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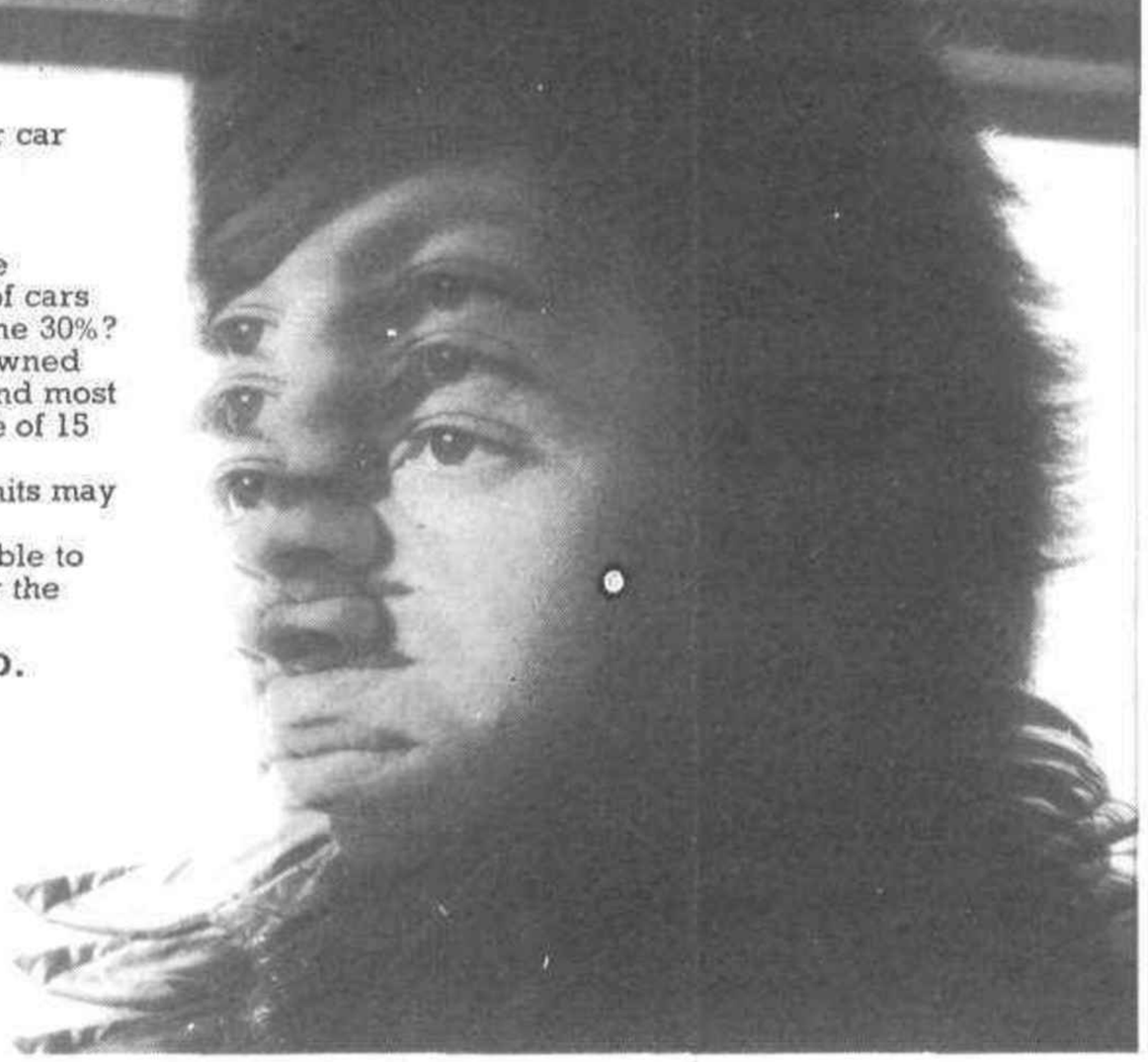
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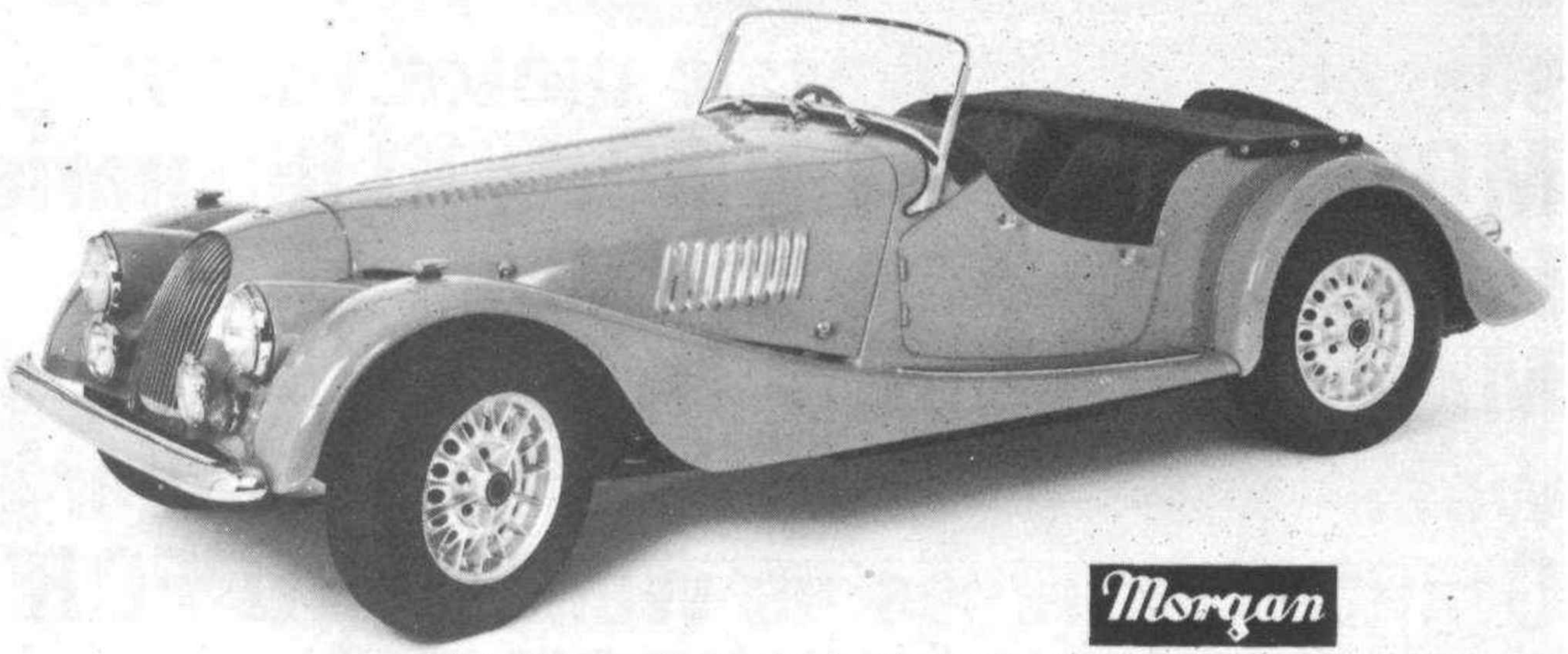
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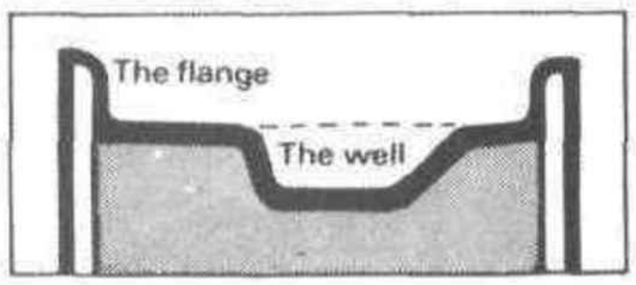
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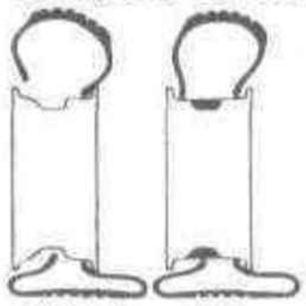


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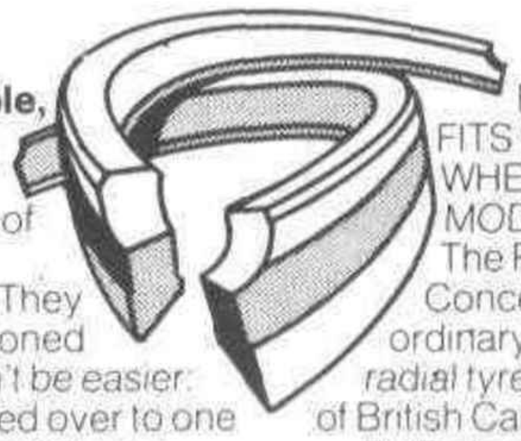
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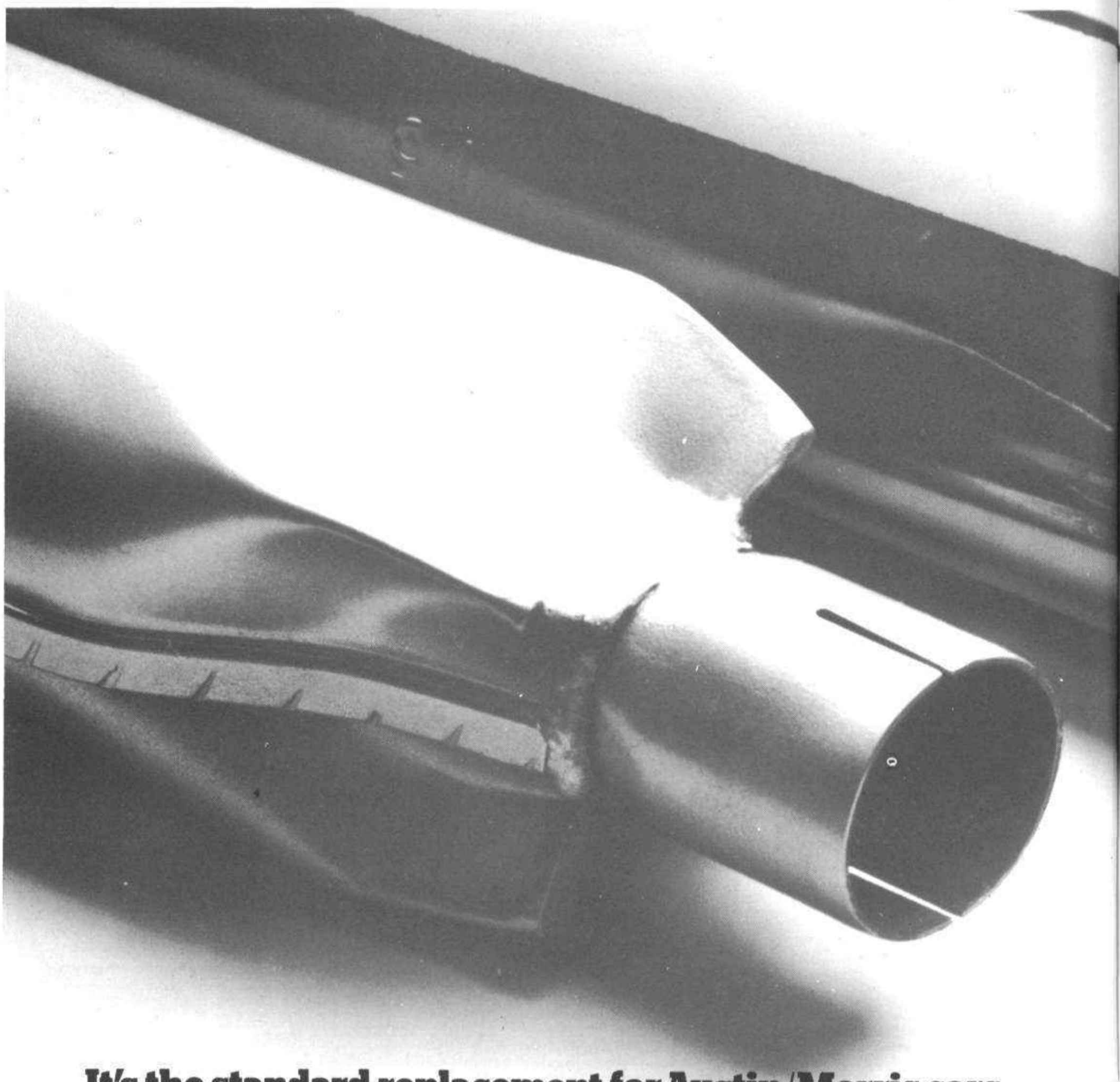
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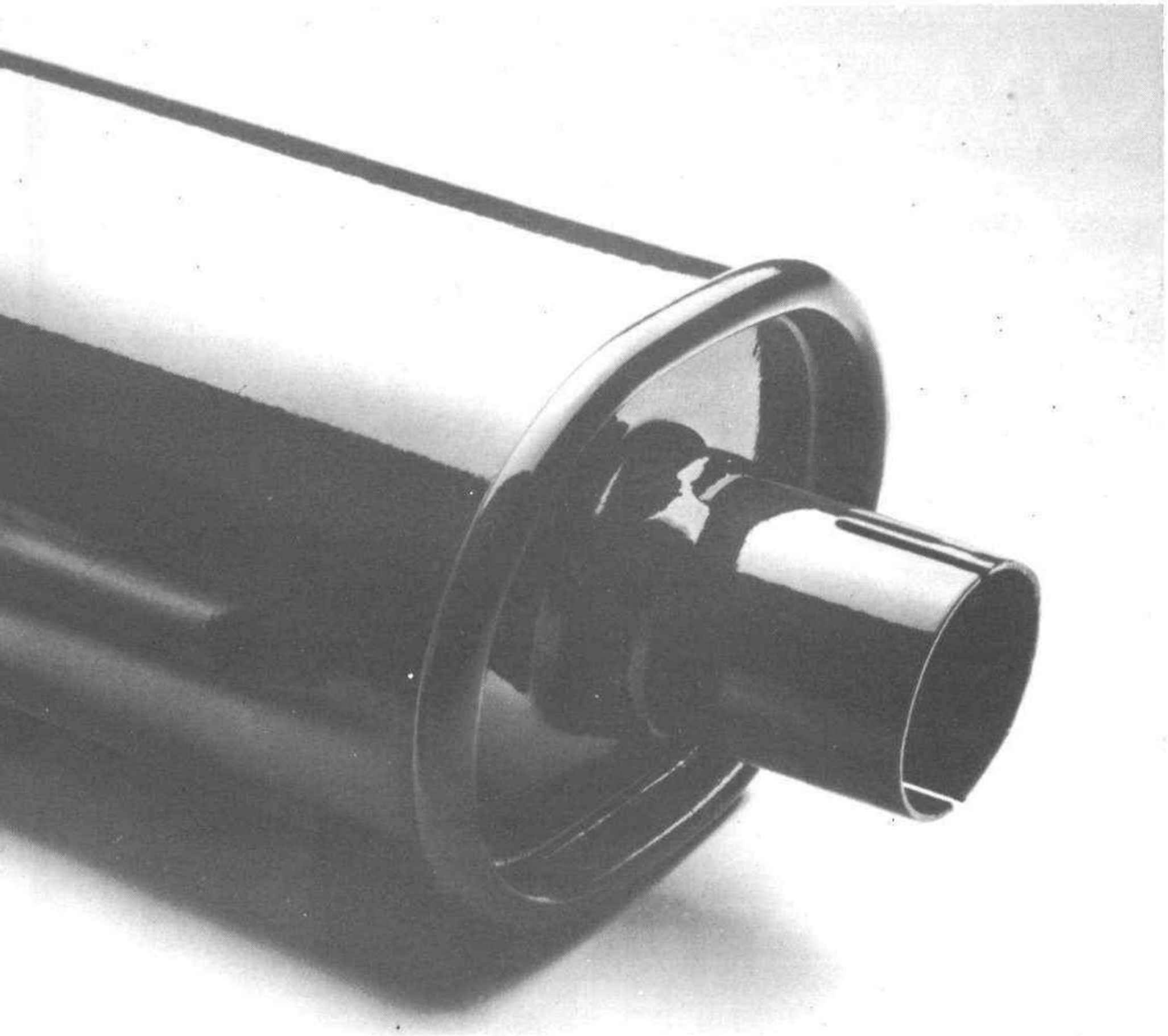
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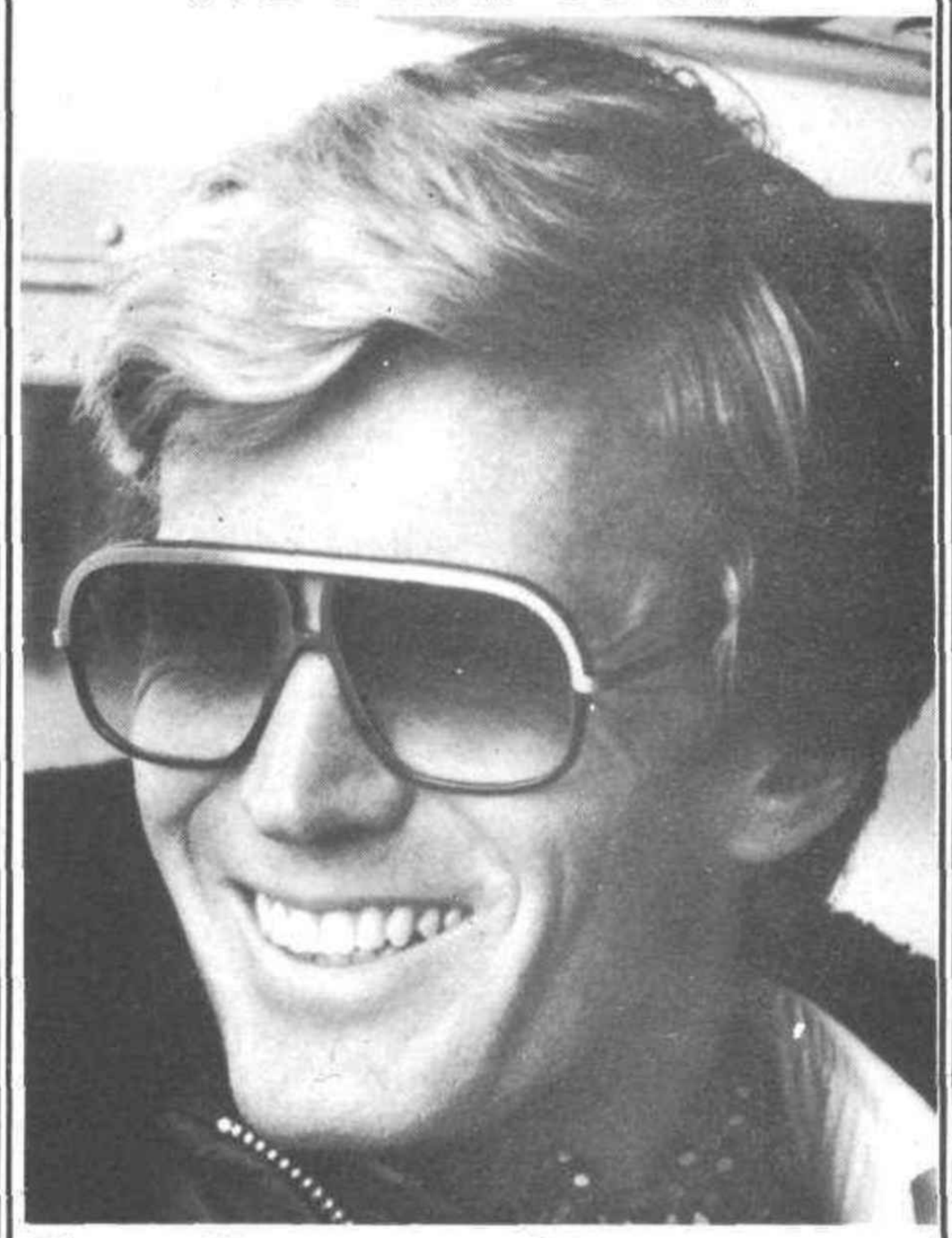
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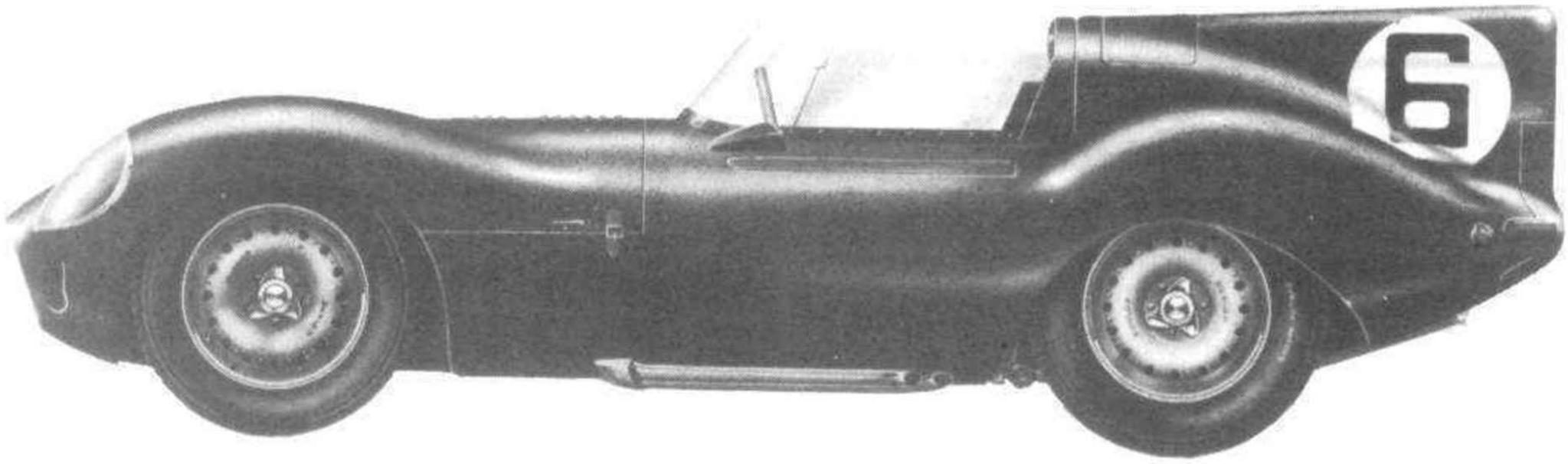
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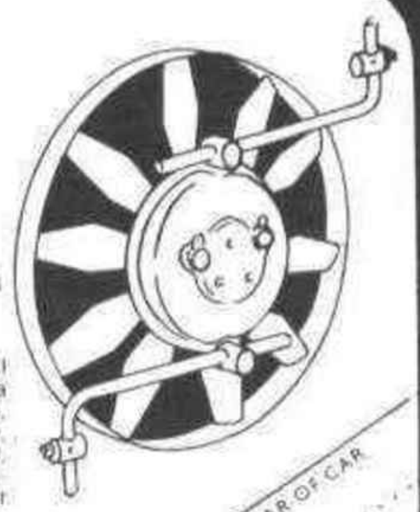
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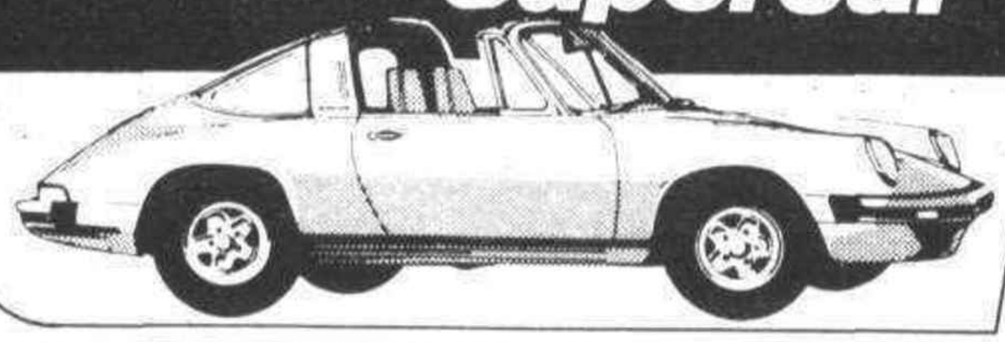
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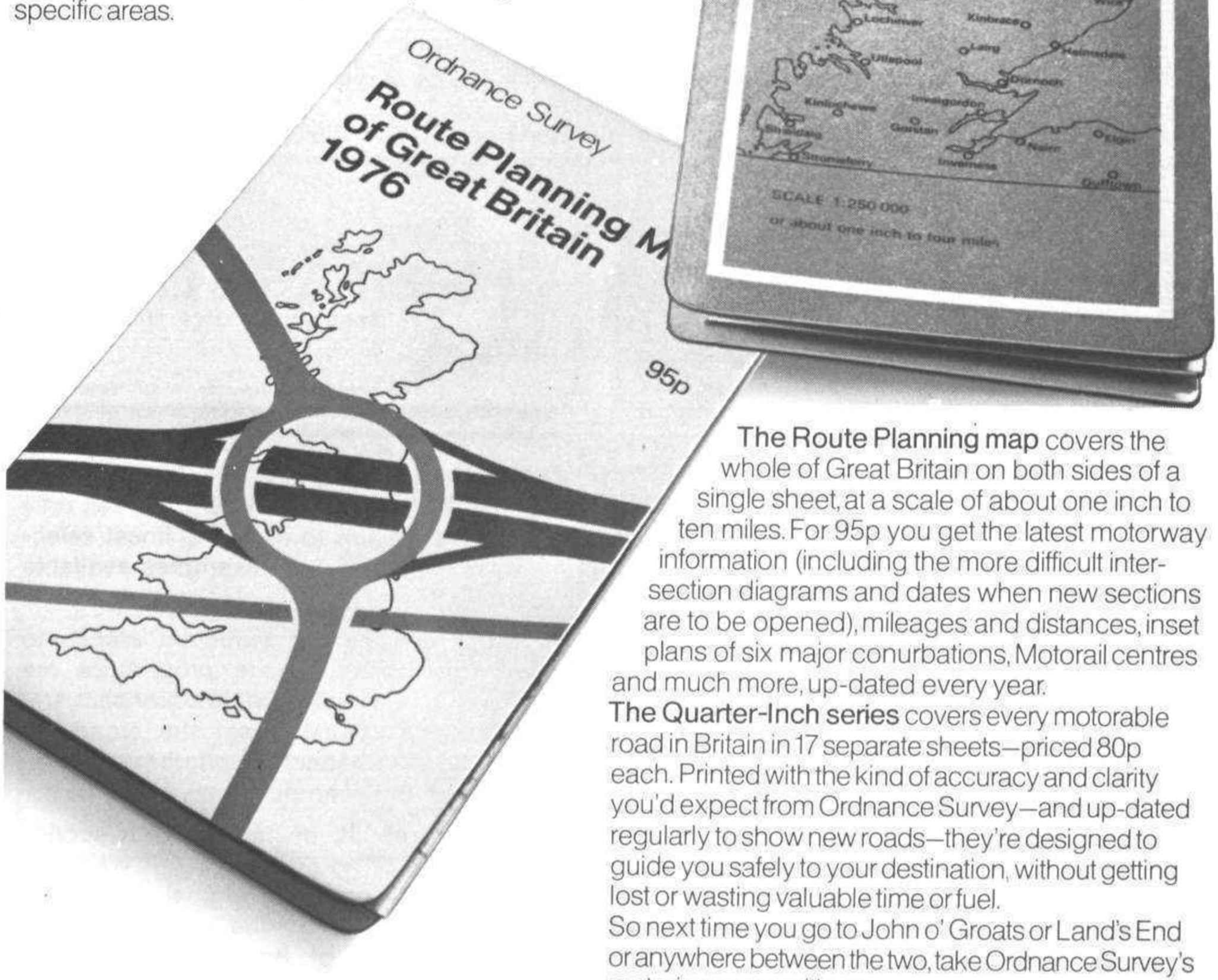


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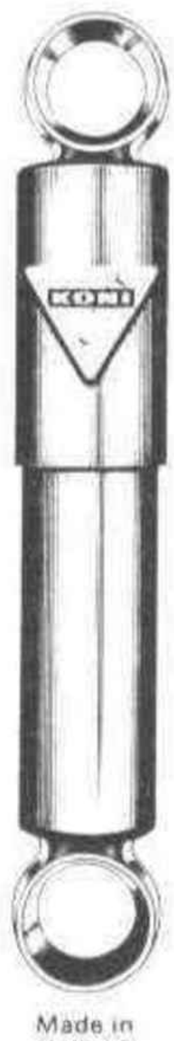
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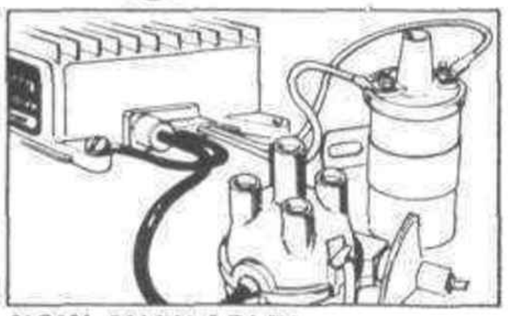
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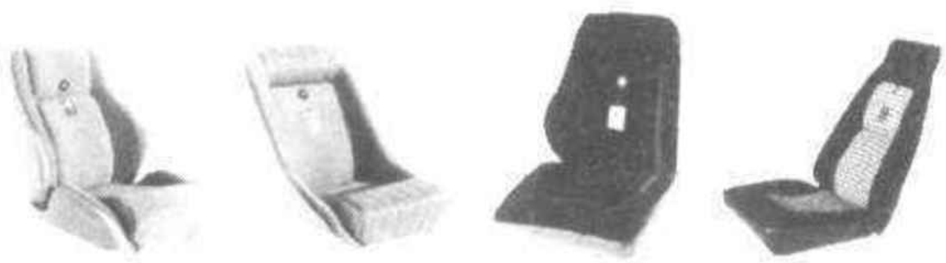
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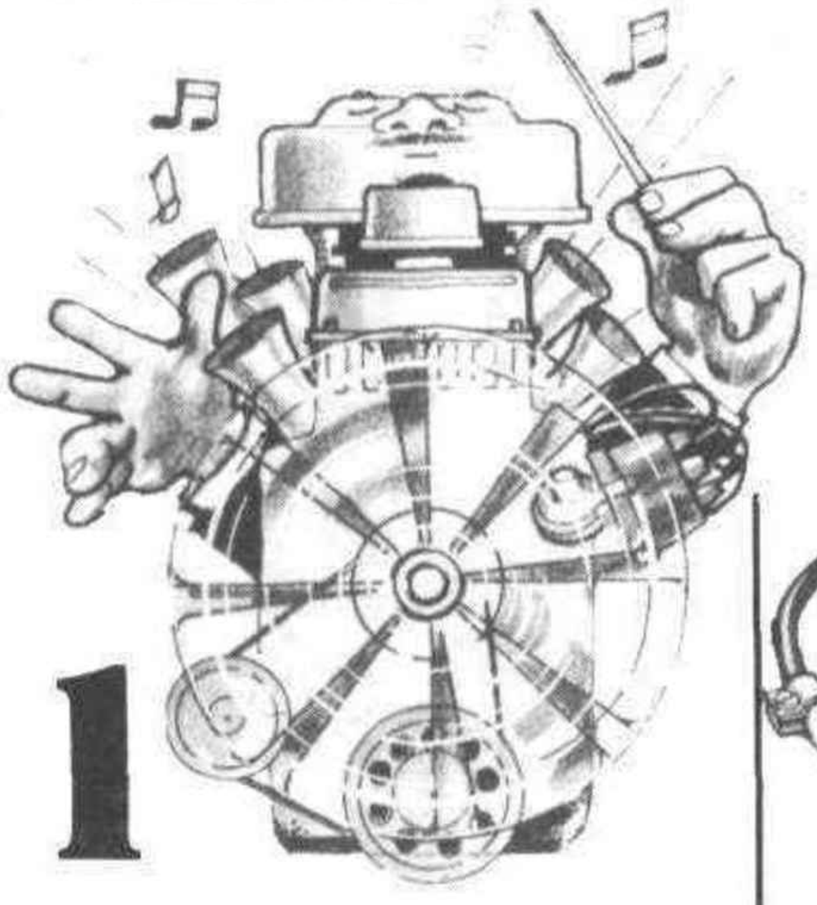
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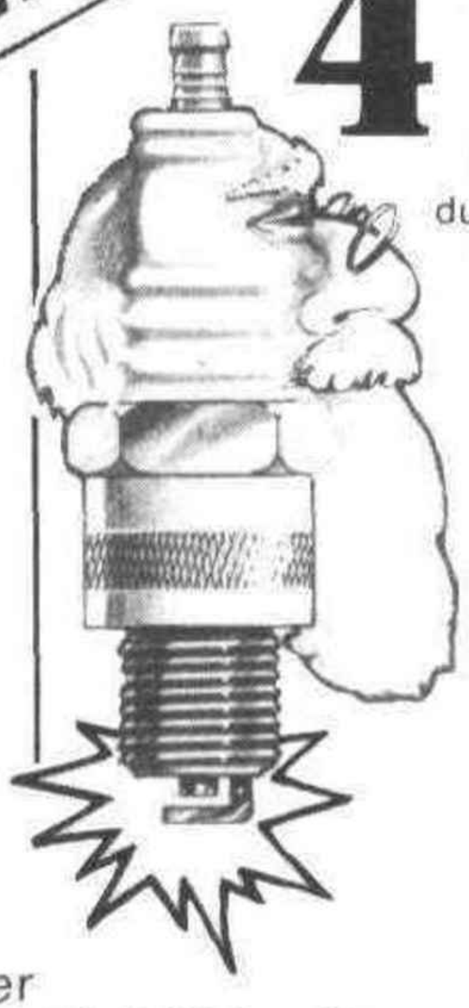
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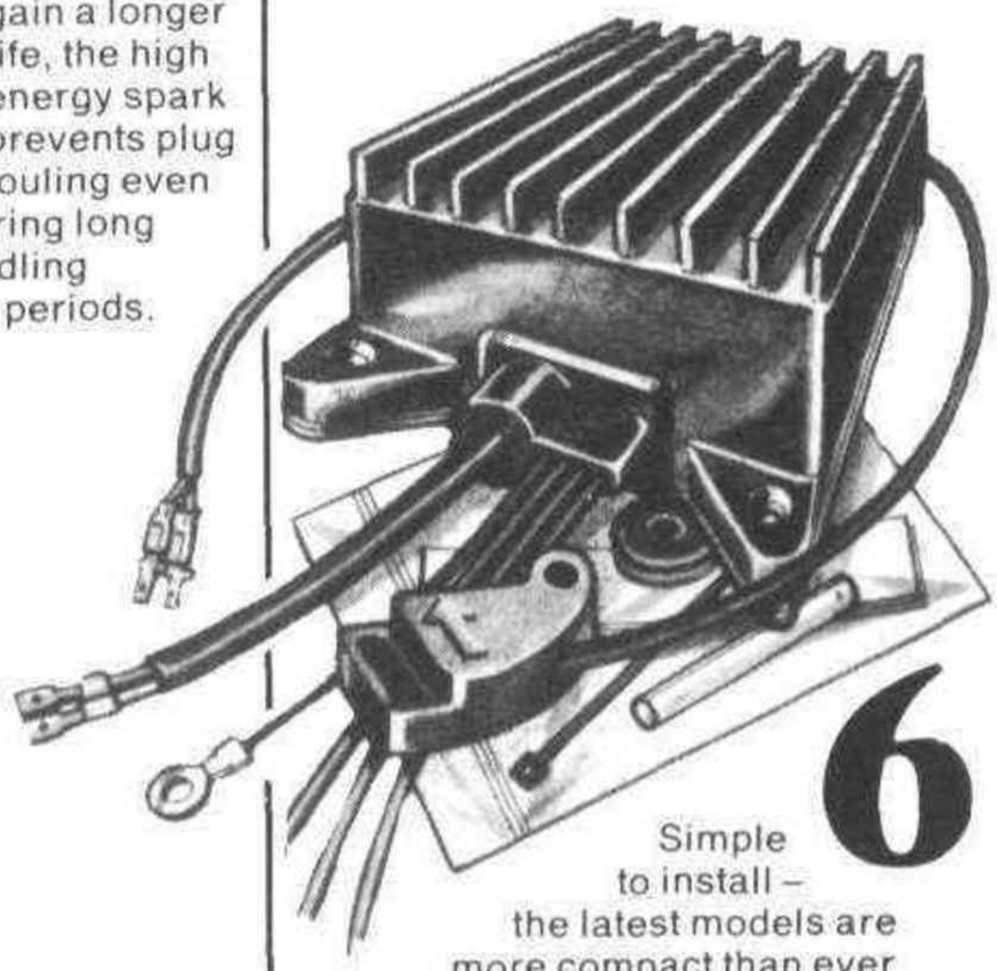


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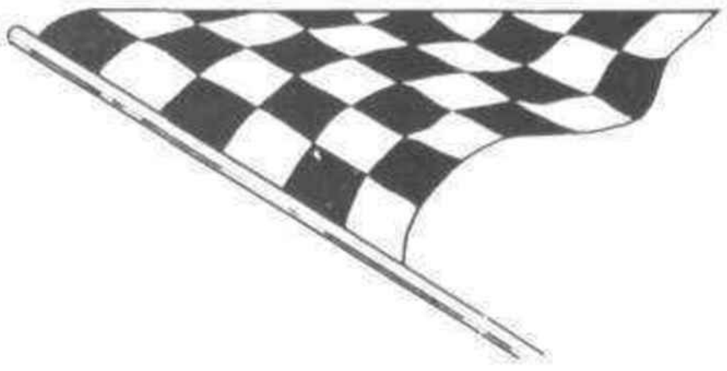
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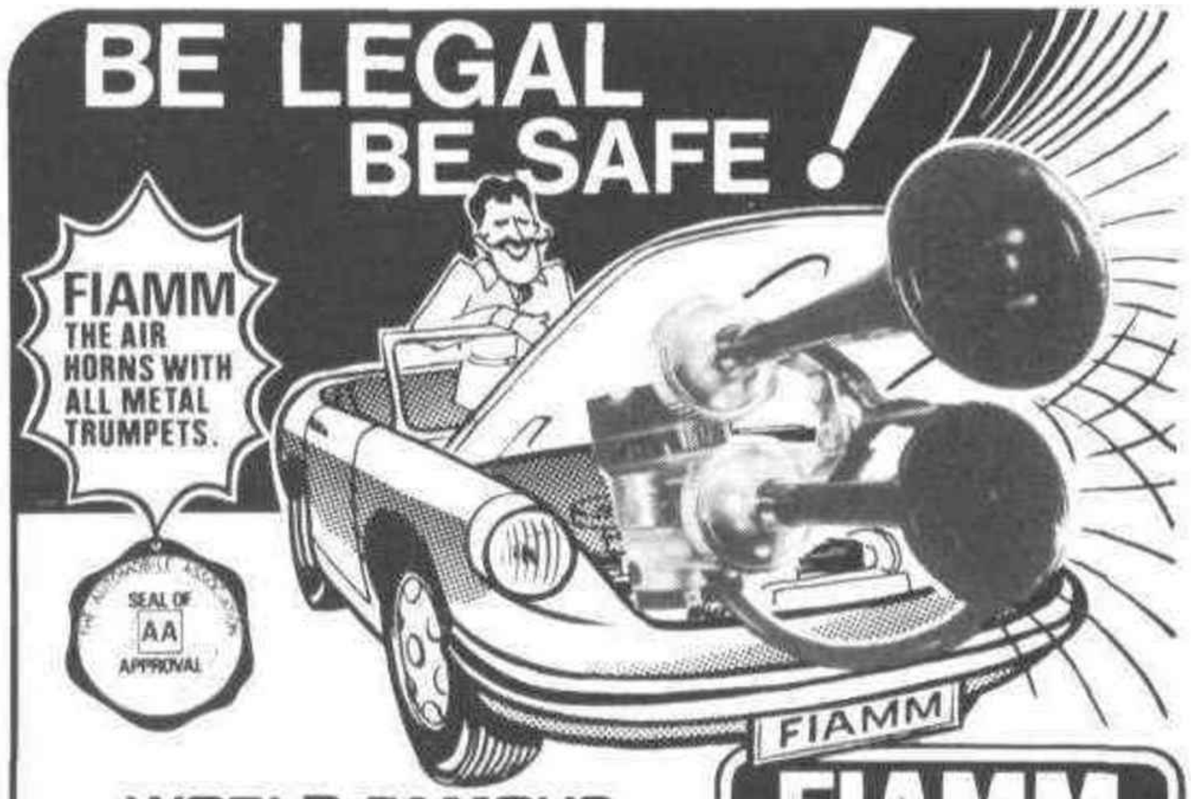
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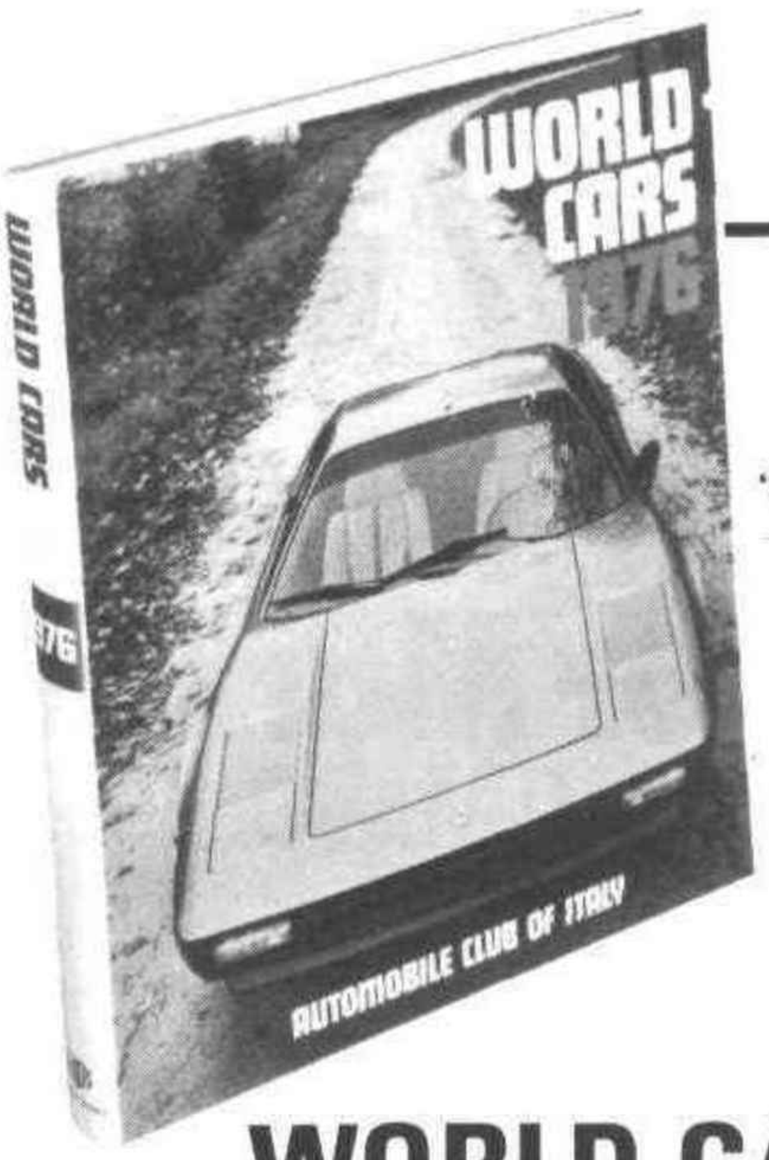


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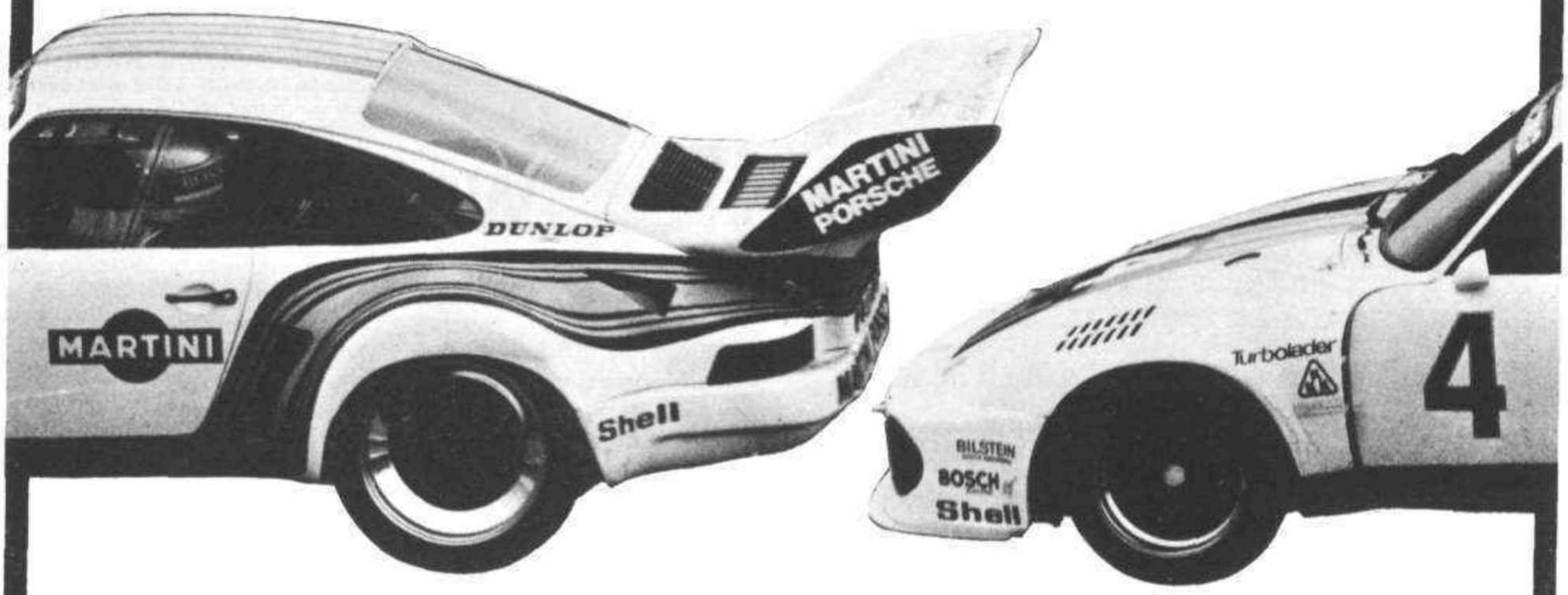
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MATTERS OF MOMENT

■ A SENSIBLE SPEED-LIMIT SUGGESTION

Police Chiefs, concerned with maintaining Law and Order in these troublesome times and keeping traffic flowing smoothly in our ever-more-congested cities, and having earned their high standing under these exacting conditions, must be more intelligent than politicians. So it is with much pleasure that we record the findings of P. B. Kavanagh, Assistant Traffic Commissioner of London's Metropolitan Police, relating to our out-dated and confusing speed-limits. Without boring you with all the detailed points made by Mr. Kavanagh, which were in any case quoted last month in our sister publication *Motoring News*, it can be said that the Assistant Traffic Commissioner has presented a sensible, well-thought-out case for raising speed-limits in selected areas. His main points are that laws relating to speed-limits are broken more than any other, leading to disrespect for all speed-limits and contempt for the Establishment by otherwise law-abiding citizens, that enforcing unrealistic speed-limits is a lottery, arousing feelings of injustice among those who are prosecuted, good and bad drivers indiscriminately, so that such action has no lasting benefit in reducing overall-speed or the accident-rate, and that artificial speed-limits make the real danger of high speed in the wrong place difficult to detect—by which we assume Mr. Kavanagh is thinking of the police uselessly playing with radar-sets on 30 m.p.h. straight-road areas when they might be patrolling usefully out-of-town roads of a dangerous nature, looking not only for excessive speed, but for other acts of dangerous and careless driving.

This enlightened Police Officer also makes the point that the police dislike enforcing needlessly low speeds where such are clearly, in the public's view, inappropriate. He is, all through his sensible pronouncement, re-iterating what MOTOR SPORT has been saying for a very long time. He agrees that speed, as such, is not to be frightened of (otherwise, no vehicle should be permitted to move) and he truly believes that safety can be increased by only operating realistic speed-limits. He makes the very sage point that safety is improved in this sphere "by allowing people to do something they obviously want to do and which all the evidence supports". This is obvious if you listen to normally decent citizens being fined and endorsed in the Courts for speeding offences. It will be found that the majority of such drivers, whose last wish is to have to face a charge of manslaughter, have gone "over the top" by a few m.p.h. only. But instead of Authority raising the speed-limits for the roads in question, contempt for the Law and for the hard-tried police is fostered by more fines, more endorsements. This is particularly true in this age of entirely pointless 50 and 60 m.p.h. speed-limits extending over thousands of miles of roads where 70 m.p.h. was once regarded as normal.

When the "savage-seventies" were introduced, which reduced the value as transport arteries of Britain's brave new Motorways, MOTOR SPORT immediately organised that enormous 280,000-strong readers' petition against this unnecessary restriction, and got Earl Howe, Graham Hill and Denny Hulme, etc. to present it to the MoT. We still think this 70-limit causes dangerous bunching, boredom leading to lack of concentration, and grave disrespect for the Law when licences are endorsed for exceeding it. When MOTOR SPORT campaigned for its abolition the Motorway warning-lights system had still to be perfected and proved. Now that such means of warning drivers of Motorway hazards exist, there is no reason to restrict speed on these fine roads, other than in conditions of ice, fog, abnormally heavy rain, or perhaps at night.

We feel that Mr. Kavanagh, in his excellent recommendation to the Highway Authorities, based on expert experience, must have had this danger-through-frustration, on roads restricted to 50 and 60 m.p.h. limits, and to 70 on Motorways in good weather, very much in mind. The very valid point he makes about interpreting public opinion and thereby avoiding further contempt for the Law is one MOTOR SPORT has also been making for a very long time. Sooner than many think, there may come a confrontation in this country when, not to put too fine a point on it, the police will be glad to have the co-operation of every law-abiding citizen as never before—it will be most unfortunate if motor-vehicle drivers, many of them young and impressionable, refuse to show much enthusiasm, on account of jobs lost, hard-earned money confiscated, as a result of speeding endorsements and fines.

We are not hopeful that any early change will be made as a follow-up to Mr. Kavanagh's valid suggestions. The driver who is caught going a thought faster than one of the multitude of prevailing speed-limits permits, without any consideration being taken of prevailing conditions, or of his or her

Continued overleaf

Motor Sport Fixture List For May

★ **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*
May 1st	**Allgemeiner Deutscher Automobil-Club e.V.**	**Nurburgring**	**Germany**	**Eifel Rennen (European Formula 3 Championship for Drivers) (INT)**	—
May 1st	Lancs. & Cheshire CC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
May 1st	VSCC	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	—
May 2nd	**Real Automovil Club de Espana**	**Jarama**	**Spain**	**Spanish Grand Prix (World Drivers & Manufacturers' Championship) (INT)**	—
May 2nd	**AC Firenze**	**Mugello**	**Italy**	**(European Touring Car Championship) (INT)**	—
May 2nd	**ACP**	**Estoril**	**Portugal**	**(European Championship for Grand Touring Cars) (INT)**	—
May 2nd	Darlington & Dist. MC	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
May 2nd	BARC	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (*R*)	—
May 2nd	TEAC	Lydden Hill Circuit	Lydden Village, Kent	Race Meeting (*R*)	—
May 2nd	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*C*)	14.30
May 6/9th	**South Wales AC**	**Cardiff**	**South Glamorgan**	**The Western Mail International Welsh Rally (European Rally Championship for Drivers) (INT)**	**21.00**
May 9th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**World Championship for Makes (INT)**	—
May 9th	**Vallelunga SpA**	**Vallelunga**	**Italy**	**(European Formula 2 Championship for Drivers) (INT)**	—
May 9th	**MK Scandia**	**Mantorp Park**	**Sweden**	**(European Formula 3 Championship for Drivers) (INT)**	—
May 9th	BARC	Thruxton Circuit	Andover, Hants.	Race Meeting (*N/R*)	—
May 9th	Scottish MRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	—
May 9th	TEAC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	—
May 9th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*C*)	14.30
May 13/16th	**Auto-moto Klub 'Akademac'**	**Yugoslavia**	—	**Yu-Rally (European Rally Championship for Drivers) (INT)**	—
May 15th	Eight Clubs	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
May 15th	BARC(NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	—
May 16th	**RACB**	**Zolder**	**Belgium**	**Belgian Grand Prix (World Drivers & Manufacturers' Championship) (INT)**	—
May 16th	**Automotoklub CSR**	**Brno**	**Czechoslovakia**	**Brno Grand Prix (European Touring Car Championship) (INT)**	—
May 16th	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	—
May 16th	Lothian CC	Knockhill Circuit	Dunfermline, Fife	Race Meeting (*R*)	—
May 16th	Aston Martin OC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	—
May 21st/23rd	**Motor Union Charleroi**	**Belgium**	—	**Criterium Lucien Bianchi (European Rally Championship for Drivers) (INT)**	—
May 21st/23rd	**ASAC Grasse**	**France**	—	**Criterium Alpin (European Rally Championship for Drivers) (INT)**	—
May 22nd/28th	**Automobile & Touring Club de Grece (ELPA)**	**Greece**	—	**Acropolis Rally (World Rally Championship for Makes) (INT)**	—
May 23rd	**AC Bologna**	**Imola**	**Italy**	**(World Sports Car Championship) (INT)**	—
May 23rd	**OASC**	**Salzburgring**	**Austria**	**(European Formula 2 Championship for Drivers) (INT)**	—
May 23rd	**Real Automovil Club de Espana**	**Jarama**	**Spain**	**(European Championship for Grand Touring Cars) (INT)**	—
May 23rd	BARC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	—
May 23rd	Lancs. & Cheshire CC	Longridge Circuit	Preston, Lancs.	Race Meeting (*R*)	—
May 23rd	Lincoln MC & CC	Cadwell Park Circuit	Nr. Louth, Lincs.	Race Meeting (*R*)	—
May 23rd	West Essex CC	Lydden Hill Circuit	Lydden Village, Kent	Race Meeting (*R*)	—
May 23rd	NSCC	Croft Autodrome	Darlington	Race Meeting (*R*)	—
May 27/30th	**ADAC-Gau Hessen e.V.**	**Germany**	—	**Hessen Rally (European Rally Championship for Drivers) (INT)**	—
May 29th	MGCC(SE)	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	11.00
May 30th	**AC Monaco**	**Monaco**	—	**Monaco Grand Prix (World Drivers & Manufacturers' Championship) (INT)**	—
May 30th	**Allgemeiner-Deutscher Automobil-Club e.V.**	**Nurburgring**	**Germany**	**Nurburgring 1,000 kms. (World Championship for Makes) (INT)**	—
May 30th	**USAC**	**Indianapolis**	**USA**	**Indianapolis 500 (INT)**	—
May 30th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*C*)	14.30
May 30th	BARC(Y)	Stockton Farm, Harewood	Leeds	ShellSport Vintage, Historic & Novices Speed-climb (*R*)	14.15
May 31st	**BARC**	**Thruxton Circuit**	**Andover, Hants.**	**Race Meeting (ShellSport Formula 5000 European Championship) (European Formula 3 Championship for Drivers) (INT)**	—
May 31st	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*N/R*)	14.00
May 31st	BARC(Y)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.00
May 31st	BRSCC(SW)	Llandow Circuit	Cowbridge, Gwent	Race Meeting (*R*)	14.30
May 31st	BRSCC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.30
May 31st	Hagley & Dist. CC	Castle Combe Circuit	Chippenham, Wiltshire	Race Meeting (*R*)	14.00
May 31st	BRSCC(EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*C*)	14.30
May 31st	BRSCC(M)	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (*C*)	14.30
May 31st	Hagley & Dist. CC	Park Farm, Shrubbery Lane, Dormston	Inkberrow, Worcester (131/977575)	Autocross (*R*)	13.30

MATTERS OF MOMENT—continued

driving experience, etc., constitutes too ready a source of easily-gained Police Court revenue, alas.

Only last February in these columns we discussed another factor which brings the Law into contempt—the motorists' disbelief that VASCAR speed-traps are foolproof and absolutely fair. Leaving aside the possibility that the policeman who prods the button may see the whole silly exercise as so futile (as Mr. Kavanagh has put it—enforcement is a lottery, a lottery enforced by police who may well be lukewarm) that he doesn't much care what the result is, we find it unconvincing to be told that this costly VASCAR equipment, which in spite of its grandiose title is just a simple box of tricks with no radar to aid it, is scrupulously accurate, especially when aimed at shadows on the road, perhaps that of the offending vehicle itself, at a change in road surface, at a little patch of tarmac, or even sighted on "a squashed hedgehog", as one VASCAR advocate has it. Nor do we feel happy that this is human-timing (funny to revert from radar-beam to hand-timing), particularly when the operator is looking in the rear-view mirror or through the rear window of a police car. . . .

Wouldn't it be nice if, as Mr. Kavanagh has suggested, only realistic speed-limits were enforced, resulting in far fewer disgruntled, anti-police citizens about the place? Rights are best obtained by fighting for them. With the Assistant Commissioner of the Metropolitan Police on our side, the RAC, AA, the motoring clubs, the motor papers, and everyone concerned, should press the advantage home.

The 28th Daily Express International Trophy

A TRIBUTE TO GRAHAM HILL

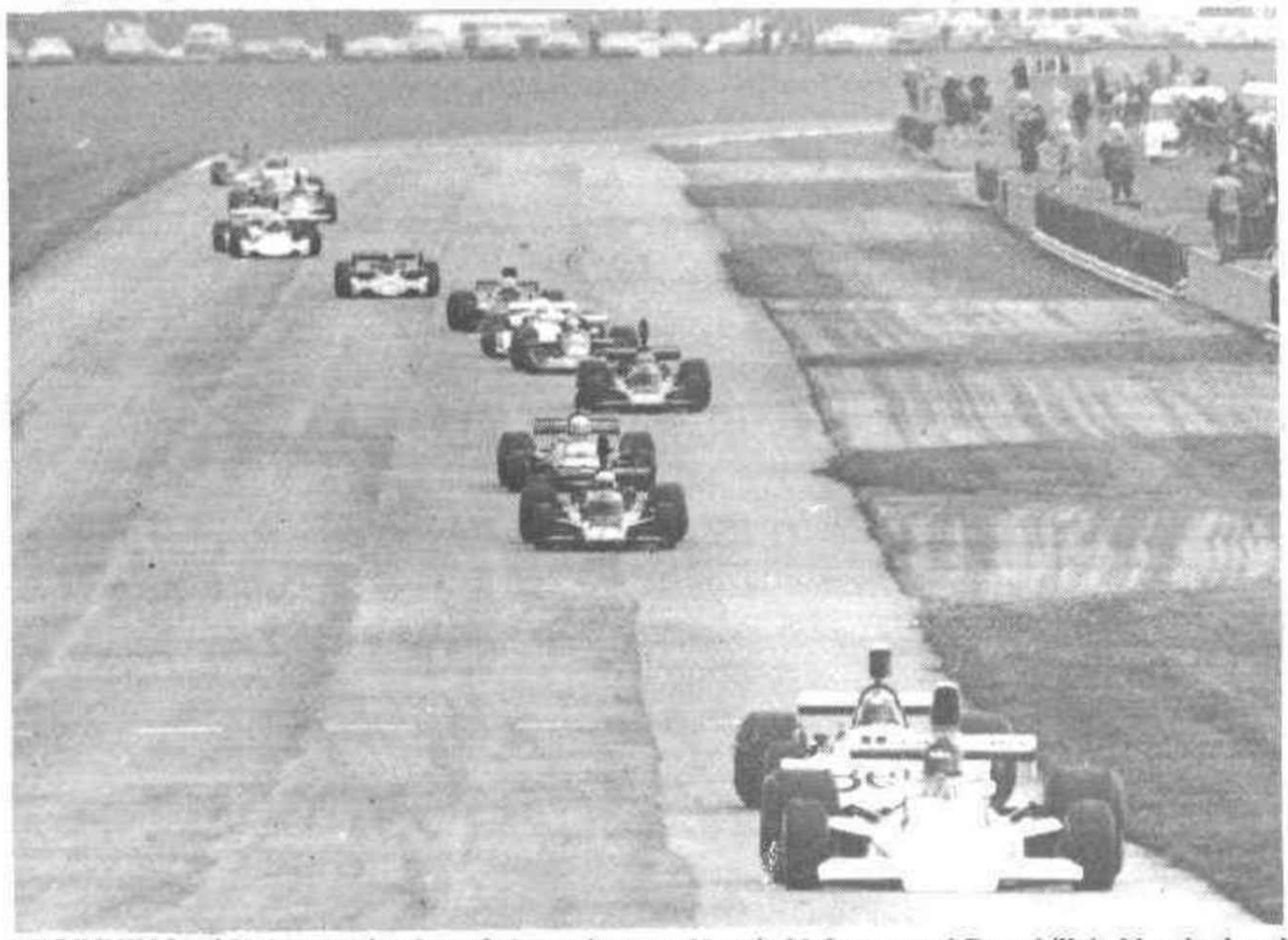
Silverstone April 10th/11th

THE ANNUAL Springtime motoring garden party at Silverstone, organised by the BRDC with the help of the *Daily Express*, this year took on a new role, as it was named the Graham Hill International Trophy, in memory of that very popular figure who tragically lost his life last year, along with five members of his racing team. The two-day programme of events covered numerous races, displays and parades and included an innovation for the paying customer in that he (or she) was allowed access to the pit lane for a limited period of time on Sunday morning before all the activity began. This allowed people to approach the precious jewels of the Formula One Constructors Association, who had graciously allowed a handful of their members to perform before the public in return for a fee of £70,000, so it was not surprising that it cost upwards of £7 to take part in the garden party as a spectator. For a mere £175 the amateur world of Clubmans Sports Car racing put on an uninhibited 12-lap thrash on Saturday afternoon, which they all enjoyed. At times I wonder if our priorities are wrong. Ferrari changed his mind some days before the event and withdrew his single entry of Niki Lauda.

STARTING GRID ↑

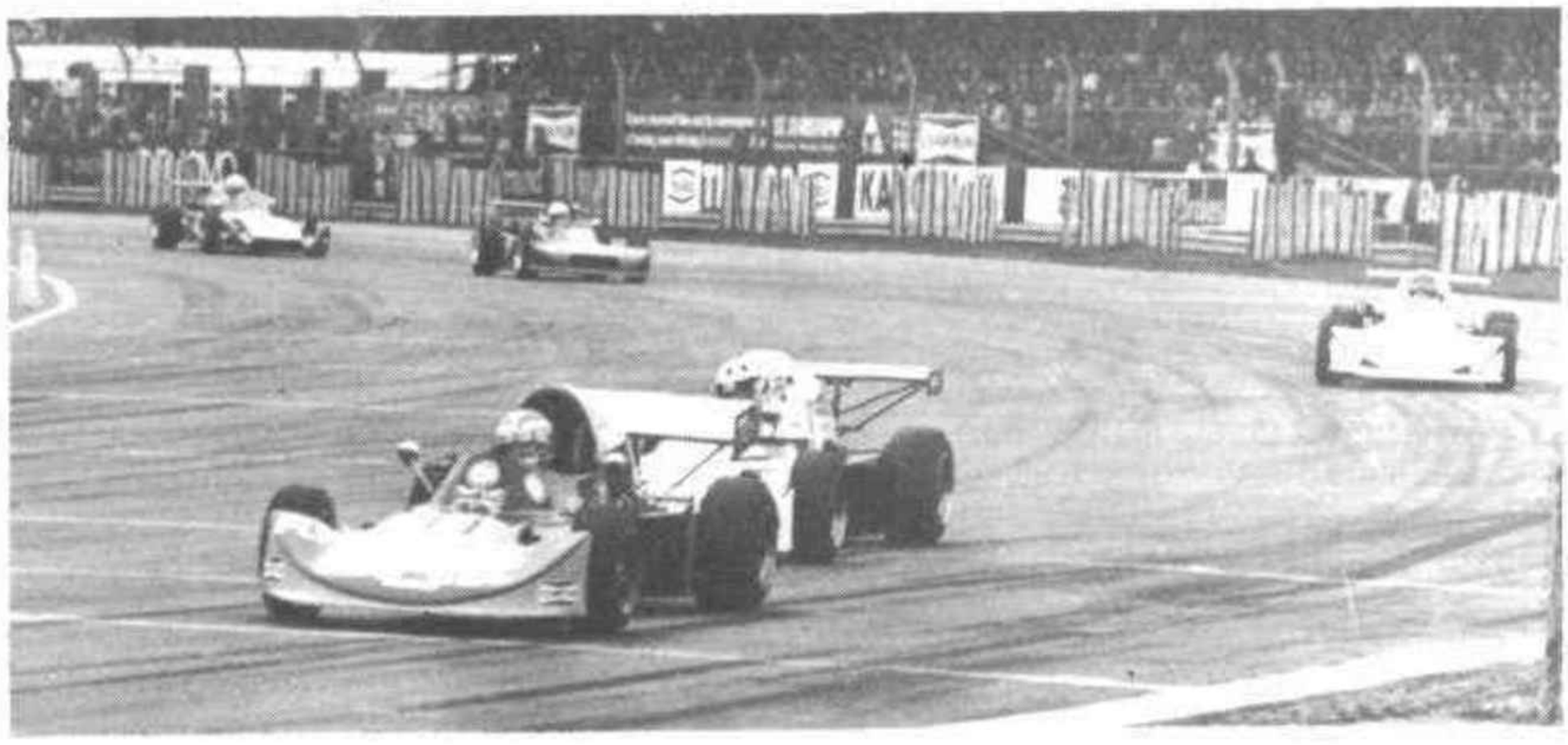
9 V. Brambilla (*March-Cosworth V8*) 761/2 1 min. 18.76 sec.	11 J. Hunt (*McLaren-Cosworth V8*) M23/9 1 min. 17.91 sec.
5 G. Nilsson (*Lotus-Cosworth V8*) 77/R2 1 min. 19.41 sec.	16 T. Pryce (*Shadow-Cosworth V8*) DN5/3A 1 min. 19.20 sec.
17 J-P. Jarier (*Shadow-Cosworth V8*) DN5/4A 1 min. 19.80 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/6-4 1 min. 19.70 sec.
8 C. Pace (*Brabham-Alfa Romeo flat-12-* BT45/1 1 min. 20.24 sec.	19 A. Jones (*Surtees-Cosworth V8*) TS19/02 1 min. 20.12 sec.
36 G. Martini (*Ferrari—flat-12*) 312B3/021 1 min. 20.28 sec.	21 M. Andretti (*Williams-Cosworth V8*) FW05/2 1 min. 20.25 sec.
33 L. Kessel (*Brabham-Cosworth V8*) BT44B/1 1 min. 20.84 sec.	32 P. Neve (*Brabham-Cosworth V8*) BT44B/2 1 min. 20.38 sec.
40 D. Magee (*Brabham-Cosworth V8*) BT42/2 1 min. 21.32 sec.	22 *
18 †	20 J. Ickx (*Hesketh-Williams-Cosworth V8*) 308C/1 1 min. 21.45 sec.
41 B. McGuire (*Williams-Cosworth V8*) FW04 1 min. 22.65 sec.	24 G. Edwards (*Hesketh-Cosworth V8*) 308/3 1 min. 22.28 sec.

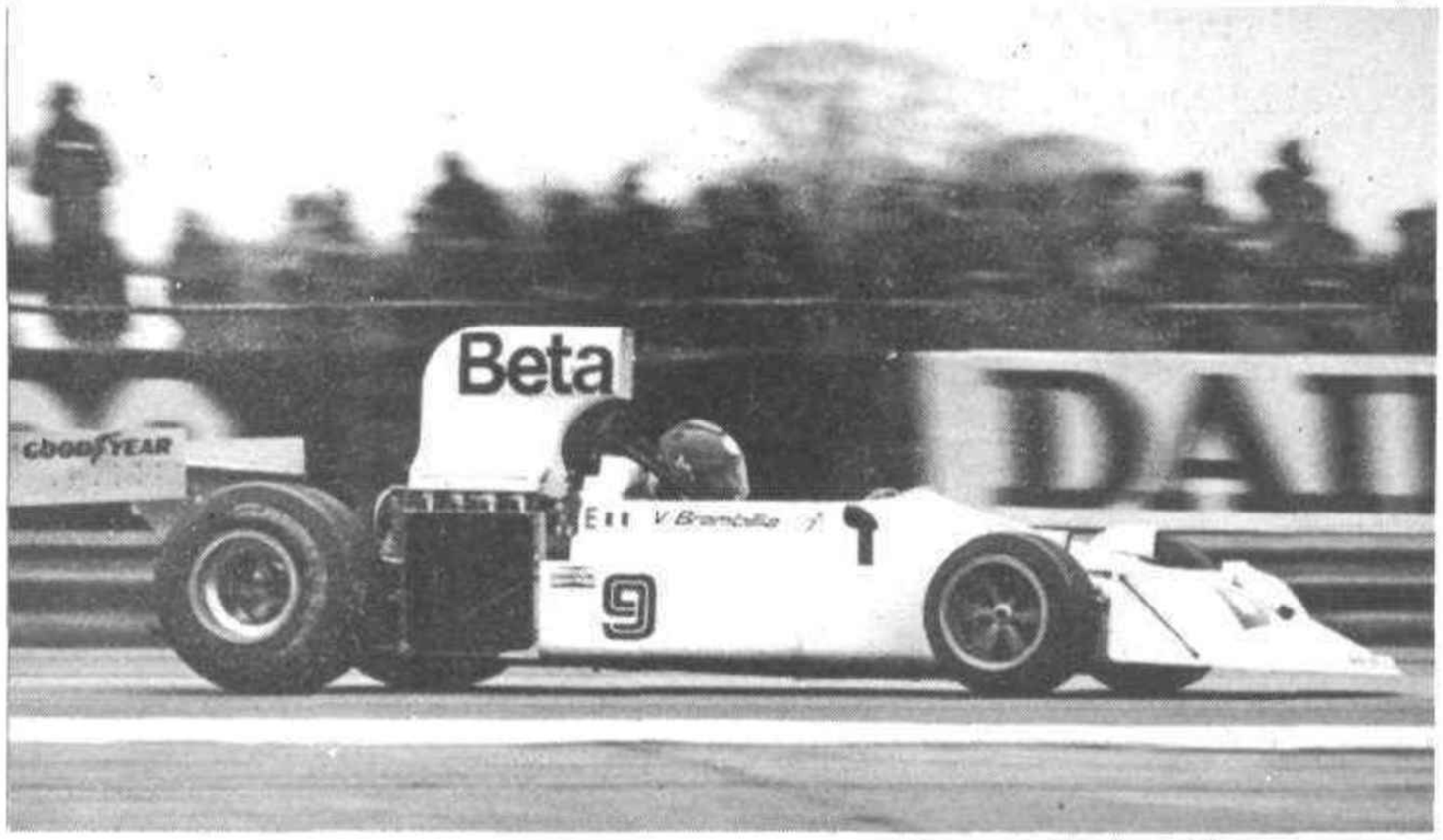
Non-starters :
* 22 C. Amon (Ensign MN02) 1 min. 21.14 sec.
† 18 B. Lunger (Surtees TS19/01) 1 min. 21.57 sec.



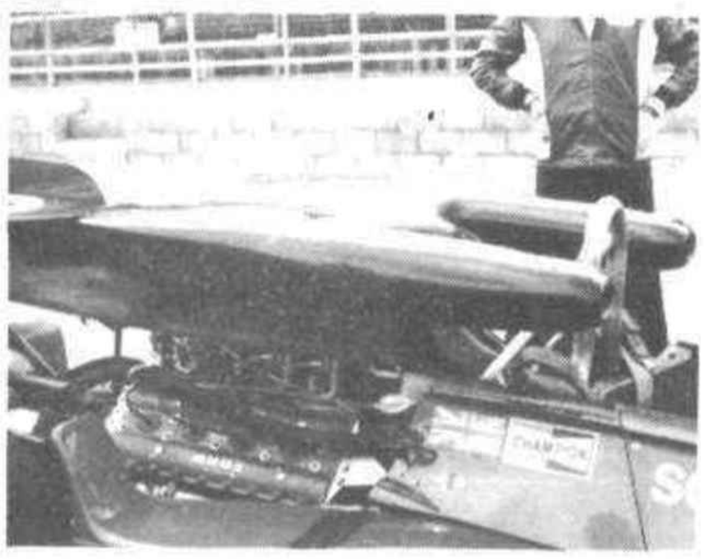
BEGINNING with the opening lap of the main race, Hunt's McLaren and Brambilla's March already well clear of Pryce (Shadow) by Hangar Straight. At the bottom of the page British F3 March-Toyota driver Rupert Keegan struggles to keep Bruno Giacomelli (works March) at bay, the Italian winning when Keegan spun half a lap from the finish.

The main event of the weekend was the Formula One demonstration of Grand Prix driving, which produced a popular win for James Hunt in a McLaren, and while leading for all 40 laps he notched up a new outright lap record for the revised Silverstone circuit with its fast ess-bend on the apex of Woodcote corner. For the very first time the McLaren raced with its new compressed-air starter motor fitted, this allowing a much smaller electrical battery to be used for the other ancillaries. Previously this new starter mechanism had only been tried in practice, the worry being not so much in starting the car on the grid, but restarting out on the circuit if the driver should make an error and spin to a stop, stalling the engine in the process. The McLaren team need not have worried for Hunt never put a foot wrong and though his win was unchallenged, only Brambilla being able to keep him in sight, he was not hanging about as evidenced by his new outright lap record of 1 min. 18.81 sec. – 133.93 m.p.h. (215.54 k.p.h.). The McLaren was running with its six-speed McLaren/Hewland gearbox, as usual. Brambilla, in a pure white works March instead of his normal orange one, did his best in second place but lost a bit of ground when slower cars had to be lapped, and towards the end lost more distance on Hunt for some obscure technical reason like the rotating nut on the gimbal pin of the swivel bearing housing, slacked off due to the thread having been cut at 47 deg. instead of 46.5 deg. Or it might have been something simple like the March people making the wrong choice of Goodyear tyres. Whatever it was it would not have affected the outcome of the race, for Hunt was in complete command and Scheckter was too far back to worry Brambilla even if he was having trouble with his March. The South African Tyrrell driver had a bad time in practice, with an impressive blow-up in the Cosworth engine, as a result of which you could look right through the crankcase at the rear, where the two rear connecting rods had done the damage. With another engine installed Scheckter continued on Saturday afternoon, only to be delayed again by the front exhaust pipe on the left of the engine breaking. However, during all these trials and tribulations Tyrrell found time to try out a new air collector box for the engine, ready for the new-rule Spanish GP on May 2nd. This was a flat affair with ears sticking out on each side of





ABOVE: Vittorio Brambilla was second in his white works March. BELOW: "Tyrrell found time to try out a new air collector box . . ." ALONGSIDE: Peter Warr and Colin Chapman hardly need a radio to contact Nilsson





the driver's head, the orifice in each "ear" being very small indeed, air speed and flow recovery being regained by the shape inside the duct. Very scientific. Scheckter appeared to be going well in the rather mediocre field of mid-runners, and made a cracking start from the third row of the grid to snatch third place ahead of Pryce and Jarier in Shadows, Alan Jones in the Surtees TS19, Andretti in Frank Williams' latest car and Nilson in the lone Lotus 77.

Pryce had no bother holding down fourth place, though he was having to drive the spare Shadow as his own car just refused to start on the morning of the race. His team-mate Jarier kept up with him, though he was a bit wild at times as he had the new Swedish driver Nilsson pressing him heavily. Team Lotus were actually smiling, for their new protege was having a bit of a go with the Lotus 77. He was driving 77/R2 with the front brakes mounted outboard and a redesigned front suspension frame. This was the car that Bob Evans had tried to qualify in the Long Beach Grand Prix, as Nilsson's own car was still being repaired after his first-lap accident in the American race. Clutch trouble wasted a lot of time for Nilsson during practice, but he eventually got things going pretty well and got on the second row of the grid. From eighth place on the opening lap of the race he dived past Andretti on lap seven going into the Woodcote ess-bend, to take seventh place, and on lap 15 he passed Alan Jones in the Surtees to take sixth place, and that was the real excitement of the race. With two laps to go the Surtees went a bit sick and Andretti managed to get by with the latest Frank Williams car. There had been a second Surtees car in practice, driven by Brett Lunger, but he crashed badly at Copse corner and though the car was repairable the driver was a bit knocked about and shaken so it was deemed wise that he should not start. Another unfortunate was Chris Amon with the old Ensign (the new one not being ready in time), as it developed engine trouble on race morning, so was posted a non-starter. Both the Williams cars, the Hesketh 308C and the new Postlethwaite-designed one, were running on normal coil springs, not "to find out" this time, but because they wanted harder spring rates than their range of rubber springs run to. Ickx was in the Hesketh-Williams, alongside the "Privat" Ferrari of the Scuderia Everest on the grid. He retired at half distance when in 10th place, with gearbox maladies. Just ahead of him was Carlos Pace, with an even bigger malady, in the shape of the flat-12 Alfa Romeo engine in the Brabham BT45/1. It sounds nice, and looks a fascinating car, but it just doesn't go, and I can't put the blame on Pace, because he is a known "flyer". In practice the engine broke due to the Hewland gearbox playing up and causing the driver to miss gearchanges. After a panic to retrieve another engine from London Airport Customs clearance, the car was readied for the race and though it finished 39 of the 40 laps it not only suffered the ignominy of being lapped by Hunt and Brambilla, but was nearly beaten by the Italian F3 driver Giancarlo Martini driving the Ferrari 312B3 on loan to Scuderia Everest.

The back of this Formula One demonstration by the members of the Formula One Constructors troupe was made up of people learning the game or just "dipping their finger in" to see what it was like. The RAM Racing team of John MacDonald ran their three ex-works Brabhams, the two BT44 cars for Kessel and Neve and the BT42 for Magee, all three drivers still learning their way around in Formula One, as are the team. To complete the field of starters there was Guy Edwards with the Rent-a-Drive Hesketh 308, run by Horsley, but it all fell apart and he had to retire, and Brian McGuire from Australia with one of the 1974 Williams cars which he has bought to contest National Formula Libre racing, but he too did not last the distance.

The "big wheels" in the world of Formula One were making a lot of noise about this International Trophy race being the last non-championship event they were going to support. The reason being that their programme of 14 or 15 World Championship events was keeping them fully occupied, together with Goodyear tyre-testing sessions in between races. If this is true then it is a sad day for motor racing for a few non-championship events are needed to give people a chance of "dipping their finger into Formula One" and for new "stars" to cut their teeth. The attitude of the Constructors Association sounds to me like a selfish one, and we all know what happens to selfish and greedy people in the end, however long it may take. It's time Goodyear stopped their continual tyre-testing sessions before every Grand Prix, for it would be the same for everyone as they all use Goodyear tyres, and it would save a lot of money. Alternatively these tyre-testing sessions could be organised as a spectator activity, with a nominal charge to watch the proceedings accompanied by an intelligent commentary, but that would present problems.

Although the 40-lap Formula One demonstration was the main event of the weekend, there were plenty of other things going on with a parade of rather motley and sad cars of the types driven by Graham Hill, some of them being non-

continued on page 488

Results :

THE BRDC INTERNATIONAL TROPHY—Formula One—40 laps—Silverstone (with "chicane")
2.932 miles per lap—117.28 miles (188.72 kilometres)—Cold

1st :	J. Hunt (McLaren M23/9)	53 min. 04.57 sec.—132.58 m.p.h. (213.37 k.p.h.)
2nd:	V. Brambilla (March 761/2)	53 min. 15.81 sec.
3rd :	J. Scheckter (Tyrrell 007/6-4)	53 min. 41.94 sec.
4th :	T. Pryce (Shadow DN5/3A)	53 min. 47.23 sec.
5th :	J-P. Jarier (Shadow DN5/4A)	53 min. 48.27 sec.
6th :	G. Nilsson (Lotus 77/R2)	53 min. 48.64 sec.
7th :	M. Andretti (Williams FW05/2)	54 min. 15.28 sec.
8th :	A. Jones (Surtees TS19/02)	54 min. 33.18 sec.
9th :	C. Pace (Brabham BT45/1)	1 lap behind
10th :	G. Martini (Ferrari 312B3/021)	1 lap behind
11th :	P. Neve (Brabham BT44B/2)	1 lap behind
12th :	L. Kessel (Brabham BT44B/1)	1 lap behind

Fastest Lap : J. Hunt (McLaren M23/9) on lap 28, in 1 min. 18.81 sec.—133.93 m.p.h. (215.54 k.p.h.).

Retirements : G. Edwards (Hesketh 308/3) on lap 18; J. Ickx (Hesketh-Williams 308C/1) on lap 21; D. Magee (Brabham BT42/2) on lap 24; B. McGuire (Williams FW04) on lap 31.

16 *starters* — 12 *finishers.*

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LETTER TO THE EDITOR

[By means of which our roving European reporter can keep in touch with the Editor even when he is not roving.]

Dear W.B.,

With activity on the European mainland starting a bit late this year I thought you might like to hear about some of my activities during the winter recess. It seems that if a letter from me does not appear regularly many of our more stalwart readers think that either you or I have died, knowing how long we've been associated with MOTOR SPORT. As we both know, nothing is further from the truth and we are both as immersed in some facet of the motor car and motoring, as ever we were, even if the details and direction have changed. We have never shown any desire to get involved deeply with boats or aeroplanes, and at this stage are unlikely to. It always amazes me when I meet people who used to be as involved in the motor car as we are, and they say they have given it all up and are involved in sailing. I just can't imagine how they can do it, and think that they were never really 100% involved with the motor car and its myriad facets. People I do understand are those who leave one motoring activity in order to give all their time and attention to another motoring activity. As we know only too well the expanse of things affected by the motor car (or motorcycle) is vast and it is impossible for anyone to cover it all. As most of us tend to specialise on one aspect it means that if you get saturated with that particular aspect, there are many more to turn to.

