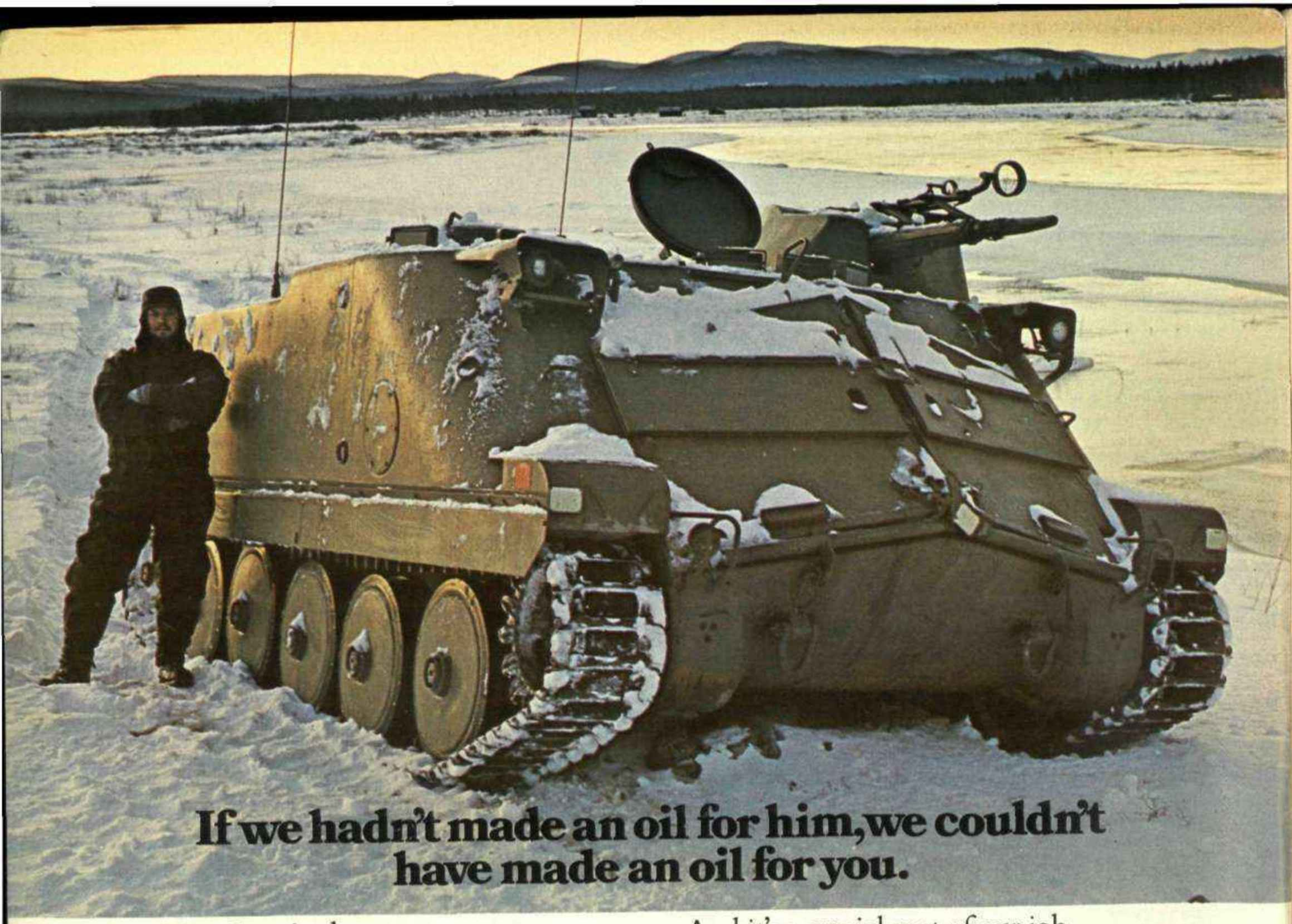
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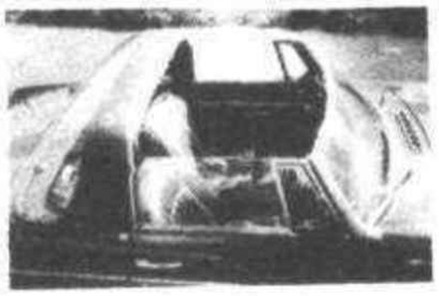




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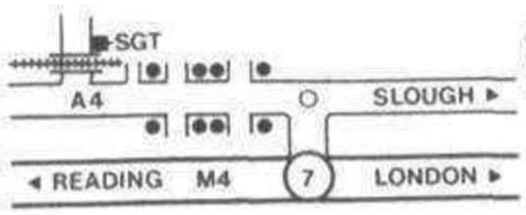
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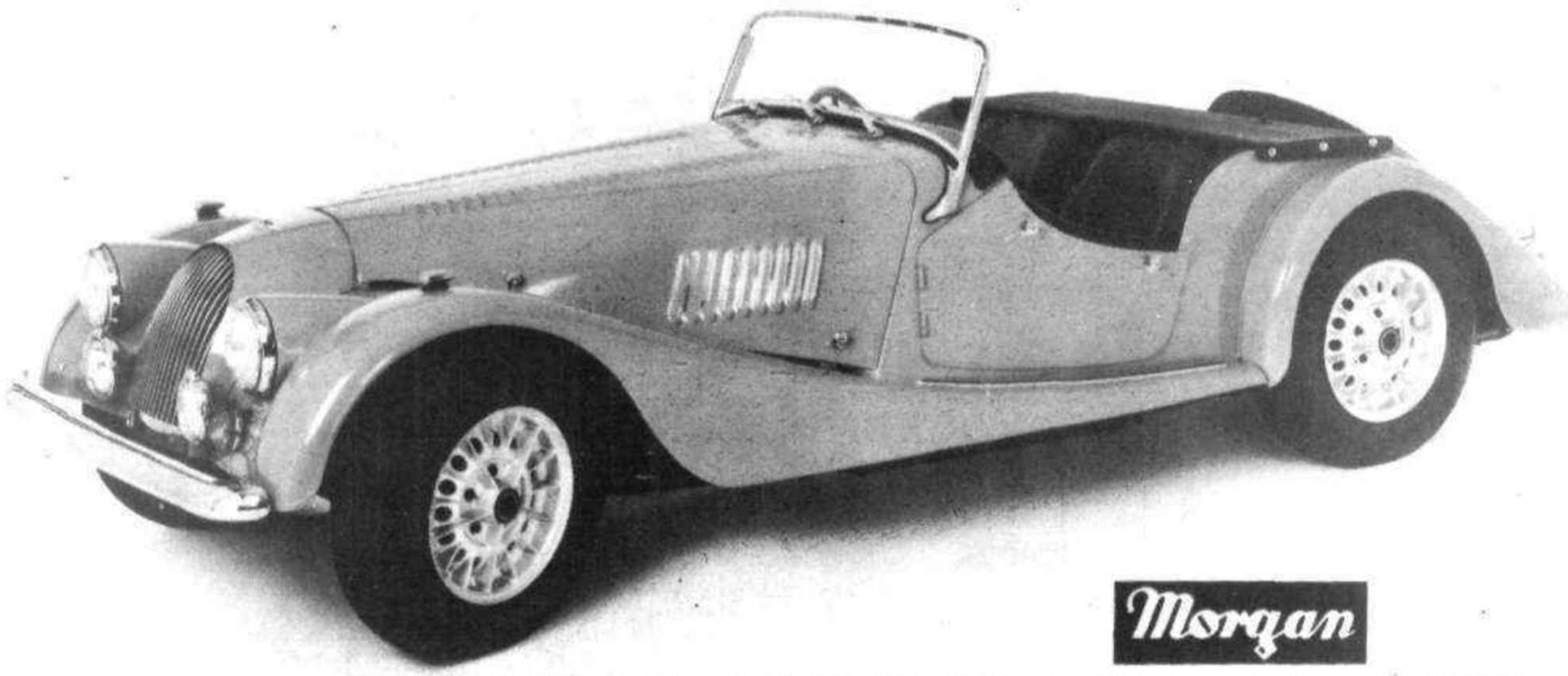
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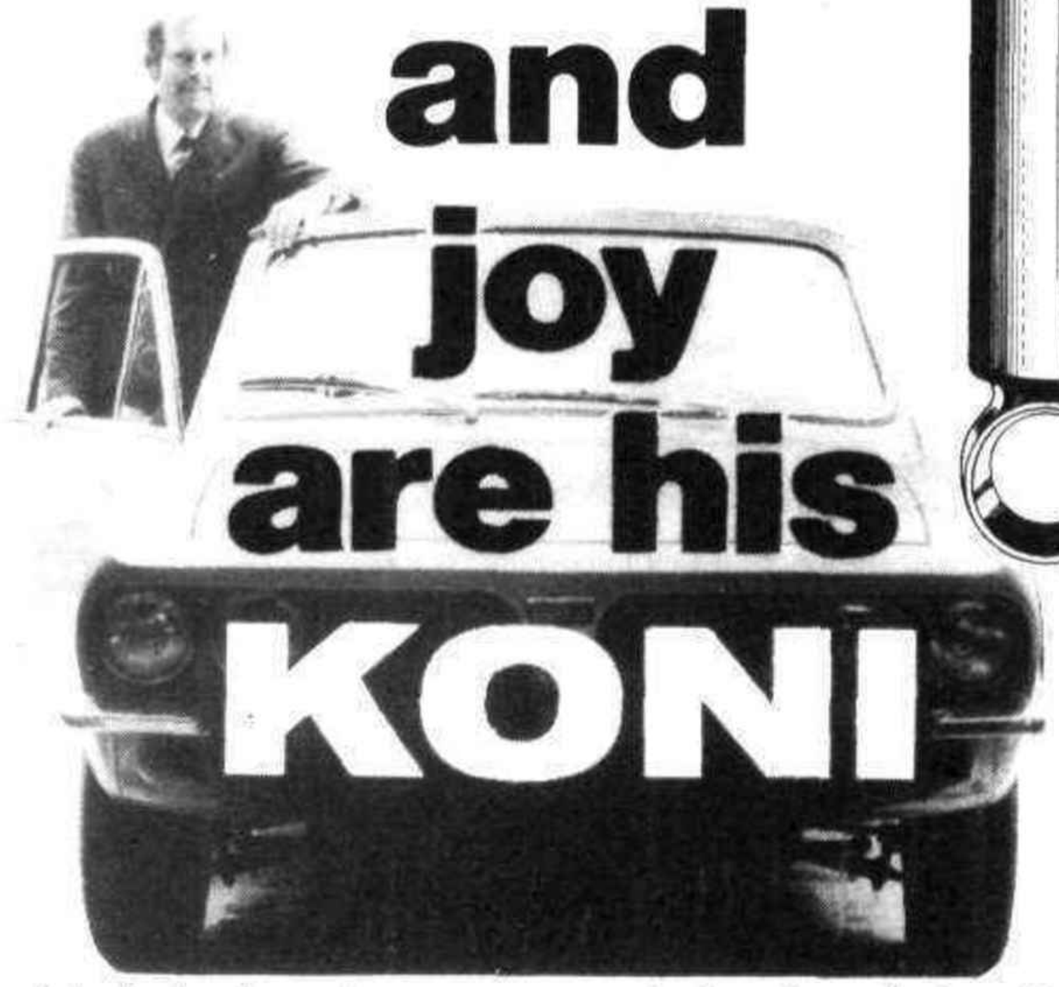
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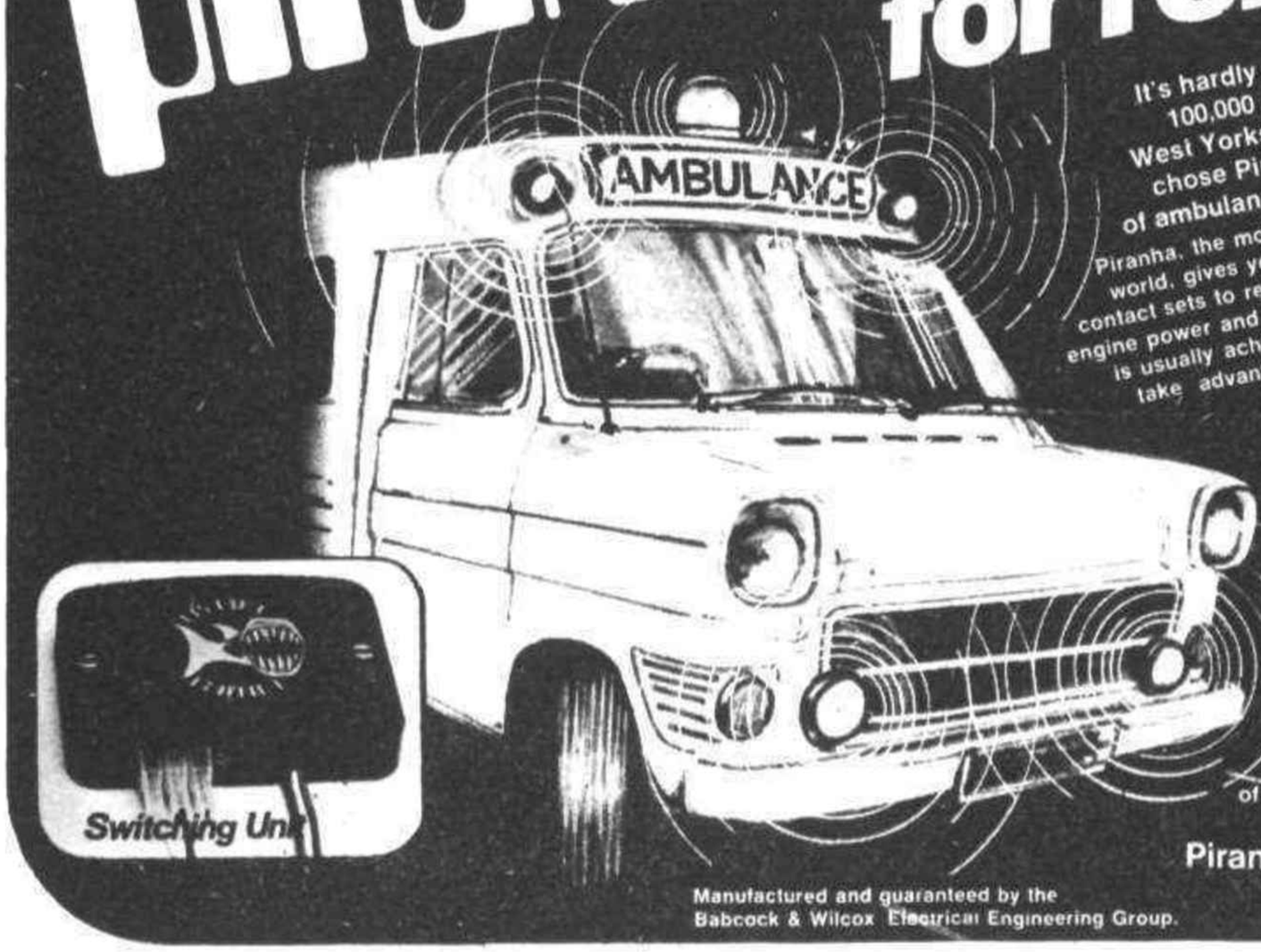


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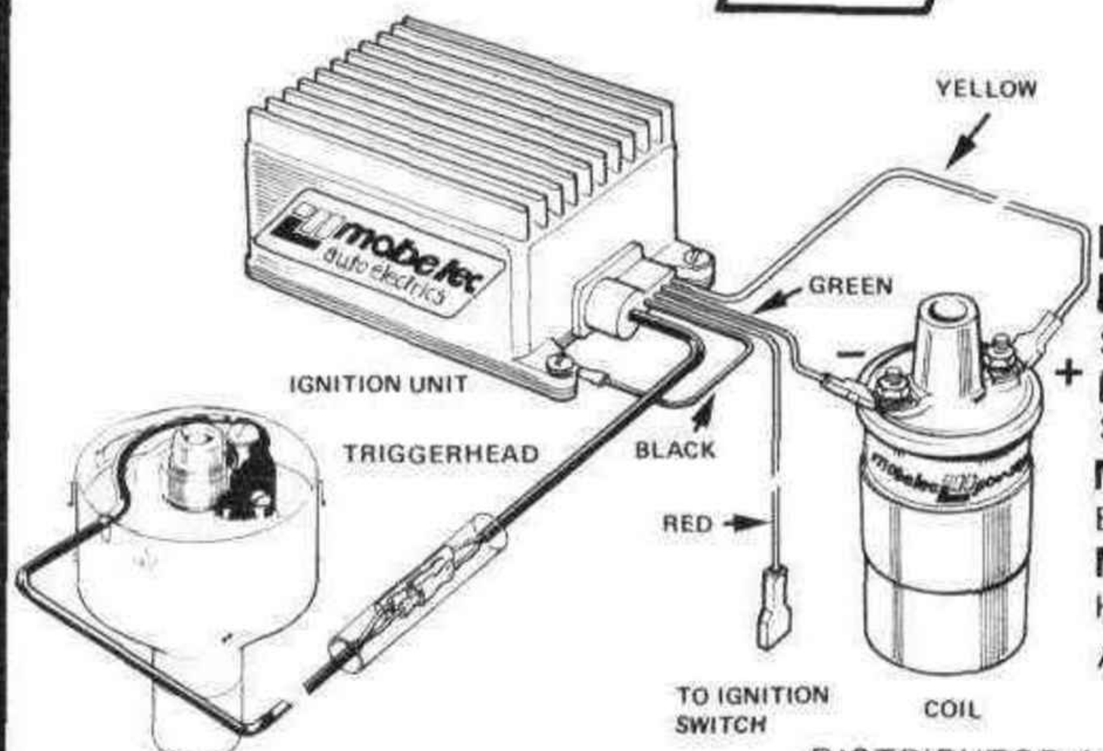
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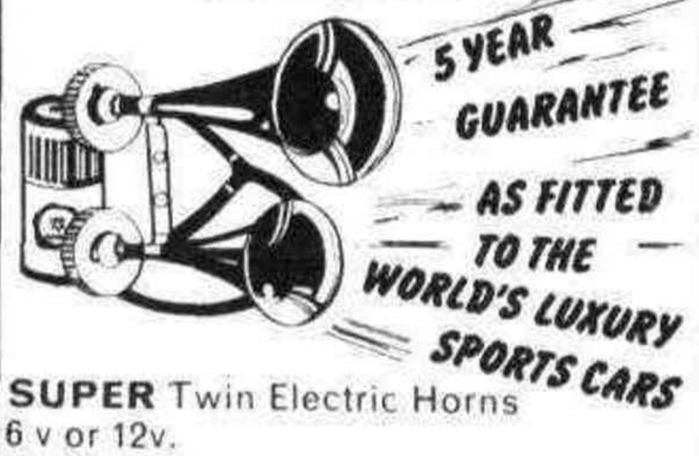
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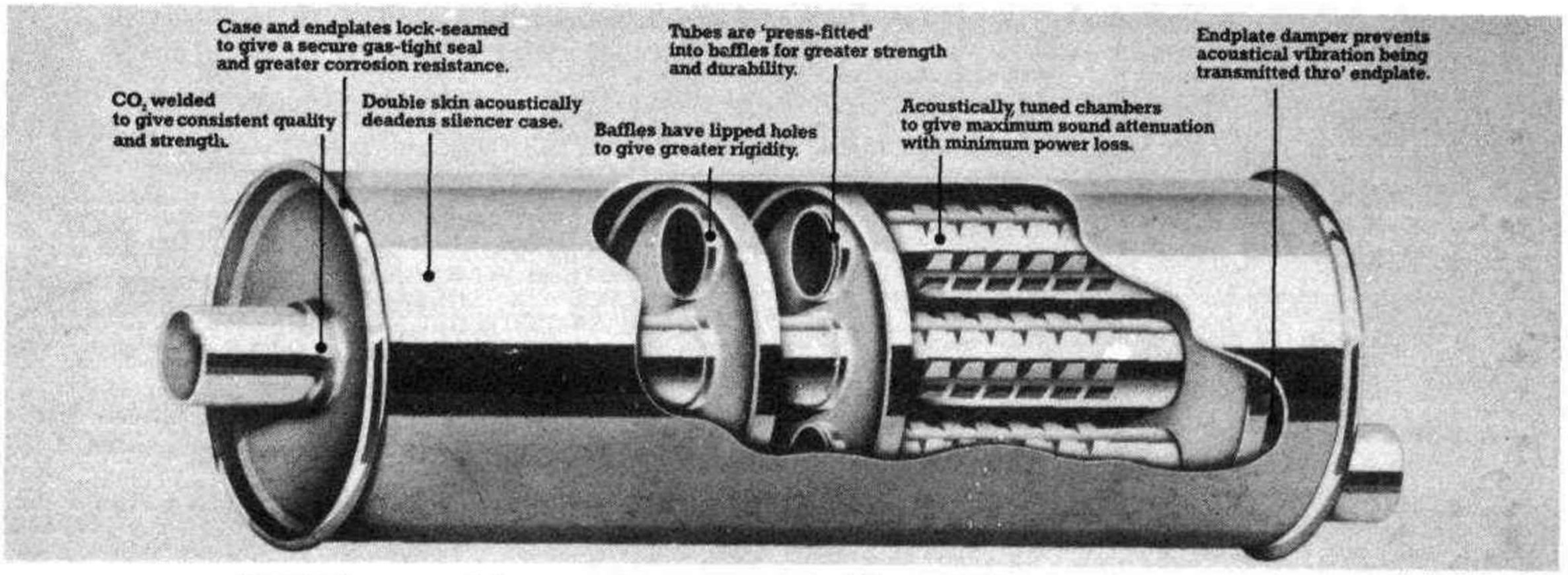
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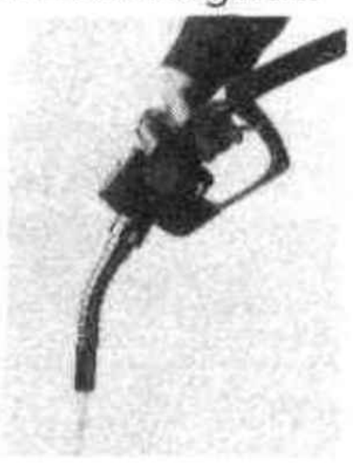


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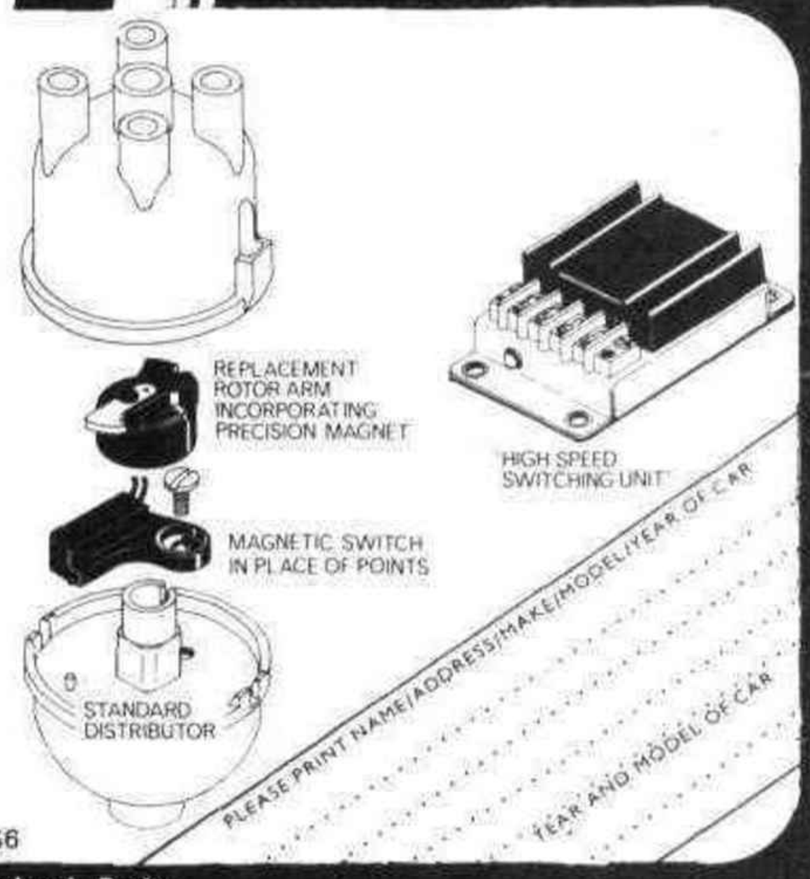
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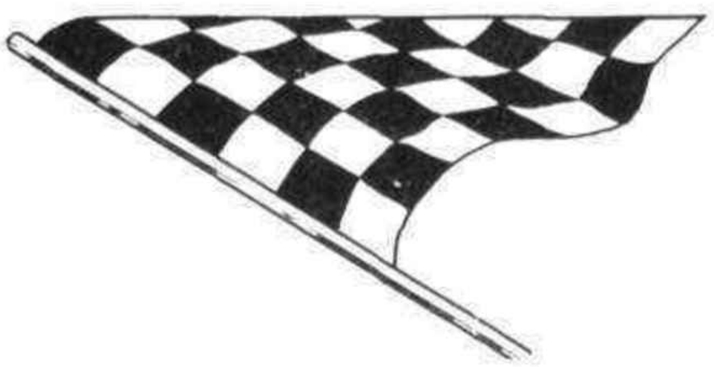
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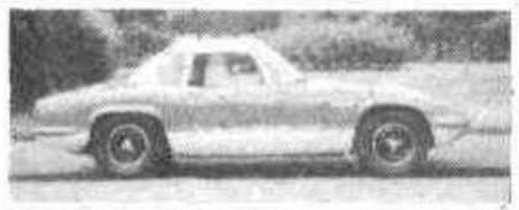
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1973 (Sept.) M TR6 roadster. White, o/drive, radio, 22,000 miles **£1,745**
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1973 (May) L TRIUMPH GT6. Sapphire Blue, radio, 26,000 miles **£1,475**
1973 (June) L TRIUMPH roadster. Sapphire Blue, radio, o/drive, 26,000 miles **£1,595**
1972 (April) K TRIUMPH TR6 roadster. Damson, o/drive, 38,000 miles **£1,295**
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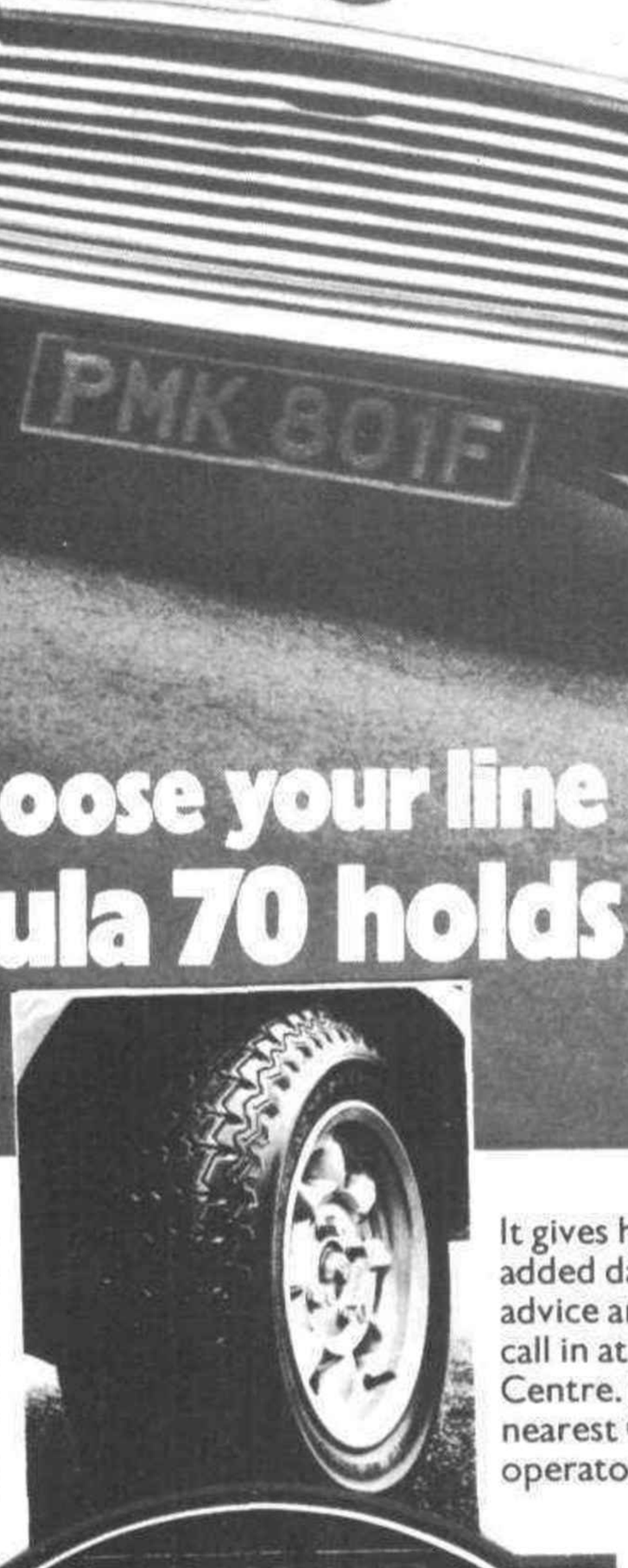
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The Graunchy Grippers

MOTOR SPORT

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FRONT COVER PICTURE: JAMES HUNT won the French Grand Prix at Paul Ricard fair and square for Marlboro-McLaren after both Ferraris had retired with broken engines, his rejoicing emphasised the following day when he was confirmed as winner of the disputed Spanish Grand Prix. Now Hunt finds his victory in the British Grand Prix at Brands Hatch a fortnight later disputed and again subject to an inquest.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ EIGHTY YEARS ON . . .

This year marks the 80th Anniversary of the Daimler Company, that manufacturer of the cars favoured for so many decades by the British Royal Family—luxury cars of the very highest order. Before the snide remark is made that Daimlers are only suitable for weddings and funerals we would remind you of the early competition cars, with lusty poppet-valve engines and chain-drive, of the Daimler saloons that actually raced, and without disgrace, at Silverstone after the war, and, of course, of the SP250 sports model.

It is fitting that this great British car should be remembered in its 80th year and to this end we are publishing next month a special colour feature, looking at a few of the earliest examples of the make to have survived. We also understand that the Herbert Art Gallery in Coventry, which is so good at this kind of thing—remember its Rover Gas Turbine Exhibition?—is suitably remembering this important British Anniversary. In preparing the MOTOR SPORT contribution to Daimler history we were assisted ably by Leyland Cars and it is very satisfactory to know that British Leyland has not turned its back on history, is indeed letting Tom Wheatcroft assemble some of its historic vehicles at his Donington Museum, vehicles that had been far too scattered and neglected for far too long. It is also highly satisfactory that the modern Daimler Double-Six is in every way a worthy successor to the older Daimlers, those dignified vintage sleeve-valve Double-Sixes in particular. The Daimler we used to round-up the ancient Daimlers we wished to describe and photograph for the September feature, with its splendid 5.3-litre V12 engine, its air-conditioning, and its smooth and effortless performance, represents value-for-money and motoring satisfaction of an order we defy any foreign makers to beat.



Nor is it only Daimler. British Leyland seem to have a winner in the new Rover 3500, as we explained to you last month. Capt. Mark Phillips, Lord Montagu, Raymond Mays and other discerning drivers are already using this well-thought-out British V8. Then there is the Triumph TR7 and now, in a different size and price class, we await the arrival for road-test of the new Ford Fiesta, which sounds a promising baby on first acquaintance (*see* page 911). This isn't the first front-wheel-drive car made by Ford, as some publicity reports insist, but it *is* the first car from Ford-of-Britain to be hauled along by its little front wheels and to be propelled by a transverse power-pack. How very proud Sir Alec Issigonis must feel, to find yet another Motor Manufacturing Giant copying the system that he perfected for the Morris Mini Minor, all those long years ago!

So here, in rapid succession, have arrived new British offerings, for those of you able to shop for new motor cars—the Rover 3500, the Triumph TR7, the Ford Fiesta. And Daimler, who started it all with those primitive, but practical and effective, solid-tyred, tiller-controlled, hot-tube-ignited, lofty horseless-carriages, originally powered by two-cylinder engines, all of 79 years ago (it took the newly-founded Coventry concern about a year to get into production) has today the splendid vee-12-cylinder Double-Six with overhead camshaft, Bosch/Lucas fuel-injection engine, a fine and fast motor-carriage, remarkably competitively priced, at from £8,072.

These new cars have come at a time when Britain's problems seem to be somewhat receding. We have been having fewer big strikes in the Motor Industry. We have begun to fight back against the might of Ferrari in Formula One racing, with the six-wheeled (4-2-0?) Tyrrells, which are proving that British innovations of a very technical nature *can* work. There is greater interest than ever in motor racing and in International rallying and if TV continues to ignore the racing, BBC Radio 2 gave us excellent coverage of the British GP. The old-car, indeed, the old-vehicle, movement is as alive as never before, with undiminished entries for most of the traditional competitions. If only we could rid ourselves of those unfair 50-m.p.h. and 60-m.p.h. speed limits that were foolishly imposed as fuel-saving restraints, an excuse long out-dated, we might well hold our heads high, as citizens of a motoring Nation.

Motor Sport Fixture List For August

★ Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list ★

C = Closed Event. CI = Closed Invitation Event. R = Restricted Event. N/Int. = National/International. INT = International.

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
July 30th/Aug. 1st	**Automobil Clubul Roman**	**Romania**	—	**Danube Rally (European Rally Championship) (INT)**	—
July 31st	Lancs. & Cheshire CC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
July 31st/Aug. 1st	Civil Service Motoring Assoc.	Blackmore Vale Filling Station	Shaftesbury	Civil Service Rally (*R*)	22.31
Aug. 1st	**AvD**	**Nurburgring**	**Germany**	**German Grand Prix (INT)**	—
Aug. 1st	**Autodromo Santamonica SpA**	**Misano**	**Italy**	**European GT Championship (INT)**	—
Aug. 1st	**BARC**	**Snetterton Circuit**	**Thetford, Norfolk**	**Race Meeting (European F5000 Championship) (INT)**	**14.00**
Aug. 1st	Nottingham Sports Car Club	Croft Autodrome	Darlington	Race Meeting (*R*)	14.30
Aug. 1st	MGCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.30
Aug. 1st	BRDC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	15.00
Aug. 1st	TEAC	Lydden Circuit	Canterbury, Kent	Race Meeting (*R*)	14.30
Aug. 1st	BRSCC (M)	Mallory Park Circuit	Kirkby Mallory, Leics.	Race Meeting (*C*)	14.00
Aug. 1st	Lothian CC	Knockhill Circuit	Dunfermline, Fife	Race Meeting	13.30
Aug. 1st	BARC (Y)	Stockton Farm, Harewood	Leeds	Montague Burton Trophy Speed-climb (*C*)	14.15
Aug. 7th	BMRMC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	14.00
Aug. 8th	**Anderstorp RC**	**Anderstorp**	**Sweden**	**World Sports Car Championship (INT)**	—
Aug. 8th	BARC	Thruxton Circuit	Andover, Hants.	Race Meeting (*R*)	14.00
Aug. 8th	Winchester & Dist. CC	Vicarage Farm, Fair Oak	Eastleigh, Hants.	Autocross (*R*)	13.30
Aug. 8th	BARC (Y)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.00
Aug. 13/15th	**Magyar Autoklub**	**Hungary**	—	**Taurus Rally (European Rally Championship) (INT)**	—
Aug. 14th	BARC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	13.30
Aug. 15th	**STMSC-Sektion Knittelfeld des Stamk**	**Osterreichring**	**Austria**	**Austrian Grand Prix (INT)**	—
Aug. 15th	BARC (SY)	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
Aug. 15th	BARC	Mallory Park Circuit	Kirkby Mallory, Leics.	Race Meeting (*R*)	14.00
Aug. 15th	TEAC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
Aug. 21st	ACC	Aintree Circuit	Liverpool	Race Meeting (*R*)	—
Aug. 21st/22nd	South Bucks MC	Hartford Motors, Seacourt Towers, West Way, Oxford	164/488064	Wendy Fair August Moon Rally (*R*)	22.30
Aug. 22nd	**MK Scandia**	**Mantorp Park**	**Sweden**	**World Championship for Makes (INT)**	—
Aug. 22nd	**CRDA**	**Mosport**	**Canada**	**World Sports Car Championship (INT)**	—
Aug. 22nd	Hagley & Dist. LCC	Loton Park	Alberbury	Guyson/BARC Hill-Climb (*R*)	12.15
Aug. 22nd	750 MC	Lydden Circuit	Canterbury, Kent	Race Meeting (*R*)	15.00
Aug. 22nd	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	—
Aug. 27/29th	**Automobile & Touring Club of Finland, Dist. Middle Finland**	—	—	**Rally of the 1,000 Lakes (World Rally Championship) (INT)**	—
Aug. 29th	**Stichting Autoraces Nederland**	**Zandvoort**	**Holland**	**Dutch Grand Prix (INT)**	—
Aug. 29th	BRSCC (M)	Mallory Park Circuit	Kirkby Mallory, Leics.	Race Meeting (*N*)	14.00
Aug. 29th	BARC	Thruxton Circuit	Andover, Hants.	Race Meeting (*R*)	14.00
Aug. 29th	VSCC	Cadwell Park Circuit	Louth, Lincs.	Race Meeting (*C*)	14.00
Aug. 29th	LCC	Knockhill Circuit	Dunfermline, Fife	Race Meeting (*R*)	13.45
Aug. 30th	**BRSCC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**Race Meeting (ShellSport 5000 European Championship) (INT)**	**14.30**
Aug. 30th	Surrey SMC	Burstow Lodge Farm, Smallfield	Horley, Surrey	Autocross (*R*)	14.00
Aug. 30th	BARC	Castle Combe Circuit	Chippenham, Wilts.	Race Meeting (*R*)	14.00
Aug. 30th	BRDC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	14.00
Aug. 30th	DDMC	Croft Autodrome	Darlington	Race Meeting (*R*)	—
Aug. 30th	LCCC	Longridge Circuit	Preston, Lancs.	Race Meeting (*R*)	13.00
Aug. 30th	SWAC	Llandow Circuit	Cowbridge, Gwent	Race Meeting (*R*)	14.00
Aug. 30th	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*C*)	14.00

Brooklands Reunion—1976

THE 8TH Annual Reunion of Brooklands drivers, flyers and riders organised by the Brooklands Society was held at the Track on Sunday, June 27th. Following on the success of last year, it was again an all-day affair, officially starting at 11 a.m. but as is usual at any of the Society's gatherings, members and their guests started arriving more than two hours before "opening time".

Due to the division of Brooklands caused by the sale of all the land west of the River Wey to Oyster Lane Properties Ltd., the programme had to be altered this year. The Vickers Gate, which is on the bridge which carries the Campbell Circuit over the river, is now the only way of getting from the Clubhouse and Members Hill side over to the Aerodrome side, so the old "tour" of the Track had to be modified. Since BAC have had to fill up all the Members Banking with jigs and other debris from the west side, members wishing to see this most interesting part of Brooklands had to do so on foot.

The cars collected in the Paddock made a splendid sight, the Multi-Union being the centre-piece, specially brought from Donington. Nearby were the Vauxhall-Villiers and the White Riley, the Straker-Squire, ex-Dobson ERA and Paul Grist's Strasbourg Sunbeam and, with owner just back from Le Mans, Alan de Cadenet's P3 Alfa Romeo. And the list would not be complete without mention of the Birkin single-seater Bentley and Ian Preston's Type 35B Bugatti and the Appleton Special with its twin rear wheels. Elsewhere was Jenks in the Riley-engined Joyce AC, Robbie Hewett in her Lagonda, and the splendidly re-built 1924 200-Mile Race Alvis.

The Test Hill was opened by T. A. S. O. Mathieson and Alan Hess in Dudley Gahagan's Type 57 Bugatti, to be followed by a host of other specially-chosen cars, bikes and three-wheelers, until a halt was called. The time had come to move over to the Aerodrome side for luncheon.

A first-class catering firm had laid on an excellent *table d'hote* meal or *à la carte*, and tables and chairs were laid out with table cloths in the old Hawker sheds. Here, also, was Edith Carlisle with her bar which, before being opened to all, was used as a committee room to entertain VIPs. Older members will remember Edith as mine-host for over 20 years at "The Hand and Spear". During and after lunch television cameras were filming various cars going round the top of the cleared Byfleet Banking. This was the first time this had been used since it was cleared for the making of the "Magpie Special" by Thames Television.—R.O.W-K.

Brighton Speed Trials

IT LOOKED as if the Brighton Speed Trials, over that historic Madeira Drive course which now measures a s.s. kilometre, and which was specially laid down for motor racing in 1905, might be discontinued, due to financial difficulties. Had this happened it would have been most regrettable, for not only is this the oldest British speed event, with Shelsley Walsh, to have survived, but it provides all the atmosphere of the old-time seaside sprint events, is excellent for settling personal arguments as to which car is faster of a pair, whether fully-equipped sports car or racing car, and it represents the top form of this class of the sport, with cars dispatched up the course in pairs. So we are glad to announce that Fribourg & Treyer, the tobacco people, are sponsoring this event, which will take place as usual, on September 11th.—W.B.

The Things They Say . . .

"Bill has helped organise the car for me from the makers. He works for their London agents. I love powerful cars and am used to handling them. This one will go up to 150 m.p.h."—Actress Sally Thomsett, telling the *Sunday Express* about a Morgan 4/4 she is taking on holiday. Either her boy friend, racing driver Bill Wykham, is a wizard tuner or Peter Morgan has omitted to tell us about his new super-fast 4/4 model.

The British Grand Prix

Well up to standard

Brands Hatch, July 18th

IF THERE is one thing that you must admire the British for, it is their consistency. Once they get hold of a good idea they do not let go of it easily, though some people think they tend to flog a good idea to death. During the nineteen-fifties and nineteen-sixties the British Grand Prix was held regularly, fluctuating from Silverstone to Aintree to Brands Hatch, but providing some good racing and some classic events in motor racing history. Although we have three major race-organising clubs in this country, at Grand Prix time they combine under the leadership of the Royal Automobile Club to jointly organise our *Grande Epreuve* which is known as the RAC British Grand Prix. Because the organisers are not very efficient businessmen the race invariably looked like being a financial loss, so help was sought from the world of successful big business, in the form of monetary support or financial guarantees in return for publicity. After a brief flirtation with the Wool Marketing Board the RAC made a deal with the John Player cigarette firm and changed the title of the race to the John Player Grand Prix. They also elicited support from the *Evening News* newspaper.

In 1970, what had been an interesting and exciting race, in which Jochen Rindt (Lotus) just beat Jack Brabham (Brabham) when the Australian's car ran short of fuel, was turned into a farce when the scrutineers proclaimed the rear aerofoil on the Lotus was above the regulation height (this measuring nonsense went on that long ago and is still not resolved satisfactorily). Rindt was disqualified and then the arguments began. After four hours of comic opera the decision was reversed and Rindt was re-instated as the winner. The measuring was done by a tape measure with the car standing on a piece of rough concrete! We had moved from the "swinging sixties" into the "sordid seventies".

From then on the RAC British Grand Prix never looked back. The simple old-fashioned races were out and a new era of "entertainment" was substituted. In 1971 the race went to Silverstone with sponsorship from the British Wool industry and rather than wait until the end of the race to "jazz things up a bit" the starting flag was mis-handled and in the confusion Oliver and Hill were eliminated by a collision and Regazzoni was reprimanded later for anticipating the start. With two controversial events under their belt the RAC rested on their laurels for 1972 and we had a nice old-fashioned race at Brands Hatch, but by this time people wanted "spectaculars" or "extravaganzas", not old-fashioned motor races. The 1973 event went down in history. It was the occasion when Scheckter spun his McLaren at Woodcote at the end of the first lap causing one of the biggest multiple-car crashes ever seen, and the race had to be stopped and restarted again after the mess had been cleared up and some of the cars repaired. Back to Brands Hatch for 1974 and the event ended in complete confusion when Lauda



END OF THE ROAD?—James Hunt takes the flag in another farcical British GP.

(Ferrari) stopped for a wheel-change right at the end of the race and was then prevented from leaving the pit road. A real official bungle and the Scuderia Ferrari were very hot under the collar and made a protest to the FIA. Legal wrangling went on for weeks. 1975 was even better, for a deluge of rain threw the whole event into confusion, cars crashed all over the place and red flags were waved with complete abandon. It was total panic and the official results bore little resemblance to reality. The 1976 RAC British Grand Prix was well up to standard as a "spectacular"—as a Grand Prix it was another dismal farce, like too many this year.

Everything started off well on Friday morning for a very full entry was present and correct, assembled in a nice new exclusive paddock behind new and spacious pits built in the centre of the circuit. To accommodate this new layout the bottom straight and the old South Bank Curve had been completely altered and renamed, and these track changes, along with modifications to Paddock Bend had been finished in time for the Race of Champions earlier in the year. The new pits and paddock were in use for the first time. A National innovation this year was the holding of the race on Sunday, instead of the traditional Saturday, and in consequence practice was held on Friday and Saturday. There were thirty drivers competing for twenty-six places on the starting grid, among them two lady drivers, Divina Galica and Lella Lombardi, but in the present fast company they had little hope of getting anywhere, though the first named made a very creditable showing.

With the season over half-way through a certain pattern can now be expected to develop during practice and there were little deviations from it. Lauda, Hunt, Regazzoni, Depailler and Scheckter were the natural front-runners, with Andretti, Amon and Peterson maintaining their more recent form. Missing from this front group was Laffite with the Ligier, the swarthy Frenchman finding the car quite a handful as his only previous Brands Hatch experience was with a Formula Three car. After their encouraging showing in the French Grand Prix the Brabham-Alfa Romeos returned to the grey mass in the middle of the field, but Merzario shone briefly, getting his March to the fore-front of this lot. During the hour and a half in the morning the pace was close but not very fast, with Hunt making fastest time in 1 min. 22.10 sec. With him in this top bracket were Scheckter, Regazzoni, Lauda, Peterson and Andretti. During the hour after lunch things speeded up and times in the 1 min. 20 sec.-bracket were the order of the day, with Hunt still the fastest with 1 min. 20.39 sec., but now Lauda was right behind him with 1 min. 20.50 sec., and Peterson did 1 min. 20.64 sec., these three being in a class of their own. Before Scheckter became competitive he put himself out of the running by crashing his six-wheeled Tyrrell at Dingle Dell. He continued practice in his old 007 four-wheeled Tyrrell and was still faster than a lot of other drivers. Brambilla was frustrated from having a go by electrical problems in his orange March, but Merzario was excelling himself with the white March.

During the untimed practice on Saturday morning, with the weather still fine and a huge crowd in attendance, Lauda tried out the spare Ferrari, and Andretti tried the new Lotus. The Tyrrell lads had beaten Project 34/3 straight for Scheckter, and everyone seemed set for the final hour of timed practice, in do-or-die attempts to hold good grid positions, improve bad ones, or merely avoid being left out altogether. The elite really "turned up the wick" and Lauda took pole position with 1 min. 19.35 sec., with Hunt very close behind with 1 min. 19.41 sec. and both had their eyes on Andretti in the Lotus 77 who was with them with 1 min. 19.76 sec. Depailler was in his usual great form, even though he was suffering from a throat infection, and was given 1 min. 19.88 sec. by the official timekeepers. At this point, what was brewing up into a really good motor-race began to slip down into the farce that everyone has come to expect of the British Grand Prix. Race communications and the information service had been revamped and while it had not been good on Friday, it now deteriorated rapidly and shortcomings in the system began to show up.

While a 1 min. 19 sec. bracket lap was for the elite, there was a very large bunch of real hard-triers in the 1 min. 20 sec.-bracket and eight-and-a-half-tenths of a second covered a dozen cars, for the pace really hotted up and left the tail-enders rather breathless. The Ligier cracked a rear suspension mounting bracket and Laffite had to use the earlier car, and Nilsson had engine trouble and had to use the latest Lotus 77, making a very competitive

time with it. Andretti was all charged up to do "a real flyer" near the end of the session, with specially bedded-in tyres on his Lotus, when he got a puncture so he could not improve on his 1 min. 19.76 sec. The regular tail-enders were going almost as fast as the Aces had gone in the first practice session, in their efforts to stay in the picture and when all the excitement and pandemonium had subsided it was seen that Ickx, Galica, Wilds and Lombardi had failed to make a place on the grid. Many people were convinced that there must be something radically wrong with Harvey Postlethwaite's 1976 design for Frank Williams, especially those who have seen Jacky Ickx in action with the Porsche 935 and 936 cars.

A statement appeared from Race Control that Stuck had infringed Article 19(D)—whatever that was—and his practice time should read 1 min. 21.49 sec., but almost immediately this announcement was withdrawn and he reverted to 1 min. 21.20 sec.! The time-keepers sent out a provisional list of times which were neatly hand-written, giving Depailler with 1 min. 19.88 sec. and these were subsequently typed out and photo-stated. When the grid was published Depailler was noted as having a best time of 1 min. 20.15 sec., without any explanation. Lauda had chosen to start from the left side of the track, as is permitted to the man on pole position, but the grid had been drawn up with the rest of the runners the wrong way round. Quite late on race morning another grid was published reversing the positions of all those behind Lauda and Hunt! The comedy was well under way.

However, we still had the makings of a very good race, with Hunt alongside Lauda on the front row, Andretti and Regazzoni behind them, then Depailler and Amon, Peterson and Scheckter. Before lunch on Sunday there was a "warm-up, test-session" and the weather was getting really warm after a hesitant, misty start to the morning. An enormous crowd, estimated at 77,000, packed the Stadium to capacity as the drivers made their final checks on performance. Lauda tried a searing practice start on the bottom straight, and Hunt did likewise, but the McLaren clutch could not take it and the gearbox was hurriedly pulled off and a new clutch installed ready for the race. Pace's Alfa Romeo engine did itself an internal mischief so the car was abandoned and the Brabham mechanics hurriedly prepared the spare car ready for the race, it never having been run during practice. Peterson's Cosworth engine died with an electrical fault, and rather than waste time trying to find the trouble his mechanics set-to and changed the entire engine. Scheckter's Tyrrell six-wheeler also died with electrical failure, but the Tyrrell mechanics methodically traced the fault and corrected it. Andretti's Cosworth engine was another to suffer electrical trouble and the Lotus had to be towed in at the end of the test-session, while Nilsson's Lotus needed its clutch operating hydraulic system to be bled. The Ferrari team seemed to be taking extra care over filling their oil systems and the whole scene was boiling up nicely towards a tense and dramatic race. The start was not due until 3 p.m., so in the mean-time there were supporting races, demonstrations, parade laps and flying displays to keep the waiting thousands happy.

It was a beautiful afternoon as the twenty-six cars were driven round to the starting grid and there was a keen sense of urgency in the air, but we should have known it was all too good to be true. They all did a warm-up lap and then with 26 × 470 horsepower on full song the new starting lights turned to green and the British Grand Prix was on. But not for long.

Lauda made his usual superb getaway, while Hunt bogged down slightly, just enough to allow Regazzoni to dart past and the two Ferraris were virtually side by side as they arrived at Paddock Bend. Unbelievably, there was a coming-together of the two red cars and one of Lauda's offside wheels ripped into the nearside of Regazzoni's car, tearing off the fibreglass fairing over the side radiator and splitting open the aluminium water pipe that runs from the left-hand cylinder-head round the corner of the monocoque, forward into the water radiator, allowing a gusher of green coolant to spurt out. Worse than this was that the "nudge" put Regazzoni's car into a 180-deg. slide and there he was face-to-face with Hunt's McLaren. For agonising moments, Hunt seemed as if he was going to avoid the sliding Ferrari, but then the McLaren was launched up into the air as it rode over the Ferrari's offside wheels. For a brief moment the whole of the underside of the McLaren was clearly visible to viewers on the inside of Paddock Bend and it seemed that it must roll completely over, but it did not, and crashed back onto its wheels, with the right front steering arm broken. Meanwhile Lauda had gone on and everyone else was dodging about all over the place, Stuck's March diving across the grass on the infield in the *melée*. When the dust settled everyone had gone, including Regazzoni and Hunt, and only the unfortunate Ligier was left, rammed into the bank on the outside of the bend and well out of the way, the driver quite unhurt.

The whole affair had looked catastrophic, but had proved to be completely harmless, with only three cars "*hors-de-combat*", but someone flapped and pressed the "panic button" and the British Grand Prix, for the second year in succession, was stopped by the official Red Flag. Lauda, Depailler, Andretti, Scheckter, Peterson and Brambilla all started their second lap and "tippy-toed" their way through the dust and stones and water at the scene of the accident before being flagged-off. Regazzoni had driven his water-less car back to the pits, but Hunt had only got as far as the bottom straight, where he was brought in through the back gate into the paddock.

An official announcement was made that the race would be restarted in accordance with Article 23 of the general prescriptions of the FIA. This is a long-winded account of what to do, written in the Red Pages of the FIA Yellow Yearbook, the weighty tome that is packed full of rules and regulations governing International Motor Sport. After nearly 30 minutes it was officially announced that the race would restart as if the first lap had not occurred. However, no car would be allowed to restart that did not complete the first lap, even if it finished that first lap by going into the pits. In addition it was stated that no Training cars would be allowed to start the race. The grid would be as before with gaps for those cars that did not complete the first lap and the full 76 laps would be covered. This all seemed reasonable enough, until the commentators announced to the public that it meant that Laffite, Regazzoni and Hunt would not be able to restart the race. The whole Stadium erupted with boos, cat-calls, whistles, shouts, and ended in a rythmic slow-hand clapping. The three teams concerned had already got their spare cars out on the grid and

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
1	N. Lauda	Ferrari 312T2/028—flat-12	1. 22.67	1. 20.50	**1. 19.35**
2	G. Regazzoni	Ferrari 312T2/027—flat-12	1. 22.40	1. 21.46	1. 20.05
3	J. Scheckter	Tyrrell P34/3-Cosworth V8	1. 22.15	1. 24.54	1. 20.31
4	P. Depailler	Tyrrell P34/2-Cosworth V8	1. 23.27	1. 21.55	1. 20.15
5	M. Andretti	Lotus 77/R1-Cosworth V8	1. 22.91	1. 21.09	1. 19.76
6	G. Nilsson	Lotus 77/R2-Cosworth V8	1. 24.29	1. 22.54	no time given
7	C. Reutemann	Brabham BT45/3-Alfa Romeo flat-12	1. 25.00	1. 22.93	1. 20.99
8	C. Pace	Brabham BT45/4-Alfa Romeo flat-12	1. 24.39	1. 22.45	1. 21.03
9	V. Brambilla	March 761/1-2-Cosworth V8	1. 23.63	1. 23.35	1. 20.36
10	R. Peterson	March 761/3-2-Cosworth V8	1. 22.72	1. 20.64	1. 20.29
11	J. Hunt	McLaren M23/6-Cosworth V8	**1. 22.10**	**1. 20.39**	1. 19.41
12	J. Mass	McLaren M23/9-Cosworth V8	1. 23.46	1. 21.47	1. 20.61
13	D. Galica	Surtees TS16/04-Cosworth V8	1. 28.95	1. 28.25	1. 25.24
16	T. Pryce	Shadow DN5/5B-Cosworth V8	1. 24.06	1. 23.22	1. 21.84
17	J-P. Jarier	Shadow DN5/4B-Cosworth V8	1. 26.46	1. 24.08	1. 22.72
18	B. Lunger	Surtees TS19/03-Cosworth V8	1. 24.69	1. 23.77	1. 21.30
19	A. Jones	Surtees TS19/02-Cosworth V8	1. 24.90	1. 22.88	1. 21.42
20	J. Ickx	Williams FW05/3-Cosworth V8	1. 25.76	1. 24.85	1. 23.32
21	M. Leclere	Williams FW05/2-Cosworth V8	NON-STARTER		
22	C. Amon	Ensign MN05-Cosworth V8	1. 23.59	1. 21.99	1. 20.27
24	H. Ertl	Hesketh 308/3-Cosworth V8	1. 26.34	1. 24.02	1. 22.75
25	G. Edwards	Hesketh 308/2-Cosworth V8	1. 25.43	1. 24.24	1. 22.76
26	J. Laffite	Ligier JS5/02-Matra V12	1. 23.75	1. 22.30	1. 20.67
28	J Watson	Penske PC4/01-Cosworth V8	1. 23.94	1. 21.68	1. 20.41
30	E Fittipaldi	Fittipaldi FD04/3-Cosworth V8	1. 26.08	1. 23.27	1. 22.06
31	I. Hoffman	Fittipaldi FD04/2-Cosworth V8	NON-STARTER		
32	R. Evans	Brabham BT44B/1-Cosworth V8	1. 25.29	1. 24.29	1. 22.47
33	L. Lombardi	Brabham BT44B/2-Cosworth V8	1. 27.08	1. 27.25	1. 27.69
34	H-J. Stuck	March 761/2-Cosworth V8	1. 24.06	1. 22.48	1. 21.20
35	A. Merzario	March 761/4-2-Cosworth V8	1. 25.63	1. 21.39	1. 20.32
38	H. Pescarolo	Surtees TS19/01-Cosworth V8	1. 28.05	1. 26.80	1. 22.76
40	M. Wilds	Shadow DN3B/5-Cosworth V8	no practice	1. 26.57	1. 25.66
1T	N. Lauda	Ferrari 312T2/026—flat-12	Used in Saturday untimed session only		
3T	J. Scheckter	Tyrrell 007/6-4-Cosworth V8	no practice	1. 22.97	no practice
5T	M. Andretti	Lotus 77/R3-Cosworth V8	Used in Saturday untimed session only		
6T	G. Nilsson	Lotus 77/R3-Cosworth V8	not used	not used	1. 20.67
7T	C. Reutemann	Brabham BT45/1-Alfa Romeo flat-12		not used	
11T	J. Hunt	McLaren M23/8-Cosworth V8		not used	
16T	T. Pryce	Shadow DN5/3A-Cosworth V8		not used	
20T	J. Ickx	Hesketh-Williams 308C/1-Cosworth V8		not used	
26T	J. Laffite	Ligier JS5/01-Matra V12	no practice	no practice	no time given
28T	J. Watson	Penske PC3/02-Cosworth V8		not used	
30T	E. Fittipaldi	Fittipaldi FD04/1-Cosworth V8		not used	

when they refused to accept the official statement there was uproar and chaos. The starting line, pits and race-control were a seething mass of argument and controversy and every move was transmitted to the 77,000 paying customers by the commentators. There must have been 50,000 James Hunt fans in the crowd and they made their support felt very strongly. Regazzoni must have had 10,000 followers, and Laffite a small group of patriotic French on Druids Hill. Every move in the argument was greeted by cheering or booing that must have been heard a long way off and all round the circuit the paying customers made it abundantly clear that they considered the rule book stupid and wished to see a motor race for all twenty-six drivers in any cars they could muster. While all this was going on the McLaren mechanics were feverishly repairing Hunt's damaged car and while the arguments and protests continued it was wheeled on to the front row to replace the Training car. This provoked renewed arguments for had the race been restarted after the prescribed 20 minutes in Article 23 the McLaren team would not have had time to repair their car. A state of dead-lock was fast approaching, with Regazzoni in the spare Ferrari, Laffite in the spare Ligier and Hunt in the repaired McLaren, all in position on the grid along with the other twenty-three competitors. There was no way out but to start the race again and continue the arguments afterwards, so once more everyone fired up their engines and set off on a warm-up lap, forming up once more on the dummy-grid. They moved up to the start-line, the lights signalled go and for the second time the 1976 British Grand Prix was under way.

This time the leaders got safely through Paddock Bend and it was the tail-enders who had an accident, and after some bumping and boring, Guy Edwards found himself stationary in a rather secondhand-looking Hesketh. Barely had this happened than there was another *melée* at Druids Hairpin and Depailler spun to rest and Stuck was off the track, but nobody pressed the "panic button" this time and the race continued, with Lauda leading Hunt, Regazzoni, Scheckter, Peterson, Brambilla, Amon, Watson, Nilsson, Merzario, Pace, Pryce and most of the rest. Andretti was in trouble with faulty ignition, Mass was in trouble with his clutch and Depailler had to stop to have his safety harness buckled up as he had undone it after his involvement at Druids Hairpin.

With the race only just started there were already three cars out and more to follow. The Ensign blew its engine up, and Andretti's electrical/ignition trouble got no better. The whole affair soon became a bit processional with Lauda slowly but surely pulling away from Hunt, who in turn was pulling away from Regazzoni. Although it was a lovely sunny afternoon enthusiasm for the race as such was flagging, for it was clear that the legal minds in the pits were at work on formulating protests about the whole conduct of the restart. Those like Tyrrell and Lotus who were completely absolved from the whole unhappy affair were particularly incensed at the mis-management and lack of power shown by the Stewards of the meeting. Within 10 laps Lauda and Hunt were out on their own, Regazzoni was leading Scheckter, Brambilla and Peterson; Merzario was on his own for Amon had retired and Watson had dropped right to the back of the field. Then came a motley collection comprising Nilsson, Pace, Pryce, Jones, Lunger, Jarier, Reutemann, Fittipaldi, Depailler and Laffite, the two Frenchmen driving hard to overtake people. The Marches of Brambilla and Peterson were wearing out their left front tyres, and soon had to stop for renewals and the main interest lay in the groups who seemed to be held up by the Brabham-Alfa Romeos, which looked at their worst on the twisty Brands Hatch circuit.

Hunt could do nothing about Lauda, but luck was on his side for the second time this day, for the gearchange on the Ferrari was showing signs of malfunctioning and the movement was getting very stiff and slow in consequence. In addition Lauda was finding that continual struggling with the lever was wearing him out physically. In the second-place McLaren there was a similar situation, for in the first-race accident Hunt had banged his right thumb badly and it was now proving painful to change gear. Regazzoni was going well, considering he had not driven this particular Ferrari before and Scheckter was holding fourth place. Hunt was doing his utmost and was hanging on grimly neither losing ground nor gaining any on the leading Ferrari, and this went on until Lauda began to lap the mid-field runners, when his troublesome gear-change was causing him embarrassment while trying to overtake. This allowed Hunt to close up dramatically and by half-distance he was within striking distance of the Ferrari, even though there was ominous-looking smoke appearing out of the back of the McLaren. Within a couple of laps the red-and-white McLaren was on the tail of the Ferrari, looking for a way by, but Lauda was not giving in easily. On lap 44 Hunt almost took the Ferrari as they went into Druids and the McLaren driver knew he had the race in his grasp. Next time round he made his move and was by, almost before the partisan crowd had time to realise he had done it. Accompanied by a sea of cheering and waving fans, Hunt pulled away into a commanding lead, the dejected Lauda easing right off as he was well ahead of Scheckter in third place. While this had been happening Regazzoni saw the oil pressure on his Ferrari engine sag dangerously and he stopped before the engine blew up and as Laffite had retired shortly before when the old Ligier suffered a cracked rear suspension bracket, like the new car had in practice, the decision of the Stewards to exclude them from the results for using Training cars, was rather pointless.

The only serious racing going on was a scrap between Nilsson and Pryce and as cars fell by the wayside what had begun as a pleasant little private battle, turned into something important as they were battling for fourth place overall, even though Hunt was about to lap them. Both of the Alfa Romeos went sick, Reutemann stopping when hot oil leaked into the cockpit, Merzario's brave run in fifth place had ended with a broken drive-shaft, Brambilla had had a stupid collision with Peterson, and Depailler's engine blew up. After being delayed by a spin off the track and a pit stop to have a new nose-cone fitted, Watson had driven valiantly to regain ground and had fought his way up to the Nilsson/Pryce battle, and at 64 laps he got between them, but then his engine went rough and he could climb no higher. He inherited fourth place when Nilsson's race ended with a broken piston, but was a lap down on the leaders.

