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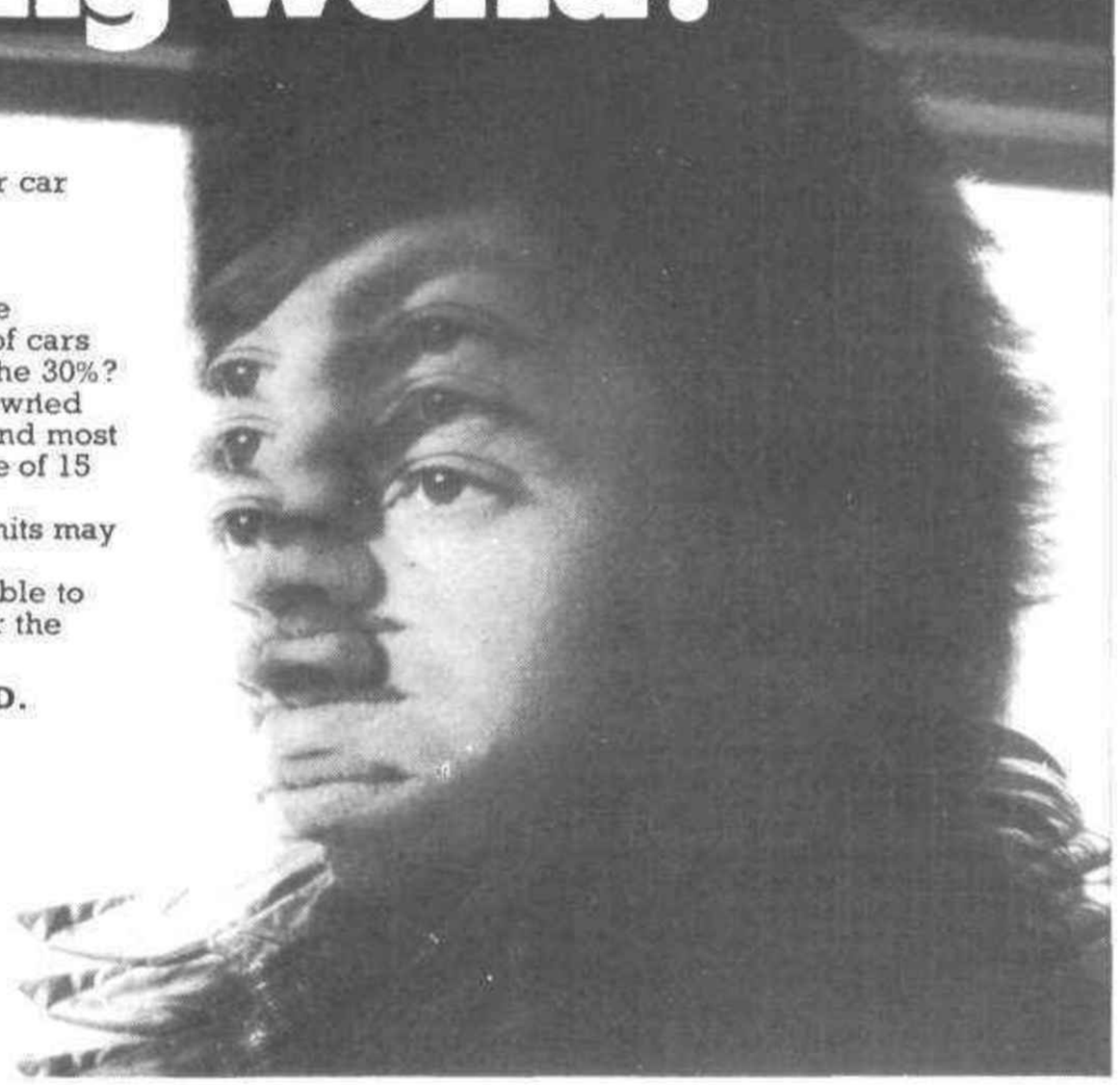
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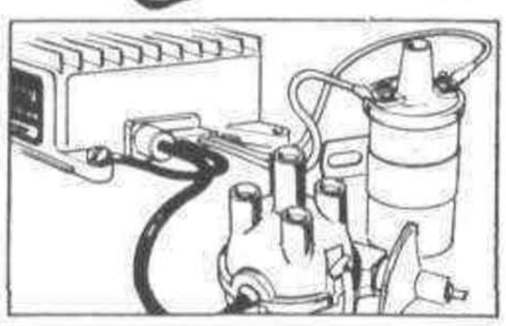


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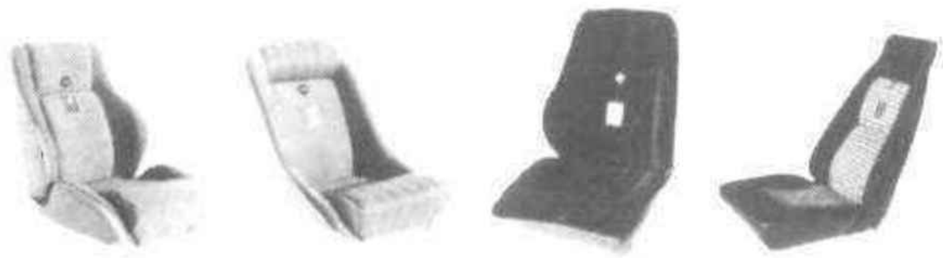
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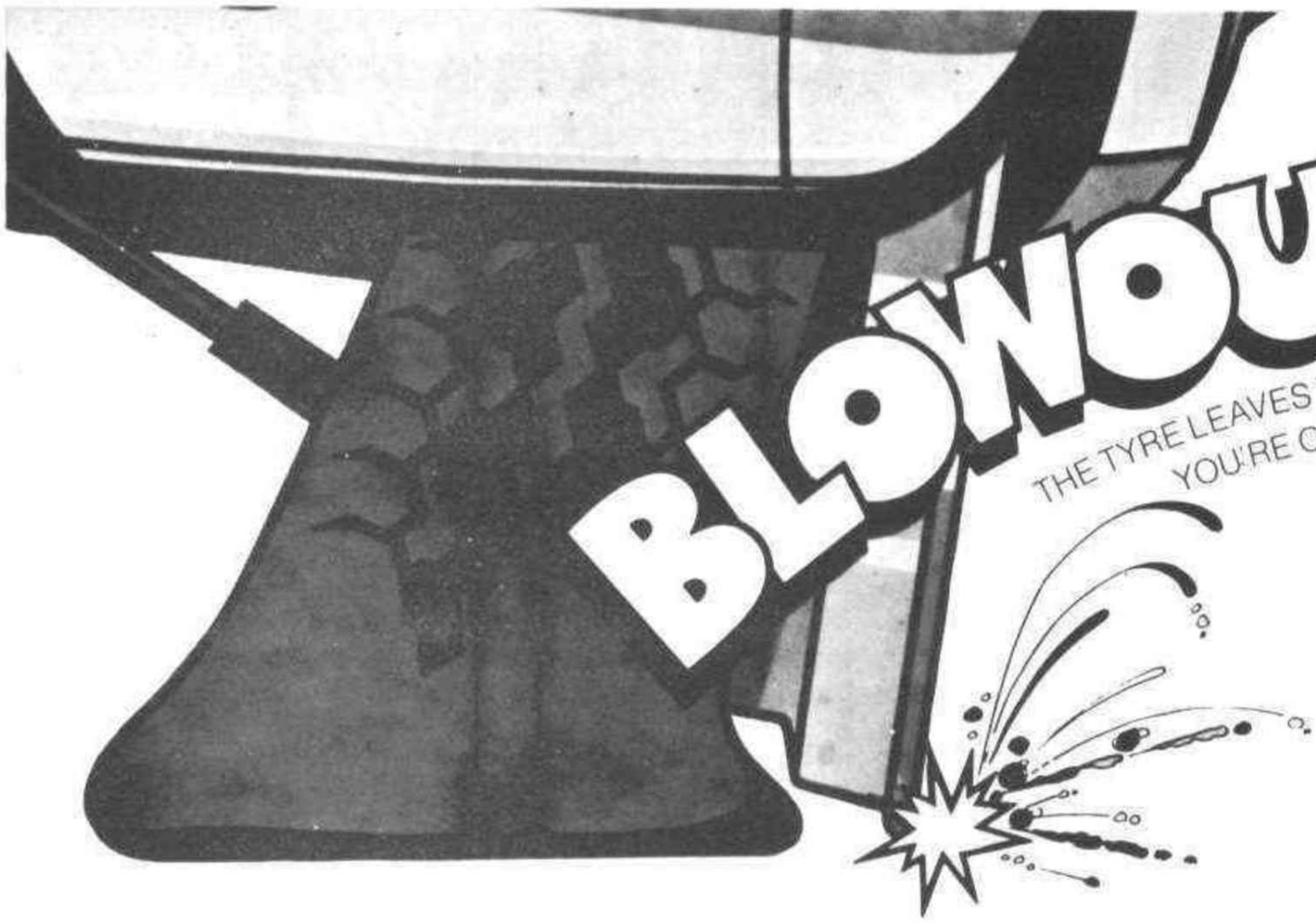
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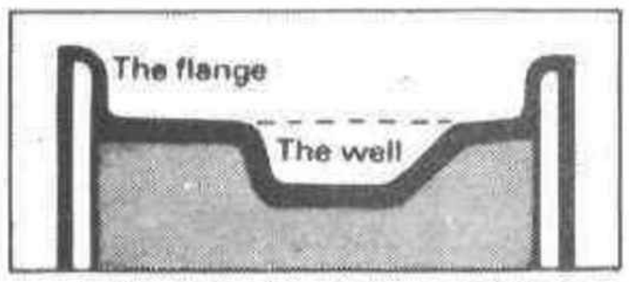
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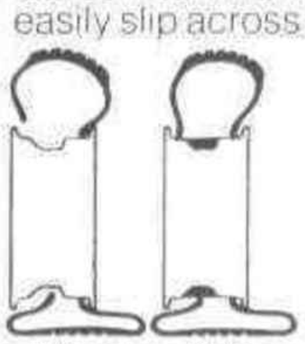


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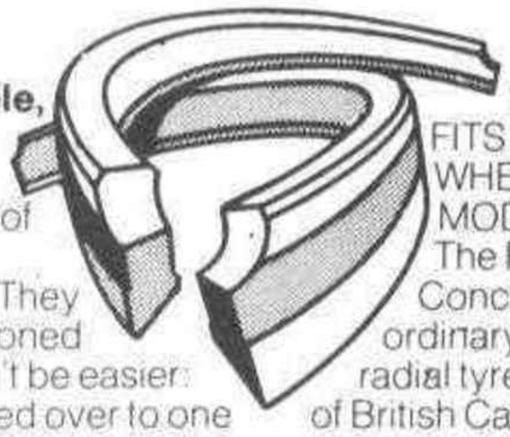
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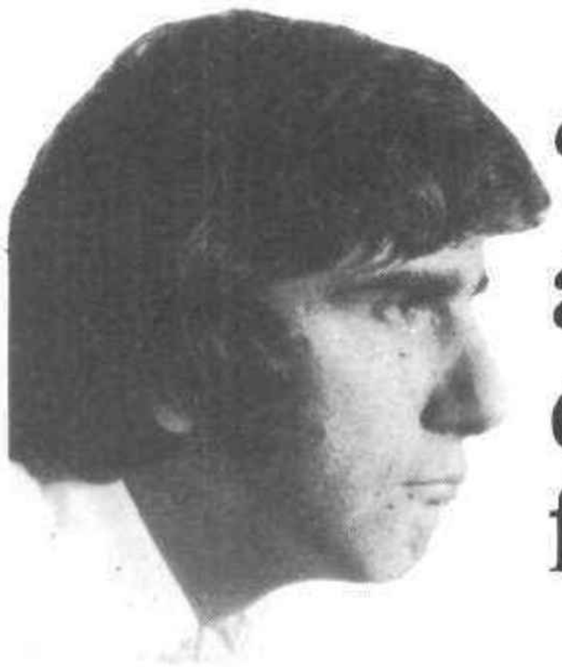
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RoSafe

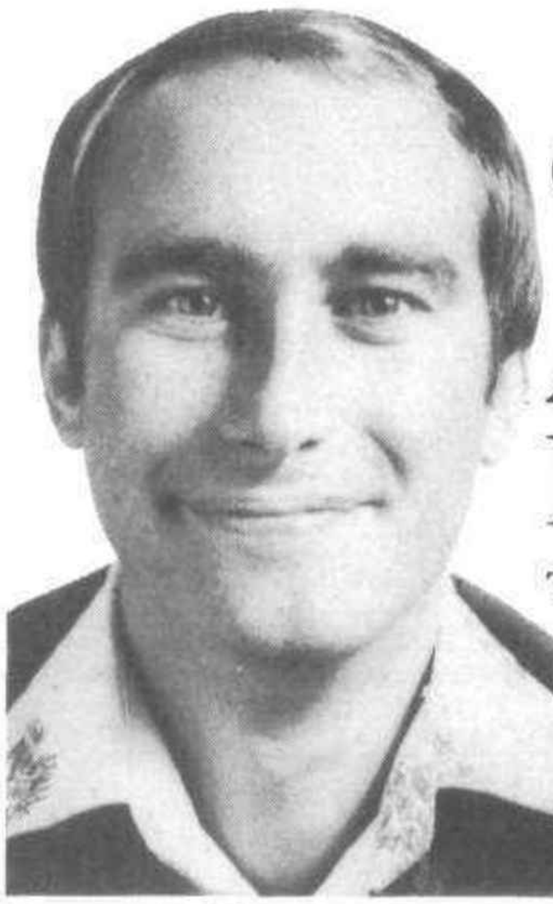
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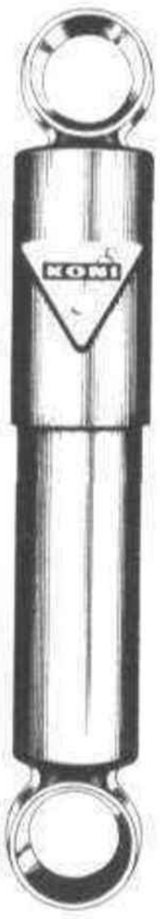


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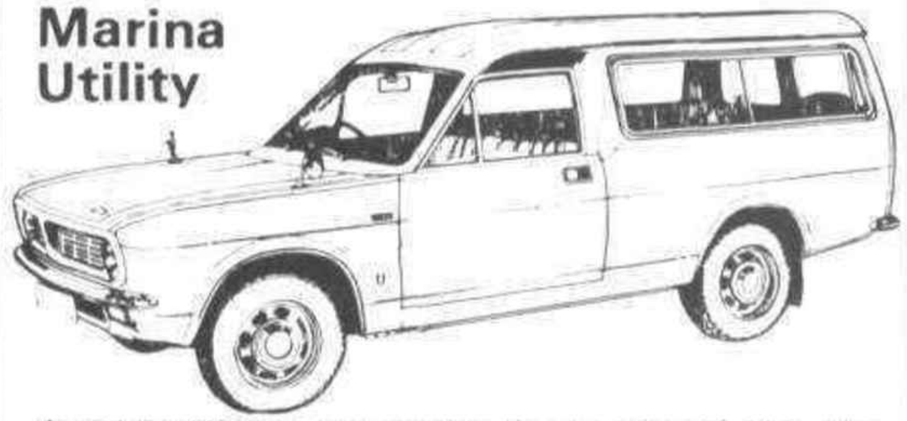
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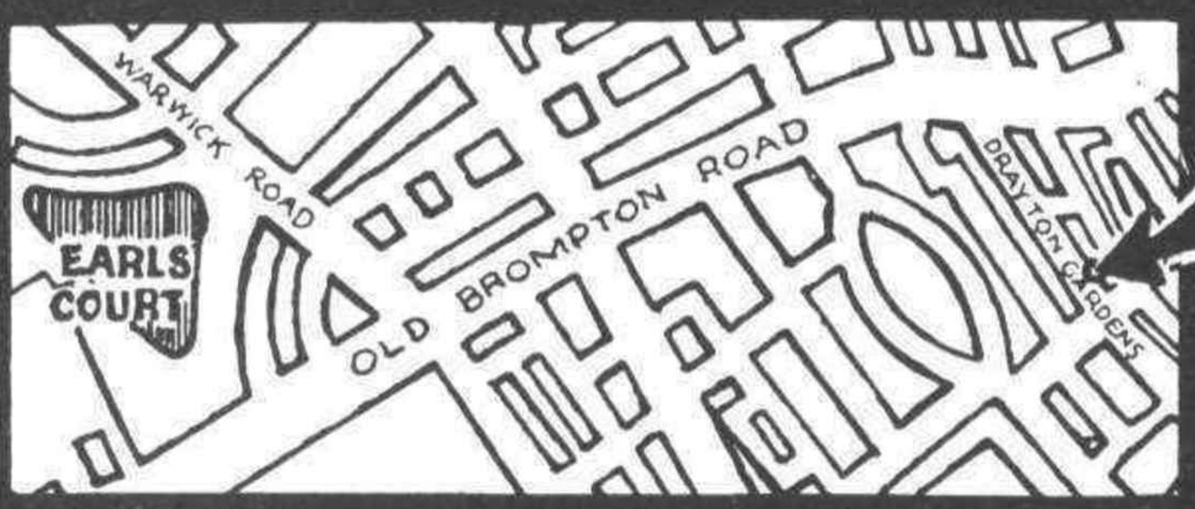
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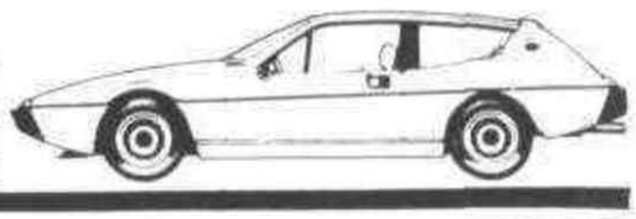
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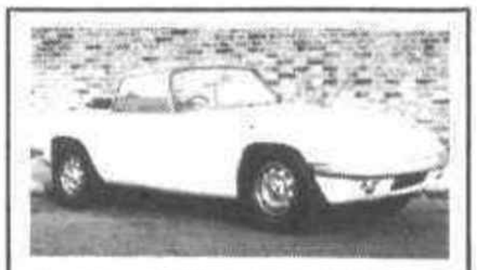
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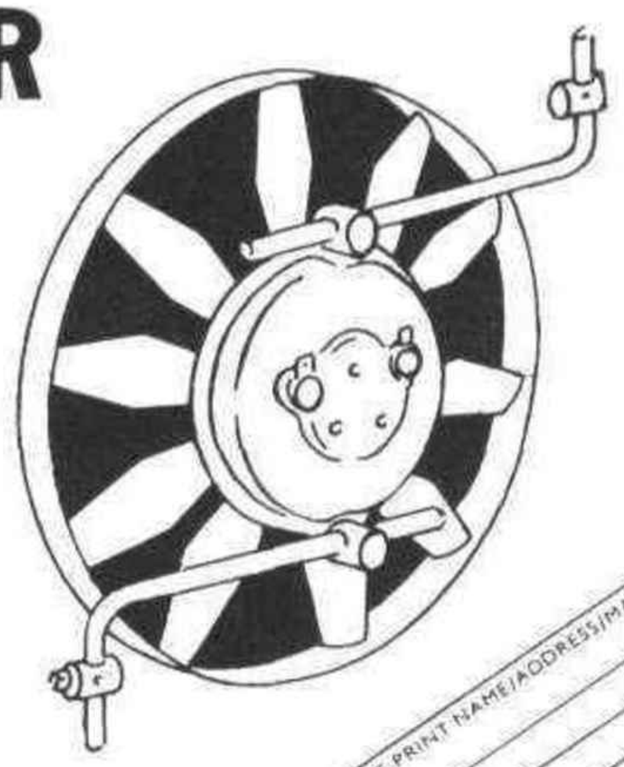
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INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

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FRONT COVER PICTURE: AFTER several years as a shadow to team leader Stig Blomqvist, Per Eklund finally had the opportunity in the Swedish Rally to meet his colleague in a straight, even-odds fight with identical, reliable cars and in identical conditions. Eklund won, proving that a bit is all he needs between his teeth to bring out an ability every bit as good as Blomqvist's.

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MATTERS OF MOMENT

■ MOTORING EASTER-EGGS

Readers of our "Veteran-Edwardian-Vintage" pages may have noticed that these hardly ever cover post-war vehicles. This implies no boycott of the better 1950s' cars such as Mk. VI Bentleys, Rolls-Royce Wraiths, Alvis Grey Ladies, David Brown Aston Martins and Lagondas, Jensens and so on. It simply arises because a wealth of pre-war material fills the alloted space—indeed, a separate "Vintage Motor Sport" would be welcome to accommodate the overflow which has to be withheld each month . . .!

However, the older the vehicle the more it costs, perhaps because pre-war examples have a greater historical, driving, aesthetic, and rarity appeal than post-war confections. The demand for anything old that runs has brought about a situation where even the 1950s' top-makes are prohibitively expensive, a situation the used-car Trade and the Auctioneers have bolstered-up with accolades such as "collectors' pieces", "appreciating assets", etc., which are meaningless where venerable machinery intended to be used is concerned. Nevertheless, anything labelled Rolls-Royce, Bentley, Alvis or suchlike is likely to be either expensive, or rusty, or both of these things. And although a certain Daimler dealer quotes us in his advertisement each month as saying Rolls-Royces fetch appreciably higher prices than the Coventry make he sells, and this may still be true, it is not so true as when we wrote this nearly seven years ago! Incidentally, it is not always clear what value *is* put on old cars, for far too many advertisers, with disarming modesty, omit any reference to prices.

So how can those who crave a dignified, thoroughbred, carriage-trade type of car, or a low-cost fun-car, shop economically for a decent motoring Easter-egg? Well, in the first place, there are those Rover 60s, 75s, 80s, 90s, 105s, affectionately known as "aunties", which possess the rather charming characteristic of looking outwardly all the same but coming with four or six "pots", different valve locations, and varied purposes and performance (the 3-litre Sixes are, of course, Great Aunts). When we were moved to publish a Monograph on these prosaic perpendicular motor-carriages in 1967* we remarked that so many had survived that these solid Solihull luxury cars would be about for another decade, at least. This prophesy has been fulfilled, for until quite recently there were still so many Rover P4s in everyday service that motoring children can be kept quiet by being set to counting them, instead of playing complex games involving other people's number-plates. There is even a club catering for these P4s, along with other Rover models, but as it is about the only one-make club that does not send us a copy of its magazine, we cannot tell you anything about it . . . Come to think of it, it is surprising that the "nephews and nieces" have not formed a separate club for these prolific old-timers . . . Although there are a few garages specialising in selling such Rovers, which pushes prices up, sound specimens are still available at quite modest sums. So if you fancy that kind of motoring, in lofty dignity, on leather seats, surrounded by walnut wood, here is one suggestion for a possible Easter-egg. And before you question what such a car is doing in a MOTOR SPORT Editorial, let us remind you that the 105s were good for nearly 100 m.p.h., which we all know is 30 m.p.h. faster than it is now safe to travel, even on a deserted, sun-lit Motorway!

Another Easter-egg, though harder to find, might be an Armstrong Siddeley Sapphire. The Star version would exceed 100 m.p.h., had a nice driving position, automatic transmission, and a hemi-head engine with cross-push-rod valve gear of the kind drooled over in other makes of competition cars. Before he quit racing, Tommy Sopwith used an Armstrong Siddeley Sapphire power unit in his special, so there should be some knowhow about it.

Or what about a Daimler Majestic Major? When MOTOR SPORT tested one in 1963, what was expected to be a dreary hulk of a car turned out to be a luxurious 120 m.p.h. saloon with all-round disc brakes, able to do 0-60 in 9.6 sec. and with such good handling that we had the utmost difficulty in getting the photographer from behind the wheel! That big Daimler cost £2,500 then. We are told that the Trade now buys them in for £50 to £100, so you should be able to acquire one for around £150 to £250. Admittedly, although all three cars we have recommended as Easter-eggs have separate chassis frames, the Demon Rust may have attacked them. In which

Continued overleaf

Still available to Roverites from our Photocopy Department (50p. incl. postage) — Ed.

Motor Sport Fixture List For April

★ **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 AND/OR MAP REFERENCE	CATEGORY	TIME
Apr. 2nd/4th	**SAR-Ticino**		**Switzerland**	**Lugano Rally (European Rally Championship for Drivers) (INT)**	—
Apr. 3rd/4th	**ADAC-Gau Mittelrhein e.V.**	**Nurburgring**	**Germany**	**300 Kms. (World Sportscar Championship, European Formula 3 Championship for Drivers, European GT Championship (INT)**	—
Apr. 4th	**AC Roma**	**Vallelunga**	**Italy**	**World Championship for Makes (INT)**	—
Apr. 4th	BARC	Thruxton Circuit	Nr. Andover, Hants.	Race Meeting (*R*)	14.00
Apr. 4th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*C*)	14.00
Apr. 4th	BRSCC	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (*C*)	14.30
Apr. 4th	*Redditch & Dist. CC*	*Mayfair Garage (Tamworth) Ltd.*	*Fazeley (139/203½014½)*	*Esso Uniflo Stages Rally (R)*	—
Apr. 10th	55 CC	Grassick's Garage	Blairgowrie	Hackle Rally (*N*)	08.01
Apr. 10/11th	**BRDC**	**Silverstone Circuit**	**Nr. Towcester, Northants**	**International Trophy (INT)** **Sat.** **Sun.**	**15.45** **12.45**
Apr. 11th	**Wiesbadener Automobilclub**	**Hockenheim**	**Germany**	**European Formula 2 Championship for Drivers (INT)**	—
Apr. 11th	BARC	Cadwell Park Circuit	Nr. Louth, Lincs.	Race Meeting (*R*)	14.00
Apr. 11th	BARC (SE)	Lydden Hill	Lydden Village, Kent	Race Meeting (*R*)	14.00
Apr. 11th	AMOC	Wiscombe Park	Nr. Sidmouth, Devon	RAC National Hill Climb Championship Round 1	13.00
Apr. 15/20th	**Safari Rally AA of EA**	**Nairobi**	**Kenya**	**Safari Rally (World Rally Championship for Makes) (INT)**	—
Apr. 16/20th	**Ulster AC**	**Bangor**	**Co. Down**	**Circuit of Ireland (European Rally Championship for Drivers) (INT)**	**16.00**
Apr. 16th	750 MC	Lydden Hill	Lydden Village, Kent	Race Meeting (R)	14.00
Apr. 16th	**BRSCC**	**Oulton Park Circuit**	**Nr. Tarporley, Cheshire**	**Race Meeting (F5000) (INT)**	
Apr. 17th	BRSCC	Rufforth Circuit	Nr. York	Race Meeting (*R*)	14.00
Apr. 17/18th	Welsh Border CC	New Smithfield, Shrewsbury Rd.	Oswestry	Border Uniflo Rally (*R*)	—
Apr. 17/19th	**AC Livorno**		**Italy**	**Isle of Elba Rally (European Rally Championship for Drivers) (INT)**	—
Apr. 18th	**AC Bologna**	**Imola**	**Italy**	**Non-Championship Formula 1 (INT)** (*May be cancelled*)	—
Apr. 18th	**OASC**	**Salzburgring**	**Austria**	**European Touring Car Championship (INT)**	—
Apr. 18th	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*N*)	14.00
Apr. 18/19th	**BRSCC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**Race Meeting (F5000) (INT)**	**14.00**
Apr. 19th	**BARC**	**Thruxton Circuit**	**Nr. Andover, Hants.**	**European Formula 2 Trophy Meeting (INT)**	**12.30**
Apr. 19th	**Nederlandse Autorensport Vereniging**	**Zandvoort**	**Holland**	**European Formula 3 Championship for Drivers (INT)**	—
Apr. 19th	BRDC	Silverstone Circuit	Nr. Towcester, Northants	Race Meeting (*R*)	14.00
Apr. 19th	BRSCC (NL)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.00
Apr. 19th	BRSCC	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (*C*)	14.30
Apr. 19th	BRSCC	Castle Combe Circuit	Chippenham, Wiltshire	Race Meeting (*R*)	14.00
Apr. 23rd/27th	**Stichting Internationale Tulpenrally**		**Holland**	**Tulip Rally (European Rally Championship for Drivers) (INT)**	—
Apr. 24th	Lincolnshire-Louth MC	Hartford Motors, Corporation Road	Grimsby (113/267100)	Bass Charrington National Rally	08.00
Apr. 25th	**AC Milano**	**Monza**	**Italy**	**1,000 kms. (World Sportscar Championship) (INT)**	—
Apr. 25th	BARC	Silverstone Circuit	Nr. Towcester, Northants	Race Meeting (*R*)	14.45
Apr. 25th	RMC	*Brands Hatch Circuit*	*Fawkham, Kent*	*Race Meeting*	14.15
Apr. 25th	SCCN/WSMC	Snetterton Circuit	Thetford, Norfolk	Rallycross (*R*)	14.00
Apr. 25th	Tavern MC	Royal Pier Hotel,	Weston-super-Mare	Tavern-Weston National Rally	08.00
Apr. 29th/May 3rd	**AMSC Stormarn e.V. im ADAC**		**Germany**	**Nordland Rally (European Rally Championship for Drivers) (INT)**	—

case, couldn't one of them be converted into a special?

We have never been able to understand why someone has not produced a cut-and-shut Major, if only to take the mickey out of those costly chopped Mk. VI Bentleys. Or shortened Sapphire, for that matter. Are there insuperable technical snags or do the wide ratios and weight of the automatic gearboxes form a deterrent? Even if uncompetitive on the circuits, we would have imagined that an open Majestic would be fun, and a justifiable extension of life for a decayed saloon, and that special-builders would have found the splendid Edward Turner-designed, 4½-litre alloy-head, short-push-rod V8 engine, giving 220 b.h.p. at 5,500 r.p.m. in standard form (Majestic Major chauffeurs were even provided with a tachometer) hard to resist.

There may be other cars we should include (the Assistant Editor can be heard murmuring "Jaguar"). But enough is enough. Our reasons for suggesting P4 Rover, AS Sapphire and Daimler Majestic Major are that these Rovers are numerous enough to defeat rising-price sharks, that the Armstrong Siddeley OC can supply *new* spares for many AS models, and that the big Daimler comes out at a bargain price. And should you not believe any of it, may we remind you that this Editorial is scheduled to appear on April Fool's Day?

■ VSCC SILVERSTONE RACE MEETING

Since writing the announcement on page 370 we have been informed that this meeting will commence at approx. 13.30 hours on May 1st with the usual High Speed Trial and that it will include the 10-lap (Club circuit) Itala and Napier Trophies Race for vintage and Edwardian racing cars, the 15-lap Allcomers' Scratch Race, and numerous 5-lap handicaps in the best Brooklands tradition. So it is appropriate that points will be scored in these races towards the 1976 MOTOR SPORT Brooklands Memorial Trophy Contest. Entries close first post on April 8th, to the VSCC offices.

Apart from VSCC concessions, the public will be admitted to the grandstands and enclosures for £1.20 per person; transfer to the Paddock 50p extra. No dogs are allowed, whether or not they intend to watch the racing.

* * *

The Tunbridge Wells Centre of the 750 MC, with help from other Centres, is holding another Austin 7 Easter Marathon, from London to Edinburgh, starting on April 16th. Details from: B. Martin, Park Gate Oast, Cranbrook Road, Tenterden, Kent.

* * *

Contrary to what was said in "Book Reviews", the Secretary and Treasurer of the Maserati Club is M. J. Miles, The Paddock, Salisbury Road, Abbotts Ann, Andover, Hampshire.



JAGUAR RETURN TO RACING

Derek Bell and David Hobbs head a new Leyland Cars team of XJ5·3Cs.

JAGUAR TAMERS: left to right, Steve Thompson, Andy Rouse, Derek Bell. David Hobbs had escaped. Below, Ralph Broad, engineering genius and Jaguar midwife.



IT SEEMS almost too good to be true. After years of mostly poppycock rumours a team of official works Jaguars has re-emerged to compete in European motor racing. In an ambitious and obviously costly project aimed at improving the corporate image in the European market-place, Leyland Cars have signed Derek Bell, ex-Jaguar apprentice David Hobbs, British Touring Car Champion Andy Rouse and Formula 5000 driver Steve Thompson to drive two Jaguar XJ 5.3Cs in the European Touring Car Championship. It's a real "We're Backing Britain" exercise, with British drivers and a car built exclusively from British parts.

Jaguar Cars Ltd. have had little to do with the exercise. These Leyland Cars-entered, V12 coupés are being developed and built to the latest Group 2 specification almost in their entirety by Ralph Broad's Broadspeed Engineering Ltd., at Southam, near Leamington Spa. To date only one car has been completed; this has undergone some six hours' testing at Silverstone and Goodwood, showing potential which had the seasoned Bell quite excited when we spoke to him. Even at this early stage in development he considers this red, white and blue Jaguar to be one of the best balanced cars he has driven. The same car was towed to Geneva for presentation to the CSI during the Geneva Show and homologation will be forthcoming on April 1st, interestingly, the first Jaguar to have been homologated in any form since the E-type.

The racing debut is planned for the Salzburgring 4-hour race, the second round of the European Touring Car Championship, on April 18th, when it seems likely that only one car, for Bell/Hobbs, will be fielded.

Ralph Broad refuses to divulge the power output of the racing V12, but we understand from other sources that the Mk. I development version fitted in the test car gives about 530 b.h.p., while 575 b.h.p. is expected from the Mk. 2 engines currently being constructed for racing. The latest Group 2 regulations include a minimum weight for each class, to which any make/model of car in that class may be lightened. In the Jaguar's case this will be 1,280 kg., plus the weight of the full roll cage. Though the development car turns the scales at 1,400 kg., Broad reckons he'll have this pared to the minimum before racing starts. It's interesting to recall that the all-conquering BMW 3.0CSLs built to the old, and more permissive, Group 2 over the last two or three years, weighed 1,125 kg. and reached a maximum power of about 450 b.h.p.

The cylinder block, alloy head castings, the lightened and X-rayed forged-steel crankshaft, connecting rods and flywheel are all suitably improved standard items. Increasing the bore by the regulation 0.6 mm. allowance has given a capacity of 5,416 c.c. (90.6 mm. × 70 mm.) instead of 5,343 c.c. Current Group 2 regulations insist that the Jaguar retains its wet sump

lubrication; Broad has overcome this handicap by developing a twin-sump system, one at the front, another at the rear, joined by four tubes. The steering rack passes through the gap between them. A crankshaft "windage tray" directs oil off the crankshaft and diverts it to the back of the sump. Oil pressure blow-off is diverted back to the inlet side of the standard 85 p.s.i. oil pump, avoiding any oil wastage. Broad says that tests so far indicate that his system is effectively preventing surge under this Jaguar's high cornering forces.

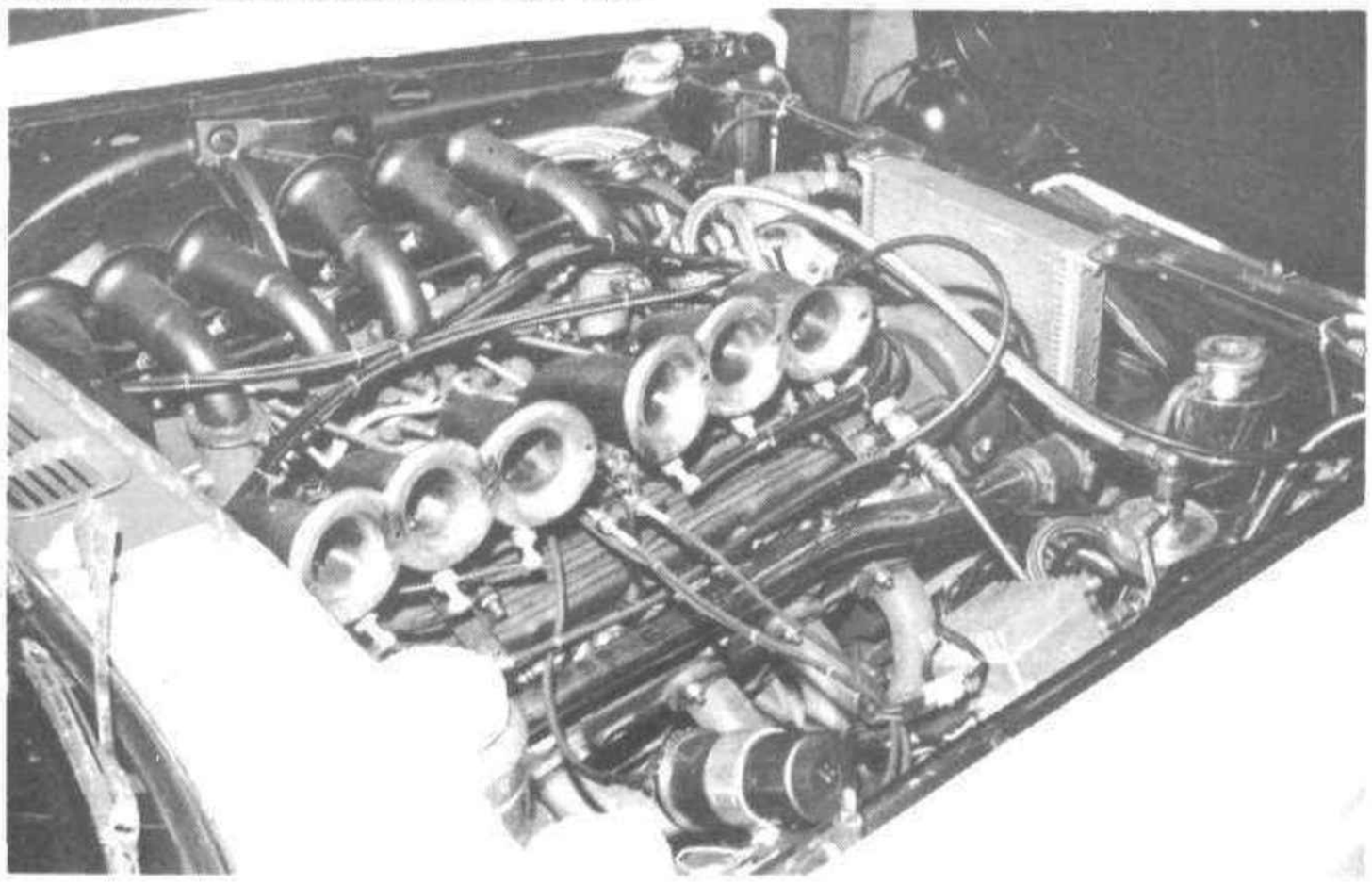
Oil is cooled by a massive Serck cooler mounted behind the Jaguar's main front grille. The full-width Serck radiator is mounted behind the horizontal lower grille to keep the weight of water well down. An integral water swirl pot, header tank and de-aeration system is mounted under the bonnet.

Broad describes the single overhead camshaft, two-valves-per-cylinder head design as "restrictive" and Group 2 regulations don't allow the use of the twin-overhead-camshaft heads fitted to the experimental XJ 13 sports/racing car. For increased efficiency he designed two-part combustion chambers: two-thirds of their capacities are machined into the tops of the Broadspeed-designed and machined, Cosworth-made, forged alloy pistons, the other third in the heads. The larger, alloy-steel valves are deeply inset into the heads to support Broad's theory that contrary to popular thinking, recessed valves give a better gas flow by feeding the mixture directly down the bore instead of at the side of the bore. A 12:1 compression ratio is used. The heads carry hidural valve guides and inserts and Champion N57R, 14 mm. sparking plugs. Special springs are included, compatible with the racing camshafts, machined out of solid billets of EN16T and designed with the help of a consultant engineer on dynamics. To withstand the lift, in excess of 0.5 in., larger diameter, inverted tappet buckets are required. The camshaft drives are standard, except for heat treatment of the gears.

Twelve curved trumpets sprout from the Lucas mechanical injection system (Ferrari F1 type) of the prototype engine. The inlet stubs of the Mk. 2 engine will lack individual butterflies, their breathing controlled instead by two butterfly-controlled intakes at the front of an aluminium plenum chamber mounted atop them. The induction will gain a ram effect through these butterflies, mounted behind the front grille. Quadruple SU low-pressure electric fuel pumps lift fuel from the mandatory 120 litres (26 gallons) Marston safety tank in the boot to a swirl pot mounted under the front off-side wing. A high-pressure Lucas electric pump lifts the fuel from the swirl pot to the metering unit for starting; once the engine has started, a high-pressure mechanical pump takes over, line pressure being some 160 p.s.i.







Maximum revs of this modified V12 are 8,500 r.p.m., with a rev-limiter to ensure that this mark isn't overstepped. Maximum power occurs at 8,000 r.p.m. and maximum torque (again not divulged) at 5,750 r.p.m.

As the Mk. 1 engine had already completed some 50 hours' running on the dynamometer and another six hours on the track, Broad was unperturbed when a bearing ran while Bell was demonstrating the car to the Press on the Silverstone Grand Prix Circuit. Before the calamity this Jaguar impressed by its flatness and precision of cornering on the very wet track and by the invigorating bellow from the four exhausts, two each side, leading from beautifully curved exhaust manifolding fabricated by Andy Rouse. Rouse, it should be remembered, is competition workshop manager for Broad as well as Leyland's leading Dolomite Sprint driver and now Jaguar team member. He has been responsible for much of the racing Jaguar's construction.

Leyland have managed to homologate the XJ5.3C with a manual gearbox for Group 2. We hope they will be persuaded to make this an optional fitment in production. In racing form the all-synchromesh, Jaguar four-speed gearbox is fitted with close-ratio gears. "Obviously we'd prefer five gears, but the torque of the engine is such that we can manage well enough with four," says Broad. Both the gearbox and differential, within which lies a Salisbury Powr-Lok differential, are fitted with pumps to circulate their lubricants

to coolers mounted ahead of the production exhaust-pipe holes in the rear valence. The differential oil is driven by a crescent pump off the pinion flange. To overcome the physical difficulty of operating the 700-800 lb. pressure of the AP clutch's diaphragm spring without using a servo, Broad has evolved a purely hydraulic operation in which the slave cylinder is concentric with the first motion shaft and acts hydraulically directly upon the pressure plate, obviating the need for a mechanical connection. Pedal pressure is brought down to 60 lb. by this means and Broad regards his system as a breakthrough which might well be of benefit to production cars. There is not a conventional clutch plate lining as such: eight sintered-metallic pads (four each side) are the friction medium.

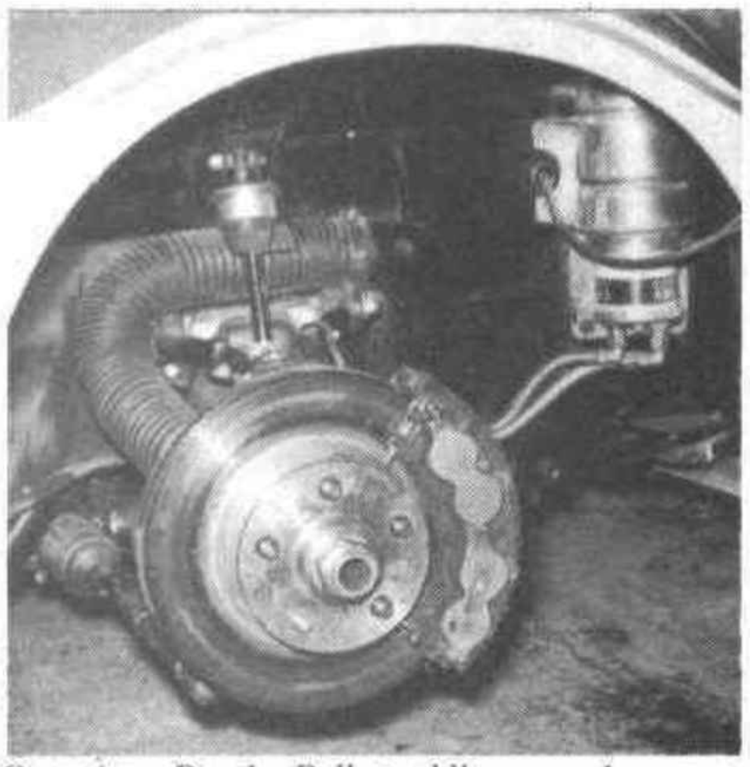
One thing these racing Jaguars will not lack is a final drive ratio appropriate to the conditions: Broad has a choice of ten, ranging from a 3.07 : 1 ratio offering a theoretical 210 m.p.h. at 8,500 r.p.m. to 5.38 : 1, gearing it down to 110 m.p.h. at 8,500 r.p.m.

AP Racing (Lockheed) have developed a totally new racing braking system specifically for this fast, heavy Jaguar. Eight-piston, four-pad calipers are fitted to the 11.97 in. diameter, 1¼ in. thick, ventilated front discs, and four-piston, two-pad calipers to the inboard ventilated rear discs, of 11.75 in. diameter by 1.1 in. thickness. The swept area is the same as that of the standard car. Intriguingly, the final racing versions will have provision for cooling the discs by spraying water into the central vents: "But we'll only use this in dire emergencies, otherwise we'll run out of water," comments Broad. A more usual type of cooling is effected at the front *via* ducts concealed behind the front grille to avoid cutting ducts in the very shallow front spoiler. The inboard rear brakes receive cooling air *via* NACAR ducts mounted ahead of the rear wheel arches. Hot air is exhausted from the brakes through massive-bore piping, within the boot, to ducts in the corners of the rear valence.

The suspension follows conventional Jaguar practice, but with many detail modifications. At the front the forged wishbones are standard, but incorporate spherical bearings and special bushes. There are both inner and outer coil springs, adjustable for ride height by the insertion of spacers. Light alloy Armstrong dampers have been specially designed for the car: they have adjustable abutments and are cooled by air ducts from the grille. The front anti-roll bar is mounted on spherical bearings.

"Third generation" SKF bearings—a new ball-bearing system as used on the Citroën CX—means that there are no front stub axles as such.

At the rear the torque locating arms have been removed and wide-base bottom wishbones made up by taking back at 45 deg. to the chassis a link from the outboard end of the "H" section of the lower suspension arms. BRD have made up heavily-reinforced driveshafts, for the shafts form the top suspension links as well as transmitting the vast power; a broken driveshaft instantly means collapsed suspension. Again there are light alloy Armstrong shock-absorbers and a spherical-bearing-mounted anti-roll bar. Yet another novelty when the cars reach full race-trim will be the facility for driver adjustment of this rear roll bar; as the fuel load decreases it will be possible for the driver to vary the setting *via* a cable or hydraulic system. Seven front and



Opposite, Derek Bell paddles round a wet Becketts. The interior retains walnut luxury and acquires a substantial roll-cage. Some 530 b.h.p. lurk beneath those trumpets, which will be dispensed with for racing. Above, note the eight-pot caliper, cooling duct and fuel-injection swirl-pot/high-pressure electric pump. Below, Marston safety tank and inboard disc cooling pipes in the boot. The body is all-steel except for glass-fibre arches. The bumper is glass-fibre too.



rear spring rates and five front and rear roll-bar settings are available.

Dunlop have undertaken considerable tyre development for this car, which is likely to represent their most interesting involvement in motor racing this season. These Dunlop tyres, whether of dry-weather slick or wet-weather type, are of 325/625 × 16 in. at the front and 325/650 × 16 in. rear. They are mounted on alloy wheels made specially by the Kent Auto Castings division of GKN, resembling as closely as possible the optional production Jaguar alloy wheels—but they're of 13J section at the front and 13.5J rear.

Electric windows are not the only trappings of luxury retained in this racing Jaguar: Messrs Bell & Co. have power steering to save forearm effort. Apparently, this is an absolute necessity in order to turn those fat front tyres at all! Not surprisingly, Ralph Broad has considerably doctored the Adwest rack and pinion, developing new valving and quillshafts, building in progressive assistance, though he admits that at the moment his system is a mite too sensitive.

The interior of this racing Jaguar is in the best wood-veneer luxury tradition—the full facia and Smiths instrumentation is retained apart from the substitution of a chronometric tachometer. A superb Moto-Lita driver's seat is fitted, paired with a Moto-Lita wheel, and a Williams full-harness. A glass-fibre replica rear seat will be fitted for racing, "to give the right image".

The emergence of the racing Jaguars is a triumph of hard work and perseverance by Broad, who has campaigned within Leyland for just such a programme for three years. Eventually he was commissioned to develop the cars on September 9th last. The first plans were drawn on October 1st and the first metal cut on November 1st. The result is a five-month engineering achievement of true magnificence.

Reading between the lines, Broad hopes success this season will lead to participation in the Group 5 World Championship of Makes series next year with XJ-Ss, a model which is dimensionally ineligible for Group 2. He talks of twin-cams, four-valves per cylinder, 6.4-litres and 900 b.h.p. in unturbocharged form and a potential 1,500 b.h.p. with a turbocharger per 6-cylinder bank—"but I don't agree with turbocharging for long distance racing."

What was patently obvious amidst the shambles of the Leyland organisation at the Silverstone press preview was that if these Jaguars are successful it will be because of Broad, his mechanics and drivers and in spite of Leyland administration. The hiring of a high-calibre team manager must now be Leyland's first priority; it needs a man of Neerpasch status to take on the might of Europe. Would Brian Redman retire from driving?—C.R.



RACE OF CHAMPIONS

Hunt the Hero

Brands Hatch, March 4th

FOR THOSE of the estimated 35,000 who were fortunate enough to penetrate through the gates and barriers and past the Securicor guards on duty at Brands Hatch, the Formula One paddock held much of interest for the Race of Champions, the first European race for Grand Prix type cars in 1976. World Champion Niki Lauda had a 1976 Ferrari flat-12, designated 312T2, with the new bodywork which enclosed everything between the wheels and had the air intakes for the 12-cylinder engine sunk into the cockpit sides and a low head fairing behind the driver's head. This was number 025 in the current 312 series and had normal independent rear suspension, not the experimental de Dion layout. Scheckter had his usual Tyrrell 007/6, straight back from the South African GP like many of the other competitors. While most members of the Formula One club were only allowed one entry, Team Lotus were permitted two for some obscure commercial reason and they had the two Lotus 77 models making their first appearance in their home country. The Swede Nilsson was driving 77/1 and Bob Evans 77/2, both carrying the soon-to-be-outlawed tall airboxes over the engine, the airbox, engine cover and cockpit surround all being in one large glassfibre moulding; somewhat inconvenient if you wanted to have a quick look down the inlet trumpets. Another brand new sight for British eyes and ears was the lone Brabham BT45/1 with flat-12 Alfa Romeo power, driven by Carlos Pace, the Italian engine no longer having two enormous megaphone exhausts out the back, but instead two small-diameter tail pipes. It was running on Italian SPICA fuel injection and gave a lot of trouble throughout the meeting. Brambilla was driving his orange March as usual, while his new team-mate Ronnie Peterson stood around idly, but James Hunt was anything but idle, having two McLarens at his disposal, M23/8 and M23/6, and continual engine trouble kept the blond Englishman on his toes, walking or running back to the pits to change cars. Australian Formula Three driver Larry Perkins was to have had a chance to try Formula One, with a BRM, but it never materialised. The Shadow team were naturally using their "local lad" and last year's Race of Champions winner, Tom Pryce, with two cars at his disposal, DN5/5B and DN5/4A, and he needed them badly as he suffered like Hunt during practice with Cosworth engines disintegrating behind him.

The rejuvenated Surtees team were tired but very content at completing the second of the new TS19 series on the morning of practice after much all-night work and the stocky little Australian Alan Jones was full of enthusiasm for the new car. The rather sombre Hesketh 308C in dark blue Williams colour had reverted to its rubber suspension after a brief flirtation with coil springs in South Africa, merely "to find out in a practical way", and Jacky Ickx was the driver, while another sombre-looking car amid the garishness of some of the cars was the Ensign driven by Chris Amon. All white and carrying number 24 like Hunt did last year was the Hesketh 308/3 run by part of the defunct Hesketh racing team for the new owner Harald Ertl, he keeping the car he had last year as a reserve. In the lone Penske PC3 was John Watson and in a pair of ex-works Brabham BT44B cars (numbers B1 and B2), painted white with blue lining, were newcomers Patrick Neve and Loris Kessel. Last, and actually least, was another Ferrari flat-12! This was 312B2/021 just as the factory raced it in 1974 and it was on loan to the Scuderia Minardi, who were running the car under the Scuderia Everest banner on a scheme to get Italian "hopefuls" into Formula One, supported by Fiat and Ferrari. It is fortunate that clubs like the BRSCC are prepared to organise non-championship Formula One races, otherwise such well-meaning exercises would never get off the ground. The list of cars should have been completed by David Purley with a Surtees TS16 and an unknown driver in the Lyncar, entered by Bob Howlings, but neither appeared.

Practice was restricted to Saturday March 13th and while Hunt and Pryce had engine trouble, Watson spun off on the McLaren's oil, and Brambilla got caught out by a light shower of rain, and crashed the orange March, Scheckter pulled his finger out and hurled the Tyrrell round with all his old enthusiams recording a time of 1 min. 20.42 sec., unbelievably faster than Lauda in the new Ferrari, who was next with 1 min. 22.77 sec. During the winter the Brands Hatch circuit has had not so much a "face-lift" as a "transplant" all brought about by a combination of circumstances sparked off by a new Motorway being started through the valley behind the paddock. This has freed "planning permission" and money to implement a new paddock layout (not yet finished) and the Club Circuit part of the track has been modified ready for new pits and paddock to be built in the centre of the track. The Bottom Straight, which was actually a long curve, has been moved back into the South Bank so that it is straight, and it ends in a much tighter climbing left-hand turn round South Bank Corner than before. Seemingly in the interests of encouraging sloppy driving, the tricky Paddock Bend has been remade, making a tighter turn but allowing the old road to be used as a run-off area for those who boob. All this has shortened the Grand Prix circuit from 2.65 miles to 2.61 miles and the old lap record stands for ever more to Lauda at 1 min. 21.1 sec. During this reconstruction some of the corner and straight names have been changed; the most popular one is the descent from Druids Hairpin to the Bottom Straight, which is now called "Graham Hill".

Apart from Scheckter's remarkable time, everyone else seemed to find the revised

STARTING GRID

1 N. Lauda (*Ferrari—flat-12*) 312T2/025 1 min. 22.77 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/6 1 min. 20.42 sec.
20 J. Ickx (*Hesketh-Williams-Cos. V8*) 308C/1 1 min. 23.72 sec.	6 G. Nilsson (*Lotus-Cosworth V8*) 77/1 1 min. 23.56 sec.
19 A. Jones (*Surtees-Cosworth V8*) TS19/02 1 min. 23.81 sec.	11 J. Hunt (*McLaren-Cosworth V8*) M23/8 1 min. 23.80 sec.
28 J. Watson (*Penske-Cosworth V8*) PC3/02 1 min. 24.26 sec.	5 R. Evans (*Lotus-Cosworth V8*) 77/2 1 min. 24.05 sec.
8 C. Pace (*Brabham-Alfa Romeo*) BT45/1 1 min. 24.50 sec.	16 T. Pryce (*Shadow-Cosworth V8*) DN5/5B 1 min. 24.32 sec.
32 L. Kessel (*Brabham-Cosworth V8*) BT42/2 1 min. 25.98 sec.	22 C. Amon (*Ensign-Cosworth V8*) MN02 1 min. 25.08 sec.
24 H. Ertl (*Hesketh-Cosworth V8*) 308/3 1 min. 26.67 sec.	33 P. Neve (*Brabham-Cosworth V8*) BT44B/1 1 min. 26.39 sec.
36 Non-starter: G. Martini (*Ferrari* 312B3/021) 1 min. 27.75 sec.	9 V. Brambilla (*March-Cosworth V8*) 761/1 1 min. 30.23 sec.

circuit a bit slower than before, but during the day weather conditions were never truly ideal, the atmosphere having a dampness about it, and with many of the fast runners having trouble some of the "likely-lads" were able to shine, notably Nilsson and Alan Jones. Consequently the line-up on the starting grid, though real enough, was not a true reflection of the situation. In addition a lot of normally fast drivers who usually fill the front rows of a Grand Prix grid, such as Depailler, Jarier, Fittipaldi, Mass, Regazzoni, were not taking part, so we mustn't get too excited with the scene at this non-championship event.

The untimed "test-session" on Sunday morning saw Nilsson side-lined with a broken Cosworth engine in his Lotus 77 and poor Carlos Pace once more stationary by the track side with the fuel-injection unit on the blink on the Alfa Romeo engine. Tyrrell was so confident that he did not let Scheckter run in this session, but Kessel tried his team's Brabham BT42 having pranged BT44B/2 at the end of practice. The Surtees team were radiating happiness as the new car had given no trouble and the new driver was full of enthusiasm. All the vital parts of the new chassis had been minutely inspected overnight and found perfect and it looked as though John Surtees had made the right decision last year, when he withdrew before the team collapsed completely, in order to start all over again with time to be ready for 1976.

Lauda on the front row with his Ferrari, alongside pole-position seems to be a habit this year, as does winning from the front row, but this time he was not exuding as much confidence as usual, Brands Hatch not being his, or the Ferrari team's, favourite circuit. With Hunt in row three and absolutely bursting with confidence and eagerness, and Pryce in row five knowing he should have been at the front, to say nothing of Brambilla on

the back row ready to charge past, through or over anyone in front of him who hesitated, all was set for an interesting opening sprint in this 40-lap race, or half-Grand Prix. After some "warm-up" laps and then a "warm-up" massed-start and another full lap, the field of fifteen cars were ready to go. Missing was the "Privat" Ferrari, for during all the "warming-up" a brake had snatched and put the car into the bank, ending Giancarlo Martini's Formula One debut before it began.

Nilsson led briefly, after jumping the start (penalised one minute) but then it was Jones who sliced through with the Surtees and the white car led at the end of lap 1, but then Scheckter barged his way through and promptly under-steered himself off the road and into the bank (the real Jody Scheckter of old coming to the fore!), leaving Alan Jones once more in the lead. As expected Hunt wasted no time crying over his miserable practice and poor grid position, and was in second place by the end of lap 2, followed by Nilsson, Lauda, Watson, Evans and Brambilla. The swarthy Italian wasted less time than Hunt in recovering his composure and some of the newcomers must have seen Grand Prix racing in the raw and at close-quarters as Brambilla moved from fifteenth to seventh place in the space of less than five miles. He had started his rush from the grid with a bit too much enthusiasm and someone had seen him and reported him for being a "naughty-boy" so that he was penalised one minute, though he knew or cared less about such trivia. Seeing only the white Surtees in front of him Hunt thought it was all over, he would merely have to wait for it to break down or for Jones to make a mistake and then the Race of Champions would be his. However, lap after lap went by, the Surtees never faltered and young Jones never put a foot wrong, and after ten laps Hunt realised he was going to have to do something about the situation. All this while he had had Lauda and Watson pounding along behind him, for Nilsson's fresh engine, fitted during the lunch hour, was misfiring badly and he was forced to drop back. While Hunt was making a few passes at Jones to see if the Australian would give way, and finding he wouldn't, John Watson made "a simple driver-error" and ended up against the barriers and out of the race. While Hunt was still looking for a way by and not finding one, Lauda came dejectedly into the pits to retire with a broken brake pipe on the new Ferrari, so that the McLaren and the Surtees were out on their own. All this time Ickx had been quietly getting on with the job and had the Hesketh-Williams in third place, but it wasn't a rejuvenated Ickx, though he was trying harder than he has done for quite a while. Brambilla had tangled with Bob Evans and in perfect unison they had executed a "*pas de deux*" at the sharp left-hand bend leading onto the back of the circuit, but had continued unabated and unabashed, with the Lotus in fourth place and the March in fifth place.