Only recently I met a chap who has been fully involved with the motorcycle world for longer than I have, and I have known his name for 25 years or more and have followed his motorcycling career during that time through his writing, yet until last month I had never met him. It turned out that he had known me for the same length of time and followed my career by my writings in the same way. For 25 years we have been revolving around the mechanised world and our paths did not cross until 1976! It seems almost impossible, but nevertheless it's true. Another man I met recently is what I can only describe as an impulsive special-builder, who is fully involved with his own special, with engines and motoring, yet his knowledge of the sporting world seemed very limited. There are others who have an encyclopaedic knowledge of Grand Prix racing right back to the beginning, yet know nothing about vintage motoring, for example; and, of course, there are plenty of people who know all about vintage cars, or a particular make of car, and have no knowledge at all of the six-wheeled Tyrrell or the de Dion Ferrari. All these people are enthusiasts of the best sort and I cannot imagine them forsaking the internal combustion engine and the wheel, and turning to boats or gliders or golf. All of which is really to say that even though I no longer set off for the mainland of Europe on March 9th, as I used to do, it now being nearly May before I set foot in France, it is simply that my sights have progressed to other things, than merely motoring about Europe.

Driving the Lamborghini Urraco was a breath of fresh air as the winter months ended, though it is sad to recall those happy days of no speed limits, when you could spend all your time concentrating on the road ahead and indulge in some pretty spectacular average speeds with peace of mind. Nowadays you have to spend more time looking at the sides of the road, on the tops of bridges, up slip roads, and in the mirror, for the "boys in blue" in their "Jam-Butty" cars. It's a wonder we don't bump into things when driving fast, but I suppose years of conditioned reflexes look after that. At least we haven't got to the distressing state of Germany and America, where you have to keep an eye up above as well, for lurking radar-equipped helicopters, but I suppose they will come eventually as we slavishly follow other countries, especially America. At times I show signs of despair when I see Volvos with navigation lights permanently on when the ignition is switched on, and cars with an illuminated sign telling me to fasten my seat-belt, or worse still a motorcycle with a loud "bleep, bleep, bleep", to tell me my winker is winking, even though there is a flashing light on the instruments and I can actually see the winker itself from where I sit. Taking the philosophical view I look upon all these things as a nineteen-seventies ingenuity game, presenting me with a mechanical or electrical challenge to eliminate these irritations. Cars and motorcycles are so reliable now that there is no challenge in keeping them going. A bald-headed friend of mine who objected to wearing a crash-helmet on his 49 c.c. Moped, was threatening to paint his head with a day-glow stripe to look like a Griffin helmet, but I thought that was taking the game too far.

One thing about the world of vintage motoring or motorcycling is that it gets you away from the "do gooders" and the saviours of our lives and destinies. It used to be the Salvation Army in my youth, now it seems to be faceless civil servants and "specialists". A weekend on the VSCC Wessex Trial in the back of a 30/98 Vauxhall was an immense satisfaction. Sitting in what you used to describe as "the stern sheets", thundering across Salisbury Plain at 75 m.p.h. with the rev-counter hovering around the 2,500 mark was really enjoyable and was vintage motoring at its best. This basically 1923 four-seater tourer gave the impression that it would go on for ever like that, there was so little strain and the throttle was barely open so that the noise level was a whisper from the engine and a subdued burble from the exhaust. It is not difficult to see why the Vintage Sports Car Club was formed in 1934 with cars like the 30/98 Vauxhall being available for a few pounds, while hundreds of pounds only bought you a rather heavy, overbodied, under-geared car, unless you could afford the expensive exotica of the day. Today, if you can afford a Berlinetta Boxer Ferrari or a Maserati Khamsin, you are not too worried about the dullness and sameness of the £2/3000 Eurobox, however efficient it might be.

At the other end of the "old vehicle movement" I went on the Pioneer Run for pre-1915 motorcycles, from Epsom to Brighton, acting as service and support motorcycle on my Honda 4-cylinder 500 c.c., for a friend on a 1914 belt-driven Triumph. All I had to do was to follow him happily along in the Spring sunshine at 35 m.p.h. and produce some hot coffee from my pannier bag when we stopped about half-way along the route. It was a very enjoyable "club run" and the complete opposite to the RAC Brighton Run for Veteran Cars, which, as you know only too well, has become a star-studded, ballyhoo bun-fight. The nicest touch on "our" run was up one hill when speed had dropped to about 10-15 m.p.h., when a lady came out of her front drive as my friend chuffed gently by and her instant reaction was to smile and say "Good morning". Such was the gentleness of our mode of passing that we were able to respond with "Good morning madam" and a polite nod of the head. The gentle chuff from the 1914 Triumph and the sewing machine hum of the modern Honda 4-cylinder barely disturbed the peace of the countryside, and it was indeed a very good morning. It was all so nice and personal, unlike the Veteran Car run where it seems you have to share every moment with the rest of the world.

In closing I must say how much I enjoyed your article last month on the Sunbeam "Silver Bullet". I wonder if people today keep such detailed notes on similar activities, or do they merely build a jet-powered car and squirt it off across the Bonneville Salt flats? Thinking about Louis Coatalen I could not help feeling that in the period following, Peter Berthon was a similar designer and engineer, as far as his personal character was concerned, and today that perhaps Robin Herd is the modern counterpart of Coatalen, because people do not change and a particular characteristic or strain can be seen over the years. Drivers too, from Felice Nazzaro to Jim Clark, or Lancia to Brambilla, they all follow a pattern.

Yours, D.S.J.



"... *why the Vintage Sports Car Club was formed in* 1934...."

Around and About

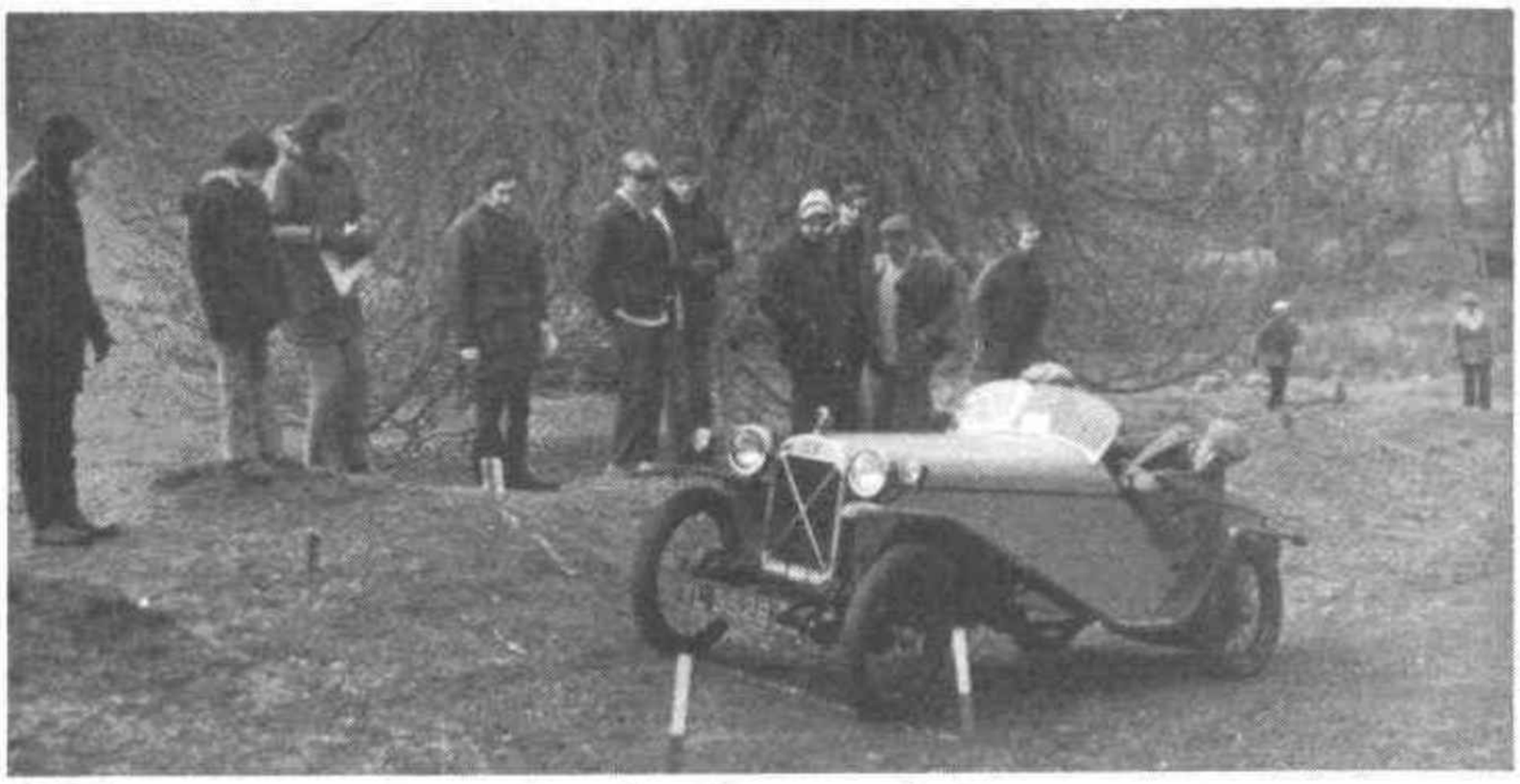
VSCC Light Car Welsh Week-End (April 10/11th)

THIS INFORMAL but efficient affair, confined to light vintage-only machinery, has become one of the most enjoyable happenings in a crowded VSCC calendar. This year 38 cars, minus three non-starters, converged on the Royal Welsh Showground at Builth Wells for eight driving tests (attempted by 30 cars) that took in plenty of the available terrain and consequently caused competitors to attain quite brisk speeds before curbing their light cars for the garaging, to-ing and fro-ing, zig-zagging, and other deviations from the straight-ahead.

Spencer's AV Monocar preferred the security of its trailer and its rear-hung JAP engine refused to give more than one explosion, even after ministrations from Tony Jones. Diffey had fitted his 1924 8/18 Humber with 5.25 × 16 Henley rear tyres, leaving the "bicycle-boots" to do the steering, but without conspicuous success. Liz Bell and Rosie Shapland demonstrated that ladies prefer Talbots, both driving two-seater 10/23s, During the first test, a simple (?) garaging manoeuvre, Crabbe executed rapid cog-changes on the 1920 Hillman, Tony Jones jumped away from the start, his Chummy's clutch differing, perhaps, from that of his 30/98, and he was quick in spite of momentarily preventing the crankshaft from rotating, and Wood did some frenzied conducting of his 1923 Riley disc-wheeled coupé. McEwan had a bonnet-strap on his Mk. IV Riley 9 tourer to restrain its 30 horses, Riddle in the GN Vitesse was neat, as usual, his 1922 cyclecar conveying him from Kingston and home again after the trial, as willingly as any modern car (and very much more so than a mis-firing Sonic-Cortina I had taken over the previous evening).

Blake's Chummy Austin and Brett's gear-whining bull-nose Morris-Cowley saloon were well driven, Miggy Bruce performed in their immaculate 1930 Chummy Austin under the eye of her picture-making husband, Sloan in the ex-Milner AC actually *slid* at the stop-line, the Fisher Fiat 509A tourer was notable for a quiet o.h.c. engine, and Gledhill's 1928 Chummy Austin was an obvious potential winner of the combined tests and trial.

After taking tea at Llwynbarried Hall and dinner, with Peter Hull as Guest Speaker, at the "Glen Usk" in Llandrindod Wells, competitors had the Sporting Trial to face on the Sunday. Dry weather (in Wales!) had rendered the intended sections too easy, but five varied gradients were found in the grounds of the Hall, a nasty restart had been contrived on a hill in the Evan Valley, and there was then a scenic route of some severity to the finished lunch at Newbridge-on-Wye. The first restart looked a walk-over but defeated almost everyone, although the Riley 9, Hill's Triumph Super Seven, Peacop's o.h.c. Morris Minor tourer (he drew the dinner-menu cartoons), Thomas' also o.h.c. Wolseley, Lockhart's 9/20 Humber with four-up, Newens' Cup Model Austin 7, and Riddle's GN, of course, cleaned it. Later Wallace's Standard Canley earned applause by getting up a difficult section that was stopping more probable climbers.—W.B.



A Salmson conquers a slope at Llwynbarried Hall. The tiny AV Monocar, below, refused all entreaties to start.



Results :
Llwynbarried Trophy : P. Gledhill (1928 Austin).
Combined Event 1st.-Class Awards : R. Hill (1929 Triumph) and J. McEwan (1930 Riley).
CE 2nd.-Class Award : J. Peacop (1930 Morris Minor).

Jaguar Racing Delayed

CONTRARY to what we forecast last month, Leyland's racing Jaguar XJ 5.3 Coupés did not appear in the European Touring Car Championship round at Salzburg. Nor are they likely to be seen at Mugello on May 2nd, and their debut may be delayed until Brno on May 16th. Insufficient time for testing is said to be the reason.

MOTOR SPORT sends its condolences to the racing Jaguars' creator, Ralph Broad, and his wife Jean, whose 19-year-old daughter Jackie was tragically killed when the Range-Rover she was driving collided with a lorry near Leamington Spa in mid-April. Ralph Broad was following her in another car. Jackie, whom Broad described as a talented driver, would have made her racing debut in the 1275 GT Mini Championship this month.



The fastest-accelerating 1600-c.c. production saloon available in Britain is the claim made by Audi for the 80 GTE, the new 110 b.h.p., Bosch K-Jetronic-injected car scheduled for sale in September. A 112 m.p.h. maximum and 0-60 m.p.h. in 9 seconds are backed up by a 33 m.p.g. consumption claim.

Mini Marcos lives on

ONCE you could find a producer of glass-fibre sports car bodies for Mini components round every street corner. VAT practically finished the kit car industry and we thought that these Mini specials had had their day. "Not so", thinks Harold Dermott, the 28-year-old one-time project engineer on catalytic exhaust system development for Jaguar, who has bought the rights to the Mini-Marcos from Jem March and is building this "world's longest established kit car" in a converted mill in Oldham. Replicas of his own 1275-based Mini Marcos can be built up at Oldham for £1,100 plus the customer's Mini. A basic body/chassis unit costs £395. Details from D. and H. Fibreglass Techniques Ltd., Heybottom Mill, Greenfield, Oldham, 0L3 7EP.

Leyland's heritage

ONE of the good things we all inherited when we took over British Leyland was a collection of over 130 historic vehicles, ranging from the 1896 Wolseley, the first British car to go into production, and a Thornycroft steam lorry of the same year to the last E-type Jaguar and a pretty fair covering of most things produced by the individual companies within the group in the intervening years (as this includes a number of vintage sports cars, does this mean that we all qualify for membership of the VSCC?). For years many of the interesting Austin-Morris cars have languished in a tunnel beneath the Longbridge works, others have been loaned out to selected people, some, especially the record-breaking MGs, have done the rounds of showrooms and exhibitions but never have Leyland been able to display them under one roof.

Now the collection is to be put on permanent display in special halls at Tom Wheatcroft's Donington Collection, at Donington Park, Castle Donington. A new company, Leyland Historic Vehicles Ltd., has been set up to develop "our" £1.3 million worth of vehicle and archive collection into a self-

Every time you wash your new car, you could be doing it more harm than good.



Every time you wash your new car, you'll bring it into contact with its deadliest enemy. Moisture.

The more thoroughly you rinse, the more water can seep into those weakspots. In behind the headlights. Along the base of the windows. Along the bonnet and boot lid. In through the door hinges to the inside of the door pillars.

And once water has found its way into these enclosed areas of the body, there's no way it can all get out. Except by creating rust and eating its way out.

It may take two years to eat its way through and form a blister on your paintwork. But it's stubborn and it'll manage it in the end.

Unless you stop it getting a foothold in the first place. With Ziebart, the rustproofing system with the AA seal of approval.

How we stop the rot before it starts.

Most rust starts on the inside of your car. So that's where we start too.

First, we drill tiny holes in unseen parts of the bodywork. Then, using special equipment, we spray inside and cover all the weakspots on the 'blind' side of the metal with our unique anti-rust sealant. This compound never dries hard. It always stays flexible, so it cannot chip or peel. We also seal the entire underside of your car, including the wheel arches, engine compartment and bonnet.

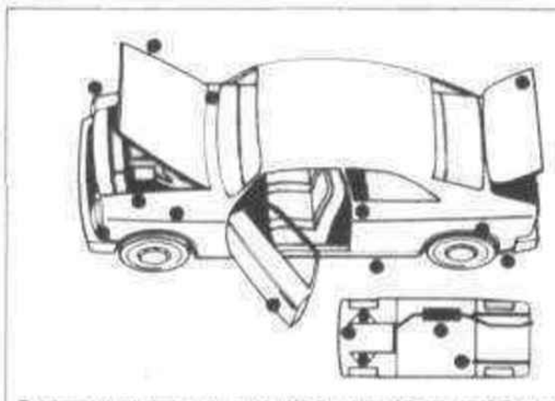
The process is so thorough that we'll need your car for a full day and a half.

Finally we plug the original drill holes. And write you a watertight guarantee.

A few words about our watertight guarantee.

These days, a lot of guarantees have so many get-out clauses that we don't blame anyone for being suspicious of them.

We think ours is refreshingly straightforward.



Each model has its own rust weakspots. We compile manuals on every model, so we know where to treat.

And to prove it, we'd like to send you details of it, together with our brochure, before you even start to make up your mind about rustproofing. Just post the coupon below for a copy.

It's not new or revolutionary.

Ziebart have been developing and improving this rustproofing system for over 20 years now, in Britain and abroad.

Here in Britain, after extensive investigations, the AA have granted their Seal of Approval to Ziebart (GB) Ltd for stations showing a consistently high standard of processing.

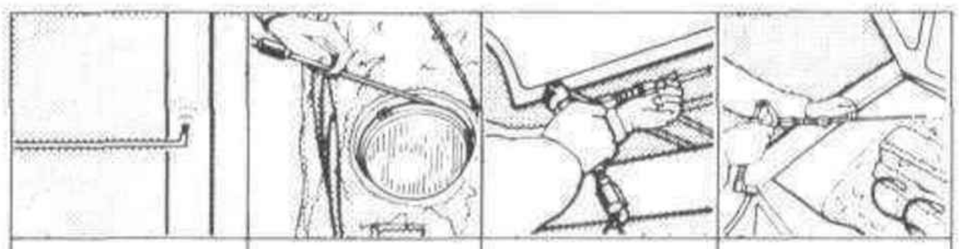
Ask to see the AA certificate, if you like, when you visit your local Ziebart station.

100% more rustproof for 3% more cost.

Ziebart rustproofing adds only about 3% to the cost of the average new car. (eg £65 for a Cortina 1600).

What's more, it's an investment that repays itself many times over.

For it ensures that the big investment, the car itself, holds its value. Your car's looks will never betray its age. And that's what counts when you come to trade in or resell it.



Special Ziebart spray equipment reaches into all the nooks and crannies.

We seal the joints where water can seep in.

Sills and complete underside are sealed.

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Can you afford to let your car investment go rotten on you?

Post the coupon below for a brochure, quote and details of our surprising guarantee. Or look in your local telephone directory under Ziebart Rustproofing Centre.

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Model of car Age of car

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supporting unit. Many vehicles will be available in running order for rallies and displays, for advertisers and for British Leyland distributors. Earnings from such hirings will be used to renovate and restore the collection, which will open in the Autumn.

The display will be yet another addition to the awe-inspiring collection of fascinations at Donington Park; there's no doubt that when the circuit opens for racing, Donington will be Europe's motoring Mecca. Amidst all the brick-bats slung at Leyland, it's nice to be able to congratulate them on this intelligent venture.

2CV Cross

THE first round of the Citroën 2CV Cross British Championship will take place near Taunton on May 29th-30th. These unlikely competition vehicles may be slow, but their softly-sprung antics over the "loose" are exciting to watch and even more exciting to conduct, as we found out when we competed in a two-day event at Clitheroe, Lancashire, last year. Other dates in the British Championship are: June 19th-20th near Camberley; July 3rd-4th near Wolverhampton; August 21st-22nd near Blackpool; September 4th-5th near Southend-on-Sea. The Camberley and Southend events will be part of the International 2CV Cross Trophy, which should encourage the Continental flavour.

Kitten Laps Up "Petrol-Globule GP".

WELL, what we mean is that a Reliant Kitten made best-performance in the Total Economy Drive, with a figure of 55.11 m.p.g. This is a more realistic event that some recent economy contests, because, except in the Modified Class, the competing cars had to be standard models, on tyres inflated to normal pressures, and the Hants & Berks MC, experienced in these matters, ensured the accuracy of fuel-consumed figures. So the event, like the late-lamented Mobil Economy Run, gives a realistic result, although the cars had to be driven much harder over the 900-mile rally route than ordinary drivers would normally accomplish.

Deciding to economise on petrol ourselves, we confined our reporting to looking-in at a checkpoint a few miles from home, at Llandrindod Wells. We found no drama, mostly bored crews, as the clean, quiet competing cars came in. The only retirement reported was of a Dealer-entered Fiat 131, in the Modified Class. Although the cars would have passed for holiday-makers' vehicles, apart from their rally insignia, the Police, usually tolerant of rallies even of the size (and noise) of the RAC, had banned street-parking for some inexplicable reason. So the 52 expected cars had to be slotted into the "Metropole's" car-park, before Nancy Mitchell welcomed the crews. As we have implied, a Kitten driven by Young and Swindells, lapped the globules least, to return 55.11 m.p.g. Even the winner of the Modified Class, a "works" Chrysler Avenger with special camshaft, Thermac air-cleaner, electric fan, Laycock o/d., lightweight bonnet and boot lid, spoilers, etc., managed 46.2 m.p.g. The other class winners were a Morris Marina Super 1.8 (41.27 m.p.g.), a Honda Civic (45.51 m.p.g.), a Mini Clubman (50.72 m.p.g.) and a Ford RS2000 (35.51 m.p.g.).—W.B.

Obituary—H. J. Aldington

ANOTHER LINK with the old days of motoring sport has been severed with the sad demise, following a stroke and long illness, of H. J. Aldington. "Aldy" will be forever remembered by the "Chain Gang" as the Father of the Frazer Nash movement, from 1927 onwards. He had been a disciple of H. R. Godfrey and "Archie" Frazer-Nash, as a Frazer Nash salesman, his proud boast according to Thirlby, being that he could get from the centre of London to any place 40 miles distant, in the hour. Leaving the parent Company, he set up on his own in Kew, still selling, and modifying, the inimitable chain-drive cars. In 1929, when "Archie" Nash turned to civil engineering, Aldington became Managing Director of AFN Ltd.—"High Priest" of the Chain Gang, if you prefer, aided and abetted by his brothers, Bill and Don.

Thereafter this trio, operating from the famous Falcon Works in then tram-infested Isleworth, developed and sold the Frazer Nash motor car and kept open-house to the fanatical enthusiasts who bought them. The majority of the customers were decidedly competition-minded and "H.J." himself drove Frazer Nashes in all manner of events, from Alpine Trials to short thrashes round Brooklands--always "catalogue models", of course.

In these pursuits "D.A." joined him. Later other makes intruded. In 1931 there was an attempt to sell Aston Martins alongside Frazer Nashes, the "conventional" alongside the "unconventional" as some had it. In 1935 the BMW, which had impressed "Aldy" as a worthy competitor in the Alpine, came to Isleworth, disguised as a Frazer Nash-BMW. Thus were we introduced to the delights of the 328 and other models. The by-now-refined triple-cylinder two-stroke DKW and the chainless Bristol-'Nashes followed after the war, and today AFN deal, as if you need to be reminded, in Porsches.

But it is racing, rallying and selling the old Frazer Nash cars that I prefer to remember H. J. Aldington; it is nice to know that in his declining years the one-and-only "H.J." had happy memories of those exciting days long ago.—W.B.

Good News From Dunlop

ON April 8th Fort Dunlop held an "At Home" for guests of Lord Montagu, Philip Pollock, and Ray Nairn of Vintage Tyre Supplies Ltd., so that they could see how tyres in obsolete sizes are made by Dunlop, to keep vintage and veteran vehicles on the road. Such tyres, together with racing and light aeroplane tyres, are made in a surprisingly large, separate building in the Dunlop factory complex, by operatives many of whom are beyond normal retirement age. Hugh Harben's 4½-litre Bentley, Diffey's 8/18 Humber, a GN with the chain-drive o.h.c. vee-twin engine, an Aero-Morgan the VSCC President's Ferrari and Vintage Tyre Supplies' Morris Commercial van attended and Cecil Bendall arrived in time for tea in his p.v.t. drophead Austro-Daimler. Those present were delighted to learn that supplies of Dunlop tyres for veteran and vintage vehicles are assured for at least another ten years. The visitors saw how carefully beaded-edge tyres are made and, in a different context, how straight a Leyland Princess (Reg. No. A1) ran, after one of its front Dunlop Denovo tyres was deliberately punctured at around 80 m.p.h.—W.B.

Are the Police Always Right?

A CASE has been reported from Scotland in which a Police Ford Consul 3000GT, going to a call, passed a Renault at about 50 m.p.h. before a blind right-hand bend, skidded, and hit a BMC 1800 coming the other way on its own side of the road, with sufficient force to kill both occupants, and severely injure both the Policemen. A charge of reckless driving, and causing two deaths, was dismissed by a jury of nine women and six men. During the hearing it was suggested that Michelin XAS tyres on two other Police cars had been unsatisfactory and had been replaced by different tyres. The Fiscal said he regarded this as something of a "red herring" and asked the jury if it would not occur to them that there was "some element of a cover-up". Having for many years been favourably impressed with the road-holding imparted by many kinds of Michelin tyres on many different cars, including XAS on a BMW currently in use, we wonder whether the Michelin Tyre Company has any comments to make about this disturbing outcome?

Under Seventeens Car Club Formed

FOLLOWING response to his letter in the March issue of MOTOR SPORT, Alexander Barrie informs us that he has formed the Under Seventeens Car Club to provide opportunities for under-age drivers to develop skill on private ground under close supervision. There is an upper age limit for full members of 17 and no lower age limit—but an applicant must be able to start up a car, engage gear, move the car smoothly at least its own length, stop it and apply the handbrake to qualify for membership. The Club is non-profit-making and national in scope.

Mr. Barrie can be contacted at 33, Manor Way, London SE3 9XG (01-852 0867).

Also in Europe

FORMER British Champion saloon car driver Alec Poole is to drive a Derek McMahon-entered Escort RS1800 in all 10 scheduled rounds of the European Touring Car Championship this year. The Ford complies with the new Group Two regulations and has a 250 horsepower Brian Hart-modified engine.

C.R.'s Sukati Samuri

MOTOR SPORT's Assistant Editor will be debuting a 240Z-engined Datsun 1200 in the Tricentrol Super Saloon Race at Silverstone on May 8th. C.R.'s car is devised and built by Spike Anderson, of Samuri Conversions, Hanbury, Warwickshire (whose impressive 240Z Super Samuri we tested in 1973) and backed by Brian Harvey's Grand Prix Models. An interesting feature of this road-legal car is Hesketh-like Aeon Rubber suspension. More about the venture when we find out whether or not the car works.

INTERNATIONAL TROPHY

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runners and taken round the circuit on lorries or trailers, others being driven round. John Fitzpatrick demonstrated a rough sounding Group 5 BMW saloon, as an advertisement for the 6-hour race due at Silverstone on May 9th, for those who like long-distance racing. Scheckter gave a very impressive demonstration with the latest six-wheeled Tyrrell Formula One car, Project 34/2, and there were supporting races for Formula Ford, Clubmans Sports Cars, Formula 3 and Touring Saloons. The Formula Ford races kept everyone on tip-toe with apprehension, there being so many of them in each race, it was rather like Wimbledon Stock Car racing. Two heats on Saturday sorted out a bunch to take part in the final on Sunday, and these sorted themselves out into an acceptable result at the end of 12 laps. The Formula 3 race seemed to lack both quality and quantity in its entry, but nonetheless proved to be surprisingly fast, with Toyota engines dominating the 20 laps. The Clubmans race was even more surprising in its speed and was a well-supported event with these professional-amateurs having a chance to drive on the full Silverstone circuit. The Saloon Car race was a bit of a farce as the car that finished first didn't win! As is becoming a regular feature on this scene, a horde of three-litre Ford Capris were thoroughly embarrassed by Andy Rouse with the Broadspeed Triumph Dolomite Sprint two-litre. The Dolomite seemed to be glued to the rear bumper of Tom Walkinshaw's Capri, until the Ford ruined its transmission, leaving the Dolomite to win easily, except that on the last lap it came to rest, out of petrol. One of the carburetters had stuck on "rich" and the two gallons "margin" allowed was used up. This let Chris Craft get the chequered flag, but after the race the scrutineers found that the engine air-cleaner was missing, so the car was disqualified and Gordon Spice found himself the winner. –D.S.J.

RESULTS OF SUPPORTING RACES

BRUSH FUSEGEAR FORMULA FORD
12 laps—35.12 miles (56.52 kms.)

1st : J. Walsh (Royale RP21—Scholar engine) 21 min. 13.47 sec.—99.46 m.p.h. (160.07 k.p.h.)
2nd: D. Warwick (Hawke DL15—Ford engine) ..... 21 min. 13.51 sec.
3rd : J. Bright (Royale RP21—Minister engine) ..... 21 min. 17.88 sec.
4th : R. Morris (Hawke DL15—Scholar engine) ..... 21 min. 20.53 sec.
5th : D. Daly (Hawke DL15—Minister engine) ..... 21 min. 21.47 sec.
6th : T. van Rooyen (Royale RP21—Minister engine) ..... 21 min. 25.57 sec.
Fastest Lap : D. Warwick (Hawke DL15), in 1 min. 44.23 sec.—101.27 m.p.h. (162.97 k.p.h.).

TRICENTROL CAR GROUP CLUBMANS SPORTS CARS—12 laps—35.12 miles (56.52 kms.)

1st : N. Adams (Mallock U2 Mk. 18—Morgan Ford engine) 18 min. 37.08 sec.—113.38 m.p.h. (182.43 k.p.h.)
2nd: P. Cooke (Harrison Mk. 7B—Cosworth engine) ..... 18 min. 50.31 sec.
3rd : M. Jackson (Mallock U2 Mk. 14—Ford engine) ..... 19 min. 12.08 sec.
Fastest Lap : N. Adams (Mallock U2 Mk. 18), in 1 min. 31.68 sec.—115.13 m.p.h. (185.22 k.p.h.).

SHELLSPORT FORMULA THREE
20 laps—58.64 miles (94.36 k.p.h.)

1st : B. Giacomelli (March 763—Toyota engine) 30 min. 39.49 sec.—114.76 m.p.h. (184.69 k.p.h.)
2nd: M. Young (Modus M1—Toyota engine) ..... 30 min. 45.22 sec.
3rd : R. Keegan (March 743—Toyota engine) ..... 30 min. 45.54 sec.
Fastest Lap : B. Giacomelli (March 763), in 1 min. 30.86 sec.—116.17 m.p.h. (186.95 k.p.h.).

KEITH PROWSE TOURING CARS
20 laps—58.64 miles (94.36 ks.)

1st : G. Spice (Ford Capri V6) 37 min. 11.82 sec.—94.59 m.p.h. (152.22 k.p.h.)
2nd: B. Muir (Ford Capri V6) .... 37 min. 20.91 sec.
3rd : C. Vandervell (Ford Capri V6) 37 min. 35.43 sec.
Fastest Lap : T. Walkinshaw (Ford Capri V6), in 1 min. 49.30 sec.—96.57 m.p.h. (155.41 k.p.h.).



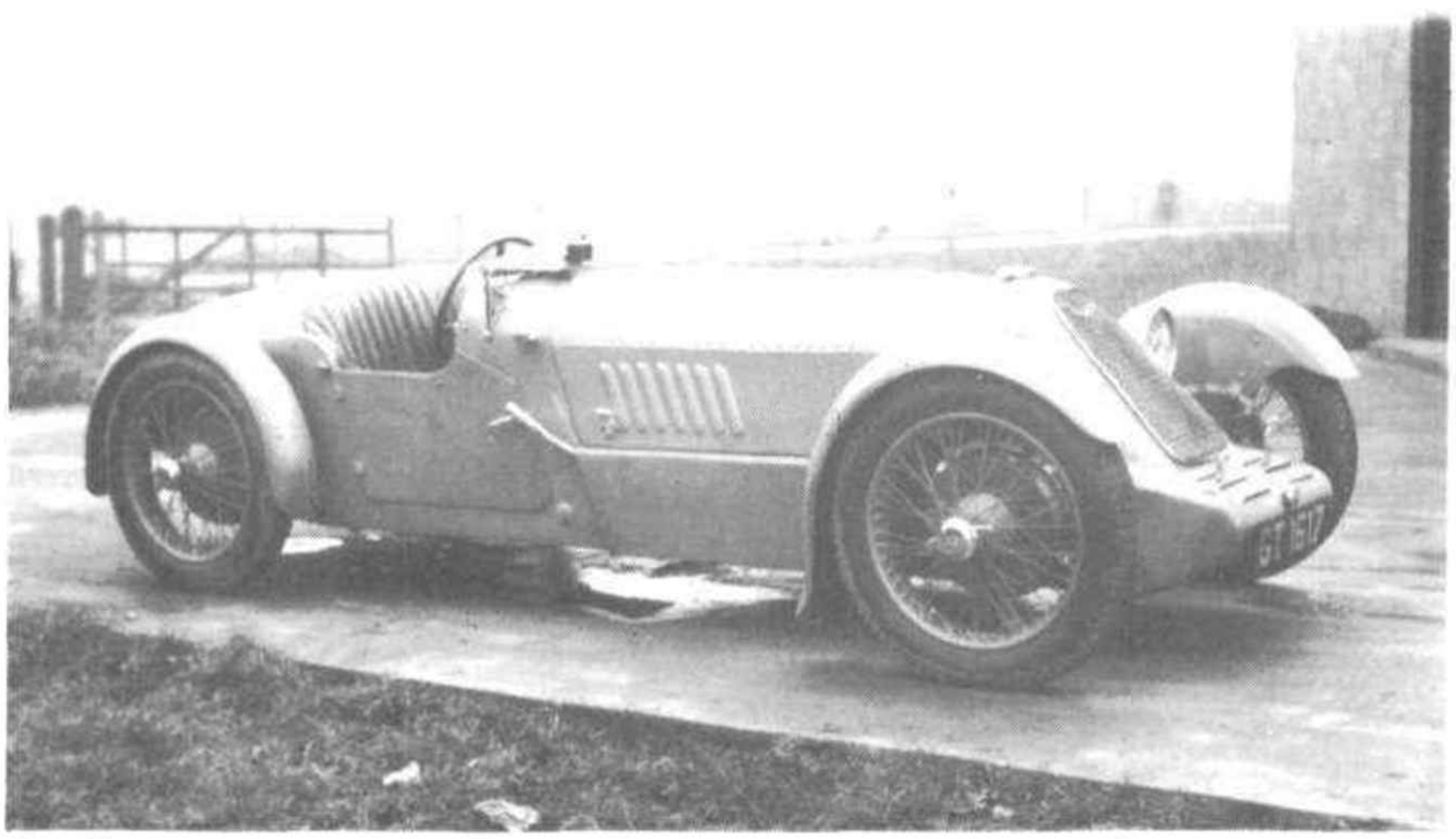
Part of the Graham Hill tribute included a Parade, featuring machinery as diverse as the A35 saloon and this Le Mans Rover-BRM turbine car.

Alta Revived

Taylor's son brings back a famous name

MANY readers will remember Geoffrey Taylor and his Alta cars during the nineteen-thirties, especially in the sport of speed trials and hillclimbs, and also George Abecassis with his coil spring all-independently suspended single-seater Alta and his lone battles against the many 1½-litre ERAs that were racing. His victories at the Crystal Palace were particularly memorable for Alta enthusiasts and when he beat Prince Birabongse ("B. Bira"), MOTOR SPORT carried the headline "Bira Beaten at last". Geoffrey Taylor began by making road-going sports cars and then built single-seater racing cars, and the Grand Prix 1½-litre Alta was the first racing car to go into production in Britain after the war, and it utilised rubber suspension (there is nothing new Mr. Postlethwaite!). From making complete cars, always powered by engines built by himself, Taylor then supplied engines to HWM and later to Connaught, before he retired and closed down his business. Now his son Michael has reformed the Alta Car and Engineering Co. in Epsom, Surrey, and is building cars for Formula Ford using 1,600 c.c. Ford engines tuned by Rowland, and is marketing the rolling chassis, less engine and gearbox, at £2,100. His partner in the reformed business is Mike Barney, a former Cooper, McLaren and Brabham mechanic, and the new Alta is designated BT1F.

From the Archives—8



The Alta car started life as the personal special of Geoffrey Taylor, built in the late twenties, and a few years later he went into production with this 4-cylinder 1,100 c.c. sports car (Reg. No GT1617). It sold in supercharged and unsupercharged form and was popular in competitions of all sorts, giving a good performance from its twin-camshaft, all-aluminium engine. Front and rear axles were underslung, giving a very low centre-of-gravity, with half-elliptic front springs and quarter-elliptic rear. Later sports Altas had 1½ and 2-litre 4-cylinder engines. Production was never high and each car was made individually to customers' orders.

HEUER

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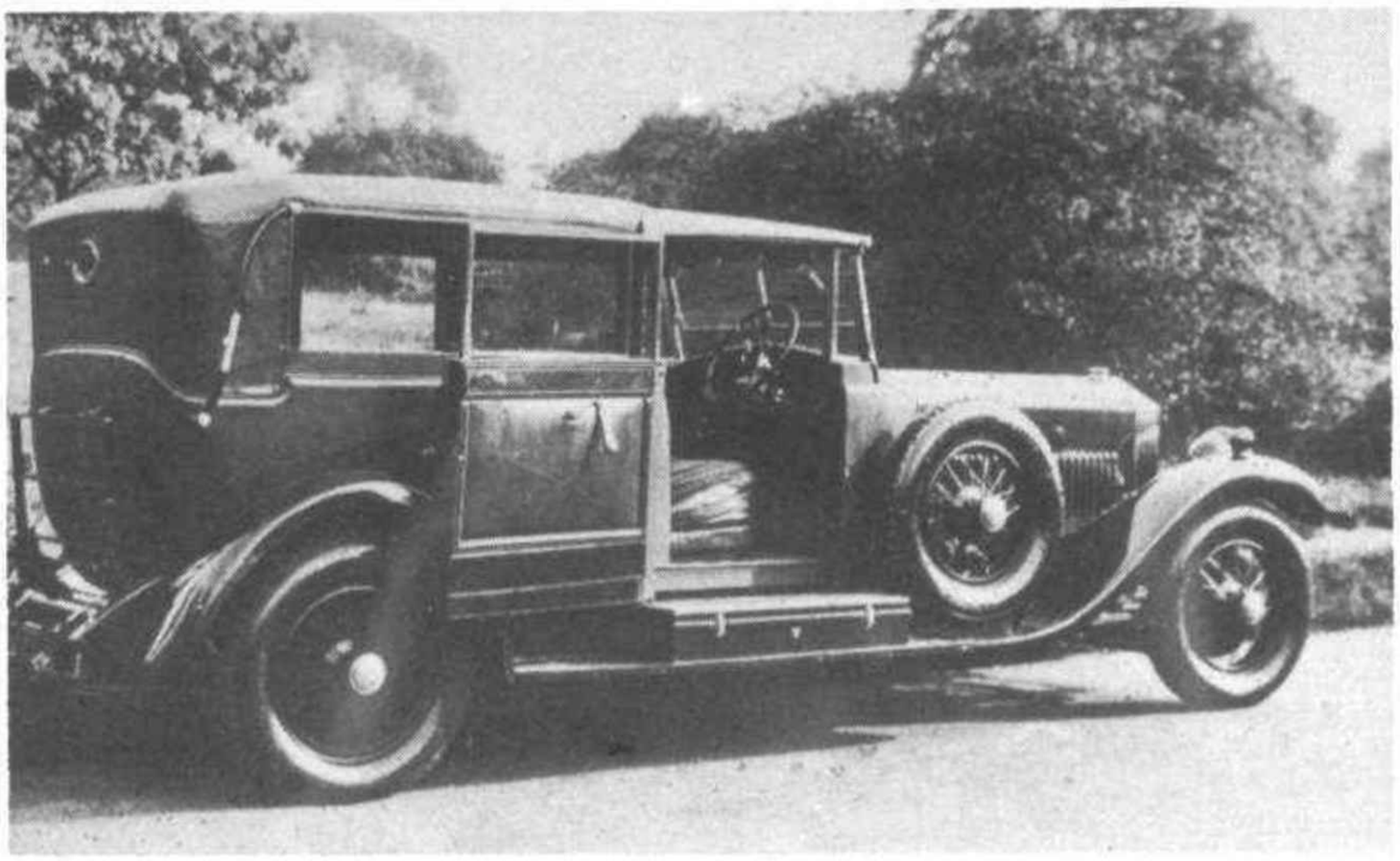


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A SECTION DEVOTED TO OLD-CAR MATTERS



ANOTHER BEVERLEY-BARNES.—A 1927 30/90 *Burly Bros. cabriolet—see letter from Michael Sedgwick on page* 494.

The McKay Car

IN ANSWER to a query in the March issue about the McKay car of Nova Scotia, we have received an interesting letter from Mr. B. M. Patchett, of the Delage Section of the VSCC. It is a quote from "A Great Way to Go—The Automobile in Canada" by Robert Collins (Ryerson Press, Toronto, 1969), so this will act as a belated book-review, as well as giving information about a rare make of car. There is information, too, about another car made in Nova Scotia, and we are using the quotes verbatim, because we like such items as a "leather-cased clutch", "quick, detachable tires", "mahogany steering wheel", etc.! We hope it doesn't sound too smug to say, ask a question in MOTOR SPORT and a reasonable answer is often forthcoming! The clippings read as follows:

Victorian : Two made, in vicinity of Hopewell, N.S., about 1896. Named after Queen Victoria. Two-cylinder two-passenger buggy with artillery wheels, iron tires, tiller steering, chain drive; cone-style clutch, one speed ahead, no reverse; no dashboard, top or lights. One now displayed in Niagara Falls antique car museum.

McKay : Nova Scotia Carriage Co., Kentville, N.S. and Nova Scotia Carriage and Motor Car Co., Amherst, N.S.; 1911-1914. This McKay brothers' venture produced such cars as this typical Model 24 two-passenger torpedo roadster ($1,450): four-cylinder four-cycle 30 h.p. long-stroke motor, valved all on one side; pressed steel cone clutch, leather cased; sliding gear transmission, three forward and reverse; drop-forged beam section front axle, vanadium steel semi-floating rear axle; spoked wheels and 32 x 3½" quick detachable tires; twenty-gallon gas tank; 17" mahogany steering wheel; spark and throttle lever on top of wheel; foot accelerator on floor board; channel section frame of pressed nickel steel, 4 x 1½"; emergency and foot brakes; three-ply mahogany dash; dual high tension system Brigg's magneto, guaranteed for life; Model L Schebler carburetor; hand-buffed leather upholstery; self-starter (by late 1913 or early 1914); two gas headlamps, two oil side lamps, tail lamps, horn.

In 1908, while the Comet was fizzling out, the brothers Jack and Dan McKay, transplanted Prince Edward Islanders then living in Kentville, N.S., took a whirl at the auto game. With no knowledge whatsoever, they rented a carriage company, surveyed the field and decided to create their own version of the Penn, a Pittsburgh model.

They bought enough U.S. parts for twenty-five cars, set their carriage makers to building wooden bodies and brought in brother Stan from the Island. Stan lent a certain technical authority to the enterprise: he was a blacksmith. In two years the McKays produced many sleighs and carriages and twenty-five McKay cars. Then Amherst, 220 miles away, lured the firm to 'Nova Scotia's new industrial capital'.

After a shaky start (their new four-storey building threatened to collapse even before it was finished) the brothers were back in business with dreams as bright as the McKay's nickel trim. Surprisingly, it was a fine car, and soon earned local fame by winning a 425-mile road race, Halifax to Yarmouth and return. The four-cylinder 30-horsepower model had a mahogany dash, a steering wheel, leather upholstery, silk mohair top, windshield, speedometer, gas headlights, side oil lamps, shock absorbers, good brakes and an electric self-starter—all for $2,050.

It would have been a bargain in most places but even the $1,450 roadster was too high priced for the average Nova Scotian in 1913-1914. Short of operating capital, plagued by the public's increasing insistence on ever-changing styles, the McKays finally went under when World War I pinched off their supplies. They shut down after producing 100 cars in two years, instead of the hoped-for 1,000 a year.

Theirs was only one of many car companies killed by the war, but they went out with characteristic flair. When Prince Edward Island's ban on motoring eased off, during mobilization, the McKays saw a magnificent sales chance in their homeland. One of them jumped in a car and sped toward the Island for the honour and publicity of being 'first on the Island' after the auto famine. A Buick got there first—the kind of rotten luck that dogged the brothers to the end.

Torque Converter

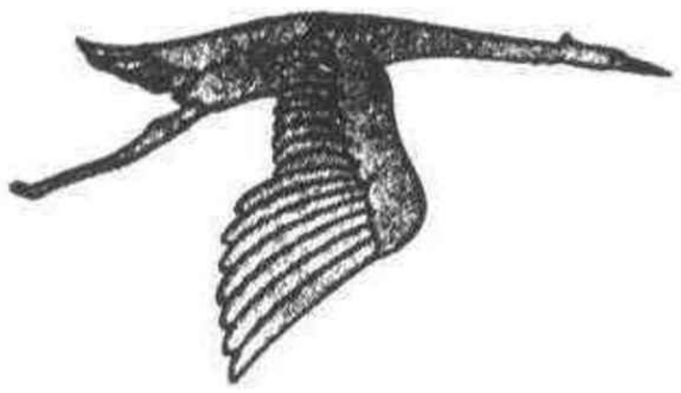
TO PROVE the truth of the remark made above, may we quote one more correspondent, Mr. Derek Preston of the 12/50 Alvis Register, who has written in reply to our query as to whether anyone in this country had driven a car using the above-named automatic transmission, which was announced in 1924. Mr. Preston quotes from letters sent to the Alvis Register some 20 years ago by a Comdr. R. C. Richardson, RN (Rtd.), who had corresponded with the inventor and who had been given a run in "a four-seater gearless car" by the Foreman, when he had called at the Constantinesco laboratory, as the inventor was away. This resulted in an order being placed there and then for one of these cars. But it was never delivered, as Constantinesco ran out of finance.

But here is proof that there was a car running in England with his converter, although whether it was his 5 c.v. two-stroke with two horizontal water-cooled cylinders and the torque-converter between them, isn't known. It seems that the Naval Gentleman was in correspondence with the inventor in later years and that Constantinesco, who then lived near Coniston, said that his car was not popular in the mid-'20s because its chief aim was petrol economy and that at that time what people wanted was "100 m.p.h., and no-one cared about fuel economy". Constantinesco's aim was 100 m.p.g. at very moderate speeds and he continued: "When the price of petrol reaches about 4/- a gallon there will be a cry for converter cars—at least from the sensible part of the public. In the meantime they are satisfied to waste 75% of their petrol and kill about 5,000 of their fellow men on the roads every year"—which has an unfortunately topical note to it! Those interested will, I believe, find a power unit with this converter in the Science Museum in London.

Finally, Mr. Preston remarks that he remembers making the Meccano model more than once, and that, powered by a No. 1 electric motor, it would haul quite hefty loads—but I think he may mean the chassis with a normal gearbox, as I seem to recall that the Meccano reproduction of the Constantinesco converter was a demonstration model, too big to accommodate in the Meccano chassis.—W.B.

V-E-V Odds & Ends.—The Trojan OC continues to publish its duplicated *Newsletter*, the latest issue of which has much erudite information about Trojan's van, to assist an author of a forthcoming encyclopaedia, an article about Trojans used for a Walt Disney film (with some unhappy references to vintage cars damaged on the film-set) and data about marine Trojan engines, *Bulletin* of the Riley Register also, by coincidence, carrying some items about Riley marine engines. The remains of an XL Trojan have been found in Natal. Two pre-war two-stroke DKWs exist in Durban, which reminds us that a rally for "Deek Day" in this country is scheduled for June 6th. An important fixture is the HCVC Brighton Run (from Battersea Park) on Sunday, May 2nd. Apologies to John Bolster for saying that there were no colour plates in his book "The Upper Crust". In fact, as he points out, the book contains several such plates. He also says that the Hispano-Suiza he mentions does do a very easy 110 m.p.h., but only on a 2.7-to-1 axle ratio, Mike Parkes having contrived a special c.w.p. inside the standard casing. The compression ratio has also been raised to take advantage of modern fuel. Wilson McComb tells us that the picture on page 374 last month showed Cecil Kimber in the first MG demonstration car.

That Stork



PUBLICATION last March, by kind permission of Mrs. Barton, of the first-war cartoon of the La Cigogne Squadron of French flying-aces, has aroused much interest. One correspondent, Mr. Clemons of Selby, says there were four such Squadrons, all flying Spad fighters powered by 200-h.p. Hispano-Suiza engines. He tells us that SPA-3, the most famous of these Squadrons, had a stork mascot with its wings at the bottom of the down-flap, which became the famous Hispano-Suiza radiator mascot and was associated with Georges Guynemer, the second top-scoring French ace, with 54 victories to his credit, but that SPA-26's stork emblem had its wings at mid-flap, which made it appear as if it was flying inverted, not easy for a stork but quite easy in a Spad!

Our correspondent goes on to say that SPA-73 Squadron used the stork mascot with its neck turned round, to look over its tail, again difficult for the bird, he observes, but essential for a fighter-pilot! Apparently SPA-103 also had a stork for its mascot but with its wings at the commencement of the down-flap, and it was Capt. René Fonck, top-ace with 75 official victories (but he claimed 127), who flew with this Squadron. Mr. Clemons reminds us that after the war Fonck manufactured high-grade cars in small numbers. They were made at Fraisses-Unieux, as four-cylinder 2.2-litre and straight-eight 4.4-litre chassis. These, too, had a stork mascot, but no doubt one with the wings as in SPA-103's emblem . . .



*The Hispano-Suiza badge, as distinct from the post-*1918 *mascot, was as shown above, and today forms the basis of the badge of the Hispano-Suiza Society of New York, which has* 126 *members to date, of whom* 25 *joined from Britain as a UK Chapter of the Society. The President is Alec Ulmann.*

Of the pilots in the cartoon, one seems to be Heurtaux, who reached the rank of Air Force General, and the last, de la Tour, was the artist; this would explain why he was able to present Mrs. Barton with his cartoon. Another correspondent remarks that the manor house in Kent in which his parents live was owned in the 1920s by a Mr. Crossley, presumably the brother of Mrs. Barton's second husband, and that a relative has confirmed that this gentleman was definitely mechanically-minded, having an early electric generating plant and a chamber organ, the latter blown by a water pump driven from a stream diverted to flow through the cellar As proof of this, it is said that the cellar still floods at intervals!—W.B.

V-E-V Miscellany.—One of the ways in which we can partly repay the pleasure we derive from readers' correspondence is to put seekers after information in touch with one another. As when the owner of a 1912 Vinot living in Buckinghamshire was able to contact the owner of a similar car living in Holland, who wanted information. Incidentally, the English owner also has a 1908 25-h.p. Vinot with Salmsons tourer body, which has had only two owners from new. A 1905 chain-drive Vinot was discovered in pieces in Northampton some 18 months ago, it having been dismantled in about 1915 and its engine used as a power-pack. Its parts were scattered everywhere, the wooden chassis holding up the roof of the building where it was found. There were Humber, Model-T Ford and Morris parts mixed up with the Vinot-et-Deguingand parts but a London motor trader has commenced rebuilding operations. A 1929 Darmont-Morgan 3-wheeler was bought literally off a scrap-truck in Paris in 1960 and was used by its new owner for several months, after which it was laid up for nearly 16 years. It is now to be restored and work on its vee-twin engine may be carried out in England.

Pre-1939 cars and other vehicles will feature in the Great Herefordshire County Show, to be held at Bromyard on July 10th/11th. A 1939 Bedford 30 cwt. lorry, with slight front-end damage, is for sale in Sussex. A vee-twin Baughan cyclecar, probably the only one remaining, has been moved from its village of origin in Gloucestershire to Lincolnshire, by a rebuilder who also has a sports Austin 7. The Armstrong Siddeley has come a long way from the days when we described it as "the car nobody wants" and pre-war examples were virtually given away. Now there is a flourishing Armstrong Siddeley OC, with a printed quarterly magazine, *Sphinx*, and this Club can supply as-new spares for most models. The Woburn Rally for these cars will take place on May 9th; the Secretary is: J. Hubbuck, 90, Alumhurst Road, Bournemouth, Hampshire. The Manchester VCC is promoting a rally for pre-war cars on May 9th in the form of a run from Manchester to Southport. Details from: Dr. R. M. Pickford, 32, Cleveland Road, Heaton Moor, Stockport, Cheshire, SK4 4BS. We have received a cutting from a reader relating to a Walker & Hutton car, apparently made in Scarborough around the year 1900; does anyone have any information on this rare make, the builders of which are still in business as electrical engineers? Perusal of the many one-make club magazines we receive continues to provide editorial enjoyment; the current issue of the *Mercedes-Benz Club Gazette*, for instance, contains an erudite article about the reasons why Mercedes and Benz merged in 1926, this merger being a direct result of the appalling poverty into which Germany was plunged after the Naval blockade of 1919 and the invasion of the Ruhr by France and Belgium in 1923, a state of affairs which is, fortunately, not comparable with our present inflationary financial plight, although something of the sort is nibbling at the edges! The Mercedes-Benz Club rallies at Donington on May 9th, a busy day for one-make activities. The VSCC has its Curborough Speed Trials also on that Sunday.

Reverting to the interesting information to be found in Club magazines, the current *Bulletin of the Riley Register* carries special features on the Riley Kestrels and the V8 Autovia and an explanatory guide to pre-war models by Tony Bird. This guide lists 44 different Riley types, from Adelphi to Wentworth. Then the *AM Quarterly*, journal of the Aston Martin OC, has a most informative interview with Gordon Sutherland, who acquired the Aston Martin Company in 1932. The Club has started a Dudley Coram Memorial Fund, which W. Lloyd, 446, Hatfield Road, St. Albans, Herts., is looking after. A Type-W four-cylinder Minerva, thought to be of 1910/11 vintage, with some vital parts missing has changed hands in Australia. Information is sought about any of the V8 Autovia cars such as their Reg. Nos., present whereabouts, etc. Letters can be forwarded. The Bean CC has changed the date of its annual "Beano", which starts from the old Bean factory at Tipton, to May 16th.

Irish Fixtures

IN SPITE of the present vicious "troubles", Ireland seems to retain a happy knack of putting on carefree and enjoyable motoring events. The Irish Veteran & Vintage CC intends to have its rally over the 1903 Gordon Bennett circuit again this year, on July 9th-11th, for cars made before 1931, the oldest 70 entries to be eligible. Run under FIVA International rules, a 25% reduction fee in ferry charges from the mainland applies, the rally venue being about 40 miles from Dublin. Details from: E. P. Cassidy, Mountgorry, Swords, Co. Dublin. Tel: 740786 or 401257.

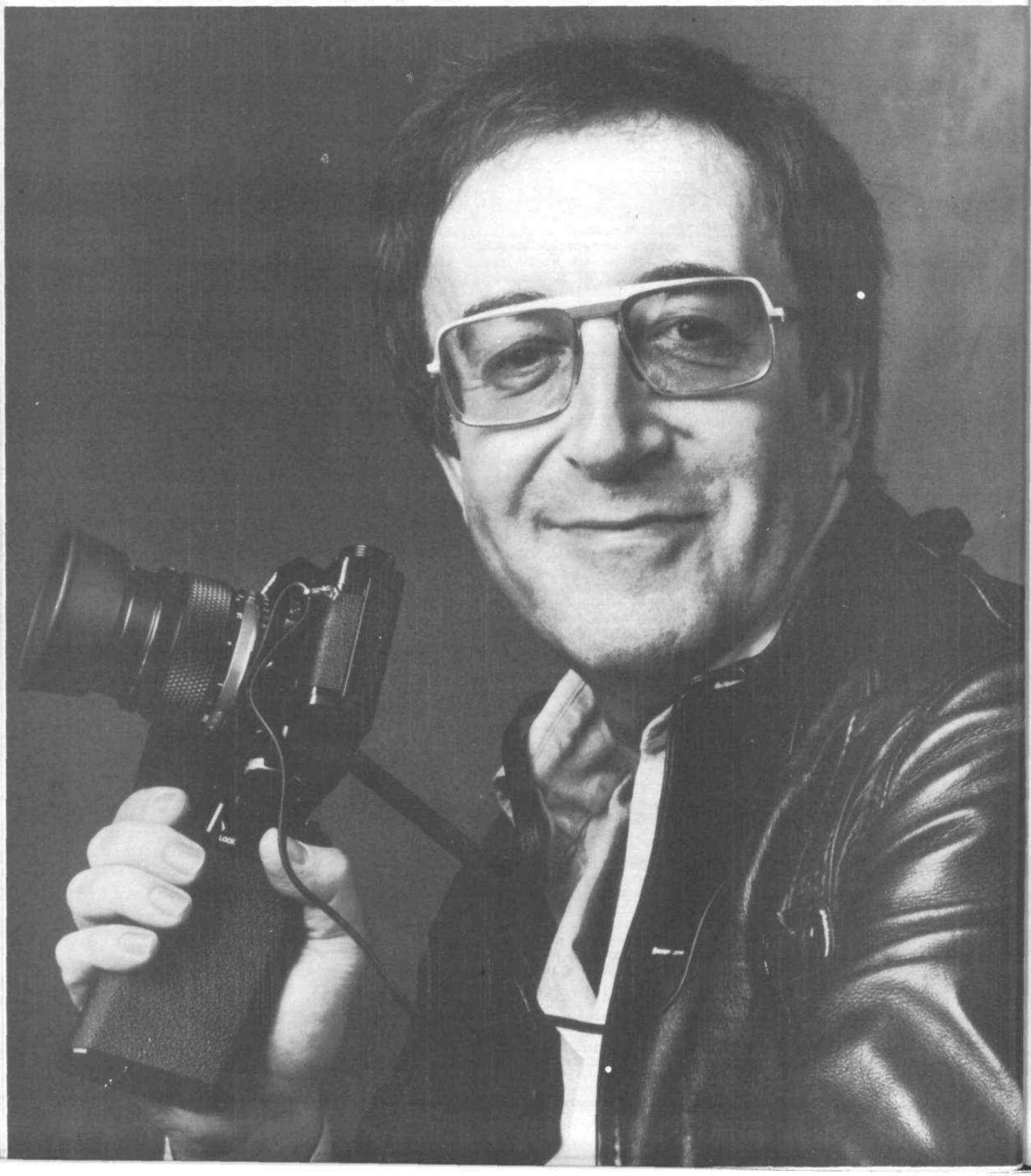
Those who feel like a faster Irish exercise may care to note that racing is scheduled to take place at the historic Phoenix Park course on September 18th/19th. A 12-lap event for Historic Racing Cars is envisaged, with good starting money and discounts on hotel and ferry costs. The person to contact is Bill Morris at Lower End, Leafield, Oxon, who will no doubt to taking his ERA.

Continued on page 494



The Darmont-Morgan found in Paris—see centre column.

NO PRIZES FOR GUESSING THE NAME.











Far left. Julie Andrews and Blake Edwards, Vericolor II, 100mm, hand-held 1/125 at f5.6.
Left. Susan Ford, Vericolor II on 100mm.
Below left. Liza Minnelli, 100mm, High Speed Ektachrome. (Courtesy Vogue Magazine.)
Below. Cheryl Tiegs, Vericolor II, 50mm, 1/125 at f5.6.

"I don't suppose you were fooled for a moment, were you? You knew straight away I was holding an Olympus.

I told the Olympus people you'd guess the name of their camera when they asked me to do this advertisement.

I said they're bound to know I'm holding the world's smallest, lightest single lens reflex camera, the OM1.

'But you've owned your OM1 for well over a year', they said.

'Your face is well-known. And appearing in the ad will give you the opportunity to tell everyone what you think of it'.

'My face', I asked.

'No, the camera', they replied.

Well anyway, here goes.

First of all, let me say how impressed I am with the compactness of the whole OM1 system.

'I am very impressed with the compactness of the whole OM1 system'.

(Olympus asked me to stress that point.)

I'm amazed at the way they've managed to compress a full-frame SLR into what used to be a half-frame SLR size.

You should see the motor drive. It's a third the size of the one I had with my last camera, a standard SLR.

That one was so big, I got charged excess baggage on buses.

I don't get any problems like that with my OM1.

It's the sort of camera you can carry around with you to get those off-the-cuff shots you only ever see when you haven't got a camera on you.

Actually, I've noticed they let me carry my camera most places these days, even to Vail, Colorado.

It was suggested I go there to do some pictures of President Ford's daughter, Susan.

Naturally, I jumped at the chance.

It wasn't so much that I thought shooting his daughter would make a nice change to trying to shoot the President, I just reckoned Susan would make a lovely subject for a portrait.

As it turned out, she did. And the OM1 performed marvellously.

It's so quiet, it didn't startle a single secret service man.

During the year I've owned it, the OM1 hasn't given me any nasty surprises, either.

It's been completely reliable.

I reckon it's the best camera I've ever owned, and, would you believe, I'm not getting a penny from Olympus for saying so.

Maybe I should fire my agent."

Peter Sellers.

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

Please send me more information about the Olympus OM1 and OM system.

Name _____

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OM1/MS/1

OLYMPUS OM1

VEV—continued from page 491

V-E-V Odds & Ends—An 8/18 Talbot coupé which has not been on the road since 1938, has been acquired recently by an STD Register member who also has an 18/55 Talbot. The latter is the fourth Talbot of this type in the Register and is a late-model two-seater with dickey. From the IoM comes a note to remind us that over in that Island there is no overall speed-limit, no seat-belt law pending, no MoT tests, no tyre-tread regulations, that car tax starts at £8 up to 1,000-c.c., with a maximum of £25 a year, and that the late T. G. Moore's Type 35A Bugatti and Frazer Nash-BMW have been left to his son, who is a member of the Manx Classic Car Club. A 1921 ABC and a 1922 Morris coupé have recently been restored on the Island. The 17th National Standard Register Rally takes place on June 17th, at Belvoir Castle. Details from: J. R. Davy, Popehill Cottage, Draycote, Rugby, Warwicks. Entries are requested for a rally and steam-vehicle event at Bow Lee, Middleton, Lancs., on the site of the old RAF Station off the M62, on May 22nd/23rd. Details from: A. Raumsley, 7, Heybrook House, Entwistle Road, Rochdale, Lancs.

Doug Baird has taken over Chairmanship of the aforesaid Manx CCC from Cecil Clutton, the latter becoming Vice-President. The owner of a 3-litre Bentley who has had the car since 1960 without discovering who put it together in its present form, seeks our help. It is car no. 497 (1924), engine no. 1164, Reg. No. GH 2493, and the significant thing is that the rear axle carries the chassis no. (ST 4001) of the first 4½-litre Bentley that was involved in the now-legendary Le Mans White House crash. The chassis was said to have been used afterwards for tests of early 6½-litre Bentley engines and broke up during a race at Brooklands. All this must, surely, be known to the well-documented BDC, but not, presumably, who built up this hybrid 3-litre in recent years. Letters can be forwarded. It is nice to learn, from a *Caffyns Ltd. Bulletin*, that the 1899 Benz Dogcart damaged last summer in a fire in their Tonbridge workshop is being slowly but surely restored by a 73-year-old employee, the bodywork being rebuilt from ancient ash found in the Company's Eastbourne coachworks and with mahogany from a defunct cabinet works in Tunbridge Wells. New solid tyres, new lamps, and new upholstery are in hand and the target is the next Brighton Run, for the Benz which Caffyns Ltd. acquired in 1935 has taken part in this event on 31 occasions and has only once failed to arrive. Another Hooker-Thomas engine, like the one in the racing car "Nanette", featured in these pages recently, is said to be on show in the Lytham St. Annes Motor Museum, although it appears to have a vertical-shaft-and-bevel-driven o.h. shaft, which is another variant on Parry Thomas' original form of drive. An unidentified Bugatti, probably a late-model Brescia, has been found at North Shore, New Zealand.

The *Western Mail* in conjunction with the County of S. Glamorgan is holding its customary Road Safety Run for pre-1940 cars on June 12th, based on Cardiff. There are the usual classes for veteran, vintage and post-vintage vehicles, including commercials, that for 1931-39 sub-divided into over and under 2-litres, and entrants are offered a free dinner for two, etc. Details from : Shirley Pridham, Western Mail & Echo Ltd., Thomson House, Havelock Street, Cardiff, CF1 1WR. The Bentley DC "On the Road" day is May 23rd, when it is hoped Bentleys will be set in action all the World over, to commemorate the Club's inaugural run of 1936. The President will be at home to receive a World-wide taped "phone-in" from Bentley enthusiasts.

Vintage Postbag

The Beverley-Barnes

Sir,

Your "fragment" on the Beverley-Barnes was of immense interest, as I did some research into the story of this make some years ago. Technical development was primarily the work of C. E. Noel-Storr, later with the Capac Company, and total production amounted to thirteen or fourteen cars, of which five were the original single-cam 4.8-litre 24/80s, three the enlarged 30/90 version, and two the small single-cam eights. One of these, a sportsman's coupé, was exhibited at the 1926 London Show; the second, a four-door fabric saloon by Surbico, was built up on a Bean frame and appeared at Olympia the following year. It is a matter of opinion whether there were three or four twin-cam cars. The 1928 show model with Ballot-style Harrington four-door saloon coachwork was retained by Omes Ltd. after they took over Beverley Works. The 1929 and 1930 show car (a semi-panelled sports saloon by Harrington again) was owned at some time by Sir Peter Hoare, Bart., but has now disappeared; while the Smith-Stafford car now in East Yorks was probably the '29 show polished chassis, subsequently completed as a saloon. There are shadowy rumours of yet another twin-cam with two-door closed coachwork, which allegedly went to Norway.

It would seem that the Beverley-Barnes cars were conceived as an insurance against the possible loss of sub-contract business. As this latter continued, the vehicles became economically redundant. There was, however, a European agent, Herr Badertscher of Zurich, whose "manor" covered not only Switzerland, but also Southern Germany and Alsace-Lorraine, and he even exhibited a 30/90 at the 1926 Geneva Salon. This car is believed to have been returned to England and fitted with saloon coachwork, but its actual fate is far more intriguing. It was fitted with sporting torpedo coachwork by Gangloff of Geneva—a branch of the better-known Colmar firm which made bodies for Bugatti—and fetched up in the Argentinian province of Cordoba, where it is currecently being restored by Senor Roberto Marucco. So far, however, all my efforts have failed to unearth a picture of the vehicle in its original Gangloff-bodied form, this body having vanished with the passage of time.

I would agree as to the resemblance to the unhappy 519 Fiat, but notice the badges



A reader sent us this photograph of the entrance gates to the old Beverley-Barnes factory—alas, even these went, a short time ago.

used on the cars. The big eights had a marked superficial resemblance to the Rolls-Royce, heightened by the entwined-B radiator badge. With the advent of the smaller cars the firm switched to a style very like that of the 1922 I-o-M Bentleys—and, believe it or not, with this new idiom came a winged-B emblem!

It would be interesting to know if any more Beverleys have survived. A big saloon (probably a 30/90) was owned by a Burnham (Bucks) garage in the middle 1930s, and ended its days in Shirley's yard at Cippenham. (I don't think it went to his bigger scrapyard at Flackwell Heath, as I knew this well and can't recall anything of this kind.) Another big B-B of unspecified type is said to have been scrapped by Trents of Parkstone about 1956. I enclose a picture of the last 30/90, a Labourdette cabriolet, shown at Olympia in 1927.

MICHAEL SEDGWICK

Sir,

My uncle, Captain Harry Pilling, worked for Beverley-Barnes during the period of the Company's existence. I am not sure of his actual position in the Company, but it was either Sales Director or Sales Manager. This was evident from the foreign stamps he sent me. (I must have been 12 or 13 at the time and these came from Persia, Romania, Bulgaria, Albania and what is now Yugoslavia. I wonder how many of your readers have stamps from Bosnia and Herzegovinia, or even known where they are!) Obviously I would say a drive to sell to the reigning Monarchy of the time.

During 1920/1930 I lived in the North of England and my uncle visited us, driving up from London in a white straight-8 tourer, virtually identical to the one shown in your photograph. In fact the gentleman shown at the wheel looks very much like my uncle. As far as I recall, the car I saw had a separate windscreen for the rear passengers, with a built-in waterproof cover for further protection. Over the years memories fade but I also recall that the radiator badge was not as shown in your article, but an intertwined B-B similar to the R-R of Rolls-Royce. It was this badge and the overall similarity of the radiator to Rolls-Royce that led, I believe, to Rolls-Royce taking legal action against Beverley-Barnes. Rolls-Royce won the

case and it was the consequences of this case that crippled Beverley-Barnes financially and put them out of business. [Is this a fact? —Ed.]

All this was 50 years ago and I have nothing to substantiate the foregoing. As a small boy, this beautiful large, white tourer was really out of this world!

Pangbourne G. N. PETTY

"Chauffeur's Corner"

Sir,

It was with the greatest interest that I read in your admirable "Chauffeur's Corner" series of Reg Smith and the splendid stable of cars belonging to the Perrins family of Davenham (not Davenhurst), Malvern.

I can add further information about some —indeed, most—of the cars mentioned or portrayed as part of the Perrins stable. The following details were obtained by me some years ago from the registration records of the Worcester City and Borough authorities:

FK 79	20 h.p. Argyll landaulette, dark blue, lined crimson. First registered on 10/5/1905: transferred to :— 28 h.p. Delaunay-Belleville limousine, dark blue, orange lines, on 28/8/1906 : transferred to :— 40 h.p. White steam car, open and landau bodies, dark blue, yellow lines, on 18/6/1910 to 31/7/1911.
FK 80	12 h.p. Argyll tonneau, dark blue, crimson lined; first registered on 10/5/1905 : transferred to :— 20 h.p. Delaunay-Belleville, side entrance, open, dark blue, orange lines on 24/5/1906 until 25/1/1913.
FK 139	12 h.p. Arrol-Johnston tonneau, dark brown; first registered on 21/6/1907 until 19/1/1909.
FK 174	28 h.p. Delaunay-Belleville, shooting wagonette, brown, black lines, first registered on 7/6/1909.
FK 277	26 h.p. Delaunay-Belleville, open, blue. First registered on 1/6/1911 until 9/4/1914 when transferred to :— 30 h.p. Sheffield-Simplex, touring body, dark blue on 9/4/1914.
FK 307	15 h.p. Naudin-Sizaire (sic), 2 seats, grey. First registered on 28/11/1911.
FK 352	59 h.p. Napier, open touring body, grey, white and black lines, first registered on 18/5/1912.
FK 374	20 h.p. Crossley, 4-seater, grey. First registered on 3/9/1912.
AB 2289	16/20 Sunbeam laundelette, green, first registered on 9/3/1912.
AB 2541	15 h.p. Napier torpedo, green, first registered on 12/7/1912.

The splendid Napier saloon, Reg. No. NH 926 portrayed on the Perrins' Scottish estate was not a "visiting" car but belonged to the family. It was registered in Northampton because of the circumstance that the Perrins family had a distant connection with Frank Newton, one of Napier's well-known racing men in the days of Edge, Stocks and Tryon, who had a motor business in Northampton, and the Perrins family, already keen Napier owners, needed no persuasion to buy this particularly exotic example.

For many years while living in Malvern, C. W. Dyson Perrins had made a practice of having their cars serviced by the Malvern Link firm of T. C. Santler, whose business had grown from that of general and electrical engineers, founded in 1875, through the manufacture of cycles to the manufacture on a very small and spasmodic scale of motor cars. Charles Santler claimed to have made his first car as early as 1887, a claim which it is difficult to substantiate conclusively. However, one of his early cars, built in 1896/7 still survives in the ownership, I believe, of Sir John Briscoe. I quote a testimonial from Mr. Dyson Perrins that was included in a series of brochures put out by Santler *c.*1911. By this time Santler had a fine reputation as a motor engineer:

"Davenham, Malvern.
December 6th, 1911.

Dear Sirs,

I am very pleased to be able to say that the work which you have done for me for many years past has always given me the fullest satisfaction, which is mainly due to the personal care you take in whatever is entrusted to you. I can give no better testimonial (except by continuing to give you my work, which I certainly hope to do) than by saying that I have to-day written to the Secretary of the Royal Automobile Club in answer to an official enquiry, and said that I consider you are worthy of the highest certificate which they issue.

I am,
Yours Truly,
C. W. Dyson Perrins."

Mr. Smith has himself a testimonial written on Santler's headed paper, dated November 1914, which T. C. Santler signed for him prior to his joining the Army.

The Worcester firm of coachbuilders mentioned as having built the very handsome body on one of the Perrins cars were McNaught & Co., Coachbuilders, Harness-Makers, Motor-Car Builders—(note, not McNaughton). [My error, not Mr. Smith's.—Ed.] Somewhat quaintly, but quite correctly, they described themselves as "of Worcester, with branches at London and Birmingham". Theirs was an old-established firm, run prior to the 1860s by a Mr. Kinder. About this time Mr. McNaught came into partnership, to be joined later by a third partner, Thomas Lamb Smith. The firm then traded as Kinder, McNaught and Smith. The former and the latter gentlemen subsequently left the firm, whose title changed to that of McNaught & Co.

The firm undertook work of the highest quality, their speciality being the superb state coaches of the kind used by High Sheriffs who were obliged to provide a state coach to convey Judges to the Assizes. The Company had something like a dozen such state coaches available for hire by various High Sheriffs during their year in office, these coaches being sent all over the country as required. The Company also had a considerable reputation overseas, building coaches for many Indian princes, for example.

They turned to motor work early in the 20th century and their catalogue of *c.* 1904 illustrates designs for a Side-Light Motor Brougham, a Single Landaulette, a side-entrance Phaeton, a Roi-des-Belges, and a side-entrance Motor Omnibus.

Such was their reputation that when Le Duc d'Orleans, who lived at Wood Norton, Evesham, celebrated the marriage of Princess Louise of France to Prince Charles of Bourbon and Sicily at Wood Norton, McNaught & Co. were entrusted with the task of providing motor cars, more than fifty of them, to transport the many royal and titled guests as necessary during the time of the extensive celebrations. In recognition of their services at that time, they were appointed formally as coachbuilders to HRH Monseigneur le Duc d'Orleans. His Most Catholic Majesty the King of Spain also, together with his retinue, used cars supplied by McNaught & Co. during his stays in this country.

The firm ceased coachbuilding in 1934, but the diligent seeker after the baubles of motoring history may still find a plaque announcing "McNaught Place" off a Worcester side-street as some commemoration of the former existence in Worcester of this firm.

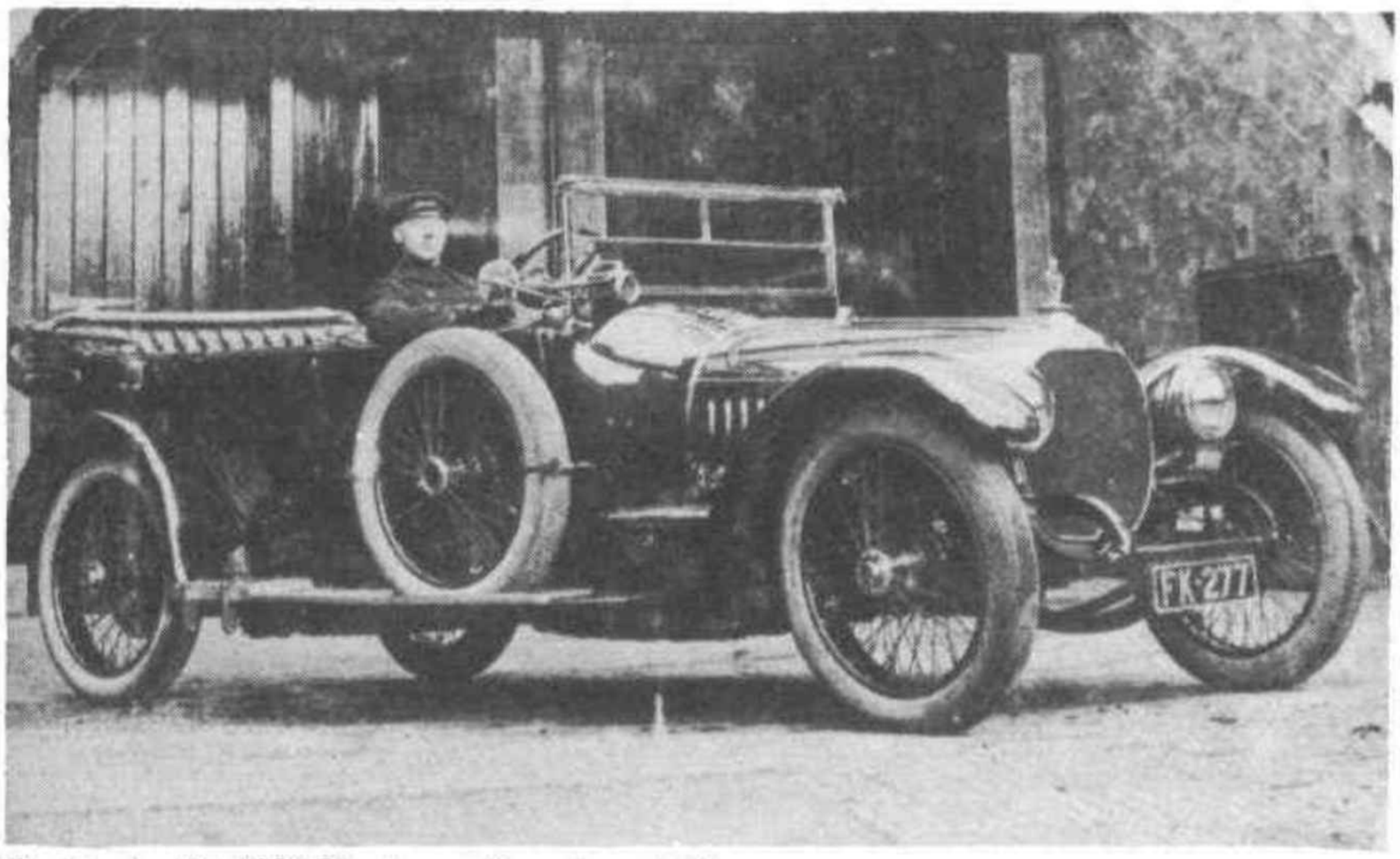
The Perrins family home, Davenham, Malvern, fortunately does still survive and is not in fact a hospital, but is a luxury home for the elderly, in which many of the Perrins family furnishings and treasures may still be found, and the magnificent gardens are still carefully tended. Alas, those Delaunay-Bellevilles and Sheffield-Simplexes no longer grace the drives.

On a lighter note, I have for long thought how Malvern, which Mr. Boddy finds so confusing, could so readily become the venue for a British version of the Monaco GP . . . it has everything, the winding hilly roads and streets, long-legged climbs around the Malvern Hills, the scenery, the ample hotels . . . except the Mediterranean itself, if only British legalities would allow racing on the public roads; much more attractive than the Birmingham project!

To conclude, may I wish you the successful finding of many more chauffeurs to continue a long run of "Chauffeur's Corner" . . . delightfully nostalgic!

Tenbury Wells A. B. DEMAUS

Continued on page 497



The Perrins Sheffield-Simplex at Davenham, Malvern.

There's a lot more to Wipac than you may think.

Over the past 50 years, WIPAC have earned a deservedly enviable reputation for high quality motor accessories, many of which are standard or optional equipment on the majority of British cars.

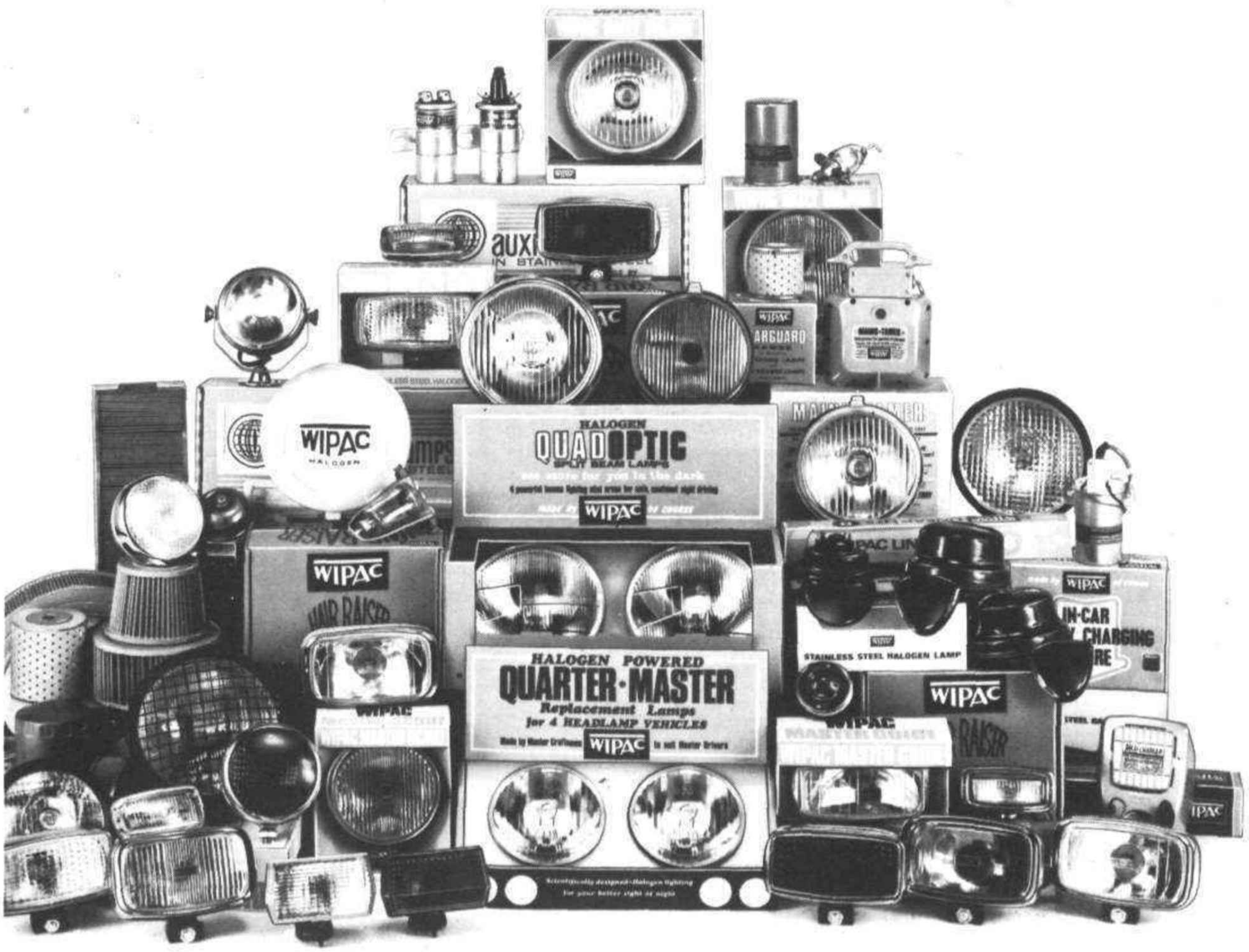
Although probably better known for lighting – driving lamps, headlamps, reversing and rear lamps – the WIPAC range of accessories is tremendous – ignition coils, battery chargers, switches, petrol, air and oil filters.