The whole affair ground to a halt after 76 laps but most people seemed to sense that the result was not as simple as it appeared and sure enough protests were handed in to the Stewards by Ferrari, Tyrrell and Fittipaldi. After a long discussion, during which time those who stayed behind were entertained by Chris Barber and his Jazz Band, the Stewards finally announced that Hunt would not be excluded from the results, because ". . . he was still proceeding in a forward direction when the (first) race was stopped". This does not tie in with the statement after the accident which said "No car will be allowed to restart that did not complete the first lap". Needless to say the protestors were not satisfied with the decision and went off to consult higher authority; so another 1976 Grand Prix ended on an unsatisfactory note. Hunt's win was something of a hollow one and legally still in some doubt, but he *did*

STARTING GRID

1 N. Lauda (*Ferrari—flat-12*) 312T2/028 1 min. 19.35 sec.	11 J. Hunt (*McLaren-Cosworth V8*) M23/6 1 min. 19.41 sec.
5 M. Andretti (*Lotus-Cosworth V8*) 77/R1 1 min. 19.76 sec.	2 G. Regazzoni (*Ferrari—flat-12*) 312T2/027 1 min. 20.05 sec.
4 P. Depailler (*Tyrrell-Cosworth V8*) P34/2 1 min. 20.15 sec.	22 C. Amon (*Ensign-Cosworth V8*) MN05 1 min. 20.27 sec.
10 R. Peterson (*March-Cosworth V8*) 761/3-2 1 min. 20.29 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) P34/3 1 min. 20.31 sec.
35 A. Merzario (*March-Cosworth V8*) 761/4-2 1 min. 20.32 sec.	9 V. Brambilla (*March-Cosworth V8*) 761/1-2 1 min. 20.36 sec.
28 J. Watson (*Penske-Cosworth V8*) PC4/01 1 min. 20.41 sec.	12 J. Mass (*McLaren-Cosworth V8*) M23/9 1 min. 20.61 sec.
26 J. Laffite (*Ligier-Matra V12*) JS5/02 1 min. 20.67 sec.	6 G. Nilsson (*Lotus-Cosworth V8*) 77/R2 1 min. 20.67 sec.*
7 C. Reutemann (*Brabham-Alfa Romeo flat-12*) BT45/3 1 min. 20.99 sec.	8 C. Pace (*Brabham-Alfa Romeo flat-12*) BT45/1 1 min. 21.03 sec.†
34 H-J. Stuck (*March-Cosworth V8*) 761/2 1 min. 21.20 sec.	18 B. Lunger (*Surtees-Cosworth V8*) TS19/03 1 min. 21.30 sec.
19 A. Jones (*Surtees-Cosworth V8*) TS19/02 1 min. 21.42 sec.	16 T. Pryce (*Shadow-Cosworth V8*) DN5/5B 1 min. 21.84 sec.
30 E. Fittipaldi (*Fittipaldi-Cosworth V8*) FD04/3 1 min. 22.06 sec.	32 R. Evans (*Brabham-Cosworth V8*) BT44B/1 1 min. 22.47 sec.
24 H. Ertl (*Hesketh-Cosworth V8*) 308/3 1 min. 22.75 sec.	17‡ J-P. Jarier (*Shadow-Cosworth V8*) DN5/4B 1 min. 22.72 sec.
25 G. Edwards (*Hesketh-Cosworth V8*) 308/2 1 min. 22.76 sec.	38 H. Pescarolo (*Surtees-Cosworth V8*) TS19/01 1 min. 22.76 sec.

* No. 6 did this time in car number Lotus 77/R3.
† No. 8 did this time in car number Brabham BT45/4.
‡ This row was lined up the wrong way round to the official grid.

Did not qualify :

20	J. Ickx (Williams FW05/3)	1 min. 23.32 sec.
13	D. Galica (Surtees TS16/04)	1 min. 25.24 sec.
40	M. Wilds (Shadow DN3B/5)	1 min. 25.66 sec.
33	L. Lombardi (Brabham BT44B/2)	1 min. 27.08 sec.

finish first in the RAC British Grand Prix which ended in dispute, but that is something we have come to expect in the nineteen-seventies.

If the FIA refuse to allow the RAC to run another Grand Prix on the grounds of incompetence, you could hardly blame them, but it will be a great shame for they certainly put on some splendid entertainment, even if they cannot organise a motor race. It cannot all be bad luck; some of it must be bad judgement.

D.S.J.

Results :

THE BRITISH GRAND PRIX—Formula One—76 Laps—Brands Hatch—4.20 Kilometres per Lap 319.2 Kilometres—Warm

1st :	J. Hunt (McLaren M23/6)	1 hr. 43 min. 27.61 sec.	115.19 m.p.h. (185.380 k.p.h.)
2nd:	N. Lauda (Ferrari 312T2/028)	1 hr. 44 min. 19.66 sec.	
3rd:	J. Scheckter (Tyrrell P34/3)	1 hr. 44 min. 35.84 sec.	
4th:	J. Watson (Penske PC4/01)	1 lap behind	
5th:	T. Pryce (Shadow DN5/58)	1 lap behind	
6th:	A. Jones (Surtees TS19/02)	1 lap behind	
7th:	E. Fittipaldi (Fittipaldi FD04/3)	2 laps behind	
8th:	H. Ertl (Hesketh 308/3)	3 laps behind	
9th:	C. Pace (Brabham BT45/1)	3 laps behind	
10th:	J-P. Jarier (Shadow DN5/4B)	6 laps behind	

Fastest Lap : J. Hunt (McLaren M23/6) on lap 44, in 1 min. 19.82 sec.—117.88 m.p.h. (189.71 k.p.h.).

Retirements : G. Edwards (Hesketh 308/2) accident, on lap 1; H-J. Stuck (March 761/2) accident, on lap 1; J. Mass (McLaren M23/9) clutch failure, on lap 2; M. Andretti (Lotus 77/R1) electrical trouble, on lap 5; C. Amon (Ensign MN05) engine trouble, on lap 9; H. Pescarolo (Surtees TS19/01) fuel pressure failure, on lap 17; V. Brambilla (March 761/1-2) collision damage, on lap 23; R. Evans (Brabham BT44B/1) gearbox trouble, on lap 25; J. Laffite (Ligier JS5/01) rear suspension failure, on lap 32; G. Regazzoni (Ferrari 312T2/026) oil pressure failure, on lap 37; A. Merzario (March 761/4-2) drive-shaft failure, on lap 40; C. Reutemann (Brabham BT45/3) oil leak, on lap 47; P. Depailler (Tyrrell P34/2) engine failure, on lap 48; B. Lunger (Surtees TS19/03) gearbox trouble, on lap 56; R. Peterson (March 761/3-2) electrical trouble, on lap 61; G. Nilsson (Lotus 77/R2) engine failure, on lap 68.

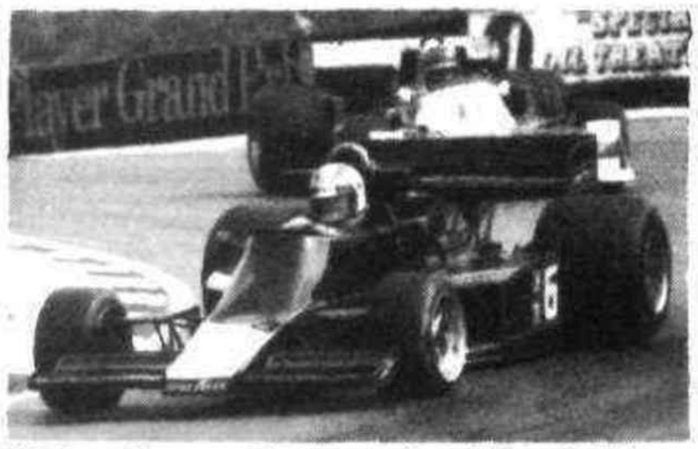
26 *starters* — 10 *finishers.*

NB.—J. Laffite (Ligier JS5/01) and G. Regazzoni (Ferrari 312T2/026) were excluded from the results as their cars were "Training" vehicles used for the second start.

Notes on the Cars at Brands Hatch

THERE WERE a couple of new cars in the paddock as distinct from new designs, when practice started for the Grand Prix at Brands Hatch. Niki Lauda had a brand new Ferrari, number 028 in the 312T2 series. It did not differ from his previous car, the successful 026, though the monocoque was a fraction lighter, having been constructed in a similar vein to 027 the car being used by Regazzoni. Lauda's old car was retained as the team spare. When the cars were dismantled after the disastrous French GP at Paul Ricard, both engines were found to have broken crankshafts, as suspected. A flange is pressed on to the front of the crankshaft, to take the drive to the ignition unit and other accessories, and it seems that the interference fit for this pressed-on flange may have been in error and started infinitesimal cracks which soon grew as the engine ran. One of the practice engines was found to have cracks in the crankshaft at this point, though it had not broken. A new Brabham-Alfa Romeo was also making its debut, this being BT45/4, which was fractionally lighter and entrusted to Carlos Pace. The continual search for saving weight must depress designers when they look at Reutemann and Merzario side-by-side. A whole season of development would not save the difference in the personal weight of two such drivers. Reutemann took over Pace's old car, BT45/3 and the original car BT45/1 was the team spare.

In the Tyrrell team there were signs of new suspension links on the front of the P34 cars, Scheckter and Depailler having their usual six-wheelers and their old four-wheelers for standby. On P34/3, driven by Scheckter, the cockpit side Perspex windows had been greatly enlarged, so that we could look in! When Scheckter's Cosworth engine was dismantled after the French GP the remains of two valves were found jammed up in the ports, a one-in-a-thousand chance. Normally if a valve breaks the head drops down and either the piston smashes itself against it or punches the head out through the side of a cylinder liner. When Scheckter's engine went



"John Player cigarette advertising had been removed. . . ." Nilsson at work ahead of compatriot Peterson's March.

on to seven cylinders during the race the first reaction was "a broken valve", but as this usually results in an impressive blow-up if the driver doesn't switch off immediately, no-one could believe this to be the trouble as the engine continued to run for a long time on seven cylinders. When the cylinder head was removed the broken valves were viewed almost with disbelief.

The latest Lotus 77, which is JPS14 in the tobacco series, or R3 in the 77 series, was repaired once again; however, all three Team Lotus cars now looked very sombre for all the John Player cigarette advertising had been removed from the cars by a decision from the tobacco firm's management (Government pressure?). It had been crashed in private testing when the suspension broke, and had almost broken in two at Paul Ricard when the lower engine mountings had failed. It now had a single oil radiator in the "winkle-picker" nose instead of the twin coolers mounted in the rear, and this new radiator was mounted almost horizontally with the air entering underneath and existing above. It was nominated as Andretti's spare car, while he drove 77/R1 and Nilsson drove 77/R2. Confusing to anyone who was not good at reading numbers was the sight of the Ensign painted in National City Bank colours to look like a Penske. After financing Peterson's works March in Sweden the American bankers were putting some money into Morris Nunn's family kitty in exchange for painting the Ensign in their colours of white, blue and red. After Patrick Neve had driven the car into last place in the French race there was not too much to do before the British GP and everyone was pleased to see Chris Amon back at the wheel. The number one National City Bank team was still the Penske outfit, happy after the way Watson had gone in France, but unhappy about their careless mistake in their checking of the rear aerofoil adjustment, but protesting their exclusion none-the-less. They were still running their new car, with "winkle-picker" nose and side fins and had PC3/02 as a spare.

On the eve of releasing news of the new McLaren M26, the Colnbrook team had their usual three cars for Hunt and Mass. The M26 is a cautious and logical development of the M23, rather like Ferrari progressed from the 312T1 to the T2. Apart from getting the balance of adjustments on the wrong foot after the Spanish Grand Prix disqualification, the M23, especially in the hands of James Hunt, has always been competitive so there is no point in charging off at a tangent in design, with anything radical like five wheels or front engine. The M26 has an improved monocoque construction using a "sandwich" material rather than single sheets, and retains the successful things like the 6-speed gearbox, the compressed-air starter and the tiny motorcycle-type battery.

In the Fittipaldi team there was an air of despair once again, after a brief moment of hope, and they scrubbed the entry for Ingo Hoffman as it was felt to be a waste of effort as things stood at the moment. Another team to cut its losses was the Wolf-Williams set-up, the vast quantity of money and material not being justified on two drivers who were not certain of qualifying for the race. In consequence only one car was entered, this being the newest of the Postlethwaite-designed trio, FW05/3 with Ickx as the sole driver. The original Hesketh 308C/1 was there as a spare. The new car was using rubber-suspension, Postlethwaite not abandoning the idea completely. The RAM-Brabham team of John Macdonald had undergone a driver shuffle and a monetary one, and after some "negotiations" involving the Brands Hatch management, Bob Evans was in BT44B/1 and Lella Lombardi was in BT44B/2, the former driver for practical reasons as a yardstick by which to judge the previous performances of Kessel and Neve, and the lady driver by reason of money from her sponsors Lavazza Coffee. To try and make some improvements to what are basically 1975 cars, Mike Pilbeam the ex-BRM designer was helping out in the RAM team.

Brands Hatch was very new to the Ligier team, though they had taken advantage of a Goodyear tyre-testing session earlier in the season, and they were running their new car JS5/02 for Jacques Laffite, with the original car as stand-by. The two March teams were unchanged, having had an accident-free French GP and at times it would appear that the cars spend more time in the paint-shop than in the racing-shop as Max Mosley juggles with "deals", "sponsors", "advertisers" and other people's money.

The rest of the runners were unchanged from previous races though there were two additions to the tail of the entry. There was the yellow Surtees TS16 of Miss Divina Galica, and the red Shadow DN3 of Mike Wilds, both these being escapees from British National Formula 5000 racing having a dabble in professional Formula One.—D.S.J.

GOODYEAR The Choice of Champions.



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GOODYEAR G800+S. Supersteel.

The Grand Prix Scene

I DO NOT normally take the halfway stage in a Grand Prix season as being significant enough to call for a review or a re-cap, but the way things have been going so far I can only hope that the halfway point will call a stop to a lot of nonsense that has been giving Formula One a chequered name. In 1975 we had a pretty shambolic season due to rain upsetting people's equilibrium and two races were stopped prematurely by use of the red flag in what could only be described as "panic measures". In the past we have had unhappy seasons attributed to "tyre problems" or "mechanical problems" but so far this year it has been a case of "legal problems" with Formula One constructors advising on the making of new rules, then making a song and dance about the implementing of the rules and finally suffering the indignity of "being caught cheating", whether deliberate or not being quite beside the point. Not so long ago the driver and car first past the chequered flag was the winner, but now that the rule-makers have got their teeth into Formula One the chequered flag and the finish of the race are of little significance. Cars are impounded in a most undignified and childish manner, tape measures and gauges are applied and an hour or two after the race has ended it is announced that the first car past the chequered flag is legal or is not legal, and can either be considered the winner or is disqualified. The whole affair to my mind is sordid and degrading and very unsatisfactory, encouraging a loss of faith in the credibility of Grand Prix racing and reflecting very badly on the engineering integrity of the constructors and designers of Formula One cars.

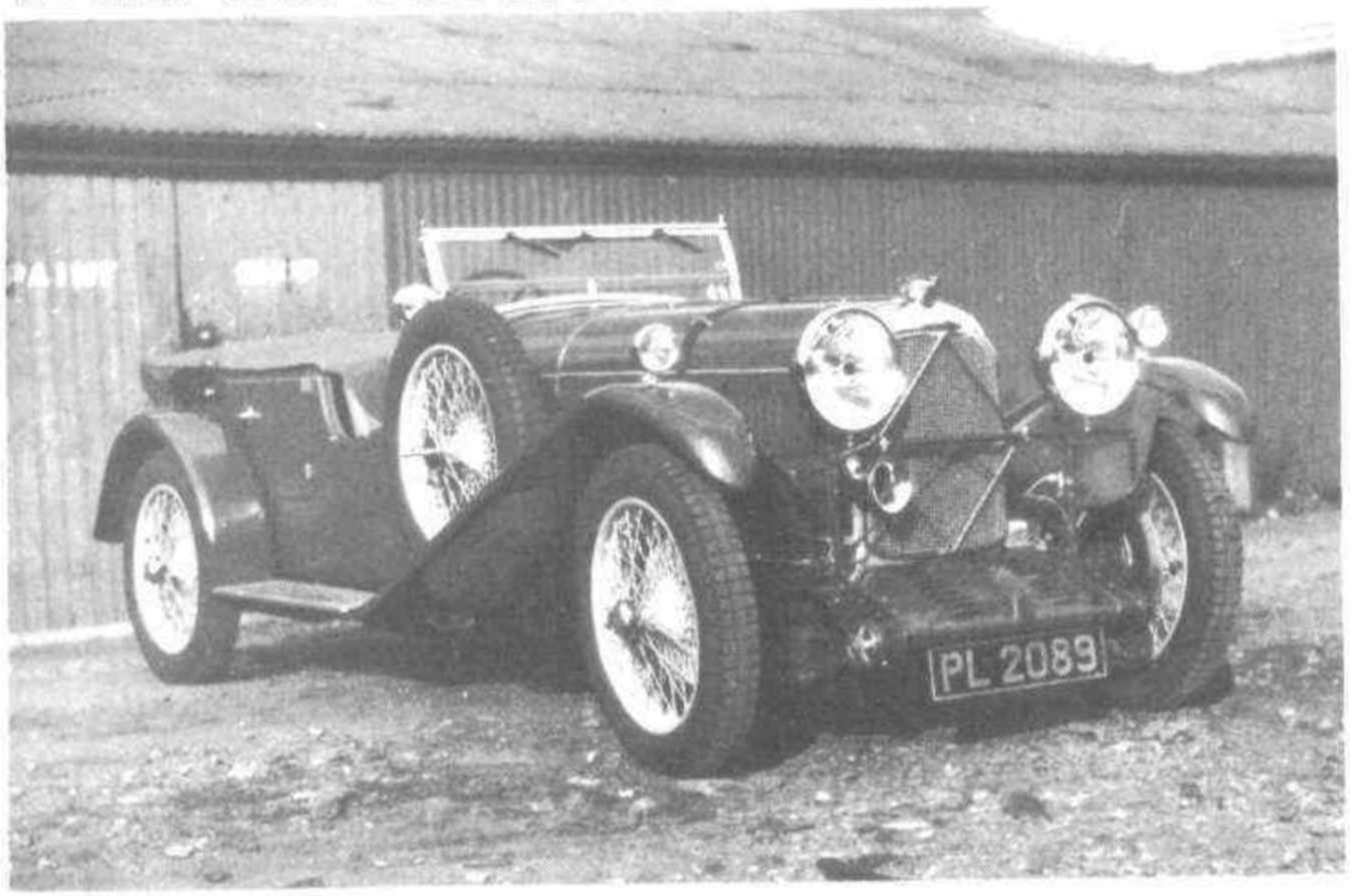
I have mentioned the low standards of engineering among the Formula One teams earlier this year, and I do so again, because this is the root-cause of the farcical situation in which we find ourselves now. Not so long ago everyone was getting happily along making Grand Prix cars more or less to a set pattern and to certain basic concepts and in the general feverish pace of racing and racing development, one or two small design features were being treated a bit lightheartedly by some designers. Such things as the positioning of the exhaust tail-pipes, the effectiveness of the crash-bars, the accuracy of manufacture of some of the aerodynamic aids, the gauge of the aluminium panelling, the positioning of the fire-extinguisher controls and the ignition controls. None of these things had any bearing on winning the races. Feeling that as a body of designers they were being a bit sloppy about some things, the Constructors' Association invited an aircraft crash-inspector from the Government to accompany them to a race and while they got on with the business of trying to win he was given a free hand to sniff round the cars to measure and check anything he did not like. Now all this was in the interest of driver and spectator safety, because the last thing any of the Formula One people wanted was an unnecessary accident, because they were very conscious that many Governments were wondering if motor racing was really necessary. This was a very noble and responsible move on the part of the Constructors and they made it clear that this really should have been done by the International body controlling Grand Prix racing, the CSI.

From this point the rot seemed to set in, for the Government inspector, who was trained to "think safety" and "analyse failure or bad design" had no interest in helping designers to build race-winning cars, his main interest was in avoiding bad fundamental design and making cars safer in accidents. He found very little uniformity among the designs on many details and the only way to bring everyone in line was to impose more stringent limitations and encourage more uniform thinking in construction. All this was done without much fuss and the result has been that Formula One cars are much safer in an accident, they don't collapse on the driver, he doesn't get ejected onto his head, the wreckage doesn't catch fire, and all told a driver can almost throw caution to the winds, knowing that he has a pretty good chance of survival no matter how lurid the accident. This does not ensure 100% freedom from a fatal accident and drivers get killed, but there have been some pretty lurid crashes from which the drivers have escaped. This aspect of rationalising Formula One car design has been a great success, but none of it has helped materially in winning races, and winning is still the name of the game, otherwise racing would be a pretty pointless exercise. While one aspect of the Constructors' thinking has been channelled into co-operative thinking to avoid unnecessary risk to life and the subsequent bad feeling that the media would stir up, the designers have individually been working away at the main objective, which is to produce a more successful car than their rivals, success being measured in lap times or race wins.

While this rationalisation of design from the safety angle was accepted by everyone and governed by writing out the rules in great detail, it also encouraged the writing of rules to control performance design parameters and this is where the whole idea of rationalisation has over-stepped the mark and resulted in the chaotic state we are in now. If the standards of design ability and integrity in Formula One had been higher we would not have needed so many rules to control inventiveness and if we had not become so obsessed with writing rules to make things safe, we would not have accepted so many rules to cramp design. If designers had been clever enough to construct aerodynamic aids to cornering power that did not break or collapse we could have carried on with "free-design", but they were not competent, so restrictions crept in and have proliferated. If a designer had been competent enough to build a rear aerofoil, adjustable by air-speed, mounted ten feet behind the car then he should have been allowed to do so unhindered. If he had wanted to design a car with a full-width rear tyre on a rim width of sixty inches he should have been allowed to do so. If he wanted to run a car with a seventy inch front track he should have been allowed to do so, always provided that in all cases the engineering was as sound as the design. That is where the world of Formula One fell down and that is where the technical commission of the CSI came in with their restrictions and their detailed rules. When

Continued on page 912

From the Archives—11



In 1930 Lord de Clifford ordered this supercharged 2-litre Lagonda to replace his 3-litre Lagonda, which he crashed in the Monte Carlo Rally. In the MCC High Speed Trial at Brooklands Lord de Clifford gained a Gold Medal with this blown 2-litre, averaging 82.05 m.p.h. In 1931 he drove the car in the Monte Carlo Rally, starting from Stavanger in Norway and finished 4th in the General Classification. The car is photographed behind the Lagonda factory in Staines at the time of its delivery to the titled owner. Our thanks to Arnold Davy, the Registrar of the Lagonda Club, for the details on this car.

European Letter

[By means of which our roving European reporter keeps in touch with the Editor.]

Dear W.B.,

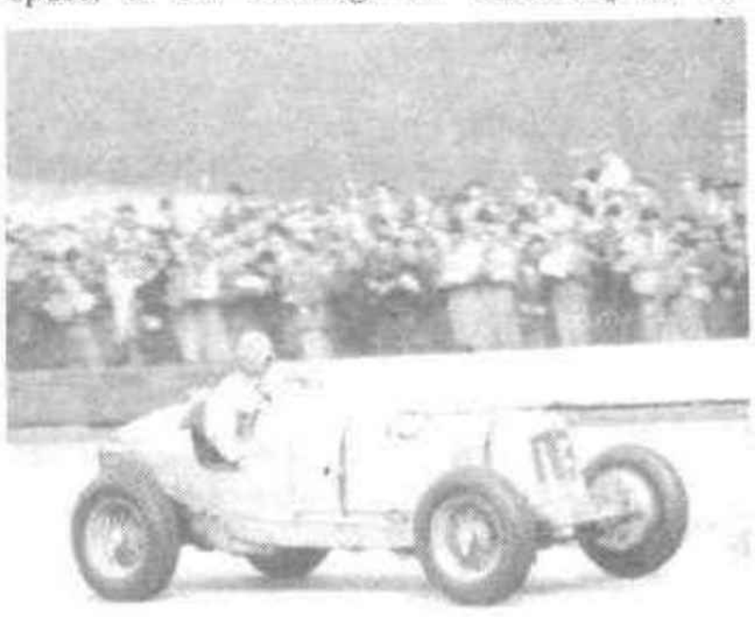
While we are all aware that we live in an ever-changing world, knowing that if it did not change it would stagnate, there are still many of us who resist change for change's sake, and do not necessarily agree that "new is better". This came home to me recently while having a quiet drink with a man from the world of big business before the French Grand Prix at the Paul Ricard circuit. He was making his first visit to a big motor race and was expressing his admiration of the facilities at the circuit, referring to the pits, the paddock, the hospitality suites and the air-conditioned Press Room and the view overlooking the start from the long glass-fronted press-stand. While agreeing that it was all magnificent stuff, on the face of it, we had to point out that the Ricard circuit itself was as dull as they come and bore no comparison in driving spectacle to Clermont-Ferrand, or Rouen, nor to the wheel-to-wheel and hub-to-hub racing of Reims, all of which our friend knew nothing about. When we said we would rather sit in a fly-infested, overheated, tatty old grandstand and watch two cars battle it out side-by-side up the long straight past the Reims pits, waiting to see which driver would give way as they went under the Dunlop Bridge, or battle our way through the undergrowth at Rouen-les-Essarts in order to get a glimpse of a car going down the fast swerves after the pits, or spend all day climbing about in the mountains of the Auvergne to watch the cars on the Charade circuit at Clermont-Ferrand, he realised there could be more to visiting a Grand Prix than having a drink in a plush suite, or making a phone call in an air-conditioned Press Room. But we pointed out that we were old-fashioned in our outlook and were living in the past. Mind you, there were two young men in their twenties in the party with us, neither of whom actually fell about with enthusiasm for the Paul Ricard circuit. We also pointed out that we were very selfish, for drivers have been killed at Rouen, Clermont-Ferrand and Reims, and nobody will ever get killed at Paul Ricard, so the new home for the French Grand Prix has the full support of all the drivers, or so I am told. Then the mechanics have a much nicer time working in the permanent pits instead of grovelling about in the dust and stones of the countryside at the old circuits, while the trade and industry have a much better time entertaining their guests in the cool, permanent suites on the first floor of the pits complex. Just think of the awful torrid tents in the woods at Rouen, or the merciless heat beating down on the open fields of Reims. And those members of the International Press, who actually work for their living sending Telex messages or making phone calls even while the race is in progress, have a much nicer time in the air-conditioned Press facility. After all, there are only twenty-six people out on the track, pitting their skill and courage against the flat convolutions of the circuit, so why should the circuit itself be important, it's the facilities for the 2,600 people involved in keeping the "circus" going that needs to be given first priority, or have I got my values all crossed up. Every time I try to "think modern" or "be forward-looking" I seem to get in a muddle. And what about the thousands of paying customers, I wonder what they prefer?

While on the subject of circuits it would seem that the exacting and dicey circuit in the Montjuich Park in Barcelona is doomed for Grand Prix racing (though the motorcycle boys have just had a 24-hour marathon round it). There are plans afoot to build a permanent Autodrome just to the north of Barcelona, but the trouble with Autodromes is that they usually lack imagination. Nobody has ever complained about the shape of the Montjuich Park circuit, with its downhill braking areas on curves leading to downhill hairpins, or its climbing swerves that go on and on, with the apex out of sight round the corner, or its tricky "flicks" left and right on cambered roads. Everyone seems to enjoy the driving challenge it presents, but what they do object to is the proximity of the spectators, the unnecessary solid objects at crucial points, like buildings, trees, lamp-posts and so on, even if they are well protected by iron barriers, and the lack of "mistake space" which is called "run-off area". Therefore, I can see no reason at all why the Spaniards should not re-create the Montjuich Park circuit on a hill out in the countryside, and if there is no hill available then why not make one? Does a "modern" Autodrome have to be flat or dull and unimaginative? Unfortunately the answer is almost "Yes", because the FIA handbook on circuit building deprecates such interesting features as corners that tighten-up, adverse cambers, and clearly defined edges, like a brick wall. You *can* build a modern permanent circuit that is interesting and presents a challenge to the drivers, for the Austrians have done it at the Osterreichring at Knittelfeld. It would be nice if the Spaniards did something out of the ordinary on the proposed new Autodrome outside Barcelona. I have always maintained that Brands Hatch should be turned into a private housing estate or small town, and then we could run a British version of the Monaco Grand Prix round the streets!

An ever-increasing problem if you are interested in all forms of motoring sport, and it doubles up if you follow motorcycle sport, is the shortage of weekends in the season and the continual clashing of fixtures. A clash between a Grand Prix and a vintage meeting is understandable or club meetings at Lydden Hill and Croft, but things reached an absurd state recently when the Group 6, or so-called sports cars, had a major event in Sicily and Group 5, or silhouette saloons, had a major event at the Osterreichring on the same day. The Porsche firm, who are dabbling in both categories on behalf of Martini Racing, had to stretch their racing department far more than any Grand Prix team in order to take part in both events. In any case, this splitting of long-distance racing with two groups has been one of the biggest fiascos perpetrated by the CSI for a long time and the Le Mans experiment of lumping everything together, Group 5, Group 6, and American Stock Cars and GT cars for good measure, looks to be the way to go, but it won't work in modern "sprint" races of four hours. The long-distance scene will have to go back to proper 1,000-kilometre events if it is going to survive. While clashing of dates on the International scene is spelling disaster, on the club scene and in the old-car movement it is a healthy sign, and on one Sunday recently I took in three events in the day, none of them important outside their locality, but all enjoyable; and there were four other events farther afield that I would have liked to have seen on that day. While this can be a bit frustrating and the decision-making can be tiresome, we are very lucky to be in such a situation for there are some countries with little or no sporting or old-car activity. While grumbling amongst friends about the tiresome business of having to make decisions as to which events to attend, we all appreciated how lucky we were to have such a variety to choose from and could hardly imagine what it would be like to have no events on at all at a weekend.

Before ending I must mention the letter in last month's MOTOR SPORT from David L. Ghandi, who I know has been reading our magazine as long as I have [and see Vintage Postbag this month.—Ed.] I do agree with him that Bira's famous ERA "Romulus" should not have been dragged into "club" racing. It is a unique and historic vehicle and should have been respected as such. By all means clean it up and get it running, rather than let it moulder in the precincts of the National Motor Museum, but as Ghandi suggests, how much more it would have meant if B. Bira had given us some "demonstration laps" for old time's sake. After all, Bira did drive a Gordini at the Dijon gathering two years ago, and went very fast. To be hacked round the Silverstone Club Circuit in company with a lot of well-meaning amateurs must have seemed rather undignified for a car that had previously only ever raced in serious competition. Like David Ghandi, I too have been thrilled to see what appeared to be a genuine historic car that had been missing, presumed destroyed, for years, only to find that it had been fabricated out of some production machine without any history whatsoever and now masquerades as the real thing. At least "Romulus" was real, even if it was undignified.

Yours,
D.S.J.



". . . a unique and historic vehicle . . . in serious competition . . ."

Tour of Britain

(July 9-11)

Rally Drivers Dominate



Anglo-Finnish faces of success. Ari Vatanen (right) and Peter Bryant are the new standard at which competitors now have to aim.

THIS YEAR the fourth BRSCC-organised Tour of Britain was transformed into a very serious rallying-orientated test of the Group 1 production saloons and the "names" who drove them. The 1,000-mile route covered the Midlands, East Anglia, Wales and the West Country containing a scheduled 171 min. 95 sec. of competition. Some 80 minutes were reserved for the four circuit races at Silverstone, Snetterton, Castle Combe and Mallory Park: Cadwell Park was used as a night stage with two laps of the circuit.

In cold fact there was no way that the racing men could come to terms with their forest colleagues, Ari Vatanen/Peter Bryant in their works APG Escort RS2000 winning by 1 min. 52 sec. over the Leyland ST Dolomite Sprint of Brian Culcheth/Ray Hutton. Gordon Spice (Capri 3000 GT) had the lowest aggregate race times (76 min. 28 sec.) while Vatanen took 106 min. 48 sec. to complete the stages.

All the previous winners from previous years—James Hunt (Camaro), Roger Clark (Escort RS2000) and Tony Pond (Escort RS2000) this year in Magnum, RS2000 and Dolomite Sprint respectively, were eliminated before midnight of the first of the three days' competition.

Such a retirement rate reflected the advanced nature of modifications now incorporated in these production cars as the makers strive to defeat each other with extra homologated equipment. Power outputs between 160 and 200 b.h.p. could be found in the leading machinery. The extra power was accompanied by such useful aids as ventilated front disc brakes and quick-action steering rack, plus Capri 3-litre rear axle, close ratio gearbox, and twin-Weber-carburetted engine (Ford), or five-speed gearbox and double Dellorto carburetters (Vauxhall) or close ratio gearbox, twin sidedraught Weber carburetters (Chrysler), and much more!

Ford have by far the most equipment changes on their new Escort RS2000, and their 155 b.h.p. works cars were all driven by rally stars, Vatanen, Makinen and Clark. Leyland enjoy approximately 180 b.h.p. from their modified 16-valve Sprint engine (Tony Pond's built by Broadspeed and Culcheth's by Don Moore) but they use the production brakes and steering rack. One must also remember that the Sprint weighs nearly 2 cwt. more than an Escort.

Since it is the manufacturers who find this event of outstanding importance, we can summarise what happened on the event by the leading *marques*.

Ford. Once they had overcome the shock of losing two works cars with clutch explosions (the centre plates shattered at over 7,000 r.p.m.) within two laps of the opening Silverstone races (Makinen/Liddon) and Roger Clark/Jim Porter's while leading a hectic bunch at Snetterton, the surviving factory driver looked unlikely to ever be headed. Vatanen's race performance improved sharply from his Silverstone collision with Culcheth and he was eventually able to beat the Leyland ST car on circuit, as well as on the majority of stages. Altogether seven RS2000s of varying ages finished in the top twenty, with both John Taylor and Barrie Williams deserving special mention for holding third place, and losing it to cruel strokes of luck on the last day. Taylor took a wrong stage turning at Loton Park and Williams had gearbox selector failure in the last competitive motoring at Mallory Park, having led the race comfortably in his battered Withers of Winsford RS.

Leyland. When Pond and Culcheth were running they encouraged each other to greater things, both Dolomites scrapping with Vatanen for the lead on stages. Unfortunately Pond was eliminated before Cadwell Park on the first night, the engine losing all oil pressure following an earlier accident which had shredded the fan and damaged the radiator. Culcheth had a considerable moment at Balderton airfield on Friday, bending the rack and deflating a tyre, but otherwise drove with characteristic grit into his second successive second place on the Tour.

Vauxhall. A trio of Blydenstein Magnums for Hunt, Will Sparrow and Gerry Marshall resulted in Hunt's well-publicised brushes with the law and a tough Norfolk tree. The DTV regulars scored third overall with Sparrow (despite a Loton Park accident on Sunday) and fourth for Marshall's car, which suffered spasmodic gearbox problems. Marshall was the only circuit driver to feature in the top five placings.

Chrysler. Well represented by the 1,600 c.c. Avenger GTs of *Coventry Evening Telegraph* employee Chris Field and the Europat GT for Charlie Wood, Andy Dawson withdrawing his 1.8-litre Avenger GT before the event got under way, which was a great shame for any Coventry hopes of victory.

Field drove neatly through to fifth overall, while Wood showed the talent which has made him a class winner on British home internationals, and he learned a lot about racing, despite the handicap of bending the front wing and suspension in Wales.

Opel. Walter Röhrl's works GT/E overheated its engine after four laps of the opening race and retired: he was on the Munich aeroplane almost before we had time for lunch! The other GT/Es were suffering from the lack of homologated parts (the FIA withdrew the homologation of their five-speed gearbox several months after it had been granted) and only Richard Iliffe achieved anything with 20th position. Denny Hulme drove out of retirement in Tony Lanfranchi's regular production racing Commodore, taking a solid 12th overall. Hulme's easy manner and obvious enjoyment made him a lot of new friends, a Texaco public relations exercise completed by the relaxed co-driving of Pete Lyons.

Mercedes. As usual on the tour Mercedes GB executive Jonathan Ashman had generated enough enthusiasm within the company to borrow a sales demonstrator for the event! This time it was a 450 SLC and Tony Fowkes (who was third on the 1975 RAC Rally with an Escort RS) coped with the driving chores in tremendous sideways style. One of the very few cars that were fitted with Goodyear tyres on the event (Dunlop offered the steel-braced SP4 from Germany for the Avengers and Escorts, plus the SP Sport radial for Vauxhalls and Dolomites to equip the majority of competitors) the Mercedes was an outstanding credit to its makers. In automatic trim, with all the extras save air conditioning in action, the 450 SLC survived three spins and finished tenth overall, showing the wisdom of careful testing (which produced slightly stiffer springs from the 450 saloon and anti-fade brake linings from Germany) and conscientious basic engineering. Really, it was the only car that was remotely competitive *and* very like the one you could buy.

This year's Tour was a tough slog, heavily promoted by Texaco. However, some of the racing fraternity may well have to be bribed heavily before they return to do the event, which really did require a knowledge of rallying preparation and driving technique to succeed. With Texaco support promised for the future, and a bold organising team, the Tour has outgrown its early "Mickey Mouse" stages and matured into a worthy motor sporting event.—J.W.

The Ford Fiesta

A new front-wheel-drive baby for Europe

IN THE early days of Issigonis' pioneering Mini, Ford proclaimed their disinterest in this ultra-small car sector of the market. Instead they aimed at the cheaper end of the medium-sized saloon sector and made a killing with the Cortina. Now, in these days of more sophisticated mini-cars, Ford have eaten their words and joined in the sales race with the transverse-engine, front-wheel-drive, three-door Fiesta, midway in size between the Leyland Mini and the Escort. Theirs is no pretence at pioneering, the Fiesta's likeness to the Polo, Golf, Fiat 127 *et al* hinting at plagiarism. Indeed, Ford of Britain's Chairman and Managing Director Terry Beckett confessed, at this European Ford's introduction, to his company having bought for study during Fiesta development no less than 48 of the opposition's similar vehicles. One hopes that the best features have been taken from each.

A static study of left-hand-drive versions of the Fiesta has left us with a good impression. Driving impressions will not be possible until right-hand-drive cars are constructed at Dagenham late in the year, prior to the British sales release in January. Fiestas for the Continental market are being produced already at Saarluis, Germany, and Valencia, Spain, for marketing in September.

Fiesta comes in four different series and 10 models with a choice of three different engines in two sizes, 957 c.c. and 1,117 c.c., the former in low- and high-compression forms with 40





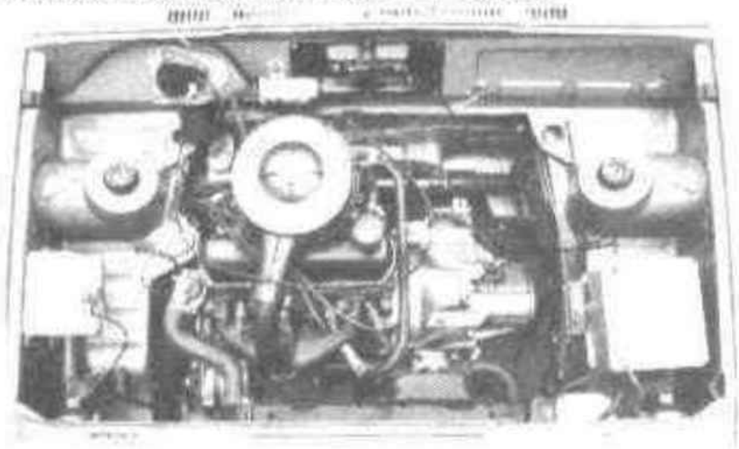
Exterior of the front-wheel-drive Ford features the company's oval logo prominently displayed after years of chrome anonymity, plus a Germanic character, reinforced by the utility of a third door.

and 45 b.h.p. respectively, and the latter, an option in all models except the more stiffly-suspended, sporting "S", in which it is standard, with 53 b.h.p. DIN. The low-compression, economy small-engine shares the same higher final-drive ratio as the big engine. A 1,300-c.c. high-performance version is promised for next year.

Though close in its push-rod, cross-flow, straight-four design to the established Kent engine, the Fiesta power-unit is completely new except for retaining the Kent water-jacket spacing. The bore is reduced from 81 mm. to 74 mm., thus shortening the block length by 30 mm. Stroke length is 55.7 mm. for the 957-c.c. engine and 65 mm. for the 1,117-c.c. unit. The shorter length with large



Higher up the Fiesta range the interior offers acceptable instrumentation and the same German influence, especially in that Mercedes-style of steering wheel. The transversely mounted engine has three main bearings and is at present offered in 957 c.c. or 1,117 c.c. capacities: sporting models will have at least 1.3 litres.



journals makes for a stiffer crankshaft, which has allowed a reversion to three main bearings for reduced friction. The cylinder head has wedge-shaped combustion chambers and inclined valves. Ford's sonic idle carburetter is fitted and the cooling fan is electric.

Fiesta's transmission is a brand-new trans-axle in a light alloy housing, with an all-indirect gearbox mounted in line with the engine and a spur-gear final drive behind, both sealed for life and sharing the same SAE 80 lubricant. Solid drive-shafts of unequal length have constant velocity joints at each end. The clutch can be replaced without removing the engine, and a neat, patented device allows for automatic clutch-cable adjustment.

McPherson struts and coil-springs comprise the front suspension, which has negative-scrub geometry. At the rear there are coil-springs again, a tubular beam axle located by trailing arms, braced shock-absorbers and a Panhard rod. Front disc and rear drum brakes are self-adjusting and the Mintex friction material can be inspected for wear without removing a wheel. Steering is by rack and pinion.

Specific attention to a low drag factor ensures a top speed of over 80 m.p.h. for the low-compression 957-c.c. version with a DIN consumption of 41 m.p.g. on 2-star fuel. At the top end of the range, the 1,117-c.c. version reaches 88 m.p.h. with a DIN fuel consumption of nearly 35 m.p.g. on 4-star. There is a front spoiler and a small lip over the rear window for aerodynamic efficiency. Weight is under 14 cwt.

This wide-track car is just 11 ft. 8.4 in. long, 16 in. shorter than the Escort, is 4 ft. 3.7 in. high, and boasts a greater area of glass and more interior space than any other car in its class. The tailgate extends right down to bumper level and the rear seats can be folded down to provide more than 42 cu. ft. of luggage space. Certainly, we were surprised at the sensible amount of leg and head-room in the back seat of this neatly-trimmed, comfortably upholstered little car.

Trim standards range through the basic Fiesta, the "L", the "S" to the top-of-the-range Ghia. Attention to detail and equipment in all the models appears excellent; we

TOUR OF BRITAIN

GENERAL CLASSIFICATION

1st	A. Vatanen/P. Bryant (Ford Escort RS2000)	11,044
2nd	B. Culcheth/R. Hutton (Triumph Dolomite Sprint)	11,096
3rd	W. Sparrow/R. Spokes (Vauxhall Magnum 2300)	11,442
4th	G. Marshall/M. Greasley (Vauxhall Magnum 2300)	11,550
5th	C. Field/K. Read (Chrysler Avenger GT)	11,641
6th	C. Wathen/J. Furnell (Ford Escort RS2000)	11,649
7th	C. Wood/M. Smith (Chrysler Avenger GT)	11,713
8th	M. Freeman/M. Peters (Ford Escort RS2000)	11,797
9th	A. Smith/J. Gemmell (Ford Escort RS2000)	11,809
10th	T. Fowkes/J. Ashman (Mercedes-Benz 450 SLC)	11,866
11th	N. Clarkson/HRH Prince Michael (Ford Escort RS2000)	11,884
12th	D. Hulme/P. Lyons (Opel Commodore GS/E)	11,908
13th	G. Spice/S. Robinson (Ford Capri 3000)	11,946
14th	C. Daisy/R. Bateman (Chrysler Avenger GT)	11,975
15th	B. Williams/P. Jopp (Ford Escort RS2000)	12,073
16th	J. Dignan/W. Ryall (Vauxhall Magnum 2300)	12,094
17th	R. McCartney/T. Harryman (Ford Escort RS2000)	12,201
18th	G. Braithwaite/W. Troughear (Ford Escort RS2000)	12,203
19th	R. Bennett/S. Harrold (Ford Escort Mexico)	12,259
20th	R. Iliffe/T. McMahon (Opel Kadett GT/E)	12,261

Class Winners: T. Bratlie/B. Lie (Simca Rallye 2); C. Field/K. Read (Chrysler Avenger GT); A. Vatanen/P. Bryant (Escort RS2000); W. Sparrow/R. Spokes (Vauxhall Magnum); T. Fowkes/J. Ashman (Mercedes 450 SLC); P. Ripley/D.Morton (Ford Escort Mexico); D. Hulme/P. Lyons (Opel Commodore GS/E).

were particularly entranced by the optional sun-roof, a tinted-glass panel which can be tilted for draught-free ventilation or removed completely for stowage in the boot.

There is more, much more, to this attractive little car, which should take the British and maybe European super-mini market by the ears. We shall report on it more comprehensively when a road-test Fiesta is available.

C.R.



Geoffrey Brabham caused a minor sensation by recording second fastest practice time for the Formula Three supporting race at the British GP in this Ralt RT1-Toyota. Unfortunately the young Brabham had a troubled race, but the potential of the Tauranac-designed Ralt, and son-of-Jack, should be realised in the remaining races of the British season.

The MG-B GT V8 is dropped

LEYLAND have stopped production of the MG-B GT V8, just under three years and 2,500 examples after its introduction. The reason given for its demise is the need for rationalisation since the Ryder report and the consequent inappropriateness of small volume production in mass-production plants. This MG V8 has trickled out at the rate of a mere 20-25 a week latterly and maximum possible capacity was only 50 a week.

Rover Gala Day

LEYLAND are inviting entries from owners of post-merger Leyland vehicles or vehicles constructed by any of the companies which preceded the formation of British Leyland, for a *concours* to be held at the Rover Gala Day at the National Agricultural Centre (the Royal Showground), Stoneleigh, near Kenilworth, on August 14th. The scope allows for such diversity as Rover motorcycles, Beans, Rileys, steam wagons, up to Rover 3500s and XJ-Ss. *Concours* entries are free and acceptance of the entry provides free admission on the day to vehicles and occupants. Primarily organised by Rover, Solihull, for Rover employees and families, but open to all, the day's activities include equestrian events, film shows, flower shows and Land-Rover exercises. *Concours* entries should be made before August 10th to Andrew Whyte at Jaguar Cars (not Rover!), Browns Lane, Allesley, Coventry, CV5 9DR (0203-34 2121).

Rover-Stag

Since our story on the Rover V8-engined Stag (page 920) went to Press, May Engineering's telephone number has changed to Epsom 23777.



Dick Seaman's grave, neglected for years in Putney Vale cemetery, has been refurbished by Michael McGrath and Graeme Simpson. On June 27th the two celebrated the 37th anniversary of the funeral of this great British driver, who died from injuries received when he crashed his Mercedes in the 1939 Belgian Grand Prix at Spa, by placing a wreath with a red, silver and black ribbon (red and silver were Mercedes racing colours, black was Seaman's racing colour as a private entrant) on the grave and toasting his memory with champagne.

GRAND PRIX SCENE

Continued from page 908

Mercedes-Benz appeared on the scene with their air-brake mounted across the rear of the car operated by hydraulic rams nobody questioned the design and engineering behind it. When Jim Hall and General Motors produced the Chaparral with its driver-controlled full-width rear aerofoil to increase downthrust on the rear wheels it was accepted. When Porsche produced a 4½-litre 12-cylinder air-cooled engine mounted in the centre of a 2-seater coupé nobody queried the design and engineering behind the project. The only innovation of recent years has been Derek Gardner's six-wheeled Project 34 Tyrrell which has cleverly stayed within the stringent Formula One rules.

Rules controlling safety and survival are virtually complete and water-tight, but rules controlling performance and the winning of races still leave a lot of scope and new additions were made this year controlling engine air-intakes and rear aerofoils, along with some tidying-up of safety details. For some years now the Formula One Constructors have shown a leaning to wanting to control their own activities, taking it away from the CSI but there is no legal way this can be done so a campaign has been waged to deride the efforts of the CSI presumably hoping that they might abdicate from the position of controlling Grand Prix racing, leaving the scene open to the Constructors' Association. In a typical attempt to pour scorn on the CSI it was suggested that instead of being an unseen body in Paris making rules and regulations they should be seen in action. They turned up in force at the Spanish GP, implemented the new rules to the letter of the law and threw the whole scene into confusion. Many people wished the technical commission had been left alone in Paris. For their part the CSI justified their action by pointing out that the rules were made with the encouragement of the Constructors' Association and in enforcing them they were merely complying with the Constructors' wishes. So be it on your own head.

This was a precedent that has snowballed and reached the ludicrous state we arrived at in France, where the first eight cars to finish were impounded, measured, checked and given a clean bill of health or failed as the case may be. To add to the confusion the actual limitations being measured have been altered, after mutual agreement between the Constructors and the CSI, as have the methods used and those discussions are by no means ended. There are now problems over the interpretation of the rules and the interpretation of the methods of measuring. If the rules had not been made these problems would not have arisen, the Constructors have become tarred with their own brush and the whole Formula One scene looks as though it might collapse under its own self-importance. If there was any degree of mutual trust among the members of the Formula One Constructors' Association we would never have got into this parlous state. The situation in which the Grand Prix scene has found itself has only itself to blame.

I agreed with Teddy Mayer of McLaren Racing that it was not doing Grand Prix racing any good, and suggested that if all the members of the Formula One Constructors' Association, who always tell us they are united, were to agree to start a race with their rear aerofoils adjusted 5 centimetres above the prescribed height, it would throw their present scrutineering nonsense into confusion and probably kill it instantly. While agreeing that it might do exactly that Mayer was confident it could not be done ". . . because one of our members would opt out at the last moment . . ." He would not say whom he had in mind and I am not sure I would care to hazard a guess. When the Penske car was found to be illegal by a few millimetres and there was a suggestion that it should be overlooked and allowed to retain its third place, there was a rush by the Brabham, Lotus and Shadow teams to register an official protest. The Formula One Constructors' Association are only united when it suits them.

Most people think that all this protesting, disqualification and confusion is bad for Formula One racing, but there is another side to it and that is the old adage that "there is no such thing as bad publicity". All this internal wrangling is giving the media tremendous food for its "public opinion" columns and without it they might not even bother to tell the world at large that "Hunt beats Lauda", or "Tyrrell trounces the Ferraris" and the world and his wife might not know there is such a thing as Formula One racing. If "public opinion" approves of Formula One racing it might support it to our benefit and it can only approve of it if it is told about it by the newspapers, the radio and the television. However, it is just possible that the media will get tired of the wrangling, the rules and the farces, and cut Formula One dead so that only readers of MOTOR SPORT and kindred publications will know about Formula One. The outcome of that I leave to your imagination.—D.S.J.

Footnote: This was written before the British Grand Prix; for comments on the biggest, most enjoyable farce of all time, read the report on page 903.

Book Reviews

"The Wankel Engine" by Nicholas Faith. 234 pp. 8¾ in. x 5½ in. (*George Allen & Unwin Ltd., Ruskin House, 40, Museum Street, London, WC1A 1LU. £6.95.*)

Although the Wankel rotary internal-combustion power unit conceived by Felix Wankel is of long standing and was tried in this country by journalists in 1964, at Goodwood, it has not made the expected inroads into the automotive world. It is of interest to me as one who saw early engines on the test beds at NSU, and who has since driven a number of cars so powered, from the rear-engined NSU runabout to the sophisticated and happily-remembered NSU Ro80. Here at last is a book which puts the origins, development and progress made with this simple engine into full perspective. It will be read with interest by engineers, whether or not they believe in Felix Wankel's concept, and by students of automobile history and progress.

This is not a biased survey by any means. The author is frank about Felix, giving the reasons why he was unpopular in engineering and technical circles; I was interested to learn that his vast fortune was spent largely on founding a home for cats and dogs and given to cancer research. In this fascinating account the financial squabbles, as well as the engineering difficulties to be overcome by those who were interested in the Wankel rotary engine are well covered and the work of those closely associated with the idea are sorted out for us—Keppler, Von Heydekampf, Hurley, Bercot and Bunford, Matsuda, Rolls-Royce (on the diesel side), General Motors, Ford, Mazda, etc. The Wankel application to fields other than road transport are by no means overlooked. Moreover, Faith is a critical author—to give one example, he dismisses Iliffe's book on the Wankel engine by Richard Ainsdale as "incomprehensible". Karl Ludvigsen he describes as "a beacon standing out through the mists" created by other writers. Nicholas Faith has set out to untangle these conflicting and complex reports on the Wankel story and has written an important contribution to history, in an acceptably popular concept.

W.B.

"A Motor Racing Camera 1894-1916" by G. N. Georgano. 102 pp. 9¾ in. x 7½ in. (*David & Charles, Brunel House, Forde Road, Newton Abbot, Devon, £3.50*).

It is said that David & Charles have set themselves a target of a new book a day, and we are beginning to believe it. This one, by the National Motor Museum's Photographic Librarian, is a feast of interesting pictures of motor racing, or more particularly of racing cars, from the earliest days of the sport to its demise during the early part of the Great War. There is a suitable and intelligent textual commentary and so the book is worthwhile but not wildly impressive. For one thing, we have seen some of the illustrations before. For another, in some cases they are not all that brilliantly reproduced.

Mainly this is a road-racing pictorial. Brooklands gets just four old chestnuts and if we see the big start picture, captioned vaguely, date and makes of cars apparently uncertain, I shall weep over it, which will make it even more indistinct . . . The other Track shots have all been seen before. But early motor racing is so far divorced from anything anyone knows or remembers today that historic pictures of it are not to be ignored and it is on this ground that this not expensive book gains strength.—W.B.

* * *

From Petersens in Canada comes a paper-back-size book "Ford in The Thirties" by Paul R. Woudenberg, which contains a most informative and interesting survey of Ford through the Model-A and the great V8, up to the war years. The problems besetting Ford in introducing these important new cars, how they compared with rivals in their own price class and in other categories, how Emil Zoeriein, who worked closely with Henry Ford, remembers those times, together with a host of pictures and. specifications, etc., makes this essential reading for Ford buffs. The British price is quoted as £1.95.

* * *

A rather curious but effective approach to explaining how the car works has been taken by S. B. and T. G. Emes, who do it with photographs and diagrams, 330 in all. It might help the young son or the little woman to comprehend under-bonnet and under-floor mysteries. The book is available from Edward Arnold Ltd., 25, Hill Street, London, W1X 8LL, for £1.80.

* * *

Further titles are available in the Jarrold "White Horse" series of guides, covering Anglesey, IoW, Bath, Wells and the Mendips, Hadrian's Wall and Kielder Forest, and Pembrokeshire. They cost 40p each.

CARS IN BOOKS

I SCARCELY thought to find much of motoring interest in a book my wife, who has a liking for historical biography, was reading, namely, "Queen Mary" by James Pope-Hennessy (Allen & Unwin, 1959) but in this I was mistaken. There was ample reference to the accident in which Queen Mary's Daimler overturned after colliding with a lorry. This happened in 1939 and I had faint memories of it, but thought it had happened at a cross-roads in Wandsworth, whereas it happened in Wimbledon. There is no need to enlarge on it here, as I am sure it will be dealt with in Brian Smith's forthcoming book on the Royal Daimlers, except to say that Queen Mary, outwardly unmoved by the accident, was driven home in her "big car", which I assume to refer to one of the 57 h.p. Daimlers, whereas it must therefore be supposed that the maroon-coloured Daimler limousine that was overturned was a smaller one, maybe a 35 h.p.

Although Queen Mary is described as "rather an apprehensive passenger in a car", she continued to use the Royal Daimlers. Indeed, when she left Sandringham for Badminton against her wishes in 1940, the journey which took from 9.40 to 6 p.m., across country via Oxford, Swindon and Chippenham, after she had been driven via Peterborough, Oundle and Northampton to lunch with Lord and Lady Spencer at Althorp, that morning, she described as "a lovely drive". Incidentally, as she was moving 63 of her Marlborough House staff and their dependents at the same time, a fleet of cars followed in the Daimler's wake; it would be interesting to know what makes were entrusted to this mammoth task. I also find it noteworthy that in 1938 Quenn Mary made a series of country visits and on her return to London from Badminton House noted in her Diary that she had travelled 1,687 miles in her car during the month of September—this surely shows considerable interest in motoring, because Her Majesty would not personally observe the mileometer and presumably asked for the exact mileage when writing up her Diary.—W.B.

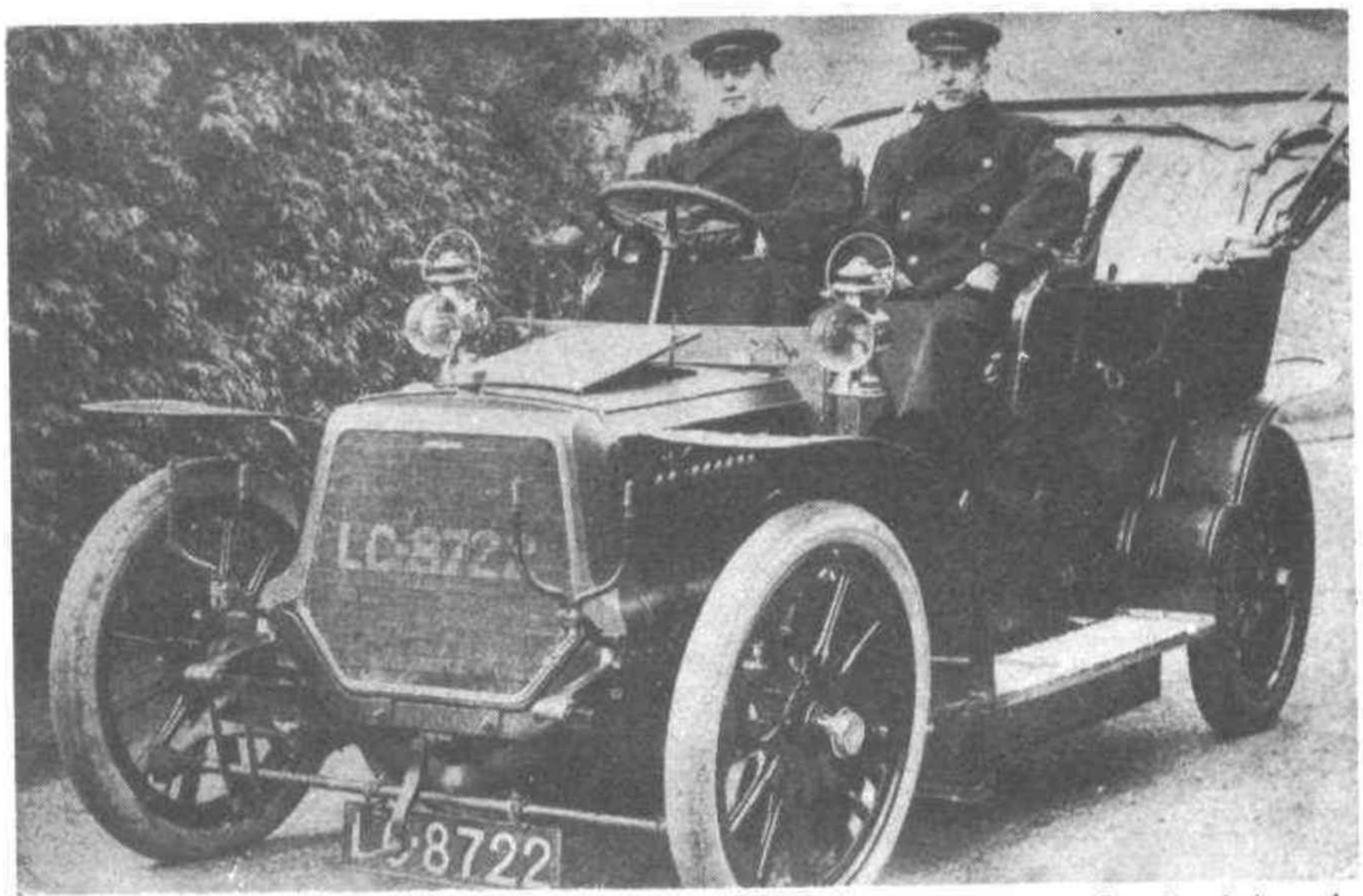
MINIATURES NEWS

WE were able to mention briefly last month the Meccano Dinky Triumph TR7, which is rolling off the production lines in Liverpool at a greater rate than the real car, which is also built there. Plans were provided while these were still secret, long before even the American release of the full-size TR7. This enabled Meccano Limited to bring out their model on the actual day of the British release. It is a 96 mm.-long miniature in zinc-alloy, highly detailed, with opening doors, moulded windows, seats and dashboard, etc. The race among producers of die-cast miniatures to get in yet another fresh feature goes to Meccano who in this little TR7 have incorporated press-in cushioned bumpers, appropriate in view of the substantial bumpers on the real car. To a scale of 1/42, finished in red with a grey interior, the Dinky reference no. is 211 and the recommended UK price is £1.05.—W.B.



Triumph co-operated with Dinky, providing still-secret plans to enable the early release of the 1/42-scale TR7.

Chauffeur's Corner



The 16 h.p. chain-driven Panhard-Levassor which Mr. Chapman drove in London before the war for a well-known Police Surgeon. The second-chauffeur did the non-driving chores, like opening doors, adjusting rugs, etc.

HAVING interviewed the Miss Davieses' chauffeur of Gregynog Hall, I was encouraged to trace his opposite number, who worked for their brother, Lord Davies of nearby Plâs Dinam. It was a case of driving to a pleasant Montgomeryshire village, the main road through which runs parallel with the River Severn, and seeking out Mr. Alfred Chapman. He retired at 70, a good many years ago, but his memory is still as clear as his bright blue eyes.

How did he become associated with motors? Well, leaving the family bakery at the age of 16, young Chapman decided to emigrate to Canada. But he had six weeks to wait for a boat and in the meantime he heard that Mr. Willoughby, the composer, wanted a coachman to look after his horses for 25/- (125p) a week and everything found. This gentleman lived on the new O'Connorville Estate at Heronsgate, near Chorleywood, which attracted retired wool merchants from the Midlands and other wealthy folk, as it was then in very rural country but was only half-an-hour's train journey from Baker Street. The occupants of these houses kept gardener/coachmen to take them in pony-and-gig or horse-and-trap to the station. Chapman took the job, finding two fine horses, which he drove in full livery. However, he had become interested in cars and kept his copies of *The Autocar* and *The Motor* in the harness-room. The Doctor used to visit on a Kerry belt-drive motorcycle and later got a 4½ h.p. De Dion Bouton, which so frightened his gardener when it back-fired that he refused to go near it. This led to young Chapman going over to the Doctor's house to clean it and it was the first car he drove; he remembers that it was flat-out at 27 m.p.h.

His employer spotted the stack of motor-papers in the harness-room and borrowed some of them. This led to him saying that he thought he would get a motor. Asked for his advice, his young coachman said he thought the simplest one to start with would be a Renault. The reputation of this great French make was by then well established, perhaps because of their racing successes, and new ones were difficult to acquire. Indeed, people were paying more than the new price for good used Renaults. Consequently, when an advertisement for a secondhand one was spotted, which a rich scent merchant in Birmingham was disposing of as he had bought a new 14/20 of the same make, a visit was paid to inspect it. It turned out to be a twin-cylinder with automatic inlet valves and side radiators. But it seemed just the job and when asked how he would get it home Chapman said that if he could be accompanied to the end of the tramlines out of Birmingham, open country in those days, he would be all right. So his employer paid for the Renault and got up beside him. They killed a dog in the first ten miles but didn't dare stop for fear of not being able to restart the engine. The 70 miles or so home were successfully accomplished, although the strain, on an empty stomach, caused the keen young driver to collapse on arrival.

He drove the Renault (which all too readily came to the boil) instead of the trap until his employer decided he could not afford such living. Chapman then saw an advertisement in the *Morning Post* which took him to a servants' agency in Connaught Street, in London. He learned that it concerned a gentleman who had had so much trouble with chauffeurs he was contemplating going back to a carriage-and-pair. Given a note to the secretary of the household, he duly got the position, as chauffeur to a Surgeon who worked for Scotland Yard. The car was a very smart 16 h.p. Panhard-Levassor, devoid of windscreen, its driving chains, which were so noisy the occupants could hardly hear themselves speak, covered by the back mudguards, and with different sizes of tyres, front and back. Those chains weighed about a hundredweight and were brutes to change. But a liveried footman rode beside the chauffeur to open the doors and tuck the occupants in, etc., so all Chapman had to do was drive, and maintain the car. Because of his employer's association with Scotland Yard, Chapman was close to the Crippin murder drama, as on the day preceding the arrest, he drove the Surgeon to "The Yard" to confer with another Doctor. But it was not the Panhard that was used when the detectives who arrested Crippin at sea called for a fast car to rush them to Liverpool. To find his way about London with his new employer Chapman made use of the 'bus routes. The job ended because the Surgeon died of blood poisoning.

Next, our chauffeur found himself in Coventry, the idea being that he should drive for the Earl of Cobendry's son, who had a Renault for himself and another for Lady Cobendry, and required a chauffeur for journeys down to his estate at Henley-on-Thames and to his London house in Grosvenor Street. However, Mrs. Chapman had fallen seriously ill in London, war was looming up, and when the lease of Stonor Park expired and a new place was purchased on the Suffolk/Essex border, Mr. Chapman decided it was too far to go. So he transferred to a job with the elderly daughter of Wallace's of Holborn, the drapery firm, who had an aged Lanchester with wheel steering but a wick carburetter, on which Mr. Chapman used to play a gas-jet to facilitate cold starting! There were frequent runs to call on the Bishop of London in his Palace at Fulham. Chapman left when the lady moved to Bournemouth.