On the twentieth lap, or half distance, Hunt felt he had been in second place long enough, but more to the point, he realised that not only was Alan Jones not going to make a mistake, but the Surtees was not going to break, nor was it going to slow down. Along the new Bottom Straight he got the McLaren alongside the white Surtees, but still Jones was not impressed, and side-by-side they headed for the tight left-hand bend, both on the wrong line, and both braking hopelessly too late. It was great stuff to watch. As they scrabbled into the corner on a wide line, Hunt on the inside, the McLaren driver regained control of the situation a fraction of a second, and milliseconds really were involved, before the Surtees driver and swung up the hill in the lead. Afterwards Hunt admitted frankly that they seemed to be committed to both going off the road, but by chance he managed "to gather it all together again" a fraction sooner then Jones did. It was no dishonour to the young Australian that he was now second, far from it in fact and, conscious that James Hunt had outdriven him, he was more than happy to hold a certain second place right through to the finish. There was no more excitement or drama, apart from Bob Evans losing a certain fourth place when his Lotus failed to feed petrol to the engine with only three laps to go. Tom Pryce never got into the race, as such, his engine misfiring and cutting out from the start. He called at his pit for help, but they could do little except pat him on the head and send him on his way. Over the Martini-Brabham team there was a small dark cloud as the Alfa Romeo-engined car had expired from a miserable tenth place almost unnoticed.

Although this race was not part of the professional World Championship circus it was significant and the McLaren team went away more confident than ever that the only thing to do about Lauda and the Ferrari is to beat them fair and square. Tyrrell was looking gloomily at the smashed-up front of Scheckter's car and wondering how it was possible to throw away what seemed a certain and easy victory, if practice was to be believed. Ferrari were worried. Lotus were greatly enthused. Shadow could ill-afford such an expensive weekend with two major engine failures. Frank Williams was counting the money from a good third place and the Surtees team were like the proverbial pigs in the fertiliser, as well they might be.

D.S.J.

Results:

RACE OF CHAMPIONS—Formula One—40 laps—Brands Hatch (revised circuit)
2.61 miles per lap—104.4 miles (168.02 kilometres)—Cold and dull

1st :	J. Hunt (McLaren M23/8)	58 min. 01.23 sec.—173.74 k.p.h.
2nd :	A. Jones (Surtees TS19/02)	58 min. 19.65 sec.
3rd :	J. Ickx (Hesketh-Williams 308C/1)	58 min. 24.40 sec.
4th :	V. Brambilla (March 761/1)	60 min. 26.92 sec. (including one minute penalty)
5th :	C. Amon (Ensign MN02)	1 lap behind
6th :	T. Pryce (Shadow DN5/5B)	1 lap behind
7th :	P. Neve (Brabham BT44B/1)	1 lap behind
8th :	G. Nilsson (Lotus 77/1)	2 laps behind (including one minute penalty)

Fastest Lap: J. Hunt (McLaren M23/8) in 1 min. 23.78 sec.—180.49 k.p.h. (record for revised circuit).

Retirements: J. Scheckter (Tyrrell 007/6) on lap 2, accident; C. Pace (Brabham-Alfa Romeo BT45/1) on lap 8, engine trouble; J. Watson (Penske PC3/02) on lap 12, accident; N. Lauda (Ferrari 312T2/025) on lap 17, brake pipe; H. Ertl (Hesketh 308/3) on lap 17, overheated engine; L. Kessel (Brabham BT42/2) on lap 31, engine trouble; R. Evans (Lotus 77/2) on lap 37, lack of petrol.

Non-starter: G. Martini (Ferrari 312B3/021) brake fault and accident on warm-up lap.

15 starters — 8 finishers.

Supporting Races

The Group 1 saloon car race was first-class, with Rouse putting the works Leyland Triumph 2-litre Dolomite Sprint on pole position ahead of a galaxy of 3-litre Ford Capris driven by Gordon Spice, Walkinshaw, Craft, Muir, Blackburn and Woodman. Spice was making a return to racing after his bad crash at Mallory last year, and made a searing start from the middle of the front row to lead the 20-lap race. However, it was not as simple as that for Rouse hounded him unmercifully for seventeen laps, trying all he knew to outwit the Capri driver, but to no avail. It was saloon car racing at its best, with more-or-less, "same-as-you-can-buy" cars, but unfortunately it ended when the throttle jammed open and Rouse got on the grass out at the back of the circuit during a do-or-die attempt to get by Spice, leaving Spice to cruise home to victory, for their dice had out-paced all the other competitors.

There was another saloon car race, for

Continued on page 366



The Capri of eventual winner Gordon Spice, racing for the first time since his bad F5000 crash, engaged in epic battle with Andy Rouse's Dolomite Sprint in the Touring Car Race. Colour pictures of the Formula One race appear on pages 394/395.

South African Grand Prix

A retrospective view

Kyalami, March 6th

ALTHOUGH Niki Lauda won the South African Grand Prix in apparently comfortable style, this is in no way a reflection of the efforts of several other teams who rely on Cosworth's long-lived DFV 3-litre V8 for their motive power. At some points during 1975 one could almost sense that one or two teams had virtually given up the difficult task of trying to beat the Italian cars, there being a feeling "oh well, the best we can do is to race for second place since they've got 40 brake horsepower more than us". The fact of the matter is that while Lauda was pretty good, winning five out of the fourteen World Championship qualifying rounds, he wasn't totally dominant and it was possible to beat him, or give him a run for his money in certain circumstances. James Hunt proved that it could be done with his splendid Zandvoort victory, Patrick Depailler gave the Austrian an enormous fright at Nurburgring (where Reutemann won) and Emerson Fittipaldi proved that a Ferrari could be caught and passed at Monza where his McLaren M23 finished second, sandwiched between the two Italian cars.

This year Lauda has got off to a fine start, winning at both Interlagos and Kyalami, both circuits on which he was not expected to do well. In fact, it should be remembered that the 312 *transversale* had its first race on the Brazilian track in 1975 as the team was still relying on their 1974 312B3 models for last year's race and as the 1975 South African Grand Prix marked the debut of the new Ferrari, so one didn't in truth know what to expect from Lauda and his machine. Since then the young Austrian has improved immeasurably, confidence and assurance steadily increasing hand in hand with his experience and the way in which he took the first two races in his stride was what one should expect from a worthy World Champion. However the signs of opposition are once again evident. In neither Brazil nor South Africa did Lauda start the race from pole position. On both occasions he did start from the front row, but he was beaten in the official practice sessions at both races by James Hunt, the former Hesketh driver who replaced Emerson Fittipaldi as team leader at McLaren Racing. At the time of his abrupt departure from McLarens, Fittipaldi left the Colnbrook team in a bit of a quandary for it was by no means clear just who was the most suitable candidate to fill his vacant seat. The McLaren directors thought very carefully for a long time before nominating Hunt and the wisdom of their choice was proved in South Africa where he raced tremendously hard for the entire race, gobbling up the Ferrari's advantage in the closing stages as Lauda slowed with a deflating rear tyre.

In fact the McLaren team were looking very pleased with themselves after the Kyalami race for not only had Hunt finished



The tiny, but controversial, skirts can be seen under Hunt's McLaren in this practice photograph. They were removed for the race.

second, but Jochen Mass was third, on the same lap, in the other M23. It was a long, hard race and McLarens could feel justifiably content in being the only team having two healthy cars finishing so high up in the results. The only way they could have improved on that would have been by finishing first and second, but otherwise they had the satisfaction of seeing a job well done.

All through the winter the team's diligent designer Gordon Coppuck has been hard at work pencilling the design of the new M26 Grand Prix chassis but his design team has still found time to effect plenty of improvements to the existing M23s. Every avenue to increase performance and reduce unnecessary weight has been explored and the result of these efforts has been to shed "at least thirty pounds". Lightweight body panels, suspension alterations and the adoption of a compressed air starter motor have all contributed to this improvement and much of this work has been completed under the direction of team manager Alistair Caldwell, leaving Coppuck free to work on the new chassis.

The compressed air starter motor is a novel idea and our attention was attracted to it when we saw one of the McLaren mechanics apparently plugging a compressed air line onto the rear end of Hunt's car. Casting aside our initial suspicions that they were perhaps blowing up their driver, further examination revealed that the air line was feeding an air bottle-cum-starter motor, the arrangement simply using the force of the compressed air to rotate the Bendix in place of an electrical charge. The effect of this is to enable the car to carry a much smaller battery as much less charge is required to activate the starter motor and the reason the air line was attached to the back of the car during the pit stop was to keep the system as fully primed as possible just in case it was required "in anger" out on the circuit away from the mechanics. Just as other teams use "booster" batteries to start their cars from the pits, the McLaren team employed the air line in similar fashion.

The argument and discussion involving the aerodynamic plastic "skirts" round the lower

PRACTICE TIMES

No.	Driver	Car	Wednesday First	Wednesday Second	Thursday Second
1	N. Lauda	Ferrari 312B3/023—flat-12	1. 16.93	1. 16.90	1. 16.20
2	G. Regazzoni	Ferrari 312B3/024—flat-12	1. 17.71	1. 17.35	1. 16.94
3	J. Scheckter	Tyrrell 007/6-Cosworth V8	1. 18.16	1. 17.18	1. 17.30
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 17.89	1. 17.18	1. 16.77
5	R. Evans	Lotus JPS/12 (77/R2)-Cosworth V8	1. 19.56	1. 19.35	1. 19.81
6	G. Nilsson	Lotus JPS/11 (77/R1)-Cosworth V8	2. 25.48	—	1. 22.70
7	C. Reutemann	Brabham BT45/2-Alfa Romeo—flat-12	1. 17.84	1. 17.21	1. 17.09
8	C. Pace	Brabham BT45/1-Alfa Romeo—flat-12	1. 57.25	1. 17.67	1. 17.26
9	V. Brambilla	March 761/1-Cosworth V8	1. 17.11	1. 17.50	1. 16.64
10	R. Peterson	March 761/3-Cosworth V8	1. 17.57	1. 17.97	1. 17.03
11	J. Hunt	McLaren M23/8-Cosworth V8	**1. 16.60**	**1. 16.59**	**1. 16.10**
12	J. Mass	McLaren M23/6-Cosworth V8	1. 17.61	1. 17.91	1. 16.45
14	—	BRM		not	entered
15	I. Scheckter	Tyrrell 007/1-Cosworth V8	1. 17.91	1. 17.98	1. 17.40
16	T. Pryce	Shadow DN5/5B-Cosworth V8	1. 17.41	1. 17.41	1. 16.84
17	J-P. Jarier	Shadow DN5/3B-Cosworth V8	1. 17.35	1. 17.55	1. 17.46
18	B. Lunger	Surtees TS19/01-Cosworth V8	1. 19.40	1. 18.50	1. 18.36
19	—	—	—	—	—
20	J. Ickx	Hesketh-Williams 308 C/1-Cosworth V8	1. 19.34	1. 19.51	1. 18.13
21	M. Leclere	Williams FW05/2-Cosworth V8	1. 19.26	1. 18.82	1. 18.86
22	C. Amon	Ensign MN02-Cosworth V8	1. 18.55	1. 18.48	1. 17.73
23					
24	H. Ertl	Hesketh 308/3-Cosworth V8	1. 22.58	1. 22.11	1. 22.13
25					
26	J. Laffite	Ligier JS5/01-Matra V12	1. 18.06	1. 17.72	1. 16.88
27	M. Andretti	Parnelli VPJ4/002-Cosworth V8	1. 18.78	1. 18.25	1. 17.25
28	J. Watson	Penske PC3/02-Cosworth V8	1. 18.05	1. 17.54	1. 16.43
29					
30	E. Fittipaldi	Fittipaldi FD/04-Cosworth V8	1. 18.40	1. 18.84	—
31	—	—	—	—	—
32	—	—	—	—	—
33	—	—	—	—	—
34	H-J. Stuck	March 761/2-Cosworth V8	1. 19.39	1. 19.83	1. 17.44
2T	G. Regazzoni	Ferrari 312B3/022—flat-12		no times given	
28T	J. Watson	Penske PC3/01-Cosworth V8		no times given	

STARTING GRID

1 N. Lauda (*Ferrari—flat-12*) 312B3/023 1 min. 16.20 sec.	11 J. Hunt (*McLaren-Cosworth V8*) M23/8 1 min. 16.10 sec.
12 J. Mass (*McLaren-Cosworth-V8*) M23/6 1 min. 16.45 sec.	28 J. Watson ** (*Penske-Cosworth V8*) PC3/01 1 min. 16.43 sec.
9 V. Brambilla (*March-Cosworth V8*) 761/1 1 min. 16.64 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) 007/4 1 min. 16.77 sec.
16 T. Pryce (*Shadow-Cosworth V8*) DN5/5B 1 min. 16.84 sec.	26 J. Laffite (*Ligier-Matra V12*) JS5/01 1 min. 16.88 sec.
2 G. Regazzoni * (*Ferrari—flat-12*) 312B3/022 1 min. 16.94 sec.	10 R. Peterson (*March-Cosworth V8*) 761/3 1 min. 17.03 sec.
7 C. Reutemann (*Brabham/Alfa Romeo flat-12*) BT45/2 1 min. 17.09 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/6 1 min. 17.18 sec.
27 M. Andretti (*Parnelli-Cosworth V8*) VPJ4/002 1 min. 17.25 sec.	8 C. Pace (*Brabham-Alfa Romeo flat-12*) BT45/1 1 min. 17.26 sec.
17 J-P. Jarier *Shadow-Cosworth V8*) DN5/3B 1 min. 17.35 sec.	15 I. Scheckter (*Tyrrell-Cosworth V8*) 007/1 1 min. 17.40 sec.
34 H-J. Stuck (*March-Cosworth V8*) 761/2 1 min. 17.44 sec.	22 C. Amon (*Ensign-Cosworth V8*) MN02 1 min. 17.73 sec.
20 J. Ickx (*Hesketh-Williams-Cos. V8*) 308C/1 1 min. 18.13 sec.	18 B. Lunger (*Surtees-Cosworth V8*) TS19/01 1 min. 18.36 sec.
30 E. Fittipaldi (*Fittipaldi-Cosworth V8*) FD/04 1 min. 18.40 sec.	21 M. Leclere *Williams-Cosworth V8*) FW05/2 1 min. 18.82 sec.
5 R. Evans (*Lotus-Cosworth V8*) 77/R2 1 min. 19.35 sec.	24 H. Ertl (*Hesketh-Cosworth V8*) 308/3 1 min. 22.11 sec.
6 G. Nilsson (*Lotus-Cosworth V8*) 77/R1 1 min. 22.70 sec.	

* Regazzoni raced the "training" car.
** Watson raced the "training" car.
N.B. The first two rows of the grid were reversed at the last moment, the rest of the field lined up according to the race organisers published grid.

side of the McLaren chassis might well have centred round an apparent ambiguity between two successive paragraphs in the FIA rules and regulations, but in reality, proved a rather petty diversion during a busy weekend. The objection was raised by rival teams after the official practice sessions were over and hinged round the section of the FIA book of words which states that "no element of the coachwork shall exceed in height an horizontal plane situated at 80 cm. above the lowest point of the entirely sprung structure of the car, with the exception of the safety roll bars and of the elements strictly related to the functioning of the engine (air boxes). In other words, a car with its wheels and the mobile suspension elements removed, but without regard to the roll-over bar, must pass between two parallel planes separated by 80 cm. . . ." The objection to the skirts on the McLaren was simply that they lowered the bottom of the "structure" to the point where it would not pass between two hypothetical parallel planes. The argument seemed petty, the advantage gained by these skirts problematic and the McLaren team resolved the whole silly affair by taking the skirts off both their cars. They still finished second and third in the race, so obviously they were not unduly troubled by this post-practice pantomime.

Amongst the originators of this protest was Ken Tyrrell and the Ripley constructor was again in the "pit lane headlines" during another row which brewed up after Brambilla's March had refuelled during the closing stages of the race, still finishing in front of Depailler's car. Tyrrell challenged March's Max Mosley with the accusation that "the use of NASCAR cans" is forbidden for refuelling according to the "pink pages" in the FIA tome. But Mosley's legal dexterity quickly came up with an answer for this one and he replied "Oh no Ken, our can isn't a NASCAR can. Ours is a common or garden can. If the FIA had wanted to ban common or garden cans they would have said so . . ." Tyrrell was apparently so angry that he wrote out a protest, handed it to Jody Scheckter and rushed off to the airport in a helicopter. Only when he got back to England did he realise that he hadn't, in fact, enclosed the protest to the Clerk of the Course. Back at Kyalami, Clerk of the Course Francis Tucker was left wondering why Scheckter had presented him with a sealed envelope from his entrant which turned out to contain a grid sheet along with the protest fee!

There is a moral to this tale which must be only too obvious and can be seen when one compares where some cars finished as opposed to others. Perhaps a little less effort might be expended indulging in this sort of unnecessary amateur politics and a little more towards trying to beat (or even get on terms with) the McLarens and Ferraris which now feature regularly towards the front of the current Formula One starting grids.

Colin Chapman's Lotus team were too busy and too determined on sorting out their own problems without wasting time shouting the odds, and one might have expected them to be downhearted and depressed about their apparent plight with two new drivers and two troublesome racing cars. The fact of the matter is that they exuded a great deal of hope for the future, drivers Nilsson and Evans approaching their task with great gusto, trying for all they were worth. After a year or so of deteriorating relations with their drivers it must have come as a welcome change to encounter such willingness rather than having somebody sitting on the pit wall, long-faced and miserable, criticising every half hour or so. At the finish of the race, Evans was welcomed with open arms after finishing tenth on his first outing in a Lotus. A small step perhaps, but progress indeed since Brazil where two much more experienced "aces" contrived to collide with each other!

The race itself at Kyalami proved fascinating for the enthusiastic and informed onlooker, if a trifle dull and processional for the casual spectators. Once Lauda's Ferrari had taken its early commanding lead, the field split up into several groups with Vittorio Brambilla's March 761 doing its best to thwart the progress of the two McLarens during the opening stages. After the race was over there was a great deal of stern talk about the way in which Brambilla had "dangerously" baulked some of his rivals and "closed the door" in pretty rough style against some of his more exalted colleagues. The swarthy little man from Monza knows only one way to go motor racing and that is hard, so the McLaren drivers simply had to fight their way past him as indeed they did in fine style. Hunt might well have had a better chance of catching Lauda if he hadn't been held up by the Italian, but he would have had an even better opportunity of catching the Ferrari if he had made a better start from his position on the outside of the front row. As it was, Lauda didn't have any difficulty passing anyone because he made the best start and that was that.

Once the McLarens had disposed of Brambilla the next task was for Ronnie Peterson, Patrick Depailler and the Brabham-Alfa Romeo of Reutemann to get on terms with the orange March. Depailler found this all a little too hectic, badly misjudging his braking at the end of the long start/finish straight and spinning in the middle of the corner. Peterson was the unlucky one who could not avoid the gyrating Tyrrell and the heady Frenchman almost precipitated



The Hunt's eye view of the Kyalami crowd shows the massive support for this South African Grand Prix.

another accident by driving straight out into the middle of Crowthorne Corner just as Chris Amon came into the "firing line" with the Ensign. Both the Brabham-Alfas spent the early laps of the race spraying oil all over their pursuers, and by the time both Pace and Reutemann took their leave of the proceedings and made for the pit lane with no lubricant left, the cars driven by Andretti, Laffite and Watson were smeared with thick oil streaks from nose cone to airbox.

By lap 25, quarter distance, the race had really lost all semblance of entertainment value. Lauda and Hunt were lapping steadily in the first two places with a large advantage over Mass in third position. Then came Pryce's Shadow DN5, Regazzoni's Ferrari, Brambilla's March which was now finding the pace a little bit too much, Jody Scheckter's Tyrrell and the Ligier-Matra. Fortune didn't seem to be smiling much on the 12-cylinder cars in the race for, apart from the two Brabham-Alfa Romeo failures, the Ligier eventually blew up while racing closely with Brambilla's March and Regazzoni's Ferrari also succumbed to mechanical failure. The Swiss driver was having a very lack lustre weekend, never remotely approaching his team-mate's competitive lap times. And they still say that Lauda only wins because he has the better car . . .

During the race's closing stages there was not a great deal to enliven the proceedings until it became clear that Lauda was in slight difficulties with a slowly deflating left rear tyre. The pressure loss took place very gradually over the last few laps of the 78 lap race, but it was enough to prompt the World Champion to ease his pace slightly which allowed Hunt to close the gap between them dramatically. Pacing himself as easily as he dared, Lauda still had 1.3 secs. in hand over the gallant English driver at the finish which was further on the road than it looked on paper. Behind Mass, Jody Scheckter was the only other driver to complete the full 78 lap distance ahead of Watson and Andretti. Pryce, Brambilla and Depailler had all been delayed in one way or another, the first-mentioned for a deflated tyre to be replaced, and Evans beat Brett Lunger's new Surtees TS19 into 11th place with the Lotus. Behind Stuck's 12th place March 761 came new Williams recruit Michel Leclere, the young French Formula Two driver having his first race in the "all new" Williams FW05/2 as opposed to the "Hesketh-Williams" driven by Ickx. Leclere's car had been involved in a first corner collision with Ian Scheckter's privately owned Tyrrell but still finished ahead of Chris Amon in the Ensign. Amon worked Nunn's old Ensign MN02 up to eighth place at one stage before stopping for more fuel, more than adequate proof that a bit of enthusiasm behind the wheel can more than make up for all the chassis technical improvements that money can buy. Talking about money, the Copersucar Fittipaldi broke its engine in the race while running well down the field after the most troubled official practice imaginable. What was that about everyone can build a successful Grand Prix car?—A.H.

Results:

SOUTH AFRICAN GRAND PRIX—Formula One—78 laps—Kyalami
4.104 kilometres per lap—320.1 kilometres—Warm and dry

1st :	N. Lauda (Ferrari 312B3/023)	1 hr. 42 min. 18.4 sec.—187.73 k.p.h.
2nd :	J. Hunt (McLaren M23/8)	1 hr. 42 min. 19.7 sec.
3rd :	J. Mass (McLaren M23/6)	1 hr. 43 min. 04.3 sec.
4th :	J. Scheckter (Tyrrell 007/6)	1 hr. 43 min. 26.8 sec.
5th :	J. Watson (Penske PC3/01)	1 lap behind
6th :	M. Andretti (Parnelli VPJ4/002)	1 lap behind
7th :	T. Pryce (Shadow DN5/5B)	1 lap behind
8th :	V. Brambilla (March 761/1)	1 lap behind
9th :	P. Depailler (Tyrrell 007/4)	1 lap behind
10th :	R. Evans (Lotus 77/R2)	1 lap behind
11th :	B. Lunger (Surtees TS19/01)	1 lap behind
12th :	H-J. Stuck (March 761/2)	2 laps behind
13th :	M. Leclere (Williams FW05/2)	2 laps behind
14th :	C. Amon (Ensign MN02)	2 laps behind
15th :	H. Ertl (Hesketh 308/3)	4 laps behind
16th :	J. Ickx (Hesketh-Williams 308C/1)	5 laps behind

Fastest Lap: N. Lauda (Ferrari 312B3/023) in 1 min. 17.93 sec.—189.5 k.p.h.

Retirements: I. Scheckter (Tyrrell 007/1) on lap 1, accident; R. Peterson (March 761/3) on lap 16, accident; C. Reutemann (Brabham BT45/2) on lap 17, engine failure; G. Nilsson (Lotus 77/R1) on lap 19, clutch failure; C. Pace (Brabham BT45/1) on lap 23, engine failure; J-P. Jarier (Shadow DN5/3B) on lap 29, damaged radiator; J. Laffite (Ligier JS5/01) on lap 50, engine failure; G. Regazzoni (Ferrari 312B3/022) on lap 53, engine failure; E. Fittipaldi (Fittipaldi FD/04) on lap 71, engine failure.

25 starters — 16 finishers

RACE OF CHAMPIONS

Continued from page 363

standard Ford Escorts on the Club circuit, which looked a bit like Wimbledon Stock Car racing, but not so exciting and of little interest as no-one seemed to know who the drivers were. It was all part of a charity demonstration and as someone remarked "A few years ago we had a similar affair with Colin Chapman and Jack Brabham in the leading pair of cars, and that really meant something".

Ford single-seater racing was satisfied by a 1,600-c.c. race on Saturday, won by Derek Daly and a 2,000-c.c. race on Sunday won by Tiff Needell. The big Ford single-seater race, as described already, was won by James Hunt. Without Ford, or Ford-inspired engines, there wouldn't be much racing; or would we all settle for BMC power-units! You can't stop racing, thank goodness.

Results:

KEITH PROWSE TOURING CAR RACE—Group 1 Saloons—20 laps (GP Circuit)

1st :	G. Spice (Ford Capri)	36 min. 30.99 sec.—138.03 k.p.h.
2nd :	C. Craft (Ford Capri)	36 min. 32.93 sec.
3rd :	H. Blackburn (Ford Capri)	36 min. 49.63 sec.

JOHN PLAYER TROPHY RACE—Formula Ford 1,600 c.c.—10 laps (Club Circuit)

1st :	D. Daly (Van Diemen-Minister engine)	8 min. 46.50 sec.—132.05 k.p.h.
2nd :	D. Kennedy (Crossle-Minister engine)	8 min. 48.82 sec.
3rd :	R. Morris (Hawke-Scholar engine)	8 min. 50.77 sec.

ALLIED POLYMER GROUP RACE—Formula Ford 2000—15 laps (GP Circuit)

1st :	T. Needell (Hawke-Holbay engine)	27 min. 25.75 sec.—137.82 k.p.h.
2nd :	I. Taylor (Dulon-Nelson engine)	
3rd :	D. Macpherson (Dulon-Minister engine)	

Archives

OUR PHOTOGRAPH of a Bugatti Type 59 in the French GP of 1935, depicted in *From the Archives*—6, has produced some very interesting correspondence from Martin Dean, the owner of a supercharged 2.3-litre Grand Prix Bugatti. He points out that a closer look at the engine in the works car, driven by Robert Benoist, shows that it is not a Type 59 engine, as the drive to the camshaft is at the front and not at the back, as depicted in the cut-away drawing in the centre pages of the March issue. Also the engine is visibly longer and the cambox covers are held by a single row of nuts as against the double row on the Type 59.

He suggests that the engine is basically a Type 50B unit and goes on to say that it was also used, in 4.7-litre form, in the factory single-seater Bugatti that visited Prescott hill-climbs in 1939, and won the first post-war race in France in the Bois-du-Boulogne in Paris. There is very little information available on this Type 50B power unit, and it is thought that it might have been a Government subsidised project for military purposes for use in a fighter aircraft. In some recently published information on a proposed Bugatti aeroplane of the nineteen-thirties there is mention of a 470-b.h.p. engine, and it seems possible that this was the Type 50B and that Bugatti tested the engine in a racing car.

In similar vein it has always been thought that the money to produce the fabulous Porsche 917 engine, the 4½-litre flat-12-cylinder air-cooled unit, came from a German Government military contract given to Porsche to investigate a lightweight, high-powered engine for use in tanks, carriers, and other military vehicles. After all, the British Army have military vehicles powered by Jaguar XK engines, so why shouldn't the German Army use Porsche 917 engines and the French Air Force in the nineteen-thirties use Bugatti engines? As we all know and appreciate, the field of motor racing is the finest possible test-bed for engines.—D.S.J.

BRM

BRITISH RACING Motors seem to have quietly died without even a trumpet voluntary. Since BRM broke away from Sir Alfred Owen's industrial empire, the team has dwindled and faded as a force in Grand Prix racing, until its absence at the South African GP was hardly noticed. In the motoring magazines of the early nineteen-fifties there were frequent letters from readers saying that BRM should be folded up before even more money was wasted. This was as a result of the debacle of the incredible V16-cylinder supercharged 1½-litre cars which were interesting and fascinating racing cars in design, but quite beyond the capabilities of the BRM organisation from the point of view of racing them. Finally, in 1976, it seems that the BRM story, a remarkable one for its ratio of lack of success to effort, has finally closed.—D.S.J.

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M.G. 'B' 1975 Series III roadster, flame red with black trim and bumpers, Blaupunkt radio, overdrive etc. Under 10,000 miles by one owner. Another in new white with tan trim. **£2,065**

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FIAT 124 Sports coupé 1800. 1974 model in royal blue with beige cloth, radio, 5-speeds, h.r.w. etc., low mileage by sole owner **£1,785**

ALFA ROMEO 2000 sports saloon, 1972. White with *black trim, radio, 5-speeds, headrests,* h.r.w. etc. **£1,235**

M.G. 'B' GT V8. New white with black cloth, overdrive, radio/stereo-8, alloy wheels, Sundym glass, headrests. **£1,985**

JENSEN HEALEY. A one-owner 1974 roadster in tangerine with tan trim, alloy wheels, headrests, etc. **£2,195**

TRIUMPH GT6 Mk. II. Sienna brown with tan trim, overdrive, sun-roof and radio, 1970 **£865**

LEYLAND 1275 GT. Blaze with black trim, alloy wheels, Spats, radio, rear wiper etc. 1974. **£1,195**

CORVETTE Stingray 454 Split-roof coupé. Yellow with black trim, auto. power, air-conditioning, am/fm radio with electric aerial, 10-inch alloy wheels with radials, 1972. **£2,865**

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RELIANT Scimitar GTE. Currently eight carefully-selected examples of these high-performance estates, various colours and specifications: from a **1972** at **£1,985** to a **1975** at **£3,495**

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TRIUMPH GT6 Mk. III. New white with black trim, overdrive, radio, h.r.w. etc. 1973. **£1,465**

TRIUMPH Spitfire Mk. IV. Choice of six hand-picked examples of these popular and economical cars. Various colours and specifications. Two with hard tops, from a **1972** at **£1,095** to a **1974** at **£1,495**

M.G. 'B' roadster, 1973. Limeflower with black trim, overdrive, radio, Rostyles with SPs, headrests, etc. **£1,495**

M.G. 'B' GT. Choice three hand-picked 1974 cars, bracken, harvest gold or damask, all with overdrive, radio or tape, h.r.w., cloth trim, etc. From: **£1,995**

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LEYLAND 1275 GT. Harvest gold with tan trim, radio, coachlines, HR-SPs, 1973. **£1,095**

TRIUMPH TR4A. Outstanding 1966 example in signal red with black trim, Surrey top coupé, wire wheels, etc. **£695**

M.G. 'B' GT Series III. 1975. Unmarked new white with black cloth and bumpers, overdrive, radio/cassette, h.r.w., etc. Low mileage by sole owner. **£2,395**

LANCIA Beta. Choice four of these excellent 5-speed twin o.h.c. sporting saloons. **1974 1400** in Rosso York with gold cloth, **£1,695. 1974 1800** in dark brown with beige cloth, sun-roof, **£1,895; 1975 1400** in green with tan cloth, radio/stereo tape, 12,000 miles, **£1,995. 1975 1800ES,** in Bianco Saratoga with blue cloth, sun-roof, electric and tinted windows, alloy wheels, radio/stereo/electric aerial, 9,000 miles only, **£2,685.**

ALFA ROMEO 1600 GT Junior Coupe 1973. Blue with black trim, 5-speeds, sun-roof, radio, etc. **£1,495**

LANCIA 1.3 Fulvia S. III coupes. Choice five *examples of these delightful twin o.h.c.*, 5-speed cars: **1972**, bronze/red trim; **1972**, brown/black trim; **1974**, white/green cloth; **1975**, Rosso-Corsa/black trim; **1975**, yellow/red cloth trim. From: **£1,395**

M.G. 'B' 1974 roadsters. Choice two low-mileage overdrive cars, damask red/black or blaze/black trim, various extras. **£1,685**

M.G. Midget. Choice two earlier above-average examples, a 1969 in racing green and a 1971 in bronze yellow. From: **£585**

LANCIA 2000 Farina coupe. Low-mileage 1973 car, Bruno metallic with beige trim, sun-roof, radio, PAS, alloy wheels, etc. **£1,995**

LANCIA Beta 1600 coupes. Two unblemished examples of these sought-after and attractive cars: **1975 (P),** in blue Vincennes (metallic) with beige velour, 3,000 miles only, **£2,985. 1975 (N),** blue Agnano with gold velour, self-seeking radio/cassette, Ziebarted, 9,000 miles. **£2,765.**

LANCIA 2000 sports saloon. Black with grey cloth, fuel-injection, 5-speeds, radio, electric windows, tinted glass, PAS, etc. 1973. **£1,695**

M.G. 'B' roadster 1973. Limeflower, specially fitted, overdrive, hard and soft tops, radio/stereo tape/quad adaptor/electric aerial, leather wheel, headrests, roll-cage, spots, Sebrings, etc., etc. **£1,595**

JAGUAR V12 E-Type 1973 2+2. Manual coupé, Carmen red with black trim, radio, VR-SPs etc. Special number. **£3,285**

M.G. 'B' GT. Teal blue with tan cloth trim, overdrive, radio, h.r.w. SP tyres etc. 1972. **£1,465**

M.G. 'B' GT. Harvest gold with black cloth, overdrive, radio, h.r.w. etc. 1973. **£1,665**

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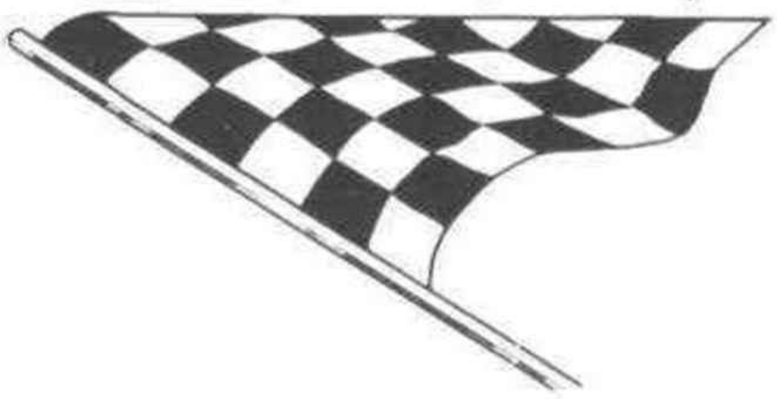
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Federation Internationale de l'Automobile (FIA)

MENTION is frequently made to the FIA and its various working groups without being more specific than referring to "them", and usually in derogatory terms in the same way as most people refer to Her Majesty's Government. This is not surprising in view of the fact that the FIA is the government of motor sport in all its facets, from Kart racing to Formula One racing and Autocross to the Safari Rally, and has been since competition between two mechanically propelled vehicles first took place, though over the years the title of this governing body has been changed. As the title indicates, it is a French-inspired organisation, with its headquarters in Paris, which is only right and proper as the French started it all in 1894, with the first motoring competition from Paris to Rouen. Over the years there have been those who would like to transfer the centre of control from Paris to London, Geneva, or some other unlikely place, but all to no avail, for moving the motoring government from Paris would be like moving our Government from Westminster or the Queen from Buckingham Palace.

In the early days there was such a small amount of motoring competition taking place each year that a handful of people in Paris could control the whole thing, keeping in touch with neighbouring National motoring clubs, like our own Royal Automobile Club, by normal written correspondence. Today, with hundreds of motoring events taking place each month, with member clubs throughout the World, and the enormous variety of motoring activities to be administered to, the make-up of the FIA is enormous, with sub-committees specialising in each activity and representation really World-wide. Although most of us harangue the FIA or its various committees at various times, we rarely give them any praise, but if it was not for the overall management in Paris, there would not be any motoring competition as we know it. Stemming from the top it is the FIA or its committees that keep our sport on an even keel in respect of the laws of the various lands, and if we did not have this overall government, motoring sport in many countries would have long since been outlawed and any competitive motoring would have to be done in the small hours when officialdom and the laws of the land were not watching.

It might not go amiss to look a little closer at some of the Committees and some of the people who keep the administration wheels turning so that the Colin Chapmans, Eric Broadleys and Ralph Broads of the World are not keeping their own wheels turning in vain. Not only do all aspects of the sport come under the jurisdiction and control of the FIA, but all aspects of everyday motoring as well, so the parent body turned over all sporting considerations to the *Commission Sportive Internationale* (CSI). The President of the CSI is Pierre Ugeux of Belgium and his Secretary is Frenchman Claude Le Guezec. There are eighty-one countries affiliated to the FIA for sporting purposes, of which 21 have two representatives apiece on the CSI, from as far afield as Argentina to Sweden and Canada to South Africa. While most countries are represented by businessmen with time to spare or permanent staff of the National Club, like our own Dean Delamont and Basil Tye of the Royal Automobile Club, some names are unknown and even unpronounceable, while others are well-known, like Argentina's representatives, J. M. Fangio and J. M. Bordeu. Germany fields Huschke von Hanstein as one of her representatives and France has Guy Verrier.

Naturally this group of people cannot cope with everything, so committees are formed to specialise and from England Basil Tye and A. T. Burgess sit on a special group dealing with Kart racing. There are eight sub-committees to cover all aspects of motoring competitions and these are listed below with Great Britain's representatives in each case and other noteworthy members.

1. **Technical Regulations :** President: Curt Schild (CH). Vice-President: Paul Frère (B). Among the members are Dean Delamont (GB) and journalist Gerard Crombac (F).
2. **Sporting Regulations :** President: Pierre Ugeux (B). Vice-President: Victor Ceard (I). Among the members are Chris Belton (GB), Huschke von Hanstein (D) and Guy Verrier (F).
3. **Circuits and Safety:** President: Tom Binford (USA). Vice-President: H. Schmitz (D). Among the members are Basil Tye (GB), Bob Hanna (CND) and Guy Vernier (F).
4. **Rallies:** President: Alexandre Dardoufas (GR). Among the members are Jack Kemsley (GB), Claude Fin (MC), Cesare Fiorio (I) and Jean Todt (F).
5. **Off Road Activities:** President: John Corsmit (NL). Among the members are Basil Tye (GB), Hubert de Harlez (B) and Herbert Schmitz (D).
6. **Calendar Group:** President: Herbert Schmitz (D), with representatives from France, Germany, USA, Italy, Great Britain, Spain, Austria, Belgium and Sweden.
7. **Historical Cars:** President: Johnny Lurani (I). Vice-President: Kenneth Neve (GB). Among the members are Michael Bowler (GB), Philippe Renault (F), George Minden (CND).
8. **Formula One :** President: Tom Binford (USA). Michael Boeri (MC) and John Corsmit (NL)—CSI members. F. Chevalier (F) and Mal Currie (USA)—Race Organisers. H. Schmitz (D) and Alex Blignaut (SA)—Deputy Organisers. Two representatives from the Constructors. Two representatives from the Sponsors—Philip Morris (Marlboro) and ELF. Two representatives from the drivers (GPDA).

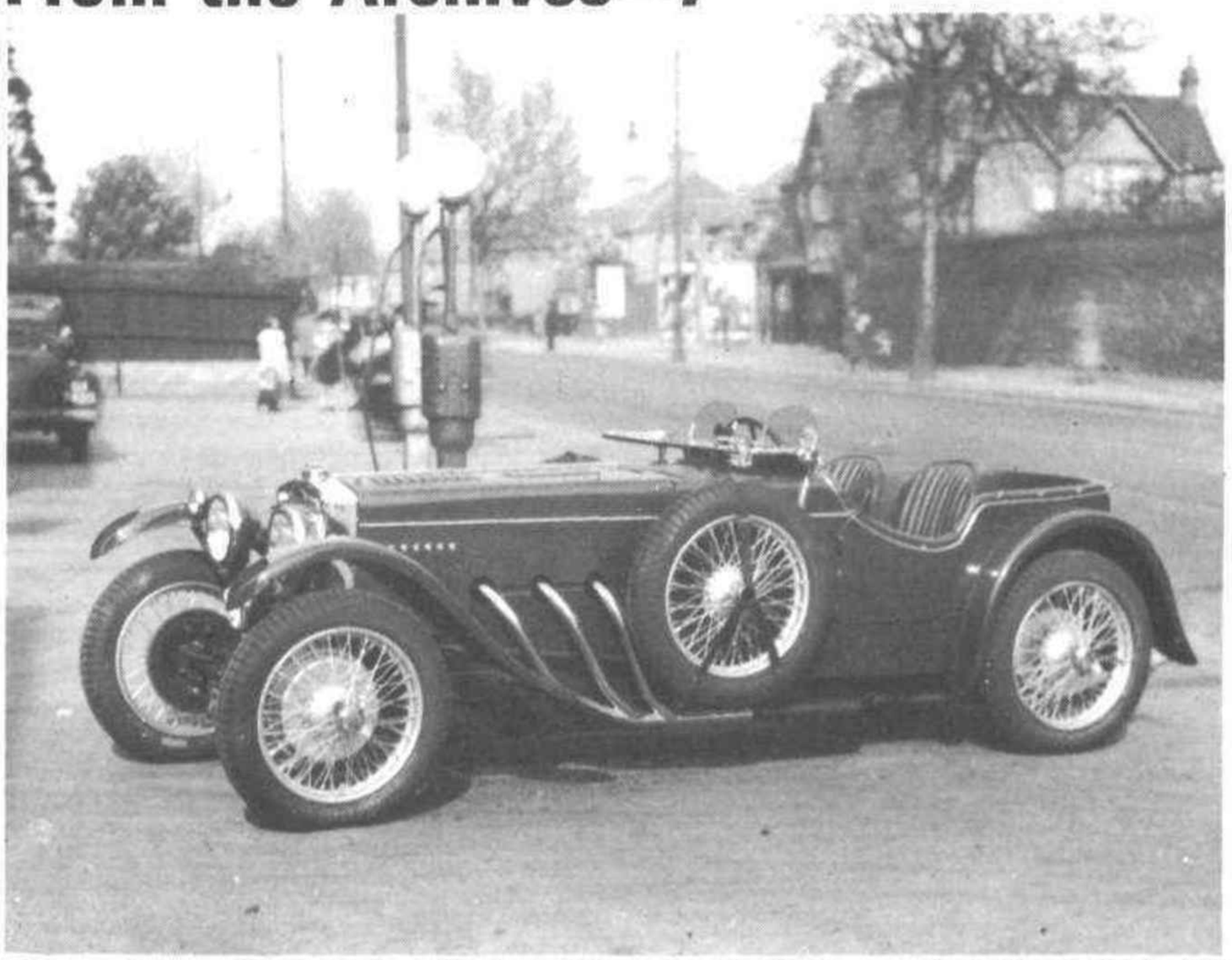
NB.—(CH) Switzerland, (B) Belgium, (GB) Great Britain, (F) France, (I) Italy, (D) Germany, (GR) Greece, (MC) Monte Carlo, (USA) United States of America, (CND) Canada, (SA) South Africa, (NL) Holland.

In addition to these working sub-committees there is an International Court of Appeal comprising two members from each of twelve countries, and our two are N. Mills-Baldwin and C. A. S. (Tony) Brooks, and their job is to sort out protests, infringement of rules, bad behaviour and suchlike.

As can be seen, our sport on an International scale doesn't just happen, nor does it look after itself, its control and management involves a great number of people and a great deal of time.—D.S.J.

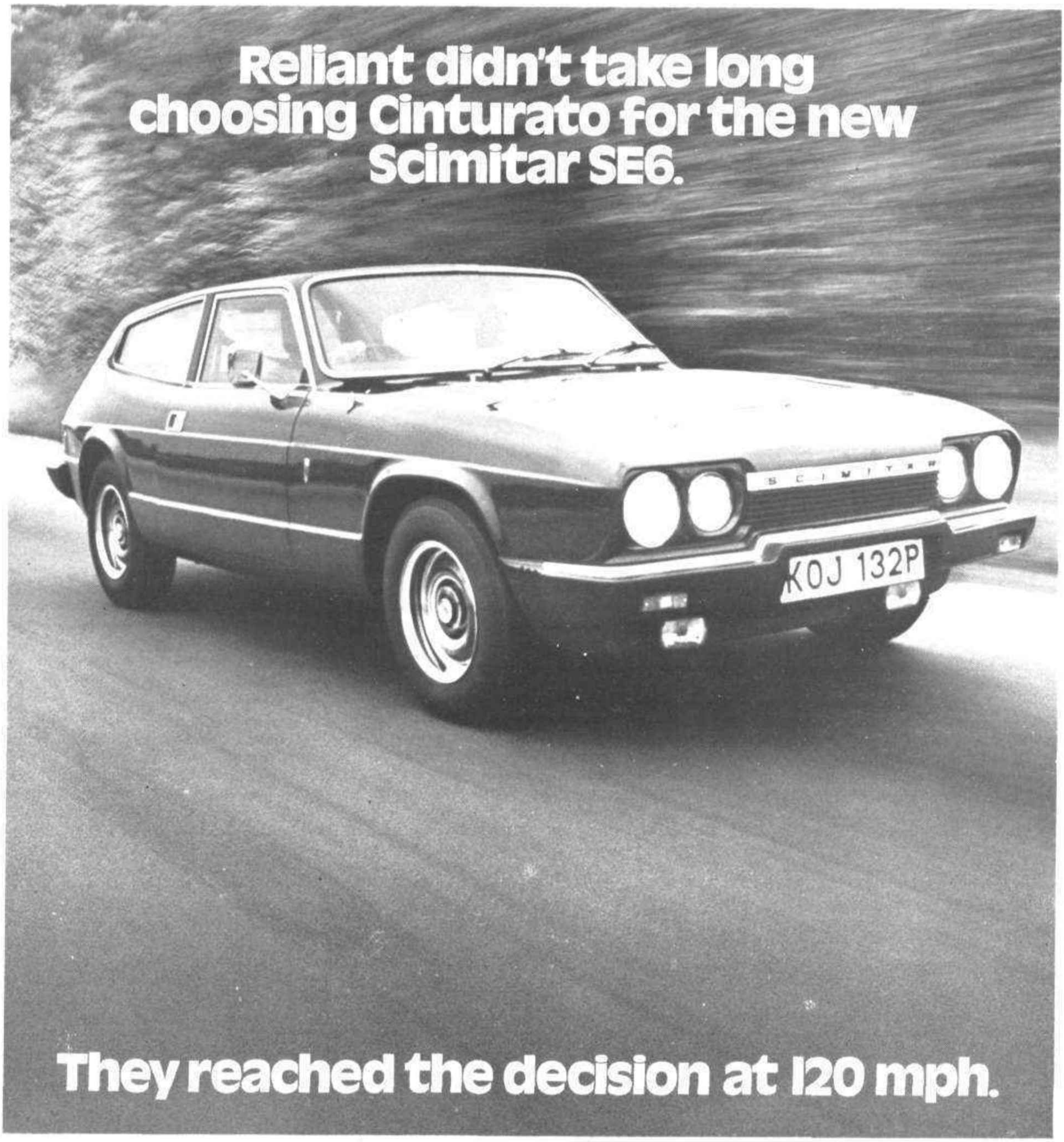
RAC Chairman Sir Clive Bossom, who is also Chairman of the British Motorsport Council, has visited Iran and Singapore to interest the authorities in constructing proper racing circuits. Sir Clive sees such developments as a boost to the British motor racing industry: exports of racing engines and accessories earned Britain £11 million in 1975.

From the Archives—7



Photographed outside the Falcon Works in Isleworth, this Meadows-engined Frazer Nash TT Replica was delivered to its owner, A. G. Sinclair, on May 12th, 1934, registered BMC 448. It was chassis number 2120 with "deflector head" Meadows engine number 10395 and had Bosch electrics, Telecontrol shock-absorbers on the rear and carried a spare wheel on each side of the scuttle. By 1939 it had gone to New Zealand and according to the Register of the Frazer Nash Section of the VSCC it is still out there.

Reliant didn't take long choosing Cinturato for the new Scimitar SE6.



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A SECTION DEVOTED TO OLD-CAR MATTERS

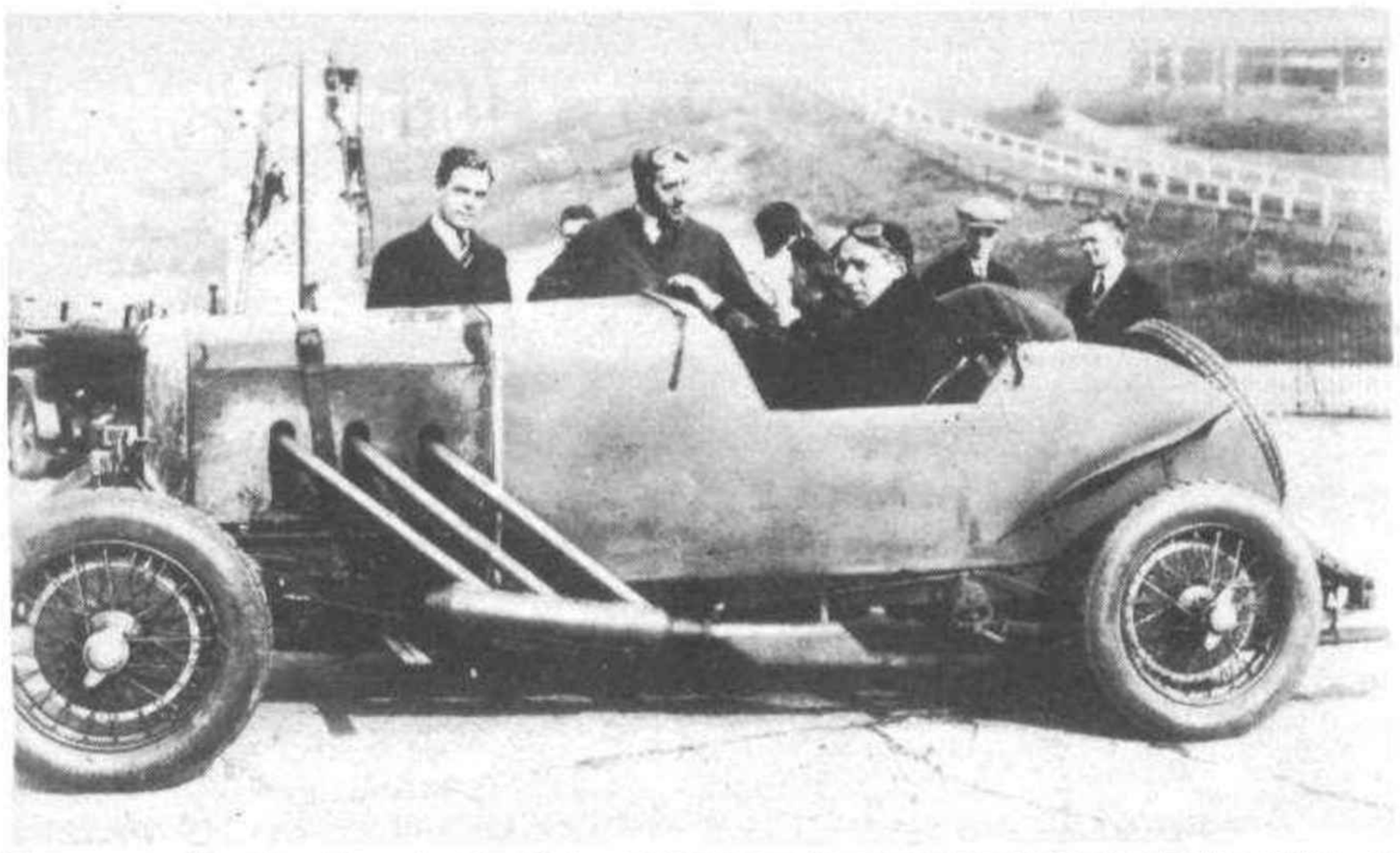
The VSCC at Silverstone again

THIS YEAR'S first Vintage SCC Silverstone Race Meeting will not take place until May 1st and as we go to Press with this page we have no information about it. But it will undoubtedly be on the well-proven lines and provide as much pleasure as these races for Edwardian, vintage and historic cars always do. The meeting is open to non-members on payment of admission charges and we anticipate that once again the MOTOR SPORT Brooklands Memorial Trophy Contest will form part of this meeting, on the usual points-winning basis.

Motoring Caricatures

ARTISTS with a flair for caricature at one time had motor racing personalities at their mercy. But in recent times this trend has died down, with those great drawings of "Sallon", of the *Daily Mirror*, created at the behest of Shell/BP, but a pleasant memory. In horse-racing circles David Longdon remains a master of caricature but in motoring circles this seems a dead art. I was reminded of this when a reader of MOTOR SPORT kindly sent me some old works of this kind, which used to figure in the weekly motoring papers of years back. There are colour caricatures by "The Tout" of Brooklands celebrities, which include Capt. Frazer-Nash (that's how they spell it) arriving at the top of the Test Hill in the GN "Kim", George Bedford, who used to race a Hillman light car, W. D. Hawkes in his tasselled cap, a cigarette drooping from his upper lip and oil from his oil-can, and Capt. D. E. B. K. Shipwright holding his pipe and looking very pleased with himself, standing beside the 30-h.p. Armstrong Siddeley "Baby Tank", which was the only car of this make to win at Brooklands. (When I met Shipwright years afterwards he was still running one, but a post-war Witley or similar.)

These caricatures were done in 1921 and show George Duller in the guise of a racehorse, Count Zborowski, John F. Duff and Capt. M. Campbell. A second such supplement, dated 1922, was of a tall, very thin Major W. H. Oates (he raced a little Lagonda), J. G. P. Thomas cranking-up, K. Lee Guinness and H. O. D. Segrave, both notably well-dressed, Kaye Don in white linen helmet, W. H. Cook bulging out of the Vauxhall "Rouge et Noir", C. G. Brocklebank happily smoking his pipe, Kensington Moir in an obvious single-seater, the black-clad B. S. Marshall bringing M. C. Park back on the tail of his car, and E. A. D. Eldridge carrying funnel and petrol tin. These were a prelude to the Speed Championship races due to take place at Brooklands on the forthcoming Saturday and must have pleased alike the drivers depicted and readers of the magazine concerned, although the cars are only occasionally identifiable.



Can anyone identify this racing 6-cylinder MG photographed at Brooklands in the late '20s? It appears to be 18/80-based. Could it be a prototype Tigress? The photograph comes from the archives of the Stratford Motor Museum.

The reader who generously sent these to me, Mr. S. T. Robinson of Willingdon, and who went to school with Tommy Wisdom, puts back the clock in another way, for he tells me be began to drive, illegally, a year after these caricatures had caught his eye——"in those days, in rural areas, a licence wasn't considered too essential!" The first car they had was an 11.9-h.p. Dorman-engined Autocrat. He also had rides in a Napier tourer with the anti-clockwise engine and in a two-seater 13.9-h.p. Renault with quadrant gear-change and twist-grip throttle. This reader later took to the road himself on motorcycles, Douglas, Triumph and Norton, before getting his first car, an Austin Seven Chummy. Since then, he tells me, he has had 20 cars, including a Light-15 Citroën with twin-carburetter conversion, a Fiat 1100 TV and, "best of all", a BMW 2002. He now finds an Audi 80 adequate for prevailing conditions.—W.B.

V-E-V Miscellany.—The Midland Rolls-Royce Club has its annual *Concours d'Etat* at Ragley Hall, Alcester, on July 11th, by kind permission of The Marquis of Hertford. *Leyland News* said recently that Lord Austin worked on his first *Austin* car in 1902—we always thought this was in 1906? The Midlands Austin 7 Club will hold its annual Longbridge Rally at Cofton Park on June 20th. A dance is planned for the evening before and it is hoped that over 150 Austin 7s will attend. The Morris Register will have its Donington Rally at Donington Park on June 26th/27th. Last year some 150 cars attended and 250 are hoped for this year, not necessarily all of Morris make, however. A reader in Australia who owns a very well-preserved 1949 English-built Big-Six de luxe Citroën which still possesses its original magnetic dipping headlamps and 185 x 400 Michelin Pilote tyres (the latter now irreplaceable, for which reason mileage is purposely reduced) has sent us a picture of a Southern Cross. It was taken in 1935 at Geelong and soon afterwards Sir Charles Kingsford-Smith, the famous aviator, with whom this make is associated, and his companion emerged from a shop, munching meat pies. The radiator badge of the car is a facsimile of the 7-cylinder radial aero-engine.

The Amilcar-Salmson Rally is expected to survive and to take place again on the Continent, next September. The *Traction*-section of the Citroën Car Club has published a very nicely-produced, printed magazine, *Floating Power*, to encourage more detailed attention being given to pre-war and post-war front-drive Citroëns. Details from: The Traction OC, North Cottage, Mongers Farm, Barcombe, Near Lewes, Sussex. It is reported that a 1906 Model-10 flat-twin Autocar and a 1911 Model-59 Overland have been discovered in fine order in Canada and have been imported to England, together with a foot-long working scale-model of a 1907 Stanley steam-car. We confess to be mystified by a newspaper clipping saying that a Mrs. Ottolene Valerie Hole, who died recently, aged 84, once posed as a man in order to establish motorcycle records at Brooklands. Does this mean anything to anyone? A BSA Scout is being rebuilt in Wales.

The Austin Seven "Fabric" Register, affiliated to the A7 Clubs Association, has 24 fabric-bodied Austin 7s on its books and would like details of others, while its Secretary, Ian Moorcraft, 73, Troopers Hill Road, St. George, Bristol, B55 8BW, wants to trace the history of the 1929 fabric saloon, VX 1672, first registered in Chelmsford, which he has restored. On May 9th the Ipswich Transport Society will hold its 6th annual Ipswich-Felixstowe Road Run, which the Mayor of Ipswich will start, at 11.30 a.m., from the Elizabethan Mansion, Christchurch Park. The first Shuttleworth Flying Day of 1976 will happen on Bank Holiday, April 19th; admission is £3 for a car and all its occupants, and it is expected that among the aeroplanes flying will be the Royal Navy's

only remaining Fairey Swordfish. Mercedes-Benz (UK) Ltd. are again sponsoring the ambitious charity rally of the Yeovil CC, which is to be held at Barwick Park on August 22nd. Details from: A. C. K. McGee, Dalkeith, 38, Kenmore Drive, Yeovil, Somerset, BA21 4BQ. Ian Dussek and Neill Bruce are sorting out HRG history and would like to know whether a prototype HRG built in 1966, and last heard of in Chertsey, still exists—its Reg. No. was VX 490.

The second *Prix Martin* race meeting and rally for the older cars will take place on May 7th to 9th, we are informed, with "longer and better stretches of racing through streets". Details from: J. Komischke, c/o Martin Hotels and Conventions Centres, 6, Frankfurt Main, Germany, Ulmenstrasse 25. From Norway comes news of a 1932 six-cylinder 23.4-h.p. Rockne, now beautifully restored by enthusiasts Truls Sundt and Odd-Arne Johnsen. It was a product of the Norwegian Skabo Railway Wagon Co., using a Studebaker chassis. This rare example was found in 1945 at the Department of Enemy Ownership and possessed a machine-gun mounting, suggesting German usage during the war. The car's name is thought to have come from that of a man from West Norway who emigrated to America and became famous in football circles; he was associated with Notre Dame, from which a link with Studebaker may have arisen. Our informant says that, apart from a number of pre-war American cars, Norway has few vintage vehicles but that there is plenty of interest. In Sweden you apparently have to pay for a "scrapping certificate" if you want to take a car off the road and if this isn't obtained and paid for you are obliged to go on paying tax and insurance on a car you no longer intend to run! Don't say we didn't warn you!

The 1976 *Rallye Monte-Carlo des Voitures Anciennes*, for cars of 1925 to 1939 and occupying six days, from July 6th to July 11th, sounds like high adventure. It is organised by the AC de Monaco, 23, Boulevard Albert 1st, Monaco. The book "Early Motoring in South Africa", reviewed recently in MOTOR SPORT, is available from Patrick Stephens Ltd., Barr Hill, Cambridge, for £7.95. The Bean CC's annual "Beano" will start from Bean's Engineering, at Tipton, at around 11 a.m. on May 16th, and the STD Register's Wolverhampton Weekend is scheduled for July 10th/11th, with their Spring Rally on April 24th, based on Laycock Abbey.