Yes, there's a lot more to WIPAC than you may think.

Available from Halfords, Longlife, garages and accessory shops.

WIPAC
make things better

THE WIPAC GROUP
BUCKINGHAM ENGLAND



continued from page 495

The Downward Vintage Trend

Sir,

With the sagacity of old age, I regretfully turn my back on the Vintage scene. The scene has changed. The sharp claws of commercialism have ousted the days of carefree enthusiasm which began during the nineteen thirties when old sports cars were comparatively cheap and thus enabled the impecunious to participate in the Sport. The situation now is ridiculous. Vintageism is now big business aimed at the exhibitionists who are apparently prepared to pay through the nose for what was once regarded as rubbish, and the price for rubbish is being kept artificially high by so-called Motor Car Antique Dealers who are now extending their activities to the junk of the immediate post World War II era. The result is that owners of nondescript old family barouches of no particular merit believe themselves to be possessors of Crocks of Gold.

"Replica" is a dirty word that should never be breathed in the presence of the "Cult". On the other hand "Restoration" is perfectly acceptable. What is not clear, however, is just how much "restoration" is permissible before an antique becomes non-original. If there is a yardstick, then it is a closely guarded secret. Not so long ago, somebody wrote an article eulogising on his "restored" racing car. The engineless chassis had been obtained from abroad "in deplorable condition, and with many parts missing". The car was handed over to an expert who made many new components to the original patterns—obviously using modern materials. An engine was then discovered. Needless to say this was from another vehicle altogether. A "replica" body was made and upholstered "to the original pattern, gleaned from photographs" and the eulogy ended by telling the reader that the car was now in pristine, *original condition*. One can assume that this is the treatment meted out to most of the exhibits that people gawk at with reverence at museums. It is certainly true of many of the exotic cars offered for sale by dealers. These have never been discovered reposing forgotten in vicarage outhouses, barns or hedgerows. They have been made up from heterogeneous parts, probably mostly new, and have then been fitted with brand-new coachwork, specifically to sell at fantastic and outrageous prices.

In conclusion, it is perhaps too late for sanity to return, and for prices to become a great deal more realistic, but we can perhaps call a halt to a situation which, in a few years time, will mean that owners of early "Minis" will be avariciously hoarding them under the impression that they are "Collector's Pieces".

Chertsey BRIAN CARSON

[Our correspondent contributed to MOTOR SPORT's "Cars I Have Owned" series in 1961, having owned many interesting vehicles, including a D'Yrsan 3-wheeler.—Ed.]

The McKay and Campbell Cars

Sir,

You ask for details of the Mackay (sic) car built in Nova Scotia. The correct spelling is, in fact, McKay, and the car was based on the Pittsburgh (US) built Penn 30. Built first at Kentville and then (on a larger scale) at Amherst, the McKay utilised American Buda proprietary engines and was made in 30-h.p. roadster and 40-h.p. tourer form and was current from 1911 until 1914.

The first Campbell car built in Christchurch, Hants, was a one-off built by the Campbells, who had a blacksmith's shop and cart and carriage building business. This was in 1902. They did not persevere, however, and it was not until 1922 that their successors J. Campbell (Christchurch) Ltd. re-entered motor manufacturing and this second attempt was hardly successful. In all, six chassis were laid down, five of which utilised 10.8-h.p. Coventry Simplex engines and gearboxes. They suffered from badly designed back axles, however, the trouble apparently stemming from a very small bronze bearing on the end of a very small bevel shaft, which quickly wore out. This caused the pinion to come out of mesh and the result was invariably a smashed diff. casing and crown-wheel and pinion.

The sixth car was, however, the most interesting, boasting a chassis almost two feet longer than its fellows and a tuned 11.9-h.p. engine (possibly a Dorman). It was apparently built to compete at Brooklands, but probably never did. In road trim with blue streamlined body and aluminium bonnet one car was advertised (together with illustration), in *The Light Car and Cyclecar*, for £450. Described as very fast, an exceptional hill-climber, and ideal for fast touring, it was probably the only Christchurch Campbell ever advertised nationally.

M. WORTHINGTON-WILLIAMS

Hassocks

The Hon. Victor Bruce and ACs

Sir,

Thank you for your most interesting article in the March MOTOR SPORT about the Hon. Victor Bruce and his exploits with the AC car. This revived many memories as I used to follow these events with the keenest interest. Over many years, my brother and I bought four ACs of the old 2-litre 6-cylinder variety after graduating from a 1915 2¾-h.p. Douglas motorbike which I bought for £30 in 1920 to a 3½-h.p. Sports BSA which I bought at the 1923 show, to a Zenith which came from the 1925 show together with sidecar.

The first AC was a 1924 model which I bought for £100 in 1928 (XW 1339) with which I got a "gold" in the 1929 MCC Club's "Land's End". (With my brother home on leave from India as passenger.) In that trial the works' AC was driven by A. J. Mollart who was driving PK 6322 which had a considerable history attached to it. (Incidentally, Mollart's passenger in that trial is second from the right in your photo of the Monte Carlo AC).

My next AC was a very beautiful 1930 2-seater drop-head coupé (PL 6504) which I bought in about 1935/6. It was so solidly built that it was really rather too heavy for the engine and was not very sprightly.

Before that I had bought a 1929/30 drop-head coupé, brand new from H. F. Edwards. A very lovely car; but, I only drove it for two or three months until I shipped it out to India for my brother who drove it all over the place in India including various tea gardens in Assam until he returned to England in 1949. He reckons he did something like 250,000/300,000 miles with it and when he came home he turned it over to his brother-in-law who trundled it around the Dooars tea gardens in Assam for two or three years. (While my brother had it, they even chased a rogue Hamadryad round a tea garden until they could blow its head off with a shotgun.) This same unfriendly snake having caused a slight hiatus amongst the tea-pickers. Last heard of, I believe it was back in Calcutta still going.

The last AC was a 1949/50 saloon which my brother bought while he was living at E. Molesey about 1955 and which is still in use regularly since he moved to Norfolk four or five years ago.

E. Putney F. L. SURREY

Regular Use of the Older Cars

Sir,

I was most interested to read the letter from Mr. Pelton regarding the regular use of pre-war cars. I too am concerned over the lack of use of these cars, for I know of many which travel only a few hundred miles each year, and just listening to the abysmal gear changes heard at VSCC meetings (especially amongst the spectating cars) shows that their drivers are lacking in the one certain ingredient in a silent change, practice. I do not own a modern car, but prefer to drive a 20/25 Rolls-Royce saloon, 3½ Bentley DHC and two Austin 7s. I wonder how many of your other readers drive nothing but pre-war cars?

Depreciation of modern cars and appreciation of older ones apart, I am convinced that an Austin 7 is cheaper to run than any modern car, and most parts can be easily obtained. Regular use ensures that even my 1928 Austin 7 is more reliable than most 1976 vehicles.

MoT testing has recently become a problem—not through the cars being in poor condition, but through the sheer ignorance of the inspectors, who frequently require the most tactful handling. I once watched a mechanic solemnly examining the "brake pipes" on my 20/25, until I pointed out that the brakes were cable-operated and that he was looking at the centralised lubrication system!

Bolney R. J. de LITTLE

Not a Miller?

Sir,

The so-called Miller single-seat racing car described on page 256 of the March 1976 issue of MOTOR SPORT resembles no product of Harry A. Miller of which I am aware, certainly no 1½-litre car.

There were any number of dirt track single-seat specials built in the early 'thirties using comparatively inexpensive Miller four-cylinder engines converted or derived from the 151 cubic inch marine engine, but the styling of the car shown is not all typical of such cars. More importantly, the two-branch exhaust pipe on the *left* side of the car would not lend itself conveniently to any Miller engine ever built.

Until further details or more revealing photos are forthcoming, I'm forced to dismiss these cars as those of some other Miller.

Santa Monica MARK L. DEES

[So what now, Miller experts?—Ed.]

RALLY REVIEW

The Portuguese Rally



Munari makes light work of the atrociously wet conditions early in the rally.

POLITICS are to sport as water is to oil, and we have no time for any situation in which race, colour, creed or political leaning can exert influence on any sporting occasion, whether it be an angling contest, a major international rally or even a simple marbles match. Last year, the brave organisers of the Portuguese Rally went ahead and ran the event in the face of strong criticism from many who felt that the country's political unrest presented a danger to the rally and all concerned with it. There were all manner of incidents, numerous roadblocks and even a shooting, but the rally nevertheless ran through to the finish with no more than a few small route cuts and a fair measure of prudence.

This year there were obviously fears that the political situation had not improved, although news reports did not give that impression. Entries were nothing like as numerous as they were in the past and eventually only 62 cars started, just seven of them driven by professional crews. As it happened, the fears proved to be quite needless, and it was a great shame that what was possibly the best organised Portuguese Rally to date, with enthusiastic crowds of spectators everywhere, attracted far fewer cars than it deserved.

One local competitor summed up the feelings of his fellows by asking where were the British, the Swedes, the French, the Germans and all the other privateers who seemed to go back to Portugal year after year? "All is now quiet here. There is no danger." He was right, everything was quiet and the only boisterous gatherings of people were at special stages to shout encouragement to the drivers as they went by.

In the past, the rally used to have numerous starting points around Europe, at cities with major airports served by Portuguese Airways, the event's former sponsors. That gave way to a Lisbon start, with all the traffic and parking problems which one expects in city centres. Then the start was moved to Estoril, the resort some half an hour's drive westward along the coast from Lisbon. It was here and at nearby Cascais that most visitors chose to stay anyway, so it was doubly inconvenient that the organisers kept their headquarters in Lisbon throughout the event.

This year all that was changed and the entire headquarters set-up was housed in the towering Estoril Sol Hotel overlooking the sea between Estoril and Cascais. Scrutiny was carried out in the hotel basement, whilst both start and finish were at Estoril Autodrome, just ten minutes drive inland. The hotel was once a dollar-catching stopping point for well-heeled tourists, mainly Americans in labelled groups, but nowadays the package-dealers have vanished and nearly every hotel is partially occupied by unfortunate refugees from Angola and Mozambique. It meant that for the week of the rally, competitors, mechanics, organisers and other visitors were virtually the only guests at the hotel. It was most convenient for all, except for those on the higher floors who had interminable waits for lifts which were being ambushed at every floor by the small children of the refugees.

As usual, the rally ran from Estoril in the South right up to Porto and beyond in the North. There are fine roads for special stages all over Portugal, and it would have been a more compact, workable route had it not used almost the entire length of the country. But the present backers of the rally are the producers of *Vinho do Porto* and it was natural that they should expect the rally to visit their home in the northern city.

There was a time when one could fit a rally car with "compromise" equipment which would enable it to perform adequately in all manner of varied conditions. Nowadays to be just adequate is not enough; one must have optimum performance at all times to have a chance of beating the other teams. The most difficult rallies are therefore those which run over varying surfaces in varying conditions, and great thought has to be given to such things as tyres, suspension ratings, differential ratios, etc. The Portuguese Rally presented conditions which were as varied as any, but there was no evidence of the standard Monte-Carlo practice of making last minute recce trips over the special stages to note all the ice and to determine which tyre/tread/compound/stud combination will be best.

Stages were on both tarmac and dirt, with gravel and even mud turning up to catch the unwary. The weather produced sunshine, rain, mist, low cloud and even snow, so no-one could say that the rally pandered to fair weather men.

Two works Stratos, two Toyotas, two Opels and a lone Alpine A310 "rented" from the Dieppe factory represented the entire professional contingent, who were more or less in a rally of their own, with the others following at a not so respectable distance. There were some well-driven locally entered cars, of course, notably the Opel Kadett GTE of Manuel Pereira who competes under the pseudonym "Mêqêpê". He finished third.

Almost before the rally had got into its stride two of the leading runners were out, Walter Röhrl when his Opel Kadett GTE broke its central propshaft coupling less than half a kilometre into the first special stage, and Jean Ragnotti when his Alpine-Renault A310 lost adhesion on the "lift" of a slight crest on the second stage, left the road and pretty well destroyed the front left corner of the car. Not long after, Anders Kulläng's Kadett succumbed to head gasket failure and Hannu Mikkola's Toyota Corolla, a newly-built car on its first rally, struck the footpath kerbstone during a sideways negotiation of a narrow bridge, sending the car into a wedged position between the stone parapets. The road was cleared pretty smartly with the help of spectators, but there was no hope that the badly damaged car could continue.

All this left just three runners, both the works Stratos of Sandro Munari and Raffaele Pinto and the Toyota Celica of Ove Andersson. The Brussels-based manager/driver/developer drove magnificently and managed to get into second place, ahead of Pinto's much more powerful Stratos, but in the second half the Italian began eating away at Andersson's lead. Just as it looked as though he would move ahead, coil failure dropped him back again and eventually he finished fourth, behind both Andersson and "Mêqêpê".

Both Stratos suffered gear selector failure at different times, Munari finding himself stuck in second and Pinto in third. This is by no means a new problem, for it stopped Munari on January's Monte-Carlo Rally for a while. But at least it is well-known, so its remedy is straightforward if a little time-consuming. Indeed, it is necessary to remove protection devices and work on the unit from beneath in order to free the mechanism.

Munari was virtually untouchable. Right from the start he went into the lead and kept it to the end, despite having the use of just one gear on the whole of one stage and most of another. His victory gave Lancia another twenty World Championship points, bringing the make's total to 50. Toyota picked up its first 15 points of the year, but the most significant was Opel's 12, bringing the German team to a striking position just 16 points behind Lancia. When this issue of

Continued on page 504

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THE MOTOR RACING OF ANTONY POWYS-LYBBE

Recalled in a recent interview with the Editor

I HAD long regarded Antony Powys-Lybbe as the personification of the amateur racing driver who was notable for many successes with those distinguished Monza and *monoposto* Alfa Romeos. The other day he kindly entertained me at his house in Hertfordshire so that we could recall the days when he was an active participant in the sport. Asked what turned his interests in a motoring direction, he confessed that his father, one of a famous family which can be traced back to estates in Ludlow in 1250, had kept cars, including such exciting machinery as a Sixty Mercedes and a venerable 1908 Berliet landaulette that continued in service up to 1922. But Antony Powys-Lybbe, who was five when Europe was plunged into hostilities, says such family transport had very little influence on him, although he was taken to Brooklands in the 1920s.

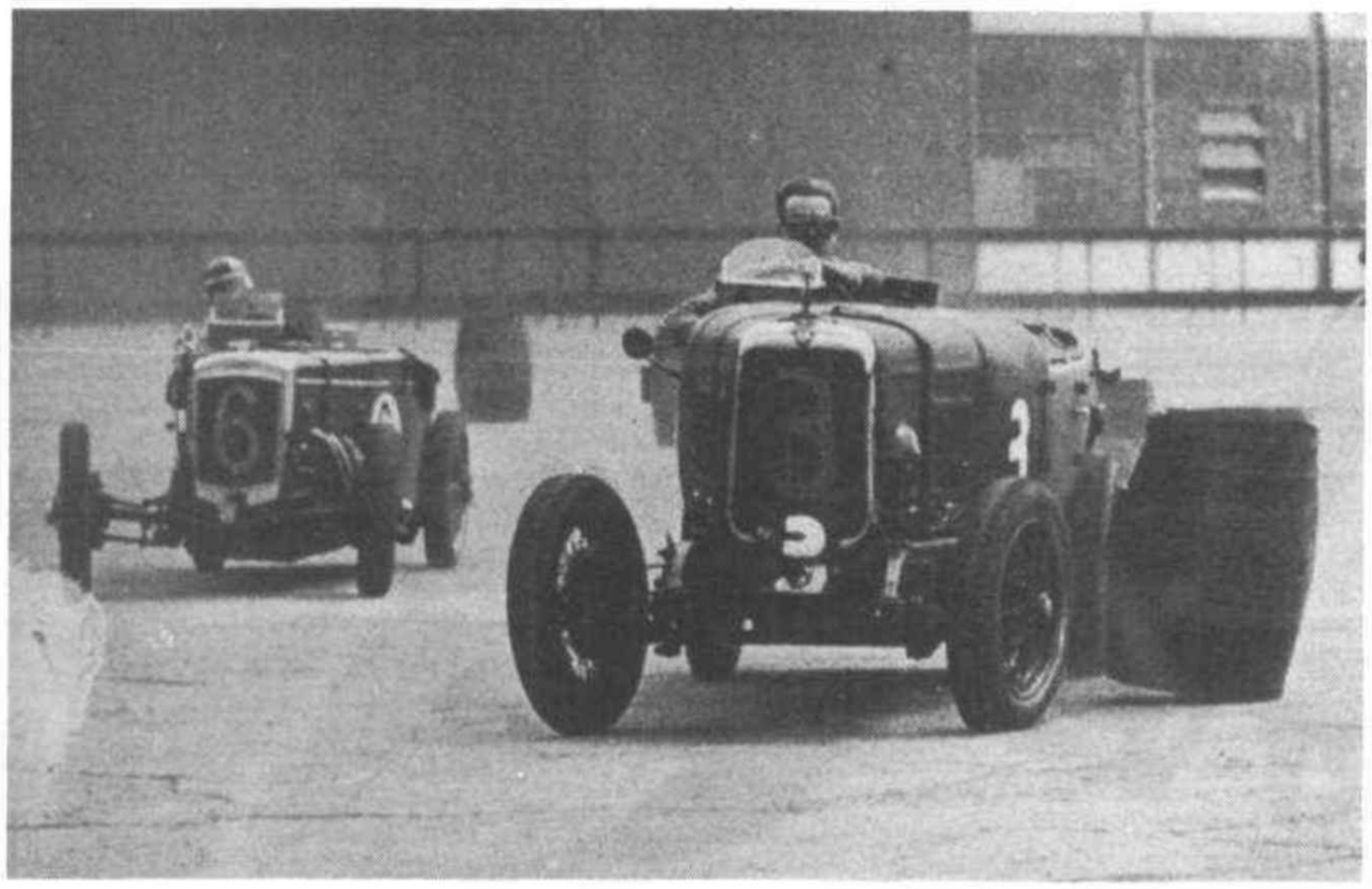
It was after he had entered the Army and had time to spare that he took up competition motoring as a pastime. His first vehicle had been a Morgan three-wheeler. This was followed by a Morris Minor and a Swift Ten. The latter was used for his first essay at competition work. Stationed at Catterick, he went in for a Richmond & DMCC event. As everyone else was on motorcycles, the Swift was given an award, as the only car competitor! His appetite whetted, Powys-Lybbe took his late father's 20/60 Vauxhall saloon (the General Motors model) through an MCC London-Edinburgh Trial.

Powys-Lybbe bought a new 12/60 Alvis, in 1931. By 1932 Powys-Lybbe had decided to use the Alvis for racing. Wishing to continue driving in trials, he acquired a 1912 Talbot 12 CT for £25, a car Malcolm Campbell had used for hill-climbs. It was endowed with a light body and headlamps set close together, as on later racing Talbots, and was introduced to the SODC at their Night Trial, with Hubert Hardy as passenger. The pre-war Talbot did very well, winning the 1933 Hess Challenge Cup in the Night Trial but was later destroyed in an accident. It was replaced by an OE 30/98 Vauxhall, bought for £24 and in poor condition, so that it was continually running bearings. There is a fine picture of it in one of his photograph albums (kept, incidentally, by his enthusiastic sister), ascending a typical trials hill with the May brothers in the back, adding weight over the driving wheels. There is insufficient space here to deal with all Powys-Lybbe's competition exploits, but the Talbot and the Vauxhall were used for various events, the former, which was "faster than a 3-litre Bentley", even doing an Experts' Trial, climbing Litton Slack and other famous hills.

Powys-Lybbe had tasted speed work in 1931, when he ran his Alvis in the MCC One Hour High Speed Trial at Brooklands, etc. It was then a "very ugly" high-radiator car. With a 12/50 big-port head and short-stroke crankshaft it was gradually developed into a very useful competition car. Its owner contrived dry-sump lubrication by bolting a second oil-pump beneath the original one, driving it by an extended shaft, and he tuned it in various other ways. He was friendly with Michael and Toby May, who were also drastic tuners of Alvis machinery.

The Alvis had been taken through the 1933 Land's End Trial, in which it overturned when its driver dozed off for a moment. Much all-night toil had it racing at Brooklands on the Easter Monday. It had now been given an aluminium duck's-back body, purchased for £2. At the Whitsun Meeting its driver was already using his later well-known wide sweep round the Fork hairpin in Mountain races, but there exists photographic evidence that he missed a marker-tub on one lap by less than a hairsbreadth! The Alvis was taken to the first Donington car meeting, carrying a passenger, who was bare-headed like the driver (no insistence on protective clothing then!) and it came second to a Frazer Nash in its heat. Later the car was lowered, and fitted with a handsome pointed-tail body and undershield. In order to meet the new low lines a radiator, with the original "inverted-triangle" badge, from a scrapped 11/22 h.p. Alvis, was used. In this form the car was a close second to an MG Magna at the 1933 Stanley Cup Meeting at Brooklands. The following year, in this form, the Alvis won a 5-lap handicap from Percival's Frazer Nash and Doreen Evans' MG, averaging 81.24 m.p.h. in spite of coasting over the line with a dead engine, after the timing-gears had stripped. Its best lap was at 88.15 m.p.h. It was all a great social occasion in those days and Powys-Lybbe's friends had urged him over the line to pull off this rather dramatic victory. . . . The Alvis was again run at Donington that year, while at Brooklands it lapped at 90.22 m.p.h. in the 1935 First August Short Handicap, but was unplaced.





Antony Powys-Lybbe, cornering wide on this occasion, in his 2½-litre four-seater Alvis smites a marker-tub at the Fork hairpin on the Brooklands Mountain circuit. Nevertheless, he was placed 3rd, after making fastest lap, at 67.93 m.p.h.

In 1932 Powys-Lybbe had ordered an ex-Team Talbot 105 from Fox & Nichol but when he looked at it there did not seem to be many racing features left on it, although he was informed that it had special brake drums. So he went off to see Georges Roesch, at Barlby Grove, who told him that he "would be looked after". However, it seemed prudent to cancel the order and the agents raised no objection.

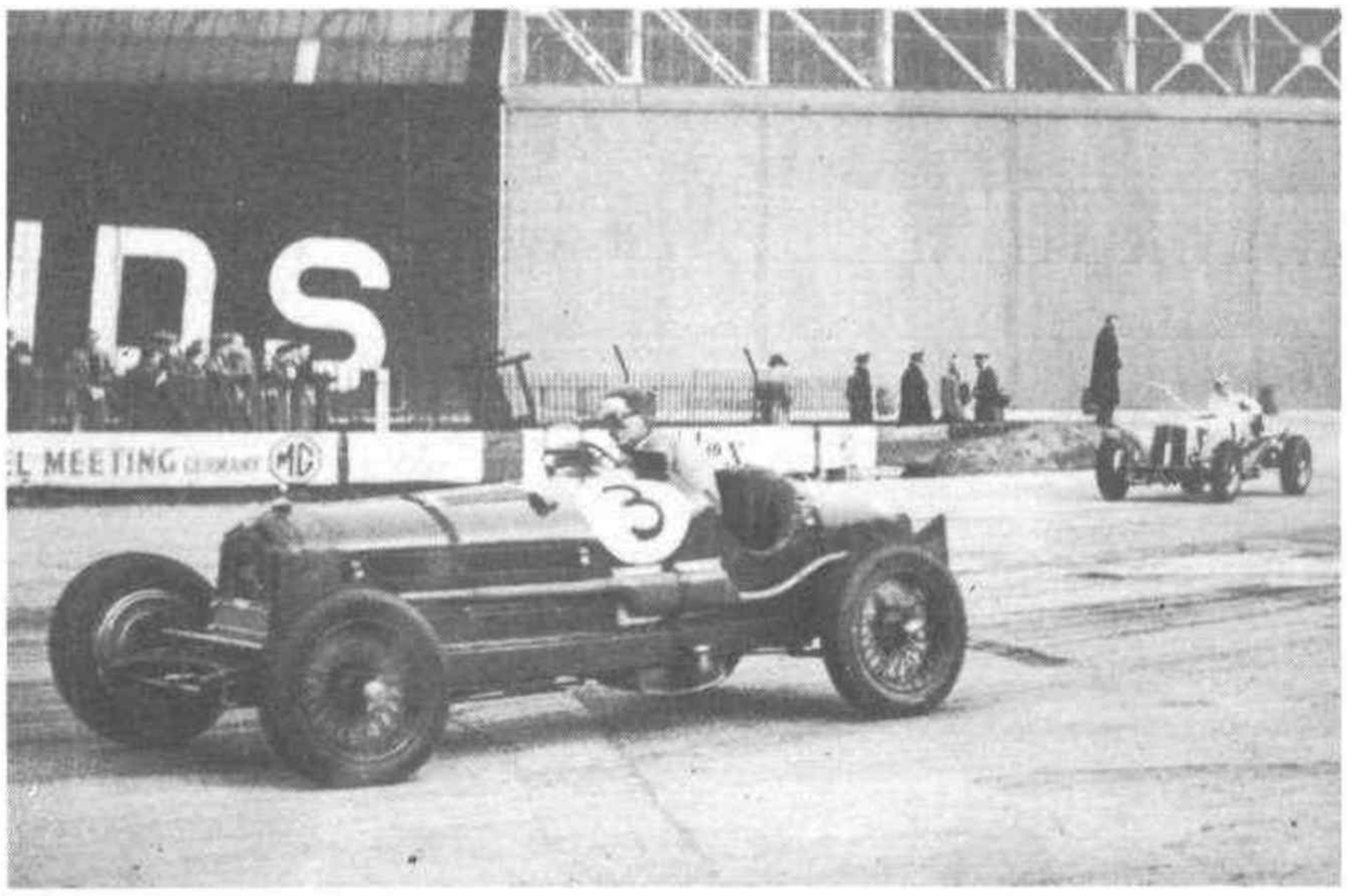
For 1934 a Silver Eagle Alvis four-seater was acquired. It was a 1929 model costing about £100. It did well in the SODC Spring Trial, gaining a Premier Award, and was then tuned by its owner for racing; he did all the work himself, except for specialised machining, etc. Before this he had continued to run the smaller Alvis at Donington, often going up alone, towing one Alvis with the other, on a self-steering bar. On one such occasion the car being towed came off the bar and ran into a thorn-hedge. It was undamaged, so was re-hitched and Powys-Lybbe proceeded, not realising that the hedge had suffered. However, someone had taken the number of the towing car and he received an irate letter from

the owner of the hawthorns. He called on the gentleman concerned, who was soon appeased by the promise (fulfilled) of the loan of "Extracts from the Diaries of Caroline Lybbe Powys", by then out of print. . . . The Silver Eagle was also run in the CUAC speed-trials, driven by Michael May. The 12/50-engined "1½-seater" Alvis was still being raced in 1935, Powys-Lybbe winning a Mountain Handicap with it at the Whitsun Brooklands Meeting, and it still appeared occasionally at Donington. The Silver Eagle Alvis was run in the Ulster TT in 1934 and 1935, a more ambitious undertaking, the Brooklands tuner, Robin Jackson, now breathing on the engine, and the lighter body off May's 2-litre Alvis being fitted. Although the car was not exactly standard, having a Speed 20 cylinder block and head by 1935, the Scrutineer, Hugh P. McConnell, passed it without comment, probably knowing it was unlikely to finish "in the money". It retired, in fact, on both occasions, but lapped at over 77 m.p.h. in the 1935 race. In TT trim this car won its class at the Shelsley Walsh hill-climb, helped no doubt because its owner had worked out how to obtain closer ratios than were in a normal close-ratio SE gearbox.

Apart from racing, the subject of this interview had taken part in one trial or another almost every weekend, with greater or lesser success, in cars of varying suitability. He took part in events run by Clubs large and small, including his own local Sporting Owner Drivers' Club, in cars which included the four- and six-cylinder Alvises, a standard-wheelbase 5th Series Lancia Lambda, the OE 30/98 Vauxhall and the aforesaid 1912 Talbot.

Already Powys-Lybbe had gained much experience and he now decided that the time had come to try motor racing with a real car. He is a modest man, addicted to attributing any success that came his way to luck, or the misfortune of others. He was, in fact, a driver of great intelligence, having no affinity with those who took cars off the line brutally, cornered on ridiculous "lines", and/or punished their brakes into corners. He had a high opinion not only of Nuvolari, but of such British drivers as Whitney Straight and Dick Seaman, etc. To emulate them as far as his skill allowed, he purchased the 2.3-litre Monza Alfa Romeo that had been used with success by such famous drivers as the Hon. Brian Lewis, John Cobb and Luis Fontes. It was the car with which Fontes had won the JCC International Trophy race, having hired it because his MG was unready, the car carrying No. 13 and its driver never having driven this kind of car before. Powys-Lybbe entrusted it to T & Ts and it used to be taken to distant races by train, accommodated literally in a fruit or similar van.

With this Monza Alfa Romeo Powys-Lybbe had to learn to drive all over again and at first found the Monza very uncomfortable, the ride being so hard, especially when the fuel tank was nearly empty, so that it was inadvisable to eat for three hours before a race. After the British Empire Trophy at Donington, a tiring 300-mile race, his hands were badly blistered and thereafter he wore gloves, and he learned to take a light grip on the steering wheel, flexing his wrists and forearms instead of moving the biceps up and down, when cornering. Although drivers sat close to the wheel in those days, Powys-Lybbe took more armstretch than many. The Alfa Romeo, like a



Powys-Lybbe driving his 2.3 Monza Alfa Romeo in a Mountain Handicap at Brooklands in 1936, chased by Bira's ERA.

Bugatti, had very light steering, which it paid to treat lightly.

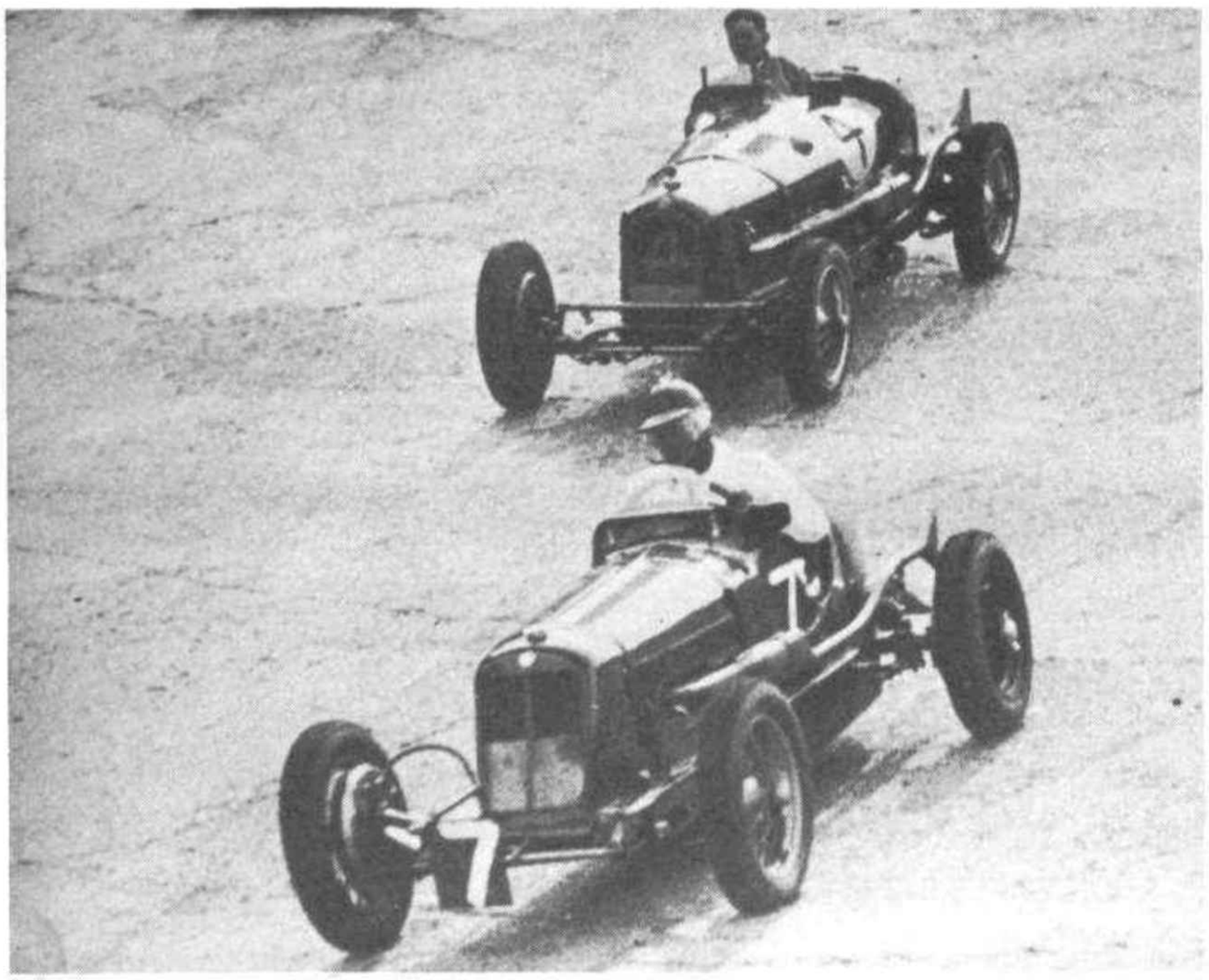
This Monza proved an extremely reliable car. Indeed, the engine was only overhauled after four seasons. But it was very sensitive indeed to climate. With alcohol fuel the carburation had to be carefully adjusted to weather conditions and even then, if it was fine and warm on one part of a circuit but damp and cooler elsewhere, the engine would misfire quite badly through over-richness, whenever it ran into the sunshine, as happened at Cork. One had always to guard against running lean and having a small hole appear in a piston crown, though no valve had touched it. Melted, of course!

With this Alfa Romeo, owned today by the Hon. Patrick Lindsay, Powys-Lybbe had some good racing. He was fifth in the 1936 British Empire Trophy Race at Donington, had transmission trouble in the "200", but was running at the finish of that year's Donington GP. In Ireland the car and driver excelled. Second to Tongue's ERA in the Cork GP, finishing ahead of a *monoposto* Alfa Romeo on handicap, Powys-Lybbe then won the 150-mile County Down Trophy handicap, setting a lap record of 86.66 m.p.h. and averaging 84.36 m.p.h. The previous lap record was at 82.87 m.p.h. by Fontes in 1935, in the same car. Powys-Lybbe saved time by not slowing for hump-backed bridges but a cracked side-member was discovered not long afterwards. So he says Fontes deserved the greater credit—for discretion!

In 1937 the Alfa Romeo was third in the Campbell Trophy Race at Brooklands, behind two Maseratis, and at Cork, partly in pouring rain, that suited Powys-Lybbe, he was second to an MG on handicap, having lapped in the rain seven m.p.h. faster than Charlie Martin, who was driving a 2.9-litre *monoposto* Alfa Romeo. He then went to Portugal for the Vila Real GP, in company with Rayson and his 4C Maserati. He was urged to make a go of it but was content to drive sensibly in the aged car and when Rayson and several others retired, Powys-Lybbe came in a comfortable second. That is how he modestly puts it, but there is no doubt that he was now a very formidable opponent. . . .

He found the light steering of the Monza good in the wet and liked to take the widest possible line on corners, exactly cutting the apex—this once caused him to be called before the Brooklands Clerk-of-the-Course for going too high, as the Observers thought, on the Members' banking corner on the Mountain course. The fuel for the Monza's engine was mixed by Pratt's (Esso) in milk churns and these short Irish races did not call for pit-work. T & Ts sent a mechanic out with the car, usually Bob Redding, who was an excellent engine fitter, who had built up the engine of Lord Howe's 1½-litre Delage and those of many famous cars, including the Napier Lion engines in Cobb's LSR car, under Ken Taylor's supervision, of course. In Portugal, though, Powys-Lybbe had to mix the fuel himself, in four carboys, Toby May helping. Dunlop Mac looked after tyres, but free ones were never provided. At first there was a small discount off the price, rising to 50% after Powys-Lybbe had started to win races. Incidentally, Powys-Lybbe joined the Brooklands Aero Club in 1937, not because he was an aviator, but because it was less expensive than the BARC and you could see all the races after having gained admission to the Aerodrome. Also, "you got a better lunch"!

The Alvis four-seater had continued to gain places at Brooklands in 1936 and 1937, along with the Alfa Romeo, the Monza lapping at 122.97 m.p.h. In 1937 Lybbe shared the ex-Campbell 4-litre V12 Sunbeam with Brackenbury, in the BRDC 500-Mile Race. It was his first experience of a pre-selector gearbox. The engine was very smooth and the ride very comfortable but 3rd gear slipped, and there were no brakes to speak of. Brackenbury took the first stint and, when he came in, wiped the rim of the steering wheel for his co-driver, which Lybbe thought rather nice. He soon found this was because the engine was flinging out so much oil that goggles and glasses had to be discarded and pit-signals could not be read, so that when told to ease-off, he went faster, tucking in behind the *Bimotore*



Powys-Lybbe in the Monza Alfa Romeo on the banking turn of the Brooklands Mountain circuit, chasing E. K. Rayson's Maserati. He came home in third place.

Alfa Romeo. In the end they were placed fourth, Powys-Lybbe having lapped at 132.8 m.p.h.

In 1937 he bought in Milan that Platé-modified 1½-litre straight-eight Talbot-Darracq, thinking it would be useful for *voiturette* racing, like the Delage of Earl Howe, and later of Dick Seaman. But it was an error of judgement and although it was brought to England by LEP Transport and was raced once or twice, it was soon sold. The Platé chassis was too high and narrow and was "no use at all".

After the war he bought the ex-Raph, ex-Jill Thomas 2.9-litre *monoposto* Alfa Romeo from T & Ts. At Curragh in 1949 they had to work all night replacing a burnt-out piston. This meant that after "Benny" Benstead had sent his driver to bed this T & T fitter removed the block and changed the piston on his own. It was wet for this Wakefield Trophy Race and after Walker's ERA and Watson's Alta had gone up the escape road at the first corner and Salvadori's Maserati had crashed at the same place and caught fire, all Powys-Lybbe had to do—or so he says—was to keep ahead of Fotheringham-Parker's 6C Maserati. He won, at 71.82 m.p.h. In 1950 he won the Ulster Trophy and the racing-car class in the Leinster Trophy from scratch, but retired in the Wakefield Trophy.

Powys-Lybbe says this 2.9 Alfa Romeo was just as reliable as his 2.3. Legend says that bottom gear would break up if used for anything but starting. This was quite untrue, but the secret was sensible handling, just as, when he had complained to Cobb about juddery brakes on the 2.3, he was told they were not intended to be slammed on while the driver was looking for an escape road! The 2.9 Alfa still had its pre-war engine bearings in 1954 and it also had its pre-war brake linings! The gearbox, as has been said, gave no trouble. It was a faulty magneto that caused it to retire from the only VSCC race, at Silverstone, for which Powys-Lybbe entered it.

I think he found those Irish road races the best fun, regardless of tramlines and the proximity of lamp-posts, stone walls and spectators! He would go over accompanied by some of his young sons and enjoy himself. He found this mixed road-racing quite safe, "because the flag-marshals were so good and the Irish drivers, even of slow Ford Specials and the like, knew what it was all about." It was there that, wearing glasses and with his cap invariably back-to-front, Powys-Lybbe was known as the "school-master". This has caused some of us to assume this to have been his profession, but, in fact, his addiction is to music, not academics. (He brushes off his charter of electrical engineering.) There is a picture of him, with this typical head-gear, being presented to the Prime Minister of N. Ireland, after winning there. "I suppose I should have taken my cap off," comments the aristocratic Powys-Lybbe, with a twinkle in his eye. . . .

Incidentally, the 2.9 Alfa Romeo was sometimes taken to races in T & T's ex-Straight Dodge furniture-van. This gave rise to the rumour on one occasion that Powys-Lybbe didn't have anything but the racing car, because after winning in Ireland he went the 30 miles to the prize-giving party by 'bus. In fact, it was customary to leave the van in Liverpool and *drive* the *monoposto* from the docks to the circuit, to which the Irish police raised no objection. But, of course, this left Powys-Lybbe without road transport after dark!

The subject of this interview is, as I have said, very modest. He has described his racing to me as "such a non-career", saying it took him 22 years to learn a glimmering of the technique, "bit by bit, chance by chance, and then it was too late." He found that the zest had gone. Winning came to give him little pleasure and it even seemed to be a bit vulgar and pointless, and he never went to a race again.

But the interest in cars remains. Before the war, there was a 1900 two-cylinder Fiat, bought for £10 from Cecil Burney, ex-Ken



Victory scene.— Antony Powys-Lybbe with the Prime Minister of N. Ireland after winning the County Down Trophy Race in Bangor in 1936, the Monza Alfa Romeo in the foreground. It will be noticed here, and in the heading picture, that this amateur racing driver wore his cap back-to-front, as "FiFi" Etancelin always did.

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If you forget to replace the oil filter on your car, your bad memory could cost you a packet.

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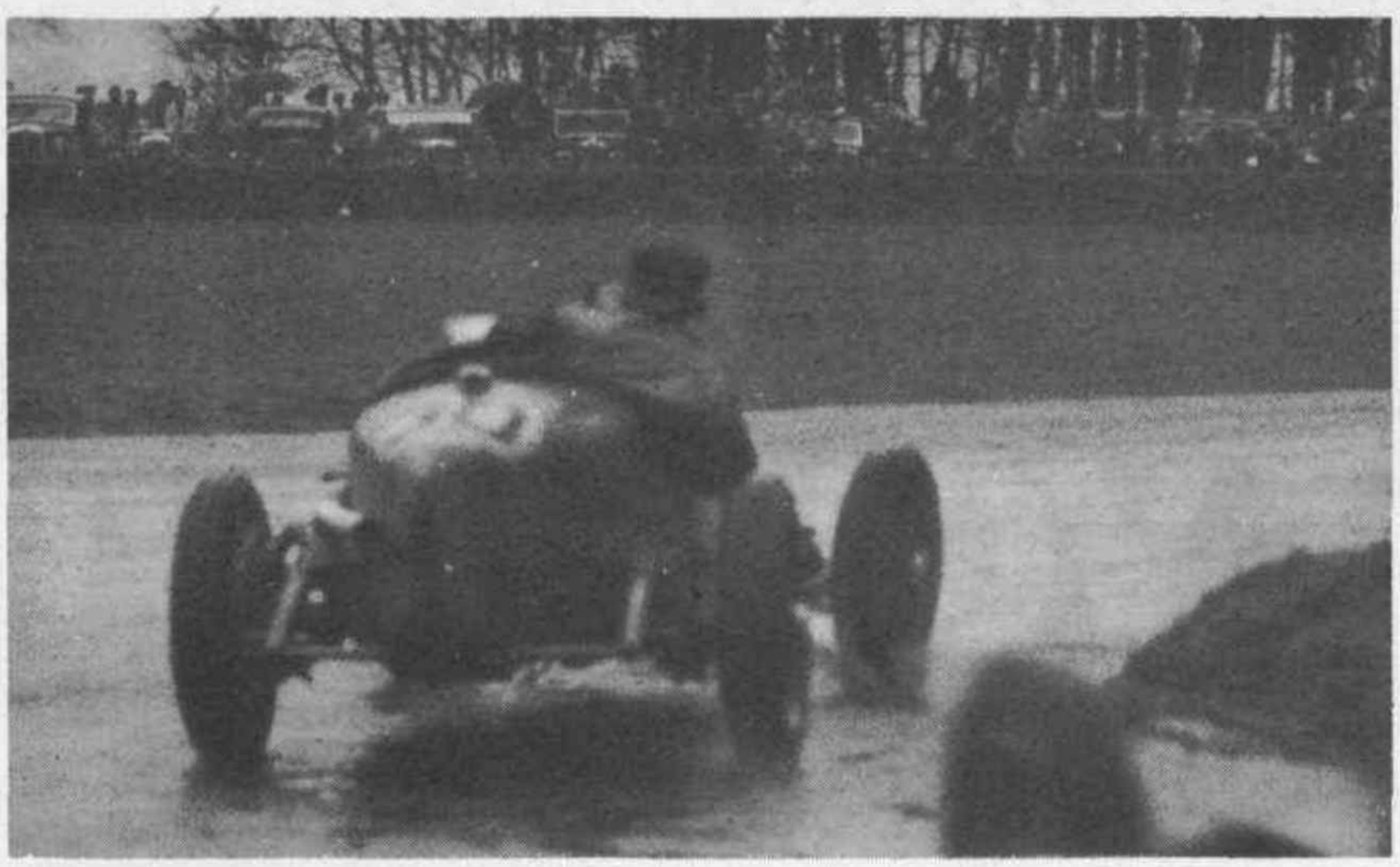
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Thousands of parts for millions of cars

Kirton of Honiton, and driven in VCC Brighton Runs, Stafford-East being a passenger on one of these. And even the *monoposto* Alfa Romeo was largely worked on by its owner, in the home barn, although the Platé-Talbot's engine had been rebuilt by Ken Taylor.

I asked what other road-cars Powys-Lybbe had owned, apart from those already discussed. "I gave my wife a Fiat 500 in 1937 as a wedding-present," he said, "and it was used as our only car for some years after the war." It made an appropriate tender-car to the veteran Fiat on Brighton Runs. Before that he had enjoyed using twin-cam 3-litre Sunbeams. He bought his second for £16 and after Bob Redding, the T & T fitter, had done the engine, it ran for 50,000 miles without so much as requiring the valve-clearances re-set. A late 1927 model with the big steering-box and servo brakes, it was "a lovely car", with splendid steering. It towed the racers and another of these Sunbeams was kept for spares. Then, when stationed in Ireland during the war, he ran it too long without an oil-change and a piston picked-up. Years later he was told by an Irishman, who seemed very pleased with himself, that the Sunbeam engine had been repaired and put into a Talbot chassis, probably a 14/45. "Luckily, I was speechless," comments Powys-Lybbe! After the war, with a growing family and the *monoposto* Alfa Romeo to tow, Powys-Lybbe invested in a dependable 1930 Austin Twenty 7-seater limousine.

Having had experience of Staff Buicks during the war, a later towing-car was his 1935 straight-eight of this make, which also had nice steering. It cost about £100 and was sold for £10, nine years later. Then, in the 1960s, Powys-Lybbe bought a Mk. VI Bentley standard-steel saloon and this he still has. At the time of my visit it was dismantled, right down to the chassis, and its owner was painstakingly re-assembling it, after every worn part had been, or is about to be, replaced, doing as much of the work as possible himself. Meanwhile, transport is provided by a little Peugeot 304 saloon, although the under-bonnet inaccessibility of its front-wheel-drive layout is not to the liking of this exacting amateur engineer/ex-racing driver.—W.B.



The subject of our interview exhibiting his cornering technique during the 1937 *British Empire Trophy Race at Donington.*

RALLY REVIEW—contd. from page 498

MOTOR SPORT appears, the Safari will be over and those totals will have changed, but that is the position after the first three events of the 1976 series.

CLASSIFICATION

1st : S. Munari/S. Maiga (Lancia Stratos (4)) ..... 5 hr. 41 min. 26 sec.
2nd: O. Andersson / A. Hertz (Toyota Celica GT (4)).. 5 hr. 44 min. 24 sec.
3rd : "Meqepe"/J. Baptista (Opel Kadett GTE (1)) ..... 6 hr. 26 min. 37 sec.
4th : R. Pinto/A. Bernacchini (Lancia Stratos (4)) ..... 6 hr. 33 min. 54 sec.
5th : S. Mendes/L. Nobre (Opel Ascona (1)) ..... 6 hr. 39 min. 29 sec.
6th : G. Fischer/H. Gottlieb (Datsun Violet (1)) ..... 6 hr. 40 min. 20 sec.
7th : G. Salvi/P. Almeida (Ford Escort (1)) ..... 6 hr. 46 min. 44 sec.
8th : J. Ortigao/P. Abreu (Mazda (1)) ..... 6 hr. 47 min. 05 sec.
9th : M. Inacio/P. de Morais (Opel Ascona (1)) ..... 6 hr. 52 min. 34 sec.
10th : C. Torres/A. Roxo (Mazda RX3 (1)) ..... 7 hr. 01 min. 39 sec.

62 *starters* — 21 *finishers.*

Established rallies in the World Championship, such as the RAC, Thousand Lakes, Sanremo, Safari, etc., are pretty well assured of being chosen for the series year after year, but events which fall into slackness or less than customary popularity have to look very closely at their organisation for there are always new rallies coming up whose organisers are eager to join the major series of the world.

One such event is South Africa's Total Rally which is held annually at the end of July, based on Pretoria. It has a secret route and uses special stages on forest roads, just like the ever-popular RAC Rally. There have been minor shortcomings in the past, but the organisers have been quick to put them right and we feel that the rally is most certainly of a standard worthy of the series; better, in fact, than some rallies already in the championship. However, there is a major problem concerning eligibility of cars. South Africa's motor industry builds cars which are often quite unlike those of major manufacturers elsewhere, combining imported parts with home-produced ones to make cars which Europeans would consider to be hybrids—the Avenger with a Peugeot engine, for instance, the Marina V8 or the Firenza-Chevrolet.

A number of works rally teams operate in South Africa, some with cars which will comply with the FIA's homologation requirements and some with cars which do not. It will be quite unfair on the latter teams if the CSI insists that if (or should we say when) the Total Rally gets World Championship status all cars taking part should be homologated. It will be just as unfair on private entrants, most of whose cars are made or assembled in the country with considerable local content and stand very little chance of meeting homologation requirements.

At present this is a big stumbling block in the path of World Championship status for the Total Rally. The organisers have discussed the matter at length with the CSI, and that body has brought up the matter at its meetings. At one recent meeting no solution was found and the problem was left until a future discussion.

It seems quite certain, therefore, that the Total Rally will not be a counter in the championship even in 1977, but there are hopes that it will be selected for 1978. It deserves that status and we trust that the homologation problem will be sorted out sometime soon.

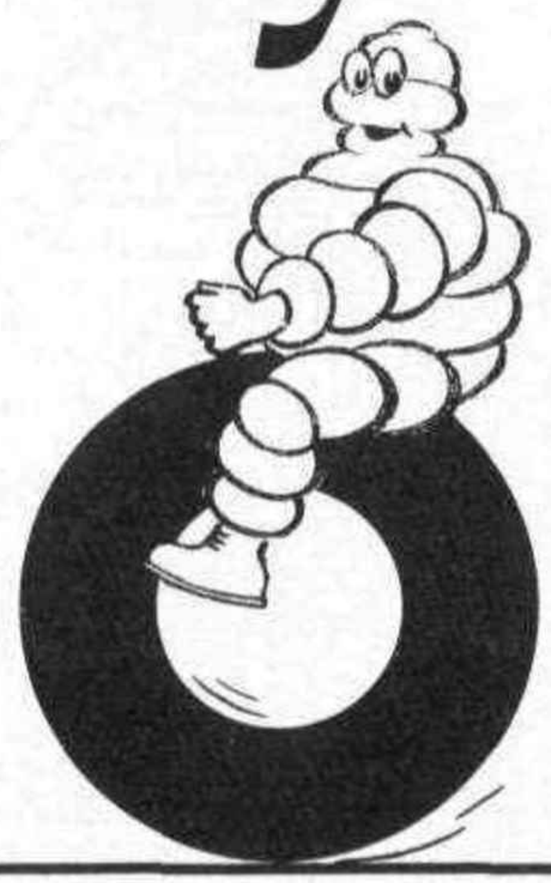
One event almost certain to be dropped from the series in 1977 is the Morocco Rally. This year it takes place towards the end of June, but as April came in there was precious little information available about the event, not even to confirm that the recent border troubles in Southern Morocco would not have any limiting effect on the rally. The real meat of the event is down in the south, with long special stages stretching across the rocky, arid scrublands on the edge of the Sahara, and the rally would lose a tremendous amount of its appealing character if these could not be used.

Once before, the Morocco Rally was taken out of the championship because its organisers simply neglected to apply formally for that status. Seemingly they have done that again, and we would not be surprised to see the event dropped from the series next year. It will be a great pity, for it is an event of tremendous significance in which much depends on tenacity, physical endurance and honest-to-goodness rallymanship as well as power and performance.—G.P.



Rain, fog, sleet—everything attacked the Portuguese Rally.

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Do your tyres give you twice the tread life of crossplies and at least 25% more than ordinary textile-braced radials? Yes ☐ No ☐

Do your tyres save you up to 8p* on every £1 you spend on petrol by comparison with crossplies – and a significant saving over ordinary textile-braced radials? Yes ☐ No ☐

Do your tyres improve the way your car behaves in both wet and dry conditions? Yes ☐ No ☐

Are your tyres the make that most motorists say they'd buy next time? Yes ☐ No ☐

Do your tyres give you outstanding directional stability and steering response? Yes ☐ No ☐

Does your tyre have a built-in quality of life that lasts all the way through its long, long life? Yes ☐ No ☐

Do you feel safe and secure driving on your present tyres? Yes ☐ No ☐

Over the last twelve years have round the world sales of your tyre quadrupled? Yes ☐ No ☐

Has your tyre company been making them since 1889? Yes ☐ No ☐

Does your company make radial tyres and only radial tyres? Yes ☐ No ☐

Did the company which made your tyre develop and produce:
The first pneumatic car tyre.
The first "low pressure tyre."
The first metallic truck tyre.
The first steel-braced radial? Yes ☐ No ☐

Has the company which made your tyre had 25 years experience of solving the complex problems involved in the production of steel-braced tyres? Yes ☐ No ☐

Does your tyre company make its own special high-tensile steel cords in order to ensure consistently high quality? Yes ☐ No ☐

If you answered "yes" to all these questions, you already drive the best radial tyre in the world: Michelin.

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Monaco flavour through the streets of Long Beach for Andretti and Watson.

The US Grand Prix West

Regazzoni wins the street fight

Long Beach, California, March 27th

AFTER ALL THE controversy and discussion over safety facilities at Barcelona and Monte Carlo, and opinions expressed in high places that motor racing on public roads had no future in the overall "order of things", the Grand Prix circus pitched its big-top in the unlikely location of Long Beach, California and proceeded to put on the show that anyone can buy as long as they've got somewhere to run it and 265,000 dollars, or whatever, to pay the performers' fees. The United States Grand Prix West, ably organised and promoted by the enterprising "Long Beach Grand Prix Corporation" took place over 80 laps of a 2.02-mile circuit laid out round the streets of this Californian coast city. With a long start/finish straight on the imposingly titled Ocean Boulevard joined to the rest of the tight little circuit by two very steep hills, Long Beach promised to be hard on driveshafts and suspension, so a really reliable Grand Prix car was just what was required.

In the event the result proved all too familiar—or did it? Leading from start to finish, setting the fastest lap in the process and having started from pole position was the customary sight of a Ferrari 312B3(T). The only difference from usual was that its distinctive striped cold airbox carried the number "2" instead of number "1". Number "1" was there all right, but by the time the race was over it had fallen to well over forty seconds behind its team-mate. Explaining it all away proved a little difficult, several of Ferrari's rivals remarking wickedly "So Rega had the 3½-litre engine this time" to which others replied "Or was it a 4.4-litre Berlinetta Boxer engine?". But the fact of the matter was that the Swiss qualified his Ferrari for pole position and World Champion Niki Lauda could manage no better than fourth place after his car broke a driveshaft in the final, crucial, timed practice session.

With James Hunt's McLaren M23 third fastest the grid would have looked even more familiar if one had started with the second row, the athletic Englishman having beaten Lauda on the grid at both Brazil and South Africa as well. Unfortunately (for them) on this occasion there were two cars in front of them, Patrick Depailler's Tyrrell 007 sharing the front row of the grid with Regazzoni's Ferrari. For the fourth successive Grand Prix, Depailler proved to be the fastest Tyrrell driver in practice, lapping quicker than Jody Scheckter. Unfortunately the Frenchman became involved in an incident which subsequently became blown up out of all proportion in the daily press back in Britain when he collided with Hunt on the fourth lap of the race. Hunt had been running in third place at the end of the opening lap, having lost second place to Depailler as the cars accelerated out onto the back straight. He subsequently decided to try and pass the blue Tyrrell on lap four on the inside as he came down to the tight right-hand hairpin which leads onto that back straight. Depailler "closed the door" on him—quite legitimately as Hunt later admitted—so the McLaren driver tried to go round the outside under braking. The next thing he knew was that Depailler had "nerfed" him into the barrier and a very irate Hunt climbed out of the car and stalked sadly back to the pits, punctuating his lone walk by walking out onto the circuit and shaking his fist at the Frenchman.

By the time the news reached England it was "front page" material and one evening paper had the whole affair blown up to an unimaginable extent. Back in the paddock later on there was a fair amount of acrimonious discussion on the subject, Hunt insistent that Patrick had been quite beastly about the whole affair and Depailler looking all innocent and claiming his brakes had been snatching without exactly going to the extent of saying "what McLaren?". Many people felt that Hunt had "tried it on" and failed to judge just what his rival might do under the circumstances. Others felt that the Frenchman had been getting a little erratic just recently and ought to watch it, a feeling perhaps now shared by the Alpine-Renault management after Depailler contrived to eliminate both their turbocharged sports cars on the second corner of the Nurburgring sports car race one week after Long Beach!

One way or another, the Depailler/Hunt incident could *not* be described as unique. Before they had tangled on the fourth lap, there were already several cars out of the United States Grand Prix West. March driver Vittorio Brambilla obviously felt claustrophobic running between concrete barriers and high mesh fences (perhaps he thought he was in a cage?) and "lost his cool" almost before the race had started. The "Gorilla" collided with Carlos Reutemann's Brabham-Alfa Romeo within three hundred yards of the start, the orange Beta March arriving at the first corner bouncing all over the Argentinian's car. Having had a lot of difficulty getting out of Argentina for the race, a military coup taking place at the time, Reutemann must have been wondering why he ever bothered to come.

In that connection Frank Williams must have been seething with disappointment. His second driver Michael Leclere was 21st qualifier for a 20-car grid and was all strapped into the cockpit of Williams FW05/2 waiting to see whether there would be any last-minute non-starters. As the dark blue Williams was pushed away into the pit lane, it must have been galling in the extreme to see the flurry of yellow flags at the first corner before the dust had even settled over the grid positions. In fact Williams must have been the most disappointed man in the Long Beach paddock for Jacky Ickx had failed to qualify the Hesketh-Williams 308 which meant neither of his cars appeared in the race nor got a slice of the "F1 Association pie". Ickx's dramas started on the first day of practice when he completed just a single lap before an oil leak from the gearbox necessitated a gearbox change. That was not completed in time for him to take part in the second session and a driveshaft failed in the first session on the second day, leaving him just an hour to get to know the circuit and set his car up. Nevertheless, one would have expected him at least to qualify, and one can only look back to 1975 and wonder just what James Hunt would have done with the car originally built for him and the Hesketh team.

Others eliminated or delayed by collisions included Stuck's March 761 which tangled with Fittipaldi's FD04 and John Watson who ran his Penske into the back of the Ligier-Matra when Laffite stopped a little quicker than he expected. Team Lotus were once again in the wars with Nilsson damaging his car during the first day's practice and Evans suffering an engine failure, only the Swede eventually scraping in alongside Alan Jones' Surtees TS19 on the back

row of the grid. The whole business might have appeared a bit bleak at first sight, but one had to remember that there were seven non-qualifiers and if Nilsson and Jones had managed this performance at a circuit where everyone was allowed to start they would have looked quite respectable.

Unfortunately Nilsson's race only lasted half a lap, something breaking in the rear suspension of his Lotus 77 as he accelerated down the fast straight at the back of the circuit. The car turned into the concrete wall at high speed, badly damaging itself as it slid to rest but not injuring its driver beyond jerking his neck rather violently. It was a shame Evans failed to start the race for his 77 had been rebuilt with revised front suspension complete with outboard-mounted disc brakes replacing the original arrangement, for testing at Hethel had suggested this alteration improved the car's handling considerably.

One small indication of progress was evident in the Copersucar team for Emerson Fittipaldi brought the Fittipaldi FD04 into sixth place to score the *marque's* first Championship point, a steady performance during which the Brazilian picked up several places as other drivers encountered various mechanical problems. Fittipaldi's young team-mate Ingo Hoffman had a brand new car (FD04/2) at his disposal for the first time, failing to qualify by two places at Long Beach. In fact the whole question of non-qualification proved a fairly competitive business, never mind the contest for grid positions proper, and the role of "tail-end Charlie" finally fell to Brett Lunger in his Surtees TS19. But it was quite a contest, and the American was only .004 sec. slower than Harald Ertl's old Hesketh 308 at the end of Saturday afternoon. The other non-qualifier we haven't mentioned so far was Arturo Merzario, the little Italian who had found himself a sponsor to pay for a drive in yet another March 761.

Once the race was under way, and the early jostling and bumping had died down the Shadow team looked well-placed in the leading half dozen with both Pryce and Jarier keeping Lauda's second place Ferrari well in sight. Regazzoni had "cleared off" while Lauda sat watching the Depailler/Hunt *fracas* and by the time the reigning World Champion got into second place his team-mate was over 7 sec. in front. More to the point, he was out of sight and that meant that Lauda was at a distinct psychological advantage. It's much easier to work away at a rival's advantage if you can actually see the car in front of you but it appears to be another thing altogether if you've actually lost sight of the car you are chasing. Despite pulling away from his immediate pursuers, Lauda gradually lost ground on Regazzoni until he was over 14 sec. adrift. He managed to pull back a couple of seconds in the middle of the race but eventually conceded the battle, preferring to ease back over the last few laps and finish in a safe second place, particularly as he was experiencing some difficulty selecting gears and was concerned about unsettling noises coming from the Ferrari's transmission.

Mechanical fragility claimed Pryce's Shadow when a driveshaft failed on the 32nd lap of this gruelling street race and Jody Scheckter's Tyrrell suffered a front wishbone failure under braking for the tight right-hand corner immediately after the start/finish straight. Scheckter quickly made up for his lowly grid position once the race got under way, shooting up into third place behind Regazzoni and Depailler with four laps of the Grand Prix completed. Unfortunately he gradually became conscious that his backside was itching badly, but the itch turned to an irritation and the irritation into sheer pain as the race wore on. Once he began to smell petrol fumes beneath his all-enveloping helmet he fully realised that his Tyrrell was leaking petrol into the cockpit. He soldiered gallantly on, despite the pain, but had mentally made up his mind to stop at exactly the same moment as the suspension broke and he was out of the race whether he liked it or not.

Jarier in the second Shadow fared little



The rising Welsh star takes a tip from the maestro.

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday Second
1	N. Lauda	Ferrari 312B3/023-flat-12	1. 25.103	1. 24.701	1. 23.647
2	G. Regazzoni	Ferrari 312B3/024-flat-12	1. 25.334	1. 24.016	1. 23.099
3	J. Scheckter	Tyrrell 007/6-4-Cosworth V8	1. 26.903	1. 25.478	1. 24.344
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 25.878	1. 23.884	1. 23.292
5	R. Evans	Lotus 77/R2-Cosworth V8	1. 29.867	no time	1. 25.890
6	G. Nilsson	Lotus 77/R1-Cosworth V8	1. 29.157	1. 27.205	1. 25.277
7	C. Reutemann	Brabham BT45/2-Alfa Romeo flat-12	1. 27.059	1. 26.368	1. 24.265
8	C. Pace	Brabham BT45/1-Alfa Romeo flat-12	1. 27.402	1. 26.285	1. 24.472
9	V. Brambilla	March 761/1-Cosworth V8	1. 26.246	1. 27.136	1. 24.168
10	R. Peterson	March 761/3-Cosworth V8	1. 26.582	1. 25.641	1. 24.157
11	J. Hunt	McLaren M23/8-Cosworth V8	1. 25.225	1. 23.929	1. 23.420
12	J. Mass	McLaren M23/6-Cosworth V8	1. 27.545	1. 25.000	1. 24.541
14	—	BRM	Team Withdrawn		
15	—	—	—	—	—
16	T. Pryce	Shadow DN5/5B-Cosworth V8	1. 26.682	1. 25.813	1. 23.677
17	J. P. Jarier	Shadow DN5/4A-Cosworth V8	1. 26.667	1. 25.735	1. 24.163
18	B. Lunger	Surtees TS19/01-Cosworth V8	1. 27.835	1. 26.980	1. 26.828
19	A. Jones	Surtees TS19/02-Cosworth V8	1. 28.682	1. 27.092	1 25 214
20	J. Ickx	Hesketh-Williams 308C/1-Cosworth V8	no time	no time	1. 26.528
21	M. Leclere	Williams FW05/2-Cosworth V8	1. 28.523	1. 26.192	1. 25.436
22	C. Amon	Ensign MN02-Cosworth V8	1. 27.403	1. 25.594	1. 24.803
23	—	—	—	—	—
24	H. Ertl	Hesketh 308/3-Cosworth V8	1. 30.982	1. 28.954	1. 26.824
25	—	—	—	—	—
26	J. Laffite	Ligier JS5/01-Matra V12	1. 27.310	1. 25.646	1. 24.442
27	M. Andretti	Parnelli VPJ4/002-Cosworth V8	1. 25.499	1. 24.566	1. 24.599
28	J. Watson	Penske PC3/02-Cosworth V8	1. 25.773	1. 24.941	1. 24.170
29	—	—	—	—	—
30	E. Fittipaldi	Fittipaldi FD04/1-Cosworth V8	1. 26.663	1. 25.453	1. 24.779
31	I. Hoffman	Fittipaldi FD04/2-Cosworth V8	1. 27.839	1. 27.666	1. 25.557
32	—	—	—	—	—
33	—	—	—	—	—
34	H-J. Stuck	March 761/2-Cosworth V8	1. 27.124	1. 25.279	1. 25.122
35	A. Merzario	March 761/4-Cosworth V8	1. 27.096	1. 26.314	1. 25.737
1T	N. Lauda	Ferrari 312B3/022-flat-12	—	no time	—
8T	C. Pace	Brabham BT45/3-Alfa Romeo flat-12	no time	—	—
28T	J. Watson	Penske PC3/01-Cosworth V8	no time	—	no time

STARTING GRID

3 P. Depailler (*Tyrrell-Cosworth V8*) 007/4 1 min. 23.292 sec.	2 G. Regazzoni (*Ferrari flat-12*) 312B3/024 1 min. 23.099 sec.
1 N. Lauda (*Ferrari flat-12*) 312B3/023 1 min. 23.647 sec.	11 J. Hunt (*McLaren-Cosworth V8*) M23/8 1 min. 23.420 sec.
6 R. Peterson (*March-Cosworth V8*) 761/3 1 min. 24.157 sec.	5 T. Pryce (*Shadow-Cosworth V8*) DN5/5B 1 min. 23.677 sec.
9 V. Brambilla (*March-Cosworth V8*) 761/1 1 min. 24.168 sec.	17 J-P. Jarier (*Shadow-Cosworth V8*) DN5/4A 1 min. 24.163 sec.
7 C. Reutemann (*Brabham-Alfa Romeo flat-12*) BT45/2 1 min. 24.265 sec.	28 J. Watson (*Penske-Cosworth V8*) PC3/01 1 min. 24.170 sec.
26 J. Laffite (*Ligier-Matra V12*) JS5/01 1 min. 24.442 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/6-4 1 min. 24.344 sec.
12 J. Mass (*McLaren-Cosworth V8*) M23/6 1 min. 24.541 sec.	8 C. Pace (*Brabham-Alfa Romeo flat-12*) BT45/1 1 min. 24.472 sec.
30 E. Fittipaldi (*Fittipaldi-Cosworth V8*) FD01/4 1 min. 24.779 sec.	27 M. Andretti (*Parnelli-Cosworth V8*) VPJ4/002 1 min. 24.566 sec.
34 H-J. Stuck (*March-Cosworth V8*) 761/2 1 min. 25.122 sec.	22 C. Amon (*Ensign-Cosworth V8*) MN02 1 min. 24.083 sec.
6 G. Nilsson (*Lotus-Cosworth V8*) 77/R1 1 min. 25.277 sec.	19 A. Jones (*Surtees-Cosworth V8*) TS19/02 1 min. 25.214 sec.

NB.—Although formed in pairs the twenty starters were actually lined up in staggered formation on a virtual one by one grid.

Did not qualify :

M. Leclere (*Williams FW05/2-Cosworth V8*): 1 min. 25.436 sec.

I. Hoffman (*Fittipaldi FD04/2-Cosworth V8*): 1 min. 25.557 sec.

A. Merzario (*March 761/4-Cosworth V8*): 1 min. 25.737 sec.

R. Evans (*Lotus 77/R2-Cosworth V8*): 1 min. 25.890 sec.

J. Ickx (*Hesketh-Williams 308C/1-Cosworth V8*): 1 min. 26.528 sec.

H. Ertl (*Hesketh 308/3-Cosworth V8*): 1 min. 26.824 sec.

B. Lunger (*Surtees TS19/01-Cosworth V8*): 1 min. 26.828 sec.

better, for although he finished the race he failed to score any Championship points and was in dire gearbox trouble by the end. He briefly held fourth place after Pryce's retirement, but he ended up unable to select second, third and fourth gears in his Hewland gearbox, trailing round using first and fifth only. As they were the only two gears he could have survived *without* on a circuit like Long Beach, Jarier had no choice but to slip back to seventh place, Fittipaldi's Copersucar passing him only two laps from the finish.

By the end of the race there were plenty of smiles to be seen in the Ligier-Matra pit, the dumpy-looking French car driven by Jacques Laffite not having simply lasted the distance on a rough circuit but also passed a good number of cars on its way to fourth position. After its wheel breakage in practice at Interlagos and its suspension failure during testing at Kyalami, perhaps the Ligier was the car least expected to finish at Long Beach. But the team is obviously making forward progress and the Matra V12 now seems fully competitive with the Cosworth DFV units. Laffite doesn't lack anything in the way of tenacity either, and the way he dealt with both Mass and Jarier during their fight for fourth place indicates that he doesn't have much respect for reputations. Incidentally, the Matra *didn't* run out of petrol as some expected, and showed appreciably more speed than it ever did installed in a Shadow chassis. Now that French money is paying for the project, could it be that Matra are taking things a little more seriously than they were when supplying engines to the British-based team?

March Engineering seem to be getting back to their 1970 situation when they ran cars for "all and sundry" in Formula One. First we had Brambilla and Stuck, then Peterson came on the scene from Lotus and at Long Beach Merzario arrived with a big fistful of lire to purchase his drive. The two "constructors" Marches—that's to say the ones that score points for the purposes of FICA membership benefits, free travel and such like—were driven by Peterson and Stuck (would you give them to anyone else?) and carried hieroglyphics all over them to indicate they were sponsored for the race by Teddy Yip's Hong Kong-based Theodore Racing organisation. It's pretty obvious that these two Marches, operated by Robin Herd, get rather more intense attention than those driven by Stuck and Merzario (operated by Max Mosley). Peterson at least rewarded their efforts by being the fastest March driver in practice (as he should well be) and running sixth in the early stages of the race before a master cylinder leak forced him into the pits to top-up with extra brake fluid.

Finally, the Brabham team brought along a brand new Brabham-Alfa Romeo (BT45/3) for their drivers to try. Built up round a completely new and much lighter monocoque, weight saving was the prime purpose behind its construction. Unfortunately it was not possible to come to any definite conclusions about its potential and Carlos Pace drove his normal car in the race. He was another who had a miserable time, the BT45 wearing its brakes so heavily that it had to stop to have a sticking brake balance bar freed before the end of the race. Three laps behind at the finish, Pace was classified in ninth place behind Amon in the old Ensign MN02.



Unnoticed by most, Phil Hill, disguised by Dan Gurney's helmet, tried a modern Ferrari between practice sessions.

Morris Nunn still hadn't completed his new 1976 chassis and was relying on the old car yet again to compete at Long Beach, albeit with a red paint job and sponsorship from Norris Industries. Despite a pit stop to check a broken exhaust, Amon finished two laps behind the leaders in eighth place. Long Beach was one of those races where to keep going to the finish seemed to be an achievement in itself.—A.H.

Results :

UNITED STATES WEST GRAND PRIX—Formula One—80 laps—Long Beach
3.25 kilometres per lap—260.0 kilometres—Warm and Dry

1st :	G. Regazzoni (Ferrari 312B3/024)	1 hr. 53 min. 18.471 sec.—137.711 k.p.h.
2nd :	N. Lauda (Ferrari 312B3/023)	1 hr. 54 min. 00.885 sec.
3rd :	P. Depailler (Tyrrell 007/4)	1 hr. 54 min. 08.443 sec.
4th :	J. Laffite (Ligier JS5/01)	1 hr. 54 min. 31.299 sec.
5th :	J. Mass (McLaren M23/8)	1 hr. 54 min. 40.763 sec.
6th :	E. Fittipaldi (Fittipaldi FD04/1)	1 lap behind
7th :	J-P. Jarier (Shadow DN5/4A)	1 lap behind
8th :	C. Amon (Ensign MN02)	2 laps behind
9th :	C. Pace (Brabham BT45/1)	3 laps behind
10th :	R. Peterson (March 761/3)	3 laps behind
11th :	A. Jones (Surtees TS19/02)	10 laps behind—*Not classified.*
12th :	J. Watson (Penske PC3/01)	11 laps behind—*Not classified.*

Fastest Lap : G. Regazzoni (Ferrari 312B3/024) on lap 61, in 1 min. 23.076 sec. (87.53 m.p.h.)—140.866 k.p.h.

Retirements : V. Brambilla (March 761/1) on lap 1, accident; C. Reutemann (Brabham BT45/2) on lap 1, accident; G. Nilsson (Lotus 77/R1) on lap 1, broken suspension, accident; H-J. Stuck (March 761/2) on lap 3, accident; J. Hunt (McLaren M23/8) on lap 4, accident; M. Andretti (Parnelli VPJ4/002) on lap 16, water leak; T. Pryce (Shadow DN5/5B) on lap 33, broken drive-shaft; J. Scheckter (Tyrrell 007/6-4) on lap 35, broken suspension.

20 *starters* — 12 *finishers.*

IN MEMORIAM
The GPDA

THE GRAND PRIX Drivers' Association (GPDA) is dead and buried and many people, including some drivers, will breathe a sigh of relief. What started out as a well-meaning advisory group, to help themselves and others, degenerated at times into nothing more than a militant workers union. Restricted to practising Formula One drivers this small group suffered from a lack of unity throughout its life, a few members working diligently while the rest were apathetic, and on major issues there was seldom total agreement. The true racing driver has to be an individualist and an extrovert, so it was no surprise that there was a lack of unity within the GPDA. The remarkable thing was the way certain people lived in hopes of brain-washing all drivers to think the same.

In Joakim Bonnier they had a good leader and diplomat, but his followers were not strong, and in Jackie Stewart they had a strong leader but apathetic followers. Since Stewart retired most drivers were reluctant to take over leadership and the whole thing has now fizzled out and been absorbed by the Formula One Constructors Association (FICA). A handful of drivers now represent the defunct GPDA at constructors' meetings which involve drivers.

In 1972 the GPDA tried hard to establish itself as a powerful organisation with headquarters in Switzerland (just below Jackie Stewart's home, naturally) and in order to swell their ranks they opened membership to anyone holding an International Competition Licence. As I had such a licence at the time, (though unused for many years!) I was eligible to join and became GPDA member number 26. There was not much of a rush to join, even from budding Formula Three aces looking to a future in Formula One, and within a year the whole idea of expansion was dropped. However, it did give me the opportunity to attend some GPDA meetings and see for myself that it was a three, or four-man band, with little future in front of it and little hope for survival, particularly as most of the members were of such a variety of nationalities. Like trying to make a League of Nations work.

The Formula One Constructors Association is a different kettle of fish, for it is composed almost entirely of British people, or British derivatives and is strong and unified as they are all hard-headed operators. That they have taken the GPDA under their wing is no bad thing and it will undoubtedly save a lot of time, previously wasted on waffling. —D.S.J.

Endurance racing muddles



PORSCHE'S Group 6 Turbo 936 is seen at Nurburgring (above), with the 935 Group 5 car, a double winner, seen below.



ATTEMPTING TO SORT out the sports car racing scene has grown increasingly complex over the years. In the 1950s we had cars that were recognisable as relatives to their roadgoing counterparts "progressing" into pure racing machinery that still had a relevance to the road, such as the Jaguars. Even in the 1960s the big manufacturers were interested enough to spend millions on the production of a project like the GT40, followed by those fabulous 25-off production runs of 5-litre Ferrari 512 and Porsche 917 models which could record 160 m.p.h. plus laps at Monza and Spa.

Most people I have talked to in the sports car world, including Eric Broadley at Lola and Manfred Jantke at Porsche, pinpoint the gradual wane of this racing class to 1976's chaotic separate series for Group 5 ("Silhouette"/World Championship of Makes) and Group 6 (World Championship of Sports Cars) as beginning with the restriction to 3-litres in 1972. That resulted in Ferrari's steamroller assault on the World Championship with the F1 flat-12-powered 312Ps and subsequent domination from the Matra V12 sports-car team. Last season's surprise defeat of the nimble, 495 b.h.p. Alpine-Renaults by Alfa Romeo's 33TT12s with 3-litre flat-12s completed a great year for the Italians in World Championship competition—both Formula One titles (Ferrari), World Rally Championship (Lancia) and the sports car title for Alfa Romeo.

The CSI in Paris obviously decided the Italians were having it much too easy, and that the Germans looked like scoring rather heavily in any kind of endurance racing this season. The result was a positive barrage of rule changes, coupled with some embarrassing late amendments on the question of rim width restrictions, which have left the two hours minimum/four hours maximum of the emasculated Group 6 Sports Car Championship events with a somewhat depleted entry, and considerable public wrangling between Alpine-Renault and Porsche.

Opening round of this season's sports car series was at Nurburgring in early April and there were arguments over virtually every aspect of the revised regulations, neatly complementing Depailler's first lap attempt to become the first man on the moon with a Renault.

What were they arguing about? Primarily the interpretation put on the CSI's vague definitions covering rim and tyre width. Porsche had originally developed their 936 prototype to run 15-in. rim widths and 16-in. wide Goodyears. Alpine Renault, working with radial ply Michelins had 16-in. rims and 17.5-in. tread width!

Pierre Ugeux, president of the CSI, sent out a telex to the Press and contestants of this opening sports car round just one week before Nurburgring, which effectively cancelled the 16-in. rim width restriction! The message from the CSI president included some glorious new British phrases—"I wish to recall that the role of the CSI principally concerns the valorisation of these World and European Championships . . . I will ensure the respect of the current stability rules in all areas, in full agreement with the constructors (BPICA) to ensure the normal running of following events.

"The constructors who have made the effort to be ready in time should not feel prejudiced by an exceptional decision, made on purely sporting grounds."

At first sight one would feel that this might be a reasonable demand, over a genuine mistake . . . but put yourself in Porsche's shoes. I cannot recall all the significant occasions on which they have been barred, or suffered sudden rule changes, because they are so successful in their chosen branches of the sport (since F1). However, even with a limited memory to aid me, think how Porsche suffered in the States, their ultimate turbocharged 917 Spyder developments, driven by Follmer and Donohue, eventually conquering not only the previously unbeatable McLarens, but also the entire establishment's efforts to handicap them out of the running, before they were just banned out of the SCCA's Can-Am series. This year they've found that their Turbo was banned from SCCA touring car events (that's the 911 style Turbo RSR) and they have also suffered continual harassment in their pursuit of long-distance honours, such as the domination of the 917 by the 3-litre limit.

When the FIA finally decided that they would run Championships for both Sports Cars and Silhouette, Porsche (and BMW, with Ford in the German background, if they get an adequate budget to do anything next season) agreed that they would contest the longer, 6- to 12-hour duration, events that formed part of a scheduled 10-round Silhouette series, catering for Groups 1-5. Thus Porsche's main effort, directed through the research and engineering centre at Weissach, was to race a development of the KKK turbocharged 911 bodystyle . . . though by the time large wheelarches and aerodynamic aids have been added, it's barely recognisable as anything but a high speed blob.

Known as the Martini Porsche 935, the ensuing Porsche represents over two years concentrated development work and has simply annihilated the limited opposition in the new Silhouette series. That it weighs close to 970 kg. (a ton equals 1,016 kg.) and has at least 590 reliable horsepower, present at 7,900 r.p.m., is of less consequence than the fact that it, in the two races covered at press time, has proved completely dependable in every way. The short wheelbase, wide track, and threat of turbo lag, all made the team a little apprehensive before the opening Mugello round of the series. Porsche felt that they might not be competitive with the BMW prepared 480 b.h.p., fuel-injected, 3.5-litre six in bulky 1,030 kg. CSL coupés.

As Porsche's regular pairings, Jacky Ickx/Jochen Mass, pulverised any semblance of opposition to the Martini Porsche, team manager Manfred Jantke felt confident enough to pledge a return to the production Porsche nose in subsequent races, rather than the restyled "not-in-the-spirit-of-the-regs" nosepiece installed at Mugello. The "standard" nose didn't reduce speed, but the 19-in. diameter rear Dunlops (the best opposition were on Goodyear, who are making a much bigger effort in touring cars these days) and the

provision of a driver-operated boost control are both significant features.

We have talked about the Group 5 opposition, but what does it amount to? From the Cologne-based Kremer brothers, private Porsche dealers for the last 15 years, there is an outwardly disimilar, but inwardly copied Porsche Carrera turbo, which finished second at Mugello. Some of the more expensive details have been omitted, like the factory's all-917 based braking system for the Kremer model, but there's certainly over 500 b.h.p. from the KKK turbocharged six, which is of works capacity at 2.8-litres . . . the same as used to be used for the Herbert Mueller/Gijs van Lennep Martini car in 1974.

