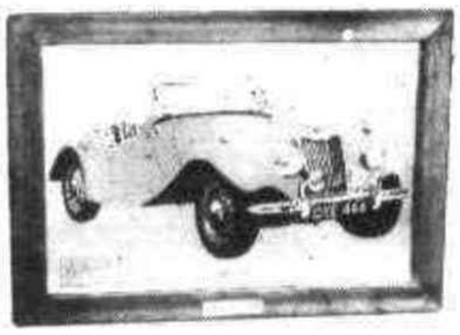
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MG TF



MG-A



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NOSTALGIA

A self-indulgent page of recent 'NOSTALGIA', presenting pictures of some of the things that have happened in the year past, about which I'm already dewy-eyed or wet-legged, for one reason or another! If 1977 is fraught with half as much fun (?), I'll be well pleased.

PLEASE NOTE: EXCEPT FOR THE DB3 ('JANUARY', FOREGROUND) ONLY THE 7 CARS IN THE BOTTOM HALF OF THIS PAGE ARE FOR SALE.

1976 — AND ALL THAT...



JAN. Practising what I preach for Winter Motoring, in the **Aston Martin DB3 (see below)** and **Frazer Nash Mille Miglia** (me, frozen, inside!).



FEB. Our **XKSS** (with ill-matched reg. no.) was at the Pomeroy Trophy. More recently it charioted me, trouble-free, to Dublin and back.



MAR. My 1957 **Lotus XI Gullwing GT** first appeared at the J.D.C. Silverstone Meeting. It has now covered 127 miles from new!



APRIL **'XK 1' (my XK120 Roadster)** won its first *Concours* award. It has since received six 1st Prizes plus 'Supreme Champion' at XK Day.



MAY At the splendid A.M.O.C. Brands Hatch Meeting, 'Nostalgia' umbrellas unfurled over our display of **Cobra, HWM, Abarth & Aston Zagato.**



JUNE After two years in the making, **'COB 1' (my Cobra 427)** finally appeared. Next year you will see and hear it more often.



JULY We raced six cars at the Silverstone Horsfall Meeting. Our **HWM** (*above*) **and Lister** (*below (left)*) set fastest times about 12 times during 1976.



AUG. At Oulton Park, **'COB 1'** got drenched, **XK 1's** windscreen shattered, and the **Abarth's** clutch exploded. Otherwise it was great!



SEPT. The Phoenix Park Meeting in Dublin produced the best experience of the year — **genuine draught Guinness** !



OCT. After a love-hate contest lasting 16 months, my **Abarth 1000GT** finally won, and may now be sailing to Japan.



NOV. My **Ginetta G10 V8** departed for the restorers, who'll conjure the bag of bits into a Cobra-gobbling Behemoth for 1977 !

...AND DECEMBER... for you to do likewise, the following are for sale:—



1924 FRAZER NASH SUPERSPORTS — OR 5374: 'The Oyster Shell Replica', built using genuine vintage 'Chain Gang' chassis and all running gear; VSCC accepted; extremely pretty, quick and usable — 100 pts. (*Photo.*)



1928 HILLMAN 5-str. SALOON: Completely restored from the bare chassis to the most exacting standards, but using all the original parts — 100 pts.

1929 AUSTIN 7 CHUMMY — UY 4751: Restored in the same manner as the Hillman above, and winner of the Fred Eley Trophy as the 'Best Austin 7 Tourer (Regularly Used)' at Longleat in 1976 — 100 pts. (*Photo.*)



1950 EX WORKS JAGUAR XK120 (ALLOY) ROADSTER, RHD — JWK 650: This, the Biondetti car (Targa Florio, Mille Miglia), is one of the six most famous XK120s ever, being a sister car to Appleyard's NUB 120, etc. Subsequently Harvey-Bailey, with Protheroe's preparation, made it the fastest and most successful 120 of the Sixties; though since stripped to the bare chassis and totally rebuilt, it thankfully retains the original (acceptable) mods to engine, brakes, etc. A magnificent practical road car/Historic racer — 100 pts. (*Photo.*)

1953 ASTON MARTIN DB3/8 SPORTS RACING — NUV 925: One of the most cherished of all the sports-racing Astons, due to its total originality and 'pure' history; successfully raced by Parnell, etc., winner of the Dutch Sports Car Grand Prix, now used for historic racing/sprints/shopping/*Concours*, etc.; 25,000 m. only; 98 pts. (*Photo.*)

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1967 EX WORKS PORSCHE 911, RHD — YBF 847J: The only 2-litre Porsche 911 eligible for Post Historic Racing (should be fun in Group 4 in 1977!), since it was specially built for McNally/Lucas, who successfully raced it in the South African series, incl. Rand 9 Hours, etc.; also entered for the Targa Florio and Le Mans; all special, potent mechanics with titanium rods and complete '906 bottom end', modified brakes, suspension, etc.; fully trimmed, taxed, MOT'd, but also 'ready to race'; 20,000 m., believed genuine — an astonishing machine! — 95/98 pts. (*Photo.*)