Between such jobs he had done a spell as a free-lance, delivering cars to customers. He was one of the tyre-changing team at Brooklands in 1907 when S. F. Edge established his 24-hour record with the Napier and he went round the Track on a 105 h.p. Mercedes owned by a gentleman who is said to have wanted to buy the racing car that killed Marcel Renault in the Paris-Madrid race but whose wife persuaded him against it, causing him to buy the Mercedes. (I have heard from another chauffeur that this Renault was, in fact, bought by the McBains and taken out to Hong Kong, where it may still be incarcerated—has anyone any comments?).

Mr. Chapman also worked for a time for Renault in London, taking the post of delivery driver. The story is that the Earl of Clarendon, as was customary in those days, had had a special body built on a new 8 h.p. chassis, which was a heavy 4-seater brougham, quite unsuited to such a low-powered car. Thus hampered, it was seldom out of bottom gear and the delivery driver was so annoyed that he told His Grace what he thought of it. He was duly reported for rudeness and Renault's had to look for another driver. Mr. Chapman was asked to fill the role, so he took off his overalls, put on a smart suit, had some cards printed, and was in business. One job was to take a new 10/14 to a client in York,

the journey taking two days. He found that the lady had her own carriage-and-pair and disliked motors. She said she could not understand such a nice young man associating with a stinking thing like a motor car. However, he persuaded her to take a short trip round the drive and then go out on the road. She was soon delighted at the way the Renault passed horses which were walking up the local hills and how easily longer journeys could be accomplished. In the end, instead of staying a week, Mr. Chapman was there for a fortnight, taking the new owners to Oxford to see their son and getting back to York in time for dinner the same day. That would have been around the year 1907. Mr. Chapman still has his licence for that year and has never had an endorsement, only two summonses for speeding, in Woolwich and near Chalfont St. Giles (20 m.p.h. limit). Another job he did was driving Archibald Norman, brother of the Director of the Bank of England, who had a big Wolseley.

The 1914/18 War found Mr. Chapman working seven days a week on night-shift, for nearly three years, in a munitions factory at Shepherds Bush, run by a Jew. Nothing could be more strenuous and for a break he joined the Army late in the war, obtaining entry via his former Scotland Yard connections. He drove Model-T Fords, with the 6th Light Railway Company, going out to France for the Big-Push, after training at Bulford Camp. He tells the story of a Manchester tram-driver who ground-in his Ford's bearings with *emery powder* and oil, thus ensuring a run big-end in a very few miles, which kept him out of the action!

After the war there was the night of the Victory Ball in London. Mr. Chapman, with a friend, had the use of a big pre-war Renault and used it for hire-jobs throughout that night. They worked non-stop, for people wanted to be driven to the celebrations or taken home from them, often the worse for wear—they were even hailing hand-carts and market-drays, anything on wheels. The takings that night were £100—aided by generous tipping, often of paper money, because this new form of currency was mis-trusted and frequently a £-note, even a fiver, seemed easier to part with than real silver, say a half-crown. . . .

Next, Mr. Chapman resumed his delivery driving. He was doing this for Clement-Talbot, and was asked to take a new 25/50 to Blackpool, where a wealthy coal-owner was staying. Although a new car, it was soon after production had been resumed following the war, and the radiator leaked, the speedometer was faulty, and until Mr. Chapman discovered that oiling it did the trick, where bits of tin thrust into it were useless, the Talbot's clutch slipped. Anyway, he made the delivery and stayed on to take the family on a Lakeland tour. The back axle eventually broke and His Lordship (for the coal-owner was Lord Davies) went on to Dumfries by train. But Mr. Chapman's services were appreciated and eventually, after being interviewed in the London office, he got the job as chauffeur at Plâs Dinam, then an estate of not much less than 20,000 acres, with a full staff, presided over by Lord Davies, grandson of David Davies, whose statue stands in the village beside the A492 road.

When he went there Mr. Chapman found only a little Swift and the aforesaid Talbot, now in pieces, awaiting repair. He was able to build up a fully-equipped workshop, with four boys to assist him in maintaining the cars, so that he never had to resort to a public garage, and coped with the paint and varnish so that his charges always looked like new cars. He recalls with scorn how you could detect the whorls made by the use of the wrong kind of sponge by ignorant chauffeurs, on otherwise well-groomed coachwork. . . .

He took up this position in 1919/20. Soon afterwards another 25/50 Talbot was bought, and an 8 h.p. Talbot for the Lord Davies Agent. The big Talbots are remembered as very good cars, their transmissions able to withstand the hard driving of His Lordship. Incidentally, Lord Davies had commenced motoring when up at Cambridge with an Alldays & Onions. But it took him three days to make Shrewsbury, so the vendor was told to take it away! As was customary, the chauffeur advised his Master of what cars he should have. Mr. Chapman says he would not let His Lordship, who enjoyed fast cars, have a Rolls-Royce, as he didn't think his driving was suited to it.

Although Mr. Chapman remembers the early days better than this between-wars period, he told me of a big Sunbeam, probably a 20/60, of a more sporting Chenard-Walcker bought *circa* 1925, and of the 4½-litre Bentley that he found very tiring on long runs, all kept at Plâs Dinam. There were also a Fiat, a big late-model Vauxhall, and then several American cars, restful compared to the old Bentley, a Chevrolet estate lorry. Mr. Chapman used to order cars through Henlys commencing when this was just a small business.

Before another World War broke out there was a little Sunbeam-Talbot, and a Humber Super Snipe. Long journeys were made up to the Scottish estate, etc., but war meant filling all the cars with petrol from the 300-gallon estate supply and laying up the big ones, the Humber last of all. Mr. Chapman then bought a Vauxhall Ten for official journeys and an Austin 10/4 for his own use.

During the war a good price was offered for the Humber but anticipating a shortage of new cars afterwards, this was refused. It had been laid up at Lord Davies' Scottish estate, which the military had taken over. It survived and had remained in service after the war, until His Lordship's death in the 1950s.

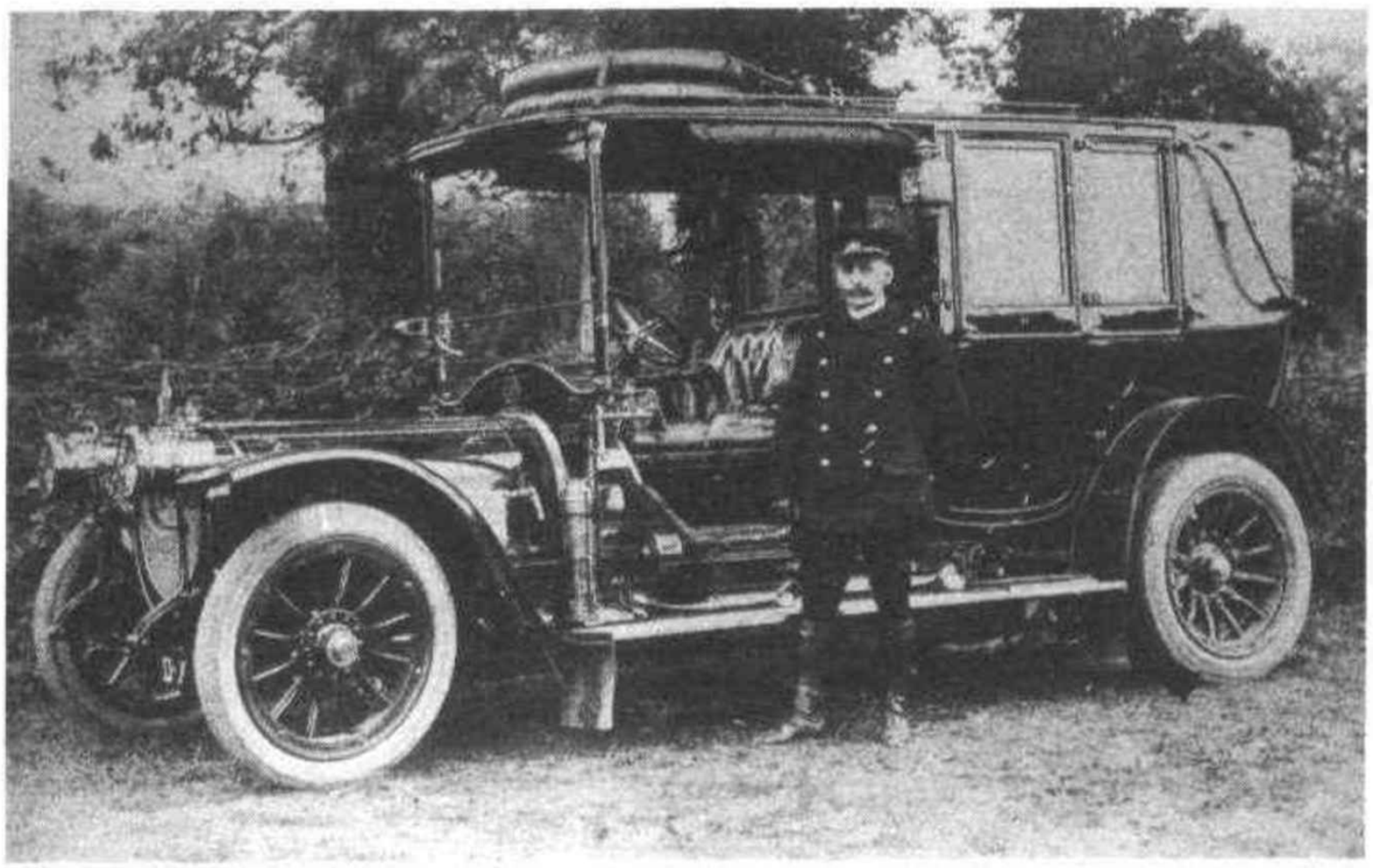
W.B.

Chauffeur No. 1

OUR RECENT discourse about old chauffeurs has brought a most interesting Press-cutting and photographs from a reader, relating to someone who was almost certainly, we would think, Britain's professional chauffeur No. 1. He was Mr. G. W. Barclay, who was engaged by Sir David Salomons, Bt., the pioneer autocarist, in 1895, the year in which Sir David organised the first Exhibition of the new-fangled motor cars at Tunbridge Wells.

The Press cutting is undated but it seems that Barclay died in 1934, aged 76. He had been 22 years in the Royal Navy before becoming chauffeur. He travelled extensively abroad with Sir David Salomons and after his employer's death continued as Lady Salomons' chauffeur at Broomhill. A photograph shows him with a very early car, in 1895, almost certainly his employer's Peugeot, and in 1894-5 he was presented with a diploma and medal for good services by the AC de France. At Mr. Barclay's funeral the outdoor and indoor staff at Broomhill were represented, Sir John and Lady Bryce were present, and Lady Salomons sent a wreath. The photographs show Mr. Barclay with two cars which I think are Delaunay-Bellevilles, one registered D-4, the other, an enormous laundaulette with twin rear wheels, D-7.

W.B.



This magnificent Edwardian landaulette, seemingly a twin-rear-tyred Delaunay-Belleville, was it appears owned by Sir David Salomons, Bt., and driven by Britain's No. 1 chauffeur who joined this pioneer motorist in 1895.

INTRODUCING A CO
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The new Lucas distributor with electronic ignition.

Unlike conventional distributors, it has no contact breakers.

No points. No contact breaker gap.

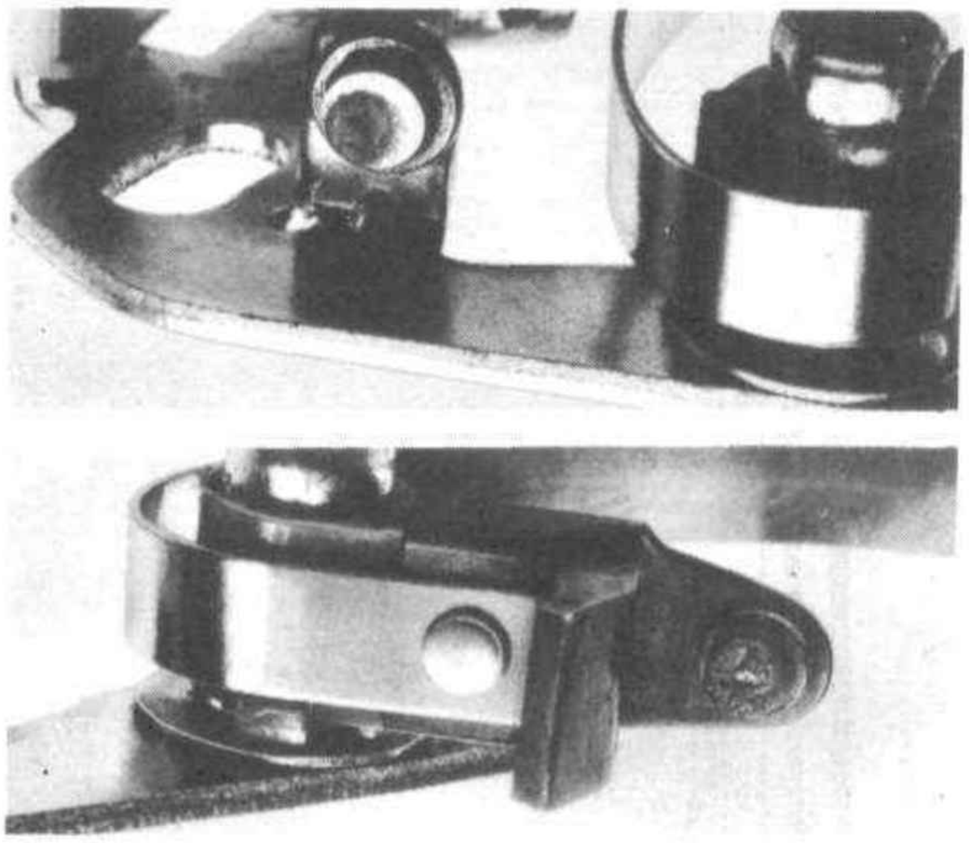
Consequently, it has none of their limitations.

It will never, for example, go out of tune.

It won't "bounce" at high revs and cause the engine to miss.

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(In a recent survey conducted by Champion, more than 50 percent of cars on the road were found to have incorrectly adjusted contact breakers.)



Unretouched photographs of conventional points after 3,000 miles. "Pitting and piling" has taken place and the gap setting has changed.

How does it work?

If you're familiar with the workings of car ignition, the next part is easy. If you're not, move directly to "Benefits to you."

Not surprisingly, the new Lucas system replaces mechanical methods with electronic ones.

In place of the contact breakers are a timing rotor and an electronic pickup.

As the rotor revolves, tiny ferrite rods set into its surface pass within a few thou. of the pickup.

Each time a rod passes the pickup it

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Lucas electronic ignition. Over 14 years' development in Formula One racing.

ignals an "amplifier" on the side of the distributor.

This, in turn, triggers the ignition coil o produce a spark.

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Lucas electronic ignition for the USA.



Emission regulations in the States demand that every car burns all its fuel with as little waste as possible.

This is quite impossible without perfect ignition.

For this reason, British Leyland cars exported to the USA, like the XJS and the TR7, are fitted with Lucas electronic ignition.

Benefits to you.

Our new electronic ignition is now available for the cars listed below.

It comes as a complete replacement distributor and, once fitted, will never go out of tune.

It will improve your car's fuel economy.

It will improve its starting on tricky mornings.

It will also, by the way, put your car a few years ahead of almost everything else on the road.

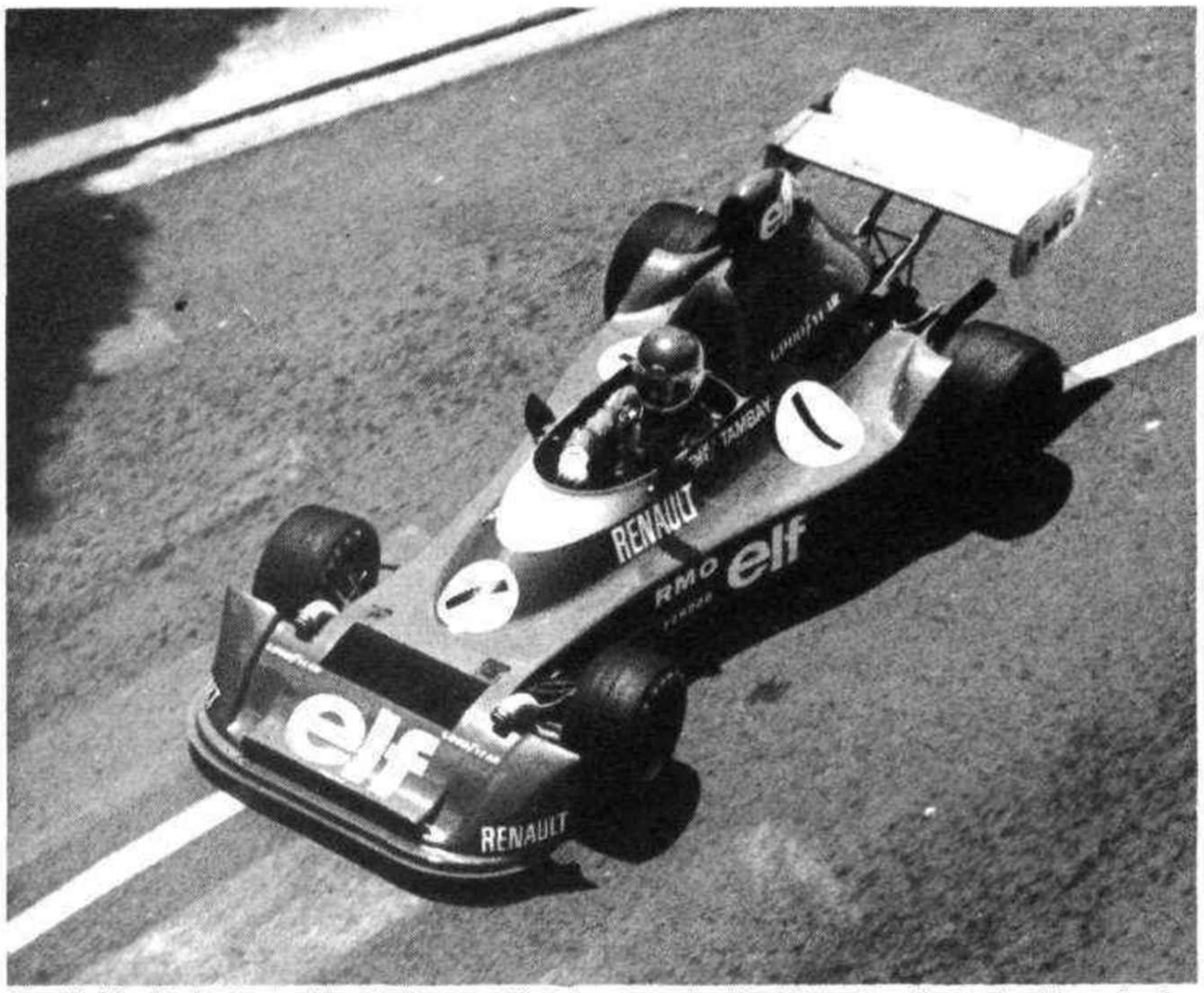
Available for: Mini 1000 and Clubman 1974-on; Maxi 1500, 1750 1969-on; Allegro 1500, 1750 1974-on; Austin/Morris 1300, Vanden Plas (Auto) 1970-74; Mini 1275 1970-on; Allegro 1100, 1300 1974-on; Austin/Morris 1800 1973-75; Marina 1.8 1971-on; Princess 1800 1975-on; Austin/Morris 2200 1972-74; Princess 2200 1975-on; Escort 1100, 1300 1968-on; Escort Van 1971-on; Cortina 1300 1967-on; Cortina 1600 1967-73; Capri 1300 1969-on; Capri 1600 1969-74; Avenger 1300 1974-on; Avenger 1600 1974-on; Minx, Hunter 1500 1968-on; Hunter 1725 1973-on; MGB 1975-on; MGB GT 1975-on; Marina 1.3 1971-on; Rover 2200SC 1973-on.

Lucas makes a car feel good.

FORMULA TWO REVIEW

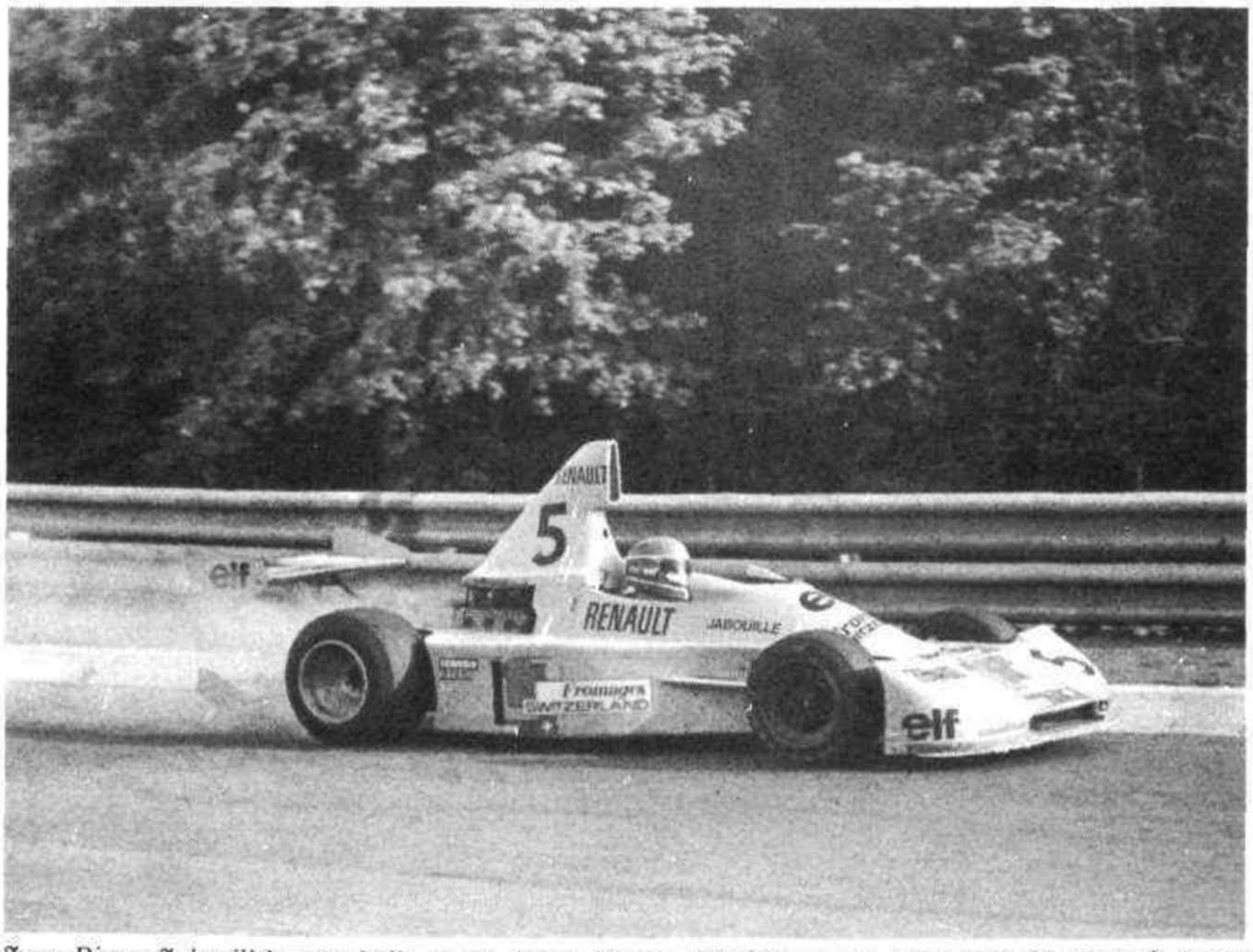
IN JUNE we predicted that this year's European Formula Two Championship would be a straight fight between the British works March team, with their German-built BMW engines, and the Elf-backed teams using French-built chassis and the powerful 300 b.h.p. Renault V6 engine. As the championship reached mid-season point that is exactly what happened and after seven races the tussle for supremacy between these two camps was the closest it had been for years. March had won four of those races, the French had won three, and the points were desperately close. First-round-winner, Hans Stuck, took a second masterful victory before his home crowd at Hockenheim in mid-June, and, because he is a Formula One graded driver and ineligible for championship points, that ensured a frantic scramble amongst the serious contenders.

The only other driver apart from Stuck to win two rounds by mid-season was the Italian Maurizio Flammini who followed up his convincing Easter Monday Thruxton win with a steady drive through a depleted field in the Rouen-les Essarts road course in north-western France at the end of June. However, not even two wins were good enough for the works driver to shake off the persistent French and the hard-driving Maurizio found that he had slumped to third place in the championship—even though he was just one point behind the leaders! Flammini had piled on 25 points but Patrick Tambay in the Martini Mk. 19 and Jean-Pierre Jabouille in his own-built Elf 2J spaceframe chassis, both French cars running the Renault engine, had amassed 26 points. The more experienced Jabouille, in his fourth season of Formula Two, won the third round of the championship at Rome's Vallelunga Autodrome but Tambay hadn't won a single race. He had managed to score points in all but two of the seven rounds and had finished third no less than four times. His best result, taking into account that he crashed while leading at Pau, was a second at Vallelunga.



Patrick Tambay's Renault-engined Martini Mk. 19 shares the Championship lead without having won a race.

Fourth and fifth in the championship at mi l-season were the only other race winners. René Arnoux, the youngster that Colin Chapman got to sign a Lotus testing contract in 1974, had been brought in by Tico Martini and team-manager Hughes de Chaunac to partner Tambay in the defence of Martini's 1975 title. René is a real charger and promises to be the best of the young talent that is currently jostling for recognition. He is consistently one of the fastest men on the circuit and his win at Pau after Tambay's mistake, marked him out as a man to watch. He drives with his head arched forward and shoulders hunched which is a style reminiscent of both Roger Williamson and Tony Brise and it is probably significant that all three came into racing via karting. Arnoux drives his Martini aggressively, using short stabs at the accelerator through corners and plenty of opposite lock but this enthusiastic approach is backed up by sound judgement and quite extraordinary car control. He was at his best flinging the car between the narrow confines of the avenue of Armco barrier that now lines the Pau road circuit. It was a race where many of the other young drivers found themselves completely lost while little René was in a world of his own, powering the Martini out of the tight corners in graceful slides.



Jean-Pierre Jabouille's own-built, space-frame chassis, Elf 2J has one win under its Renault-power belt to share the Championship lead.

Michel Leclere won the fourth round of the championship at the Salzburgring in Austria and what an incredible result that was because Michel came through from fourteenth on the grid. Both Leclere and Arnoux had been harshly handicapped by the Austrian organisers' incompetence. Practice was a typical wet and dry situation except that the organisers had split the large entry in two and several front runners found themselves relegated to the back of the grid. Leclere and Arnoux both charged through and Arnoux took the lead, built up a 15 second lead, but then made a rare mistake

that dropped him to fourth. Leclere in his Elf 2J coasted through to win.

The only other regular pace-setter was the Brazilian Alex Ribeiro who is partnering Flammini in the March-BMW team. He was lying sixth in the series, although at times he had shown as much promise as his more fiery team-mate. At Rouen Ribeiro snatched pole position away from the French and was leading the race boldly until an electrical fault put him out. His other good showings were at Thruxton where he finished second to his team-mate and at Vallelunga where he was third.

These six drivers had quickly emerged as the contenders for the 1976 championship. Arnoux's fourth place was still very much in touch, he had 24 points, while Leclere was on 21 points and Ribeiro trailed with 15 points. The French have won the title for the last three years—ironically for two of those with March and BMW—but will they beat the British team this year? It has been fairly conclusively shown by both Stuck and Flammini that March's four-cylinder production-based engine has the measure of the Renault in spite of everyone's fears that the torque of the French engine was going to turn the championship into a lopsided French benefit. In fact the switch to racing engines in 1976 has been a huge success because Brian Hart's all-alloy four-cylinder racing engine has also shown that, with a good driver, it can match both of these European-built engines.

Sadly, though, the season has once again seen the British drivers more notable for their absence than their results. Grovewood award winner Brian Henton appeared only briefly in practice for Thruxton with Tom Wheatcroft's new car which used the Holbay Abarth six-cylinder in-line engine and it is problems with this engine that have curtailed further outings. The soaring costs of competing in Europe have accounted for the non-appearance of several other hopefuls although Ray Mallock has persevered with several good showings and Richard Robarts survived a nasty accident at Vallelunga and is continuing with a new Mysons-backed March Hart.

It is the European privateers, most of them running British March or Chevron chassis, that have chased the works teams and among them are several talented youngsters. The Italian Giancarlo Martini has quietly forgotten about his private Ferrari 312T which he ran at the beginning of the year in a couple of non-championship Formula One races and has driven a new March-BMW with good effect in Formula Two. At mid-season he was holding seventh place in the championship with 10 points. There are three other promising drivers: the Brazilian Ingo Hoffman who is running a Hart-engined March in Willi Kauhsens' team and finding it a lot easier than trying to qualify his Grand Prix Copersucar; the 19-year-old American Eddie Cheever who is settling in to a similar car being run for him by Ron Dennis; and the Finn Keijo Rosberg who has turned in a couple of fine efforts in the German-built Toj-BMW. Like Alex Ribeiro, both Hoffmann and Cheever are having their first season in Formula Two while Rosberg has previously raced in European super-vee.—M.T.



Hans Stuck's Jagermeister March-BMW out-sprints Flammini's Scaini March-BMW at the Salzburgring. Graded-driver Stuck has won two rounds but is ineligible for Championship points.



Patrick Tambay.



Jean-Pierre Jabouille.



Maurizio Flammini.

René Arnoux.



Michel Leclere.



Alex Ribeiro.



A Stag with Rover Power—and Reliability

BLOWN head gaskets and finally a comprehensive engine blow-up when the timing gear fell off the end of a camshaft of his Triumph Stag had driven to despair Mike Stephens, proprietor of Western Models in Redhill, Surrey. When Mike's first Stag had exasperated with similar maladies his answer had been to swap the car for a Renault. But the call of the comfortable Stag's idyllic open-air/fixed-head, four-seater concept had proved too much and a later model, blue Stag replaced the reliable Renault. The glutton-for-punishment refused to be ground down by this second Stag's expensive unreliability and found the answer to all his problems by transplanting one Leyland V8 for another—the more reputable, all-aluminium Rover V8.

The transplant has proved so successful that the weak-hearted Stag's Barnard, Douglas Hall, who runs May Engineering at 142A, East Street, Epsom, Surrey (Epsom 28228), has decided to build Stag 3500s on a commercial basis, in conjunction with Western Models, whose latest offering on the miniature side of its business, an exquisite 1/43rd-scale model of the Tyrrell Project 34 prototype, has a place of honour on Ken Tyrrell's desk.

I'd long wondered why nobody, in particular Leyland themselves, had not previously offered up the Rover engine to the convertible Stag body, at least so far as I knew. By coincidence, I'd been talking about this self-same subject to our rally-man, G.P., whose Stag temperature gauge was currently showing an attraction for the red segment, just a couple of days before I heard about the May Engineering car. We thought the fact that Leyland should produce two V8 engines at all seemed a nonsense; that they should produce two with such dissimilar reliability reputations seemed crazy. However, the Stag project, with basically a double-banked Dolomite engine, had been too far advanced when the Leyland Group began to pull Rover, Triumph and the rest together to adopt the Rover engine at that stage. In fact, since I tried the May Engineering car, I have heard from Leyland that they too have experimented with a Rover engine in the Stag. Whether or not they were satisfied with the conversion I don't know, but for their production purposes the project is unviable on several scores, apparently, in so much as re-vamping a production car in this way would entail a complete new series of safety and emission tests and re-tooling, unjustified by the Stag's low volume.

If the idea of dropping one V8 in the home of another only 500 c.c. smaller V8 sounds simple, it is not quite so straightforward in practice. For one thing the deeper, longer-stroke Rover engine's twin SUs fail to clear the Stag bonnet. For another, the Rover engine revs to a modest 5,200 r.p.m. (disregarding the new 3500's 6,000 r.p.m.-limited engine, being unavailable yet on the second-hand market) compared with the Stag's 6,500 r.p.m. Thus, Rover maximum revs would offer a mere 103 m.p.h. on the Stag's 19.9 m.p.h./1,000 r.p.m. potential direct top, using the standard 3.7-to-1 final drive ratio, were something not done to make the hydraulic tappet, push-rod V8 rev somewhat better. This will be less problematic with manual-overdrive cars; Stephen's Stag has the standard Borg-Warner Model 35 automatic gearbox with 1.0-to-1 highest gearing, equivalent to the manual's direct 4th gear. Hall is still developing a clutch, flywheel and adaptor plate to mate up the Rover engine to the manual Stag box.

Such a conversion on the automatic Stag requires few amendments to the drive-line; the gearbox and propshaft position and length are unaltered and the Rover engine's torque-converter housing bolts straight to the Stag's Borg Warner Type 35 box. Different tailshaft lengths make it impossible to use the otherwise similar Rover Type 35 box. If the Rover engine used happens to have been made in the last two years it will have been mated to a Model 65 gearbox, the torque-converter housing of which has to be changed for a Type 35 to suit the Stag box. Stephens' car uses the Stag torque-converter, with slightly different characteristics to those suited to the torquey Rover engine. In future, Hall will fit the Rover item.

Adapting engine mountings for the Rover unit is a straightforward-enough job. But the Rover engine is longer than the Stag, the nose on the top pulley needing to sit right where the Stag radiator would be positioned. A subtle application of cutting equipment to the tin-work ahead of the radiator allows it to be moved forwards and downwards at an angle. A header tank is fitted to compensate for the consequential loss of pressure height and to accommodate the Rover's greater coolant requirements. Twin, Kenlowe thermostatically-controlled electric fans replace the engine-driven item. The cast-iron Rover exhaust manifolds won't clear the front body rails, so Mike (the Pipe) Randall, of Wallington, Surrey, has fashioned tubular extractor manifolds, which curve forwards and down before heading towards a link-up with the standard Stag twin-exhaust system. As an incidental, these new manifolds should let loose a few of the horse-power strangled by the Rover manifolds. The remaining major headache is to graft a glass-fibre bulge into the bonnet to clear the angled SUs atop the engine, which breathe through a single paper-element filter per unit and necessitate a revised throttle linkage. Hall is considering eradicating the clearance problem by fitting the horizontal SU arrangement from the MG-B



A small bonnet bulge and, on this car, Rover model badges, are the only outward changes.



Doug Hall, left, the transplanter, and Western Models' Mike Stephens, survey the Rover-Stag installation. Hall is no stranger to such transplants—he was once involved with Roverising an Escort.

V8. I feel this is unnecessary; it would mean the loss of some power and torque and the not-too-unattractive, yet distinguishing, bulge.

Mike Stephens' Rover engine came from a crashed 3500. It was rebuilt completely by Hall, ex-SuperSport engine builder and Brabham mechanic, who had it balanced as a matter of course and made one or two other improvements to extend its rev range. The source and attention paid to engines for customers' cars will be similar, with the possibility of using the improved hydraulic tappets from the new 3500. Though the necessities of life dictate that May Engineering's work incorporates bread-and-butter repairs and servicing, which was how Stephens, Stag and Hall came to meet, Hall is primarily a competition engine specialist, mainly with Ford BDAs, so these V8s ought to be put together properly.

On paper the slow-revving 88.9 mm. x 71.1 mm., 3,528 c.c. pushrod, all-aluminium Rover engine isn't necessarily all that superior to the higher-revving, 86 mm. x 64.5 mm., iron-block, aluminium-head, single o.h.c. per bank Stag unit. Indeed, in standard form its 143 b.h.p. DIN maximum power is 3 b.h.p. down on the Stag's, though produced at 5,000 r.p.m., 700 r.p.m. less. It is in sheer torque that the Solihull lump gains: 202 lb ft. at 2,700 r.p.m. against 167 lb. ft. at 3,500 r.p.m. Turn the key to fire the Rover engine, using the Stag's existing manual choke control if necessary, and there is a much gruffer note to the irregular V8 beat. Otherwise, there is

only the bonnet bulge ahead to remind the driver of the changed power source.

The deeper bark is matched by a fiercer bite. I have always found the automatic Stag to be a shade lethargic; put your foot down in this May Engineering version and the message is much more emphatic, whether from rest or at speed. The torque characteristics more than overcome the Rover's less extensive rev range in manual hold or on kick-down, producing a splendid surge of power through the range. The Stag torque-converter's unsuitability showed with a touch of slip on kick-down, but this failed to disguise or spoil the much pleasanter performance characteristics. Without an opportunity to take comparative figures, I can't be much more specific than this, but would imagine the 0-60 m.p.h. time to be well under the 8 sec. mark and maximum speed, assuming this modified engine will pull its maximum 6,000 r.p.m. in top, which it should on the Stag final drive ratio, to be standard Stag-like at 120 m.p.h. A standard Stag weighs more than 2 cwt. less than the Rover 3500, while the Rover engine saves another ½ cwt. compared with the other V8.

Koni shock-absorbers all-round are a standard part of this May Engineering conversion. Combined with the later-model Stag's smaller wheel and improved steering, these help produce surprisingly taut and balanced handling at the expense of a firmer ride.

Hall and Stephens quote a high £1,500 plus VAT for this conversion, but this does include low-profile tyres, which the customer is not obliged to have, the Konis, Kenlowes, all the other conversion paraphernalia and a full engine rebuild. And the Stag engine reverts to the customer, presumably to dispose of for cash. Stag owners who can't understand the logic of this conversion have obviously not been amongst the unlucky ones who have suffered multiple engine disasters. But the only alternative to the Stag-type concept is even more expensive—they call it a Mercedes.—C.R.

Bo Hellberg:
Rallying Diplomat

REASON, sweet reason: we have recently been fortunate enough to meet the man who personifies the objective view in motorsport. Just as Sweden is known for its neutral stance, Saab Competitions Director Bosse "Bo" Hellberg seems to be the only one of the manufacturers' representatives from whom one can get an almost impartial report of the latest controversy. Naturally Bo is still conscious of his responsibilities toward Saab, but his election as the representative of the manufacturers on the CSI's sporting sub-committee that deals with off-road matters tends to reinforce the view that Hellberg is a skilled diplomat with the long-term interests of international rallying at heart.

Born in Stockholm in 1932, Hellberg was brought up in a rallying atsmosphere through his father's participation. Even while at the local high school he had begun to co-drive with a school friend, usually borrowing father's cars, which were neatly assessed as, "many types, including an A40 and even a Packard Clipper: it wasn't possible to bring them back in the same shape as they started very often!" From school he went on to study electrical engineering, a subject that became somewhat neglected by the young Hellberg in the heat of more and more rallying, though he was still good enough to be offered an extremely attractive employment within IBM, later in life.

The application to co-driving started to show real results pretty quickly in a VW, as Hellberg recalls, "a friend of my father's did the driving and I think it's fair to remember that we would have been Swedish Champions in 1952 . . . but they didn't start the series until the following year."

By the time he was 20, Hellberg's quiet organisational talent had spread from the co-driving perch to the substantial responsibility of the KAK Swedish Rally, the international on which he had himself finished third when co-driving. From the Swedish he spread his wings further with annual involvements to organise both the Rally to the Midnight Sun and the Mobil Economy event. This, and employment within both Scania Vabis and Mobil took Hellberg through the 1950s, but in 1962 he had to choose between electronic engineering at IBM, or an offer from Saab to take over and develop the role of their competitions department.

For the first two years Hellberg reported to engineering chief Rolfe Melde, then in 1964 Competitions was transferred to act as part of the public relations division. Bo says you can judge how much he wanted to work for Saab because, "I asked my wife first, because really all I was doing was to follow my hobby as a job!"

Nowadays the Saab Competitions centre is described by Hellberg as "a separate unit, something of an island: sometimes this is good and others bad, especially when we may need help from within the company".

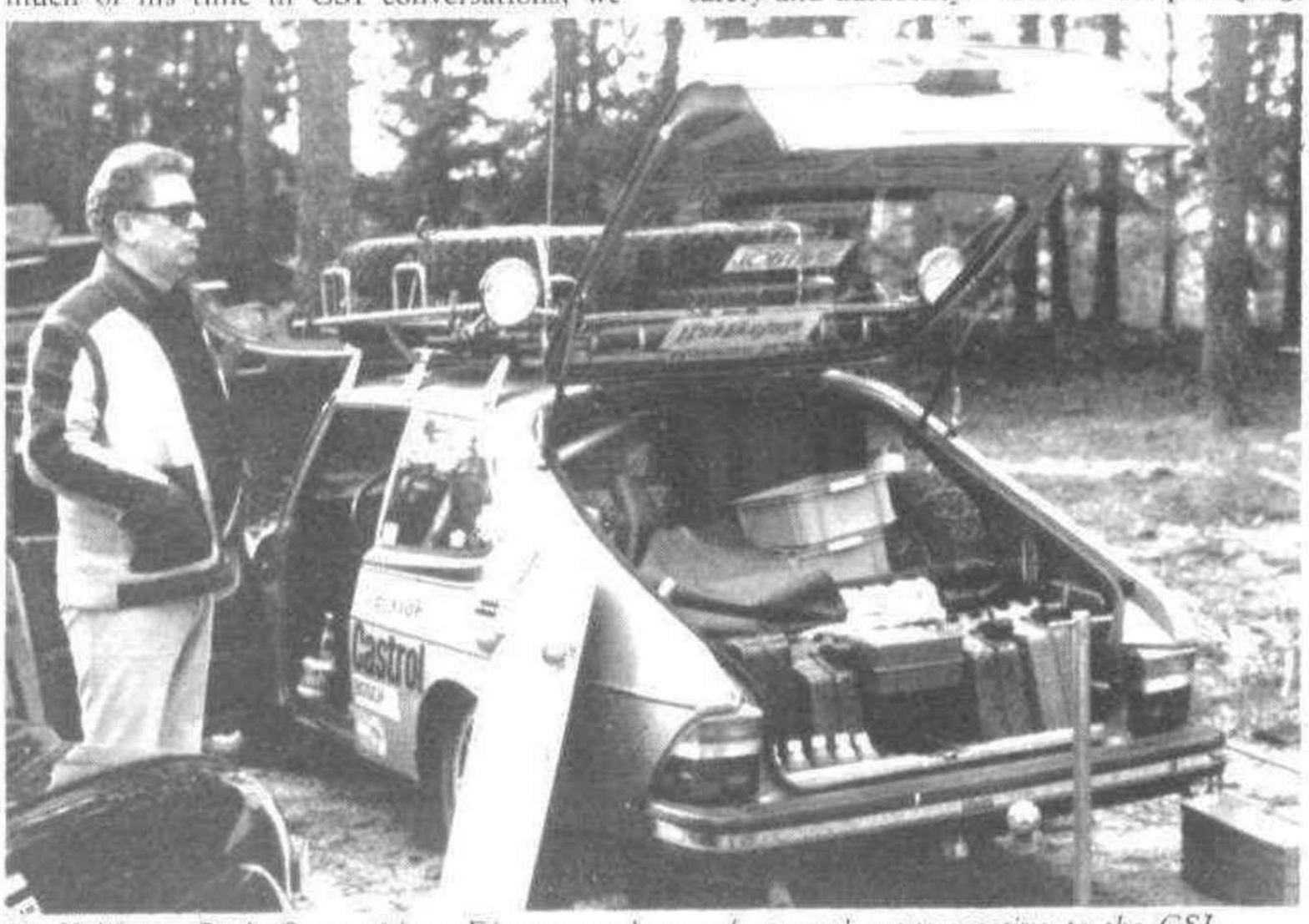
International considerations

Turning to the topics that currently occupy much of his time in CSI conversations, we asked how Hellberg felt regarding the 1976 regulations that have effectively re-defined the modified Group 2 saloon cars and outlawed the use of specially homologated items such as four-valve cylinder heads . . . Saab having been literally the last of the major makers to homologate a special 16-valve cylinder head, late last year.

"At first I was not in favour of the new regulations, but I am changing my mind a little now. Over 30 manufacturers have homologated such cylinder heads (only the RS1800 Ford Escort and Dolomite Sprint come to mind as being available for public sale with four-valve per cylinder heads and they are eligible for 1976 Gp 2) and that is an awful lot of engineering money spent all over the world. Thinking of this, I suppose it was right that the CSI over-ruled all our advice (from the interested manufacturers) and permitted such cars to run in International competition within Group 4 while they develop new equipment for the new Group 2. In my opinion all those who have homologated these parts should be allowed to carry on for longer than just 1977: it's such a waste of engineering and money, and the cars are very entertaining in speed and variety, where for the 1976 Group 2 rules there are really only the 16-valve production cars that can be competitive.

"It must be possible to find some regulations that look after all those who have done their development work, and newcomers, so that competition is at less cost. The object must be to get more cars on an equal footing and an interesting choice of different cars that could win."

This brought us naturally to the subject of Sweden's own national rally championship, which now puts just those sort of ideals into practice. The subject is more fully discussed in our Saab Colour feature this month, but what they have done in Sweden is provide two basic classes for their interpretation of FIA Group 1, the cars divided by their power to weight ratio: aside from performance equality the Swedish system also allows body and braking modifications that allow improved safety and durability. It's not cheap rallying,



Bo Hellberg, Saab Competitions Director and manufacturers' representative to the CSI.

but the sheer variety of cars is exceptional, especially when compared with the phalanx of Ford Escorts that dominate our own rallying outlook from treasure hunt to international level.

We asked if Hellberg had tried to interest other overseas organisers to try the Swedish system? "Well I have talked about it at CSI meetings of sporting manufacturers, but I don't think you can really understand our formula unless you see it."

Naturally the view of the mass producers of popular saloons tend to conflict with those of Alpine-Renault and Lancia, so I asked what Hellberg felt the future held for vehicles such as the Stratos?

"If you look at the entry list for an international rally, even, there are not many of these cars used: really it's just for the works. For most car makers the interest is in the cars we make and I think it's not quite fair that a special aerodynamic 2-seater with a light body should compete against us on equal terms."

Following on from this question is the possibility that rallying may, before the 1980s are reality, have to be confined to cars of a comparatively unmodified nature: *i.e.* Groups 1 and 3. "OK, one day we may have to do this, but when that day comes, something like the Stratos will probably be totally illegal everywhere.

"The major problem is noise, not power. You need a caravan towed behind full of silencers to get some of today's cars within the proposed legal limits for future rallies. In Sweden, because of exhaust emission and noise regulations you have very thorough checks of modified cars: in practice the cars now have to be pre-1975 if they are to enter in the modified class, owing to the exhaust regulations. This means that class will gradually die out, but I think this is the best way rather than just suddenly crying stop!"

Another thorny problem at present concerns the proposal, since adopted by the CSI with exemption clause for organisers who wish to opt out, that all World Championship Rallies should have practice facilities beforehand. The RAC was specifically excluded, and other organisers could apply for release from this obligation. What were Hellberg's feelings, "I am against all practice. Rallying is more sporting, and cheaper, without practice." It is popularly believed amongst the senior rallying folk that this proposal emerged from some of Lancia's misfortunes on un-practised events, and it certainly seems that the Scandinavians and British are largely in favour of unpractised events with the French and Italians a lot more used to pace notes. Hellberg continued, "If drivers really want to find out a route, they will. Usually it is only the middle class of driver, not the top men who try and do this, and although it's not fair, it's difficult to stop. I think official practice for a rally is bad too: I shouldn't like to live on a rally route, and the continuous practice can be bad for the sport."

I wondered if the Scandinavians thought the British used notes culled from their participation in our RAC Rally Championship to boost their chances? Speaking for himself and Saab Hellberg said, "I don't think the English practise the stages beforehand, but they are often used in other events and so they have some experience. That's OK, we have the same in Sweden, though I must say I think rallying is easier here because we have more suitable space and it's cheaper to use."

I asked about his attitude to sponsorship, as the Saab team in rally trim seem to run very much as serious factory cars without outside assistance. Hellberg replied, "I don't really know why, but we don't have any really big sponsors in Sweden, though the rallycross cars are helped by sources outside motoring in Holland.

"I think cigarette advertising will soon be restricted in Sweden, so we have not explored that possibility. In general we have sat and waited for people to come to us, not gone out and looked for extra money. If we were going to have sponsorship, it would have to be for a season, because special jackets and paint are too much bother for just one event: it's much better for everybody if the link between companies can be firmly established over a period. I think sponsorship has done good for motorsport, though it would have been better sport without commercial interests: now costs are so much higher, nobody can do without some type of sponsorship."

Looking back over the last 15 years connected with rallying we asked Hellberg how he thought the sport had developed? "Oh, before it was much more sporty, it's too professional now for it's impossible, almost, for privateers to win the big events. That's a pity because every new winner makes the sport more interesting."—J.W.

The Fiat 128 3P

WHAT A generally good little car the 3-door hatchback Fiat 128 3P is! I was impressed by its eager performance, which reminded me of the old Fiat 124 which on first acquaintance was such a pleasant surprise to drive, its ability to swallow goods and chattels after the easy-to-fold back seat had been stowed, and the reasonably quiet manner in which its o.h.c. 73 (DIN) b.h.p., 1,290 c.c. transverse engine runs at British Motorway cruising speeds. These flattering observations have to be qualified. As to performance, over 100 m.p.h. and 0-60 m.p.h. acceleration in 10.8 sec. is not to be sneezed at from a 1.3-litre car, of a useful size in its compact overall dimensions. Goods it accepts like a small lorry, if you can hump them over the high back-sill; the tail-gate rises on its own, shuts easily, and is lockable. The engine is naturally not as hushed as those on bigger cars, making long journeys tiring, but is good for a little 'un, with just that eager rasping note as it is opened up. But I am reminded that there is no substitute for litres—or proper sound dampening! There are some body rattles and the fuel slops about in the 6½-gallon petrol tank. Hand throttle and manual choke are provided. The dip-switch is assessible, the plugs less so, and the spare wheel is under the bonnet.

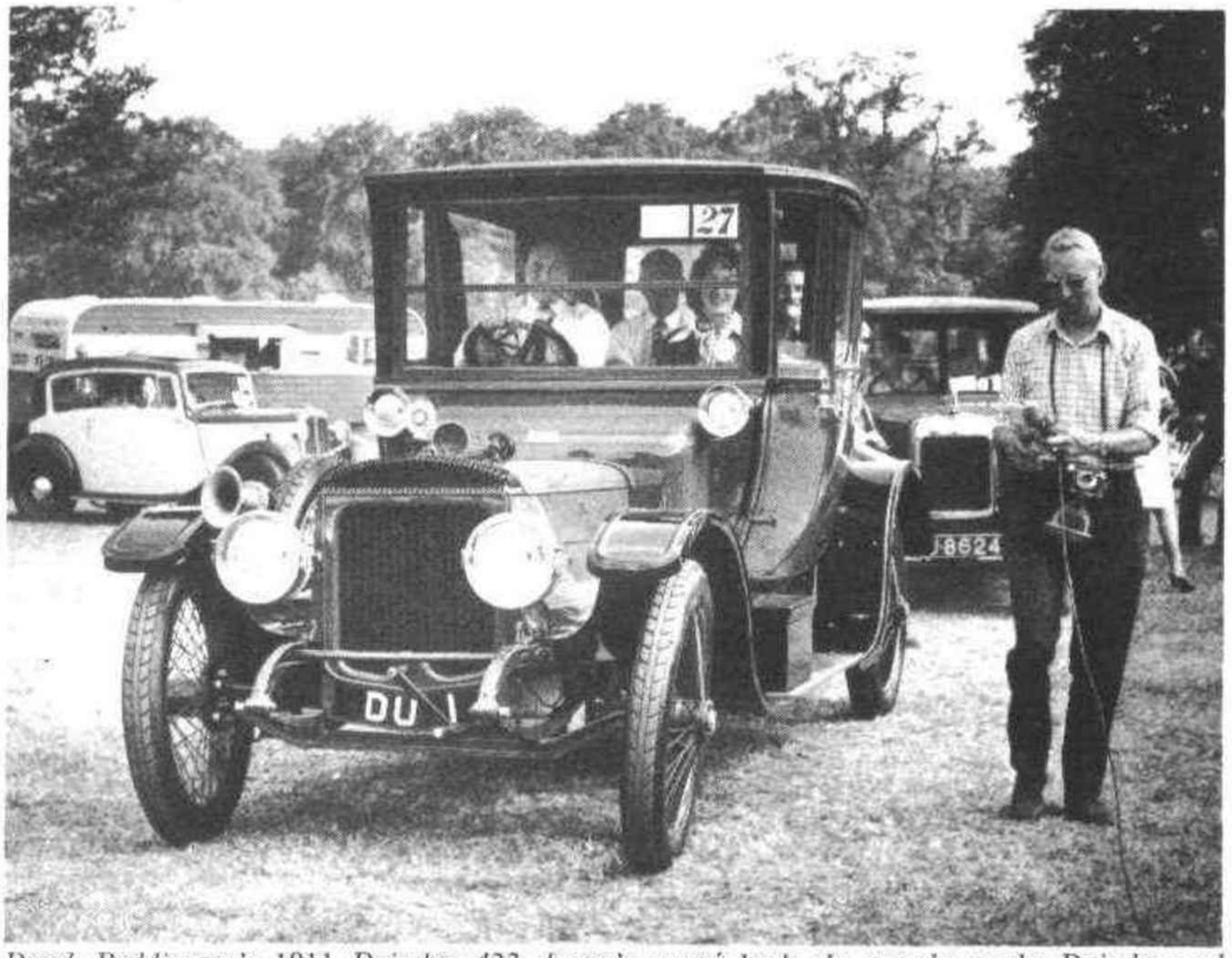
The seats are small but moderately comfortable, the instrumentation includes a tachometer with the dial marked up for peak engine speed as high as 6,800 r.p.m., but the only mileage recorder omits decimal readings, the facia sill incorporates powerful adjustable circular fresh-air vents, there are open-floor and under-facia stowages, and the ride and handling are excellent for this class of car. An extra bonus is an 11-gallon fuel tank, which obviates frequent refuelling stops. This is just as well, because the flush-fitting bakelite filler-cap proved difficult to unlock and refused to be relocked into its square-sided bung-hole. What a pity Fiat's screwed cap has been abandoned for a styling gimmick. The pedals are somewhat biased to the left and are oddly-angled for some drivers, but the accelerator pedal is on the same height level as the brake and clutch pedals. Its rubber pad soon fell off. The small steering wheel has a simulated leather-covered rim and controls undistinguished steering from this front-drive car, geared just under 3½ turns, lock-to-lock. The gearchange is satisfactory, baulking over the last inch of movement into 1st gear, with reverse easy to engage, and Fiat's triple stalks and facia master-lighting-switch constitute somewhat complex minor controls. The 13 in. Ceat tyres stood up to the intense heat of June and driving normally I got 40.3 m.p.g. of 4-star and no oil was required in 950 miles.

This 3P is a useful addition to the Fiat range, the size of economy car many people find just right. It costs £2,237 and, replacing the Sport Coupé, offers a sporting performance for its engine capacity, and excellent economy.—W.B.



Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



Derek Boddington's 1911 *Daimler A23 doctor's coupé leads the parade at the Daimler and Lanchester OC's National Rally at Cirencester Park, followed by R. Harrington's* 1924 *sleeve-valve BSA and a* 10 *h.p. BSA/Lanchester of the mid-thirties with Morris wheels and Humber Vogue coachwork. Brian Smith has the microphone.* Photograph by Studio Five.

La Monotrace

A READER called at our offices the other day with some literature left by his wife's grandfather, a Frenchman who worked for Talbot-Darracq from 1918 to 1934, one of his last tasks for them being to spend many hours preparing the fabric bodies of the Weymann saloon exhibits at that year's Paris Salon. One of the catalogues in the collection is for La Monotrace, an odd vehicle that was made in Paris in the early 1920s, and which sought to combine car comfort with motor-cycle compactness and handling. To this end, it was a two-wheeled single-track vehicle, in which the passenger sat in tandem behind the driver, both within a proper body. As this precluded the occupants putting their feet down to support it when it was stationary or running slowly, an outrigger wheel was provided on each side to keep the machine from falling over. These tiny disc wheels had braced cycle-type mudguards and were in the plane of the Monotrace's back seat.

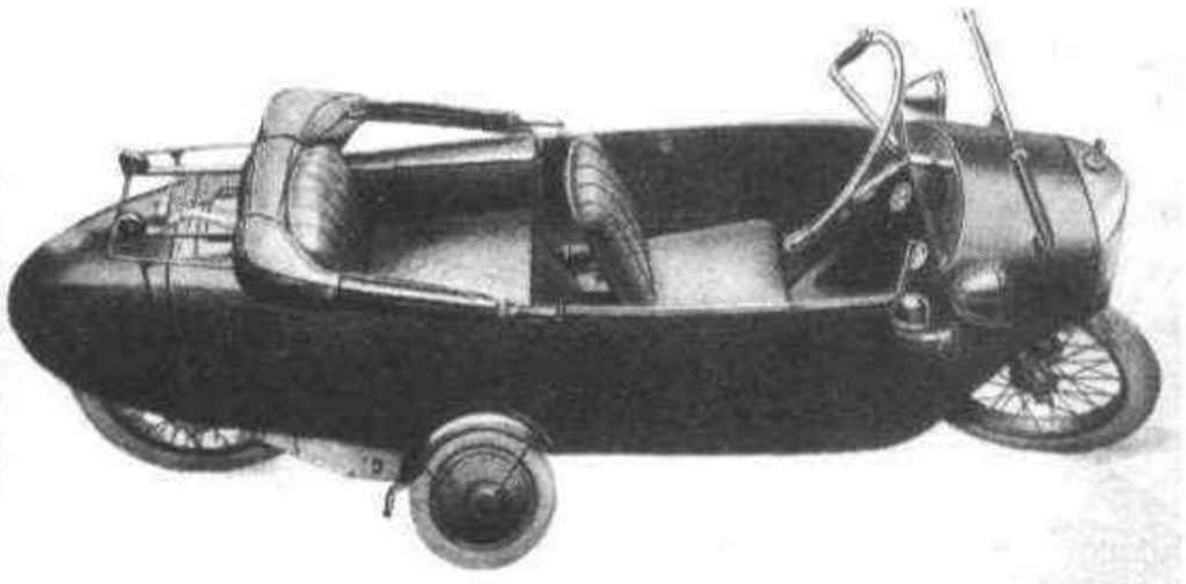
The driver steered the front fork with a big cut-away wheel on which a twist-grip operated the throttle. The catalogue gives no clue as to the engine and transmission arrangements but more details did reach the British motoring papers of the time. There are pictures of this odd machine climbing steep banks, cornering on the appropriate outrigger wheel, and even tackling *la neige.* Apparently two versions were made at the works at Saint Etienne, a de luxe model with hood, lamps, Klaxon horn, wide screen and a luggage grid and a Type Sport that was devoid of these luxuries and had a smaller screen. The engine was water-cooled with a small frontal radiator and a spare wire wheel could be carried. Paris abounded with such oddities at this period and one wonders how many were sold, from the offices and show-rooms in the Champs-Elysées? The makers called themselves Morgan-Monotrace, which may or may not have been wishful thinking of a successful cyclecar with one more wheel made in Malvern Link. Probably not.

Among other folders in the collection are that for the Amilcar Compound, for 1933 Gnome & Rhone motorcycles, and a number for the 10 h.p. Citroën, including Type Sport Caddy, a 3-seater torpedo with disc wheels but flaired mudguards, and a vee windscreen. The brochure claims that the GP de Consommation at Le Mans in 1920-21 and 22 proved the 10 h.p. Citroën to be the most economical small car in the World. Other Citroën folders relate to the closed cars and the commercials, the latter covering the 400 kilo light van, La Normande truck, Le Boulangere covered truck and a camionette, as well as the Kegresse-Histin tracked-tourer.

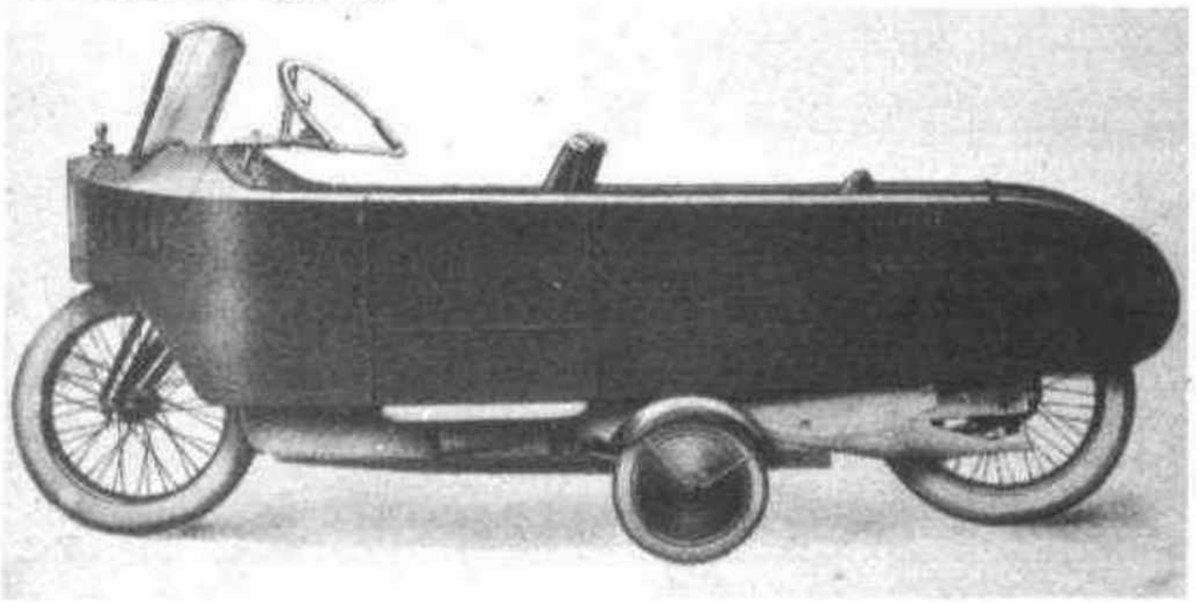
Finally, there is a booklet from the Velox photographic people, of Bagnolet, which has pictures of various French races, including Mme. Versigny in her GP Bugatti after presumably winning the GP Feminin, Chiron in a GP Bugatti at Antibes, a BNC leading an Amilcar and a Salmson at the same circuit, Dubonnet in a wire-wheeled GP Bugatti at Le Mans, Campbell's Delage winning at Boulogne, Williams' GP Bugatti at Comminges, and in a Type 43A at la Cote, etc., not forgetting Morel's streamlined Amilcar at Monthlhéry. Also a glass plate of a mysterious military-looking motor car, which you may be able to identify (see page 929). Thus do our readers entertain us!—W.B.

V-E-V Miscellany.—Further to our recent comments on early Post Office motor vehicles, Mr. Young of Harrogate has sent us a photograph of an early motorised mail vehicle, a basket-work trailer towed by a solo motorcycle, its rider in uniform, which in 1902, when the PO used to contract out their transport, operated to Greenstreet, Doddington, Frinsted, Milstead and later, we are told, to Wormshill. Much earlier, however, Daimlers were employed in the Redhill district. Mr. Young informs us that the reason why PO vans proceed so slowly, which we queried, is because they have governed engines to

La Monotrace Type Luxe.



La Monotrace Type Sport.



reduce wear and tear and fuel consumption, the fact that in 1974/5 the total mileage run on Telecommunications and Postal duties was 589,146,000, divided between 72,812 vehicles, making this restriction, unliked by many drivers, viable. Apologies to Roger Twelvetrees for mistaking his 14 h.p. six-cylinder Riley Kestrel saloon for a Nine on a recent Beano. A reader in Durham who acquired a 1926 S4 Bianchi more or less in running order but with delapidated saloon body, originally an Italian-built false cabriolet covered in good-grained fabric. The seats are missing and any help with dimensioned drawings, photographs, sales literature, etc., to enable correct-type replacement seats to be made and the correct equipment fitted, would be appreciated. Letters can be forwarded. A member of the Riley Register is trying to trace the 1935 Kestrel 12/4 he once owned, Reg. No. BAU 392, with chocolate body and yellow wheels, which he sold to someone in Fleet Street, in 1959/60. About 100 cars depicting the development of motoring, from a 1904 Riley Forecar to a Jaguar XJS coupé and a Triumph TR7 are expected to appear at Lambeth's Gala of Sport, in Brockwell Park, London, SE24, from 2 to 7 p.m. on August 1st. One feature they hope to stage is a "Lambeth on Wheels" display, relating to some 25 manufacturers who started production in the borough, like Vauxhall and AC. Lambeth Council is awarding the prizes. The VSCC of America has fallen for the post-war sports/racers cult, but with a list of selected pre-1960 cars only, intended to confine themselves to non-racing (*i.e.* sprint) events. The presence of such cars at the Watkins Glen vintage-car race has resulted in the VSCC of a A Committee taking action to decide whether this will be permitted in future.