Vintage Postbag

"Another Look at Nanette"

Sir,

I was most interested to read your article on Felix Scriven's car "Nanette" to which I may be able to add a little more information.

Nanette was built in 1924 by F. W. Bond and Co. of Brighouse, the two-man company responsible for the prototype Chic car (MOTOR SPORT, October '69) and the seven Bond cars, of which I own the 1928 Supersports model. Mr. Scriven added the aluminium bodywork and road equipment, which seems to have been confined to number plates, klaxon, side lights and one large headlight.

The chassis, as for all the Bond cars, was made by Rubery Owen, with engine, gearbox, etc. as you stated, brakes were on the rear wheels only and the sloping radiator was "borrowed" from a partially completed Bond. The original bodywork had a cowl over the radiator, beetleback tail and a stepover entry into the cockpit.

When Nanette appeared at Brooklands in 1925 the beetleback had been replaced by a low pointed tail, the sides of the cockpit being completely open, radiator cowl had been removed and another front axle with disc wheels had been fitted, but the Sage engine was still proving unreliable.

By the Easter meeting of 1926 the Hooker Thomas engine had been installed, radiator cowl replaced, a new front axle with wire wheels and brakes had been fitted, and the Felix Nanette was born.

Although it does not show in your photograph, taken as Nanette returned to the paddock after winning the 90 m.p.h. Long Handicap, Mr. Scriven was drenched in hot engine oil, which had splashed through the louvred dashboard for most of the race.

The previous evening, while practising for the race, a petrol pipe came adrift and petrol poured into the undertray, Mr. Scriven having to work throughout the night to put right the damage from the resulting fire.

Nanette was entered for the 100 miles *Evening News* Gold Cup race in August 1926, so a couple of days before the meeting Mr. Scriven set out for Brooklands for a bit of practice. However, as he passed through Bawtry, near Doncaster, the rear petrol tank split and the fuel was ignited by the hot exhaust. By the time he had stopped the car his clothing was on fire but he managed to put the flames out and suffered only minor burns. Nanette, however, was a different matter for the front petrol tank also caught fire and to use Mr. Scriven's words "there were three explosions, much of the aluminium was melted and the car was completely destroyed, except for the engine and front wheels".

Mr. Scriven was determined to have a race that weekend, so he brought "Sergeant Murphy" out of mothballs and entered for the President's Gold Plate but retired before the end.

What happened to the "completely destroyed" Nanette after the fire is a bit of a mystery, for she reappeared in supercharged form for the August meeting of 1927 and I have been unable to find out just how much of her Mr. Scriven was able to salvage, but from your article it would appear to be quite a lot.

I would be most interested to see photographs of her in her present condition as it may be possible that Mr. Scriven rebuilt her from parts discarded in the past.

As always, I would be grateful for any information on Bond cars, particularly YW 9887.

Altrincham — E. J. SAWYER



Sir Charles Kingsford-Smith's Southern Cross photographed in 1935 at Geelong (see opposite).

Sir,

I read with much interest the feature "Another Look at Nanette", and in particular the reference to "Nanette's" camshaft drive from the rear of the engine. I own a Super-Sports low-chassis Arab, a car designed by Parry Thomas' friend and assistant Reid Railton, but with which Thomas himself had at least some influence. In the course of a complete strip-down of this engine in my car, a casting date of August 30th 1923 was revealed on the cylinder block. The "prototype" of the Arab was the Spurrier-Railton, or SR, which was raced by Railton himself at Brooklands in early 1924 and subsequently appeared at Southport and elsewhere in the hands of the Shorrock brothers, and others, perhaps. But this was a full two years before the Arab was to make its debut in the motoring Press.

This casting date on the block of my engine, which is No. 20, by the way, and therefore cannot be thought of as a prototype, coupled with the evidence of dimensions and appearance, tends to confirm the theory that all the 4-cylinder Thomas engines . . . Hooker-Thomas, Marlborough-Thomas, the 4-cylinder "flat-irons" . . . and the SR and the Arab shared a common cylinder block. Certainly the Arab has the characteristic Thomas leaf-spring valve gear, as does "Nanette", but in the case of the Arab the camshaft drive is taken off the front of the engine and transmitted via a vast chain and sprocket, with the added refinement of an ingenious timing adjustment by means of a multiple choice of relative positions between the sprocket and the flange on the front of the camshaft itself. So, if as logic seems to suggest as reasonable, one considers the Arab engine as a Thomas engine, here is another variant on the eccentric-and-connecting-rod-drive method. [Originally, "Nanette" had the eccentric-drive like other Hooker engines. —Ed.]

I am told on excellent authority that Leylands themselves cast fifty of these four-cylinder blocks for Peter Hooker, and also that the oft-accepted theory that these engines were destined for a design of taxi (of all unlikely and unsuitable vehicles to house such an engine) may be discounted, as in fact they were destined for high-speed newspaper delivery vans, which seems much more plausible. A taxi would seldom if ever be called upon to make use of the high-speed potential of these engines, which one would not imagine to take kindly to town pottering. The Super-Sports Arab was reputedly credited by the makers with a maximum of 90 m.p.h., and with the 3.63 : 1 back-axle ratio that my car has this should, at least in theory, be possible without excessive r.p.m. Railton put up a lap speed of 91.89 m.p.h. with the SR on its first Brooklands outing in 1924, and the Super-Sports Arab was a very much more sophisticated chassis than the SR, or even, for that matter, than the high-chassis Sports Arab.

If any of your erudite readers can throw any light on these matters or offer any substantiation of the intention to produce the Thomas-engined newspaper fliers . . . (for whom?) . . . I would be delighted to hear from them. [And so would I.—Ed.]

Tenbury Wells A. B. DEMAUS

Sir,

I was interested to read of "Nanette" in the February issue. I'm always interested to read of Thomas-engined cars because of my own car, the Aston Martin "Green Pea".

From my conversations with Mr. and Mrs. R. C. Morgan it would seem that it required Parry Thomas' expertise to maintain these engines on song. With his death they never achieved quite the same performance. Which is, perhaps, one of the reasons for the modified camshaft drive in "Nanette" which I believe was carried out by a Mr. J. E. B. Little during 1962 because of "a two throw eccentric drive which has a marked tendency to drive round the wrong way". (See "VSCC Bulletin", No. 751962.)

In passing I'd be pleased to hear from any previous owners of "Green Pea", particularly from whoever removed the Thomas engine (No. HT 5.) or, for that matter, from the present owner of this engine.

Oxford NEIL F. MURPHY

[We thank the many readers who have contributed to the history of "Nanette" since our article appeared.—Ed.]

The Birkins

Sir,

I was interested, as one of the participants, to see the photograph of Cambridge riders on page 136 of your February issue, but, knowing your reputation for accuracy, I feel that I should point out several errors in the caption.

The rider on the right is not Tim Birkin, but his younger brother Archie, Temple's nickname was FLOP, not Flap (I have never known a more unflappable man . . .) My initials, for what it is worth, are A.R. not P.R.; and finally the date was 1925, not 1922.

Claverley A. R. TWENTYMAN

[We took the information in good faith but had a hunch that the picture might have been of Archie Birkin, whom we knew was killed during TT practice.—Ed.]

"Babs"

Sir,

In your February edition of V-E-V, there was an article "Babs on TV", with Wyn-Owen quoting from the programme that "Babs" was probably named after a young lady.

This is in fact quite true. The young lady in question being Ada Dobson. Her father, Henry Dobson, helped build the body of the car whilst working for Thrupp and Maberly in South London.

Young Ada, about 4-5 years old at the time, used to bring her father's lunch to the garage. On one of his frequent visits, Parry Thomas took a liking to Ada (who used to be called Babs), and decided to name his car after her. She is now Mrs. Jennings and resides in Portsmouth.

I would just like to take this opportunity to tell you what a great magazine you have. It's the best 30-pence-worth on the market. Keep up the good work.

Portsmouth R. COLLINS

[They say one is never too old to learn; I did not know that Parry Thomas, as well as Malcolm Campbell, used Thrupp & Maberly for LSR bodywork.—Ed.]

Austin Twenties

Sir,

I was very interested to read the various letters that appeared in the February issue of MOTOR SPORT in reply to your article on the Austin Twenty, which you compiled from a letter I wrote you.

Regarding the one from F. T. Henry, which is by far the most interesting, it is obvious to me that he is writing from memory as there are so many mistakes in it, though there is a good deal of most valuable information, which has never been mentioned before; for instance, the prototype experimental 6-cyl. 20-h.p. chassis. May I make the following comments?:

1. All 4-cyl. 20 h.p. cars had the same length wheelbase until 1926 when the 6-cyl. 20 h.p. appeared with 11 ft. 4 in. chassis. The range of 20 h.p. that he quotes for 1928 is wrong. There was no 10 ft. chassis, nor was there a Whitehall nor a Mayfair Saloon. These three lengths of chassis appeared for the first time in October 1931, as 1932 models, and by then the Open Road Tourer had disappeared. For 1928 the 4-cyl. 20 h.p. was still being built alongside the 6-cyl. and the types available were as follows on 10 ft. 10 in. wheelbase with either 4-cyl. or 6-cyl. engines:
   Open Road. 7-seater tourer : 4-cyl. — £425, 6-cyl. — £525.
   Marlborough ¾-landaulette : 4-cyl. — £475, (not available at first).
   Carlton 6-passenger owner-driver saloon : 4-cyl. — £495, 6-cyl. — £595.
   Ascot 7-passenger saloon with division : 4-cyl. — £515, 6-cyl. — £615.
   On 11 ft. 4 in. chassis Ranelagh limousine or laudaulette as a 4-cyl. £575 and as a 6-cyl. £675.
   I do not see how it is possible to say with any certainty at all that the Ranelagh landaulette, which appeared in MOTOR SPORT and which started this correspondence, is a 4-cyl. from the photograph : it is utterly impossible to tell whether it is a 4-cyl. or a 6-cyl.
2. The 12/6 did not come out until 1931; it was available from the outset, with both steel and fabric bodies, but the price quoted of £198 for either type is correct.
3. The last 10 ft. Twenty Mayfair saloon did not exist at all. It might have been proposed, but the only 10 ft.-wheelbase model that was made with the high-geared axle came out in late 1931 as a 1932 model; it was named "Whitehall" in the de-luxe version and sold for £525, a standard version ("Carlton") for £498. For the years 1933 and 1934 the "Whitehall" continued in production but the "Carlton" was dropped.

I am given to understand that the "Whitehall" was brought out in direct competition to the Humber Snipe, but it did not succeed in selling in any large numbers. It would be one of the most desirable model Austin Twenties to own today, but I don't believe that one exists.

The "Mayfair" name was revived again in 1935 when the sloping grille, with radiator-cap under the bonnet, came out on the 11 ft. 4 in. chassis with limousine or landaulette coachwork and continued until 1938, when the Twenty ceased production. I have seen the 28 h.p. in the Oxford Street Showrooms and a few on the road; I know nothing about it, thought it hideous, and the engine had a cast-iron block and top-half of the crankcase like the 18, with four main bearings in place of eight.

With regard to the other two letters, I read these with equal interest but fancy only running an Austin Twenty at a cruising speed of 35 m.p.h.! I usually cruised at 55 m.p.h. and did about 47 m.p.h. on the 1927 12/4 Windsor saloon! I had a 1928 Marlborough ¾-landaulette in 1953 for a short time. I have always considered the Marlborough was the least-desirable body to own on an Austin Twenty, with its open front, the fact that it had no means of locking the car, and the coachwork of virtually an Edwardian design. For bad weather a set of sidescreens could be fitted to the driving compartment.

Interesting what your correspondent says about the extra air-control; it is correct that care had to be used as it would cause back-firing in the exhaust on the overrun. I used to give full extra air descending a long hill and always remember to close the control before accelerating again and this would eliminate the back-firing. The extra air certainly gave a better petrol consumption, especially on a long run.

Regarding Mr. Knight's letter and his mention of an R-R, it is really just not possible to compare these makes. The Austin Twenty was a very fine car both in 6-cyl. and 4-cyl. forms and was very very good value for money but it could not be compared with a R-R 40/50 in any form at all, whether it be a "New Phantom", Phantom II, III, or Silver Ghost type. The only model that I suppose can be compared is the 20 h.p., 20/25, or possibly the 25/30. But the general handling of the R-R in these smaller models, as regards steering, brakes, gear-

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change, etc., is vastly superior, as one would expect. After all, there was a great deal of difference in the price of a small R-R chassis and that of an Austin Twenty. After driving a 20-h.p. R-R, the 4-cyl. Austin Twenty is rather like driving a truck; it is far more noisy to start with, added to this the steering, brakes and gear-change don't compare.

Jersey JOHN OLDHAM

[This correspondence is now closed.—Ed.]

"A Test to Destruction"

Sir,

One could only expect an erudite and informed publication such as MOTOR SPORT to publish such an academic snippet as the letter from T. Threlfall. It demonstrates clearly how close young Threlfall keeps his ear to the ground as to be first to rediscover such abstruse Chinese proverbs.

Of course, the application of this gem concerning our acromegalic and consumptive canine friends is damned apt with regard to the Hispano Suiza and Bentley motor cars.

We Lea-Francis, Alvis, and indeed, Austro-Daimler whippets of the 1973 Mille Miglia Storica did indeed have a very passing interest in the lumbering wheezings of the saurians as they fell rapidly astern.

DR. ROBERT ELLIOT-PYLE

Robertsbridge

Sole Surviving Aurea?

Sir,

I have a 1926 (the date is stamped on the rear axle housing) Aurea which is in as-found condition. I know of a 1923 Aurea being restored in Ballarat, Australia, but have been unsuccessful in locating any other existing Aurea anywhere in the world. Perhaps some of your readers may be able to tell me whether I am an inefficient searcher or whether I do, in fact, own a rare car?

In the 1920s Aureas were not uncommon in Melbourne and there was, until very recent times, an old building in the Melbourne suburb of Armadale bearing the legend, in very faded letters, "Aurea Cars".

The car is very little damaged, apart from a slightly bent front axle, but is considerably worn. The carburetter, generator, instruments and radiator badge are missing and the trim is obviously non-original. The body is Australian made. There is little about the car which is unusual and the size and weight of the body should ensure that it has nothing unusual in the way of performance from its 1,500-c.c. side-valve motor. Nevertheless I am looking forward to driving it in due course.

I would appreciate hearing from anyone with information on the missing bits.

RUSSELL STAPLETON

Victoria, Australia

We Stand Corrected

Sir,

I would like, if I may, to comment on the article "More About Mercedes" (December 1975 issue) and also on one or two other matters.

With the exception of the 36/220 models driven by T. Thistlethwayte (Ards 1928 but *not* 1929) and A. B. Maconochie (Ards 1929), all the Mercedes which raced at Phoenix Park and the Ards were 38/250 SS models except for the SSK used by Caracciola at Phoenix Park 1930, the use of which was permitted by the Irish GP regulations. There is no such thing as a "38/250-engined 36/220 four-seater".

The Caracciola car at Le Mans 1930 was a **1930** model 38/250 SS and was the identical car disqualified later at the Ards. The engine complete with blower was installed in the SSK chassis for the Phoenix Park race and passed without question by H. P. McConnell, acting as the Royal Irish Automobile Club chief scrutineer—the very same H. P. McConnell who a few weeks later at Belfast, while acting as the RAC chief scrutineer, rejected the blower at the instigation of Malcolm Campbell. Although Campbell, Howe (both **1929** models) and Caracciola owned their respective cars, Caracciola agreed to allow Campbell to enter all three cars at both Dublin and Belfast in order to compete for the team prize. When his car was rejected by the scrutineer, Caracciola found that he was helpless as only the entrant could lodge a protest and this Campbell refused to do. Caracciola showed very clearly what he thought of the squalid treatment he received when on the day of the race, after parking his disqualified car in the dead-car park, he and his wife, without a glance at Campbell and Howe, proceeded to the Alfa Romeo pits where they spent the entire race.

Campbell did not retire in the 1930 Irish GP as stated in the text but finished 5th as correctly shown in the table.

The 1931 Le Mans car of Ivanowski and Stoffel was an SS as per regulations, *not* an SSK.

John Wyer (February 1976, page 1963) is of course quite correct in pointing out that the Mercedes at Phoenix Park 1930 *gave* the Paget Bentleys two laps start.

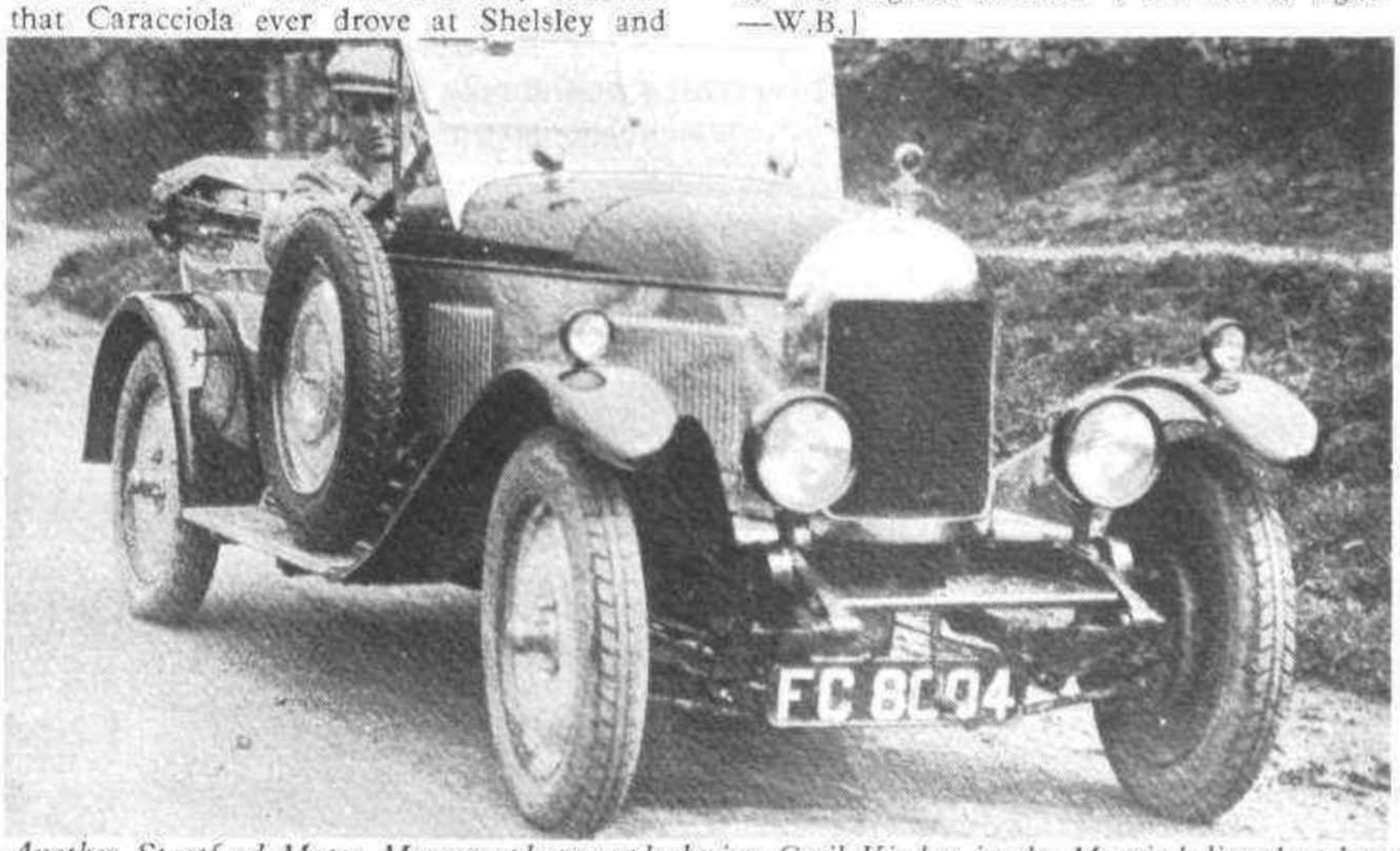
Rivers-Fletcher is wrong in stating (February 1976, page 139) that Howe and Caracciola drove the same car at Shelsley-Walsh. The first Shelsley meeting in 1930 counted as the British round of the European Mountain Championship. Hans Stuck on the Austro-Daimler made FTD in the racing car class and Caracciola, on his way to Dublin for the Irish GP a week later, was fastest sports car on the SSK. That was the only occasion that Caracciola ever drove at Shelsley and Howe certainly didn't drive his car. Incidentally, both Stuck and Caracciola won the Championship for racing and sports cars that year. In your footnote to Rivers-Fletcher's letter you could have added that neither do you survive 100 circuits of Monaco in a sprint car, and but for a lengthy fuel stop, be an almost certain winner.

The letter from M. F. Costello (November 1975, page 1262) is scarcely worthy of comment. Howe's "36/220" was the 1929 TT-winning 38/250 SS and Dorothy Paget's "big six" Bentley driven by Birkin was, of course, a blown 4½. [Yes, this should have been corrected.—Ed.]

In "Cars in Books" (November 1975, page 1294) W.B., referring to the first crossing of the Atlantic, did a bit of overlooking himself. The *first crossing* of the Atlantic was made by Commander Read of the US Navy in a Curtiss flying boat who crossed via the Azores and Lisbon several weeks before Alcock and Brown made a *direct* crossing from Newfoundland to Ireland. Commander Read subsequently landed his aircraft on the Thames opposite the House of Commons and was received on the Terrace by, among others, Winston Churchill, wearing which particular hat of which particular colour I cannot now recall.

Woking C. WALSH

[In his classic work *The Mercedes-Benz Racing Cars*, Karl Ludvigsen states: "Whenever race regulations called for four-seater cars . . . the D-B racers selected the proven Model S (*i.e.* 36/220—Ed.) chassis. The German Grand Prix winner (Caracciola/Werner) of 1928 was much like that of 1927 . . . with the adoption of lighter cycle fenders and the installation of the larger 7,069 c.c. (*i.e.* 38/250—Ed.) engine. For the latter reason and for the promotion of a more current model the car was designated a Model SS". Ludvigsen goes on to say that the true production 7,069 c.c., 38/250 Model SS, as distinct from the racing version above, had a higher bonnet line, narrower track and eight, instead of seven, segment radiator. He describes Caracciola's 1929 Tourist Trophy car and the cars which won the 1931 Spa 24-hour race and finished second at Le Mans as "SS-engined S racers". So who is right? —W.B.]



Another Stratford Motor Museum photograph depicts Cecil Kimber in the Morris believed to have become the first MG.

Book Reviews

"The Upper Crust" by John Bolster. 200 pp. 10 in. × 6½ in. (*Weidenfeld & Nicolson Ltd.*, 11, *St. John's Hill, London, SW*11. £4.50.)

This title is, with that book reviewed immediately afterwards, the first of a pair in a new "Library of Motoring", of which the General Editor is Raymond Baxter, who contributes a well-balanced Foreword to each volume.

Not having been able to attend the wine-and-cheese party at "The Steering Wheel" that the publisher gave for these two works, I am not in the slightest way biased in my opinions of them! It is difficult to decide for whom John Bolster wrote his entertaining "Upper Crust", for while it has obviously been written for those with only a passing or casual interest in the evolution of the motor car, it is still satisfying to enthusiasts such as ourselves, yet without breaking very much fresh ground. Why is this so? I think because the former readers will find the author concise, entertaining, and easy to follow, indeed as they say, very "readable", in leading them to the cars of the nobility and gentry, while you and I find it fascinating to discover what John, so experienced in so many spheres of motoring (not the least having made that very successful, startling and unusual sprint car, "Bloody Mary"), has to say about those fine motor cars which form his subject.

"The Upper Crust" goes deeper than that, however. It opens by explaining how road transport, how the very roads themselves, evolved. I have read of this previously, by writers erudite and superficial. But I followed Bolster with sustained interest, because he is concise and entertaining in covering this long-ago history. After which he is equally entertaining, if now himself a trifle superficial, in his account of the Système Panhard, which takes us through the motor vehicles of 1890 to 1902. Sometimes John departs a little from his chosen topic, the "upper crust" motors; but he later gets down to them in earnest, starting with a very enthusiastic appraisal of the Mercedes Sixty. I, too, have driven one, and agree entirely. After which most of the "greats" of the automobile world are analysed, with whole chapters devoted to the Silver Ghost Rolls-Royce (one of which, of about the best Edwardian year, Bolster owns), the vintage Hispano-Suiza, the Packards of 1932/39, and the Rolls-Royce Camargue.

It would be unfair to disclose Bolster's outspoken views (he dismisses the V12 Lagonda, for instance, as not of the "upper-crust team", and the 6½-litre Bentley as not entirely smooth and quiet with a noisy, difficult gearbox and uncomfortable springing) on all the other notable cars his book covers, but I will say that most of them do not surprise me. It may be that the Cadillac and Lincoln and other American cars should have been given greater emphasis and I feel that the Delage, especially the 1919 40/50, has been too summarily dismissed. There is, of course, much ground to cover, which may explain a slight sense that the author tired somewhat, towards the end.

May I raise an appreciative, if sceptical, eyebrow at mention of an 8-litre Boulogne Hispano-Suiza which still attains 110 m.p.h. "along any short straight"? No book of this kind can escape errors entirely and Bolster is incorrect in thinking that the King had his 35/120 Daimler converted into a "Double-Six", or that this make had a rear-axle gearbox in the between-wars period. There are other minor errors under this heading; but a Rolls-Royce man is hardly likely to care much for Daimlers, anyway! More might have been said about the great coachbuilders who made or marred the cars of wealthy carriage-folk in the pre-WW2 era, although I concede that this has been done by George Oliver and Scott-Moncrieff.

For general as distinct from specialist readers "The Upper Crust" is of sufficient length and sufficiently detailed, and they will probably like the illustrations, most of which have been previously published. And that is not to imply that I did not derive considerable pleasure from this unusual book myself.

W.B.

"The Designers" by L. J. K. Setright. 199 pp. 10 in. × 6½ in. (*Weidenfeld & Nicolson Ltd.*, 11, *St. John's Hill, London, SW*11. £4.50).

Companion volume to "The Upper Crust", here is Leonard Setright's interpretation of those who created motor vehicles down the years, of all kinds, including competition cars. This author's individualistic approach to a subject, coupled with his good memory for the past and his knowledge of detail, make this an interesting discourse, albeit the theme was done some years ago, in 1970 in fact, by David & Charles. But in that previous book eleven great automobile engineers were dealt with, by a selection of writers. In "The Designers" Setright casts his net much wider. Indeed, he divides his designers into the artists, those who style bodywork, those concerned mainly with chassis problems, the engine developers, the mechanics, the theoreticians, and those who form part of a design-team.

There is interest in seeing how Setright rates each of the talented men he deals with, which adds interest to a book covering much great names as Abarth, Herbert Austin, Becchia, W. O. Bentley, Birkigt, Ettore Bugatti, Colin Chapman, the Duesenbergs, von Eberhorst, Dr. Giacosa, Alec Issigonis, Jano, Frederick Lanchester, L. H. Pomeroy, Tresilian, Voisin, Zagato and so many others.

If there is not all that much new ground, and if the publisher has been hard pressed to find many fresh illustrations (some are colour plates, which "The Upper Crust" lacks), this book bears recommendation because of the interest in discovering what Leonard makes of it all. But I was sorrowful to find that he believes that Ernest Henry stole from Birkigt the twin-cam, multi-valve conception, a myth I thought MOTOR SPORT had exploded quite some time ago! That this book is also too superficial is confirmed by almost no reference to Georges Roesch; none whatever to Parry Thomas and his Leyland Eights, a car Bolster refers to as a car which might have become "the greatest car of all".—W.B.

"Automobile Year" Edited by Douglas Armstrong. 240 pp. 12¾ in. × 9¾ in. (*Patrick Stephens Limited, Bar Hill, Cambridge, CB*3 8*EL*. £11.95.)

This is the 23rd edition of this de-luxe annual, the main purpose of which is to present a report of the preceding season's motor racing, accompanied by a great many excellent pictures, which this time number 325 black-and-white and 68 colour illustrations.

"Automobile Year" covers each 1975 World Championship Grand Prix in tabulated form, as it does other race categories, but lacks the race-by-race description provided in other annuals. So it depends on the illustrations, and on high-class advertising layouts, to sell it, backed by a few full-length articles. This year the latter include 11 about racing, with Paul Frère on the "Return of the Supercharger", Rosinski on "How Good is Niki Lauda?", and Laurent Carvin on "The Greatest Maseratis", and a further seven on technical developments, driving the best of the 1975 production cars, novelties in that field, and a piece by Gordon Wilkins on "The Rolls-Royce Renaissance", in which he skilfully finds a new approach to this overworked subject.

But somehow this once-superb annual seems, like so many other things, to have diminished somewhat with time, which has not prevented its price from rising. One misses detailed information on all the new cars and on the exotics of the dream-car stylists (the latter are reduced to four colour pages this year), and Anthony Curtis on technical developments in production cars reads too much like a similar review in *Motor* last Show-time. But if you like nice pictures. . . .—W.B.

"Opel—Wheels To The World" by Karl Ludvigsen. 96 pp. 8¼ in. × 9¾ in. (*Princetown Publishing Ltd.*, 90, *Cleveland Lane, Princetown, N.J.* £6.10.)

Another one-make history gap is filled by this *Automobile Quarterly*-of-America publication. Until just before the Second World War, when the very inexpensive but spacious, four-speed i.f.s. Opels arrived here, sold from an agency in Brixton and said to be made mostly of tin and compressed cardboard, the make was thought of only in connection with those 1914 Grand Prix Opels that ran at Brooklands after the war. But in recent times the prestige of the General Motors' Opel has increased to a high level.

So Karl Ludvigsen's account of this very old German make is most welcome. It could not have been easy to compile, for many Opel models were more utilitarian than interesting. But this author has got it all down, in readable fashion, with a very good chapter on the legendary Opel rocket cars. The book is very largely illustrated in colour and brings the story up to 1974, with a breakdown of production figures from 1899 to that year.—W.B.

"A Boot Full of Boots" by Evan Green. 281 pp. 9¼ in. × 6 in. (*Cassell & Company Ltd.*, 35, *Red Lion Square, London, WC*1 4*SG*. £4.95.)

Here is yet another book about the World Cup Rally, and other marathons, by a journalist from Australia, who drove a Leyland P76—that controversial car—in this 1974 classic, finishing 13th. This is the stuff of adventure. And there is plenty of it, with appendices giving route notes, time schedules, results, etc. The snag is that the book has appeared far too

long after the event, which many people will have forgotten.—W.B.

There is a saying that it never rains but it pours, and having only recently reviewed a very good book about transport in South Wales, I have now received a soft-cover Oakwood Press publication entitled "Motor Buses in Wales 1898-1932", by D. E. Brewster. There are lots of pictures, though many of these are decidedly "Box Brownie", and the span of this history seems a trifle odd. But it is very intriguing, nevertheless. One picture, of St. Mary's Street, Cardiff, in the 1920s, with a White's single-decker AEC Renown on the Penarth route, and trams, Model-T Fords, a bull-nose Morris and horse-drawn vehicles, etc. in the background, takes this reviewer right back to his childhood. No. 89 in their "Locomotion Papers", this fascinating book costs £1.35, from The Oakwood Press, Old School House, Church Hill, Tarrant Hinton, Blandford Forum, Dorset, DT11 8JB.

* * *

Pitman's have issued five Stanton Abbey car handbooks, in a new series. The three we have seen cover the Austin Maxi, the Austin Allegro, and the Vauxhall Viva. The books include trouble-shooting charts and wiring diagrams.

* * *

There is absolutely no need to "sell" the "FIA Year Book of Automobile Sport", which every follower of motoring competitions will require at his or her elbow all through the season. So we will just say that the 1976 edition, running to 820 5¾ in. × 4¼ in. pages and encompassing 200 photographs of drivers and cars and 185 circuit and other drawings, is available from Patrick Stephens Ltd., Barr Hill, Cambridge. The price is £5.25 at the time of writing.—W.B.

Cars In Books

I AM once again indebted to a reader, for sending me, this time, a copy of "The Double-Garden" by Maurice Maeterlinck—the same Maeterlinck, I assume, who recommended Malcolm Campbell to call his racing cars "Bluebird", after a Maeterlinck play, to turn his bad luck. The book was translated by de Mattos and published by George Allen in, I think, 1904. The point is that this book contains a splendid—there is no other better word—chapter about the author's view of the motor car; apart, this is, from his defence of the dog as man's only true animal-companion, and other delectable chapters.

Without reproducing "On a Motor Car" in full, I cannot capture the enthusiasm Maeterlinck exudes for the new form of transport. He obviously drove himself, having recently mastered the art. I think it likely that the famous writer used his car for long journeys abroad, for he admits to having been driven from Paris to Rouen by "the master" before being left to his own devices. Assuming the piece to have been written around the year 1902 (this chapter, by the way, is translated by Alfred Sutro) the car appears to have been a big and powerful one. Although the author discloses a surprisingly profound knowledge of his subject, there is no mention of the car's make. The clues, too, are slender. It had a live-axle, when chain-drive was popular, the differential being "beneath the brake"—Maeterlinck calls it a "differentiator", a "recent miracle". His "hyppogriff" has trembler coil ignition, an advance and retard lever, is water-cooled, and seems to have had low-tension plugs. Otherwise, there is nothing I could find to disclose the make. It could not have been a Sixty Mercedes, for that was chain-driven. Could it have been a Darracq, for Campbell had these, I think, when he first adopted the name "Bluebird" for one of them? In fact, could the "master" have been Campbell himself, selling Maeterlinck a car? Perhaps those who know this author better than I do, can add something?

Another reader, Tom Threlfall of the Bentley DC, has drawn my attention to a passage in Steinbeck's "The Grapes of Wrath" (1939) about replacing bearings on a 13-year-old 1925 Dodge. After much experience of extraction of white-metal from oil pick-up troughs (or in Steinbeck language, babbit from pan-wells), Tom says he finds the author very accurate!—W.B.

MINIATURES NEWS

THERE has been a complete dearth of commercial miniatures for some time, and as I refuse to refer to models I have not handled, apart from very brief "mentions", I was glad to have the following letter about F1 miniatures, to fill this space; it is self-explanatory and should interest those of like enthusiasms.

Sir,

Your comments in the December 1975 MOTOR SPORT, re. lack of modern Formula One model kits, prompts me to write, enclosing some pictures of my current F1 model collection. All models are 1/12 scale, and are either standard or modified "Tamiya" (Japanese) model kits. Due no doubt to the accuracy of D.S.J.'s and A.H.'s Grand Prix reporting, all the models are built as they appeared in one particular race, and are complete in every detail, including perforated discs on the most modern cars, or modified bodywork. Three models have been extensively modified into cars not available in the standard kits. These are: No. 1—Jochen Rindt's 1970 Lotus 72/2; No. 6—Ronnie Peterson's 1973 Lotus 72E/6; No. 6—Peter Revson's 1973 McLaren M23/2.

It should be noted that Revson's Yardley Mac was built by me before a similar kit (Hailwood's Yardley Mac) was commercially available.

A full history of each car, including complete specifications, has been compiled and is kept with the collection.

You may be interested to know that No. 33, Hailwood's M23/7, was virtually destroyed when a large, heavy painting fell on it. However, the plastic monocoque emerged unscathed, and a new car was built up around this.

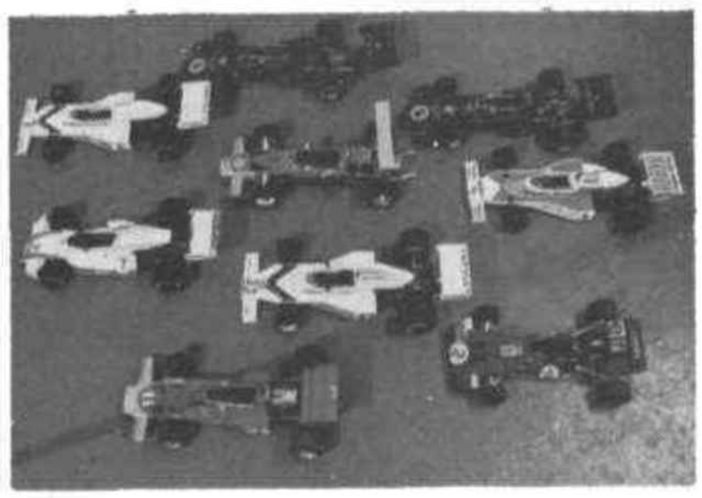
I am a Formula One enthusiast, and 21 years old. Many thanks for an excellent magazine.

G. MILGROM

Don Mills, Ontario, Canada.

Years ago, other types of racing cars were built of Meccano and, reading a copy of *Meccano Engineer*, I find myself wondering whether this still happens. Once upon a time there were those splendid GN and Frazer Nash models by D. M. Dent, of Meccano, clothed in sheet metal, for example. I suppose the lack of such models today stems from the fact that younger enthusiasts do not remember those cars which best lend themselves to this form of construction. Dumb-irons and road-springs can look absurd in standard Meccano strip and if these are made specially, the latter of strip brass for instance, the entire model might as well be made entirely of workshop materials. The ploy for the unskilled is to model racing cars with enclosed dumb-irons and chassis-frames, etc. The Thomas flat-irons, for instance, the underslung Montlhéry record-breaking Voisin, and others, come to mind. The Meccano system gives us excellent 3 in. Dunlop rubber tyres that scale to an early large beaded-edge or later 3.50 × 19 tyre in full size, a decent steering wheel, and so on. Steering pivots may present difficulties of over-scale and unreliability as set-screws refuse to grip, so it is a pity that an integral steering assembly of stub-axle-cum-pivot-cum steering arm, commercially available after the war, had spindle diameters just under Meccano size; does anyone remember these? Slim single-seater Brooklands-type racing cars seem to lend themselves well to the Meccano system, with suitable use of sheet metal for bodywork and fairings. Then even Meccano wheels can be justified, as they can be correctly covered with a disc, and the tyre size is about right, even the 3 in. plain rubber ring looking much like the slender-section tyres of many pre-1914 Track cars. If anyone has tackled anything of this kind, this column would be interested to have details and pictures.

In the above context, it is appropriate that the current issue of *Meccano Magazine* contains instructions for building the Meccano motor-chassis. There is a rare picture of the 1928 version powered from a rear-mounted Meccano 8 amp. accumulator and a 4-volt Meccano electric-motor "under the bonnet". This is a "vintage" chassis, with separate gearbox, even a quadrant gear-change, cantilever rear springing, and rear-wheel brakes! It has Ackermann steering geometry, but on a special principle which I confess I do not understand, and there is provision for a dashboard starter-switch. The magazine is published by Meccano Ltd., of Binns Road, Liverpool, who this year celebrate their Diamond Anniversary, Frank Hornby's first patent having been filed in January 1901.—W.B.



Mr. Milgrom's collection of 1/12 scale Formula One models.

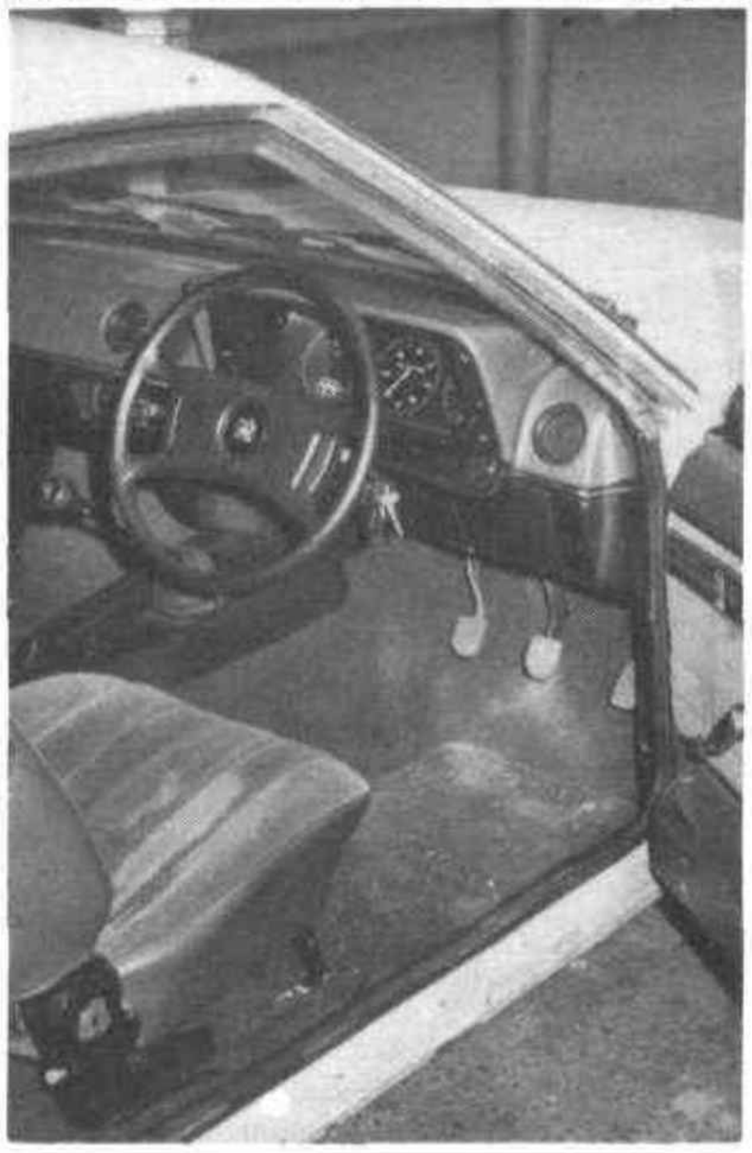
Three Vauxhalls

On the road with the Victor 2300 Estate, the Chevette GL and the new Cavalier 1900 GT Coupe

THREE different Vauxhalls came into my life recently. The first of these was that very impressive-looking, low-built Victor 2300 Estate. There is little point in devoting much space to it, not because it isn't a most useful and accommodating vehicle, but because new versions are on the way, in which this rugged four-cylinder engine will figure. So let me just say that this willing Vauxhall was used to tow my 1922 Talbot-Darracq Eight, on its trailer, over a considerable distance and that in some 1,600 miles not only did it never falter and proved very comfortable, but it was found to be an excellent towing-car.

The Chevette I drove last year. But I was anxious to gain greater experience of it, because it represents one of America's recent excursions into the realms of the truly small, compact car. Full-size American automobiles have never been the best proposition for the average upper-crust owner, with their ornate bulk, dodgy brakes, vague steering, and floating suspension. There are definite exceptions, of course, but this is the norm. Small editions of such unquestionably effortless, dependable-over-enormous-mileages, conveniently-contrived cars have a fascination of their own, however, apart from being of a size far more suitable for European roads.

I have sampled various such US-products, like the Ford Falcon, Chrysler Valiant, etc. The snag is that they never seemed to catch on, here or in the States for that matter, right from the time of the Overland Whippet



Interior appointments of the Cavalier coupé extend to large, comfortable seats, but not to a tachometer.



The travel-stained road-test car shows off the Cavalier coupé's attractive, Opel Manta lines with the Firenza-like nose.

onwards, and some, such as the Ford Pinto, scarcely reached these shores. The Chevette, a Chevrolet basic conception, is different, being both smaller, and already popular.

I remade acquaintance with the GL edition, which has better trim and embellishments than the standard model. I liked its clear instrumentation, which includes an accurate clock, its very light steering with a small turning-circle and mild castor return action, and the stubby gear lever, with, however, rather a large knob. The plastic surround to the steering column is somewhat flimsy, noticed as the manual choke-control is pulled out, and I could not turn off warm air when I wanted cool air on my face, which I believe is an inherent Chevette fault. There are internal stowages in the form of a l.h. shelf, rather obstructed by cleats and the heater-hose, and a central well that held my sandwich-box firmly! The brakes functioned nicely, the hand lever is well placed, the Michelin ZXs grip well, heating and demisting are well contrived, and details good, such as the flick screen-wiper action, facia-operated interior lamp, neat door handles (but big keys), rear-window-heater, etc. The two-speed heater-fan is noisy and I didn't approve of the oval, thick-rimmed steering wheel.

The clutch was apt to be aggressive, the gear change does not equal an Escort's for smooth selection, one's left foot has to be parked beneath the clutch pedal, and cross-winds caused some deflection. This game little 3-door car was great fun to drive, however, and it ran over 297 miles to a tankful of fuel, giving a notable 39.1 m.p.g. of 4-star. Oil thirst was approx. 530 m.p.p.

The Vauxhall Chevette is a significant edition to the small-car stakes, even if it does not feel much like an American "compact". Stemming from that country, it is surprising that it fails to fit into any definite category. It is not roomy enough to be a regular four-seater. For the same reason, much of the advantage of being a "hatch-back" is missed, because it isn't a very spacious "estate" job. Regard it as a little coupé and it is fine, except that it hasn't enough performance to take on a sporting image. The Ford Escort provides seats for four and a big boot, and is available in sporting versions, and there are "hatch-backs" which are better than the Chevette in the convert-to-an-estate-car idiom . . .

The third Vauxhall I am concerned with here is the new Cavalier. It came in 1.9-litre coupé form. This is a very impressive move on Vauxhall's part. Made in Belgium (and I had not driven a Belgian car since I sampled a vintage Minerva) it is really the sporty-nosed Opel Manta with Vauxhall badges. The Cavalier looks, however, like going a long way to getting Luton out of its financial rut.

The saloon versions are really Opel Asconas with the addition of a sporty-nose similar to that of the coupé. Our past enthusiasm for most of the modern Opels endorses the sound sense of this Luton's European ploy. The lines of this £2,423 four-seater coupé with its Firenza-nose are such that people stopped to admire it and to enquire about it. It is nice to drive, with large comfortable seats, good brakes, a reasonable gear-shift with an angled lever of rather long movements and Vauxhall's lift-up action protecting reverse, and heavy steering that lightens up as speed increases, although it never becomes really light; it needs just over 4 turns, lock-to-lock.

The Cavalier coupé not only has the 1,897-c.c. four-cylinder engine of the Cavalier GL 4-door saloon, this being Opel's high-camshaft iron unit developing 90 DIN b.h.p. at 4,800 r.p.m., but the GL's styled wheels, 5½ in. wide in the case of the coupé, and shod with radial tyres, 180/70 Uniroyal Rallye on the test car. There is rack-and-pinion steering, double wishbone coil i.f.s., and a live axle on coil springs at the back. The suspension tends to be harsh, and somewhat noise-promoting.

That this Cavalier car is brand-new is surprising in some ways. The angled screen pillars are thick and impede side vision. The

instruments are buried in a deep nacelle and a vast red facia confronts the front-seat occupants. Simulated wood strip is used only on the doors, where it carries neat slide-locks and handles. Surprisingly, there is no tachometer, although a r.h.-located quartz clock is fitted. Two vertical heater controls are found to the right of the instrument nacelle (heating and demisting are effective, but the rear-window heater could clear a deeper area), and four facia holes, closed by pivoted flaps, let in warm air for side-window and demisting or cold air, in a powerful stream, for ventilation. The rear side windows can be opened as vents. The boot requires a key to open it and it let in rain water. The spare wheel is vertical, on the offside. The driver's arm-rest obstructs his right arm when he wants to work the big knob controlling seat-squab angle and this knob soon fell off, necessitating opening the door to alter the driver's seat rake!

Performance is not remarkable. Top speed is around 110 m.p.h., depending on conditions, and 0—60 m.p.h. occupies 11.1 sec. Seventy m.p.h. comes up, from rest, in 14.9 sec., 100 m.p.h. in 41 sec., and this Cavalier coupé will accelerate from 40 to 60 m.p.h. in top gear in 8.3 sec., or from 30 to 50 m.p.h. in top (observing those speed-limits!) in 8.6 sec. This is not exactly sports performance. But I found this big coupé pleasant to use on a long run. There is some body resonance when picking up speed but it is generally a quiet car, unless the engine is revving fast. It is also a well-behaved car, with no tricks. Cornering normally promotes some understeer and roll is well controlled. Usually a prompt cold starter on an auto-



The styled headlamps are of Hella manufacture.

choke, it gave 30.6 m.p.g. of 4-star petrol (mileage recorder correct). This is only notable for a car of nearly 2-litres. The fuel range was 363½ miles, suggesting that more than 11 gallons can be put in the tank.

Reverting to details, there are three big dials, the 130 m.p.h. speedometer, number-calibrated every 20 m.p.h., with decimal mileometer but no trip being flanked by heat and fuel gauges (this latter went to "red" a ludicrous 119½ miles before the tank ran dry) incorporating three warning-lights each. The lamps are selected by a little r.h. turn-knob, a single slender l.h. stalk under the steering wheel controlling turn indicators, wipers with a twist of its knob, lamps dipping and flashing. This necessitates an old-fashioned steering-wheel location for the horn button and, worse, it is in the wheel centre; the knob carries a Wyvern and sounds a subdued deep note. There is use of yellow paint for clock, hands, instrument needles, etc., and the dials are ringed with yellow, with other colours for different switches. Minor controls and warning lamps are clearly symbolled, including the switches for heater-fan and rear-window-heating. Stowage is provided by a drop-door shallow cubby, non-lockable but with a hidden catch, a divided well on the driver's door and a shallow well surrounding the gear lever. An interesting body item is that the roof incorporates a roll-over bar. The body seems well-sealed, the passenger's door refusing to shut easily unless a window was opened. The winders are very low-geared.

This cosmopolitan car had a French Philips radio and German Hella headlamps. The rear-hinged bonnet release is on the "wrong", or off-side, and the lid needs propping open. The dip-stick is accessible apart from the width of the engine-bay but was stiff to re-insert. No oil was needed after 1,000 miles. A diagram pasted to the valve cover suggested to me that it is essential to use short-reach plugs in the Opel engine—no instruction book was issued with the car. Altogether, this Opel with the Vauxhall badge and styling is an interesting addition to the British market.—W.B.

Road Impressions of the Peugeot 604 V6 SL

HAVING BEEN a Peugeot advocate from the days of the 203, I was distressed at the long gap in our testing of cars from this exclusive, top-grade French manufacturer. However, in February I was permitted a week with the latest V6 604, and although that is insufficient time in which to fully assess such a complex car, about which two weeklies, neither from Standard House, expressed varying opinions and performance data (even to mileometer excess) after driving precisely the same car, some impressions are possible.

This new big Mercedes-class Peugeot saloon uses the light-alloy V6 engine it shares with the f.w.d. Renault 30TS (test report last month) and the Volvo 264. It is a smooth but thirsty power-producer. Peugeot, with Renault, have novel triple-choke Solex carburation that works cleanly and offers deceptively good acceleration if all three chokes are permitted to open together. This big saloon, with a notably spacious rear compartment, will better 10 sec. from rest to 60 m.p.h., indeed, will crack this by nearly a second, under a leaden foot. 4,000 r.p.m. equals an indicated 80 m.p.h. So there is space, pace and a great deal of refinement about the 604.



In addition, it has the splendid Peugeot ride, derived from effective trailing-arm i.r.s. and Peugeot's own precision damping. It has been the fine stability and comfort of many Peugeot models that has, I suspect, reduced Citroën's sales of cars that have even better, but more complex, suspension.

At fast cornering the 604 is also extremely good, quick enough, indeed, not to trouble a Princess who might be following. It has almost the high-speed limit associated with a BL front-drive "Wedge," slight understeer turning into roll oversteer. Yet this Peugeot is no more front-drive than the Renault 30TS is a 4WD. The power-steering is good without being outstanding; it is geared only 3.3-turns lock-to-lock yet feels too low-geared on account of a very good lock. It transmits sharp rather than quick bark and although not overlight, it is too vague for my liking. The gear lever is short and angled towards the driver. Very strongly spring-loaded towards top and third, it can be slightly notchy. The all-disc brakes, light to use, did not give the

expected reassurance from high speeds and the central handbrake lever rises to a ludicrous extent when applied, perhaps because it operates on the rear discs.

The heater requires an experienced operator to get any warmth out of it, so I had a miserably cold journey away from Peugeot's Western Avenue premises, and consultation of the instruction book did not at first get things warm. The screen-wipers work together from the n/s of the screen, with an action that may endear them to ballet-lovers but which leaves an area of the o/s of the glass unswept. The fuel gauge indicated ¾-full as I drove away but I was told the 14-gallon tank had been filled. It ran dry after 277 miles, after which m.p.g. of 4-star was checked as 19.2 No oil was needed in 650 miles. The rear-hinged, self-propping bonnet is released by a horrid metal lever on the wrong side which needs the n/s front door open to operate it.

There are three main dials under a clear-to-read BMW-like panel before the driver—a clock, with apt-to-be-conflicting seconds hand, 130 m.p.h. speedometer, and 8,000 r.p.m. tachometer. The last-named has no limits marked, yet the engine must not normally be extended beyond 5,750 r.p.m. and there is a positive limit of 6,000 r.p.m., while the modest maximum of 4,500 r.p.m. is recommended. At present 136 DIN b.h.p. are claimed at the former r.p.m., from this 90-deg. V6 with its chain-driven o.h.c. and a c.r. quoted with Peugeotian accuracy, as 8.65 to 1, in 88 x 73 mm. cylinders. Perhaps they are thinking of dropping in a higher-revving injection unit?

A l.h. stalk brings in the lighting and has the "round-the-gate" action beloved by the French, but with a quick-action for flashing the lamps. Pressing the knob to wash the screen can alter the lamps' setting; the knob is rotated to operate the two-speed wipers, and there is short-term wash/wiper action by pressing this. All a bit of a finger-tip full! The r.h. stalk is for turn-indicators, and it sounds the horn when pulled inwards. Small oblong fuel and heat gauges are provided to the left of the dials and there are eight warning lights, set as neat "buttons" about the panel. All controls, instruments and lights have sensible symbols but as a warning button lights up its symbol cannot be read. Reverse on the gear-lever knob is called "AR", and engagement was apt to be slightly harsh. Down on the console, ahead of the gear-lever and below the Blaupunkt radio, are little switches for the electric window-lifts—and full marks to Peugeot for providing such windows on a big car such as the 604—with an over-ride switch to defeat troublesome children, and for the rear window heater. Again, all are "symbolled" but they seem to have been repositioned since the British handbook supplement was prepared. Apart from the central adjustable vents that, mysteriously, are part of the main heating system, adjustable vents are provided at the facia extremities. On the sill below the former are a recessed knurled-knob controlling facia lighting intensity and five switches, one for hazard-warning, the others spare, on the test car.

The seats are very big and posh, but were too spongy and velvety for my liking, while the clash of contrasting interior colour-decor was unfortunate. From cold the auto-choke makes the engine idle noisily at 2,000 r.p.m.



Obviously a Peugeot, the 604 has flat, "pancake" styling. The boot is huge and the rear-seat space particularly generous.

for some distance. It then settles to around 900 r.p.m. idle, but the tachometer did not zero fully. Two small keys look after the ignition and doors. The enormous boot has an awkward slide-in button, nor does the lid begin to rise after you have managed the key, so for shopping you need a BMW . . . In appearance, while the 604 is obviously a Peugeot, it is distinctive rather than attractive, with flat "pancake" styling; the outline of the "Lion of Belfort" still graces the nose.

I soon found that this is a very restful car to drive. It is also very "long-legged", and the sort of car in which you always seem to be beyond the prevailing speed-limits, which of course we all want to observe, don't we? Clearly I should have had an errand that would have taken me from Paris to Nice, rather than from VASCAR-infested Acton to Powys! I enjoyed the hush, with road-noise from the Michelin XAS the most obtrusive sound, although there is some engine roar, the ability to unleash high-performance (top speed is around 112 m.p.h., with the "ton" reached in about half-a-minute) and the space and the comfort. But I missed the BMW from the viewpoint of accurate steering and firm braking and I felt that this once-individualistic make lacked driving character. Even that Gallic smell once found in Peugeots was very faint! The four Marchal halogen lamps are very powerful, and the dipped light is very well spread. Moreover, I do not think I would want to grease six points on a £4,644 car after only eight runs to the office and back . . .

However, in details the traditional engineering "character" is still evident and one hopes 604 will enjoy the fabled Peugeot longevity. All the family will be comfortable in the 604, for the rear-seat space is particularly generous. Stowages are confined to an illuminated facia-well with awkward drop door shallow wells in the front doors and a driver's map-pocket. There are no facia shelves or console-well. The "Lion" motif is on the steering wheel, which has three thick spokes and thick spongy rim. Visibility is enhanced by slim door pillars. The spare wheel, under a cover, is vertical on the o/s of the spacious boot, retained by a crude strap; the boot floor has a ribbed rubber mat.

The engine vibrates if run below 25 m.p.h. in top gear and careless throttle action, or a quick gear-change, induces transmission snatch and rattle, present even in top gear. The brakes have a very brief "fail-safe" when used without the engine, as with other modern cars. Reverting to the suspension, it ranges from slightly harsh to faintly "floaty" and isn't as quiet as that of former Peugeots, which set a very high standard in this respect. So the 604 is a notable addition to the ranks of big, spacious saloons.—W.B.

Economical Polo

TO MARK the release in this country of the r.h.d.-versions of the Volkswagen Polo, Philip Stein thought-up an effective exercise for motoring writers. We were each asked to drive a Polo from the RAC Country Club at Epsom to Goodwood circuit, to discover what sort of petrol economy these excellent three-door 895 c.c. saloons will deliver. The 50-mile road section had to be done at an average of 32.5 m.p.h., with lateness penalties, among quite heavy traffic and some adverse traffic lights. At the circuit the cars were allowed to be driven at any speed the driver chose, until the tanks ran dry. A single gallon of 2-star Shell was provided for each VW. On the first day 16 journalists had a go. Freelance Leonard Setright (in car no. 13) did 69.4 m.p.g., Bryan Cambray of *Motor Trader* recorded 67.7 m.p.g., and Richard Hudson-Evans of *Drive-In* and Mike Cunningham of *Motor Transport* tied for third place, with 66.8 m.p.g.

On the Tuesday this convincing exercise was undertaken by 17 drivers. The winner was Graham MacBeth of the *Brighton Evening Argus*, with an astonishing 92.05 m.p.g., with a one-mile lateness penalty. Chris Drake of *Popular Motoring* came second, with 81.45 m.p.g. I managed third place, with 78.6 m.p.g. It was thought that damp atmospheric conditions may have improved matters on this second day, but it was satisfactory that it was different Polos that achieved these top economy figures. The road section was a pretty common denominator; indeed I got lost, and having to reverse to turn round is hardly consistent with thrifty driving, and there were also a number of traffic halts. On the track it was different and those who began by cruising at 20 m.p.h. or less soon reduced this to motoring on the idling-jet, at around 15 m.p.h. MacBeth, however, swept past, at a furious 27 m.p.h.

The significance of this demonstration was not so much that a VW Polo can add over 92 m.p.g. of inexpensive fuel to its other attractive qualities, when driven by an expert, but that VW had sufficient faith in the Polo's economy to set us off on a 50-mile road run on just one gallon of petrol. The average m.p.g., incidentally, was 62.24 the first day, 69.4 the second day, and it does seem that the Polo, with its 5-bearing crossflow alloy-head o.h.c. engine, weighing 143 lb. less than a two-door Golf, is getting close to my 60 m.p.h./60 m.p.g. ideal. The official claim is 54.3 m.p.g. at a steady 50 m.p.h., and a top speed of 82 m.p.h. The cars used were the first production-line Polos to arrive in England, each having run about 600 miles. They were on normal full-load tyre-pressures and their air-intakes were set for summer conditions. This jolly occasion was extremely well organised. Although some of the drivers were very late for lunch at Goodwood House because they were crawling round the circuit, results were issued with the coffee and photographs were in our hands the next morning, proof that Philip Stein and his staff are as expert at PR as the scribes are at frugal motoring.—W.B.