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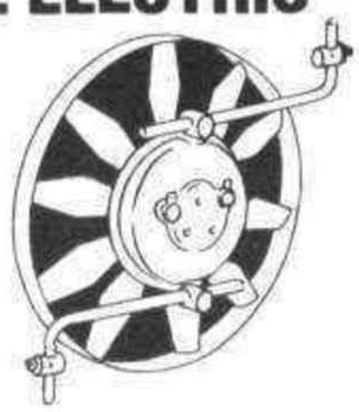
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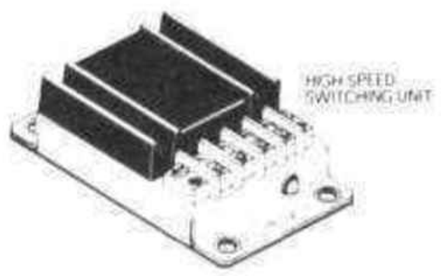
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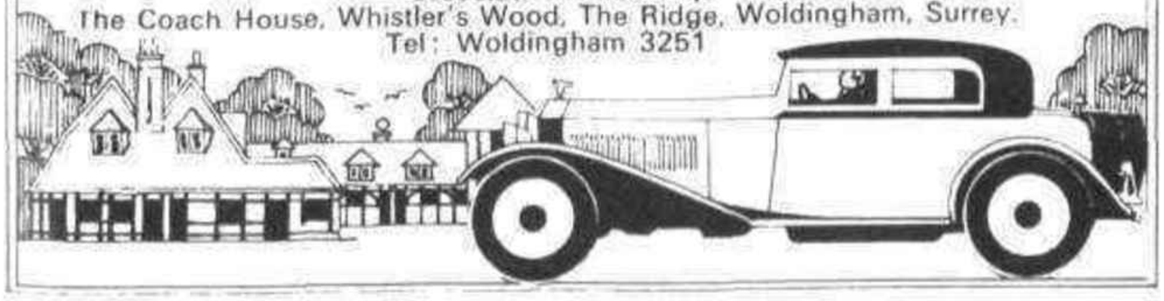
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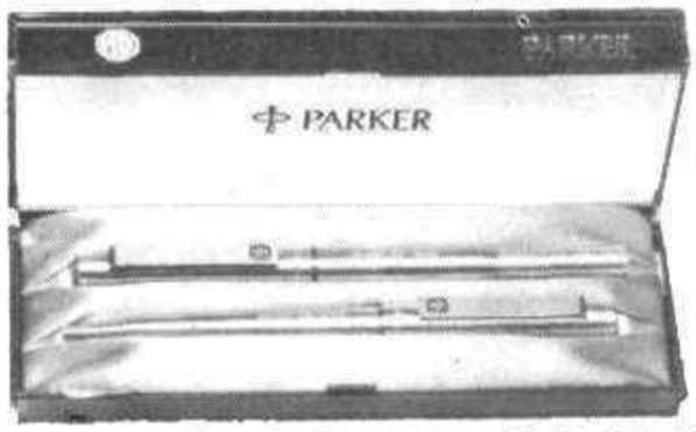
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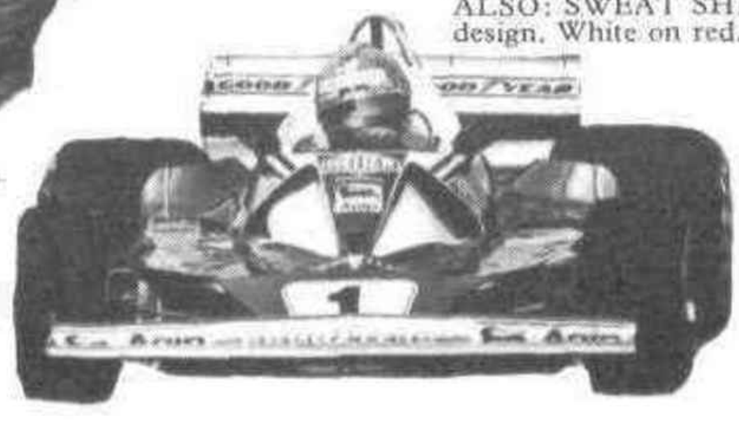