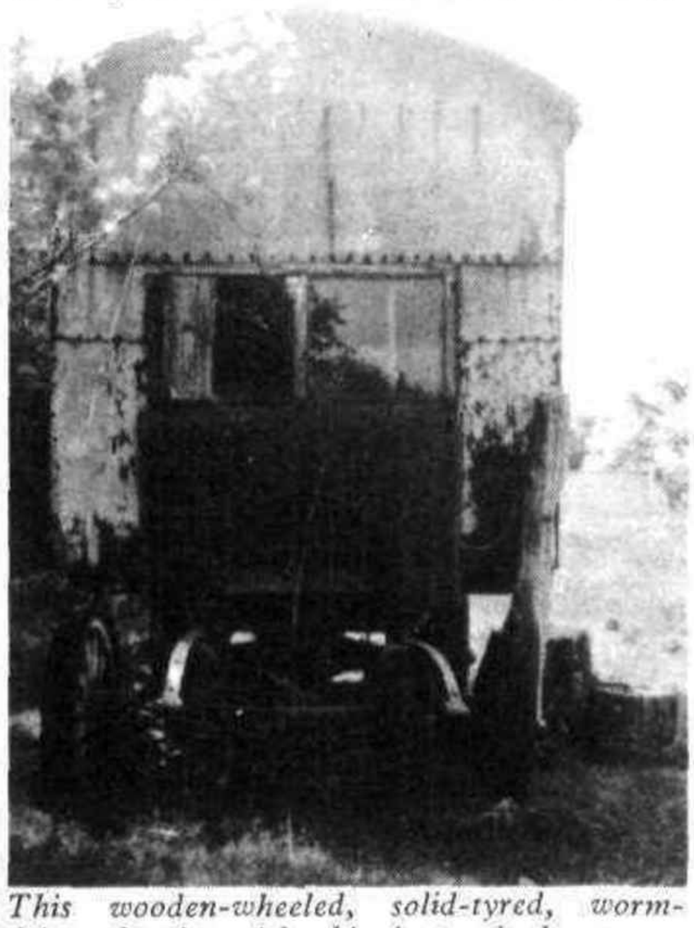
The Wolseley Hornet Special Club remains active and its Spring magazine contained useful information about working on the Hornet engine. The Shuttleworth Trust reports that restoration work has started on its 1898 Panhard-Levassor, while it is hoped to have the 1903 de Dietrich with replica Paris-Madrid body, that Richard Shuttleworth used to race in veteran events at Brooklands, ready for the VCC Transport Trust parade at Old Warden on September 26th, when historic aeroplanes are also to be flown, weather permitting. A workshop manual and maker's drawings are required by a reader in the IoW who is rebuilding a 1934 Wolseley Hornet the saloon body of which has virtually rotted away. Another Rolls-Royce Silver Ghost has been damaged by fire—a 1922 model in a warehouse blaze in Wisconsin. The Rolls-Royce EC's 1906 IoM TT Commemorative Rally is scheduled for September 22nd-29th. Following our piece about stork car mascots, P. A. Jack, the well-known aviation historian, sends us photostats of such mascots used by two more First World War units of the French Air Force, SPA67 and SPA167. Moreover, he informs us that the famous "Hispano-Suiza" stork can still be seen on today's Mirage IIIE fighters of the Escadron 1/2 Cignognes at Dijon; which might suggest a rally venue to the Hispano-Suiza Society?

A record entry was received last June for the Daimler & Lanchester OC's National Rally at Cirencester Park, and Mrs. George Lanchester drove up from the West Country to help and to present the prizes. The overall winner of the *Concours d'Elegance* was D. Boddington's 1911 Daimler A23 doctor's coupé. This was appropriate in Daimler's 80th Anniversary Year (about which we hope to be doing something next month), as the car belongs to the Daimler Co., was driven by the Foreman of the Jaguar-Daimler Works Transport Dept., and had been hand-painted by Ron Jones of the Company. Good show! The rest of the awards went to post-war cars. Before competitors dispersed their cars were formed up in a double victory-vee and photographed from a helicopter.



This early motorised mail vehicle operated from Sittingbourne to Greenstreet Doddington, Frinsted, Midstead and later Wormshill, in 1902.

Old car folk, if not necessarily enthusiasts, collect all sorts of bric-a-brac these days and should be interested to learn that Black Cat have reintroduced their vintage motor car series of cigarette cards with text by Michael Sedgwick, and that Shell have reissued sets of ten different postcards from their 1904-1912 series which were given away to those buying their petrol in the red 2-gallon cans. The reproductions are very good indeed, and retain the ½p Inland, 1p Foreign, postage-rates! Sets of ten different cards are offered by the PR Dept. of Shell-Mex, at 50p post-free—the address to use is Publications Dept., UOMK/6212, Shell UK Oil, PO Box 148, Shell-Mex House, Strand, London, WC2R ODX, mentioning MOTOR SPORT. A shop run to aid the Manchester & District Spastics Society has a kilo-calibrated but USA marked, Stewart Warner speedometer for sale, with 73 kilo on its odometer, a 0-100 k.p.h. speed-reading, nickel bezel and black markings, lead seals unbroken and dated Oct. 1928. Letters from those interested can be forwarded.



This wooden-wheeled, solid-tyred, worm-drive chassis, with this improvised caravan body, was abandoned behind a hedge in Wales around 1925, *by some travelling tree-fellers. It appears to be a pre-*1914 *chassis, but the make remains a mystery.*

The VSCC will hold its annual Prescott speed hill-climb on August 8th. The week-end of August 28th/29th will be a busy one, with the BDC Silverstone Race Meeting on the Saturday and the final VSCC Race Meeting at Cadwell Park on the Sunday. The latter will see the final round of this year's MOTOR SPORT Brooklands Memorial Trophy Contest and the first race is scheduled to start at approx. 1.15 p.m. The big events at this meeting are the 8, 10 and 12-lap scratch races, which are to be supported by several four or five-lap scratch and handicap contests. A 1931 Wolseley Hornet Special with single-carburetter engine and Swallow two-seater body is likely to be restored in Wales and a 1934 Wolseley Hornet, virtually without bodywork, in the IoW. A workshop manual and body drawings are required in the latter case.

The HCVC has decided to take commercial vehicles of pre-1957 manufacture under its wing. It now seems to be an open secret that a great old-vehicle display is to be put on next year in honour of Her Majesty the Queen's Silver Jubilee. The first day is to be devoted to a gigantic parade and inspection of Rolls-Royce cars of all ages, organised by the RREC, with especial emphasis on Silver Ghosts for the Silver Jubilee, when it is expected that the largest assembly ever of Ghosts will be driven from Windsor Castle to Ascot via the Long Walk in Windsor Park, once before used for a VCC assembly. This is fine for owners of these great motor cars, in the Ghost's 70th year. But in view of Royal preferences in the past, we would have thought a great parade of Daimlers more appropriate!

Continued on page 926

Motorcraft shock absorbers guaranteed for as long as you own your car.

With Motorcraft Auto-Flex Supers your first cost is the only cost.

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Better parts to fit most cars.

V-E-V—continued from page 924

Chrysler *v.* Bentley

THESE DAYS, most magazines have colour front covers and the idea of using thereon a big photographic black-and-white reproduction has gone completely out of fashion, although this used to be a striking feature of *The Light Car & Cyclecar* in pre-war days. However, the exception that proves the rule is *Old Motor* and one of its best photographic front covers appeared last month, depicting the late Ernest Eldridge fuelling a 1929 Chrysler 72 roadster at Felsham garage with BP petrol, not far from the Chrysler works.

While highly commending this splendid front cover, the story within about this Chrysler is sadly wide of the mark, although with the passage of time and the complexity of International record-breaking, this is to some extent excusable—the status of World's and International Class records is still confused, in high places.

The thing comes to the boil in an interesting article by Bernard Tuckwell about his experiences when working at the Chrysler/Dodge depot at Kew from 1926 until about 1934. He recalls this Eldridge two-seater as being prepared for an attack on a 24-hour record but says this was the World's 24-hour record, broken at Brooklands in July 1928 at 108.03 m.p.h., which wrested this honour from the Bentley, which had averaged 98.6 m.p.h. for the 24 hours. Now honour where honour is due! The Chrysler did NOT beat the Bentley. And the record could not have been broken at Brooklands, where a ban on night running had been in force since 1924.

What Eldridge was after, with this near-standard Chrysler two-seater, was Peugeot's International record in Class-C (3,000-5,000 c.c.). This he successfully broke. but at Montlhéry, in March 1929, aided by George Eyston and Kaye Don, at 72.37 m.p.h. He was certainly not after the *World's* record, which Voisin had held since 1927, at 113.50 m.p.h., and was annoyed at the time when the daily Press gave that as his objective. Nor did the Chrysler vanquish the Bentley, which had held the International Class-D record at 95.03 m.p.h. since 1925, this run also being made at Montlhéry, by Duff and Barnato.

Quite why Mr. Tuckwell went about telling his anti-American-car friends of this triumph over the British car isn't clear, especially as, before the year was out, the Chrysler's own record had fallen to the Hon. Mrs. Victor Bruce, with her splendid one-driver run in a 4½-litre Bentley, at 89.57 m.p.h. The performance of the Chrysler, just a two-seater in road-trim with a big fuel tank in its dickey, was nevertheless most creditable. But the fact remains, as facts have an awkward habit of doing, that the Chrysler did not go better than a Bentley. It was slower by over 22 m.p.h. for two rounds of the clock than the 3-litre Bentley, which admittedly one would expect to take a higher degree of tune, and a mere woman, on her own, beat the speed achieved by the three professional racing drivers who shared the American car, admittedly a 4-litre side-valve against a 4½-litre o.h.c job, by a matter of more than 17 m.p.h.

This does not detract one iota from the fine picture aforementioned, which shows Eldridge, in typical overcoat, trilby hat and smoking a pipe, with the Chrysler. The car does not appear to carry a licence disc(!) but its Reg. No. is PK 1717. It is said to have been offered for sale in 1933 for £30 . .

Later in the same article Mr. Tuckwell refers to testing over 200 miles at Brooklands three experimental Chrysler Imperials with Roots superchargers between their front dumb-irons. This is new to me, although I know Stutz used this supercharger location. It seems that these blown 40/125 Chryslers were not proceeded with.—W.B.

Vintage Postbag

That Mercedes-Benz 500K

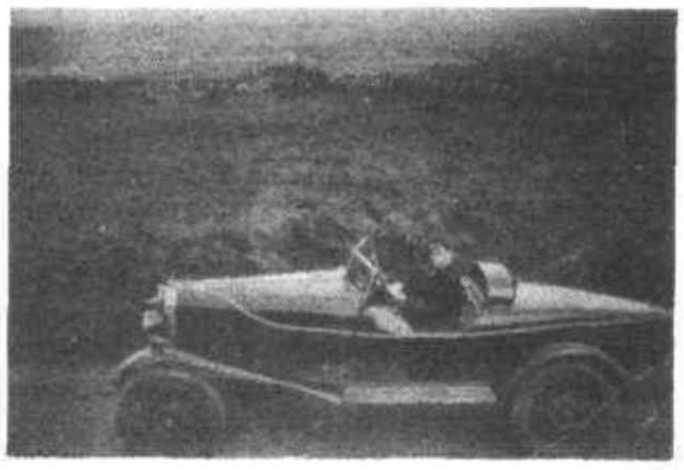
Sir,

Mr. John R. Davy is correct in regard to the 500K Reg. No., which should read BYW 612. As regards the tasteless accessories deprecated, they were all there when I had it dragged out in Newcastle in 1957. It is providential I did not send you the rear ¾-view, as this reveals a horrific tow bar. This was removed forthwith. If your May 1951 edition discloses the absence of debatable accessories, I cannot argue, but as I wrote you earlier I knew the car in 1936 to 1939 and somehow I think they were there then and did not detract one iota from its majestic low-slung appearance. If Mr. Davy cares to look up your April 1959 edition and Messrs. Simmons of Mayfair full page advert. he will find it there realistically priced, just as I first saw it. To complete the saga in this vein, in one of your later editions last year a newish concern advertised it as being available next month as from the South of France, where it did go, at approx. £1,600. I should add, and Mr. Davy can make up his mind whether he was fortunate or otherwise in not acquiring it, that during the rebuild we found the oil pump filter completely blocked with caked carbon, hence the run big-ends, not surprising as according to the original log book it had been stored 18 years, from 1939. There was no apparent damage to the crankshaft and when rebuilt it ran as it should, with good oil pressure. It is therefore extremely unlikely that Mercedes-Benz ever looked it over. Before I parted with it in 1959 I left it at their works along the West Rd. for a check-over and on returning next day asked for my account, I was agreeably surprised when told it had been a pleasure and there was no charge! How nice!

I am enclosing another picture of an old favourite, a 1924 Alvis Special. Seated is my old friend the late Bill White, affectionately known as "Castrol White", area rep. Newcastle area. This Special had close-ratio box, a Wizard hard-top, half of which swung outwards while you leapt in, fully cellular all round and top with braced steel struts, stored in tail with spare wheel.

The last I saw of it was when my brother was recalled urgently from leave in 1941-ish and I lent it to him to return to his RAF base in Wiltshire, I think. He was next heard of at Seletar Aerodrome, Singapore and, being equipment officer and with the Japs breathing down their necks, was told by his CO to scram but first ignite 6,000,000 gallons of high octane which he did. Glad to say he finished up o.k. by Chinese dhow via Java to Ceylon. Being a regular he was posted to New York as embarkation officer RAF around 1950, was decorated by the Ambassador, Washington, after which his friend driving him away from the party pranged the Ambassadorial R-R and finished up a tree in the driveway. You can't win 'em all. This Alvis deserves a full description, maybe later, but do hope it meets with Mr. Davy's approval; just the bare necessities!

Lytham-St. Anne's W. B. WRIGHT



W. B. Wright's 1924 *Alvis Special (see letter).*

That Le Mans MG Midget

Sir,

I was fascinated and delighted to read your article on Lewin Spittle's "Historic MG Midget". As a regular reader, I know your passion for accuracy, so I thought I would correct a couple of details about the car's history in the early 1950s.

I was the Oxford undergraduate to whom Mr. Spittle sold the MG. That was in 1950 and I paid him, I think, £100. I kept the car for seven years, although in all that time I could never once afford to fill its vast 15-gallon tank. I used it as regular daily transport and took it, incidentally, to Italy, not Spain. It was unusually reliable—considerably more so than a Lotus Elite I owned a few years later—but in 1957 the engine began to give up the ghost. I managed to drive it on two cylinders to a local mechanic and sold it, as it stood, to a friend. He has never spoken to me since. I saw the car once more, around 1960, parked outside the Hampstead Police Station. It must, presumably have been soon after that that Mr. Spittle found it again in Piccadilly. It is comforting to know that it is now restored to its original glory.

London EC4 A. ALVAREZ

Type-W Minerva

Sir,

I was interested to read the reference in V-E-V Miscellany in the May issue about a 1910/11 Type-W Minerva having recently changed hands in Australia. This is undoubtedly the vehicle which I recently purchased off a chap in Victoria, and, as you say, it most definitely has some vital parts missing.

This chassis (all traces of bodywork have long since disappeared) was pulled out of the bush by the previous owner some years ago with the intention of restoring it. However he was apparently daunted by the prospect

Continued on page 928



The new Ford RS Mexico.

If you think GT stands for 'Getting Tame' it's time to test drive the RS

The Ford RS Mexico has the extra bite GT's can't quite muster. Its precise handling proclaims its rally winning pedigree.

This is engineering for performance. Take features such as the twin radius arm suspension, and the single-rail, close ratio box. They contributed to Ford successes in the 1975 RAC Rally. They'll help you take your RS exactly where you decide.

Compact performance package

Power wells up from the 1600 ohc unit with its twin choke Weber and 4-branch exhaust. Output: 95PS DIN at 5,750 rpm; top speed 106 mph; 0–60 in 10·2 seconds.† Spoilers front and rear of the heavy duty body shell help straight-line stability. Inside the cockpit, deep rally bucket seats, no-glare matt black trim, rapid-read instrumentation all concentrate your control.

The price of this compact performance package is around £2,700. With the invaluable backing of the Ford Rallye Sport Dealer network included.

To know the Ford RS Mexico is to learn to love driving once again. Cut the coupon and we'll send you a fully detailed leaflet.

†Ford estimate

To: Peter Gray, Rallye Sport Div., Ford Motor Co. Ltd., Eagle Way, Brentwood, Essex. Tel: 0277-253000.

Please send me your fully detailed leaflet on the Ford RS Mexico, plus the name and address of my nearest Ford Rallye Sport dealer.

Name _____

Address _____

_____

_____

_____ MS/2

RALLYE SPORT

V-E-V—continued from page 926

of trying to locate the missing bits and sold it to me very cheaply—in fact, the equivalent of £ Stg. 135.00. I have been put in touch with the owner of another Type W in England, and that gentleman is very kindly making up templates of the radiator on his car to enable me to have a radiator made for mine. Apart from him, however, I have been unable to locate any other owners of Type-W Minervas and believe that mine must be the only one in captivity in Australia. This is a disturbing thought as I need to find many parts for it including a gearbox, tailshaft, carburetter, manifolds, magneto and one cylinder head.

My point in writing this letter is in the hope that if it is published in your "Vintage Postbag" section I may be able to be put in touch with other owners or past owners of Type-W Minervas or someone somewhere may remember that they have some parts lying about which they wish to dispose of. I anticipate a five-year restoration of this car which will then make an "ideal pair" with my Type-AD tourer. Incidentally, whatever happened to the Minerva Register which used to exist in England?

I always look forward to the fifth of each month, which is the date, postal disputes allowing, that MOTOR SPORT arrives.

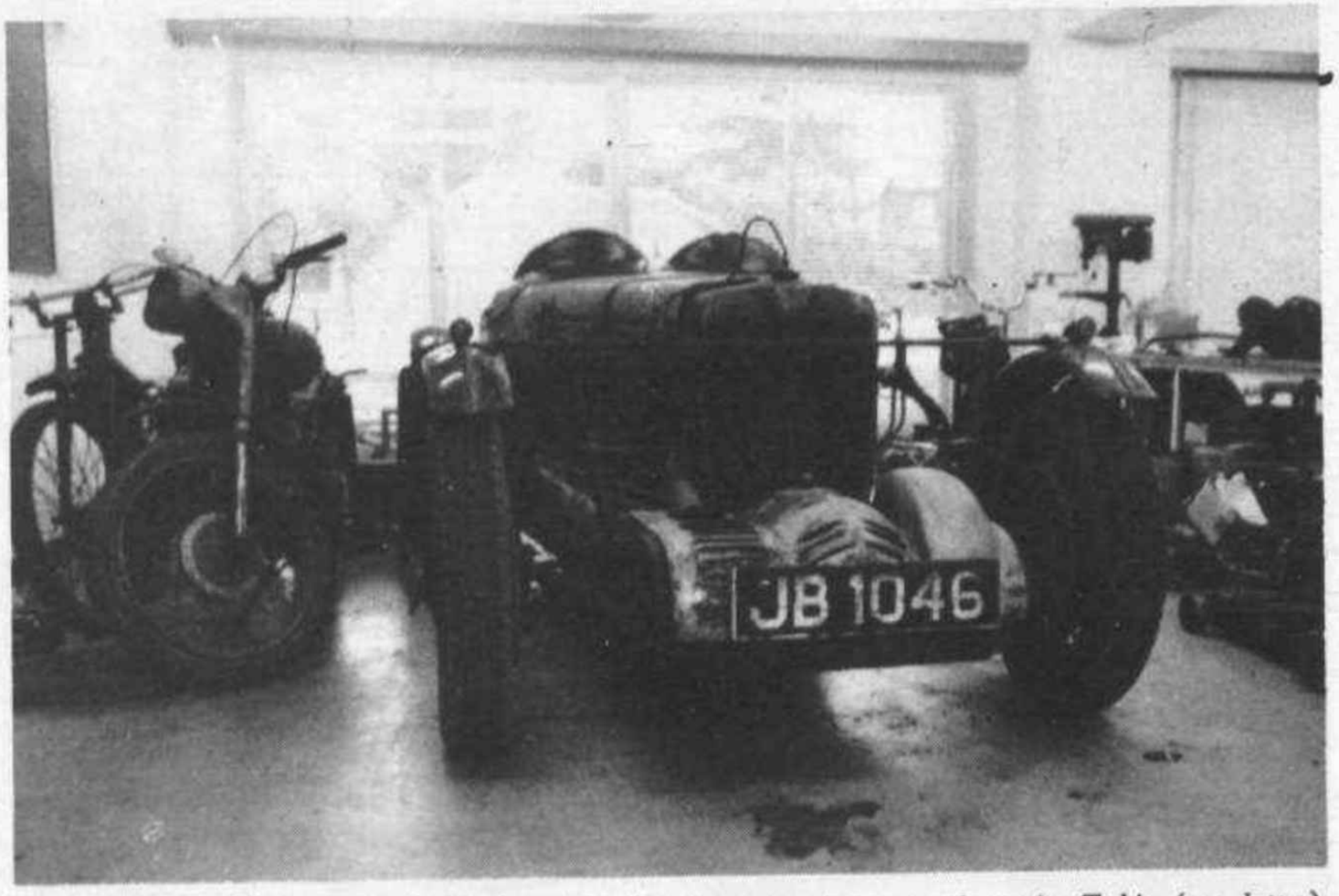
Alice Springs G. P. FRANCE

An MG K3 in Tokio

Sir,

A historic MG K3 Magnette was rescued from a long hibernation in a damp shed recently by an enthusiast in Tokio and the formidable job of restoring her has already started. The car (chassis no. K3751, engine No. EXX3, and British Registration no. JB 1046) is the No. 1 of the two prototypes built in 1932-33. The first Japanese owner is Baron Motoharu Kobayakawa who imported her into Japan in 1936. He is a talented engineer who once worked for Nissan Motor Company and must have been quite a wealthy man then, as he owned at the time an MG M-type coupé and a Standard Flying Twenty as well. Although he had never raced before, he decided to go racing with this new acquisition. It was an All-Comers Race on the newly constructed 1.2-kilometre oval track in Tokio suburb. Most of the rivals were Specials based on "cut and shut" touring cars (among them was a supercharged Model-A Ford, built and driven with quite a verve by a certain Soichiro Honda!), but there were two Type 35 Bugattis and a shortened 3-litre Bentley as well. It was a very hot day and the new surface of the track melted with a scorching sun, becoming very sticky.

Naturally the K3 was utterly unsuitable to this sort of racing and all that he could achieve on that day was second place in a heat and the K3 was withdrawn from the final. During the WW2 it was stored in a basement but most unfortunately the building above was burnt down by an Allies' air raid and the K3 was "baked", as it were. Luckily, the engine had been removed beforehand and sent to Aeronautical Research Institute for research purposes, so escaped from the damage. Although bodywork paint, upholstery and wiring, etc. severely suffered from extreme heat, mechanics seemed all right. So, in the late Forties the K3 was rebuilt more or less to the original shape, thanks to help from Abingdon.



Fascinatingly, this historic MG K3 Magnette prototype has turned up in Tokio (see letter). Can anybody shed any light on JB 1046's early history?

Mr. Kobayakawa, now deprived both of his baronage and a fortune due to the post-war drastic reformation, was forced to rely on his K3 in order to earn his bread (or rice and soya?). Up until early Fifties he competed with the K3 extensively in the series of professional dirt track races and despite a colossal handicap he managed to beat all before him. For this type of racing the K3 was run without supercharger sometimes and the original rear axle was replaced with that of a light commercial. However, the career of the K3 came to an abrupt end, when Mr. Kobayakawa suffered a severe head injury in one of the motorcycle dirt track races. He decided to withdraw from racing as a result. The K3 has remained idle in a dark, damp shed ever since as he adamantly refused all the offers, some of which came from abroad, mostly from the USA and Australia.

It was only recently that he finally agreed to sell the car to an enthusiast named Nobuo Harada who had been persuading him for nearly twenty years. Mr. Harada is a genuine enthusiast with enough knowledge and resources and already owns a 1931 Aston Martin International Le Mans (the 1931 London Show car), a Type-13 Brescia, and an MG M-type Midget among others.

As the accompanying pictures show, the K3 is in a very sorry state now but complete and basically sound. This prototype has the shorter wheelbase than the later production model and the 2-seater body is basically C-type Midget. The gearbox now fitted is not a preselector but an ordinary MG crash box. Mr. Kobayakawa says that it was so fitted when he bought the car from R. C. Jackson of MG in 1936. The wheels are of 18 in. and these also seem a later modification. The new owner wishes to trace her earlier history in England and he would be most grateful to hear from the knowledgeable people there.

Tokio SHOTARO KOBAYASHI

Vintage Values

Sir,

With reference to Mr. Carson's letter in the May issue of MOTOR SPORT I feel I really must come to the defence of the Vintage enthusiast.

For one thing there are fewer and fewer vintage cars available and for another more and more people seem to be interested in vintage cars, so obviously the prices must be going up. In comparison to the prices of modern tin-ware some vintage cars are still very reasonably priced. Added to this the motor car antique dealers are not infallible, so the true enthusiast can still find a bargain if he knows what he is looking for. If people are silly enough to pay outrageous prices for rubbish, then let them pay—I certainly will never pay ridiculous prices for what is to me a hobby, but, on the other hand, if Mr. Carson has ever had any work done on an old car, or on anything new if we come to it, he must realise that the price of things is going up all the time.

With regard to Mr. Carson's comments on "restored" cars I must agree it all seems rather silly that old cars with new bodies fetch such high prices, but there again it is entirely up to the individual to pay for what he wants. Everyone knows that dealers in modern cars regard "Glass's Guide" as their bible—perhaps we could produce a vintage guide; knowing dealers, they would probably follow it like sheep!

Let's face it, if a new Bentley is worth £30,000 then a 3-litre must be good value at say £6,500, a 4½-litre at £8,000, Lagonda tourer £4,000 open Riley £2,000, saloon at £800—all in class I (immaculate) condition, of course. The modern equivalent would cost far more.

Quite honestly I am highly delighted that someone has found enough time, patience and money to build a copy of a Théophile Schneider from a period engine and chassis, and so, from his account, was the Editor of MOTOR SPORT. [Yes!—Ed.].

Edmonton ROGER POULTON

[Fair enough—except that a vintage car selling for, say, £500 in 1950 is now priced at £5,000 or more, and how many of us have had our rates of pay increased ten times within that period?—Ed.]

Constantinesco Torque Convertor

Sir,

There was almost certainly a Dorman-engined Palladium car fitted with this automatic transmission. Dormans were considering producing this unit, made a few prototypes, and still had engineering drawings a few years ago when I worked there.

Norwich TONY DIVEY

Romulus Revived

Sir,

I refer to David L. Gandhi's letter in the Vintage Postbag section of the July edition of MOTOR SPORT and his comment that Romulus should be allowed to continue to rest on his laurels.

Mr. Gandhi is obviously not aware that had Romulus continued to remain as he was, he would have been very perforated and in a very sorry state within the next five years. Most proper racing cars used electron or magnesium in their construction and ERAs were no exception in this respect. Romulus's sump, blower drive housing, gearbox casing, differential housing, bellhousing and supercharger parts are of electron manufacture and all these parts were in a serious state due to internal corrosion, so much so that both the sump and the blower drive housing were within an ace of being eaten through.

This has now been rectified but the only way to stop the process from starting all over again is to flush the parts regularly with fresh oil and the best way of doing this is to run him occasionally. By giving Romulus a thorough rebuild he is now back in his original and undamaged condition which is what Mr. Gandhi wants and which was not the case 12 months ago.

I might add that Prince Bira is fully aware of Romulus's return to the circuits as are all the original "White Mouse" stable personnel. They are all as enthusiastic as ever and I believe they are very proud to still be associated and even more proud of Narisa Chakrabongse following in her father's footsteps and taking active steps to maintain this Island's racing heritage.

With regard to Mr. Gandhi's final paragraph and his opposition to people building replicas of historic cars, has he not realised that perhaps people enjoy doing this or is Mr. Gandhi one of those people who consider it a crime to enjoy oneself as so many other people appear to do when it comes to motoring matters?

Finally, I am very honoured at having been allowed to drive Romulus. I hope I have done him justice.

Leafield, Oxon. W. R. G. MORRIS

Sir,

Mr. Gandhi does not explain in his letter (MOTOR SPORT, July) why the return of the Bira ERA Romulus to racing should have upset him.

Most people who disagree with historic cars being raced do so for two reasons. The first because of the risk of wearing out a supposedly original car and the second because of the danger of it being severely damaged or destroyed.

As far as wear is concerned this is confined to the moving parts and it is unlikely that there are any historic racing cars which are original in this respect. No doubt Romulus has had various vital parts replaced during its career, particularly when considering the length of the pre-war races compared with historic events today. What is certain now is that while it is racing it will be kept up to a very high standard of mechanical efficiency which is more than can be said for the majority of museum exhibits which are non-runners.

As far as damage is concerned, there is obviously some risk involved but how many historic cars can Mr. Gandhi think of which have been seriously damaged to the extent of replacing chassis, body and other important original parts while racing in historic events?

When one equates the pleasure and entertainment which running such a car as Romulus gives to spectators against the dubious benefits of putting it on a pedestal somewhere, I am sure the majority of historic enthusiasts will prefer it being raced, particularly in the hands of such a competent driver/engineer as Bill Morris.

Brixham BARRY SIMPSON

V-E-V Odds & Ends.—The VCC Esso IoW Rally takes place on September 24-26th. The first veteran car rally on the Island since 1963, the mileage will be 120, supported by social events at which Earl Mountbatten is the Guest of Honour. Details from: S. C. Galder, Leybridge, 47, Belmont Lane, Lymington, Hants. The summer issue of *The Journal of the Morris Register* carries an erudite article on the Morris Commercial One-Tonner. A 1936 Austin 10 Ripley Sports Special supplied to the Derby Police that year has come to light in Ashby-de-la-Zouch in very original condition, after being in the hands of its last owner from 1938 to 1974. It should now be back on the road, owned by a Nottingham reader. In America a brochure has been issued by the Trumbull Mfg. Co., about Trumbull-Pendleton cars, of which only six were built and of which all that remains is a radiator badge. The class winners in the recent *Western Mail* Cavalcade were N. Lawson's 1905 Star, B. Larkin-Smith's 1927 Lagonda, R. Burch's 1935 Rolls-Royce, R. Dean's 328 BMW, and R. Withers' 1930 Essex. The most unusual vehicle present was judged to be A. Broughton's 1928 Morris Commercial London taxi. The VMCC has its Saundersfoot Run on Sept. 18th/19th, this being the 21st of the series, so that the original route is to be used, and an ambitious Bristol-Land's End Run on Oct. 2nd/3rd. Vintage vehicles are asked to support the 6,000 Locomotive Association Open Day at Hereford, on Sept. 26th.

A Ride on the Brighton Run

TO HELP funds, the SW Section of the VCC is selling raffle tickets, the prize in which will be two seats on veteran cars in the next Brighton Run from London to the finish or as far as the cars get! Books of 25 tickets at 5p each are available from K. Salueson, Oakwood, 90c, Wood Lane, Chippenham, Wilts., whose idea this is. If tickets can be sold on a National scale the VCC Headquarters Fund should also benefit. The draw, by a motoring personality, is scheduled to take place at the Cheddar Motor Museum on October 2nd.

Stanley Sedgwick's Opus

THE indefatigable President of the Bentley DC has performed another service to this Club and to motoring enthusiasts in general. It takes the form of a book listing every pre-war Bentley, with each one's chassis, engine, and Reg. Nos., date delivered, type of body, the coachbuilder, and first owner, in some cases with later well-known owners. Thus are documented all the 5,459 Bentley cars built between 1919 and 1940, a stupendous task. Mr. President, we admire you—we love you—and now we hope that for preservation purposes you will take a rest from such exhausting undertakings, which, together with past driving accomplishments, are the admiration of Bentley-boys and others, the World over.—W.B.



From the same collection as La Monotrace came this photograph (glass-plate, incidentally) of this large side-valve motor car, possibly with military connections and probably in France. Can anybody recognise it?

MAC/VSCC Shelsley Walsh

(July 10th)

IN REAL summer weather the older cars gathered at Shelsley Walsh for their assault on a hill which as a competition venue is older than Brooklands. Indeed, the terrain has changed very little since and it is still the same old Shelsley Walsh of the Leslie Wilson days, even to it being almost impossible to park anywhere but in the big field that serves as a public car-park, no matter how impressive the credentials one has been provided with.

Nostalgia on this warm sunny day was all the more evident because of the many older Shelsley Walsh personalities present. Raymond Mays, who was being televised, arrived in a new Rover 3500. Whitney Straight, Von der Becke, Rupert Instone, C. A. N. May, Rodney Walkerley, Donald Monro and others were present, and a farm worker told me he had been at every meeting since 1929. Then the Riley Register had a special enclosure, full of assorted vintage and p.v.t. Rileys, at the top of the car-park, to commemorate the 50th anniversary of the Riley Nine, although I dispute their story that a Monaco saloon appeared at this venue as early as 1926. But, as VSCC Secretary Peter Hull said over the PA, this controversy had at least earned the meeting more column inches in MOTOR SPORT than if we had just plainly announced it!

There were also many of the right kind of sprint cars competing—Wasp, Salome, the BHD, the Hardy Special, the Becke Powerplus, the Lightweight Special, and, especially, the Vauxhall Villiers. Curiously, there was but one ERA, Williamson's R10B. It was taken off the historic starting-line in fine style, smoke pouring from its back tyres. In fact, Wasp, with a price of £3,000 on its tail, didn't run, apparently due to dog-selector maladjustments. The hill course car was an MG 18/80 Mk. 1 with body from a Tigress Mk. 3, of which Mays expressed approval, after a ride in it, and later Rivers-Fletcher took him up the hill in an Alvis Speed 25, his own Speed 25 being temperamental, with ignition short-circuits.

This was a meeting free from accidents or incidents. The small sports-car class was won by Jones' 1930/36 1½-litre Riley in 54.3 sec., Stephenson's Frazer Nash being second, but much slower, Golder's Riley Sprite third. The meeting was sponsored by Newton Motor Oils and Forward Lubricants; they not only provided the aforesaid course-car but Newton competed with his Meadows-HRG.

Spollon's 4.3 Alvis took the big sports-car class in 42.8 sec., which he clocked on both runs, commendable consistency. This was 2.98 sec. quicker than the second-place man, Rainey in the 1937 Alfa Romeo 8C 2600, which sports a ventilated facia. Miss Rainey won on handicap in this car and Conway, Senr.'s Type 43 Bugatti was placed third on time. Sellers ran his Citroën, which produced from a commentator the aside that most cars have r.w.d. but Citroën 'avant . . . In the class for racing cars up to 1½-litres Dowson and the Lightweight triumphed, with an impressive 39.41 sec. Gray was second in the Hardy Special with 39.78 sec. Third place was gained by Williamson's ERA, with an ascent which occupied 40.94 sec. If you count the handicap, Malyan's ex-Martyr GN, now Meadows-powered, also scored. Mrs. Giles only got one run out of Salome but was quicker than the BHD, which became temperamental and shed a plug lead from one huge "pot", fortunately before it was launched up the hill.

The bigger racing cars promised fireworks. A determined Ron Footitt in the AC-GN Cognac clocked an exciting 38.59 sec., which Hodges' blown BMW-engined Atlanta was unable to beat, being 0.31 sec. slower. But litres count, they say, and Guy Smith in the 3,520 c.c. Alvis-propelled Frazer Nash polished them both off with a best run of 38.33 sec., a new vintage class-record. FTD however was the preserve of Cottam, who made a very smooth run in the Historic Racing Car class, to clock 35.89 sec., although the Connaught was not quite up to its record-form. It was good to see the Vauxhall Villiers twice getting to the top of the hill—it has started on four consecutive occasions, I am told, thus breaking its one-time non-runner reputation. Not that it didn't try—the carburetters flooded on the start-line before it could be persuaded to behave, to give Anthony Brooke a jerky, power-on/power-off ride. Wicksteed's Alvis racer had been put in the Edwardian class to bolster up the entries and naturally cleaned it, in 49.2 sec. But Neve's 1914 TT Humber, going as rapidly as such cars did on the loose-surfaced Shelsley of 1914, won on handicap; it was also driven to and from the hill. After which, modern projectiles obscured themselves in rubber-smoke on meteoric take-offs that made the old cars look as if they had been ascending with their brakes on—what a pity they have to mix 'em, at this essentially VSCC meeting. For otherwise the MAC's historic venue would not seem to have changed all that much in 71 years.—W.B.

STD Wolverhampton Rally

(July 11th)

IT WAS NICE to be back among the Coatalen Sunbeams, Roesch Talbots and the Darracqs, at Wolverhampton, where Register members meet ex-employees of the old Sunbeam Company, take the traditional Police-escorted parade to the Villiers Street factory, and have their cars judged for various attributes, at the Castlecroft Hotel. It was especially enjoyable for me, because it marked the coming out of retirement of my 1922 8 h.p. Talbot-Darracq, its crack-welded cylinder head replaced only the day before, but the run from Wales being accomplished satisfactorily, the little car driven by its restorer, Capt. Fox, with the Register's President, Winifred Boddy, as passenger. According to Register records, this was the first production-model, of its type, is apparently the only one remaining, and 41 years ago it competed against modern cars in the RAC Rally. That it went away on a trailer after the meeting caused some amusement among those who know I am "anti-trailer" where vintage cars are concerned. This was occasioned because my up-to-now favourite Insurance Company had failed to cover it in time for me to drive it, and its other driver had an urgent engagement elsewhere . .

The previous day the STD cars had been to the Stratford Motor Museum. Now more than 30 of them formed up for the impressive cavalcade through the town of Sunbeam's birth. They ranged from Mrs. Foster's 1912 12/16 Sunbeam tourer to L. Wiggin's 1936 Talbot 105 d.h. coupé. All were packed with passengers, many of them ex-Sunbeam workers, Geoff Hughes finding room for me in his yellow Sunbeam Speed-20 which he uses regularly as business transport. Those cars present included Norris' beautiful 24/70 Sunbeam, Vaughan-Shaw's 15/40 DS Darracq, Peter Moores' well-known 1921 Sunbeam Cunard landaulette, an 18/55 Talbot tourer, two twin-cam 3-litre Sunbeams, a smart 10/23 Talbot tourer, a Dawn, Ward's ex-Fox & Nicholl Talbot 75; in fact, one of almost every STD model. Some Sunbeam motorcycles also joined in, including a 1930 Model-10 and an earlier sidecar outfit. The only "gate-crasher" was Max Hill's Bugatti and that was on photographic duties . . .



The Editor's 1922 8 h.p. Talbot-Darracq accomplished the journey from Wales to nostalgic Wolverhampton satisfactorily.

After tea Mrs. Boddy presented the prizes, the Age/Distance Award going to John Clarkson's aforesaid 1924 Sunbeam-like 18/55 Talbot (245 miles, and back to Cornwall that evening), the Pride of Ownership prize to M. Barker's Talbot 90 Special, and the award for best under-bonnet condition to a 14/40 Sunbeam. The Perkins Trophy was given to Frank Selwyn for his hard organisational work and a special presentation was made to Jacques Michard who had set out from Paris three days earlier in his French Talbot, only to have it expire in the exceptional heat. Those present seemed to enjoy it all, in spite of the torrid temperature, as the hotel must have done, when selling us tea at 15p a cup!

The STD Register not only runs this annual pilgrimage to Wolverhampton and other events but it produces an excellent magazine, the last issue of which had a very well-balanced content, including John Coombes' article on the last years of Sunbeam, an account of a 1925 Darracq's pilgrimage to France, the story of how a 20.9 Sunbeam fared in the 1929 Monte Carlo Rally, etc. The Secretary is: J. Grammer, 78, Hillside Gardens, Barnet, Herts. In spite of the splendid array of prizes no entry fee was charged, which must be the envy of other clubs.—W.B.



Ferrari vanquished! A disconsolate Regazzoni walks from his broken car as Hunt's McLaren heads for victory.

The 62nd French Grand Prix

McLaren Racing Recover

Le Castellet, France, July 4th

IT IS INTERESTING how quickly time passes and how soon we get used to major changes, especially if there is no relaxation in the general pace. It seems only yesterday that we bemoaned the loss of the Reims-Geux circuit for the traditional Grand Prix of the Automobile Club of France, yet the last French Grand Prix to be run in the heart of the Champagne country was in 1966, the first year of the current 3-litre formula and it was won by Jack Brabham in his own car powered by a V8 Repco engine. In 1968 the traditional title of the Grand Prix of the Automobile Club of France disappeared when the Fédération Française du Sport Automobile took over control of motor racing in France. The race was renamed the Grand Prix of France (or French Grand Prix) and was numbered "the First". The FFSA took the race to Rouen-les-Essarts, then to Clermont-Ferrand and our next upset was in 1971 when the "Fourth French Grand Prix" was held on the newly-built Paul Ricard Autodrome in the hot and dusty South of France. A brief return was made to the exciting and spectacular Circuit of the Auvergne at Clermont-Ferrand for 1972, but that was the end. All those taking part decided they liked the flat Autodrome in preference to the challenge of the Auvergne mountains, so Clermont-Ferrand was denounced as being unsafe and not in keeping with "modern thinking". By this time we had arrived at the sixth French Grand Prix, even though to British eyes the French Grand Prix had been run since 1906, and, in fact, was the original Grand Prix motor race. In 1974 the race was held at the tiddly-little unfinished Dijon-Prenois circuit and the FFSA and the Automobile Club of France came to an agreement that the two titles of the race should be combined. They took the numbering of the races run by the ACF and the title of those run by the FFSA and in 1974 we had the 60th Grand Prix of France, even though the 1973 race had been the 6th Grand Prix of France. Holding the race at Dijon was an unpopular mistake and though the FFSA wanted to return to Clermont-Ferrand they were over-ruled by vested interests and the FIA and the race returned to the Paul Ricard Autodrome.

So here we were in 1976, ten years after the real French Grand Prix and "racing in the Grand Manner" had died the death, at the "superb facility" called the Paul Ricard Autodrome ready to witness the 62nd Grand Prix of France. Almost unbelievably it was the fourth time the race was held at Paul Ricard, which must prove that you can get used to anything if the alternative is nothing.

With one exception the entire Grand Prix circus moved into the paddock the day before official practice was due to begin, the only absentee being the Dutch HB Alarm team of the Hoogenboom brothers, with the 1975 Ensign and Australian driver Larry Perkins. It was a simple case of over-spending their budget and stopping before financial ruin set in. An absentee among the drivers was Chris Amon, who was still suffering from the effects of his crash in Sweden, when the works 1976 Ensign crashed due to steering failure. His place was taken by Patrick Neve, borrowed from the RAM Racing Brabham team, and Damien Magee moved into his vacated seat. Additional runners to the recent scene were Guy Edwards with the second 1975 Hesketh 308, Ingo Hoffmann in the second Fittipaldi car and Pescarolo with the original Surtees TS19. During pre-race testing the Brabham-Alfa Romeos had shown a good improvement, the fast-flowing curves of the Ricard circuit seeming to be more to their liking than "stop-go" corners. During the 1½ hours of practice on Friday morning Carlos Pace made the fastest lap of the session in 1 min. 48.75 sec., which looked most encouraging for the Brabham team, but it was a "one-off" effort, for neither he nor Carlos Reutemann in the other Brabham-Alfa Romeo, improved on or even approached this time again, while most of the other front-runners went faster as time went on. In the combined March teams there was a justifiable air of despair before practice had really got under way in the torrid heat. Peterson's engine blew up almost as soon as he started, Brambilla's gearbox broke and Merzario skated off into the rough and damaged the front nose cowling on his car, while Stuck was to start two days of practice that simply went from bad to worse with mechanical troubles. Lauda tried the spare Ferrari, with de Dion rear suspension, but did not really like it and the Ferrari team were in trouble with the technical scrutineers because of the air-deflectors ahead of the front wheels that were part of the brake air-scoops and thus turned with the wheels and were deemed to be "a movable aerodynamic device".

While Ken Tyrrell and Derek Gardner were looking anxiously to their left anticipating the arrival of Scheckter and Project 34/3 at the end of one lap, the woolly-headed South African came walking round the end of the pits to their right, to explain that he had left the car out on the circuit with only three of its four front wheels turning with the steering wheel. The official reason given out was "electrical trouble" which didn't make the Lucas men happy. Not far away in the Brabham pit a slightly angry Carlos Pace arrived and leapt smartly out of his car as boiling water was leaking into the cockpit from a malfunction of the cooling system and the header tank by his left shoulder. While Laffite started practice with the older Ligier-Matra V12, the new one was prepared and he changed over to it half way through the morning, still carrying number 26. As nobody in these non-serious days of Grand Prix racing bothers to tell the time-keepers of any car changes, or carry a T alongside the number on a spare car, nobody seemed to know (or care!) what sort of official times the new Ligier was doing, or for that matter the de Dion Ferrari. The various teams' own time-keepers and lap recorders presumably keep track, but their times are unofficial and often differ from the official time-keepers due to being sighted in a different position.

During the lunch break the situation was reviewed and the interesting question mark was the fact of Pace being fastest, but you had to add to the equation important details like Lauda spending time with the de Dion Ferrari, Peterson doing no practice at all, Scheckter's efforts being cut short and Regazzoni not really getting with it. However, significant was the fact that Hunt was in second place, the McLaren team getting back into something like their normal state, Depailler in third place with the six wheeled Tyrrell, Andretti in fourth place with the new Lotus and John Watson in sixth place with the new Penske.

In the brief hour of practice in the afternoon a more realistic result was obtained for Peterson was back again with a new engine installed in his March, Lauda was concentrating on his normal Ferrari and Regazzoni seemed to wake up. Reutemann was having a bad time as he tried to practise in the spare Brabham-Alfa Romeo but it sat for a long time just beyond the pits with mechanics working on it. Pace was going well, but not

as well as in the morning and finished up seventh, but retained fifth overall thanks to the morning time. While Andretti was up near the front with the new Lotus poor Gunnar Nilsson was right at the back, sidelined by a broken gearbox main-shaft. The signs in the morning that McLaren Racing had recovered its composure and were getting their adjustments right were borne out by Hunt making fastest time of the afternoon, with 1 min. 47.89 sec. which was comfortably fastest overall. Lauda was just behind him, followed by the consistent Patrick Depailler and that old wolf Regazzoni quietly got his Ferrari into fourth place overall. It looked as though things were returning to the situation at the beginning of the season when it all looked interesting and before the rule-makers and scrutineers confused the issue. There were 29 drivers out practising in the afternoon as Ickx was waiting while the engine was changed in the new Williams, but of the total of 30 only 26 were being accepted for the race, the slowest four being dropped. By the end of Friday afternoon these were Ertl (Hesketh), Ickx (Williams), Kessel (Brabham) and Hoffman (Fittipaldi). The works Ensign was in trouble with its Cosworth V8 engine, but even so it was looking a very mediocre also-ran without Amon in the cockpit. There was a surprising lack of sparkle from Laffite and the Ligier as it was fully expected that it would do something spectacular in its home Grand Prix. From being "at the front" it was now merely "near the front" and the pace is so competitive that such a change could be considered disastrous, though it must not be overlooked that there are an awful lot of drivers, cars and team's who never even look like getting "near the front".

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
1	N. Lauda	Ferrari 312T2/026—flat-12	1. 49.87	1. 48.17	1. 49.43
2	G. Regazzoni	Ferrari 312T2/027—flat-12	1. 50.20	1. 48.69	1. 49.44
3	J. Scheckter	Tyrrell P34/3-Cosworth V8	1. 51.28	1. 49.70	1. 49.63
4	P. Depailler	Tyrrell P34/2-Cosworth V8	1. 49.73	1. 48.59	1. 49.72
5	M. Andretti	Lotus 77/R3-Cosworth V8	1. 49.83	1. 49.19	not used
6	G. Nilsson	Lotus 77/R2-Cosworth V8	1. 51.00	2. 00.30	1. 49.83
7	C. Reutemann	Brabham BT45/2-2-Alfa Romeo flat-12	1. 49.94	not used	1. 50.67
8	C. Pace	Brabham BT45/3-Alfa Romeo flat-12	**1. 48.75**	1. 49.54	1. 49.89
9	V. Brambilla	March 761/1-2-Cosworth V8	1. 50.62	1. 50.57	1. 49.79
10	R. Peterson	March 761/3-2-Cosworth V8	2. 15.17	1. 49.29	**1. 49.07**
11	J. Hunt	McLaren M23/6-Cosworth V8	1. 49.12	**1. 47.89**	1. 49.45
12	J. Mass	McLaren M23/9-Cosworth V8	1. 50.91	1. 50.42	1. 50.10
16	T. Pryce	Shadow DN5/5B-Cosworth V8	1. 51.35	1. 51.36	1. 50.27
17	J-P. Jarier	Shadow DN5/4B-Cosworth V8	1. 50.12	1. 51.49	1. 51.27
18	B. Lunger	Surtees TS19/03-Cosworth V8	1. 52.41	1. 52.74	1. 52.72
19	A. Jones	Surtees TS19/02-Cosworth V8	1. 51.66	1. 51.11	1. 51.13
20	J. Ickx	Williams FW05/3-Cosworth V8	1. 54.37	no practice	1. 51.41
21	M. Leclere	Williams FW05/2-Cosworth V8	1. 52.29	1. 52.87	1. 52.43
22	P. Neve	Ensign MN05-Cosworth V8	1. 52.82	1. 52.91	no practice
24	H. Ertl	Hesketh 308/3-Cosworth V8	1. 54.98	1. 54.05	1. 53.79
25	G. Edwards	Hesketh 308/2-Cosworth V8	1. 52.82	1. 52.63	1. 52.97
26	J. Laffite	Ligier JS5/01-Matra V12	1. 50.06	1. 50.33	1. 50.67
28	J. Watson	Penske PC4/01-Cosworth V8	1. 49.87	1. 49.82	1. 49.22
30	E. Fittipaldi	Fittipaldi FD04/3-Cosworth V8	1. 52.43	1. 52.11	1. 52.84
31	I. Hoffmann	Fittipaldi FD04/2-Cosworth V8	2. 01.06	1. 56.02	1. 53.78
32	L. Kessel	Brabham BT44B/1-Cosworth V8	1. 56.46	1. 55.30	1. 55.52
33	D. Magee	Brabham BT44B/2-Cosworth V8	1. 53.49	1. 53.88	1. 53.54
34	H-J. Stuck	March 761/2-Cosworth V8	1. 50.31	1. 55.85	no practice
35	A. Merzario	March 761/4-2-Cosworth V8	1. 53.28	1. 52.58	1. 51.79
38	H. Pescarolo	Surtees T219/01-Cosworth V8	1. 52.60	1. 53.14	1. 54.55
1T	N. Lauda	Ferrari 312T2/025/dd—flat-12	no time given	not used	not used
3T	J. Scheckter	Tyrrell 007/6-4-Cosworth V8	not used	not used	not used
4T	P. Depailler	Tyrrell 007/4-Cosworth V8	not used	not used	not used
5T	M. Andretti	Lotus 77/R1-Cosworth V8	not used	not used	1. 50.78
7T	C. Reutemann	Brabham BT45/1-Alfa Romeo flat-12	not used	1. 49.79	not used
12T	J. Mass	McLaren M23/8-Cosworth V8	not used	not used	not used
16T	T. Pryce	Shadow DN5/3A-Cosworth V8	not used	not used	not used
26T	J. Laffite	Ligier JS5/02-Matra V12	no time given	not used	not used
28T	J. Watson	Penske PC3/02-Cosworth V8	not used	not used	not used
31T	I. Hoffmann	Fittipaldi FD04/1-Cosworth V8	not used	not used	not used

As is customary nowadays the hour and a half of practice on Saturday morning was untimed and meant for low-speed laps scrubbing-in tyres or for drivers to get accustomed to their car's handling on full petrol tanks. Not many use it for these purposes, most of them still scratching away to try to arrive at an acceptable compromise of all the available adjustments of suspensions, tyres and aero-dynamic devices to help them attain a competitive lap time in readiness for the final hour of qualifying in the afternoon. When the Friday practice had finished Team Lotus had found their new car looking decidedly odd, with the engine apparently pointing downhill at the front! The lower engine mountings had broken away from the monocoque and there was not very much holding the car together, so it was dumped on a trailer and covered over. Andretti set off on Saturday morning to acclimatise himself to his old original car, but he did not cover many miles before the crown-wheel and pinion chewed themselves up! An assembly fault at the Hethel factory, which did not please Colin Chapman. The previous evening one of the Matra mechanics insisted to Patrick Neve that he could hear a "drole de bruit" in the Ensign's engine. He was right, it blew up on Saturday morning and there was a rush to change it in time for the final qualifying hour. Jochen Mass tried the spare McLaren for a short time but soon stopped when the rubber belt driving the auxiliaries from the front of the engine mangled itself into a nasty mess. Quietly confident was James Hunt in the leading McLaren, running with full petrol tanks and on slightly worn tyres ready for the race. The "balance" of the car looked extremely good and Hunt was driving it with a confident ease and smoothness that should have indicated to everyone that the McLaren doldrum is over. In pre-race testing they had found that they could run some 400 or more miles on a set of tyres, the wear-rate at Ricard being very low. For the middle portion of this distance the car stayed in balance without any deterioration in the handling being caused by tyre wear. Consequently they were planning to do the race with a set of tyres at this optimum midway point in the wear scale, Hunt knowing that he could maintain the same pace if necessary, from the first lap to the last lap of this 54-lap race.

For the final hour most people were ready and raring to go, but Stuck was forced to sit it out as his car was still in bits having its engine changed and Neve was standing around anxiously as the new engine in the Ensign refused to start. Laffite was concentrating on the earlier Ligier, though the new one was ready if he needed it and Andretti's Lotus was all in one piece again. Lauda's Ferrari engine was showing distinct signs of tiredness, tell-tale oil streaks appearing on the engine cowling as piston-blow by or valve gear trouble allowed oil to be blown out of the front pair of inlet intakes. There was nothing that could be done and the car could not match its Friday time so the World Champion packed it in halfway through the session, keeping his fingers crossed that his position on the front row of the grid alongside Hunt, who was on pole-position, would not be taken by Depailler or Regazzoni, who were just behind. On the previous day, laps in the 1 min. 48 sec. bracket were the order of the day for the aces at the front, with Hunt out on his own at 1 min. 47.89 sec., but during the Saturday afternoon hour, with the temperature very high and the track well-used by saloon cars, Formula Renault, Formula Simca, Formula Elf, Formula 25 and Formula 69, the overall pace was slower, and only those who had been having trouble made any significant improvement. Among these was Peterson, who was clearly returning to his proper form and his best time of 1 min. 49.07 sec. was FTD, but only good enough for the third row of the grid. A study of the table of practice times accompanying this story makes interesting reading.

That evening and next morning a lot of work was accomplished in the pit garages, Lauda's Ferrari having a new engine and gearbox installed, the de Dion car being converted back to independent rear suspension and Regazzoni's car having its customary new gearbox fitted. All the other cars that had qualified were prepared for the race and of the non-qualifiers only Ertl's Hesketh was got ready as first reserve, the two RAM Racing Brabhams being packed up and Hoffmann's Fittipaldi being abandoned. Edwards had just scraped his Hesketh onto the back row and the works Ensign was in last place, which was very lucky as it missed an awful lot of practice. Side-by-side in the penultimate row were the first and latest Surtees ST19 cars, Brett Lunger in the latest one and Pescarolo in the original one that Lunger used at the beginning of the season. Just below the midway point of the starting grid were the two Shadows of Jarier and Pryce, alongside each other, equally good or equally bad, depending on how you looked at it. Much nearer the front of the grid than we have seen before were the Brabham-Alfa

Romeos of Pace and Reutemann, indicating that perhaps they are making progress after all and are not quite so hopeless as seemed the case recently. A praiseworthy effort was Watson in row four with the new Penske, the bearded Irishman's ability not getting just rewards recently. At the front it was back to "status quo" with Hunt in the 6-speed McLaren and Lauda in the flat-12 Ferrari on the front row, the six-wheeled Tyrrell of Depailler in row two with Regazzoni alongside in the second Ferrari.

Sunday morning was as hot as ever and a test-session was allowed for last-minute running. Lauda's new engine seemed all right, though there were still traces of oil appearing around the intakes which was very unusual for a Ferrari engine. Pace felt the clutch on his Alfa Romeo engine was about to break, so the gearbox and rear suspension were taken off and sure enough two of the six bolts holding the pressure plate had sheared. A complete new assembly, including the starter ring, was fitted well before lunch. Laffite was going to race the old Ligier, the Tyrrell six-wheelers were ready, but the four-wheelers were standing by just in case; the spare Penske was all polished up and ready to go if necessary, but the collection of spares that looked from a distance to be a spare March for Peterson were still no more than a collection of spares.

While Formula 72 and Formula 121 ran their National races most people had lunch and the teams made ready for the race which was going to keep them busy for about 1 hour 40 minutes, a whole ten minutes longer than the longest practice session. The drivers were taken for a parade lap of the circuit in a row of new Porsche 924 cars, most with sunshine roofs so that the drivers could stand up or sit out on the top and be seen by the estimated 90,000 paying customers. After that they buckled themselves into their armour and set off on a warm-up lap, ending up on the "dummy-grid" prepared for the 3 p.m. start. It was actually a few minutes after 3 p.m. before all was ready and Hunt and Lauda led the 26 starters forward to the starting grid. Last year Lauda on pole-position was on the left of the grid, giving him the best line into the fast left-hander after the start. This year pole-position was on the right of the road, and with Lauda in second position he was in his 1975 position on the left of the road, once again well placed for the first corner. From the start Hunt's McLaren almost held the Ferrari in an impressive demonstration of drag-racing, but the Ferrari got its nose ahead and then it was all over, or so it seemed. At the end of the opening lap Lauda already had a visible lead over Hunt's McLaren. Regazzoni, Peterson, Depailler, Watson, Scheckter, Laffite, Pace and Reutemann followed and all told 27 cars passed by, for Harald Ertl had joined in at the back of the grid, having been "standing-by" in case someone non-started. After only three laps Lauda's lead was not only visible, it was measureable, and was one whole second per lap, but Hunt was not unduly worried as he was gambling on the Ferrari handling deteriorating as the tyres wore down, knowing that the McLaren would be unchanged. As Lauda set fastest lap on the fourth time round in 1 min. 51.0 sec., 0.4 outside the lap record, a time on which no-one improved, the "extra runner" Ertl retired at the pits with a broken differential. Hunt was driving really hard in second place because he had Regazzoni right behind and filling his mirrors, and by six laps these two had left the rest behind, in their efforts to keep up with the flying Lauda. While the McLaren team leader was on great form, his number two was in trouble. In the opening scramble Mass had bumped Reutemann's Brabham-Alfa Romeo and the McLaren nose cowling was damaged and he was forced to stop after six laps and have a new one fitted, which dropped him right to the back of the field, even behind Patrick Neve in the Ensign, and though the race was only just begun there was little hope of him catching other than the tail enders, for stolid driver though he is, Jochen Mass is no Moss, Clark or Stewart; in fact, what is lacking in Grand Prix racing today is a driver of that calibre, who can have a pit stop and then fight his way back up through the field to an honourable place like third or fourth. Most of today's drivers, once they are out of the running, are out.

STARTING GRID

1 N. Lauda (*Ferrari—flat-12*) 312T2/026 1 min. 48.17 sec.	11 J. Hunt (*McLaren-Cosworth V8*) M23/6 1 min. 47.89 sec.
2 G. Regazzoni (*Ferrari—flat-12*) 312T2/027 1 min. 48.69 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) P34/2 1 min. 48.59 sec.
10 R. Peterson (*March-Cosworth V8*) 761/3-2 1 min. 49.07	8 C. Pace (*Brabham Alfa Romeo flat-12*) BT45/3 1 min. 48.75 sec.
28 J. Watson (*Penske-Cosworth V8*) PC4/01 1 min. 49.22 sec.	5 M. Andretti (*Lotus-Cosworth V8*) 77/R1 1 min. 49.19 sec.
7 C. Reutemann (*Brabham Alfa Romeo flat-12*) BT45/2-2 1 min. 49.79 sec.	3 J. Scheckter (*Tyrrell-Cosworth V8*) P34/3 1 min. 49.63 sec.
6 G. Nilsson (*Lotus-Cosworth V8*) 77/R2 1 min. 49.83 sec.	9 V. Brambilla (*March-Cosworth V8*) 761/1-2 1 min. 49.79 sec.
12 J. Mass (*McLaren-Cosworth V8*) M23/9 1 min. 50.10 sec.	26 J. Laffite (*Ligier-Matra V12*) JS5/01 1 min. 50.06 sec.
16 T. Pryce (*Shadow-Cosworth V8*) DN5/5B 1 min. 50.27 sec.	17 J-P. Jarier (*Shadow-Cosworth V8*) DN5/4B 1 min. 50.12 sec.
19 A. Jones (*Surtees-Cosworth V8*) TS19/02 1 min. 51.11 sec.	34 H-J. Stuck (*March-Cosworth V8*) 761/2 1 min. 50.31 sec.
35 A Merzario (*March-Cosworth V8*) 761/4-2 1 min. 51.79 sec.	20 J. Ickx (*Williams-Cosworth V8*) FW05/3 1 min. 51.41 sec.
21 M. Leclere (*Williams-Cosworth V8*) FW05/2 1 min. 52.29 sec.	30 E. Fittipaldi (*Fittipaldi-Cosworth V8*) FD04/3 1 min. 52.11 sec.
38 H. Pescarolo (*Surtees-Cosworth V8*) TS19/01 1 min. 52.60 sec.	18 B. Lunger (*Surtees-Cosworth V8*) TS19/03 1 min. 52.41 sec.
22 P. Neve (*Ensign-Cosworth V8*) MN05 1 min. 52.82 sec.	25 G. Edwards (*Hesketh-Cosworth V8*) 308/2 1 min. 52.63 sec.

Reserves.
(Not Qualified)
33 D. Magee (Brabham BT44B/2) 1 min. 53.49 sec.
31 I. Hoffman (Fittipaldi FD04/2) 1 min. 53.78 sec.
24 H. Ertl (Hesketh 308/3) 1 min. 53.79 sec.
32 L. Kessel (Brabham BT44B/1) 1 min. 55.30 sec.

N.B. H. Ertl (Hesketh 308/3) was the only reserve ready to take part in case of anyone failing on the warm-up lap and he joined the race from the back of the grid even though all 26 qualified drivers left the start.

While the Mass fans were bemoaning his luck, they were joined by the Nilsson fans, for the young Swede drew into the pits after eight laps with gearbox trouble and posted yet another retirement in his troubled career in Formula One. With Lauda leading by 8 seconds after eight laps and Regazzoni pressing Hunt heavily it seemed to be all over and the Ferrari enthusiasts were smiling and saying "Yes, it *is* spoiling the Championship, isn't it—for the others". Some people were yawning and saying "Boring, isn't it—when you've seen one Ferrari victory you've seen them all" and we all waited to tick off lap 9 for Lauda.

It was with sheer disbelief that we watched Hunt's McLaren go by, with Regazzoni's Ferrari close behind. "Where was Lauda?" The World Champion was riding back to the pits on the pillion seat of a marshal's motorcycle! Singing happily along the Mistral straight with 12,000 r.p.m. or more on the tachometer, the Ferrari engine had suddenly broken dramatically and locked up the back wheels. By the time Lauda had got the clutch out and switched off, the whole affair was getting very exciting, but he kept it all on the road and came to a shaky stop. Although there were no holes in the crankcase or pools of oil, it was thought that the crankshaft may have broken.