The Inside Story of the SUNBEAM "SILVER BULLET"



BEFORE THE FIASCO.— The twin-engined Sunbeam "Silver Bullet" at Daytona in 1931, before Kaye Don's abortive attempts to break the Land Speed Record held by Segrave and the Napier-powered "Golden Arrow". It failed by more than 45 m.p.h., after 18 runs.

Interest in the Land Speed Record, an undertaking in which Britain was then supreme, was at its height during the 1930s. Consequently, when the Sunbeam Motor Company of Wolverhampton, which had built the cars that first officially exceeded 150 and 200 m.p.h. (and had also built the smallest successful LSR car, a V12 4-litre Sunbeam that did more than 152 m.p.h. and was later used for track and road-racing) announced a new onslaught with the twin-engined, 48-litre "Silver Bullet" in 1929, there was great enthusiasm and acclaim. Louis Coatalen, the famous STD Chief Engineer, had planned the monster, perhaps spurred on to break the "Golden Arrow's" existing record of 231.446 m.p.h. because this car had been designed by a former Sunbeam engineer, Capt. J. S. Irving, after that engineer had left the declining Sunbeam Company, and it had been driven by Sir Henry Segrave, formerly Coatalen's top driver. At all events, the "Silver Bullet" left for Daytona Beach, in America, early in 1930 amid a great deal of high-pressure publicity and much optimism, with Kaye Don, the noted Brooklands driver of Sunbeam cars, nominated as its pilot. But although the car was at Daytona for a month and made 18 runs over the official course, its timed speeds ranged from fractionally over 69 m.p.h. to a best of 186.046, over the measured mile. Thus it failed by more than 45 m.p.h. to break Segrave's record. As Segrave had achieved the 200-m.p.h. target three years earlier after only a single practice run and the "Golden Arrow" had broken the record after making only two trial runs (and a wait of 14 days for suitable weather conditions) the previous year, the "Silver Bullet" was in deep disgrace and, as an American commentator said, "it returned to England with its bulldog tail between its legs".

What went wrong? The inside story of the 200 m.p.h. Sunbeam having been scooped by a contemporary a few years ago, I am delighted to be able, thanks to the generous co-operation of Anthony S. Heal, the well-known Sunbeam exponent and historian, to answer in MOTOR SPORT this question, which has posed a problem for LSR recorders for more than 45 years.—W.B.

The Car

WHEN Louis Coatalen, Sunbeam's Chief Engineer, decided to re-attack the LSR in 1929, he was faced with the previous findings of his racing and experimental department. The 1927 200-m.p.h. bid had been accomplished successfully (203.79 m.p.h. being officially achieved) with a monster twin-engined 44.8-litre car designed, in fact, by Irving and built economically, using outdated engines and other components, the engines being installed front and back in the chain-drive chassis. The "little" 1926 LSR Sunbeam had been a conventional racing car, with a 4-litre Rootes-supercharged V12 engine. But to go from 150 to 250 m.p.h. would require a very considerable power increase, obtainable only by using a bigger engine. That in turn would result in more drag, so Coatalen realised again that the solution was a really big car, capable of accommodating engines of sufficient size to develop the required power. He used two special V12 light-alloy, roller-bearing power units, with four vertical valves per cylinder actuated by twin gear-driven overhead camshafts over each cylinder block. It has been suggested that these were, in fact, Sunbeam aeroplane engines, or prototypes thereof, but there is evidence from official Sunbeam photographs of this LSR project that these engines were made specially for the car. They each had a capacity of 24,014 c.c., the bore and stroke being 140 × 130 mm. The cylinder banks were inclined at 50 deg., each consisting of two blocks of three cylinders, with dry liners. It is interesting that in spite of Coatalen claiming 4,000 horsepower for the combined installation, the power delivered to the road wheels was 920 b.h.p. This was estimated to be 185 b.h.p. up on the car the "Silver Bullet" had to beat, *i.e.*, the "Golden Arrow" with its non-supercharged Napier "Lion" 12-cylinder engine, and 172 more b.h.p. than the "200 m.p.h." Sunbeam had developed at its driving wheels, in spite of it being dubbed the "1,000 h.p." Sunbeam.

This time Coatalen put both engines at the front of the car, coupled together. The drive then passed through a multi-plate clutch with eventual dog-clutch positive drive, to a three-speed gearbox, with ratios of 1.125, 1.780 and 2.653 to 1. From this two splayed propeller shafts drove the back axle, *via* twin final drives of 12/33, the driving seat, which was slung between these shafts, being separately sprung. The chassis was sprung on very stiff ½-elliptic springs and an unusual feature for a LSR car was the provision of Lockheed hydraulic four-wheel brakes, with Buxton linings. The wheelbase was 15 ft. 5 in., the car was just over 31 ft. long, and it weighed 2,500 lb., dry. Cooling was by a combination of water and ice tank, the latter holding some 5½ cwt. of ice, ignition was by coil, with accumulators in the tail, charged externally, and there was dry-sump lubrication and compressed-air starting. A big centrifugal supercharger was driven from the rear engine through a train of epicyclic gears, and a friction clutch. This blower was geared to run at 17,000 r.p.m., according to hand-outs from the Sunbeam Company, and it drew from two Amal carburetters. Fuel-feed was by an air-pump on the rear engine, pressurising a nose tank holding 25 gallons of petrol.

It is significant, as will be seen later, that originally the engines were to have had four Roots superchargers. Mr. Martinuzzi, who was described as Coatalen's Secretary on the Daytona visit, came to the Sunbeam drawing-office at Wolverhampton on the "Silver Bullet" project. Remembered as an Anglophile Italian addicted to tweed suits and a Dunhill pipe, Mr. Martinuzzi was a brilliant mathematician. He worked out the complex gear-train needed to drive these four superchargers.

The scheme was dropped, apparently because the new engines gave less power than the aged, non-supercharged, "Matabele" engines used in 1927, which means less than 435 b.h.p. each, and the gear-train was thought to be absorbing their potential. Tests were run, as with the 200-m.p.h. Sunbeam, by coupling a dynamometer to each drive-shaft.

It would seem that a couple of blowers per engine would have solved the problem of feeding both engines from the single, rear-mounted centrifugal supercharger, and that the blower that was substituted should have been run twice as fast, to be effective, *i.e.*, at 37,000 r.p.m. or thereabouts.

The body, which had been wind-tunnel tested at Vickers, hugged the tops of the two engines closely. It was made in sections, of 16-s.w.g. aluminium, lettered in red, over steel hoops. The wheels were exposed, but with fairings behind them, and there were two tail fins and an air-brake. Solid disc wheels with detachable covers carried special Dunlop 37 × 6.00 14-ply cotton tyres, slave wheels being used for low-speed runs.

This giant, but not unduly unconventional, motor car was being brought into being at the Moorfield factory at Wolverhampton in September 1929, the crankcase castings being ready by October 1st and machined the next day. Later that month the bronze gearbox casings and the engine components were being prepared. The crankshafts were turned from single billets of steel on the last day of September and machined, with segmental instead of circular webs, on October 4th. In November the engines seem to have been assembled and although it has been implied that they were sent to Daytona untested, at least one if not both was put on the test-bed at Wolverhampton, although with the water system apparently "back-to-front", without Coatalen's knowledge.

What were the prospects of success? Well, the "Silver Bullet" was 190 lb. lighter than the 1927 twin-engined Sunbeam, although 1,650 lb. heavier than the car it had to beat. (Incidentally, Sunbeam's quoted the target as 231.36 m.p.h., using the lower speed for the "Golden Arrow", later officially corrected, although it was rather late for a protest!). These, however, were dry weights; ready for action the new monster would be nearly ¾ of a ton heavier and outweigh the "Golden Arrow" by 0.87 of a ton. Against this, its weight-per-b.h.p. was lower than that of either of those other LSR cars and its frontal area was 6.2 sq. ft. less than that of the 1927 Sunbeam. Moreover, it had been worked out that, at 200 m.p.h., air resistance would be 17 lb. sq. in. less, and even undercut that on the sleek "Golden Arrow" by 13.7 lb. sq. in. At this speed the engines would be running slower than in either of the other cars and the c.-of-g. from the front axle was 45%, against 63.5% and 56% respectively (one wonders how the data for the "Golden Arrow" was obtained!). It was confidently thought that the "Silver Bullet" would be capable of 290 m.p.h., against an "all-out" ability of the other cars respectively calculated as 210 and 250 m.p.h. *So what went wrong?*

The Record Attempt

The "Silver Bullet" received good coverage in the Press during the opening months of 1930. Its makers had issued a hand-out booklet describing it and listing the 38 firms who had helped specifically with its construction. These included Specialloid for the pistons, Wellworthy piston rings, Ferodo for the supercharger and main clutch linings, Hallite jointing, Avon for rubber tubing, a Dover steering wheel (separate drag arms on each side of the car from Marles steering gear were used, obviating a transverse track-rod, the base of the steering wheel being horizontal to clear Don's legs), Hardy Spicer twin-prop-shafts, Rotax batteries, KLG plugs, Andre-Hartford shock-absorbers (damping springs that moved only about 1⅛ in.), a Cox windscreen, Cornercroft "Ace" wheel discs, Smiths and Jaeger instruments, Moseley pneumatic cushions, Miller jacks, Minimax fire-extinguishers, BP fuel and Castrol oil. Curiously, the Dunlop tyres were not listed. In February the car and its packing case for the journey across the Atlantic were shown to the Press, in the presence of Louis Coatalen, Kaye Don, Mr. Kay, the draughtsman, and Mr. Rose, the Production Manager.

We come now to what this attempt was costing Sunbeam share-holders. Cyril Posthumus, in quite the best book about the LSR ever written, includes a table showing the cost of some of the cars, down the years. These range from approx. £225 for Eldridge's 300 h.p. Fiat to £900,000 for Donald Campbell's gas-turbine "Bluebird", the 200 m.p.h. Sunbeam being quoted at £5,400. In fact, that report previously referred to adjusts this to approx. £7,000, with another £3,000 charged to Segrave for the journey to the USA, as he refused to run in England.

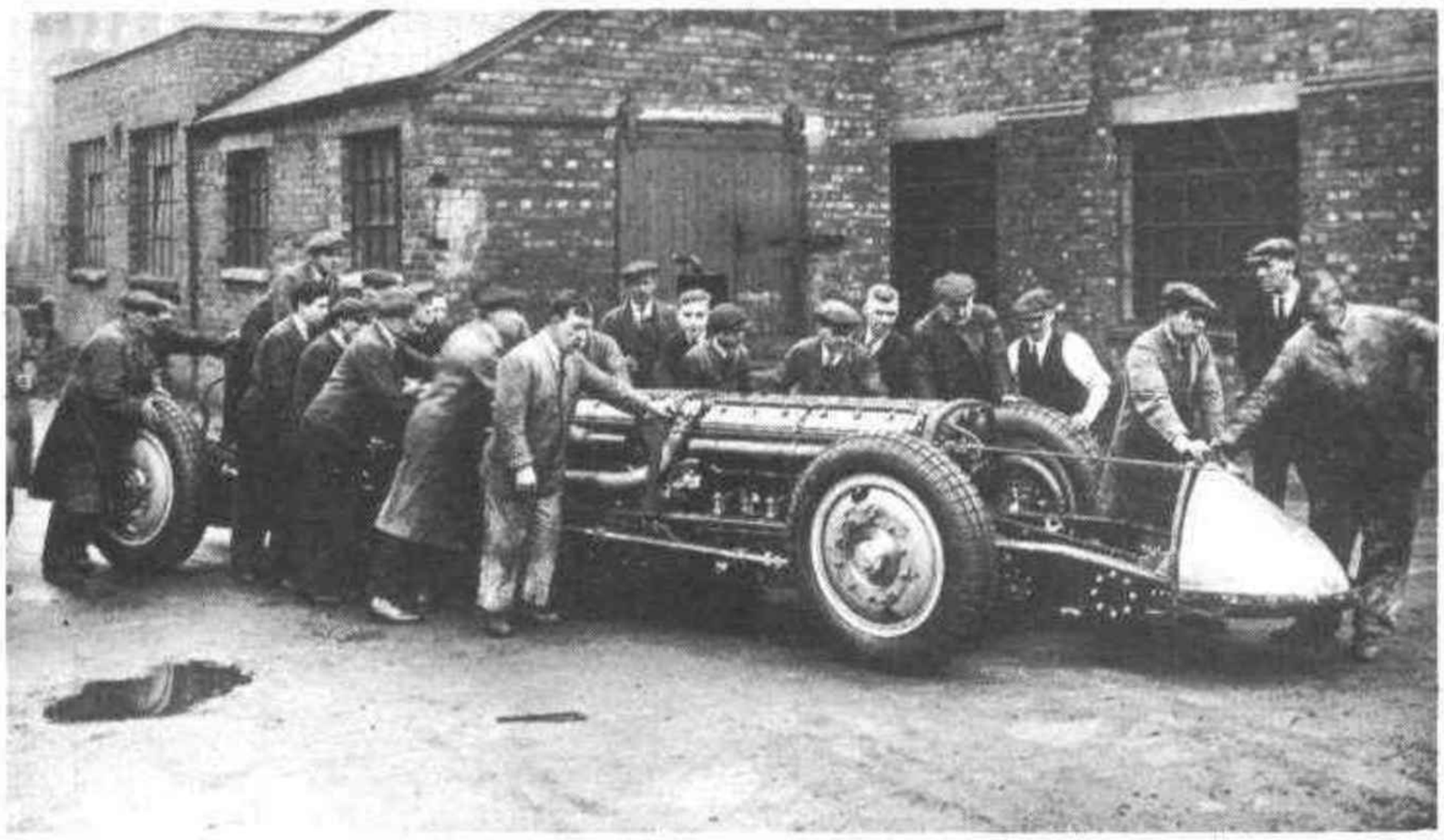
The "Silver Bullet" cost a total of £15,557.60, divided up as £2,975.18 for materials, £7,794.63 for labour, £4,658.09 for on-cost, and £129.75 for outwork/special expenses. To this, the unsuccessful record bid was to add another £4,102.80. These figures are quoted in decimals but are in 1930s currency and value. Coatalen claimed that much of this was covered by sponsorship.

On February 26th all were ready to leave for the great adventure, the car in the charge of Mr. H. Wilding. He left from the Low Level Station at Wolverhampton with Messrs Garrison, Harrison, Broome, Howard, Astbury and Wood, Mr. Rose seeing them off on the 12.21 express for Southampton. At Birmingham they took on Baguley, a Dunlop mechanic. On arrival they took a tram to the Alliance Hotel, where Cunard had arranged accommodation. That evening Mr. Wilding and Mr. Harrison enjoyed themselves renewing acquaintance with friends they had made in 1914/18 when working at the Sopwith seaplane sheds.

Next day Mr. Kay arrived with Mr. Howlett and Mr. White in the works' service car, a black Sunbeam Twenty Weymann saloon (one wonders if it has survived—Reg. No. UK 7029), which was used to convey all baggage and personnel to the "Berengaria". The "Silver Bullet" was already on the boat, weighing 6 tons 14 cwt. 3 qr. 11 lb. in its crate. It had been brought down on a six-wheeled Dennis 'bus chassis, and a four-wheeler Dennis 'bus chassis carried the 24 cases of spares. These had left Wolverhampton on the afternoon of Feb. 24th and arrived at 13.15 hours on the 25th. Mr. Wilding was sorry to note that valuable advertising space on these lorries had gone to a competing firm—presumably Dennis of Guildford. . . .

Sailing day was Feb. 26th and before 10.00 hours Coatalen and his party, and Don and his party, were on board. The Mayor of Southampton made a short speech, to which Kaye Don replied, but again Mr. Wilding was sorry that the name Sunbeam was never mentioned; how much better, he thought, had the car been called "Sunbeam II". Company Directors Iliff, Gen. Huggins, Kay, and the Sales Manager, Cozens, and several racing drivers, including Eyston, Eldridge, etc., were among the party seeing the adventurers away. The "Berengaria" was under her own steam within two minutes of leaving her berth. . . .

Travelling were Mr. Coatalen with his Secretary, Mr. Martinuzzi, Mr. Wilding, in charge of the car, T. Harrison, Foreman, A. Broome, racing mechanic, and three fitters, J. Howard, A. Astbury and F. Wood. Kaye Don was accompanied by his sister, Mrs. Rita Liversay, his Secretary, Miss Peggy Roberts, his personal Doctor, his own journalist Laurie Cade, and carburetter expert, Mr.



OPTIMISM?—No-one looks very optimistic, as the giant Sunbeam "Silver Bullet" is pushed out of the works at Villiers Street, Wolverhampton, prior to having the body panels fitted. The fuel tank is in the nose.

Saunderson; in America his Manager was Mr. Sturm. This is interesting, because although Malcolm Campbell sometimes took his wife and family on LSR attempts, Segrave seems to have gone alone. As the sea crossing went on Mr. Martinuzzi and Mr. Saunderson came from their first-class quarters to meet the mechanics and buy them drinks. Later very rough weather was met. Speed had to be reduced from 25 to 14½ knots, then to 12 knots; Coatalen was said to be really ill and some of the mechanics missed meal-times.

New York was made on March 4th. Kaye Don was seen to be "walking about like someone bewildered" as it was thought at first that the Customs papers for the car and spares were missing. Coatalen pulled himself together when these were said to be in the shipping manifesto but he wanted the £500 lost with the Customs on spares in 1927 to be remembered! The usual preliminaries followed, such as introductions to Mr. Sturm, the Indianapolis Speedway PRO, opening the cases of spares, each with contents' lists tacked to the lids for the benefit of the Customs' officials, and taking taxis to the New Yorker Hotel. The mechanics' rest was disturbed there by messages that Coatalen and Don might need them to stand-by to take the "Silver Bullet" to Wanermakers' showrooms for publicity purposes, but this was a false alarm. A "cooper" helped with the spares' cases, the Dunlop ones being of new wood but Sunbeam's of decayed scrap that, once opened, threatened to stay apart! There were further shocks for Wilding over the high American hotel charges (136.60 dollars for four rooms for three nights). Coatalen was installed in the Savoy Plaza and Sturm at the Pennsylvania, which were presumably even more exorbitant. Eventually the car was off on the train, taking some 15 hours to get to Daytona. The black attendants on the train looked for tips, Wilding notes. . . .

At Daytona the working crew slept at the Hotel Dunham and ate at Wisteria View. The City Corporation lent a truck for taking the spares and towing the "Silver Bullet" to Shaw & Wingate's San Juan Garage, which was situated some 1½ miles from the rail head, 2½ miles from the beach. On Sunday morning, March 9th, the car was taken out of its crate and steered by Don to the garage. It was found to be rusty where grease had been washed off, presumably by sea spray. The following day the tail-fins were fitted, the cushion and seating altered, and a wood block fitted by the accelerator, presumably at Don's request. Various small items were attended to, and the ignition accumulator was removed for charging.

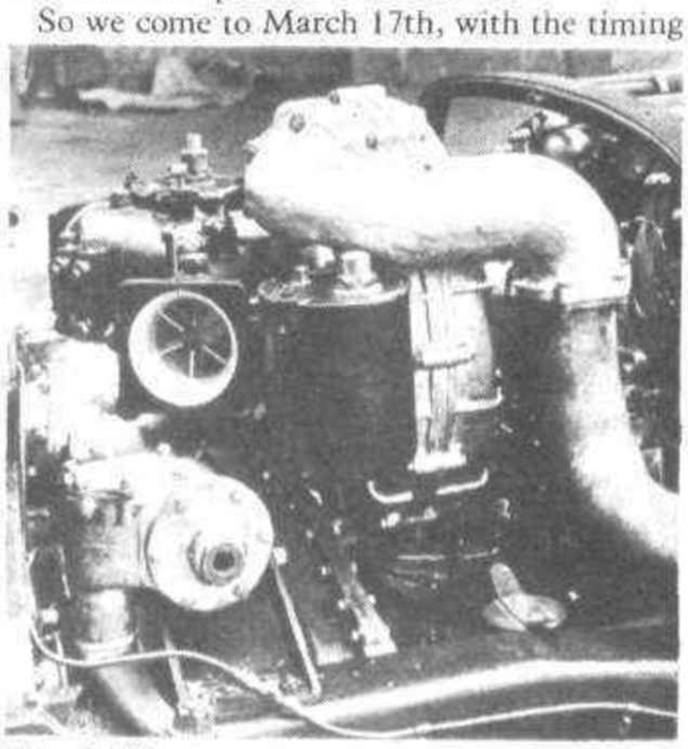
The next day all wheel nuts and the ignition controls were eased and fuel tank and air-lines tested. The day after this the air-intakes, with support, and the accumulator were fitted. On March 13th the engines were started, after some trouble, as the compressed-air distributors were leaking. Don operated the throttles. The oil-release valve on the front engine was leaking, necessitating removal of undershields to fit a new rubber hose. Finally, the engines were run at 1,250 r.p.m. and appeared satisfactory.

On March 14th the great day had arrived. The silver monster was towed *via* South Bridge to the beach. Since it had become customary to travel to Florida for LSR attempts there was no prior testing at speed. Now Don was ready to see what would happen. Official photographs were taken in the morning and Don's sister christened the car, but Don showed signs of becoming nervous and irritable. No timing gear was available, the Indianapolis machine not having arrived and the Daytona gear being u/s and without traps, although all the AAA top-brass was present, including Odis Porter, the official timekeeper. The "Silver Bullet" was towed off the beach at 14.30 without having being run.

Next day, the Saturday, the engines were run-up in the garage for three minutes, on KLG 417 long-reach plugs, and a petrol mixture containing 1/40 mineral oil for the supercharger. The Indy gear had arrived but Mr. Myers, Director of Timing and Scoring, would not be there until the Monday. Kaye Don said he would do a practice run at 13.30, arrived 40 minutes late, and was clocked by stop-watches to do 144 m.p.h., estimated to be a genuine 133.33 m.p.h. over the mile. Half-an-hour later the car returned, running north, but it wasn't timed and the engines back-fired. It was thought that Don might have been doing 150 to 160 m.p.h. past the Tower, the car steering well over the rough beach, but bumping badly. *The first snag now arose.* Don told Wilding he had seen 1,900 r.p.m. at ⅞ throttle. This was regarded as excellent, so no change of gear-ratio was contemplated. Hindsight suggests that Don over-estimated the speed, with unfortunate results (2,400 r.p.m. were said to equal 248 m.p.h.).

On the Sunday Coatalen arrived and endeavoured to cure some in-built maladies. To improve streamlining the exhaust pipes of the "Silver Bullet" had been recessed within the sides of the body. The heat from these had melted the rubber hoses on the side water pipes, a temporary cure being attempted with extra clips and insulating-tape. Coatalen insisted on short exhaust outlets being taken through a cowling immediately behind the front engine. While this was being done the ice-tank was raised to give more clearance to the ignition controls, the air-brake was fitted, and the rear shock-absorbers were tightened six turns, the front ones 2½ turns, in spite of the bumpy ride! It was hoped that a run could have been made to test these modifications, and the National Guard was called out to police the course. However, the weather worsened and practice was called off.

So we come to March 17th, with the timing gear laid out. There were nine miles over which the "Silver Bullet" could accelerate, make its bid for the World's f.s. kilo., mile and 5-mile records, and pull up for the required reverse-direction runs. Don was to make a trial run south and then go for the records from that end of the beach, as Segrave had done in 1927 and 1929. At 16.22 all was ready, although visibility was very poor indeed. At first Don appeared to be doing about 150 m.p.h. but the car slowed, to stop at the Tower (station-5), the times giving 85.476 m.p.h. for the kilo., 69.111 m.p.h. for the mile. After hasty repairs the car was push-started, and finished the course. It began the return run but stopped twice and was towed away at 17.20. The trouble was that the very long induction pipes that fed the engines from the rear-mounted supercharger were heating-up the mixture until it ignited before reaching the inlet valves, the resultant back-firing damaging the supercharger casing.



The Achilles heel of the "Silver Bullet" was the single centrifugal supercharger, feeding both engines through excessively-long inlet tracts. The Amal carburetters were also experimental.

This was a virtually incurable defect. It seems surprising that Coatalen had specified a single blower, necessitating these long inlet tracts. The Lockhart Stutz used similar blowers but it was of only 3-litre capacity. One wonders whether the "Silver Bullet" might not have taken the record *unblown*, for although it was estimated that 333 h.p. were required to combat wind-drag alone, at 250 m.p.h. the power absorbed by the very high-speed blower and the poor volumetric efficiency implied by the exceedingly hot inlet pipes must have reduced the output very considerably. The previous seven records had fallen to non-supercharged engines and Campbell did not need to install a supercharged Napier "Lion" in "Bluebird" until he was seeking to exceed 240 m.p.h.

From this point onwards the "Bullet" was doomed. But Sunbeam's were committed and had to do what they could. The mechanics worked most of the night, presumably patching up the s/c casing, and Don was ready at 14.55 the next day. The weather was excellent but the beach bad. Don said he would feel things out but did 168.1 over the mile and 28 minutes later returned, going slightly faster. The two-way kilo speed was 171.019 m.p.h. Don tried again but stopped out of sight, causing some anxiety. A float-chamber connection had broken away from the n/s carburetter, so the car was towed away. A new Amal was fitted, the battery recharged, and new carburetter securing straps fitted. These were repairs. But a bid for more speed was also made, by welding scoops to the air-intakes, with balance pipes from these to the float-chambers. The blower was thought to boost at around 7 lb. sq. in., and this seems to have been a futile attempt to gain more boost.

Heavy rain hampered things next day, so Don gave his timing session to a Cummins Diesel; but this, too, abstained. Opportunity was taken of the lull to lubricate the "Silver Bullet's" prop.-shafts with Spicer's special grease, which involved lowering the rear air shields and drilling holes through armoured plate, to reach the oiling apertures(!). Vents were also cut above the blower to release fumes, with other vents directed to force them out, and the driver was given a cooling air-vent. The battery was recharged. By now things were becoming rather desperate, for it was six days since the big Sunbeam, proudly displaying the American and British flags on its nose and wearing Union flags on its fins.

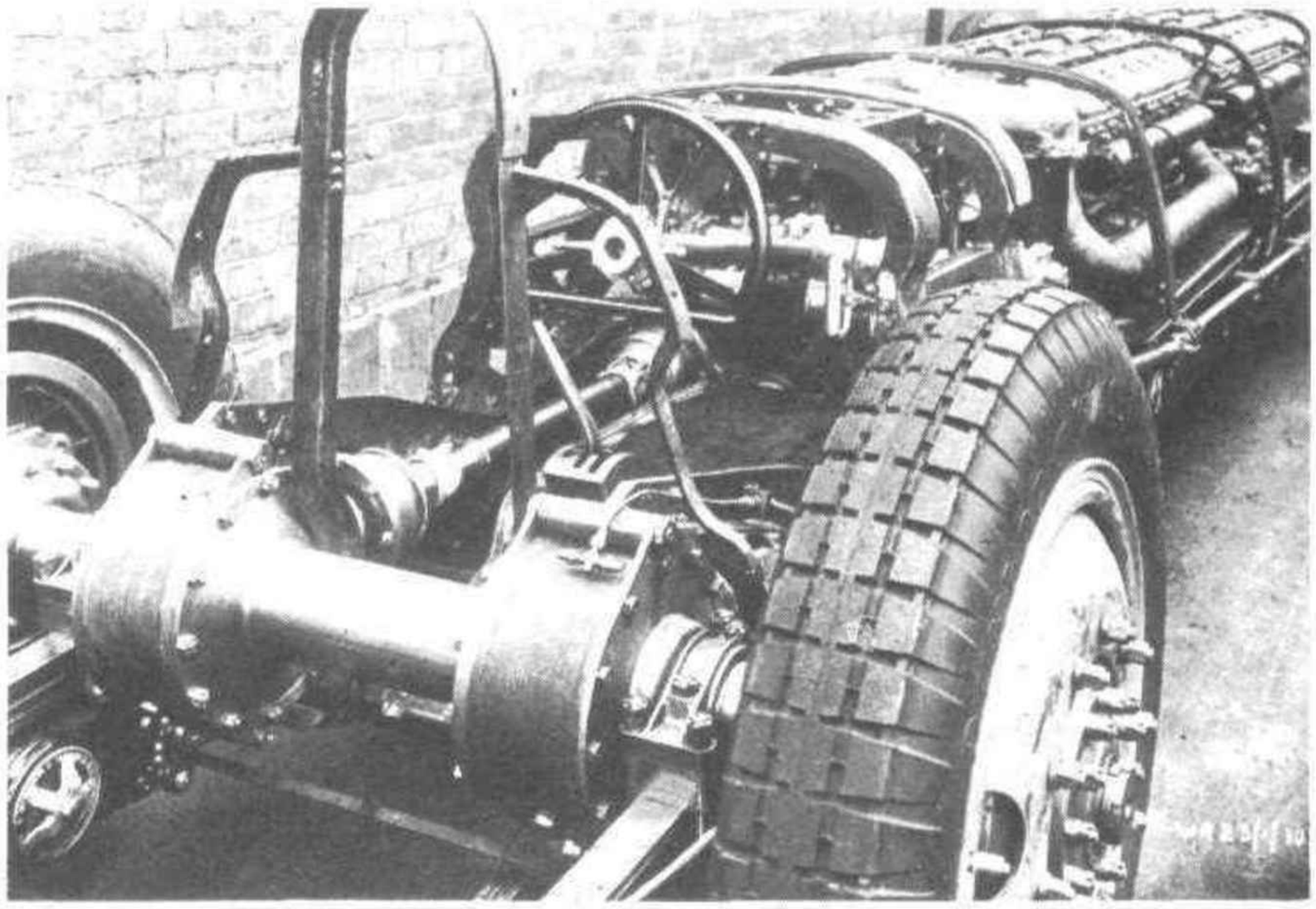
had made its first runs.

On March 20th, weather good, but the beach very bad, Don was off at 16.35. But the bumps were so severe that less than 91 m.p.h. was clocked for the mile. The car stopped on its return run. After carburetter adjustments the kilo. was done at 105.316 m.p.h., Don bouncing around in the cockpit. Rather more than 109 m.p.h. was achieved on the return run but carburation was still amiss.

Something drastic was clearly called for. As bad conditions made further runs impossible the following day, Wilding took off with Mr. Harrison for Coatalen's hotel, to suggest changing axle and supercharger ratios. He was told that Mr. Martinuzzi had informed Coatalen that no improvement would be gained. It could be that Martinuzzi was simply acting as interpreter, for Coatalen was known to be very busy at this time, and probably out of touch with the LSR car. (Previously, when seeking information about it, *The Autocar* had reported that "When his villa and open-air drawing-office on the Island of Capri had been invaded he had just left for Paris; when enquiries were made in Paris he was out testing some of his devices. He was almost run to earth at his London office, but had just left for Wolverhampton; at the works he was invisible—particularly to journalists!". . .)

Rain fell on March 22nd, so, expecting an improvement on the morrow, the under-shielding on the car was removed so as to inspect the shock-absorbers and brake shoes, the ignition was advanced 5 deg. to suit a new grade of plug, petrol pressure was set at 2 lb. to obviate Don having to use the hand-pump, no doubt difficult owing to the rough ride, and improvements were made to the ice-tank. Mr. Coatalen seems to have lived up to my suggestion that he was out of touch, because he told Wilding to run the engines to 2,400 r.p.m., with 1st gear engaged, decelerate to 1,500 r.p.m., and then pull the gear-lever into neutral. This proved impossible. But Coatalen insisted on three attempts, until the first-speed shaft was strained. As Don never used 1st gear, the operation was quite pointless!

The weather remaining bad, the next eight days saw more fooling about in the garage. Cleaning the car, and its clutch and lubricating the s/c bearings, was routine. Extending the front exhaust pipes by 9½ in., to blow out lower down the body sides, and drilling small holes in the clutch housing to allow oil to be flung out (slip was being experienced), were permissible mods., to a car untried before it came to Daytona. Coatalen's instructions that a pusher-bar was to be made up, for starting the "Bullet" by pushing on the rear of its wind-brake, was sensible. But then he told Wilding to paint the silver car red! Later he changed this to painting the nose to the second body panel, and fins to that panel, red. A painter was found and they worked all night. The temperamental Louis loved the resultant colour contrasts. Alas, the local and AAA officials then said unless the car was silver, no further runs would be timed—presumably the car was registered with them as silver and silver it had to remain. The painter had to go 100 miles to Jacksonville to find suitable paint and another night was spent reverting to silver. It is difficult to conjecture what was in Coatalen's mind. Did he think red lucky, as Segrave's big Sunbeam had been



WAS KAYE DON BRAVE?—The driver sat between the twin prop.-shafts on a sprung seat, the gear-lever between his legs. He was in close proximity to the supercharger that split its rear cover when he opened up and to the Amal carburetters that could so easily have caught fire!

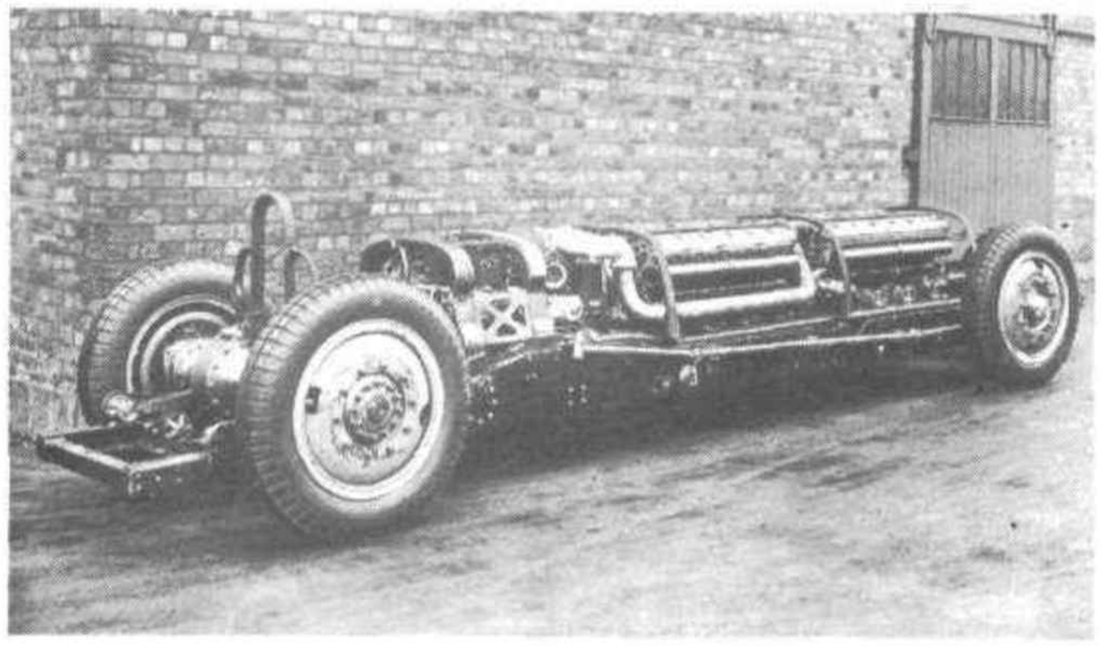
all red? Or was this a sop to Kaye Don, whose racing cars were usually that colour? (One wonders what Robert Kersley & Co. Ltd., who supplied the original body paint, presumably free, and may even have subsidised the venture, thought of this Coatalen foible!) More usefully, the shock-absorbers were tightened, at Don's request (Coatalen had one checked for tension) and wheel-changing was practised, four extra mechanics having been engaged. The best pair took 3 min. 40 sec., the slowest 4 min. 10 sec. (The LSR regs. called for a turn-round within a given time, hence these precautions.) Coatalen was now taking an interest, to the extent of saying the water-circulating pipes were completely in discordance with the engine design. All compressions were tested, and found correct.

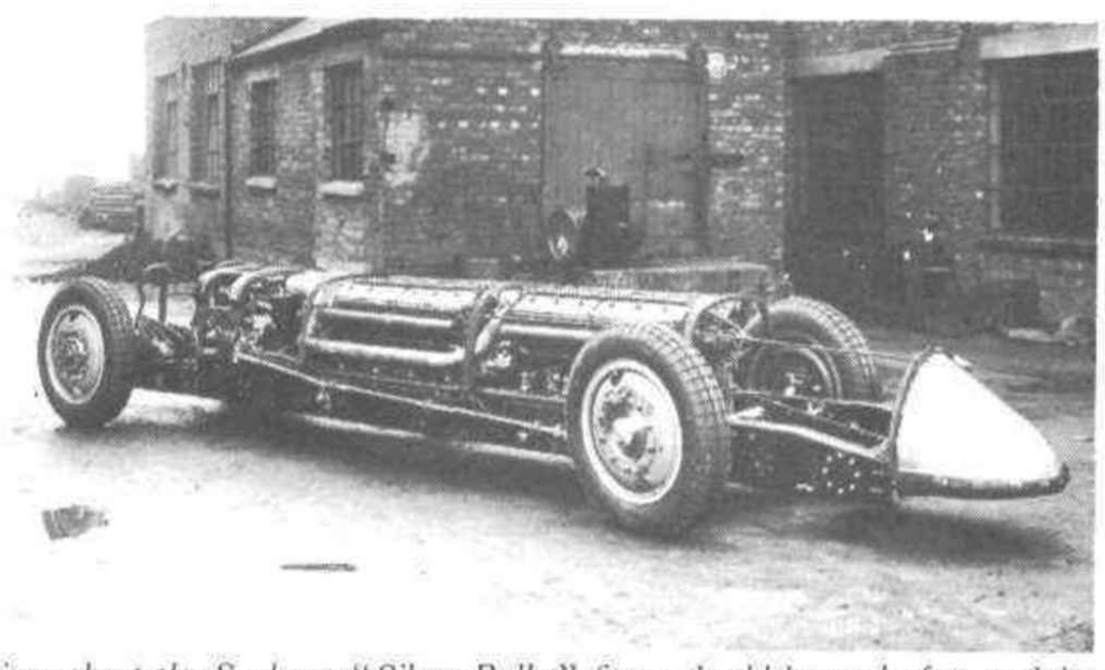
The weather relented after a wait of 11 days (Segrave had to wait 14) and a serious bid was organised. The seat and cushions had been altered in an attempt to give Don a better time, a strap securing the seat cushion. Two lorries carried spares to the turn-round points, two cars were crammed with a dozen mechanics, the jacks, planks, 10 gallons of fuel, 20 gallons of water and ¾ cwt. of ice were prepared, and the car was on the beach with 1½ hours to go before low tide. A drill had been worked out. Don was to go to Station-9 on slave plugs and stop on full-throttle to burn off oil. The "Bullet" would be turned by hand, or pulled round by the tyre lorry. Wilding, Harrison, Bowen and Bradshaw would then put in the racing plugs, tyres be changed for the special ones, and ice put in. 20 men then would push Don off, all mechanics except one returning to the zero point, where the push-truck waited. After making its first timed run the car would be man-handled round downhill, pulled away from the beach uphill by the push-truck, which would later push-start it, staying always in low gear, after the plugs had again been changed and eight men had changed the wheels, two men per wheel.

The beach was wavy, and Don was advised not to try. But he made a test run at 178.66 m.p.h. (mile) and the proper wheels, more ice, and the KLG 464 plugs were put in, for a real bid. The kilo was covered at 182.16 m.p.h. On the return (southwards) run the speed improved to 186.046 m.p.h. (mile). It was thought the car was doing 188 beyond the measured section. Don made another run but reported carburation problems and sent for the Amal man. However, tyres and six oily plugs were changed, ice added, and he was off again. But back-firing continued, reducing the mile speed to approx. 97½, the kilo. to approx. 105 m.p.h. The tide was now coming in, so the car was ordered off and was towed away on its slave wheels. It had done 54 miles, that day.

A post-mortem showed s/c trouble at 1,700 r.p.m.; its front cover had distorted and the high-speed bearings collapsed. Fortunately, the original cover had been re-welded and machined, locally. The original 30 deg. air-intakes were re-fitted. Working all night the new supercharger was fitted, with a drive ratio of 2.62 to 1 against the former 2.14 to 1. Next day Don was out on a bad beach, to test the mods. At 70 m.p.h. the carburetters flooded, but after they had been drained the car got away better than ever before. But premature opening-up caused popping, so Don cut the switches, afraid of more s/c damage. The front cover had, indeed, distorted; the repaired cover was fitted, strengthened by three steel strips.

That was April Fool's Day. At last, on April 2nd, the axle-ratio was changed, to 2.92 to 1, instead of 2.75 to 1. The external air-intakes were deleted and the holes used with the scoop-type intakes blanked off. Three large louvres were then cut in each side of the top cowling, to enable the carburetters to work in still air, with short intakes. Porosity in No. 4 plug hole was cured with an adaptor. It seems that Mr. Martinuzzi had insisted on scoop intakes being fitted at Daytona, contrary to test-bed findings!—see previous comment. But now the "Bullet" should have been





THE BRUTE THAT REFUSED TO FUNCTION.—The technical findings about the Sunbeam "Silver Bullet" fiasco should be read after studying these photographs of Louis Coatalen's magnificent monster.

truly ready, axle and s/c ratios corrected, new air-intakes fitted, and lagging round its exhaust manifolds to counteract the damaging flames from the s/c blow-off valves.

It was now April 10th, and Kaye Don's luck did not improve. His windscreen became so badly misted up that close objects were a blur, the slave plugs got very hot and some of the 464s oiled up, and the engines again popped back. The induction tracts were full of fuel which the blower release-valves couldn't cope with and the s/c cover had distorted 5½ mm., in spite of the steel supports. The old cover was re-fitted. Surprisingly, the "Bullet" then ran as well as it had ever gone, reaching 175.72 m.p.h. (kilo.), speed increasing towards the mile, on a nasty surface. Next day the beach had improved considerably but Warren Baker said it would not allow for more than 150 m.p.h.

Then it all fizzled out. Reports of abandonment were imminent but Wilding travelled to New York to obtain confirmation from Coatalen. Don was on the train and the AAA officials were pulling out. A postponement until early 1931 was forecast. On April 13th, an unfortunate date, Wilding and Don went to the Savoy Plaza to see Coatalen. Don thought it advisable to go in alone but later Wilder, the Cummins' man, insisted on Wilding being present. He went into one room in the suite and found a very tired-looking Martinuzzi busily talking. Then Coatalen came in and Wilding was instructed to have the "Silver Bullet" packed up and shipped to England immediately. It was 47 days after it had left Southampton. . . .

Thus it all wound up, the car returning on the "Berangaria", with three of the men. Prior to this Coatalen and Don had sailed on the "Acquitania", travelling first-class, with Wilding, Broome, Wood, Bagulay and "Dunlop Mac" in second-class quarters. The car got to Southampton on April 28th.

Postscript—The Press, having been generous with descriptions and what news there was of the project, naturally wanted to know what had gone wrong, and Mr. Wilding thought it best to hurry back to Wolverhampton, out of the way! He had compiled a full technical report which, thanks to Mr. A. S. Heal, I have been able to consult. There were stories of acrimonious sessions between Don and Coatalen and Don was accused of cowardice by some American reporters. It seems, however, that he did what he could, under very difficult circumstances. While the car steered and handled well, Don was badly bruised by the hard ride and the steering column pressed on his legs. Although as an historian I cannot overlook a report on the 18th run by Wilding that reads: "Don had stated that he would go as fast as the beach would permit, and there is no doubt that he did otherwise", I think this can be disposed of as an unfortunate choice of words and that Mr. Wilding meant the exact opposite of what is implied. For Don did nearly 176 m.p.h., on that occasion, with the surface only good for 100 m.p.h., his goggles and screen misting-up, the engines popping and boiling. . . .

Don might have been criticised by the uninitiated for cutting-out whenever the engines popped back. Apart, however, from the very unpleasant aspect of sitting at over 150 m.p.h. immediately behind a high-speed blower that was likely to split its casing at any moment and carburetters that were likely to catch fire, Don, as he said, realised that if the supercharger burst the car would be useless.

The post-record-bid findings were that the blower was too experimental to be any use, giving nil efficiency, escaping oil affecting the sparking plugs, and that its castings were too weak.

It should have run at 34,000 r.p.m. or so, to be effective. Coatalen's criticism of the submerged exhaust manifolds was upheld, and there was severe criticism of the positioning of the ice-tank, "designed by someone not connected with the racing department", as it obstructed the ignition distributors and water cocks. The s/c induction and branch pipes were of a size and length that caused a great build-up of fuel in them, causing the engines to cut out every time the driver changed up.

Oil from the blower epicyclic gears heavily fouled the racing KLG 464 plugs. This was at first attributed to engine oil pressure being too high, at 25 lb. sq. in., but a reduction to 12 lb. sq. in. failed to effect a cure. There was confusion over the air-intakes. With the two scoop-types, supplied by the Detail Department just before the car sailed, best results in Don's view were obtained after 75% projecting area had been removed. Harrison then found sand in the intakes so Coatalen had them made flush with the cowling sides. This was useless, so Coatalen had the scoops re-fitted, with balance-pipes. This was difficult to do with the experimental Amal carburetters and caused black smoke to belch from the exhausts. Coatalen was clearly not at Daytona all the time, as then "he wired instructions" to use under-cowl intakes, as arranged on the test-bed, until Martinuzzi intervened.

Surprisingly, the bad bumping was attributed to the "Bullet's" long wheelbase, and was confirmed by Wilding when he drove a short-wheelbase Buick over the course, which was very nice compared to a longer-base Lincoln he tried. The shock-absorbers didn't effect a cure. Spring movement was said to be a mere ¾-of-an-inch. The brakes gave no trouble but Lockheed's said leverages were too high and Don said they were very heavy. The clutch was "solid" until Coatalen had those holes drilled and it slipped over 20% of the course, until the dogs engaged. (This pleases me because as a boy I suggested a dog-clutch on LSR cars, in a letter to *The Autocar*.) The gearbox 1st speed gear seized on the mainshaft as reported, and it would have taken four days to rectify this.

Magnetos and twin-plugs-per-cylinder would have helped the mechanics; it is odd that the fuel lines were casually fitted, with no flexibility and not a single tap! There was no means of checking oil-level in the gearbox and the wheel discs flew off at speed. . . .

Altogether a sorry story, for this was Sunbeam's last competition exploit. It is sad that a few years later the old Sunbeam Co. had been taken over by the Rootes Group and Coatalen was a mental wreck. Freddie Dixon (with visions of multiple carburetters?) and Jack Field tried to tame the "Silver Bullet", but without success. There is a fine picture in Posthumus' book of Field fighting a fire around the cockpit, which sums up the whole matter . . . (The car might have taken the British speed record, while this was held by Thomas at 171 m.p.h., for if the Welshman could cope at Pendine with his crude brakes, the 4WB "Bullet" should presumably have been safe at a slightly higher pace. But in 1929 Campbell had done 217½ m.p.h. at Verneuk Pan, S. Africa, a British record, so only local honours were within reach.)—W.B.

Roll-over Rules

THE RAC has qualified their roll-over bar regulations which prompted readers to protest vociferously in last month's issue. Pre- *or* post-1/1/65 standard production cars, whether open or closed, *will* be exempt from the 1976 change of rules making roll-over bars mandatory in sprints and hill-climbs. The RAC's Speed Events Committee says that it was never their intention to force such cars to fit roll bars.

The Swedish Rally

Saabs Supreme in Snow



Always the bridesmaid never the bride, Per Eklund changed roles for once to lead Saab team-mate Stig Blomqvist to the Swedish Rally altar.

WHEN TWO RALLIES are combined by their respective sets of organisers there is always some discussion over which good points should be kept from each of the separate events, and which bad points should be dropped. In most cases of such mergers, both organising teams are working towards the same end so there is seldom any argument over something which concerns the quality of the combined event.

In Sweden during February it was not like that at all, for two organising teams who together produced the 1976 International Swedish Rally had differing aims and differing ideas as to what the final product should be like. The result was a World Championship qualifier which was really a confused mixture of two events, one international and the other national. There were even separate sets of rules and penalty systems.

The KAK is the Swedish equivalent of the RAC, but it is not the country's sanctioning authority for motor sporting events, as the RAC is in Britain. However, it is the organiser of the Swedish qualifier in the World Rally Championship. In past years it has been argued that an organisation without any real sporting connection should not be entrusted with the running of one of the world's major rallies. There was considerable discontent with the efficiency of the rally and there was a risk that it would lose its status if it did not improve.

Meanwhile, the organisers of a summer rally called Värmland Runt were obliged to move into the winter simply because forest roads became less available during summer due to forest operations. Both this rally and the KAK Rally, as it was then called, took place in the province of Värmland, just a few weeks apart. The KAK Rally was not a Swedish Championship qualifier, but Värmland Runt was, and consequently attracted far more local entries than the KAK Rally. The dropping off of entries for the latter event put it in serious financial trouble, for its solvency depended on a reasonably full entry list and an income from entry fees.

Discussions took place and the result was an agreement to run a combined rally called simply the Swedish Rally, with both sets of organisers involved in the organisation. To ensure a full entry, it would have to qualify for the Swedish Championship, but before they would allow this the country's Automobile Sport Federation insisted that certain requirements be met.

In the first place, national entrants would take part in just half of the main event. This was pretty easy, for the rally was made up of two near-identical loops around the same route and the same special stages. The national runners simply stopped at halfway whilst the others went on. But there were penalty differences too; for instance, an international competitor was penalised for early arrival at a time control at the rate of 20 seconds per minute, whilst national runners were penalised at half that rate. This could have been very confusing indeed in the case of competitors who were running in the international class but competing for Swedish Championship points as well.

Sweden has its own regulations for cars taking part in rallies, and they are not at all in line with the terms of the CSI's Appendix J. Therefore the classes were different for both sets of competitors. One would have expected the classes to be kept apart in the entry list so that at least there would be some kind of order, but they were not. First came the FIA seeds, but after them came the leading national runners, at least for the first half of the event.

On paper the entry list was formidably strong, with 203 cars leaving the start ramp. But of those only 68 were tackling the whole event in the international class. For the organisers, that number would have been too low for economic well-being but the inclusion of the national people made the balance sheet much healthier. If only the Automobile Sport Federation had the sense not to impose its demands on the organisers and insist on rule and penalty differences the whole thing might have merged far better into one smooth event. As it was, it was so obviously two events running at the same time with a little overlap.

Among the international starters there were really only three works teams present, Lancia, Saab and Simca. Dealer organisations were representing Opel and BMW, and there were a couple of Dafs entered by Volvo.

With three powerful Stratos, Lancia was confident of another World Championship win, for had not Waldegård taken a Stratos to victory in 1975? But on that occasion Blomqvist had been penalised more than eight minutes for being pushed by team-mate Eklund during a test on an oval track, and the final difference between Waldegård and Blomqvist had been far, far less than that eight-minute penalty.

Before the rally there had not been all that much snow, and the temperature was nothing like as low as it had been during the Arctic Rally just a fortnight before. But the snow came down quite heavily after the rally started, creating conditions which are probably the most difficult of all to cope with. Most rally drivers will tackle anything, but they all know that the best tyre and stud combinations are no match against fresh snow which can send cars slithering in all directions.

On such surfaces the Lancias were completely outclassed by the Saabs. The power reserves of the Dino-engined Stratos were embarrassing and their drivers simply couldn't get enough positive traction to make rapid headway. The Saabs on the other hand, using very narrow Dunlop tyres, were amazingly sure-footed even running at the head of the field and clearing two tracks through the snow for everyone else to follow.

A rally without much close competition loses much of its interest, and the only chance of some close fighting was a second half without any fresh snow. But down it came again and the Lancias had no hope of getting to grips with the Saabs. But to say that there was no interest would be quite wrong, for two drivers indulged in a close personal struggle which was really the talk of the event.

For years Per Eklund has been the Number Two in the Saab team, having to put up with such nicknames as "Stig Blomqvist's Shadow" and the like. He has been regarded almost as a professional runner-up to his team-mate. Whether he has liked this or not has never been clear, for the two Swedish drivers have always been good friends and they are invariably together when "off duty". But in this rally Eklund started off by marginally bettering his partner's performance, and he became determined to stick to his advantage.

With the Lancias fairly safely out of the way, and Kulläng's Opel Ascona equally far behind, the two Saab men began to have such a tussle as would have caused most team managers to start laying down the law. But this wasn't the case in the Saab camp. The supremacy of the f.w.d. Trollhättan cars in the snow had been established; now there was something more important to consider, for everyone would be watching with interest the duel between Eklund and Blomqvist. Other managers would have stopped the battle by deciding who should win and telling both drivers to take it easy in order to ensure finishing. But the Saab men didn't do that; they simply told their drivers that as long

as a Saab won they would be satisfied. After all, both Eklund and Blomqvist had been in the game long enough to be able to decide for themselves what was required of them without any special directive from above.

Suddenly, the Swedish Rally assumed a special significance; it became a straight fight between the two Saab drivers, with a lot of others coming along behind for good measure. With matched cars both displaying the same reliability, and in conditions which were virtually the same for both, Blomqvist and Eklund drove as fast as they possibly could and it was sheer bliss to watch them master the atrocious conditions. Blomqvist was actually the first man on the road, and he indulged in a little trickery to get his team-mate (and rival, by now) to go ahead, hoping for the very slight advantage that he would get from the path carved through the snow. But Eklund was just as wily, and even though Blomqvist deliberately took a minute's lateness on the road to get behind, Eklund did the same and the order was unchanged. The Saab management didn't like this at all, and quite understandably, for both their cars had collected a minute's penalty for nothing. Even if they were still a long way behind, there was still the Ascona and the three Stratos to consider.

Eventually the end came and Eklund had stuck to his lead, finally casting off that old idea that he always played second fiddle to Blomqvist. It was a fine performance by a fine performer.

All was certainly not well in the Lancia camp and the Italians just couldn't understand how a Stratos could possibly be beaten by a Saab. It was even suggested (quite wrongly) that the Saab drivers had practised, but that was not the case at all. It was simply that the Stratos had too much power for the conditions. Practice was not allowed this year (a national rule in Sweden) and it was obvious that everyone was going much more slowly than they would have done with notes. On the snow, the Saab was far more forgiving than the Stratos, and for any given hazard (a blind brow, for instance) the Stratos drivers had to slow down just a little more than the Saabs. That extra braking for every hazard was giving the advantage to the Saabs, so finally the Stratos men made a greater effort. The result was predictable; both Waldegård and Walfridsson put their cars off the road. Lampinen went on to finish fourth, but not before a stone buried in a snowbank had deranged his front wheel alignment.

The Eklund/Blomqvist duel will be remembered for years, but if the rally itself is to progress in the future its organisers should really sort out this conflict of national rules against international ones. After all, it is only by having common international rules that drivers from one country are able to compete on equal terms with those from another.—G.P.

GENERAL CLASSIFICATION

1st	P. Eklund/B. Cederberg (Saab 96 V4)	8 hr. 08 min. 06 sec.
2nd	S. Blomqvist/H-E. Sylwan (Saab 96 V4)	8 hr. 09 min. 52 sec.
3rd	A. Kullang/C-G. Andersson (Opel Ascona)	8 hr. 32 min. 10 sec.
4th	S. Lampinen/A. Hertz (Lancia Stratos)	8 hr. 46 min. 22 sec.
5th	U. Sundberg/M. Nordström (Saab 99 EMS)	8 hr. 48 min. 16 sec.
6th	L. Carlsson/B. de Jong (Opel Kadett GTE)	8 hr. 58 min. 27 sec.
7th	A. Gustavsson/G. Gustavsson (Saab 99 EMS)	9 hr. 02 min. 28 sec.
8th	K. Fyrqvist/L. Malmström (Opel Ascona)	9 hr. 03 min. 50 sec.
9th	S-I. Neby/G. Henriksson (Volvo 142)	9 hr. 07 min. 07 sec.
10th	H. Sevelius/G. Sandström (Sunbeam Avenger)	9 hr. 10 min. 44 sec.

VSCC Pomeroy Trophy (Feb. 28th)

THE VINTAGE Sports-Car Club's Pomeroy Trophy contest, which by means of a series of timed tests at Silverstone purports to find the ideal touring car of any age by means of a handicap formula, was held this year on February 28th and the 65 entries ranged from a 1918 Brooklands Straker-Squire to a 1975 264GL Volvo.

In the standard class there was a 1954 D-type Jaguar, OKV 3, driven by Martin Morris, which could conceivably be the ideal touring car for a slightly deaf man with no family, no friends and no luggage. With his usual skill Martin proceeded to put up fastest time in three tests, the steering test round markers with a time of 19.09 sec., the standing quarter-mile acceleration test in 13.34 sec. and the flying quarter-mile in 7.32 sec. He overshot the line in the braking test timed from a flying start, for which he received no marks, the best time for this test being 6.2 sec. by Robert Cooper in what must be the ultimate development of the Model T Ford, called the Model GT40, and manufactured in 1965. He was closely followed by Robin Rew (1963 Reliant Sabre), who was in the Modified class and who achieved 6.3 sec., whilst third best in this braking test was a car designed by a man who allegedly said that he made his cars "to go, not to stop", a 1928 Type 43 Bugatti driven by John Horton with a remarkable time of 6.4 sec. Horton, in his 4-seater car, had been exciting to watch in the steering test, although his time of 24.23 sec. was slower than the 23.87 sec. by Hugh Conway in a similar Bugatti, but with 2-seater bodywork. David Black in his beautiful 1932 2.3 supercharged Alfa Romeo Spyder put up the best pre-war time in the steering test with 22.10 sec., and his was arguably the most polished performance to watch as he seemed to set his car up before each bend in true Nuvolari fashion.

The modern cars, however polished their drivers, did not look quite so tidy on the bends, even the D-type cocking a front wheel up in the air. Graham Harper's vast 1964 7-litre Buick Riviera, recently bought from a Glasgow breaker for £70, was anything but polished so far as its acres of bodywork was concerned, and rolled madly on the corners, but Graham handled it magnificently to record 23.99 sec., whilst he took 7.1 sec. on the braking test, 15.91 sec. on the standing ¼-mile, and 9.22 sec. on the flying ¼-mile, faster than some considerably more valuable Aston Martins and Jaguars of comparable age, although smaller litreage. Black's Alfa was the fastest pre-war car over the standing ¼-mile with 17.12 sec., although Woolstenholmes' 4.3 Alvis Special did 17.13, and Conway's Bugatti was fastest over the flying ¼-mile with 10.57 sec. to Black's 10.85 sec., Black being pipped by the 10.78 sec. of the delectable 1931 V12 Hispano-Suiza of Bob Roberts which, like the Alvis, was in the Modified class.

There was a fuel consumption test this year, so in the high speed trials round the Club Circuit the temptation to go flat-out had to be resisted, but R. Simpson (1966 MG-C) contrived to spin off at Woodcote and did not get going again, whilst Bob Fowler (1964 Aston Martin DB4 GT) did well to escape unscathed when a brake disc broke up on his car. The Hispano retired with overheating, not assisted by the fact that it was running with its radiator shutters closed.

Petrol consumption results showed that most of the competitors were not notable contributors to the "Save It" campaign, and ranged from 29.20 m.p.g. by David Marsh's 1922 2-litre Bullnose Morris Sports to 6.35 m.p.g. by Stuart Bond's 1960 DB4 GT Aston Martin. Commendably patriotic was Tom Threlfall's 1974 Ford Escort RS2000 with 29.09 m.p.g., in view of the fact that it motored rather faster than the Morris.