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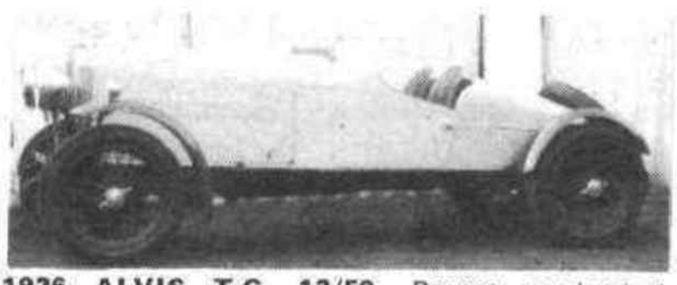
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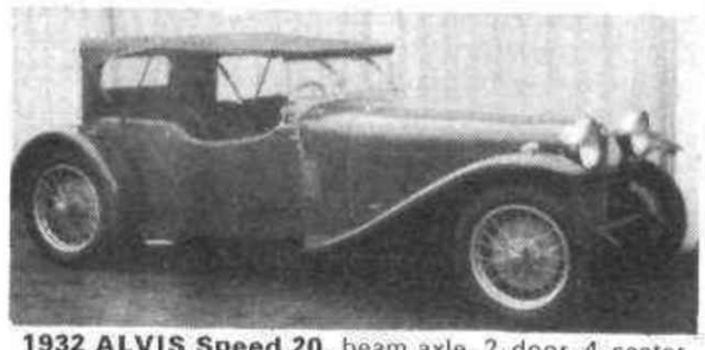
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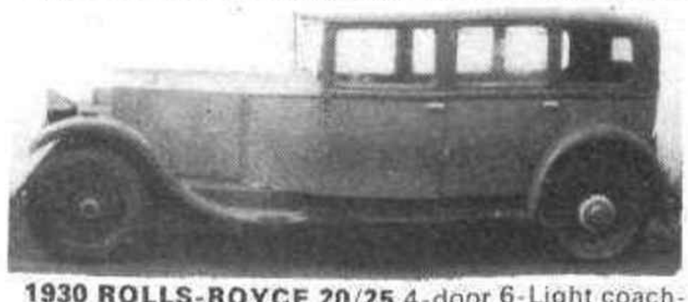
1940 4¼-litre MX Series BENTLEY, 2-door drophead coupe coachwork by the body builders of the day, Vanden Plas. Undergoing paint and partial retrim.



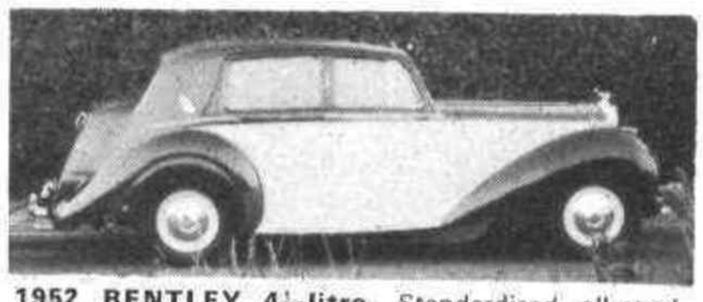
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ROLLS-ROYCE SILVER CLOUD II, 1961 series 4-door sports saloon, finished in Midnight Blue with Grey leather upholstery and Dark Blue Wilton carpets. Chassis specification, 6.2-litre V8 engine, automatic transmission, power-assisted steering. Completely repainted and all walnut veneers repolished. This car is fitted with combined radio and 8-track stereo. An exceptionally fine example of the model.
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ROLLS-ROYCE SILVER SHADOW, 1968. Chassis No.: SRH 4426. 4-door sports saloon. Finished in Dark Blue with Navy leather upholstery and Red coachline. Fully equipped with refrigerated air-conditioning, combined radio and 8-track stereo. Walnut picnic tables, etc. 99,000 miles. Very fine chassis, and exceptionally good interior. **£6,650 (London)**