We had just been thinking of sorting out the overall picture at this point, for it always takes half-a-dozen or so laps for the dust of the start to settle down and a race pattern to form. Reviewing the situation at 10 laps we found Hunt in the lead by a very small margin from Regazzoni, these two being out on their own; then came Peterson with Depailler, Scheckter, Watson, Pace and Laffite close behind and the outcome of these six far from decided. After another gap came Brambilla, Stuck, Reutemann and Andretti in close company, and then Pryce, Jarier and Merzario equally close together. Further back were Ickx, Fittipaldi, Jones and Leclere in a group and then Pescarolo, Lunger, Edwards, Neve and Mass straggling along behind. One lap later and Depailler had got his six-wheeler past the blue and yellow March of Peterson, and straightaway left the others behind, though he did not make any ground up on the leaders. On lap 16 Scheckter got his six wheels in front of Peterson's four wheels, but did not draw away like his French team-mate had. By now Brambilla had got away from his pursuers, in ninth place, and Andretti had passed Reutemann for an unimpressive eleventh place, while Tom Pryce had realised that it did not look good to be seen in company with Merzario, and had pulled away on his own.

With the race barely under way Hunt was not looking too secure in the lead for the McLaren was sliding about a bit out of corners, and Regazzoni's Ferrari was much too close for comfort. As they came through the maze of corners to finish lap 18 the Ferrari suddenly spun violently as the rear wheels locked up, and Regazzoni ended up

in the protective fencing, the exhaust pipes crumpled and the rear aerofoil awry. It was a repeat of Lauda's breakage and unbelievably both Ferraris were out by one third of the race distance. Hunt was now all on his own and could set his own pace, concentrating solely on completing the distance, for Depailler in second place was not even in sight, and as the Frenchman had pulled out a similar distance on the battle for third place, it was this group that focussed everyone's attention. It was not without reason for Scheckter, Peterson and Watson were having a real ding-dong and Pace was keeping his Brabham-Alfa Romeo in sight of them. At the back of the field Pescarolo faded quietly away, as did Fittipaldi when he saw the oil pressure sagging ominously in his Cosworth engine. A dejected Jochen Mass caught and passed Neve and then caught and passed Edwards, but neither conquest could be considered heroic. Stuck was in trouble with his left front tyre blistering and this allowed Andretti to move up a place and he then closed on the orange March of Brambilla, but its Cosworth engine was feeling the heat and the oil pressure was falling inexorably.

At half distance Hunt and Depailler still looked settled and unruffled in first and second places, but Scheckter was struggling to hang on to third place for Peterson was back on the form we all used to know and love, and Watson was making the new Penske go like he used to drive the old brown Hexagon of Highgate Brabham. Pace was still in a solid sixth place, ahead of Laffite in the Ligier-Matra V12 which was not performing as everyone anticipated. Brambilla was about to drop out of eighth place as the orange warning light on the instrument panel was now illuminated, indicating that there was no more oil pressure in the engine, and he stopped before it went bang so that Andretti inherited eighth place on lap 28. Stuck was keeping going in spite of the "bubbly" tyre and behind him was a disconsolate Carlos Reutemann whose Alfa Romeo engine was losing oil pressure as the oil leaked out. Then came Tom Pryce being pressed by Merzario, for when earlier he had thought he was pulling away from Jarier and the Italian, what was happening was that Jarier's engine was losing power and he was holding up the March driver until he managed to get by. Ickx was in fifteenth place, just ahead of Alan Jones, and then singly came Leclere, Lunger, Mass, Edwards and Neve, and the tail-ender was about to be lapped by the leader, which actually happened on lay 29.

On the thirty-first lap Watson was really pressing Peterson and making attempts to get by, while behind them Laffite spun off the track harmlessly, though the rear aerofoil was moved slightly and when he rejoined the race a lap down on the leaders, he found the balance of the car had altered for the worse. At the end of thirty-three laps Pace had his Brabham-Alfa Romeo right up close to the Scheckter, Peterson, Watson trio, for they had got themselves in a muddle at the far western end of the circuit, braking for the *chicane* and this had allowed Pace to close up on them. At one point the Brazilian got his Brabham ahead of the Penske, but a very determined Watson forced his way by under-braking at the end of the back straight. At the same time Peterson out-manoeuvred Scheckter and took third place and immediately drew out a comfortable lead, leaving Watson to deal with the six-wheeler. Hunt was steadily lapping the tail-enders and even lapped his team-mate and all looked safe and secure for the leading McLaren. On the forty-third lap of the race, Jones spun off in the white Surtees when the rear anti-roll bar came adrift and this dropped him down behind Leclere and a lap down on the leader. He continued for a couple of laps but found the front end of the car vibrating badly so packed it in. Reutemann was going slower and slower, nursing his engine, and Scheckter's lack of speed turned into a nasty flat sounding Cosworth engine as something in the ignition or the injection went out of adjustment and he slowed dramatically, but kept going. This meant that Watson was now fourth and Pace was hanging on in an heroic attempt in fifth place.

With only three laps to go Peterson's Cosworth engine suddenly cut out and he came to a stop, the inlet trumpets of the engine filling up with petrol, for something in the injection pump had gone awry. He tried to restart, but it was to no avail, and he had to watch Watson sail by into third place with the Brabham-Alfa on the heels of the Penske. Fifty-four laps and it was all over, Hunt had won a well-deserved victory, for though Lauda had been disappearing in the distance when the Ferrari engine blew up, Hunt had started on pole-position and no-one behind him had really challenged the McLaren during the race. Although there were eighteen cars running at the end of the 1 hour 40 minutes, some of them were a bit sick or tired, and Scheckter, Stuck, Reutemann, Jarier and Laffite were all glad it was over for their cars were performing in a very sub-standard fashion.—D.S.J.

Results:

62nd FRENCH GRAND PRIX—Formula One—54 laps—Paul Ricard Autodrome
5.810 kilometres per lap—313.740 kilometres—Very warm

1st :	J. Hunt (McLaren M23/6)	1 hr. 40 min. 58.60 sec.—186.423 k.p.h.
2nd :	P. Depailler (Tyrrell P34/2)	1 hr. 41 min. 11.30 sec.
3rd :	J. Watson (Penske PC4/01)	1 hr. 41 min. 22.15 sec.
4th :	C. Pace (Brabham BT45/3)	1 hr. 41 min. 23.42 sec.
5th :	M. Andretti (Lotus 77/R1)	1 hr. 41 min. 42.52 sec.
6th :	J. Scheckter (Tyrrell P34/3)	1 hr. 41 min. 53.67 sec.
7th :	H-J. Stuck (March 761/2)	1 hr. 42 min. 20.15 sec.
8th :	T. Pryce (Shadow DN5/5B)	1 hr. 42 min. 29.27 sec.
9th :	A. Merzario (March 761/4-2)	1 hr. 42 min. 52.17 sec.
10th :	J. Ickx (Williams FW05/3)	1 lap behind
11th :	C. Reutemann (Brabham BT45/2-2)	1 lap behind
12th :	J-P. Jarier (Shadow DN5/4B)	1 lap behind
13th :	M. Leclere (Williams FW05/2)	1 lap behind
14th :	J. Laffite (Ligier JS5/01)	1 lap behind
15th :	J. Mass (McLaren M23/9)	1 lap behind
16th :	B. Lunger (Surtees TS19/03)	1 lap behind
17th :	G. Edwards (Hesketh 308/2)	1 lap behind
18th :	P. Neve (Ensign MN05)	1 lap behind

Fastest Lap: N. Lauda (Ferrari 312T2/026) on lap 4 in 1 min. 51.0 sec.—188.432 k.p.h.

Retirements: H. Ertl (Hesketh 308/3) on lap 5, at pits, broken differential; G. Nilsson (Lotus 77/R2) on lap 9, at pits, broken gearbox; N. Lauda (Ferrari 312T2/026) on lap 9, on circuit, broken engine; G. Regazzoni (Ferrari 312T2/027) on lap 18, on circuit, broken engine and slight accident; H. Pescarolo (Surtees TS19/01) on lap 21, on circuit, broken transmission; E. Fittipaldi (Fittipaldi FD04/3) on lap 22, at pits, low oil pressure; V. Brambilla (March 761/1-2) on lap 29, at pits, low oil pressure; A. Jones (Surtees TS19/02) on lap 45, at pits, front end vibrations; R. Peterson (March 761/3-2) on lap 52, on circuit, fuel injection trouble.

N.B. R. Peterson was classified a finisher in 19th position, having completed 51 laps.
27 *starters* — 18 *finishers.*

Ricard Aftermath

After the race the first eight finishers were scrutineered in a comic-opera fashion typical of the 1976 season of Grand Prix racing. The 80 cms. maximum height from the lowest part of the chassis was in the throes of being changed to 90 cms. to the ground and after a lot of silly time-wasting the Penske was declared illegal because the side-plates of the rear aerofoil were too high at their front end and the Stewards disqualified John Watson from his third place. This is so much official poppycock, because less than 24 hours later the McLaren appeal to the FIA over their disqualification after the Spanish Grand Prix was upheld by a court of inquiry and Hunt was re-instated as the winner of the Spanish Grand Prix and McLaren Racing were re-instated as the winning manufacturers. This decision clearly condones racing with an illegal car, so if you can win with a car that is too wide you can presumably win with an engine of more than 3-litres capacity.

The scrutineers and the stewards of the French Grand Prix were prepared to turn a blind eye to the misdemeanour of the Penske team on the adjustment of their rear aerofoil, and merely give them a reprimand, but one of their "friends" in the Formula One Constructors Association put in an official protest, because it meant that he could claim third place for his car. If the little "entrepreneur's" team had not protested Peter Warr was going to protest on behalf of Lotus and Alan Rees would have done the same for the Shadow Team if Warr had backed out. Nice friendly lot the Grand Prix teams!

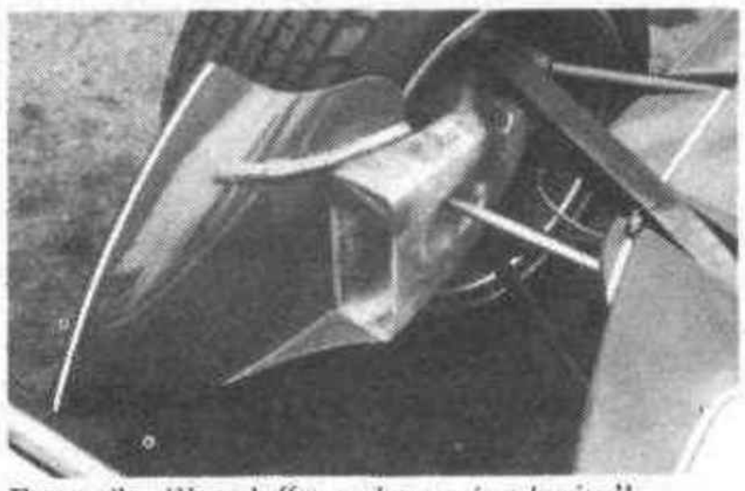
For you and I who enjoy Grand Prix racing (or used to enjoy it and are trying hard to keep the faith), Watson's drive into third place was one of the highlights of the French Grand Prix, and the Penske team deserved the boost it gave their morale. As far as I am concerned, and MOTOR SPORT and its readers are concerned, John Watson (Penske PC4/01) was third in the 1976 French Grand Prix, just as in the June issue of MOTOR SPORT you will see in the results that James Hunt (McLaren M23/8) was first in the Spanish Grand Prix and Jacque Laffite (Ligier-Matra JS5/01) was twelfth.

I have been campaigning for Formula Libre racing for a long time, it now looks as though the FIA tribunal decision has decided it will be the easiest answer to all the problems.—D.S.J.

Notes on the Cars at Paul Ricard

OF SPECIAL INTEREST was the re-appearance of the Ferrari de Dion rear suspension, this system being fitted to 312T2/025 which is now the regular spare car for the team. The tubular "bridge" that locates the rear hub carriers relative to one another is located sideways at the top by a telescopic shock-absorber unit lying horizontal and fixed at one end to a lug on top of the gearbox/rear axle unit. From the lowest points on the hub carriers transverse tubular links extend inwards to a short link pivoted on a gimbal, providing a Watt linkage in a horizontal plane. Fore and aft movement of the hub carriers is prevented by tubular radius rods running forwards as in the conventional i.r.s. layout. Lauda tried this car briefly during the first practice session and then it was put away, there being no obvious advantage over the conventional T2 Ferrari layout. On the night before the race the de Dion assembly was removed completely and a standard independent layout substituted and the car was race-prepared in standard form as a spare car for Lauda, should some disaster befall his regular car 312T2/026. Regazzoni once again had the latest of the 1976 cars, which is 312 T2/027 and for the first practice all three cars were fitted with fibreglass deflectors ahead of the front wheels. These were moulded as part of the normal air-scoops for the front brakes, so naturally they turned with the wheels. The technical scrutineers deemed them to be "aerodynamic devices" and therefore they were illegal, for any such aid to airflow must not move. They were removed before the second practice session and the normal fibre-glass air scoops were put back. According to the rule book (and 1976 seems to be the year of the rule book), the cars were illegal during the first practice session so the times recorded by Lauda and Regazzoni were removed from the official list. In line with common sense MOTOR SPORT has left the recorded times in the tabulated list accompanying the race report. In the second practice session both drivers improved substantially on their morning times, so the action of the stewards was purely academic.

The Project 34 Tyrrells were the same as used so successfully in Sweden, no major changes being visible, but during the first practice Scheckter had to abandon P34/3 out on the circuit when a steering link broke, the car not being steerable with three controlled wheels and one wayward one. This caused a hurried replacement of steering and suspension links on the car before it re-appeared for further practice. Depailler was driving P34/2 and both cars were running without air-collector boxes on the engines, the inlet trumpets covered by a gauze lid. The 007 cars are still taken to races, 007/4 for Depailler and 007/6-4 for Scheckter just in case there is a major disaster, but in fact they are seldom used. Standing by at the back of the pits they look large and ungainly by comparison with the Project 34 six-wheeled cars and this caution on the part of Elf Team Tyrrell means that the paddock contains quite a fleet of transporters



Ferrari's illegal "aerodynamic device".

to carry all the cars and all the material.

Team Lotus produced a new car in the Type 77 series, the third one and designated R3, but in fact it was labelled JPS 14. The series of John Player Specials started with JPS 9 and JPS 10, which were the two abortive Type 76 cars and these were followed by JPS 11, which was Lotus 77/R1. This was followed by JPS 12 or Lotus 77/R2 and now we have JPS 14 (13 is unlucky?) or Lotus 77/R3 and this new car was for Andretti, the car that went so fast in Sweden being his spare car. Nilsson's car was Lotus 77/R2 repaired after his indiscretion in Sweden. By the end of the first day of practice the new car had virtually broken in two so it was loaded onto a trailer and covered over and Andretti continued practice with 77/R1.

The Brabham-Alfa Romeos had done a lot of pre-race testing and had shown signs of improvement, recording some quite competitive lap times. Alfa Romeo had been working hard to try and keep the oil in the engines and make them more reliable and the cars were fitted with yet another variation on the air-box theme. Pace had BT45/3, the lightest of the three cars, Reutemann had BT45/2-2 repaired after his accident in Sweden and the first car BT45/1 was the communal spare. McLaren were another team who were benefiting from some pre-race testing at the Ricard circuit and they appeared to have recovered their composure and got all the variables back under control with a subsequent effective balance of the car and an effective compromise between straight-line speed and cornering power. Hunt was still with M23/6, the earlier car that he changed to in Sweden, his original car M12/8 being the spare and Mass remained with M23/9.

The Shadow team had used the break since Swedish GP to rebuild Jarier's car around the 1976 monocoque that he damaged in South America, which had been repaired. Although the B-type monocoque looks similar to the A-type, it differs internally and structurally. These are still in the DN5 series so Jarier's rebuilt car thus became DN5/4B, identical to Pryce's car DN5/5B which itself had undergone a major rebuild after its practice crash in Sweden. DN5/3A was back to being the spare car again. Brett Lunger and Alan Jones had the two "works" Surtees TS19 cars, and Henri Pescarolo was running the original TS19 car as a private entry. At the Williams factory a third Postlethwaite Hesketh 308C had been completed, so that the original 1975 was left behind and Ickx had the brand new one, FW05/3 in the Williams' series, Leclere still having FW05/2. Both cars had louvres in the cowlings over the side-mounted radiators and redesigned rear suspension layout brought about by the use of different hub carriers, which themselves had been redesigned to utilise larger diameter hub-shaft bearings in the search for more rigid rear wheel locations as Postlethwaite felt that a lack of rigidity in the hubs and bearings may have been allowing the rear wheels to do some steering of the car. Bifurcated air scoops on the front hubs fed cooling air to the centre of the brake disc, from whence it was centrifuged out through the slotted disc, and also to the brake caliper, though during practice these scoops were partially blanked off as the brake pads were not reaching their working temperature. Also, both cars dis-dispensed with the engine cowlings incorporating air ducts to the engine inlets, and ran naked and exposed.

The long works Ensign had undergone a major rebuild after its Swedish accident and a lot of toil and sweat at the Walsall works had got it ready to race again. Unfortunately Chris Amon had developed spinal trouble as a result of the accident at Anderstorp and was unfit to drive, so after financial Rent-a-Drive discussions with Lella Lombardi and her Italian sponsors Morris Nunn turned the offer down and then found himself saddled with Patrick Neve at the request of the Constructors' Association. Previously, and somewhat precariously, Neve had been part of the RAM Racing team of John MacDonald along with Loris Kessel who supplies the money from Tissot watches from Switzerland. This time Damien Magee was driving the second of the ex-works Brabham BT44B cars. The Hesketh Rent-a-Drive team were at full strength, with Harald Ertl in 308/3 and Guy Edwards in 308/2.

The evening before practice began a brand new Ligier-Matra V12 was wheeled into the pits, number J55/02, basically to the same design as the first Ligier, but with a slab-sided monocoque instead of the curvaceous one, with the side-mounted radiators at an angle to the air-flow instead of parallel. It had a rectangular rear aerofoil as against the one on the original car which had the fashionable Vee leading edge. There had been some pre-race talk about Jean-Pierre Jarier leaving the Shadow team to drive this second French car, but it came to nothing and both Ligiers were numbered 26 for the use of Jacque Laffite. The Penske team had straightened out their new PC4 after its excursion off course on the opening lap of the Swedish GP and as a spare car for John Watson they had PC3/02. In the Fittipaldi team Emerson Fittipaldi had a brand new car, FD04/3 while his original car FD04/1 became the team spare and for this race a second entry was made for Ingo Hoffman driving FD04/2. Engine air-boxes seemed to be a thing of the past for this team and the team-leader's new car was fitted with a second aerofoil at the back down by the gearbox, as instigated by McLaren. The Hesketh 308 of Ertl had also copied this idea.

The two March teams were as before, except that Peterson's car, 761/3-2, was back to its original colours of blue and yellow after its brief flirtation with the Penske sponsors' colours in Sweden. For a change neither the Bicester A-team nor the Reading B-team had had to do any major rebuilds after the previous race, the same four cars being used at Ricard.—D.S.J.

RALLY REVIEW

The Morocco Rally



To take this Citroën CX2200 to fourth overall and first in Group 1 was no mean achievement by Deschazeaux/Plassard.

STAB A PIN into a list of European rallies and the chances are that you'll pick one which is little more than one series of short sprints after another, making up a reasonable total distance but with considerably more time spent switched off than switched on. There are exceptions, of course, but these are usually in countries of low traffic and population density, and perhaps where a certain amount of volatility in the national character is not subdued by the wearing of a uniform of officialdom. Generalisations are usually pretty meaningless, but this one tends to hold good whether the competitive action is on tarmac, gravel or honest-to-goodness dirt.

Outside Europe things are different, except in other countries where the advance of civilisation has produced over-emphasised safety phobias and crops of stunting regulations which strangle society just as surely as weeds overpower the most attractive blooms.

Happily, there are places without any of these difficulties, unfettered by too many restricting rules and not too badly scarred by those ribbons of spoil-sport tarmac. Kenya is a prime example, for there they still run even the Safari as a road event without the need for special stages. Another is Morocco, where the heat, the dust, the rocks, the endless pounding and the seemingly interminable special stages go together to form an endurance rally of the most physically and mechanically fatiguing kind. It has just nine special stages, but one of them alone runs for some 500 miles, far more than the entire stage distance of last year's RAC Rally.

Unlike sprint rallies with short stages, where a lost second can be vital and a puncture a near-disaster, the Morocco Rally has its accent more on reliability than anything else, and that applies to competitors as well as cars. It's not exactly a hare and a tortoise job, and power cannot be lightly sacrificed, but tenacity of man and strength of machine are the two factors which count the most, this being borne out by results over a number of years.

This year there were some very fleet machines taking part, including two works Escorts, three of the new Fiat 131 Abarths which surprised everyone by their performance and reliability, and even a lone Lancia Stratos from the factory. But it was a bigger, heavier and less powerful Peugeot 504 which finally headed the cavalcade into the massively crowded city centre of Casablanca on the Saturday evening. Jean-Pierre Nicolas, a former contracted driver for the old Alpine-Renault team, is equally at home on twisty, tarmac roads in the Alps and on long, demanding, rough stuff where stamina counts more than speed. He has twice before won the Morocco Rally and the Peugeot people knew what they were doing when they signed him up for first the Safari and now the Morocco Rally, two of the few events (they only appear at rough endurance rallies) which they tackle each year.

The tenacious little Marseillais, who loves rugby as much as rallying and whose effervescent humour has produced some memorable pranks, emerged a very popular winner, having had no more trouble than three punctures. His co-driver was former Alfa Romeo privateer Michel Gamet. Second place went to Simo Lampinen and Atso Aho in another works Peugeot 504, again with troubles no more serious than punctures and a cracked distributor cap.

Third place went to Sandro Munari and Silvio Maiga in the single Lancia Stratos entered by the factory. Theirs was no real attempt to win, but a means of picking up a few more World Championship points to compensate for those not gained in Kenya and Greece. Their main rivals in the series are the Opels and it was a blow to them in Greece when a good place by a privateer added a few unexpected points to the Germans' total. Munari drove fast enough to be up there among the leading runners when faster driven cars fell out, but carefully enough to avoid any seriously delaying breakages. It was a disciplined effort backed by tactical use of far fewer service vehicles than usually accompany the team, although on such occasions Fiat and Lancia make reciprocal use of each other's facilities in cases of emergency. Lancia's lead over Opel is now back up to 20 points and the remaining rounds in Finland, Italy, Corsica and Britain are likely to see them keeping that lead.

The works Escorts from Boreham, on their first team visit to the Morocco Rally, began reasonably well, but fell out when Roger Clark's car had a camshaft seize up after much overheating and loss of water, and Timo Mäkinen's when an inlet valve stuck open. Mäkinen's car was on its fourth gearbox when it went out, the small bearing at the rear end of the crankshaft, into which is located the forward end of the gearbox primary shaft, broke up and the massive vibration of the shaft caused gearbox failure three times.

The three Fiats started amazingly well, even taking first, second and third best times on the first test. Verini retired early with a broken half-shaft but Bacchelli and Alén stayed in first and second places until suspension failure on the long (500-mile) stage across the arid, rocky wastes on the edge of the Sahara delayed first Alén and then Bacchelli and dropped them right out of contention. Hannu Mikkola was at the wheel of a V6-engined Peugeot 504 coupé, but its engine (on carburetters, not injection like the normal 504s) didn't like the many changes of altitude in the ascents and descents of the Atlas Mountains. Eventually it retired when a sudden encounter with a sharp dip in a fast tarmac road (with a shock-absorber bracket already broken) broke a half-shaft and the differential.

The troubles along the border with Algeria had not helped the organisation at all, and mines were going off on desert tracks even before competitors had finished their practising. But that really didn't excuse a rather scrappy roadbook (much of which was "lifted" from last year's anyway) and last-minute route changes which were done simply by choosing a line on a map rather than from actual ground knowledge gained from a proper route survey. One such change was so vaguely presented—by nothing more accurate than a list of village names—that many factory drivers got together to defy the organisers and to take their own shorter, smoother route which had none of the loss of way potential of the official route. Most privateers took the latter and found themselves scattering about all over the place in an effort to tie up the organisers' instructions with the map, and the map with the road as they found it. Penalties were amassed by everyone, but after complaint and protest they were all scrubbed.

It was not at all a situation in keeping with what is expected of a World Championship event. The competition was tough and fierce, but the rather slap-dash way in which these route changes were presented to competitors left much to be desired. The Morocco Rally is a most worthy round of the Championship, but somewhat indifferent organisation has led the CSI to say that it will be dropped for 1977. That will be a great pity, for such events are rare, and we trust that the shortcomings of the past, and of 1976, will be put right so that it will remain among the world's top twelve.

G.P.

GENERAL CLASSIFICATION

1st	J-P. Nicolas/M. Gamet (Peugeot 504)	20 hr. 20 min. 15 sec.
2nd	S. Lampinen / A. Aho (Peugeot 504)	20 hr. 42 min. 52 sec.
3rd	S. Munari/S. Maiga (Lancia Stratos)	21 hr. 38 min. 38 sec.
4th	J. Deschazeaux/J. Plassard (Citroën CX 2200)	21 hr. 44 min. 45 sec.
5th	J-C. Lefebvre/G. Flocon (Peugeot 504)	22 hr. 06 min. 54 sec.
6th	J. Privé/"Tilber" (Renault 17G)	22 hr. 34 min. 17 sec.
7th	Miss M. Hoepfner/"Biche" (Peugeot 504)	22 hr. 40 min. 51 sec.
8th	Miss C. Dacremont/Miss Y. Vanoni (Peugeot 504)	22 hr. 52 min. 07 sec.
9th	J. Guichet/J. Jaubert (Peugeot 504)	22 hr. 59 min. 05 sec.
10th	J-C. Briavoine/R. Schneck (Renault 12G)	22 hr. 59 min. 08 sec.

95 starters—19 *finishers.*



The Saab Guide to Swedish Rallying

THE BEST pointer to the success of a business trip usually comes when the weary traveller flops down amidst piles of notes and brightly headed press releases to the chorus of cynical colleagues asking, "had a good holiday boy?" Persuading those who had to look after some of your business, as well as their own, that you really did accomplish something worthwhile is relatively easy, so long as the enthusiasm generated in those hectic days lingers on. A poor trip from the journalistic viewpoint is swiftly dismissed in the words, "It wasn't really worth doing . . . there's nothing to write about . . . just a 'jolly' really." Just as difficult, and it is the situation I find myself in for this Swedish report, where so much has happened which has been enjoyable and interesting, that one risks one's audience retreating into slumber while faced with such a barrage of enthusiasm.

Simply, myself and a colleague from *Motoring News* spent a long weekend in Sweden as the guests of Saab, visiting their competition department and attending a round of the Swedish Rally Championship. I found myself intrigued by an approach to motor sports that is uniquely based on constant managerial support for the task of turning in some amazing performances from products that look so much more staid than their opponents. Packed into the schedule arranged by the most efficient PR man I have encountered, Mr. Torsten Aman (a former rally co-driver with the legendary Carlsson and others), were such tasty ingredients as: a chance to look around the 190 horsepower turbocharged derivative of the ageing Ford V4 engine, and the recently-developed 2-litre, d.o.h.c. motor of 16 valves, derived from the s.o.h.c. Triumph-canted power unit. Having appreciated the work that goes on in the competitions centre, I went on to sample the results *via* rides in the forest with the factory driver, Stig Blomqvist. That skilled exhibition was followed by driving both the bulbous 96, with its invaluable freewheel, to the smoother 99EMS prepared to a Swedish adaptation of FIA Group 1 regulations.

While Blomqvist went to weekend in Holland to contest a rallycross in the turbocharged, 13 cwt., lightweight version of the Saab 96, I had a swift glance at the company's museum and then set off for a weekend of rallying in Per Eklund's rallying 99EMS with that gentleman, who is Blomqvist's freelance team-mate and the winner of this year's Swedish Rally. After a full weekend's viewing, our hosts thoughtfully arranging their 99EMS' unfortunate retirement in time for an evening meal, we returned to Göthenburg with the courageous Per Inge Walfridsson, who had just turned in a hard-fought class-winning performance, despite the memory of a previous weekend curtailed within the blazing Chequered Flag Stratos.

Formed in 1950, the competitions department grew within the engineering department as the brainchild of Volvo's current engineering chief, Rolf Melde. Almost inevitably some of the best known Saab competition drivers were actually first employed by the company as test drivers, including Erik Carlsson and Carl Magnus Skogh. As part of engineering, competitions tended to get a lot of people within the company thoroughly involved with their activities, and there were a number of interesting projects authorised during that period, including an open version of the Sonnet sports car and the weighty but accelerative F3 car powered by that amazing two-stroke, three-cylinder DKW-inspired unit.

In January 1962 Bo Hellberg joined the company as competitions manager, reporting to Rolfe Melde, but beginning to give the department a separate identity as the engineering staff had enough work of their own to do in developing the V4 successors to the two-stroke range.

For a while in 1963 the department used a building that is wryly described as "like a British racing shop", so it is no surprise to be shown later that tin hut sitting in the



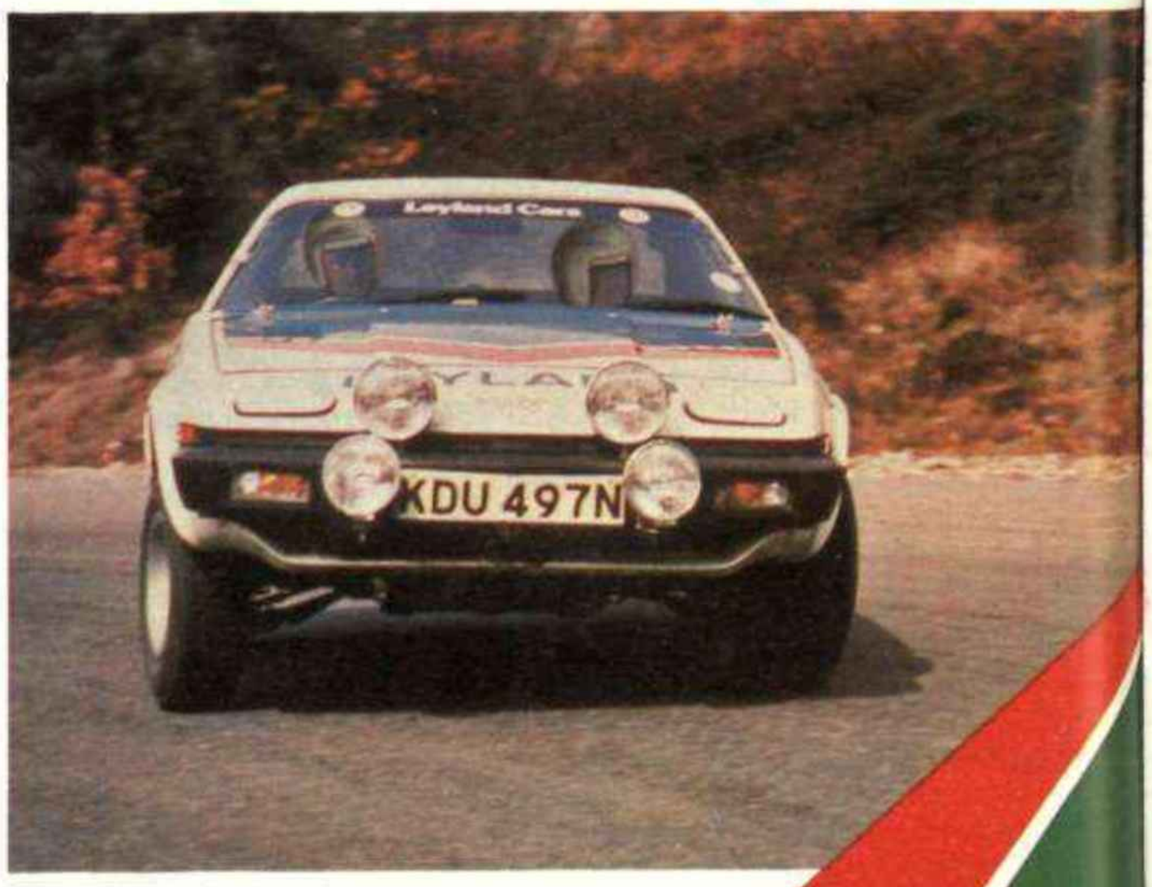
Varied workshop fare for works mechanics includes everything from 130 horsepower rally cars to turbocharged rallycross machinery of 200 b.h.p.

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middle of a field! Within the company changes began to occur in competitions ownership, for the department, which had already won them three consecutive RAC Rallies (Carlsson, of course), the European Rally Championship and both 1962/63 Monte Carlo Rallies, had now passed into the responsibility of the public relations division.

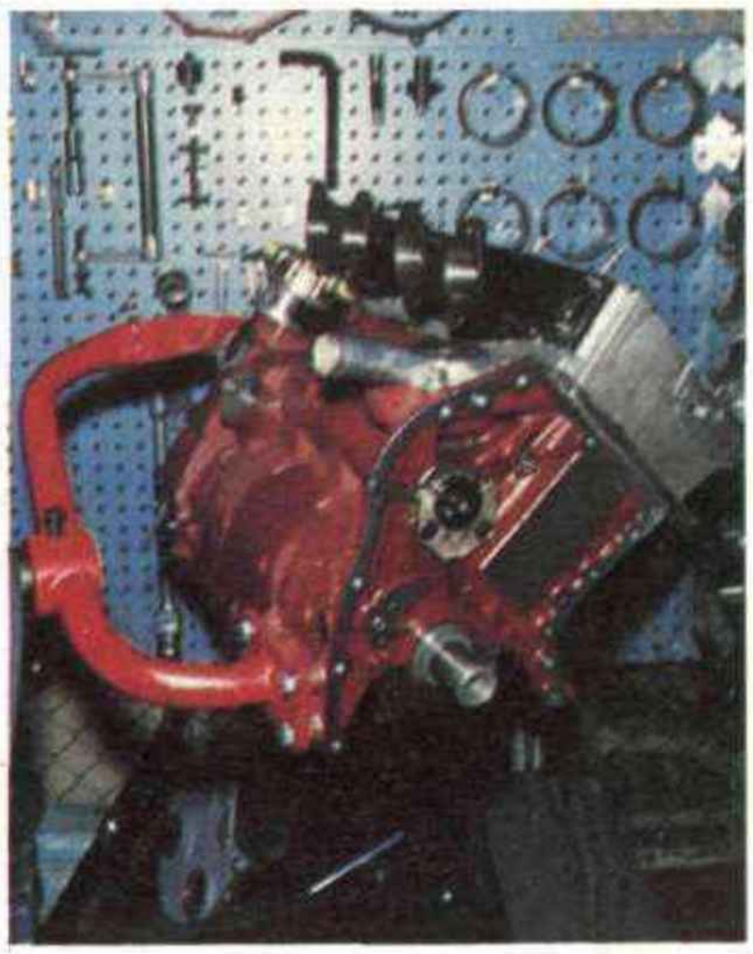
By 1964 "baby Bo" Swaner had arrived and, in the same way as Hellberg, this talented organiser and former competitor is still with the company. In normal outside company terms Swaner is the team manager on a day-to-day basis, while Hellberg deals with the increasingly complex politics of modern motor sport, including his activities as a CSI committee man.

The department is tightly staffed for the activity engaged in. Half-a-dozen men operate within the neatly arranged workshops under foreman Paul Broman, while four more build the V4 and slant-four derivatives of production Saab engines, which are used in competition under the supervision of Lars Jahnsson. Considering that the factory programme includes winning the Swedish Rally Championship (which seven-round series Blomqvist has already conquered) and contesting the European Rallycross Championship, plus selected events such as the International Welsh, Finnish 1000 Lakes and RAC Rallies, it is hardly surprising to hear that more men are to be drafted into the department shortly.

One very interesting aspect of the Swedish Rally Championship series is that the modified cars that comply roughly to pre-1976 Group 2 specification are dying out rapidly as a breed, replaced by Standard A and Standard B classes catering for cars homologated in FIA Group 1 (more than 5,000 units a year). Attempting to compete production cars is normal enough today, but the Swedes have arranged things so that the cars have very similar power-to-weight ratios. Effectively this means the Standard A class is particularly hard-fought with the VW Golf, Kadett GT/E, Volvo 242 and Toyota Celica ranged up against the Saab 96 EMS machines from the works (Per Eklund/Björn Cederberg) and Saab's very active Sport and Rally Division, the customer outlet for competition parts and cars. Different *marques* have special dispensations to enable competitors to get round most of the basic rallying weaknesses apparent in mass-produced vehicles intended for family use, but the basic thinking is that the cars should be strong enough for privateers to run (so some body strengthening is permitted), suspension changes of shock-absorbers and dampers are permitted, as is the installation of a limited slip differential. While Saab may have inherent body strength, they have needed to extract the maximum possible power from the engine. So the blueprinted 135 b.h.p. 2-litre (that is roughly 17 b.h.p. more than standard) breathes better *via* a new camshaft, and the power is more effectively relayed through a non-synchromesh gearbox, containing larger straight-cut gears.

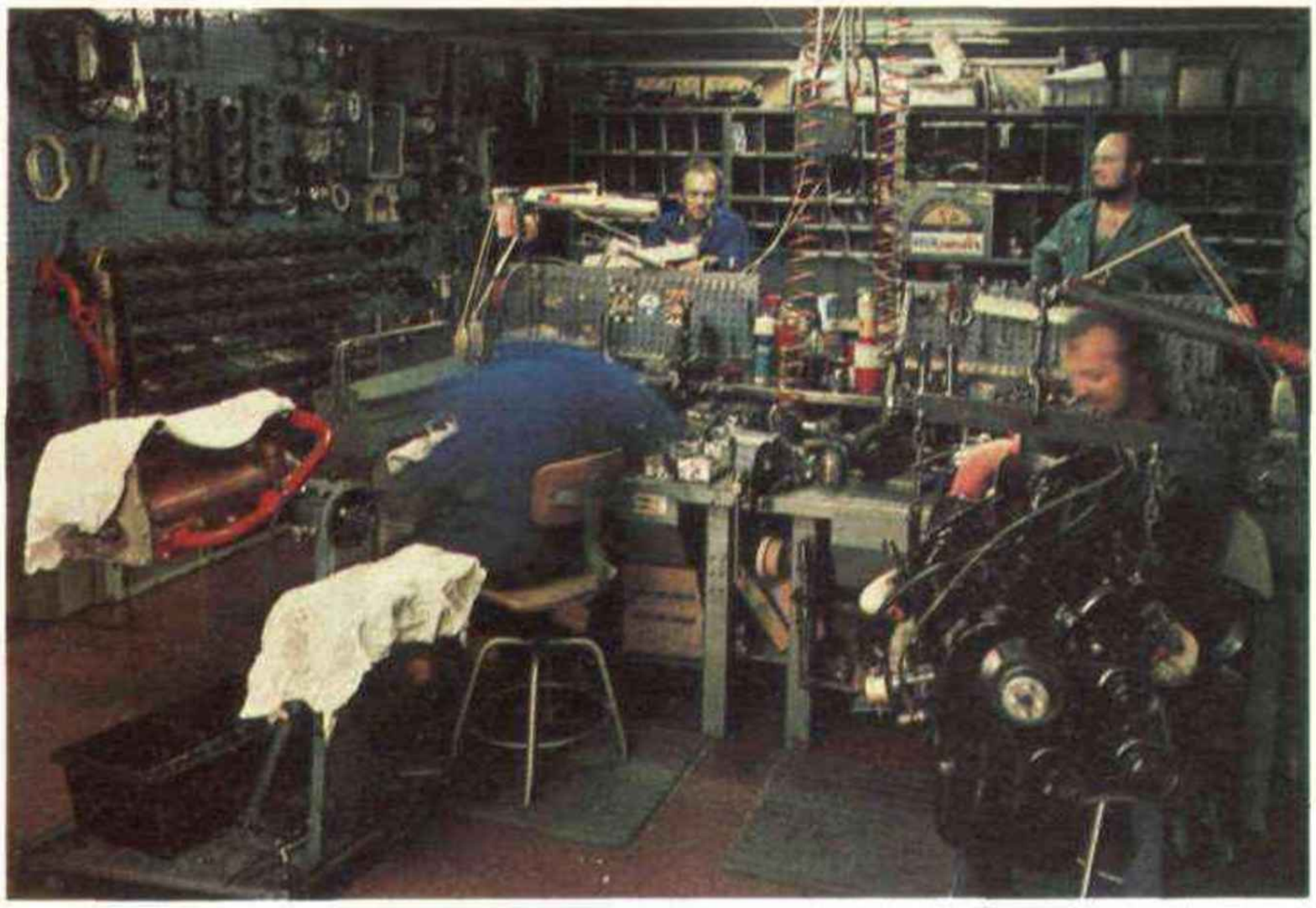
Currently the works have four main themes to their conversions. The 96 V4 in carburated 1,993 c.c. trim can give 170 b.h.p. in Group 2 trim and this is the weapon Blömqvist has used with such success in and out of Sweden for so many years. Weighing just under a ton the 96s use a tremendous number of standard parts, but their days are numbered even within Sweden, as the later 99 and the passage of time begin to make it look obsolete. For rallycross the 96 loses a quarter of its weight and develops 190 b.h.p. at 7,000 r.p.m. There is a single 175 Stromberg CD to pass the mixture to an Air Research turbocharger, set to give between 0.9 and 1.2 atmospheres of boost for a motor that presently displaces 1,784 c.c. (the latter boost figure would give more like 240 b.h.p. but the car is not so reliable). Aside from gutting the interior to a series of thin metal strip panels and a single seat in front of the large steering wheel (a turbocharged front-drive car is recommended as a lot more fun than keeping fit *via* the Bullworker exercise system) the rallycross cars are distinctively equipped with 13 in. diameter Minilite magnesium alloy wheels. Normally Saab have their own 15 in. diameter wheels installed for all forms of competition, but the British wheels allow them to lower the gearing, the car, and fit specialist Dunlop tyres that mix racing profiles and widths with rally traction patterns. Both Blömqvist and Eklund regard the 96 Turbo as something of a beast. Heavy steering and poor starting-grid manners ensure that it is an exacting task to overtake the opposition within the sub-5-mile distance provided in most rallycross heats.

The 99 comes in two basic forms as well. First there is the painstaking strip down and fiddling approach to ensure the best possible example of a 99 EMS is turned out for Standard A competition. Then there is the fully modified version of the same car with the 16-valve engine. The modified engine has been developed rapidly (work started June last year) and as simply as possible. Basically it consists of a standard lower half to the engine, utilising the production cylinder block, connecting rods, crankshaft and bearings. No longer are these parts directly inter-



The 16-valve engine shows great potential.

changeable with the Triumph Dolomite slant-four engines, from which the Saab unit originally sprung, for the Swedish company went through an intensive development programme when they enlarged the unit from 1.8-litres to 2-litres in 1972. Our hosts laughingly recalled that all the engine work had been the responsibility of people who normally deal with the successful Saab Scania trucks, and that kind of massive strength is certainly evident on the current production cylinder block. In competition terms this means that Saab have been able to make the best possible use of the extra breathing capacity offered by the four-valve-per-cylinder arrangement, realising a current output of 220 horsepower from 7 to 8,500 r.p.m. at present. In the future the factory expect to increase peak power beyond 240 b.h.p. These are significant figures that British Leyland would dearly love to have present in their troubled TR7s, for the



Hive of activity within Saab Competitions is the engine building area, where the V4 is gradually usurped by slant 4.

Triumph cylinder block has shown itself incapable of absorbing outputs much beyond 180 b.h.p. Even the hitherto totally reliable Group 1 racing Dolomites from Broadspeed have suffered engine problems this season, so there obviously are big differences between the two superficially similar units today.

Saab have already had the first rewards of their new power unit. Following FIA homologation in October, when the necessary 100 sets of parts to convert a production engine into the competition 16-valve layout had been completed (a homologation process that is no longer possible under the 1976 FIA Group 2 regulations, so Saab had to be swift to benefit) the 99EMS scored an outright win on Belgium's *Boucles de Spa* in February. The new engine did give trouble in the Welsh International, but we will definitely see it in action again on this year's RAC Rally, the EMS being the model for rallying and promotion outside Scandinavia.

Looking around the engine shop it was obvious that in the areas of cylinder-head port design, camshaft profiling (either from Cosworth or a Swedish supplier so far) and fuel supply, the latest Saab engine is still the subject of much experimentation. Both Lucas fuel injection and twin Weber 48 DCOE carburetters have been assessed on the Gunnar Axelsson head design, with injection initially proving more powerful. The head itself is a two-section design, the top half devoted to camshaft carrying duties.

In Saab's engine shop they grin easily over the memory of their first encounters with the Ford V4, which gives 65 b.h.p. in standard trim, and which Ford Cologne Competitions had abandoned at 93 b.h.p. Saab did succeed in pushing the engine all the way up to 175 b.h.p. with Lucas injection, but that was really too much, for the production-based bottom end and the cylinder head-block relationship was distinctly strained at that stage. I drove the kind of 160-b.h.p., twin Weber 45 DCOE carburated example that has provided many Scandinavians with winning transport to an international level, and found it the car with more character than any other *marque* rallying today.

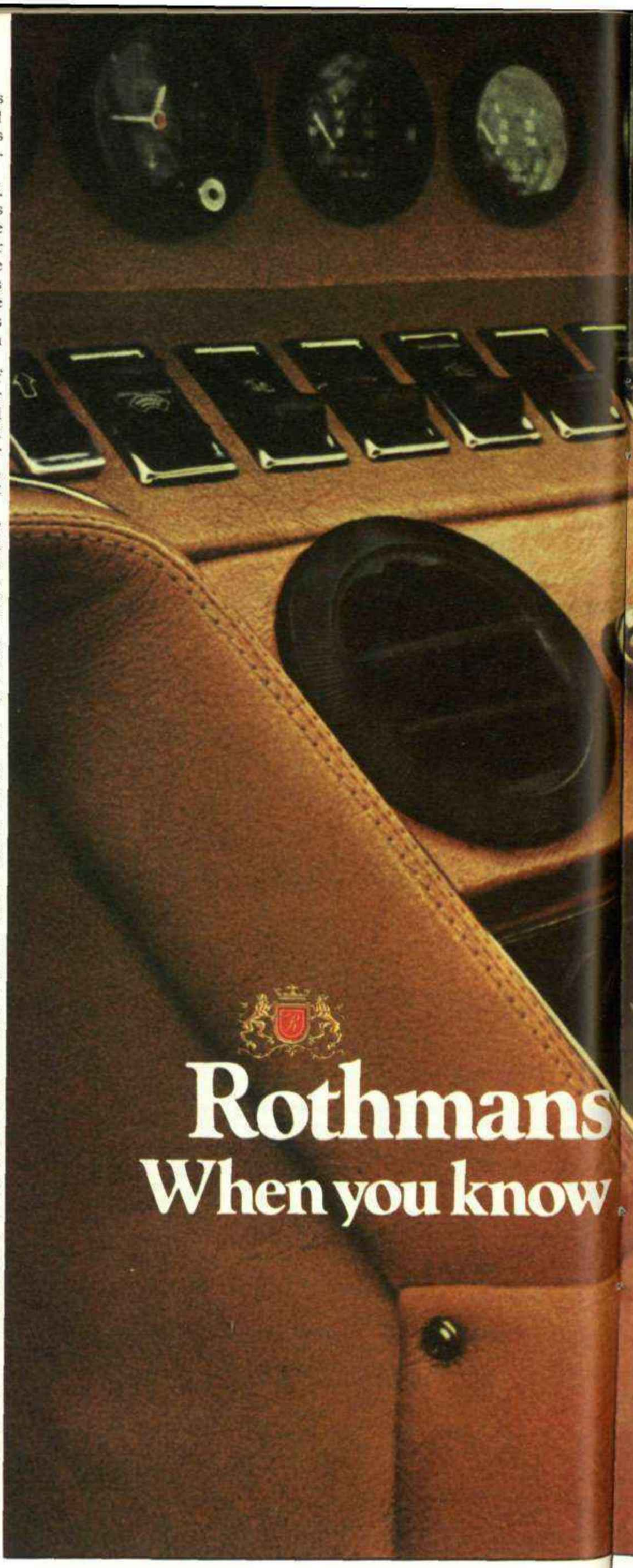
The freewheel takes a little getting used to at first. Once mastered the steering-column gear-change can be rowed straight from 1st to 4th, all without clutch. Just how useful this is to the left-foot-braking technique of Blömqvist was dramatically demonstrated when we went out together in the non-freewheel 99EMS. Covering forest track at a rate that feels perceptibly quicker than even his most talented rivals can offer, Blömqvist still had major difficulties in engaging gears when changing down from 4th to 3rd and, particularly, 3rd to 2nd without the clutch; on the 96 this process is easily accomplished at high speed.

View out from the 96 is almost VW Beetle in character, but you learn that those small windows and thick Swedish steel are almost tailor-made for rallying's apparent affinity for lurid brushes with such solid wayside objects as trees, stone walls, cliffs, and so on. The acceleration is quoted by the manufacturers as occupying seven seconds to progress from a standstill to 62 m.p.h.; the turbocharged rallycross car is reportedly two seconds faster than that, which puts it firmly into the ranks of exotic cars, so far as normal road-going machinery is concerned.

What is more important to the driver is a constant supply of torque allied to a reasonable body weight, an adequate disc-drum braking system and stiffer, though again very much production-based, suspension. Acceleration between 30 and 90 m.p.h. is good on the road, and at least as good as most more powerful rivals on the loose. Both the 99 and 96 are at their most competitive when faced with stages where speeds drop little below 50 m.p.h. and do not exceed 100 m.p.h.; partly because the drivers are such hard-chargers and also because the cars respond well when their power-to-weight penalty has been removed. The 99 in which I sat alongside Blömqvist seemed very comfortable and stable compared with the stubby 96, though its larger dimensions and tolerance of travelling crabwise to the direction intended, make any ride through trees memorable. The engine produces its power well from the peak torque at 5,500 r.p.m. and the noise levels are a little more subdued than the opposition, presumably because of the car's civilised 21 cwt. bulk.

The 99 I drove shared a lot of the suspension, braking and slight body strengthening changes of the more powerful car. The biggest noticeable difference came in the roll cages, the Eklund Group 1 car having a simple hoop instead of the comprehensive screen pillar and rearward tubing of the 220-horsepower model. Both had four-speed, non-synchromesh gears with the production casing—all the remaining saloon-car opposition tend to have five-speed ZF of West Germany units—and I noticed that Eklund needed to concentrate quite hard in order to achieve clean changes. When you mix in the "emissions

Continued on page 942



MIDDLE TAR GROUP As defined in H.M.



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camshaft", a special profile that delays power delivery below 5,000 r.p.m., but then delivers the goods until 7,200 r.p.m., the Group 99 becomes as hard as many far more radically modified cars to drive.

All of the EMS specification 99s have Bilstein shock-absorbers, but as from the 15th of January the settings were stiffened, following a test session that included Ronnie Peterson (a loyal Saab user in Britain) as well as the rallyists. For competition a further 20% stiffening in response to the shocks of rallying is required. The result is a car that is still obviously front-wheel-drive on slow corners, but exhibits little emotion when competently tackling faster curves. The brake servo is ingeniously boosted by a vacuum pump taken from a milking machine! This unlikely transplant has allowed the brake pedal to stay instantly available at the top of its travel, saving split seconds in reaction time that can be very important when faced with an unexpected rallying hazard.

It was interesting to note that Pirelli CN36s, just like the original equipment supplied on many modern sporting cars from Ford, Opel and VW, are often used for the soft, smooth Swedish variety of special stage rallying. The aluminium wheels on which they rest look similar to the Saab optional devices, but they are actually lightened a little by scalloping out some of the solid areas in the production design: just as with Minilites tales of strength abound for these wheels, including 22 kilometres covered by Mr. Blömqvist with no tyre on the rim.

Acceleration with 135 b.h.p. substituted for 118 in a vehicle weighing comfortably over a ton is not startling, but there is a very firm push forward as you utilise each gear to the maximum. The car will pull quite flexibly in the normal way, but there is a hole in the delivery of energy between dawdling and flat out, so the camshaft change is only really desirable for rallying. Maximum r.p.m. came very swiftly in fourth gear (not much over 90 m.p.h. on the revised gearing), but this competition car was almost restful at a constant 70 m.p.h. and 5,250 r.p.m. At this pace one can snuggle gratefully into the Recaro driving seat, hold the Motolita leather rim wheel lightly and persuade oneself what a cushy life these factory drivers enjoy.

Those simple sentiments were soon dispelled by a spell viewing the High Chaparral Championship rally. Based upon the extraordinary artificial American ranch/Dodge City replica of the same name, the rally demonstrated very effectively how interest has swung dramatically from comprehensively modified competition cars to the simpler vehicles contesting Standard A and B categories. From a British spectator's viewpoint the cars are a little less spectacular in action than can be seen on a home Championship event, but there is an enormous variety of vehicles. We actually saw only two Fords competing in Sweden, which seems strange reward for the effort that company put into their rallying activities with a Scandinavian emphasis. At least the cars are driven in true Viking style! My more experienced companion thought the standard in Britain at least as high as was demonstrated on the Swedish event. From that viewpoint it was interesting to note that Brör Danielsson, who won the High Chaparral outright in his Group 1 Standard A Kadett GT/E after the demise of the more powerful cars with whom he had been scrapping, later came to the Scottish Rally and found it hard to make an impression on the leading British Group 1 exponents, eventually finishing third in class. Truly the advent of Roger Clark in the British series has raised our standards beyond expectations, though there is still nothing to be smug about at the very top.

What the Swedes do get is very good rallying value for money. Owing to sponsorship the cost of entering the High Chaparral had been restrained to £50, for which competitors covered 175 stage miles, with little of the boring road link sections that so often have to be a feature of British events. In fact my companion drew the comparison between this Swedish event and the Welsh International this year, which had about the same stage mileage at considerably higher cost: the Welsh was also at least 100 cars short compared to this Swedish national event!

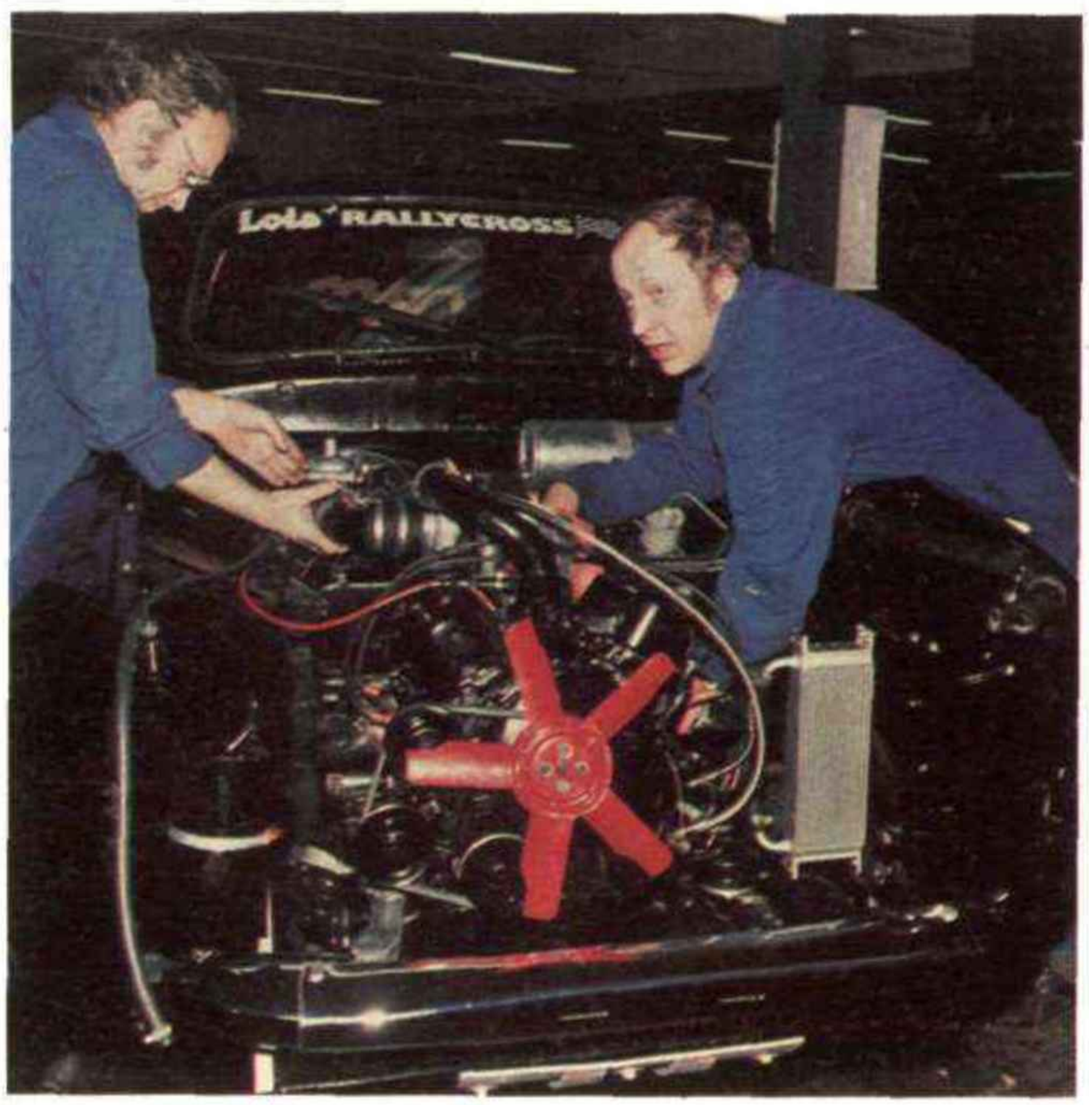
So far as the actual stage performances were concerned I thought that the Swedes generally showed more bravado about speeding flat-out over blind crests. Also, there were some exceptional night stage miles covered by the smaller-engined cars battling for a class win, which was eventually decided by 8 seconds in favour of Walfridsson's Volvo-DAF 66.

My last miles in Sweden were covered along dirt roads with Mr. Walfridsson driving his five-speed Volvo 264, trailer full of spares and little yellow rally car. The sun shone, dust and stones flew, Sunday drivers cowered in the hedge as the Volvo and trailer slid gracefully from one right angle application of opposite lock to the other.

Even though I couldn't navigate on a map designed for tourists, and the clutch broke, the aftermath of a weekend spent among the people who showed Britain what special stage rallying was all about lingered on. As our Volvo thundered south, with the conscientious Mr. Eklund driving his short-wave radio-equipped Saab along in convoy behind, I could not help smiling at the thought of these two highly skilled rally drivers being dubbed by the general press media as part of a dour nation of suicidal alcoholics. They, like the hundreds of other enthusiasts associated with rallying in Sweden, just enjoy doing, or seeing their sport as the best pastime in the World.

J.W.

Turbocharged V4 is lowered into the team's black rallycross 96.

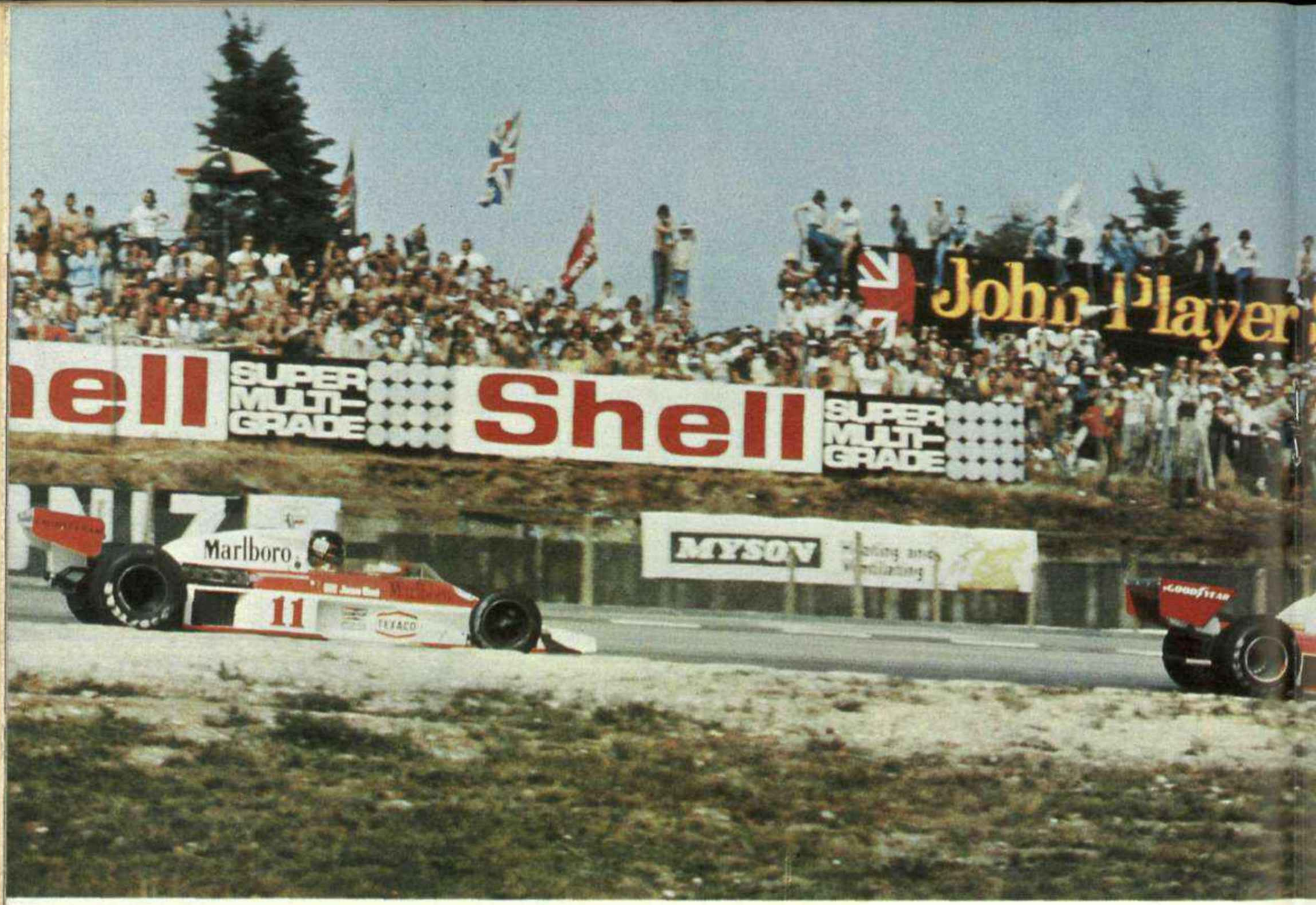


Cooling tract from floor to dashboard relieves the worst on under-bonnet turbocharged heat.



THE MOROCCO RALLY

IN THE HOT, rough and dusty Morocco Rally, cooled by uncharacteristic heavy rain which produced flood and mud in the early stages, the works Ford Escorts succumbed quite early to engine failures, whilst the Fiat 131s (Alén is pictured, centre) put up a startlingly good performance until suspension failure delayed them right out of contention in the closing stages. With the Fiats out of the way, Jean-Pierre Nicolas, the tenacious little fighter from Marseille who used to drive Alpines, took his Peugeot 504 (*top*) to first place overall with no more trouble than a few punctures here and there. Third place went to Sandro Munari's Lancia Stratos, a lone entry put in with no thought of going for a win but only to finish well and to score World Championship points. The Italian drove intelligently and did just what his team wanted.





McLaren M26 THE Gordon Coppuck designed successor to the successful McLaren M23 was unveiled recently, this Cosworth-powered car designated M26. The car's monocoque construction is interesting, made up as it is of aluminium alloy panels with top and bottom "honeycomb" structures (aluminium foil cells). The chassis depth is lower than the McLaren and Coppuck hopes that it will be stronger, safer and lighter than its predecessor in racing trim. James Hunt was scheduled to test the car prior to the German Grand Prix where it should make its first appearance.

BRITISH GRAN

July 18th and was highligh
illustrated in our photograp
the upper picture Clay Reg
his team-mate Niki Lauda.
but James Hunt collecte
McLaren (No. 11) was pitc
The bottom picture shows
Ligier-Matra (No. 26) cra
The haze is boiling coolant
Hunt won the controvers
Paddock Bend shortly befo
John Watson drove his Pe
a pit stop and a spin.





D PRIX THE British Grand Prix took place at Brands Hatch on ted by a first-lap accident at Paddock Bend, *hs down the right-hand side of the page. In* azzoni has half-spun and is leaning against The World Champion got away in the lead, d Regazzoni's wayward Ferrari and his hed into the air over its rear wheel (*centre*). Hunt limping away while Jacques Laffite's shes over the nose of the stricken Ferrari. from the Italian car's shattered water rails. ial re-start, and is seen above rounding re displacing Lauda from the lead. Below, nske PC4 into a strong fourth place despite









FRENCH GRAND PRIX

NIKI LAUDA'S Ferrari took an immediate lead at the start of the French Grand Prix (*left*) but his Ferrari broke down early in the race with engine trouble. With Regazzoni's Ferrari retiring while holding third place, James Hunt was left with a comfortable win in his McLaren (No. 11, *below*), seen lapping Lunger's Surtees. Second place fell to Patrick Depailler's Tyrrell P34 while Ronnie Peterson's March (*bottom*), seen in close company with Scheckter's Tyrrell, held third place when it retired shortly before the finish.