When the results were worked out it was seen that the winner of the Standard class, and therefore of the Pomeroy Trophy, was Hugh Bergel in his 1926 2.3-litre unsupercharged Type 35T GP Bugatti. Hugh flew as a pilot with Air Transport Auxiliary during the last year, and is a previous Pomeroy winner. He recorded 25.33 sec. in the steering test, 8.0 sec. in the brake test, 17.31 sec. for the standing ¼-mile and 11.11 sec. for the flying ¼-mile, with a consumption of 25.74 m.p.g. The late Laurence Pomeroy would have been gratified to see a 30/98 Vauxhall win the Modified class, with the best performance of the day on formula. This was achieved by Patrick Marsh's 1923 Wensum-bodied car, modified in that its engine has an E-type bottom half and an o.h.v. OE-type top half, giving it the larger capacity of the E-type side-valve engine. Patrick recorded 24.60 sec. in the steering test, 8.0 sec. in the braking test, took 18.71 sec. for the standing ¼-mile and 11.41 sec. for the flying ¼-mile, his 4.4-litre engine averaging a creditable 19.43 m.p.g.

Thus in 1976 a 50-year-old Grand Prix Bugatti has proved itself to be the ideal touring car. When Bunty Scott-Moncrieff used one for continental touring some 25 years ago, he said it was his habit to tape his luggage—a toothbrush—to the outside handbrake.—P.H.

Results :

Pomeroy Trophy (Standard Class) : H. C. Bergel (1926 35T Bugatti).

Cup Winner (Modified Class) : C. P. Marsh (1923 30/98 Vauxhall).

First Class Awards : H. G. Conway (1928 T43 Bugatti), J. Horton (1928 T43 Bugatti), W. H. Summers (1950 Mille Miglia Frazer Nash), M. H. Morris (1954 D-Type Jaguar), T. J. Threlfall (1974 Ford Escort) and I. Woolstenholmes (1937 Alvis Speed 25/4.3 Special).

Second Class Awards : W. D. A. Black (1932 8C 2.3 Alfa Romeo), C. J. Lawrence (1956 Morgan Plus 4), H. P. Hine (1969 Porsche 911S), M. W. Barker (1938 328 BMW) and E. C. Harwood (1970 Ford Lumo Capri).

Third Class Awards : W. A. Liddell (1918 Brooklands Straker-Squire), D. Flanagan (1966 Ferrari), W. J. Roberts (1948 Frazer Nash High Speed), V. P. L. Stafford (1957 AC Ace Bristol) and C. Holloway (1936 Bentley 4½ Special).

The 750 MC racing revival

In which we talk to a cross-section of those involved in the now expanding World of 750 and 1300 Formula racing, including 1975 750F Champion, Kim Perry. We also drove the 750 Champion's Newman DNC Mk. 3-based car, and the superbly balanced 1300F Messer 2A, constructed by Keith Messer and Jim Ravenscroft.

ALL RACING FORMULAE, seem to have periods where they become *the* thing to do in order to succeed in a driving career. However there is one category in British Club racing that has always been the carefully guarded backwater of the designer/constructor/driver character: the more successful you are at blending those three differing skills, the more you should achieve.

Even backwaters are ruffled by the waves of passing launches though, and the 750 people have never been short of controversy, since the best known examples of Mr. Chapman's ingenuity were pitted against the rule book and his fellow competitors. Today there are plenty of heated discussions over the merits of the so-called kit cars which, in reality, are often like the bare DNC space frame chassis that requires a great deal of ingenious interpretation to successfully translate Mr. David Newman's design into a track winner.

There are also two schools of thought on the question of sponsorship, although the traditional ban on commercial (*i.e.* all those who do not supply equipment for the car) advertising is certain to remain, if the 750 Club are to retain their proud motto, "leaders in low cost motor sport".

The Club is much more than the organising body for two racing categories though, for it includes Sporting Trials, Austin 7 Rallies at Beaulieu, and Donington. If they can find a 1976 venue and date, there's the 6-Hour Relay to organise, and the poor Formula Four orphan single-seater class, which also falls beneath 750 MC. Little wonder then that the Club had to appoint one of its keenest supporters into the full-time professional task of Club Secretary and Press liaison man.

It was thanks to the excellent liaison work of Mr. David Bradley that we were able to assemble the cars, and talk to their owner-drivers at our Surrey test track, which was in true Lawrence of Arabia dust-storm mood. For those interested, further details of the Club's activities are available from Mr. Bradley at 16, Woodstock Road, Witney, Oxon (Tel.: Witney 2285).

Last season saw the 750Fs basking in the limelight with 86 competitors listed in the Club's annual Championship points table, many of them attracted by the very low costs often quoted for this type of simple racing. Indeed, Kim Perry began in the formula because of a magazine article on 750 published in 1972.

Bearing in mind the number of competitors and the close, hard racing within 750F, beginners may soon be directed toward considering the merits of the 1300 category, in which 69 competitors were recorded last season. The emphasis seems to be much more on the old values of self-construction and quiet amateur self enjoyment from progressively developing and driving one's own brainchild. Of course there are noticeable exceptions to every rule and the informal conversation at lunchtime showed that amateur status can be a bit misleading when one remembers the people who are directly involved within the trade . . . garage owners, professional mechanics, and so on. There is no silly talk of banning such people, but there is a bit of mumbling going on about some of the machinery we're likely to see in the future, particularly the prospect of a 750 designed by a prominent F1 team designer and built by a mechanic from that team, though it seems unlikely that Carlos Reutemann or Carlos Pace will actually drive it! If one accepts that everyone in this life is not born equal, one presumably accepts that some people will always have the equivalent of what the Americans attributed to Roger Penske: "the unfair advantage".

That advertising catch-phrase simply meant thorough preparation and some really original rule book interpretations. What people such as Kim Perry want is to try and take back some of the advantage enjoyed by the 750s "professional amateurs" by sponsorship. There are attractions to the idea, for it is never cheap to go motor racing, especially if you want to be a front place contender. However, as Dave Bradley and the traditional majority rightly say, there are a lot of driver-constructors who simply compete for the fun of it, often involved in weekly dices with those of a similar inclination. That kind of entrant can go racing for the under £500 figures that are quoted.

For somebody like Perry the engine can represent up to £380, the car an investment of £1,500 (it is up for sale at £850, "and that's much more than Club members want to pay," says Perry apprehensively) and then there's about £500 to cover running costs, entry fees and so on. If sponsorship were allowed, one can see how costs could escalate until, as Bradley baldly put it, "we're in the same bracket as Clubmans. We've always found it best to be distinctly different from them, at a lower cost end of things, otherwise there isn't room for both formulae to grow."

"I have been the full time Secretary of the Club since 1969, and I think that the growth, particularly of 750s, has been amazing. People often ask me why this is, and I think there's two main answers: a more commercial promotion of the Club's activities, particularly with the press, and, secondly, the higher speed of the cars nowadays. Perry's record at Brands Club is now well under the minute (57.4 sec./77.77 m.p.h.) and I think anyone who has driven or spectated at Brands will know that's definitely not hanging about. Incidentally the 1300F record at the same circuit is 52.4 sec./85.19 m.p.h., so you can see there's worthwhile margin of extra speed to be had by graduating to 1300s."

The Club have also considered imposing a tyre company monopoly on their formulae in the hope of reducing costs, a practice that is widespread at every level in British racing at present. However, since most Club members acquire their tyres secondhand from a variety of sources, it was felt this was not on. A lot of the machinery runs on 10 in. diameter wheels and rubber-wear that traces back to Mini use, though Perry has been clever in acquiring some hill-climb Firestones of sufficiently soft sprinting compound to blend well with the agile DNC's all-up weight of 754 lb. The Messer, scientifically weighed *via* the miracle of bathroom scales placed beneath each wheel, is said, with a grin, to be "about 7½ cwt.".

Both cars use Revolution wheels, the consensus of opinion being that you could not tell the difference between Revolution and Minilite in lap times; that the Revolution was both strong and light, but, primarily, it was much cheaper than the magnesium Minilites. Messer also has Firestones, in this case of 13 in. diameter.

Technical and driving impressions

The first car to be fired up for our attention was the Messer. This machine is the well-developed result of some very hard racing miles since the car was originally built with an all-enveloping body. Construction, and by far the most driving, was the responsibility of Jim Ravenscroft, while Keith Messer has the credit for some of the design in the early days, and all of it since 1974, when the car was built up in its present form. Now the car is also up for sale, and Messer comments, "prices have doubled in the last five years, but we can still only ask £1,000 for a machine worth more like £1,400 . . . it's simply not on to ask for the real price of a car inside the club."

To replace the 2A, Messer and Ravenscroft have a monocoque open Messer 3 with the tub already constructed: the 2A has a space-frame chassis. In a clubby formula like 1300 the advantages of tubular frames, such as ease of repair and crash damage costs, tend to outweigh the rigidity and strength pluses found in a good monocoque. That hasn't stopped a few people competing successfully in 1300F with monocoque construction, but such chassis are banned in 750.

Messer 2A's space frame is covered by simple NS4 gauge aluminium sheet panelling, with foam filling backed onto the inside of the side curvatures. The cockpit certainly looks as starkly compact as one would expect, its silver sheeting relieved by a tachometer (the tell-tale pinned on 8,500 r.p.m.), combined oil pressure/water temperature gauge, and a separate instrument, also by Smiths, to cover oil temperature.

The tiny steering wheel hid some of the smaller dials when we were packed within the Willans safety straps, but on a cold and dusty track, the instruments could hardly find anything to measure on the heat side, while the driver was much too busy trying to keep cold tyres working on frozen concrete to worry much anyway.

Front suspension has the traditional DIY constructor's friends, including Triumph Herald/Vitesse parts as it does. Front unequal length wishbones and anti-roll bar comprise a layout that could easily have anti-dive characteristics built in, but at present the owners—unlike some other successful 1300F contenders—do not find anti-dive beneficial. The rear layout has reversed wishbones at the bottom, and single top link, the whole design built with a degree of anti-squat incorporated: no anti-roll bar is installed. Armstrong shock-absorbers are combined with coil springs front and rear.

As with cockpit dimensions, based on "two-seater sports cars," the use of aerodynamics is

restricted too, but the wing areas permitted in practice turn out to be considerable. Thus 1300 cars may well require considerably different chassis tuning to the 750s, which are not allowed rear wings. This makes for a basic imbalance and Perry not only has the usual quick suspension changes that he can make, but also includes the full width and narrow noses, the narrow nose decreasing understeer markedly on our slippery track.

I wouldn't have thought a few sheets of aluminium would make much difference to the cost of 750, and it could be argued that 750 designers and drivers are missing a valuable part of their education, without rear wings.

Back at the Messer 2A we found the engine beneath a Lotus-Holbay cam cover is a delightful concoction of Ford parts. The cylinder block is of 1,500 c.c. origin, the head is a thoroughly reworked 1,000 c.c. component, while the connecting rods are from a 1600 and the crankshaft a toughened 1300 part. Pistons, valves, and camshaft are by Cosworth with a single sidedraught Weber, which incorporates the mandatory 28 mm. restrictor.

Naturally the Ravenscroft-Messer team have built up a stock of secondhand parts that enable them to build a replacement engine up cheaply and quickly, but they felt that £350 would still be a reasonable estimate to cover the parts involved in making one of their engines. Engine power has not been measured at the flywheel, but at the rear wheels a rolling road showed a maximum of 100 b.h.p.

Transmission rules are the subject of some discussion in 1300F. Banned are Hewland, Metso, or any other gearboxes or transaxles in which the gear ratios were originally designed to be rapidly interchangeable. Also *verboten* are limited slip differentials, automatic gearboxes and non-standard magnesium casings.

The Messer-Ravenscroft people feel that Hewland gearboxes would allow them the same kind of ratio flexibility that 750 men enjoy *via* the extremely wide choice of rear axle ratios available from Ford or Leyland live axles. As always cost is the reason for the rule.

The Messer uses a modified VW unit that sounds complex: within the standard casing are four closely spaced forward ratios, made up by Edmonton Tool and Engineering Co. Ltd. The differential and side plates are Hewland; no synchromesh is provided.

Girling disc brakes are of 9.8 in. diameter at the front, and 10.3 in. diameter rear on the 1300, while the 750 makes use of amazingly progressive drum braking of Triumph Herald ancestry, augmented only by Ferodo VG95 linings.

Once in the Messer, exterior glitter is backed by comfort and control. The foam rubber over the seat does not look elegant, but it fitted my stumpy frame well, especially when the sadistic personnel had the harness tightened fully, crotch straps and all. The engine fired very swiftly when hot—in the early morning the team had to practise Voodoo to get any sign of life—and the steering was light at low speed, even with 8 in. wide front wheels and 10-in. rears.

Pure slicks are not allowed in either formula, but the lightly patterned tyres that are used instead were nowhere near working temperature, owing to the predominance of open windswept bends at our test track. Thus the quick steering was used to the full every time we entered our twisty handling course for the cold rubber had to cope with a second, gear right after a fourth gear spell of over a mile. This was good fun, even within the restraints imposed by preserving somebody else's machinery, and we found the car very nimble and stable when it was then immediately commanded to go hard left, immediately afterwards. Above all the Messer provided a very stable base from which you would quite happily race others, and do astonishing tricks as the car forgave your inexperience.

The engine really had quite a kick, even with the silencer installed for this test. Taking it up to 8,500 r.p.m. in first and second provoked a good deal of wheelspin, and the need to correct on the steering, so you felt you were driving a real racer. The lack of synchromesh was quickly forgotten when pressing on, as the change was very quick, and lacked the usual baulkiness experienced when you are acclimatising yourself to such a gearbox at slow speed.

Power seemed to come in from 6,500 r.p.m. and continue unabated to 8,500 in the first three gears. Matching the acceleration perfectly were the very polite brakes, which exhibited plenty of retardation and no sign of snatching. Altogether this car reflected the years that have been profitably spent developing it into a very effective machine that is a pleasure to drive.

Messer 2A recorded a first place late in the season, after a second and a third had also been recorded, other lower placings bringing it into seventh overall in the 1300 series. The 1975 1300F championship went to the self-designed space-frame car of Bob Davis, who only started racing three years ago. Davis says his 20 races (best 8 scores count, as they do in 750) cost £1,000 and that he hopes to be back in the category, with a new car, next year.

Kim Perry has all the hallmarks of being something special on the driving and constructing front. He is 26 years old now and he won last year's series in fine style: 11 wins in 19 races and 5 lap records. Perry also finished second on three occasions and third twice; the car never failed to finish a race in his hands, and it also never finished lower than sixth overall.

Although Perry does all the work on the car that you could reasonably expect, and his team consists primarily of himself and brother Ian, you sense that this is not the kind of man 750F is expected to attract. Perry is a real racer, with a streak of aggressive determination that shows, and which will probably find just the kind of competition he is really looking for in Formula Ford this season, as he is to give up 750.

Not that his Championship was a walkover. On the contrary he had some good tough races, and really feels he owes 750 a great deal for the amount it has taught him about race tactics ("I was so green, I used to let them past in the beginning," he comments ruefully) and sorting out the track performance of a motor car.

The chassis, manufactured by Centaur Engineering and purchased through David Newman, was acquired in 1973. After his racing experience Perry would probably prefer to build his own chassis next time, but he agrees it is important to learn a little bit on the track before plunging into your own design. Traditional flat alloy panels cover the simple 2 in. by 2 in. ladder chassis and tubular frame, and the cockpit again has to comply to those two-seater sports-car dimensions.

In fact the regulations covering 750 are considerably more restrictive than 1300, including a requirement for a proprietary rear axle (Kim uses a shortened and offset Minor 1000 unit) and gearbox, which is Reliant's close ratio model, lacking synchromesh only on first.

The engine was built from the cannibalisation of two secondhand Reliant Robin 700 four-cylinder aluminium engines, which were then modified to bring the capacity to 748 c.c. This means a bore and stroke of 62.55 by 60.96 mm. using an EN16 iron crankshaft manufactured by Reliant. Perry was able to use the standard 700 connecting rods, but the cylinder block needed new liners and pistons to go with the capacity increase. Both crankshaft and rods were put through the Tuftriding process and crack tested, the latter technique being utilised pretty frequently through the season as Perry uses a regular 8,500 r.p.m. Previously up to 9,500 revs were applied, but the block bent on one occasion, and that detuned both driver and car!

The cylinder head has to remain of the original casting, but Perry has a freelance cylinder head modification man who does the handwork and installation of the larger Newman valves. A 22 mm. restrictor is placed in the carburetter venturi, Perry making use of the twin choke Dellorto with only one choke in operation whereas many others make use of the downdraught Weber. Perry selects his camshafts from David Newman too, measuring up each example in much the same way as a blueprint specialist would assemble a Group 1 motor.

The result should be a superb little screamer, but we were very unlucky with our choice of silencing for the car, and we really could not assess it properly. The exhaust system allowed the car to accelerate quite passably between 4,500 and 7,000 r.p.m., but this 750 is really about winding from 6,500 to 8,500 r.p.m., providing nothing at all below 6,000 revs.

We were able to find the worth of the conventional wishbone front suspension and a quickly adjustable front anti-roll bar, Perry swiftly slackening the roll bar's effect when he swopped over to the narrower nose for our stint. The rear axle is restrained by long parallel links, top and bottom and a Panhard rod. Spring rates are right in the soft production car bracket with this low unsprung weight, the brothers finally settling on 90 lb. sq. in. front and 110 lb. for the back: Spax adjustable dampers are used throughout.

The overall result was a very easy-to-drive competition car with engine's wildness restrained by the exhaust bung, the brakes coming as a real surprise, as they were certainly the smoothest drum operation that I have encountered. There was rather too much understeer on our cold track, and the ride had that fantastic belt in the kidneys hidden in store when you went over something that really did not look like a bump.

I wasn't keen on the oil pressure receding from 60 lb. toward 40 on our long straights either. Kim did explain that one in terms of some obstruction in the dry sump system, but it was at least obvious that the system works very well indeed through corners.

Neither of these two formulae seem to have done anything but improve quite dramatically since I last tried such cars in 1969. Long may they continue to provide a fresh air start to those with ingenuity and little money who want to enjoy their sport.—J.W.



PAINTWORK of the green and silver-grey Messer 2A was simply attributed to "Neil", while the construction credits are clearly labelled, Ravenscroft completing the majority of driving in 1975, finishing seventh overall in the 1300F Championship. Kim Perry's yellow DNC Mk 3 *is seen with its full-width nose* attached, this car winning 11 races and the 750F Championship last year. *Below:* The chopped-off Weber twin-choke is clearly seen above the intricate exhaust system of the Perry-DNC.







ABOVE: Mid-engine layout of the Messer is shown, together with the radically modified VW gearbox. Power output is practically double that of the 750 units, as it should be. *Alongside:* We explore the delights of the 750 *with the narrow nose installed, the* engine unfortunately strangled by a vestigial silencer, whereas the Messer still had enough silenced power to kick the tail out of line (*below*).

Full story on pages 387 and 388





Jim Ravenscroft

Kim Perry





Keith Messer

David Bradley



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On March 26th 1975 the new British Leyland Princess range was launched to more acclaim than any new car since the XJ6.

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SMOOTHER ROADS.

No, every road in Britain hasn't been resurfaced. The new Princess just makes it feel that way.

Level crossings become very level crossings.

Bumps are ironed out, ruts are filled in by the all-independent Hydragas suspension.

And any little vibrations that get past that, are absorbed in the thick foam padding of the 'armchair' seats.



LESS DANGEROUS BENDS.

The country's corners haven't been straightened out, either.

The Princess simply holds the road better than any new car since the 'Mini'. And that's saying something!

IONS IN BRITAIN ICALLY LAST YEAR.

The Hydragas® suspension, the specially made tyres, the chassis design and the wide stance help you hug the road like a leech.



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Slippery roads, floods, ice, cold, even the occasional heat wave are no problem to the Princess.

The versatile heater can cope with anything Bert Foord can throw at it.

At a touch of a switch the demister demists all the windows, including the side windows. And the thick tyres bite into the deepest ice and snow.



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That beautiful wedge shape does more than cut wind noise.

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You'll find the new car makes molehills out of mountains, too.

These are powerful cars.

The 2200 six cylinder engine will send you to 106mph, and past most cars on the road.



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Few people realise how tiring a racing engine and buffeting wind can be at 70mph.

Now compare the new Princess.

The sound deadened engine, the padding, the carpets, the thick trim, the engineering—no-one could do more to cut car noise.

And, just as important, the aerodynamic shape cuts wind noise to a murmur.

All in all, motoring in Britain is going to be a lot more comfortable and enjoyable from now on.

Princess

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New rapid action 'Torqseal' metal locking liquid is the "convenience" product, which will safely lock together a hundred and one different jobs – nuts to bolts... bearings to shafts... joints on petrol, oil and hydraulic pipework, etc.

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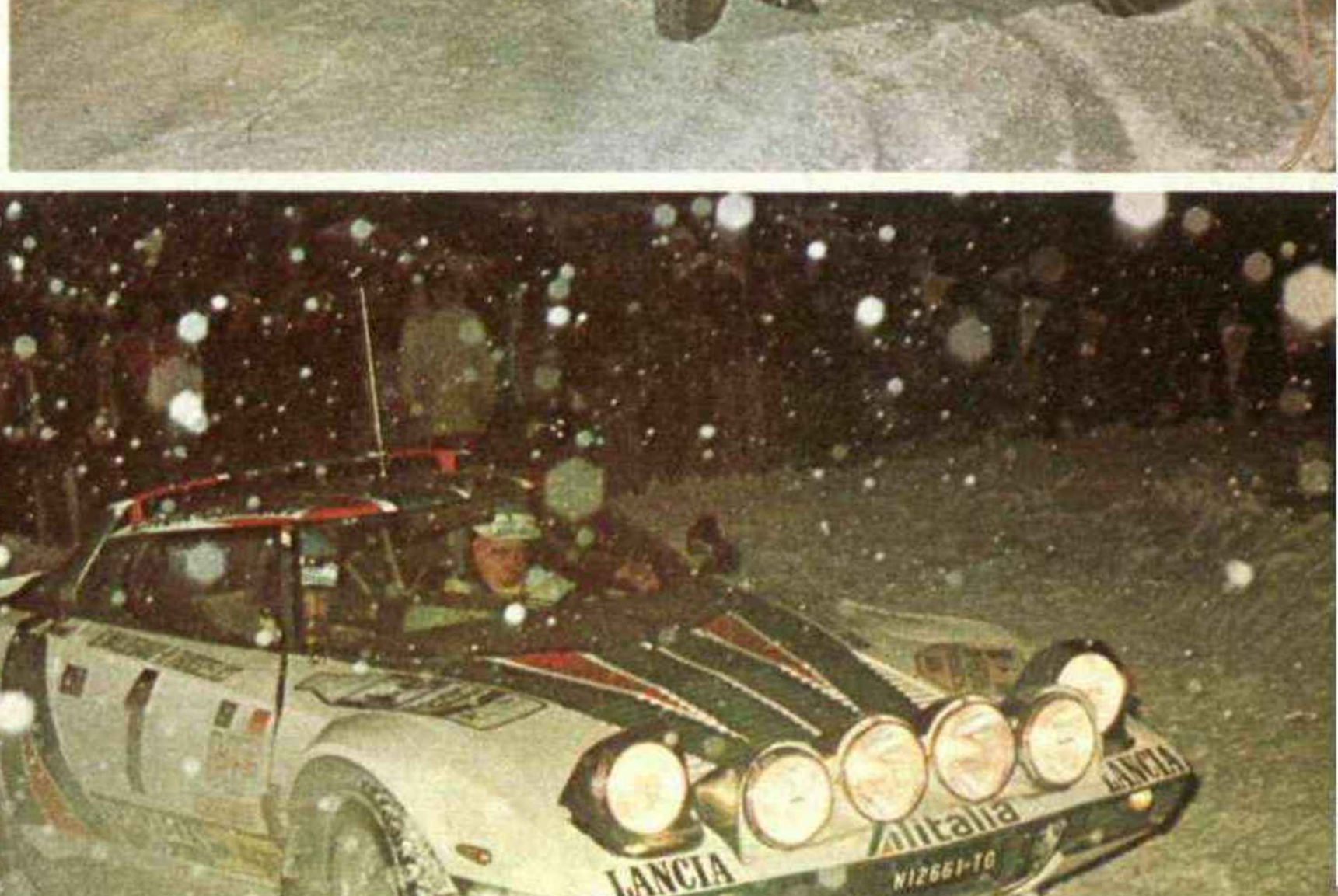
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SWEDISH RALLY

TWO SAAB V4 96s completely dominated the Swedish Rally, proving to be far more sure-footed than the powerful opposition. But what of the others? A mid-rally struggle between Anders Kullang (Opel Ascona) and the highest placed of three Lancia Stratos resolved itself in favour of the Opel, pictured above about to crest a hump-bridge on its way to third place. The Stratos drivers really had to fight hard to keep their cars on the road; on the right, Simo Lampinen uses all the available lock to keep his car pointing in roughly the right direction, whilst Björn Waldegård (*below*) and Per-Inge Walfridsson eventually put their cars off the road. Fresh snow was the cause of all the difficulty, and an idea of the bad conditions can be gained from the bottom picture.







RACE OF CHAMPIONS JAMES HUNT won the 40-lap Race of Champions at Brands Hatch on March 14th, but the surprise of the race came from Alan Jones in the new Surtees TS19 (No. 19) seen, above, leading the McLaren and Niki Lauda's Ferrari 312T2 round Druids. Jones eventually finished second ahead of Jacky Ickx (Hesketh-Williams).

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Come to Marlboro Country.

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At the top of the page we show Vittorio Brambilla's March 761 just after tangling with Bob Evans' Lotus 77 at the newly-named Surtees Bend (formerly South Bank) as Ickx goes round on the conventional line. Evans (No. 5) ran in an encouraging fourth place before retiring, out of fuel, shortly before the finish. On the right a jubilant Hunt shares the victory rostrum with rival Jones.



CARRIES A GOVERNMENT HEALTH WARNING.









SOUTH AFRIC GRAND PRIX

SOUTH AFRICAN MON top left, we have Niki L Andretti's Parnelli, a Ferrari wheel to wheel McLaren, and Jody Sc (3) on his way to fou V12 went quite well bef just behind the bunch Carlos Reutemann's B and Tom Pryce's Shad McLaren M23 (11) fini second behind the Fe Ensign (22) led Depai while after the Frenc Fittipaldi's Copersucar seen blowing up its eng Watson's Penske (28) way to fifth place. Ja second place, left.





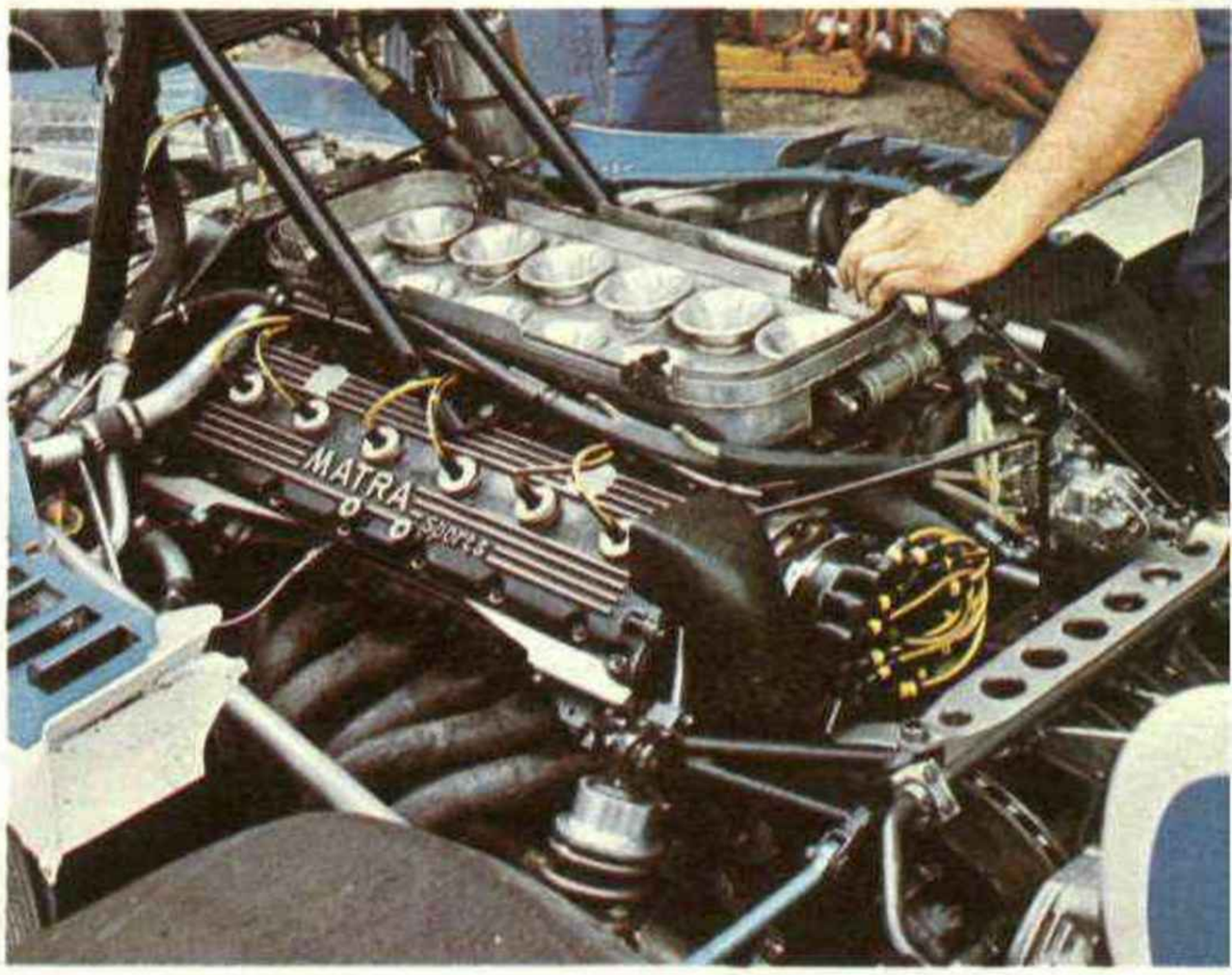




CAN

NTAGE.—Clockwise, from auda's Ferrari (1) lapping start sequence with the alongside Jochen Mass' heckter sliding his Tyrrell rth place. Ligier's Matra ore blowing up, featuring n led in our picture by rabham-Alfa Romeo (7) ow (16). James Hunt's ished second just over a rrari and Chris Amon's ller's Tyrrell for a good chman spun. Emerson Fittipaldi (30) can be ine in the race, and John is photographed on its mes Hunt celebrates his









RALLY OF PORTUGAL

In dust, rain and mist, and on tarmac, mud and even snow, Portugal's World Championship rally deserved more than its 62-car entry. Winners were Sandro Munari and Silvio Maiga in their Stratos (*above*), with Ove Andersson and Arne Hertz not far behind after a fine drive in their Toyota Celica GT (*below left*). Both Stratos suffered jammed gearboxes and (*below, right*) that of Rafaelle Pinto is pictured being released by Lancia mechanics.





The secret of Roger Clark's winning ways. A single overhead can.

Does Roger Clark use unfair assistance?

What is this strange device?

Does it even come under the rules of the RAC?

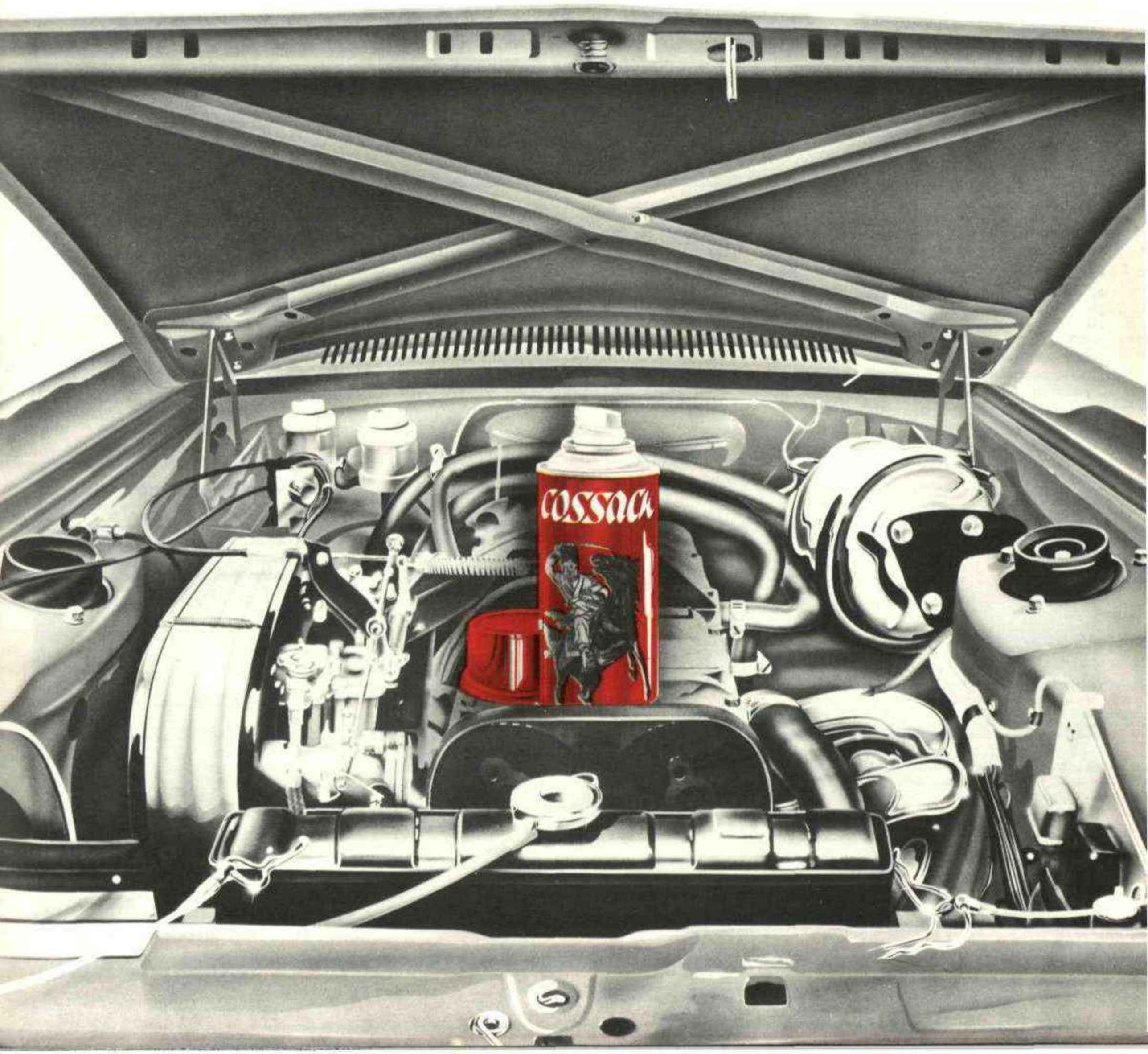
No. But it does overcome the problem of unruly hair.

The mystery cylinder is, in fact, Cossack hairspray, which helped him to his Rally Championship win by sponsoring the Cossack Escort.

It's only a 500 cc unit, but it has plenty of power.

For good, fast, natural control. Especially in wet and windy conditions.

Use Cossack and get real Rally Champion style. COSSACK





JAGUAR JOURNEY

To Munich by XJ-S Express

"IT'S A BLACK DAY for Stuttgart and Modena", cried British Leyland's advertising on the day they announced the Jaguar XJ-S. They might well have added Munich, West Bromwich and Newport Pagnell to the challenge. Would this ambitious new sporting (but not "sports") Jaguar live up to the standards to which it aspired? A drive in an automatic version through the Cotswolds prior to announcement convinced us that the challenge was viable, but a short journey within the restrictions of British B-roads was no confirmation that the XJ-S, described in detail in last October's MOTOR SPORT, would fulfil its purpose as a very high-performance Grand Touring car. That it is this and more we can now affirm, having given a manual version one of the toughest, fastest tests MOTOR SPORT has ever perpetrated, 2,435 miles, mostly on the Continent and mostly at speeds well in excess of the three-figure barrier.

That our actual Jaguar test car was one of the fastest production cars in the world had been confirmed by a 154 m.p.h. maximum speed check by a weekly contemporary a few weeks previously. This had been achieved two-up, with light luggage and with the air-conditioning switched off. Our own performance we feel emphasised the phenomenal performance of this latest Jaguar even more impressively: carrying three adults, nearly 20 gallons of Super, with its boot crammed full with luggage and with the air-conditioning switched *on*, this aesthetically ugly, aerodynamically brilliant, Browns Lane product wound itself to an incredibly easy 150.5 m.p.h. before traffic conditions halted the still rising speedometer needle. We know of no other car in the world which would fulfil these conditions with such smoothness and silence. It is the sort of performance which allowed us to leave Munich post-breakfast at 8.55 a.m., lose a couple of hours on the way for shopping and eating and another couple of hours crossing the



Channel and have the three of us deposited in our beds, though still quite fresh, as far apart as Hertfordshire, Essex and Berkshire, some 800 road-miles distant, by midnight the same day. That is GT motoring of the highest order. That its Lucas-Bosch fuel-injected 5.3-litre V12 engine should have averaged over 13 m.p.g. whilst obliging us with cruising speeds in the 130-140 m.p.h. region makes the XJ-S nothing short of incredible.

Our brief on this six-day expedition, for which British Leyland's Press Department had so willingly contributed this magnificent express, was to visit Ford Competitions Department in Cologne, Zakspeed at Neuheusel, Opel's Competition Department (sorry, Dealer Team) at Russelsheim, Porsche and Mercedes in the Stuttgart area, BMW in Munich and BMW tuners Schnitzer and Alpina elsewhere in Bavaria. My own journey began with a lift to collect the XJ-S from Browns Lane in a Ferrari 365 GT4—which disposed of the Modena side of the comparison and gave Jaguar's Chief Development Engineer David Fielden a chance to drive the opposition. The Ferrari had better lines and more rear seat room, but that beautiful music from the V12's Weber orchestra had become less enchanting by the time we'd traversed the M1. The XJ-S's silence felt golden. From Allesley we had a cross-country dash to the Donington Speed Show, the Jaguar more sure-footed on the greasy roads than the Ferrari, even with Gerry Marshall at the helm of the latter. Comparative road tests show the 34.5 cwt., 285 b.h.p. DIN, four-speed gearbox Jaguar to be faster on acceleration and maximum speed than the 33.5 cwt., 340 b.h.p. DIN, five-speed gearbox Ferrari. A case of prancing ponies against Warwickshire shire-horses, perhaps? The Ferrari is also £6,200 more than the XJ-S . . . .

However, all was not well with the XJ-S, which pulled half-way across the road under braking. A return to Jaguar gave new pads and re-routing of the radiator overflow pipe (already done on later production cars) to prevent it pumping anti-freeze mixture over the nearside caliper.

After 249 miles of running in England the yellow band of the vertical fuel gauge had fallen into the red area, requiring some 17 gallons replenishment for the 20-gallon tank to send the band out of sight at the top of the scale, an average of 14.6 m.p.g. A slow puncture was discovered and a wheel changed half-an-hour before we left for Dover, so we had a suspect spare for our entire Continental trip. However, the toolkit proved to be very comprehensive.

By the time J.W. and I had taken aboard our photographer in Essex, the deep and deceptively commodious boot was packed full, the pile of suitcases crowned by a plastic "wardrobe"; its position was a mistake, for, by the time we reached Cologne, a neat hole had been burned through it by the boot light in the lid. This dangerous light operated permanently with the sidelights; I'm glad to hear that courtesy operation is projected for future cars. Perhaps an underbonnet light will be fitted at the same time? And maybe a light too in the glovebox, the lockable lid of which needed a slam to close? Although the XJ-S's general equipment is exceedingly comprehensive, it is sadly lacking in some minor details, like the above. Why no k.p.h. markings on the speedometer of this trans-continental express? Why a door mirror which is not adjustable from inside the car (even the lowly Escort offers that as an option) and why no nearside mirror in a car which suffers from poor three-quarter rear vision? And why, as Jaguar have publicly thrown the gauntlet at the Mercedes 450SLC, are there no wiper/washers (or at least an option of) for those huge Cibie halogen headlamps, the European versions of which had a sharp dip cut-off and too short a main beam range, but didn't dazzle, while the UK version, which replaced them on our return to England, had superb range and spread, but annoyed other drivers? "Hmm, that should be leather," said Burkard Bovensiepen, owner of Alpina, Europe's biggest performance equipment company, echoing many other people's comments as he pointed at the cheap, convoluted plastic gear-lever gaiter. At the time we were driving up a country road in top gear with no throttle applied, though the pedal was about to be squashed to the floor without a hiccup from the engine—incredible engine flexibility—but still that detail caught his eye. Build a £9,527 vehicle, Jaguar, and a brilliant overall concept won't necessarily overcome customer reticence brought on by poor detailing. Apart from the West of England cloth roof-lining, the plasticky interior looked down- rather than up-market from the rest of the Jaguar range. The Germans were pretty scathing about the exterior finish too, particularly the crudeness of the door window frames.



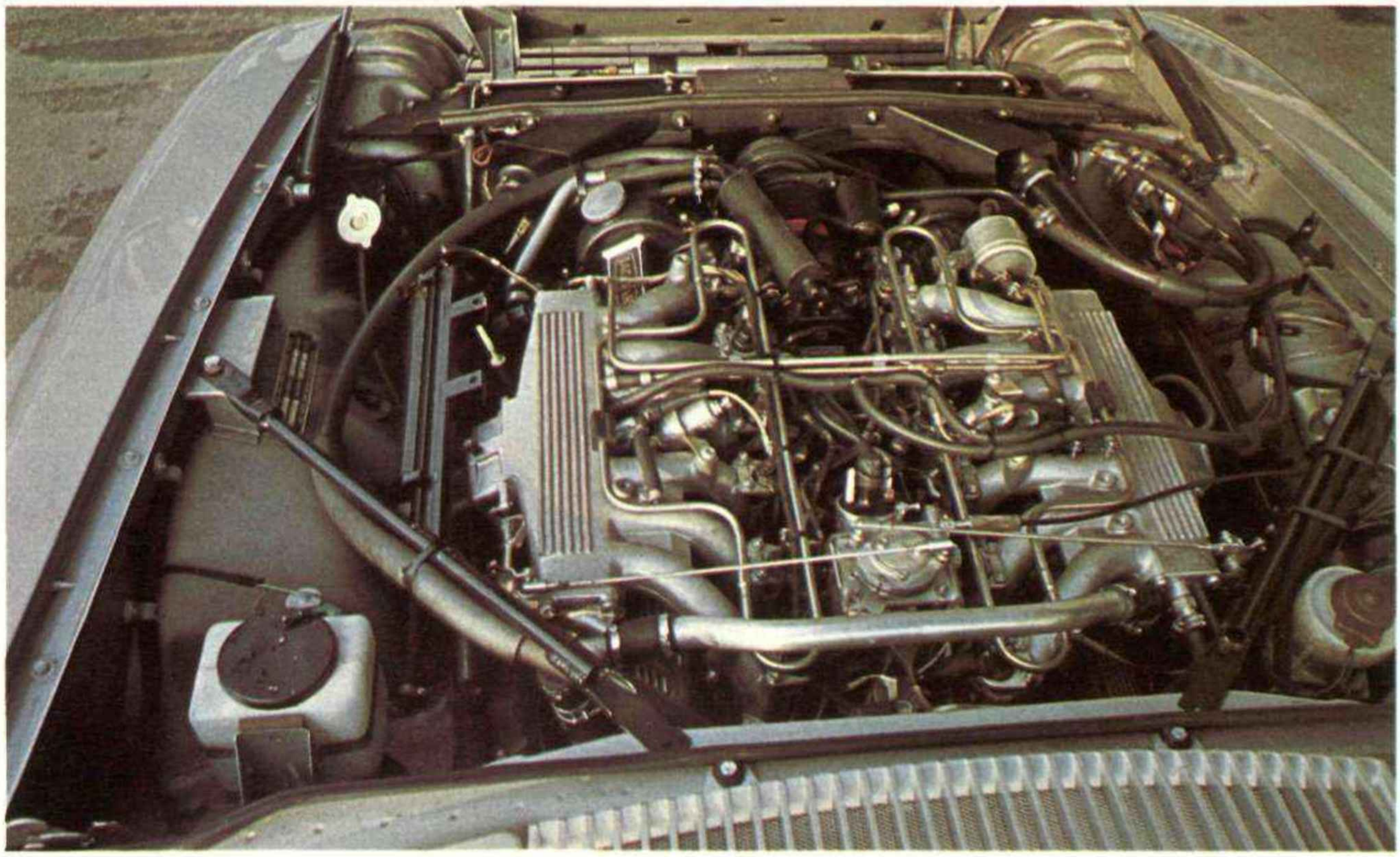
Clear instruments and a telescopically adjustable steering column face the driver. Below, another 75 DM-worth of Super goes aboard, but no oil. Achtung Spitfeur! Wo ist Das? Eine Merlin V12?

Perhaps readers will think I'm nit-picking. If so it is because I feel strongly that in its uncanny amalgam of "pace and quiet" the XJ-S is unequalled; it would be tragic to tarnish its appeal in fastidious markets such as Germany for want of fine detailing.

We were worried initially that the rear seat would be too cramped for long distances. However, even our 6 ft. photographer survived without too many complaints, though he had a valid moan about the (optional) rear seat safety belt buckles protruding through the middle of the seats to hamper his enforced side-saddle position. My own 5 ft. 7 in. were cosily comfortable sitting upright. The front seats felt much improved since the pre-pro-







duction car J.W. and I drove last summer; we no longer slid forwards under braking, but the backrests would benefit from more lateral support. The right-hand handbrake, which falls to the floor out of the way when applied, no longer fought with the door arm-rest when pulled up.

Once we'd eaten ourselves comfortably across to Calais aboard Free Enterprise VI, we were able to let the XJ-S have its head towards Cologne, free from endorsement worries. Letting the XJ-S have its head from rest takes it to 50 m.p.h. in 1st gear, 84 m.p.h. in 2nd and 116 in 3rd, with 60 m.p.h. coming up in 6.7 sec. and 100 in 16.7 sec. The ratios are lower than need be for the 294 ft. lb. torque; 2nd will cope with most standing start conditions—well, so too will top. At Britain's 70 m.p.h. legal maximum, our passage was silent save for some roar from the 205/70 VR 15 Dunlop SP Super tyres. Some wind hiss emanated from a faulty nearside door seal, changing to a sudden roar at exactly 130 m.p.h. But engine noise was little more than a whirr, even up to the 6,500 r.p.m. red line. One hundred m.p.h. is roughly 4,000 r.p.m. in top, nice and lazy, but even on this gearing the engine felt to be so much on top of its work that the overdrive, which the handbook confirms will become optional in production, might have been a good economic asset. Nevertheless, our roughly 100 m.p.h. average from Calais to Cologne produced 13.57 m.p.g., all the benefits of which were lost in a lengthy search for our Cologne hotel. This pattern was to be repeated throughout our trip: next time we shall pack some decent street maps—they're cheaper than XJ-S performance.



Little effort was required to keep the XJ-S on course at high autobahn velocities; the Adwest power steering, a shade woolly and overlight for fast twisty-road work (though practice soon breeds familiarity), showed no vices or imprecision; there was absolutely no question of front-end lift as speed increased, no sign of wandering or decreasing stability. So long as the driver's brain was in gear the XJ-S remained unflurried, making 150 m.p.h. as undramatic as riding in a tube train. Such is the deteriorating standard of continental driving since the oil crisis, even in Germany, that any vehicle ahead, however innocent looking, must be treated with suspicion and occasionally full use had to be made of the ventilated disc brakes, which decelerated over

Continued on page 406

"The finest production engine in the world", above. The silken, fuel-injected V12 produces an obviously very genuine 285 *b.h.p. DIN at* 5,800 *r.p.m. Left, the XJ-S at rest outside the Intercontinental Hotel, Munich, reached after a* 100 *m.p.h. average from Calais.*

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TWO FACES OF FINLAND

(Continued from last month)

APART from the Thousand Lakes, Finnish rallies do not allow practice, so that the science of making pace notes is not as advanced in Finland as it is elsewhere. Finns tackling the Thousand Lakes use the two-week period of practice to drive every stage time and time again, working by night and day, often in pairs so that one driver may apply memory tests to the other. At this time Finland's summer is drawing towards its close, but foreign visitors often choose to live in lakeside cabins rather than in any of the good hotels, enjoying the freedom of seclusion and adopting the Finnish habit of ending the day with a communal sauna, a dip in the lake and a supper of sausages or fish cooked at the log fire. There are no artificial inhibitions about these evenings and we well remember one British rally competitor and his wife turning up at a lakeside sauna and being initially taken aback by the sight of a dozen or so naked bodies; within a couple of minutes they shed their dress and joined in.

Finns work hard and play hard, but their philosophy is that life is to be enjoyed. Believe us, they know how to enjoy it. After a hard day's practising they really switch off and become different persons when a voice announces that the sauna is hot enough. The relaxation it affords is unbelievable, and when the next practice session begins the crews are refreshed and ready.

The most striking winter rally in Finland is what used to be called Tunturiralli but which now has the name Marlboro Arctic Rally in deference to its financial backers. It takes place annually in the area of the Arctic Circle, based at the region's major town, Rovaniemi. It is here that one can see the most striking change when summer becomes winter, for not only does the rally use special stages on frozen lakes and rivers, but municipal authorities will open public roads across the ice. Where ferries plied a few months before, motor vehicles will pass and where floatplanes landed they continue to do so – but with big skis fitted as landing gear.

It is bitterly cold, but a temperature of -30C is far more easily bearable than the much less cold but damper weather of a British winter. Naturally the northern Finns dress for the climate and furs of one kind or another are regarded as necessities rather than luxuries. Take off a glove during an Arctic night (there's precious little day anyway) and it won't be long before the cold manifests itself in a severe pain. Take a deep breath and your nose will freeze up; do so with your mouth open and your tongue will feel as though someone were sticking pins in it; stop at the roadside to commune with nature and you will soon change your mind and get back in your car without having risked the attempt.

In such conditions are the Arctic Rally held, with concentrated anti-freeze in radiators, similar additives in fuel tanks, various rubber bushes replaced by brass ones, equipment lists including food, knives, warm clothing and matches, and mechanics always ready with hammers and chisels to chip off ice formations. We take our hats off to those mechanics, for uncomplainingly they work out in the open, lying on their backs in the snow, risking frostbite time and time again to keep their cars going. Tough conditions breed tough people.

One marvels that tap water never freezes, trains and road traffic never stop, heating always

Above, simple bridges change completely when the snow arrives and when Finns drive to lakeside cabins in winter they usually trailer the inevitable snowmobile. Below, snowmobile racing is an exciting sport even with standard models under 350 c.c.



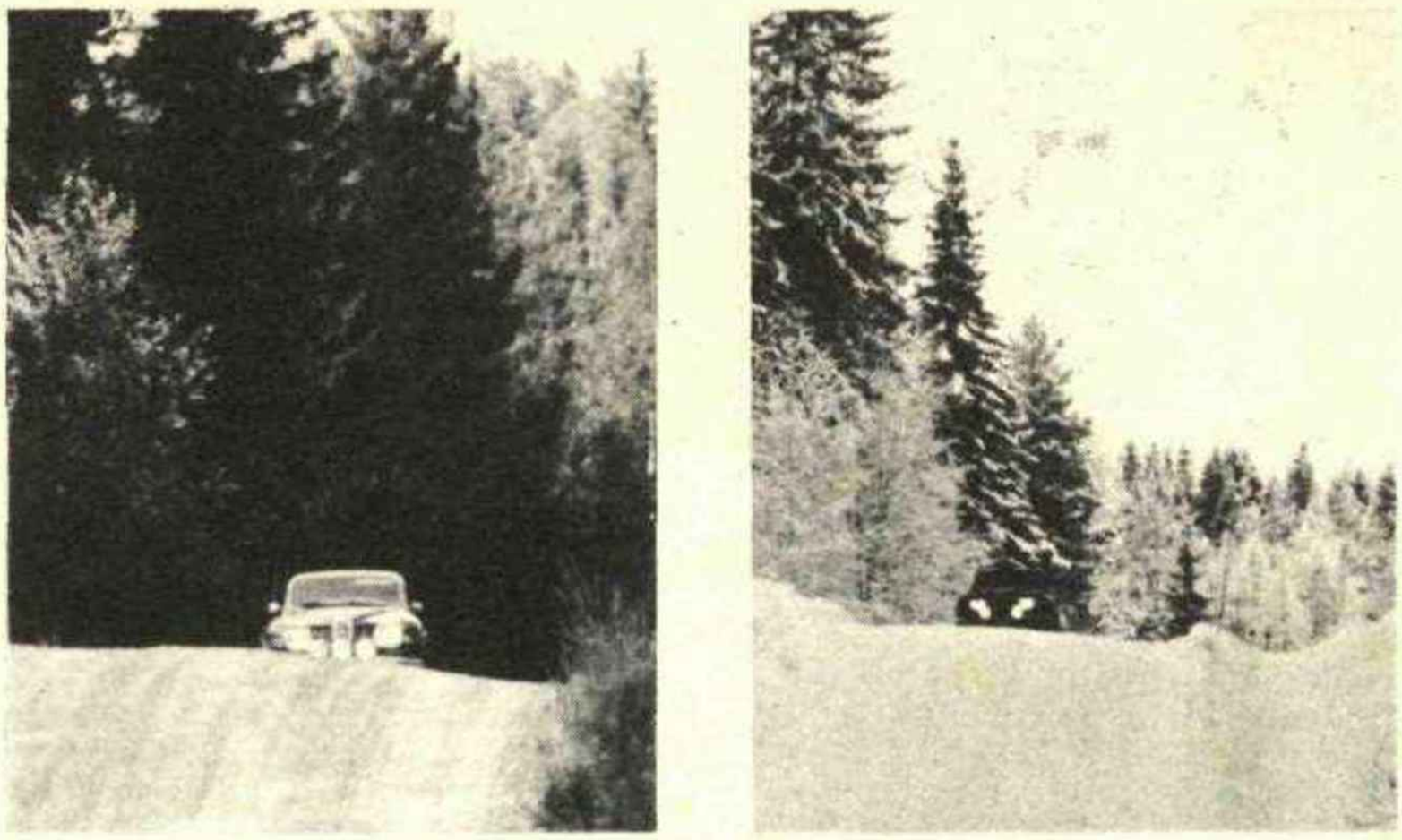
works, electricity is never cut and the internal schedules of Finnair are never interrupted. To watch a DC9 pilot put his huge machine down squarely on a runway covered by sheet ice and bring it to a stop without as much as a hint of a slither is quite remarkable. When Finnish airline pilots can achieve that sort of precise control, small wonder that the country produces rally drivers of World Champion calibre.

In Summer, country dwellers use their boats as often as their cars, both for transport through the network of lakes and for fishing trips and other pleasantries. In winter, the boats give way to another form of non-wheeled transport, the snowmobile. This amazing device, usually powered by a two-stroke engine, driven by a wide, knobbled rubber belt and steered from handlebars by a pair of frontal skis, is sufficiently versatile to be used on roads, lakes, rivers and even across country through the trees. It provides ready, practical transport over ice or deep snow and is as much employed for taking the kids to school as for giving go-anywhere mobility to reindeer herdsmen.

Practicalities apart, the snowmobile has uses which would endear it instantly to readers of MOTOR SPORT; its sporting potentials are endless and the Finns are not at all slow to make use of them. They have circuit and cross country races, trials, overland safaris, snow-batics, jumping contests and in fact anything which smacks even remotely of a competition involving skill put to the test. The Finns are great sport lovers and they are always in search of ways to convert an everyday activity into a sporting one. Politeness is always evident in Finnish life, but although they remove their hats, hold open doors, escort ladies to their chairs and announce their names when they shake hands, they enjoy a jovial free-for-all when they board a bus and are so rumbustious on a dance floor that one needs to be a strong-elbowed athlete in order to survive. Always that competitive spirit is to the fore.

We are well acquainted with the peculiarities of snowmobiles, largely due to the good offices of former Finnish snowmobile racing champion Peter Geitel who spends some ten days at Rovaniemi every winter to test something approaching twenty machines of various kinds for a Finnish sporting journal. He bases himself at the spacious, stilt-built Polar Hotel on Ounasvaara hill outside the town, takes over a fair chunk of the car park and makes daily sorties into the woods with his colleagues. On a number of occasions we have accompanied them and have never failed to be amazed at their skill in handling their machines. On soft snow you have to ride as you would a motorcycle, using throttle, steering and movement of body weight to get the right balance for a turn. But on hard snow or ice it is difficult to lean them over and one really has to tug to one side to get any form of steering at all. Specially modified racing machines are better, of course, and it is possible to induce rear-end slide and even to correct with opposite lock on the skis, some of which have skate-like cutting edges on their undersides in order to provide grip.

Snowmobiling is a fantastically exhilarating pastime demanding physical strength as well as skill if you want to be good at it. After a few hours crouching over those bars, peering through the fine, vapour-like plumes of snow trailing from those ahead, using every muscle to twitch the bucking machine around pine tree after pine tree, taking to the banks to get some extra camber and leaning well forward to get the front down after a jump, the feeling of satisfaction and achievement is tremendous. Those not used to it develop aches and twinges where they have never had them



Above is Finland's biggest and best-known jump at Urria, pictured on the left as it appears during the Rally of the Thousand Lakes and on the right after it has taken on its winter coat.

before, but there is always that inevitable sauna (the a and the u pronounced separately) to relax them away. Were Britain endowed with more snow during her Winters there can be no doubt that snowmobiling would be one of the country's most popular sports.

No-one, least of all rally drivers, who goes to Finland will escape contact with its complicated language which seems to be totally unrelated to any other. The guide books will tell you that Finnish will present no problems at all, provided you don't attempt to speak it, but if you ignore the complicated grammar and remember that it is completely phonetic, with the accent always on the first syllable of each word, there is no reason why you should not understand that *Kolme-Kaksi-Yksi-Aja* is a countdown from Three to Go, that *erikoiskoe* means special stage and that *Hölökyn-Kölökyn* is a complicated way of saying "cheers" when you raise a glass.

Even after British inflation, Finland is still somewhat costly by our standards. With some 200 cubic kilometres of snow and ice covering the country each winter, diners still have to pay for a bowl of ice in a restaurant, for instance, but on the other hand taxi drivers do not expect tips. A week spent in a modern hotel is likely to set you back a pretty penny but you'll get every comfort in return. Private rally drivers who make the journey to Finland usually choose to stay in students' hostels which serve as inexpensive but comfortable hotels during holidays, or in those forest cabins which we have mentioned. These can accommodate any number from two to more than twenty and they provide a means of living comfortably on a limited budget and in a way which the Finns themselves like to live.

Erik Carlsson once said of a crowd watching a special stage during the Rally of the Thousand Lakes, "They are not people; they are Finns". He meant it as a joke of course, but unwittingly he paid them a compliment for they stand out as a race apart. Practical but fun-loving, politically-conscious but leaning neither to East nor West, hard-working but great sportsmen, Finns have done much to raise the standards of rally driving the world over. Theirs is a fine country and we have no hesitation in recommending it to those who seek to combine sport with holiday, summer or winter. –G.P.

Below, an expert comes in to land tail first after a difficult snowmobile jump, its drive belt sending out plumes of snow even whilst in the air.