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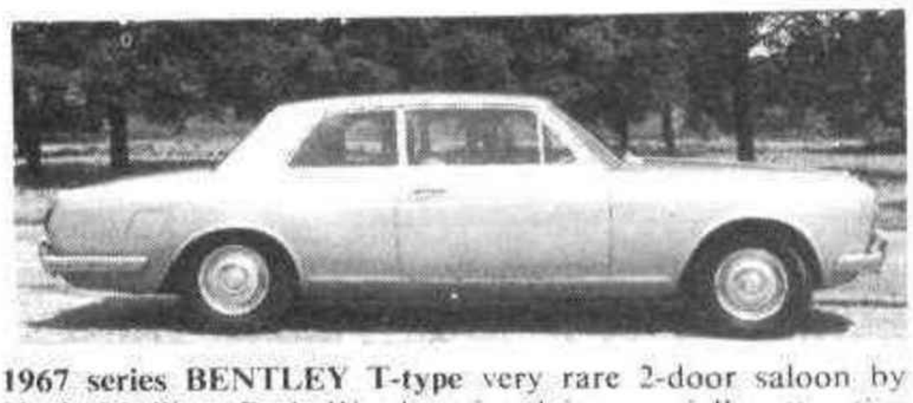
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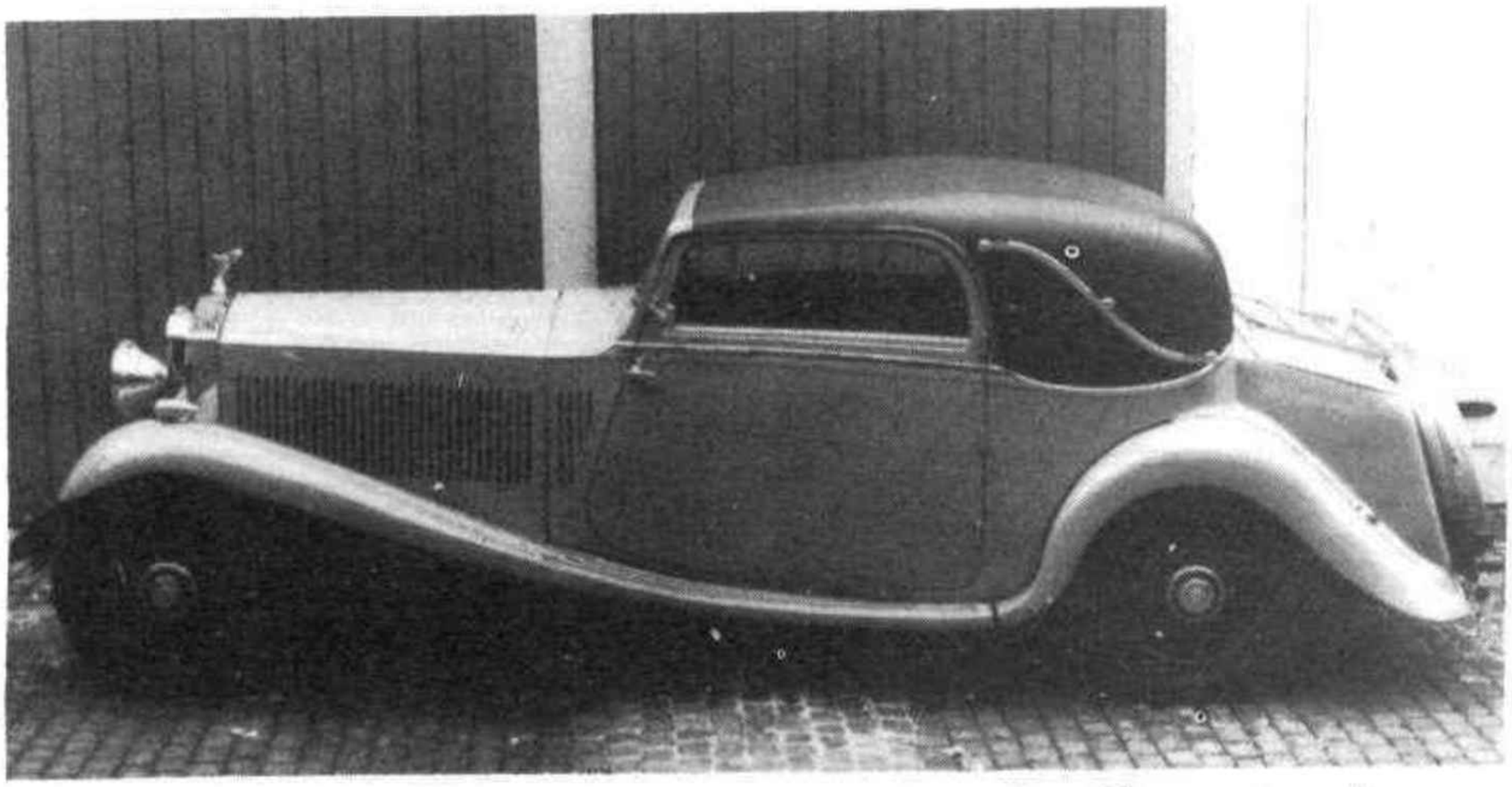
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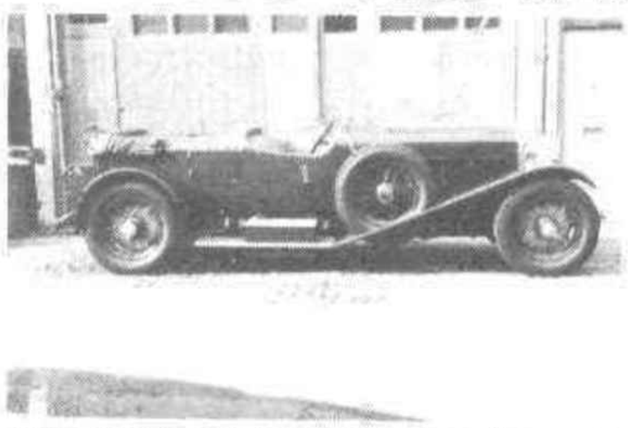
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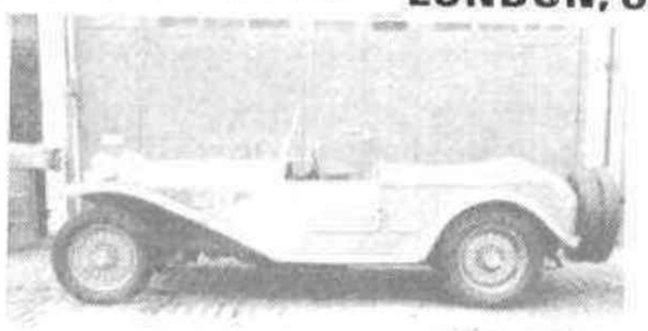
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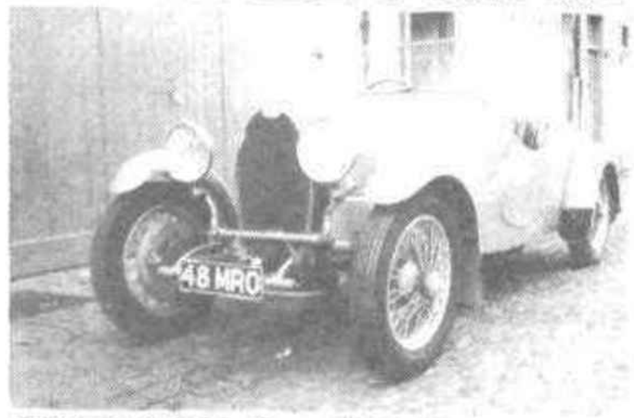
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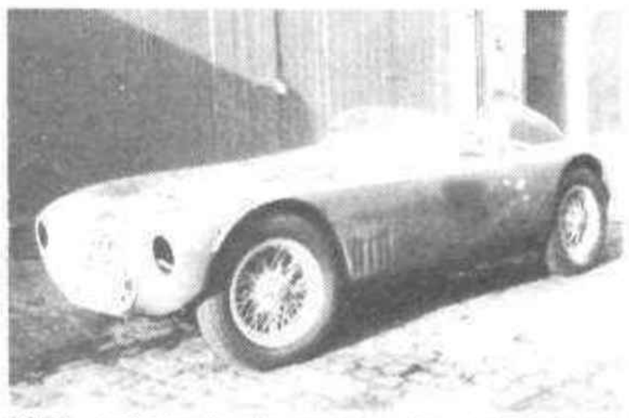
1931 8-litre BENTLEY Van den Plas style tourer, in mint condition.