At those opening rounds, BMW Motorsport GMBH kept faith with Silhouette racing by preparing three of their winged CSLs for Alpina-Faltz, Schnitzer and the British Hermetite team of John Fitzpatrick/Tom Walkinshaw.

For Silverstone's round of this championship, 9th May, it is expected that a works CSL (possibly with turbocharger and anything up to 800 b.h.p.!) will join the fray, driven by Hans Stuck/Ronnie Peterson. Also at Silverstone should be the promising 2.4-litre turbo Stratos V6, for Carlo Facetti and Vittorio Brambilla, with close to 490 b.h.p., developed from an engine that has two valves per cylinder. More power, toward 600 b.h.p., is expected if the four-valve-per-cylinder heads —as used by Carlo Facetti last season—can be incorporated with the turbo on the trusty former Ferra ri Dino V6 motor. Developed by Mike Parkes at the Turin competitions centre, the Stratos qualified third fastest at Vallelunga, but whether it will realise its potential depends entirely on the continuing success of Lancia's rallying programme. If the rough stuff falters, Parkes has to forget racing and concentrate on rallying.

So, Porsche must be reasonably happy with Silhouette, especially as there are some of the 485 b.h.p. turbos (worth about £20,000 apiece), designated RSR930/75s, are also in customer hands in Group 4 trim, eligible to take part in Silhouette events. Incidentally the 930/75 replaces the previous 3-litre Carrera RSRs that used to contest the European Grand Touring Championship, because the CSI made the normally aspirated car illegal through rule changes! Pictures of the Zuffenhausen-manufactured 930/75 appear in colour on page 522 of this issue.

Despite the fact that they were ruled ineligible to participate in the main prize fund, some of these 1,120 kg./2,470 lb. turbo RSRs appeared in the Nurburgring opening round of the Sports Car Championship: in fact Toine Hezemans took second place in just such a car, but had to settle for a share in the Group 4 (European Grand Touring Championship) fund, rather than the ADAC's richer overall rewards.

This superb result for a production customer model reflects the low ebb of the Group 6 scene at the moment, though it should be pointed out that, for the immediate future, there are more competitive cars than in Group 5's Championship. At Nurburgring it was a case of Alpine-Renault A442s pitching their turbocharged V6 power against Porsche's 936 stop-gap machine, with Porsche also smarting heavily under sundry scrutineering issues, including the rim width business.

Porsche obviously felt very strongly about the last-minute CSI decision, their pre-event release referring to items such as "an error by the team of Renault and their tyre partner,



ABOVE: Alpine-Renault's Group 6 Turbo-V6. BELOW: Lancia's Group 5 Turbo-Stratos V6.



Results :
MUGELLO 6-HOURS (March 21st)
World Championship of Makes (Group 5) Round 1
912.6 kms.

1st : J. Mass/J. Icks (2.8 Porsche 935 t/c)—174 laps, 6 hr. 0 min. 57.3 sec.—151.72 k.p.h.
2nd: B. Wollek/H. Heyer (2.8 Porsche Carrera t/c) ..... 168 laps
3rd : L. Kinnunen/E. Evertz (3.0 Porsche Turbo) ..... 162 ,,
4th : R. Joest/J. Barth/W Bartels (3.0 Porsche Carrera RSR) ..... 161 ,,
5th : K Simonsen/K Leim (3.0 Porsche Carrera RSR) ..... 157 ,,
6th : R Stommelen/T Schenken (3.0 Porsche Turbo) ..... 155 ,,
7th : G Capra/A Lepri/G. Gottifredi (3.0 Porsche Turbo) ..... 154 ,,
8th : J. Fitzpatrick/T. Walkinshaw (3.5 BMW CSL) ..... 151 ,,
9th : W. Dona/U. Grano/M. Finotto (2.0 Ford Escort BDA) ..... 148 ,,
10th : S. Posey/H. Grohs (3.5 BMW CSL) .. 147 ,,
Fastest Lap : Ickx, 58.7 sec.(159.07 k.p.h.).
Class Winners : Mass/Ickx, Joest/Barth/Bartels, Dona/Grano/Gottifredi.
World Championship for Makes after One Round: Porsche, 20 pts.; BMW, 3 pts.; Ford, 2 pts.

Results :
VALLELUNGA 6-HOURS (April 4th)
World Championship of Makes (Group 5) Round 2
862.6 kms.

1st : J. Ickx/J. Mass (2.8 Porsche 935 t/c) 269.6 laps—143.76 k.p.h.
2nd: H. Grohs/S. Posey/H. de Fierlant (3.5 BMW CSL) ..... 254 laps
3rd : K. Simonsen/K. Leim (3.0 Porsche Carrera RSR) ..... 246 ,,
4th : T. Walkinshaw/J. Fitzpatrick (3.5 BMW CSL) ..... 243 ,,
5th : G. Schön/G. Bianco/L. Tommasi (3.0 Porsche Turbo RSR) ..... 243 ,,
6th : M. di Gioia/V. Bernasconi (3.0 Porsche Carrera RSR) ..... 242 ,,
7th : G. Capra/G. Gottifredi/R. Parpinelli (3.0 Porsche Turbo RSR) ..... 240 ,,
8th : G. Ricci/R. Zorzi (2.4 Lancia Stratos) 238 ,,
9th : M. Micelangeli/G. Pietromarchi/M. Radicella (5.0 de Tomaso) ..... 238 ,,
10th : L. Picchi/F. Bernabei (3.0 Porsche Carrera RSR) ..... 229 ,,
Fastest Lap : Ickx, on lap 5, 1 min. 16.9 sec. (149.80 m.p.h.).
Class Winners : Ickx/Mass, Simonsen/Leim, "Pooky"/"D'Amore"/R. Camathias/M. Finotto (2.0 Ford Escort BDG).
World Championship of Makes after Two Rounds: Porsche, 40 pts.; BMW, 18 pts.; Lancia, 3 pts.; Ford and de Tomaso, 2 pts.

Results :
NURBURGRING (April 4th)
World Championship for Sports Cars (Group 6)

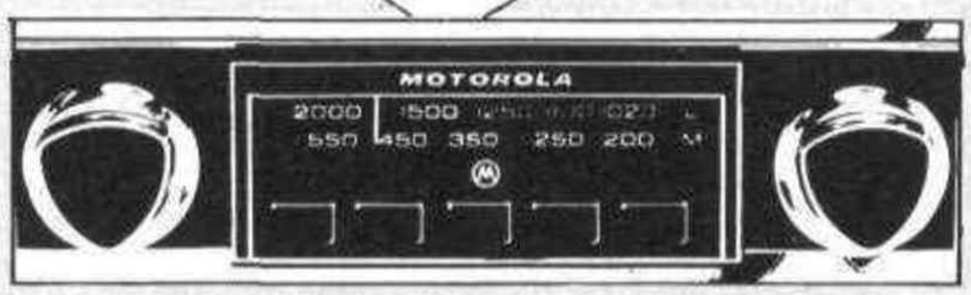
1st : R. Joest (2.2 Porsche 908/4 Turbo) 1 hr. 44 min. 15.8 sec.—144.55 k.p.h.
2nd: T. Hezemans (3.0 Porsche Turbo, Group 4) ..... 11 laps
3rd : H. Bross (2.0 Lola-BMW T292) ..... 11 ,,
4th : H. Kelleners (3.0 Porsche Turbo, Group 4) ..... 11 ,,
5th : R. Stommelen (2.2 Porsche 936 Turbo) 11 ,,
6th : S. Sterzel (2.0 March-BMW 75S) ..... 11 ,,
7th : T. Schenken (3.0 Porsche Turbo, Group 4) ..... 11 ,,
8th : R. Stenzel (3.0 Porsche Turbo, Group 4) ..... 11 ,,
9th : H. Bertrams (3.0 Porsche Turbo, Group 4) ..... 11 ,,
10th : P. Hoffmann (5.0 McLaren-Chevrolet M8F) ..... 11 ,,
Fastest Lap: Stommelen, 9 min. 11.6 sec. (149.03 k.p.h.).
World Group 6 Championship Points: Porsche, 20 pts.; Lola, 15 pts.; March, 12 pts.; McLaren, 10 pts.; Rex, 8 pts.; KMW, 6 pts.

Michelin, who developed their Group 6 racing cars with tyres too wide . . . In order to give the favourite French team a chance to enter the event, the CSI took this startling step . . . of course we have considered withdrawing from the event because there is little sense in a competition with unequal weapons . . ." That Porsche did enter was probably only due to the fact that this was the only Group 6 round scheduled for Germany this season.

The Porsche 936, which is a concoction of a newly developed version of the 908 space frame, and the production two valve per cylinder, single camshaft per bank flat six, is a definite candidate for Le Mans this year, and they may also go to Spa, where it is thought that Alpine-Renault drivers will not attend. Although Porsche are a little embarrassed about the 936, because they (like the

Continued on page 513





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Book Reviews

"Aston Martin—1963-1972" by Dudley Gershon, C.Eng., M.I.Mech.E., M.I. Prod.E, A.M.B.I.M., F.I.W.S.P. 136 pp. 8¾ in. × 5½ in. (*Oxford Illustrated Press Ltd., Shelley Close, Headington, Oxford, OX3 8HB.* £3.95.)

The Aston Martin is about as well-documented as any other well-known car. There is the full history, by the late Dudley Coram, with the vintage chapters written by Inman Hunter, there are those reproductions of Press road-tests reports of various Aston Martin models (yes, we know the earlier ones had hyphenated names) and Inman Hunter is now at work on a new book about all the pre-war Astons and there is now this book about the later DB Aston Martins made at Newport Pagnell.

This present book is of interest because the author was until recently Director of Engineering at Aston Martin Lagonda Ltd., and was, with his team, responsible for the DBS Astons, the V8 Lagonda and the development of the DB6. He is thus able to describe the policy behind this work and the problems encountered, and if this is not gone into in intense technical depth, it is just the sort of information those owning or restoring such cars are avid to have. In addition, Mr. Gershon gives a picture of what it was like to work on such famous cars at the David Brown factory at Newport Pagnell, where coach-building craftsmen were available, and he goes into such interesting facets as the Company's relationship with the Press, both technical and unskilled, the journalists who took these very fast cars away for road-tests, the times when Royalty, from HM the Queen and HRH the Duke of Edinburgh downwards, came to see how Aston Martins were made, how the James Bond car and the miniature Bond car came to be constructed, etc.

Indeed, Gershon's opinions of racing, styling, Motor Shows, and the future of high-performance cars in an age of increasing legislation (emission control and crash-safety, etc.), are all here. Of particular value to followers of the Aston Martin cult are the chapters devoted to the development of the DBS and the DBS V8. Mr. Gershon joined the Company on the Service side and is also able to enlarge on the problems of faulty cars and discerning customers and one of the more unusual revelations of this frank book is the degree of co-operation within the Industry when detailed engineering problems were causing trouble.

"Aston Martin—1963-1972" is quite a modest little volume, but with adequate and clear though not wildly-exciting photographs. Its approach to the subject it covers is refreshing and it forms a valuable contribution to the history of a much respected British motor car.—W.B.

A superficial but inexpensive soft-cover book about transmission systems, by E. B. Watson, has been published in Newnes Technical Books "Questions and Answers" series, for £1.00.

"Some Unusual Engines" by L. J. K. Setright. 138 pp. 10 in. × 7½ in. (*The Institution of Mechanical Engineers, MEP Ltd., PO Box 24, Northgate Avenue, Bury St. Edmunds, Suffolk, IP32 6BW.* £5.50.)

Published last year as one of a number of books in the IME Mechanical Engineers Library series, here we have Setright lightheartedly writing about unusual engines and Michael Worthington-Williams providing and captioning more than 70 illustrations of such prime-movers. Setright confines himself to describing the classic examples. The chapters divide these engines into those with unusual respiration in charging and scavenging, those simply of unusual construction, engines with unusual valve apparatus (wherein he is thinking in terms mainly of rotary and sleeve-valve power units), engines of unusual format, and engines with unusual translation of power, *i.e.*, axial and swash-plate engines, etc.

What better subject for the industrious Leonard to tackle? This is a book with a note of authority about it, of interest to aeronautical students and engineers, as well as to motoring folk who revel in the unconventional.—W.B.

"A History of Motors and Motoring, Vol. Two (1901-1902-1903)" Edited by Michael Frostick. 226 pp. 10¾ in. × 8¼ in. (*Haynes Publishing Group, Sparkford, Yeovil, Somerset.* £2.50.)

This is a follow-up volume to that reviewed in these columns previously and is evidence that editor Frostick has not put away his scissors and paste-pot. The entire book consists of reproductions of pages from *Autocar*, *Car*, the *Automotor Journal* and *Motor Cycling*, of the years appropriate to Frostick's present onslaught. Whereas the first volume had some significance, in as much as it contained pages from the first issue of *The Autocar* and from its red-printed Emancipation number, items unobtainable except in original form, now at great cost, the second volume is simply a hotch-potch of information, better studied in library volumes of the original works instead of in this abbreviated form. Of course, the editor has extracted some gems, like part-reports of great Continental races and *Cars*' impressions of the dramatic Paris-Madrid race, etc. But this is really just "browsing material" and photocopying original illustrations cannot give the best results, although generally the pictures are quite good.

The book commences with an editorial from *The Autocar* of 26-1-01, not about cars at all, but relating to the death of Queen Victoria, and thereafter the contents depart from the chronological, in some instances by more than a year, while the differing type and illustration sizes of the various journals used gives a messy look to the work as a whole. But if you have time for a browse and 250p. to spare, you may well enjoy yourself.—W.B.

MINIATURES NEWS

LAST MONTH we noted the dearth of recent car miniatures from the well-established, big-output sources. This is endorsed by the fact that the only model of remotely motoring associations to come from Meccano Dinky Toy is a zinc-alloy die-cast 1/50-scale Leopard Anti-Aircraft tank, the "flak tank", as used in real life (or death) by the German Army. It is 152 mm. long, has a rotating gun-turret with a pair of guns that can be "fired", and radar scanner and radio aerials, etc. No. 696 in the Dinky range, the UK price is £2.85.

The following explanation of why this dearth of car miniatures has come about has reached us from one of the smaller producers of car miniatures :—

> The growth of the cottage industry which produces collector's model cars in white metal kit form has been phenomenal and needs some small explanation.
>
> The major producers of die-cast model cars which car enthusiasts collect—Dinky, Corgi, Lesney in the UK and overseas many companies including Solido in France and Rio in Italy—are faced with ever escalating costs. The tooling alone for a new die-cast model car can these days cost in the region of £30,000. This means that to use their resources carefully die-casters have to look towards models which are going to sell the maximum. In recent years model cars have not fulfilled this requirement and other models have been released in their place—tanks, buses, fire engines, etc.
>
> A gap therefore was left in the market for few model cars were being produced that satisfied the ever hungry model car enthusiast.
>
> In stepped several groups of, at that time, amateurs fed up with waiting for models of the cars they wanted to be manufactured. They developed new processes to cover the gaps left by the major manufacturers and in their wake a whole new mini-model industry has grown up.
>
> Few of the manufacturers can boast sales on any one model of more than 12,000 but their total sales over a period of a year may now run into near the million mark. Most manufacture kits only but one or two have ventured into the fully finished model market despite the high price of hand building kits—several sell in the region of £25 each.
>
> The 1976 programmes of the major die-casters show that few model cars will be made, leaving the field almost clear for the specialist producers of metal kit-cars in small scale. It is to them that car enthusiasts will have to look if they want a Brabham Alfa F1 or even the Ligier Gitanes, for these new and striking Grand Prix cars do not appear in the plans of the giants of the toy trade to whom car enthusiasts would have looked in the past.
>
> One advantage for the newcomers is that they can set time records for speed of production from inception to finished kit. The latest record was set by Grand Prix Models "Classic Car Series" MG TC, which for model-industry political reasons was manufactured and on sale in seven days.

If any of the bigger producers wish to comment, these columns are open to them. Meanwhile, we hear that Lesney may be going over to plastic historic-car miniatures and from Grand Prix Models of Radlett has come a Lotus XI kit and now the Le Mans Project 215 Aston Martin kit, the first time the latter has been modelled. It is a die-cast miniature, to 1/43-scale, of a car that sits in the Aston Martin factory waiting for a suitable engine.

The model, unlike earlier Grand Prix Models' miniatures, has road wheels that turn (rather a basic matter for a motor car!), and each kit contains a paint-sample, from which builders can try to mix, or obtain, a racing green of the exact shade used by Aston Martin. No price has yet been quoted to us but we wish this latest kit in Grand Prix Models' "Classic Cars" series success, while also wishing they would resume the intended Brooklands series, of which only their Chitty-Bang-Bang I has so far appeared.

Aston Martin are certainly in the news at present, and on the model-front we can report that the current *AMOC journal* contains an article by Stephen Archer, in which he brings up to date the model Aston Martin situation, and in which he states that the most popular car-model in the World is of this make of car, Corgi having turned out 6,000,000 of their James Bond DB5 AM miniatures! The author lists nearly 90 miniature Aston Martins for his readers to collect, from Pyro's replica of an International to Politoys' Lola-Aston Martin, but remarks that this is nothing to what Ferrari and Porsche miniatures' collectors have to contend with, for in this field apparently 500 and 1,000 different models exist respectively.—W.B.

CARS IN BOOKS

ASTONISHING, the places where cars crop up! "Arthur Rackham—His Life And Work" by Derek Hudson (Heinemann, 1960, republished 1974) is about the talented artist. But I espied a reference of interest to motoring historians, when he had invited Bernard Shaw to visit him at his house in Hampstead and received a typical Shavian postcard explaining that G.B.S. had had an accident which had disabled his motor car and would have to leave the artist's by train on the Saturday night unless repairs could be effected in time, when it would be possible to return on the Sunday morning to Ayot St. Lawrence. The date was March 1911; this is a nice instance of the good use to which motors were by then being put (even by the Socialist Shaw!) and those who have an intimate knowledge of the great man will know what car he was then running.

Rackham himself had a strong dislike of anything mechanical and refuse d to own a car until his wife, a semi-invalid, had discovered a passion "for being driven round the countryside for 30 miles a day at 30 m.p.h. in the back seat of an open car". This was probably bought in 1920, for use around his house, Houghton House, near Arundel, but its make isn't quoted.

Almost at the commencement of this long-lived feature I was pleased to quote Thomas Firbank about his spirited use of a 3-litre Bentley, as recounted in his book "I Bought A Mountain". There is further reference to this open car, as I am sure the Bentley DC must know, in his sequel "I Bought a Star" (Harrap, 1951), about his service in the Brigade of Guards. The car had been kept at Saint-Justin, in the South of France, as an expensive luxury. In it the author and a girl, whose parents lived in England, made a dramatic run home when war was declared in 1939. There is a graphic description of the hasty journey to Newhaven, and thence to London, which I hope Bentley fanatics haven't missed, . . . "I spared her not at all. We travelled as if in a race, using the gears, skidding the corners, wafting the dusty miles behind us as a sirocco sweeps across a desert. Once we travelled 70 miles in 60 minutes, but the fat rumble of the old lady's exhaust never faltered. . . . After the war is over the old car crops up again, It was rebuilt at Ringway and used on Army duties for a time; from hints in the book it sounds to have been a green Vanden Plas. In another book by the same author, "A Country Of Memorable Honour" (Harrap, 1953) there are no significant references to cars but I was interested to come upon a mention of an ancient gas-engine with a 16 in. horizontal-bore single cylinder, installed at Moel Fferna slate quarry, which has been kept as a standby to a Ruston 120-h.p. three-cylinder diesel engine, for driving a Lancashire Dynamo and Crypto Co. generator. As the Ruston had been serving for 20 years it was presumably installed somewhere about 1930, so the other engine could date from the 1920's, or even from before the 1914/18 war. I wonder if it is still there? I feel compelled to refer to this, in view of the present interest in stationary engines. . . .

In the April issue of *Blackwood's Magazine*, Leslie Gardner when writing of the city of Liège has a memory, a bit garbled perhaps, but pleasing for all that, of visiting Spa with a motor club before the war to see the Belgian Grand Prix; another article is published in celebration of a centenary of writing by the late Ian Hay, being one that *Blackwood's* published in 1910. It is a light-hearted account of owning two motor cars. The makes are disguised but I think the first may have been a 1907 two-cylinder De.Dion Bouton, purchased secondhand, and the other possibly a fine Mors, used for a Scottish tour, although I have not really convinced myself that this quiet-turning well-behaved 4-cylinder car with its ornate nickel-plated radiator having curved sides and a domed top was of this make. It is interesting that Hay mentions Brooklands in a jest about the speed capabilities of his first car, and probably lived at Surbiton, unless this is fiction. This leads me to think that he probably knew the Motor Course, which, as I have observed previously, he mentioned in one of his plays. Can any reader confirm these motoring associations of the great author, Major-General John Hay-Beith, CBE, MC, 1876-1952?—W.B.

The Things They Say . . .

"Climbing-ropes hang on a hook in his cottage where other people keep their coats. But he loves cities, their sophistication, their speed, too. 'Fantastic, fantastic', he says, as we drive up the Langdale Valley. He's not talking about the green hills, clear streams and pure air, but about the new BMW in front of us. 'Great car, that, great car'."—An article about Anthony Greenbank, writer, climber, and survival expert, in *Radio Times*.

SPORTS CAR MUDDLES

Continued from page 510

other German makers) believe totally in the concept of Silhouette racing, and events that last over four hours are proving something to the public, the car should not be as ill-sorted as some of the weekly reports imply.

Porsche's 2,142-c.c. flat-six (in sports cars you multiply by 1.4 to get the regulation turbocharged capacity under which you will race: in F1 the factor is 2.0) is giving a reported 520 b.h.p. at 8,000 r.p.m. on a compression ratio of 6.5 to 1. The 1,997-c.c. CHS Renault-Gordini V6 (86 mm. bore, 57.3 mm. stroke) has a c.r. of 7.5 to 1 and a quoted 500 to 505 b.h.p. at 9,900 revs., with the capability of withstanding 11,000 r.p.m. Since the steel block Renault V6 has twin overhead camshafts on each cylinder bank, and four valves per cylinder, one conjectures that the turbo boost on the Porsche must be comparatively high to that employed by Renault, but then Porsche and KKK have been working in this field with great success for longer than anyone else.

The minimum weight limit has been increased to 700 kg. this year—that is for Group 6 3-litre cars, for, as in Group 2, 4 and 5, the CSI have a sliding scale of minimum weights (with the car dry of fuel at the end of a race) based on cubic capacity. Thus the top contestants should come to the line weighing about the same. This was never checked, as the Nurburgring scrutineers were too bothered by listening to the allegations about Renault Alpine's tall airboxes, rear wing height, and even detail quibble over their (non)installation of an external cut-off switch to activate the fire extinguisher.

Looking at the future rounds of the series, in addition to the regular participation of Renault Alpine there is the promising March 76S-DFV V8 (driven by Guy Edwards at Nurburgring) and the delayed Alfa Romeo challenge to look forward to. Quite which Alfa will be used initially is a question of labour disputes in Italy, but they have last year's space frame, 3-litre, flat-12 33TT12 to fall back on, a monocoque design that can take the flat-12 in 3-litre form (33SC12), and their ultimate objective, a 2,140-c.c. turbo version of the 12, currently under development as the 33SC3.

As F1 goes from commercial strength to strength, we have the spectacle of ever-weakening, ever-multiplying European touring/sports car championships. Naturally there is a body of opinion that says the CSI should lump all the poorly supported series for Group 4 (EGT), Group 5 (Championship of Makes) and Group 6 (Championship of Sports Cars) together. The European Touring Car Championship, scene of Jaguar's now postponed (to May 2nd, Mugello, Italy) return is not under immediate threat, but it is a weak series as well at present. The German contingent, principally Porsche and BMW, are totally opposed to amalgamation as they are convinced Group 5 will grow into *the* Championship for European car factories to contest. Jantke of Porsche, and Neerpasch at BMW, know that this season could be grim, but they are sure Alpine-Renault, Lancia, Alfa Romeo and Jaguar will all be out to play in 1977's Silhouette series, leaving the sports cars, which are of little interest to the car makers, to die and long distance racing to make a partial return to the days when it meant something to win.

Excellent logic . . . but will the customers pay through the interim?—J.W.

John Barber discusses his enthusiasm for cars—and the sporting world

NOW THAT some of the dust has cleared from the impact that the Ryder Report made on Leyland, the Government, and former Leyland managing director, John Barber, I felt it might be interesting to talk to the man who has carried such a torch for competition to the highest levels in the motor industry.

John Barber, who was born and schooled at Westcliff-on-Sea, Essex, is known to the majority of the public as a finance man, ex-Ford, who went to Leyland as a top administrator. He never had formal financial qualifications, but from the Ministry of Supply, to AEI and the car firms he demonstrated an outstanding management and financial flair.

In what was to be his final year with the troubled Leyland, Barber took on the role of managing director and it was in this post that he fell victim of the inevitable political recriminations that followed Lord Ryder's account of Leyland's ills.

However, we and Mr. Barber left the wrangling between Leyland and the lawyers behind for several intriguing hours when he consented to talk about some of his experiences inside the car business, his enthusiasm for motor sport, and the reasoning that led him, while having a controlling hand on expenditure within both Ford and Leyland, into such extensive support of motorised sport.

Mr. Barber opened our discussion with the theme that was to be the cornerstone of discussion, just why a car-maker should be involved with any degree of enthusiasm in these restricted days?

"In any manufacturing business it's absolutely vital that top management are keenly interested in their product. In the car business, this keenness makes the difference between making motor cars and making properly engineered motor cars. You know, when I was at Leyland, I think people used to say, 'Oh! John Barber, he's a car nut', as if that explained everything . . but how else can you make proper products, unless you're interested enough to see them through?

"Now, if you're interested in good road cars, then you must have some interest in competition machines . . . the one is a logical extension of high grade engineering.

"BMC's top management weren't very interested in cars—sure, Issigonis was the exception—and look what happened to them!"

Mr. Barber joined just a month before the Leyland-BMC merger, to sort out the chaos that surrounded the merger in 1967.

"Opel used to be a bit dull, but now they're one of Europe's most successful companies . . . why? I think it's because of an injection of new top management who *understood* cars, and understood them in a European sense: how to make them handle and brake nicely, so that they were enjoyable to drive. Look at one of the Opels from 10 years ago, then drive one from the present and you'll see what I mean . . . and that's what keen management, of the calibre of men like Alex Cunningham (now back in America as GM's overseas boss) can do.

"When I was at Leyland I used to drive as many competitors' cars as possible. At the beginning of the year I would set myself a target number of other cars to drive, aiming around 100 different models. I found I averaged 103 to 104 a year (that's more than many professional motoring journalists assess!). I got the cars from all over the place, friends, dealers, manufacturers—I swopped Terry Beckett (Ford's British MD and a colleague of Barber's for 10 years) an XJ for his Granada—but I aim only to drive the cars for one day, possibly overnight."



Barber's pursuit of properly engineered cars has obvious benefits that are not widely known, for just before he left Leyland he had been heavily involved, together with Engineering Chief Charles Griffith, simply on trying to improve the Allegro and Marina (the now announced Mk. 2 versions). "It's easy to specify a heated rear window, or tinted glass, or any of these other 'standard extras' that are incorporated in many cars today . . . but to make cars that genuinely are better, where the controls fall easily to hand and everything works smoothly, ah, that's a different matter!"

I was surprised that Barber should have been able to find the time to actually drive the cars and talk to engineers at length, but he assured me with a smile, "if you are to be genuinely keen about your product, as we said earlier, then you *must* do this. How else can you know what your cars are like?

"Refinement is one of the key words to this engineering approach. I thought the earlier Allegro had an unrefined take-off. We put an enormous amount of work in to overcome this—new throttle damper, engine mountings, all refining the clutch action and improving the feel of the car, which was of genuinely improved quality as a result.

"To me, a refined car is one where everything mysteriously falls to hand, ah, just so. The car feels so good that you want to buy it, to drive it, to own it. Refinement is hard quality to engineer into an existing design, but I think that some of the things I have been talking about can be best seen in the Princess—which we picked up about a year away from announcement—where a lot of tidying up on the bodywork improved the car no end.

"Now Leyland have to do this with the Mini, taking on the Polo and Golf, amongst others, which are made in far larger quantities than Leyland could envisage . . . then there is Ford's Fiesta mini on the way too! So the Mini has to be different, even if it has square wheels, it must have something different from other, larger volume manufacturers. If you make a mistake in placing the car on the market, it can cost a lot of money. Chrysler do this, pitching their low volume against the big boys . . . there simply isn't a better way of losing money.

"Leyland has Jaguar, Rover and Triumph divisions to sell the specialist cars, which form only 20% of the total market, the rest comprising mass-producers of varying size. In that remaining 80% you have to pick your marketing approach very, very carefully: two years ago at Leyland, I decided we needed to slot in a cut above the cheapest models, mass-produced by people twice the size of Leyland.

"There are two ways to go a cut above: specify every option in the book (tinted glass, extra mirrors, lights and so on), or make the basic car better—slightly more refined, more engineering, but still clearly defined away from your specialist division products. The first method is of limited use, in my view, because many manufacturers are loading their cars with extra fittings, and, anyway, the customer can always specify such things . . . if he really wants them.

"I hate naming other manufacturers' products as examples of what I mean, they can never really express the full meaning of one's ideas. I especially hate giving foreign cars a boost, but the sort of thing I had in mind was the Peugeot approach."

I asked what Mr. Barber thought about the Dolomite Sprint as an example of the approach Leyland should increasingly adopt. "Yes, of course, the Sprint is a very fine car, a better car than the BMW 2002 in performance, but these are specialist cars, not the mass-production models that I felt needed extra work, like the Marina, Allegro and so on."

Summing up Leyland's chance of survival Barber responded, "well the cars have to be made (referring to a multiplicity of strikes at Leyland) and made well, in sufficient numbers. Then the products must be further rationalised so that there will be five basic vehicles from a production viewpoint—cheap sheetmetal changes could allow the public seven separate, basic cars, to choose from with different powertrains to choice as well."

I asked Mr. Barber how he thought of

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If you think you can't afford an Alfa...



Ford Escort 1300 GL



Austin Allegro 1500 SDL



Citroën GS 1220 Club



VW Golf N

Take the cars above, they could well be in your price range–but an Alfa Romeo? And yet the Alfa Romeo Alfasud costs about the same and that's a fact. That's why you see more and more Alfasuds on the road. Hardly surprising.

The Alfasud is a far from ordinary car. An Alfa Romeo in every sense of the word.

An aerodynamically styled, compact, sporty four-door saloon. A fun car that takes itself seriously. With a front-drive 1186cc engine the Alfasud is uncannily quiet; and when cruising at 70mph there's a 50% reserve of engine power, so there's no strain on the car or driver.

With a top speed of over 90mph, the Alfasud is unexpectedly economical, giving a 'touring' consumption of over 32mpg (Motor).

The interior is spaciously planned to carry you and your family in complete comfort and safety. The ergonomically designed front seats are fully adjustable and come complete with head restraints.

The steering wheel adjusts up and down. There are dual air circuits, heated rear window and a surprisingly spacious boot. You only pay for 4¼ hours scheduled servicing in the first 18,000 miles. And because it's an Alfa Romeo you enjoy sports car roadholding and cornering, with servo-assisted disc brakes all round.

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It makes you think.

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BARBER—continued from page 514

Ford today? "They were very clever", he replied, continuing, "10 years ago they set up on a European basis and that means they are highly competitive today, with a good range (four basic models, five when they get Fiesta mini car). If I went back today, there would only be detail alterations to make inside the company, all the basics are right."

Since he was obviously still impressed with Ford's organisation I asked why he had left in 1965? Barber considered that one carefully and quietly replied, "Ford's a great company, but I'm an Englishman. If you are British there's no getting away from the fact that the decisions are often made over the water . . . I mean you have to go to Henry in the end; that's not so satisfactory. I made a lot of friends at Ford, but there was the challenge of the AEI job (18 months recalled as "I missed the cars; AEI made so many things: you couldn't really get involved" though it's vital to point out he was a great financial success in the AEI boardroom battles of that era) and then came Leyland. If you are British, you have to have the interests of Leyland at heart."

Competition appeal at the top

As Mr. Barber had a major part in the involvement of both Ford and Leyland in substantial sporting programmes, we asked how he, as top level management, judged the usefulness of his hobby to the serious business of selling cars internationally?

"You must assess where motor sport can help in areas where your company is weak. For example, in 1959, Ford had the Tin Lizzie image and young people were buying the Mini. I was at Ford when this was happening, and it was decided that motor sport could do a good job for the company image: now people often buy a Mexico instead of a sports car!"

Barber continued with a shrug, "now, while I was at Leyland the same sort of situation begun to arise because of Ford's success with young people—and they are the people you hope will continue buying your cars for some time—so we decided, we ought to do something in competition.

"There was only a very limited amount of money available", Barber laughs as he slips in the swift aside, "but they've plenty of public money now of course", before adding, "so we thought that racing something as close to the ones we sold was the best thing. As soon as the old Group Two was over, we were in with a chance to race in the new British Group One Championship, and it was very successful. The first year had the Dolomites winning the Manufacturers' Championship, and last year they got the Drivers' Championship.

"I think there's no doubt that Dolomite sales were helped by the racing. No, I don't mean that we could tell exactly how much they increased because of the sport but, they could have declined without racing: in fact the car could have gone out of production without racing. Sometimes you cannot measure a direct sales increase, often it's enough to hold your position in the market, especially when the model has been around for some years.

"Until I became MD the company (Leyland) wasn't really interested in returning to the sport. I got the Sprints going and I did, in fact, do the original opening of negotiations with Ralph (Broad). It was my decision and we also tried Bill Shaw and Jim Whitehouse at Arden Engineering. Broad came out best at the end of the year, but Jim lent me his fabulous Ferrari Daytona for 10 days, and that's something I won't ever forget.

"You cannot be interested in motor sport and not hear the name of Broad, or see his cars in action. What attracted me was that, right from his Mini days, the Broadspeed cars were so beautifully turned out: they were obviously superbly prepared, winning, motor cars.

"I am a bit disappointed over the colours of the racing Jaguar, they could be interpreted, in Europe, as those of the *Tri-colour!* Why couldn't it be a true British Racing Green?"

If the Ford-Cosworth V8 programme had done such wonders for Ford's overall image, we asked Mr. Barber why he didn't think the same kind of Grand Prix engine approach would work at Leyland? "Oh, I can't see Leyland benefiting from that. Now they are doing international races and rallies, F1 is really something that would achieve only diminishing returns.

"I think everyone—not just trade insiders—knows that Ford have nothing to do with F1 in the direct engineering sense. The customer must be able to recognise the product: even though they will know that the Jaguar is handmade by Ralph, people still recognise it as an XJ12.

"So, generally, motor sport can be a good thing for the industry, if it's done in an interesting way. It's better that engineers in the company do not work on both racing and production models, for all that means is doing neither properly, and the production cars must suffer."

Big spenders

Inevitably our discussion swayed toward the cost of a manufacturer's sporting ambitions. Here John Barber was fascinating as he commented with a wry grin on Leyland's Jaguar, Dolomite and TR7 race-rally schedule, "now that they have more money, they are able to be more ambitious, and the 1976 racing and rallying programme looks as if it will make a big hole in a million pounds".

Barber added, with a cautionary frown, that he could only base this on the information released to the public, so it could be only a rough estimate, but it certainly shows how important the sport can be to a troubled car giant, for this amount to be contemplated for sporting use at this point in the company's history.

To try to make things fairer I asked what he thought Ford were spending, but the reply had to be far more vague for, as Barber said, "Walter Hayes, and the others associated with competition since I left, always seemed to be pretty good at getting sponsors to offset the true cost of their programmes. It's much harder now to get trade suport to such a large extent as we used to have when I was at Ford, but I'm afraid I really couldn't be at all sure what the true cost of Ford's motor sport activities really is."

The other factor in calculating the Ford effort is that the sporting budget is released in Britain and in Germany (in the latter case it is a question of anticipating future funds, now that Michael Kranefuss has taken on the Ford Europe motor sport directorship) with Britain presently engaged on the major international programme, rallying the Escort 2 from Boreham, while the German department is totally committed to FAVO engineering and sales at present. In any case Ford are certainly not spending anything like the money they were in the 1960s, even when inflation is taken into account.

Summing up Leyland's expenditure Barber was sure that "this 1976 sporting programme adds up to the biggest competition effort ever by a British manufacturer."

After all the discussion on racing cars that look something like those the public can acquire, I asked for Barber's thoughts on Formula racing? A huge smile of delight came to his face as he recalled, "I think I have been to all the GPs in Europe at some time or another. I love this kind of racing but it does vary a lot. Obviously Monte Carlo is glamorous, but I don't find the racing there particularly interesting.

"I like the Italian's passionate attitude at Monza . . . that has a fantastically exciting atmosphere of intense feeling for the racing. I'll never forget the way they reacted when Moss and the Vanwall won there, the crowd were almost stunned without their red cars at the front!

"I must say that, in Britain, I always enjoy watching at Brands, I think it's a first-rate spectator circuit."

Turning to his personal preference in racing Barber commented, "drivers do more for me than any other single aspect of racing. I was a big Clark fan, and always enjoyed his races most of all . . . but I well remember a Goodwood where a driver in, I think, a two-litre silver Cooper Bristol, led by miles . . . and it was an unknown Mike Hawthorn. I still go to races nowadays, and I get tremendous pleasure out of watching all kinds of racing."

Had he seen any rallying we enquired? A look of mild surprise crossed Barber's features as he said "oh yes, quite a bit, I usually watch sections of the RAC, but I have also spectated abroad. It's a bit more difficult to watch than racing, but from the commercial viewpoint it's a must—look how well Ford did out of the Safari win."

At present Barber's links with the motor industry are still strong. He has written occasionally on automotive subjects for the *Financial Times*, and he has an unpaid, advisory, commitment to help Jensen through their current difficulties. Barber made it clear that both positions are not full-time occupations, so far as he is concerned.

Following the settlement of the legal battle with Leyland over his dismissal, this remarkable gentleman now feels free to look for a new job (Leyland had to pay, "substantial compensation", according to the *Financial Times* report) and one can only hope that some part of our battered industry will soon benefit from the Barber enthusiasm for four wheels.—J.W.

"Regular oil changes with GTX are cheaper than engine changes." Frank Ryan, fleet manager.

For Frank Ryan, Manager of H.F. Edwards Self-Drive Cars (Kensington), long engine life is absolutely essential. Replacing worn out parts costs him time and money. If his cars are in trouble, so is his business–that's why Frank insists on Castrol GTX for all his cars.

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With the British oil specialists you'll keep your car on the great road ahead–longer.

GTX

With Castrol GTX, there's a great road ahead.

PORSCHE—continued from page 520

windows, electrics, instrumentation are all fitted here in a scene reminiscent of the upper trim floor at MG's Abingdon factory. Recaro seats are delivered ready trimmed; the rest of the trim is produced on-site.

Whilst all this is going on, power units are taking shape in the engine shop, each assembled by one man around Mahle con-rods and pistons. When built, they are hoisted to one of 13 Schenk dynamometers, where each engine is run for 70 minutes and stripped and rebuilt if not up to scratch. Engines meet gearboxes (Getrag- or ZF-built to Porsche design, because 50-odd cars per day don't justify the expense of Porsche building their own) alongside the cars on the final line in the lower floor of the assembly hall. The engine/gearbox units are installed in the shells by one man in five minutes, literally. The torsion-bar front suspension units, pre-assembled on a jig, are fitted, steering rack installed, torsion-bar rear suspension added, brakes bled, wheels bolted on and the car lowered from its trolley. From there it is pushed to a Super pump outside the assembly hall, the dry-sump tank is filled with oil, the driver checks instrumentation when hopefully the engine fires—and then the shiny new Porsche is christened by being driven over a series of bumps to settle the suspension before tracking and, as we were told, "to make sure that nothing drops off."

Up to this stage every single component has been inspected on arrival at the factory, every stage of assembly inspected and re-inspected by the green-coated inspectors (one in ten of the workforce). Now comes even more arduous checking. First, an emission check is made on a rolling-road. On another rolling-road an inspector checks out the electrics and runs the engine and gearbox through their paces, ending with a high-speed run, up to over 200 k.p.h. on the Turbo we saw tested. Thence to a road test, 35 km. for ordinary models, 100 km. for the Turbo. If all this is not satisfactory, faults are rectified before the tests are repeated.

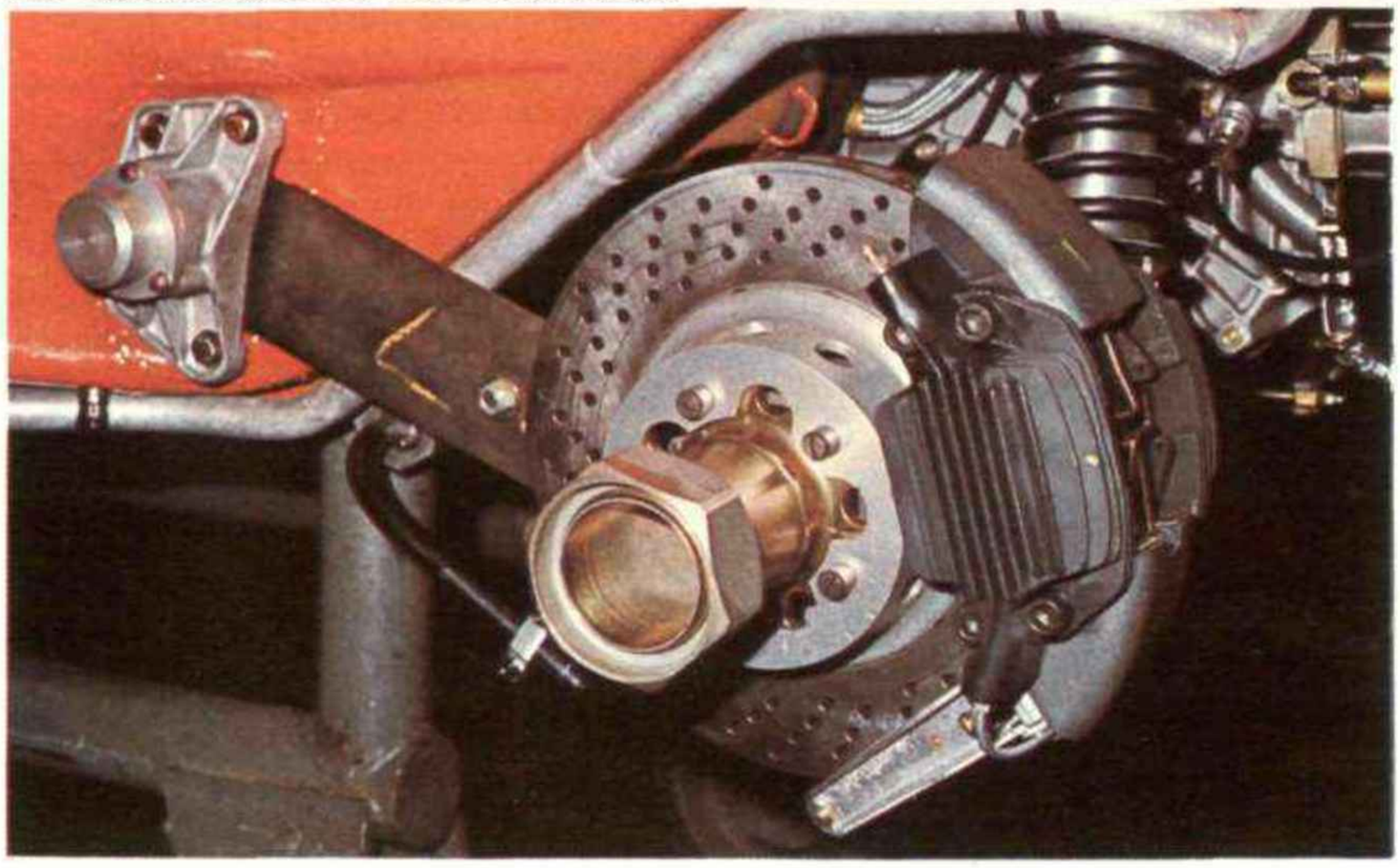
Note that we make no mention of the new 924 in this production context. These un-Porsche-like Porsches are produced at Audi's Neckersulm plant.

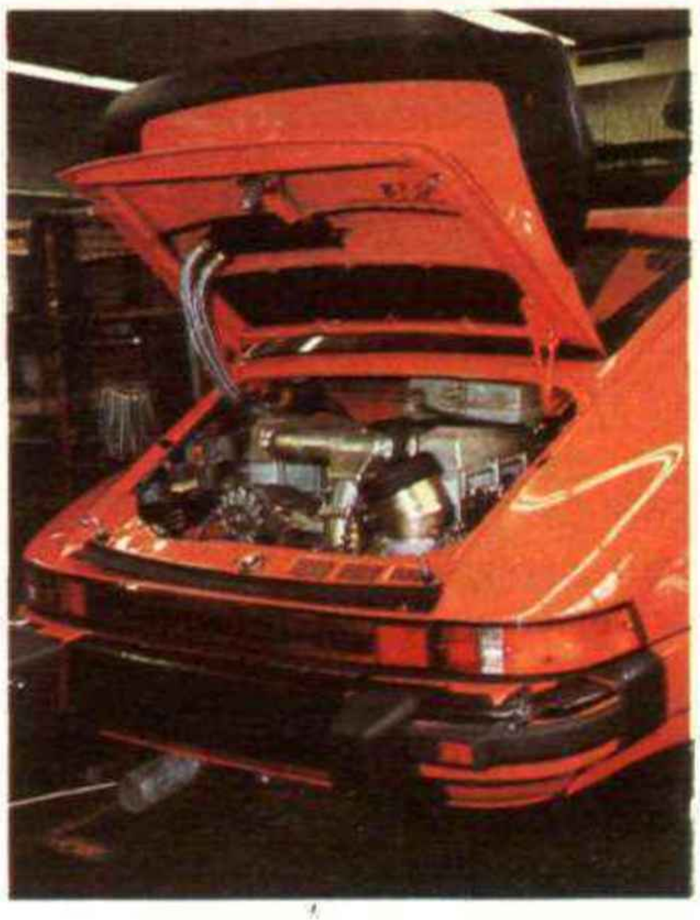
While Porsche production is a nice combination of semi-mass production, handwork and rigorous inspection, this is only half the story. Behind every Porsche are the skills of the Porsche experimental design and development stablishment at Weissach. Here, in a labyrinth of experimental cells, another 750 people work on projects for manufacturers and governments throughout the world and on ensuring that Porsche's own road and racing products remain supreme in their field.—C.R.





On this page, handbuilding Group 4 racing Turbo RSRs at Zuffenhausen, the ultimate in "production" Porsches. A batch of 30 is being built—at £19,000 plus tax each. Engines give 485 b.h.p. and 434 lb. ft. torque, off the peg. Brakes are 917, coil-springs supplement torsion bars, inlet tracts for the Bosch injection are water-cooled. They weigh 1120 kg. and replace the Carrera RSR. The rest you can see.





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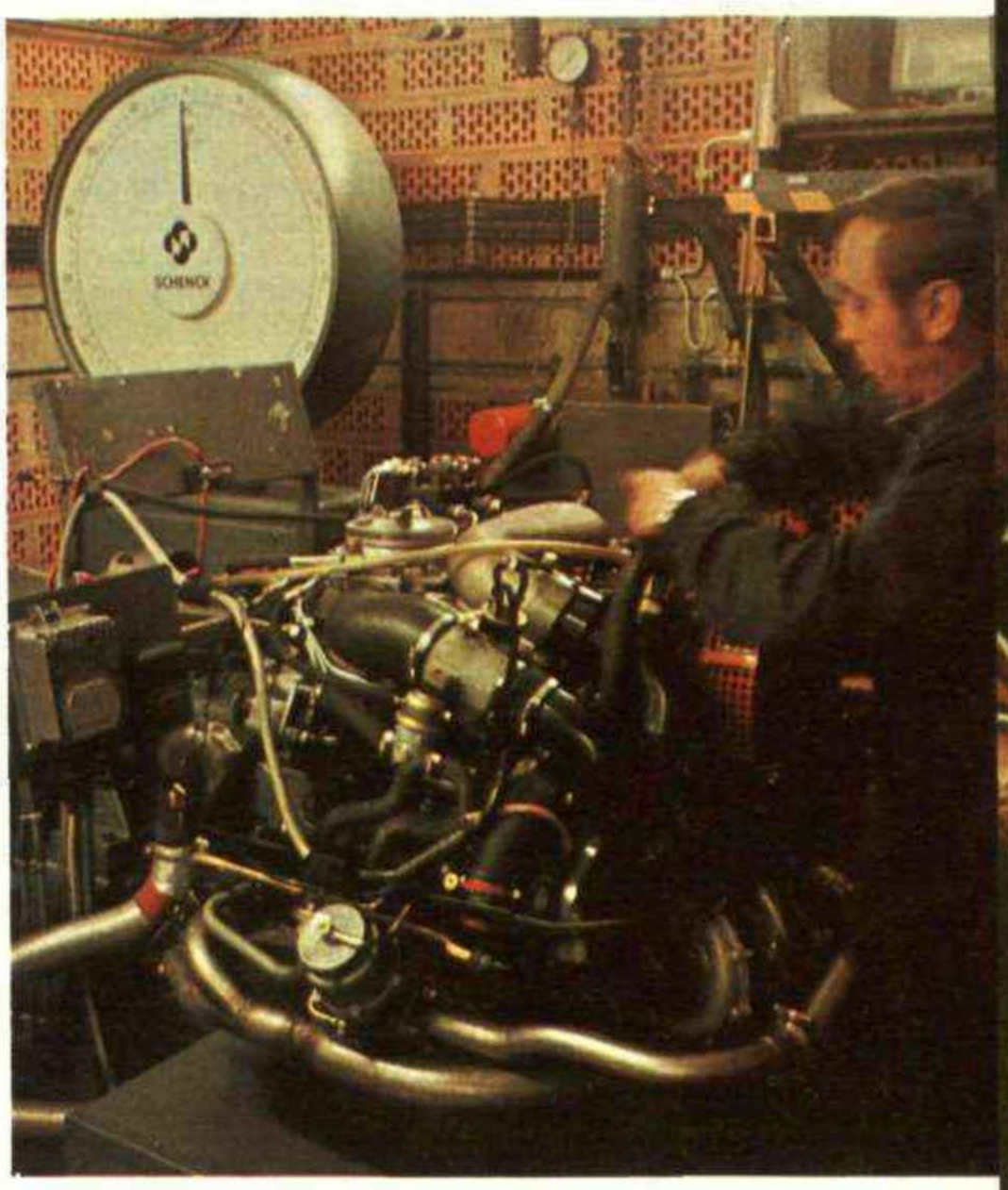
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A Turbo engine undergoes its 70-minute dynamometer test.

indeed everything except the roof panel, are pressed out of hot-galvanised steel from the famous Thyssen works, the zinc protective process being instrumental in enabling Porsche to issue a 6-year floor-pan guarantee, additional to the normal mechanical guarantee of 12 months and unlimited mileage.

At a casual glance there is nothing to choose between the body construction methods used by Porsche, Pressed Steel, Ford, or even Polski-Fiat in Warsaw. The assembly hall is the same mass of flying welding sparks, a babel of clattering metal and ringing hammers. Then you notice that the body panels aren't flung around with the same haphazard abandon, that much more care is given over to welding awkward corners and that the spot-welds between panels are spaced more consistently. Firstly the side frame members are welded into the floor-pans, the inner side panels attached, the roof panels—with or without holes for sunroofs—welded into place and the rear, but not front, wings fitted.

Bodyshells for Targa models, 25 per cent of production, go through this initial emergence on a separate line to the fixed-head coupés, acquiring strengthening members across the floor-pan and along the inner side panels to offset the hole-in-the-roof's lack of rigidity. Subsequently the two versions share a common line. The bodies are upturned to finish floor-pan details.

Where common-or-garden cars would be considered ready for finishing at this stage, subject to cursory descaling, these Porsche shells then undergo much handwork. Welds are refinished by hand if necessary, gutters are shaped by hand, special jigs are used to check screen apertures, each matched by hand and welds are descaled and smoothed out. From this assembly floor the shells are lifted on trolleys to an adjacent floor where front wings, boot, bonnet and doors, complete with side intrusion-members are added.

At this stage the real craftsmen take over in the quest for perfect Porsche finish, hands trained over 25 years, some of them spent building 356s by hand, feeling for roughness on the panels, using chalk to show it up and emery paper to smooth it out. A small amount of lead is used in awkward crevices.

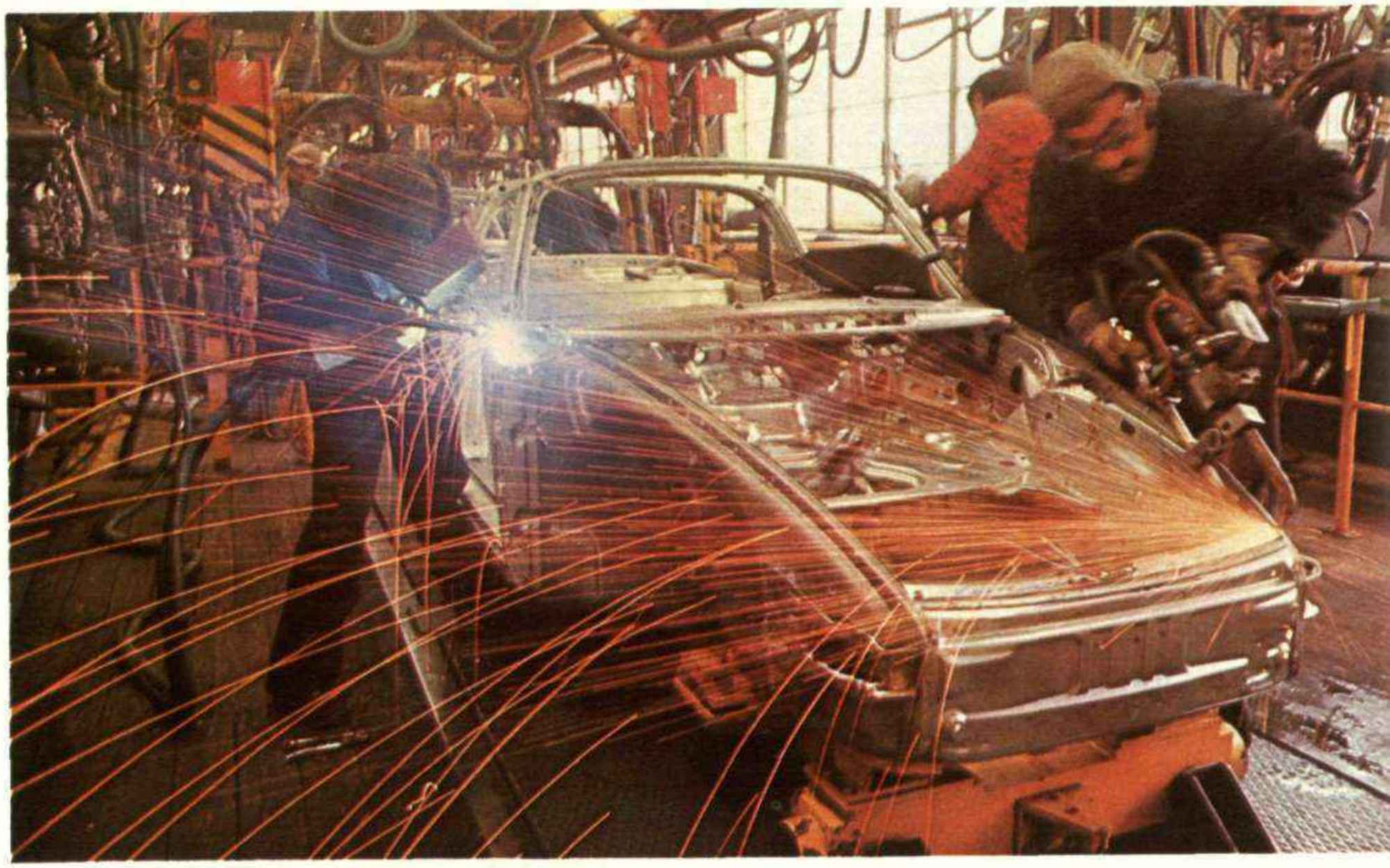
It was impractical to see the ultra-modern spraying process which followed, a pity because Porsche paint quality is intriguing. We caught up with the now finally-painted shells as they emerged from an overhead conveyor on to the upper of a two-storey assembly hall, before their doors were detached to make trimming easier. Trim,

Continued on page 522

Rothmans
When you know
MIDDLE TAR GROUP As defined in H.M.



Government Tables. EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

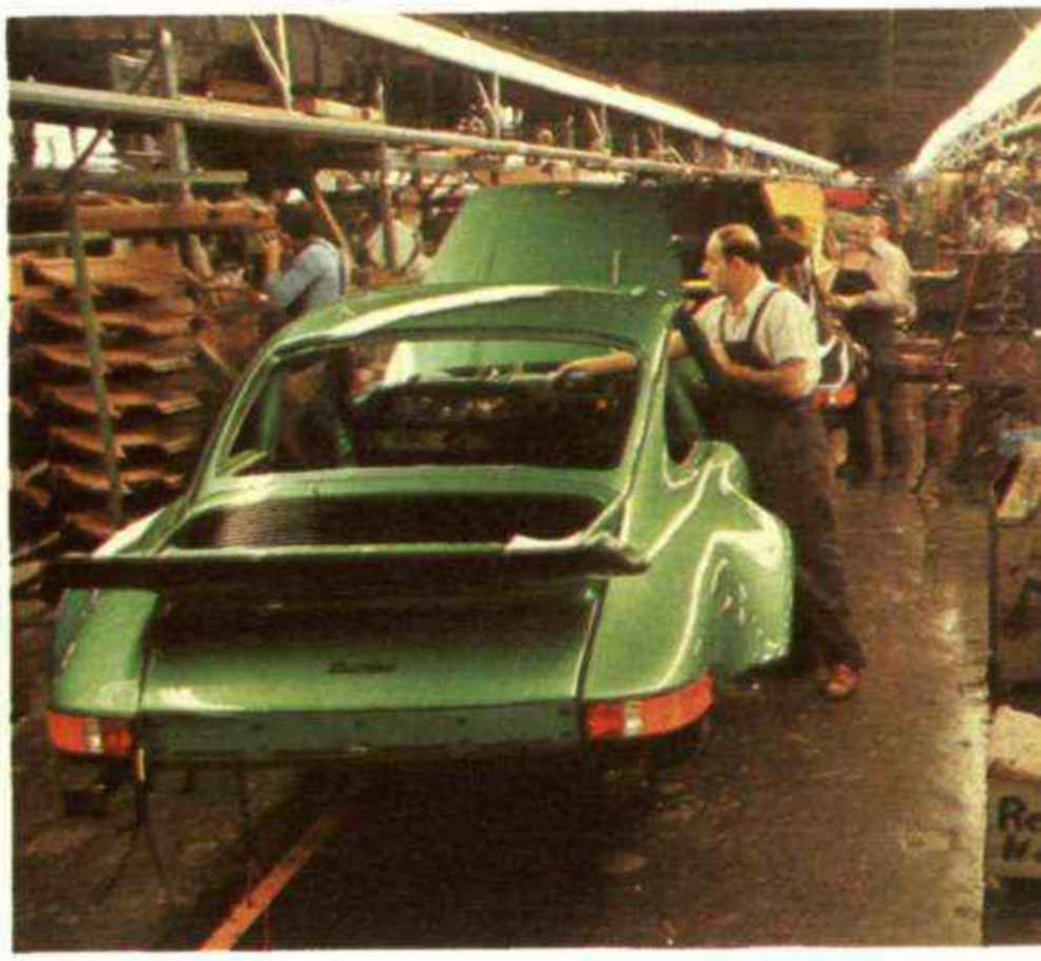


The Porsche Way to Perfection

IN THE WORLD OF the motor car the economic and fuel crisis hit hardest at the manufacturers of expensive, exotic cars. Some coughed and died, others spluttered along a bank-loan tightrope, but Porsche, nurturing a product which offered a timely and hardly credible economy/performance ratio, a practical work-horse ability and exemplary reliability and longevity, merely hiccuped, minutely contracted and continued their 25 year history of producing one of the world's best engineered cars. On our way through Germany in that superb, water-cooled XJ-S express described last month, we called at the home of its compact, lissom, air-cooled competitor to see at first hand how Porsche had survived the crisis and how such high standards of engineering were attained in a global environment where quality gene ally gives way to quantity.

The legend that is Porsche lives in sprawling collection of factory buildings Zuffenhausen, a northern suburb of Stuttga the city whose rates burden is shared Mercedes-Benz. Like all car factories, it's dull, grey place which greets you as the pol barrier lifts to permit entry to this hallow ground. The scene could be anywhere fro Birmingham to Milan, except for one thin no tin-box people's cars here, just colourf









The body is sculpted from hot-galvanised Thyssen steel, opposite left. Painted shells await assembly, above left, and a new Turbo is checked out to 200 k.p.h. on a rolling-road before a 100-km. road test. Lesser models each have a 35 km. road test.

Porsches, Porsches everywhere, flat-sixes whirring, test drivers departing on the road tests which every Porsche receives, ferry-drivers squealing flat, low-profile tyres as if the Turbos they were driving were Dagenham Dustbins, Porsches awaiting transporter collection by the score or singletons waiting for wealthy Americans who'll be flying over from the States specially to take personal delivery of what may be their twentieth Zuffenhausen product in a row. You scratch your head and realise that every one of these gleaming sports cars represents a UK minimum of £9,000 or, for the Turbos we see hurtling down the ramp from Despatch, a maximum of £16,000.

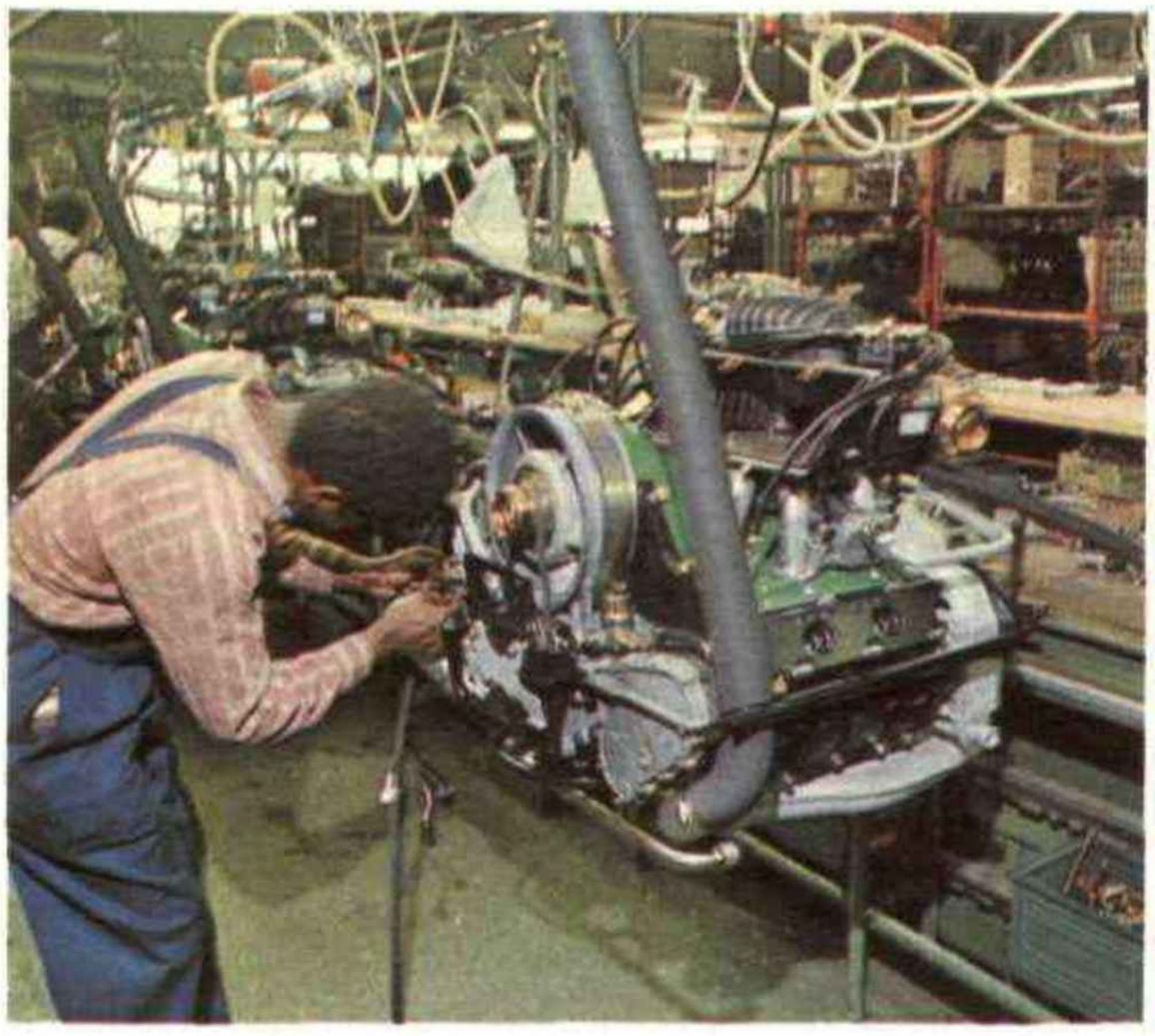
And yet Porsche turn out these droop-nosed sewing machines at a current rate of 12,000 a year. Before the economic crash, a best ever figure of 15,000 cars left the Zuffenhausen lines in 1973, an average of 75 per working day, "...and perhaps too many for our production capacity." Nearly 900 employees were removed, mainly by natural wastage, the following year as the bottom dropped out of the market and only 8,500 cars were produced, 50 a day. Now the workforce stands at about 2,500, still several hundred down, but producing 57 cars a day, a high ratio of persons per car which in some factories would reflect inefficiency, but in the Porsche factory reflects the painstaking attention to quality, in turn reflected in the price. It's a production figure which represents a happy compromise to Porsche: profitable yet still less than demand.

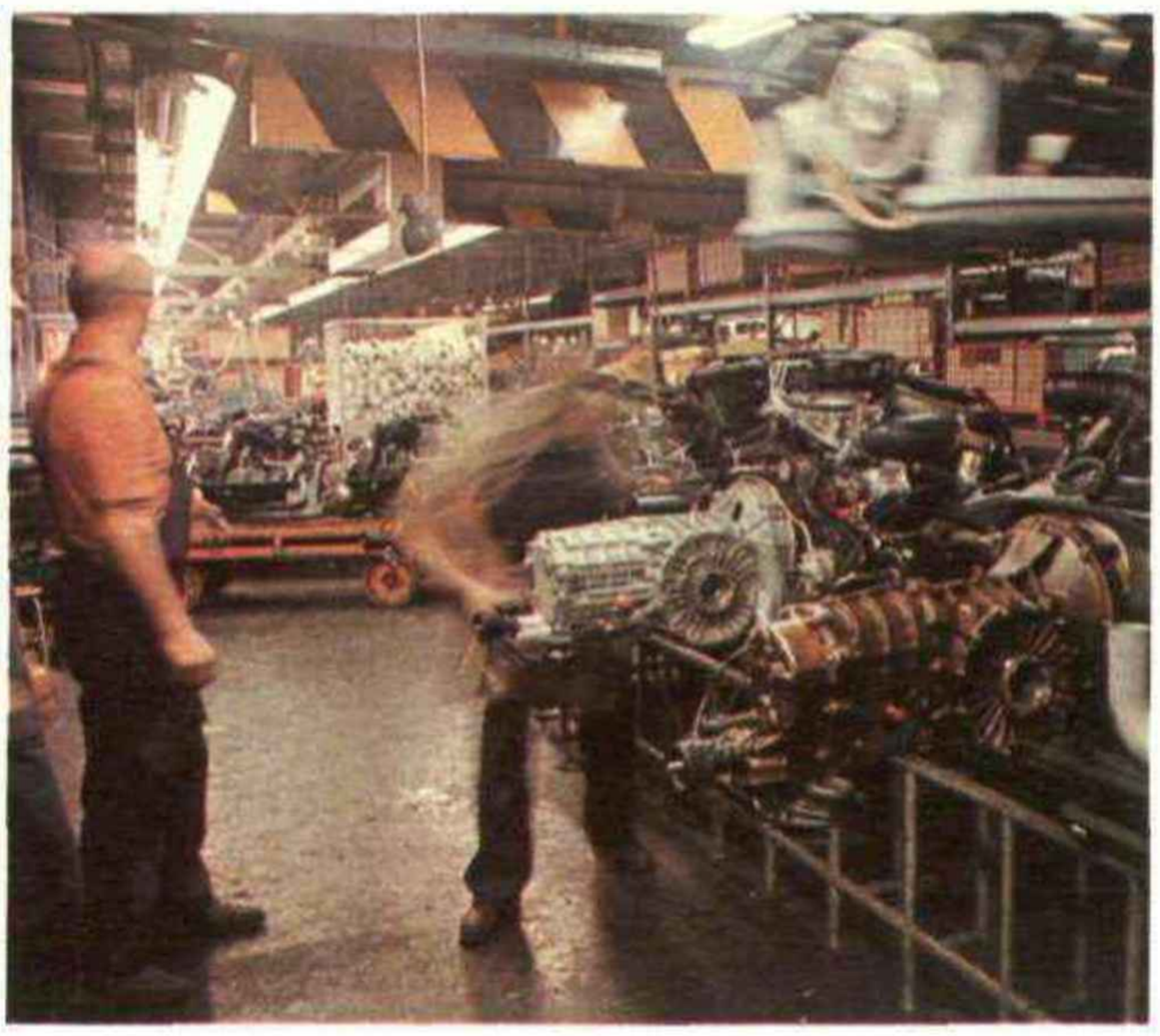
Porsche have the support of the faithful US market to thank for their survival through the fuel crisis. Today, while Porsche prices in the US have rocketed with the devaluation of the dollar, that market still accounts for 55 per cent of total production, the bulk headed for California. Seventy-eight per cent of all Porsches are exported. The supposedly frail state of world finances is not affirmed by the remarkable success story of the 930 series Turbo. "It's an engineer's car, developed from a racer. We don't want it!" was the embittered reaction of the sales department when confronted with this turbocharged super car to sell, we were told by Manfred Jantke, Porsche's head of Public Relations. They've had to eat their words. Now this 155-m.p.h. machine represents 15 per cent of total production with some 1,000 of them on the road and a further production run of at least 600 planned. Only 400-off had been intended originally.

We awaited our Porsche host, Press Officer Klaus Reichert, in the comfortable luxury of the impressive reception hall surrounded by relics of Porsches past and present: 2-litre, 4-valve Carrera cylinder heads; a scattering of 917 engine parts; reminders of World Championship victories; sports extras available for current models. An English copy of Christophorus, the Porsches owners' magazine, reminded us that the man who started all this, the so-brilliant Dr. Ferdinand Porsche, would have been 101 this year. His son, Dr. Ferry Porsche, now chairs the Supervisory Board.

Porsche's factory is almost self-contained, component parts being brought in, but 911, 912 and Turbo assembly is carried out in its entirety, from the knitting together of the body panels to the reverential building of the flat-six—and flat-four, for the 912 has been re-introduced to the US market—engines. A small press shop looks after production of small body parts, brackets and so on while all the larger pressings are delivered from outside sheet-steel specialists, mostly from Karmann. Floor-pan, outer and inner wings, doors,

Tremendous detail attention goes into the shell, opposite left. Next to this, a Turbo goes down the trim line. Each engine is hand-built by one man, below left. Gearboxes are fitted to engines alongside the car assembly line. The silver gearbox is a four-speed Turbo unit.







Munich Masterpiece

BMW introduce the 6-series coupé

FOR SUCH an expensive car, BMW's trend-setting, six-cylinder, two-door coupé series, from 2.5CS to 3.0CSi and CSL, enjoyed extraordinary success, selling 45,000 examples, helped by its image as the touring car racing King of Europe. Production ended last December, rather prematurely we thought, until we were introduced to its 6-series successor in Munich and Marbella. Aesthetically and mechanically the new model shows a worthwhile improvement and keeps BMW well in contention with the opposition, from which, like Jaguar, they single out the Mercedes 350/450SLC as arch-enemy.

Of the two versions of the 6-series coupé, the 3-litre, carburetter 630CS and the 3.2-litre, fuel injection 633CSi, only the latter will be available in Britain—and not until September. Pound and Deutschmark permitting it is likely to cost some £12,000, inclusive of air-conditioning and electric front windows, optional in other markets. In essence, the 6-series follows the same straight-six, independently-sprung path as before, but with many improvements. The body is entirely new, built by Karmann, who'll also be assembling the cars at the rate of 8,000 per annum, 500 of which will head for the UK. The 3-litre saloons continue unchanged.

Nose styling of the slightly wedge-shaped body comes from the mid-engined Turbo prototype. The vast window area is of Parsol bronze-tinted glass; the side areas are no longer pillar-less, the gap being split by a roll-over bar, which helps give better window sealing. The body is designed with safety crush zones and strengthening members and gains 69% in torsional rigidity over the old model. There is some improvement in interior space and the boot gains an extra 3 cu.ft. Although the frontal area change is fractional, aerodynamics are much improved.

The longer-stroke 3,210 c.c. straight-six of the 633CSi gives an identical 200 b.h.p. at 5,500 r.p.m. to the 3.0 CSi. Torque is improved from 200.4 lb. ft. at 4,300 r.p.m. to 209.7 lb. ft. at 4,250 r.p.m. The compression ratio is reduced from 9.5 to 9.0 to 1, but improved efficiency comes from combustion chamber modifications and a change from D-Jetronic to L-Jetronic Bosch fuel-injection. Transistorised ignition is fitted. An extra 40 kg. in weight will probably outweigh any performance gains.

On the chassis side, the track is increased front and rear. At the front the caster angle is reduced and kingpin inclination increased for better direction stability. Instead of separate coil springs and dampers at the rear, spring/damper struts are fitted, along with an anti-roll bar. The ventilated front discs are of 11.0 in., instead of 10.7 in., diameter.

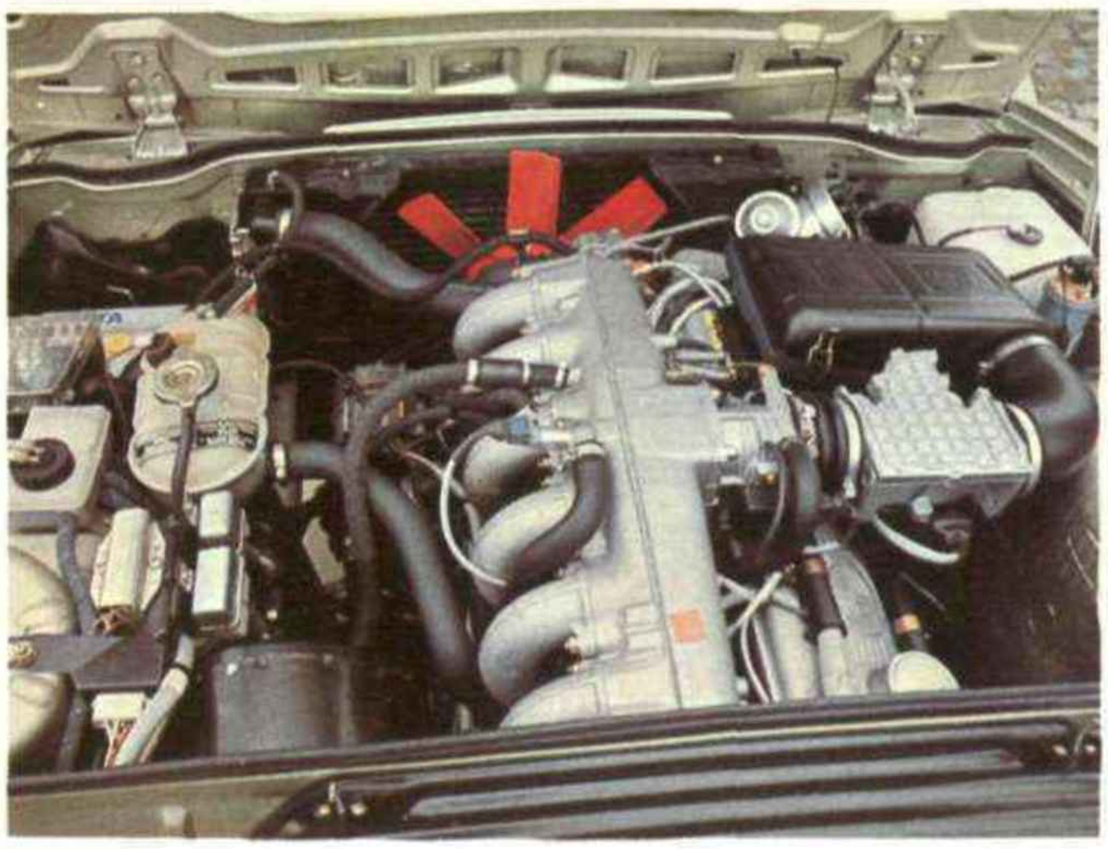
By far the most important chassis improvement is the use of the new ZF ball-and-nut hydraulic steering system, with power assistance varying with engine speed—more power at low speed and vice versa. An appreciably higher ratio is used, too.

Inside, the now familiar BMW curved facia includes an all-systems-go check device : press a button and seven lights should light up if fluid levels and so on are all right.

All seats have headrests, the rear ones including lidded oddments trays. The driver's seat adjusts for height. An electrically controlled door mirror is a very useful gimmick.

On the German autobahn or in the hills of southern Spain there was no doubting the stability, excellent braking and the high performance of this smooth, 135 m.p.h. straight-six. The handling was excellent, but the suspension too soft in the mountains (there is a stiffer option pack) and we'd have appreciated a limited slip differential, which will be standard on UK cars. Most impressive of all was the precision and feel of the power steering, though a shade more caster return wouldn't go amiss. Minor modifications to the linkage have improved the gearbox, too.

We look forward to publishing a full road test when this impressive coupé appears on the British market.—C.R.





Why it can be dangerous just to ask for a can of oil.

There are all sorts of special additives in Duckhams motor oil.

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We tested thirteen other oils in our research labs recently. We'd bought them, as you might have, in garages and motor accessory shops.

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

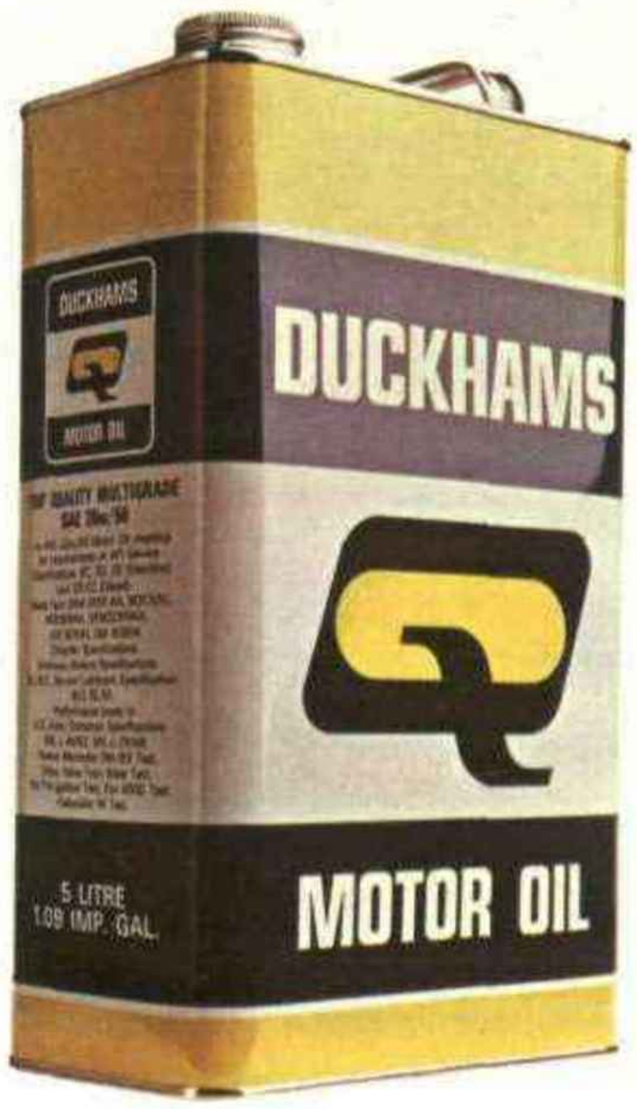
Meaning that if you used them in your car, you could get excessive wear, probable starting problems in cold weather, even outright damage.

Another oil failed to come up to the standards laid down by Ford. One oil contained no zinc. Zinc is essential in engine oil, to prevent wear.