Letters from Readers

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

Save the 'Ring

Sir,

The sudden concern of certain luminaries in the Formula One firmament over whether spectators at the German GP are getting their money's-worth seems somewhat belated when one considers that the last 22-lap event was in 1957. Why did we not hear similar pleadings in 1971 when the race was cut to only 12 laps? I suspect the GPDA were still recovering from the shock of finding themselves back at a Nurburgring which still presented most of its old challenge, while complying with all their safety demands. There must have been quite a few people in Formula One in 1970 who thought they had seen the last of the Nurburgring and were looking forward to nice, cosy German GPs at Hockenheim.

Since no specific part of the 'Ring can be regarded as "dangerous" like Burnenville or Woodcote, the Safety Committee has had to look elsewhere for an excuse to desecrate one of the few remaining really worthwhile aspects of GP racing. Far from the call for better PR and a more "professional" outlook demanded by Stewart in the past, the GPDA have taken refuge in one of those faceless committees where unpopular decisions can be taken without the instigators having to answer to the paying public

Quite a number of cars broke their suspensions on the 'Ring last year so presumably one of the reasons for softening-up the German GP is to save some designers the trouble of building a car to the minimum weight without having to worry whether it will fall apart. The current practice of adapting circuits to the shortcomings of Grand Prix designers, and drivers, will eventually produce cars as totally divorced from motoring reality as a dragster or a Land Speed Record projectile.

There are two factors which maintain my enthusiasm for GP racing: the continued participation of Ferrari, and the continued existence of the Nurburgring. The former is of course a personal preference, but the Nurburgring is something I am sure all real enthusiasts would wish to save, so let's all kick up a heck of a row.

Horley D. ELLIS

"Tale of a Dolomite Sprint"

Sir,

I own an April 1974 Dolomite Sprint which has now done in excess of 30,000 miles.

I was very disappointed to read of your own experiences as my example has been very reliable and indeed is the only car that I have owned that I still enjoy driving after two years of use.

The car in my opinion has a superb performance and whilst I would admit that it does not handle as easily as an Escort for example, it will corner very well provided that the driver has the courage and ability to "set the car up" prior to a corner, keep the power on through the corner and indeed if this is done the attitude of the car can be controlled through the throttle.

I would agree that the car in standard form will understeer but I have found that by raising the front tyre pressures by approximately 2/3 lb. per sq. inch this will produce an almost neutral handling characteristic.

The car does appear to be very sensitive to changes in tyre pressure.

My example has also suffered from clutch problems but this has been an annoying fault rather than one that has left me stranded. Even when the car was new the master cylinder rubbers needed to be replaced and the clutch only seemed to disengage when pushed flat to the floor. Now at over 30,000 miles the synchromesh has worn on the third gear and it is necessary to double-declutch to effect smooth changes when using third gear.

Overdrive is essential and I regularly get

XJ-S—continued• from page 402

2 tons of laden Jaguar with astonishing rapidity. The wide tyres then sometimes jiggled a little in lorry ruts, but the car slowed on course. It is difficult to convey the serene sense of security with which the whispering XJ-S ate up the autobahn miles, disposing smugly of flat-out Mercedes S-series cars with the same surge of phenomental acceleration which is present from zero to 150 m.p.h.

Off the autobahns the XJ-S had magnificently high standards of roadholding. In damp conditions it had a tendency towards understeer on slow roundabouts, when the Powr-Lok limited slip differential, a boon otherwise for traction, was of no particular help. But set up correctly, this big, heavy Jaguar cornered very quickly indeed, wet or dry, drifting towards oversteer on the limit, with a vague sensation as though the outside wheel was tucking in. If the XJ-S feels more stiffly sprung than the XJ saloons it is not totally immune to wallow, which is why it retains a comfortable ride, but it manages to respond adroitly to quick changes of direction. Anti-dive geometry robs the brakes of some feel as speed falls to the lower regions; this, and a deceptive impression of slower speed than reality, provoked a few instances of brake locking on damp roads.

Automatic mixture control by the "brain" of the electronic injection normally ensured instant hot or cold starting, one of the main improvements over the old carburetter engine. Unfortunately, while cold starting remained perfect, hot starting deteriorated during our trip: a one-way valve fitted to the fuel pump outlet to ensure that pressure in the fuel line is maintained wasn't seating properly, underbonnet vaporisation resulting from the drop in pressure. Ironically, in view of our destinations, the valve is made not by Jaguar or Lucas, but by Bosch in Stuttgart, who are modifying the design. A slight misfire, sometimes at low speeds, more normally when reapplying throttle after decelerating to 80-90 m.p.h., was thought to be a loose connection on an injection temperature sensor. Neither of these minor faults delayed us nor slowed us.

Where the XJ-S wins hands down over any other performance car is in its amalgamation of supreme high-speed performance with docility, flexibility and a total lack of temperament at low speeds. We encountered heavy traffic in all the German cities we visited and later used the XJ-S for London commuting. In these conditions it was almost totally silent save for the clicking in and out of the standard Delanair automatic air conditioning; no sign of plug wetting nor overheating. The big pedal pad eased the effort of operating the fairly heavy clutch and in any case the V12's flexibility and smoothness of throttle control made this a two-gear car (1st and 3rd or 2nd and top) in town. Top gear could be used practically all the time if one was cruel enough. This laziness of town driving convinced us firmly that the manual car is a totally superior proposition to the Borg-Warner automatic alternative: the manual's major attributes are vastly superior acceleration, particularly for safe overtaking and far better car control for fast road driving away from motorways. Gear-change movements were easy, but a fierce clutch made smooth changes difficult from 1st to 2nd.

Some other details we didn't like were the lame-dog slowness of the wipers lifting off the stop for a single screen wipe, the difficulty of operating the shrouded washer button in the end of the steering column stalk (Lucas are engineering a modified version, say Jaguar), the need to carry four keys for various locks and the uselessness of the central locking system in this two-door car. To make this worthwhile it should be possible to have simultaneous locking and unlocking of the opposite door from the key-lock of one door, Mercedes-wise. On the other hand, the electric windows wound satisfactorily quickly, the optional Philips RN 642 stereo radio/cassette player/recorder with automatic aerial was simply superb (a Radiomobile 1085S radio is standard equipment) and on one occasion the horrendous hydraulic bumpers proved to be effective and worthwhile after all.

A rear hub oil seal went when nearly back in England, the nearside door lock linkage fell apart (production tolerances will be improved as a result), the air conditioning control illumination occasionally died (the bulb-holder specification will be changed) and we had that noisy door seal (a new seal with a thicker lip section is going into production). We feel that these minor failings in this early production car do not detract from its overall reliability on a journey upon which it was thrashed consistently and unmercifully at speeds which most XJ-S owners will never aspire to, both by us and by Mercedes' Chief Test Driver, who put it through its paces on the Stuttgart test track. In spite of three-figure average speeds on the Continent, this XJ-S achieved an overall 14.1 m.p.g., inclusive of use in Britain, and the engine, which an eminent German engineer described as "the best production engine in the world", used less than one pint of oil throughout.

In its diverse performance attributes the XJ-S is unequalled. With more attention to detail finish and appointments and some styling revisions it could so easily be the best car in the world.—C.R.

approximately 30 miles per gal. when driving normally.

I also experienced wheel balancing problems but this turned out to be the Dunlop SP Sport tyres and three were replaced free of charge by Dunlops. No further problems have been experienced.

Finally, with regard to the reference to the Cortina 1600E, I also have owned such a car and quite honestly feel that the Dolomite is in an entirely different class. I am sorry that your own car has not had the reliability and performance that one would expect from such a fine British car.

Crowthorne, Berks. R. D. GILLHAM

Sir,

I read with considerable interest your article on the Triumph Dolomite Sprint in the March issue of MOTOR SPORT. It seems this particular car suffered more from lack of efficient service than inherent faults, although the Sprint is not immune from irritating maladies.

The following is listed from my own experiences with such a car:

Triumph Dolomite Sprint (no overdrive), purchased new 1st May, 1974.

Before 3,000 *service :*
- Oil leak (loose filt.. block).
- Oil coming up Nos. 2 and 4 spark plug tubes—replaced.
- Re-centre steering wheel.
- Balance carburetters.

Before 6,000 *service:*
- Leaking oil/water/anti-freeze mixture after a run.
- Overheating when idling for lengthy periods.
- Clutch master cylinder faulty—replaced.
- Sticking throttle spindles.
- Creaking suspension (coil springs ?), now settled down.
- Front tyres constantly losing pressure.

At 8,500 *miles :*
- Oil/water leak now severe.
- Poor cold starting, which, coupled with above suggested head gasket trouble.
- Taken to Distributors for investigation. Head lifted and found badly corroded. Cause—incorrect anti-freeze as supplied with the car. Head replaced under guarantee—took 5½ weeks to obtain despite recession at British Leylands. Threat of loading car on transporter and dumping at BL's produced a new head within 24 hours. Further delay in obtaining gaskets.
- Screen washers inoperative.
- Wheels beginning to corrode although washed regularly.

At 16,000 *miles :*
- Front tyres replaced to original specification.
- Leaking rocker cover gasket replaced.

At 18,500 *miles (to date) :*
- Regular lubrication of throttle linkage required.
- Choke adjusted.
- Fan belt requires occasional adjustment—very tight or fearful screeches issue forth.
- Wheels now badly corroded.
- Braking system has been trouble-free.
- Gearbox has presented no problems.
- Finish is acceptable although slight rust spots show on rear bumper.

Comments :
- The Sprint has proved a reliable, comfortable, well-appointed car of lively performance when correctly tuned. It is also quite the draughtiest car I have ever owned and defied all attempts to locate the cause. Handling is deceptive insofar that if the car is properly "set up" for a corner it will behave better at high speeds than lower down, when it tends to wallow. Roadholding is good in wet or dry conditions, but the car doesn't like the slightest suspicion of greasy surfaces. Interior finish has lasted well and shows no sign of wear.

Personal comments :
- Driver comfort would be much improved if better provision were made for resting the left foot between pedal and gearbox tunnel. The car would be transformed if clothed in a more up-to-date garb with a lower centre of roll inertia, and a complete re-design of the throttle linkage.

Apart from the cylinder head it must be said the Sprint has given good service to date with reasonable fuel consumption, even without overdrive. Oil consumption has been nil between services. Nevertheless, I am left with the feeling that this engine warrants a totally new concept of body and suspension design complementary to its obvious performance potential—even in its relatively mild state of tune. It is to be hoped that when British Leyland finally get themselves sorted out we shall see something of this nature which, if the unit is to survive, it must surely do.

Grantham, Lincs. JOHN GODFREY

Sir,

I was most interested in the Staff Photographer's report on 28,000 miles with a Dolomite Sprint in your March issue.

I am the owner, and sole driver, of a Sprint which has covered, to date, about 26,000 miles. The car was purchased from Messrs. Henlys (Cuffley) Ltd., at the end of February, 1975, and within a mile of Cuffley after collection, a faulty overdrive switch blew a fuse, necessitating a replacement unit to clear the fault. The front near-side shock-absorber was obviously in need of replacement. A spare could not be obtained very quickly, and in the meantime, having only driven 1,432 miles, a valve stuck open and the car was off the road for three weeks. At 3,213 miles the same problem re-occurred and this time all sixteen valves were replaced. I was loaned a car on both occasions to enable me to continue my work.

As the car was still being "run-in" it was not until it had completed 6,000 miles that serious vibration, when braking from high speeds, was noticed. This was thought to be caused by distorted front discs. These were replaced but the vibration persists to this day. By now the clutch was giving reason for concern, but it was agreed to leave this until 12,000 miles had been completed, and a new one was fitted then.

Ever since I purchased the car I was conscious of a peculiarity in its handling, not oversteer, nor understeer, but something just "not right". Henlys shrugged this off, and it was not until I wrote complaining to British Leyland, that an appointment was made for one of their representatives to road test the vehicle. Within fifteen minutes the trouble was diagnosed. The rear axle was out of true, and the car had to be taken to British Leyland's Acton Service Depot who discovered that the offside rear radius arm was more than half-an-inch adrift at its anchorage point on the chassis. The correct location point was established, the chassis re-drilled, and the rear axle and suspension correctly assembled. Obviously, the improvement was a delight, and the car handles very much better.

Other than the very chequered history mentioned already, the vehicle runs reasonably well. The engine burns very little oil, and I would estimate that four tyres will last about 30,000 miles. Having previously owned a Fiat 124 Coupé, was I sensible to change?

Barnet, Herts. J. F. MACFARLANE

Sir,

Another Sprint? My answer would be "no" as well, but mainly because of the way the car was assembled in the first place, not because poor servicing has let me down —I do it myself.

My car is exactly the same vintage as the one driven by your Photographer. And at that time what a buy it was! At £1,770 it was the best value available in Britain, undercutting a 3-litre Capri, and making a BMW look ridiculously expensive. (At £3,200 it still does—bearing in mind the acceleration, inside standard of finish and its four doors.)

You call yours high mileage; mine now has 40,000 on the clock and with that experience of a car from the same Mimosa batch, I can enlighten you on two problems.

Firstly, all Sprints suffer from (i) a head gasket problem and (ii) a rocker cover gasket problem. The latter merely leaks down the head and onto the exhaust manifold —hence smoke and smell. With that design of cover having inadequate fixing points and the regular growing and shrinking of the thin aluminium casting I think a U-section neoprene seal is the only answer. Six different materials in my previous attempts have failed!

Regarding the head joint, few cars today don't have a "gasket problem". It manifests itself by using water. On my engine at least, the head surface doesn't stay flat and compression gas forces water out of the engine, back to the side tank, past the pressure cap and onto the road via the overflow pipe. The only answer is to change the gasket regularly. You must watch your anti-freeze level, while this constant topping-up is going on—otherwise the water-pump gland will be the next job! (corrosion inhibiter is vital there).

Your Photographer obviously loved his 1600E dearly—to complain about even a non-overdrive Sprint's motorway performance, at about 85% of the revs at any given speed. I travelled all the way to Ayr in Scotland to find an overdrive one!

Why change from the Dunlop tyres (only a 70% profile XAS would make me do that) especially when they had lasted so well?

The fan-belt is the most obvious and cheap spare part to carry—so I have no sympathy there. Also quick and easy is a static ignition timing check which has to be at about 2,000-mile intervals with the nylon followers of today's distributors. (Wear retards the ignition. When I got my Sprint it was at 10° *after* TDC!) Retarded ignition of course also makes cold starting bad, and encourages "running on".

But when it's on song, what a fabulous 4-seater GT.

Manchester H. M. GARDNER

[These are just a few of the many letters received from Sprint owners. Most owners obviously like the car, but most have had problems of one sort or another. We have sent some letters to Leyland for their comments, which will appear elsewhere in this issue if received in time, otherwise next month.—C.R.]

Improving the Breed

Sir,

I expect most readers will agree with your March Editorial which calls for a return of major races for sporting cars which have some resemblance to those the public can buy. In referring to possible arguments which may be used against holding such races, you say "the danger aspect of allowing almost standard cars to race may be raised—wheels flying off Minis, brake fade on XK120s, etc. remembered from years ago". Your subsequent refutation of this argument fails to point out that this is a

major justification *for* such races. Identification and elimination of dangerous weaknesses in design of ordinary road cars, through racing experience, must be responsible for saving many more injuries (or worse) on the road than ever were suffered in competition. The XK's severe fade problem is a good case in point, for it contributed, not a little, to the development of the disc brake.

M. J. SHACKLETON BAILEY

Andover

Realistic Motor Racing

Sir,

In respect of your March Editorial—what a splendid idea!

Though one has fond memories of Jackie Stewart on full-bore negotiating Clearways in a four-wheel drift, and more recent recollections of Ronnie Peterson looking-up for Becketts in the ill-fated Lotus 76 in the 1974 International Trophy, this is the stuff dreams are made of.

With all respect to the F1 circus *et al*, who can provide us with great enjoyment and entertainment, it would be very satisfying to see mundane (?) road cars being thrashed around a GP circuit to the ultimate capability of car and driver. Perhaps once more the drivers of TRs and Escorts, Minis and Magnums could tenuously identify themselves with the machinery on the track and go home with the thought that "my car beat yours".

Is it a flash in the pan, or is there genuinely a demand for such a personal spectacle? The outcry following the demise of Group Two might have suggested the latter. Do we need a "Group Two Resurrection Society" (GTRS?) or just honest, realistic motor-racing? One hopes for the best.

Wallingford NEILL MONAGHAN

The Berkeley Lives On

Sir,

With reference to "Matters of Moment", January, specifically the paragraph mentioning the Tamworth monopoly. In this paragraph you bemoan the lack of a "sporting three-wheeler" of the Morgan ilk, etc,

Well, with respect, damn-it sir, you, along with motoring journalists at large, have a mental blockage where the Berkeley is concerned.

This ill-fated, poorly constructed, unreliable, under-powered (except for the Enfield-powered model) motor car has a sustained following both here and in the States. My company first took up the struggle in 1970 to maintain a spares supply, and two years ago work began in earnest to revitalise the *marque*.

You are disappointed that the BL unit is not more widely used in a three-wheeler. So am I, but it's just too damned heavy, unless (*à la* Ranger Cub) you dispense with the doors and trim the chassis to little more than a chip basket.

I too would like to see a hairy-chested bike motor up-front, perhaps the BSA A10-powered model we are building will fit the bill, if we can start it electrically, if we can get more than 70 watts from the generator, if we can slot-in a reverse gear and improve the diff. Or perhaps we could use the new Silk 700s, if we can, etc.

We can even produce the original moulds, but capital or the lack of it is the main problem; an unrelenting bank manager and an antagonistic family are not conducive to rapid development. Even so we are delivering a Triumph TRW 500-powered Berkeley this weekend, and today we put life into an early four-wheeler when we fired-up its Honda CB250 transplant.

We have been offered a Honda 750 engine in good condition; if anyone's interested we'll build a Berkeley round it for around £700. Provided they don't mind doing without reverse!

One of our cars has taken third place the last two years running in the A-CU rally. Not much, I know, but the engine ran continuously for 18 hours (who said unreliable?).

Tamworth, look to your laurels.

Chaddesden, DAVID L. RATNER

Derby Berkeley Developments

Alternator Repairs

Sir,

I feel I must reply in defence of Joseph Lucas after reading P. C. Hardcastle's comments on alternators. The average car owner would have difficulty in finding a capable engineer sufficiently interested to diagnose the faulty diode and replace it. The material may cost under £1 but what would the labour charge be? That is only the start because the faulty diode may have damaged the control which costs £8. To replace the rectifier and control would cost £17, and that is assuming no labour charge and without checking the other components. Lucas will supply an exchange alternator of a popular type for under £25 and with a full twelve months warranty. After 50 years as Lucas agents and auto-electrical specialists our experience shows that for anyone who does not have unlimited spare time and technical ability an exchange unit is by far the best and cheapest in the long run. On the last point I am sure Lucas would be interested to hear Mr. Hardcastle's theories on generator design.

Huddersfield PETER J. SYKES

Managing Director, Elcar Ltd.

The Ford Sport

Sir,

I have been reading MOTOR SPORT now for some 18 months and never had just cause to put pen to paper. However, having just read your article entitled "Improved Trio of RS Escorts" I feel that I must write in support of my 1600 Sport (although in no way bringing down any of these new RSs).

Firstly, to quote "there is a far cheaper but much less sporting Escort Sport." Now who am I to argue, never having driven the new Mexico. But let us consider performance. On gear speeds I think you will agree that they are identical; the 0—60 time of 11.1 is the same as is the top speed of slightly over 100 miles per hour, this speed bringing a reading of 5,700 r.p.m. As far as stopping goes, the Sport is fitted with 9½ in. discs on the front and 9½ in. drums on the back which perform superbly in conjunction with the Michelin ZX 175 x 13 low profile tyres which I have fitted on mine. These tyres have proved themselves more than adequate, although specifically not asked for when ordering the car!

I have had the Sport now for some six months, clocking up 8,000 miles plus in the first two months, touring Southern Europe, a couple of trips from work (Osnabruck, West Germany, to home, Berwickshire, Scotland), and whenever possible rallying it. One rally in particular near Holland springs to mind, when an overall fuel consumption of 17 miles per gallon was averaged (this was very muddy, wet, involved a lot of cross-country driving). However, it went very well throughout and since then my confidence in it has been further increased. In comparison to the worst m.p.g. figures I have achieved 39 m.p.g. when running in on a journey between home and Dover although when cruising between 80 and 90 miles per hour (on the Autobahn) I would reckon on getting between 27 and 30 m.p.g.

As far as cost is concerned, I paid £1,900 (tax free) including such items as sunroof (metal as opposed to canvas), black vinyl roof, tinted glass, fabric trim, heated rear window, rear fog, the ZX tyres, headrests, and a couple of smaller items, which, I think is not too bad.

My two complaints are firstly the way the exhaust is incredibly badly slung under the car, chapping some three inches below the bottom (for rallies this was altered by fitting a specially made sump guard which, when fitted, sent continual vibrations through the car) and secondly the oil consumption which, although I don't have a figure, is fairly high, especially after long, fast runs or rallies.

To end, I feel, perhaps wrongly, that you might be being just a little hard on the Sport and, speaking personally, I think it is an excellent motor, all things considered, especially for the price—show me a better bargain.

BFPO 2nd Lt. R. T. R. McCROW

Road-Test Presentation

Sir,

On several occasions I have really meant to sit down and write a letter to a motoring magazine, but . . . well, you know what happens, it's always something that will get done tomorrow. So; it's today, and I've sat down and I'm doing it.

In "My Year's Motoring" MOTOR SPORT, February 1976, W.B. remarks on road tests and their various settings out. I agree with him completely. It is much more interesting to follow a vehicle through a journey (on paper) and to learn of its peculiarities than just read about its statistics and its 0—60 m.p.h. figure.

Please keep up an excellent motoring journal.

Haywards Heath MARTIN FARRELL

Tailpiece



Another mystery car, spotted in Witney by pupils of the Henry Box School.

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MG-B ROADSTER, Glacier white, black. Real leather interior, late '68. Brand new hood. Excellent all-round condition. Wellshod. Motorola radio and stereo fitted. Electric aerial, taxed, MoT Dec., £495. Phone: Elland 3725. (73597

TR6 "L" REG. '72. Saffron soft-top. Overdrive, Motorola radio, 4 new tyres, first-class condition. Maintained regardless of cost. £1,095 o.n.o. Phone Elland 3725. (73597

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XK150S ROADSTER. Brand new rear body with wings, boot, sills, floor, etc., £1,000. 16 in. chrome wire wheels, £200. F/O/S wing £150. Lucas lights, chrome and mechanical parts all brand new. Telephone: Bridgwater 2001 after 6.30 p.m. or write SAE: 34 Fernleigh Avenue, Bridgwater, Somerset. (73575

BMW 2002 1972 Riviera Motorola, 8-track stereo radio. Lovely condition, £1,150. Harwich 2904 day- 2238 evenings. (73577

ROLLS-ROYCE Phantom V. Same ownership for last 8 years—offers: Tel Mr. Freeston day 01-529 1312; eve. 01-501 2202. (73578

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ALVIS TD 215 1960 Drophead Coupe. Manual, engine dud, body fair, and automatic saloon, mechanics good, bodywork terrible, MoT tested £350 pair or split. Saffron Walden 22330. (73589

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PEERLESS PHII. Two owners from new. Konis, Kenlowe, radio, towbar, o/d, etc. Tested Sept. Best offer over £375 Sheffield 745624. (73591

FOR SALE—continued

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1933 ROLLS-ROYCE 20/25 Barker Limousine with division and occasional seats plus rear trunk recorded 89,000 miles. This car is in fine original order and has to be seen to be appreciated, £4,250. Tel: Woking (04862) 62825. (73594

1937 ROLLS-ROYCE Sports Saloon. Coachwork by Park Ward. All aluminium, black over buff, 5 new tyres. Good running order. MoT Oct. '76. Offers over £3,000. Phone: Edinburgh 031-226 3074 (business hours). (73595

MG MAGNETTE 1956 Series "ZA" Sports Saloon of interest to collector. Two owners, serviced and original engine, etc. Radial tyres, MoT licensed. Offers. Write Box 5029. (73561

AUSTIN HEALEY 3000 Mk. IIA 1962. Overdrive, wire wheels, ice blue. In reasonable condition. £800. Tel: Tetford (Lincs.) 320. (73563

1971 MK. 2 1275 Cooper. A superb example of the last of the real Coopers. 36,000 miles. Genuine. In original black and silver coachwork. Ziebarted, alloys, soundproofed, etc. No expense has been spared, used only as a second car. Any trial. Emigration regretfully forces sale, therefore £875 o.n.o. But be quick. Ring Martin, Sheffield 306861 after 6 or Chris, Sheffield 21418 daytime. (73566

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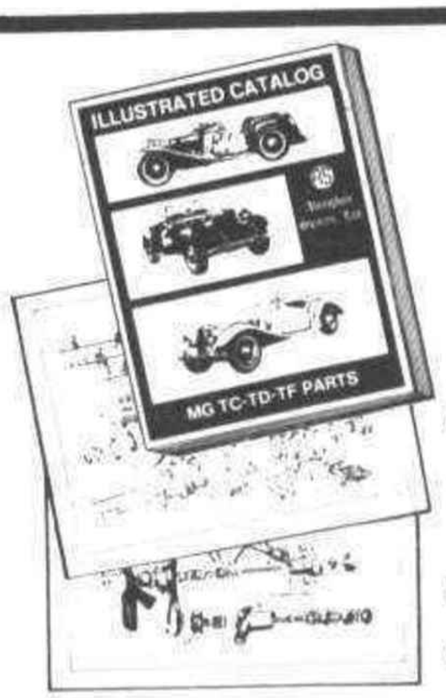
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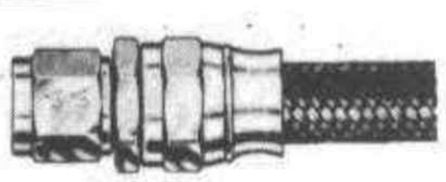
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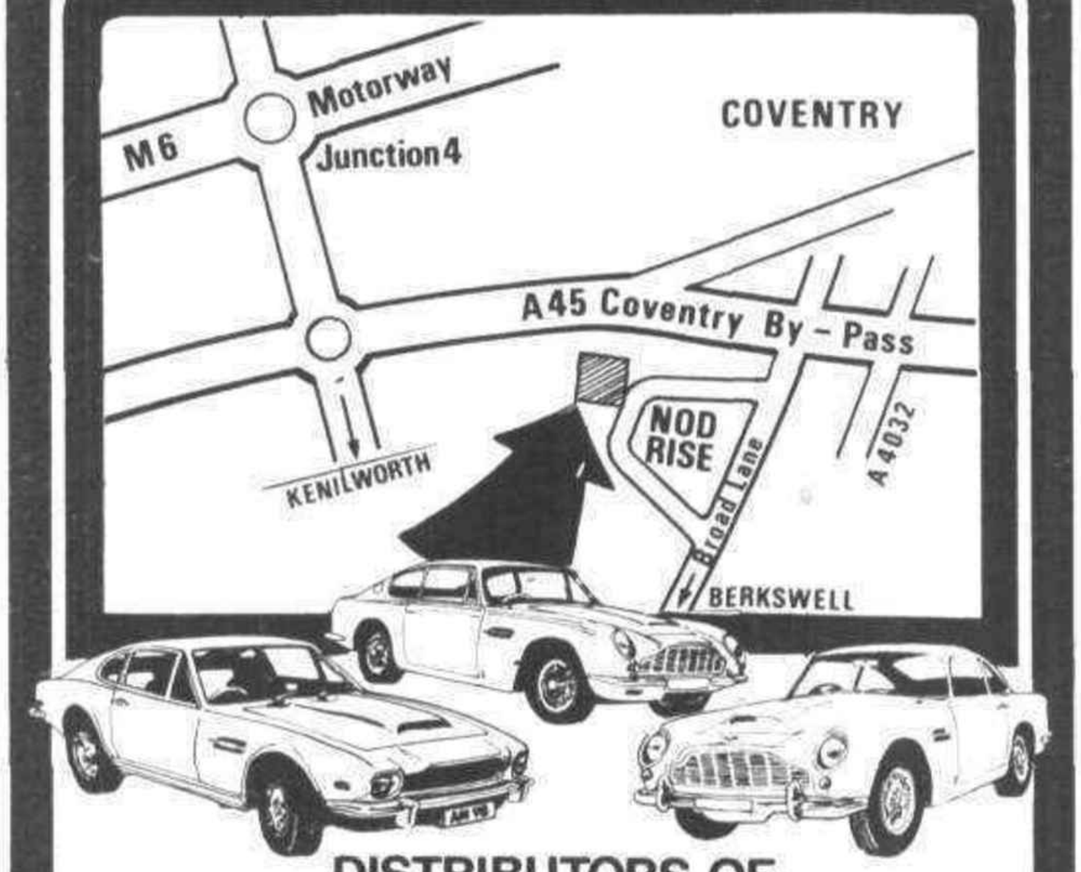


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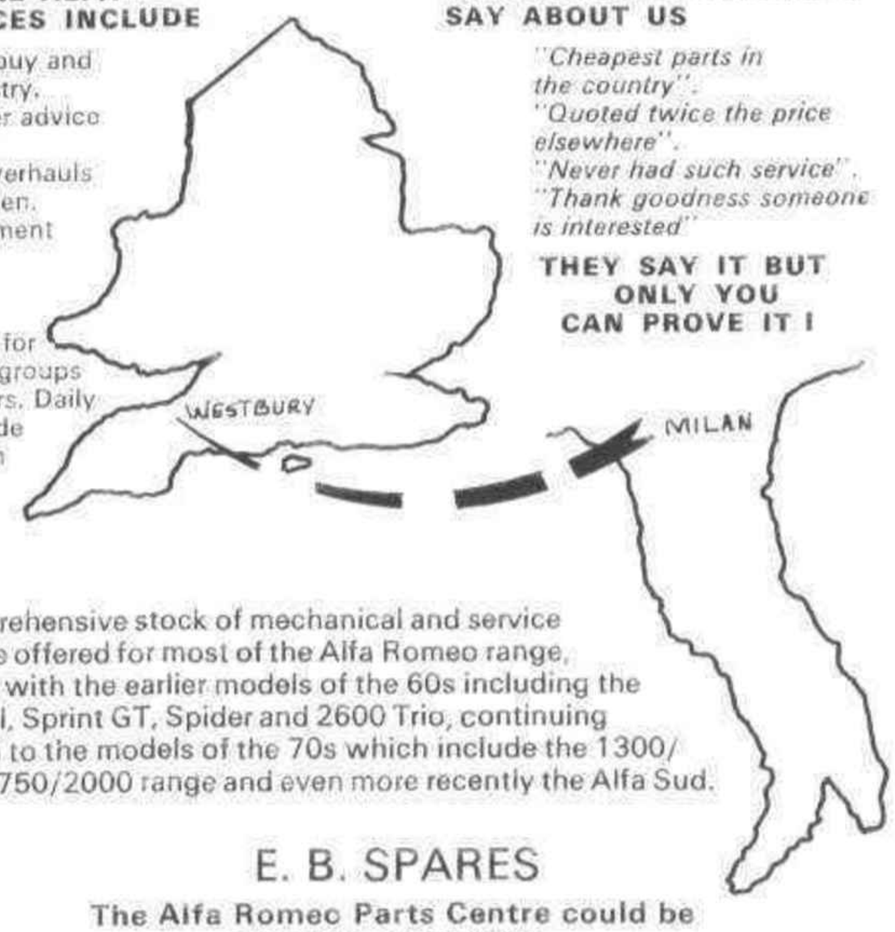
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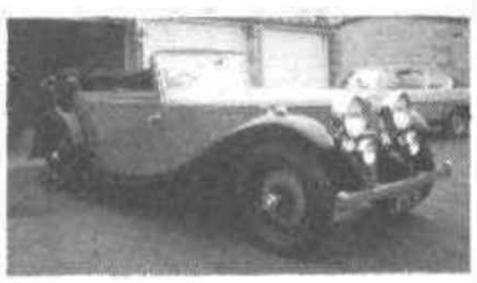
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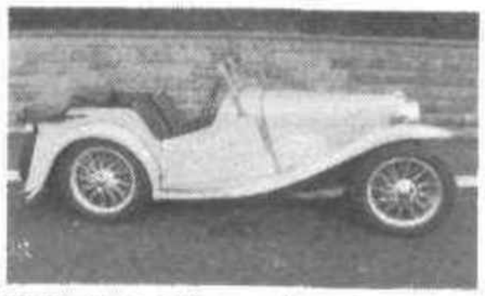
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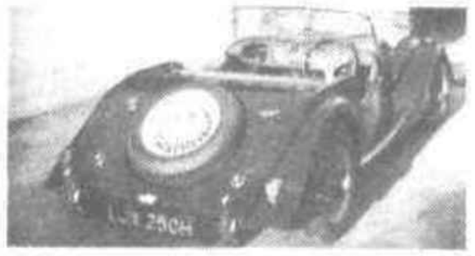
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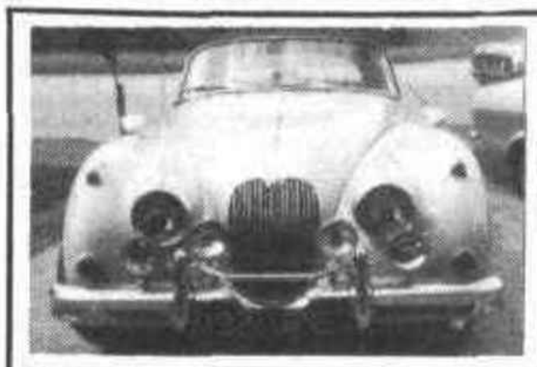
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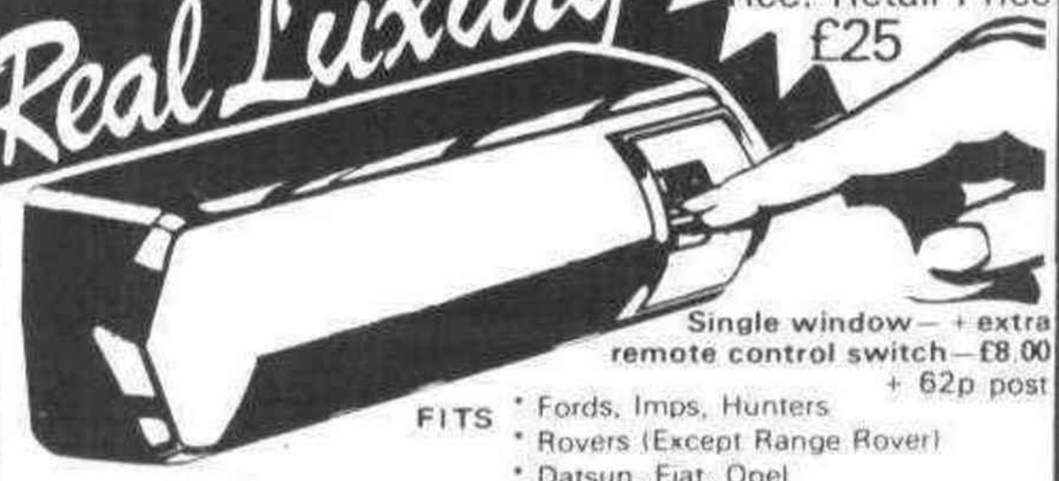
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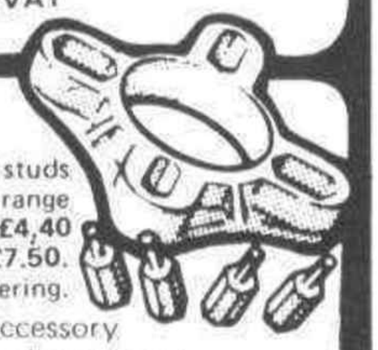
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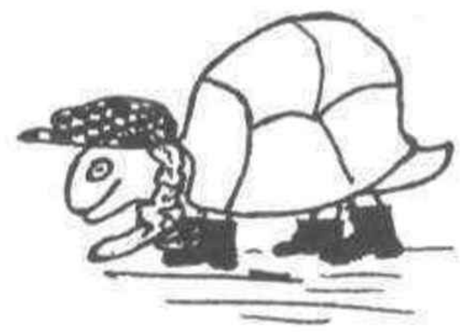
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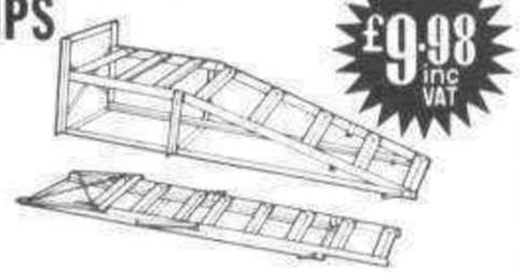
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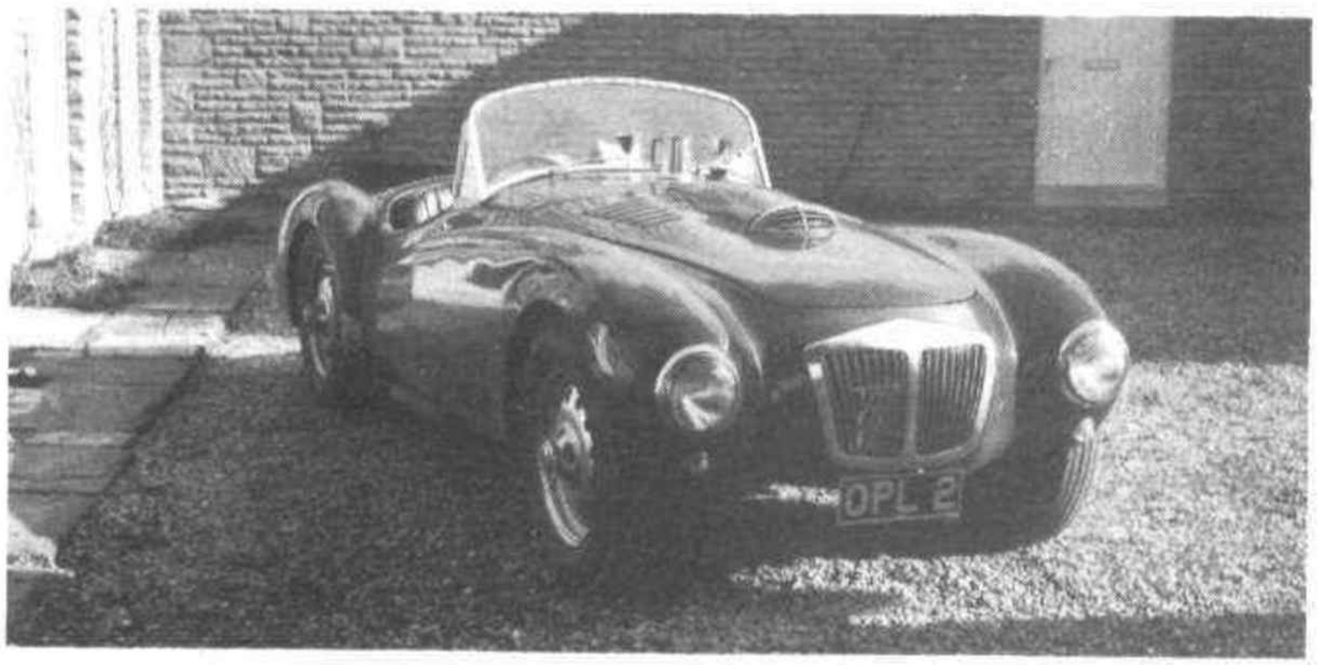
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FOR SALE—continued

GILBERN INVADER 1970. Excellent in aubergine. Usual Gilbern extras. Tinted screen, HRW, tow bar. (Gilbern Estate purchased!) £999 or offer. Sunbury 82698 or 01-946 6608 (Wimbledon). (74067

12/50 ALVIS. Part restored Open Tourer. £975. Box 5027. (74069

AUSTIN HEALEY 100M 1955. BN2. Prepared for thoroughbred racing, disc brakes, etc. But road equipment available. Offers around £800. Brookwood (Surrey) 2505. (74152

VINTAGE MINERVA 13.9 h.p. saloon 1923. One owner, in fine original condition £6,000 o.n.o. Serious enquiries only to: A. Maloco, Balmerino Cottage, Letham, Fife. (74108

BENTLEY S3 Continental D/H Coupe by H. J. Mulliner/Park Ward. Peacock blue. New beige power hood. Only 62,000 miles. Complete history. One previous owner. £8,000 or would consider interesting car in part exchange. Telephone Lichfield 28410. (74109

BUGATTI TYPE 35. Original car in need of restoration. A lot of major work undertaken by experts. Enquiries to 0438 832161. (74110

MORGAN 4/4 4-seater. June '71. White, 39,000 miles, luggage grid, full tonneau, spot/fog lamps, heater, very good condition. £2,200. Tel: 061-681 3302. (74111

PORSCHE 911E 2.4. Black, E/W, E/S/R, rear wiper, front/rear a/roll bars, leather trim, head rests, dist. reg., 45,000 miles, taxed, MoT, £3,250 o.n.o. Cranborne 270. (74112

MG-B GT "G" REG. Red with black interior. Overdrive, HRW, sunshine roof, wire wheels, radio, leather seats, good condition. £695. Telephone: Honington 561 Ext. 345, F/O Snow. (74113

ALVIS SPEED 20 1934 replica Vanden Plas Tourer. Thoroughly rebuilt but requires trimming and painting. £2,000. D. K. Stephen, 60 Hollycroft Road, Plymouth. (74115

1920 "D" TYPE VAUXHALL 4-litre open tourer. Similar 30/98. Black and maroon. Absolutely immaculate and open to any inspection. £9,000. The Old House, Grateley, Andover, Hants. Tel: Grateley 203. (74146

HEALEY 3000 BT7. H/S top, tonneau, 40,000 miles, excellent original condition. Investment at £1,000. Bridgnorth 5525 (Salop). (74147

1950 ROVER "75" (Cyclops). 40,000 miles. Excellent condition. One lady owner 20 years. Beautiful black. New brakes. Price £400. Edinburgh 031-669 1611. (74149

MG-B GT 1973L. Overdrive, radio. White, in superb condition. Two owners, 35,000 miles. Market value £1,600. Will accept £1,500. Tel: 059 43 2143 daytime and evening. (74151

LM

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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.
If any reader who owns a V12 is interested in our rebuild, or has engine problems of any nature, then do telephone and discuss them with us —

WE HAVE THE CURE!

WE URGENTLY REQUIRE GOOD QUALITY CARS OF THE VINTAGE AND POST-VINTAGE CLASSES.

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Great Bardfield 604



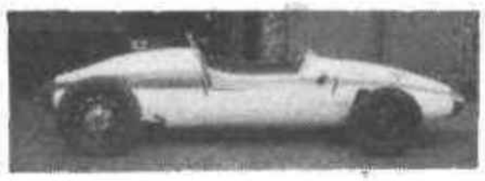
Specialist in high-class restorations, repairs, sales and service to all Rolls-Royce and Bentley motor cars.

Fully equipped with Rolls-Royce trained and qualified staff.

PLEASE TELEPHONE FOR DETAILS OF CARS FOR SALE



Lotus Elite. Built new 1970. Elan front/rear suspension, 140 b.h.p. twin cam, mag. wheels, diff., oil cooler. Orange with blue interior. Taxed and M.o.T.



Saxon Formula Junior. Reputed one season's racing only. In superb condition. Complete with trailer. **£795**



1955 March MG TF 1500. Dark blue with red interior, good hood and side-screens. In excellent condition **£2,600**



1962 Tornado Talisman GT. Ford Cosworth with twin Webers, one owner from new. Only 37,000 miles. A unique car in as new condition **£795**



Bentley R-Type 4½-litre automatic. Dark green with light tan upholstery. Fitted sun-roof and radio. Original instruction book and tool kit. Registered March 1954. In very fine mechanical order. In need of re-painting which may be started by the 1st April.

ALSO AVAILABLE:
1969 Maserati Ghibli fixed-head coupe.
1967 Fiat Dino Spyder. Excellent condition.

Cars of the above type always bought and for sale.

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

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

TDK Sports Cars



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 (Dec. 1971). This one-owner car which has covered only 28,000 miles is finished in Lotus yellow and is offered at **£1,795.**

LOTUS +2S, 1970. Finished in white. This excellent example has had a recent extensive overhaul and is offered at **£1,495.**

LOTUS Europa twin cam, 1972. Finished in lagoon blue, fitted alloy wheels, radio etc. Recorded mileage 26,000. Offered at **£1,695.**

MG-B GT, 1973 model. Finished in mirage and fitted wire wheels, overdrive, radio etc. Offered at **£1,495**

MG-B automatic (J reg.). Fitted hard and soft tops, radio, wire wheels. Finished in bronze yellow and offered at **£945.**

MG-B Sports, 1970. Fitted wire wheels, overdrive, radio etc. Unmarked condition in bronze yellow. Offered at **£895.**



MG Midget, 1973. Finished in damask red and fitted radio, a low mileage example. Offered at **£1,095.**

MG-B GT, 1969. Finished in BRG, fitted radio, wire wheels, etc. Outstanding example. Offered at **£895.**

E-TYPE roadster Series II 4.2. This outstanding car has been beautifully restored and is finished in BRG with white leather interior. Must be seen. Offered at **£2,250.**

E-TYPE V12 2+2 automatic, 1971. This outstanding low mileage example is finished in BRG and is offered at **£2,195.**

MARCOS 3-litre, 1970. This beautiful low mileage example is finished in white, fitted all usual extras plus Wolfrace wheels. Offered at **£1,595.**

RELIANT Scimitar GTE automatic, 1973. Finished in Rolls-Royce regal red, fitted sunroof, alloy wheels, radio/stereo etc. Recorded mileage 26,000. Offered at **£2,495.**

RELIANT Scimitar GTE, 1971. Manual/overdrive, finished in Mexican red with tan interior. Offered at **£1,645**

5, CANNING ROAD, WEALDSTONE, HARROW MIDDLESEX HA3 7SP

TELEPHONE 01-863 6117

FOR SALE—continued

1953 **FORD 8 ANGLIA** Model. Regd. No. PAH 51. Recently restored, bodywork professionally re-sprayed and bumpers rechromed, etc. Engine overhauled and fully MoT. Interior clean. Offers over £450 invited. Tel: evenings Wilmslow (Cheshire) 20108 STD 09964. (74368

1936 FORD Modeley suitable for museum or summer events. Concours condition £600 with spares. Dronfield 417728. (74369

E-TYPE FHC "F" Reg. Low mileage, recent new clutch, 2 previous owners. Must sell, best offer over £900. Nazeing 3454. (74364

GARFORD TRUCK circa 1919. Largely restored mechanically. Some old body parts available as patterns. £1,200 o.v.n.o. Sale due solely to lack of covered storage following house move. Box 5035. (74372

LOTUS +2S 130 1971 (K). Purple, sunroof, radio, tape. £1,450 o.n.o. Lee Tamworth 4055 or 021-558 0607 (business). (74366

BENTLEY VINTAGE-STYLE aluminium open 4-seater on Mk. VI chassis. P100s, cycle wings in regular use. £900. Burghill 383. (74375

JAGUAR 1959 3.4 Mk. 1 saloon. Cornish grey with red leather upholstery. 63,000 miles. Manual, overdrive, radio, Michelin XAS, discs, full service history, no expense spared in maintaining this rare Mk. 1 in exceptional condition. £1,175. Bagshot 74116. (74376

BRISTOL 401 & 406 Saloons. Both re-sprayed, bodily and mechanically excellent, long MoTs, £750 and £1,250. 11 St. Mary's Road, SW19. 946 9499. (74378

ROVER 105S 1958. Rare model. Very good condition. MoT and taxed. Offers. Tel: Paul, 0272 622289. (74377

1961 MG-A 1600 Mk. II, DHC. Red. Excellent mechanics, chassis, good bodywork. £475. Would pay difference on excellent MG-B around 1970. Broxton (Cheshire) 440. (29861

1293 c.c. MINI Traveller. Part built by apprentice trained mechanic enthusiast, works competition engine with special head, 1½ in. carbs, oil cooler, high performance distributor, etc., etc. 'S' type suspension, disc brake front, large drum rear. All mechanical work completed, most body parts, accompanying trim and instruments, etc. 4½ in. 'J" wheels, "X" tyres, all new factory parts used, nothing secondhand, Mk. II shell with wood battens, unregistered. Less than £300 would finish it, to end up with new "one off" car worth over £2,500. Serious offers on £750 to Huddersfield 57236 after 6 p.m. (74386

MG-C GT 1969. Tartan red, black leather upholstery. O/D, HRW, sunroof, radio, 8-track, Quartz spots and headlights, air horns, alarm, transistor ignition. Recond. g/box, new clutch and servo. New 5½J W/Ws and G800s. Beautiful condition (prof. respray 6 months ago), only 49,000 miles. Pride and joy of MGCC enthusiast. £1,095 o.n.o. Telephone 01-589 8111 (days), 01-549 3234 (eves.). (74390

MG-B GT AUTOMATIC. December 1970. Dark blue. Genuine recorded mileage only 21,500. HRW. Very good condition. £1,050. Phone 01-204 0123 (day), 01-954 4560 (evenings and weekends). (74391

AUSTIN HEALEY 3000 Mk. III 1966. White. Excellent example. Recent new hood. £1,250. Plumtree 2022 (Notts.). (74447

LOTUS ELITE 1960. Very good condition. MoT. Rebuilt engine just installed by ourselves. Resprayed teal blue. Also hundreds of Lotus Elite spares to keep you all going. Wishbones, hub carriers, diff. casing, bearings, bushes, screens, etc. Full complement of Coventry Climax spares for your rebuilds. CWO or COD. 40p extra. World wide distribution service. Ken Pearce Racing Division, Market Street, Wellington, Telford, TF1 1DX Salop. Tel: Telford 3694. (74392

1924 MINERVA CHASSIS type UU with logbook and handbook, almost complete mechanically but rusty. No bodywork. Rare and potentially valuable car. £650. Also 1½-litre Invicta gearbox £20. Circa 1923 Austin 20/4 engine, gearbox and back axle £70. Vintage Wolseley front axle with 21 in. wheels £15. Galloway engine and gearbox £65. Lagonda 16/80 head and rocker gear £25. 1914 Wolseley 16/20 radiator £85. Box 5036. (74385

JAGUAR MARK VII. Manual overdrive. MoT 1977, good condition, spares include engine, gearbox. £350. Waterlooville 51671 (day). (74379

E-TYPE 3.8 FIXED HEAD coupe 1962. Absolutely original but restored to near concours condition in gleaming carmen red with chrome wires, over £2,000 spent in last 12 months (all bills available), engine not yet run-in, "Cushings" forces sale £1,480 o.n.o. Telephone Farnborough, Hants. 41213. (74380

ROLLS 20 HP landaulette, 1928. Coachwork by Barker. Superb original condition. £6,950. Box No. 5037. (74382

ALFETTA 1.8 SALOON 1975. Maroon. 7,000 miles. One owner. Taxed, tinted glass, etc. Finance/exchanges possible. £2,695. Winkfield Row: 3844 (Ascot). (73476

MERCEDES 220B. 1965. Blue/grey interior. Automatic. One owner and 54,000 miles from new. All sevice records from main Mercedes agents. Condition cannot be described. £795. Ro80 1970 with radio, low mileage effortless performaince. Very well maintained. Bargain £695. Exchange considered. Bournemouth 293541. (74467

LAST AUSTIN-HEALEY 3000 III produced by BMC. O/D, W/W, £300 of spares, extras. Rebuilt engine. Waite, St. John's Vicarage, Woking. (74460

FOR SALE—continued

TVR 2500M 1972. Reluctant sale of this superb example. White, black interior, overdrive, extras. £1,350. Tel: 01-904 0713 (evenings/weekends); 01-954 6111 (daytime). (74436

ASTON MARTIN DB4 GT. Reg. No. 44 MY. Ex-works demonstration car, ex-Donald Campbell. Fiesta red with black interior and in superb original condition. £3,500. Tim Frost, Abbotswood, Cupenham Lane, Romsey 513237 (Herts.). (74437

SWALLOW DORETTI 1955. All TR mechanics in good condition. Replacement gearbox 12,000 miles ago. 50 lb. per sq. in. hot. Overdrive, detachable hard top. Soft top in need of recovering, aluminium body of respraying. Will therefore consider offers around £250. Bath 859173. (74438

JAGUAR E-TYPE 4.2 H Reg. 2+2. Primrose/black, auto., p.a.s., CWW, radio, electric aerial, £1,600. Phone: Godalming 7723. (74439

DAIMLER 2½ V8 Saloon, 1965. Outstanding condition, dark blue, red interior, chrome wire wheels, new parts include wings, sills, exhaust, gearbox, chrome, no rust anywhere. Two previous local owners, documents from new, £695 o.n.o. Cheltenham 31617. (74440

1911 SINGER 10 chassis and spare wheel carrier, 1909 Argyll chassis side member. 1925 Gilbert and Barker. Hand operated petrol pump in working order—offers. Etwall 3716. (74441

MERCEDES 190SL 1958. Excellent condition and well maintained. Hard/soft tops. Interesting history and distinctive registration GJ 25. £1,500. Tel: 01-626 5565 (office); 01-935 7969 (home). (74442

IMMACULATE CITROEN LT 15, 1953 Slough built, big boot, sunshine roof. Rebuilt body/mechanics, resprayed, retrimmed, rechromed. Needs roof lining to complete. £800. Webb, Bridgwater 55555 daytime. (74443

VITESSE CONVERTIBLE 2-litre 1971. Damson tan trim, new exh., 11 month MoT. £600 o.n.o. Tel: Hexham 4908, after 6.30 (Northumberland). (74444

1974 MG-B GT V8 Sports. Aconite, 10,000 miles, genuine. Stereo, tape, £2,100. Tel: Hoddesdon 2221. (74446

TRIUMPH ROADSTERS. Choice of two. For full details Tel: Plumtree 2022 (Notts). (74447

LOTUS ELAN S4 FHC. Low mileage, 1969 H. Excellent condition for year. Finished in red taxed and MoT. £900 o.n.o. Tel: Leyland (Lancs.) 31364. (74448

GILBERN INVADER Mk. III 1973. Automatic. Excellent condition, new front tyres, sunroof, stereo, radio and tape, tinted screen, taxed till October. £1,795. Tel: Chobham 8170. (74450

1934 VALE SPECIAL components: chassis/transmission/wheels/rear axle, etc. SAE for list. Best offer or W.H.Y? 64 Westwood Avenue, Lowestoft, Suffolk. (74451

TR4A ROADSTER. Signal Red. Wire wheels, overdrive, tonneau cover, new hood and exhaust system, v.g.c. £545. Phone: Redditch (Worcs.) 65207. (74452

LOTUS SUPER SEVEN S4. Oct. 1972 (L), twin-cam 1600. Yellow with black interior. New tyres, roll bar, heater and spotlights. Covered 27,000 miles. £1,295 or offers. Phone 01-606 5391 daytime or 01-445-4226 evenings and weekends. (74453

MILLE MIGLIA LANCIA? 1952 Aurelia B21 four-door pillarless saloon. Turin research suggests car was taken to Nardi and fitted with tachometer, floor-change, w/rim wheel and 2½-litre Spyder engine (No. B24N 0002). Car is therefore mechanically identical to B20 GT but lighter and faster. Complete specialist engine and body rebuild; completely re-wired. Recent respray. An excitingly swift PVT in the best Lancia tradition. Reluctant sale, but, alas, have eight more of Vincenzo's hungry mouths to feed, £850. Wiseton (Notts.) 262. (74454

JAGUAR MK. IX 1961. Incredible condition, £900 in bills. Drives like new. Investment. Offers and details: Derby 49167. Other models available. (74455

TRIUMPH RENOWN 1951 Razor Edge Saloon. One owner. Original black coachwork. Always garaged and maintained. £550 o.n.o. Romford 41439. (74456

1952 ASTON MARTIN DB2. 70,000 miles. In exceptionally good original condition. £1,675. A. Mitchell, Fern Farm, Fort End, Haddenham, Aylesbury, Bucks. (74457

MERCEDES-BENZ 280 SE 1970. 2 owners. Serviced by Mercedes Agents from new. Radio and stereo. Excellent for mileage and year. £1,350. Tel: Office Narborough (Leics.) 3387; home Leire 209231. (74458

ALFA ROMEO, 4,500 miles, Navy Sud L. 4½ months, Immac. cond. 450 8641 Ext. 51. (74461

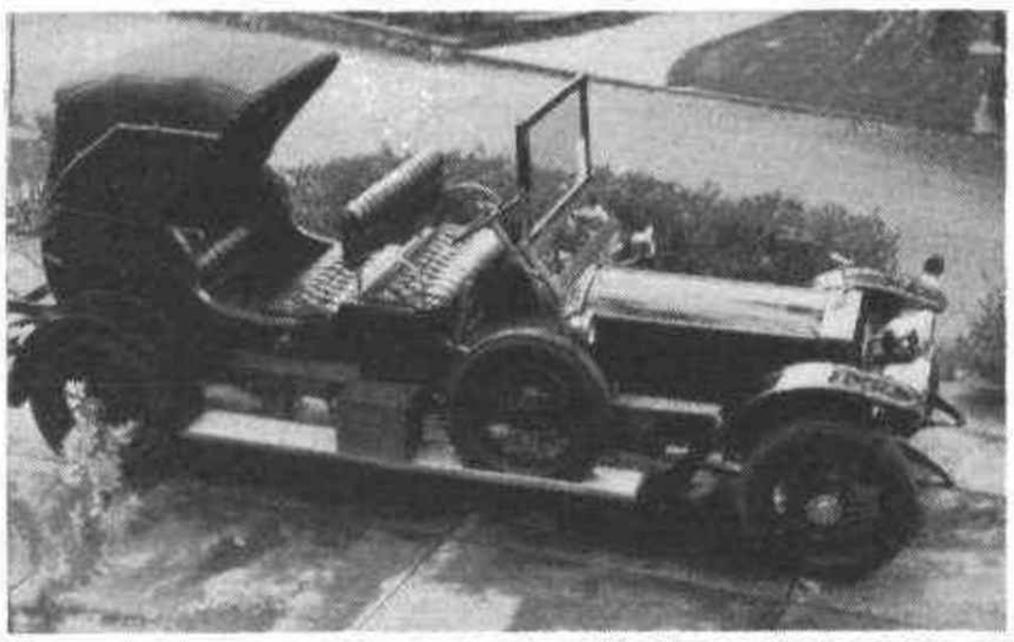
1959 ALVIS TD21 Automatic Saloon. Mechanics and interior good, but body needs attention. Offers. A. B. Durnford. Tel: Bitton 3310 Nr. Bristol. (74463

MG-C 1968. MoT. Bermuda hard-top. S/T, W/W. O/D. £400 o.n.o. 01-508 1042. (74464

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) 523358. (74465

E-TYPE ROADSTER 1970. Series II. Finished in beautiful white coachwork with black trim. New chrome wires. All extras. Works hardtop, tinted glass. Magnificent unmarked original l/mileage example. £1,685. 01-455 7132. (74466

MG-B GT 1974. Blaze, chrome Rostyles, extras pack. 19,000 miles, £1,995, or exchange good low mileage Morgan. Westbury 822154. (74490



1912 ROLLS-ROYCE SILVER GHOST

CHASSIS No. 2018

Has travelled 1,000 miles only since complete mechanical rebuild, and is in perfect condition. A new body was fitted, a replica of the Maharajah of Mysore (as shown on colour frontispiece of "Those Elegant Rolls-Royces"). Colour navy with red hide upholstery.

As this is a truly magnificent restoration—

A FIGURE OF £30,000 PLUS IS CONSIDERED REALISTIC.

However, offers will be considered.

Shadow or convertible accepted as part payment.