JOHN WATSON'S Penske PC4 (*above*) finished third at Paul Ricard only to be disqualified from the results in the scrutineering bay after the race. Fifth on the road was American Mario Andretti's Lotus 77 (*left*), one place behind Carlos Pace's Brabham-Alfa Romeo BT45 (*bottom*). Top left, Tom Pryce had a disappointing time with his Shadow and crossed the finishing line in eighth place.









TEXACO TOUR OF BRITAIN

THREE OF BRITAIN'S biggest manufacturers fought for first place on this year's tougher Tour. A distinct rallying bias eliminated many of the favourites on the first day. At the top, Ford's latest Finnish discovery, Ari Vatanen, accompanied by Peter Bryant in their winning works Ford Escort RS2000. Second overall went to Leyland ST's Brian Culcheth with Ray Hutton in a Dolomite Sprint (*left*). Will Sparrow/Rodney Spokes were third, just ahead of Marshall's sister car, in their DTV Magnum. Below is the magnificent Mercedes of Tony Fowkes/Jonathan Ashman, which finished 10th and is now a sales demonstrator again!



HOW THE EXPERTS DO IT

Nº5



How Chequered Flag's Lancia Stratos beat the big boys. On Shell.

When the Lancia Stratos won the Mintex International Rally, it was the first major rally win for a non-works entrant since the 1971 RAC Rally.



Graham Warner, Chequered Flag Managing Director:

"One Stratos, two V6 Ferrari engines, a difficult parts situation... the Stratos is anything but boring. And it was a great kick watching the big names follow it home in the Mintex Dales.

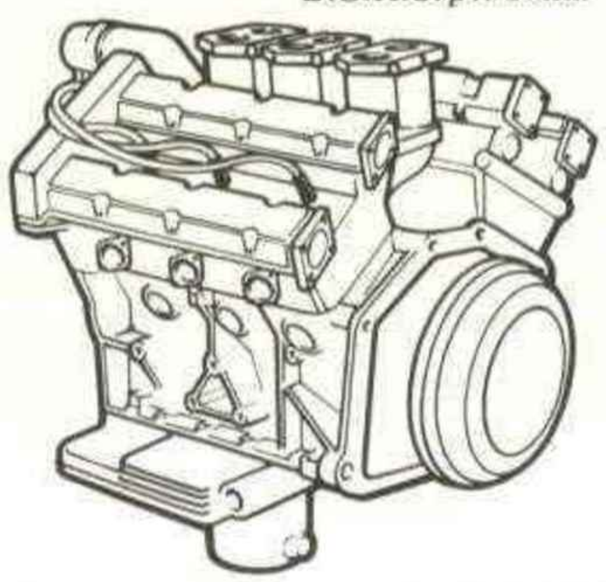
"The Flag doesn't have the luxury of a works team back-up, and we all too often have to run individual parts longer than we should. That's the price we pay for running a one-off like the Stratos. It's hard enough getting the car to the starting line let alone the finish."

Wet Sump

"The Stratos is a tiny car. So the layout gives us problems. Most of our competition have dry sump lubrication which allows a much greater volume of oil to be circulated throughout the engine. So the oil keeps cooler.

"The Stratos' compact design means we've got to run on an ordinary wet sump, plus a heat exchanger, a set-up where the oil is both heated and cooled by the radiator. Not so effective as a dry sump system and damn hard on the oil when you're running up to 8,600 revs over the 580 mile Mintex distance. We're lucky to be working with Shell."

240 BHP 2·4 litre V6 alloy engine with D.O.H.C. per bank.

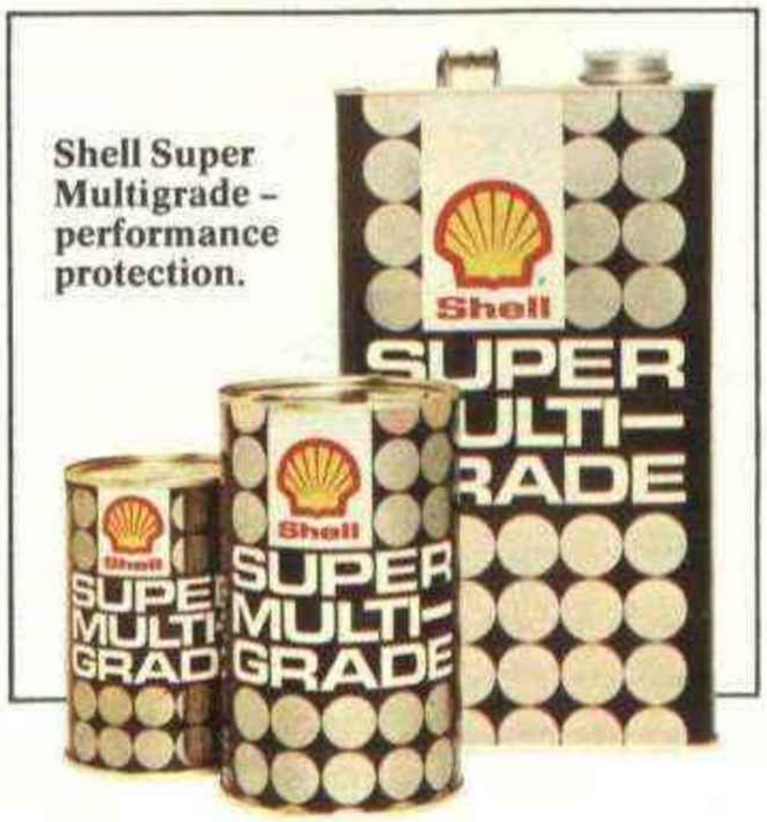


Consistent

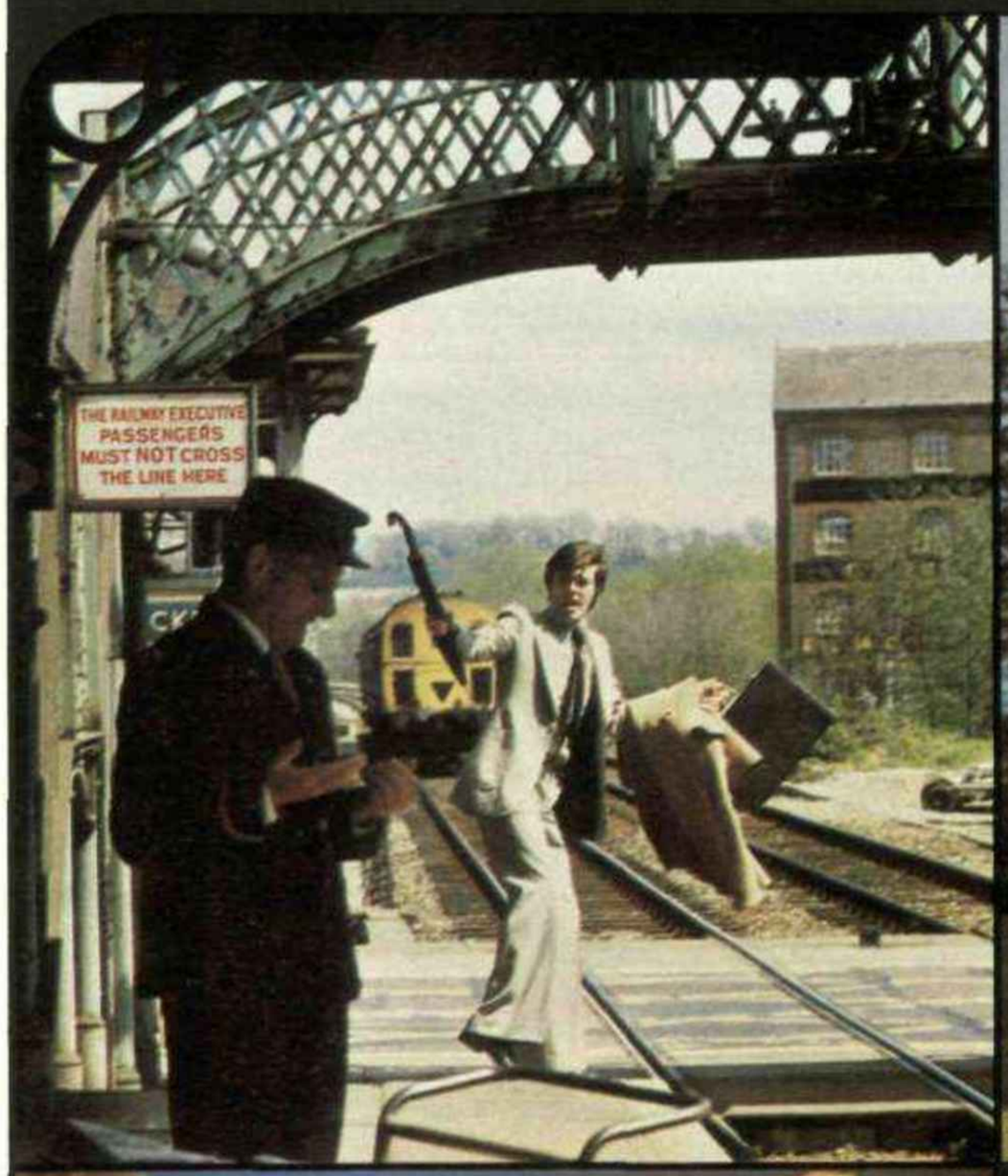
"We can't arrange, or afford, a complete rebuild after every event so we need all the protection we can get. The Shell oil we use is straight Super Multigrade – nothing added – and Shell Spirax in the gearbox. We've worked with other oil companies but we came back to Shell, finding the quality of their oils have that edge over the rest.

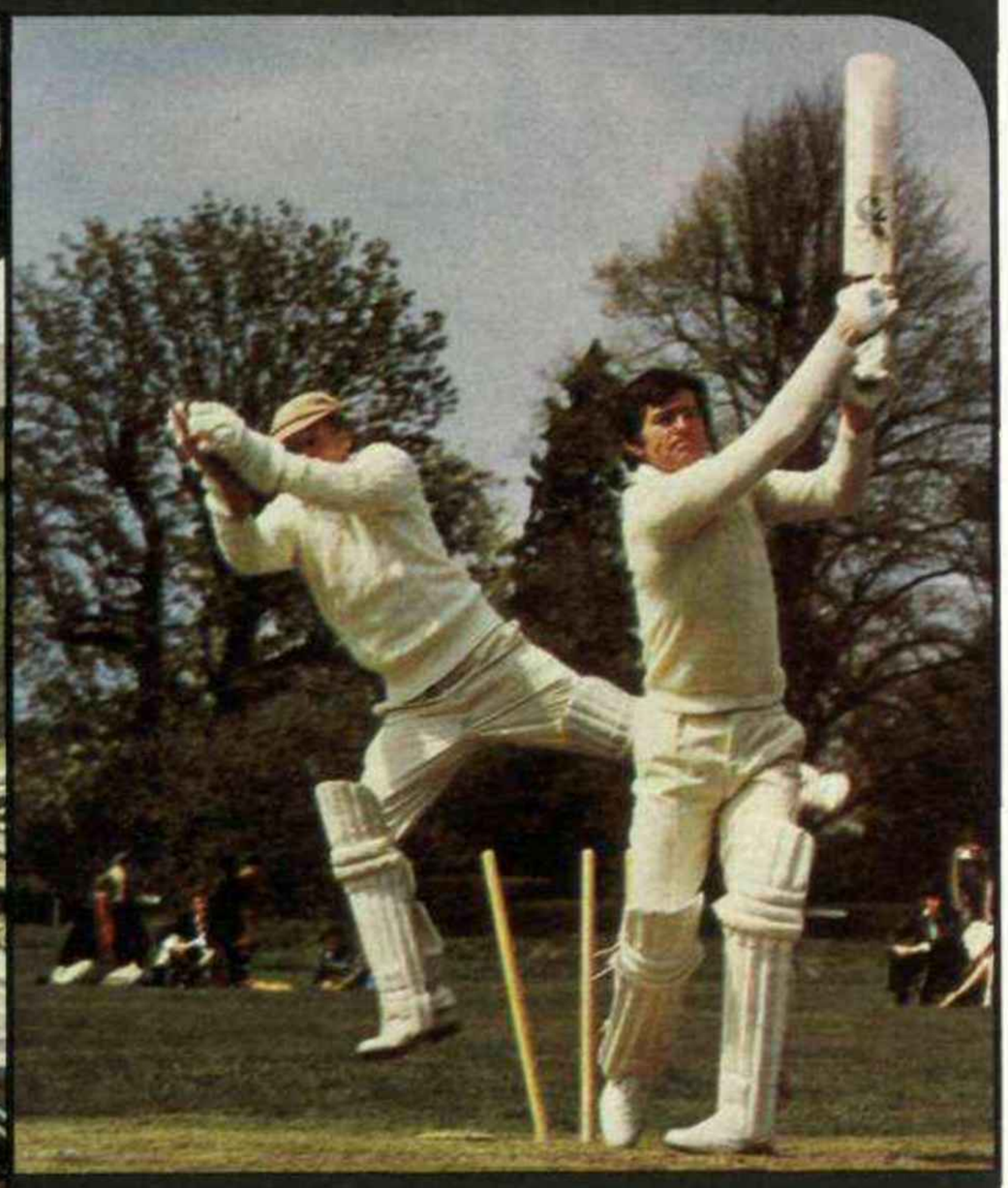
"You can't judge an oil by anything but experience. We've got 20 years of it and we recommend Shell."

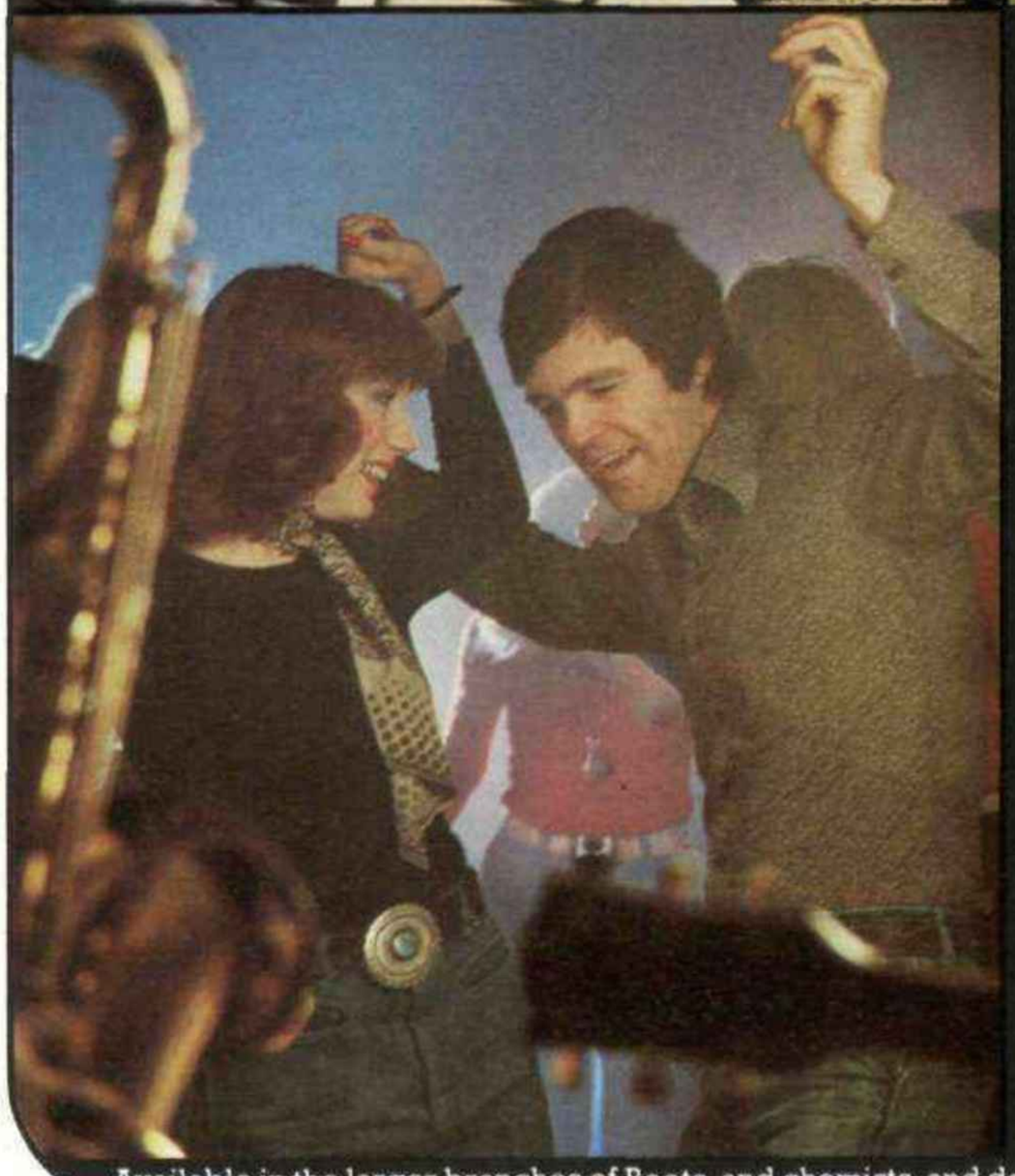
Shell Super Multigrade – performance protection.



Does your life contain more active ingredients?







Do you feel your deodorant or anti-perspirant can't keep up with you?

That your wife's is somewhat delicate? Your family's is probably for kids? Or that sprays with a masculine scent just turn to water by the end of the day?

Like you, we suspect you need a deodorant with something more in it.

So we've been pretty active ourselves; creating new Cossack Perspiration Control.

A male anti-perspirant with up to 50% more active ingredient in it than most aerosols.

Aluminium Chlorhydrate, the very stuff that controls wetness. Not to mention perspiration odour.

Now you don't have to feel you're living beyond your deodorant's means.

New Cossack Perspiration Control. It's as active as you are.



Available in the larger branches of Boots, and chemists, and department stores.

FORMULA TWO ROUND-UP THE SPACE-FRAME Elf 2J cars of Michel Leclere and Jean-Pierre Jabouille, seen above at Hockenheim, have both won races, Leclere at the Austrian Salzburgring and Jabouille at Vallelunga in Italy. However, Patrick Tambay's Martini (seen below chasing Alex Ribeiro's works March-BMW down the hill at Rouen-les-Essarts) hasn't yet won a race but at the mid-season point he shared the European Championship lead with Jabouille. In third place, and just a point behind the two Frenchmen, after taking wins at Thruxton and Rouen, was the Italian works March driver Maurizio Flammini.



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

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

Some break up corrosive sludges and lacquers that would otherwise gum up the works. Others, called anti-oxidants, help stop these engine-killers forming in the first place.

We put in something to check rust. An engine produces around a gallon of water for every gallon of petrol it burns.

Another additive stops the oil foaming as it's churned and pounded by moving parts. Without it, you could easily come to a grinding halt. Air bubbles are no substitute for oil.

Now here's a truly alarming thing.

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

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

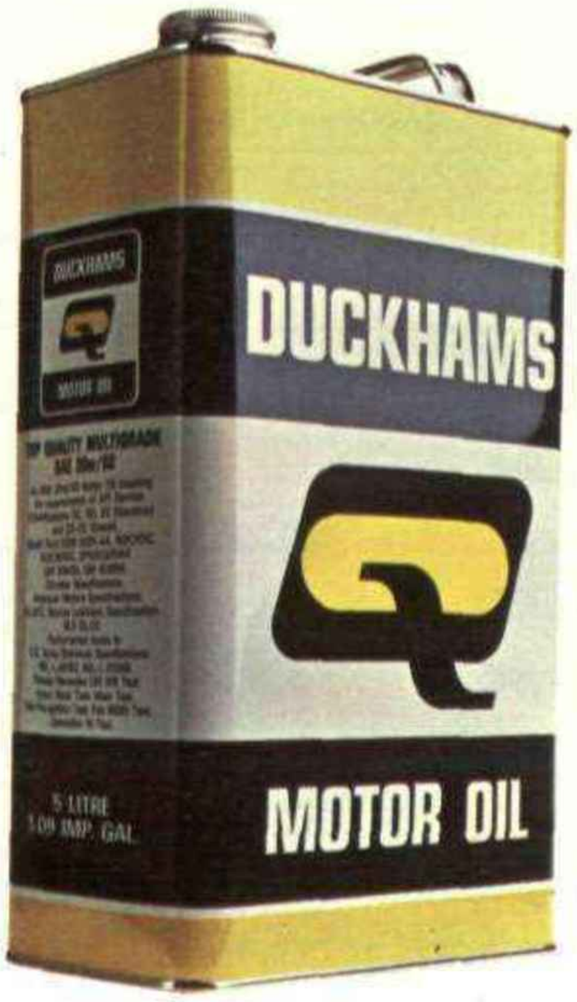
Meaning that if you used them in your car, you could get excessive wear, probable starting problems in cold weather, even outright damage.

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

Obviously, you can't run your own lab tests like this. But you can still avoid risking the most expensive piece of machinery you'll ever buy.

Ask for a can of Duckhams next time. On the side, you'll see we've passed the toughest tests that Ford, Leyland, Mercedes, Volvo, Fiat, the leading car manufacturers, set for oil. And passed them with plenty to spare.

With Duckhams, it's all there. We've done the job properly. Whatever you drive, you're absolutely and completely safe.



Don't let anyone tell you all motor oils are the same.

IF YOU'D LIKE TO KNOW MORE ABOUT WHAT AN ENGINE OIL SHOULD DO, PLEASE SEND FOR OUR FREE bOOKLET 'DUCKHAMS: THE HARDEST WORKING PART IN YOUR ENGINE' DUCKHAMS OILS, (DEPT. Q), SUMMIT HOUSE, WEST WICKHAM, KENT BR4 0SJ.

Radbourne's Fiat X1-9: A Thoroughly Modern Sports Car



A sports car for the late '70s, British Leyland please note.

SPORTS CARS were never really intended for the masses, but the bigger manufacturers have to think in terms of attracting the maximum number of customers if they are to hold the price of their two-seater to a reasonable level. This attitude means that you may find components from other, more mundane, motor cars on the sleek marvel which is your current passion. At least you should be compensated by the extra performance and handling abilities proferred in the same package. Cheap and cheerful sports cars are increasingly rare today, and those that fit into the genré are often aged asthmatics, wheezing along on their emission exhausts. They do little for those who want a two-seater that will genuinely cover the ground, preferably twisty, bumpy, and narrow terrain, much faster than those saloon car cousins. Over 50,000 people think they have found the answer to this blueprint for a modern sports two-seater, and so they have purchased a 1.3-litre, mid-engined Fiat X1-9.

"The tragedy," says British Fiat X1-9 expert John Anstead of Radbourne Racing, "is that this car should have been an MG. There is nothing magical about it, the X1-9 is merely a sensibly designed assembly of parts from the Fiat range, housed in a very appealing body: an exercise Leyland could have duplicated within their massive range."

Perhaps Leyland make more money from selling the 1500 Midget and Spitfire to Americans? However, Radbourne Racing have meantime found a niche within the UK to assess the market for Fiat in the X1-9, which the British arm of Fiat have said they may well enter next year.

The Ansteads, John and Geoffrey, have dealt with all kinds of high performance Fiat derivatives since they retired from enlivening the British club racing scene with the exciting handling of the rear-engined baby Fiats. The trouble is that Mr. Fiat keeps coming along and marketing right in the specialist area, and the X1-9 is no exception. However, Radbourne's answer is under preparation now: a 1.6-litre X1-9. Such a version of the X1-9 may even interest some of those who intend to buy the Lancia Monte Carlo, the latter always intended to be the X1-9's bigger brother anyway.

At present Radbourne offer the normal X1-9 in the l.h.d. form at £3,350. A careful r.h.d. conversion (inspected and approved by the DOE people) adds £350 and the Cromodora wheels are £120 for four. The car we tried had that r.h.d. conversion, though you should allow a little more money to cover the Dunlop F70s which so effectively adorned the 5½ in. by 13 in. Cromodoras on our car.

We have described the X1-9 in l.h.d. form, so suffice it to say here that the transverse mid-engine is the 75 b.h.p.., 1,290 c.c. s.o.h.c. four-cylinder, in the same trim as used in the 128 Coupé/3P. Compression ratio is 8.9 to 1 and the oversquare (86 by 55.5 mm.) unit lives on vigorous use within the orange band from 6,500-6,900 r.p.m.; or the alloy-headed engine will provide saloon car docility with little evidence of torque.

The gearbox is only a four-speed unit at present, top acting as an overdrive on the latest models. The ratios are just begging for some closer ratio intermediates to be inserted to complete a good five-speed layout. Independent strut-type suspension, four-wheel disc braking, and rack and pinion steering are expected and provided, ensuring that this baby Fiat can be used hard in considerable comfort and safety. There are a number of neat features to the Bertone body that we appreciated in our week with the car and these are worth recalling from a potential owner's viewpoint.

The spare wheel is cleverly hidden behind the righthand seat, while the windscreen washer bottle and fuses are beneath a little lift-out panel under the "bonnet". Most important of all is the neat glassfibre removable roof panel, and a useful quota of luggage spaces, including a rear boot and the shallow under-bonnet area at the front.

Radbourne's labours are only visible by the glassfibre, matt black cowl over the l.h.d. portion of the dash that normally houses the steering, and a neat battery cover in the front luggage bay/front bulkhead area. The instrumentation, which is standard and badly affected by reflection on the single viewing pane, is transplanted from left to right with no bother at all. To cater for Geoff Anstead's whims the electrics had been doctored so that sidelights could be used without raising the electric motor-activated headlamps. Aside from these small signs there is little to indicate that the drive has changed sides. In fact the Ansteads are having a change of supplier for the dashboard masking cowls to ensure a neater fit within the car, and we are assured that they will be able to easily match the high standard of the similarly constructed battery cover.



Radbourne's neat right-hand-drive conversion.

Left- or right-hand drive, all that really matters about the X1-9 is that it is a genuine enthusiast's car, which happens to appeal to a very broad section of the population. This is because of its practical capabilities, operating costs (not first cost, which is likely to be above £3,000 even when Fiat bring it in) and Bertone styling.

The handling is astonishing. Even when we had a puncture and a narrow Pirelli had to be fitted to one steel wheel at the front, the X1-9 would still hustle around our test curves as well as better-known sporting saloons or coupés. With all four tyres inflated there hardly ever seems to be a reason to slow, and when you do have to brake the system copes so well that you wonder each time why you braked so hard. In emergency situations this must be a car with one of the highest primary safety factors in the world, for its modest dimensions can be jinked between solid objects at a speed that is genuinely astonishing. The brakes are well balanced to prevent lock-up in all but the severest applications on mixed surfaces.

Using such performance as there is, and we would estimate the 105 m.p.h. top speed claim and 0-60 m.p.h. in 12 seconds or less to be very close to the truth, the noise level of the engine is considerable. Compared to a smaller British sports car it is reasonable (though the TR7 is quieter) but some of the saloon-car-orientated customers may flinch a little. Our car was spoiled by wind noise from the passenger door sealing rubber, and a door lock that jammed. Radbourne are also to offer, at what seems a very reasonable £40 charge to me, a tinted and laminated screen to replace the ridiculous toughened zone production one: at this ride height, flying stones are a way of life. The seat backs are also fixed, which seems shoddy and unnecessary in a car that's hardly cheap, even in Italy.

Compensations, apart from the marvellous handling, include that quickly detachable roof, economy that's hard to push below 30 m.p.g., and the enjoyment of owning something different, which is still a very practical, and enjoyable mode of transport.

More details of this ingenious Italian motor car can be had from Radbourne Racing Ltd., 1a Clarendon Road, Holland Park Avenue, London W11.—J.W.

We were going to advertise the Fiat XI/9 on this page.

But Motor Sport seems to have said it all for us.

Then we were going to tell you about ourselves.

But they seem to have done that too.

However – they didn't mention the fact that we've been selling and servicing the XI/9 for exactly three years and one month.

If only they had, we wouldn't have needed to run this advertisement at all.

RADBOURNE RACING, 1A CLARENDON ROAD, HOLLAND PARK AVENUE, LONDON W11. 01-727 5066.

Letters from Readers

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

Miniatures News

Sir,

I have followed with considerable interest —and amusement—the correspondence of late concerning collectors' model vehicles.

As I originated this type of model in the sixties and have watched the huge growth of interest in this hobby over recent years, I hope you may give me the opportunity to put the matter into perspective.

Mr. Xuereb seems to be totally mixed up in his mind. OK he has not got the ability to make models—that is fair enough, but to then condemn this hobby for his own shortcomings really is childish. Nowadays most collectors are also model makers—many have forsaken the large mass-produced plastic kits for the more manageable 1/43rd collectors' models. They do not buy such models just because Corgi or Solido, etc., do not make a particular model. We find that enthusiasts who have already bought their Dinky Toy MGs and Austin Healeys want white metal or resin examples as well.

Mr. Xuereb then condemns price. Well the world price of white metal is creeping close to £4,000 a ton whereas Zamac and plastics are calculated in hundreds of pounds per ton! Further, small manufacturers can only produce a few thousand models per year as opposed to the hundreds of thousands of the large toy makers.

At least your contributor Bill Baxter has brought a little sense to the argument. Of course his company's products, good though they are, are aimed at children and it must now be accepted that the business of manufacturing models just for collectors and enthusiasts is a totally different market than that of the toy makers. The two complement each other, although they differ and one just cannot condemn one by comparison with the other.

Where I do agree with Mr. Xuereb is when he complains about the standard of many collectors' models. In any new hobby, the market becomes flooded with those trying to get onto the "bandwagon". Incredible though it may sound, there are still expensive models offered without rubber tyres, chrome plating, etc., and with the general appearance suggesting they were rushed onto the market in a few days!

The hobby will settle down and the standards that my company has set will become the norm. About 90% of our production is exported and we are still the only company in this line of business to be awarded the coveted Quattroruotine Diploma Speciale.

Auto Replicas, Parkstone B. K. LESTER

* * *

Sir,

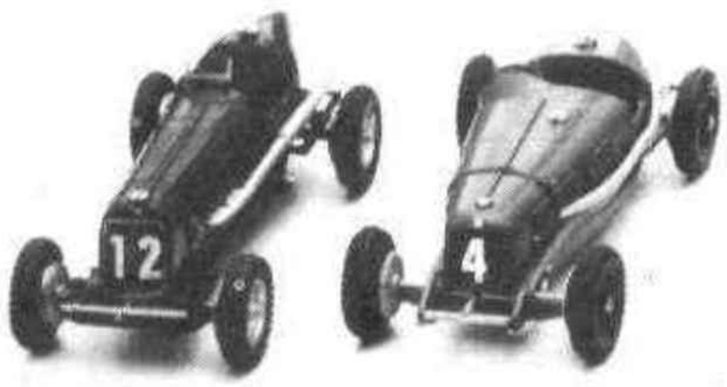
I read with great interest Joseph Xuereb's letter about the "exorbitant" cost of white metal car kits and their ready-built counterparts. I agree entirely with his comments regarding the prices of ready-built models. For example, in the current issue of *Modeller's World* there appears an advert. for a Morris 8 series 2 van at £7.95 plus 25p p&p. Now this is a fairly basic model with very little detail and simple decals—as befits the prototype—and quite honestly anyone who is prepared to pay out over £8 for one must be an utter idiot. However, we live in a free country (relatively) and if the manufacturer can find enough idiots to line his pocket, then the best of luck to him.

As far as kits are concerned perhaps he should consider the price angle in a different light. Try to choose models that will give pleasure in research, building and painting as well as owning—models which take several evenings to compete. Then think that the average pub-goer will consume three pints in an hour—say 75p. So if the kit keeps you out of the local for two or three evenings then you're in pocket. If you usually take your wife with you, then buy two kits instead of one!

I enclose a photograph of Auto Replica Kits 1 & 2 which I have built recently. Now I doubt if I'm even an average modeller, but show me a mass-produced article as good. Rios, Solidos and Yesteryear are excellent models and nice to own, but they hardly match the satisfaction and pleasure that a well-made kit affords. Nor do they have the same scarcity value. Finally, shop carefully, I do not subscribe that these remarks apply to all kits by any means, and the comments in Mr. Xuereb's letter should always be borne in mind.

Brackley R. COLIN NASH

[Makes me wonder what my ancient Dinky miniatures and my big tin-plate H6 Hispano-Suiza clockwork tourer are worth—but they are nice to look at, once every 20 years.—Ed.]



Reader Nash's self-built miniatures.

[Photograph: Stan Bindley

Sir,

With reference to the letters of Bill Baxter of Mettoy (Corgi) and Joseph Xuereb (Malta) in your June edition on the subject of model cars and model car kits in metal. Mr. Baxter's letter is refreshing in its honesty and frankness but we can hardly agree that *all* modern production cars are uninteresting when reduced to small "toy" scale. One merely is sad to see the days pass when Corgi were able to produce a passable Ferrari LM, "nostril" nose Phil Hill F1 and Lotus F1 to say nothing of their fine Cooper-Maserati. The problems of making such models in today's market are appreciated—but we can't help being sorry that these circumstances should prevent manufacturers like Corgi from making more of today's cars. We appreciate the market conditions but would point out that Solido (France) and Schuco (Germany) *do* feel that today's cars are worthwhile.

Mr. Xuereb must have been buying some pretty odd models to have come up with comments like "detail non-existent or very faint". There are indeed some small-scale metal kits on the market which are very poor indeed and also some vastly overpriced monstrosities. By studying reviews, however, and catalogues which give value for money ratings Mr. Xuereb should be able to avoid the rubbish and obtain value for money. There are good and bad models, if he likes to buy from a reputable company he will have (as should all buyers) a money-back guarantee and therefore should be able to experiment with the products of various makers until he finds those which satisfy his demand for accuracy. I would hasten to point out, however, that if he watches the Miniatures News section of MOTOR SPORT he will find that the author of that small section has fine taste and will not accept rubbish without saying so.

We are personally worried that the sponsorship of full-size racing cars by model car manufacturers will bring to our small industry many newcomers who may unwittingly buy some of the rubbish that is offered. To them may we say, if you are not pleased with what you get for your money do not condemn the whole of this cottage industry because the products of one maker do not satisfy you? Ask for your money back and continue the search for a manufacturer who can give accuracy, detail, ease of building and value for money. There *are* one or two and their models have pleased many owners of the full-size cars they have modelled including Paul Frere, the late Graham Hill and many others.

Thank you MOTOR SPORT for keeping up the good work and in recent months for increasing your coverage of European Sports Car Racing. The racing itself may still not be what we would all wish but it appears that you have now realised that many readers are as interested in the actual cars as in the races!

BRIAN R. HARVEY

Grand Prix Models, Radlett.

The Old-Car "Grab-Grab"

Sir,

As I am sure that the view I express in the following is one held by many of your readers perhaps you will publish my letter in your next edition.

As an ardent pre-war motor car enthusiast of limited funds, and willing to spend the next two or three years restoring one of these cars, I have spent the last year looking for a suitable buy, but alas after many phone calls and visits to possible buys only to find that the so-called enthusiast owner who is

unable to restore due to many reasons, I am sure you have heard them all, is asking a preposterous sum of money for something that will take the best part of two years to put in running order alone.

I now concede defeat and remain convinced that this market has now been taken over by people who buy these cars in any condition, not to restore and use for all to see, but to resell at the highest possible price. It is a sad fact that enthusiasts like myself have to stand aside and see unrestored cars bought and sold by people whose only concern is how much profit they can make. We are not asking for something for nothing, just a chance to purchase at a fair price.

Vange W. L. CULLEN

An Offended Lady

Sir,

As an avid reader of your magazine, I was more than a little deterred, not to say hurt, by a certain closing comment in your article on the UK production version TR7. A certain "C.R." described the TR7 as "a good ladies car".

I am most certainly not what you would describe as a "women's libber," but I do happen to share some of the apparently exclusively male enthusiasm for anything on four wheels that goes a bit fast. I enjoy kart racing and own and race my own kart. I would not call myself a mechanic but a little common sense goes a long way.

I might point out that any "lady" reading that particular report would be put off a TR7 for life if the description of the brakes was anywhere near accurate!

Finally, let me say that although I may be in a minority, I do enjoy all motor sports so please inform "C.R." that there are some "true enthusiasts" even among the "ladies".

Brockenhurst, Hants. JUDY SHARROCK

[Point taken!—C.R.]

Saab Engines

Sir,

Firstly, I should like to thank you for your road test report on the Combi Coupé in the June issue. It was a very fair appraisal and I was so pleased to see that it made amends for your previous disappointment.

There is one point I feel I should stress and that is that the 2-litre engine is very much Saab's development now and it is manufactured at our Plant in Sodertalje, which you may recall was the first factory to employ group assembly techniques. Saab took the development on from the 1.95-litre stage and the Swedish 2-litre-engined models first arrival in the UK alongside the 1.85 unit in 1972.

Slough JOHN EDWARDS
Publicity Manager
Saab (GB) Ltd.

Overdrive v. 5-speeds

Sir,

I read with interest the comments of R. H. Stenning in the March 1976 issue, regarding Overdrives *v.* 5-speed gearboxes.

There is no doubt that an o/d is not justified, either technically or economically, except on a three-speed gearbox (Vanguard) where the gap between 2nd and top is in the order of 40%, *e.g.*, on a Triumph 2000 3rd gear = 1.39 to 1 which is a gap of 28% from top, the o/d reduces revs by 24% leaving a mean difference of 4% or, if you like 4 m.p.h. in 100. If anybody can say this constitutes an extra useful gear he is more than likely playing with his gearlever.

Clearly then, an o/d is a device, for masking *poorly* chosen ratios but on a box with well chosen ratios has no use other than for top. The time saved by "flicking the switch" against "moving the lever" is so small as to be of no practical use.

Finally, are you so short of correspondents that you publish letters from people who don't know what gear they are in ?

I myself drive an Austin Freeway fitted with a Triumph 2000 gearbox and o/d. The Freeway is a 6-cylinder version of the "B" Series BMC engine in an A60 type bodyshell. I also have two Austin 7 sports cars and a 1934 Austin 16/6 Sedan with a local body which has not been rebuilt yet.

JOHN NEEDHAM

Melbourne, Australia.

Facel Vegas

Sir,

I have recently purchased a Facel Vega HK 500 which is presently undergoing some minor renovatory work.

Obviously since purchasing the "monster" (as it is affectionately known by my wife) I have brought all the better motor magazines in order to obtain any information whatsoever on the *marque*.

Unfortunately the only scraps of information I have been able to find are always derogatory. Surely these powerful coupés were not as bad as write-ups make out ?

Perhaps your readers could help me and I am sure that other Facel owners would be equally interested in any experiences others have had.

Surely these cars can only become appreciating classics, which must be worth a lot of money in the not-so-distant future.

Thanks for a splendid magazine.

Birmingham JOHN P. BRITTON

The AA Replies . . .

Sir,

Just to put Mr. J. L. M. Cotter (Letters, July issue) straight following his criticism of the AA and its reaction to Government motoring policies, he is obviously ignorant of the fact that the telling work in the legislative field on behalf of the motoring community is done many months before proposed new regulations become publicly known.

It is during this time that proposals we would regard as being not in the best interests of motorists are amended or deleted. But for this "watchdog" effort on behalf of motorists some final legislation would be very much more unacceptable in the public's eye and at this stage we are able to exert the greatest influence on official thinking.

As to his three particular examples of the AA's "outright support" for "repressive measures":

Fuel-saving speed limits: These we accepted in the first instance as a means of assessing their value in conserving energy which would be reviewed and withdrawn if found to be ineffective. Experience has proved that these measures have done nothing to save fuel, and the AA has called on the Government to recognise this fact and abandon these limits which, judged on their shortcomings, have been widely disregarded by motorists and only sporadically enforced by the police.

Seat belts: The AA has had no hesitation in supporting a safety measure which could save at least 20,000 people a year from death or serious injury. The case for the compulsory use of seat belts has already been amply and compellingly proved in many other countries, and our own research shows that 92% of British motorists recognise the value of seat belts in avoiding serious injury and 61% would accept compulsory wear.

Police platforms on Motorways: VASCAR is the most reliable means of recording speeds so far available. From the motorists' point of view it is surely better for the police to be parked conspicuously rather than in more obscure places. The interests of road safety are also better served by the plainly visible police car, whether it is equipped with VASCAR or not, to keep likely speedsters in check.

R. S. CAMPBELL,
Public Relations Manager

Basingstoke The Automobile Association

. . . and the AA Condemned—Again

Sir,

I should like to endorse the views of J. L. M. Cotter on the Automobile Association (July MOTOR SPORT). Although their services have on occasion been useful in the past to me, including the "relay" of my broken Lancia Aurelia GT from Leicester to London, I have become increasingly disenchanted with both their "selling" methods and their apparent lack of concern or initiative on matters which the motoring public find ever more frustrating and paternalistic. The 50 and 60 m.p.h. "emergency" speed limits are not the only legal aspects which come to mind. It would be far more encouraging to pay one's subscription to an organisation which was less of a book club and insurance broker, and more of a down-to-earth lobby defending rationally the legislative tide which threatens to overwhelm not just the enthusiast but the everyday motorist.

I do not wish to criticise the AA's services to broken and ailing motor cars, but I do feel that some of their many ancillary activities are misplaced. These feelings, the cost of subscriptions and the fortunate rarity with which I have required the "rescue" services have lost them my membership and those of several others I have talked to recently. At least MOTOR SPORT still speaks out at the more absurd governmental suggestions!

Horsham PAUL MAYO

[I find it infuriating that on the one hand the AA will no longer post handbooks to members on account of rising postal costs yet on the other can expend funds on a seemingly endless chain of letter-box-filling cheap offers, mostly unrelated to motoring. My own complaint to the AA that, as they had failed to send me handbooks for the last two years, could they please send me one this year has met with no response. Like Mr. Mayo, I shall not be renewing my subscription at the end of this year. For all I

know the RAC may be just as bad, though complaints to us are conspicuous by their absence. But at least they do a positive job in keeping motoring sport running in this country and for that will gain my membership support.—C.R.]

Armchair Luxury

Sir,

I wish to completely endorse A. G. Lee's views on the Rover 3.5-litre coupé expressed in June MOTOR SPORT. My 1969 model offers armchair luxury in silence with a fine road performance, uses no oil whatsoever and always returns 22 m.p.g. on a long run, which the car is used exclusively for. The car shares home with a "concours" 1968 Jaguar 340 and this makes an ideal pair. It is my fourth Rover, previous models being a 100, a 2000 and a 3-litre. I would also like to state that I am 24 years old and not in the retired colonel or magistrate idiom, and find these cars offer all one could ask for. I am a member of the Rover Owners' Association and for Mr. Lee's information the address is c/o The Factory.

Thank you for an intelligent "no nonsense" magazine which I have enjoyed reading since 1969.

Chepstow N. BAZELEY

Rover Clubs

Sir,

Further to your editorial comments (April MOTOR SPORT) and subsequent readers' letters, there are two organisations devoted to the Rover *marque*, the Rover Owners' Association, based at Solihull, which devotes its activities mainly to the company's cross country products and has many regional clubs —all very active. The Rover Sports Register exists for road-going models and has two sections: pre- and post-1950. Active yes, but not in such a flamboyant way. Our organisation is smaller and would not stand national advertising at present.

Official committee policy is not to tout for members but neither does it want to keep out the genuine enthusiast. Like most one-make clubs we have been hit by the spares-only seekers.

There is a difference of opinion within the Committee and I feel optimistic that the RSR will be moving with the times in the not-too-distant future and the Editor will not have to make comments embarrassing to some of us. After all MOTOR SPORT played its part in the formation of the RSR back in 1953.

Cranleigh, Surrey GEOFFREY A. MOORE
Registrar
The Rover Sports Register

A Warning to Customers for Old Cars

Sir,

"Matters of Moment" in the April issue, on "Easter Eggs", was indeed most welcome, but I do hope it has not raised the prices beyond the ordinary man's pocket once again. A Clyno, Bull Nose, Chummy, etc. used to be fun, for a few quid, but really!

The Daimler Majestic Major has been a gleam in my eye for many years, but at first they were too dear, then too tatty. Perhaps the lucky owners will now start re-furbishing them.

I saw one in Hemmings last year, Daimler Majestic Limousine, immaculate, etc., etc., housed in the West Country. As my brother resides near the address shown, I phoned him and asked him to check it. He phoned the gentlemen who were selling it They sent him details, including coloured photos which, I found later, had been taken when the vehicle was much newer. Working for British Airways in New York it was not too difficult for me to visit them with money in my pocket, to buy this beautiful specimen. Thank God I did, because if I had been some poor unsuspecting American and sent a cheque over, asking them to ship it, I would have been had! The vehicle was in the back of a barnlike garage, filthy dirty, had to have petrol put in before it would start, ran like a camel, power brakes not working, power steering not working, with clangings and bangings on the front-end, and also in the motor itself (this was after the sellers had been given two days' notice of my intended arrival). Thank the Lord that a little knowledge from my old BRDC friends such as Roy Salvadori and Cliff Davis was still with me and stopped my buying a pig in a poke. I still want a Majestic Major. If anyone has a good one I'll be over on the next 'plane to view it!

How pleasant it is in these days of £100,000 Rolls, Mercs, Bugatti, etc. to know that the Editor still cares for the poor people and wants them to enjoy their motoring as well.

New York MAURICE WILLSON

Volvo Lights

Sir,

I really feel I must respond, albeit as the Sales Manager of a Volvo dealership and hence an "interested party", to P. Thomas' letter in Vol. L11 No. 7, the latest in a long line of fatuous correspondence from various individuals in the motoring press, concerning the "Day Notice" lights fitted to the 1976 Volvo 200 Series.

How many times has the phrase "I didn't see him" been uttered after an accident, how many lives, particularly those of elderly pedestrians, whose eyesight is not what it was, could have been saved if this inexpensive safety device was universally adopted.

Volvo have always been in the forefront of motoring safety—introducing laminated windscreens in 1949 (compulsory in all EEC countries except Britain) and being the first manufacturer to fit three-point seat belts as standard, in 1959 (to become compulsory wear in 1977 it would seem). So that I fail to see why day-lights should so surprise the Great British Public that they are, on occasions, almost hysterical in their attempts to inform me they are on—thus proving their effectiveness!

What astonishes me even more is the number of times I have been "flashed" in gloomy and wet conditions where, according to the Road Traffic Act, I could be summonsed for *not* having lights on.

East Molesey D. J. FORD

D. Spencer Engineering

Sir,

We would refer to the article in your June issue regarding Derek Spencer and the Austin-Healey.

From the number of letters we have received and expressions of surprise from many of our customers, we feel compelled to request you to print that the above company is in no way connected with D. Spencer Motor Engineering and is in fact an entirely independent company.

Although specialising in the supply of Austin-Healey parts and having many parts solely reproduced for us, we do supply a small amount to D. Spencer Engineering but as such, this is on a normal customer relationship basis only, there being no pooling of resources or business commitments in any form, as your article implies.

F. G. DRAPER

Whitnash, Leamington Spa A-H Spares

[The details were published in good faith. On another point, Derek Spencer's source for Big Healey body panels should have read Oldbury (not Oldham) Wing and Panel Co. Ltd., of Bloomfield Road, Tipton, West Midlands 021-557 8611.—C.R.]

Bulb Failure Warning

Sir,

In your description of the new Rover 3500, which one feels must become affectionately known as the "Range Rover Coupé", you say (p. 817, July issue), "A warning light indicates failure of any side, tail or stop lamps, a most useful feature fitted for the first time on a British production car".

I enclose photo-copies of pages from the catalogue of the Armstrong-Siddeley 18 h.p. range, showing that this useful device was part of their specification; in fact it first appeared on the AS "Hurricane" coupé in 1946.

BRIAN R. BATTERSBY

Pott Shrigley, Cheshire.

[Rover and Lucas made the claim originally, which Mr. Battersby's photo-copy does indeed prove to be incorrect. The Armstrong-Siddeley system was Lucas, too, suggesting a short memory on Joseph's part.—C.R.]

Tailpiece



[Photo by Dr. J. O. Knowles

Heavenly parking. No doubt the angels wear yellow stripes.

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FOR SALE

GILBERN 1800 GT. Blue recon. balanced engine, Kenlowe, overdrive, 1965. £750, offers. Tel: day Bristol 843213 or night Clevedon 876504. (79195

1966 JAGUAR 3.8S. Manual, partly rebuilt, engine, overdrive, Webasto sunroof. £150 spent on body/respray. Investment at £700 o.n.o. For details phone Rushden 58309. (79177

ALFA ROMEO 1750 GTV. G Regd. 1969. White/black. Reclining seats, 8-track stereo, radio, electric aerial. Taxed to Jan. 77. MoT to Dec. 77. Ring Grimsby 55408 daytime. Healing 2461 evening. £680. (79180

FROGEYE SPRITE 1960. Good condition taxed till September. MoT March 1977. Registration 777 BOP. £465. 121-351 4176. (79182

1971 (K) MG-B GT. *Glacier white/black* trim. HRW, overdrive, radio, 50,000 miles. Good example. £1,150 o.n.o. or exch. BMW 2002/Lancia Flavia Coupe. Phone Hinckley (Leics) 37642 (day); 34462 (night). (79183

LAND ROVER SWB, petrol IIIA, 1970 Reg. Regular soft top, blue. Long MoT. £850 o.n.o. (not ex-WD). R. K. Pountain, The Manor House, High Street, Uttoxeter 3336 Staffs. (79184

MORGAN NEW 4/4. 4-seater, delivery mileage only. Cream red leather. Full specification. £3,750. 021-747 5494. (79185

TR5 1968. Used as second car. 50,000 miles believed genuine. Condition reflects mileage. £650 o.n.o. Tel: Holmfirth 3223 (79186

AUSTIN HEALEY 3000 1963. Overdrive wire wheels. Excellent throughout. £1,500 o.n.o. Chrishall 382. (79189

SUNBEAM 1957 Mk. III Saloon. Low mileage, near immaculate condition. £1,000. Burghfield Common 2919. (79188

VINTAGE BENTLEY Mark 6, 1949. Mulliner aluminium Special Saloon. One of 14 only made. Good condition and running order. What offers? Bywater, The Grange, Long Wittenham, Oxon. Phone 086 75 7806. (79230

LOTUS ELAN SPRINT FHC 1973. A superb car with both engine and body in excellent condition. Regularly serviced by Lotus dealer. Red/white. Taxed. MoT. radio. 31,000 miles. Baby forces sale. Bramley 3942 (Surrey) £1,650. (78495

1957 ALFA ROMEO Giulietta Sprint Veloce (lightweight—750 series). Eligible HSCC registration. Rare model, only about 6 in country. Engine and gearbox reconditioned, Bodywork renovation and respray. Well shod. Requires retrim. Offers. Tel: 061-962 7577. (78887

1948 MORRIS 8 Series E Reg. MPF 276. Dark green/black, plus coach line. Good engine, tyres and interior (original leather), some body and paintwork. MoT May '77 tax Sept. '76. Good home wanted. £250 o.n.o. Mrs. Abson 56 Kipling Drive, Enderby Leicester. Tel: Narborough 6944. (79232

AUSTIN TEN VAN 1934. In excellent condition. Taxed and MoTd. Finished in maroon and red. Must be seen. £625 o.n.o. Tel: Wideopen 3466. (79256

ASTON MARTIN DB4 Series 5. Rebuilt engine, gearbox, back axle, brakes, steering etc. Resprayed Fiesta red. Rechromed. Interior re-leathered in tan throughout. New carpets, roof lining, sunshine roof. Must be one of the very best. £2,650 o.n.o. Telephone 021-704 9875. (79258

ROLLS-ROYCE Silver Wraith 1954 by Park Ward. Immaculate, bills over £6,000. Rolls Cloud 2 LHD 1961. PO Box 198 Eindhoven 4500 Netherlands. (79294

XK120 ROADSTER 1951. Good condition (no rust). Needs re-trimming. Mass of spares including 2 non-running engines (1 original C-type). £2,000 o.n.o. Consider exchange interesting car. Phone 042 54 6285. (79295

AUSTIN BIG 7. Excellent condition 1937 Ford 10, 1964 Alfa Romeo. Would part-exchange all three for early MG or open to offers. Telephone Hinckley (Leics) 38347. (79296

LAMBORGHINI 400 GT. RH drive 1968. 26,000 miles only. Very rare car. Comprehensive engine, gearbox rebuild. £5,000. 1949 Alta GP car. Possibly only one in existence but has incorrect engine. Ideal historic racer. Some spares. £2,500. Tel: Fyfield 421. (79297

MG-C ROADSTER "Bermuda" hard-top. Excellent condition, 1968. Low mileage. Automatic, primrose, radio. £650 or exchange + cash for B GT. Telephone: Curry Rivel 606 (Somerset). (79298

MORGAN 1937 4/4 2-seater. Coventry Climax eng. good condition £1,500. Tel: 30584 Southport. (31962

FOR SALE—continued

1969 JAGUAR 420G. Metallic blue, excellent dark blue leather interior, built like a tank, as fast as an XJ6, and as comfortable as a Rolls but only Mini price. £425. Tel: Preston 633320. (79190

MARCOS MANTIS, 1973. Rare 4-seater car, electric windows, 15,000 miles, v.g.c. North Petherton 662289. (79191

AUSTIN HEALEY 3000 Mk. II. Taxed, MoT, wire wheels, overdrive, good condition. £675. 021-476 0721. (79193

MORGAN 4/4 1971. Absolutely magnificent condition, 24,000 miles, many extras £2,195. Tel: Wombourne 4989. (79194

WHITE LOTUS +2 1968. Sunroof, tow bar, new exhaust battery shockers, new doughnuts. Taxed, tested, good condition throughout. Reluctant sale, £995. Tel: Cheltenham 28954. (7917-

RILEY 2½ 1950 RDSTR. Very good condition. MFR list price £1,295. Tel: evenings Ottersham 2288. (79293

1936 RAILTON Straight 8 aluminium body. Hudson 8 cylinder engine, less seats and starter motor. No rust, easy restoration. Offers. Tel: Preston 30797 (evenings). (79402

GILBERN INVADER 1972. Mk. II Tinted screen, electric windows. Radio/stereo. Low mileage. Recon. engine/gearbox. £1,525 o.n.o. or exchange for good Lotus, 240Z, TVR or W.H.Y? Medway 401692. (79401

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LANCIA FLAVIA 1.8 Vignale Convertible 1963. Rare RHD model. Excellent condition for the year. New hood, radio, drives very well indeed. Taxed, MoT. Appreciating investment at £750. Phone: Luton 502343. (7939-

FIAT X19 RHD, 1974. 13,000 miles one owner. Targa top. Immaculate condition. £3,000 o.n.o. 021-455 7581. (79396

1965 FERRARI 330GT 2+2 twin headlamp, overdrive, one owner since new, 58,100 miles. Dark blue blue trim good condition. Factory maintained. £1,800. Peter Morgan, Telephone 068-45-3104. (79192

JAGUAR MK. VII 1954. Black, cream interior, beautiful. Manual. O/D. Genuine 47,000. Year's MoT. £425 o.n.o. P. Summers, 20, Reforne, Easton Portland, Dorset. (79356

FIAT 850 SPORT Coupe 1970. Low mileage, excellent, £585. Rover 100 (O/D), well above average. £275. 061-445 2356. (79358

JAGUAR XK150 DHC 1958. Overdrive, beautifully renovated in dark blue with grey upholstery. All original, low mileage, fitted suitcases, two owners from new. History available. Delivery arranged Europe £3,250. 01-352 8963. (79357

1933 RAILTON SIX rolling chassis, restored but slightly incomplete, less body. £300. 061-485 1873. (79656

LOTUS ELAN S4, 1970. Nice condition, mechanically perfect, radio £1,200. Tel: Horley 6289 (Surrey). (79657

TAXI AUSTIN Automatic Diesel. Good condition. MoT, radio, £425. No offers. Exchange diesel 12-seat transit. Tel: 385 7575 (London). (79658

COOPER "S" Mk. II. Excellent condition. Webasto sunroof Corbeaus, etc. Original. £625. Phone Ashby (Leics.) 2963. (79659

BRISTOL 406, 1961. Silver, grey trim in very nice condition. Aluminium bodywork and clean leather interior. Offers around £1,000. Cardiff 761774. (79661

MORGAN +8 1969. Yellow. MoT. 33,000 miles, luggage rack, bonnet strap. £2,000 o.n.o. Torquay 65638. (79662

1970 PORSCHE 911E. Left-hand-drive. Burgundy with cloth interior. Mag wheels. "P" registered. £2,350. Might exchange. Dorking 6030 (Surrey). (79663

1971 ASTON MARTIN DBS V8 in white with blue leather and tinted electric windows, mag. wheels etc. very rapid £2,995. Might exchange. Dorking 6030 (Surrey). (79663

ROLLS 20 HP (Reg. EY 200) 1927 Fixed Head Coupe by Cooper. Black fabric and green fenders. Beautiful green interior, detatchable trunk and rear-mounted spare wheel. Practical and attractive car, reluctant sale—MoT, etc. £5,000. Epsom 24255 (eve.) or 01-643 8588 day. (79669

BRISTOL 405 DHC. One owner from new. A rare motor car in excellent condition. For details and price phone Jim Fitzgerald, Riseley (Beds.) 296. (79670

MORGAN 4/4 four-seater. November 1975. 10,500 miles. Many extras. Best offer accepted. Telephone Cranwell 585 after 18.30. (79671

FOR SALE—continued

TRIUMPH DOLOMITE 1972. Superb example in white with sunroof, sports wheels, radio etc. Endrust treated. 52,000 miles, mechanics overhauled. Offers over £1,000. Tunbridge Wells 33820. (79653

JOWETT JAVELIN December 1951. Taxed. MoT end March 1977. E3/PE rebuilt engine. Extensive spares. £325. Hebden Bridge 2105 (West Yorkshire). (79606

ASTON MARTIN 1933 Le Mans. Long chassis. In original condition with current MoT. Completely roadworthy. A considerable amount of money has been spent on this car during the past five years. £6,000. Telephone: office hours, Bissill, Canterbury 68445. (79607

SUNBEAM TIGER 4.2 "F" Reg. Red/black interior retrimmed, hard/soft top, truly excellent order plus radio, stereo, etc. £695 o.n.o. for this V8 "go" machine. Porter, Kendal 23415 Ext. 16 office hours. (79608

AUSTIN A50 1957. Genuine above average condition throughout. MoT Feb. Taxed Oct. £180. Abingdon 20049. (79605

FROGEYE SPRITE 1959. All metal, immaculate. Carpeted. Aubergine. Year's MoT. One lady owner. Brakes relined. New tyres, £125 spent this year. £525 o.n.o. Plymouth 42991. (79609

MG-B GT V8. Private sale by MG fanatic of absolutely superb yellow 1975N (chrome bumpers Ziebart, overdrive, radio, eight-track, tinted windows. Only 13,000 miles. (Service history). Forced, regretful sale of my as-new hobby car. £7,600. Titchfield 43132 (Hants). (79610

FROGEYE SPRITE. Smart exceptional all-steel Long MoT. £450. Hindhead (Surrey) 4237. (79612

CLOUD 1 APPEARANCE 1959 Bentley SI fitted Rolls conversion. P.a.s. 6 cylinder automatic, stereo, handbook, tools. £2,495. 01-450 5567. (79292

SUNBEAM "DAWN" 1935. Really beautiful car in v.g.c. MoT, taxed, used for pleasure every day. Interesting No. BVM 3. £1,100 o.n.o. First to see will buy. Ring: Preston 53990 after 6 p.m. 716819. (79613

JAN. 1976 DOLOMITE Sprint, automatic. Carmine/beige, one private owner, 7,000 miles, full service history, extras include—laminated screen, underseal, head restraints. £2,600. Phone Rayleigh 778421 daytime. (79614

PEGASO 1957 TYPE Z102B 3.2-litre V8. Privately restored regardless of cost. £9,000. View and trial by appointment. *Box No.* 5139. (79611

RANGE ROVER: 68,000 miles. MoT. taxed. £1,800. Griffiths, Penrhos Court, Herefordshire. Phone: Kington 720. (79603

BMW 2500 AUTOMATIC Saloon 1972. Dark green, power steering, radio, spotlights, radials. Beautifully kept, only £1,975. Bredon 72366 (0684 72366) office hours. (79496

MG MAGNETTE ZB. Reg. 1st Jan. '59. Long MoT, brakes recently overhauled. Grey, red interior £325 o.n.o. Phone: 0775 5138 after 7 p.m. (79497

SUNBEAM TALBOT 1951. Sports saloon engine, gearbox, and suspension converted to Alpine specification. All parts of engine chrome plated, mileage 43,000 believed genuine. This rare and unusual car in very good condition throughout. This car must be sold, £750 o.n.o. Telephone: *Harrogate 62492 or Darley 306.* (79498

ASTON MARTIN DB6 Automatic, 1967. Registration number YFC 2. Fair condition. Recent new exhaust, alternator, coil. £1,450. Phone: Trimdon 722. (79595

1960 FIAT ABARTH 2200, 2+2 RHD. Drophead. Believed one of only 6 imported. This car is in beautiful condition both mechanically and bodily. Offers in the region of £2,200. Ryan Hodges, Ward's Farm, Woodcote, Reading. Tel: Checkendon 681216. (75957

WOLSELEY 25 "Super Six" FH Coupe, 1938. Very elegant and unusual model. Suitable for restoration. Engine seized, but body and interior mainly very good. Serious enquiries and offers invited. Phone Beaumaris 607 evenings. (79598

MORGAN PLUS 8, 1973. Red extras, superb. Only 1,580 miles. £3,500. Tel: 0751 31325 (Yorkshire). (79601

1960 MK. 2 2/4 Auto in first-class original condition. £475. 1967 F Reg. Jag. 3/4 wire wheels. Modified rear wheel arches. Blue, a real eye-catcher, must be inspected. £560. Norwich 34060 or 611484. (79394

BENTLEY MK. 6 1948. Same owner for the last 14 years. Immaculate throughout. Any inspection. £2,500. No offers. Norwich 720074. (79394