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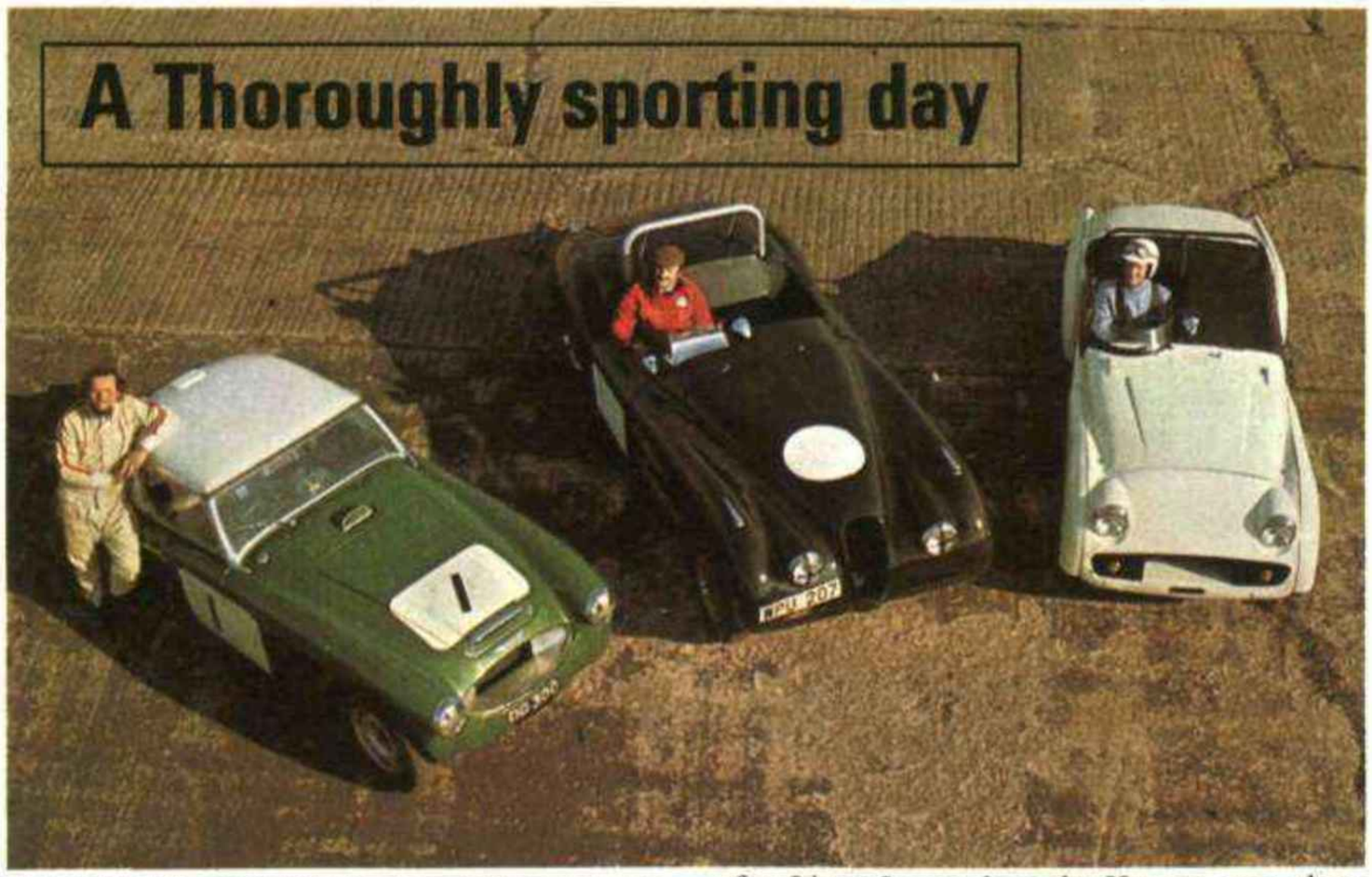
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A Thoroughly sporting day



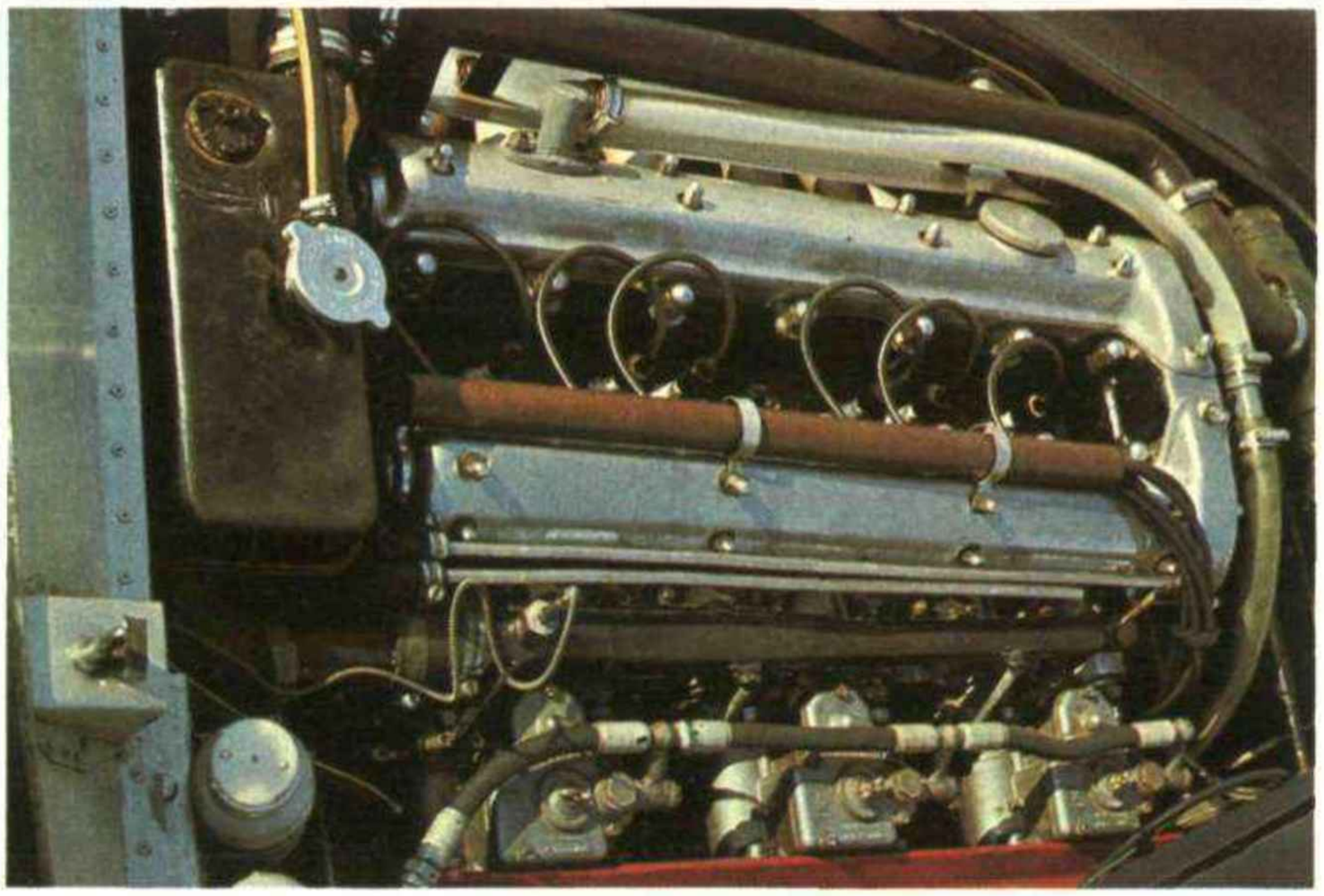
"ANTHONY HUTTON," they said at our recent encounter with four Thoroughbred sports car contenders around Silverstone Club circuit, "yes, Hutton is the man you must talk to before you write anything about the Oldham and Crowther Championship." Being a person who does not like to neglect advice when baffled, our reporter did talk to Mr Hutton at great length, discovering a decisive personality who has created a category which has always had a surplus of competitors who wish to air their 1946-59 sports cars in earnest competition.

Hutton, formerly an outstandingly successful property man who has now moved further into the promotion of all kinds of mechanised sport, (through his company Sport Action Enterprises Ltd.) first became involved by his association and ownership of Invicta cars. At first he was just an Invicta owner with the VSCC. Then, as the cars became less popular, he felt he had become the only interested party in the bulletin that he was writing for Invicta owners, so he sold the car and went to the USA to seek fresh inspiration.

By 1968 Hutton was back in England, acting as the Competitions Secretary for the JDC and running a fixed head XK. The further acquisition of a Lister-Jaguar brought Hutton even closer into the organisation of sport for the 'classic cars' and he began to petition the HSCC Committee for permission to run a race, followed by a regular series of events, for the popular sports cars of the 1950s. The Committee, not unnaturally, had reservations about the quality of entry that they would get, and Hutton decided to go out and run just such an event himself.

The first race for what have become regularly known as Thoroughbred Sports Cars was at a Thruxton JDC meeting in 1972. Hutton recalls: "It was a full grid, first time out, but what really pleased me was that of 33 places 28 were novices, having their first race. To me, this is one of the attractions: bringing new blood into the overall historic scene, which is a very tight-knit little group of people.

"We ran a few more events with full grids, and by the end of 1972 John Harper and I got together to form a company (Forward Enterprises Ltd.) to organise and promote this kind of racing. John and I have always promoted the XK, right from the days when they were £200 to the present day where, frankly, even I can't afford one!"



JOHN CHATHAM'S ex-works Healey suffered steel wheel failure before testing, but the Oldham and Crowther XK120 and Reg Woodcock's TR3 were both reliable and enjoyable.

For the following year, 1973, Forward Enterprises had attracted a series sponsor in the form of another property development outfit, Charles Spreckley Ltd. That year and 1974 the Thoroughbred Championship continued under the Spreckley banner, until that company felt the economic pinch in December 1974. Jaguar restoration and parts specialists Oldham and Crowther stepped into the breach for 1975, and are still very active sponsors for the series this year, entering their own alloy-bodied Jaguar XK120 for David Preece to drive.

Both Hutton and Ruth Oldham stress that it is really the spirit of the regulations that matter, rather than the exact wording. Unfortunately there was a rather well-publicised row over car eligibility during the winter, but that has been firmly pushed aside in the unity of running a seven-race Championship with three classes, which continues to attract good competitor and spectator support.

Ruth Oldham has no doubts as to the reason for the Championship's popularity: "They come to watch because they can identify, or remember, the cars Dad took his girl-friend out in. Nostalgia is part of our life in Britain now, and people like to look back to when British cars were really great . . . the best in the World. For me there is no sports car of character left on the British market since the demise of the E-type."

Ruth had some pretty pungent comments to make about the standard of Thoroughbred racing too, compared to some vintage meetings. "I like to see the cars really raced hard, I detest the type of racing where a D-type is being . . . all over by things that haven't even half the Jag's competitiveness, simply because the D-type driver is terrified what will happen to his investment."

Those cars that are eligible for the Championship are detailed in the RAC Blue Book. Basically manufactured between 1946 and 1959, there is an exemption that allows cars like the XK series to participate right up to the year they were dropped, 1961.

Every year there is a meeting between competitors and Hutton and a list of eligible cars and new regulations are discussed, but Hutton does have to act as a benevolent dictator to produce the final rules. Eligible cars include ACs of 2 litres, Aston Martins DB1, DB2, DB2/4 Mks I, II and III and DB4 (3.7 litre maximum); Austin-Healey 100/4, 100/6 and 3000 MkI (3-litre maximum); MGAs (1650cc maximum or with twin cam engine); Morgans of 4/4 and Plus 4 type (2.2-litre maximum); TRs from TR2 to TR3A (2.2-litre maximum), XKs, 120, 140 and 150 (3.8-litre maximum); the MGA-engined Elva Courier and 1216cc Lotus Elite. The organisers can also accept road-going sports cars complying with vehicle regulations at their own discretion. On this list as examples are Porsche 356, Healey Silverstone and the Frazer Nash.

The three classes are 2701cc and over, 1651 to 2700cc and up to 1650cc. Prize money is limited to £1000 and is paid to the top five points scorers in each class: the overall points champion takes £145, all paid at the close of the season. Booby prizes and, "plenty of pots," are additionally awarded to ensure that there is something for pretty well everybody. One has to register before the start of the season in March to score Cham-

WEBER triplets feed the comprehensively modified Jaguar 3.8 litre.

pionship points, writing to Speed Action Enterprises at 29 Lennox Gardens, London SW1X ODE. Don't bother for this season though – the Championship has its full quota of challengers.

The vehicle regulations amount to maintaining the look of the car in production form whilst modifying the engine comprehensively and the suspension slightly. The overall idea is that you shouldn't be able to use anything that wasn't available to those who raced pre-1959, or 1961 in the case of the exempted cars. In practical terms this means that you can fit the straight-port Jaguar racing head to the 120, while the MGAs can have up to 1650cc, prior to the 1961 installation of a bigger B-series engine thereafter. No fuel injection or dry sump equipment is allowed, but the cylinder head combustion chambers can be totally reworked with the best possible camshaft(s), valves and carburation to feed them. You are not allowed to alter the cubic capacity from that specified for your marque of car, but it's obvious from the power and smoothness of the units I tried that pretty well anything else is allowed.

Transmission changes are restricted only in that you have to have the same casing and number of ratios as those originally available. So you can have close ratio gears, and a limited slip differential is also allowed.

On the body side you can fit an aero screen instead of a windscreen, but all hard tops, tonneaux and hoods must be to original works optional extra design. The grille can be removed (though you are asked to ensure the "aperture must be original and finished in a workmanlike manner") and the internal trim removed, though two seats must be left. The main chassis and the body panels should be original in shape, weight, design and material.

On the braking side quite a lot of modification goes on in practice, for you are allowed to go up to the best that you can find in disc brakes specified for the marque within its eligible years.

Perhaps the most controversial regulation, and one that could well have resulted in my writing this from Silverstone's handiest hospital, is that "wheels must be either spoked or pressed steel. Rim widths shall not exceed 6 in." With Dunlop L section racing tyres specified, this means these often fairly weighty cars are able to put considerable loads on steel wheels. Not surprisingly, this results in wheel failure with the centre pulled from the centre, which is exactly what happened to John Chatham's illustrious Abingdon-built Healey, reg no DD300, the lap before I could try it! John wasn't hurt, nor was the car, but the thought of three-wheeling round Copse in one of the most widely raced and successful Healeys of all time had little appeal to the reporter. It is for this reason that you see the Healey in the heading picture, but no more. While on the subject of pictures, I must apologise for the lack of illustration for Bruce Brown's 1959 Elva Courier Mk1 . . . it arrived at sundown and the pictures suffered severe jaundice, coupled with a camera totally unimpressed by the all-night stint that the keen team had put in to be present.

The two cars I did drive at length are pretty well-known – the Oldham and Crowther Jaguar and Reg Woodcock's seemingly immortal TR3.

The Woodcock Triumph came straight away after the Chatham incident, and was wearing the steel wheels, despite which we enjoyed a very fast and exhilarating session. Woodcock is obviously a man of strongly fixed loyalties. He has always worked at Joseph Lucas – Reg is now with the electric wiper motor side – and he has had the car since November 1960.

Woodcock didn't compete the Triumph until 1965, when he did a little sprinting, but the following year saw the Woodcock Triumph combination appear for the first of its 10-year racing life. Woodcock cheerfully admits that the TR has had a new body, grinning widely as he recalls, "I can't remember when it was, but it was quite a big accident!" The quiet Midlander has a neat and precise way of expressing himself and of driving the motor car. In the last three years alone it has taken one class Championship (Dick Protheroe, 1973) and the outright title for 1974 and '75 in this Thoroughbred series.

The white TR looks pretty standard, right down to the large, original-style instrumentation for speed and engine rpm, but it hides some comprehensive work. The main outer body panels are in aluminium. The TR engine, the 2.2-litre four-cylinder that traces back into the depths of Standard Vanguard saloons, has been transformed from a rough and tough workhorse into a smooth unit that reaches the suggested maximum of 5,500 rpm very quickly indeed.

Included in the modifications are changes to the shape of the standard combustion chambers, ports and valves. Pistons of 87mm provide a compression ratio of 11.7:1, while a racing camshaft and Weber 42 DCOE carburetters are utilised in conjunction with a redesigned racing exhaust layout.

The cockpit (well, you are sitting behind an aero screen!) is only altered in looks by the Astrali three-spoke steering wheel and has the luxury of an operative speedometer: at the end of the main straight this had its needle hanging off the 120 mph end of the scale while we tried to restrain ourselves to the 6000 rpm that Woodcock allows for top gear only.

Starting was absolutely prompt and the steering of a quick, light operation that would do credit to a mid-engined modern machine. The Dunlop CR65 racing tyres had a soft compound that was particularly well-matched to the slightly wintry conditions, and I found the car much easier to handle than the others.

However, the installation of a TR4 master cylinder to improve the brakes had left the centre pedal as soft as a cowpat, and about as encouraging when arriving at Becketts. Because I was unused to the steering, the car felt a little twitchy for most of the session, but that quickness of reaction is very reassuring when the car starts to slide. The gearbox works well under full throttle conditions, though the clutch pedal action itself errs toward the laziness exhibited by the brakes.

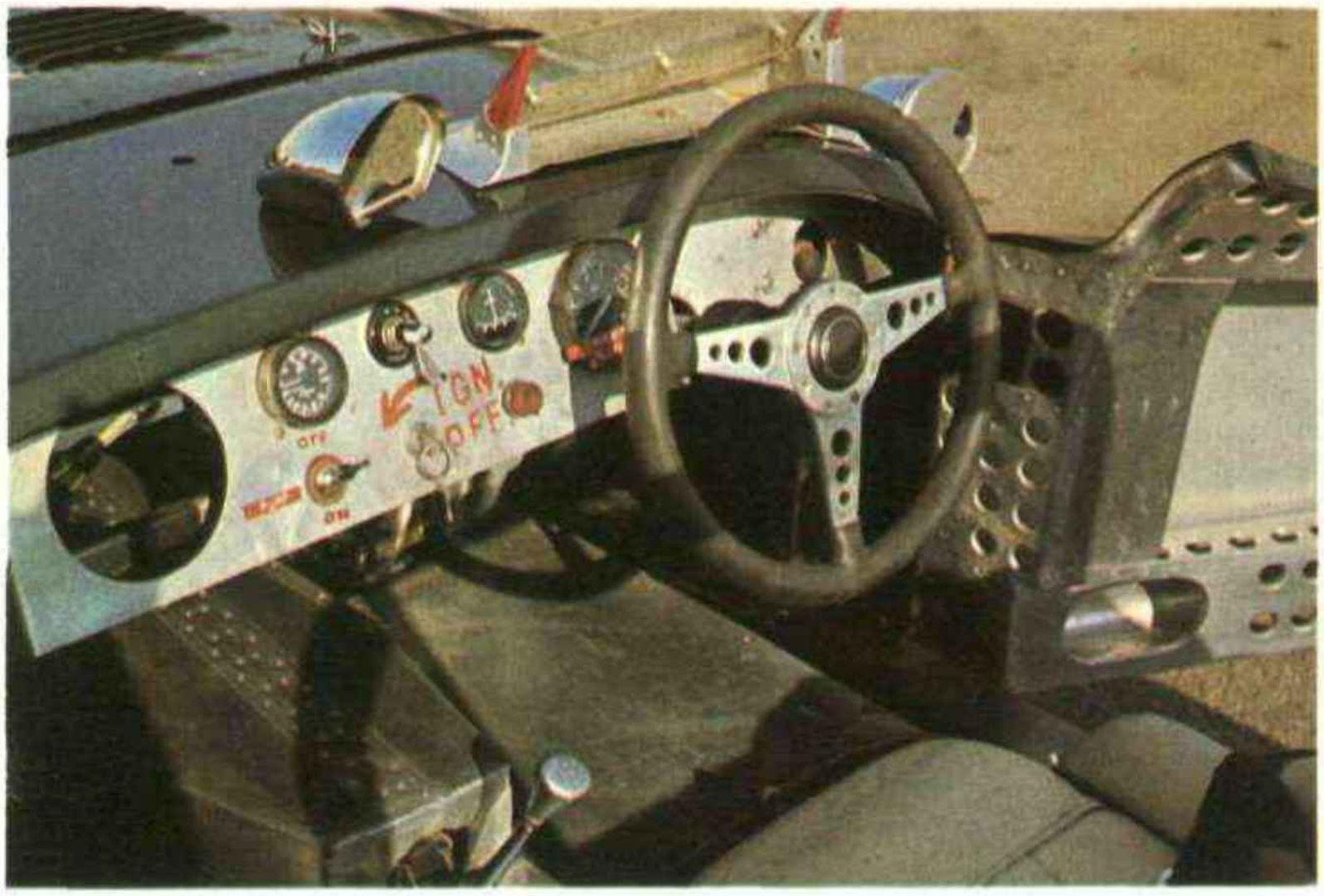
Sitting in the bracing Silverstone sunshine with the wind battering round your body is a tremendous tonic whether in the Jaguar or the TR, but the way in which the Woodcock Triumph stayed faithful to instructions from the driver endeared it to me. The other plus, from a stranger's viewpoint, is that it managed 1m 10.1s as a best lap, which I think was about as quick as Mr Preece in the Jaguar that day, though he was relying on the older, harder compound rubber.

Beside the TR the Jaguar towered in the best imposing British Racing Green shade, the driver climbing up into the bare driving compartment. WPU 207 was purchased as a secondhand road car by Ruth Oldham for just £45, some 12 years ago. The car is a 1950 model and has been fanatically built (and formerly driven) by Martin Crowther, the "other half" of the Peterborough partnership.

The outstanding point about this XK is that it is predominantly made in aluminium, though the centre section is steel. Jaguar D-type steering (rack and pinion) has been used along with production front suspension, though the latter item does feature bronze bushings. All four wheels have discs, those of a Mk9 at the front and the units from an XK150 on the back. The dual circuit braking system also includes enormously powerful twin servos, which give a very individual feel to the brakes indeed: neither Preece nor I seemed to be very confident in the time lag experienced with the system, but Crowther's approach to every corner demanded he explore every possibility of improving retardation.

Phenomenal power is quoted for the 3.8-litre motor in its present form, though a shortage of time had left brake-horsepower reading periods a little short too, Martin Crowther reporting 250 b.h.p. at 4,500 r.p.m. Normally the engine is taken to 6,000 r.p.m. in the gears and 6,300 r.p.m. in top.

The cylinder block is from a Mk9 saloon, the head of straight port D-type derivation, mated to the factory's short inlet manifolding, which



JAGUAR cockpit shows starkly efficient equipment, surrounded by 'holy aluminium.'





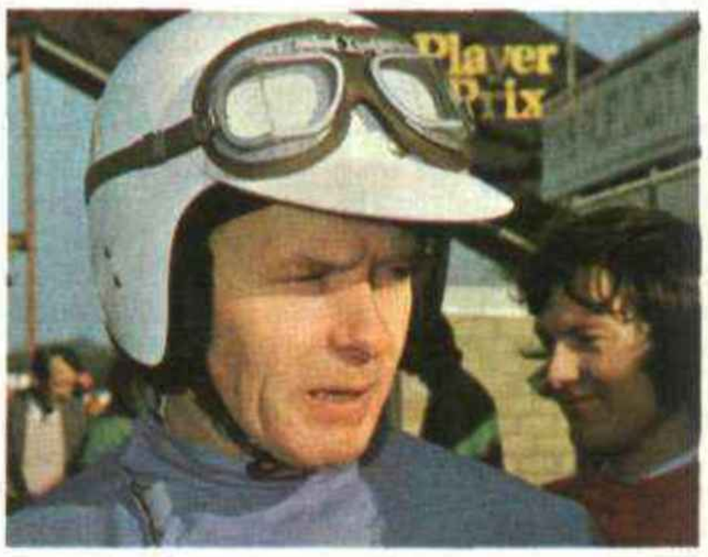
DIFFERENCE in cornering efforts is well reflected by these action pictures of the Jaguar and the Triumph at Copse. The TR is easy to drive with tremendously direct steering, while the Jaguar requires some heavy opposite lock treatment. ABOVE: the modified 2.2 litre TR, with current Thoroughbred Champion Reg Woodcock below.

carries triple Weber 45 mm sidedraught carburetters. In the lower half of the engine there is a trapdoor anti-surge arrangement for the sump and Tuftriding for the balanced crankshaft.

The original gearbox has the best change I have encountered in any Jaguar – including John 'Plastic' Pearson's wild Modsports XK – and is mated to a multi-plate clutch. Naturally the car has the permitted limited slip differential installed within an axle that is accurately located by links fabricated by Oldham and Crowther. Incidentally, the same car, fitted with wider wheels, has also been raced in the more liberal Modsports category with success. In the Thoroughbred category it is very much a front-runner, often having most racing miles locked in battle with Hutton's partner, John Harper, who also has an aluminium XK120.

Preece, a former works Leyland Mini rallycross driver, came to the O & C Jaguar drive after two wins in an Aston Martin DB4, which he drove in the same sideways style that he had enjoyed before his terrible televised rallycross accident. Preece has been very fast in the car even with a lack of experience in Jaguars, but even he admitted that our test day ought to be conducted with restraint as the new tyres had little adhesion.

Like the TR, the Jaguar is still tractable enough to potter down the pit road. Once out on the track I was designated running-in duties at 5,000 r.p.m., which eventually netted a lap time



of 1m 13.7s, which bears no comparison to the expected performance at Silverstone.

I found the cockpit really did feel high in the air, a problem I had not really noticed in the Pearson car at Brands Hatch. Arriving at Becketts, one sailed majestically in, and I rather had the feeling of how drivers in those magnificent Bentleys must feel while contesting the "Pom" at Silverstone. By Bentley standards I expect the Jaguar has positively Lotus-like lightness and agility, but to one brought up on a diet of modern cars in recent years, I found it difficult to commit the car to a line without the awful thought . . . is the front end really finding grip? If so, when will it tell *me* what's happening?" On the open spaces of the hairpin I found it simpler to accelerate the tail out of line than turn the steering wheel, and I'm sure this is what the real aces must do in third and fourth-gear curves: it's still a lot of motor car to hang on to, even if your names does happen to be Hamilton.

Engine power from the hairpin to Woodcote was marvellous, delivered with a really fierce Jaguar roar that accompanies being beaten to death by the wind through the open sides. A real enthusiast pleasure, like large motorcycles.

I also had a brief run in Bruce Brown's freshly-rebuilt 1959 Elva Courier Mk 1 that won the small class in last year's Championship. It didn't really prove anything as the car was really suffering from having been dragged from the workshop, but was interesting to note that the Les Ryder-modified engine of 1622 c.c. had an estimated 100 plus horsepower which makes this well-balanced 1400 lb. car a stiff competitor for anyone to beat in the wet, and the device to have in the class. – J.W.



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Rallying TR7

THE VIEW ahead, into what had now become a full-blooded 100-m.p.h. power slide, was through the unfamiliar screen, and over acres of dashboard space, belonging to the first factory TR7, which is designed to rally in Group 4.

A pair of such Triumphs, crewed by Tony Pond/Dave Richard, and Brian Culcheth/Johnstone Syer, are scheduled to make their *debut* on May 6th, contesting the International Welsh Rally. "Our" driver was Pond.

The TR7 programme will be the final weapon, alongside the Broadspeed racing Jaguars and Dolomite Sprints, in a massive 1976 Leyland sporting programme.

The TR7's strength is in its quite phenomenal agility. The works drivers demonstrated how the car can consistently be hurled from lock stop to lock stop *via* the competition rack and pinion, the car flatly unflustered.

Mechanically the Triumph has a brand new Leyland five-speed gearbox, destined for fitment to the forthcoming Rover-Triumph replacement, amongst others, and the 16-valve Dolomite Sprint 2-litre engine. The suspension is surprisingly little modified around production MacPherson strut front, and separate coil-spring damper live back axle.

Bilstein gas-filled shock-absorbers are installed; the front suspension has half a degree of negative camber incorporated; alternative coil springs give considerable ride height variation, and the rear axle has Dolomite Group 2-type top links for extra location.

By the time they appear in public, the TR7s should also have 220 b.h.p. to complement an all-up weight of "less than a ton", and disc braking all round. We wish Leyland the best of luck with their patriotic programme, congratulating Leyland ST Manager Bill Price for his initiative since the rallying go-ahead last October.—J.W.

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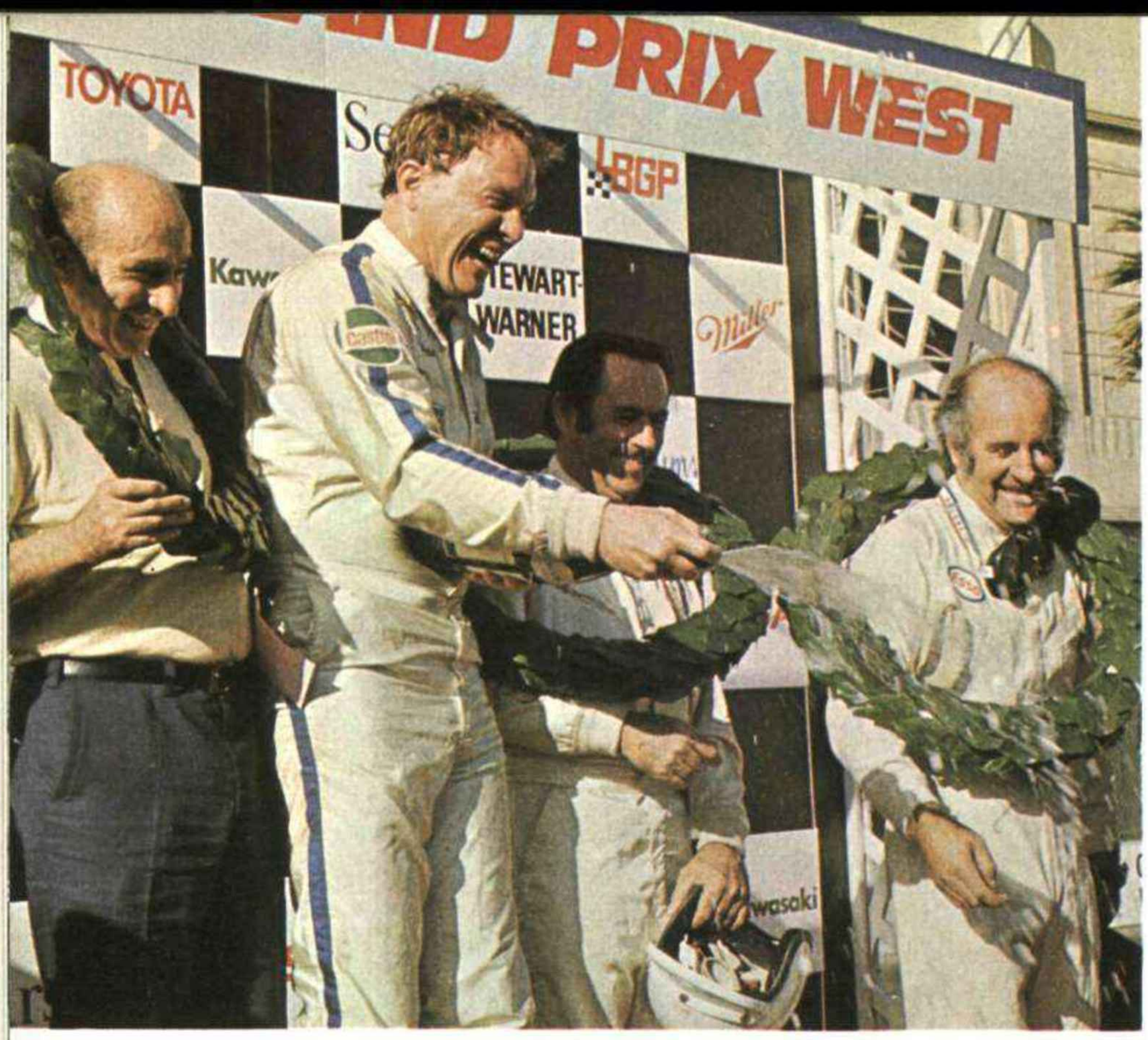
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UNITED STATES GRAND PRIX (WEST)

THIS FORM providing a

left). World Champion Niki Lauda was runner-up on this occasion, the numbe Ligier-Matra (*centre top*) can be seen plunging down one of the steep hills on th to fifth position. Chris Amon drove the old Ensign MN02 (*centre left*) in th Championship point for the Brazilian-financed Copersucar team. Below, Regaz Tyrrell (No. 4) prominent in the group photograph below alongside Hunt's M

MULA ONE event took place round the streets of Long Beach, California, on March 28th, an easy win for Clay Regazzoni's Ferrari, seen leading the field on the opening lap (*top* r one Ferrari seen passing Depailler's spinning Tyrrell (*above centre*). Jacques Laffite's is twisty road circuit, while Jochen Mass (*right*) heads over the same brow on his way e red livery of Norris Industries, while Emerson Fittipaldi (*bottom left*) scored the first zzoni shares the winner's rostrum with third placeman Patrick Depailler, the Frenchman's cLaren and ahead of Lauda's Ferrari.



LONG BEACH

HIGHLIGHT of the supporting programme at Long Beach was a "demonstration race" for a variety of selected racing cars of particular historic interest. Included in the entry was the 2½-litre front-engined BRM from Tom Wheatcroft's Donington Collection, entrusted to the hands of former BRM driver Dan Gurney. In the event Gurney "won" the race and is seen on the left on the winner's rostrum in company with Fangio, Jack Brabham and Denis Hulme, all of whom came specially to Long Beach for the event. Undoubted highlight of the race was Fangio's outing in a 2½-litre Mercedes-Benz W196 (*right*) which had been specially flown over from Stuttgart for the Argentinian to drive. The five times World Champion finished in

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HISTORIC RACE

third place behind Jack Brabham's Donington Cooper-Climax T51, and other participants included Carroll Shelby's 4½-litre Ferrari Formula One, Maurice Trintignant's Talbot-Lago owned by Briggs Cunningham, Denis Hulme in a Formula Two Cooper-Climax and Stirling Moss in a Maserati 250F. Sadly Moss' race ended on the first lap when the car's cooling system pressurised and blew out all the water. Two Bugatti T37s were also present, one driven by Phil Hill and the other by René Dreyfus, the latter passengered by Innes Ireland. Ireland had been nominated to drive a Maserati 250F but mechanical problems in "practice" reduced him to the role of a passenger for the event proper.





CARRIES A GOVERNMENT HEALTH WARNING.

GRAHAM HILL INTERNATIONAL TROPHY JAMES HUNT'S McLaren M23 (*top left*) scored a convincing victory in the non-Championship Graham Hill International Trophy, so-named as a memorial to the 1962 and 1971 winner. Top right, Hunt receives his trophy from Bette Hill. Centre, Gunnar Nilsson passes on towards sixth place in his Lotus 77. Below, the battle for the saloon-car lead between Tom Walkinshaw's Capri and the works Dolomite of Andy Rouse.

INTERNATIONAL FORMULA TWO HOCKENHEIM

THE OPENING ROUND of the Formula Two Championship saw a tense confrontation between German BMW engines and the French Renault V6. Patrick Tambay's new Martini (*top left*) heads the Chevron B35 of Italian Roberto Marazzi, while Jean-Pierre Jabouille's Elf-Renault and team-mate Michel Leclere (6) sandwich the works Marches of eventual winner Hans Stuck and Ronnie Peterson (*top right*) on the opening lap. The sensation of the race was Brazilian Ingo Hoffmann who ran second until three laps from the end his March Hart ran out of petrol.

GERMAN HIGH PERFORMERS

How the big names of racing and tuning have survived the fuel drought



A PLEASURABLE EXPERIENCE.—Alpina's modified 528, left, with its 230-b.h.p., 3-litre engine, opposite left, alongside a 125-b.h.p. 320 engine.

FOR A COUNTRY which seems to have the most stable economic base in Europe, West Germany displayed astonishing panic symptoms when the fuel crisis threatened to interfere with its Utopia. The motor car, the very life-blood of practically every German, overnight became a dirty word, leadfoot autobahners turned into mimsers, and that performance image so carefully created by BMW, Mercedes and Porsche was carefully obscured under a baffling veil of economy figures. The very future of German high-performance cars and the racing and tuning industry surrounding them seemed precarious.

On our recent visit to Germany it was interesting, therefore, to see how the road and racing high-performance industry had survived those black days. We were armed with memories of that "Battle of the Giants" in the 1973 racing season, when Ford and BMW works teams, supported by privateer tuning firms, engaged in a war of attrition in the European Touring Car Championship and the men and companies we sought out were the generals and regiments of that exciting season.

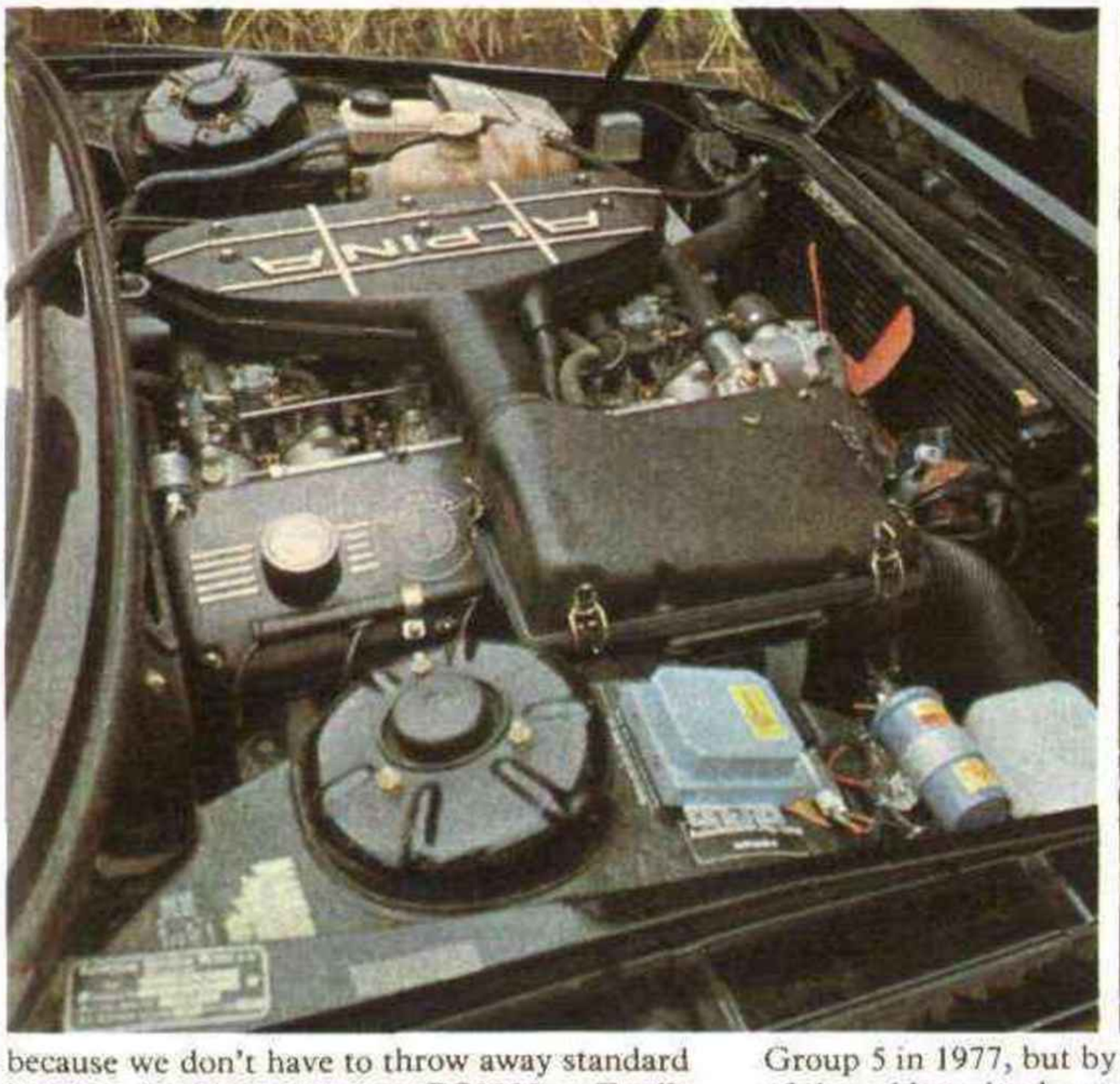
There is a definite geographical split between the opposing Ford and BMW factions: Ford, along with Zakspeed, their major works-supported privateer team, in the Cologne region; Bayerische Moteren Werke in Bavaria, the factory in Munich, Alpina and Schnitzer, their main supporters, to the West and East of them. In the concrete No-Man's-Land at Russelsheim, near Frankfurt, lie Opel, not ETC contenders, not even racing orientated, but their increasing rally participation suggested that it might be opportune to point our XJ-S's nose off the autobahn 'twixt Ford and BMW to see what ex-BMW Rally Manager Helmut Bein was up to in his General Motors job as Opel Sport Department Manager. Actually, our journey took in Porsche (as described elsewhere in this issue) and Mercedes too, but they are outside this particular context.

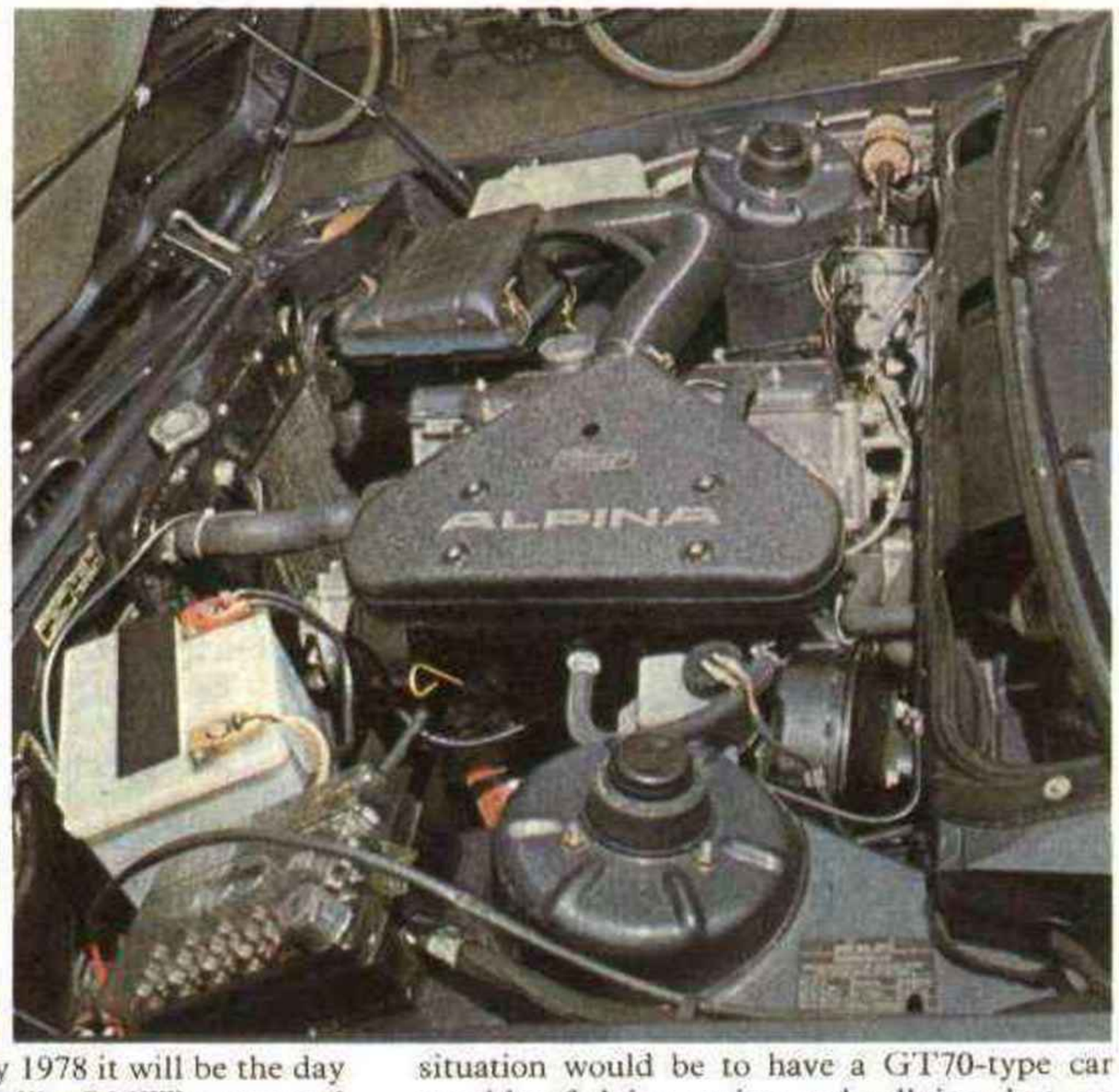
Both geographically and in purpose, Ford's Cologne-based Michael Kranefuss is most closely related to Britain. Last autumn, Kranefuss, then Ford Germany's Competition Manager, took over from Stuart Turner as Director of Motorsport, Ford Europe, when Turner turned his hand to being Director of Public Relations. As such, Kranefuss's brief includes control of Boreham's rally programme. However, we found very little direct competition activity surrounding Roger Clark's new boss in his Cologne lair. The German end of the Ford competitions activities is resting from its European racing programme, girding its loins for a probable sortie into the Escort RS2000, upon which Ford are perpetrating one of their ambitious homologation exercises, in this case aimed at Group 1. Two twin-choke, downdraught Weber carburetters, a more efficient camshaft, a big-valve head, a close-ratio Rocket gearbox, a Capri rear axle with limited-slip differential, a high-ratio rack, stiffer front anti-roll bar and ventilated front discs have been homologated. My own view is that this makes a nonsense of Group 1, but so long as the regulations are left wide enough open. . . . These bits won't just be available over the parts counter: 100 competition specification Group 1 RS2000s will be built on the normal production line at Saarlouis. The engines will even be blueprinted in production. "In Germany these cars will cost 20,000 DM (about £4,000) each, 6,000 DM dearer than the standard RS. This is much cheaper than it would cost a dealer to build one

Kranefuss's commercial activities are concentrated initially upon the droop-snoot



TEAM ZAKSPEED.—Erich Zakowsky, refugee turned Escort builder and scourge of European saloon-car racing.

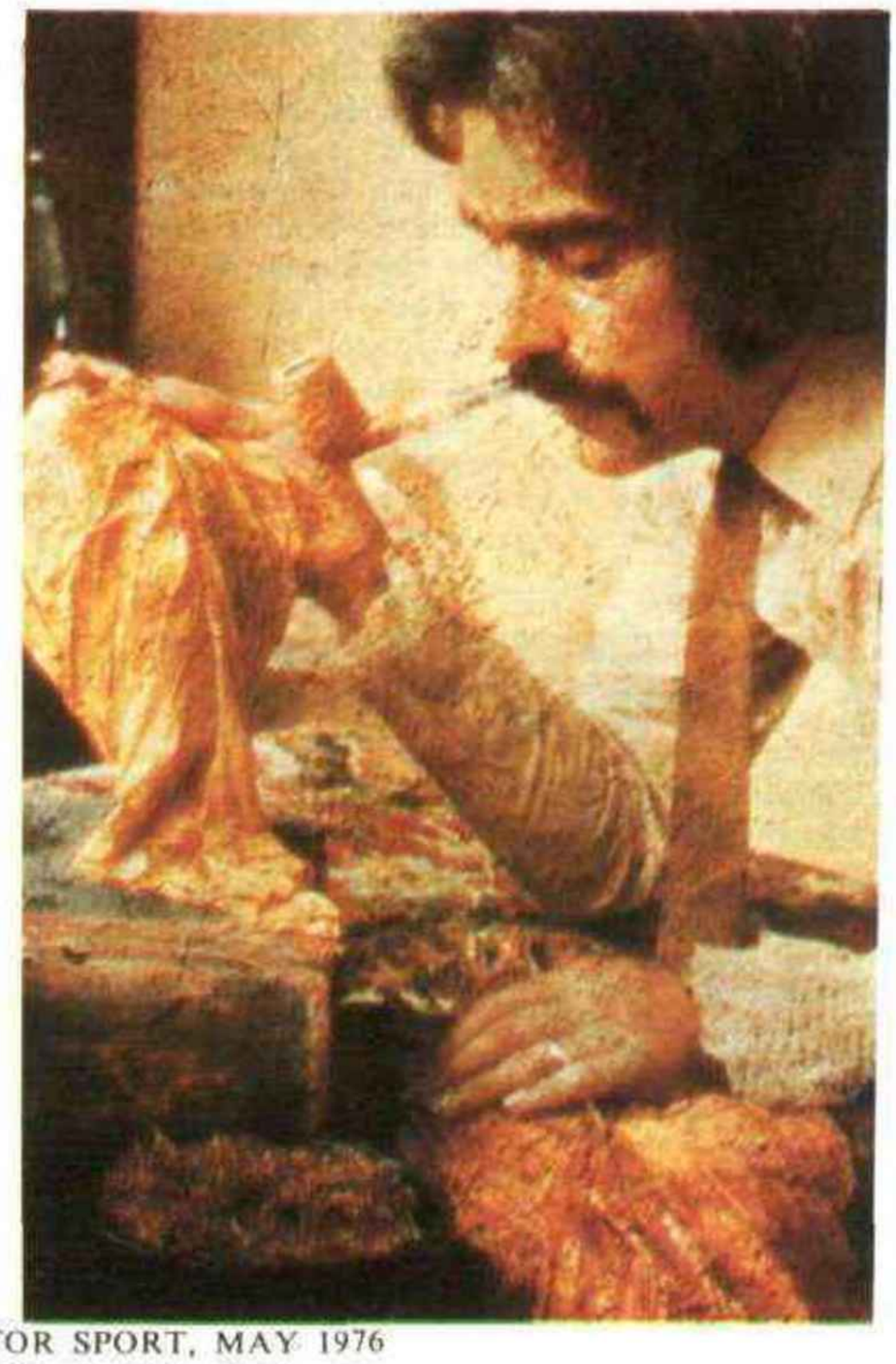




because we don't have to throw away standard items." Kranefuss sees the RS2000 as Ford's answer in Germany to the loss of the sporting BMW 2002, for the 320 is regarded as being aimed at a different market.

Turning away from his commercial responsibilities, Kranefuss reveals that the Capri has had its day in racing. It might just be possible to make it reasonably competitive in Group 5 in 1977, but by 1978 it will be the day of the mid-engined car, like BMW's proposed new 400-off model. Could Ford do a similar exercise? "Well, the GT40 was good for the Ford image throughout the World, but it's not even worth discussing doing a similar thing now. How could anyone in this Company sanction 400 mid-engine cars, the minimum necessary for homologation? The ideal situation would be to have a GT70-type car capable of doing racing and rallying, but we couldn't do it because the CSI is moving towards Group 3 which will mean Porsche will win everything: other makes couldn't compete against them in this category for standard cars. If the CSI stuck to Group 4, such a car might be more worth our while."

Continued overleaf



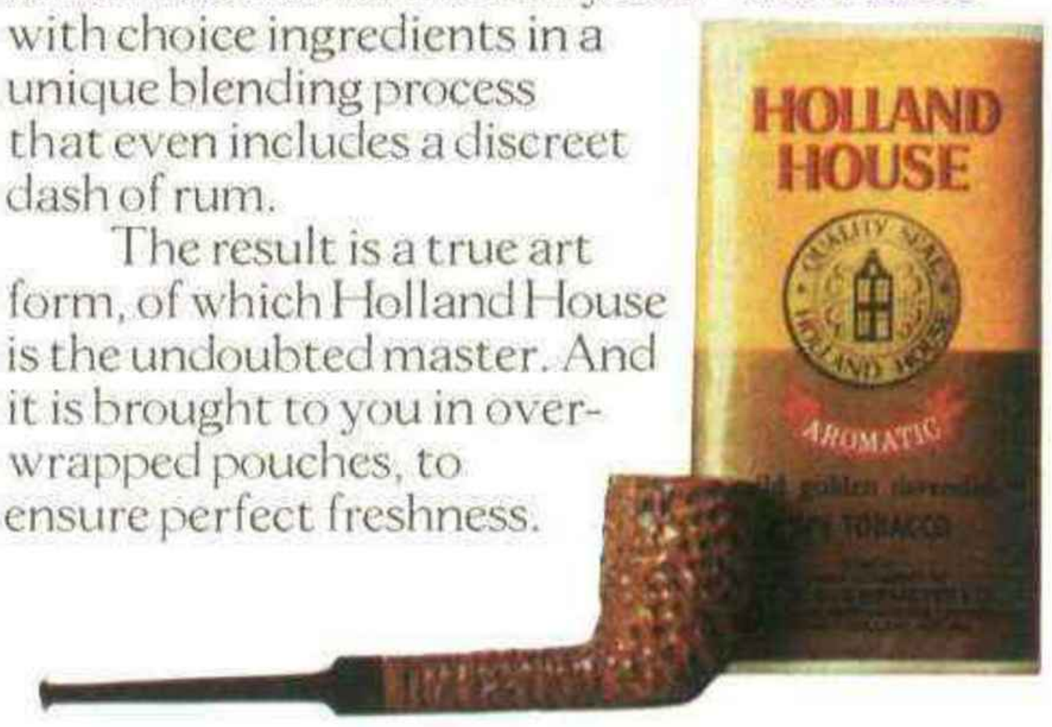
Photograph by Andre Punsuh (1933—) after a painting by Vermeer (1632—1675)

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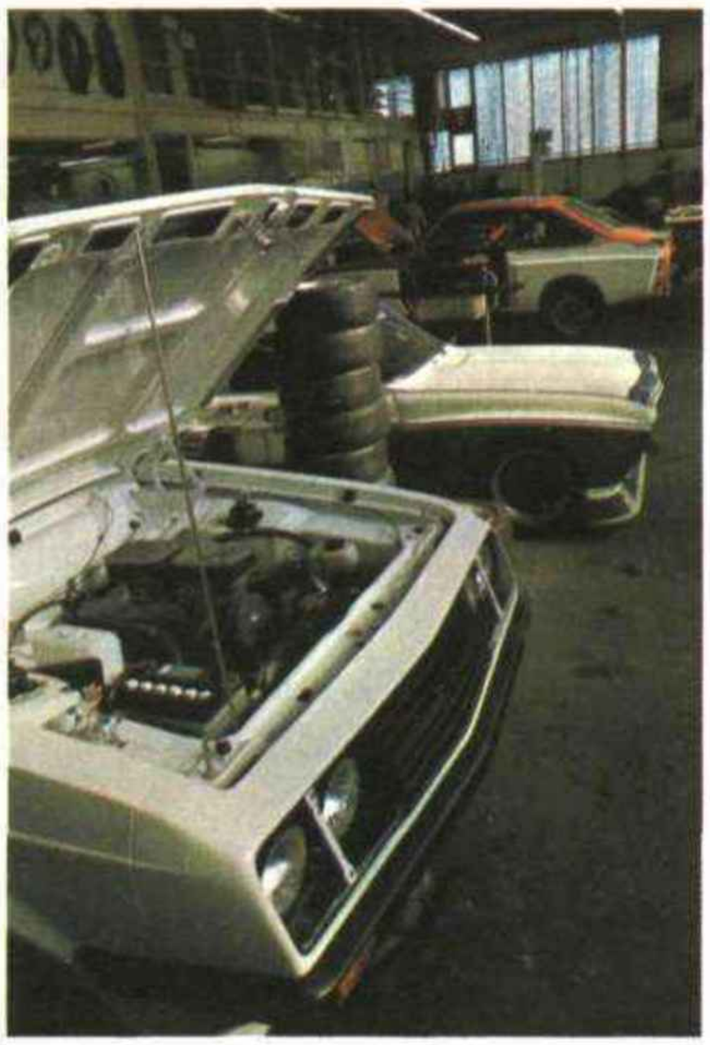
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Made in the U.K. according to an ancient recipe under authority of Royal Factories Theodorus Niemeyer B.V., Groningen, Holland.



Continued from previous page

Last time I visited the Ford Cologne Competitions Department, in that memorable year of 1973, the light and airy workshop was crammed with an impressive line-up of blue and white racing Capris. Now, during Kranefuss's sabbatical, the reduced band of racing mechanics work on Gp. 1 production Escort and new-style Taunus development. But this is not to say that Ford are neglecting the European Group 2 Touring Car scene; wielding the cudgel on their behalf is the amazing Erich Zakowsky and his Escort-concentrated Zakspeed Team at Neuheusel, about an hour out of Cologne in the Frankfurt direction. Zakspeed, an ostensibly private Escort race preparation company with a record of an outright win for Ford in the 1974 European Touring Car Championship and German Championship victories in 1973, '74 and '75, coupled with such prestigious wins in the 1974 Nurburgring 6-hour race and the 1975 Kyalami 1,000 kms., have support from Ford to a tune which includes the employment of recently retired saloon car ace Dieter Glemser as Team Manager. If pitting Escorts against the might of the Luigi BMWs and, if all works out, the Leyland Jaguars, seems like setting a terrier against a rhino, considered optimism is more justified than that. As the Escorts have proved before, they remain capable of outright wins by reliability defaults of the big cars, and by consistency could easily win the Championship on class points.

Zakspeed is an offshoot of Zakowsky's large heavy commercial vehicle sales and servicing company. It is housed in a concrete labyrinth beneath Zakowsky's main offices and lorry workshops, themselves a tribute to the abilities of this Prussian who, at eleven years old, escaped across frozen wastelands from the Russian advance into his homeland near the Polish border. Zakowsky's main Escort efforts this year are being put into an ETC Group 2 car for Martino Finotto/Siggi Mueller, an Italian Championship car for Finotto and German Championship cars for Hans Heyer, Bernd Ringhausen, Peter Hennige and Klaus Ludwig.

The issue is complicated by the variety of different touring car regulations pertaining in the different championships. Zakowsky reckons on 245 b.h.p. from the wet-sump ETC Group 2 car, a pittance against the 370 b.h.p. of the Luigi BMWs and 575 b.h.p. of the Jaguars, but offset by lightweight and agility. Cosworth parts are used in the Zakspeed-built engines. Zakspeed are working very closely with Boreham on the Group 2 project (costs are shared between Cologne, Zakspeed and Boreham) and Kranefuss hopes that the joint development exercise will enable Ford to sell productionised Group 2 parts to customers. For the moment Zakspeed will build cars for clients as well as their own cars, though development will see the Team cars always one step ahead.

In reality, Zakowsky admits that Group 2 doesn't really interest him: "You can't play about with development. It's a step backwards. I would prefer to do Group 5 for the World Championship of Makes".

General Motor's attitude towards competition is somewhat different to Ford and BMW. Officially, of course, Detroit doesn't want to know about the business. Unofficially, rallying isn't quite the dirty word that racing is so far as direct or semi-direct company participation is concerned. Helmuth Bein's Sport Department reflects this conflict within GM. Within the Opel factory at Russelsheim he heads a fully-fledged competition department engaged on a full-scale international rallying and rally development programme. Yet this can't be acknowledged as a factory effort and runs under the guise of Opel Euro Handler, or Dealer Team. The idea is to use the team for development and as encouragement to persuade privateers in Europe to use Opel products. It's meeting with a great deal of success: in 1974 Opel won the Acropolis and the European Rally Championship, came fourth in last year's RAC and fourth again in this year's Monte. The current tool of the trade for Walter Rohrl, Opel's number 1 driver, is the Kadett GT/E, an RS 2000-type, sporting four-seater built in production with competition ultimately in mind. In standard form this fastback coupe carries the same Bosch L-Jetronic injected, 105 b.h.p., 1,900 c.c. engine as the new Manta GT/E. With competition in mind it is homologated in Group 1 with both four-speed and five-speed

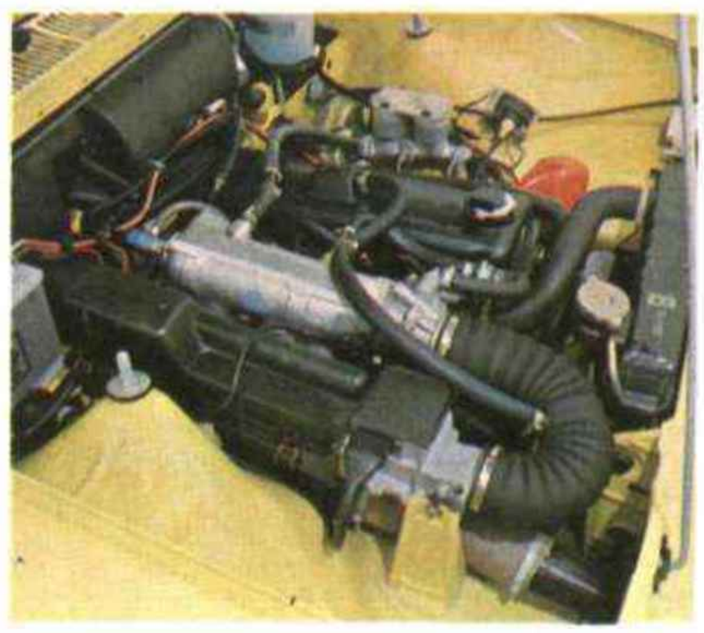




gearboxes and a choice of final drive ratios. Outside Group 1, Bein's department has developed a 212 b.h.p. cross-flow version of the cam-in-head four-cylinder engine and are now putting all their effort into perfecting a 16-valve, 240 b.h.p., twin o.h.c. unit. The general idea is to develop these competition parts to make them available to customers through Dealer Team offshoots in other European countries—Tony Fall runs a British Dealer Opel Team for example.

At BMW in Munich, factory competition participation is absolutely clear-cut, cultivated by the most organised department in Europe, 90 staff under the perfectionist control of the already legendary Jochen Neerpasch. There is nothing at all to show that Neerpasch's department suffered during the fuel blight: after last year's attack on IMSA racing with CSLs in the States, Neerpasch this year is putting his direct factory participation into Group 5 World Championship of Makes. Neerpasch doesn't profess that the Group 5 CSLs will be all-conquering: "We're looking ahead to when — and if — we run our mid-engined Group 5 car in 1978. This year and next year we shall use for engine development—the mid-engined car will have the six-cylinder engine. But we are also trying to build up the Championship by giving Porsche some opposition".

Continued on page 550



Clockwise, from left: Some of the "goodies" available from Alpina; Group 1 RS 2000 development at Ford Cologne; Burkard Bovensiepen with a 125 b.h.p. Alpina 320, and the engine of the Opel Kadett GT/E.

Until now, most tyres have offered you either high mileage by sacrificing wet grip,

or wet grip by sacrificing mileage.

Now there's a brand new tyre that can offer you both without sacrificing anything...

No, not aerodynamic braking aids on the right – the Urraco stops well enough without! You need to be wide-eyed to read speedometer and tachometer together, below. The nose hatch houses spare wheel and electrics; the lid lets out heat from the front radiator.



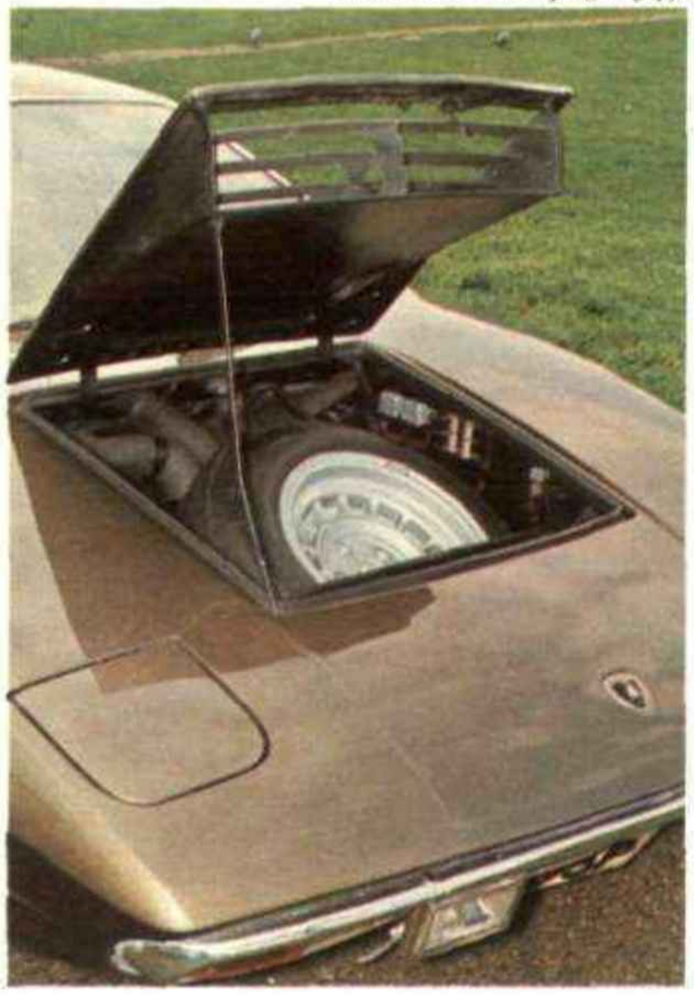
engine, at first with the engine front-mounted, but ultimately with it mounted transversely in the rear, in the incredible two-seater "Miura", the same basic power unit of which still features in the Countach. In 1970 a new image was projected in a smaller and less exotic Lamborghini, in the same way that Ferrari supplemented his long line of 12-cylinder cars with the V6 Dino, and later with the V8 Dino. The P250 Urraco was the result, using a brand-new design of four-camshaft 90 deg. V8 engine in unit with a five-speed gearbox. It was a low coupe of 2 plus two-halves configuration, with the engine mounted transversely behind the rear seats and ahead of the rear axle line. The gearbox is to the left of the engine and the left-hand wheel is driven by a short open drive shaft, from the differential unit, and the right-hand wheel is driven by a very long open shaft, running across the car behind the engine. The early models were of 2¼-litre capacity, but in 1974 this was increased to three litres and it was a P300 that I was able to borrow. All four wheels are independently sprung by transverse links and radius arms and MacPherson-strut coil spring/damper units, there are Girling ventilated disc brakes front and rear, the gearbox has Porsche baulk-ring synchromesh, the engine breathes through four double-choke down-draught Weber 40 DCNF carburetters, the wheels are 14 in. diameter with 7½ J rims made of magnesium, front tyres are 195/70 VR and rear ones are 205/70 VR, while the steering is by nicely high-geared rack-and-pinion. The water radiators are in the nose, with thermostatically controlled electric fans, and the hot air escapes upwards through ducting on the short nose; under this front "bonnet" are the spare wheel, tools, electrics etc.

With one exception, the gearchange, everything about the Urraco is impressive, particularly the engine, while things like straight-line running, cornering, ride, visibility, performance and general handling, are of such a high order that it all renewed my faith in what is right and proper in a high-performance car. The V8 engine is very over-square with bore and stroke of 86 x 64.5 mm., giving a capacity of 2997 c.c. and develops 220 b.h.p. (DIN) at 7,500 r.p.m. on a 10:1 compression ratio, though publicity material talks of 265 b.h.p. (DIN) at 7,800 r.p.m. What is important is that maximum torque is delivered at 5,750 r.p.m. and this not only makes the car very pleasant but covers up for the rather lamentably slow and heavy gearchange, about which I will deal later.

One thing about Italian cars is that they are usually built for normal, or even sub-normal people to drive, and my tiny legs had no trouble in finding the pedals from a lean-back, relaxed driving position. While the steering wheel is straight and directly on the centre line of the driving position, the pedals are "on the bonk" to the left, an arrangement that bothers me not at all. An offset, or "on the bonk" steering wheel is something I could not live with. Not having big, flat feet, the closeness of the pedals did not worry me, though it would be possible to press brake and accelerator together, and my guess is that if you did the accelerator would win! To the left of the clutch pedal is a really nice foot rest, in the shape of a fourth pedal. The central gear-lever operates in a nice visible gate, but the lever is long and the movement heavy and deliberate, and in consequence, slow. There is no problem in finding any gear, with first away over to the left, and back, with reverse forward left after flicking a safety catch sideways. Second, third, fourth and fifth gears are in normal H-pattern, the lever spring-loaded to sit in the second/third gear place. Two levers under the front of the seats control, respectively, fore-and-aft motion and the angle of the seat back. Ahead of the steering wheel is an array of instruments, with speedometer on the left and tachometer on the right, these two large instruments being angled towards the driver, but too far apart to read simultaneously, unless you are able to move your eyeballs in the opposite fashion to cross-eyed! As the speedometer drive broke within 200 miles this problem did not arise. Between the two big dials are six small ones, indicating from left to right, amps, oil temperature, oil pressure, water temperature, fuel tank contents and the time of day (a clock!). In the middle of this array was a panel of "idiot lights" to indicate unnecessary

Continued on page 549





OBSERVED BY THE RAC

Here's real engine protection...



...in action

The Second Great Shell Marathon

In the second Shell Marathon a singl batch of Shell Super Multigrade wa used in the engines of three Rally winning Ford Escorts, transferred t three standard Escorts, then int London taxis and back to the standar Escorts to demonstrate yet again hov Shell Super Multigrade gives *rea* engine protection.



1 One of the Ford Rally team's Escorts on its way to victory with Shell Super Multigrade.



2 Same oil is transferred from the Rally Escorts to three standard Escorts for another 1,000 miles.



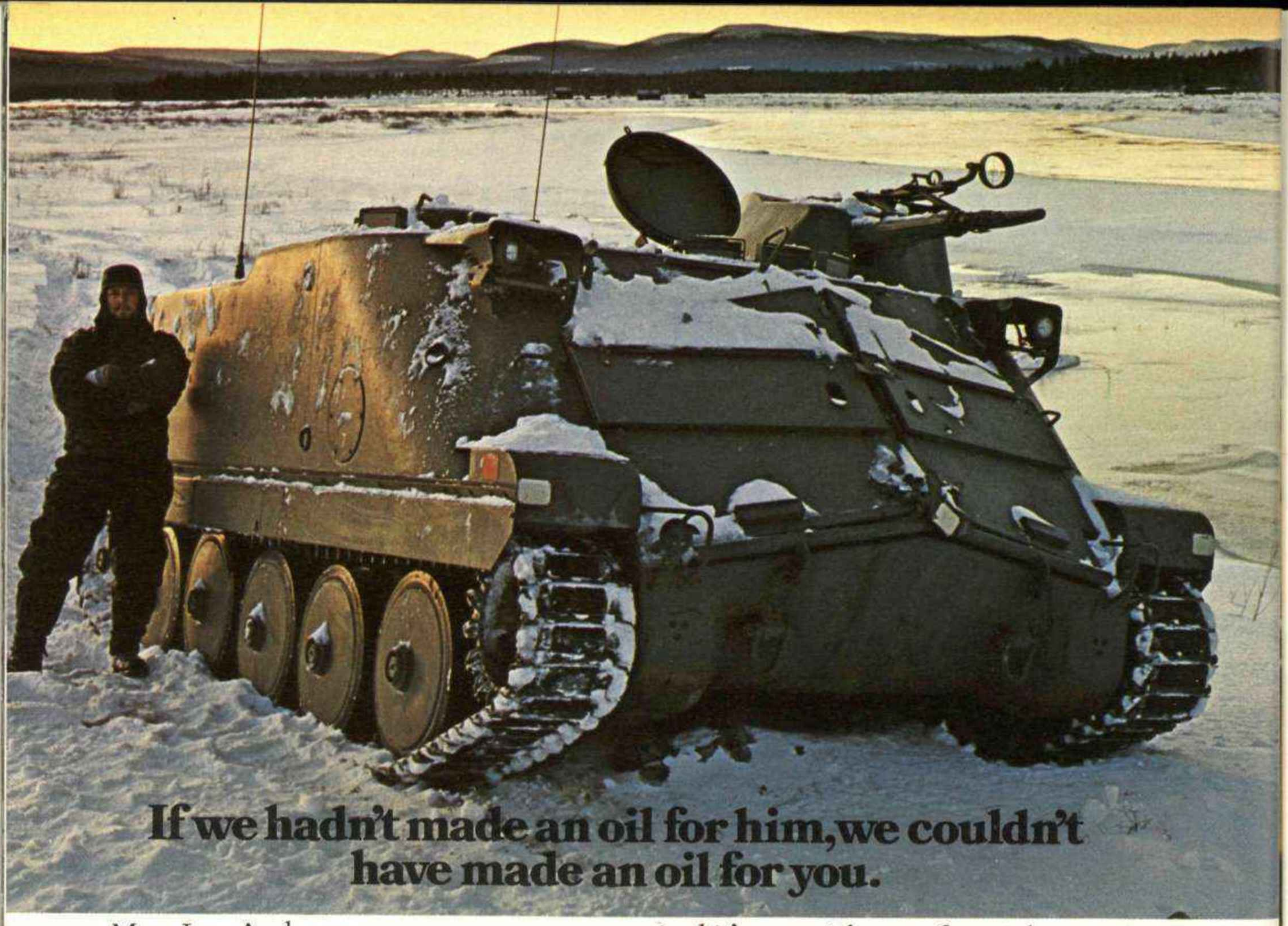
3 Shell Super Multigrade is transferred London taxis for a further 1,500 miles



4 The oil is transferred back to the standard Escorts for another 2,500 miles.

Today's highly stressed engines need high-performance oil. High temperatures, pressures, speeds and minute tolerances all work on your oil and tend to reduce its effectiveness. Shell Super Multigrade has a special additive to resist these forces. It also fights sludge formation, inhibits rust and oxidation. It's one of the world's most advanced Multigrade oils, and one of the most reliable. The Second Great Shell Oil Marathon helped to demonstrate it.

Get real engine protection – with Shell Super Multigrade



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

Meet Jens Andersson.

He's a BP motorist. But, as our photograph shows, he's no ordinary motorist.

To him, motoring means driving this 11 ton Swedish Army armoured personnel carrier. In temperatures that go as low as 28° below freezing point.

Temperatures that, overnight, can turn his engine compartment into a refrigerator.

Such extreme conditions call for a very special oil. BP provide it.

An oil with a viscosity range that enables it to protect his engine perfectly when it's freezing cold. And carry on protecting when it reaches maximum operating temperatures.

As a big international company, we at BP get involved in solving problems like this all over the world. And it's a crucial part of our job.

Hot, dusty deserts. Steaming swamps. Arctic cold. You name it. We've been there.

Over the years, we've developed oils for all kinds of engines in all kinds of conditions.

Not surprisingly, we've learnt a lot. And that's where your car comes in.

All the research and experience we've gained has helped us develop a superb oil for your engine. Super Visco-Static.

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



Next time you need oil, try Super Visco-Static. The oil that contains one very special extra ingredient:

Know-how.

BP Super Visco-Static.

We made it the hard way.

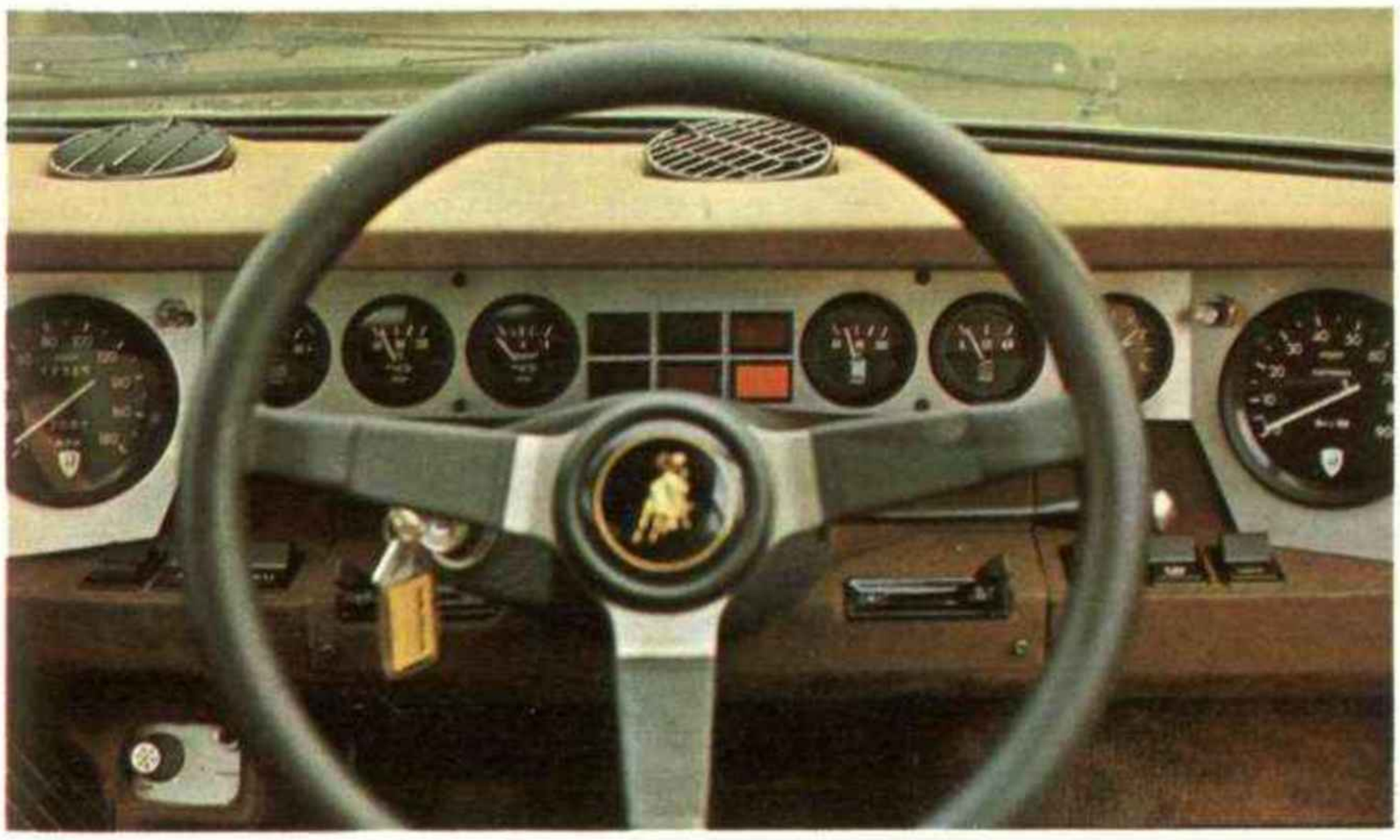


The Lamborghini Urraco

A proper motor car

WE HAD travelled to the South of France by public transport, an Air France Caravelle, with an interior decor not unlike a Parisien house of ill-repute, had taken us from London to Marseilles, and then an Avis Rent-a-car, that was pure white and indistinguishable from any other Eurobox at any other European airport, had taken us to our destination in a coastal resort on the Mediterranean. Not surprisingly we were a little jaundiced on arrival and repaired to a friendly bar to revive our flagging spirits with some of the cloudy liquid that pays for the Paul Ricard circuit on the plateau above Bandol. As it was mid-winter there was not much activity outside and we were naturally discussing motoring and the dreary sameness of all the efficient little Euroboxes, no matter whether they were French, Italian, German or even British, not that there were many of "ours" to be seen. Returning to our hotel on foot past a row of square biscuit tins, with not a wedge-shaped one among them, we taxed our knowledge to the full by trying to identify them. While in the middle of this depressing exercise we heard a sound, in fact many sounds, and round the corner came a Lamborghini Countach closely followed by a Ferrari Berlinetta Boxer. As they growled past and disappeared down into the underground car park of our hotel, all we could say was "fantastic" and call in the next bar to drink the health of Ferruccio Lamborghini and Enzo Ferrari. Without those two Italian artisans the world would be a much duller place.

The Countach and the Berlinetta Boxer are the ultimate in cars built by the two factories, the Lamborghini having a four-camshaft four-litre V12 cylinder power unit mounted fore-and-aft just ahead of the rear axle, with the five-speed gearbox forward of the engine, a shaft taking the drive back through the sump to the rear axle. The Ferrari has a four-camshaft 4.4-litre flat-12 cylinder engine, also mounted fore-and-aft just ahead of the rear axle, with its five-speed gearbox under and in unit with the engine. Both cars have low, sleek, smoothly profiled two-seater bodies barely the height of a Mini and personify the high-speed mid-engine coupe and both are in full production. Their theoretical maximum speed is anything up to 180 m.p.h. and they represent the last word in "exotica". While drinking to the Pope for causing Lamborghini and Ferrari to be brought into our world, we also drank to those fortunate people who are able to spend around £18,000 on such cars, for by their purchase they bring enormous pleasure to mere enthusiastic mortals like us.



Cars of such a price category and limited production numbers cause a problem when a journalist wants to experience them, for spare cars for "demonstration purposes" just do not exist. If you are stamping out Euroboxes by the thousand every day it is no trouble to stamp out a few more and lend them to journalists, or even give them to some, in order that they can write a road-test and hopefully encourage the sales. With cars like Lamborghini and Ferrari, which are built by hand, one at a time, this generosity is not possible. I once asked a man from the Ferrari factory how one got to drive the latest Ferrari. He smiled and said "You buy one." However, not all Ferraris and Lamborghinis cost £18,000 for they both make "cheaper models" for about half that price, and these *can* be borrowed.

Thanks to Roger Phillips, who handles Lamborghini affairs in Great Britain "from a telephone kiosk on Clapham Common", I was told, the opportunity arose to borrow a Lamborghini Urraco. Not from a telephone kiosk, but from a large garage busy servicing Alfa Romeos, Mercedes-Benz, Citroen-Maseratis, and naturally Lamborghinis. It was their "demonstrator" model, which had clearly done a pretty hard 12,500 miles and by the look of the engine compartment had not required much attention during that mileage, the ravages of winter road muck being very evident. Before we go into details let me say here and now that the Lamborghini Urraco is a car I could happily live with. I like its conception, its manner of going and its overall character and it exudes everything that I require in a proper motor car.

From the beginnings in 1963 Lamborghini built all his cars round a superb V12 cylinder

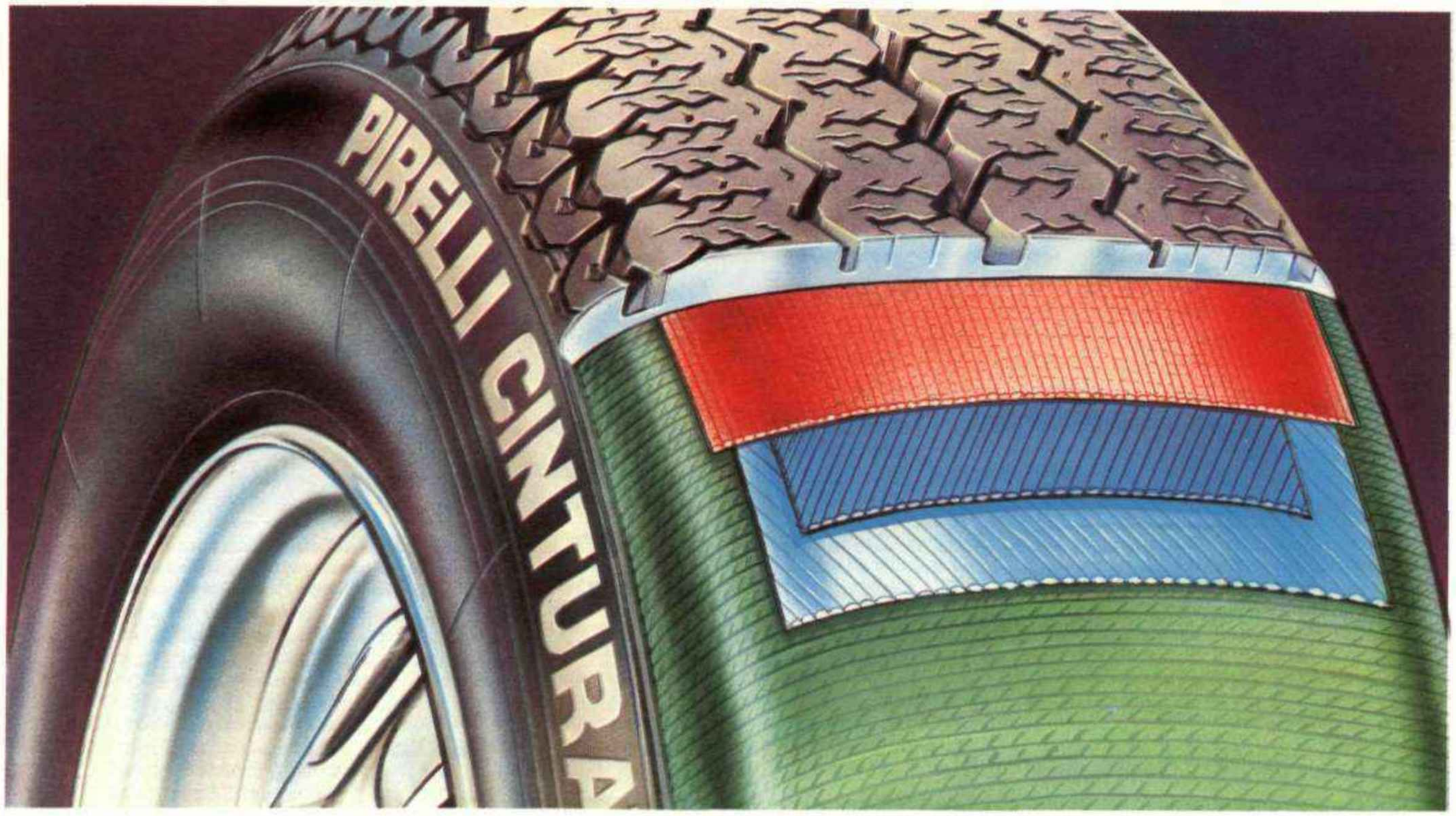
The revolutionary

In the past, most tyres have offered you either superb wet grip or high mileage, but never both.