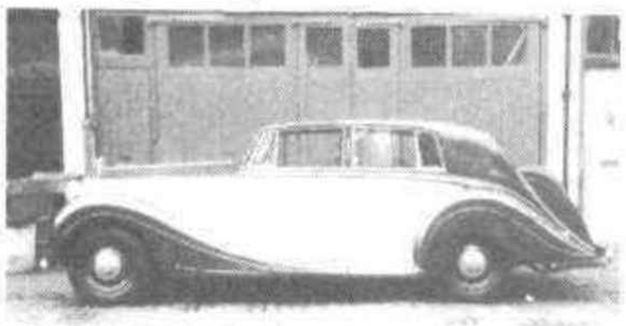
1926 LANCIA Lambda 6th series torpedo tourer in good original order.



1928 BUGATTI Type 40 1½-litre 4-cylinder, two-seater.



1958 OSCA MT4 1350 c.c., two seater, famous Mille Miglia car.



1948 ROLLS-ROYCE Silver Wraith owner/driver saloon by H. J. Mulliner.



1948 BENTLEY Mk. VI Radford estate car, restored to mint condition.

1926 ROLLS-ROYCE Phantom I fully opening limousine by Park Ward.
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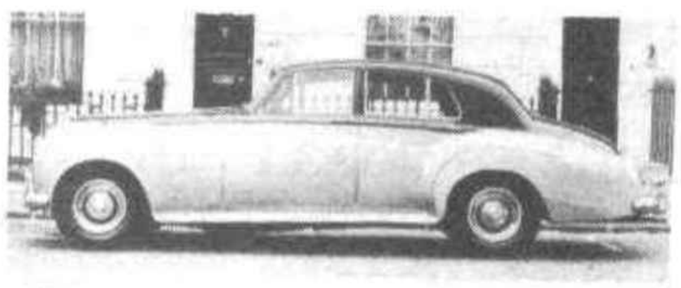
1934 BENTLEY 3½-litre with **Park Ward** sports saloon coachwork finished in shell and Tudor grey. Red hide upholstery in good original condition. This car has been well maintained and drives very well indeed. Some history available. (*as illustrated*).