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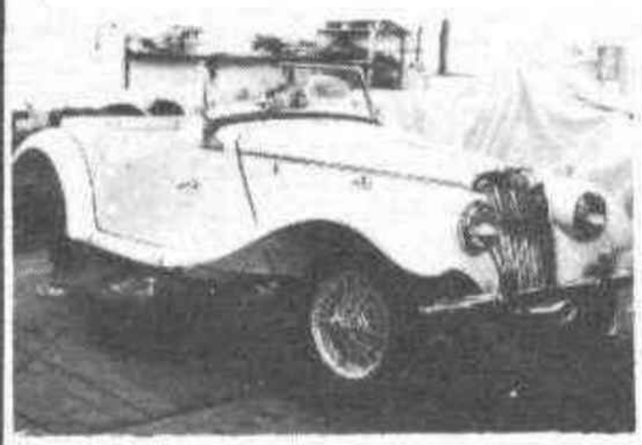
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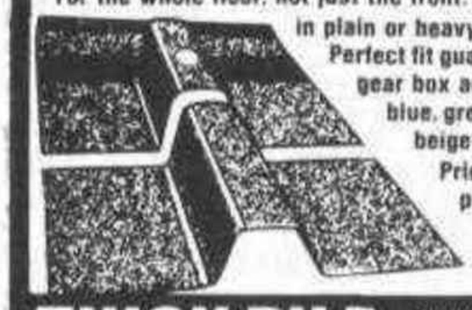
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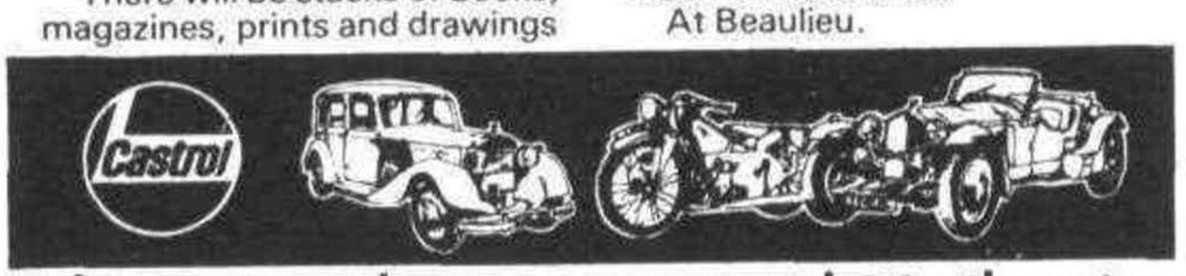
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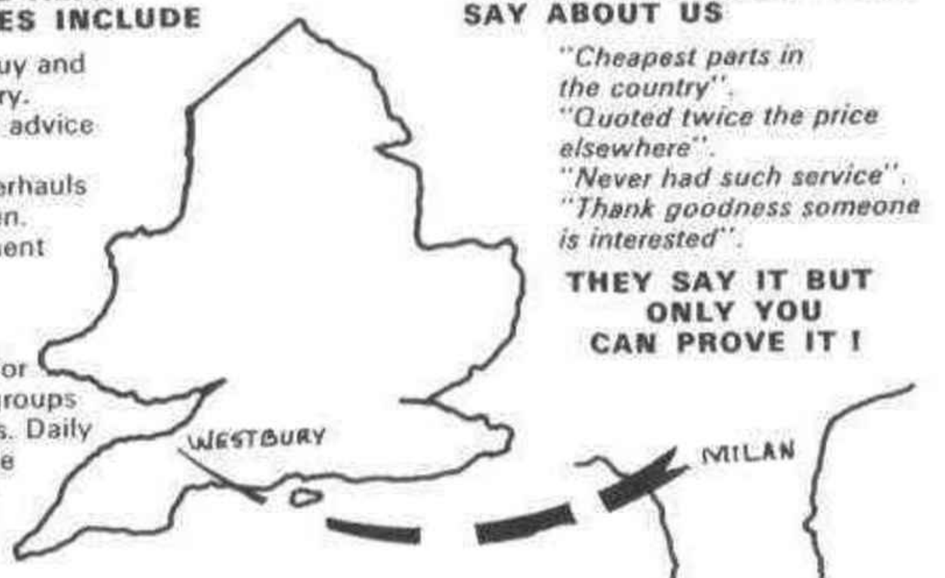
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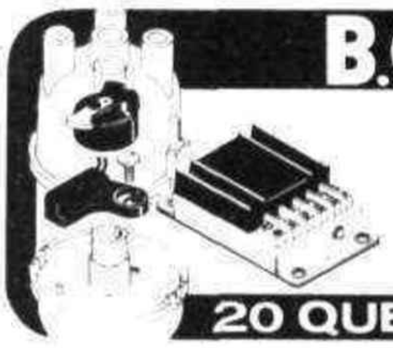
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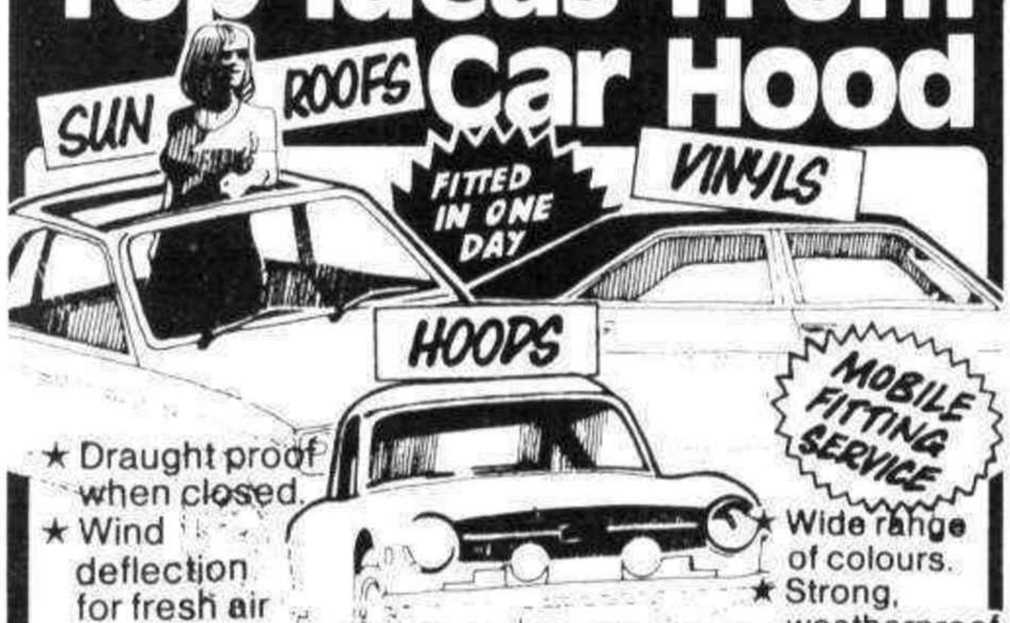
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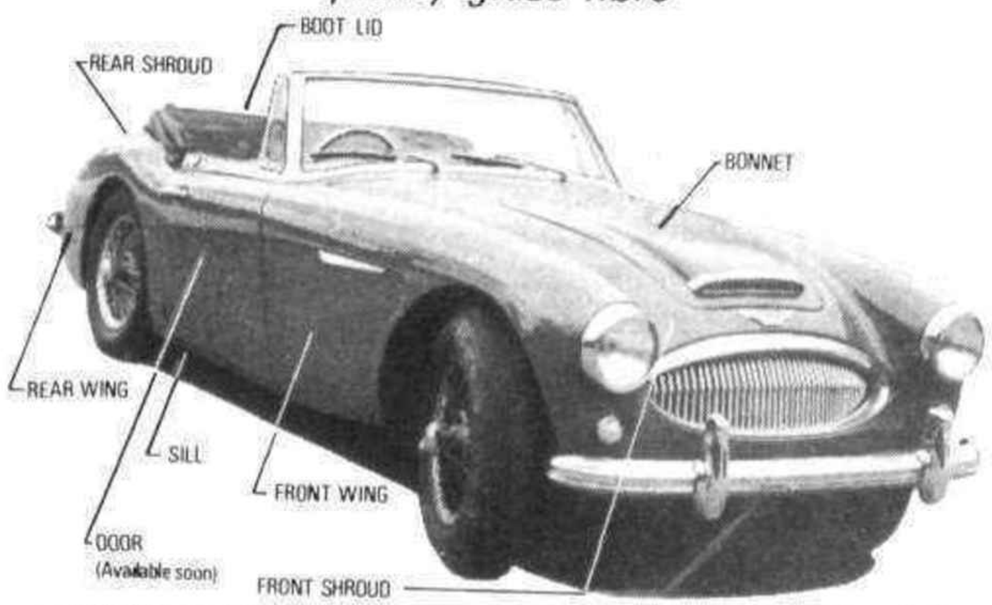
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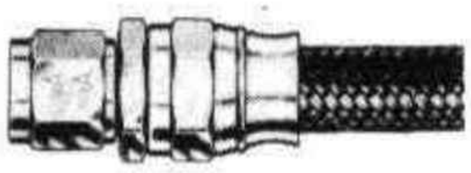
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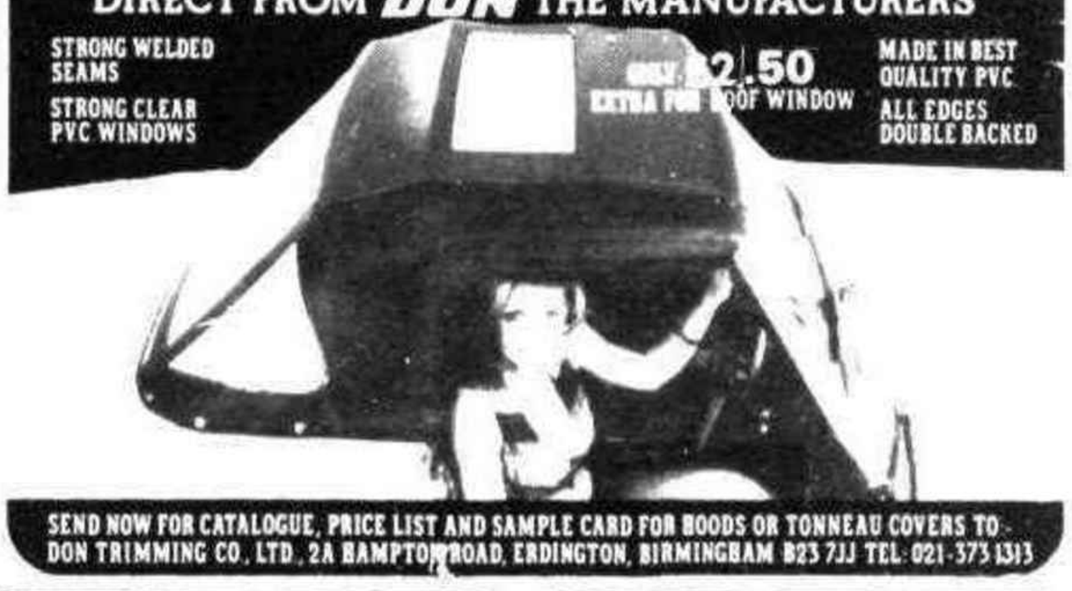
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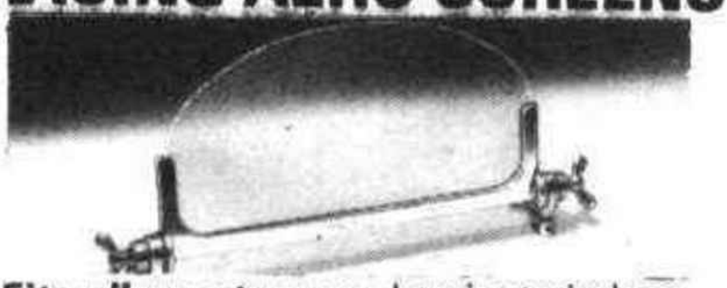
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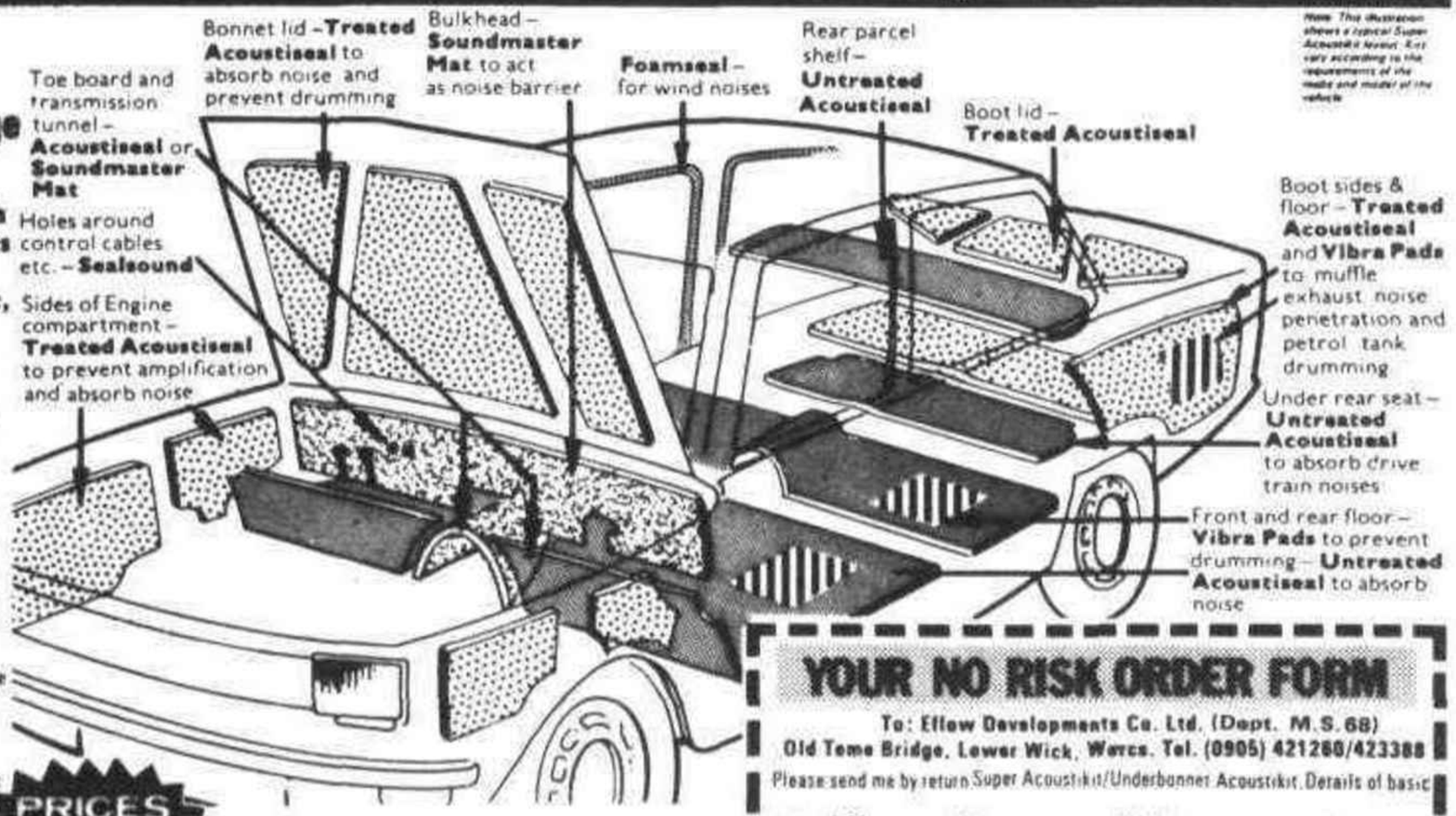
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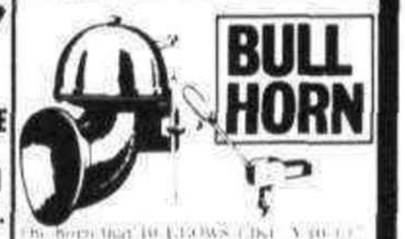
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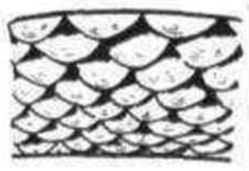
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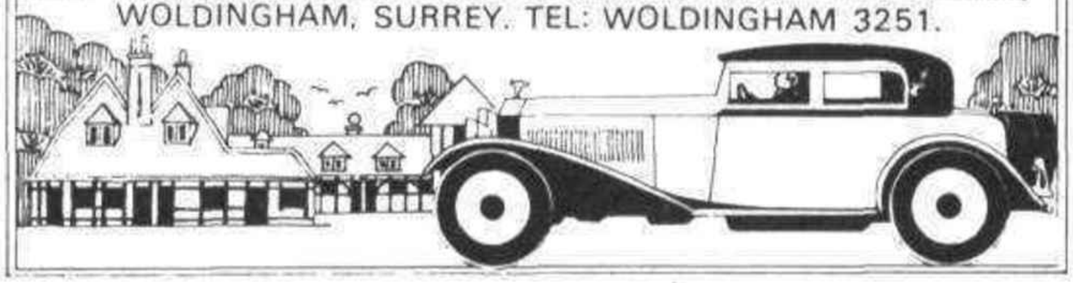
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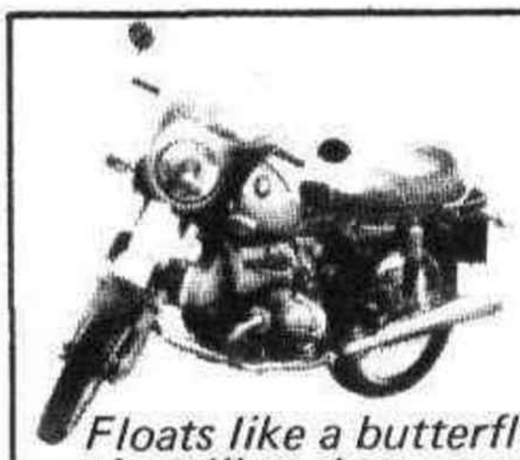
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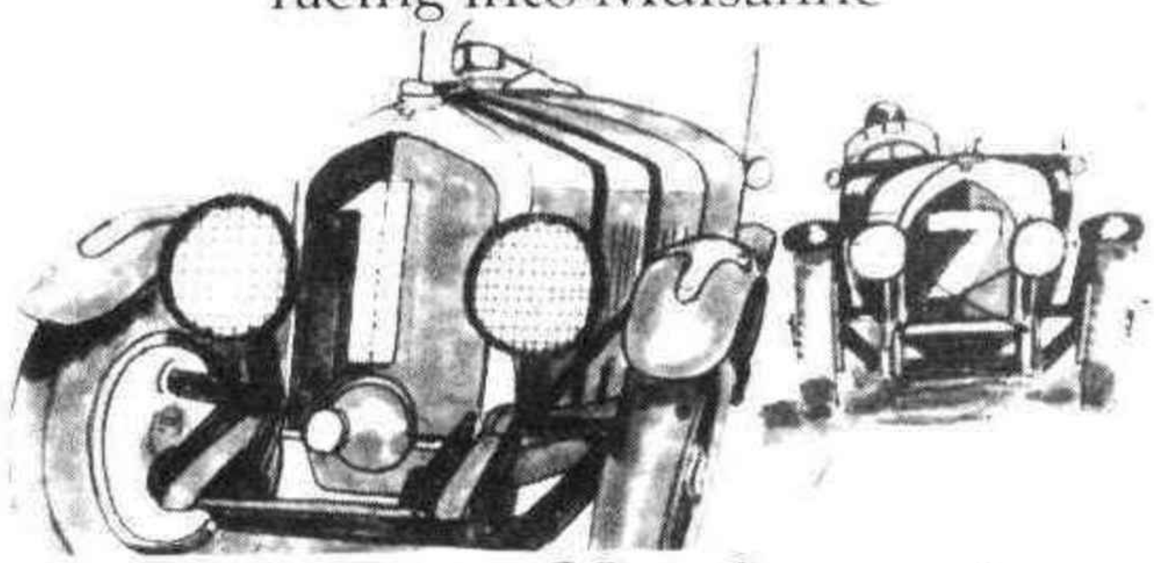
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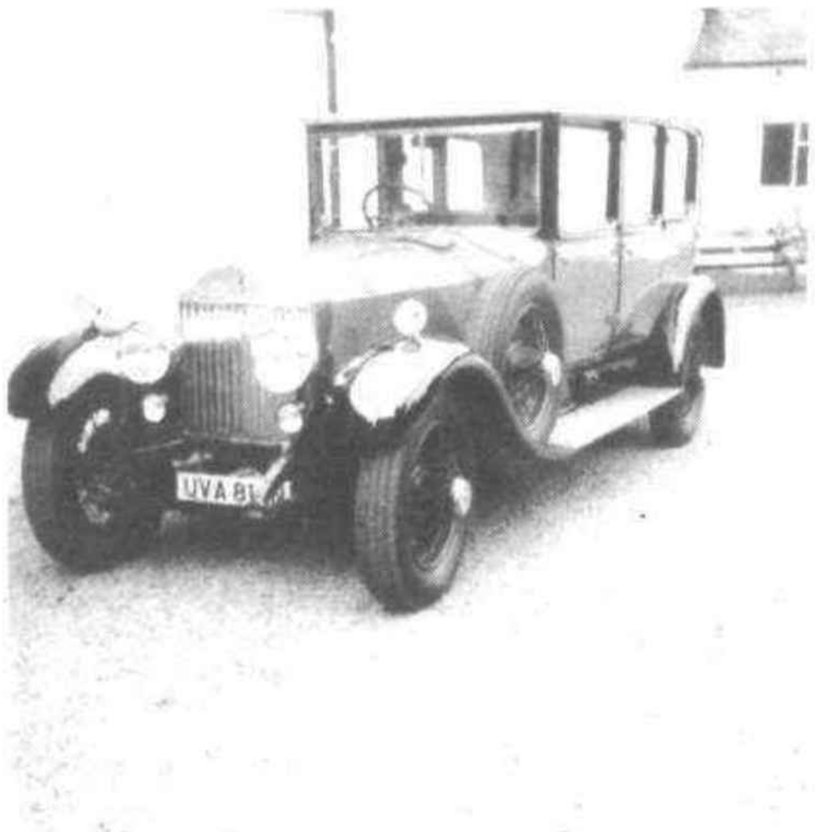
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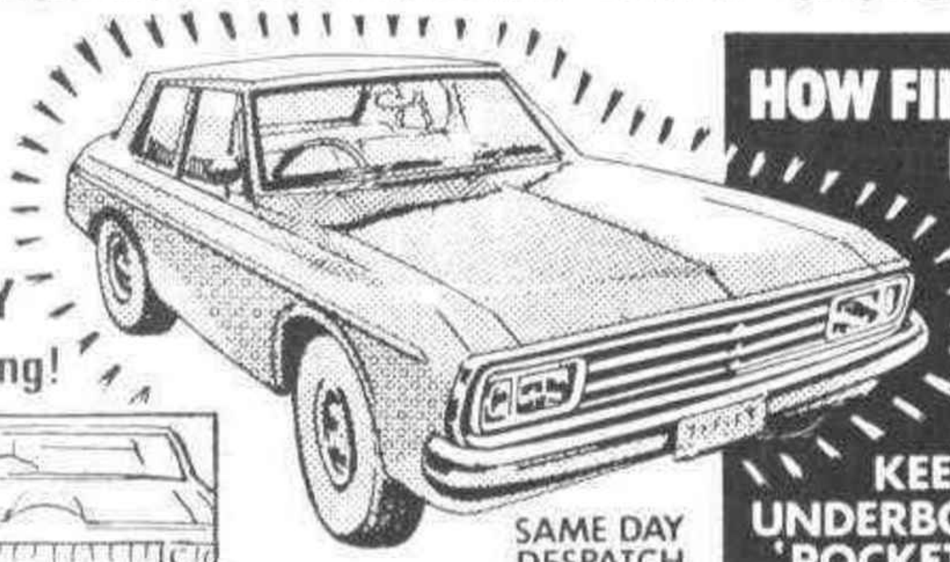
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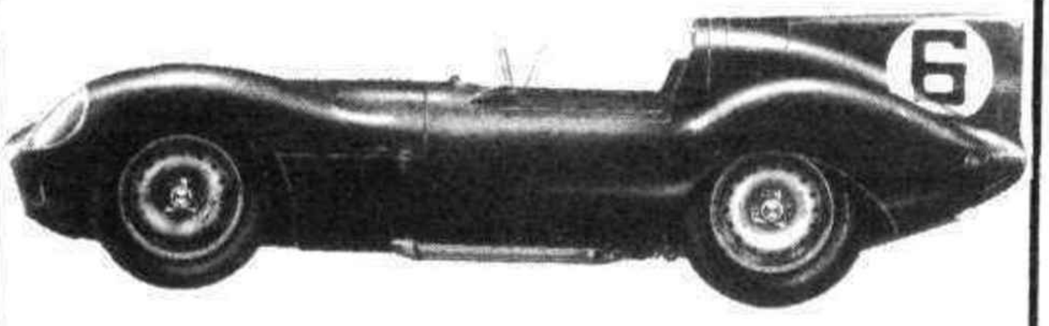
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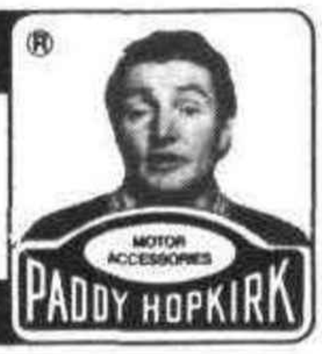
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I suppose it's uncharitable to complain about three weeks of cloudless skies, but the recent 90° heat wave has made even Cobra motoring difficult, with a ten-minute jaunt in the all-polished aluminium **Lotus XI Gullwing Coupe** producing the same effect as an overloaded sauna ! It all started back on June 20th, when I was honoured with a win at the **Owen Motor Club's Annual Concours** at Curborough in my **XK120 ('XK 1')** — which was a little embarrassing as I was judging the other classes ! Curborough on June 27th saw Chris Stewart and the **'Nostalgia' HWM-Jaguar** win a class Sprint award, and nearly scoop FTD. **Prescott** on July 3rd/4th was glorious, but too hot, though Chris Drake, who has been persuaded to run the occasional event under the 'Nostalgia' banner, produced a class record in practice and won the award on the day, with Chris Stewart second. **'The Goat'** meeting on July 7th saw a stunning array of vehicles (about 60+) appear for a super evening gathering, thankfully without the Police; and **'COB 1'** has finally made its first appearances, causing much ribaldry at Prescott where its incompetent owner firstly couldn't start it, and then broke the gear knob off, much to the delight of the assembled audience! As I write this, the biggest event of the year is just about to take place at **Silverstone (The Horsfall)**, where the entry list is nothing short of incredible. I have this awful feeling that the weather is about to break, however. . . .

HERE OR PROBABLY COMING



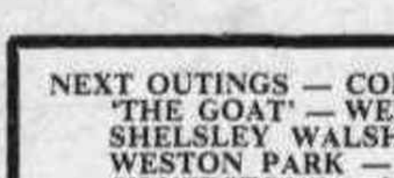
1924 FRAZER NASH SUPERSPORTS — OR 5374: The 'Oyster Shell Replica' built using authentic vintage Chain Gang chassis and running gear; extremely pretty and remarkably quick; VSCC accepted, etc. 100 pts. (*Photo.*)



1953 MG TF '1250' — THU 333: This is undoubtedly one of the best in the world, the restoration from the barest of chassis having taken five years, though using all the original parts; astonishing in every detail including preparation of engine compartment, etc. — 100 pts. (*Photo.*)



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1963 EX WORKS ABARTH 1000 BIALBERO: An overload of projects is causing the sale of this famous and beautiful sports-racing GT; the restoration took over 3,000 hours and apart from the basic original body/chassis unit (in magnesium alloy) and engine block, everything is brand new; the 982 c.c. twin cam unit gives 105+ b.h.p. at 8,000 r.p.m. and 140 m.p.h.; now M.o.T'd., etc. 100 pts. (*Photo.*)

1963 ASTON MARTIN DB4 GT ZAGATO, RHD: Low mileage but completely rebuilt by Aston Martin Ltd. and Richard Williams, with special 'luxury' interior and many other unique features; one of only six RHD examples of this most magnificent of post-war thoroughbreds — 98/100 pts. (*Photo.*)



1958 JAGUAR XK150 DHC — AXK 150: Restored using all new outer body panels, new Connolly hide interior, rebuilt mechanics, new wheels, etc., etc., just 1,000 miles ago; featured in colour on the cover of July's 'Thoroughbred and Classic Car' — 95/99 pts. **Reg. No. AXK 150 available separately.**

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ASTON-MARTIN DB6 Vantage, 1966. Triple Weber eng., tinted electric windows, chrome wire wheels, whitewall radial tyres. Finished in metallic blue. Beautiful car, £1,850. Dorking 6100 (Surrey). (79768

ALVIS TE21 DROPHEAD 1965. Five-speed, taxed tested. £1,450. TD21 Drophead 1960, spares, restoration. £250. 139, Thaxted Road, Saffron Walden, Essex. (79769

MG-B ROADSTER May 1971. Midnight blue. Overdrive, anti-rust treatment. Rostyles, tonneau, 3 months tax. MoT February. Full servicing history. Well maintained. v.g.c. £845 o.n.o. Durham 62497 (home); Sunderland 57281 (work). (79766

STANDARD COMPANION Estate 10 h.p. 1957. Reg. No. 10 LMH. Concours condition throughout. £600. For full information phone (Barnet) 01-449 7972 (private sale). (79767

MG-B/MG-C National Club Day 15th August. Ragley Park, Alcester, Warwickshire. Non members welcome. SAE Club details: 197 Walkwood Road, Redditch, Worcs. (79761

AUSTIN HEALEY Sprite, 1959. Immaculate, 23,000 miles, beautiful concours condition, lots spares, taxed, MoT. Speedwell blue sell/exchange. Immaculate Europa S2, Mini 1275 GT, etc. Tel: Hutton Rudby 700925 (Cleveland). (79877

FOR SALE—continued

UNIQUE OPPORTUNITY: Packard Series I Straight Eight 1923. Thought to be only one outside USA. Chassis with original body to rear of cab, engine rebuilt, still out of chassis. Substantial offers required. Phone Folkestone 58471 after 7 p.m. (79872

ASTON MARTIN DB6 1968 Automatic. P.a.s. CWW, electric windows, above average condition, immaculate respray 6 months ago. £1,750 o.n.o. Would exchange for Volante with cash adjustment. Phone: Chelmsford 57593 (day) and 67638 (evening). (32084

1950 BENTLEY Mk. VI, big bore, small boot mechanically very good, body sound, much work done, requires final paint. £625 o.n.o. Phone Folkestone 58471 after 7 p.m. (79872

WOLSELEY 10, 1947. Rare model in excellent condition, original reliable, economical. £490. Maidstone 812558 evenings. (79874

ALFA ROMEO 2600 Spider. Coachwork by Superleggera Touring this June. 1965 model, has done only 65,000 miles from new. Exceptional condition. Outstanding bodywork and mechanics. A rare eye-catching beauty. £795 o.n.o. Telephone: Harrogate 74598 after 6.30 p.m. (Yorkshire). (79876

WOLSELEY HORNET Special, spares for sale, r/axle, G18X, springs, propshaft, oil cooler, etc. Offers: Hutton Rudby 700925 (Cleveland). (79877

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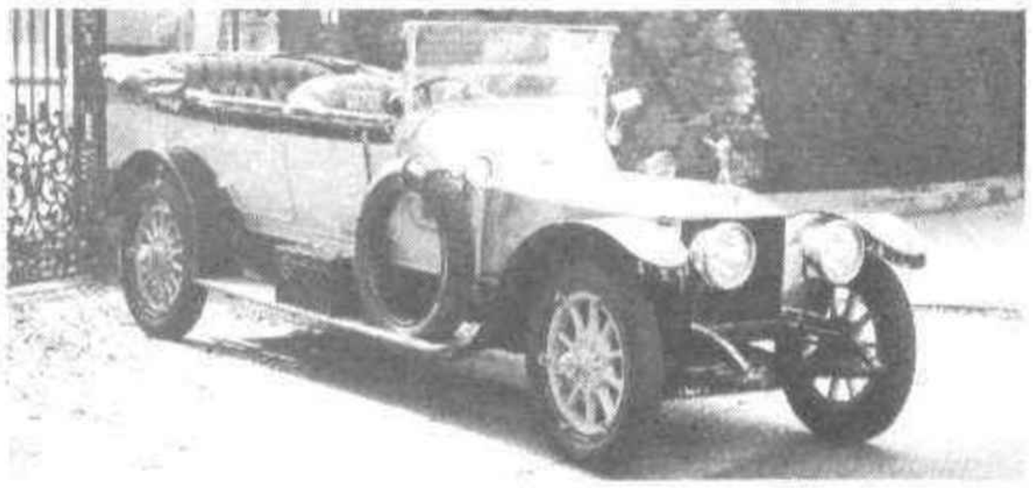
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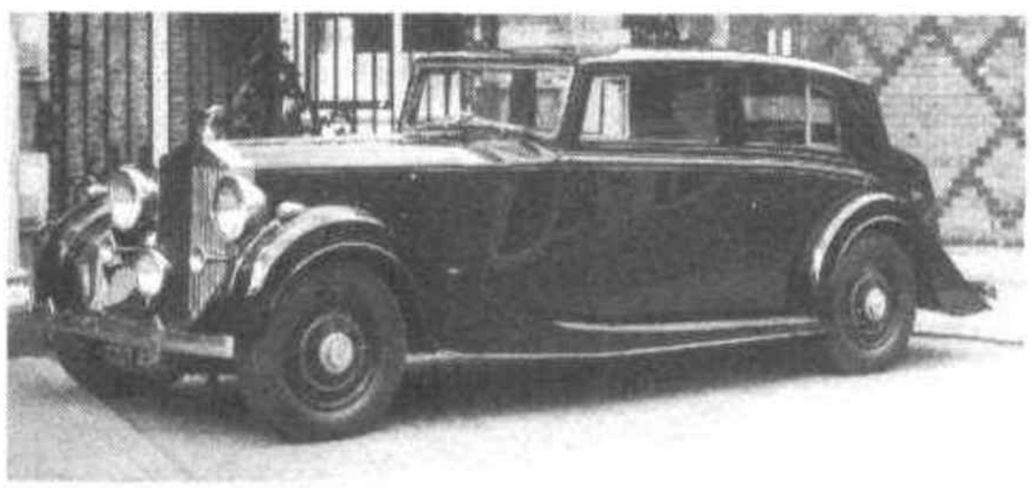
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1936 LAGONDA 4½-litre Tourer, two owners (one until 1960) since new, full details on request.

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

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1974 TRIUMPH Spitfire, Sienna/tan, one owner, 31,606 miles, hardtop £1,425

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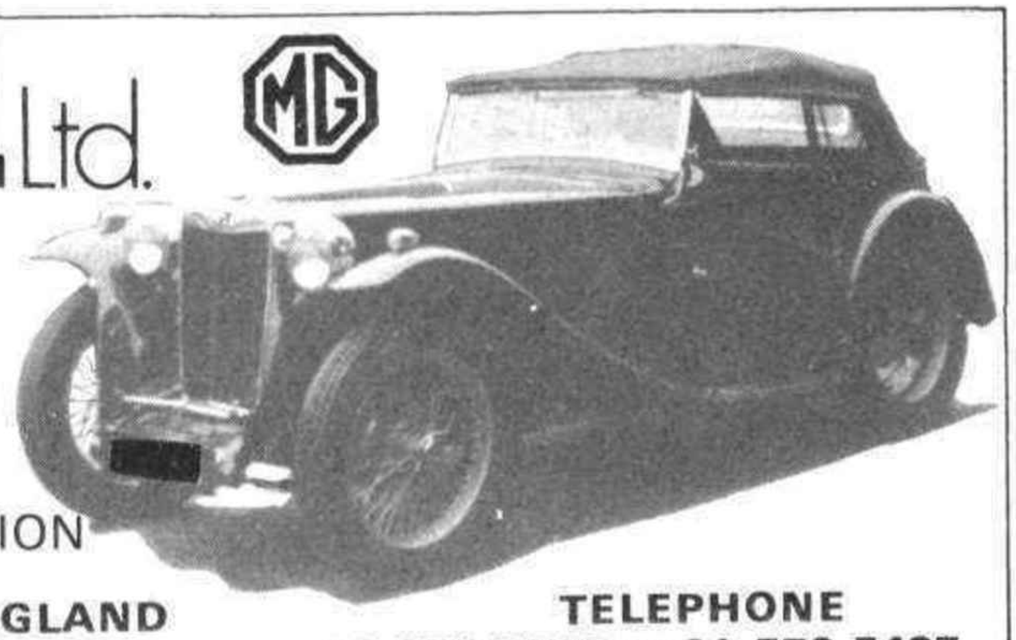
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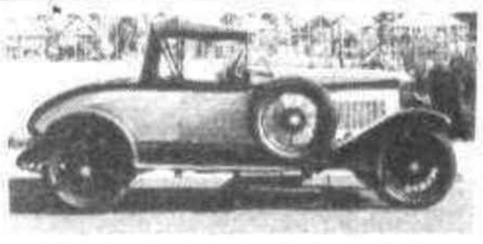
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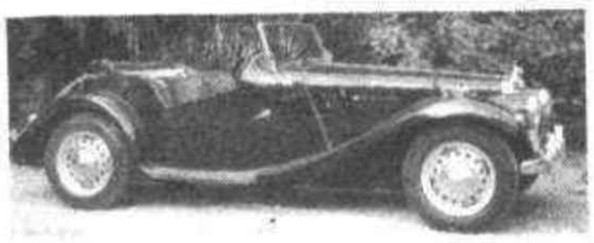
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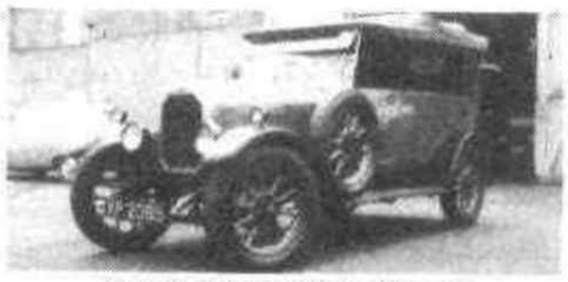
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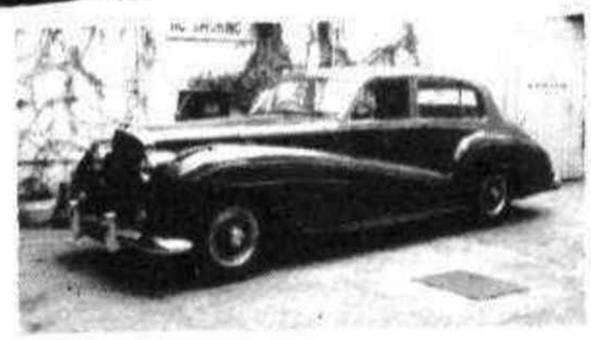
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BLACK MINI 1275 GT, Nov. '74, 15,000 miles, one owner, full service history, undersealed, rear wiper, excellent condition, immediate possession possible, £1,225. 01-393 3677. (79973

1928 FRAZER NASH Chain Gang. Fitted 1930 Meadows 4ED, twin port head, Brooklands cam, etc. Present owner 9 years. Very smart car. Offers: Lymington (Hants.) 74607. (79974

SUNBEAM MK. II COUPE 1952. BRG, black hood, beige upholstery, mechanics and body completely restored. Offers: Forest Green (Surrey) 358. (79975

BENTLEY MULLINER, all aluminium, saloon. 1949. Professionally restored, including mechanics. £3,500 o.n.o. Interesting exchanges considered. Tel: Long Eaton 68727 office hours. (79976

TR3 1957, (A front). V.g.c. Year's MoT. Taxed October. Red, black upholstery. £650. Tel: Haxey 752253 (Doncaster). (79978

FORD T RUNNING CHASSIS with spare rear and front axles, headlamps, two mudguards. Belzise-Bradshaw V2 engine. Pair 6-stud artillery wheels 450 x 21. Pair large wire wheels, 10-stud 880 x 120 ex-Fiat lorry. Two big magnetos, one Splitzdorf IBTH. Rolls-Royce wheel 33 x 5, rusty. Tel Lybster 208 or 255 (Mr. Mowat). (79979

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RILEY 1½-LITRE 1951, Reg. No. MAT 609. Mechanically sound, body requires attention. Many spares, some new, £160 o.n.o. Pollard "Tall Chimneys", Owlwood Lane, Dunnington, York. 0904 31371 Ext. 239. (79980

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1930 ALVIS Silver Eagle Beetleback. Very good order. Tax, MoT. Offers: W. Day, Headcorn 890211. (79985

1914 PREMIER *motorcycle. Reconditioned* 25 years ago and unused since. Reg. No. BM 611 which was issued in 1906. £600. Box No. 5148. (79988

1954 SUNBEAM TALBOT "90" for restoration. Mech. good. 38,000. One previous owner. Used to date. Workshop manual, spares, £200. Maidstone 39112. (79989

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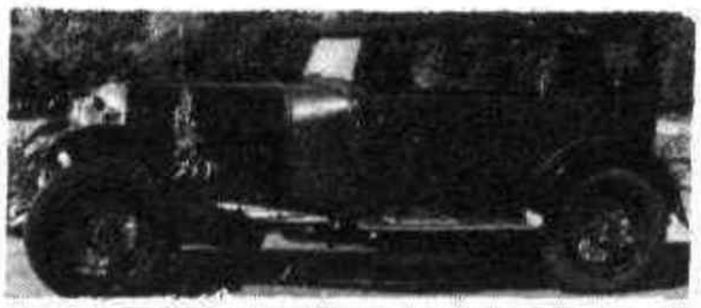
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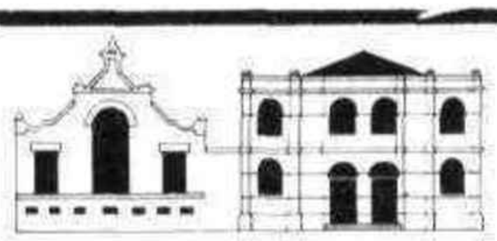
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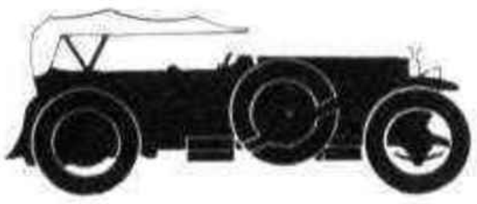
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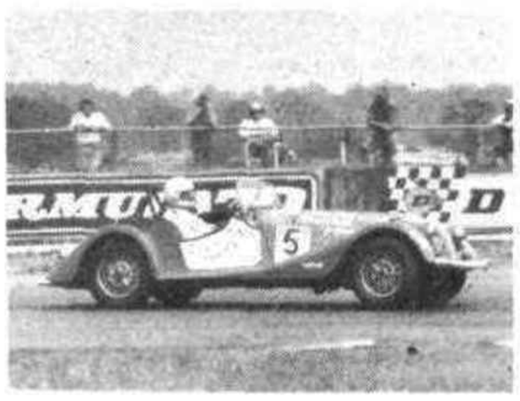
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1930 LEA FRANCIS fabric-bodied saloon. 12 h.p. Meadows engine. Excellent performance and advanced specification. *Extremely original. First-class order throughout.* Offers invited. Brown, 8, Higham Road, Padiham, Lancs. Tel: 0282 71629. (79999

MG-A TWIN-CAM Roadster, 1959. Immaculate. Competition history. Ideal combined road car and thoroughbred racer. £875. Might swop plus cash for interesting quick car. W.H.Y? Flitwick 4171 (Beds.). (80001

ASTON MARTIN DB5, 1965. Over £1,000 recently spent to restore this originally Aston-owned car to a fine standard. All usual refinements including a one-off factory-built dashboard layout. Metallic autumn gold/brown. Offers around £2,000. Weobley (Hereford) 321. (80002

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RILEY 1½ RMA 1954. Recent 12 month rebuild. Many new parts: clutch, steering, brakes, tyres etc. Resprayed Daimler metallic blue. Superb condition throughout. Must be among best available. In regular use. Offers around £800. Tel: Chapmanslade 403 (Wiltshire). (80004

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MG J2 1933. Swept Wing. Cream with red trim, concours condition. £2,300 o.n.o. Tel: North Thoresby 481 (Lincs.). (80117

3.8 "S" JAGUAR 1966. P.a.s. Overdrive, HRW, radio, electric aerial. Metallic red, reclining seats. All in excellent order, superb engine. Tow hitch fitted. A truly fine specimen for the fast family man who needs distinctive comfort! Taxed. MoT. Sad to sell! $1,000 or equivalent in any currency. Tel: Witheridge (088481) 537 (Devon) any time. (80116

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E-TYPE JAGUAR FHC Dec. 1970. Registration UTT 2J. CWW, Sundym glass, new clutch, only 49,000 miles. Motorola radio. £1,600. Kennedy, Basildon (Essex) 710157 (80151

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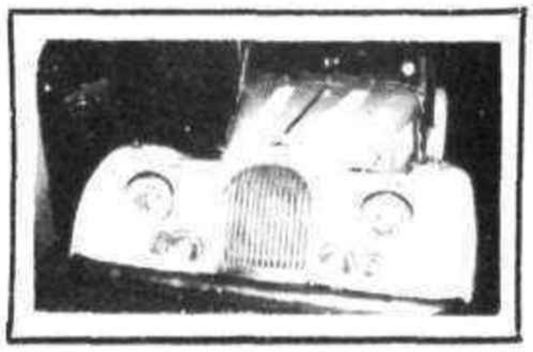


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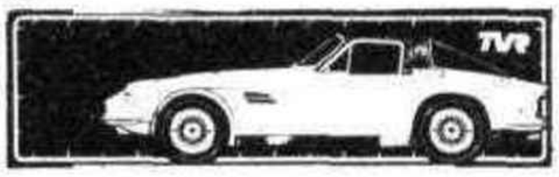
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John Britten





For a country spin or a serious dice, a Morgan car is terribly nice. **Morgan 4/4,** 1974, yellow, one owner, bucket seats, from oop North. Spotlights a Plus 8, radio-cum-cassette. **Morgan 4/4 2-seater,** 1973, Westminster green, wire wheels, rear bumper, bucket seats, proper Morgan aerial (outrigger type). **Morgan 4/4 2-seater,** 1974, yellow, brown wings and wheels, stone leather interior, reclining and folding bucket seats, burglar alarm (goes off if anyone approaches the car wearing a horizontally striped jersey and a black mask), Plus 8 spots, funny (peculiar) steering wheel, supplied by JB to solitary owner. **Morgan 4/4 2-seater,** 1974, November regd., black, wire wheels, rear bumper, QI headlamp units, outside door handles. **Morgan 4/4 2-seater,** 1975, *indigo blue, leather trim, bucket seats,* door handles, one owner, one-piece rear panel. **Morgan Plus 8,** 1973, black with brown leather, rear bumper, one owner. **Morgan Plus 8,** 1973, silver, no further details known. **Morgan 4/4 2-seater,** 1966, white, black interior. **Morgan 4/4 2-seater,** *1968, Competition model* (a title, now discontinued, that makes the insurance companies shiver in their shoes), yellow, wire wheels, XAS tyres, leather rim, rear bumper. **Morgan Plus 4,** flat rad., 1952, same number of seats as spare wheels, yellow, one owner many years, full weather equipt., the sturdy Standard Vanguard engine is fitted but the gearbox is of course



the Moss 4-speed unit with its ultra-high ratio 3rd. **Morgan Plus 4,** 1963, white, wire wheels, has been raced at Croft by John Macdonald but that was many years ago, recent overhaul to TR engine. **MG-B Roadster,** 1976, white, black trim, "5 mph" bumpers, overdrive, tonneau cover, *Cadulac rustproofing, transistorised* ignition, Supercovered, 2,100 miles. **TVR Vixen,** Series 1 (the "cobby" s.w.b. model), 1600GT unit, midnight blue, 1969, extra-wide wire wheels, radio, polished wood dash, steering wheel to match **Lancia Fulvia Coupe S3,** 1975, lawnmower green with toffee trim, headrests, 5pb radio, driven from new by Mrs. JB who keeps borrowing it back, but we have now put her in a nice white Morgan. **TVR Tuscan V6,** 1970, metallic royal blue, overdrive, alloy wheels, two owners, reputed 10,000 miles (we don't believe it) **ARKLEY SS,** 1976 built on 1971 Midget, bitter orange with black pinstriping, alloy wheels, new low-profile tyres, reclining seats. **TVR 3000M,** 1975P, silver fox with black vinyl roof, sun-roof, tinted glass, heated rear window, matt wood dash (an option), one owner of course, reclining seats, chrome exhaust trims. **Morgan 4/4 2-seater,** *glacier white,* 1971, wide *Rostyle* wheels, bucket seats, rear bumper, luggage grid, sold by us twice before. I could have *sworn* we had a 4-seater Morgan 4/4 as well. And numerous additional Morgans expected between the press deadline and August 1st. **NEW MORGANS** supplied to order in strict rotation, please plan requirements well in advance, demonstration runs by appointment, brochures and prices upon request, choice of several hundred body colours and a handful of



leather trim samples can be seen at Arkley. We carry an excellent selection of Morgan spares as well, including those "hard to find" smaller items. When preparing my Morgan Plus 8 for weekend prodsports races this season I have always found my spares requirements, however *recherche,* in stock at Arkley. We have a special offer on exhaust systems for current model Morgan 4/4s. **NEW TVRs.** We have the latest models in stock for immediate delivery. Having sold one of the special "Anniversary" TVR 3000s (No. 4) last month, we have now sold another (No. 7) *but have obtained a third which is likely to* be the last available. These special-series TVRs are very fully equipped and have a closely-matching 2-tone brown paint job similar in design to TVR's demo. Turbo

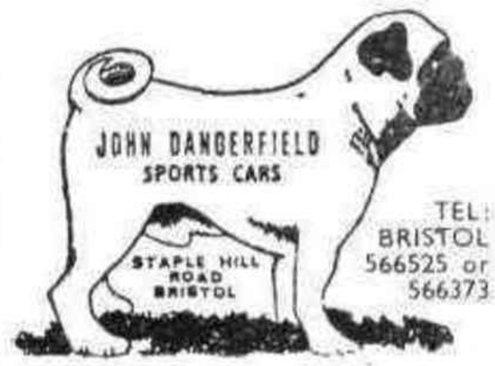






model which you may have seen as the Course Car at some race meetings this season. The Turbo itself we hope to be able to offer for delivery in September 1976. Each production TVR Turbo for the time being at least will be given its final preparation by Broadspeed Engineering. Some of these late model TVRs have (I think they're called) NASCAR ducts on the bonnet — sort of lager-glass-shaped flush air vents. **ARKLEY SS:** Kits in stock to convert your 1958-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76 (like it says in that stupid song) MG Spridget to a *real* sports car measuring a few cms longer than a Mini. The transformation can be done in a fortnight's spare time work, and the kit price is under £200 inc. VAT. Please send 25p stamps and an addressed envelope about 10" x 7" to receive an unfolded *Arkley brochure.* We should have another new white demo, Arkley this month, and this time will resist the temptation to sell it. The **JB ALL-BRITISH RACING TEAM's** TVR 1600M (somewhere under all those stickers, sponsors and decals it's metallic blue), driven by our very own *Chris Alford is now joint-leader of the* British Sports Car Championship (which he/we won last year). It will be racing at Rufforth on Bank Holiday Monday and (if they'll bring the circuit a bit nearer to London) at Ingliston on August 22nd. I live in Hampshire and won't be taking my red Plus 8 to these outposts of civilisation, but will no doubt have a whirl next month at Mallory and Brands. We are interested in buying Morgans, TVRs, Allards and anything else that takes our fancy. Someone has left a large (455 cu. in.) Pontiac in our drive; free to the first man whose key fits it. We have a number of dedicated mechanics who *enjoy* working on Morgans and TVRs; please do not deprive them. Oil cooler kit for Morgan 4/4 20% discount. We are just off the A1, 107 and 306 buses pass the door, nearest tube High Barnet. *Open to 7pm,* Sats, 6pm, closed Sundays and August Bank Holiday. At last a supply of "First and Last of the £5.50 Sports Cars" by Gregory 40p postage Bowden has arrived today!

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1976 MORGAN 4-seater. B.R.G./black trim. Tonneau, luggage rack, rear bumper, seat belts, reversing lights, bonnet strap, laminated screen; undersealed. 307 miles..... **£4,800**

1974 TR6. *Pimento.* O/d., hard-top, new soft top, radio, Kenlowe fan, new tyres and air-horn; 33,135 miles..... **£2,000**

1974 TRIUMPH GT6, emerald green, o/d., radio, tinted glass, etc. 25,900 miles..... **£1,825**

1974 MIDGET, White/tan. Wire wheels. 11,000 miles..... **£1,500**

1974 MORGAN 4-seater. Light orange. Twin reversing and spot lights, locking petrol cap, twin wing mirrors, Kenlowe, tonneau, radio, rimbellishers, luggage rack, rear bumper, leather reclining seats, air cleaner, electric screen-washer, tan carpets; 12,600 miles..... **£4,300**

1974 M.G.-B GT. Damask red/black trim, o/d., radio, h.r.s., tinted glass, lam. screen, headrests, fog and spot; *one owner* **£2,350**

1973 GTE, overdrive. Nevada yellow, black leather. Electric windows tinted glass. One owner, 39,000 miles. **£2,750**

1973 MIDGET. Harvest gold/autumn leaf. ZX tyres **£1,350**

1973 GTE Automatic. Special lime green. Alloy wheels, laminated front screen, tow bar, sunshine roof, radio/stereo **£2,825**

1973 GTE Automatic. Green/tan trim, sunshine roof, radio/stereo, alloy wheels, tow bar; one owner... **£2,750**

1973 M.G.-B. White, o/d., tonneau, aerial, ZX tyres, servo..... **£1,750**

1973 SPITFIRE. Blue..... **£1,300**

1972 M.G.-B GT. White/black. Overdrive. Wire wheels, radio..... **£1,650**

1972 SPITFIRE. Emerald green. Radio, tonneau, ZX tyres..... **£1,150**

1972 GTE. Wessex green/tan trim, o/d., radio/stereo, tow bar, fog and spot lights..... **£2,350**

1971 Dec. M.G.-B GT. Harvest gold. Automatic. Webasto roof, ZX tyres, etc. **£1,650**

1971 GTE. O/d. Metallic light blue/black trim, radio..... **£1,825**

1970 MORGAN 4-seater. Brown and cream. Wire wheels, radio, leather, stereo, tonneau, luggage rack, wing mirrors, exterior door handles; 34,653 miles..... **£3,500**

1969 MIDGET. White. One lady owner. Extensive mechanical overhaul by us **£850**

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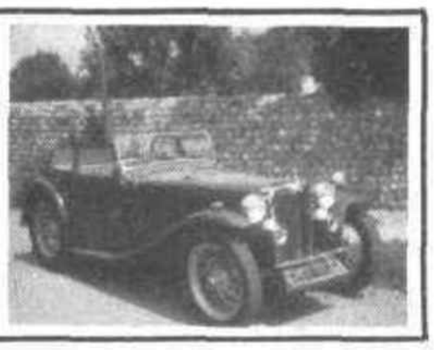
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FOR SALE—continued

XK150 FHC 1960, 55,000 miles. Dove grey. Excellent throughout. £1,950 o.n.o. Tel: 021-705 3855. (80166

JAGUAR XK150 Drophead Coupe. Beautiful example of this rare model. Recent restoration includes engine, brakes, steering suspension, bodywork and hood. MoT and taxed. Telephone S. Jerome, Shipley, Yorks (0274) 57251 business; 51975 home. (80169

COOPER 'S' Mk. 3 1971. Blaze, tinted, *laminated screen, tinted HRW*, 100+ alloy wheels. Radiomobile in console, rear wiper, Halogens 2-speed wipers, tachometer. Must part with this beautiful car and its shattering performance due to expanding family. No time-wasters. £1,200. Penryn 73514 (Cornwall). (80170

1928 DONNETT 9.5 h.p. Less body, but have bonnet and mudguards. £250 o.n.o. Phone: 021-355 1776 Birmingham. (80171

AUSTIN HEALEY 3000 Mk. III 1964. Black, wires, overdrive, spots, works chrome boot rack, tonneaux, hood bag. *Well cared for by Bentley Driver Club* member for nearly four years. Very good throughout. £1,650 or offers. Tel: Bath 4521. (80172

JENSEN HEALEY 1973. White, 22,600 miles electric aerial. Serviced last month, new tyres. £1,400 o.n.o. Phone: Macduff-Duncan Folkestone 39541 Ext. 2217 evenings. (80173

MG-B GT V8. M Reg. Sunshine roof, radio, new tyres, exhaust, 20,000 miles genuine. Damask red, virtually unmarked, 28 m.p.g. motorway, o/drive. Superb value at £2,250. *Mike Allen office Slough* 31151 Ext. 2954; home Bourne End 25773 after 9th August. (80174

CLAN CRUSADER Dec. '73. Excellent. Sunroof, alloy wheels, QHs, electronic ignition, tinted windows. £1,200. 6 Hayes End Drive, Hayes, Middlesex. (80175

2 JAGUAR MARK IIs. 1961 and 1963. Distinctive registrations. Both manual with overdrive. Both MoT. 1963 very good, £475; 1961 interior scruffy, but otherwise good, £225. Devoran 863041. (80176

RS2000 JULY '74. Reg. No. SUE 100M. *23,000 miles, Red/red decals, no comps.* Endrusted. £1,550. Tel: 0742 367500. (80177

LOTUS ELAN DHC 1967. White, tinted screen, tonneau, cassette player. Burglar alarm. Full MoT. Clean example. £600 o.n.o. Stamford 53848 (Lincs.). (80178

BRISTOL 404. A car for the investor. Full service records, engine overhauled by manufacturers, licensed, MoT. Offers over £1,000. 0536 75 651 (Northants). (80179

ASTON MARTIN DB2 Convertible 1953. 12 months MoT, good condition. £1,500. *Tel: Four Ashes Garage, Stratford-on-Avon* 66851. (80184

VAUXHALL 30/98 OE Tourer. 1925. Counter-balanced crank. Unique example. Lotus Elan +2S late 1969. Only 46,000 miles from new. Regularly serviced and beautifully kept. Outstanding specimen. Chamberlain, Phoenix Green, Hartley Wintney, Hants. (80185

GILBERN INVADER Estate 1971. Automatic. Genuine only 25,000 miles in excellent condition. New tyres, radio, burglar alarm, alloy wheels, electric windows, new exhaust £1,400. *Tel: Walsall 34642.* (80188

1952 TRIUMPH Renown Vanguard engine. Mileage 55—66,000. Original condition. £500. Telephone Shrewsbury 56073. (80189

UNIQUE ALLARD Red Ram Drophead, LHD. Only one ever made. Exceptional condition throughout. 1953. 23,000 miles. Bright red, wire wheels—offers. 19 Vicarage Lane off Abingdon Road, Oxford. (80190

AUSTIN COOPER Mk. II 1969. 998 c.c. Original manufacturer's specification. New *tyres*, MoT, *taxed. Excellent condition*, £675 o.n.o. Phone: Knowle 5510 (Birmingham). (80191

1928 LAGONDA 2-litre high chassis tourer. One owner for last 16 years. £2,750. Tel: Benbridge (IoW) 2540. (80192

FERRARI DINO 246 GT 1973. Silver/black trim, radio/stereo. 29,000 miles. £5,250. 01-693 7379. (80193

FOR SALE—continued

MG ZA MAGNETTE 1955. 38,000 miles, genuine. Full history available. Collector's item in exceptional condition. £1,000 o.n.o. Telephone Llangrannog 275 (STD 023978). (80181

MG TF. High quality rebuild just completed. £3,750. Fair price for condition. Ring: 051-625 8417. (80182

PORSCHE CARRERA, left-hand drive, 1974 "N" registration, 19,000 miles. £7,950. Wilson PO Box 207, London *SE21 7HJ.* (80193

ALFA ROMEO 2600 Spyder 2+2 1965. Runs very well but exterior coachwork requires restoration. Low mileage. £395. Southport 64949 after 8 p.m. (80195

MG TF 1954. Registration 54 TF as displayed British Leyland, Piccadilly. As new. £4,500. Another, also superb £3,250 o.n.o. Smallfield 2198 after 7.30 p.m. (80197

RANGE ROVER 1974. Blue, 14,000 miles, rear window wiper/washer, etc. £4,150. 01-693 7379. (80199

JENSEN CV8 1964. Maroon/beige trim, automatic, stereo. MoT £850. 01-654 1168. (80199

CAPRI GT 1963. White, rare car, low mileage. £390. Offers. Also wife's 1968 MG-B. Black, Bermuda, overdrive, radio, £600. Hemyock (Devon) 628. (80200

E-TYPE ROADSTER Series II, 1969. 57,000 miles, white coachwork, black trim, many extras. Superb unmarked original condition, hence £2,175. Details 01-455 7132 days. (80201

TYPE 44 BUGATTI. Mechanically complete; no body; requires restoration. Box No. 5151. (80203

1952 ALVIS 3-LITRE Saloon, good bodily and generally with newly overhauled engine ready to fit, £925. Phone evenings 061-483 4930. (80204

BENTLEY MK. VI. 1952. 4½-litre. *Completely restored with new headlining, wool* carpets. Upholstery and wood completely renewed. Refinished in black with new chrome. All tools and handbook. Mechanically perfect. £2,250 o.n.o. 01-589 5014. (80205

1934 MG PA. Original engine, etc. Good condition £1,500. 1946 Jaguar 1½ Sports Saloon in good condition, £1,250. Box No. 5152. (80152

1930 ROLLS-ROYCE Phantom II Landaulette. Hooper coachwork, similar to late Ghost/Phantom I. Unused for several years. £9,750. *Replies to Box 5153.* (80141

MERCEDES 220S, 1957. Blue. Sunroof, MoT, taxed. Three owners. Low mileage. Good, solid, reliable £325. Box No. 5154. (80180

BENTLEY MK. VI. 1950. 56,000 miles with two previous owners, black with pale blue interior. Original tools, handbook. Taxed, tested. Price commensurate with condition and originality £3,000. Box No. 5155 (80183

RARE AUSTIN 16/6 Iver Limousine 1929. Superb condition, £1,950. Also 1933 Riley Monacos—one good, one poor, £850 the pair. Box No. 5156. (80138

MG TYPE L2 (six cylinder two-seater) 1933. Very good body and chassis. Original and 95% complete but no wiring and engine requires total rebuild. £1,450 o.n.o. Mobberley 3451. (80196

MG VARITONE 58 Dual Blue. Magnificent specimen. Vertually original. Authentic 37,000 miles. Radiomobile unused Cints, towing unit. Unused since Jan. '75. Two-car owner. Offers over £600. Scunthorpe (0724) 66834 after 6 p.m. (80312

YB MG SALOON 1952. Black, with TD2 engine, spare head and gearbox. Ripe for restoration. £185. Coleman, March 2790 home; or 4773 work, Cambridgeshire. (80317

ALFA ROMEO SPIDER K Reg. (Square Back). Red, low mileage, excellent condition. Service history. Offers around £1,300. Tel: Rock (Worcs.) 266578 evenings and weekends. (80314

ROLLS PHANTOM II handbook £14. Workshop manual for Silver Cloud One and Bentley SI £22.50. Service manual for Rolls Silver Wraith, Dawn, Phantom Four, Bentley Mark 6 R-type £19. Lever, 24 Valley Road, Cheadle, Cheshire. (80327

FOR SALE—continued

MORGAN 4/4 four-seater, 1972. BRG. 31,000 miles. Offers over £2,000. Phone: Wakefield 61258. (80320

ALVIS TR21 SALOON. Recent new clutch, gearbox and exhaust system. Resprayed, nice interior, taxed and MoT. Offers around £850. Mellor 2476 (Blackburn). (80318

EUROPA T/C 1972L. Regency. 29,000 miles, elec, ign., stereo, full service history. Excellent cond. £1,850. Chelmsford 72293. (32209

COWLEY 1929 four-door saloon. 11.9, complete and running for restoration. £750—offers. Morris Series M 1938, complete and running, for restoration. £90. Lewis, 22 Wenlock St, Hull. (80322

1964 GORDON KEEBLE chassis number 12 of 99 built. Fitted sunroof, radio, Selectaride suspension. Fiesta red with black interior, complete with original log book and hand book. £1,850 o.n.o. Interesting part exchange considered. Tim Frost, Abbotswoods Cupernham Lane, Romsey, Hants. Tel: Romsey 513237. (80325

TRIUMPH MAYFLOWER 1952. MoT November. Ideal for restoration. £75 o.n.o. Upton-upon-Severn 2246 (Worcs.) (80326

PRIVATE COLLECTION: Concours 1961, 28,000 miles, 3.8 FHC, E-type. Carmen red, CWW. £5,500. Pristine 1964, 72,000 miles, 3.8 FHC, E-type gunmetal CWW, £2,450. Concours 1966 24,000 miles Jaguar S-type 3.8, Manual/overdrive. Silver blue, CWW, £1,995. Pristine 1958 Porsche 356A, Silver, 102,000 miles, £1,995. For further details of these all original cars phone South Brent 3205 or Ewhurst 260. (80329

OPEL 1900 GT (looks like baby Stingray), fabulous 2-seater Sports. Yellow/black trim, retractable headlights, full instrumentation. Service history. £1,200. Tel: Sheffield 54840. (80330

1931 AUSTIN SWALLOW, much needs and deserves renovation. Offers invited. Richmond (Yorks). Tel: (0748) 3453. (80331

MERCEDES 230SL 1964. Hard/soft tops. AM-FM radio, new Konis, in superb condition throughout. £1,795. Slough 28840. (80332

E-TYPE JAGUAR 4.2 Series I Roadster. Midnight blue with chrome wires, lovingly restored to perfection. Radio, stereo, plus registration 2 EXK. An investment at £3,500. Slough 28840. (80332

1968 MASERATI Mexico (four-seat coupe). Genuine 56,000 miles. Excellent trouble-free condition with recent servicing by Bosisto. Strikingly attractive car in dark blue with fawn leather upholstery. RHD, refrigeration, elec. windows, 8-track stereo/radio, chromed wire wheels. £2,950. Tel: *(01) 730 1664.* (80333

FERRARI 330 GT 2+2 rare Mk. I 1964 RHD. Bills for over £6,000 Borranis, new front and rear suspension, g/box overhauled in last 3,000 miles, engine overhauled 15,000 miles ago. Resplendent in Ferrari blue, Ribot metallic. Perfect bodywork with very clean interior. Ban forces sale. £2,750 o.n.o. FOC member. Rino Lymington 77304 day 74789 evenings and weekends. Buyer will have a sound investment. (80334

DAIMLER SP250 "DART" B specification. *Metallic blue with red upholstery.* This car is an excellent runner and is in everyday use. £1,175. Phone Liverpool (051) 334 2096. (80335

BENTLEY MK. VI, 1962 SS. Manual change. Offers. Might consider Estate exchange. St. Albans 58238. (80336