This was due to the different rubber compounds used. The compound that gave you one quality didn't give you the other.

The new P3, however, falls into neither of these two categories, because it is made from a revolutionary rubber compound called 'Tetramix'.

What P3 with Tetramix offers you in one tyre, is a previously unheard of combination of high mileage, superb wet grip and a far more comfortable ride.





Pirelli's rigorous testing of the P3 included covering 45,000 miles on the roads of Britain—in just 7 weeks.

How does the P3 give you better mileage?

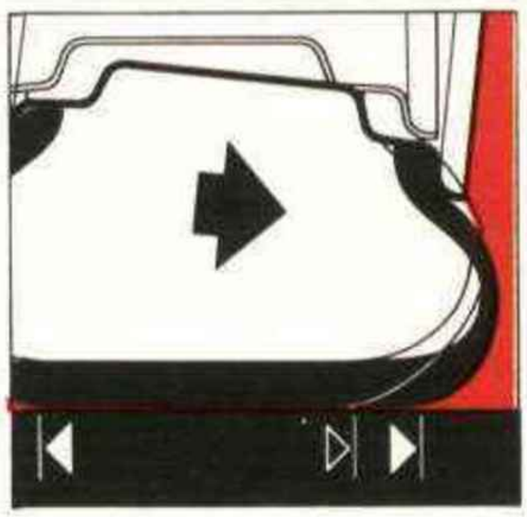
What sets the new P3 apart from other steel radials is the radically different way in which it has been constructed.

In addition to the twin steel belts of conventional steel braced radials, the P3 has a further belt made of nylon.

The overwhelming advantage of this extra belt, is that the tread undergoes even less distortion at the point of contact with the road.

This virtually eliminates tread squirm, reducing abrasion, which results in better mileage. And it manages to save petrol too, because the rolling resistance is also reduced.

Cinturato P3.



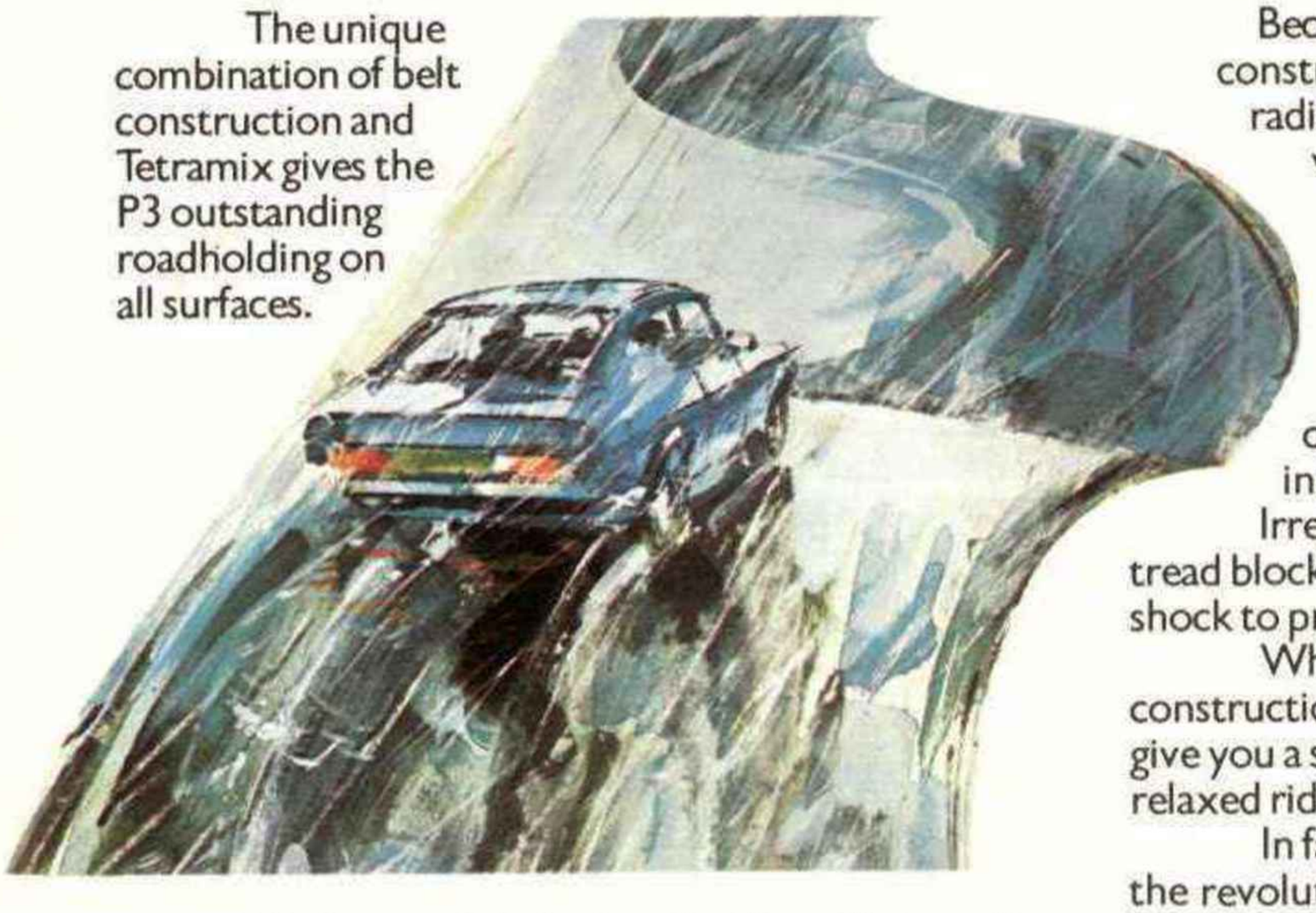
The P3's new hinged shoulder design allows the independent working of the tread and sidewalls, reducing abrasion of the shoulder, giving even wear overall.

Wet or dry, the four main tread ribs of finely siped blocks, with their hundreds of cutting edges biting into the road, provide the superlative grip of the P3.

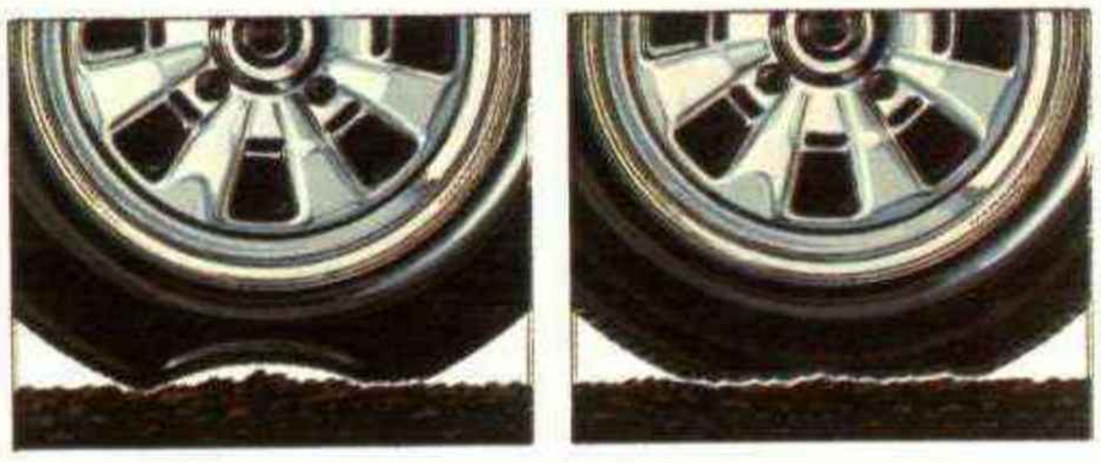


How does the P3 give you better wet grip?

The unique combination of belt construction and Tetramix gives the P3 outstanding roadholding on all surfaces.



With a specially designed pattern, the tread is flexible enough to mould itself around even the smallest irregularities of a road surface, whatever the conditions.



In the wet, the risk of aquaplaning is virtually eliminated by the 3 broad tread grooves and hundreds of sipes which cut through surface water dispersing it. (The slightly rounded tread profile helps too as it forces water to the shoulder and out through the siping.)

How does the P3 give you a more comfortable ride?



Because of its unique construction and the radically different way in which it has been designed, the P3 has a higher degree of comfort built into it.

Irregular and contrasting tread blocks break down the sound rhythm and shock to produce a quieter and softer running tyre.

While the tough, yet highly flexible carcass construction gently absorbs lumps and bumps to give you a smoother, more relaxed ride.

In fact, what the revolutionary P3 amounts to is a much better tyre.

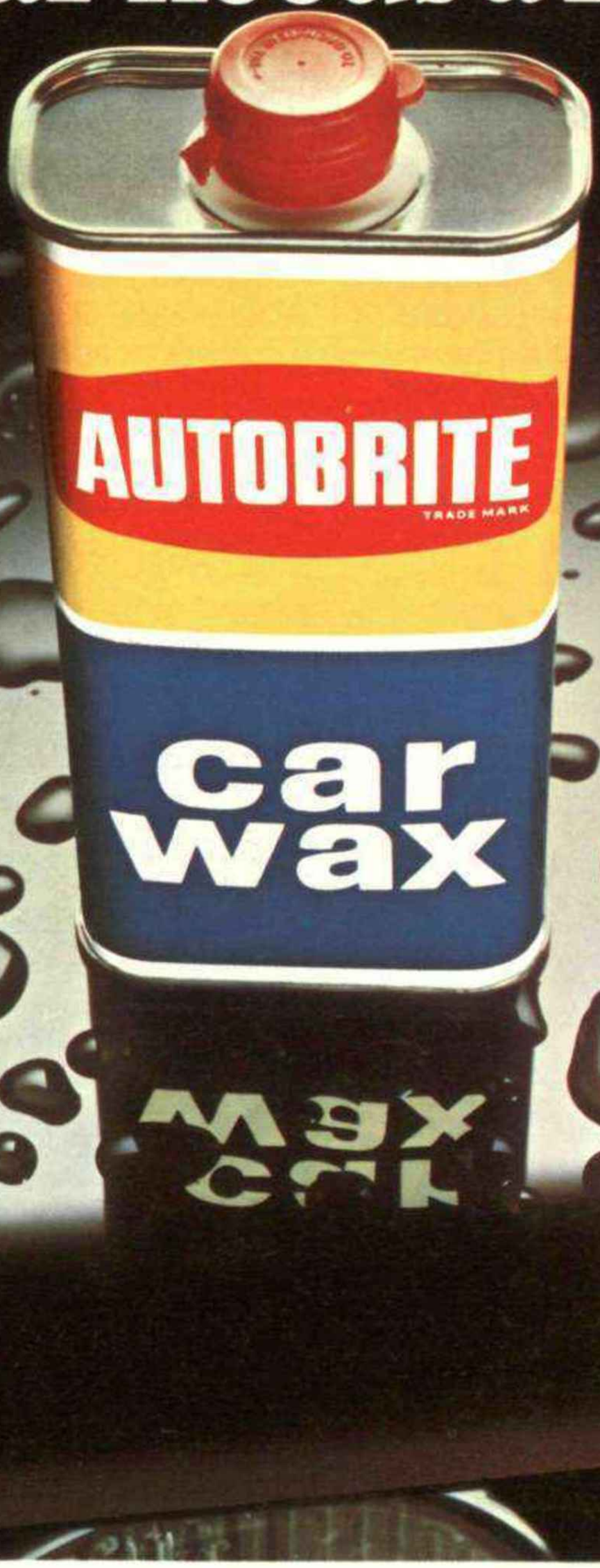
One that gives you better mileage, better wet grip and a far more comfortable ride.



PIRELLI CINTURATO P3

The better the tyre, the more it has to offer you.

Every car needs a raincoat.



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

Even over rust-prone minor surface scratches.

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

Prevents the acid in rainwater attacking paintwork.

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

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

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

It will keep its value. AUTOBRITE

URRACO – continued from page 546

things like Hand Brake On, Refrigeration Unit Working, Sidelights On, Alternator Charging, Head Lights On, and Indicators Working. Switches for things like lamps, wipers, washers, electric windows and so on were scattered about in all the reasonable places.

The V8 engine is superbly tractable, as I found on an initial drive across the West End of London, and visibility gave no problems whatsoever; with immense "tumble-home" on the side windows and a very wide base to the windscreen with thin screen pillars well back and out of the way, the forward view is truly panoramic with a good view of the road ahead in spite of a low seating position. For a passenger lying back and relaxing the scene is one of continual sky-scapes.

I have always maintained that a satisfactory car must be as pleasant to drive slowly as it is to drive fast, and the Urraco brought no complaints on its manner of dealing with heavy traffic, being happy to bumble along flexibly at 1,500-2,000 r.p.m., though the initial accelerator pedal movement was a bit heavy and "sticky". Out on the open road the engine could be really used, and whereas it had been wuffling and rumbling to itself in town, it now woke up with a really exciting growl and the r.p.m. needle was round to 7,500 in a most invigorating fashion. The sound of a "real four-cam V8" working hard was superb, no woolly rumbling like a Chevrolet V8, the Lamborghini engine spun like a dynamo and got smoother and harder as the revs rose, in the manner of such engines as the V6 Maserati, the flat-6 Porsche or the V6 Dino Ferrari. The handbook suggests that 7,500 r.p.m. should be the limit and the red sector starts at that figure to warn you, though it can happily run well beyond this figure with no signs of distress. As mentioned, the gearchange is slow for a car of this calibre and the long lever has to be dealt with firmly and deliberately, but it is not a change of the "impossible" category. It is simply that you do not "snick it down one" for a bend in the road, or "play tunes" down through the gears going into a roundabout like you do with a Porsche or Dino 246 Ferrari. Fortunately the engine characteristics are beautifully mated to the gearbox gear ratios, so that the torque of the engine can more than compensate for being in fourth gear, when you'd really like to be in third gear, but time won't allow. Between fourth and fifth gears there is a drop of 1,000 r.p.m., but in practice this becomes 2,000 r.p.m. during the time taken to change gear. It must be remembered that we are talking in terms of the ultimate in gearboxes, not bread-and-butter stuff. If you squirt things up to 7,500 r.p.m. in fourth, and that needs very little straight, you are down to 5,500 r.p.m. by the time you are back on the throttle pedal, instead of the theoretical 6,500 r.p.m. However, maximum torque is delivered by the V8 at 5,750 r.p.m. so that you are back to 6,000 r.p.m. in top in no time at all. Within the confines of my "speed track" I saw 7,000 r.p.m. in fifth gear (a calculated 142 m.p.h.) and a bit more space would have surely seen 7,500 r.p.m. in fifth gear.

The question of the maximum speed of the Urraco is purely academic, but opinions vary. The handbook quotes 160 m.p.h., a publicity leaflet quotes 158 m.p.h. in one place and 162 m.p.h. in another, while the Lamborghini Book by Rive Box and Richard Crump, quotes 165 m.p.h. As the car does 20.33 m.p.h. per 1,000 r.p.m., 7,500 r.p.m. in top would give 152.36 m.p.h. in theory and anything over 160 m.p.h. would be going beyond the maker's recommended rev-limit. I think we can safely say that the P300 Urraco would do 150 m.p.h. "on the way to the pub" if it was a fair way from home. Much more important is the fact that the normal cruising gait for the Urraco is anywhere between 80-120 m.p.h., when it wafts along on a small throttle opening, with very little noise and feels as if it would go on doing it all day and every day, there is so little strain being put on the car. Before leaving the straight-line performance, wind noise seems unchanged from 40-140 m.p.h., but most impressive is the "straight-line" running of the Urraco. It is truly impressive and is achieved by excellent overall design and shape, not having to rely on exaggerated castor angles, under-steer geometry, or "gimmicks" like spoilers, air-dams, fins or other aerodynamic devices. As Jaguar's technicians used to say, "a properly designed car will run straight without any artificial aids or additions." The Lamborghini Urraco is undoubtedly "a properly designed car".

Having extended the acceleration and speed of the Urraco, during which the very level ride was appreciated, as were the ventilated disc brakes, its ability to corner was investigated. At all normal times the steering remained very neutral, though under extreme provocation it could be made to under-steer. There was no way the cornering power of the Michelin XWX radial tyres could be utilised to the full on the public highway, but even so enough G-force could be generated to show up a lack of support in the seat backs, both for driver and passenger. If you are going to corner fast you must have your shoulders well supported by the curvature of the seat back, and the Lamborghini seats do not do this. The part you sit on is first class, comfortable and giving good support to the thighs. The high-geared steering has a very nice positive feel about it, with enough feed-back to let you know what the front wheels are doing at all times, and through fast bends you do not consciously turn the wheel, you merely apply a slight pressure to the rim one way or the other, rather like leaning a motorcycle. My personal preference in a car is that it should transmit information to the driver by sounds, pressures, feel and sensitivity, rather than by coloured lights, and the Urraco does just this. Some people might consider the road noises transmitted by the suspension to be high for a car in the £10,000 bracket, but I found such sounds comforting and enjoyable as they were feeding back road information, and I do not like to be divorced from my surroundings.

At night the headlamps rise up from their recesses in the nose of the car, operated by electric motors, and should one of them fail to rise it is a simple matter to stop and reach down through the radiator hatch and wind the offending lamp up by hand, there being a small wheel on the back of the lamp for this purpose. On main beam the lights were excellent, but on dip they were a bit drastic, though adequate for a 50 m.p.h. speed limit! In day time, when the headlamps are concealed, the two spot lamps below the radiator are operated by the steering column stalk for use for "flashing". While the instrument lighting is controlled by a rheostat the panel of "idiot lights" shines brightly and unabashed, being impossible to drive sensibly behind. Rather than remove the fuses we found it easier to cover the panel up with an old sock! You wonder if anyone at Lamborghini ever drives at night. The rearward vision through the slatted engine cover is more than adequate, though at night a wavy surface can give you the effect that the car behind is flashing its headlights as the angle of the slats changes with the pitch of the car. With the rear window being virtually a vertical glass partition between the engine compartment and the rear seats, it keeps nice and clean and, unlike some cars with this arrangement, there are no disturbing reflections in the windscreen at night. Three-quarter rear vision is good on the Urraco, because the rear window is not taken to the full width of the car, so that the side windows can extend back beyond the engine bulkhead, giving a good view "over the shoulder".

The interior seating is called 2 plus 2, but in reality it is a two-seater with space behind the seats and rather than upholster a pair of rear seats that look alright with the front seats in an undrivable forward position, I would prefer a padded shelf in the rear on which someone could crouch for a "lift up the road". We did manage to cram a large man and an Airedale dog in the back on one occasion and on another got two slim adults in the back, but it was all on short-term "demonstration runs". I would rather have this space than nothing at all, because so often with a car like this there is a "can I come too" third or even fourth person and it would be a shame to forego anyone the chance of a ride in such a nice car. The only person we could not accommodate, without cutting the roof off, was a friend who is abnormally tall and large with it. But then he thinks we are all sub-normal and if he had a car to fit him I would be unable to drive it. The interior decor of the Urraco is a sort of imitation suede, which is restful to the eye, but was showing signs of becoming a bit dowdy with hard use, like an old suede jacket or suede shoes. In some details the finish of the Urraco was not very good, the aluminium instrument panel looking very home-made, for example, and the under-shielding round the engine was poor, allowing veritable fountains of road muck to funnel up behind the engine, while some of the metal edges around the engine compartment were a bit rough.

One annoying feature of the Urraco was that the petrol filler was in the engine compartment, necessitating lifting the slatted engine hatch and propping it up with the steel rod provided, before you could unscrew the filler cap. The tankage was very good, holding 18 gallons, and while no accurate checks were made of fuel consumption it seemed to strain the pocket at about the same rate as a 4.2-litre E-type Jaguar, around 16-18 m.p.g. Having filled the tank the heavy steel engine hatch is then dropped shut with the most shattering "clang", which is very unbecoming for such an exotic-looking car. If there happens to be anyone sitting in the car they will either die of fright or have split eardrums. The first time it happened my passenger thought the whole petrol station had fallen down! Apart from a small glove compartment in front of the passenger there is a bit of a lack of "stowage room" inside the car for odds and ends, but behind the engine is a very deep and surprisingly spacious luggage compartment. It is lined with carpet and the lid is self–propping by a small hydraulic strut, and with the car being so low overall it is a very convenient boot to dip into. The body design of the Urraco is by Bertone and it is one that I find pleasing from all aspects, notably from above, when the "tumble-home" and panoramic windscreen can be appreciated, and also the view of the rear. From behind it really is a wicked-looking thing that makes you say "Coo-er". – D.S.J.

Footnote: The Lamborghini Urraco P300 costs £10,596 including all taxes, with extra for Air Conditioning, Electric Tinted Windows and Leather interior. These would raise the price to £11,271. The 2½ litre P250 version is approximately £1,000 less. Both models, as are the other Lamborghini models, are with right-hand steering. The sole importers are Berlinetta Italia Ltd., P.O. Box 6, Sutton, Surrey, while Stephen Victor Ltd., Old Town, Clapham, London S.W.4 is the main service depot, there being eight others throughout the country, in places like Manchester, Nottingham, Birmingham and High Wycombe.

Letters from Readers

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

The Triumph Dolomite Sprint

JUDGED by the volume of letters received in response to the 28,000-mile staff car report, the Triumph Dolomite Sprint obviously found a ready market amongst the MOTOR SPORT type of enthusiast reader.

Almost without exception, the letters related tales of woe qualified with high praise for performance, tractability, comfort and economy. The most frequent complaints referred to overheating and coolant loss, propshaft problems, brake judder, difficulties with track alignment, wheel corrosion, noisy gearboxes, broken throttle springs, poor choke-control, water leaks in the footwells, a hunger for fan-belts and poor parts availability. Shock-absorber and suspension bush life appears to be modest.

We wrote to Leyland, enclosing several readers' letters, requesting their engineers' comments on the various problems encountered by readers and our staffman. Their slightly edited, and not very constructive, reply appears below, along with additional reactions from readers.

Meanwhile, the sad saga of our photographer's Sprint continues. The week following publication of our story the cylinder head was removed, a new head gasket fitted and one or two other things attended to (not by Leyland, Western Avenue) at a cost of £154. This failed to cure the overheating and coolant loss. The car is currently lounging at Western Avenue (now under new management), returned to them at their request following our story. A thorough check-over has discovered, amongst other things, bent steering rack mountings, a bent steering arm, both, presumably left-overs from the accident damage "repaired" by Western Avenue, the need for a new propshaft, clutch and flywheel, severe wheel corrosion, a gearbox which is "on its way out", worn-out shock-absorbers and suspension bushes, etc. Leyland have agreed to repair some of the disrepair free of charge, yet the staffman's bill will still amount to over £400, representing a total cost of £900 in servicing and repair bills in a modest 31,000 miles. Once again we reiterate that our photographer is a smooth and not over-fast driver, as is witnessed by the 26,000 miles covered by the original set of Dunlop SP Sports; readers' tyre mileages varied from 14,000 miles upwards.

We thank the many readers who responded to our request for Sprint-owning experiences and apologise to those whose letters could not be used because of space considerations.

C.R.

Dolomite Sprint: Leyland Reply

Sir,

Naturally we were extremely sorry to read of the troubles with your photographer's Triumph Dolomite Sprint, and in particular your comments on our London Service Centre at Western Avenue. Coincidentally with the publication of the article we were already carrying out a major reorganisation at Western Avenue and a copy of the article was in fact sent to every one of the employees there so that they were aware of the comments.

Before making any detailed comments on the car itself we would make one or two general points. First, as you state in the original article, the car was one of the very early Sprints and many improvements have since been made. Secondly, judging from the article it would appear that the major problems on the car have only happened since the car was involved in an accident, prior to which it had completed nearly 20,000 miles of relatively troublefree motoring. Thirdly, it is important that your own experiences be taken in context with the total comment which has appeared about the car in the Press.

As you say the car has been widely hailed by both MOTOR SPORT and other publications as being one of the best 2-litre saloons in the world. Despite your own experiences you still commented at the end that: "Mechanically the Sprint has been very good; the engine has been first-class when it has been running properly, with no mechanical breakages experienced."

Judging by the letters you received, the general reaction of the public also seemed on the whole to be reasonably favourable, albeit tinged in some cases with reservations about problems they have experienced. Almost throughout, they commented highly favourably on both the car's performance and good

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GERMAN HIGH PERFORMERS

Continued from page 540

There will be no factory participation in the Group 2 ETC, BMW instead helping with support for the Luigi and Peltier CSis. Their 2-valve engines will give about 370 b.h.p. compared with 470 b.h.p. in Group 5.

Formula 2 is by far the busiest side of the Competitions Department activities. No less than 200 BMW Formula 2 engines have emanated from the factory, which is big business indeed at 32,000 DM each. And even bigger business, each top-line engine needs rebuilding every race, at a cost of 5,000 to 10,000 DM each.

There's much more to BMW's competition activities, of course, most of which is well-publicised. Less well-known is the Department's increasing interest in fast road cars, particularly the 528. To special order, and for an extra 10,000 DM on top of the standard 528, it is possible to have them produce a 3.3-litre injection-engined version with Bilstein shock-absorbers, ventilated discs all round, special seats and special, 7 in. wheels. A standard, part-completed 528 is taken from the production line, two Competitions Department mechanics carry out the conversion and then the car goes back to the normal production line for final finishing. The cars even carry the normal factory warranty, for the engines are unmodified.

A recent addition to Neerpasch's strength is Joseph Schnitzer, famed for his Company of the same name based at Freilassing, near the Austrian border. Joseph has joined BMW on the engine side with particular responsibility for straight-sixes, presumably with turbochargers in mind. Meanwhile, brothers Herbert, Dieter and Charley are looking after the Freilassing ranch, building and rebuilding their own F2 and 2-litre sports car BMW engines, Toyota rallying 16-valve engines, and running a Group 5 CSL for Dieter Quester.

Such properly modified road cars remain big business in Germany, now the fuel crisis panic has subsided. Without mandatory maximum speed limits on autobahns, such cars remain a sensible proposition. Benefiting more than most from this attitude is our old friend Burkard Bovensiepen, owner of Europe's largest tuning establishment, Alpina, at Buchloe, near Munich. "We are not tuners, we are producers of high-performance motor cars", this BMW specialist reminded us. His main business is modifying brand-new BMWs for sale through normal BMW dealers: 500 a year to dealers plus another 150 sold direct from Alpina, produced by 60 employees.

"Sales dropped off a little in 1974, but they are bigger than ever now", Bovensiepen told us. "Many German tuning companies went bankrupt in 1974, others couldn't afford the cost of complying with meeting German Government homologation for road modifications, so we benefited." To cope with this pressure of road work, he has pulled out of direct racing involvement, though he is closely involved with the Alpina-Faltz Group 5 CSL and the Luigi Group 2 cars.

"It is particularly important for us to do something for the less sporting image of the 320. We are producing three standard versions, one with 125 b.h.p., running on two twin-choke 40 mm. Solex carburetters, a 150 b.h.p. car with 45 mm. Solexes and a 165 b.h.p. conversion on the 320i with Kugelfischer injection." Bilstein suspension is fitted to these cars, cross-drilled, ventilated discs and progressive springs. Bovensiepen hopes to increase his English business—restrained by high prices—with the aid of the 320. Brian "Yogi" Muir is his agent, at Pershore Trading Estate, Pershore, Worcestershire.

Alpina continue to modify the straight-six BMW engines of course and it was one of these, installed in a 528, which we were able to sample when we visited them. While Neerpasch concentrates on dropping larger engines in the 528, Bovensiepen modifies the standard one, the complete package of engine, suspension, seats etc. working out at a similar 10,000 DM extra. The car we tried had triple, twin-choke, 45 mm. Solex carburetters (Webers are fitted for export), a modified head, the traditional Alpina 300 deg. camshaft and a modified exhaust system, resulting in 230 b.h.p. We were amazed at the smoothness, and refinement of this excellent engine, which showed exceptional throttle response and little sign to the ears of its triple carburetters. The Bilstein suspension was firm without the ride suffering and the handling exceptional. More rubber on the road and some front suspension tweaks made the power steering feel like a good manual system.—C.R.

fuel economy, and the overall impression seems to be that despite the problems encountered they still had many good things to say about the car.

To put things in perspective, we are certainly not trying to suggest that everyone was totally delighted with the car and had experienced no real trouble, but overall it does seem to suggest that your experiences with the car have been quite exceptional, perhaps due to the aforesaid accident as already mentioned. Most people appear to have taken the view that the Sprint is essentially a high-class sporting saloon, but like other highly-tuned sporting vehicles it requires a similar level of attention.

Turning to more specific points, you asked for our comments on five areas which you consider to have been problems on some models, these being clutch, hydraulics, wheel corrosion, water leaks and water loss through gaskets, and carburetter mountings. On some early models, bonding failure occurred on the rubber mounting plates for the carburetters, but this has since been modified. Likewise we have changed the specification of the lacquer used to protect the road wheels as there were instances of corrosion or discolouration with the earlier lacquer. Instances of water leaks to the footwells appear to have been due to a temporary sealing problem, and we believe that this has now also been cured.

Investigations into the clutch hydraulics and head gasket areas have not yet proved so conclusive, although in the case of the clutch hydraulics a new type of hose is currently being investigated. As one of your correspondents, Mr. Gardner, points out the use of water in any engine presents a "gasket problem", and in the case of the Sprint the probem has been progressively overcome since the car's first introduction.

However, we are continually looking for ways of increasing gasket efficiency and testing new types of gasket, which is just part of the overall programme to improve the whole of the Leyland Cars range, not just the Sprint. We receive feedback from many sources, including the new complaint card which every owner now receives under Supercover, and this is helping us to spotlight any potential problems at a much earlier stage. All this information is constantly being analysed by complaint code and the results are being passed to Engineering so that they can investigate and make whatever modifications they feel necessary.

In conclusion therefore we would reiterate our concern at what we consider to be the exceptional problems you have encountered with your Sprint, and we have passed on your comments and those of your readers to our engineers, so that they can help make what we and many others consider to be a great car into an even better one.

ROGER ARMSDEN
Press Officer
Service & Parts

Leyland Cars,
Cowley

And Readers React

Sir,

What a sad story you relate for a 27,000-mile motor car. The strangest part seems to be the owner's insistence on returning to a particularly inept garage time and time again. [That's what I thought!—C.R.]

My own experience with a 1973 Sprint has been a very happy one. Purchased privately at 11,000 miles it has completed a further 14,000 without any trouble whatsoever. It is shod with its original tyres (with the spare unused) and turns in around 28 m.p.g.

My journeys are fairly short, otherwise I would miss an overdrive. In my opinion it should not be considered as a fast touring car but essentially a "suburban jack rabbit" —quick off the mark, manoeuvrable and hard to catch in the short haul.

On my experience one could go into the market place and buy secondhand with confidence and also save a lot of money.

D. P. MANCHETT
Merseyside

Sir,

I was extremely interested to read your article "A Tale of a Dolomite Sprint". I have been running one of these cars for about 2½ years, which I bought when the petrol coupon crisis was looming on the horizon as at the time I was running a now much-lamented V12 "E" type roadster. The Sprint has now covered 38,000 miles and during its life has been regularly serviced by the suppliers, Abbey Garage (Tavistock) Limited. It has proved to be very reliable and a constant joy to drive.

The only problems I have experienced are listed below:

1. 3,000 miles—carburetter rubber mountings replaced by modified Triumph part under guarantee.
2. 5,000 miles—windscreen washer motor failed. This did take a long time to procure from Triumph—about two months.
3. 11,000 miles—a rather unexplainable blockage occurred to the crankshaft journal, with resultant run bearing. Remedy: replaced crankshaft, under guarantee by Mamos of Slough.
4. 33,000 miles—I had to replace the steering rack due to it being hit fairly hard.
5. 35,000 miles—the u.j. broke on the propshaft while driving to Edinburgh on the M1—this, unfortunately, entailed replacing the entire propshaft, which was done most efficiently by Dunham Haines of Luton, only delaying me for 1½ hours.

The only other items of regular wear and tear replaced have been a set of rear shock-absorbers at 24,000 miles.

Items remarked on by your writer which I would endorse are an irritating leak on to the parcel shelf, but this did only start after having a Sundym front screen fitted, also I found the car very tail-happy in the wet or on greasy surfaces. Generally speaking, however, the balance of handling is to my liking and always predictable. It is certainly a car that has to be driven on the throttle. Likewise, it is a car that, on the uncrowded West-country roads, brings back a little of the spirit left behind from my racing days.

I must admit that I am sceptical about having another Sprint since I have heard of terrible tales of woe concerning later models' reliability. This particular car, fitted with overdrive (a boon), has provided me with excellent long-legged European touring, it returned an average of 28 m.p.g., even when driven hard and is using no oil between the 3,000-mile service intervals. Today it is running better than ever and continues, in my view, to be an ideal mode of transport for me in the road conditions of the '70s—the police certainly seem to have kept off my back in recent years. I certainly find myself grinning quietly each time I pass a BMW 2002 and, at the under-£2,000 purchase price of 1973, it gets better value every day.

WILLIAM H. TUCKETT
Yelverton, Devon

Sir,

I felt considerable sympathy on reading your report on the Dolomite Sprint. I too bought one of the original mimosa cars and have had very mixed feelings ever since.

I do admit to driving my car fairly hard, but on the other hand, I wouldn't have bought a Sprint if I didn't want to go fast.

Like your photographer I took delivery on the 1st October, 1973; only just, because the garage had to find a replacement gearbox. The first one was found to be defective during the pre-delivery check-up.

I ran-in the car very carefully and had only minor problems with warning lights not working, etc. in the first two thousand miles. However, a nasty squeak developed in the engine compartment which I couldn't trace until the carburetters fell off. I tied them on with rope and managed to get to the garage where it was discovered that the cylinder head was at fault. A new one took *five* weeks to obtain and fit.

This was in early January, 1974. Having got the car back I ran it in carefully once more. On Whit Sunday in May, the engine seized solid whilst driving up the M1. After a seven-hour wait, the AA "Relay" man arrived and the car was taken to a local garage. The battle to obtain all the necessary bits to build a new engine began. Despite many rude telephone calls and the proverbial letter to Lord Stokes, I was not able to collect the car until late September!

Since then I have had no problems with the engine itself, apart from the "hunting" you mentioned and a tendency to cut-out on idle when hot. I have had, though, a new alternator, clutch slave and master cylinders, brake fluid pipes, radiator (the original was not even a Sprint radiator), starter motor solenoid, and four new tyres at 14,000 miles. I still have a clank from the transmission, wind roar from badly fitted doors, and now, synchromesh on 2nd and 3rd gears is going.

All in all, I could not rate the Sprint as the best car I have owned. What puts me off buying something new are those shattering prices.

J. BOWIE
Leicester

Sir,

After having read your article in the March MOTOR SPORT concerning your Dolomite Sprint, I felt I must put pen to paper to tell you of my experience with, possibly, one of the same batch which you mentioned.

My Sprint went on the road on August 1st, 1973. Things went relatively well until October '73. On a return journey along the M5 from Bristol, the car only having covered 3,000 miles, the engine decided to blow its top (it blew up). After a two-hour wrangle with a well-known motoring organisation (to which I belong), we were eventually towed to one of their garages. Being a Sunday, nothing could be done.

After arriving home, I had to hire a Land-Rover and low-loading trailer to bring the car back to the garage where I purchased it here in North Devon. This is when the trouble really started. After the British Leyland inspector had inspected the car, he, in his infinite wisdom, decided to rebuild the existing engine instead of replacing the whole unit as I had vigorously requested. This meant having to have a new cylinder head, pistons, etc., etc.

The cylinder head (£160) arrived within days of the complete order, but the pistons failed to arrive. After two and a half months continual phoning by the garage to British Leyland, the pistons still failed to turn up. In desperation I phoned Coventry direct myself, bellowing down the receiver to any unfortunate listener. The result being that the pistons arrived within five days.

Problem two—no gasket set! Once again the garage tried, in vain, to get the gasket set. Once again, no result. So I phoned Coventry direct, repeating my first performance at being very annoyed at the whole situation. Needless to say the gasket set arrived within five days. After three and a half months we had our car back. Things seemed to start deteriorating in other ways, *i.e.*, the gearbox gradually became stiffer and the suspension creaked ominously and the electrics started to do their own thing. By now, getting a little fed-up with one Mimosa Triumph Dolomite Sprint, we decided it was time that we parted company.

Goodleigh, N. Devon C. J. OATWAY

What Others Say About the Sprint

"My Sprint has completed 42,000 miles. Its life history has been erratic, causing no trouble at all for long periods, then causing chaos in a week." A. G. Morison, London SE24.

". . . . the best car I have ever driven . . . I have been driving since 1926." R. L. Hutchinson, Rawtenstall.

"A bitter disappointment BL can't put a fastback body on it. Do you suppose they would put their running gear in a Cavalier coupé body? I can find no British or foreign car—and I want British—that can anywhere near compare for fine performance, comfort and economy." W. R. Sharpley, Ross-on-Wye.

"It provides an excellent combination of performance, comfort and economy, although the present price is certainly not as competitive as when mine was purchased." P. D. Jennings, Pershore.

"I will be selling the Dolomite Sprint in August this year and would never buy another. Instead I am buying a TR7—maybe I am a glutton for punishment." H. R. Dini, Pinner.

"I fitted a Kenlowe fan. The transformation is nothing short of remarkable; the engine noise (fan whine) is reduced by half and it switches on so infrequently that I have to reassure myself by using the over-ride switch." D. W. Lewis, Bath.

"The Sprint was now out of warranty—still pulling to the left and still losing coolant . . . I am faced with the prospect of forking out £300 for a new head replacement and £50 for a pair of tyres to replace prematurely worn ones . . . an accelerative, compact, comfortable (the seats are very good) saloon with good handling which, without its troubles would still be my first choice in its particular market segment. I can only conclude that this particular model was marketed before sufficient development and testing—compounded by careless assembly and checking. Until Leyland can put their house in order and supply a more durable, dependable product, my next car will be foreign." R. Morrison, London, SE19.

"Mercifully, no substantial repairs have been called for up to 35,000 miles . . . it has an insatiable appetite for fan belts."

". . . . two of the camshaft carriers in the cylinder head packed up . . . a complete new cylinder head, fitted, would have been in the region of £300. Aldon Automotive came to the rescue and line-bored the carriers to make them slightly oversize, then pressed in some bearings that they had acquired from somewhere, and then ground down the camshaft slightly to fit into the new bearings. Whilst the camshaft was being ground down, I had it re-profiled and hardened, and similarly, whilst the head was off, this was gas-flowed and polished, making the car very much smoother and with a considerable increase in power. Coupled with the fitting of a Kenlowe fan and transistorised ignition, the car last week recorded 112 b.h.p. at the road wheels, which can't be bad for a docile and reasonably tractable small luxury car . . . it has been an excellent fun car, with tremendously exhilarating performance, an ability to get from A to B extraordinarily rapidly, having a very modest thirst, faultless braking and ultra-safe handling." R. J. Martin, West Bromwich.

Mystery Car

Sir,

The mystery car pictured on page 408 of the April issue is a Rover P8 prototype. This car was the planned replacement for the P5 3.5-litre model, but was dropped before going into production. It was the subject of a recent feature in one of MOTOR SPORT's weekly contemporaries. I am glad to see at least one P8 appearing to survive in the original form, as P8 prototypes have apparently been used to test features of the new Rover model due this summer.

While on the subject of Rovers, it may be recalled that last year there was some correspondence in MOTOR SPORT suggesting a club for owners of Rover's P4 range (models 60, 75, 80, 90, 95, 100, 105 and 110). I have now discovered that the Rover Sports Register caters for the P4, as well as all other Rovers, and offers spares, an excellent magazine and regular meetings in various parts of the country. If Rover enthusiasts care to write to me (enclosing an s.a.e.) I will be pleased to put them in touch with a member of the committee with a view to membership.

Sutton Coldfield R. N. BRYANT

Sir,

I was interested to see your "mystery car" Tailpiece in the April issue of MOTOR SPORT.

This very car passed me approaching Lichfield at Easter 1975. I was nearing a roundabout in the rain in my Rover 3500 and was overtaken by HXC 800H which then went very securely into the very wet roundabout and out the other side like the wrath of God—most impressive.

It is, of course, the abortive Rover P8, the proposed replacement for the P5 series. As far as I have been able to ascertain, it was intended to have a 4-litre version of the Rover V8 engine, impactable front and rear mouldings in urethane and Automotive Products' hydraulic power brake, ride control and suspension systems. Quite a car!

Still, I hope we can look forward to LUL 86 P (your March Tailpiece) and its successors following in the best traditions of the excellent Rover P6 series. The new one is no beauty, unlike the P6, and it has a lot to live up to.

Sale JOHN O. K. HUMPHREYS

Open Car Motoring

Sir,

I would like to point out what a wonderful service open two-seater sports cars are given by the Constabulary. I have always driven reasonably quick cars. But since I went topless about two years ago, I have been stopped by radar, vascar and today singled out by a "police-type" transit of all things, from among dozens of more mundane cars, some of which were overtaking me; and booked yet again for speeding.

At this point I must say that I am very flattered to be granted so much of our overworked Constabulary's time. Perhaps they have a love for two-seaters and cannot resist stopping for a closer look. Or perhaps the sight of someone actually enjoying motoring even after loaded insurance, expensive petrol and petty restrictions angers them into single-minded action.

Aggrieved and persecuted
MG-B Owner
(Name and address supplied)

[Just as I was wondering whether I wanted an open sports car!—Ed.]

A Graham Hill Trophy

From Mrs. Graham Hill

Sir,

To put the minds at rest of all Graham's admirers, I have received permission to present a trophy annually in his name, at the BRDC Christmas Dinner Dance, to the up-and-coming British Formula One driver to have put up the best performance each year.

Proceeds from the collection made at the International Trophy Race, Silverstone, on April 11th have been put towards the Graham Hill Rehabilitation Centre at Stanmore Hospital, where Graham was a Council Member.

Shenley, Herts. BETTE HILL

Bureaucrats in Action

Sir,

Having been resident in Italy for most of the last twelve years, I am used to the authorities using my birth date, place of birth and occasionally my parents' names as vital statistics. When I received my new-style British driving licence, I was amused to see that we are permitted to remove the offending corner of the licence that mentions our birth date. However, if I am not mistaken, my driver number, which must be quoted on all correspondence, contains a jumbled version of my birth date. The first and sixth digits give the year, second and third give the month and fourth and fifth the day of birth. Why then the charade about removing the birth date?

Getting away from bureaucrats, I must say that driving in Roman traffic still gives one considerable pleasure. Where else in the

world are there no speed limits in town, drivers with excellent reflexes and a good sense of anticipation and police using reasonableness rather than the letter of the law to regulate?

Rome GEORGE V. SIMPSON

The Price of Safety

Sir,

In the obviously indisputable knowledge that all happenings which would not occur in the absence of the human mind must be caused by the said mind, pray permit me to give vent through your delightful columns thus:

(1) Speed *per se* does not kill.
(2) Acceleration *per se* does not kill.
(3) All accidents are ultimately caused by the tiny mind *taking its own way in ignorance* with its consequent lack of responsibility.
(4) Controls atrophy responsibility by preventing learning and the gaining of experience, and by raising tension and the narrowing of the mind through frustration, which kills prognostication.
(5) As the owner of an experienced divergent mind which has learned to navigate eight litres of very valuable vintage Bentley responsibly and unscathed at a very good average speed (by any standards) despite the stupid antics of convergent-minded idiots, I find the meddling of the ignorami not only puerile but insulting: divergency alone allows prognostication and creativity.
(6) Speed and seat belts may act as some kind of temporary palliative to twistable statistics but have no way whatever of being the real answer to the problems which are caused by the typical arrogance of today's infernal ignorance and the behaviour which results therefrom in all walks of life.
(7) The only answer is to breed understanding by disposing smartly of all forms of ideology, dogma, and similar narrow-minded specialistic tendencies by the widening of the mind.

I make this outburst in the full realisation that it is high time somebody said these things if mankind is not to regress even further towards the state of being merely a caged animal.

JAMES A. MacHARG

Newcastle-upon-Tyne

Motor Racing on Television

Sir,

We cannot see the British Grand Prix live on TV because it coincides with the first day of the Olympics; that is understandable. However, now that motor racing really has become a dirty word in the eyes of the BBC, following withdrawal of coverage of the Race of Champions, we are unlikely to see a tele-recording either.

At least we can rest assured in the utter fairness of the BBC in these things and will no longer have to endure the words DUNLOP or GOODYEAR on television, because these are also rubber goods that prevent accidents —are they not?

Glenrothes, Fife V. A. WINWRIGHT

Sir,

Can anything be done about motor sport on television? So many of us think it was disgusting of the BBC not to put on the "Race of Champions" the other weekend, having advertised it in Saturday and Sunday programmes. Surely sponsorship is a good thing. They seem to be particularly against the tobacco firms, as well as Durex. Why can't ITV put on these motor racing events—they advertise enough. We enthusiasts go to the circuits pretty regularly but plenty of people cannot get there. The situation is pitiful. On top of this the "great" James Hunt won and all the BBC could put in the news was a quick black and white flash of the race. It's too bad when we have such super, super drivers who are British. Not nearly enough of the sport is on TV, it's just football and horse racing all the time and surely they are sponsored?

Here's hoping something can be done through the various clubs.

Seer Green, Bucks. (Mrs.) J. COLSTON

Where Are the British Exports?

Sir,

This is an open letter to those with influence in the British motor car and motorcycle industries.

At this time when enormous effort and change is essential for Britain's recovery, it is obviously the right moment to take a hard look at exports.

As a British resident of New York City, I have long marvelled at the preponderance of Volkswagens (an average of six VW products per 100 yard street block), and thought how nice it would be if at least *some* of those cars had been Minis.

For whatever idiotic reason, BMC and now Leyland have decided that Minis should not be exported to America. Now the cities of the US are filled with VW "Rabbits" ("Golfs" to you, I think), Fiat 128s, Renault 5s and Honda "Civics", all direct derivatives of the Mini. Why has Britain clearly planned to avoid this vast market?

Today, at a time when America is enjoying a nationwide boom in the sales of 4-wheel-drive vehicles, Land-Rover has just been *removed* from the market and its old customers punished by a tripling of Land-Rover parts prices. Moreover, the Range-Rover, a natural for the US, is not available nor is ever likely to be. Can anyone explain?

Right now when the US is in the midst of Motorcycle Mania, the British imports still offer kick-starting and are being passed over in favour of the Japanese self-starting models. Are British businessmen really so stuffy that they are unwilling to adjust their products to suit a huge market?

In the midst of the first great US movement towards "compact" cars, where are the British contenders? The Marina made a pitiful, lightly advertised appearance. But right now there is not a single medium-priced British family car on the US market. All that is being offered are "specialised" cars: Rolls-Royce, Jaguar, MG and Triumph.

Leyland, the independents and the motorcycle manufacturers must grasp at once that the World's largest market is here, more than willing to buy well-made and interesting British products. The effort must be made to adapt to foreign markets, to make the necessary safety and emission changes, however costly and boring it may be. British companies must be willing to advertise strongly and lustily in the USA and provide encouraging parts and maintenance services.

The magic formula that has made Germany and Japan hugely successful is very simple: "Get off your rump and do it!"

Britain must participate in the outside world. If you don't make vehicles available to the US you won't sell any, and vice versa. Minis, Princesses, Range-Rovers, Morgans, Nortons! You all belong in America; let's be seeing you!

TOM COURTENAY-CLACK

New York

Super Cover

Sir,

There have been numerous guesses about the cost of subsidising, through the good Lord Ryder, each unit produced by Leyland Cars, before they are offered, through the showrooms, to the taxpayers who help to make up this differential.

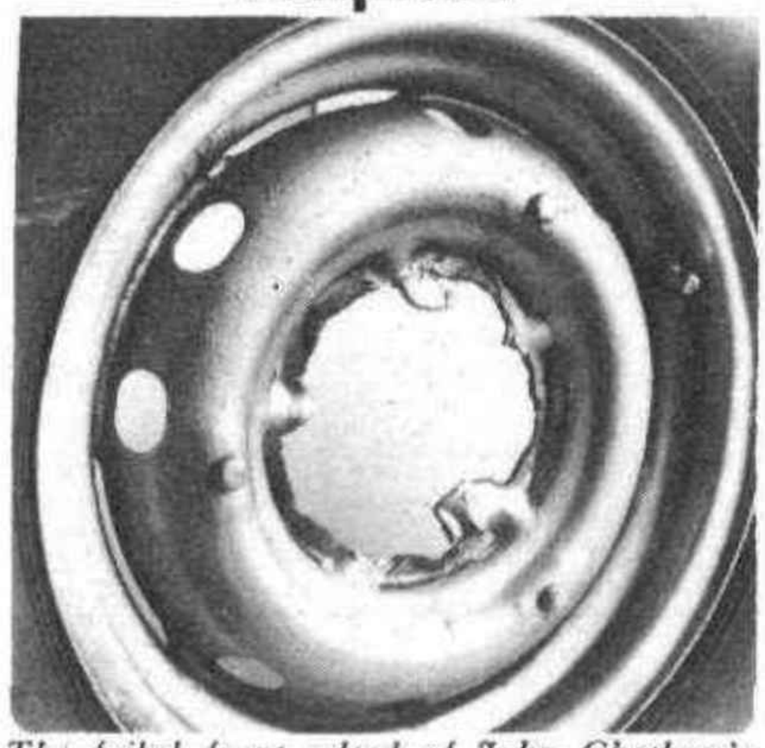
Now, with "Supercover", you can take up Leyland's second year guarantee—the cost of which varies from £20 to £80 depending on the size of the car. Is this going to be a further costly miscalculation which will need subsidising? The West Midlands Police obviously think so, for they are spending £8,250 to save an estimated £71,000 in the second year of operation of their new mixed bag of Leyland cars. They say that a random sample of six Leyland cars showed that each one cost an average £430 in its second year even, one suspects, more than the MOTOR SPORT Dolomite Sprint which was under the microscope in March.

It is to be sincerely hoped that the dynamic whizz-kids who concoct these "Super" strategies (inflation-proof, we hope) will be accountable in two years' time to enable us all to see if they get their sums right to start with.

"AQUILA"

(Name and address supplied)

Tailpiece



The failed front wheel of John Chatham's racing Healey 3000, DD 300, mentioned on page 526. Standard wheels are mandatory in Thoroughbred racing. Chatham has written to us: "In the interest of safety we would like you to help press the case for wheels suitable for current speeds and tyre compounds, that is wheels of the same dimensions in alternative materials".

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TVR 3000 ML 1974, Jaguar blue, matching interior, Wilton carpets, tints, sunroof, radio, electric aerial, rear screen wiper. Immaculate. £2,295. Cardiff evenings 842138. (75132

1938 AUSTIN SEVEN two-seater. Very sound, needs new hood, some paintwork. £225 o.n.o. Phone Bratton 739. (75134

MG-C ROADSTER. Tartan red, white hood. Overdrive, wires, engine rebuilt (not yet run-in), Downton touring conversion. Uprated suspension. Roll bar. An ideal *touring machine* in excellent condition. £700 o.n.o. Curry Rivel 262 evenings (Somerset). (75137

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1965 FIAT 2300 LHD. Tax and MoT, sunroof, radio new tyres, £165. Also 1965 RHD for spares or repair, £65. Also pair front wings. Retail £100. Would prefer to sell lot. About £270. Bampton Castle 605 Oxon. (75142

EXCEPTIONAL TR3, believed ex-works car. Restored with Rolls-Royce respray. Overdrive, all steel. New rear suspension, front shocks and disc, hydraulics, exhaust, dynamo, starter. Excellent example, £1,000 o.n.o. Winchester 65203. (75143

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1960 TR3A, MoT, wire wheels. Bought as investment, space now needed, £250. 1971 Rover 3500 Auto. Brown. £650. Aldridge 55731 (office); Harlaston 475 (home), Mr. Davis. (75145

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1936 MORRIS 8 Tourer, just coach-painted and laquered. New chrome, reconditioned engine, new rear axle, new tonneau cover. Beautiful condition. Offers around £650. View with pleasure. 061-480 3082, 9 a.m.—6 p.m. (75154

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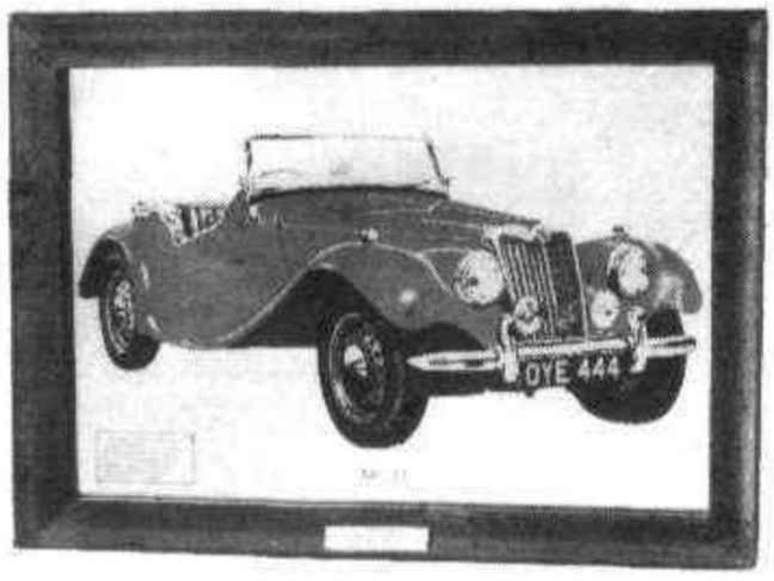
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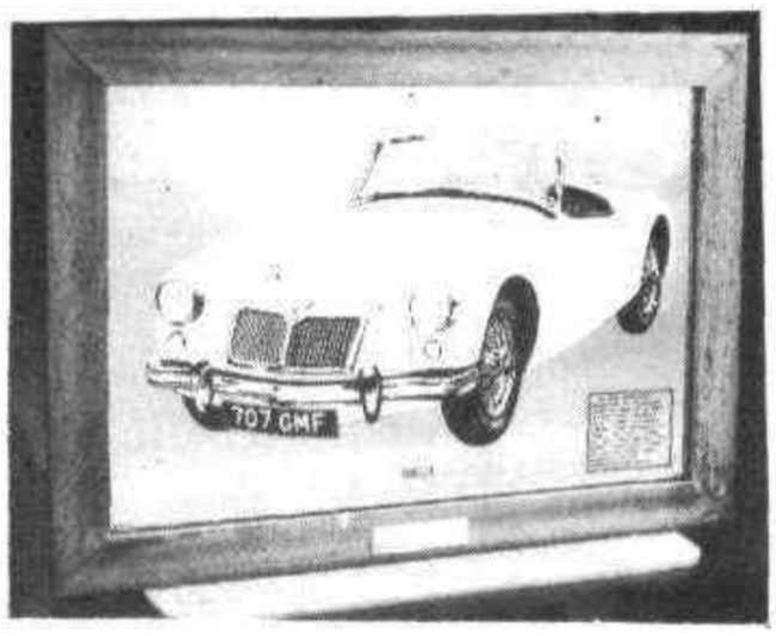
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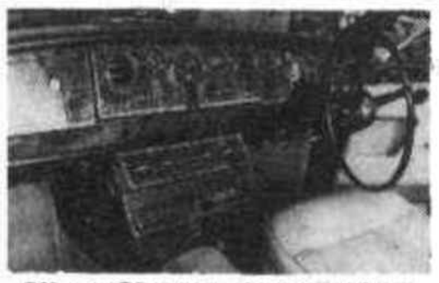
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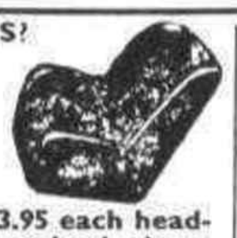
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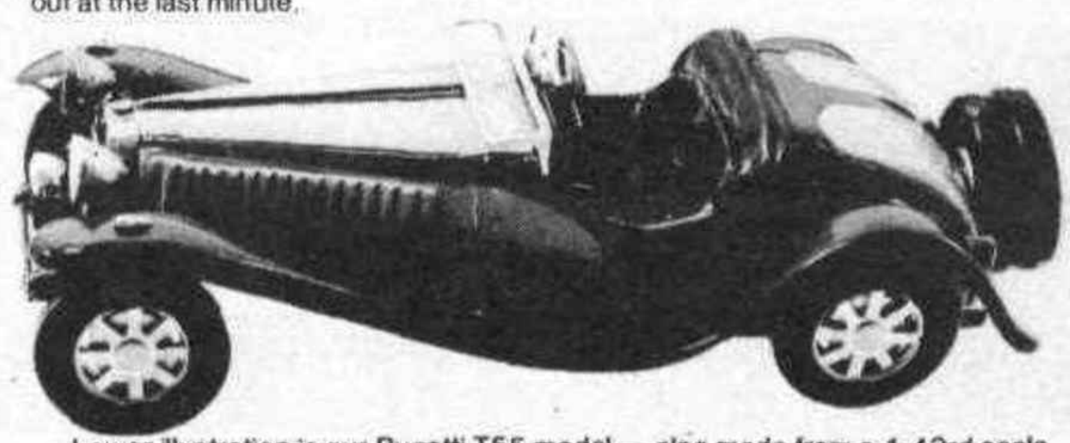
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Many of this magazine's leading advertisers collect models in this scale as do leading collectors of full sized cars. They find them authentic, well detailed and capable of doing the right job — ie: enabling you to have a miniature Beaulieu or Donnington in your own home without annoying the wife, mistress or even children.

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Lower illustration is our Bugatti T55 model — also made from a 1-43rd scale metal kit costing £4.45 and below that is a list of some of the other metal kit models we have available (those at £4.45 are our own with instructions, transfers etc) can't guarantee that the rest have instructions but all are easy to build and very worthwhile.

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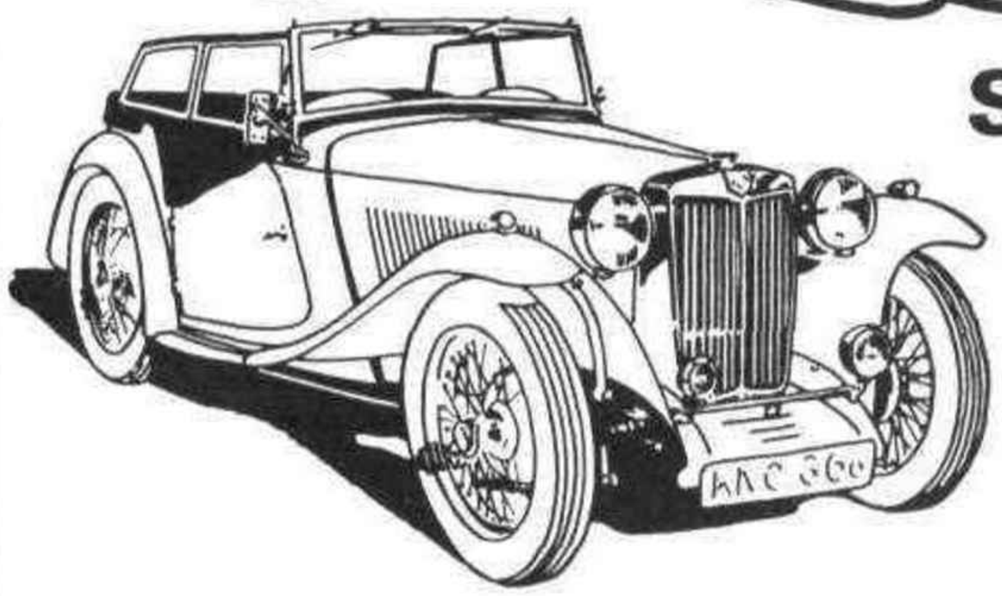
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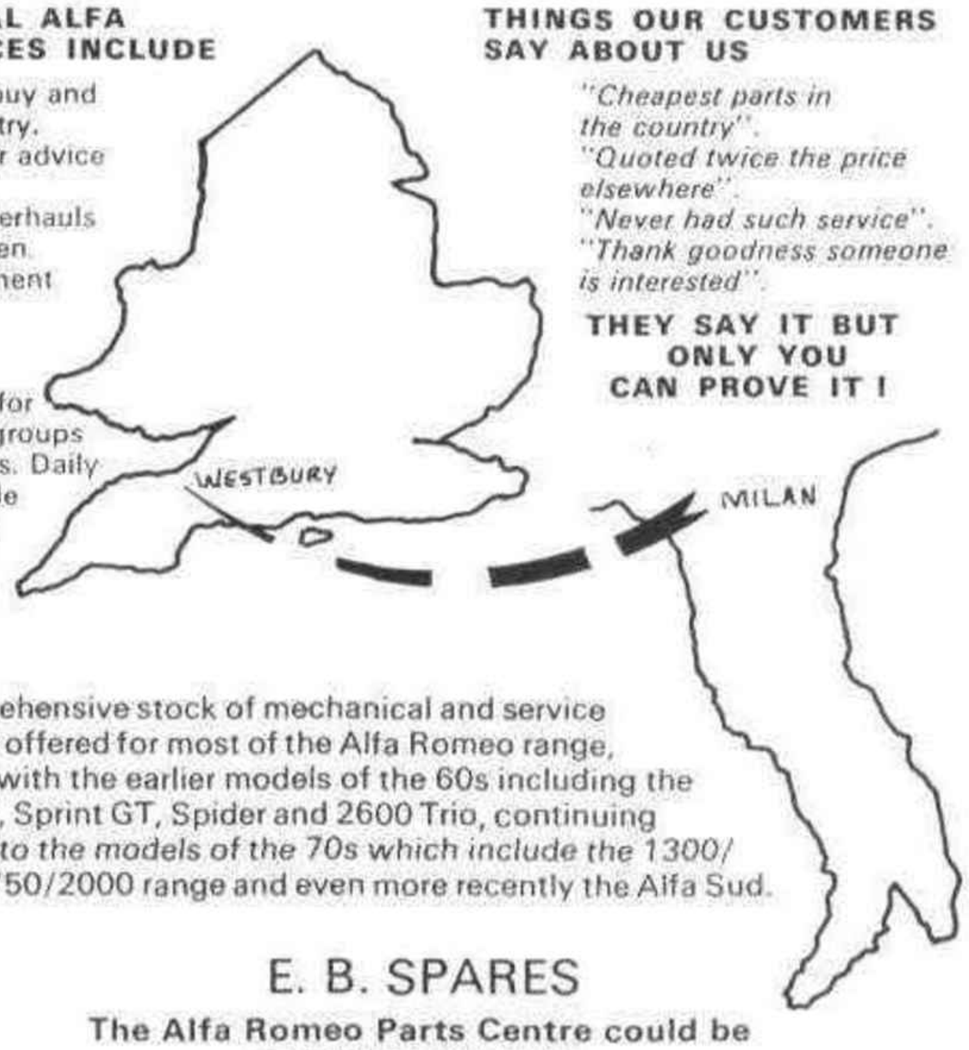
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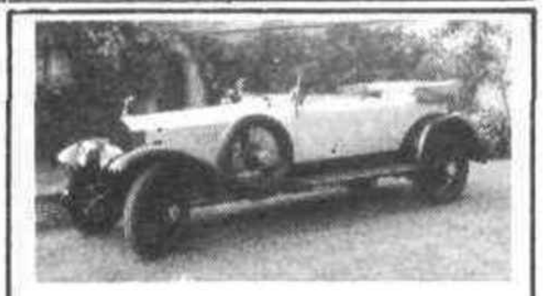


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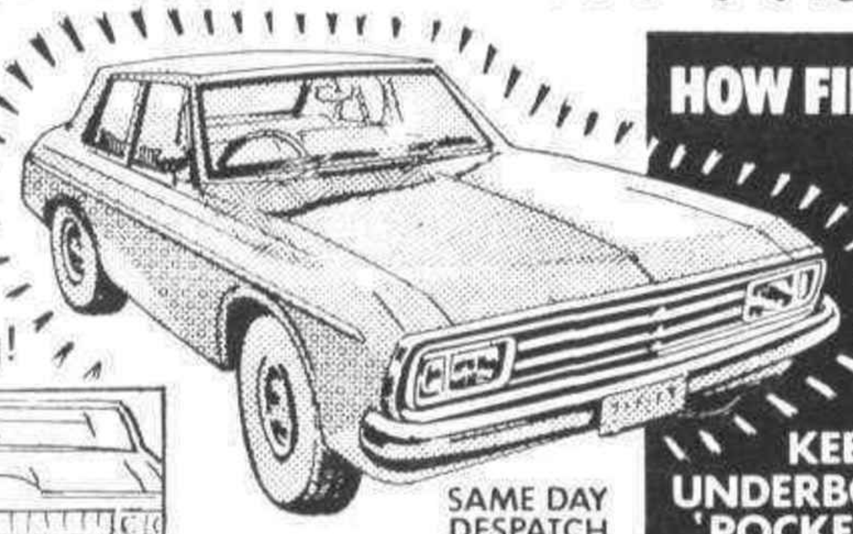
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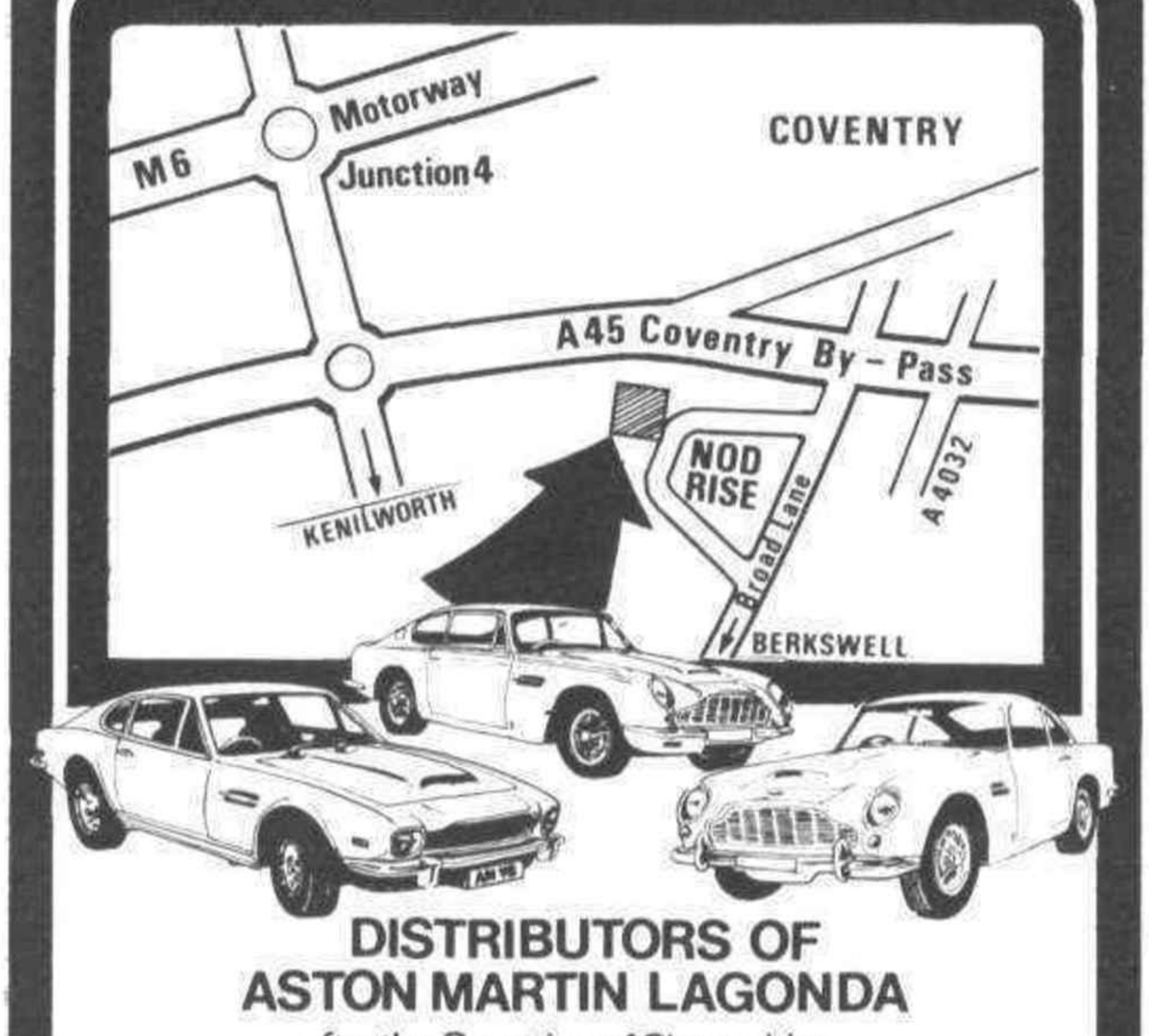
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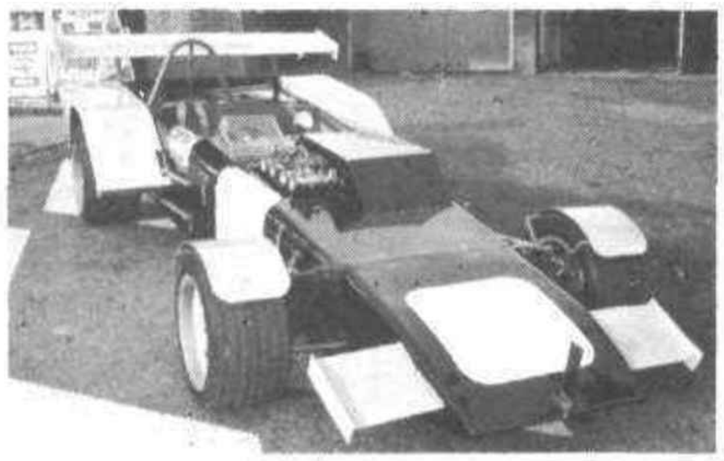
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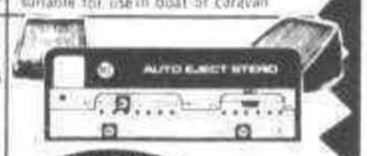
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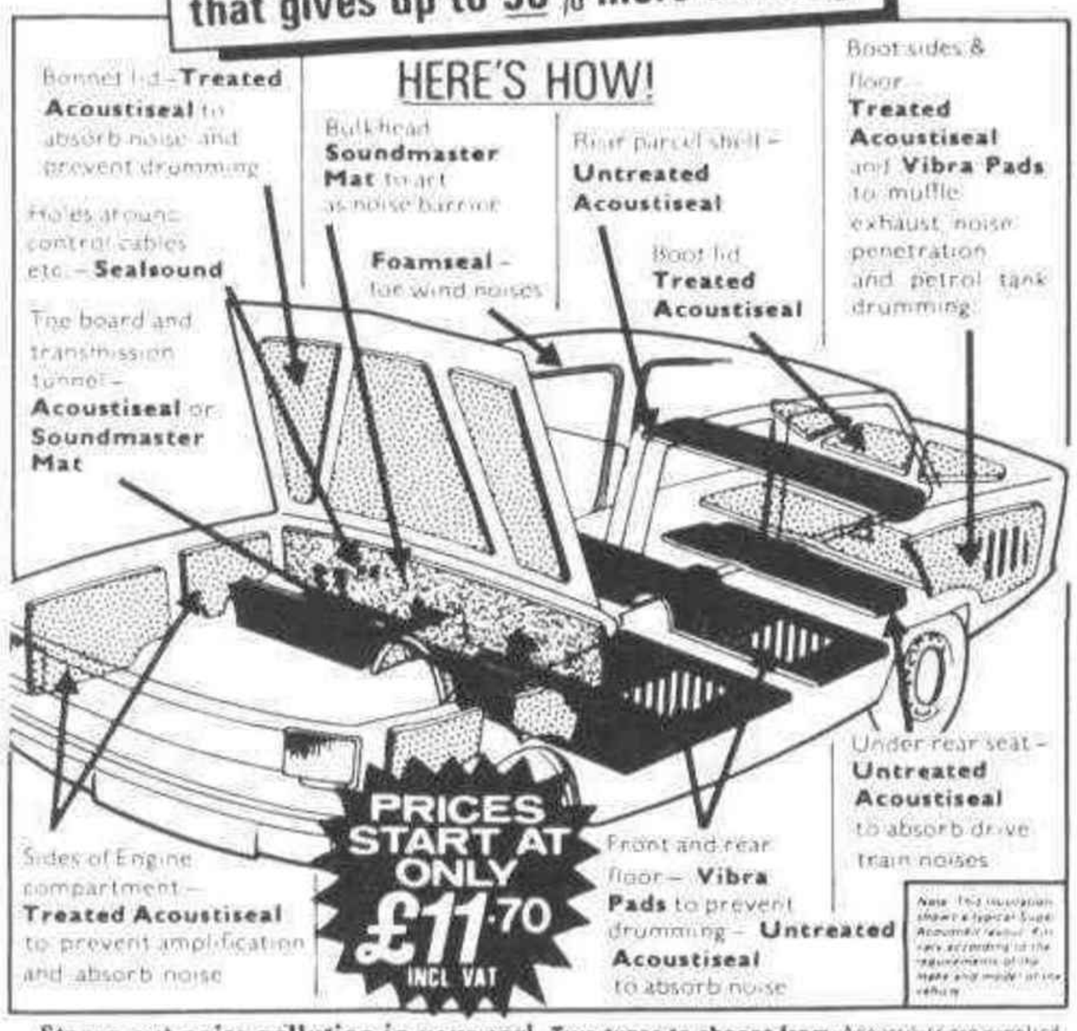
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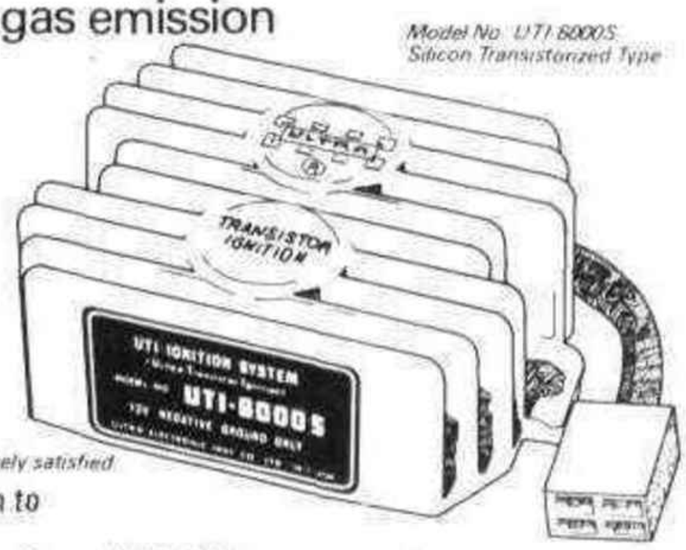
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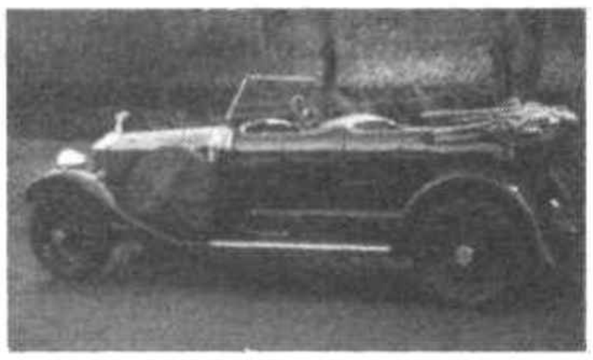
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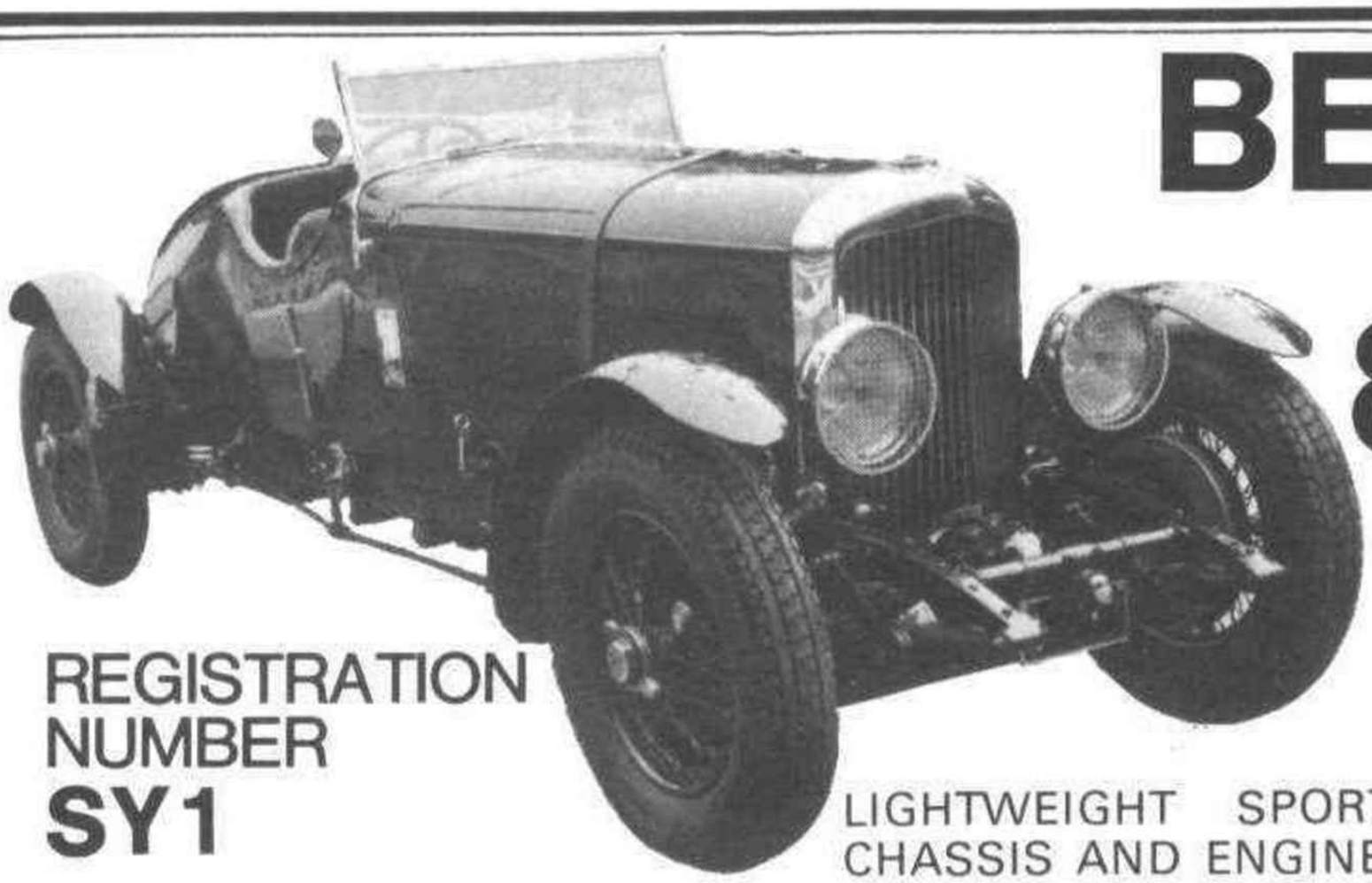
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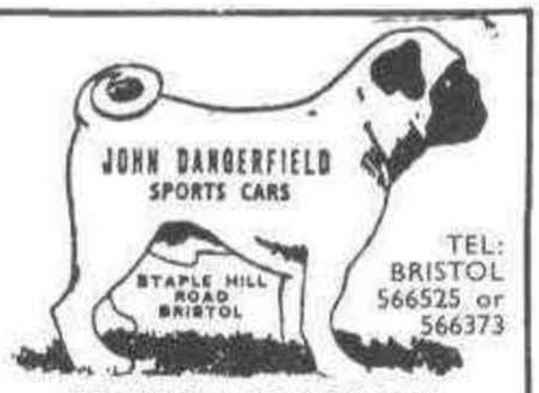
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XK150 F/H 3.8 1960. Overdrive, wires, radio, MoT. Very good condition. £1,050 o.n.o. Grimsby 3963. (75790

LANCIA FLAVIA 2000 Coupe 2+2. White/black interior. 1 p/owner, low mileage, used second car only. Must sell, hence £895. Bournemouth 54715. (75794

MG TD II 1953. Just rebuilt. Red with beige trim. £2,000 o.n.o. Ring: Downland 53179. (75795

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OPEL MANTA Berlinetta 1973. Maroon. Very nice condition, service records. Radiomobile, £1,250 o.n.o. Lincoln 791080. (75801

WOLSELEY 4/44 1955, ETS 769. Grey, vintage potential. Original condition. Write John Pudney, "Camusmor", Glencarse, Perthshire, Scotland. Phone 288. (75804

ALFA ROMEO 2000 Spyder Veloce Convertible. White, black trim. Low mileage, excellent condition and well cared for. MoT, taxed. Reg. 1972. Brighton 559316. (75819

GORDON KEEBLE 1964. Collector's car. Red, electric windows, radio, electric aerial, knock-on steel wheels, IRS, all disc brakes, MoT. P/X possible. A fine example. Telephone 0373 2191. (75822