1958 ROLLS-ROYCE Silver Wraith, with owner driver coachwork by **James Young. Left hand drive.** Automatic transmission and power assisted steering. One owner from new, this is a rare vehicle and bound to appreciate.



1962 ROLLS-ROYCE Silver Cloud II Standard steel saloon. Beautifully finished in black and fitted with seat covers, sun-roof, sheepskin rugs and quadraphonic tape player. This is a superb Silver Cloud II, having been very well maintained and covering only 78,000 miles since new.



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1955 ROLLS-ROYCE Silver Dawn Standard steel saloon, left hand drive. A manual gearbox example with column control. Finished to a very high standard in black and velvet green with tan hide upholstery and hide headliner. This is without a doubt the finest left hand drive Silver Dawn available in Britain today. (*as illustrated*).



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1965 Rolls-Royce Cloud III. Black and burgundy
1965 Rolls-Royce Cloud III. Sand and sable



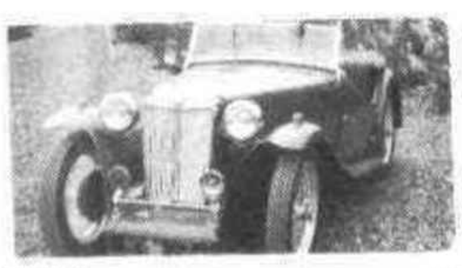
Bentley 'R'-Type Sports saloon (*illus.*) ... **£3,400**
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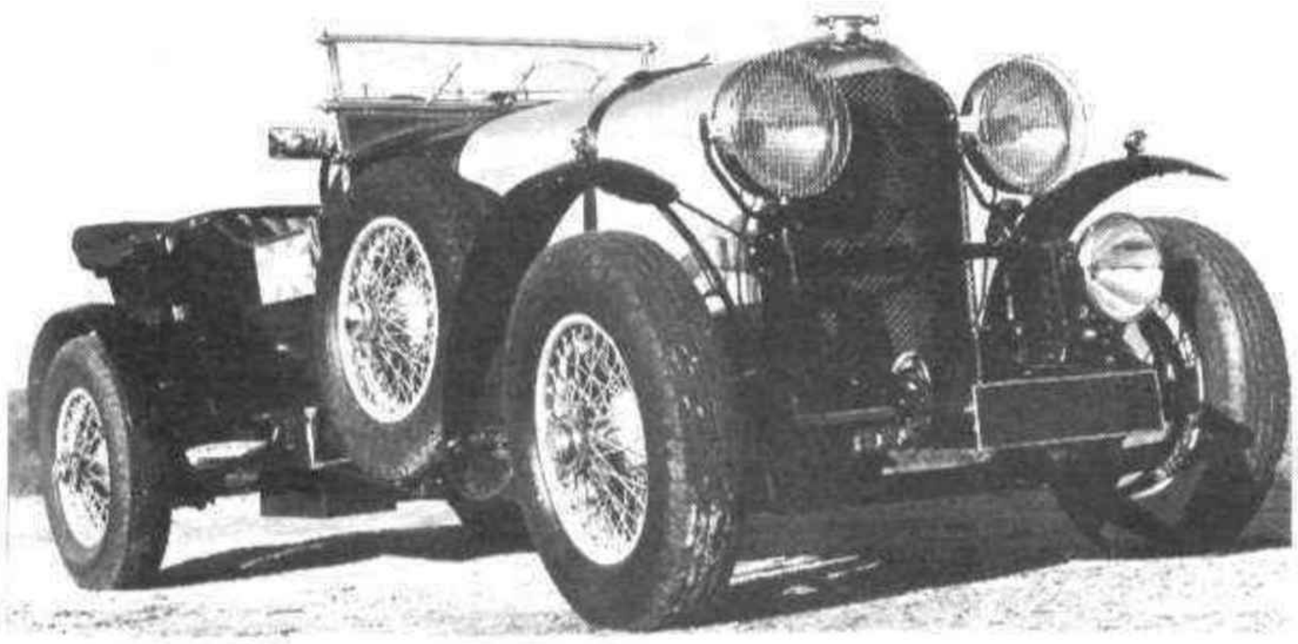
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1963 Rolls-Royce Silver Cloud Saloon
1964 Rolls-Royce (converted) Long Wheelbase Saloon
1961 Rolls-Royce Long Wheelbase Saloon
1961 Rolls-Royce Saloon
1955 Rolls-Royce Silver Wraith by James Young
1954 Rolls-Royce Silver Wraith Sedanca de Ville
1939 Rolls-Royce Estate Car
1930 Rolls-Royce 20/25 Drophead Coupe by Harrington
1934 Rolls-Royce Phantom II Continental Tourer
1927 Rolls-Royce Phantom I landaulette