WRITE: HARTLEY, CLIENT MAIL SERVICE No. 39815, BANK OF NSW, SACKVILLE STREET, LONDON, W1X 2AB

FOR SALE—continued

SALMSON, GRAND PRIX San Sebastian, 1927. Blown twin cam, ex-Derrington, Brooklands history, 100% original, engine rebuilt, unique in GB, only 4 others known in world. Offers around £9,500. Phone Runfold 2676, home, Aldershot 23038 day, Mr. Hampson. (74154

RACING PB MG. A proven competitive track car or would convert to very fast road car. MG registration, supercharger available. Offers over £1,600. Box No. 5029. (74155

MG-A 1600 ROADSTER 1962. Dark blue. Very smart. Year's MoT. Offers over £450. Brookwood (Surrey) 2505. (74152

AUDI 100LS. Red, 4-door ex-Director of Eng. Co.'s car. Manual, £750. Offers, ring 021-556 1921 day. Aldridge 51938 evenings. (74156

ALVIS TD21 1961 3-litre saloon. Finished in black with red trim. In very good condition all round, £650 o.n.o. Nr. Bristol, Thornbury 413620/Thornbury 412253. (74157

BERKELEY T60. Resprayed, rewired, retrimmed, engine + brake diff., overall excellent condition. £425 or sensible offers. Ashford, Middx. 01-69 53190. (74188

1954 MG TF. Red with black upholstery. Outstanding example of this very attractive model. Offers over £3,000. Scalford (Leics.) 225. (74159

1954 ROVER 90. Winkers, fog and reversing lights, free wheel, £295 o.n.o. H. Mills, Wayside Cottage, Compton Greenfield, Easter Compton, Nr. Bristol. Phone Pilning 2317. (74160

1947 RILEY 1½-LITRE, needs battery, some restoring, run up to 6 months ago. £265 or near offer. Hythe 0303 60508. (74164

1971 "K" REG. GTE Reliant Scimitar. Overdrive. Red/black interior, 47,000, outstanding condition. £1,350. Telephone: Northwich, Cheshire 77590. (74165

1928 ROVER fabric sunroof saloon. 2 years since rebuild. Exchange for interesting rebuildable car plus cash or good cash offer. Tel: Stratton St. Margaret 4313 evenings. (73964

GILBERN INVADER Automatic Mk. 2 1972L. Green, red interior, 31,000 recorded miles, sunroof. All usual refinements, £1,250 o.n.o. Part exchange considered. 051-428 4462. (73986

GINETTA G15. Yellow. "J" registration. Sunroof, radio, stereo cassette. Excellent condition. Factory built and serviced. Superb appearance, performance, economy. Very reluctant sale. Genuine reason. The actual car as illustrated in "Specialist Sports Cars" Sensibly priced, £795. Brighton 508316. (74065

ONE MUST GO, both 1975. Lancia Beta Coupe 6,500 miles, sunroof, £2,495. Volkswagen Scirocco, 8,000 miles, alloy wheels, radio, £2,250. 0273 27222 evenings. (73427

RARE NSU WANKEL Spider, 1967, RHD. One of the last of a short production run. Single rotor 50 b.h.p. rear located Wankel in excellent order. Pretty sports two-seater, red coachwork, black mohair hood, black factory hardtop, upholstery/carpets in red and black. Fitted Koni shocks and "X" tyres. 9,720 miles only (guaranteed) and all as new. Stored 3 years in heated garage and lovingly maintained. Handbook and workshop manual. The first production model Wankel and therefore truly historic. £1,300. Tel: Torcross 481. (73864

PEUGEOT 304 Cabriolet (Convertible) 1972 (April), MoT. Maize, yellow, black trim. One owner from new. Genuine 31,000 miles. Good condition, £1,195. Whitehead, The Orchards, Putley, Ledbury, Herefordshire. Trumpet 259 (evenings). (29713

SINGER ROADSTER 1955. Best LHD in the world. £2,750. No offers. MG TA 1938 LHD, £2,000. PO Box 198 Eindhoven 4500 Netherlands. (61217F

LOTUS SUPER SEVEN SII, 1,500 c.c. Bright yellow. Extras include roll-over bar, stereo cassette, air horns, alloy wheels, hood, side screens and heater. Year's tax and MoT. Tanworth in Arden 2103 (STD Code 056 44). (74054

GLASGOW: AVENGER Tiger II 1973. Comp. Dept. Prep. Twin 40 DCOEs. Big valve head, etc. Well cared for by present and only owner. Must be seen. Around £950. Evenings 632 5492. (74056

356C PORSCHE 1964, 39,000 miles. Red. Undoubtedly one of best available. Parsons Medway (0634) 722474 business hours. (74057

1923 RUDGE multi motor cycle, winner of numerous awards in outstanding condition, requires no attention and complete in all respects. Further details from R. Webley, 71 All Saints Road, Bromsgrove, Worcestershire B61 0AQ. Telephone 71411. (74063

1953 XK120 DHC. Unrestored, very good original condition. £2,500 or exchange TD/TF similar. Cheltenham 23560. (74064

RARE REPLICA MODEL T-Ford. MoT, brass lamps, fittings, etc. Not hot rod. Real eye-catcher. £750 o.n.o. Gibbs, Charmouth 425. (74074

TVR TUSCAN 1971, 3-litre, overdrive, rebuilt, blue, speakers, recent service, £950. Dinnington 3133 after 6 p.m. (74070

NQ SEAT BELTS needed! Armstrong Siddeley "Whitley" Saloon (1952). Two-tone green. Discreet elegance for £500. Riley, Beckington (Somerset) 251. (74254

DOWNTON CONVERTED 1100, genuine 30,000, 0—60 in 13.8 secs., discs, Kenlowe fan, undersealed, many extras. Bodywork flawless. Enthusiast's car. Dunfermline 20214 after 5. (71809

1969 MORGAN 4/4. Red, two-seater. Wire wheels, 54,000 miles, £1,850. Phone: East Langton 348. (74066

1933 ROLLS 20/25 "Freestone and Webb" Sportsman Saloon. A very pretty car in exc. mechanical cond. £3,950 o.n.o. 1928 Rover 10 h.p. saloon with full sunshine folding roof in mint condition and recent winner of concours events—a rare car. £2,950 o.n.o. 061-427 2985 Marple, Cheshire. (74059

1929 6th SERIES Packard with replica 2-seater speedster body. Restoration receipts for over £2,000. Realistically priced at £1,450. Taxed, MoT. Tel: Wilson, 01-836 9303 (day); 042-058 336 (evenings). (74241

MAROON DH COUPE 2.6-litre Lagonda, floor shift, excellent condition throughout, aluminium body new Connolly leather upholstery, new hood. First-class engine and transmission. £4,500. Genuine applicants only please. Ring 373 5778. (74243

MG-C GT 1968. White/black, works g/fibre, flared arches, KO wide steel wheels, tramp bars, raised suspension, eye-catching vehicle in fair condition. £600 o.n.o. John Moxon, 62, Park Ave., Mansfield Woodhouse, Notts. Mansfield 20308. (74244

LOTUS +2S 130/5 May 1973. Midnight blue, tan trim, tinted screen, HRW, radio, alloy wheels, excellent condition, £1,995. Townsend, Sandiway, Cheshire 0606 88 3604. (74246

GILBERN INVADER Mk. 2 Jan. 1972, 42,000 miles, overdrive, radio, electric windows, fast, economical motoring for only £950. Huntingdon 810428. (74248

TRIDENT V6, O/D. Wolfrace, electric windows, sunroof. This 2 + 2 hatchback is in excellent condition due to very low mileage. £1,995 secures an investment. Phone Crosshills 33437. (74250

COMMER COACH converted motor caravan. All usual amenities, 20 m.p.g. on diesel fuel, £300. Box No. 5032. (74251

EX-WORKS BRITISH VITA 3-litre Capri. £1,100 spent on works engine and high ratio o/drive g/box, 5 spoke Revolution wheels, HR tyres. Immaculate bodywork and unusual paintwork. Excellent economical high performance. £1,800. Ring: Mr. J. Clifford 061-427 2642 and 061-483 2283. (74252

1956 COMMER TS3 COACH complete. £300. Box No. 5033. (74251

1934 AUSTIN LICHFIELD in running order. Complete but in need of renovation. Offers: Desford 2508. (74255

XK150S 1959 3.8 O/D Coupe. Condition rough but complete, towable, £375 o.n.o. 061-969 2951. (74256

SCIMITAR GTE '72. Overdrive, sunroof, cassette, Shetland blue, black. Beautiful condition, new tyres, exhaust. £1,845 o.n.o. 061-998 9981. Private but p/ex. Escort W.H.Y.? or Lotus 7. (74258

TR5 1968. One owner's second car. Recently overhauled to exceptional condition. £790. 021-440 2311. (74374

1935 VAUXHALL 12, 4-seater saloon. Runner, good tyres, original, needs little attention. £450 o.n.o. Tel: 0253 63489. (74257

MG-A 1600 ROADSTER 1960. Recon. crank just fitted. Recent respray. Very good body. Long MoT. £450. Tel: Bristol 685480. (74260

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TVR TUSCAN 3L, 1969. Immaculate condition. Porsche orange. MoT, tax, £925. Amersham 3705 (Bucks.). (74355

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PEERLESS 2-LITRE GT. Yellow, wire wheels, overdrive, recent engine overhaul/rebore, MoT 1977. Realistic price £275. View Saturday morning/Sunday afternoon, 6.00 any night. Tel: 07818 2718. Till, 11 Leadendale Lane, Rough Close, Stoke-on-Trent (off A520). (74361

AUSTIN HEALEY 3000 Mk. III, 1966. Black, red trim, wire wheels, overdrive, heater, tonneau, etc. One owner since new. A superb car. £2,500. Phone: Botley (Hants.) 2162 (weekends). (74363

LOTUS ELAN 1970 *S4 SE. Yellow FHC.* Immaculate. 37,000 miles. Stereo cassette, radio, r/o bar. Recon. engine at 26,000 miles, £1,195. 01-584 7564 after 7 p.m. (74371

TR6. WHITE, 1971, O/drive 2nd, 3rd, 4th. No rust. No problems. Genuine mileage 33,000. Present owner since new. Full diary kept on history of car. Reason for sale: children. £950. Mr. Dixon, Dartford 70211. (74373

MG-C GT "H" REG. White, o/drive, wire wheels, radio, brand new tyres, year's MoT. Genuine 47,000 miles, used as second car. Trans clock ammeter, temp., vacuum gauges, indicator switches on central console. Lovely machine, £750 o.n.o. for quick sale. Phone Rolvenden (Kent) 586 evenings. (74367



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TR6 '73. Pimento. Overdrive and radio, 8,000 miles **£1,695**
TR6 '73 (M). Mimosa, overdrive, 29,000 miles, one owner .. **£1,445**
TR6 '72. Pimento, overdrive, 36,000 miles **£1,195**
TR6 '72. Sapphire blue, overdrive and Wolfrace wheels **£1,195**
TR6 '71. Saffron, overdrive and radio **£1,095**
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"K" REG. FORD ESCORT Mexico. Finished in maize with triple coachlines. Never crunched; never raced or rallied. Many sensible extras. Enthusiast owner of last two years seeks sporting exchange. Current book value £820. Small amount of cash either way. Please telephone Cardiff 565059. (74491

SCIMITAR GT V6 Coupe. Restored by an enthusiast. Resprayed in Highland purple. New chrome, tyres, interior trim, mechanics. Alloy rims, LPG gas conversion. "Probably one of the best examples of this car". Ring 021-706 2062 for further details. (74492

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WOLSELEY 15/50 1956. 35,000 miles, supplied and serviced exclusively by one garage from new, service sheets available. Incredible condition throughout. £600 o.n.o. or exchange Mini. Christchurch 73743. (74495

TRIUMPH TR4A. Overdrive, immaculate condition. Offers around £700. For further details telephone Bishops Cleeve 2019. (74496

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GILBERN INVADER 1972 (K). Good condition, 34,000 miles. Manual with O/D. Gold with black trim. Radio, taxed and tested. Offers over £925. Box No. 5039. (74497

LANCIA FLAVIA. 2,000 Coupe. 1971. 42,000 miles, silver, blue cloth interior, p.a.s. Usual extras. Excellent condition. MoT Feb. Taxed June. Tel: Epping (0378) 75454. (74498

ALVIS TD21. Automatic, much money spent on new tyres, brakes, suspension, etc. MoT. Metallic red with cream interior. £395 o.n.o. 01-658 0806. (74499

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1909 SIZAIRE-NAUDIN 2-seater Sporting Voiturette. Single cylinder 12 h.p. Very original car completely restored to high standard. £4,950. 01-940 1321 evenings. 01-940 2752 day. (74501

MG-A FHC 1959 1600 c.c. Good condition, resprayed, rechromed, recent mechanical work includes front suspension/shocks. Cylinder head, exhaust, batteries and starter. MoT, tax £300. Brightling 241 (Sussex). (74502

1913 25/50 TALBOT. Very fast Edwardian 4-seater sporting tourer. Needs work to complete restoration. £5,500. 01-940 1321 evenings; 01-940 2752 day. (74503

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MG-B ROADSTER 1971. K Reg. Overdrive, radio, recent new tyres and exhaust system. Teal blue/autumn leaf. Under 27,000 miles. Exc. condition. HP possible. Price £1,095. Phone Market Harborough 5071. (74616

LOTUS ELAN S4 SE Coupe 1970. 39,000 miles. Exceptional example, carefully used and thoroughly prepared for sale with all repairs and replacements where necessary. Radio, HRW, workshop manual. Taxed, MoT 1 year. 35-40 m.p.g. 124 m.p.h. £1,075. Dr. Stretton, White Gables, Furze Hill Road, Headley Down, Hants. Tel: 2186. (74617

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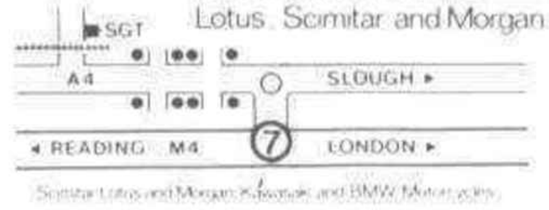
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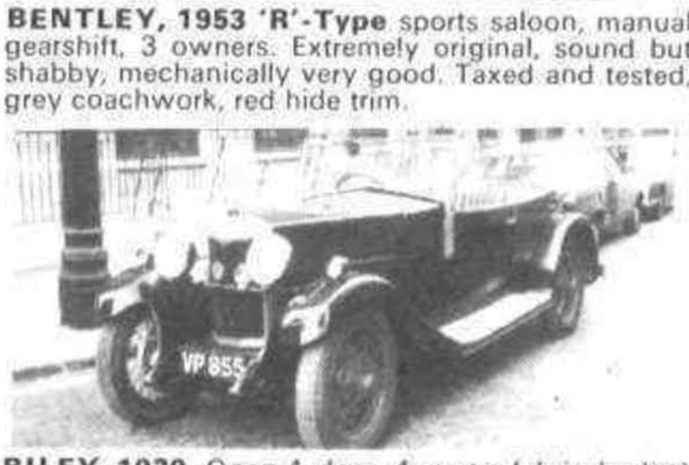
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RILEY, 1932, Monaco, Light 4-seater, 4-door fabric-topped sports saloon. Extremely sound, very original, M.o.T. tested, runs well, finished in coffee and cream with green interior.

BENTLEY, 1968, T Series sports saloon, discreetly finished in dawn blue with contrasting grey hide trim, exceptionally nice specimen owned by one company. Recorded 65,000 miles. All usual refinements.

BENTLEY, 1964, S3 standard 4-door sports saloon, nicely finished in steel blue over shell grey, blue hide trim, Sundym glass, electric windows. Whitewall tyres etc., fitted Webasto sunroof. Nice example.



BENTLEY, 1950, Mk. 6 standard 4-door sunroof sports saloon. Finished in ebony black with contrasting blue/grey hide trim. Reputed mileage 53,000. Full service and brake reline just completed. First class example throughout.



BENTLEY, 1961, S2 standard 4-door saloon. Finished in sage over smoke green, with natural hide trim, 2 owners with 53,000 miles recorded. Service history available, electric windows. A really superb example throughout.

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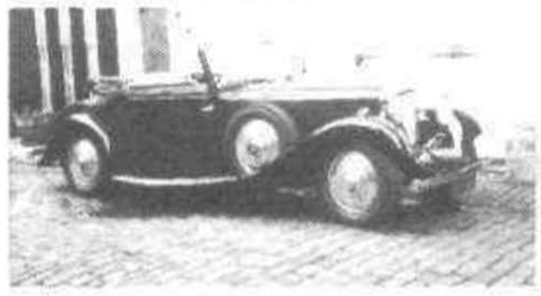
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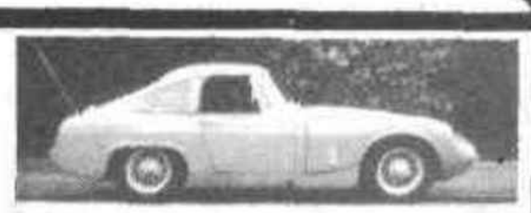
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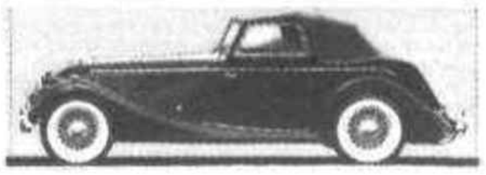
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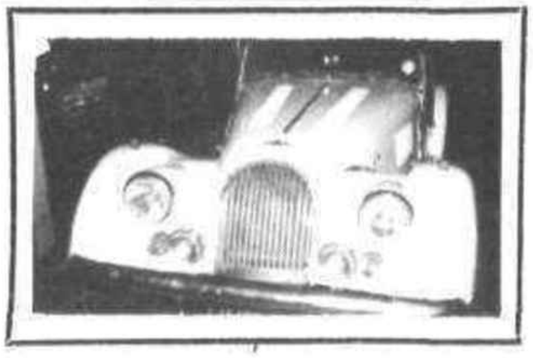


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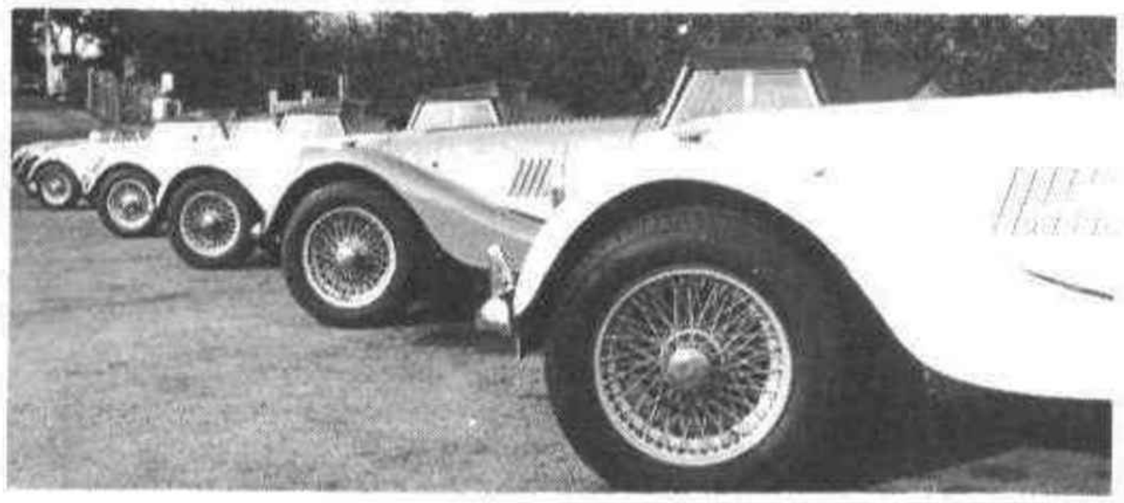
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John Britten



The message of this month's JB sonnet, is "I'll put louvres in your Easter bonnet". **Morgan Plus 4 Coupe,** 1953, flat radiator, blue, Vanguard power *via* Moss gears to Salisbury axle, Highland origins, twin spare wheels. **Morgan Plus 4,** cream, 1958, wire wheels, TR engine. **Morgan Plus 8,** 1973M, signal red, black trim, rear bumper. **Morgan 4/4,** 1972K, golden yellow, ask driver for full details. **Morgan 4/4 Coupe,** 1938, a'kind of, er, how shall we describe it, *rusty* yellow, Tate Gal. have first refusal but you might be lucky. **Morgan 4/4 4-seater,** 1974, signal red, reclining and folding seats, rear bumper, +8 spots, air cleaner, luggage grid, one owner. **Morgan 4/4 2-seater,** 1975P, glacier white, wire wheels, air cleaner, luggage grid, reclining 'n' folding lthr. seats, +8 spot, stainless steel exhaust, rear bumper, reversing lights, petrol lock, strap, tonneau, "total protection rustproofing". **Morgan 4/4 4-seater,** 1969H, indigo blue, unusual front seats, wire wheels, oil cooler. **Morgan 4/4 4-seater,** 1975, indigo blue, R & F seats, spots, air cleaner, used only for rural rides. **Morgan 4/4,** 1968, Kingfisher blue, wire wheels, grid, strap, louvres, polished wood dashboard, sold it to buy a Plus 8. **Morgan 4/4,** 1975, indigo blue, leather bucket seats, outside door handles, soberly-suited prev. owner. **Morgan 4/4,** 1970, indigo blue, one owner, new hood and sidescreens recently fitted. **Morgan 4/4 4-seater,** 1972, primrose yellow, leather trim, wire wheels, one Ascot filly owner. **Morgan 4/4,** yellow and brown with toning leather trim, R & F seats, burglar alarm, spots, sold new by us to nice owner. **Morgan 4/4,** 1973M, Royal ivory, wire wheels, bucket seats, one owner. **Morgan 4/4,** 1970J, Royal ivory, bucket seats, radio. **Morgan 4/4 4-seater,** 1972L, red, rear bumper, spotlights, strap, kids' seat belts in rear, petite but sporty lady owner is now at the wheel of a Plus 8. **Morgan 4/4,** 1971, lime green, wire wheels, tinted screen, u'seal. **Morgan 4/4,** 1973M, yellow, chrome wire wheels, Plus 8 spots, rear bumper, black leather, bucket seats, tonneau cover, air cleaner, second time at JBG, fastidious onr, in between. **Morgan 4/4,** 1973, signal red, wire wheels, one owner (now a Plus 8 man). **Morgan 4/4 Series II,** 1972 re-regd. after re-build and re-engine (now a X-flow 1600), indigo blue, louvres and of course the wide wings and narrow body which made the earlier 4/4s so appealing. **Morgan 4/4,** 1972L, yellow, wire wheels, louvres, spots, an honest car we found on a Yorkshire moor. **Morgan Plus 4 Coupe,** 1966, further details escape me at present. **Morgan 4/4,** 1971, orange, rollover bar, radio, stereo cassette, bucket seats, Ace Rimbellishers. **TVR Vixen S3,** 1972, silver fox, glass rear window (some only have steamed Perspex), one owner. **TVR Vixen S4, 1972 or 3,** alloy wheels. **TVR Tuscan V6,** 1970, aquatic jade, black trim, overdrive, radio, we are attached to this car as it used to be our demo model. Not too attached to sell however. **MG Midget,** 1972L, blaze, navy trim, bought new from us and then again, now seeking third husband. **MG Midget,** 1975, red, 1500 engine, monster black bumpers, might have a radio, **MGB GT V8,** 1973M, fairly dark blue, overdrive, alloy wheels, sunroof, Sundym glass, stereo, heated rear window. **Morgan Plus 8,** 1975, Royal ivory, black trim, rear bumper. **NEW MORGANS:** The trickle of cars from Malvern Link does seem to have become just recently something which cannot yet be called a stream — perhaps rivulet would be more accurate. Still a lengthy waiting list but we do operate this fairly and efficiently, your personal details are furnished to Morgan Motor Co. at a very early stage and to them as to us your car is a name not just a number. Naturally you will wish to support motor racing by ordering your Morgan from the people who ran a 2-car Morgan team last season and won the Production Sportscar Championship (us). **NEW TVRs.** The Turbo





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TVR

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ASTON MARTIN DB6S 1968/69. Midnight blue, white interior, 48,000 miles. Excellent condition. All usual Aston refinements. £2,250 o.n.o. Ring: 021-355 5697. (74776
MG-B GT V8. Chrome bumpers, 10,000 miles only, June '74. White/tan. Overdrive, tint, HRW, radio. Sale due to MGCC owner posted abroad. £2,495. P/E considered. 01-399 9334 office. Byfleet 48466 evenings. (74773
LEFT-HAND DRIVE Triumph Stag Convertible. Manual gears with overdrive. Radio, 35,000 kilometres recorded. Original paint in excellent condition. October 1972. Asking £1,850. P/ex. possible. Telephone: Esher (Surrey) 64032. (74787
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TR3A. Growing family forces sale of well-loved car. Red wires, s/h tops. Fine example. £600. 094 35 3633, day or night. (74781
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TRIUMPH GT6 December 1972. Overdrive, radio. Approximately 33,000 miles. Superb condition in all respects. £1,075. Telephone Tony Morrison on Bath 27301. (74782
CHRYSLER IMPERIAL Crown Convertible 1967. White with white hide interior. Tinted glass, all electric refinements, low mileage. A truly fabulous, high quality, American car. Taxed and MoT. £895 o.n.o. Part exchange considered. Telephone: North Shields 81105. (74783
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DIESEL MERCEDES. Late type shape (1968). Reconditioned engine, outstanding condition and running order. Sunshine roof. LHD. £1,450. P/ex. possible. Telephone Esher (Surrey) 64032. (74787
SCIMITAR GTE 1971. Overdrive, 2 owners, sunroof, Woolfrace wheels, electric windows, Kenlowe fan, Spax shock absorbers, radio, many extras. Immaculate in white. £1,495 o.n.o. Rushlake Green 620 (E. Sussex). (74788
1973 TVR 2500 M. White. Immaculate throughout. 29,000 miles, Sundym, o/drive, sunroof, new Pirelli Cints, Carpets, exhaust, alternator + many more. Any inspection AA/RAC welcomed. £1,800. Might consider P/X for Lotus Europa. P. Handley, 5 Barrie Gardens, The Copice, Talke, Stoke-on-Trent. (74789
ARMSTRONG SIDDELEY Sapphire 1958. Outstanding condition and in good running order. Taxed and MoT Oct. Black with tan upholstery. £950 o.n.o. 01-435 2275. (74790
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PORSCHE 356SC, 1965. 50,200 miles only. History. White/red interior, sunroof, rear luggage rack uprated headlamps, Blaupunkt. 27/33 m.p.g. Superb throughout. £1,175. Bromsgrove 71751 (evenings). (74791
JAGUAR E-TYPE FHC two-seater, low mileage, all extras. £1,595. 01-586 1265 (evenings). (74793
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E-TYPE FHC 1969 Series II. Red/tan interior. 48,000 miles. Alloy wheels. s/roof. £1,385. 01-435 7614 (day). (74822
MORGAN PLUS 8. 1968. British Racing Green. Taxed, tested £1,975. Elland 4307 (M62 Junction 24). (74803
BENTLEY S2 1960. Electric windows, refrigeration, MoT. Mechanically excellent, but scruffy. £1,200. Bournemouth 760800. (74797
LOTUS +2S 1970. Cirrus white, black interior, radio, Sundym glass, HRS, airhorns, never crashed. Distinctive number RJH 999. Has to be seen. I can't refuse a good offer. Two Plus Two it may be—but not my two plus two plus carry-cots plus prams, etc. Wife says it goes or she does—alternatively cook/housekeeper (low wages but fringe benefits) wanted. Tel: Ascot 21380. (74796
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ALVIS TA14 TICKFORD drophead 4-seater 1950. New hood, hide seats, brake linings. First-class mechanics, long MoT. Chrome and body excellent. £1,850. New Romney 2156. (29988

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NEW TVR 1600M, metallic green with oatmeal trim, brown vinyl, Sundym glass, heated rear window, reclining seats with headrests **£3,720**
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1974 NOVA, orange, recorded 7,000 miles, 7" Wolferace wheels, GT 40 style bodywork, stereo 8 track. An absolutely fabulous car **£1,995**
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1973 RELIANT SCIMITAR GTE, bronze yellow, tan trim, radio and stereo, chrome alloy wheels, electric windows, heated rear window **£2,295**
1972 RELIANT SCIMITAR GTE, bronze yellow, specification unknown at this time, price will be approximately **£1,900**
1971 RELIANT SCIMITAR GTE, Wessex green, tan trim, radio, heated rear window, automatic **£1,595**
1972 LOTUS ELAN 2+2 130S, Bahama yellow with silver cab, black trim, heated rear window, knock-on wheels **£1,795**
1969 LOTUS ELAN 2+2, royal blue with black trim, hrw. Lot of money spent on car last 6 months, sunroof **£1,125**
1971 LOTUS EUROPA S II, yellow with black trim, radio, alloy wheels. "Special" coachlines and sills **£1,365**
1971 LOTUS EUROPA S II, finished in goldleaf livery with black trim and alloy wheels **£1,325**
1967 LOTUS ELAN Drophead, special equipment, Positano green **£825**
1970 GINETTA G15, yellow with black trim and sunroof **£835**
1970 MARCOS 3-litre, yellow with overdrive. A beautiful car that has been refurbished by Jem Marsh **£1,595**
1971 MGB GT, blue, black trim, head rests, rostyle wheels, overdrive, radio **£1,095**
1971 MGB GT, Blaize, overdrive, wire wheels and full sunroof **£1,095**
1973 MG MIDGET, white, black trim **£1,055**
1973 TRIUMPH SPITFIRE MK IV, Emerald green with black trim, one owner **£1,140**
1973 TRIUMPH SPITFIRE MK IV, Mimosa, black trim, one owner **£1,195**
1970 TRIUMPH SPITFIRE Fixed Head, Valencia blue, black trim **£650**
1966 AUSTIN HEALEY SPRITE, British Racing Green **£275**
1969 MGB GT, British Racing Green, wire wheels **£695**
1971 TRIDENT VENTURA V6, red, black trim, headrests, tinted windows, radio/quad stereo, electric aerial and windows, wire wheels and overdrive **£1,325**
1966 SUNBEAM TIGER 4.2 V8. Tiger Owners Club inform us that this is the only one of its kind since it was built by Rootes to special order. It has tan trim, is a 2+2, that is with special rear bodywork, finished in brown and beige as original colours. Fitted radio/stereo and electric aerial, having had 3 owners from new **£795**
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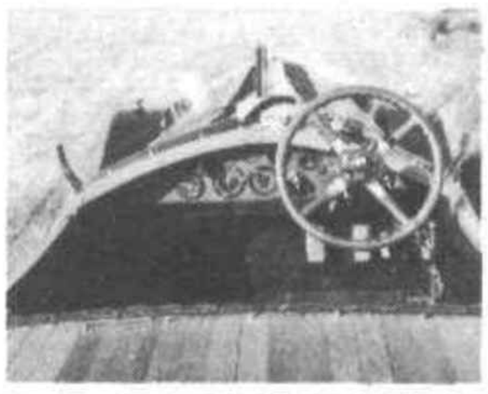
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1971 (Nov.) Citroen-Maserati SM, rouge/tan, mileage 30,468, 5 speed box, FM radio, electric windows, air conditioned, leather, h.r.w. (*Illus.*) **£2,500**

1961 AC Greyhound (Bristol engine), green, Webasto sun-roof, wire wheels **£1,595**

1968 ASTON MARTIN DB6, silver birch, automatic, PAS, electric windows, tinted glass, chrome wire wheels, radio, electric aerial **£1,995**

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**

1961 BENTLEY Series II 6,230 c.c., maroon over grey, electric windows, radio, PAS **£1,650**

1966 BRISTOL 409, Chrysler 5,211 c.c. engine, silver grey, push-button automatic, radio **£1,495**

1973 CHRYSLER Valiant V8 automatic regal estate, silver/black, motorola, reclining seats, electric rear window **£1,595**

1966 DAIMLER V8, 250 warwick grey/blue, automatic D1/D2, radio, h.r.w., mileage 49,301 ..... **£645**

1963 DAIMLER SP250, 'C' spec., dark blue, hard and soft tops, two owners since new, last one for 7 years **£1,100**

1955 DAIMLER Conquest drophead coupe, grey, two owners since new (one lady since 1958), radio **£495**

1972 FIAT 127, white/black, (Dr.'s car), radio, recorded mileage 25,092 ..... **£765**

1972 FORD Mustang convertible, red/white trim, 351ci V8 ram air engine, automatic, sports interior, *all power*, radio plus 8-track **£1,995**

1971 'J' JAVELIN SST 2-door coupe (4 seats), air conditioned, tinted glass, radio, floor automatic, two owners only one since 1972, recorded mileage 39,532 **£1,495**

1971 (J) JAGUAR V12 2 2 coupe, regency red, tan trim, manual, motorola, headrests, recorded mileage 46,173 ..... **£2,195**

1971 JAGUAR 2+2 V12 coupe, blue, automatic, radio/stereo, PAS, engine just rebuilt **£2,250**

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1966 JAGUAR 2 + 2 coupe, dark blue/red, two owners only, reputed mileage 47,543, wire wheels, radio, new clutch Sept. '75. If there's a better one we would like to buy it **£1,395**

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1966 (Dec.) JAGUAR 3.4-litre Mk. II, light grey, red leather, automatic power steering, two owners since new, one until Nov. '75, recorded mileage 55,503 **£675**

1965 JAGUAR 'E'-type 4.2 f.h.c., red/beige, radio, wire wheels **£895**

1923 LAGONDA, 11.9 h.p. KK Model, attractive 2-seater with dickey seat, green and brown .. **£3,500**

1966 LANCIA Flaminia 3c 2.8-litre V6, imported 1972, very pretty 2-door Superleggera touring coachwork, 2/4 seats, silver grey/red **£1,295**



1972 LOTUS Elan +2 'S', pale green, silver roof, mileage 23,293, sundym, h.r.w., radio, mag wheels (*Illus.*) **£2,095**



1965 VANDEN PLAS Limousine 7 seats with division, large corporation-owned since new for sole use by their Mayor, black, brown leather/ West of England rear, automatic, PAS (*Illus.*) **£1,495**

1974 MG-B GT, glacier white/brown cloth, one owner, mileage 18,814, tinted glass, door mirrors, overdrive, h.r.w., reflex belts **£1,945**

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, petrol lock, delightful condition **£1,145**

1973 (M) MG-B V8 GT, damask red, overdrive, tinted glass, headrests, door mirrors, anti-thief, undersealed **£1,945**

1972 MG-B GT, blaze overdrive, radio, h.r.w., headrests, security windows etched with car number **£1,445**

1972 MG-B, blaze, one owner, overdrive, mirrors, cints, tonneau **£1,045**

1971 MG-B GT, bronze yellow, overdrive, h.r.w., radio **£1,165**

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1932 ROLLS-ROYCE 20/25/Bentley 4½-litre engine, utility coachwork, sold for restoration (*Illus.*) .. **£2,300**

1971 MG-B GT, midnight blue, export model *l.h.d.*, overdrive, chrome Rostyles, 'SP' sports **£1,145**

1970 MG-B GT, pale primrose, overdrive, wire wheels, radio, sun-roof **£1,045**

1969 MG 'C' GT, sandy beige/black, overdrive, wire wheels, radio, last owner 3 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**

MG TD 2 seats, green, recently restored **£2,500**

1952 MORRIS Oxford, black, one lady owner since new, mileage 39,046 ..... **£495**

1969 OPUS sports, fibre glass, interesting car, full weather equipment **£345**

1972 PEUGEOT 304 Cabriolet, metallic beige, hard and soft tops, radio, cassette **£1,245**

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

1968 'G' RELIANT Scimitar 3-litre, white/black, sun-roof, overdrive, radio **£795**

1971 RENAULT 6 TL 3-door saloon, white/black, delightful example **£725**

1951 RILEY 2½-litre saloon, maroon, sold for restoration **£245**

1966 SUNBEAM Tiger (V8), blue, hard/soft tops, radio, tinted glass, Kenlowe, radio, complete 'file' history **£1,195**

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**

1974 TRIUMPH Spitfire, green, one owner (Dentist), motorola, luggage rack, tonneau, spare unused **£1,295**

1973 TRIUMPH GT6, purple, overdrive, Sundym, h.r.w. **£1,345**

1973 TRIUMPH GT6, pimento red, one owner, h.r.w. **£1,195**

1972 (Oct.) TRIUMPH GT6, French blue, BRM mag wheels, electronic ignition, G800 + S, leather wheel **£1,175**

1972 (Dec.) TRIUMPH GT6, white, extra rear seats, radio/cassette, SP sports, h.r.w. **£1,125**

1971 TRIUMPH Stag, white/red, automatic, power steering, electric windows **£1,545**

1971 (Dec.) TRIUMPH GT6, yellow, two owners, overdrive, motorola, h.r.w. **£965**

1967 TRIUMPH Spitfire Mk. III, royal blue, heater, seat belts, nice example **£495**

1965 TRIUMPH TR4A, yellow, overdrive, hardtop, wire wheels, radio **£565**

1965 TRIUMPH Spitfire, golden sand, radio, hard-top, tonneau **£245**

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1974 FERRARI Dino 246 GT Spyder, black, 17,000 miles, radio/stereo cassette.
1972 LOTUS Europa twin cam, Pistacchio, radio, alloy wheels..... **£1,695**
1973 LOTUS Elan + 2S 130/5, tawny gold, oatmeal, Sundym, radio stereo, alloy wheels..... **£2,495**
1973 LOTUS Elan + 2S 130/5, lagoon blue, oatmeal, Sundym, radio stereo, alloy wheels..... **£2,395**
1973 LOTUS Elan Sprint d.h.c., brilliant white, one owner, radio, roll bar.
1973 series LOTUS Elan Sprint d.h.c., Canary yellow, radio stereo, roll bar.
1972 LOTUS Elan Sprint d.h.c., olive,..... **£1,795**
1974 Series LOTUS Elan + 2S 130/5, JPS colours, 18,000, oatmeal, Sundym, radio stereo,..... **£2,795**
1972 LOTUS Elan Sprint f.h.c., JPS colours, radio stereo, h.r.w..... **£1,795**
1972 (L) LOTUS 7 1600 GT, Bahama yellow, roll bar, heater.
1974 series MORGAN + 8, one owner, 19,000 miles, roll bar, bucket seats.
1975 Series E-Type JAGUAR V12 roadster, lavender, one owner, 16,000 miles, automatic, Sundym..... **£4,295**
1971 E-Type JAGUAR 4.2 convertible, Targa green, Ashley hard top, 24,000 recorded miles, Recaro seats, radio stereo, chrome wires.
1968 MORGAN + 4, one owner, full history.
1970 E-Type JAGUAR 4.2 convertible, Old English white, radio, chrome wires.
1970 series E-Type JAGUAR 4.2 convertible, carmen red, radio, chrome wires.
1969 E-Type JAGUAR 4.2 f.h.c., regency, sunroof, low mileage, radio, h.r.w., c.w.w.
1957 XK 150 drophead coupe, royal blue, chrome wires, stereo. Superb.
1958 XK 150 f.h.c., cream, radio, chrome wires.
1973 series JENSEN Interceptor Mk. III, primrose yellow, low mileage, Sundym, radio stereo, air conditioning..... **£4,295**
1973 TRIUMPH TR6, h/s tops, one owner, radio stereo, overdrive..... **£1,395**
1964 AUSTIN HEALEY 3000 Mk. III, silver 58,000 miles, wire wheels.
1954 AUSTIN HEALEY 100/4, red, wire wheels. Superb appearance.
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MG-C GT. One owner. First registered 1971. Extras include O/D, Konis, Webasto, Downton Stage Two. Telephone: 01-854 2424 Ext. 515 (working hours); 01-858 0095 (evenings). (74820

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MG TD MK. II. Ready for showing, concours. Engine running-in. Totally rebuilt, all parts renewed or overhauled. Overseas enquiries welcome. £2,800 or offers. Hildyard, 10 Carters Crescent, Faringdon, Oxon. Tel: 20882. (74891

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FOR SALE—continued

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ALFA ROMEO Sprint Coupe. Rare 1963 RHD. Complete engine overhaul, exceptional. 2 Langdale Avenue, Carlisle. Phone 35684. (74909

1929 ALVIS SILVER EAGLE 2-seater Special. Very attractive lightweight polished aluminium body. Modified engine. A good looking fast road and/or competition car. Richard Archbell. Telephone business 0924 76221; home 022-670 2537. (74910

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1973 SPITFIRE, 28,000 miles	Yellow	**£1,195**
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RELIANT SCIMITAR GT 1966. White, lovely condition, ZF gearbox, fitted with Ford straight-six engine with single carb. Might exchange MG-A or W.H.Y? £375. Chesterfield 851571. (74984

GILBERN INVADER Mark II. Absolutely immaculate, registration VOV 5 J. Sienna brown, all conceivable extras. 35,000 miles. Ring Penkridge 2300 anytime. £1,100 o.n.o. (74986

ASTON MARTIN DB5, five-speed manual. Zircon blue, chrome wires, red leather upholstery. Extensive mechanical overhaul 11,000 miles ago. MoT January. A superb 25 m.p.g. luxury touring car. £1,500. Buckley 4756 (near Chester). (74993

LOTUS ELAN S4 SE FHC 1970 (J). Aubergine, heated rear window. Superb £995. *Whitwell (043 887) 760 Nr. Hitchin, Herts.* (74994

LOTUS ELAN SPRINT FHC '73. Tawny, 22,000 miles, HRW, radio, mint, £1,895. Telephone: Mountain Ash 3728. (74990

LOTUS EUROPA twin-cam, K Reg. Sunroof, radio, alloy wheels, 27,000 miles. Excellent condition, £1,350 o.n.o. Manchester 643 6926. (74989

ROLLS-ROYCE 1937 25/30 Thrupp and Maberly Limousine. Fair condition. £2,500 o.n.o. Bromsgrove 76170. (74996

1970 E-TYPE 4.2 Series II FHC. 45,000 mls. only. BRG. 8-track stereo, new clutch, £1,325. Gavin 19, Welbeck St., Greenock, Scotland. Tel: 0475 20964. (74995

LOTUS SEVEN racing/hillclimb condition, fully rose-jointed, low profile racing tyres, etc. Complete car less engine and box, £350. Bromsgrove 76170. (74996

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1973 LOTUS ELAN 2 plus 2 130 S/S. Tawny, oatmeal interior. Alloy wheels, radio, etc. 20,600 miles, only £2,000. Phone (0742) 746826 evenings. (74988

MG-B V8 COSTELLO Convertible 1972. Fantastic performance. Immaculate condition throughout. Genuine 29,000 miles. Sensible offers invited. Telephone 01-674 0389 only between 10 p.m. and midnight. (74998

E-TYPE 2+2 Series 2. Auto. 1969. BRG. Chrome wires, sunroof, radio. HRW. *Stunning looking motor car.* £1,495. Phone Aston Abbotts 306 (Bucks.). (74999

BEAUTIFUL 1963 Mk. 2 Jaguar in Carmen Red with black interior. Wire wheels, sunshine roof, Motorola radio, bootrack, overdrive, new tyres, taxed, MoT Jan. 77. Registration 5018 WK. Absolutely immaculate throughout. £375 o.v.n.o. Cardiff (0222) 566517 evenings. (75000

BMW 2002 1973 "M", 29,000. Full service records, rustproofed, Chamonix blue cloth. Must go. £1,700 o.n.o. Kings Lynn 840225 evenings. (75001

1936 MG PB AIRLINE COUPE. Very rare, complete but dismantled. Rolling chassis rebuilt, many new parts. Some frame sections rebuilt. Offers by May. Details: Godfrey, 5 Leighs Brow, Barnton, Northwich, Cheshire. Tel: Northwich 77603. (75002

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GINETTA G15 1973. Harvest gold, black trim. Green tinted screens, beautiful bodywork. 22,000 miles. £995 o.n.o. or P/X TVR or other larger sports car. Telephone 021-445 4113 (75010

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1968 RELIANT SCIMITAR GT. 3-litre metallic blue, sunshine roof, 8-track stereo/radio. Taxed/MoT. £650 o.n.o. Phone: White, Helmingham (Suffolk) 202. (75020

FROGEYE SPRITE 1959. Steel front, professionally reconditioned engine, only 500 miles. Offers, £230. Rocester 363 (Staffs.). (75021

ASTON MARTIN DB6 1968. Midnight blue coachwork with black hide interior. Some new chrome, electric windows, tinted *glass, HRW, CWW, radio with electric* aerial, taxed & MoT. Lovely motor car. £1,795 o.n.o. Also Daimler SP250 (Dart). White with black interior. Recent new hood, wire wheels £795 o.n.o. Telephone Plymouth (0752) 330585 or 339455. (75002

GINETTA G15 1972. Cosmic wheels, sunroof, electric washers, 26,000 miles. £780. Telephone 051-652 5154 evenings and weekends. (75024

DAIMLER CONQUEST Century preselect. Excellent bodywork, one previous owner, 57,000 miles, MoT. £350. Offers: Rocester 363 (Staffs.). (75021

LOTUS ELITE SE Series 2 1962. Bristol-bodied car, rebuilt engine, one owner last 6 years, new MoT, first offer over £1,000 secures. Phone Royston (Herts.) 60452. (75028

MORGAN 4/4, 4-seater, 1972. Dark blue. Phone 0629 4811, after 4th April. Office hours. (75025

1924 AUSTIN HEAVY 12/4 Windsor Saloon restored professionally over a period of six years using all original dated parts. A concours winner and a car worth looking at. Offers over £3,000. Barnes SW13. 01-748 1366 day. (75027

LOTUS ELAN S4 FHC. S/Equip. "G" Reg. Cosworth CPL2 cams, Webers. Red. Taxed Mar. '77. £875. Tel: Mr. Gill, Aylesbury 5040 Ext. 301 (office hours). (75036

BRISTOL 406, 1959. £400. Overhaul during last six months. Very recent MoT. £750 for quick sale. Wakefield 60536 or Dronfield 416746. (75033

PORSCHE 911S. Tangerine. 1969. Mag. wheels, Sundym, LHD. L registered, low mileage. Immaculate. £1,800. Walsall (0922) 26874. (75032

LOTUS ELAN SPRINT DHC 1971. 25,000 miles. Superb condition throughout. Maintained by Lotus main agent for meticulous middle-aged Civil Servant. Now reluctantly selling for around £1,425. Box No. 5053. (75040

BEAUTIFUL CLASSIC: '62 Lotus Elite Series II, Special Equipe. Rebuilt balanced 1216 c.c. Coventry Climax. Stage 2 plus. ZF C/R g/box, wires, Cinturatos. Red gold/ black trim. Restored to original spec. MoT, tax. £1,800 o.n.o. Phone: Jon, Yeovil 22407 days; Broadwindsor 429 evenings. (75034

1967 ELITE Lotus built, 1558SE, twin-cam, radio, Minilites, Konis, alloy calipers. Much money spent. Rare. £1,595. Orpington 26972. (75026

1935 AUSTIN 10/4 Saloon. Virtually all original, recently restored to showroom condition. £950 o.n.o. Phone: Tockwith 415 after 7 p.m. (75031

COLLECTOR'S CAR: 1947 Volkswagen. First regd. in Britain in 1952. Left-hand drive. MoT and tax. 260 Maes-y-Felin, Wildmill, Bridgend, Glam. (75039

MG-A 1600 c.c. COUPE 1959. New MoT, engine rebuilt, new head, radio, £425 o.n.o. Light. Tel: High Wycombe 22138. (75038

SPITFIRE MK. 3 1968. "F" Reg. Taxed & MoT. Any trial or inspection welcome. First £350 o.n.o. Stamford 4312 (Lincs.). (75043

AUSTIN SEVEN 1937. An excellent restoration subject. Complete and mechanically good. £195. 051-334 4679. Wirral, Merseyside. (75044

V8 MG-B GT COSTELLO 1972. Overdrive, towbar, stereo, taxed, 30 m.p.g. (24 in town). £1,425. Oxshott 2843 or 2269 (South London). (75030

FIAT DINO 1969. 2-litre V6 Ferrari power, 5-speed gearbox. Blood red with black interior. Electric windows. Campagnolo Mag wheels only £895. Dorking 6100 (Surrey). (75042

ROLLS-ROYCE 25/30 1938 Cockshoot Touring Saloon. Very sound and original. £3,500. 20/25 Thrupp and Maberly limousine fair condition. MoT. £2,500. Camberley 32283. (75041

SCIMITAR GTE. Overdrive model with Broadspeed Conversion. Colour Celtic brown with tan upholstery. Brand new, delivery mileage only. Full details on application to Box No. 5054. (75045

FOR SALE—continued

LAMBORGHINI ESPADA 1972 L. Silver with black trim. 18,500 miles only. Superb condition, £5,500. Tel: 0742 362636. (74985
TR2 1956. One previous owner. Full history. Just completely rebuilt from chassis. Both mechanically and bodily immaculate. £3,000 o.n.o. Bromham (Wilts.) 407. (74991
BENTLEY 3½-LITRE. Coachwork by Park Ward, new Connolly hide, reconditioned engine, known history from new. Very good overall condition. Only £2,500. 01-546 2027. (74955
ALFA ROMEO GT Junior 1.6 1973. Red. Lovingly cared for by one lady owner from new. Immaculate. Genuine 18,242 miles. £1,575 o.n.o. Whittington (Staffs.) 432221. (74980
1939 MG VA 1½-litre Sports Saloon. Two-tone grey, 62,000 miles from new. Excellent and original condition. Long MoT. Best offer over £1,500. Tel: 0432 68770 after 7.30 p.m. (74982
1951 RILEY 2½-litre. Good condition, tyres good. MoT October. Various spares. £450. Phone: Hadlow Down (Sussex) 209. (74983
ROVER 95, 1963. One owner. 68,000 miles. Sound mechanically. Some work required wings. £325 o.n.o. Holmes, Hanley Swan 443 (Worcs.). (74971
MG-C GT 1968. BRG. Excellent condition. Sunroof, w/wheels, radio, MoT taxed. £630 o.n.o. Wellingborough 650588 daytime; 650987 nights. (74973
ALFA ROMEO 1300 GT Junior. 1967 but K Reg. RHD. Radio, blue, red trim. £395. 061-224 5878. (74976
MG PB. Recent rebuild to superb condition. £2,500 or p/ex. large D/H Coupe. Tomalin 37, Watford Road, Crick, Northants. (74977
1935 MERCEDES Type 200 Saloon. Good sound car, but requires restoring not running, but all original and complete. £550. 061-794 7457. (74978
MG-C GT. Unique concours winning car (Beaulieu 1974), built for Sir George Harriman in Motor Show shop at Abingdon. Under 37,000 miles from new. Ziebarted. Renovated last year: automatic gearbox, 5 chrome wire wheels, Michelin tyres, alternator. Offers over £1,200. 01-876 9762 evenings and weekends. Box No. 5051. (30037
ROADSTER E-TYPE 1969. Red coachwork, 39,000 miles, as new, £1,965. 01-435 7614. (74950
ASTON MARTIN DB5 Sept. 1965. Very good condition, recent complete mechanical overhaul after being used 3 years. Reluctant sale £1,795 o.n.o. For details Tel: Dinnington (0909 78) 3582. (74954
1955 BENTLEY R-TYPE Automatic by Mulliner, Razor-Edge coachwork. Exceptional overall condition. Only £2,750. 01-546 2027. (74955
EX-LORD CAMERON'S Lanchester LD10, 1951. MoT. Original throughout. Received special mention at Daimler and Lanchester Owners Club. Offers: 021-444 7860. (74956
1958 AUTO-UNION-DKW 1000 Coupe. One owner 17 years. New engine Sept. '73. Low mileage. Condition exceptional for year. MoT Dec. 76. £350 o.n.o. Box 5052. (74960
GILBERN INVADER Mk. III. 12,000 miles. M Reg. Special yellow. Webasto roof, 8-track, t/screen, o/d. Private sale. £2,400. Telephone Strable (0474) 814265 Kent. (74957
350 SL MERCEDES Sports "K" Reg. Hard and soft tops. Dark blue with red coachlines and trim. Stereo radio/8-track, tinted windscreen. Taxed and MoT till year end. Excellent condition throughout. £4,350 o.n.o. P/exchange considered. Telephone: 061-665 3875 day; 061-330 4173 evenings. (74958
MG-C GT 1968. Two owners from new, taxed + MoT. Matching radial tyres, radio, excellent mechanical condition but paintwork faded, hence only £450. Tel: Ormskirk, Lancs. 73673. (74959
JAGUAR XJ12 L, 1974. One enthusiast owner. 21,000 miles. Immaculate. Tweedale, Eastbourne 37273 office; Hastings 437321 evenings. (74971
BRISTOL 407 low mileage car in really good condition. £1,100 o.n.o. or exchange Audi 80/Passat. Ash Green (Kent) 872 826 evenings. (74963

FOR SALE—continued

1932 1½-LITRE Invicta Weymann 5-seat Saloon. MoT, daily use. Economy, thoroughbred car in good order for a reasonable price £1,750. Telephone Dyserth 570240 or write, "Paudy", Dyserth, Cluyd, North Wales. (74987
JENSEN A40 SPORTS, 1952. Excellent mechanics, hood, alloy body, etc. MoT/tax. £350 or exchange Singer sports, MG-Y, Riley 1½. W.H.Y? 01-898 3829 (evening). (74964
LOTUS ELAN +2S 130/5 1973. Metallic green with silver. Metaflake top, low mileage, 5-speed gearbox, radio, alloy wheels, heated rear window. Excellent condition. £2,200 o.n.o. Phone: Tadley 2350. (74965
AC GREYHOUND 1963. Bristol 100D2. Superb condition having been substantially rebuilt over last 10,000 miles. Full service history mostly at AC factory. Resplendent metallic Crimson. Radio, sunroof. Potentially the best of the marque. Expanding family requires Estate car. Reasonable offers considered. Wells (Somerset) 75198 evenings. (74966
A FERRARI DAYTONA for the connoisseur in Nero black. Ring Roger, Cotterell, 021-476 4916 (day), 021-476 4148 (evg.). (74968
MG-A FHC 1961. Red/black. 185 SR14 radials. Sound mechanics. Manual. Garage bills supplied. £475. Tel: 021 Knowle 6986. (74969
ALVIS TD21 3-litre Convertible. Automatic. Rare opportunity to purchase classic Alvis in original condition. Finished in metallic pale blue with white leather upholstery, the car has been the subject of extensive restoration covering coachwork, hood and interior trim. Can genuinely be described as in immaculate condition. Full service recently carried out by Alvis specialists. Excellent appreciating asset offered at £2,200 o.n.o. Tel: 01-584 1631 office hours or 01-546 7331 evenings. (30038
LOTUS SUPER SEVEN S4 1971. Probably finest example of is kind. Details on request. £1,450 or exchange immaculate 4.2E. 01-550 7069 after 6.30. (30040

WANTED

LOTUS EUROPA Special wanted by private buyer, 1973 or 74 preferred. Weobley 321 (Hereford). (75029
WANTED PRIVATELY or by dealer Jaguar 240. Manual overdrive, mint condition, good price. Phone 031-665 7031. (75037
WANTED: CONVERTIBLE Silver Cloud III standard body and original White Silver Cloud III 1965/66. Both cars must be in first-class order. Private party. London 373 2296 eves. (75014
MG-C GT WANTED. Must be immaculate late model with overdrive. Cash waiting. Bisley (Gloucestershire) 308. (75013
TR WANTED: Any model for spares or restoration. Good price for right car. Buyer collects. Nottingham 273087 or 201322. (74981
LITTLE OLD LADY: If you have an immaculate 1970 (1971?) 4.2 E-type, I would like to buy it or exchange faultless Lotus Seven. 01-550 7069 after 6.30. (30041
AUSTIN SEVEN "Opal" rebuild, needs sundry spares, lights and trim. W.H.Y? Please ring 01-898 3829 evenings. (74964
LAGONDA 1933-35 Type 4½ ltr. Open Tourer wanted. Preferably v.g.c. or mint. Cash. Broome, Petersfield (Hants.) 4082 or 2456 evenings or weekends. (74967
ASTON MARTIN DB5 or DB6 Superleggera or Volante, must be in good condition—cash purchase! Write full specification, history and photo to Wells, c/o 201 Standhill Road, Carlton, Nottingham. Buyer returning from overseas end of April. (74247
PRE-WAR BENTLEY wanted for restoration by skilled Rolls-Royce and Bentley mechanic. £1,000 cash available. All letters answered and photos returned. 27 Hughenden Drive, Leicester. 0533 833370. (74261
MG-B, UP TO £600 available for best offered. B. Grainger, 46 Hall Crescent, Rotherham, Yorks. (74242
SPEED 20, Lagonda 2-litre Talbot 105, or similar sports car wanted. 01-828 7449. (72123

WANTED—continued

ROLLS-ROYCE or Bentley of any age. Phone 028581 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
WANTED: Low mileage S4 SE or Sprint, DHC Lotus Elan. £1,000 cash for best example. 0442 51840 evenings. Private buyer. (74068
MORGAN 4/4 4-seater wanted. Any year from 1968 onwards. Almost immediate decision and cash. Will view anywhere. Nigel Brown, Romford 61200. (73798
AUSTIN SEVEN Top Hat, Chummy, Tourer or Box in good running order. Phone evenings 021-308 3057. (73583
PEUGEOT 504 Coupe or Cabriolet wanted privately for cash. Bridge House, Broxbourne, Herts. Tel: 01-616 3317. (73797
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. (71178
LAND ROVER 708 12-seater wanted. Good price. Cash paid. Box No. 4937. (27568
INTERESTING ROLLS or Bentley wanted by RRES member. Reasonable. Box 4992. (72487
DIESEL LAND ROVER wanted. Good cash price paid. Box No. 4936. (27568
CASH OFFERED for first-rate Citroen SM, Ferrari Dino 246, Jensen Interceptor, Range Rover, Mercedes 250/280SL, Triumph Stag, Aston Martin, AC Cobra, Bristol 411, Rolls Cloud or Shadow, left or right-hand drive. Full details with photo if possible to Wilson, Box No. 4982. (71552
MG TA, TB, TC, TD or TF, any condition. Write Box No. 5016. (61065F
MARCOS WANTED. Any engine considered. Bearing parts must be in good condition. Will visit England this spring. Please write: Klas Amvall Stationsvagen 31 43600 Askim, Sweden. (73966

WANTED—continued

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
DENTAL SURGEON, enthusiast would like to acquire and care for Rolls-Royce. Please phone Lincoln 31598 evenings. (71567
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-cast wanted. Good prices paid. Carlson, 9 Nichols Green, Montepelier Road, London W5 2QW. Tel: 01-997 9539. (72637
WANTED: LHD FERRARI, Rolls, Bentley. Trade LHD 72 Porsche Targa "S" A/C. AM-FM stereo tape 1975 Mag. wheels. Enthusiasts car. Never abused. Give or take difference. Box 4989. (61213F
ENGINE: HUMBER SNIPE 1936. 6 cyl., 4.5-litre in pieces or complete. Phone: 01-328 0628. (61217F
GENTLEMAN WISHES to purchase 1927 or earlier Austin Chummy. Must be original. Up to £1,000 cash. Please write to Box No. 5028. All replies answered. (74119
ALVIS 12/50, 12/60, for regular use by Alvis Register/VSCC member. Cash waiting. Newmarket 750590. (74357
XK150 DHC, bonnet, windscreen, w/wheels, and any body or trim parts. E-type 3.8 FHC—any good body parts, CWW. 061-834 4153 office. (74370
OLD INTERESTING car wanted. W.H.Y? Tel: Chesterfield 71612/4. (29842
MG-B GTs, MG-Bs, MG-As, TFs, TDs, TC wanted urgently. Condition immaterial. Top prices. Northwood (65) 25161. (74362
MG YB. Must be in mint condition or near as possible. Please send full details, history, photograph and price to John Crouch, 22 Barton Street, Tewkesbury, Glos. (71869
WANTED! WANTED! Any old or interesting sports or racing car. (Condition immaterial!) Telephone 01-385 1805 (Kensington) now! (74635
WANTED FOR CASH: DBS V8 or 6, manual, around 1970. Car requiring work considered. Tel: (0709) 75089. (74627
WANTED! Any Rolls-Royce Silver Dawn or Silver Cloud. Condition unimportant! Good price paid! Any distance! Telephone 01-385 1805 (Kensington) now! (74635
MG TC/D/F. Good price offered. Also Austin Seven Chummy or vintage tourer. Armitage (Staffs.) 490232. (74626

MIKE DUNCAN LTD
Midlands Morgan Agent



Can't chat very much this month as Mike has been hit by the dreaded flu bug and I have quite a few cars to tell you about. Top of the list is a MORGAN PLUS 8, 1975 P, signal red, black leather interior, reclining seats, head rests, luggage rack, door handles and 1,100 miles, MORGAN 4/4, 4-seater, royal ivory, leather interior, wing mirrors, 28,000 miles, MORGAN 4/4, 1974, signal red, one owner, 11,000 miles, MORGAN 4/4, 1972, dark blue, wire wheels, bucket seats, leather interior, tonneau cover, 26,000 miles, MORGAN 4/4, 1968, deep brunswick green, 44,000 miles, MGC GT 1970, mineral blue, wire wheels, overdrive, MG MIDGET, 1970, primrose yellow, FORD Capri 2000GTXLR, owned by MORGAN enthusiast, white with black vinyl roof, JAGUAR XJ6, 4.2 auto, sun roof, radio, also owned by MORGAN enthusiast, MINI COOPER, 1969, dark brown, sun roof.