SUNBEAM TIGER 1965. Hard/soft tops. Dunlop alloy wheels, Konis, good G800 Grand Prix tyres. MoT, tax, £600. Maidstone 26398 after 8 p.m. (75823

FOR SALE—continued

MORGAN 3-WHEELER (1950). Ford engine, good condition, MoT, £875. MG TA, engine needs work, body good, £950. Box 5063. (75825

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FOR SALE—continued

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FOR SALE—continued

E-TYPE 1970. Series II Roadster. Primrose coachwork, black leather trim, chrome sculptured wheels, Sundym glass, chrome boot, rack, etc. All extras. Magnificent l/mileage example. £1,895. 01-455 7132 days. (75852

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1969 ASTON MARTIN DB6. White/red. P.a.s. steering, CWW FM radio/stereo. £3,000 major overhaul 5,000 miles ago. Believed only 37,000 miles from new. 3 owners. Offers over £2,200. P/exchange considered. Tel: Loughborough 39177. (75887

LAGONDA 1933 3-litre Selector Special 4-seat tourer. Rare car in nice condition. £4,000 o.n.o. Phone: 01-942 2655 evenings. (75888

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JENSEN CV8 1964. Maroon / beige leather, stereo automatic, MoT and taxed. £995. 01-693 7379. (75890

SM CITROEN 1973 "M", all extras, 21,000 miles superb, £3,495. 01-693 7379. (75890

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Write or telephone:

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FOR SALE—continued

1958 AUSTIN HEALEY Sprite. Registration number 12 ALV. This car has covered only 38,000 miles from new. The property of one elderly lady owner for the past sixteen years, now deceased. Maker's handbook and tools. Offered for sale at £695. Aughton Green (0695) 423358. (74465

AUSTIN HEALEY 3000 1960. Very low mileage, restored to concours condition. Colorado red/black. £950 with hard top. Leamington Spa 35578. (75966

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HISTORIC SPORTS CAR, 1953 Kieft-MG, ex Monkey stable. Completely rebuilt to high standard. Sensible offers requested. Tel: Gaddesby 419 (Leicestershire). (75971

FROGEYED SPRITE 1960. MoT April 1977. Metal bonnet, tonneau, good condition, £450 o.n.o. Shoreham (Sussex) 2183. (75973

TRIUMPH GT6 1973 M, 20,000 miles, one owner, v.g.c. White, HRW, Sundym, taxed August, £1,325. 01-825 2545 day; Basildon 411477 evg. (75851

TRIUMPH TR6 M Reg. 30,000. H/S tops, O/D, radio, 4 new tyres, fur-lined interior. Immaculate condition, must be seen, £1,295. Tel: Maidenhead 37782 after 7 p.m. (75978

MG-C GT 1970. Low mileage, extras, well serviced. Sale or part exchange Volvo Estate. Newport (Gwent) 66893. (75979

E-TYPE ROADSTER Series II 1968. Dark blue, wires, 50,500 miles, undersealed, new exhaust. Halogen lights, alarms, taxed, MoT. £1,295. Tel: 061-336 6372 evenings. (75981

SUNBEAM TIGER. Good condition. H/S tops, taxed, tested. £750 o.n.o. Interesting exchange considered. Chesterfield 850559. (75982

TR4A- IRS 1965. Excellent condition, all original, tested till November. British Racing Green. Wire wheels, overdrive, Surrey top and radio. £150 just spent. £400 o.n.o. Tel: Overton-on-Dee 591. (75983

TVR 1600M 1975. Yellow, sunroof, HRW, Sundym, alloys, reclining seats, under 9,000 miles. Save over £800 on new at £2,650. Tel: Bristol 835305 evenings. (75987

JEY 3 REGISTRATION with Lancia Flavia 1800 Coupe 1964. MoT tested Jan. '77. Real value, £475. 021-445 1949. (75993

FIAT TOPOLINO 500C Convertible. Good condition. MoT tested Dec. 76. An economical car that's appreciating. £450. 021-445 1949. (755993

FOR SALE—continued

LOTUS SEVEN America. Very rare. Total rebuild. Specification better than new includes: oil cooler, electric fan, adjustables, alloys, discs, balanced engine, new side screens, tonneau, etc. £950. Phone Perth 26364 Gresty. (75989

AUSTIN HEALEY 3000. Genuine mileage 27,000. One owner. Immaculate original condition. Not used in rain or driven hard. Wires, overdrive, radio, 1961 and in factory fresh condition. Unbelievably available for £3,750. Esher (Surrey) 64032. (76072

DAIMLER 1948 Straight Eight in good condition. Still used. Collector's item. £475. Phone: Tewkesbury 293180. (76073

JAGUAR SS3½ (1946) Drophead Sports saloon in good original condition and running order. £2,000. Box No. 5067. (76076

1948 RILEY RMA 1½-litre, restoration started, space needed for other commitments. Mechanically sound, work required on body. Northwich 77606. (76077

MORGAN 4/4 1971. 4-seater, renovated and repainted. Immaculate condition. Best offer over £2,000. Tel: 061-681 3302. (76078

BMW 3.0 SA. Exceptional condition, low mileage, polaris blue velour interior, p.a.s., head restraints, sunroof, Sundym glass, etc. £2,900 o.n.o. Roger, Wickford 4412. (76079

JENSEN HEALEY 5-speed. This 1975 car has covered only a genuine 6,000 miles by lady owner. Its condition can be described as new. Finished in faultless tangerine with tan trim. Extras include works hard-top with heated rear window, Radiomobile, headrests, etc. A truly beautiful car. Only £2,695. Telephone Chobham (Surrey) 7813. (76080

AUSTIN HEALEY 3000 Mk. III 1965. O/drive. Finished in Ice Blue and white with blue trim. A really superb example of this sought-after classic. Present owner 5 years. £1,650 o.v.n.o. Phone: 01-304 6489. (76081

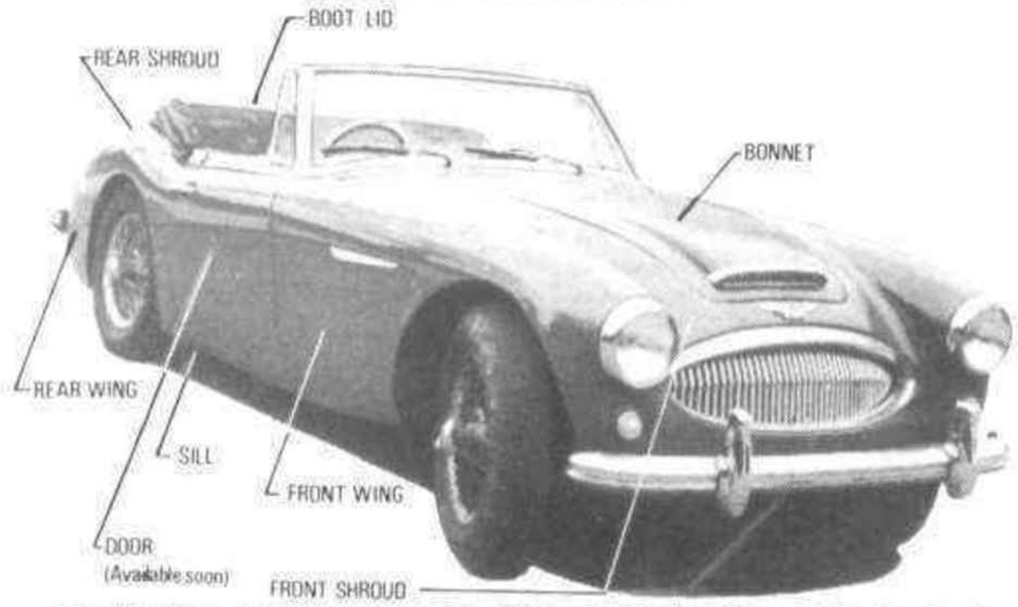
MG-B 1972L. White, overdrive, 24,000 miles only. Well maintained. Excellent condition. Genuine reason for sale. £1,200. Goring 3642. (76082

TVR VIXEN S2 1970. V.g.c. low mileage, new exhaust, suspension rebuilt at Blackpool factory. Taxed, MoT. Autovox stereo. Offers phone Henley 6149 evenings after 7.30 p.m. (76083

JAGUAR MK. II 340 1968. One of last made, exceptional throughout. 24,168 miles from new. MoT, two owners, BRG. Automatic, HRW, original tools and instruction books. Must see to believe this specimen. Offers around £1,000 considered. Colchester (0206) 48754. (76084

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MERCEDES 220 Cabriolet, 1951. This rare model, which is left-hand drive, has been completely restored at great expense and must be an investment at **£3,950.**

LOTUS +2S 130/5 (Dec. '72). Finished in regency red with silver-flake roof; one owner, recorded mileage 25,000. Offered at **£2,295.**

LOTUS +2S 130 (Dec. '71). Finished in Lotus yellow, tinted screen, chrome wheels, etc. One owner. Offered at **£1,795.**

LOTUS Europa Twin Cam, 1972. Finished in Regency red. Minilite wheels, cassette/stereo. Offered at **£1,695.**

RELIANT Scimitar GTE Automatic, 1971. Finished in metallic silver, alloy wheels; two owners from new, recorded 45,000 miles. Offered at **£1,645.**

BMW 2500 saloon, 1972 (L). Finished in white with blue velour trim. P.A.S., radio. Only 34,000 miles. Offered at **£2,195.**

'E'-Type V12 2+2 Automatic, 1971. Superbly finished in mirage blue, overdrive, wire wheels, radio, h.r.w. Offered at **£1,495.**

M.G.-B Automatic, 1970 (J). Finished in bronze yellow, hard and soft tops, wire wheels, radio. Offered at **£945.**

M.G. Midget, 1974 (N). Finished in teal blue, hard and soft tops, radio/stereo; only 10,000 miles. Offered at **£1,345.**

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KARMANN GHIA, 1966. Red with black upholstery; only two owners from new; recent new engine, still under guarantee **£445**

ALFA ROMEO 1750 GTV, 1970. Finished in red with black upholstery; fitted 5-speed gearbox, reclining seats, headrests, radio, stereo, heated rear window **£995**

LOTUS Elan S4 S/E. Finished in metallic blue, electric windows, knock-on wheels, radio ... **£1,095**

LOTUS Elan Sprint drophead, 1972. Finished in black; only one owner from new; electric windows, knock-on wheels, radio, stereo, etc. Absolutely immaculate **£1,995**

LOTUS Europa, 1973. Finished in Regal red; two owners from new, 26,000 miles; Wolfrace wheels, electric windows, radio, stereo ... **£2,295**

MG-C GT, 1970. Black with black leather upholstery, wire wheels, overdrive, radio, heated rear screen **£995**

MG-B GT, 1969. Red with black leather upholstery, wire wheels, overdrive, sunshine roof; new engine **£995**

MINI COOPER 'S' Mk. III, 1971. Specially finished in red with built-in metal arches; Mamba wheels with low-profile tyres, black glass, front and rear nudge bars, customised interior with high-back cloth seats; impossible to describe the fantastic condition of this car **£1,495**

MG-B roadster, 1969. White with black upholstery, automatic transmission, hard and soft tops .. **£695**

JAGUAR 'E'-Type +2, 1968. Carmen red with black upholstery, chrome wire wheels, radio .. **£1,195**

JAGUAR 'E'-Type drophead, 1969. Primrose yellow, chrome wire wheels; one owner and 42,000 from new; tinted screen, ... **£1,895**

TRIUMPH TR6, 1974. Magenta with black upholstery; one owner and 15,000 miles from new; overdrive, Wolfrace wheels, quadraphonic sound system **£1,795**

INNOCENTI COOPER 1300 'S', 1973. Finished in beige with matching upholstery. Fitted wide Rostyle wheels and low profile tyres, h.r.w. wind-down windows, ¼-lights, cig.-lighter, radio and stereo, ... **£1,195**

MINI 1275 GT, 1973. Black, fitted black glass, high-back seats, heated rear screen; low mileage ... **£1,095**

ASTON MARTIN DB5, 1965. Carmen red with tan hide interior, 5-speed gearbox, electric windows, chrome wire wheels; all the usual Aston refinements **£1,595**

MINI COOPER 'S' Mk. III, 1970. Black with black upholstery. Fitted Cosmic wheels radio, stereo, sunshine roof, front and rear nudge bars; black glass, etc. **£1,195**

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FOR SALE—continued

ALFA ROMEO Guilia Super 1972. White with black interior. 22,000 miles. Recent full service. £1,650. Tel: East Grinstead 27734 day; 22044 evening. (76228

LEA FRANCIS 1930 fabric-bodied saloon. Meadows engine, extremely original, excellent order and performance. Scarce model. £1,995. Brown, 8 Higham Road, Padiham, Lancs. Tel: (0282) 71629. (76087

1931 WOLSELEY HORNET. Swallow, two-seater Hornet special engine gearbox, brakes, new hood s/screens, interior resprayed, needs rewiring, very good condition. Offers around £1,200. Staines 53699. (76089

FIAT 124 SPORT. 1800 c.c. M Reg. Light green with black upholstery. A bargain at £1,250. Phone: Whitham, Bedford 720669. (76090

AC 2-LITRE Saloon, 1948. V.g.c. throughout, MoT, recent respray, engine rebuild, new carpets, £800. Salisbury 3423. (76091

EYE-CATCHING MG TD 1951. One owner, only 49,000 odd miles clocked. Original paint (green), hood, tools, books, Aero screens, Cromard liners, other merits. Cash offers over £2,500 before auction. Smith, 4 Dingle Bank Close, Lymm 4082 Cheshire. (76093

FIAT 128 RALLY April 1975. Yellow, radio, good condition, 1,100 mls. £1,295. Reepham, Norfolk (060 526) 333. (76094

TRIUMPH STAG. Manual, certified mileage 32,000. White/black interior. Fitted overdrive, radio, stereo, electric windows and new Michelin XAS tyres. Still looks and drives like new. £1,695. Ring 021-351 1962. (76095

PEUGEOT 504 injection saloon 1973. Sunroof, Motorola, HRW, one owner. Well maintained. £1,550. 01-262 3964. (76098

ROLLS-ROYCE: Reg. No. BYM 22—see Bentley SI standard steel 1957. PO Box 198, Eindhoven 4500, Netherlands. (61630F



VERY RARE EX WORKS ABARTH SIMCA (1962)

One of only 12 produced and possibly the last remaining example. Spec: Zagato aluminium body all Abarth 1288cc twin cam d/sump, 138 bhp engine. 150 mph plus. Spares include 1000cc Abarth engine and G/B H.S.C.C. accepted road registered. Full details on request.

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1974N LOTUS Elite 502, metallic purple/oatmeal trim, Philips radio/cassette low mileage **£4,450**

1974 LOTUS Elite, white/oatmeal trim, Philips radio/cassette, 24,000 miles **£4,350**

1972 LOTUS Sprint f.h.c., pistachio, radio, only 22,000 miles, must be seen. **£1,995**

1965 ELAN d.h.c., burgundy, hard and soft-tops **£595**

1973M STAG, auto., green/black trim, hard and soft-tops **£2,595**

1976P STAG, auto., white/black trim, hard and soft-tops, radio/stereo, 1,400 miles only. **£4,500**

1975P MASERATI Merak SS, metallic pale champagne gold, brushed suede trim, 5,000 miles, as new. **£7,250**

1973 SPITFIRE, overdrive, magenta, radio, low mileage. **£1,195**

1973M ASTON MARTIN DBS6 auto., royal claret, only 27,000 miles. **£4,950**

1968/69 ASTON MARTIN DBS6, white/black trim, chrome wheels, radio, tinted glass, a very exceptional example of this fine model. **£2,150**

1975 SIROCCO sports coupe, pale flame, only 9,000 miles as new. **£2,250**

1970 Oct. ROLLS-ROYCE Mulliner Park Ward 2-door, latest Corniche features, finished in caribbean light blue metallic, low mileage, chauffeur maintained. **£8,950**

1974 M.G.-B GT V8, burgundy/black cloth, radio, 25,000 miles **£2,395**

1971 M.G.-B Sports, white/black trim, overdrive, radio **£1,095**

1973 PORSCHE 911E Targa, metallic light blue, radio/stereo **£4,750**

Coming Shortly : 74 Jensen : 73 Aston Martin DBS V8 : 73 TR6 74 Porsche 911S : 74 M.G.-B. GT : 73 Lotus+2S 130 : 73 Dino : 73 BMW CSL : 73 Datsun 240Z : 73 Jensen Healey : 74 Mercedes 350 SE.

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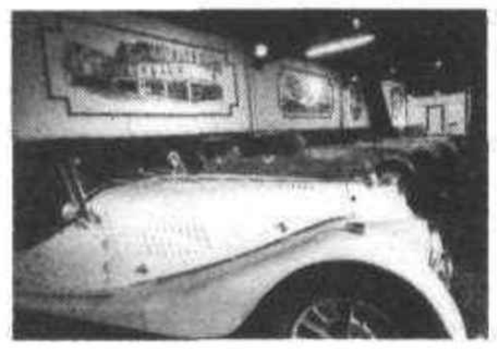
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For the month of May we've turned gay: Profusions of **MORGAN** colours adorning our showrooms, so see if we can make you gay as well with the following:

1976 Morgan +8, Post Office red, black leather interior, very low mileage.
1974 Morgan 4/4 four-seater, signal red, black interior, wire wheels, luggage rack, front spots, rear spots, but no flat spots! One owner.
1972 Morgan 4/4 two-seater, B.R.G./brown leather interior, wire wheels, 27,000 miles.



1973 'M' Morgan 4/4 two-seater, royal ivory/black leather, low mileage, lots of extras, Highland origins.
1970 Morgan 4/4 four-seater, indigo blue/black, wire wheels, luggage rack.
1966 Morgan +4 four-seater, white, wire wheels, one owner.
1964 Morgan +4, restored in lemon yellow with black interior.
1969 Morgan 4/4 four-seater, B.R.G., wire wheels, luggage rack, with low mileage.



You Gay yet? A **Morgan** S.L.R. which we talked about last month still resides although a certain gentleman may possibly have bought it by the time you read this. Our **Morgan T-shirts.** (Sorry about the delay in the past, not our fault but inefficient printers and manufacturers.) If you consult one of the gnomes in the left-hand picture at race meetings, notice their hostile looks meant for their competitors in the BRSCC Production Sports Car Championship rounds, can be bought for the special reduced price of **£1.75.**

In France **Morgans** are to be found wandering and at the moment down in Nice we have a little selection which consist of a **1966 Morgan +4** coupe in blue with red leather interior, wire wheels and luggage rack. **1965 Morgan +4** four-seater, wire wheels, white bodywork, and we all know what French bodywork is like, leather interior and luggage rack. **1967 Morgan 4/4** in green, 1,500 c.c. engine, said to be very nice and know nothing else as yet, more next month.



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FOR SALE—continued

MG NA MAGNETTE 1935. No engine, floor or seats—otherwise complete, £400 o.n.o. Calbourne (I-o-W) 440. (76152
DATSUN 240Z 1972. 18,000 miles. White. Superb condition. £1,750. Finance possible. Fleet 4055 Hants. (76233
1954 AUSTIN A40 Somerset. Registration POF 46. Runner or spares. Offers. Tel: Northampton (0604) 53984. (76224
MERCEDES 1965. Convertible 300SE coupe and automatic. Pillarless, radio. Excellent. AA, RAC test welcome. £1,850. No offers. 01-385 7575 (London). (75687
MG TD MK. II 1953. Red with white hood. v.g.c both inside and out. MoT. £1,650 o.n.o. Phone: 01-570 8520. (76088
PENULTIMATE MG-C Roadster. First registered 28/1/71. Genuine car in excellent condition with good investment potential. Ziebarted, with black cellulose, wire wheels, Sundym screen, Radiomobile stereo/radio. Offers in region of £1,100 to Ross, telephone Knaresborough, North Yorkshire, 6276 weekends or after 6 p.m. weekdays. (76125
XK120 ROADSTER. LXJ 300. Extensively restored, Spats, new leather, hood, curtains, bills. Beautiful. £2,200 or exchange low mileage old-style MG-B Open. Phone Peterborough 252542. Away May 20th—June 6th. (76126
LOTUS ELITE SUPER 95 1962. Cirrus white, nice condition, 45,000 miles, long MoT. £1,200. Telephone Burnsall (Yorkshire) 647. (76127
JAGUAR XJ6 II. LWB Oct. '74. Silver/black. 8-track stereo, radio e/aerial, vinyl roof, chrome waist line. Centre locking. 12,000 miles. £4,400. Tun. Wells 30807. (76129
GILBERN INVADER Mk. II. Blue, red interior. O/D, sunroof, twin speaker radio, tow-bar. Very good condition. One owner. £1,000. Ring: 063349301 (Gwent). (76130
PORSCHE CARRERA, "M" Regn. 1974 model, late 1973. Black, radio/cassette. Excellent condition. 44,000 miles. £6,450. Tel. Nos. Wilmslow 23463 or 01-387 6367. (76131
LOTUS EUROPA twin-cam. K Reg. Yellow black trim, year's MoT, 34 m.p.g. Very attractive car in outstanding condition, £1,600 o.n.o. or exchange for Marcos and cash adjustment. 061-427 1280 Manchester. (76132
SUNBEAM TIGER. Genuine 41,400 miles from new. One owner. Sparkling metallic blue. 1965. Hard/soft tops, radio, really superb throughout. Only needs seeing at only £995. Dunstable 601470 evenings/weekends. (76133
LOTUS +2S 130. May 1973. Yellow with black vinyl top. Tinted screen, alloy wheels, HRW, radio. £2,100. Went Valley 371. (76135

FOR SALE—continued

VOLVO 1800S 1969. Reg. POE 6G. Red coachwork with black upholstery. Fitted radio, overdrive, spot lights, racing and driver's side mirrors. Recent front end overhaul. Just serviced and tuned. Taxed May 1976. MoT September 1976. Inherited treasured family sports convertible, hence sale, £635 or offers considered. Telephone: Risca 612584 (Gwent) after 4.30 p.m. (76134
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1947 STANDARD 12. Excellent condition bodily/mechanically. MoT Nov. '76. Offers around £450. 01-485 8609. (76146
CAPRI 3000 GT XLR 1970. Gold/black trim, vinyl sunroof, combined Radiomobile, radio/stereo, Dunlop wheels, HRW, Kenlowe, alarm, undersealed approx. 50,000 miles. Regularly serviced and immaculate. £675. 01-633 8543 office; Farnborough (Kent) 51504 home. (76147
ROLLS "SILVER WRAITH", 1950. Very desirable model. Black/maroon, partitioned interior, recently seen on "Nationwide". Also 1963 black Austin Princess 7-seater. View by appointment. Steeple Bumpstead 434. (76148
CRAYFORD CORSAIR Convertible. Red/black hood, 1967. Good condition. £395. 061-980 3298. (76149
MORGAN 4/4 2-str. M Reg. Deep Brunswick green with matching leather trim. Alloy body, wire wheels, rear bumper, luggage grid, S/S exhaust, louvred bonnet, biodes and Kenlowe. Kidderminster 68704. (76150
MG TF 1250 c.c. Superb condition, wire wheels, BRG body, Connolly brown hide trim. Rechromed, carpeted, hood, etc. Potential concours car. £3,400. 061-980 3298. (76151

FOR SALE—continued

MORGAN 4/4 1961. 1500 c.c. engine. Sound running order. Recent respray, new hood, taxed November MoT. £1,465. Armitage 490232. (76153
1968 MG-C GT. Mineral blue/black. Excellent condition, w/wheels, HRW, radio, 8-track, MoT, tax, must be seen, £725 o.n.o. Tel: High Wycombe 30704. (76154
HEALEY 3000 Mk. II BT7, 1962. Metallic blue. W/W. O/D, works hard-top, new hood, tonneau, recent garage engine/gearbox rebuild. Excellent bodywork. Reg. 19 DLT. £1,450 o.n.o. Brighton 595777. (76157
ENTHUSIASTS ONLY: Exceptional Conifer Green Triumph Coupe. Rebuilt "H" registration. 1½ SUs 10.5/1 head, Newman camshaft, stainless four branch, spitbox, Vitesse diff., Minilites, quartz spots, rev. lights. £650. Christ: 1, Hawfinch Walk, Beehive Lane, Chelmsford, evenings/weekends or phone Harlow 20720 evenings. (76158
JENSEN HEALEY Mk. II 1974. "N" Reg. Yellow with black interior. Radio/stereo cartridge player. Really beautiful car. 26,000 miles. £2,095. Ware (Herts) 5647. (76160
BUGATTI fully restored rolling chassis. New tyres, bushes, engine rebuild, new gears, all original Bugatti parts as near as possible to a Type 43 but Type 44 engine with Scintilla magneto and twin SUs. Radiator appears to have been recored. Headlamps and various Bugatti instruments. £3,950 or best offer for quick sale. Tel: 061-833 9991 (day) or 0477 34800 (evenings). (76161
ARMSTRONG SIDDELEY Sapphire 346, 1954. Black over light grey. Very good condition. MoT till March '77. Taxed. Beautiful appearance. Low mileage believed genuine. £550. Phone: 021-422 9487. (76230
LOTUS SEVEN Cosworth 1500 SII. Ex-racing car. Registered 1970. In parts. Worthwhile project for enthusiast. Offers. Enquire: 11 Barnet Rd., Sheffield. Tel: 303340. (76231
DATSUN 180B SSS. May 1974 (M). Five speeds, twin carbs, radials. Head restraints reclining seats, cloth upholstery. Push-button radio, heated rear window, carpets, tinted glass. Immaculate. 25,000 miles. £1,250. Willoughby. 01-643 8040 (Ext. 6442) day. 01-363 8191 evenings. (76232
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FIAT X1/9 mid-engined two-seater, 1976. Detachable hard-top, heatproof glass rear defrost. £2,000 miles. As new. £2,500. Willoughby 01-643 8040 (Ext. 6442) day; 01-363 8191 evening. (76232

FOR SALE—continued

AUSTIN HEALEY 3000 Mk. II. 1962. Triple-carb. model. Very good genuine-condition throughout. Works hard top, soft top, wires, overdrive, 8-track. £1,295. Histon 3864 (Cambs.). (76213
ALFA ROMEO ALFETTA 1.6 "P" Reg. Only 6,000 miles. Red, cloth trim, one owner, mint throughout, expertly serviced by Bouts Motors, save £1,000 on list at £2,300. Tel: Church Stretton 2120 (Shropshire). (76215
MG MIDGET June 1974. Teal blue, autumn leaf. One owner. Superb throughout. Imminent happy event forces sale of cherished last relic of bachelor days. £500 spent on maintenance and extras including brake servo, Kenlowe, Watchdog Alarm, MG luggage rack, oil cooler, anti-roll. Recent new exhaust, tyres and complete service. £1,150. 01-546 3896 evenings. (76216
1954 MERCEDES-BENZ 300B. Grey. Fitted Vauxhall 3.3-litre engine, bodywork good £600. Phone: Southwell, Notts. 812122. (76217
LANCIA 1952. 2nd Series 2-litre Aurelia. Numerous spares. Engineer-owned and maintained 9 years. In constant use. Concours award 1972. Full details + photos available. £825. T. F. Bailey, "Graig-y-Don", Tideswell Lane, Eyam, Derbys. S30 1RD. Phone: Grindleford 30929. (76218
ASTON MARTIN DB2 1952. Vantage Alfins. Taxed. MoT, £895. 1957 Mk. III Dubonnet with black interior. Alfins overdrive, new sills fitted. £1,250. Shaun Magee. Tel: Durley 307. (76219
TRIUMPH RENOWN 1954 Razor Edged Saloon. Concours condition, low mileage, full history. MoT 1 year. Offers: Hargreaves, Garden Cottage, Trumpets Hill, Reigate, Surrey. (76220
ROVER 14 SPORTMAN'S Saloon. Excellent condition. Long MoT resprayed, new bearings, rings, offers around £540. Stebbing 274. (76221
1937 4¼-LITRE Bentley. Park Ward body. £2,000 recently spent on bodywork and trim. Excellent running order. £4,200. Write: Bowyer, 67 Upper Village Road, Sunninghill, Ascot Berks. (76223
MORRIS 12 SLN, 1936. 100% original Jacalls unused 7 years. £250 o.n.o. "Nine Elms", Chalk St., Rettendon, Essex. (76225
TR6 "K" REG. No cost spared. Blue, coachline, overdrive, radio ferocious performance. £950. Stone 3307 (Staffs.). (76226
LOTUS ELAN SPRINT, "K" Reg. Gold leaf colours. Stork forces sale. Showroom condition, engine just overhauled by experts. Radio, electric windows, new 2Xs. £1,250 o.n.o. Terms, exchange for Capri or Estate car. Sheffield 50444 day. 16 Grosvenor Drive, Barnsley. (76227

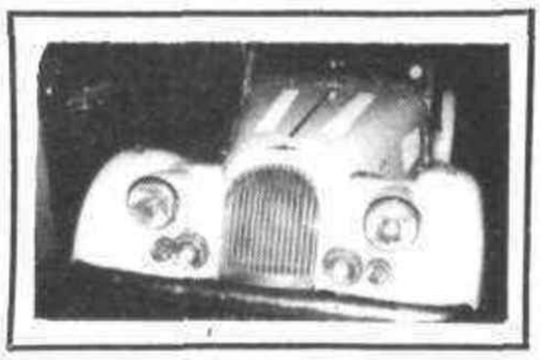


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John Britten



TVR



A tapered bonnet and separate wings; these are some of my favourite things. **Morgan Plus 8,** yes we have none but expecting more soon. **Morgan 4/4,** 1968, electric blue, wire wheels, grid, strap, louvres, wooden dashboard. **Morgan 4/4 4-seater,** 1969 (H), Oxford blue, wire wheels, oil cooler. **Morgan Plus 4,** 1952, the rad. being of course flat, yellow with matching wing mirrors, one owner these last 16 years, is described on our stock list as a *sold every day car*, a typing error I think for *solid* every day car. **Morgan 4/4,** 1975, indigo blue, rear bumper, bonnet strap, chequered history. **Morgan 4/4,** 1970, indigo blue, one owner, new hood and side-screens fitted by finicky Midlands owner. **Morgan 4/4 4-seater,** 1975, indigo blue, reclining and folding seats, Plus 8 lights, air-cleaner, one owner, sold due to expanding family (i.e. wife). **Morgan Plus 4,** 1963, drophead coupé bodywork, Imperial crimson, black trim, TR engine. **Morgan 4/4,** 1971, orange, bucket seats, radio, cassette player, roll-over bar; we sold it to previous fastidious owner. **Morgan 4/4 4-seater,** 1974, red, reclining and folding seats, Plus 8 spots, rear bumper, air strainer, grid, one accountant owner (must add up to a good car !). **Morgan 4/4,** 1975, indigo blue, leather buckets, external door handles. **Morgan 4/4,** 1971, royal ivory, bucket seats, spare wheel cover, air-cleaner, once raced by J. Britten at Castle Combe. **Morgan 4/4,** 1974(N), black, wire wheels, rear bumper, QI lights, door handles, owned by a BBC man. **Morgan 4/4 4-seater,** 1972, primrose yellow, wire wheels, leather trim, one owner (registered in hubby's name but used only by wifey), radio. **Morgan 4/4,** 1972, royal ivory, wire wheels, bucket seats. **Morgan 4/4** (2-seater unless we say otherwise), 1973, signal red — why never signal amber or green? — wire wheels, one owner now experiencing +8 euphorics. **Morgan 4/4,** 1973, green, wire wheels, rear bumper. **Morgan 4/4,** 1973(M), royal ivory, wire wheels, Mobilec ignition, Kenlowe fan, one owner. **Morgan 4/4,** 1974, two-tone yellow and brown, stone leather trim, reclining and folding seats, burglar alarm, Plus 8 spots, we supplied it new, unfortunately it does not have a steering wheel at present. **TVR 2500,** lemon yellow, sun-roof, Radiomobile Stereo 8 radio, supplied by us. **TVR Vixen 1600,** 1973, red, radio. **TVR Vixen S3,** 1972, silver fox, glass rear window (then extra, now std.), supplied to one owner by us. **TVR Tuscan V6,** 1970, aquatic jade, 3-litre engine, overdrive, radio, approx. two owners, supplied by us. **MG Midget,** 1972L, blaze with navy trim, two owners, supplied new by us and again to the second owner — both times by our ace salesman and fairly good racing driver Chris Alford (or is it the other way round, I sometimes get confused ?). **MG Midget,** 1975, red with black bumpers, 1500 engine (ideal for Prodsports racing), one owner. **Lancia Fulvia S3 coupe,** 1975, olive green with tan interior, headrests, o.h.c. V4 unit, 5-speed box, radio, one lady driver. **AMC Jeep CJ5,** 1975, red with white hard-top, metal doors and winding windows, fully adjustable armchair bucket seats, carpeted, stereo, rear spare wheel carrier (a pricey extra), towbar with 50mm. hitch, QI headlights, 3.8-litre straight-6, lock/freewheel front hubs, stereo, heater, twin horns, etc.; 5,000 m. **AMC Jeep CJ6** (l.w.b.), 1975, red, soft-top with soft doors, rear seat, towbar with ball and electrics, 3.8-litre units. **NEW MORGANS:** You still have to go on a waiting list, so please plan your requirements well in advance; please drop in for a demonstration run (we allow you to drive the car yourself if you present a safe and sober appearance). Brochures and price lists upon request. **NEW TVR: 1600M, 3000M** and **Turbo** from stock or early delivery. The latest models are somewhat longer and lower (see photo), and 14" diameter x 6" rim alloy wheels are now a standard fitting. **ARKLEY SS:** We may be getting an Arkley for sale this week, based on a 1972L Midget with 1275 unit, high-ratio final drive, alloy wheels, low-profile tyres; deep orange with tasteful pinstriping. Arkley SS kits to convert your own MG Midget normally in stock, practically no mechanical work involved; please remit 25p and a large addressed envelope for our 8-page illustrated brochure. The **John Britten All-British Racing Team,**



current Production Sports Champions (Morgan 4/4) are this year running a Morgan 8 and a TVR 1600M in the top and middle classes of the two National Championships. This month we will be at Mallory Park and Brands Hatch. We understand that the people on the opposite page will be there as well with their Plus 8; a "needle" match seems likely, even more so if Morgan Motor Company's own prodsports racing Plus 8 "MMC 11" is ready to race again after a slight "banking" incident at Snetterton in April. **For sale:** a set of four Pirelli CN36 215/60–15 tyres, almost new, approx. one-third the new price at £16 each, will fit 5½" to 7" rims. **Wanted:** Ex-USAF AMC pick-up (no other make will do), Ferrari Dino, pony with governess cart and harness, anything else with four wheels and a Morgan badge. Our workshops are rather busier than usual during the racing season; please book in as early as you can. Open to 7pm weekdays, 6pm Sats., closed Sundays and bank holidays. 10 miles from Marble Arch, 1 mile from A1, nearest tube station is High Barnet.



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

FOR SALE—continued

PORSCHE 911 De Luxe, 1967. Seductive Aga blue. Documented history of careful ownership. Blaupunkt, spare unused. Very clean and sound. Genuine 59,000 miles. £1,275. Phone: 01-624 9773 evenings. (76206

SAAB 99. 1975 P. £2,175 o.n.o. Shaw, Gloucester 20502 weekdays between 12.30 and 1.30 p.m. only please. (76207

MG-A 1957, 1500 c.c. Finished in brilliant black cellulose with red interior and a believed genuine mileage of 46,000. This has to be the best example of its type and well justifies £1,795. Tel: 01-504 6513. (30546

JAGUAR MK. 2 1969 2.4 man. plus o/d. Concours condition and complete with original tool kit. Finished in British Racing Green with black interior. One for the collector. £1,295. 01-504 6513. (30546

TRIUMPH "MAYFLOWER" 1953. Excellent mechanically, recent new pistons. Perfect corrosion-free frame. Sound grey coachwork with neat brown interior. Runs beautifully, long MoT. £350. Bodmin (0208) 3772. (76208

MORGAN THREE-WHEELER 1934 Sports model. Matchless MX4 o.h.v. engine. MoT. £1,000. Telephone Chesterfield 77449. (76209

DINO 246 GT 1972. Red with beige leather interior. 26,000 miles. Good condition for year. £3,250. Phone: 01-997 4089. (76210

ASTON MARTIN 1970 DB6 F1. Manual. Oyster shell. History available. Engine reconditioned by Aston Martin 1,000 miles ago. Beautiful condition. £2,600. Phone: 052 55 3900 (Dunstable). (76212

CADILLAC FLEETWOOD Pillarless Saloon. Good original condition, 1963. Excellent mechanics. All usual extras, year's MoT. Offer around £800 accepted. Nottingham 223041. (76193

HRG 1500 CHASSIS W115 part restored, requires radiator and body. Best offer above £1,250. Layard 0734 332554 Berks. (76194

SPITFIRE FORD 1600 c.c. Crossflow Mark IV Spitfire. 2 twin 40 DCOE Webers, radio, etc. "Built-up" from new parts. First registered March 1976. 500 miles only. Cost £1,950. Offers around £1,500. Brierley Hill (West Midlands) 74668. (76195

ROLLS 20/25 Thrupp Maberly limousine. Excellent original order. Available shortly owing to owner's ill health. £4,000. Sway 2365 (Hants). (76196

LOTUS ELAN SPRINT DHC 1971 (K). 31,000 miles, radio, electronic ignition, r/o bar, QI headlamps, taxed Sept. MoT May 1977. £1,225. Phone Shoeburyness (Essex) 3763. (76198

LAGONDA LG45 4½-litre 1936. Elegant Pillarless saloon bodywork by Lagonda. One owner last nine years. Much work carried out. Best offer over £1,750. Mann, 01-837 7851 (day); Gt. Missenden 3869 (evenings). (76199

PARK WARD 4-door saloon body off 1934 3½ Bentley. Quite good condition, prefer exchange for touring 2-4 seat body to suit or sensible suggestions. Grossmark 0273 833282 (Sussex). (76202

ROVER 75. P3. 1948. Under 50,000 miles, laid up 10 years. Original, well preserved, another running car available spares. £550. Phone: Woodbury, Devon 32833. (76204

COOPER VINCENT 1950 Mk. IV 998 c.c. single-seater for sale or exchange BMW motorcycle. Southern Down 880 229. (76205

190SL MERCEDES roadster 1958, rare, aluminium body, new engine (105 h.p.), extras, optically and technically 1st class condition. Write or phone with best offer to: A. van der Voort Wieningen 2, D-4401 Everswinkel/W. Germany. Phone: 010-49-2582-230. (61653F

LOLA T70 SPYDER ex Dan Gurney car. Superb original condition. £6,750 o.n.o. 01-761 0237. (30516

1956 BENTLEY S1. Rare Freestone & Webb coach built body four-door all aluminium. A very pretty car. A bargain at £2,450. 01-764 9607. (30516

MERCEDES 300SL 1962. Offers. Tel: 0432 3167. (75991

1936 ROVER 14 HP Saloon. Very original but needs tidying. Long MoT, in daily use. £400 o.n.o. G. Norman, Headley (Newbury) 581. (75158



1946 Jaguar 1½-litre saloon **£860**
1952 MG TD, reliable runner **£1,225**
1957 MG Magnette, mint **£725**
1962 Bentley S.II saloon.. **£2,400**
1967 Austin Healey 3000 Mk. III **£2,400**
1968 Scimitar 3-litre GT .. **£650**
1972 Mini 1275 GT **£750**
1973 Scimitar GTE (Man.) **£1,950**

QUINT
061 928 2922
(Interesting cars purchased for cash.)

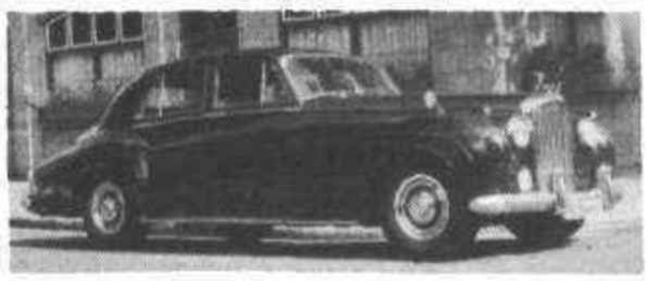
V.C.C.

01-722 8200
01-722 0246
(DAYTIME)

THE VICEROY CARRIAGE CO.

V.C.C.

01-954 6824
(EVENINGS)



S1 BENTLEY, finished in Embassy black with unmarked champagne interior. This car is an excellent example of this model and is fitted with power-assisted steering and electric windows. A good investment. £2,950



1931 20/25 Sports saloon by Thrupp and Maberly. This small beautifully proportioned motor car, has many 20 h.p. features which add to its charm. The coachwork is finished in primrose and black, with original brown leather trim, which is quite remarkable for the age. Mechanically, this car is excellent. £5,750



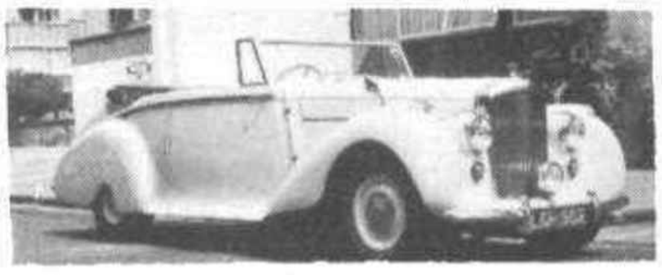
1969 SERIES' SILVER SHADOW 4-door standard saloon. Finished in garnet over shell grey with unmarked grey hide trim and carpets. A beautiful car to drive in all respects. Extras include Sundym glass, refrigeration, radio and 8-track stereo. £5,850



1965 SILVER CLOUD III, 4-door saloon. Finished in shell grey over Caribbean blue, with matching grey interior and carpets. This rapidly rare becoming model is one of the best made of this series. As well as giving modern motoring is an excellent asset at £5,950



1963 SCIII HJM/PW two-door fixed-head coupe. A rare continental Rolls-Royce in regal red, with beige hide trim, and fitted with power operated windows, and full stereo system. One of the most elegant of recent R/R designs. The car is in excellent condition. £7,750



1952 BENTLEY 'R'-Type, 2-door drophead coupe by Park Ward (similar to photograph above). This classic Bentley is finished in high shining black cellulose, with contrasting unmarked powder blue hide trim. New power hood and carpets recently fitted by ourselves, bringing this car into excellent condition. £5,500

Also a choice of :
Five Silver Cloud IIIs, including two coachbuilt.
Two Silver Cloud IIs, one with refrigerator.
Three Silver Cloud Is.

Three Silver Wraiths
Five pre-war R-R including 20/25 drophead.
Five S3s, from £2,950.

Three Continentals.
Four S2s.
Six S1s, from £1,000.

VICEROY COURT GARAGE MACKENNAL ST. ST. JOHN'S WOOD LONDON N.W.8.

NOSTALGIA

A COBRA FOR YOU . . .

A slightly different format this month, since, thanks to the abject carelessness of an American motorist and the brilliant skills of a Surrey engineer, I am able to offer this month an opportunity accurately described by the old *cliche* as **'A CHANCE IN A LIFETIME'** ! The American motorist was a Cobra owner who 'wrote-off' his car, a '427 Mk. III'; the Surrey engineer is Brian Angliss who runs 'COBRA PARTS', the company building my new 'COB 1' (see *Motor Sport* June 1975, pages 604/5); the opportunity is that **Brian Angliss has agreed to build a BRAND NEW 7-LITRE COBRA** based on the chassis number of the written-off car, the remains of which (*i.e.*, the chassis plate and title) are now in his ownership. Indeed, it is only the fact that this 'new' Cobra is to be allocated with the 'old' chassis number, and is thus ostensibly a 'rebuild' that makes this project possible. What makes this project unique is because, to my knowledge, **no other brand-new 7-litre Cobra has been offered on the open market since 1966** (and then only in the USA), and the chance of getting any more chassis plates from damaged Cobras must be considered remote, since only 400-odd '427s' were made, and they are almost all accounted for. **The 'new' car is to be built basically as a '427 Competition/Street'**, as shown in the photo at the base of this ad., though some of the features such as the rollover-bar and side exhausts will be 'extras'. **All the components, including the chassis and heavy-duty 16-gauge aluminium body** (the production body was 18 gauge, hence the customary splits after 10,000 miles) **are new**, and the car will be **at least** as good as any Shelby American '427' was, fresh off the 'line.' To qualify this, 'COB 1' should be finished as you read this, and Brian Angliss has made this the best Cobra ever built anywhere. The precise spec. will depend on what the customer wants, but **PLEASE NOTE IT IS POSSIBLE AT THIS STAGE TO MAKE THE CAR EITHER LEFT-HAND OR RIGHT-HAND DRIVE, AND THE CAR IS ALREADY DUTY FREE BOTH IN THE UK AND AMERICA, WHERE IT WAS PREVIOUSLY REGISTERED:**

FOR SALE

— None of the cars advertised here are in any way connected with any similar cars advertised by other sources. Not only are they different cars, but I really believe mine are better !

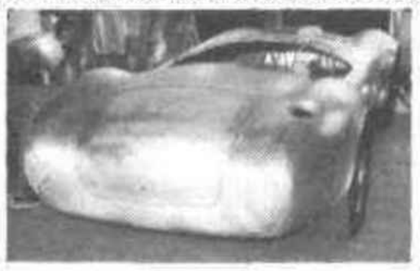
1936 ASTON MARTIN 1½-litre Mk. II L/C TOURER — CXC 887 : Winner Ray Eve Trophy, AMOC Ford Belvedere 'Concours', Oct. 1975 — 100 pts.
1953 ASTON MARTIN DB3/8 — NUV 925 : Successfully raced by Parnell, etc., totally original in all respects — 98 pts.
1954 MG TF '1250' — THU 333 : Totally restored, 'best in UK' — 100 pts.
1958 JAGUAR XK150 DHC — AXK 150 : Totally restored, sold with/without Reg. No. AXK 150 — 96/98 pts.
1959 ASTON MARTIN DBR1/3 — FSH 360 : The famous Clark/Border Reivers car, road registered and used (see *Classic Car*, April, front cover); totally original — 92/96 pts.
1961 LOTUS ELITE SUPER 95 : Genuine, original Super 95 + Webers — 90 pts.
1962 AC ACECA-FORD 2.6 GT — 6 EPO : One of six built, full Ruddspeed engine, etc. — 94/96 pts.
1965 LOTUS ELITE STAGE III + — EUX 708C : A very special car, 9,000 miles from new — 99/100 pts.
1965 FERRARI 275GTB/2 CAM, 6 CARBS. — 19 LML : 300 b.h.p., 27,000 miles from new, ex-Maranello — 98/100 pts.
1966/76 AC COBRA '427' : Brand new, see above.
1924 FRAZER NASH SUPERSPORTS — OR 5374 : The famous "Oyster Shell" built by Lionel Stretton. 100 pts.
1965/73 AC GHIA/WILLMENT COBRA 427 GT : Willments own 200 m.p.h. creation using full 7-litre Cobra running gear. 99/100 pts.

COBRA POSTERS
These superb colour photographic portraits of a Competition/Street '427' are available exclusively through me. Price £3.00 incl. P. & P. in UK, 50p extra for Europe. (*Photo.*)



DELIVERY : Approx. 4-6 months from receipt of order.

PRICE : Competitive with the $32,000 asked for a used '427' in California last month!



THIS COBRA IS AVAILABLE ONLY AS A COMPLETED CAR — NOT AS A KIT OF PARTS !

(*Photo shows new 'COB 1' in the nude* !)

. . . AND A COBRA FOR ME

Hopefully to be 'shown off' very soon, possibly at :—
SILVERSTONE, SAT. MAY 1st (VSCC meeting).
BRANDS HATCH, SUN. MAY 16th (All-Historic race-day).
HAREWOOD — W/E MAY 30th (Hill-climb and FIVA rally).

The **ABARTH 1000GT** is scheduled for the Classic Car Championship race on May 16th, fingers crossed on this; also for the **ALFA TIPO 33** appearing at the same meeting (Brands Hatch).

'THE GOAT', WED. MAY 5th, from 7 p.m. (Please don't park on the grass !)

ROD LEACH : Tel: HERTFORD 58891
9 a.m. - 10 p.m., 7 days per week. (STD DIAL 0992-58891)
Write: 27, LONDON ROAD, HERTFORD HEATH, HERTS., SG13 7RL.

VISITS BY APPOINTMENT ONLY

FOR SALE—continued

ROCHDALE OLYMPIC GT, 2+2 Coupe 1966. Reg. STF 188D. Monocoque GRP Bodyshell, inbuilt roll bar. Riley 1.5 TC mechanics and suspension, twin tanks, Cavallinos on 5½ rims. Taxed June, MoT November. Recent brake/transmission overhaul. Professionally resprayed in black/gold. Genuine performance figures. 102 m.p.h. max. Returning 41 m.p.g. at 70 m.p.h. This vehicle is virtually rustproof, is similar in appearance to a Porsche 911. £300 o.n.o. Garston (Herts.) 70966. (76182

DIVA VALKYRIE mid-engine sports racing coupe. Dry sump Fiti, twin Webers, Hewland, Minilites, Dunlop racing, fully rose-jointed, "J" registered, rare collectors piece. Walsingham 387, Norfolk. (76185

KRIT 1914 TOURER and Wolseley 1903 4-seater. Offers. Tel: 0432 3167. (75991

BENTLEY 6½-LITRE 1926 2-seater sports. Bentley 4½-litre 1930 4-seater tourer. Offers. Tel 0432 3167. (75991

1974 LOTUS ELAN +2S 130/5 usual extras. 19,000 miles. £2,650 o.n.o. Tel: 0742 662277. (76184

1974 (N) RS2000. Sebring red/red decals. 17,000 miles, sunroof, cadulac rust-proofing/underseal. Excellent condition. £1,695. Corke, Farnham Common 4469. (76192

TRIUMPH SPITFIRE 1966. White, new hood, tyres. Genuine 39,000 miles. £390. Bournemouth 293541. (76191

SUNBEAM TALBOT 1951 Mk. II. Black with sunroof, original radio, new tyres and battery. 90,000 miles with service history. £400 o.n.o. Phone: Downand 53485 (Surrey). (76180

PORSCHE 356C 1964. 74,000 miles from new with fully stamped service voucher books to date. Original interior in excellent order. Bodywork recently professionally prepared and resprayed metallic silver. Blaupunkt radio and handbooks. Runs and looks as new. AFN report shows car as faultless. A superb investment £1,750. No offers. 435 3307. (76187

PORSCHE 911 1966. Original paintwork in red. Just 1 previous owner. 40,000 miles from new. Garaged first 6 years in Switzerland. LHD. Fitted combusion heater and Blaupunkt radio. Condition both bodily and mechanically quite unbelievable. Possibly best in the world. A superb forward investment opportunity. Offers invited after inspection. 435 3307. (76187

LANCIA FULVIA Rallye Coupe 1.3 F registered. Well maintained. Very fast and economical. £525 o.n.o. Chelmsford 55168. (76345

COOPER MONACO Buick-powered in VG to excellent condition. Streetable if you want to blow off Boxers and Turbos. FPF might be available. Only 27 Monacos made. £3,500 or MG TC + £1,800 or W.H.Y? Ronald Scoma, 2915 N. Austin, Chicago, Ill. 60634, USA. (76343

AN EXTREMELY attractive 1929 Austin 7 two-seater drophead special in good condition. Engine completely rebuilt. Difficult to place value on this unique car, so offers please to Northampton 31208. (76341

AUSTIN 7 1936. Fully restored, £425. Daimler 1948. Superb 9-seater limousine by Charleworth classic car. £800. Napier Lion, 12 Cylinder broad arrow aero engine. £900. Exchanges. W.H.Y? South Benfleet 4171 Essex. (76340

AMAZING MG-B 1966. 32,000, wires, absolutely original throughout, probably best available anywhere. Makers oil pressure. Compression undersealed from new. Rust-free body. Newish tyres, etc., etc. Oxshot 3125 atfer 6 p.m. and weekend. £775 o.n.o. or P/ex good 70/71 TR6. (76336

FOR SALE—continued

JOWETT JUPITER 1952. Good condition, in regular use, £800 Kaye. Tel: Horsham 60374 office hours. (76335

GILBERN 1800 GT. Reg. 1964 to 1965. Specs.: overdrive, sunroof, new MoT, 26,000 miles on new engine. £525 o.n.o. Pentyrch 890255. (76337

MG-A FHC ex-twin cam with MG-B engine. Excellent condition. Many extras. £595. Chandlers Ford (Hants.) 4467. (76330

MG-B ROADSTER April 1974. Blaze, black interior, undersealed, radio, overdrive. Immaculate. Office hours Pontefract 4008. (76347

LOTUS ELAN +2S mid-1970, In excellent condition. 29,000 miles. White, Sundym, radio, alarmed. Ascot 21380. (76346

COOPER S Mk. III July '71 K. 40,000 miles. Flame, original exterior, special interior, sunroof all sensible extras. £975 o.n.o. Tel: 061-773 5662 (Lancs). (76325

1960 FROGEYE SPRITE. White with white hood, red interior, twin Strombergs, overhauled engine, taxed, MoT. Nice condition. £350. Dawlish 863784. (76328

HUMBER 9/28 SALOON 1930. Very attractive and original car. Remarkably good condition throughout. MoT tested and fully road worthy. £1,200. 01-540 6824. (76303

MORGAN 4/4 2-seater N registration. 6,000 miles. Black beige leather, chrome wire wheels plus full range of extras. Fully rustproofed. Offers around £3,000. Tel: Bothwell 853112 (Glasgow area). (76304

1933 RILEY LYNX. Rare 2-door 6 cyl. model. Complete for restoration. Ashley (Staffs.) 2407 (STD 063 087). (76305

DB2/4 1953. FHC Prototype. Unique car. Mechanically excellent. Bodywork poor. MoT. Exchanges considered! Any offers? 25, Shenley Road, Heston Middlesex. (76307

MG-C ROADSTER 1968. Manual, superb BRG wires, Bermuda hardtop, new softtop, Piranha ignition, Radiomobile, Motolita, bootrack, taxed, tested, 125 m.p.h. with 26 m.p.g. for £645. Dursley 2041. (76306

1972 ALFA ROMEO Spyder 2000. 31,000 miles. Recent new tyres. Brake pads, silencer. £1,450. Wood, 16 Pathfields, Dartmouth 2499 evenings. (76308

1971 COOPER S Mark 3. First registered August 1971. One private owner, undersealed. Astrali magnesium wheels, teal blue, heated rear window, radio, taxed until May, MoT June 1976. £790. Telephone: Aughton Green (0695) 423358 (Lancashire). (76309

BOND EQUIPE 2-litre saloon, Mark II. December 1969. Excellent performance, beautiful body, white, iwth immaculate black upholstery, 45,000 miles. Lovingly driven. One owner (retired man). £400. Tel: Sheffield 872724 after 8th May. (76310

ASTON MARTIN Volante. Dubonnet Rosso/black hide. 5 speed manual. Sundym electric window, power hood, electric, R/Antenl stereo radio/cassette, Selectaride, chrome wire wheels. AMOC concours car. All work carried out at Newport Pagnell. Bills—£3,000—available with history, therefore not cheap. Serious enquiries only. Trevor Brinsden. Area 10, Rep AMOC. Tel: Reading 51246. (76312

TWO 1938 WOLSELEY 14/56 saloons. CBM 135. Black, superb. ABD 775. Black and blue. Condition fair. Both original with histories. £1,500 the pair or separately negotiable. Reeves, Northampton 37314 (daytime). (76311

SCIMITAR GTE 1972. 27,000 miles. Overdrive, Silver/black interior. Radio, etc. Taxed/MoT until 1977. £1,995. Winkfield Row 3844 (Ascot). (76313

FOR SALE—continued

1965 AUSTIN HEALEY 3000. Rear damage still drivable, with new rear panels for repair. £350 o.n.o. Bewdley 403431. (76329

HEY HO for the open road. Alvis 12/70 converted to two-seat roadster with aluminium body. Very sporting and sound motor, essentially a fun car. Engine chassis etc. all original. 1 year MoT. Offers around £1,250. Tel: Overton (Hants.) 247. evenings. (76321

AUSTIN HEALEY 3000 Mk. 1 1960. Mileage 21,907. First class condition generally. Wire wheels, radial tyres, overdrive, works fitted disc brakes all wheels. High lift camshaft, Polished head, brake servo. Undersealed, burglar alarm, radio, tonneau cover, luggage rack, body unscratched. £1,700. Tel: Rudgwick 2597. (76323

R-R WRAITH 1940 Park-Ward Sports Saloon. Good all round condition. MoT. £3,100. Bournemouth 760800. (76318

LAMBORGHINI MIURA. LHD. Outstanding, original example, low mileage. £4,750. Tel: 0258 72432. (76314

MG MAGNETTE ZA 1956. New clutch, twelve months MoT, handbook, everything works. £225. Tonbridge, Kent 61927. (76317

MORGAN 1973 4/4 four-seater. Very good condition. New pins and bushes. £2,650. Tel: 061-427 1876. (76319

BRISTOL 406. 1960 Luxury Sports Saloon. Full history. Dove grey with grey hide interior. Fitted radio, seat belts, etc. Taxed, MoT. Exceptional condition. £1,150 o.n.o. Phone: 021-444 3286. (76320

8 CYL. ALFA Mille Miglia Replica C31/2. Supercharged 2.3/6-L open two-seater. 108 in. chassis, high ratio 3.9/1. Magnificent road equipped example, might consider o/box similar one-/ two-seater part exchange basis. C1924/60, alternatively purchase. 1973M Midget, first-class loaded extras. 7,000 recorded miles. Bargain £1,000. Vincent "Comet" 1952 "mint", therefore £800. Rover 75 1957 clean/tidy £300, "Pinfield Lodge" Barnt Green, Birmingham 445/2551. (76339

XK150 FHC 1958, 11 months MoT. 3 owners from new. £900. Ring Worcestershire, Dudley 50403. (76298

SEBRING SPRITE. Genuine 1959. Ex-Brian Culcheth. Excellent order throughout. Professional respray, engine recently rebuilt, 93 b.h.p. Offers or will exchange for other interesting vehicle restored or not. HSCC registered. Phone: S. P. Wills, Thorney 477 or Whittlesey 2521 Nr. Peterborough. (76297

MG EX 120 REPLICA. MGCC, VSCC vintage monoposto, 750 c.c. Unsupercharged. Ready for competition. Offers above £2,000 by end of May. Would accept MMM 4-seater plus cash. No time wasters. Mussel-white. 90 Fosseway Avenue, Moreton-in-Marsh, Glos. 0608 50594. (76301

ACECA BRISTOL 1956. Ideal basis for rebuilding. Engine and rebuilt overdrive gearbox removed so non-runner. £700. 061-980 3298. (76300

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FOR SALE—continued

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MG-B GT "H" registered. White radio, Rostyles, sunroof, new clutch, shockers, king pins, ZXs, taxed, tested. £795 o.n.o. Tel: Shipley, Yorks 594775. (76292

ASTON MARTIN DB6 1967. "J" Reg. Metallic blue. Navy trim, electric tinted windows, chrome wires, Selectaride, new clutch, superb condition. £1,375. Stamford 4312 (Lincs.). (76282

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MARCOS 3-LITRE late 1970. 7,000 on Ford RS310 engine. Yellow towbar, overdrive, sunroof, etc. Any inspection. £1,400. Phone: Derby 810886/810227. (74807

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1972 AUSTIN 1275 GT, glacier white, one owner, mileage 29,000 ..... **£865**

1964 AUSTIN HEALEY 3000 Mk. III convertible, BRG, *concours*, chrome wire wheels, overdrive, radio **£2,995**

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1971 JAGUAR 'E' type 4.2 f.h.c., midnight blue, chrome disc wheels, radio **£1,895**

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1958 JAGUAR XK150 fixed-head coupe, white, wire wheels, last owner since 1970 ..... **£900**

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1923 LAGONDA 11.9 h.p. KK Model, attractive 2-seater with dickey seat, green and brown **£3,500**

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1974 (N) MG-B, white, overdrive, radio, headrests, tonneau, one owner, 16,591 miles **£1,725**



1964 (Nov.) BENTLEY Series III, maroon, electric windows, radio, PAS, automatic, last owner since 1970 (*Illus.*) **£3,450**



1969 (Dec.) MARCOS 3-litre coupe, purple, overdrive, electric windows, stereo, sunroof, mag. wheels (*Illus.*) **£1,545**



1970 LOTUS Super VII S4, red, 20,942 miles, hard and soft tops, stereo (*Illus.*) **£945**

1974 (N) MG Midget, white, one lady owner, mileage 22,887, leather wheel, headrests, mirrors, cassette player **£1,225**

1974 'M' Midget, bracken/tan, one owner, anti-thief, tonneau, delightful condition **£1,145**

1973 (M) MG-B V8 GT, damask red, overdrive, tinted glass, headrests, door mirrors, anti-thief, undersealed **£1,945**

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1971 MG-B GT, midnight blue, export model *l.h.d.*, overdrive, chrome Rostyles, 'SP' sports **£1,145**

1971 'K' MG Midget, teal blue/autumn leaf, one lady owner, radio, tonneau **£795**

1969 MG 'C' GT, sandy beige/black, overdrive, wire wheels, radio, last owner three years **£695**

1968 (Dec.) MG 1300 Mk. II, one lady owner since new, 8,913 *miles only* (spare unused), tartan red, absolute showpiece **£1,195**

1968 MG 'C' GT, tartan red, 8-track Radiomobile, Strada wheel, wire wheels, extra instruments, fog/spot, air horns **£725**

1952 MORRIS Oxford, black, one lady owner since new, mileage 39,046 ..... **£495**

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1968 'G' RELIANT Scimitar 3-litre, white/black, sunroof, overdrive, radio **£795**

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1951 RILEY 2½-litre saloon, maroon, suitable restoration **£245**

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1975 TRIUMPH 1500 Spitfire, white, hardtop, one owner, mileage 11,856, overdrive **£1,725**

1974 TRIUMPH Spitfire, French blue, one owner, mileage 25,107 ..... **£1,325**

1974 (Nov.) TRIUMPH Spitfire, mimosa, export model, *l.h.d.*, one owner, mileage 8,000 ..... **£1,295**

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1973 TRIUMPH GT6, Pimento red, one owner, h.r.w. **£1,245**

1972 (Oct.) TRIUMPH GT6, French blue, BRM mag. wheels, electronic ign., G800 +S, leather wheels **£1,175**

1967 TRIUMPH Spitfire Mk. III, royal blue, heater, seat belts **£495**

1965 TRIUMPH TR4A, yellow, overdrive, hardtop, wire wheels, radio **£565**

1967 VANDEN-PLAS Princess 4-litre 'R', grey, automatic D1/D2, radio **£645**

1963 VANDEN-PLAS limousine, 7 seats with division, large corporation owner since new for sole use by their Mayor, black, brown leather/West of England rear, automatic, PAS **£1,495**

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£2,195. JENSEN HEALEY Mk. II. 1974. White with Blue interior, 19,000 miles recorded.

£1,965. ALFA 2000 Spider. 1973. Italian Red with Black interior. 27,000 miles, radio.

£1,495. AUSTIN Mini 1275 GT. 1975. 'P' reg., only 4,000 miles. Denova tyres. Blue with Black interior.

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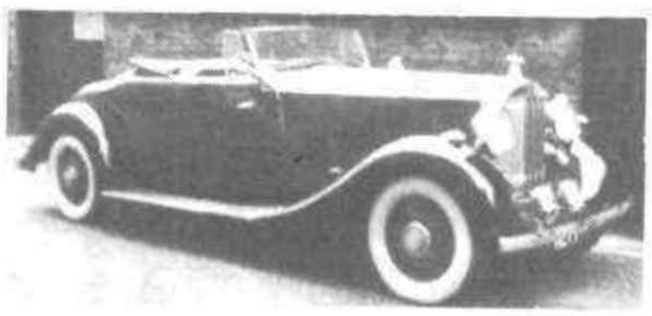
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SINGER 1931. Junior saloon. Mechanics in working order. Needs stripping, restoring. £250. Rayleigh 79627 Essex. (76385

TR4A IRS, 1967. White, in excellent condition throughout, MoT. £475 o.n.o. Please phone evenings 051-928 7717 Liverpool. (76387

MG-A V8 2.7-LITRE sprint/road car. Professionally built, new tuned engine, suspension, tyres etc. This car has tremendous potential in the hands of the right driver. Phone for further details if you have courage! £395 o.n.o. (Must be sold —space required). Martin, 0742 306861 after 6 or 061-962 5001. (76400

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TRIUMPH TR3A 1960. W/wheels, overdrive, radio, good hood, tonneau, upholstery (rear seat), chrome, new dynamo, control box, tyres, excellent mechanics, recent liners, 70 p.s.i. hot. Steel, white bodywork sound. Slight rust in floor, hence £370. Tax (July) MoT. Possible exchange open 13/60 Vitesse. Baltonsborough (Somerset) 564. (76396

BMW 700 SPORTS Coupe 1965. Rear drive 2 BMW motorcycle engines, excellent bodily and mechanically, 11 months MoT, 39,000 believed genuine. Quick sale, £250 o.n.o. Apply: Sunday or evenings after 6 o.n. or write for alternative time. "Cortez" Abbotsfield House, Wiveliscombe, Taunton, Somerset. (76395

TVR 2500 M 1972. O/drive, sunroof, tinted glass, reclining seats, etc. Maintained regardless of cost. 20,000 miles only. Reluctant sale due to overseas job, hence £1,395 o.n.o. Mr. Parkinson 061-969 0922 or 061-962 5001. (76420

1974 BRISTOL £4,850. Mint condition 411 Series IV. 23,000 miles. Electric sunroof, frontal damage, no suspension or chassis damage. Light metallic green, beige leather. Colnbrook 2734. (76421

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ROVER 10/25 1930. Rebored, some work to be done to complete. Sensible offers. 01-203 3981. (76418

1936 MG PA Sweeped Wings. Good condition, reliable, taxed, MoT. Offers over £800. Ashton-in-Makerfield 79510. (76417

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JAGUAR 3.4 1965. Wires, Webasto, Radiomobile, overdrive, silver/grey. Excellent. Also Alfa 1300 GT 1968. Good condition, £375 each. Upton (Worcs.) 3396. (76410

UNIQUE ELITE 1967. Sole Lotus built twin-cam Minilites radio, Konis, much recent work always garaged. £1,545. Orpington 26972. (76409

BMW 3.0 CSI COUPE. LHD. "M" registered. Superb, extras, £3,250 or exchange for 1974 Range Rover. 01-693 7379. (76379

1974 CLAN CRUSADER. Red, radio, polished alloy wheels, Sundym glass, 20,000 miles. Beautiful. £1,345 (might exchange). Tel: 01-989 5726. (76376

JAGUAR XJ6 2.8 1970. Manual, overdrive. 25 m.p.g. Low mileage. Super condition. £1,000. 01-359 0898. (30598

MG-B GT 1969. Overdrive, sunshine roof, wire wheels, Motorola steering wheel, HRW, Grampian silver grey with black leather upholstery. Lovely condition throughout. Red coachline. £745. Ring 01-736 2692 evenings. (30595

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STANDARD 12 HP Coupe 1935. Black fawn. Extensively restored except for hood. Workshop manual. Many spares. Full history. An unique example of a collectors car. Emigration of owner forces sale. Offers. Box No. 5079. (76430

1952 BRISTOL 2-litre 401. Just "run-in" after engine rebuild. Body stripped to bare metal and now restored to Bristol colour Azure Blue Metallic. Front seats recovered to original specification. Extensive re-chroming. Many other items renewed or restored. £1,150. 0734 56838 (Reading). (76431

1956 MERCEDES 190 SL Sports Roadster. White with black trim, soft top. Excellent condition. £1,400. Phone: Sutton-on-Sea, Lincs. 229 daytime only. (76435

1955 MG-A 1500 c.c. Roadster. MoT '77, tax Sept. '76. Classic early model. Well maintained in glacier white with black interior. Mechanics and bodywork excellent. Immaculate car with style and extras. Photo and details supplied for serious enquiries. £625 o.n.o. Tel: Forest Edge 7116. (73807

JAGUAR XK150 FHC. Believed this is the first car ever produced of this model. Very good mechanically. MoT. Must be a collector's dream. Offers: 01-458 3172. (76086

MG-A 1600 FHC, wire wheels, 8-track stereo, bootrack. Very attractive sound car in everyday use. Nearly new tyres and exhaust. £450 o.n.o. or exchange roadster with wire wheels. Nelson Lancs. (0282) 694662. (76440

VW KARMAN GHIA Sports Convertible Auto. 1,584 c.c. 1971 fitted radio, laminated windscreen, tonneau cover, green, 47,000 miles. Complete service record. £1,500. Turgis Green (Hants) 485. (75884

TRIUMPH RENOWN. Nearest £450 to genuine seeker of this scarce, distinctive 1951 Razor Edge Saloon. One owner. Romford 41439. (76426

1937 DAIMLER Light 20, DJJ 400 registration number, complete, needs renovating. Highest offer. Denbigh 3811. (76443

MG TA 1939. Complete but needs renovating, highest offer secures. Denbigh 3811. (76443

BUGATTI-TYPE 40 1928. Incomplete restoration project, includes all major original parts. Items required generally obtainable through club spares scheme. £2,500. Serious enquiries only. 0564 823209 (Worcs.) weekends or write: Jones, Blundell Sands Hotel, Liverpool. (76446

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NEW ZEALAND COLLECTOR arriving England short visit early May wants purchase any unusual vehicle or motorcycle such as Boehmerland Holden Kettenkrad, etc. Also old lamps. Write Collector Box No. 5078. (30599

SILVER CLOUD Rolls-Royce with serious mechanical faults, poor bodywork or accident damage, even fire damage or breaker. Vehicle with minor faults will suffice. Drophead of particular interest. Other models considered, even a Bentley. All replies answered. Courteous negotiations, prompt cash payment. Box 5076. (76421

WANTED—Vintage Alfa Romeo 6c 1750 GS, GT or SS Supercharged with two-seat Spider coachwork, preferably original Zagato, Touring or Castagna. In replying, please send price, photo, engine and chassis numbers to: Michael Kadoorie, Sir Elly Kadoorie & Sons, St. George's Building, 24th floor, 2 Ice House Street, Hong Kong, B.C.C. (76422

WANTED: MG-A 1600 Roadster or coupe. Must be first-class throughout. Phone: Bramley, Surrey 3727. (76384

JAGUAR XK150S 3.8 FHC wanted by enthusiast. Everything considered. Keith, 149 Lady Nairn Ave., Kirkcaldy 0592 51659. (76399

WANTED: Early Lotus with Climax engine—anything from Mk. 6 to Elite considered. Also interested in obtaining FWA, B or E engine. Box No. 5077. (76388

TR6 OVERDRIVE, Hancock Japonica House Parwich, Nr. Ashbourne, Derbyshire DE6 1QL. Phone: Parwich 272. (76327

LOTUS EUROPA Special wanted for cash by private buyer. Preferably post October 73 model. Must be excellent condition. Willing to travel. Details to: Dr. Collins, S4 Unit, Manchester Royal Infirmary. (76375

PORSCHE TARGA, well cared for pre-1970 model wanted. Private cash buyer. Canterbury 51047 evenings. (76203

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TR2 X2. This means two TR2s (not a TR4). Both all good. Resprayed, one in B.R.G. with tan trim and carpets; the other red, with black trim and carpets; all trim on both being new. Both with M.o.T. **£600** each.

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WILLYS JEEP Model MB, 1942. Having had experience of restoring Jeeps for twelve years, we can thoroughly recommend this one as authentic and in A1 condition. New paint (olive drab), new seat cushions, hood and sidescreens. Much mechanical work carried out to make it an excellent and quiet Jeep. Five military pattern track grips recently fitted. **£650.**

BRISTOL 401. Requiring repaint but good mechanically, needs chroming on bumpers, **£450,** or at a later date we could carry out this work to customer's requirements.