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1960 Bentley S2 Saloon
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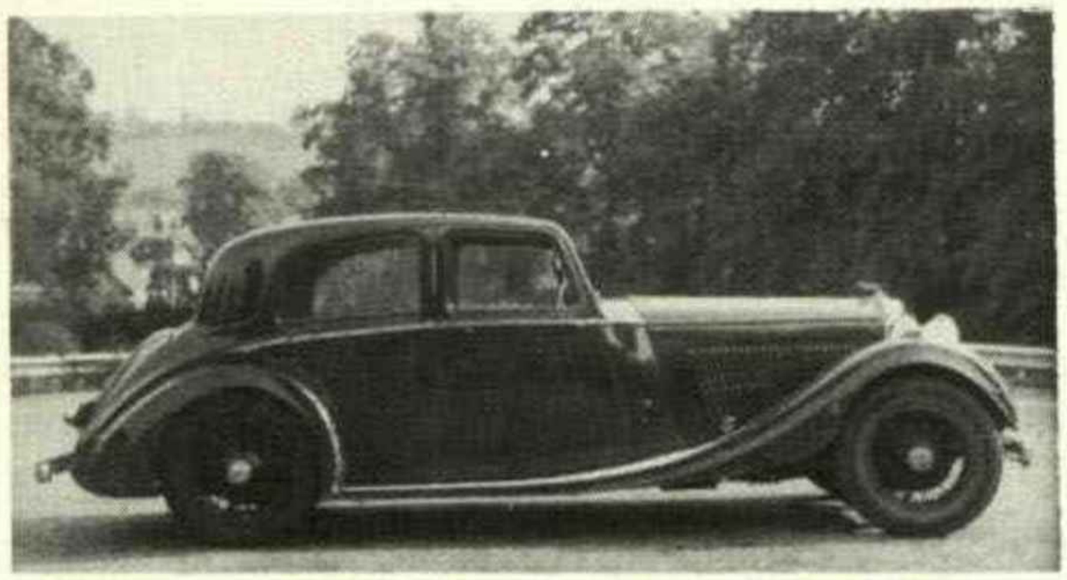
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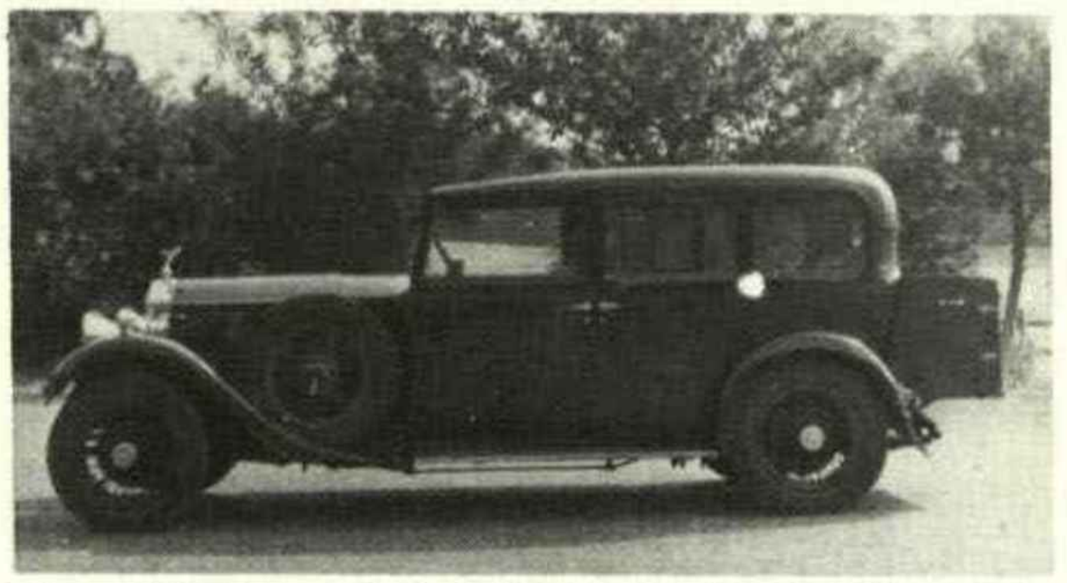