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TEL: CRADLEY HEATH (0384) 67675

Ottershaw for OPEL

NEW OPELS

NEW MANTA (75 shape), Monza blue, manual **Our Price**	**£2,395**
NEW ASCONA ESTATE 1.9 SR, automatic **Our Price**	**£2,395**
NEW REKORD ESTATE 1.9 Engine, vinyl trim **Our Price**	**£2,795**
NEW KADETT COUPE, bronze, metallic	**£1,971**

All new 1976 models — most colours in stock

USED OPELS

1974 COMMODORE COUPE 2.8 GS auto	**£1,995**	**1974 MANTA BERLINETTA,** auto, sunroof	**£1,895**
1975 COMMODORE GSE SALOON, auto, sunroof	**£3,595**	**1975 MANTA 1.9 SR,** red	**£1,965**
1974 MANTA LUXUS, sunroof	**£1,795**	**1971 MANTA 1.9 SR,** silver, 35,000	**£1,195**
1973 (M) MANTA 1.9 SR 31000	**£1,495**	**1976 MANTA BERLINETTA** 1.9 auto, 2000	**£2,895**

Please phone for any further information



1976 OPEL MANTA BERLINETTA

OTTERSHAW MOTOR COMPANY LTD.
SPINNEY HILL, ADDLESTONE, SURREY
Situated on A 319 between Addlestone and Chobham 10 mins. from M3
Tel.: OTTERSHAW 2514 (or 2326)

WANTED—continued

TWO-SEATER with dickey, pre-1935 Austin, Morris or Ford. Must be running order, cash. Private buyer, Buxton (Derbys) 4644. (74612

ALFA ROMEO SPYDER, Recent model, cash buyer. Cheshire, Little Budworth 319. (74606

MARCOS VOLVO 3-litre wanted by Marcos club member. Consider any, but prefer car with good bodywork and interior. Up to £1,800. Rattee, 11 Fernwood Court, Leeds 8. Tel: 664575 or 36211 Ext. 367. (74604

MG-B GT OR E-TYPE wanted privately as spare time project. Any condition, damaged/smashed. Might consider late-ish Volvo/Rover. Would settle HP. Ring Ferndown (Dorset) 4356. (74597

TVR 1600M ('72-'74 model) sought after by TVR fanatic. Reward paid on completion of sale to you if you can lead me to this little marvel. Ring Southampton 26082 Ext. 3. (74512

MG TF: I will buy the best MG TF in UK. I can pay it. Write: Stevenart, 22 Rue De Lagare B5567 Gendromcelles, Belgium. (761337

WANTED: E-TYPE, LHD, low mileage in good condition. Offers to Hakan Johansson, Jungmansgatan 37, 621 00 Visby, Sweden. (74488

WANTED: AC 428 Fastback. Low mileage, late model. 01-397 5151 Ext. 287 office. (74516

BENTLEYS MK. 6 or R-Type SI, SII, SIII by genuine buyer. Best price offered. Please call 01-373 2296. (74381

WANTED: ALFA ROMEO 1750 GTV. Around 1971. Good condition, low mileage. Phone Goosnargh, Lancs. 435. (74459

WANTED: Bentley/Rolls S3 V8 engine in first-class order only, complete. London 01-373 2296. (74381

WANTED: Motor Sport back numbers January 1959 and September 1961. Phone Bythorn 208 weekends only. (74383

WANTED: MG TC by private party in good condition only. Please ring London 01-373 2296. (74381

AUSTIN LITERATURE wanted, pre-war handbooks, catalogues, especially Austin Seven. Also Austin magazines, all years. Hunt, 2, Selborne Grove, Bradford, BD9 4NL, Yorkshire. (74387

WANTED—the following: MG J2. Early 30s Austin 10, Riley 9. Late 20s Austin 7 saloon, Bullnose Morris. Runners preferred, but all gratefully considered. Howard, 51 Great Darkgate, Aberystwyth 7473. (74761

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

CLUB MEMBERS want magnificent monsters, rotten wrecks, surplus spares, and anything else old/interesting. VTEC, 14 Broadway, SW1, 01-834 9225. (29928

WANTED: Open sports, any Jaguar (pre-V12), "T" MGs, Healeys, Swallow, Singers, W.H.Y? Also R-R and Bentley. Must be good, Telephone: Steeple Aston 40606. (74744

MASCOTS, badges, books. Photos of old cars: Dawson, Casa Nuestro, Sussex Rd., New Romney, Kent. 06793 3327. (74766

XK120/140/150 DHC. Must be very good throughout. No rubbish please. Modbury (Devon) 622/Plymouth 67682. (74784

VOLVO 121/131 (Saloon or Estate) wanted. Must be immaculate. Low mileage. Private enquiry. Full details please. Gibbard, Box 5045. (74785

RREC MEMBER wishes to purchase Rolls-Royce or Bentley, will consider anything—any condition. Cash available. Day 041-632 6176; night 041-639 2974. (74815

EX-RILEY OWNER in Denmark seeks 12/4 or 15/6 Riley Kestrel 1935 or 1936 for regular use. The car must be in original and sound condition, and will be collected in England. Write to: Svend Algren, Landlyst Gurrevej 260, 3000 Helsingor, Denmark. Member of the Riley Register. (74828

LOTUS ELAN Sprint DHC wanted. Must be first registered 1971. Also other pre-1972 Elans considered. Cash paid by Swedish buyer visiting Britain in April. Answers to Bengt Eliasson, Karlstroms Väg 9C, S-683 00 Hagfors, Sweden. Tel: 0563 23555 evenings. (74838

E-TYPE 3.8, XK140 DHC, TR2, 3, 3A. Cash waiting for best example. No rubbish. Private buyer, D. Edwards, Olyves, White Roding, Essex. White Roding 205. (74813

AUSTIN 7 Gordon England Cup Model, Bullett, 169 Station Rd., Knowle, Solihull, West Midlands. Tel. 3371. (74826

ROLLS-ROYCE or Bentley mascots wanted, not for resale. 01-658 1005. (74800

WANTED: MG-B Roadster V8 Costello conversion. Anything considered. With full details and history write Box 5046. (74780

WANTED: AUSTIN 7 Swallow. Also any nice vintage car. Russell, evenings 061-773 1587. "Abingdon", 3 Hilton Lane, Prestwich, Manchester M25 8NL. (74877

WANTED: R-R, Bentley, Lagonda, Aston Martin, Alvis Delage or any other interesting car. Will pay in cash. Tel: Ponteland 22807 evenings. (74811

DINKY TOYS WANTED. Private collector will pay £5 each for good Chrysler Airflow, Guy Weetabix and J. Lyons Vans, pre-War Minic Toys, Searchlight Lorry, etc. High prices paid for pre-War vans with advertisements, pre-1950 Dinky Cars £3 minimum. 5 Fussell Court, Kingswood, Bristol BS15 4EU. (74884

WANTED—continued

JOWETT JUPITER or Javelin competition parts, e.g. Alfin drums, all rad., etc. "Motor Racing" early 50s—mid-60s. Engine mounting plates for 500 JAP/Cooper Mk. VII, 1950 Le Mans and 1951/1952 Dunrod TT programmes for Owners Club library. Pete Dixon, 01-892 1103 (Twickenham). (74919

MISCELLANEOUS

MERCEDES: All type new and secondhand. Spares, diesel/petrol conversions, exchange, recondition engines, gearboxes, starters, dynamos. Fitting arranged, cars collected, delivered throughout Europe. 01-689 4269. (74148

TR6 HOOD/FRAME £30. Spitfire hood/frame £35. 5 x 5½ in. x 13 Mk. 4 Cosmics polished, new £90. Walsall (0922) 20610. (74358

E. HUSTWAYTE & SON specialise in any class of repair up to a full restoration of Rolls-Royce or Bentley and other classic cars. Whatever the problem with your car, telephone us at any time, or come and see us, Granary Cottage, Mareham-Le-Fen (nr. Boston) Lincs. Telephone Mareham-Le-Fen 407. (74360

SPARES FOR 1938 SS Jaguar and 1956 Austin-Healey 100/4. Motor Sport 1965-1973. Various odds and ends. SAE to Small, Wickfield Farm, Shefford Woodlands, Newbury, Berkshire. Tel: Gt. Shefford 226. (74365

LARGE FULLY equipped garage in centre of expanding mid Devon village. Approx. 3,500 sq. ft. of workshops with lift, spraying gear, pumps, etc. Plus 8 lock-ups, showroom. 120 ft. road frontage and planning permission for house. All this, together with beautiful old Devon cottage in protected village nearby. Fully modernised, 3 bedrooms, inglenook fireplace, etc. Nice garden, superb position next to old pub with real beer. Price £34,000. Would consider vintage car or cars part exchange. Box No. 5034. ((74266

BOLTON AUTOJUMBLE and Fleamarket Saturday May 8th in the Drill Hall, Silverwell Street, Bolton. Vintage vehicles, spare parts and literature, as well as antiques, coins, old toys, militaria, railwayana etc. Largest event of its type in the country. Admission 20p. Children and OAPs 5p. 10 a.m. to 5 p.m. Refreshments all day. Stalls available £5 from Alan Whitehead, The Lodge, 8 Silverton Grove, Astley Bridge, Bolton. (73959

BENTLEY TOURER spoked road wheels, approximately 1930s, good condition, 21 in. diameter, 60 spline. Offers, 01-550 6219. (73963

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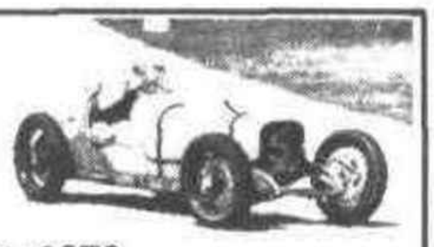
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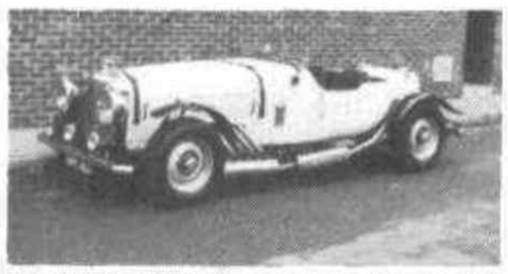
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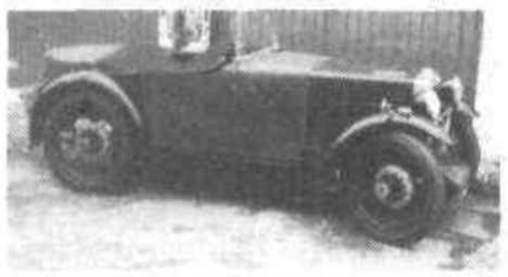
1958 ROLLS-ROYCE Silver Cloud I. Shell grey over Tudor grey with grey leather interior. Automatic transmission, power steering, radio, picnic tables. Excellent.



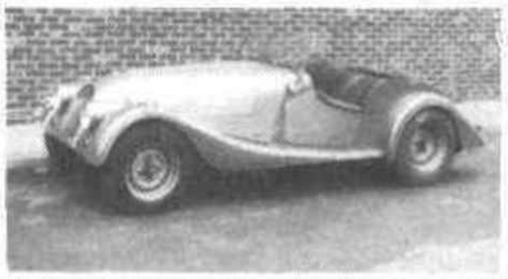
1951 BENTLEY Mk. VI Special sports by Halse Engineering. Colour is white with red wings and interior. P100 headlamps, outside handbrake, new hood. Excellent mechanically.



1965 BENTLEY S3 sports saloon in sage green over smoke green, with beige leather interior. Automatic transmission, power steering, electric windows, radio, picnic tables. Superb example.



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1958 Rolls-Royce Silver Cloud I sports saloon.
1932 M.G. D-Type four-seater sports.
1934 Talbot London '75.

1939 M.G. VA four seater drophead coupe.

1936 M.G. SA drophead coupe by Charlesworth.

1958 Bentley SI sports saloon.
1954 Bentley 'R'-Type sports saloon with sunroof.
1960 Bentley S2 sports saloon.

For prices and further information on these cars please contact **Edwin E. Edwards:**

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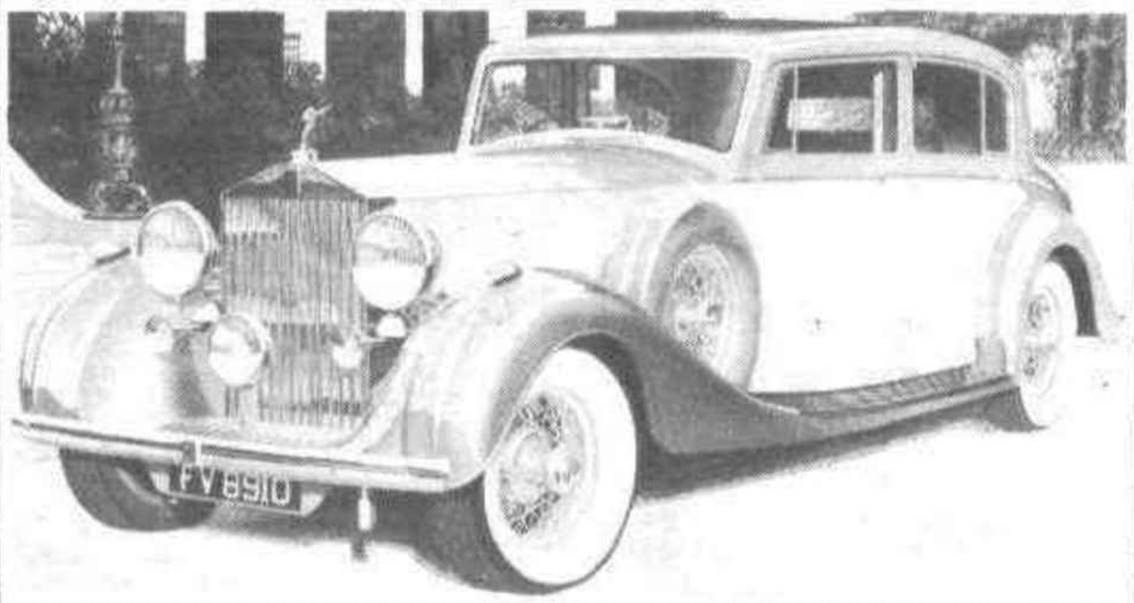
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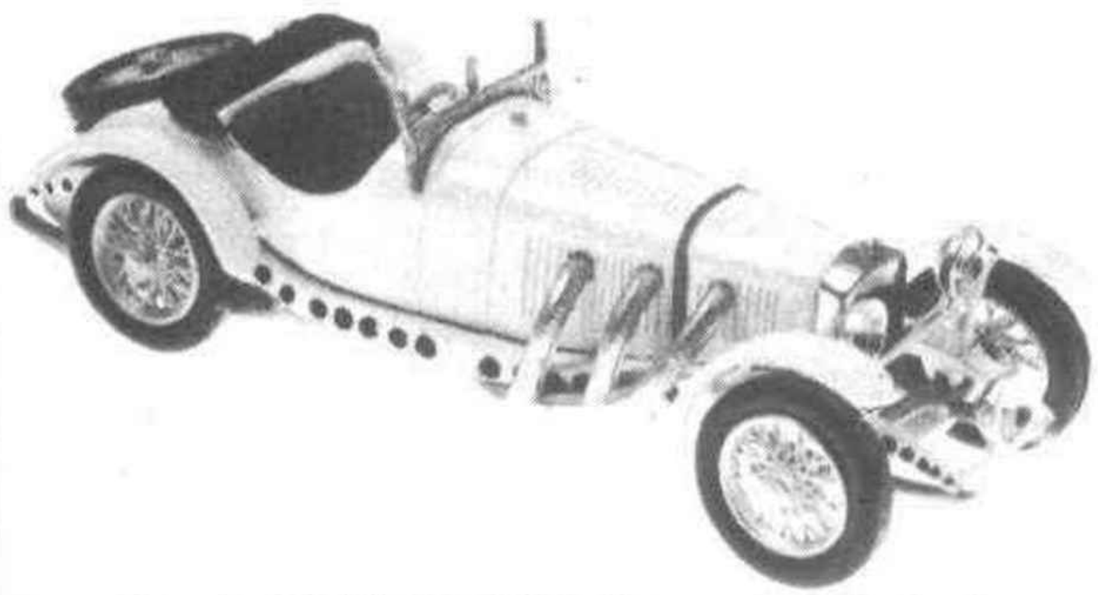
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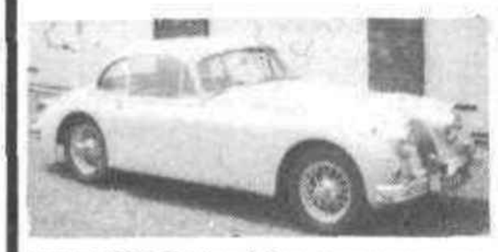
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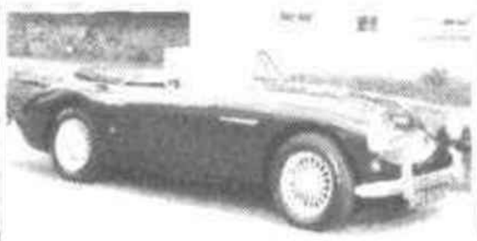
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1971 Spitfire. Red/black trim, radio **£785**

1973 MG Midget. Teal blue, wire wheels; one owner, 26,000 miles **£1,045**

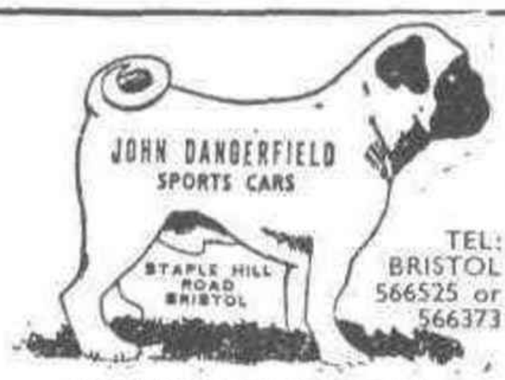
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1974 GTE Automatic. Shetland blue/tan. Alloy wheels. Tinted glass, stereo, fog and spot lights. 16,000 miles **£3,250**

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1973 MIDGET. Harvest gold/autumn leaf. ZX tyres..... **£1,300**

1972 MORGAN 4-seater. Red. All usual extras. 9,300 miles..... **£3,300**

1972 M.G.-B. Aqua, overdrive, 25,000 miles..... **£1,375**

1972 M.G.-B GT. White/black. Overdrive. Wire wheels, radio..... **£1,650.**

1972 SPITFIRE. Emerald green. Radio, tonneau, ZX tyres..... **£1,100**

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1971 SPITFIRE, Mk. 4. One owner, 26,000 miles **£1,000**

1971 Dec. M.G.-B GT. Harvest gold. Automatic. Webasto roof, ZX tyres, etc. **£1,650**

1971 AUSTIN Sprite. Bronze yellow. Extensive mechanical work completed by us **£1,000**

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1967 AUSTIN HEALEY 3000 Mk. 3. Ice blue, overdrive, radio, hard and soft tops, tonneau. Spot and fog lights. Excellent history..... **£4,000**

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At our last sale, in February, the following were among the *74 vehicles actually sold :*

Bentley SI Mulliner saloon, £4,750. 20/25 replica tourer, £4,400. Phantom II limousine, £7,750. Silver Wraith, £5,000. Bentley S1 (Rolls conversion), £2,350. 4¼ Bentley replica tourer, £4,100. 25/30 saloon, £3,950. Mark VI Bentley, £2,450. 1923 Unic saloon, £2,600. 1909 Humber, £5,100. 1929 Morris saloon, £1,400. 1927 Rover 10 h.p., £2,000. 1930 Wolseley saloon, £2,100. Alvis TA21 d.h.c., £1,900. Speed 25 d.h.c., £3,300. 1½ Aston Martin, £4,700. V12 Lagonda saloon, £4,150. MGA, £1,300. 1917 Franklin, £4,600. Singer Le Mans, £1,350. Frazer Nash Mille Miglia, £5,800. Riley Gamecock, £2,500, etc., etc.

If you have a car of comparable quality, you will find that we can get you a good price as well — early entries sell better than last-minute ones as we have a chance to advertise them properly.

Write or call for application forms, stating the car you have for sale please, condition and hoped-for price.

250 stalls are available on Saturday, June 5th.

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1967 MERCEDES-BENZ 250 SL Automatic. PAS, hard and soft tops. Blue. **£2,250**
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1975 MG Midget (1500), white, tan trim; low mileage, as new **£1,465**

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1973 TRIUMPH TR6 roadster, mimosa, black trim; very low mileage; immaculate **£1,445**

1973(M) FORD Escort 1300E, metallic purple, black cloth, Webasto sunshine roof; low mileage, excellent condition **£1,345**

1973 MG-B GT, white, blue trim, overdrive radio, h.r.w.; low mileage, excellent condition **£1,695**

1972 (L) FIAT 124 sports coupe, dark blue, red trim, 5-speed; h.r.w.; low mileage; immaculate..... **£1,195**

1969H JAGUAR 'E'-Type 4.2 2+2, lavender, automatic, sun-roof; low mileage, immaculate..... **£1,575**

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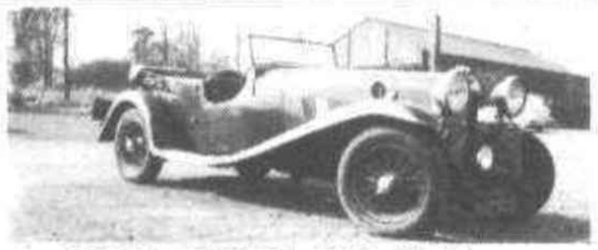
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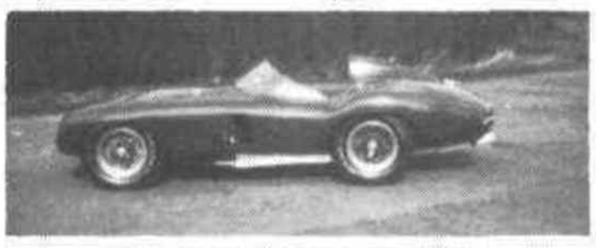
1935 ASTON MARTIN Mk. II
Short-chassis tourer. Pictured above three-quarters way through rebuild to highest standards, *i.e.*, Bland engine, Elwell Smith transmission. Reasonable price as is or will complete.



£4,250: FERRARI 365 GTC
Another, this time in metallic blue Chiaro, chrome Boranis, light beige interior. Totally immaculate, low mileage. History plus a £2,000 overhaul at Graypaul Motors.



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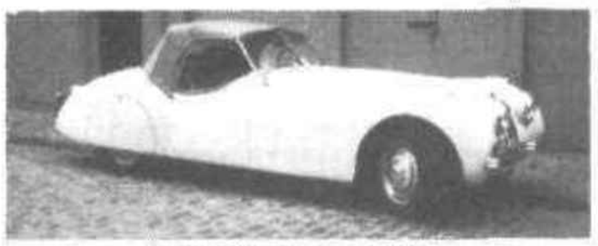
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1974N LOTUS Elite 502, metallic mauve/oatmeal trim, radio/stereo, low mileage **£4,950**

1972 DATSUN 240Z, metallic pale silver, black trim, tinted glass, radio **£1,595**

1974 ESCORT RS 2000, Olympic pale blue with French blue flashing, tinted glass, black cloth trim; a very beautiful car **£1,595**

1975 VW Scirrocco sports coupe, pale flame, tartan trim, 9,000 miles; cost new today £3,128, our price **£2,295**

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74 TRIUMPH GT6, French blue, o/d, Sundym, one owner	**£1,745**
72L TRIUMPH TR6 Green, radio	**£995**
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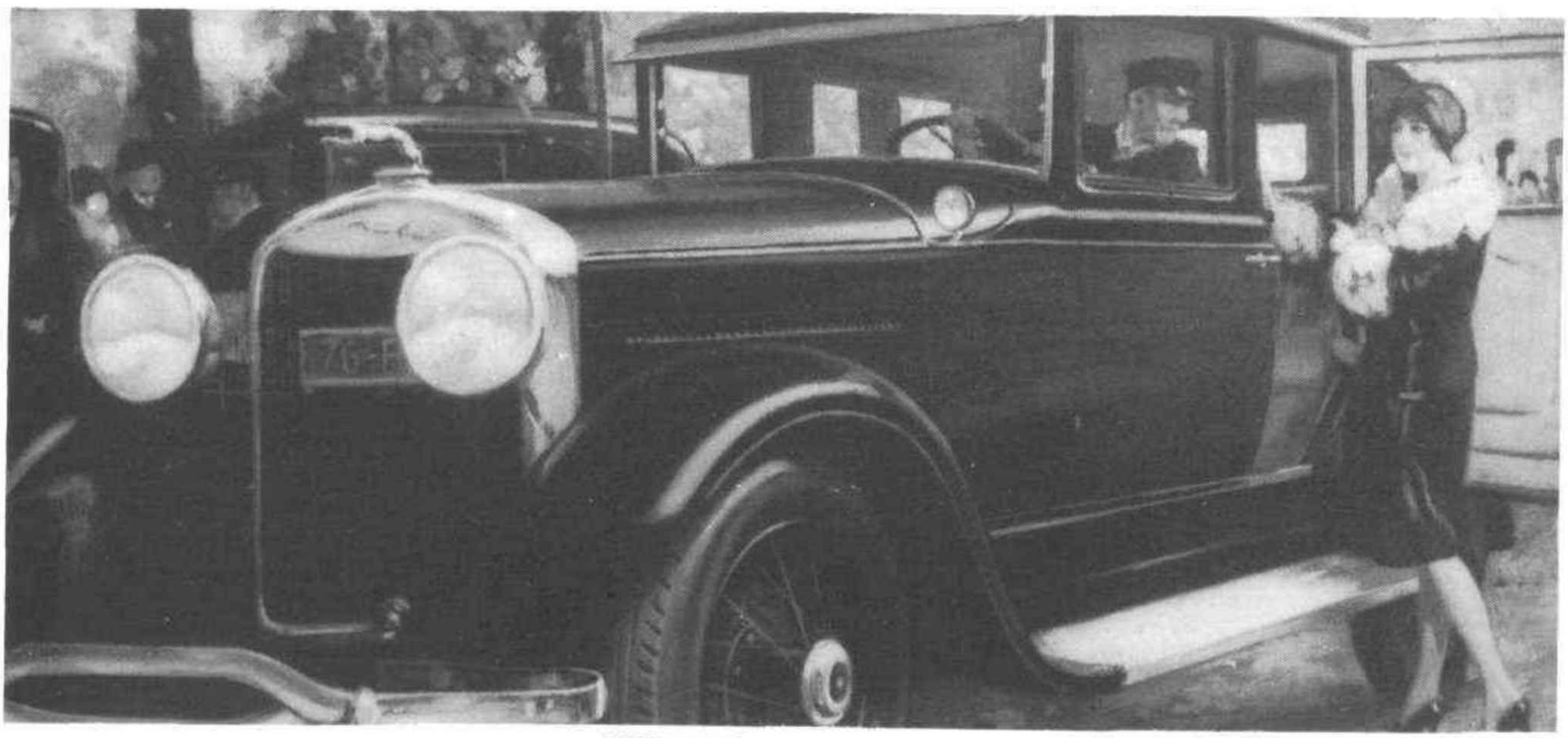
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BUSMAN'S HOLIDAY - - -

Firstly let me apologise to those of you who tried to telephone me between Feb. 26th/March 5th and March 20th/21st, and got no reply. The first period saw me tramping up and down craggy hills in the Lake District; surveying the sheep currently adorning Prescott's glorious slopes (instead of Bugattis, etc.!); and nearly freezing to death at the VSCC Pomeroy Trophy at Silverstone (where our XKSS decided on a different route in the Driving Tests from the one planned by the Organisers!). Though all this may sound a bit like hard work to you, it was most enjoyable, especially the five days where I forsook car for feet and savoured the magnificence of the peaks around Ullswater; a lifelong ambition now realised!

The March 20th weekend was, of course, the JDC Meeting at Silverstone, of which more next month. In fact I'm writing this on March 7th just before the 'Goat Meeting', and for the third month running the snow is pouring out of the sky — ah well. . . !

P.S. Hopefully my **'new' Cobra '427' — COB 1** will be ready in time for its first planned outing at **BEAULIEU, APRIL 18th. OTHER OUTINGS: CASTLE HOWARD, APRIL 10th/11th (HILL-CLIMB). BEAULIEU, APRIL 18th** (*CONCOURS*). **THRUXTON or SILVERSTONE, APRIL 19th (RACE). SILVERSTONE, MAY 1st (VSCC).**

HERE OR HOPEFULLY COMING:

1917 LE ZEBRE 2-str. TOURER and DICKEY — HR 4960 : A pretty Edwardian tourer, totally original and unrestored, with just three owners from new; running well — **94/98 pts.**



1936 ASTON MARTIN 1½-litre Mk. II L/C 4-str. TOURER — CXC 887 : Winner of the Ray Eve Trophy at the premier AMOC 'Concours' at Fort Belvedere Oct. 1975, thus probably the best example of this classic PVT in the UK — **100 pts.** (*Photo.*)



1952 FRAZER NASH 'MILLE MIGLIA' — LUF 956 : A charming letter just received from Len Potter, the original owner, confirms that this famous car achieved success in the hands of Mike Hawthorn (2nd, British Empire Trophy, etc.), and raced in the 'Alpine' and at Boreham, etc.; totally original including the newly rebuilt FNS engine, obviously a super race/road car — **97/99 pts.** (*Photo.*)



1953 ASTON MARTIN DB3 No. 8 SPORTS/RACING — NUV 925 : An equally famous car, the only example of the ten built still totally original and unaltered; class winner of the Dutch Sports Car Grand Prix and successfully raced by Reg Parnell; now used for Historic Racing/Sprints and on the roads too — **98 pts.** (*Photo.*)

1954 MG TF '1250': No — this is **not** the car advertised (and sold to Jersey) a couple of months ago! Embarrassingly it is just as good, however, and certainly qualifies for a 'best in the UK' claim. Totally restored with an amazing chassis/engine compartment; coachwork colour black — **100 pts.**

1956 SUNBEAM TALBOT Mk. III SALOON — YKE 767 : Another 'best in the UK', major 'Concours' winner 1974/5; 44,000m. and totally original and unrestored, with an equally amazing engine compartment, etc. — **100 pts.**

1963 FERRARI 400 SUPERAMERICA, left-hand drive — VUR 2J : Built for the Aga Khan, this 170 m.p.h. GT is unique in the UK; it is also probably the most beautiful Ferrari Pininfarina created; just 35,000 m. from new and totally original — **98/99 pts.** (*Photo.*)



1965 FERRARI 275GTB — 2-CAM/6 CARBS. — 19 LML : The ex-Maranello demonstrator with the rare and desirable 300 b.h.p. engine; known history, service by Maranello/Gray Paul, and just 29,000 m. from new — **98/100 pts.**

1968 AC COBRA 289 Mk. III — FLW 72J: One of the very last of the 15 Cobras built by AC's for the UK market, using the 4.7-litre engine in the 7-litre body/chassis; two owners and only 27,000 m. from new; maintained exclusively by AC Cars Ltd.; magnificent! — **98 pts.** (*Photo.*)



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1960 ASTON MARTIN DB4 GT S/C: Mechanics etc. totally rebuilt — **97/100 pts.**

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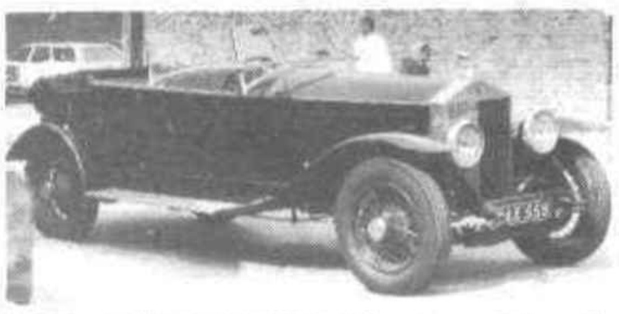
1964 ROLLS-ROYCE Silver Cloud III. Finished in primrose yellow with beige interior. Air conditioning, tinted windows. An excellent example of this fine model.



1971 ROLLS-ROYCE Phantom VI. 9,000 from new. Finished in beige with blue grey leather interior. Fittings include electric division, occasional seats, and cocktail cabinet C/W with decanter and glass. A superb example.



1965 BENTLEY S3 Continental convertible by H. J. Mulliner/Park Ward. Regal red with beige interior and beige hood. A fine example of this rare model.



1929 ROLLS-ROYCE Phantom II with Brewster touring coachwork (Ascot), completely restored at enormous expense.



1959 JAGUAR XK150S fixed head coupe. Warwick grey with grey interior, chrome wire wheels. Less than 20,000 miles from new. *Concours* winner.



1934 LAGONDA 16/80 Special Six open tourer. Restored to *concours* condition approx. two years ago at a cost of over £6,000. Finished in dark blue with red interior.

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1957-60 Jaguar Mk. VIII & IX. Several from **£95 - £975.**

1955 XK140 'C' Type. This car has been subject to a major restoration and is equal to cars advertised at nearly £5,000. Yours for only **£2,495.**

1959 3.4 Mk. I. Low-mileage car fitted o/drive, beautifully restored in B.R.G. A really lovely sports saloon, original tools, 60,000 miles. **£925.**

1965 3.4 Mk. II. Another low-mileage example, having been fastidiously maintained from new, fitted radio, o/drive, reclining seats. Drives like a new car. **£1,195.**

1966 3.8 Mk. II, needing some work but taxed and M.o.T'd. Fitted synchro. box. **£275.**

Armstrong Siddeley '346' Sapphire. Probably one of the best in existence. Duo green. **£795.**

Armstrong Siddeley 'Whitley'. A very sound original example of this rare car. **£675.**

1951 Alvis TA21 3-litre d.h.c. with bodywork by Tickford. A rare example of this 4-seater tourer. **£795.**

1956 2.4 Mk. I. We have three from **£195,** but the best is a one-lady-owner example, correct in every detail, virtually mint. **£975.**

1955 Alvis 'Grey Lady' TC100, newly painted and very smart. **£750.** We have three more from **£150.**

1960 Alvis TD21 d.h.c. by Park Ward. This really is a beautiful car, Just completed major overhaul and offered at a fraction of real value. **£1,575.**

1960 Facel Vega HK500. What a motor car! Sumptuous interior. This is a type of car never to be seen again. Offered realistically at **£975.**

1955 Jensen 541. Why does nobody come and give this smashing old GT 4-seater a new home. **£475.**

1957 Lancia B20 6th Series, A L.H.D. example, fitted floor-change and very smart appearance. **£795.**

1967 Lancia Flavia 1800 4-seater tourer. Detachable hard-top, radio, etc. Bodywork by Vignale. A very rare example offered at **£975** to clear.

1936 Ford 10 tourer. Yes, a very rare factory-built tourer, good hood and weather equipment, wire wheels and original. **£595.**

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Among the many items which you can buy for only £1 are the following various valves, fan belts, brake master cyl. kits, speedo. cables, gauges, brake hoses, main water hoses, L.H.D. Majestic headlight units, Century brake shoes, Conquest bottom Metalastiks.

THIS SALE IS FOR THE BENEFIT OF GENUINE

DAIMLER OWNERS

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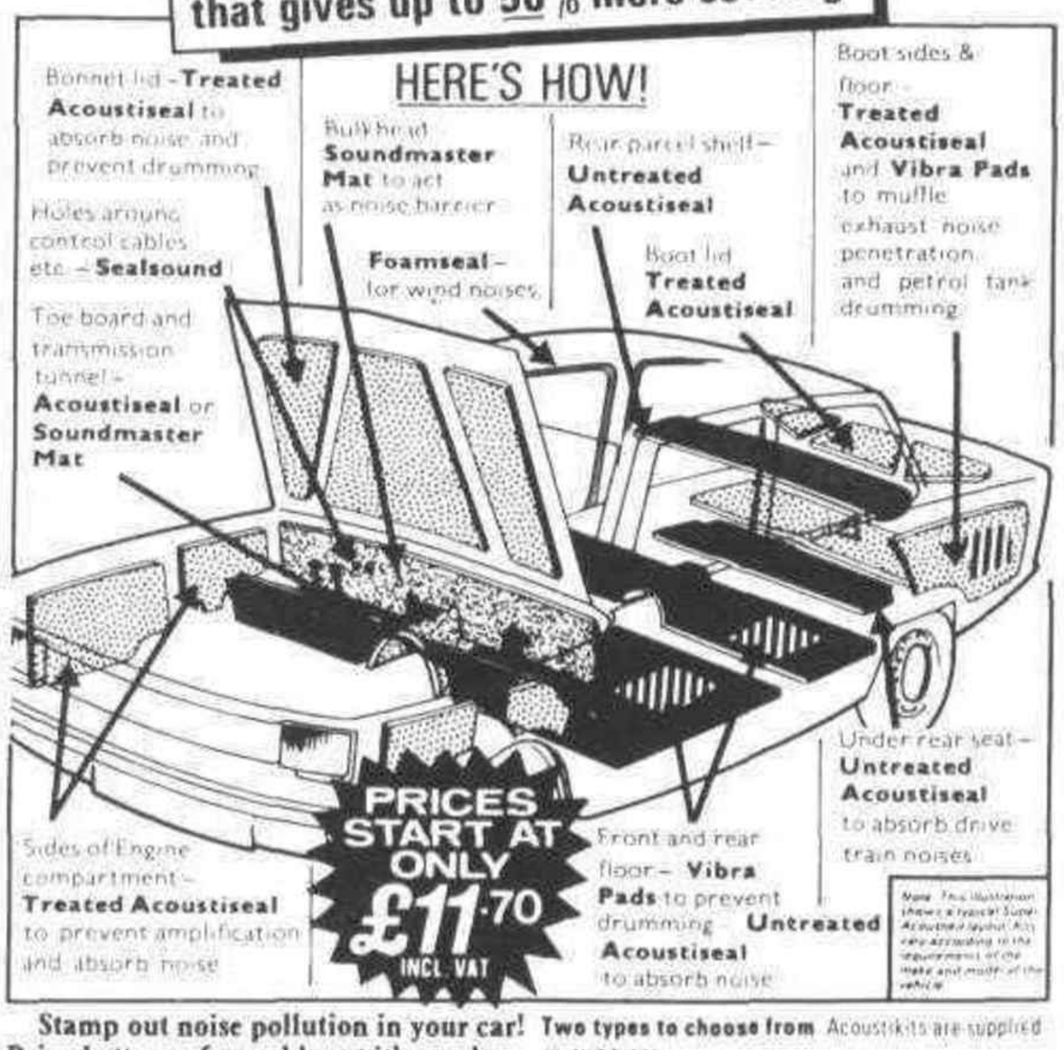
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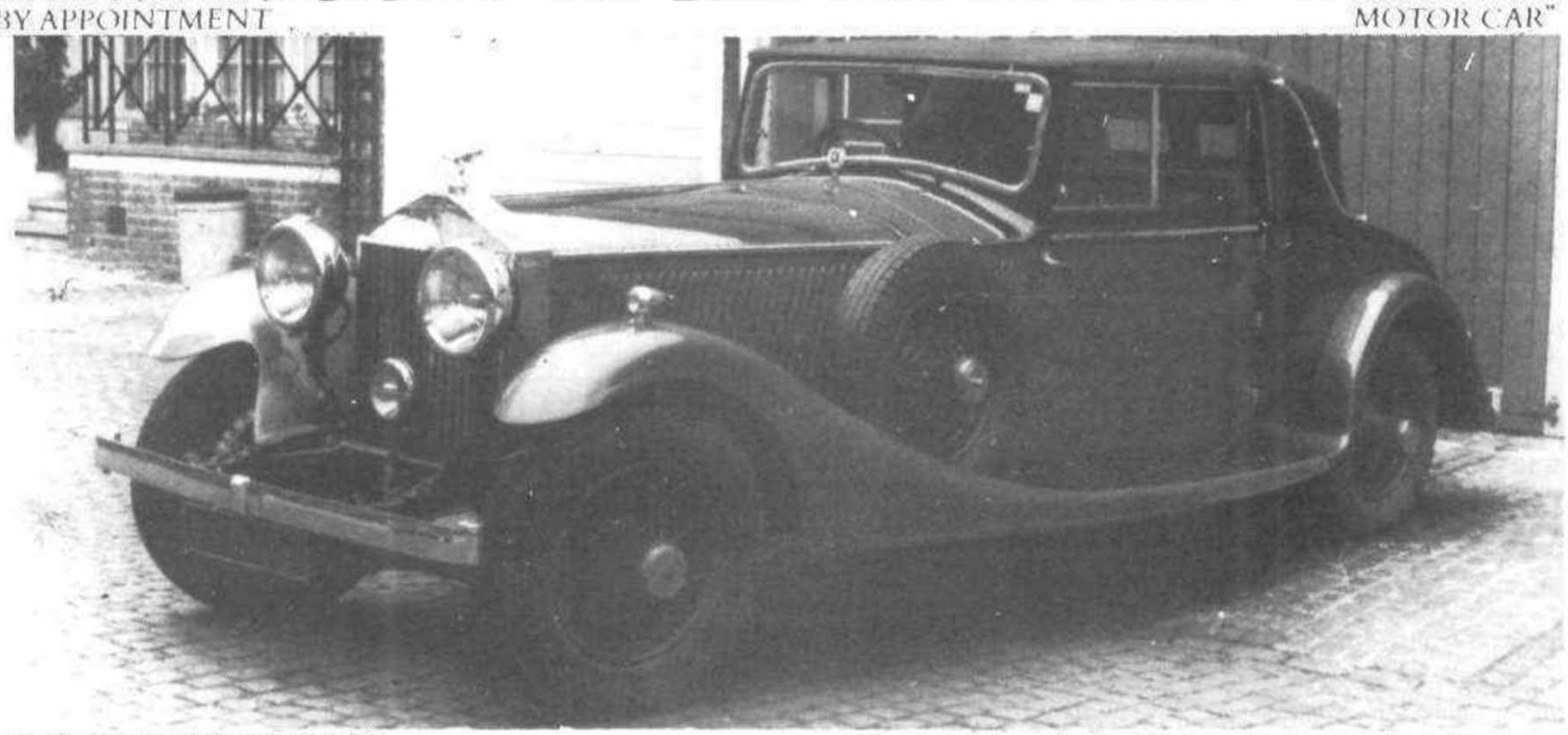
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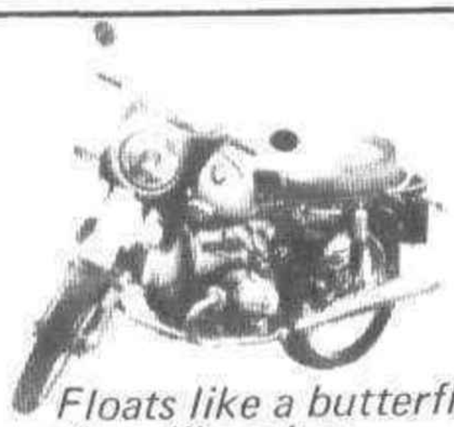
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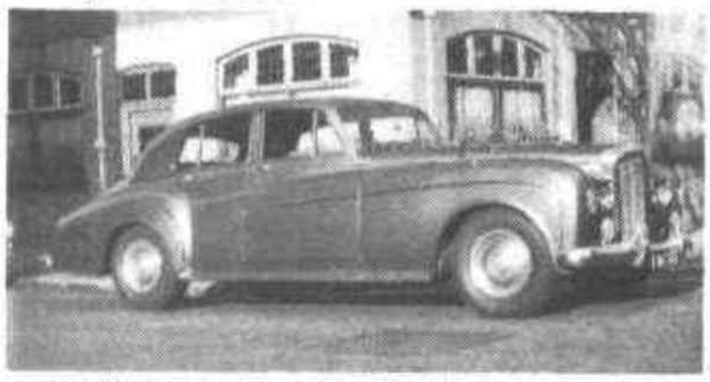
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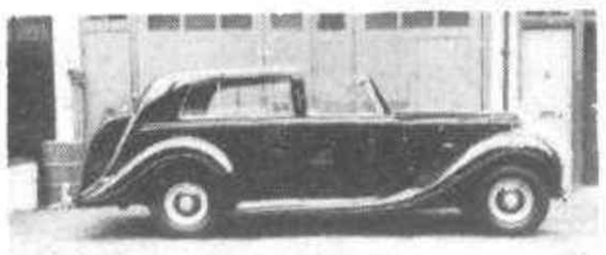


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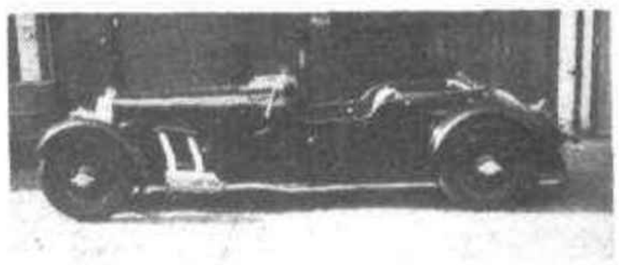
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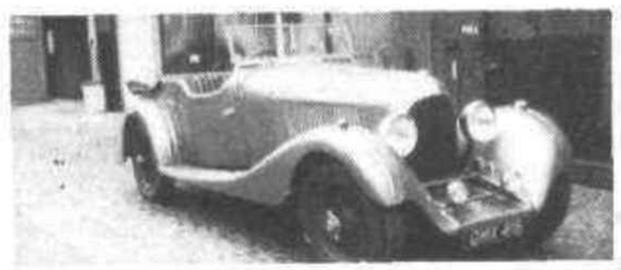
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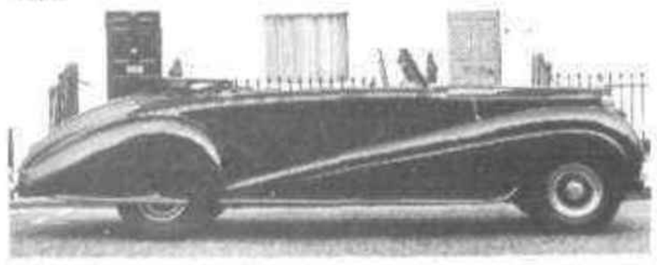
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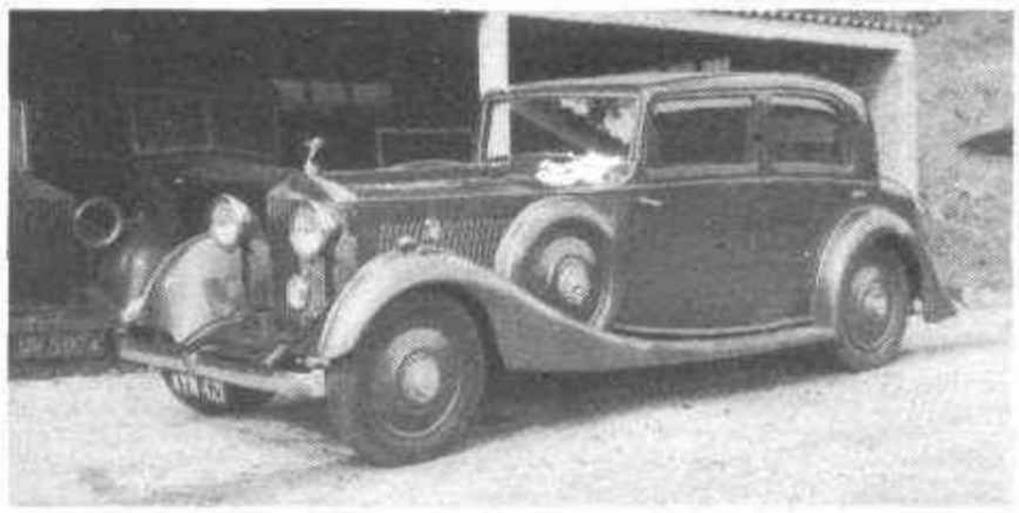
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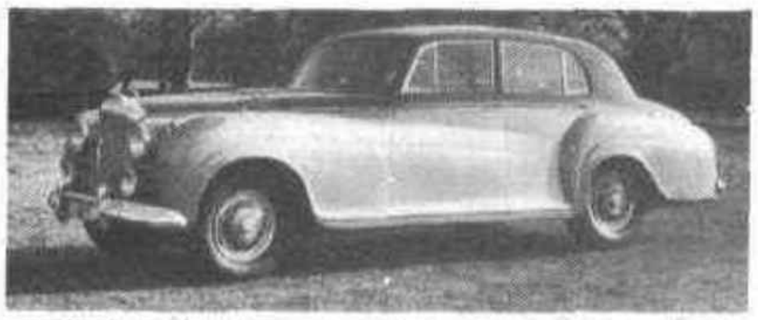
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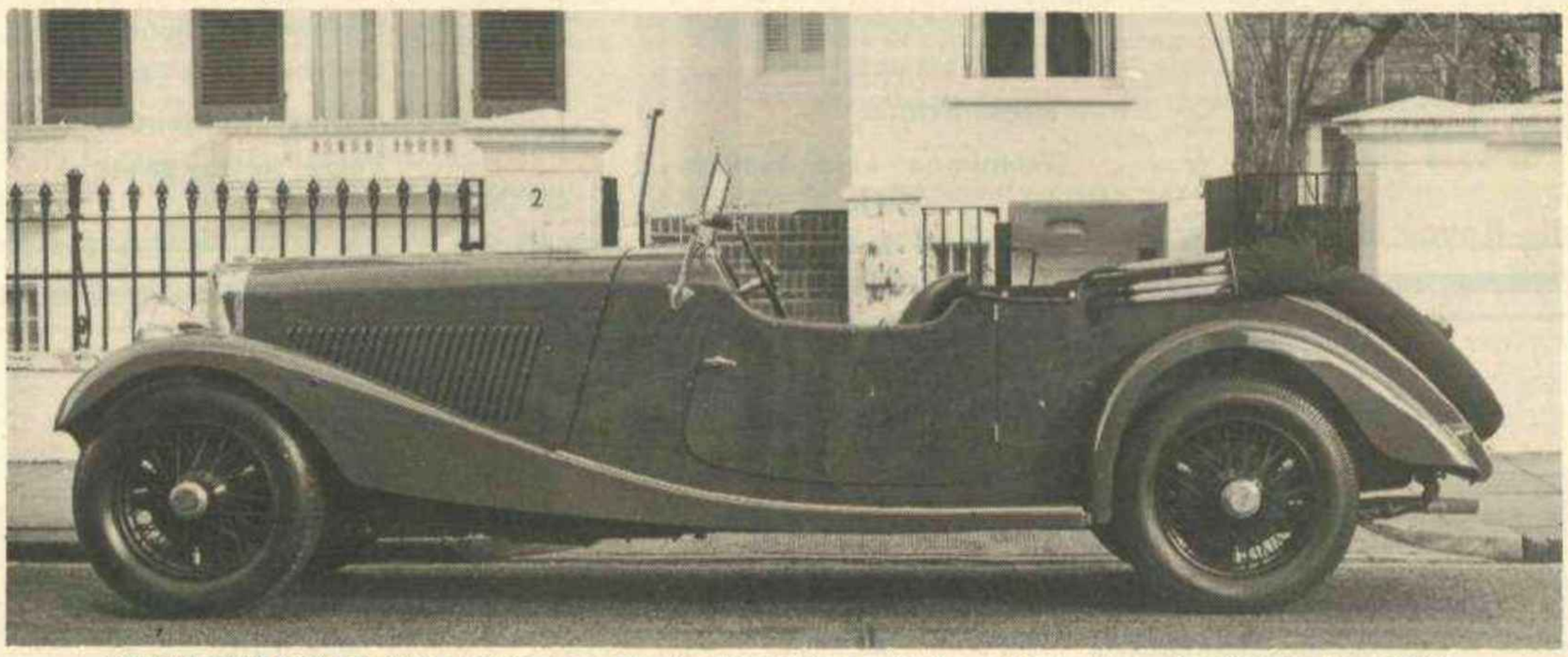
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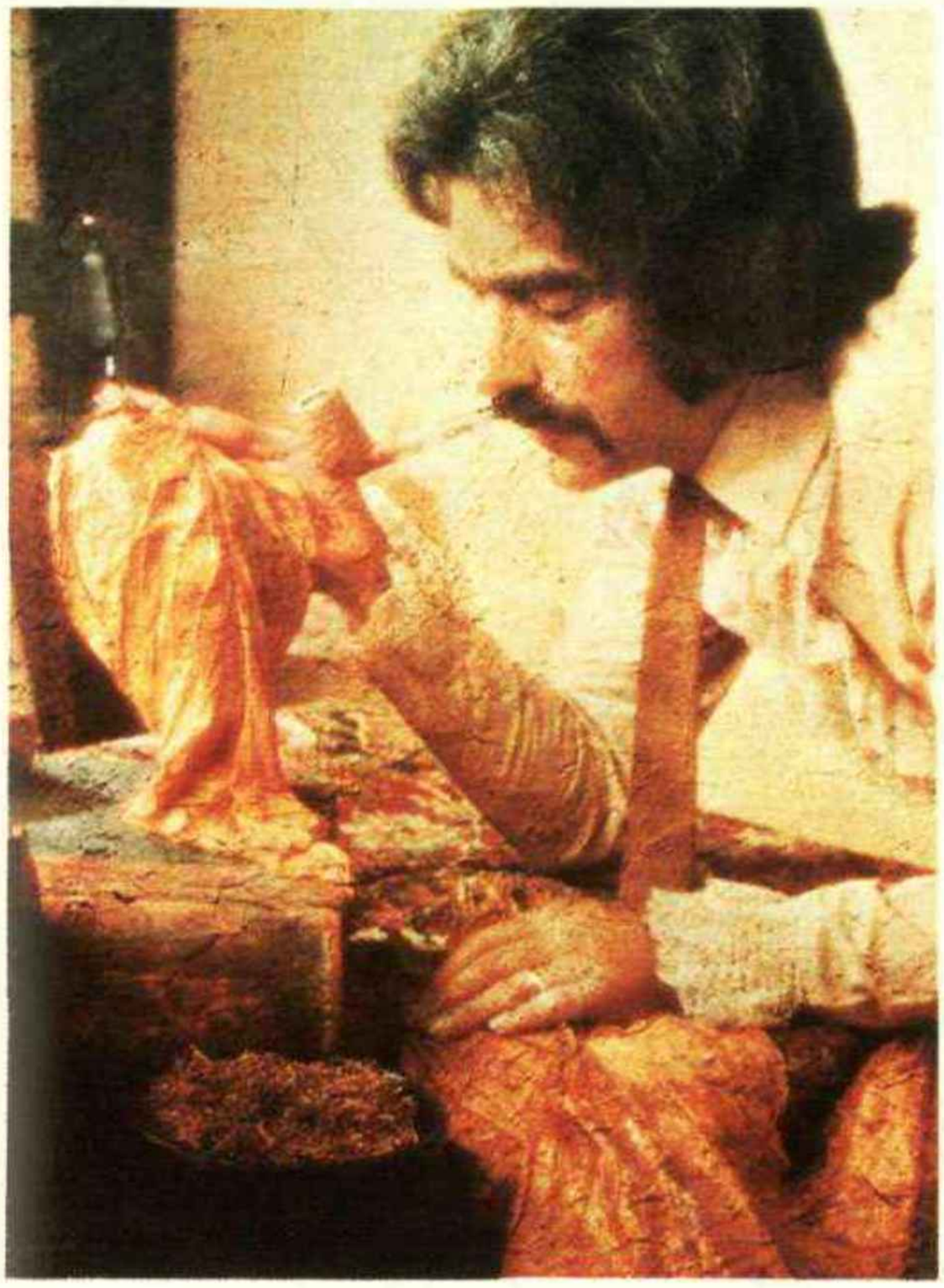
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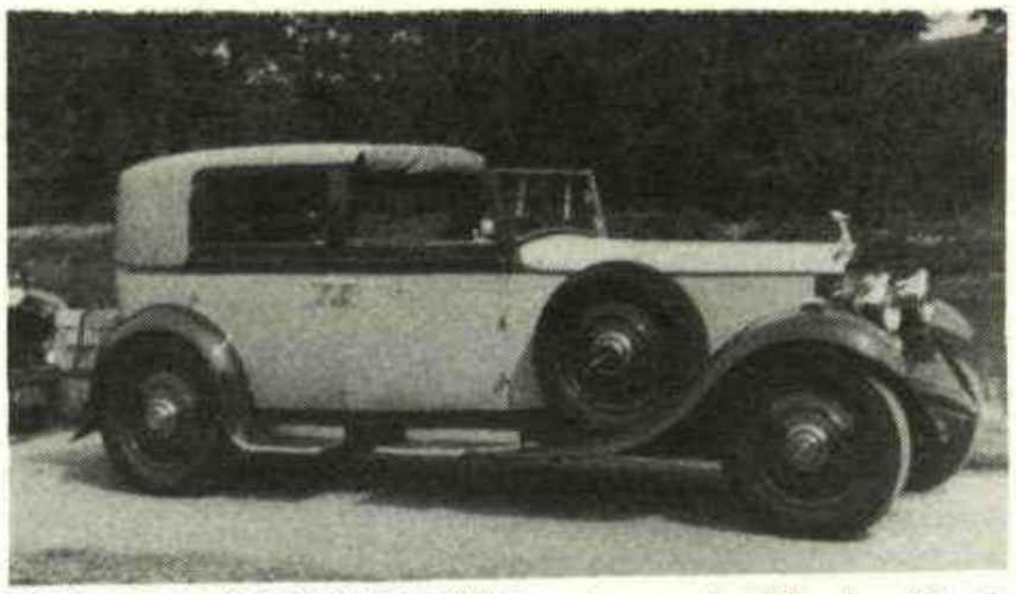
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