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BRISTOL 400. This car is available in two forms: (*a*) In good order but requiring repaint and an improvement on amateur retrimming, at **£900**, or (*b*) retrimmed and new paintwork, all details attended to, at **£1,600.**

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BRISTOL 401 and 403 parts, vast quantity.
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TRIUMPH TR2: All parts excepting bodywork.
DKW Junior.
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PARTS FOR 1924 Austin 7. Complete rear axle c/with diff., bearings, side shafts and drums +2 rear wheels open centre type, good price paid. Contact: Alan Minshaw, Pitstop, Tattenhall Nr. Chester. Tel: Tattenhall 70429. (30554
WANTED: Classic and vintage sports cars, any condition any pre GM Vauxhall spares. Phone: Colwall 40241. (Worcestershire). Cale, Harrow Lodge, Chances Pitch, Colwall, Worcestershire. (76302
CHROME WIRE WHEELS for XK150. Burgess 34 Barn Hill, Wembley, Middx. 01-994 5953 (day); 01-904 5074 (evenings). (76324
MG T SERIES, open vintage or PVT, classic sports: anything considered, but preferably car in dire need of complete restoration. Cash waiting. Horam Road 2044 (Sussex). (76322
BOX 5075 SEEKS A1 Lombardi Fiat or A1 Porsche with VW or other A1 engine. (76377
MORGAN +8, would consider nice 4/4. Will travel, Melvyn 3, The Green, Wanstead, London, E11 2NT. Tel: 01-989 5726. (76376
WANTED: RADBOURNE Abarth 1300 c.c., gearbox, or bellhousng. Consider complete crashed car. Aldershot 22698. (76331

WANTED—continued

HARDTOP FOR NEW MG-B, Factory hardtop in good condition required. Tel: Basingstoke (0256) 780963 (evenings). (76333
ROLLS CLOUD or Bentley wanted in exceptional condition with low mileage. Please reply to Box 5073. (76338
LOTUS WANTED: Lotus 6, Lotus 7S1, Lotus II 17, 18., or any other historic Lotus. Otto Wiersema, Hoflaan 20, Bergen (NH) Holland. 02208 5320. (76342
WANTED: SOFT-TOP hood and fittings for Sunbeam Alpine GT Mk. Y. J. McCready, Wolverhampton 23202. (76361
WANTED: CHAIN DRIVE Frazer Nash requiring restoration, any model considered. T Replica preferred, also October 1975 issue Thoroughbred & Classic cars. Worthing 46977. (76358
911S PORSCHE Saloon or Targa, not orange or yellow, up to £2,500. Nottingham 223041. (76193
MERCEDES: 230, 250, 280-SL. Private. Cash. Low mileage. Please, only the best. Box 5068. (76145
ANY INTERESTING CAR in running order, prefer thoroughbreds, vintage or dropheads. Pay cash. Distance no object. Write with picture to PO Box 198 Eindhoven 4500 Netherlands. (61630F

WANTED—continued

HEALEY 3000 wanted by private buyer. Prefer unrestored car or one requiring attention. Cash waiting. Phone: Cullingworth (Yorks) 2324. (76142
£3,000 CASH for interesting investment in sports car—private buyer. Box 5069. (76145
JAGUAR E-TYPE Roadster wanted. Series I. Some mechanical or body repairs acceptable, but must be basically sound and original. Tel: Dunstable 606974. (76136
TR6, TR5 WANTED for repair and restoration by enthusiast. Anything considered. Cash waiting. Hook 3285. (76124
OAP SEEKS UNUSUAL or interesting car to brighten retirement. £1,500—£2,500 cash available. Refurbishing considered. Box No. 5070. (76123
MORGAN/SUPER SEVEN. Thinking of changing 1974 BGT for recent Morgan 4/4 or new Super Seven. Would any kind owner of such model care to write giving information and comments on this choice of car? Derick Woods, Woodlands, Kilrea, Co. Londonderry, N. Ireland. (76163
VITESSE CONVERTIBLE Mk. II wanted. Cash, private buyer, travel anywhere. Please phone 062-982 3392. (76074
AUSTIN SEVEN Chummy wanted. Any condition running order preferred. Also 12/50 Alvis or similar. Armitage (0543) 490232. (76085
PEUGEOT FAMILY Estate, 72/75. Please phone 01-262 3964. (76098
ALFA ROMEO wanted. Sprint Special or Sprint Zagato. Rust-free examples only. Mechanics unimportant. Details, photo and price to: Alan Promisco, 2022 N. Mohawk, Chicago, Ill, 06014 USA. (61628F
1961 E-TYPE DHC or FHC, must have rust free body and be tidy. Write: Mr. Smith, 65 North Street, London SW4, with particulars. Enquiries for 120 and 140 Jaguars also welcome. Must be roadsters or dropheads. (75688
MG, SA OR WA Tickford Coupe built by Salmons (in the Magic of MG page 132 or page 138) any condition, if possible concours cond. J. Smits van Ryckevorselaan 24 Moergestel, Holland. (30331
MG TA/TB wanted, complete and running. Fair price offered by private buyer. Telephone Bath (0225) 26590. (75793
HOBSON PETROL GAUGE wanted for R-R Phantom II, 277 Carlton Ave., Westcliffe-on-Sea, Essex. (75842
LOTUS ELAN SPRINT DHC wanted. Must be first registered 1971. Cash paid by Swedish buyer visiting Britain in May. Answers to Lennart Bengtsson, Bäckemadsvägen 8L 51200 Svenljunga, Sweden. (75850
WANTED BY ENTHUSIAST: Pre-1961 Rolls-Royce in excellent overall condition. Do you desire to sell your Royce but still keep it within the British family? If so please write to me with particulars: Dr. David Mercer, Old Perlican, Newfoundland, Canada. (75836
PRE-WAR BENTLEY wanted by Rolls-Royce and Bentley mechanic for our personal use after complete restoration. I offer my life savings of £1,000 and a loving home for your wonderful old car. Please telephone Leicester 833370 or write to Mr. J. Sharpe, 27 Hughenden Drive, Leicester. (75829
DAIMLER V8-250 Automatic. P.a.s., genuine, low mileage, one or two owner car, preferably 1968/9. Good price paid for the right car, required for own use. Please phone Kingston Blount 51316 evenings. (75827
SUNBEAM DAWN engine to complete my rebuild. I will collect. Please write: J. Ogier, Le Giroutte, St. Saviours, Guernsey, CI. (75824
ALVIS TE21 CONVERTIBLE v.g.c. wanted. Prefer power steering, 5-speed box. Will consider TD21 and especially TF21. Will pay cash. Phone 01-579 0511 or 01-727 3776 (after 8 p.m.). (75881
ASTON MARTIN wanted, preferably automatic. Buyer will pay up to £4,000. Tel: Kinver 2820 evenings (West Midlands). (75882
CIVILISED TOURING. Appropriate vehicle required by collector to keep at French country residence. Brass, Edwardian, PVT; should be open bodywork. Selective, but will consider anything; condition immaterial. Visiting UK June en route France. Brown, 5 Pollocks Path The Peak, Hong-Kong. (75891
FIAT BALILLA Mille Miglia, Coppadoro or similar in any condition. Send photographs and prices to "Halbar", via Dodero 18R, Genova, Italy. (73334
WANTED: 1 pair Solex 26 FHD carbs for Riley 9, 1 bonnet cover 1931 Monaco Riley 9. G. C. Munton, Willoughby House, Digby, Lincoln. (30451
PLEASE HELP: Interesting old car or chassis required by teacher starting motor engineering course next term. Must be cheap. Bob 051-722 4482. (75990
PORSCHE 1971, 911 2.4 LHD or RHD, one owner, low mileage. Holmer Green 3755 (Bucks). (75994
MOTORCYCLE or motorcycle combination wanted. Older interesting machine in above average condition. Please write with full details: Waterhouse, Fox Warren, Meadow Way, West Horsley, Surrey. (75986
GINETTA G15. Cash for first-class, low milage example. Great Ayton (064 945) 3119. (75988
CLUB MEMBERS want magnificent monsters, rotten wrecks, surplus spares and anything else old/interesting. VTEC, 14 Broadway, SW1. 01-834 9225. (29928
MASCOTS, BADGES books, photos of old cars. Dawson, Casa Nuestro, Sussex Rd., New Romney, Kent. 06793 3327. (74764
MG TA TC or TF wanted by enthusiast. Please telephone 01-979 4640. (75558

WANTED—continued

SPEED 20 LAGONDA 2-litre Talbot 105, or similar sports car wanted, 01-828 7449. (72123
ROLLS-ROYCE or Bentley of any age. Phone 028-581 453 (Kempsford), Sainsbury, Manor Farm, Castle Eaton, Swindon, Wilts. (73483
MR. KEMPSTER (or anyone) please phone Dental Surgeon who wants l.w.b. (or ordinary) Rolls. Lincoln 31598 evenings please. Would consider Bentley S3 or convertible. (74114
WANTED: ALVIS SPEED 25/4.3 Saloon with interesting coachwork (VDP or?) or Aston Martin DB4 LHD. Must have outstanding mechanics, coachwork and good interior. State condition and price. Box No. 5030. (74116
MORGAN 4/4 4-seater wanted. Any year from 1968 onwards. Almost immediate decision and cash. Will view anywhere. Nigel Brown, Romford 61200. (73798
WANTED PRIVATELY: Pre-war Alvis, Lagonda, or similar sporting motor. Also Bentley Mark VI/R. 01-828 7449. (72985
OLDISH DROPHEAD car required. W.H.Y? Cash. Please write Box No. 4934. (27451
GENTLEMAN REQUIRES LHD Rolls-Royce Bentley or Mercedes. Cash waiting. Please write Box No. 4933. (27451
BENTLEY OR ROLLS-ROYCE required urgently. Up to 1965. Any model. Condition totally unimportant. Can collect. Tel: 01-658 1005. (66922
ANY SPORTS CAR wanted, modern or anything old and interesting. Any condition. Can collect. Cash. 01-658 1005. (66922
AUTOMOBILE YEARS Volumes 11, 12 and 17. Have surplus No. 6. S. Goodridge, Collins Road, Totnes, Devon (0803) 862007. (29636
WANTED: ALLARD J2X or J2R, any condition or similar sports/racing cars from the 50s. Good price paid, Capaldi, 12 Cromwell St., Stornoway, Lewis, Scotland. (73969
TOY CARS, pre-war tinplate or die-cars wanted. Good prices paid. Carlson, 9 Nichols Green, Montepelier Road, London W5 2QW. Tel: 01-997 9539. (72637
WANTED: MG TA, TC, TD, TF or any pre-1939 MG two/four-seater. Would consider good condition early Morgan, Riley, Triumph or other interesting pre-1939 vehicle. Good cash price paid for suitable example, but any condition considered. Please phone 01-521 0520. (28838
WANTED: MG TC by private party in good condition only. Please ring London 01-373 2296. (74381
WANTED: BENTLEY/Rolls S3 V8 engine in first-class order only, complete. London 01-373 2296. (74381
BENTLEYS MK. 6 or R-Type SI, SII, SIII by genuine buyer. Best price offered. Please call, 01-373 2296. (74381
PRE-WAR ALVIS, Lagonda, Talbot, Riley, Aston or similar sports car wanted privately. 01-828 7449. Good condition preferred. (29928
SELLING SOMETHING EXOTIC? Try our next auction Alexandra Palace, June 4th. See half page ad. for details or ring Mike Carter, 01-834 9225. (29928
ASTON MARTIN DBS V8 required: must be manual, left-hand drive, 1970 or 71 model, preferably low mileage, in first-class condition. Applicants should send full details of car's history, price and photo if possible to Box 5060. (75405
WANTED: ASTON MARTIN DB4 GT/5/6, LHD or RHD. Condition unimportant. Also Morgan Sports car. Tel: Marlow 06284 72288. (75407
WANTED: MINI-MOKE and TR5 in good condition, must be running. Send details and price to: M. Czekalla, Schiehenbusch 3 345 Holzminden, Germany. (30170
WANTED: JAGUAR 1938-48, or any pre-1950 English car, in running order. Maximum price £400. Jacques De Geyndt, Rue Churchill 314, Courcelles, Belgium. (30191
ANY NUMBER 1 or distinctive registration number urgently wanted. Please phone 051-428 8361 mornings/evenings. (75530
WANTED: Set chromium Rostyles wheels for 1970 MG-B GT—must be immaculate. Shears, 15 Chilton Way, Hungerford, Berks. Tel: Hungerford 2431 office hours. (75135
LOTUS ELAN Sprint DHC wanted by enthusiast. Late model preferred. Must be first-class condition. Phone Toddington 2241 (Beds.) evenings. (75133
INTERESTING ROLLS/Bentley sought by private buyer with ample cash available for pre- or post-war model. Condition and distance immaterial. 01-351 1857 (London) evenings and weekends or write with details Box No. 5058. (75141
JAGUAR/DAIMLER V8 Automatic transmission complete and must be in v.g.c. Goodridge, Collins Rd., Totnes, Devon (0803) 862007. (30091
TR6 OR E-TYPE, up to £1,000. Required late June. Must have o/d and detachable hard top. Please write to: McNamara, P/BAG 0050 Gaborone, Botswana, Africa. (75272
FIAT 500 A/B TOPOLINO for restoration. Must be clean and complete original car. Prefer coupe but sunroof o.k. L/R drive. Mechanical condition unimportant. Send details Airletter with fairest price to Geo. Waltman, 38 Northern Blvd., Gt. Neck N.Y. 11021 USA. All replies acknowledged. (F61463
WANTED: XK 140/150 DHC in very good overall condition. Full description and photo to Venval, 29 Bd. Helvétique, 1207 Geneva, Switzerland. Phone: 35 84 50. Rapid decision. (F61461
BRISTOL 406/407 wanted. Must be in roadworthy condition, but anything considered. Gregory, Lockswheath 84553 (Southampton). (75312

WANTED—continued

PORSCHEPHILE arriving UK mid July, requires faultless 356 Series for personal use. Immediate cash for the right car. F. Sudmann, 2034 Lone Oak Ave., Napa, California, USA 94558. (61658

MISCELLANEOUS

MOTOR SPORT 1951-73, two missing. 1956-69, 54 odd copies, 1936 Motoring Encyclopedia, 35 parts, Numerous old Jaguar Journals, Practical Motorist, etc. Offers: 021-706 4005. (76407

MG-A BREAKING: Works hard-top, newish hood, tonneau, 1600 c.c., c/ratio gearbox, HRG, c/head, good grille, windscreen, 25, Shenley Road, Heston, Middx. (76307

MOTOR SPORT 1950-1975 £25. Telephone Ellesmere 2755 evenings. (76326

HEALEY 3000 Mk. II 2+2, accident, sell complete or may split. Tel: Peter Todd, Scunthorpe 65627. (76315

THREE 16 in. XK WIRE wheels, 60 spoke, 87 Splines, fair tyres, £10 each. Bournemouth 760800. (76318

WILL H. S. TILDEN-WALKER (Tim), formerly of National Benzole, owner of a vintage Alvis, please contact Bob Burns, formerly of Motorway in Luton, at 33, High Street, Kintbury, Nr. Newbury, Berkshire. (76295

MK. 3 CHASSIS K3005 will be advertised for sale in the July Motor Sport. Viewing in London first week in May. Phone North London 959 4740. (30551

VL 6 REGISTRATION, with or without Immaculate Sunbeam Stiletto. Transfer arranged. Offers over £300. Huntingdon 76239. (76332

COACH ENTHUSIASTS please note: 1956 Leyland Tiger Cub, really purrs along, 370 underfloor diesel engine crash gearbox, 2-speed axle, attractive dual blue duple coachwork, MoT Nov. '76. £300 o.n.o. Also quantity of unused Jaguar spares, to suit early post war models. £60. XK150 windscreen glass £10. Please write: Jackson, 49 Crown Road, Wheatley, Oxon. (76344

SILVER GHOST: 13 in. CAV Bell-headlamps with matching sides. Also 11 in. and 10 in. Bells P100 headlamps, bottom and top hinged, including P100 bulls-eyes. Also P80s Bugatti early 8 in. Marchals. Also 10 in. early Hispano brass 0-80 angle speedo, angle mounted clocks, mascots, badges etc. SAE Box No. 5074. (76356

ALL JENSEN OWNERS and enthusiasts are invited to the 4th National meeting of the Jensen Owners Club at Woburn Abbey Sunday 13th June 1976, 10.00 a.m. Concours events, spares, Club regalia, technical information, etc., etc. Further details from: D. Horton, Membership Secretary, 63, Northland Avenue, Orpington, Kent. Tel: Orpington 57170. (76369

MOTOR SPORT 1948-1975 complete, very good condition, unbound. Any offer considered. 5 Seymour Road, Southampton. (76189

MOTOR SPORT: 184 copies 1956-1975. Also 70 veteran and vintage 1965-1973. 15 Classic Car 1974 on. £25 per lot. 30 1948 Autocar £8. Theaker, Burton-on-Trent 812793. (76197

JAGUAR XK/MK. 2 overdrive unit, perfect £15 Theaker, Burton-on-Trent 812793. (76197

AUSTIN: TWO HS1 4 cyl. SV 12 h.p. engines. Recon. 1946, stored since, offers. Moreton, 36 Thorntree Avenue, Crofton, Wakefield, West Yorks, WF4 1NU. (76190

MORGAN MATCHLESS MX4 or MX engine wanted for engineless car! Complete engine parts or odd bits—please help. Tetbury 52488. (76200

CONVERTED STABLE BLOCK with courtyard, central position Leamington Spa; garaging for six cars; 2 bedrooms; gas central heating. freehold; £18,500. Also FHC XK140, complete rebuild. Home: Leamington Spa 37660; office Coventry 26254. (76201

POCHER MODELS: Made for my collection. Now for sale. Better and cheaper than factory assembly. Delivered London or 25 miles Bagshot. Rolls £270, Alfa Spyder £160 o.n.o. Box No. 5071. (76211

HOLIDAY '76: taking your car? Fly down and meet it at the airport. For this or any other delivery/chauffeuring service ring 027978 328 or 515. (76222

CAR DELIVERIES: Anything (not requiring HGV) driven anywhere. For an efficient, carefully executed service ring 027978 328 or 515. (76222

SINGLE-SEATER V8 engine, unknown origin, but about 30 years old. Around £325 to enthusiast. Tel: Rochdale 33516 weekends only. (76214

LEA FRANCIS owners Stanford Hall Rally 13th June. Details: Ballard, 2 Lowbrook Lane, Solihull B90 1QR. Phone: Wythall 823045. (76229

HEALEY 3000 1963 Mk. IIA breaking for spares. Northampton (0604) 830180 after 6 p.m. Nigel. (76179

FLAT-NOSE MORRIS Cowley radiator and surround, good condition, £30, or exchange pre-1936 MG radiator. Mansfield 511808. (76137

PRE-WAR HANDBOOKS: 4 Hillman, 7 Humber, some others. Motor Sport 1958 to 1975 12 years complete, 24 missing other 6 years. Motor Show catalogues 1955 to date. Sell or swop golf clubs. Phone: Royston Herts. 61094. (76128

BREAKING AUSTIN HEALEY 3000 Mk. II. Many new/recon. parts, rebuilt engine, G800s. Raine, "Eltham", Borth, Dyfed. (75411

MISCELLANEOUS—continued

BMW MINILITES: 1602/2002 set four new 5½ x 13 magnesium wheels. No modification required £85 (cost £160). Earldoms 373. (76181

TR6 NEW BLACK factory hood with frame £27. Without frame £19. Also one new injection metering unit £40. Earldoms 373. (76181

AUSTIN SPARES: Large stocks of parts for all pre-war models, 7 h.p. to 20 h.p. Mail order service. Send SAE for lists, stating model. The Seven Workshop, Denvers Yard, Barwick, near Ware, Herts. Telephone: Much Hadham 2076. (76162

NEW BSF BOLTS and sets (most H-Tensile and plated) with nuts. 3/16-in. to ⅜-in. dia. ½-in.—2½-in. long. 200 assorted. £6.50 p.pd. UNF available same price. E. A. Clare, 25A Lenton Road, Nottingham. (76159

XK120/140/150, Mk. 2 & Mk. 10 parts, new and secondhand. Send SAE for list or detail your requirements. Seals available for doors, boot, windows, etc. All XKs. A. W. Lain, 4, Glenavon Road, Highcliffe, Dorset. Phone Highcliffe 6184. (76156

ORIGINAL MG TC steering wheel, will fit "P" series, £12. Aero screen to fit "P" series, £6. Philip Rose. Phone: Nottingham 700378 office; Radcliffe-on-Trent 5244 home. (75803

MERCEDES, all types, new and secondhand spares. Fitting arranged. Cars collected delivered, stored throughout Europe. 01-689 4269 (Croydon). (75687

FOR SALE: Motor Sport complete 1930 to 1975. Bugantics and VSCC Bulletin 1945-75, almost complete. Sold to highest bid on each group. Prefer local buyer. J. Sitz, 486 Frontenac Street, Los Angeles, USA 90065. (61561

MOTORHOODS have the following hoods in stock for immediate delivery. All MG-Bs, Sprites, Midgets, Morris 1000s, Heralds, Spitfires, Vitesses, Lotus Jaguars all TRs. Also a large supply of hood frames and tonneaus. For further details write to: 20 Linden Close, Colchester, Essex. Phone: Colchester 43620 after 5 p.m.) (75826

MASERATI CLUB for owners and enthusiasts of the marque. Officially recognised by the factory. Details from the Secretary/Treasurer: Mr. J. Miles, The Paddock, Salisbury Road, Abbott's Ann, Andover. Tel: Abbott's Ann 312. (23457

VETERAN, VINTAGE and thoroughbred cars transported with utmost care and efficiency nationwide. Full insurance cover. Scrupulous attention. Stilwell. Tel: Weobley 528 (Herefordshire). (72594

LOTUS ELITE Specialists. Complete mechanical and bodywork overhauls and full re-trimming. All spares. Fibreglass Services, Chichester 86265. (70886

THE MG OWNERS' CLUB for all MG requirements. Quarterly magazine, enjoying MG and monthly bulletins. Literally 1,000s of new and secondhand spares available through the spares secretaries. Trade and discount prices on all new post-1956 spares. SAE please The Secretary, MG Owners' Club, 108, Pomfret Avenue, Luton, Bedfordshire. (71076

RESTORATION and overhaul of vintage cars. Specialists with engine work. Vintage Racing Cars, Derby Road Garage, Northampton 0604 32154. (70242

PROFESSIONAL CAR transportation any distance, fully insured, discounted rates on return loads, McLean Motors Ltd., Tel: Stoke-on-Trent 513458 (STD 0782). (72330

ROY NOCKOLD'S print of Fane breaking Shelsley Record in 1935 driving Frazer Nash. Limited 250 edition. Each signed and numbered. Few available, £3. Hunt, 2, Selborne Grove, Bradford, BD9 5NL, Yorkshire. (74387

AC OWNERS: If you own an AC or are interested, why not join? Monthly newsletters, meetings, annual magazine, sprint, "Concours", dinner dance, film shows, etc. Details from Membership Secretary, 4 Portsmouth Road, Camberley, Surrey GU15 1LA. (29978

SELLING SOMETHING exotic? Try our next auction Alexandra Palace, June 4th. See half page ad. for details or ring Mike Carter, 01-834 9225. (29928

AUTOJUMBLE and Collectors Fair, Havant, Hampshire. Sunday 18th July. SHVPS annual event. Spacious site. Stalls £3.50. Free programme entry. Details: Gilliians, 6 North Street, Bedhampton, Havant. Tel: 070-12 75128. (75577

THE HISTORIC Sports Car Club is the RAC recognised club for all original cars of sporting interest built from 1940 to 1964 and Formula 1 and 2 racing cars to 1964. It offers special classes in races and hill-climbs and social and concours events. Enquiries to: P. T. Edbrook (Dept. MS), 26 Lower Hey Lane, Dysarts, Mossley, Lancs. (75683

OBSOLETE AND SPECIAL parts made to order. Comprehensive machining facilities at competitive prices. Quotation by return. John Watson Engineering, "Kelso" By-pass Road, Gobowen, Oswestry, Salop. Tel: Queenshead 396, evenings Gobowen 418. (75787

RACING CARS/DRIVERS or Veteran/Vintage cars on postage stamps? Our speciality! Lists 2x6½p stamps: G. S. King, 154 Telfer Road, Coventry. (75841

CAR RECOVERY and delivery by trailer; local, national, continental. A personal and comprehensive service. Cartrek, Esher 62785 anytime. (75848

MMM MG SPARES: M-type engine, J2 crankshafts, F-type engines for spares. Offers: SAE, Carson, 1, Shannagh Avenue, Greenisland, Co. Antrim, N. Ireland. (75834

WANTED: Complete set Autosport, could swop set Classic Car. Tel: Ledbury 2051 (Herefordshire) 2478 home. (75406

MISCELLANEOUS—continued

MK. 2 CORTINA Savage exhaust systems and radiators, Fletcher, Nottingham 0602 397446. (75689

I REQUIRE MOTOR SPORT Aug. 1926, April 1927 and offer five issues of Motor Sport 1925-28 in exchange for each. Clark, "Dormers", Tutton Hill, Colerne, Wilts. Tel. No., repeat Telephone No. Box 2203. (75011

A FEW PRE-1940 SPARES including pistons, crownwheel and pinions, silencers, etc. Also rear axle casing for 1939/48 Wolseley 10 h.p. All items are new. SAE please, Box 5056. (75155

MG-B CLUB, monthly magazines and spares newsletters. We are interested in any MG-Bs for rebuilding. SAE: 197 Walkwood Rd., Redditch, Worcestershire. (75152

VINTAGE BENTLEY gearbox, possibly unused. Exchange for vintage motorcycle, or sell. Vast quantity pre-war Rolls, Bentley parts. Prefer to sell as one lot. Box No. 5057. (75151

XPAG ENGINE from late 49 TC, suitable for reconditioning. Offers phone Caterham 48489. (75139

AUTOMOBILE SALES brochure collectors should be listed in the International Directory of Automotive Literature Collectors. Write airmail at once for information to: IOALC, Box 12, Far Hills Branch, Dayton, Ohio 45419 USA. (61418F

1926 E. W. DOUGLAS motorcycle in almost original and concours condition, 6-cylinder Watford magneto and CAV, belt-driven dynamo circa 1920. New twin SU petrol pumps for Bentley or R-R. SI/II/III. Three 650 x 17 v.g. condition, one 500 x 17 new, two 650 x 16 new remould and two 650 x 18 new remould tyres. Lagonda 4½-litre 1936/8 instruction manual. Telephone Southport 67365 after 8 p.m. (75023

MG-C REAR AXLE 3.7 ratio, £35. Workshop manual £8. Princes, Risborough 3912. (75019

XK120 JAGUAR bumpers made to order and chromed. Front £50. Rear £35. Plus postage. Poplar Rd. Motors, King's Heath, Birmingham. 021-443 1463. (75018

FLYING DISPLAYS: Sunday 30th May will be devoted to famous historic aeroplanes, while the show on Monday 31st May will be more general. All and more at the Shuttleworth Collection, Old Warden Aerodrome, off the A1 near Biggleswade, Beds. For more dates, details and how to reach, send SAE, or just turn up after 11 a.m. on either day. (74489

NATIONAL AUSTIN SEVEN rally/Austin jumble, Beaulieu, July 4th. Leyland and Esso support. All Sevens welcome. 750 MC, 26 Whomerley Road Stevenage, Herts. Tel: 54001. (75276

MOTOR SPORT: 1952 to 1955 and 1960 to 1963 inclusive, complete years. 1946 to 1964 total 76 copies. Veteran Car Gazette No. 3 (1938) to No. 64 (1959), 60 copies. Buyer collects. Offers: Robinson, 17 Angus Close Eastbourne, Sussex. (74962

CARS TRANSPORTED by Land Rover and trailer. Competitive service. Hythe 843101 (Hants), evenings. (74970

MOTOR SPORT 1958-74 £1.95 year. Autosport, Autocar, Hot Rod, Motor Racing, Motor £1.95 dozen, post paid. SAE requirements. UK only. Goldsmith, Longdown Cottage, Merstone, Newport, Isle of Wight. (Arreton 462). (74972

DAIMLER & LANCHESTER OC cordially invites all vehicles of the marques (including some BSAs) to their twelfth National Rally, Cirencester Park, June 13th. John Ridley, Boxtree Cottage, Brightwalton Green, Newbury, Berks. (Chaddleworth 563). (74726

WELL-KNOWN F1 MODELS offered fully constructed. Built to highest standards. For details send SAE: Mr. Collins, 9 Willow Rise, Witham, Essex. (74974

TRs BREAKING for spares, all models. Nottingham 273087 & 201322. (74975

SELLING MG J2 chassis, log book and collection of parts, including new 8 inch hydraulics, TC bonnets, unpolished TC air-cleaner manifolds. Exchange PA for J2 instruments. Cheap TC chassis required. Derby 41990. (75035

BOUND COPIES Motor Sport 1953-1958. Motor Racing 1956-1958. Automobile Year 1955-1965. Offers: Teall, 437 Birmingham Rd., Sutton Coldfield. (75313

PROPERTY, SCOTLAND: Small country garage, central Scotland. Excellent workshop and forecourt, 4 pumps, good profits. Freehold, £28,000. Adjacent small bungalow also available. Box No. 5059. (30137

MOTOR SPORT 1961 to date, unbound, complete and good condition. Offers: 14 Fox Street, Burnley. (75307

WOBURN 76, Armstrong Siddeley Owners Club, Southern National Day, Woburn Abbey, with the Alvis Owners Club on Sunday 9th May from 11.00. Non-members will be very welcome to join us for an interesting day. Details and entry forms from: John Chapman, 140 Saffron Road, South Wigston, Leicester. (75329

ANY NUMBER 1 or distinctive registration number urgently wanted. Please phone 051-428 8361 mornings/evenings. (75530

ALL TYPES of Bentley and Rolls hood ornaments, radiator caps, badges and all complete conversion kits from Bentley into Rolls, 1947-1966. 01-373 2296 STL 14 Osten Mews, London SW7. (29929

RAILWAY ENGINES: 2 0-6-0 saddle tank railway locomotives. Built by Bagnall, 1950/51, outside cylinder, 54 tons each, tractive effort 26,000 lb. One in working order, one being rebuilt. Under contract to West Somerset Railway for next 4 years—on basis of free use by them in exchange for their maintenance of engine to high insurance standards. £8,000. Shute, Bradford-on-Tone 204. (75136

MISCELLANEOUS—continued

TR2 ENGINE, rebuilt short motor with ported head, never run, with many spares. Offers: Walker, Stone (Bucks.) 419. (75883

TRANSPORTATION by trailer. Let us transport your car, any size vintage or new on one of our fully equipped 4-wheel trailers, to and from any destination in the UK or Europe. Fully insured. 01-672 7737, 24 hours. (75880

MG CAR CLUB, the world's largest one-marque sports club! 44 centres overseas, 9in UK running over 700 full race, hill-climb, concours, touring and social local events. 8 register back-up, vintage to MG-C, International monthly magazine. A "must" for enthusiasts of MGs, ancient to modern! Contact: MGCC/1, 273 Green Lane Ilford, Essex. (75892

FIAT ABARTH balanced racing engine, complete with transmission. Offers: Walker, Stone (Bucks.) 419. (75883

MINILITE WHEELS: 4 5½-in. J x 13-in. for sale in good condition. Offers: Sheffield (0742) 43333 office hours. (76075

DILLAMORE VETERAN and vintage register. All known pre-1930 vehicles listed by registration number with information of year, make, model, body and owner. 152 pages, £2 postage included. DVVR, Thurlestone, Pinner Hill, Middx. (76092

COMPLETE BODIES panelled. Wings made to pattern by ex-Mulliner-Park Ward panel beater. Uxbridge 33021. (75995

BONNET CATCHES, screw-down ripaults type suit MGs, etc., heavy chrome, £3.25 each, plus postage. W. Monaghan, 18 Park View, Cheadle Heath, Stockport, SK3 0QP Cheshire. Tel: 061-428 6125. (75992

YOUR TREASURED automobile beautifully painted in oils from colour photographs. Framed or unframed. Reasonable charges. Phone: Farnham 21722. (75985

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LAMPS-INSTRUMENTS by Lucas, Smiths, Autoroche, Jaeger, Zeiss, Bosch, Grebell, Elliot, Vegila at CAV, Rotax, Carrello, Dietz, W/Bottin, P80B, P100(B), RSLs, P&H, H&B, etc. Also BE wheels (various). O. W. Turney, 4 Meadow Row, Buckingham. (75980

MG-A 1600 CYLINDER head complete £14. Registration 4 EKN on MG ZB. Offers: Dickinson, 171 Palatine Road, Manchester 20. (75972

MG-A SPECIALIST, roadsters and coupes. Spares. Also complete cars. Simon Robinson, Burns Farm, Dacre, Harrogate. Tel: (042 372) 519. (75970

VINTAGE EVENTS in Northumberland and Durham. May 9th: Darlington-Newcastle sponsored run. May 16th: Wallington Hall meet. May 23rd: run to York Railway Museum. All vintage & PVT vehicles and motorcycles welcome. SAE for details: NECPWA, Fox & Hounds, Newfield, Bishop Auckland, Co. Durham. (30452

AUTOKARNA '76 and Autojumble, Wollaton Park, Nottingham, 13th June. All pre-war transport and stationary engines, model steam vintage tractors and post-war classic cars. No entry fee. Public admission and car park free. Also Rotakarna '76 Hawley House Farm, nr. Denby, Derbyshire, 25th July. Similar event to above. Pre-war Austin Seven Club, 7, Leopold Street, Derby. (75967

SS 1937 2½L ENGINES £100 each. Extra heads, crankshafts, diffs. £30 each. SS100 hoodsticks £55. Seats £60. Fernhurst 785 (Sussex). (75965

EXCHANGES

WISH TO EXCHANGE my immaculate Alvis TG 12/50 4-seat Tourer for 12/50 Beetleback. Also wanted: A7 Gordon England cup model. Bullett, 169 Station Rd., Knowle, West Midlands. Tel: 3371. (76391

EXCHANGE WIFE'S economy motor plus £1,000 cash for MG/1974 Fiat 126, 10,000 miles (£850) for TC/D/F MG in good provable condition. 65 Bittell Road Barnt Green, Birmingham. (76334

RILEY LYNX. See for sale column for your Lotus 7 S3. Ashley 2407. (76305

1937 ALVIS Silver Crest, Sound, needs tidying for British Saimson, Morgan, MG or £465 o.n.o. Doncaster 743636. (76316

EXCHANGE 1971 MG-B GT for 1972 MG-B roadster in good condition. AA inspection certificate required. Tel: Gloucester 68858. (76186

BMW 2500 AUTO 1971 for Daimler V8 250, Bentley 3½/4¼ Mk 6, R or S Series. Dr. Still, West Coker 2316, Somerset. (76139

1925 CITROEN van, restorable, for good box Austin Seven or p/ex. vintage A7. W.H.Y? 01-898 2153. (75785

VINCENT RAPIDE (has not been used since complete restoration) in exchange for a not too tired S1 or R-type Bentley. 029-34 2246. (75559

SITUATIONS VACANT

D. MARGULIES have vacancy for junior workshop assistant. Apply in writing to 12 Queen's Gate Place Mews, London, SW7. (75327

VINTAGE RESTORATION: Staff required: trained fitter, tool room machinist, bodybuilder and panel expert. Tula Engineering Ltd., Herts. Tel: Kimpton 832 161. (75046

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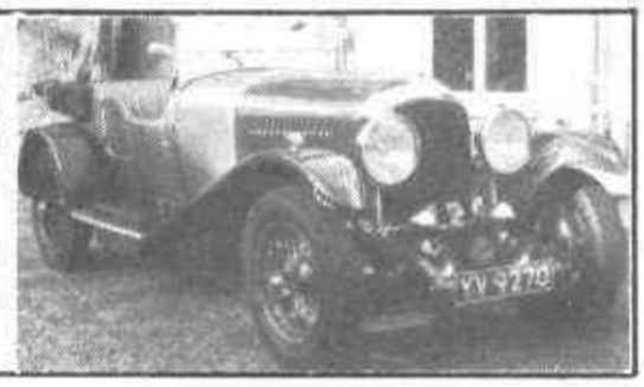
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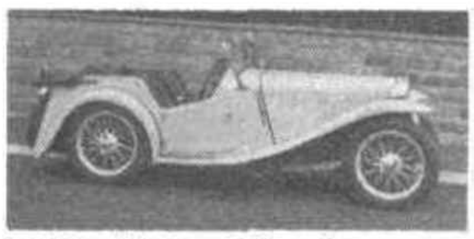
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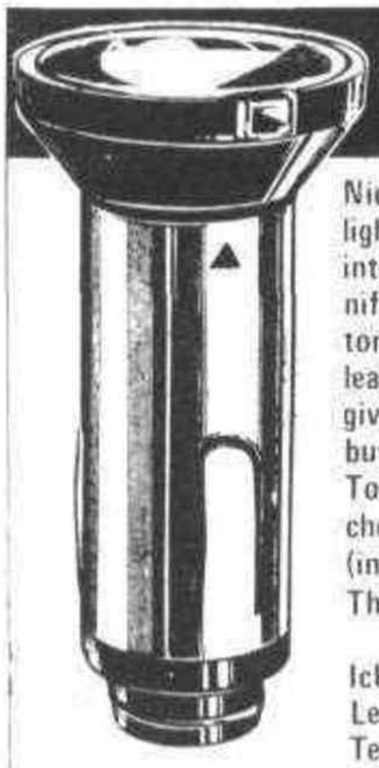
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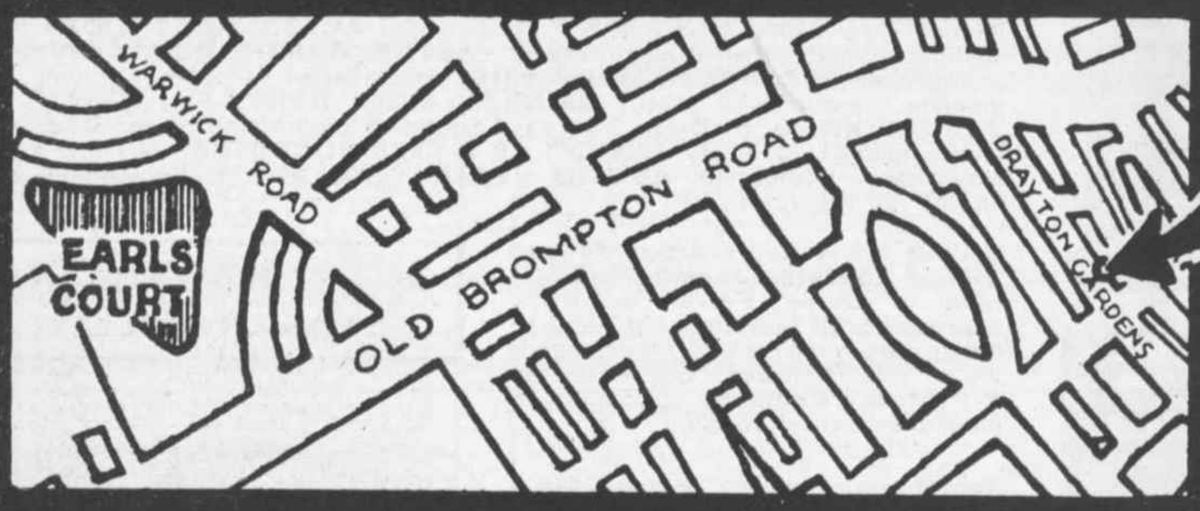
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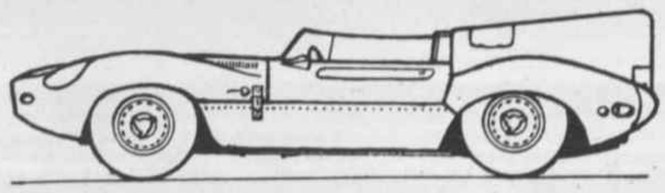
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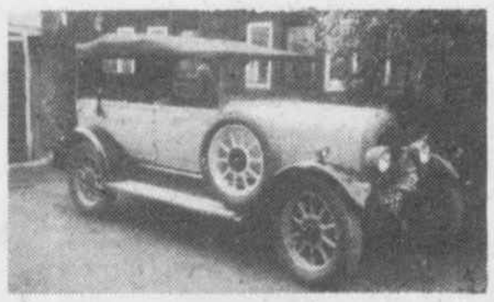
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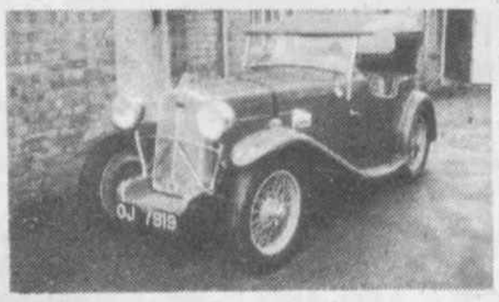
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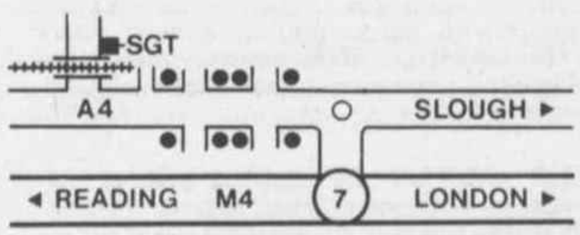
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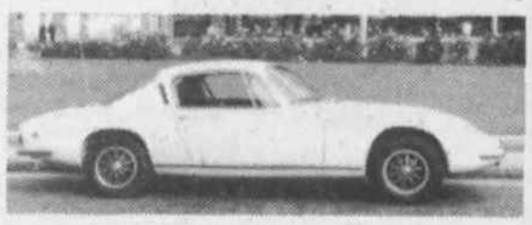


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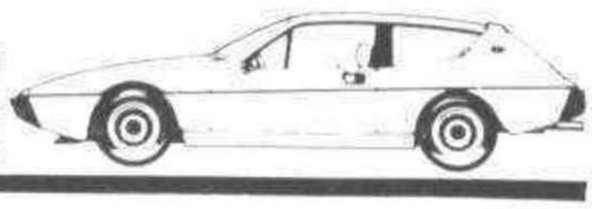
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1973 BMW 3.0 saloon SI. Targa, orange/black velvet int. Certified 29,000 miles. PAS, tinted glass, limited slip diff. **£3,745**

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1973 M MG-B GT. BRG. Overdrive, radio/stereo with roof aeriel. Certified 15,000 miles, head restraints, spare wheel unused **£1,895**

1975 (Dec.) TVR 3000M. Metallic coral. 3,600 miles from new. Sun-roof/vinyl roof, radio, TGAR, h.r.w. alloys, reclining seats and headrests, unmarked **£3,785**

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TVR

IMMEDIATE DELIVERY

TVR Turbo. Black. All extras **LIST PRICE**

TVR 3000M. Red, reclining seats, radio, tints, h.r.w., vinyl roof, ML dash, overdrive **LIST PRICE**

TVR 3000M. Overdrive, brown/oatmeal, sunroof, tints, h.r.w., vinyl roof, ML dash **LIST PRICE**

3 OTHER SPECS. IN STOCK

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1975 LANCIA BETA 1600 coupe 2 + 2. One owner, sunroof, radio, 17,000 miles, electric aerial. Original throughout **£2,845**

1973 TVR 3000M. Burmese brown/vinyl roof. Certified 29,000 miles, Wolfrace wheels, sun-roof, radio, etc etc.... **£2,395**

1974 JENSEN HEALEY Mk.II Sports. Hard & soft tops. Certified 10,000 miles, radio. The best we've ever had. **£2,495**

1975 ALFASUD TI. Red, one owner, radio, sunroof. Supplied and serviced by us, 15,000 miles. Rustproofed..... **£1,975**

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Reliant Scimitar GTE's 1970- 1975
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TVR

TVR 1600M, £3,480.75; TVR 3000M, £3,990; TVR 3000M o/d, £4,450; TVR TURBO, £6,902. These are new basic prices.

NEW TVR 1600M, metallic green, oatmeal trim, brown vinyl roof, Sundym laminated screen, Sundym side and rear window, heated rear window, reclining seats with headrests **£3,720**

1973 TVR VIXEN S4 2500, left hand drive, white with black trim and sunroof, recorded 34,000 miles, maintained by us, one owner **£1,395**

1972 TVR 1600M, yellow with black trim, alloy wheels, two owners **£1,325**

1974 GILBERN INVADER Mk3, silver, vinyl roof, automatic, brown trim, draylon seats, electric aerial and windows, radio, one owner and recorded 19,000 miles **£2,395**

1973 RELIANT SCIMITAR GTE, bronze yellow with tan trim, radio and stereo, chrome alloy wheels, electric windows, heated rear window **£2,295**

1971 RELIANT SCIMITAR GTE, acacia green with tan trim, automatic, radio **£1,595**

1972 LOTUS 2 PLUS 2 130/S, Bahama yellow, silver cab, black trim, heated rear window, knock-on wheels **£1,795**

1969 LOTUS 2 PLUS 2, royal blue with black trim, heated rear window, sunroof, lot of money spent on this car last six months **£1,095**

1967 LOTUS ELAN Drophead, special equipment, positano green **£825**

1971 LOTUS EUROPA S2, finished in 'Gold Leaf' livery with black trim and alloy wheels **£1,325**

1971 MGB GT, dark blue with black trim, head rests, radio, overdrive and rostyle wheels **£1,095**

1972 registered MGB GT, this car was rebuilt in 1972 and is a beautiful example, finished in white with black trim and wire wheels, has an AA report with it and is open to any inspection as all our cars **£1,095**

1969 MGB GT, British Racing Green with black trim, good body with wires **£695**

1968 MGC GT Automatic, white with black trim **£495**

1971 AUSTIN HEALEY SPRITE, finished in blaze, just fitted new clutch **£660**

1973 TRIUMPH GT6, white with black trim **£1,295**

1973 TRIUMPH SPITFIRE, Mimosa yellow with black trim, one owner, recorded 28,000 miles **£1,195**

1973 TRIUMPH SPITFIRE, emerald green with black trim, one owner **£1,140**

1972 TRIUMPH SPITFIRE, red with black trim, new gearbox **£945**

1970 TRIUMPH SPITFIRE Mk3, Valencia blue with fixed hardtop **£650**

1971 TRIDENT VENTURA V6, red, black trim, head rests, tints, radio, quad stereo, electric aerial and windows, wires and overdrive, history known **£1,325**

1966 SUNBEAM TIGER V8, Tiger Owners Club informs us this is the only one of its kind, built to special order as a 2 plus 2 with tan trim, radio and stereo, electric aerial, having had three owners and finished in the original colour scheme of brown over beige **£795**

1972 TOYOTA CELICA, white, sunroof, nice, recorded 23,000 miles **£1,050**

1971 FORD CAPRI 2000 GT XLR, blue metallic with white vinyl roof, rear spoiler and electric aerial **£795**

1966 FORD CORTINA GT Mk1, white, not the nicest thing in the world, will clear for **£70**

1971 AUSTIN MAXI 1750, white with black interior **£695**

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BENTLEY

Having sold a high proportion of our total stock in remarkably quick succession during the winter months we have, for reasons which are outlined below, ever since been experiencing considerable difficulty in returning to a fully-stocked position. Once again, therefore, we employ the device of devoting our monthly half-page in *Motor Sport* to a brief review of the circumstances of the moment.

It is happily still possible for us to find genuine, original, low-mileage and well-maintained Rolls-Royce and Bentley motor cars of the kind which satisfy our standards; but their scarcity due to the combined depredations of age and of a strong export market is now such that we cannot afford to pass over examples which require a slightly greater degree of detail work prior to resale than might have been dictated by considerations of expedience and convenience.

As we place some emphasis upon attention to detail — the restuffing of seat cushions, the replacement of clocks and number-plates, and the overhaul of heating systems and door-locking mechanisms taking equal precedence with the renewal of brake linings and front suspensions, and, on the bodywork side, with the cutting, welding, leading and localised spraying-in of any areas showing signs of corrosion — there are now at any one time always more cars in our workshops than there are in the showroom.

Of our recent acquisitions the last several to have emerged from the workshops after an average of one month's stay there have not served to alleviate the shortage in Fulham Road, having been snapped up within a week or so of receiving their final polish; this situation, though good for our turnover, makes inevitably for inaccuracy in the necessary advance compilation of this advertisement, and we therefore suggest to customers with serious requirements for particular models that they contact us irrespective of its contents.

The following are amongst motor cars which we expect will be ready towards the beginning of May (with approximate prices):—

1951 Bentley Mark VI standard saloon; black, lined gold, with brown hide; two owners and 128,000 miles only : **£2,950**
1953 Bentley E-Type with four-door razor-edged coachwork by H. J. Mulliner; royal blue with natural tan hide trim : **£3,950**
1958 R.-R. Silver Cloud I standard saloon; shell grey over pearl black with maroon hide; sun-roof; 69,000 miles : **£5,250**
1960 Bentley S2 standard saloon; Tudor over shell grey with a light grey interior; electric windows; 86,000 miles : **£3,350**
1961 Bentley S2 standard saloon; shell grey with a light grey interior; stereo cassette player; 80,000 miles only : **£3,450**

We are always keen to purchase good used Rolls-Royce and Bentley cars

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1929 CORD L29 CABRIOLET
Original, immaculate, unique. Fuller details on request.



1928 SUNBEAM 2-str. TOURER WITH DICKEY SEAT
Totally original down to paintwork and trim. Pretty lines for such a large car.



1934 LANCIA ASTURA V8
Carrozerie Pini Farina Speciale though looks Figoni & Falaschi. Unique one-off believed built for Mussolini!! Lots of chrome louvres and art deco! Needs restoration.



FERRARI 250LM
A very famous car in *Concours* condition. Engine just rebuilt at the factory.



1966 FERRARI 275GTB
Long nose, torque-tube car. Well known super-charged car, fantastic performance!



FERRARI 400SA SUPER AMERICA
Low mileage, beautiful condition throughout. LHD.



£4,995 — 1973 LAMBORGHINI JARAMA S
28,000 miles, beautiful condition throughout.



FRAZER NASH MILLE MIGLIA
Perhaps the prettiest Mille Miglia we have seen. Lots of competition history.



£3,995 — 1970(J) LAMBORGHINI ESPADA
One owner, 25,000 miles. Yellow, lovely condition

NOTE: URGENTLY WANTED CLASSIC AND VINTAGE CARS

We also have in stock:—
£4,250 FERRARI 365GTC, blue, Borranis, etc.
£1,450 FERRARI 365GT 2 | 2, damaged but driveable, LHD.
£1,150 BENTLEY Mk. VI, three owners, nice old car.
FIAT 8V, body by **Zagato.**
£1,750 GILBEY sports/racing car.
£6,350 PORSCHE CARRERA RS Touring, white, immaculate.

Two LANCIA AURELIAS, a **B24 Spyder** and a **5th series GT** coupe.
1934 SSI 4-SEATER TOURER
BENTLEY 4½-LITRE
PORSCHE RSR
1971 AC 428 £2,950

It is absolutely essential to telephone for an appointment to view the above cars.

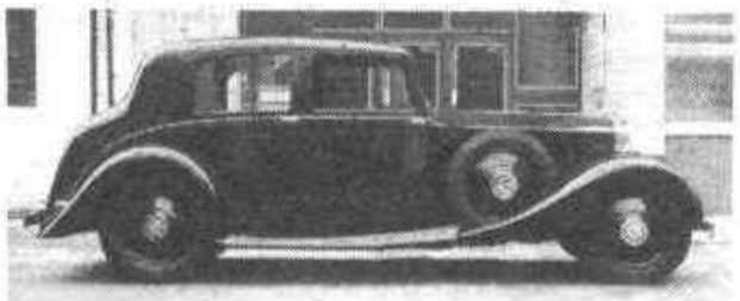
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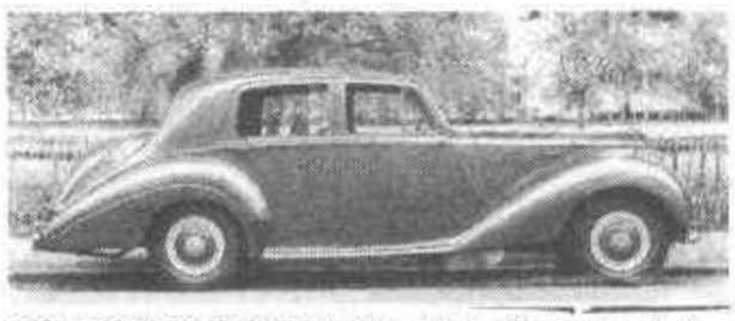
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1937 ROLLS-ROYCE 25/30 SPORTS SALOON by HOOPER. Coachwork finished in black and velvet green. Original tan hide in excellent condition, new headlining and carpets fitted. This vehicle is excellent in all respects and would prove to be both a pleasure to run and a sound investment.



1954 BENTLEY R. TYPE. Left hand drive. Standard steel saloon. Automatic gearbox. Finished in silver grey with maroon interior. This is a one owner car in superb condition, complete with all tools. Recorded mileage 1,250. A rare opportunity to purchase this appreciating left hand drive car. (Similar to car in photograph).



1934 BENTLEY 3½ LITRE WITH SPORTS SALOON COACHWORK by PARK WARD. Finished in sand and sable with dark tan hide. In good running order, this is a practical and enjoyable motor car which would be an excellent subject for some restoration work. Recorded mileage 37,708. (Same model as illustrated).



1965 ROLLS-ROYCE SILVER CLOUD III STANDARD STEEL SALOON. Finished in garnet with mid blue hide upholstery. New carpets and headlining recently fitted, the hide and wood are in excellent condition and the overall appearance of the vehicle is first class. Two owners from new and very well maintained. (We have a choice of five Silver Cloud III's all in very fine condition).



1963 BENTLEY SIII CONTINENTAL by MULLINER PARK WARD. Coachwork finished in garnet over silver, recorded mileage 84,500. Blue grey upholstery. In excellent mechanical and cosmetic condition. (We have a selection of three similar models and two Rolls-Royce Silver Cloud III models all in excellent condition).



1949 ROLLS-ROYCE SILVER WRAITH by H. J. MULLINER. Finished in black with maroon door and bonnet side panels. West of England cloth trim to the rear. Built as a sedanca-de-ville but sealed some time ago. Restoration to its original condition would make this vehicle very valuable and attractive. An excellent investment

For further information please telephone 01-730 9811/4. Our sales staff will be very pleased to assist you in locating the vehicle of your choice

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Hours of Business: 9.30 a.m.—12.30 p.m. 2.00 p.m.—5.30 p.m. Monday to Saturday. Sundays—Appointments only.



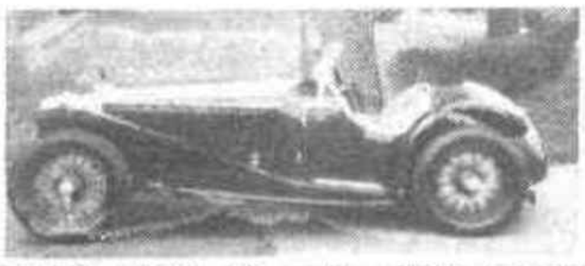
1936 Alvis 25-h.p. d.h. by Crosse & Ellis. **£3,850**



1934 Aston Le Mans L/C. Restored. (*Illustrated*) **£7,500**
1966 Aston DB6. Dubonnet. Low mileage. **£875**



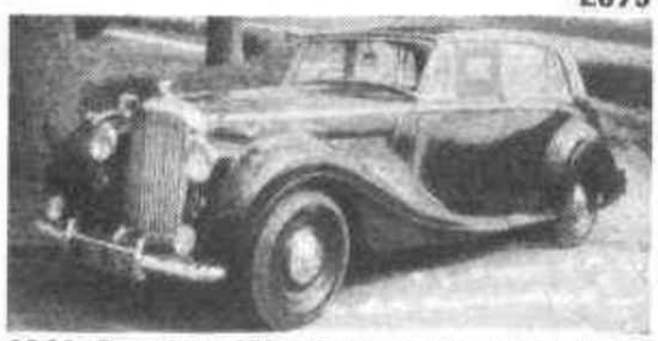
1927 Morgan Super Sports, 2-speeder. Under restoration. OHV JAP. Finished price **£2,900**
1932 Morgan Super Sports, 3-speeder. LTOWZ JAP. Fully restored. Reg. No.: GW 97. **£2,850**
1934 Morgan MX2 Super Sports, 3-speeder. (*Illustrated*) **£2,350**



1936 Riley MPH. Chassis No. 2255. One of 11 built. Restored **£12,500**



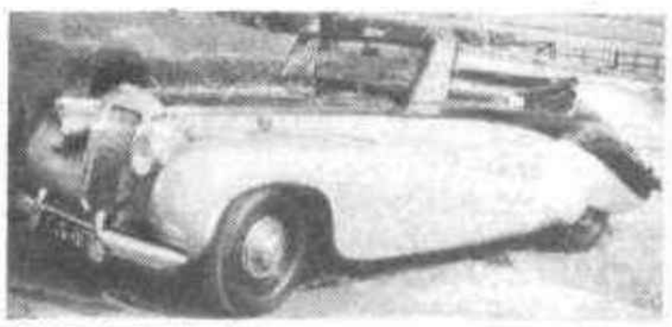
1948 MG TC. Green, black interior. (*Illustrated*) **£2,650**
1948 MG TC. Red, black interior..... **£2,250**
1972 MG-B GT. Red, o/d., wires..... **£1,365**



1946 Bentley Mk. 6 H. J. Mulliner. Deep maroon. (*Illustrated*) **£2,250**
1963 S3 Bentley. Royal blue over shell **£3,250**



1926 Rolls-Royce New Phantom. Chassis No. 78 TC. Fitted Barker Gentleman's Speedy Roadster body. Restored..... **£18,500**



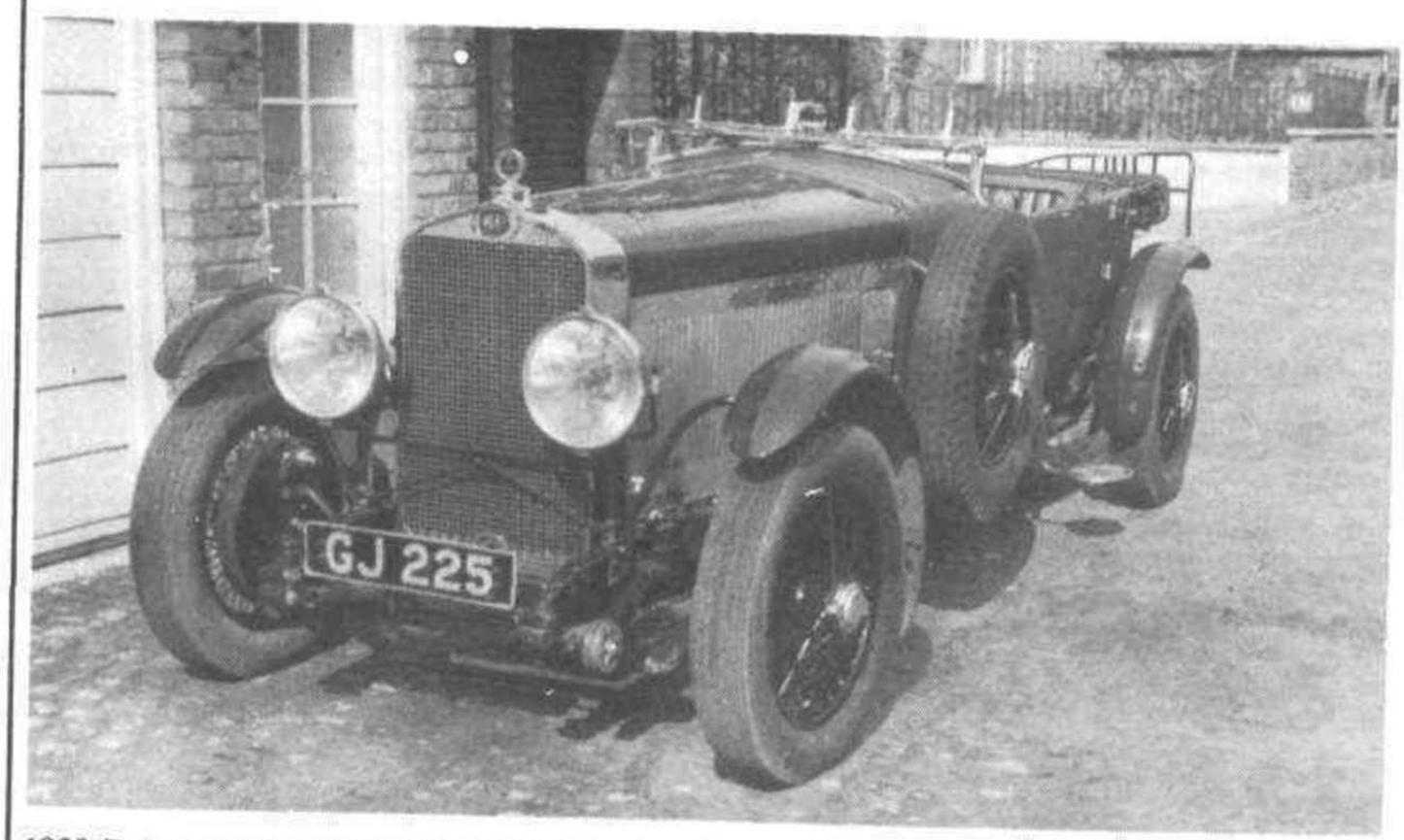
1936 Daimler limousine. Decrepit..... **£175**
1952 Daimler Barker drophead (*illus.*) **£1,275**
1957 Daimler 3-seater. Cream..... **£1,175**
1963 Daimler SP250 Dart..... **£975**

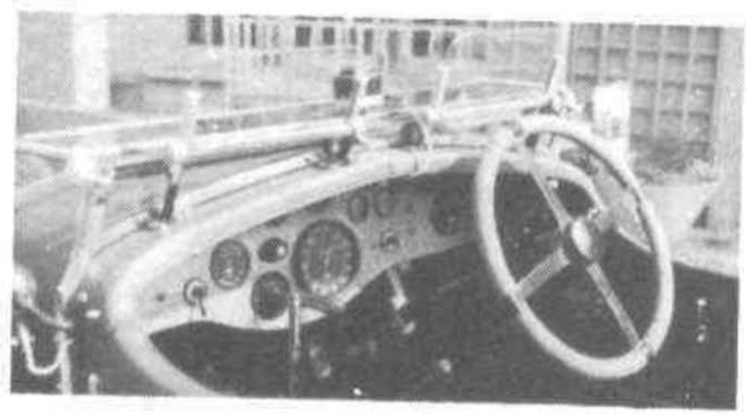
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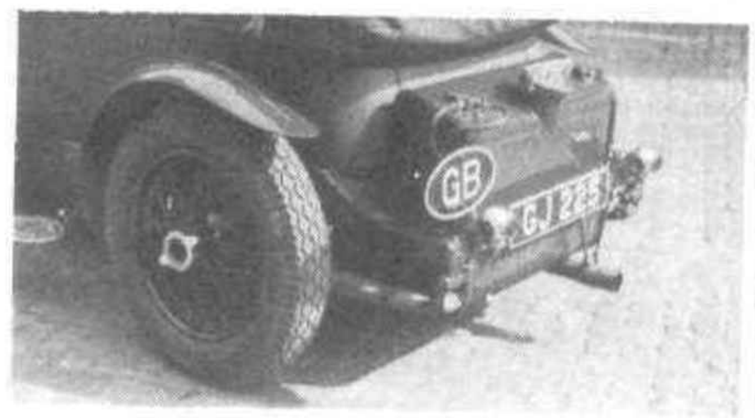
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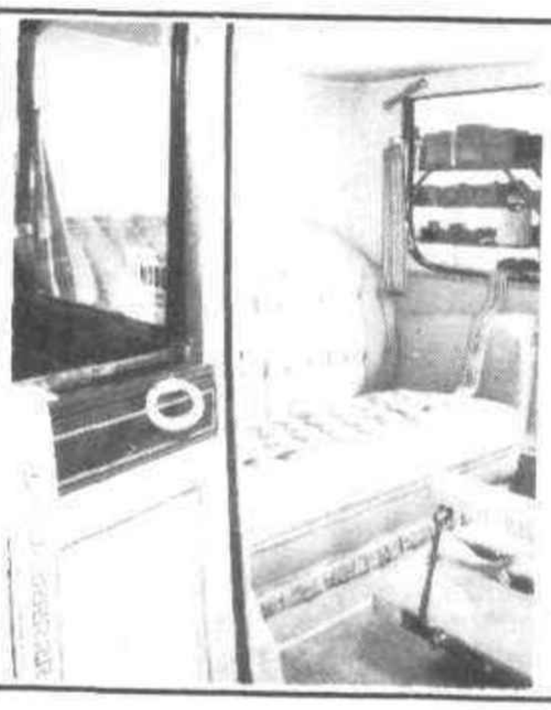




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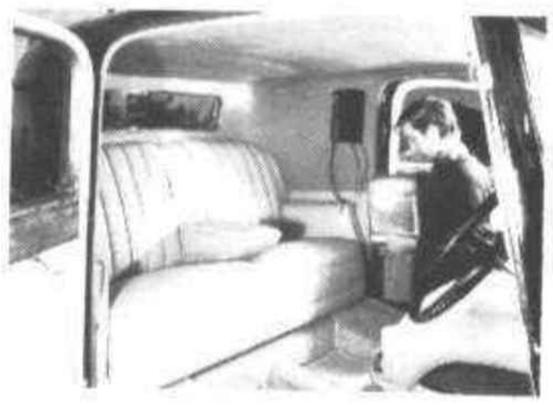
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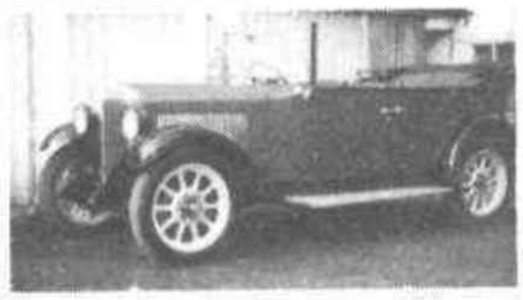
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1930 AUSTIN 12/4 TOURER



A beautiful 4/5-seater touring car in first-class order throughout. Dark red/black paintwork. Original unmarked interior. New hood. Complete with sidescreens and tonneau and hood bag. A *Concours* winner and a usable weekend family motor car.

The CHENARD WALCKER (1924) featured last month is now partially painted, and is at present in our workshops having a complete interior retrim in Bedford cord and West of England cloth.

ALSO:

1959 AUSTIN HEALEY 3000 Mk. I (restored car).

1928 CHENARD WALCKER — needs restoration.

1926 *3-litre* BENTLEY *Speed Model.*

ROLLS-ROYCE 20/25 sports saloon (by Thrupp & Maberly — repainted).

1965 JENSEN CV8 sports. Metallic green. Very good condition — new tyres. Fast, comfortable, reliable motor car.

Readers may be interested to learn of the complete rebuild of our V12 Lagonda engine.
These engines are unfortunately prone to big-end trouble — they do not have bearings but Duralium con-rods running directly on to the crankshaft.
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1965 BENTLEY S.3 Continental convertible by H. J. Mulliner/Park Ward. Regal red with tan hood and interior.

1958 JAGUAR XK150 fixed-head coupé. At present undergoing restoration. 56,000 miles from new.

1952 BENTLEY R-Type convertible by Park Ward. Re-painted in Oxford and Cambridge blue, and re-trimmed in light blue leather with dark blue carpets and new dark blue hood. We believe this motor car to be the finest of this *rare model available.*

1931 ROLLS-ROYCE 20/25 sedanca-de-ville by H. J. Mulliner. This car is a collector's item and has many *Concours* prizes including Englefield Award 1975 for the "Best mechanical and most original 20/25". Special Registration No. GP 4 also available.

1929 ROLLS-ROYCE Phantom II with Brewster touring coachwork (Ascot), completely restored at enormous expense.

1948 CONNAUGHT 'L' series sports/racing car.
1956 BENTLEY S.1 saloon. Regd. No. ROH 1.
1958 JAGUAR XK150 fixed-head coupé. Black with red interior.

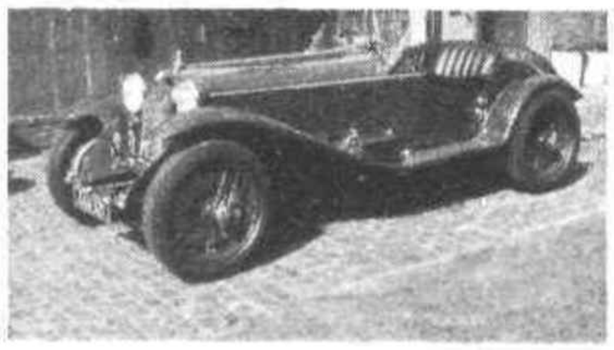
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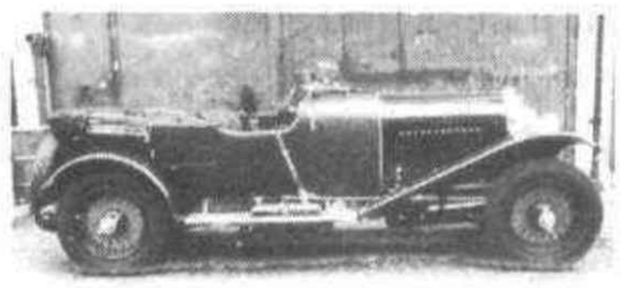
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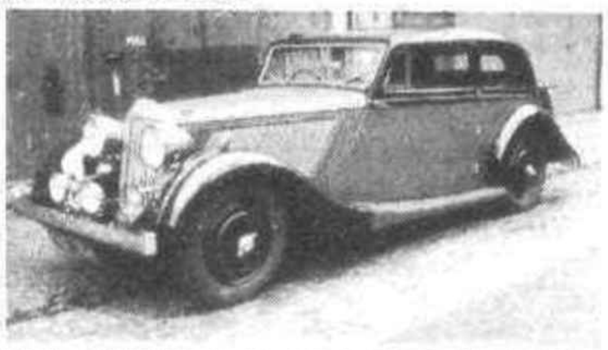
ALFA ROMEO 8c 2.3-litre supercharged short-chassis two-seater, completely rebuilt to *Concours* standard.



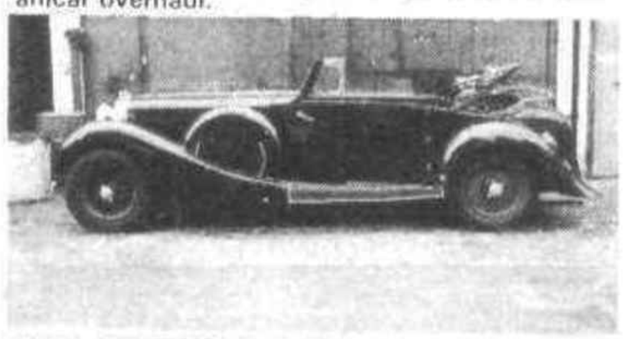
1925 BENTLEY 3-litre Blue Label long-chassis tourer; Speed model modifications to engine, high axle ratio, recent extensive mechanical overhaul.



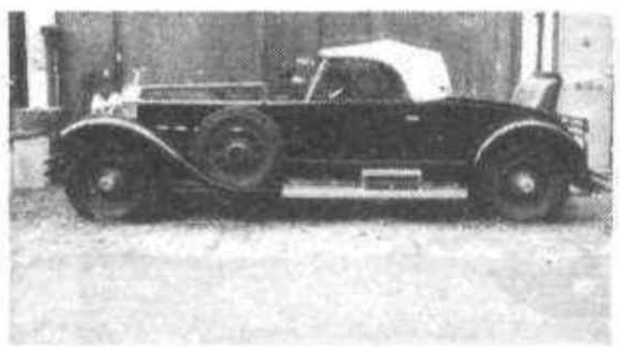
1930 BENTLEY 4½-litre short-chassis tourer, recent complete rebuild.



1936 TALBOT 110 Freestone & Webb two-door saloon. Full history, recently repainted.



1936 LAGONDA LG45 4½-litre drophead coupe, undergoing restoration.



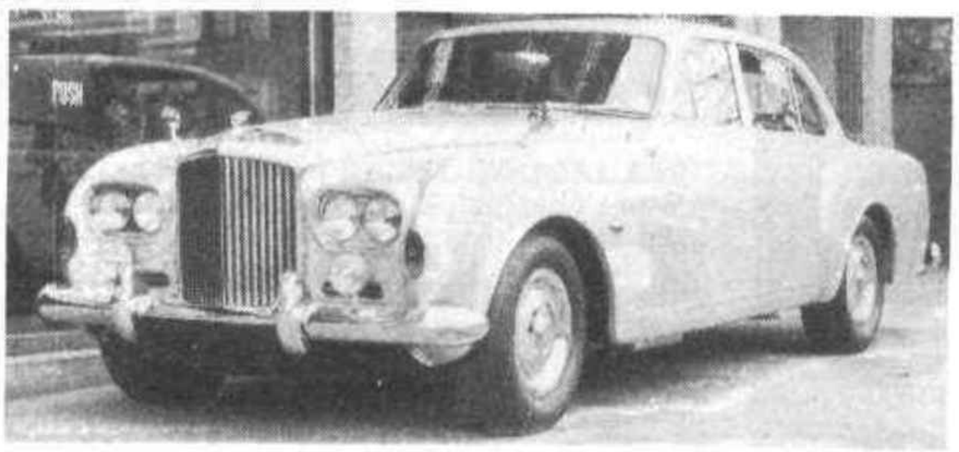
1924 ROLLS-ROYCE Silver Ghost Piccadilly roadster. Magnificent example.

1933 ASTON MARTIN LeMans long-chassis 2/4-seater, extensive rebuild to chassis and engine, new trim and weather equipment.
1928 LAGONDA 2-litre high-chassis tourer, good original condition.
1954 ROLLS-ROYCE Silver Wraith sedanca-de-ville by H. J. Mulliner, fine example of this rare model.
1929 ROLLS-ROYCE Phantom I limousine by Barker, recent engine overhaul, very elegant coachwork.

1930 ROLLS-ROYCE 20/25 drophead coupe, fully restored.
1928 ALVIS front-wheel-drive 1½-litre short-chassis supercharged two-seater.
1929 Brooklands RILEY in original condition.
1954 MG TF 1250 two-seater.
1932 LAGONDA 3-litre Weymann saloon, undergoing restoration.

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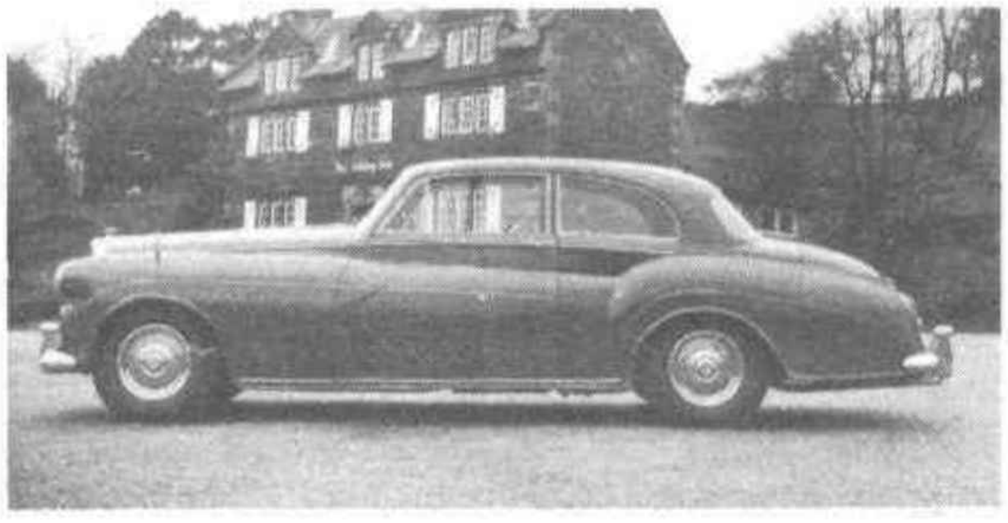
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BENTLEY 'T'-TYPE 6.2-litre, V8 engine. H. J. Mulliner/Park Ward 2-door sports saloon finished in golden sand with beige upholstery. Special equipment includes radio, electrically operated aerial, windows, seats, etc. Lambswool rugs throughout. Superlative condition with fully recorded history with Rolls-Royce Limited. Now only covered 39,000 miles **£7,850**



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BENTLEY 'R'-TYPE 4¼-litre, 1954, chassis fitted with most elegant Freestone and Webb 4-door sports saloon coachwork and illustrated lower photograph page 263 in the book "Fifty Years of the Marque". Finished in two-tone green with grey leather upholstery piped in green leather. A beautifully appointed car in superb condition in every respect. One of only twenty-nine of these models originally manufactured. **£4,350**

ROLLS-ROYCE Silver Shadow 1972. Four-door saloon. Golden sand over sable with beige leather. 36,000 miles since new. Combined radio and 8-track slot stereo. Refrigerated air conditioning. Almost as new. **£9,450**



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ROLLS-ROYCE Phantom V, 6.2-litre V8 engine, chassis with automatic transmission, power-assisted steering, fitted with James Young 7-passenger touring limousine. Finished in velvet green with green hide to the front and deep gold Drayton to the rear. Body design number PV22 and illustrated on pages 240 and 241 of "Rolls-Royce Elegance Continues". Accurately described "magnificence inside to match elegance outside". Fully documented service history bearing witness to the meticulous care in the servicing and maintenance of this car. A superlative example of this rare model. **£16,500**

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1967 ROLLS-ROYCE Silver Shadow by Mulliner-Park Ward. Midnight blue with red hide, sundym glass and some service history.



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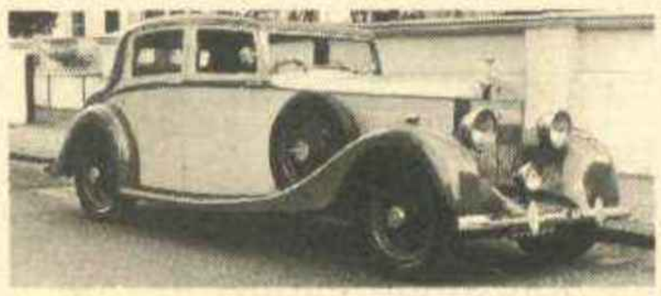
1964 BENTLEY S3 saloon. Black, with fine beige hide, serviced by main agents and recording 65,000 miles only.



1957 ROLLS-ROYCE Silver Cloud I. All-alloy coupe by H. J. Mulliner. Finished in astral blue with power folding top. Very rare.



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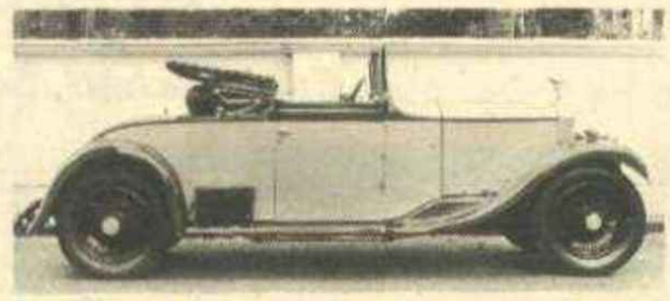
1965 BENTLEY S3 Continental by Mulliner-Park Ward. With refrigeration and beautifully finished in nutmeg brown.



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1958 ROLLS-ROYCE LWB Silver Wraith divided touring saloon by Park Ward. Midnight over Wedgwood blue with grey hide and powered steering.



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1961 ROLLS-ROYCE Silver Cloud II duo green. **1960 ROLLS-ROYCE Silver Cloud II** shell over Tudor grey.

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Bentleys at press date include a Graber bodied Mk. VI Convertible; a 2-door light-weight saloon by H. J. Mulliner with left-hand drive; a Mk. VI saloon with left-hand drive and two fine R-Types with manual gears.

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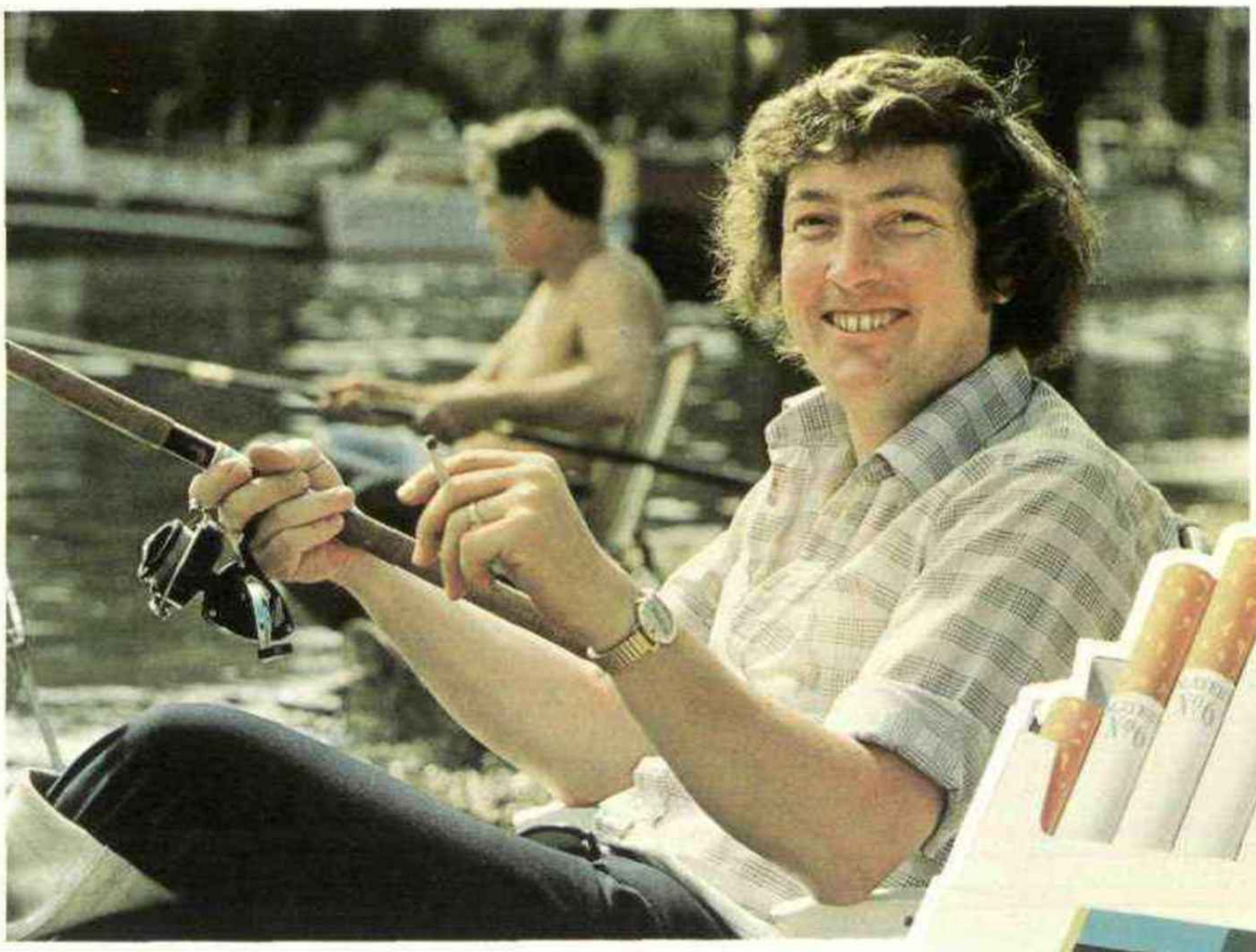
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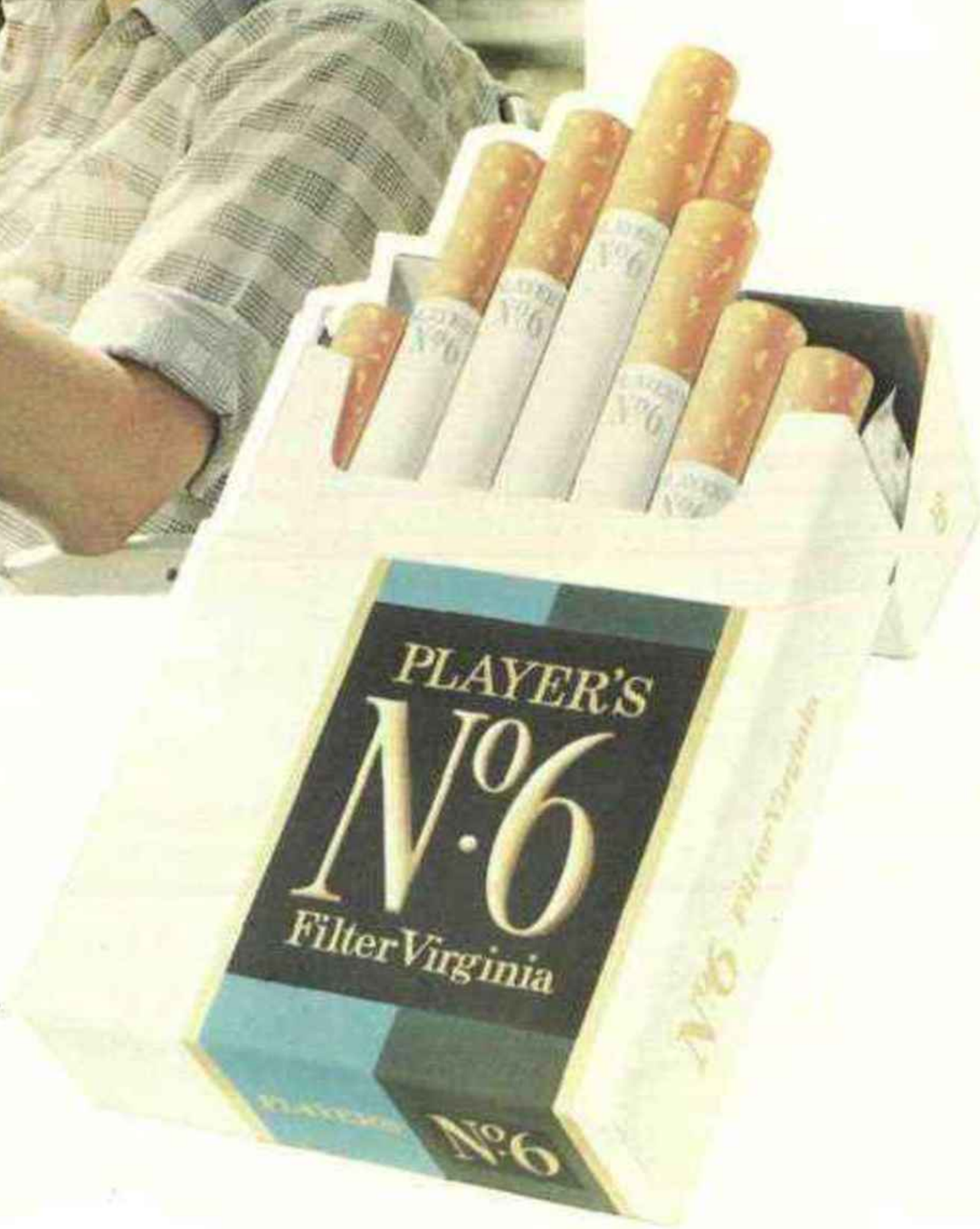
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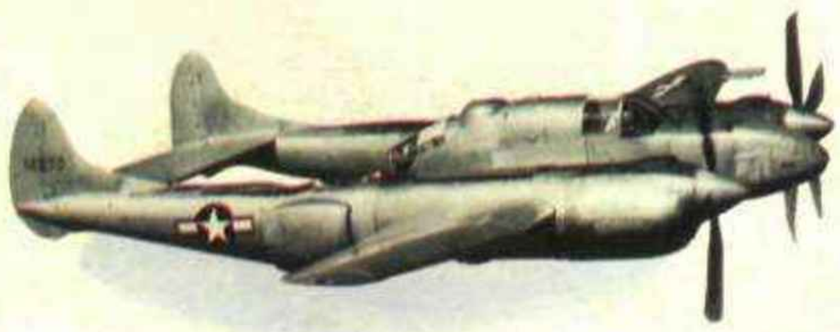


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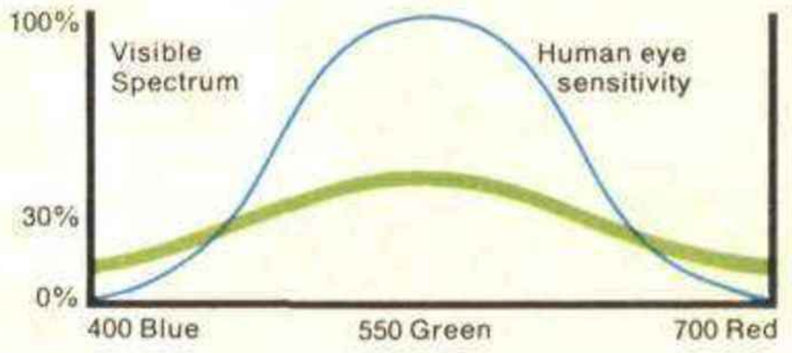
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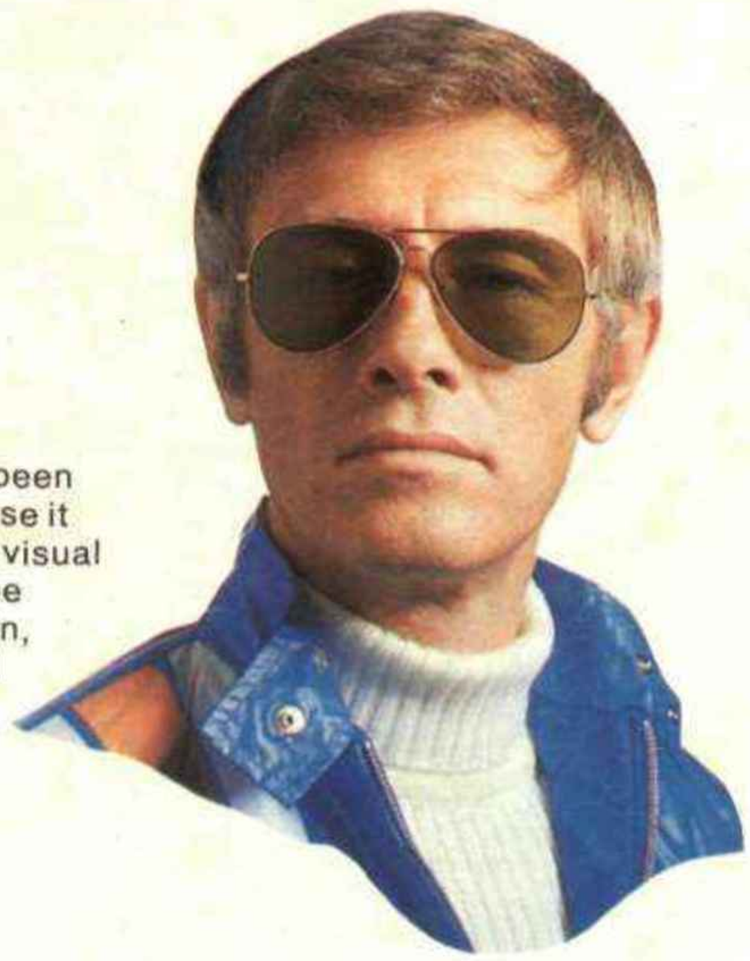
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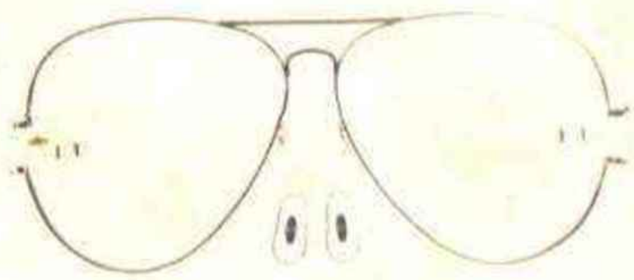
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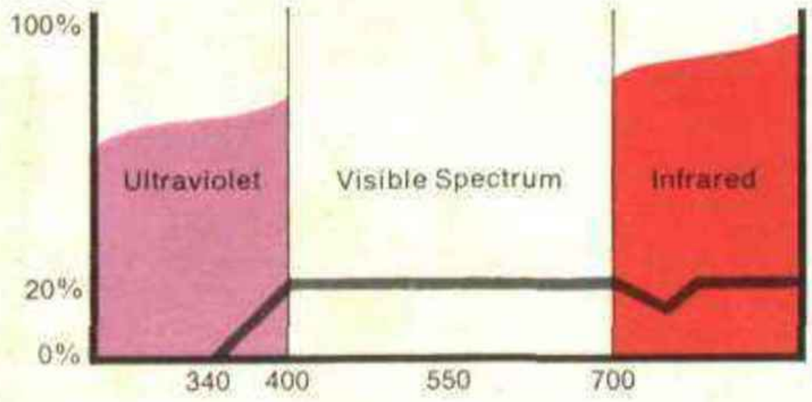


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