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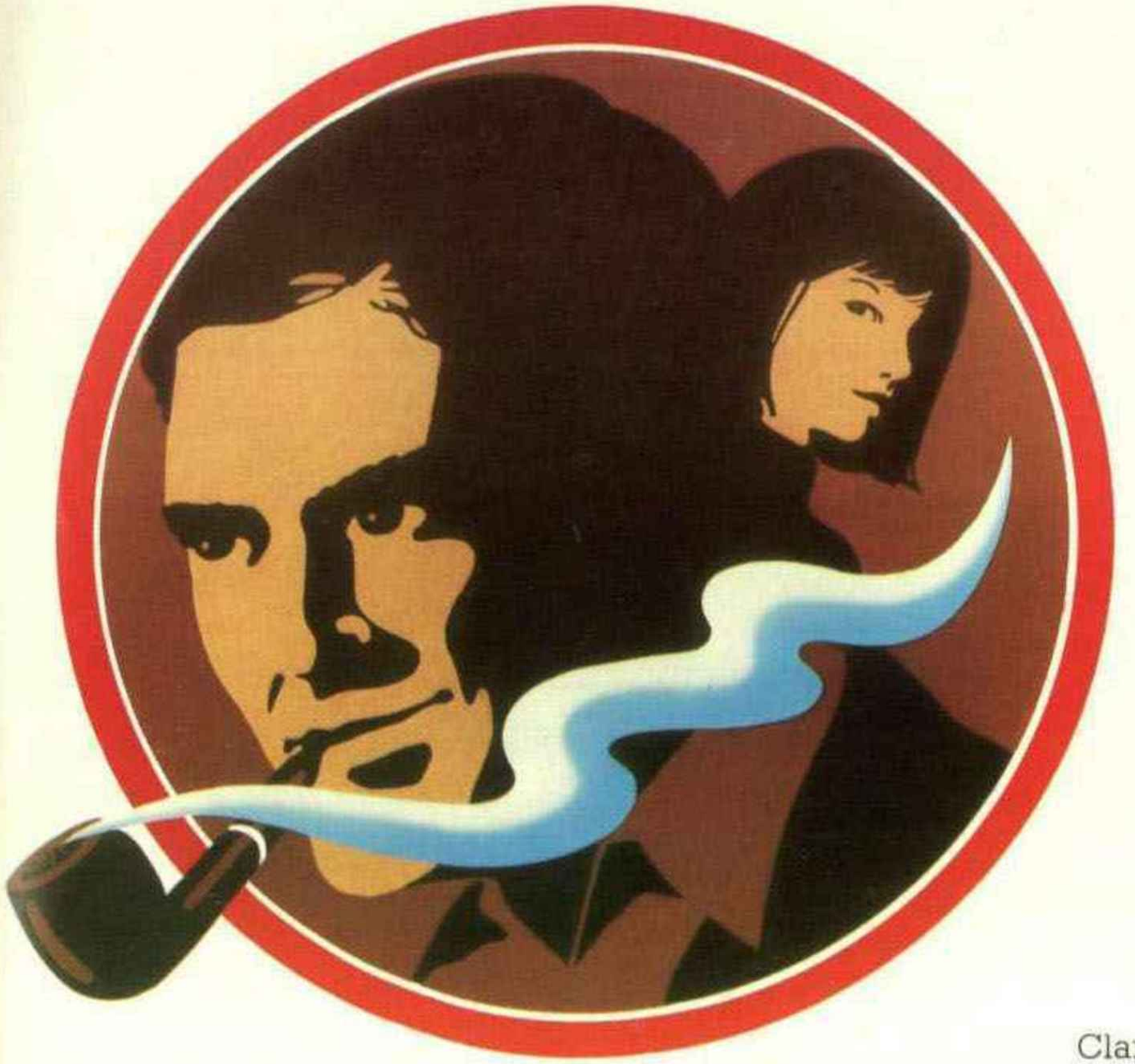
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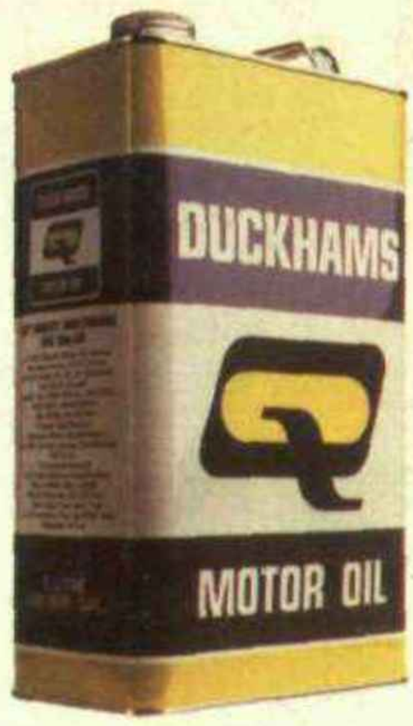
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