ALVIS TD21 1959 3-litre Saloon. During past year engine reconditioned, Park Ward coachwork re-built, interior renovated. Jet black, silver W/W, chamnagne hide. Stainless exhaust. Original HMV radio. Present owner 10 years (AOC official) acquired drophead version. Accept £875, less than cost of overhaul. Stapleton, Little Hales, High Stile, Dunmow, Essex. (80337

1973 DATSUN 240Z Super Samuri. White, cassette / radio, 40,000 miles. Not raced or rallied. Very fast, safe, 20+ m.p.g. Superb example of really satisfying car. £2,250 o.n.o. Tel: Brackley (02803) 3362. (80345

FOR SALE—continued

GINETTA G15 1971 (K). White, one owner, 37,000 miles. Cibie Qls, Michelin ZXs £850. Ring Watford 38546. (80341

AUSTIN ATLANTIC hardtop 1951. Reg. FDO 50. Under 40,000 recorded. Coachwork extensively restored. Finished lime green. No rust or filler whatsoever. Little expense would make perfect. MoT, taxed. Attractive proposition at £525. Located Montgomeryshire. Abingdon (Oxon) 29123 for details. (80340

HEALEY 3000 MK. I 2+2. Red with red leather interior. Rebuilt professionally 72-73 (bills for £1,000). Hard and soft tops, MoT. Halogen headlights, spots, radio, etc., but not overdrive—all steel rust-free well treated car—a great bargain at £950 or p/ex. for true 4-seater—cash either way. *Ring: South Milford (Yorks) 682984.* (80342

LANCIA HF RALLYE LUSSO 1971. One owner. 22,000. Radio, wind horns, immaculate. Try £1,300. Home 0926 57201; bus. 0203 21231. (80343

1932 CITROEN 14 h.p. 1959 190SL Mercedes D/H. Both good condition. Offers to Bromfield Salop 279. (80344

TVR VIXEN S2/3, 1970. Beautiful white body, black interior, rad/cass. player, laminated tinted f/screen, good mechanics, new shockers, diff. 9 mths. tax, MoT, £995. *Tel 01-508 4831.* (80346

CITROEN LIGHT FIFTEEN, 1955 RHD, running sound condition, but needs some work. £300. 01-540 6824. (80348

MARCOS 3-LITRE V6, 1970J. Sunroof, electric windows, Marcos alloys, Radiomobile electric aerial, Pye remote control 8-track, used as second car. Fabulous. £1,550. Caerphilly (0222) 868480. (80349

1972 ALFA SPYDER 2000. Metallic silver/black interior. Clean example of this very desirable fast convertible. 43,000 miles, tax and new MoT. Excellent tyres, etc. £1,600 o.n.o. Langton, Kit's Croft Lodge, Eversley, Basingstoke Hampshire. Telephone (after 7.15 p.m.) Yateley 876125. (80350

FORD CAPRI 3000 GXL. Late '73 M Regd. Red, cloth seats, 1 owner, 37,000. Immaculate, new battery, exhausts Dunlop 205/60 tyres, brakes and pads, etc. Taxed, private sale. New business venture forces sale £1,285. Tel: Hastings 431790 evenings. (80351

1957 HUMBER HAWK. Genuine 60,000 miles, heater, radio, MoT Dec. '76. Five *good Pirelli Cinturato radials sound body*, £150. Ashford, Middlesex 50535. (80352

JAGUAR MK. II 2.4 1963. O/D, wire wheels, taxed long MoT, 64,000 miles only, undersealed, paintwork dull. £395. Torquay 67641. (80353

E-TYPE 4.2 ROADSTER J Regd. 27,000 miles only. 1 previous lady owner. Reluctantly for sale. Taxed and tested April '77. 4 new VR 5P Sports, CWW, radio. Unmarked dark blue with grey interior. New hood. Probably best available. £2,750. Crewkerne (046 031) 3542. (80354

ASTON MARTIN DB6 1968. Automatic. Metallic gold. P.a.s. CWW. 12 months tax, etc. Absolutely beautiful example. £3,250 o.n.o. No offers. 01-629 5897 (Mayfair, London). (80355

FULL CONVERTIBLE Peugeot 504 Cabriolet, 1971 *model LHD from the Paris* Motor Show. Beaujolais with black interior, electric windows (often mistaken for a Ferrari). This much admired car is at last on the market and open to offers in the region of £1,795. 01-567 4010; 579 4712. (80356

MANUAL XJ12 Series II (M Reg.). 24,000 miles. E-type gearbox fitted by leading Jaguar specialists, special exhaust system, Konis, small steering wheel, 8-track and stereo radio, electric roof. Halogen lights, red and black vinyl top. Offers or P/X *considered. Phone: 0535 605445, 9.30 a.m.* —6.30 p.m. weekdays (West Yorks). (80410

E-TYPE JAGUAR 1975. Tinted windows, undersealed, stereo cartridge cassette player chrome wire wheels, burglar alarm. Immaculate condition. £4,950—no offers. Telephone Wolverhampton 21580. On holiday from 7th—14th August. (80408

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FOR SALE—continued

ALVIS SPEED 25 Special Sports 2-seater. This impressive vehicle is finished in BRG and has undergone major restoration. Scheduled for completion early August. £3,750. Phone 589 2730. Sister to above restored last year—little used. Royal red. Anodised bonnet, £3,000. Phone 589 6257. (32208

1938 SERIES 2 MORRIS 8. Concours. Maroon/black after 3 year chassis-up rebuild. New everything. Original specification in every detail right down to tax disc holder. Probably the best. Practical investment at £1,000. Brixham (Devon) 2315. (80115

CONCOURS LEA FRANCIS 2½ Sports 1950. Selling almost completed restoration needing electrics, paint and minor assembly. New suspension, steering and brakes. Overhauled g/box, axles, petrol tank, radiator. Rebuilt and balanced clutch, flywheel and engine cost £300. Carbs rebuilt by S.O., instruments by Smiths. Alloy bodywork by Dick Brockman. All alloy castings polished and chrome replated. New Turbospeeds and floor pan. Seats retrimmed in hide. £2,500 spent. Best over £700 for quick sale. Brixham (Devon) 2315. (80115

LANCIA FLAVIA 1.8 FI Cabriolet 1967. This vehicle is believed to be one of 30 RHD models made. The body is by Vignale in whilte and in 1st class condition. Interior + original carpets like new. hood is in black wtih a matching white hard top. Low mileage. This car can only appreciate. Must be seen. A secure investment. Offers 01-567 4010; 579 4712. (80356

ROLLS-ROYCE 1936 VAN. Reconditioned engine, new MoT, sound but paint peeling, exhaust poor. £1,550. Tel: 01-546 2027. (80357

BENTLEY MX-SERIES 1939 *Razor-Edged* Sports Saloon. Restored to concours condition. Midnight blue with light blue leather interior. £4,500. Tel: 01-546 2027. (80357

BEAUTIFUL BMW 2500, 1973. Manual, p.a.s., HRW, radio etc. 36,000 miles. Glistening white with blue velour. Distributor maintained from new. £2,595 or might swap for equally immaculate 2-seater Europa Special, Lancia Fulvia or W.H.Y? Derby 841043 evenings. (80406

JAGUAR MK. IX 1960. Automatic. Registration 515 GWB. 12 months MoT, taxed. In daily use. £225 o.n.o. Tel: Preston 37476. (80402

JAGUAR XJ6 2.8 Automatic 1971 (K). British Racing Green/jade interior. Fitted radio, heated rear window, new SP Sports. Recent exhaust, fine condition. £1,650 o.n.o. Bristol 43687. (80399

ALVIS TD21 GRABER. Metallic silver. MoT for twelve months. Overhauled engine, new clutch. A most attractive and reliable classic. My idea of price is around £675 but I'd be delighted to listen to your offer. Please ring 051-334 4679 (Cheshire). (80393

GT6 MK. 3 1971. V.g.c. Radio, four new radials, new gearbox, MoT taxed. Reluctant sale due to house purchase. £840. 01-937 4083. (80397

MG-C 1968. W/W, O/D, radio, burglar alarm, new clutch, hood exhaust, MoT July 1977. Tax October 1976. No rust, completely resprayed. £700. Phone: Copthorne 714868. (80400

DAIMLER DART SP250. *Registered* 1964. One of the last thirty to be produced. Beautiful Bordeaux red finish. New hood recently fitted. Servo assisted brakes. Excellent mechanical order. A fine example of this much sought after model. Interesting registration number 2 DGE, also available. Viewing by appointment with D. G. Evans, 01-540 8890, 8.00 a.m.—5.00 p.m. (80396

LOTUS SUPER SEVEN S4 "L". Big valve twin-cam. "Very fast". Red, 24,000 miles genuine. Superb condition, roll-over bar, full weather equipment. Must be seen. Ring Bolton 56531 day. Mossley 2873 night, Mr. Shore. (80391

GINETTA G21 1974. 1 owner. Finished in immaculate white with black interior. Fitted with overdrive, HRW, reclining seats etc. Everything still as new, superb bargain. Offers around £1,800. Ashford 51889 Middx. (80409

RESTORE THIS 1929 Mathis 20/50. Isherwood raced 1950s £295 quickly. Merriehill, Close House Lane, Macclesfield. (80361

1929 SUNBEAM 16 Tourer. Superb order. Original paint and trim. £3,000. Maidenhead 26619. (80362

1955 ROYAL ENFIELD 500 Twin. Under 25,000 miles. Completely original and in superb order. £500. Maidenhead 26619. (80362

BENTLEY MK. VI in fair condition, good *internal and mechanical condition. Needs* some attention to brakes. £750. Also Rolls-Royce 20/25 in poor condition, needs complete renovation, but basically complete. £950. Farnborough (Kent) 54128. (80363

LAGONDA MK. 2 Saloon 1953. Fitted with very sound 3-litre Vantage engine. A good original car throughout. Needs attention to brakes so only £595. Also original Morris Minor Tourer 1932. Fabulous little car. Needs renovating £500. Farnborough (Kent) 54128. (80363

WHAT! WHAT! WHAT! *Only £275 for a* Pukka little sports car with MoT and everything working, when everyone else is asking figures that read like nationalised industry losses for any motor that only a poor enthusiast could be interested in? See my Fairthorpe Electon Minor 2-str. 1147 c.c. (all Triumph mechanicals). Excellent engine, clutch, gearbox, etc. Good paintwork. All spares cheap, easy to obtain (factory N. W. London) 45/50 m.p.g. possibly. 01-748 1568. (80365

AUSTIN HEALEY 3000 Mk. III, 1964. Ice blue with dark blue interior. Wires, o/d. £1,350. Blackpool 591828. (80366

FOR SALE: Ginetta G4 racing car in very good condition with Holbay engine (not fitted) £1,100 f.o.b. Hamburg. Peter Steenbuck, Hower Brack 43, 2050 Hamburg 80. Tel: 723 06 99. (32212

ALVIS GREY LADIES: (1) 1954 DHC. Excellent original condition. Very low mileage. (2) 1955 Saloon, completely restored, beautiful condition, reasonable offers please: *D. B. Brown*, 01-229 9611. (80360

VOLVO 1800ES SPORTS Estate 1973. M Reg. One of the last made and a magnificent example of this rare model. Genuine 16,000 miles. Absolutely immaculate condition. Gold coachwork. Black leather upholstery, extras. £2,895. Farnham Common 5536. (80367

1951 HILLMAN MINX Saloon. Original condition (left-hand drive). £150. Cedar Cottage Lyminster, Littlehampton, Sussex. (80368

MG-A FHC 1960. White, 46,000 *miles* only, 2 owners. Full history concours condition. MGCC member. Full details ring 01-399 9334. Byfleet 48466. (80369

CITROEN ID 19 Cabriolet 1964 model. Red with newly trimmed champagne upholstery. Fine example of this very rare (right-hand drive) model. £1,450. Tel: 01-579 4712; 01-992 3774. (80370

DAIMLER CONQUEST Drophead Coupe. Two-seater. 100 b.h.p. Only two other known example. Beautiful running condition. Definitely a car to be seen. Long *sweeping lines.* £1,600. 01-579 4712; 992 3774. (80370

XK150 JAGUAR 3.4 FHC Cotswold blue 1960. Outstanding condition, £500 Just spent on engine alone. For quick sale £2,500. Phone: Buckingham 2803. (80364

MARCOS 3-LITRE 1970. Blue, in excellent condition, sunshine roof, 45,000 miles, new tyres, raised suspension. £1,500. Tel: Walsall 34642. (80377

1947 HRG 1100. Completely original and in near-concours condition taxed and MoT. £2,700 o.n.o. Tel: (0458) 72467 (Somerset). (80376

FERRARI 330 GT, LHD. Red/black leather. Manual/overdrive. Excellent condition. £2,500. Skelmersdale (0695) 21873. (80375

E-TYPE ROADSTER Series II 1969. *Beautifully finished in Signal* red/black interior. New hood, chrome wires, Sundym screen, radio. Outstanding example at £1,950. P/X possible. 01-876 8553. (80374

1938 DELAGE D6/70 Sports Saloon in need of restoration. Complete. Some work done. £400. Luton 413225. (80373

XK150S, TAXED. Year's MoT, overdrive, CWW, very sound original car, needs some work. £1,300 o.n.o. Handcross 580. (80372

GINETTA G15S 1970. 998 c.c. Yellow, *sunroof HRW nearly new* SP Sports. £490 o.n.o. Stockton 580671. (80380

1916 ROYAL ENFIELD 225 c.c. two-stroke motorcycle, in restored condition. £600. Selbourne Great Lodge Farm House, Cadley, Marlborough 3844. (80378

ASTON MARTIN DB4 Superleggera 1961. GT specification, 12 plug head triple Webers twin diskributors, engine overhaul six years ago—unused since. Electric windows, Webasto roof, servo brakes. Reg. No. YAW 2. *Engine No. 370/0207/GT.* Offers. Might P/X. Ring: Ebbw Vale 302669. (80382

TRIUMPH STAG 1972K. H/soft tops. Red with black upholstery. 42,000 miles, full MoT. Mechanically excellent. Professionally maintained and serviced. Superb motoring. Seen Leicestershire. £1,600 o.n.o. Soarbank 240. (80381

1975 (P) LOTUS EUROPA Special. Sundym, five-speed, alloys, unique in white having covered 7,900 miles. Absolutely superb. £3,390. Consider exchange. (0742) 660135. (80383

MG-A 1500 c.c. MK. I 1956. Completely rebuilt from chassis and in excellent original condition. Taxed and MoT. Colour red with black upholstery. New parts include hood tonneaux, windscreen all *panels metal, front chrome. Engine* professionally rebuilt, done 5,000 miles, clock at 43,000. Must sell, so best offer over £800 secures. 021-429 7889, Owens. (80384

LISTER CORVETTE 1958. Chassis BHL 108, ex-Jim Hall. Completely rebuilt this year. A successful and reliable historic sports car. For further details contact Mrs. Nicholls, Automatic Pressing Ltd., Hales-field 9, Telford, Salop. Tel: Telford 586193. Telex 35373. Office hours only. (80385

VANDEN PLAS PRINCESS eight-seat limousine. Aluminium body. Finished in gleaming black. This car in superb condition having covered under 45,000 miles by three registered owners. Ideally suited for Rolls-Royce conversion. £650. 01-449 2888. (80390

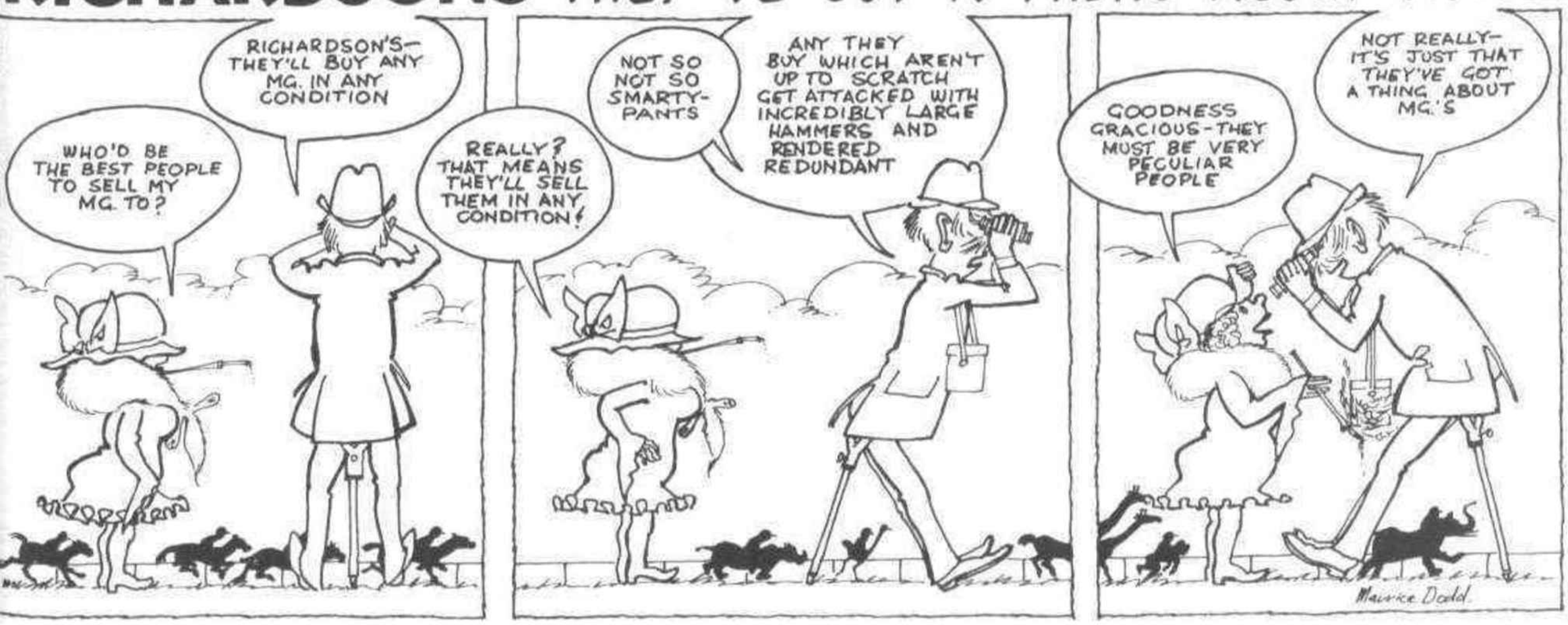
ALFA ROMEO GIULIA 1964. 64,000 miles. Mechanically v.g.c. Bodywork needs some attention. Stainless exhaust. MoT April 1977. Plus nearly complete spare car. Frond-end damaged £200 o.n.o. Telephone Leamington Spa 20539. (80389

1947 STANDARD 12. Good condition bodily, mechanically. MoT Nov. '76. Offers around £375. 01-485 8609 eves. (80386

MARCOS 1971 (K) 3.0 Volvo. Alloys, electric windows, radio, electric aerial. Immaculate condition. Tangerine. 45,000 miles. Recent tyres, brakes just overhauled. £1,650 o.n.o. Wellington (Somerset) 3737 (days), Wiveliscombe 23752 (evenings). (80388

BENTLEY 4¼-LITRE 1937. Four-door sports saloon by Mann Egerton. Receilulosed in original black, with blue hide upholstery. New tyres headcloth, drives exceptionally well. £3,750. Telephone Congleton 5705 (Cheshire). (80387

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1924 TROJAN CHUMMY. Fully restored, pneumatic tyres in good order throughout. £1,600. Selbourne, Great Lodge Farm House, Cadley, Marlborough 3844. (80378
1961 E-TYPE ROADSTER, £600 just spent on mechanical work. New tyres and battery. Body to be restored, £1,200. Selbourne, Great Lodge Farm House, Cadley, Marlborough 3844. (80378
1937 RILEY LYNX-SPRITE. Part restored. Major work on body and chassis complete. Engine needs doing, also wiring, tidying, etc. £1,200. Phone: Telford 504124. (80392
1938 TRIUMPH Dolomite 1800 Saloon rolling chassis for restoration/spares. Almost all parts, except bonnet. Offers. Telephone Marlow (Bucks.) 5513. (80394
BENTLEY SI 1956. Sand over sable, beige interior. Excellent condition, perfect mechanics, handbook, etc. £1,725 o.n.o. 01-658 1005. (80395
TRIUMPH TR5 PI 1968. White, overdrive, wires. Surrey top. Immaculate. Over £200 recently spent £625 o.n.o. Also 1955 Swallow Dorretti, DHC, needs attention, £95. Cardiff 701240. (80398
FRANCIS LOMBARDI 850 Grand Prix 1970. Resprayed racing red. Reconditioned engine. MoT. V/nice throughout £390. 01-228 7220. (80401
1933 STANDARD Avon Special, 9 h.p. 4-seater tourer. MoT July '77. Less than 5,000 miles since major rebuild, £2,000 o.n.o. Padiham (Lancs.) 71287. (80403
LOTUS ELITE 502 1974. Finished in Havana brown with oatmeal interior. This Company Director owned car is fitted with air conditioning, stereo radio/tape, etc. and is in excellent condition throughout. Full service history from new. Just serviced and taxed. Offered at trade price due to above average mileage, £3,995. No offers. Phone 01-935 1041 day; 01-777 2817 evenings. (80404
ALFA ROMEO 2000 GTV, 1973. Red, 33,000 miles, radio/cassette, new exhaust, clutch, tyres, £1,595. Phone: Knutsford 52739. (80030

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Tel.: 69413
1934 Bentley 3½ PW saloon **£2,250**
1937 Alvis 25 sports saloon **£2,000**
1937 Morris 8 tourer..... **£650**
1934 Vauxhall Big Six.... **£375**
1956 Lea-Francis sports saloon **£495**
1934 Alvis Speed 20 sports/racing **£2,200**

BENTLEY 1935 Park Ward Saloon

Partly restored, at present in Trimmers. Approximately £200 spent on chrome, £200 plus on leather upholstery (not complete); completely repainted but will require refinishing. Mechanically very sound.

This is an ideal car for a person with some spare time and looking for a good investment.

Ill-health forces sale.

Offers around £1,500

G. Shrive, 12 Sundon Road, Harlington, Beds.
TODDINGTON 2957

FOR SALE—continued

MASERATI motorcycle-type 50/T2/SS, capacity 50 c.c. Complete and original, but requires restoration, £250. Telephone: Waltham Cross 22121. (80007
JAGUAR 3.8 MK. 2, 1965. History and bills for £800 since 1972, wire wheels, overdrive. Excellent metallic green coachwork, all good mechanically, 2 owners. A superb usable investment, £795. 021-449 1116. (80006
ALVIS SPEED 25 Charlesworth Saloon 1939. Restored to concours condition. Full history. Best offer over £3,000. Ring: Newill at Craven Arms (Salop) 2339 (daytime), Telford 882641 (evening). (80065
BMW 2000 TOURING, December 1972 with only 37,000 miles, Sahara with tan trim headrests. Radiomobile 1070, twin Cibies, four new GB005. Excellent condition, £1,575. Ring: Highclere (0635) 253029 (Berks). (80063
1934 SUNBEAM "Speed 20" Monte Carlo Rally Saloon. Unused since 1955, £950. Iles 8, Doone Road, Bristol 7. (80064
JAGUAR 420 Automatic. Reg. June 1969. P.a.s., HRW. Motorola. Exceptional condition, £130 recently spent. Taxed, MoT. Beautiful car, £550. 021-458 7366. (80062
ARMSTRONG-SIDDELEY Sapphire 346. Reg. Dec. 1954. Black over light grey. MoT March 1977. V.g.c. Room required, £395. 021-458 7366. (80062
ARMSTRONG-SIDDELEY 346 Sapphire, 1957. Prestige car in well-above-average condition. Used daily; everything works efficiently even the clock! Very good bodywork, with highly polished cellulose. Clean interior, with no rips in seats or trim. Perfect chromework. (Spares no problem—A/S Owners' Club can supply all new parts off the shelf.) One of the handsomest well-designed cars Britain ever made. Realistic price £350. No offers. Wantage 2317. (80059
BMW 3.0SI 1974. Verona red, tinted glass, 27,000 miles. Excellent condition, £4,200 for quick sale. HP p/ex. may be possible. Bishops Stortford 56120 or evenings and weekends Halstead 2249 (Essex). (80061
FIAT 850 SPORT Coupe, 1969. 54,000 miles, tax October, MoT May '77. Positano yellow. Excellent throughout, 42 m.p.g. £445 o.n.o. Might p/ex. Norwich 810326 (Norfolk). (80060
LANCIA FULVIA 1600 HF, 35,000 miles, service history, £1,350. Shepherd, 49 Castle House Castle Way Southampton. (80058
E-TYPE ROADSTER 1971 Series II. Regency red coachwork, black trim, chrome wires, radio, tax, MoT, 3 owners, 48,000 miles. Magnificent condition in every respect. Future investment, £2,685, 01-455 7132 days. (80057
DATSUN 260Z. 2 seater, August 1974. Metallic silver, 37,000 miles, one owner, Director's car £2,475. 021-356 5266 business hours. (80021
E-TYPE FHC Series II "J" Reg. Navy blue coachwork red leather trim, chrome wires, new tyres, exhaust, radio. One owner. Low mileage, unmarked condition. Investment, £2,175. 01-455 7132 days. (80056
ROLLS-ROYCE Silver Shadow, 1967 but "L" Regd. Finished in Regal red with black interior, gold plated mascot, stereo cassette/radio, bills available for nearly £2,000 spent this year on suspension, brakes exhaust steering, tyres etc. 99,000 miles. £5,500. Tel: Bournemouth 25391. (80055
LOTUS ELITE Contours. No expense spared by fastidious owner to bring this classic car to its present immaculate state including: re-spray, re-chrome, recon. wheels, complete engine re-build, new carbs recon, rear-end, new hub bearings, re-upholstered and carpeted, new Halogen lights, new windscreens and side screens, etc., etc. etc. £2,000 o.n.o. Telephone Maidstone 58637 673806 (80051
ROLLS-ROYCE 1935 20/25. Aluminium body by Freestone & Webb, small sportsman saloon, original. Offers to Box 5189. (80047
LOTUS 7. Yellow, excellent condition, L Reg. 44,000 miles. Radio, 1300 c.c. £1,150. Phone: Wolvey 250 Leic. (80045

FOR SALE—continued

LOTUS SEVEN S4 twin-cam. 1971. Low mileage. Superb condition throughout. Alloys, heater, roll-bar, tonneau. Very fast, 30+ m.p.g. £1,350 o.n.o. Tel: after 6 p.m. Rayleigh 71669 or Ridgewell 206 (after 14/8/76). (80036
LOTUS ELAN +2 1968. Regd. 7 DGX. Completely rebuilt with new front, wheel bearings, shock absorbers, brakes, suspension parts, chassis. Rear, drive shafts, wheel bearings, stub axles, hub carriers, sprint drive couplings. Completely overhauled diff., gearbox, with very recent Vegantune 130 b.h.p. engine. Immaculate condition throughout on new 185/70-13 Grands Prix. £1,200 with Reg. Phone: Rugby 812771. (80031
1973 FIAT 1325 1800 twin-cam. Immaculate condition, low mileage 5-speed gearbox, luxurious cloth seats. £950 for quick sale. Rugby 812771. 80031
SCIMITAR 1966. Overdrive, wire wheels, 33,000 miles only with Raymond Mays triple carb conversion. A very fine example of this fast appreciating car, £700 o.n.o. Derby 701583. (80028
VERY RARE 1967 Lancia Zagato 1800 Sports Coupe. Alloy body, fitted radio. 1 year's MoT, £500. Phone: Haworth 42702 evenings. (80026
1919 VINOT-ET-DEGUINGAND 15/20 h.p. Tourer. Photo available. Offers around £3,000. Phone: Haworth 42702 evenings. (80026
1938 MORRIS 8. Taxed and tested. Good engine/mechanics. £195 o.n.o. Grimsby 812663 after 6 p.m. (80025
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TR4 ROADSTER 1962. W/wheels, Cints., overdrive. My ownership since 1966. Good but not immaculate New MoT, £250 o.n.o. Southwaite 522. (80020
DAIMLER SP250. Wire and disc wheels. Stainless silencers. Professional rack and pinion conversion. New bearings and clutch. Cibie lamps. Rebuilt back axle with new discs, £1,000. Williamson North Ferriby 0482 632734. (80050
ALVIS TD21 Series II. Superb condition, drives like a dream. Year's MoT. Bills from 1972. £1,750 o.n.o. Phone: Southend (0702) 43780 day; or 64016 night. (80049
DAIMLER SP250 1961 "C" spec. Excellent example of this car in blue with red leather interior. Hard-top, full and short tonneaus, Wolfrace wheels, original wheels, Motorola, 8-track stereo. 58,000 miles. An immaculate original car. £1,290. Cranleigh 6946. (80048
LOTUS ELITE S2 1960. Concours winner. Arguably best available, completely restored. Interesting history. Climax engine, ZF box. Finished in Regal red. Offers around £2,500. K. Walton, "Newholme", Hull Rd. Osgodby, Selby, Yorks. Tel: Selby 5999. (80046
MORGAN PLUS EIGHT 1975. "P" Reg. Lightweight body, dark blue with beige trim. £4,600 or possibly exchange. 021-353 3705. (80044
VAUXHALL MAGNUM Coupe 2300, 1974. Champagne starfire, 22,000 miles, sunroof. Absolutely superb condition throughout. £1,200 o.n.o. Leeds 507196. (80043
1974 LOTUS ELAN +2S 130/5. Yellow. Many extras. £2,550 o.n.o. Sheffield 662277. (80042
RS ESCORT 3000 GT V6. Overdrive, full cage, never rallied, new SP44s, recon. g/box. Many extras. Around £900. Lancaster 68727. (80040
1959 SERIES I LOTUS Elite. Rebuilt engine rear suspension. Much loved car. Lack of time forces sale. Very original. Details from: Philip Champion, 01-949 1621 (work). £1,250 o.n.o. (80052
ALVIS TD21 1960 (1961 model). Only two owners, last since 1964, 71,000 miles. Genuine Alvis car. Kingsbridge (Devon) 2437. (80041
JENSEN CV8 MK. III 1965. 6¼-litre. Automatic saloon. Oyster grey, black interior. Excellent condition throughout. £1,200 o.n.o. Consider exchange Scimitar GTE. Winsham (046 030) 351. (80038
SUNBEAM TIGER 4.2 V8 1966. Genuine 35,500 miles. Full history. Very good condition. Midnight blue. Hard/soft tops, tonneau, Motorola, Konis, 5½J Rostyles, MoT, taxed. Garaged. Fast and reliable. Oil 50 p.s.i. Rolling road reports. Manuals. Reluctant sale to Tiger enthusiast, £995. Tel: 01-567 8486 (after 7 p.m.). (80037
1939 PHANTOM III Sedanca de Ville by Hooper, with beautiful "S" shaped back, now undergoing restoration. Interior includes electric partition, occasional seats, rare Zebra wood and leather completely restored. This car is currently undergoing a complete engine rebuild. Serious offers are invited for this beautiful model. Telephone: Woldingham (STD 088 385) 3251, or write to Box 5159. (32241
1949 SILVER WRAITH by Park Ward. In excellent condition throughout. Fitted sliding roof with silver and black paintwork, with grey interior. Serviced by Jack Compton Ltd. for thirteen years. Serious offers invited. Telephone Woldingham (STD 088 385) 3251, or write to Box 5159. (32241
BENTLEY CONTINENTAL. Mulliner/Park Ward. Reg. Sept. 1964. Mileage 108,000. £6,750. Apply: Burling, Chorley Old Hall Alderley Edge Cheshire. Tel: Alderley Edge 5460. (32210
RENAULT GORDINI TS 17 Sept. '72. Orange and black. 5-speed box, fuel injection, fast, economical electric windows 8-track stereo, radio, HRW. £1,300 o.n.o. Ingleby, 708 Beverley High Road, Hull 852255. (80415

FOR SALE—continued

1925 FIAT 501B. The Fiat Register confirms this car is the only 501B all weather open tourer in existence. A complete mechanical rebuild, with engine restoration by Crosthwaite Engineering. Body in excellent condition, recently repainted with most body timbers restored. Serious offers invited from Museums, collectors and investors. Telephone Woldingham (STD 088 385) 3147, or write to Box 5160. (32241
1954 BENTLEY, with coachwork by Abbott. A 2-door fastback with a 2-piece windscreen. Complete history available. Serious offers invited. Telephone Woldingham (STD 088 385) 3147, or write to Box 5160. (32241
ROLLS-ROYCE Silver Wraith 1949 H. J. Mulliner 4½ owner-driver saloon. Silver over blue. Beautifully restored blue hide interior. A magnificent example, £5,500. Also available: Rolls-Royce 20 h.p. 1928 Mulliner saloon, in excellent restored condition. £3,950. Serious enquiries only to 01-586 5181 (day); or 01-937 4073 (after 4 p.m.). (80413
MARCOS 1500. Originally registered 1967 but rebuilt over the last four years using many new parts. Yellow, Marcos wheels, special number. Tremendous value at £1,195. Newcastle-upon-Tyne 23434 (work). (80414
SAVE £1,000 and buy by unregistered TVR 2500M overdrive. Delivery mileage only. Metallic blue. Sliding roof. First £3,600 secures. P/X considered. Newcastle-upon-Tyne 23434 (work). (80414
1959 ROLLS-ROYCE Phantom V with coachwork by James Young. The very first Phantom V built, fitted with electric partition, electric windows, radios front and rear. Beige leather upholstery, specially matched burred walnut wood finish, cocktail cabinet and occasional seats to complete a beautiful interior. In excellent mechanical condition after a complete engine overhaul by Rolls-Royce agents. Serious offers invited. Telephone Woldingham (STD 088 385) 3188 or write to Box 5158. (32241
1964 ROLLS-ROYCE Silver Cloud III with coachwork by James Young. Two owners from new. Complete engine overhaul by Rolls-Royce agents. Sliding roof and electric windows, with interior in beige leather and perfect woodwork. Probably the most beautiful car of its period. Serious offers invited. Telephone Woldingham (STD 088 385) 3188 or write to Box 5158. (32241
ESCORT TWIN-CAM "M" Reg. £575 o.n.o. Cosmics, 5 spare wheels, radio 12 in. steering wheel, laminated screen, 12 months MoT, never rallied. Phone: Hutton 021-454 4571, 9 a.m.—5 p.m. (80418
E-TYPE 1968 4.2 2+2 Automatic. Sunshine roof, radio/tape player, 43,000 miles, immaculate, £1,395, any exchange considered. Tel: 022 779 3765 (Kent). (80419
SUNBEAM TIGER 4.2-litre, 1965. Dark blue with hard/soft tops. Over £300 spent on bodywork. New front wings, sills, front valance. New Koni shock absorbers. New front discs and calipers. Mechanically excellent. Maker's oil pressure. Michelin XAS tyres, £950. Dr. Norris, 061-445 8366 (Manchester). (80420
AUSTIN HEALEY 3000 Mk. III 1965. Wire wheels non-runner but reasonable condition. Sensible offers please to: P. R. Thomas, Cardiff 44731. (80421
TRIUMPH DOLOMITE SPRINT, 1973 Mimosa. Radio, new clutch, tyres. Taxed. £1,550 o.n.o. Tel: 01-530 4944. (80423
1965 ROLLS-ROYCE Phantom V James Young Touring Limousine. Finished in velvet green with pale green leather interior. Privately owned. Superlative and almost unmarked condition. Fully documented history. Without doubt one of the finest examples in existence. Tel: East Horsley (Surrey) 4818. (80407
MORGAN 4/4 1600. Crimson, 1969. Excellent condition. Tel: 01-688 9628. (80430
LOTUS ELITE 1962 Special Equipment. ZF gearbox, Stage 2 Climax engine. Offers around £950. 021-476 5797. (80412
SCIMITAR GTE 1971. Manual, overdrive, Yellow with tan interior, alloy wheels. Well maintained. £1,475. Tel: Caerleon (Gwent) 421143 after 2nd August. (80422

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1937 Austin Seven two-seater, as used by the A.A. Restoration just finished. Very rare model. **£1,200**
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1964 Renault Caravelle. Soft and hard tops, as new throughout, after extensive overhaul. **£1,000**
1937 Bentley 4¼. Rare Thrupp and Maberly body, green and black. Very original car. **£4,250**
1929 Brooklands Treen Riley, in excellent condition with very good history. **£2,250**

For further details of any of the above vehicles please telephone Marston Magna 386 or 577 Monday - Saturday 9am - 7pm.

FOR SALE—continued

MG-B GT V8, Teal blue, "M" registration, 32,000 miles, superb condition, £1,850. Mr. Bond, Crabwall Hall, Mollington, Nr. Chester. Tel: Great Mollington 431. (80405

R-TYPE BENTLEY 1953. Black and grey, *10,000 miles*. Complete with all tools, history. Maintained in Bentley condition from new. £2,995. Tel 0695 421904. (80426

ROLLS 20 HP 1927. Runs well but requires re-trim and repaint. Southern Motors saloon body with sunroof £2,500. Tel: 0695 421904. (80426

LOTUS ELAN SPRINT Drophead "K", Low mileage, Green/white. Radio/cassette. £1,550 o.n.o. Ascot 25687 evenings. (32234

TR4 1963. MoT, overdrive, H/S top, new tyres, exhaust, battery. £250 o.n.o. 01-272 9877. (80427

CORVETTE STINGRAY Convertible, 7-litre, full option 500 b.h.p. For photograph and specification see "Motor" June 19th 1976 or February's "Classic Car". Enormous power, fibreglass body, Cobra eater. Must be an investment. Offers around £4,000. 01-654 1168. (80431

MORGAN 4/4 2-seater. Origins date back to 1958. Rebuilt with 1500 c.c. Ford, new hood, tonneau, screens, carpets, etc. Re-registered 1976 "P". £2,750. 01-693 7379. (80431

LOTUS EUROPA JPS five-speed. August 1974. 29,000 miles. Radio. £2,300 o.n.o. Telephone: Swansea 43951 or Reynoldston 331. (80424

DAIMLER "15" (DB17/1) 1937. One lady owner from new. 38,000 miles from new. Full documented history. Superb original condition. A rare opportunity to acquire a first-class amazingly low-mileage classic car. Included: original catalogues maintenance manual, instruction card, insurance papers, etc. Original blue/black paint. £2,250 (exchange considered). Tel: Farnham (Surrey) 26593. (80425

MERCEDES BENZ 220 SC FH Coupe. 1957. Mechanically good. Body horrid but shower-proof. Mustn't be seen. £450 or exchange W.H.Y? Farnham 26593. (80425

ROVER 90 1958. Registration 14 GMO. One owner 17 years. In remarkable condition for year with original carpets, tools, Colour duo fawn. A fine car at £600 o.n.o. Burghfield Common 3178 (evenings). (80429

WANTED

WANTED: MERCEDES Coupe or Cabrio, LHD only. Send offers with photos or description and price to Box 5135. (F62317

1973 BMW 3.0 CSI wanted. LHD and manual transmission only. Offers to Box 5136. (F62317

WANTED—continued

WANTED BY COLLECTOR: any Rolls-Royce or Bentley pre-1966. Also early Ferrari Daytona or 330 GTC. Will travel immediately with cash. Skelmersdale (0695) 21873. (80375

37/38 TALBOT 10, Rear splined hub, r.h. nut. Headlamp mount tubes, front seat, air cushions, bonnet, corner rubbers. Hillcrest, Shilton Rd., Barwell, Leics. Earl Shilton 43371. (80359

MIDGET (1275) 1973/74 wanted privately. Prefer wire wheels hard-top etc. Collis, "Sunbeams", Roman Road, Dibden Purlieu, Southampton. (80379

RILEY LYNX, sound working car, not concours. Details: Judith Barrett, 3 Bell Lane Monks Kirby, Rugby. Tel: 0788 832488. (80128

LOTUS CORTINAS Mk. 1 or Mk. 2, any condition or parts for same. Write: J. Binns. 150 North Street, Leeds, Yorks. (80149

TRIUMPH GT6 1974. One owner with overdrive, Sundym, underseal low mileage. Private buyer. 0254 884122. (80150

WANTED: Details and drawings of early Stutz Bearcat and parts, especially instruments. King, Honeycroft, Main Road, Lavant Nr. Chichester, Sussex. Tel: Chichester 527585. (80136

LOTUS MARCOS E-TYPE TVR or similar wanted. Anything considered. Cash waiting. Buyer collects. Stamford 53848 (Lincs.). (80178

MG-B GTs, MG-Bs, MG-As, TFs, TDs, TCs wanted urgently. Condition immaterial. Top cash prices. Northwood (65) 25161 (80194

ALFA 2600 SPRINT workshop manual. Please write: Lyon, 18 Church Lane, Middleton-St.-George, near Darlington, Durham. (80198

WANTED: 1966 or 1967 E-type Roadster, at sensible price, reasonable condition. Ring: 01-720 5647 (days). (80202

ASTON MARTIN DB5 Vantage wanted. Must be excellent condition. Also Lotus 7 twin-cam Series 3, 1966-68. Body must be good, engine condition not important. Earls Colne 2432 (Essex). (80024

61 OR 62 E-TYPE Drophead for enthusiast. Restoration all right but runner preferred. Cash available. Tel: 01-720 5647 days. (80027

DROOP SNOOT Firenza wanted. Have for part exchange 73 GXL Granada plus cash. Tel: Dursley 3243 (Glos.). (80033

TR6 PRE-1973 with overdrive. Cash available immediately. Phone Brighton 556851 evenings/weeeknds. (80029

LOTUS ELAN or Elan +2 wanted by enthusiast. Cash for mint example. Tel: 064945 3119. (79977

WANTED—continued

LANCIA FULVIA Rallye Coupe 1970/71. Earlier considered if excellent. Cash available. Phone: Looe 3612. (80034

MG-A TWIN-CAM wanted. P. T-type, flat radiator Morgan, Gardiner, Cromkill, Ballymena Co. Antrim. Phone Ballymena 3684. (80035

SUNBEAM TIGER in good condition. Lotus Seven III. Any condition. 0273 556851 evenings. (80029

ASTON MARTIN DB4/5/6 Drophead urgently wanted. Would prefer good running order but absolutely any condition considered. Smith, Westfield House, New Rd., Armitage, Staffs. Phone Armitage (0543) 490232. (80039

AUSTIN HEALEY 3000 Mark III. Must be very good original condition. Private buyer. Buxton, Derbys 4644. (80022

ENGINE AND GEARBOX to suit 1937 Triumph Gloria Southern Cross. Also any other relative spares. Frazer's Filling Station, Annan Road, Dumfries. Phone: Collin 644 Dumfries 62666 (evenings). (80032

MARCOS WANTED, must be exceptional, low mileage, extras, cash waiting, private buyer. Phone: Hereford 57926. 79909

WANTED: AUSTIN 12/4 Tourer pre-1931 for cash. Must be in very good condition. SAE and photo to: 14 Moor Lane, London EC2Y 9BN. (79917

FOR 125 DELAGE DI North-East lighting ignition switch, or complete panel. Also dynostarter. Zenith TD carb 30 h.k.g. Good 820 x 120 Dunlop. Bailey 44 York Rd., Cheam, Surrey 01-642 7808. (79928

BRISTOL WANTED, anything considered, 2-litre or later model. Good or suitable for restoration or any spares etc. B. May, "Peterbrook", Peterbrook Rd. Solihull Lodge, Birmingham 021-474 4918. (79929

WANTED: MG TC, good price paid for sound original car. Write: Askew, 5 Mill Field, Bromham, Bedford, MK43 8LR, or phone Oakley (Beds.) 3156 after August 21. (79760

WANTED FOR STANDARD 10 or Pennant: overdrive unit. Would consider complete car for spares. Cirencester 2681. (79752

WANTED: ONE PAIR of Bosch headlamps for Mercedes 500K, 540K or 770K. Rupert Stuhlemmer, Ahrenshooper Zelle 3, Berlin, 38 W. Germany. Tel: 030-801 2034. (32086

WANTED: Motoring magazines, Motor Sport, Motoring News, Motor, Autocar, Autosport, etc. Denison, 5301 Aurora, Des Moines, Iowa 50310 USA. (79970

MG TC OR TD wanted by enthusiast, any condition, but must be complete or very near. Distance no object. Phone: Brownhills 5550 Staffordshire. (80428

WANTED—continued

DAIMLER PRE-1931, Essential good condition, Sedanca or similar desirable coachwork. Particulars to Advertiser, Garden Flat 23A, Redcliffe Road, Chelsea SW10. (79984

WANTED: Owners handbook for MG-C automatic. Also TF1250 gearbox required. Phone: Ormskirk (Lancs.) 72991 anytime. (79994

WANTED: LOTUS ELAN Sprint DHC, one owner, low mileage, original/undamaged. Aldershot 22471. (79995

ALVIS SPEED 20/25 wanted. Restored or restorable. Cash waiting. Miller, Landfall, Hambledon, Hants. 555. (79873

WANTED BY ENTHUSIAST for restoration: interesting pre-1950 car, whole or dismantled. Tel: 0302 57801. (77418

WANTED! Any Rolls-Royce Silver Wraith, Silver Dawn or Silver Cloud. Any condition! Anywhere! Best payment! Telephone: 01-385 1805 (Kensington). (79660

CHRYSLER 75 1927, Wanted to complete restoration: set of lamps, windscreen (roadster type) carburettor, spare wheel, carrier any manuals or literature. Pickering, 8 Mearse Lane, Barnt Green, Worcestershire. Phone: 021-445 1966. (79667

WANTED: WORKS manual and handbook for 1966 Reliant Scimitar 2553 c.c. Straight six engine. Dodd, Cote Hill Bungalow, Osgodby, Market Rasen, Lincolnshire. (79665

WANTED! Enthusiast requires any old or interesting sports or racing car. Any condition! Best payment! Telephone: 01-385 1805 (Kensington). (79660

WANTED: ARMSTRONG Siddeley Hurricane in mint condition. C. A. Hewett, 8, Mallard Close, Kelvedon, Colchester, Essex. Kelvedon 70489 (evenings). (79655

BULLNOSE 4-SEATER required up to £3,000. Flatnose might suit. Also Flatnose parts pre-1931 and 1937 2-seater side-screens. Please write: 39 High Street, Caister-on-Sea, Norfolk. (79693

E-TYPE TR6, Scimitar, Stag, Datsun 240Z or similar, fair cash price offered immediately. Will travel anywhere. Contact Michael Martin, Worthbourne (02016) 2495. (79692

A7 CHUMMY wanted for restoration by enthusiast. Incomplete or otherwise. Distance no object. 75, Hamilton Road, Great Yarmouth. Telephone 2736. (79693

BENTLEY 1957/59 S1 Flying Spur, privately for everyday use. Preferably one (or few) owner car, with known history and in sound well looked after condition. All offers considered and acknowledged. Write Box No. 5138. (79596

WANTED: LOTUS SEVEN, cheap and tatty, incomplete, rolling chassis, anything considered—even racer. Croydon 764 0587. (79599

PRE-1960 INTERESTING Saloon or Tourer wanted. Anything considered. Cash available. Please phone Cullingworth 3114 (Yorks) evenings. (79600

ARIEL RED HUNTER or similar 500 c.c. trials motorcycle. Complete, running, and preferably original; but not necessarily unthrashed. Photos desired. Description and history (if known) to Cravens, 2920 24th W., Seattle, WA. 98199, USA. (79604

LOTUS ELITE, Eleven, Seventeen and Twenty-three. Also need Lotus and Coventry Climax spares, plus MG-B spares for pre-'67 models. Borrani wheels for Elite and old wood rim steering wheels for any car. Box 5137 Motor Sport. (F62330

E-TYPE 4.2 1970/71 Roadster or F/H. Will consider others if mint, but not 2+2. Unlimited cash waiting for low-mileage + owner car. Tel: Godfrey, Glos. 23842 evenings; 22047 daytime. (79499

DESPERATELY required: new driver's door for 1967 Sunbeam Tiger Mark II. Late Alpine model would suit. Manufacturers part number 2237772. Any other spares for Tiger also of interest to complete extensive restoration. Telephone: Alastair at Rawdon 502957 or Shipley 55161 day or night. (31917

FERRARI DAYTONA, LHD only, wanted. Send details and price to Box 5134. (F62317

SEVEN BIG HEALEYS **1967 Mk III,** B.R.G. Wires, o/d, excellent chrome, very original, low mileage car with several useful extras. **1966 Mk III,** Ice Blue. Wires, o/d, new wings, sills etc., despite mileage of under 30,000, respray in progress. **1966 Mk III,** White. Wires, o/d, original condition, 65,000 miles, needs tidying to make a very neat motor. **1965 Mk III,** Ice Blue. Wires, o/d, under 70,000 miles, new sills about to be fitted, interior retrimmed, and exterior resprayed. **1965 Mk III,** Wires, o/d, new wings and sills about to be fitted, respray in Black or Ice Blue to customers' requirements. **1964 Mk III,** Wires, o/d, new sills, bottoms of wings etc., about to be resprayed, inexpensive top down, summer motoring. **1961 Mk II** Colorado. Wires, o/d, hard and soft tops, tonneau, 70,000 from new – original, immaculate.

FIVE MG's, OLD AND NEW **1973 MGB Roadster,** White, Rostyles, o/d, new tyres, immaculate interior. **1973 MGB Roadster,** As above. Both one owner cars. **1965 & 1966 MGB Roadsters,** Both Red, wires etc., some work needed on both cars, but basically sound and very cheap. **1963 MG Midget** needs respray, but very sound.

PLUS **1973 Escort Mexico 1600** 42,000 miles, immaculate in every respect.

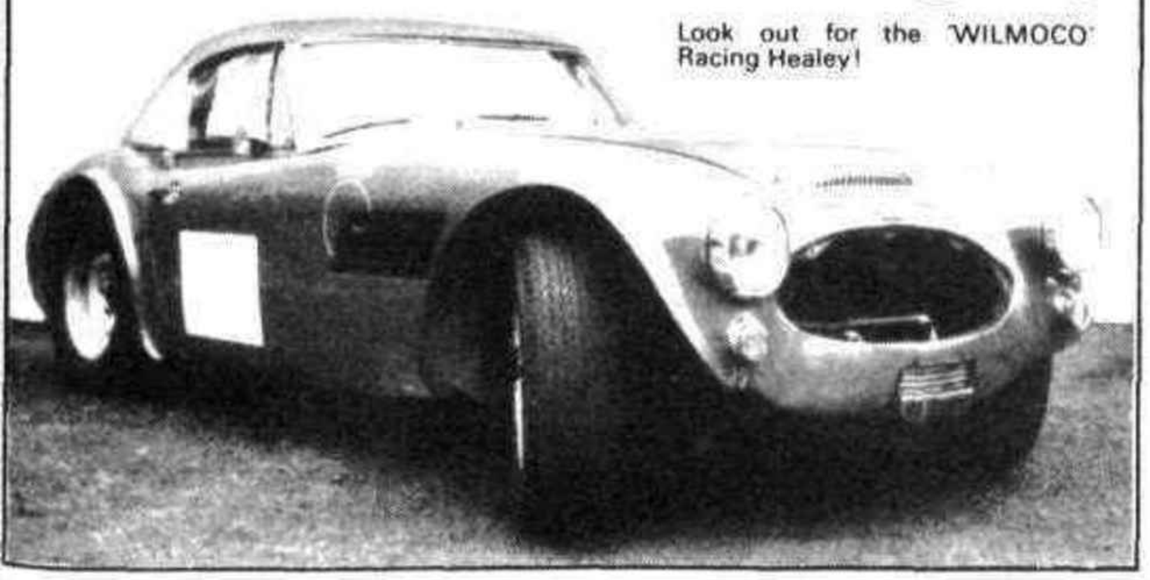
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Look out for the 'WILMOCO' Racing Healey!



INVICTA, 1931, S-Series low-chassis tourer, No. S-102. 98-pt. condition, plus spare motor. **Asking £19,000**

TALBOT-LAGO, 1939, Pourtout coupé, 150 CSS, No. 190121. Paris Auto Show car, 90-pt. condition. **Asking £22,000**

FERRARI, 1948, Inter 166s (a matching pair), No. 009/S coupé and 011/S first ever convertible, Farina body, 98-pt. condition. **Asking £33,000** for the pair or **£20,000** each.

BENTLEY, 1936, 4½-litre 3-position d.h.c., No. B1206A, 98-pt. condition. **Asking £11,000**

1934 HISPANO-SUIZA, very rare Saoutchik bodied touring coupé. Concours condition throughout. **£17,000 or near offer**

JAGUAR D-Type, 1955, short nose, with Weslake 12-plug wide-angle head; 98-pt. condition. Chassis XKD 523. **Asking £19,000**

PHIL ROSETTE, NEW PRESTON, CONN. 06777, U.S.A.

1959 MARK IX JAGUAR. Auto./power. Black, original paint, red interior. Guaranteed 35,000 miles **£1,495**

1955 BENTLEY 'R'-TYPE. Automatic. Just resprayed, mechanically excellent; still undergoing restoration **£1,995**

1960 ALVIS TD21. Just fully restored in regal red with grey hide interior, new mohair hood **£2,950**

1960 PORSCHE 356B 1600 SUPER, in Porsche red, just fully restored **£2,400**

1939 BUICK SPECIAL MACLAUGHLIN. Black. Superb throughout .. **£1,500**

1958 MARK VIII. Manual/overdrive. Service history, excellent condition. Very rare car in black **£995**

1958 VAUXHALL VICTOR. Totally original condition **£595**

Also available: Two very fine **DAIMLER V8** saloons ..... From **£695**

WE ALSO HAVE OTHER CARS AVAILABLE AND ARE ALWAYS IN THE MARKET TO PURCHASE CLEAN UNUSUAL CARS.
SHIPPING AND INSURANCE ARRANGED FOR OVERSEAS CLIENTS.
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3-5 ANDOVER PLACE, LONDON, N.W.6. 01-624 0591

WANTED—continued

MERCEDES DROPHEAD Coupe wanted, pre-1958 models preferred, LHD and top condition (no rust) only, please. Send offers with details and photos to Box 5133. (F62317

WANTED: ALFA 1300 Sprint Zagato or Porsche Speedster. Letters: D. Bake, 16 Schapendrift, Blaricum, Holland. (31748

WANTED for 9/28 1929 Humber Tourer complete steering box assembly, including steering wheel and controls. G. Nicholson, 16 Sherfield Drive, Newcastle-upon-Tyne NE7 7LN. Phone: 0632 662911. (79181

PORSCHE 911S 1971 onwards. Low mileage. Any first-class condition wanted. No dealers. Cash available. Burgess Hill 5034. (79187

MG PA, PB, OR TA wanted. Sound and original, or would consider an unfinished rebuild. Prestwich, 4 Grovelands Barnwood, Gloucester. (79291

AUSTIN J40 PEDAL CAR wanted by enthusiast. Only original and in excellent condition. Must be complete and functional. J. Schmid, SNTO, Swiss Centre, 1 New Street, London, W1V 3HG. 01-734 1921. (31825

LOTUS SIX present or past owners: any information, pictures, parts—especially upper panels, nose, wings, screen, complete E93A engine. Please write, all contacts answered, 6, Hutton Lane Guisborough Cleveland 3599. (79393

TR3/3A, v.g.c. Details to Jupp, 26 Church Lane, Southwick, Sussex. (79438

A ROLLS-ROYCE Funeral Hearse. Reasonable price. Answer with a photograph and price. Karl Persson, Majorsgatan 1, 703 69 Orebro, Sweden. (31880

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

ANY NUMBER 1 or distinctive registration number urgently wanted. Please phone 051-428 8361 mornings/evenings. (75530

WANTED: ANY "T" TYPE MG car. Also Rolls-Royce, Bentley, or any Open Sports/Tourer. Phone 061-928 2922 or write Fox Farm, Brook Lane, Timperley Cheshire. (31647

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

WANTED for Silver Ghost: urgently need post 1917 Silver Ghost petrol tank. Also wanted: any early Silver Ghost parts, wheels, literature, set of chassis drawings, etc. Reply: Jos. M. Lewis Snr., 7079 Colerain Ave., Cincinnati, Ohio 45239 USA. (62068F

WANTED: ROLLS-ROYCE Silver Cloud I, II or III Convertible in any condition. Please phone 051-428 8361. (78401

STRATFORD-ON-AVON Motor Museum. Tel 69413. Open every day—wants old cars, books, badges, lamps etc. (31062

SPEED 20 LAGONDA 2-litre Talbot 105 or similar sports car wanted. 01-828 7449. (72123

CLUB MEMBERS want magnificent monsters, rotten wrecks, surplus spares and anything else old/interesting. VTEC, 14 Broadway, SW1, 01-834 9225. (29928

BUGANTICS: Volumes one to eleven. Complete set or odd copies purchased. Some duplicates for exchange. Box No. 5093. (77435

ENTHUSIAST requires Rolls, Bentley, Ferrari, Porsche, Aston Martin, Lamborghini, etc. Damaged non-runners needing restoration or immaculate. Collect anywhere. For realistic offer phone 01-274 8765. (77038

ROLLS-ROYCE or Bentley required. No objection to one requiring attention, would view. Quick settlement. 01-650 9795 evenings. (80323

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

PRIVATE BUYER requires Silver Cloud or early Shadow, in good condition. Please send details to Box No. 5157. (80328

TR3A OR SUNBEAM Rapier IIIA in immaculate condition, especially bodily. Cash available. Dr. B. Thompson. Tel: 01-892 0411 after 9 p.m. (80347

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

JAGUARS WANTED: XK140 DHC or Mk IX for restoration. Tel: 01-720 5647 days. (80027

MISCELLANEOUS

ROLLS-ROYCE & Bentley owner driver club are raffling a Bentley at their concours d'Elegance on Sunday September 19. See our display advertisement on page 970. (32241

5U UPDRAUGHT carburetters, 22FZB, 24T-2, manifold for A7. Offers: Brownsett, 5 Bourne Street, Wilmslow, Cheshire. (80416

JAGUAR NEW SPARES: Mk. 10 door shells £10 each. Bootlid £6. Track rods £3 pair. E-type 4.2 brake m/cyclinder £8. Pair chrome silencers £12. O/S rear bumper blade £10. N/S/F sidelight £4. Series 2 pair f/bumper blades £15. Centre bar £15. O/S rear blade £10. R/centre blade £6. Tel: Earldom 373. (80316

BUGATTI CATALOGUE, all models 1926-27 £35. Bugatti metal enamelled sign, £20. 820 x 120 wooden wheel, £15. Austin 750 OHC model racing car, BRG, as new, best offer over £140. Tel: 01-642 7808 (Surrey). (79928

MISCELLANEOUS—continued

1920 **DANCING LADY** Mascot on octagonal cap (SAE photo) £20. Nicholson's "Book of the Austin 7" £5. London/Brighton programmes 1946/1948 to 1965 £10. "Old Things", 6, Kirkgate, Knaresboro (5998) Yorks. (80319

MOTOR SPORT for sale: 1953-1973 complete. Offers. Also many duplicates. Please list wants. Wills, 1 The Paddocks Thornbury, Bristol. (80315

1930 4½ BLOWER BENTLEY model, 1/12th scale. Scratch built. Boat-tailed body. Completely detailed wtih working lights. Leather upholstery. Offers over £100. Goulding, Worcester 422841. (80313

1937 HUDSON SIX, twin side-mounted spares, right-hand drive, 3½-litre (22 h.p.) side valve six. Engine completely reconditioned. Interior worn, but completely original. Near perfect bodywork, incredible paint finish. Believed only one in England. President of HET Club knows of only one in the US. This is not for sale, but exchange for Lamborghini Miura, or interesting and rare, modern/vintage sports, or W.H.Y? Anything considered. 01-291 0641. (80134

VETERAN AND VINTAGE—first 9 volumes complete with indexes. Volumes 1-7 full bound in green buckram, £50. Also 1938 Autocar second Show issue. Phone (office hours) Sylvia House, Henley-on-Thames (04912) 2426. (32185

TVR 3000M 1975 "P" registration. The latest specification, 130 m.p.h. touring with 0—60 m.p.h. in 7 seconds, 1 owner from new. Finished in unmarked Aubergine with black trim. Extras include sunroof, Sundym all round push-button radio, HRW, mag. alloy wheels, etc. Only £2,995, saving £1,000 on new price. Chobham (Surrey) 8626. (80321

SS100. ALSO 1½-LITRE handbooks. Offers 01-748 1568. (80365

MOTOR SPORTS: 1939—all issues except for sale—£30. Also wanted various issues between 1930 and 1933, and all between 1924 and 1930. Road & Track wanted: all pre-June 1951 and various issues 1974 thru 1976. Lewis, 36 Warrington Crescent, London W9. 01-602 5946 days; 01-289 3051 eves. & weekends. (80358

1934 CARLIGHT CARAVAN—ready to tow away and use at traction engine and car rallies. Gas lighting and cooking. Four berth, 15 ft. long. A once only chance as this is the only Carlight of this age known to be in regular use. £400. Phone Northwich (0606) 77606. (80339

PAIR BRAND NEW (in maker's box) Weber carburetters. Also inlet manifold for MG-A twin-cam and offside rear wing (BMC metal). Phone after 6 p.m. Burton-on-Trent 63036. (80338

1948 AUSTIN A40 Pedal Car. Complete mint condition. Repainted rechromed, lights, horn working, £90. Eastbourne 0323 29859. (80371

FOUR NEW 15 in Jaguar chrome wire wheels, £75. Phone: Buckingham 2803. (80364

VETERAN AND VINTAGE 26 copies 1960—1963 Motor Sport 1960—1975 some odd copies missing, £25. Buyer to collect. Pollard, Telephone 096 66 515 Hawkshead, Cumbria. (80157

WHITE STEEL, hard top for TR6 in beautiful condition, £55 o.n.o. Tel: Caerphilly 867927. (80167

SALE: GARAGE petrol pumps, three just taken out of service, four more as spares, all pre-war electric. Offers: Crediton (Devon) 2375. (80168

NAPIER LION 12-cylinder brand Arrow aero engine, £900. Exchanges. Phares Autoroche screen mounted spotlamp, suitable large vintage carriage. Immaculate. South Benfleet 4174 Essex. (80186

LARGE COLLECTION of Motor Sport for sale, some 700 copies, no duplicates, mostly in official bindings, phone evenings 061-483 4930. (80204

R-R SILVER DAWN Conversion kit in stainless steel. Complete for Mark VI £125 o.n.o. 01-589 5014. (80205

AUSTIN HEALEY 3000 Mk. IIA Mk. III chassis, as new, body panels suspension parts, engine and gearbox. March 3698 4661 evenings Cambs. (80124

MOTOR SPORT volumes 6-14 (1929-1938) £275. 01-864 3351, 8.00 a.m.—9.00 a.m. (80132

FINE PROPERTY, Queen Ann farm house, wtih cottage and very large barns, workshops, paddock, courtyard and garden. Suitable vintage car dealer, etc. Well known main road site. Phone 0455 23250. (80045

MOTOR SPORT Nov. 1961—Dec. 1974. Offers around £20. Telephone Southend (0702) 557847. (80054

CLASSIC AMERICAN Auto Club stage their 14th annual meeting at Knebworth House, Aug. 15th. Open event for pre-1942 American vehicles, the Lincoln Continental to 1948 accepted. Always a fine display of interesting and rare pre-1942 Americans. 8 classes, plaques awards. Entry forms now from: Secretary, Old Laundry Cottage, Eastwick Road Hundson, Hertfordshire. (80053

72 FT. CANAL NARROW BOAT. Wooden with superstructure. Fitting out needs completion. No engine. Afloat on Oxford canal. £1,750 or exchange any interesting car, cash either way. Steeple Aston (Oxfordshire) 40606. (32110

HEALEY 2½-LITRE SPARES: Front and rear brakes, steering parts, good C-type frame and Alvis roadster body, both shortened. Pathfinder gearbox and some engine parts. Wroxton St. Mary 647. (79906

MISCELLANEOUS—continued

CAR RECOVERY. Local or Continental. Suspend, tow or trailer. Hythe 843101 (mants.) evenings. (79967

NEW BSF BOLTS and setscrews, with nuts. Most H-Tensile and plated, 3/16 in. to 3/8 in. dia. ½ in. to 2½ in. long. 200 assorted, £6.50 post pd. UNF available same price. E. A. Clare, 25A Lenton Road, Nottingham. (79969

BREAKING PRIVATE Collection: Brace Austins, first-class Healey 2.6L 1958 2+2 LBC 89. Overdrive, wire wheels (54,000), eight-track stereo/radio. 3000 Mark 2, 61/62. 7373 YG, very scruffy, therefore ideal rebuild. 1952 Sheerline Post-War Classic replacement engine, suitable restoration. 1957 Rover 75 (P4). Extremely tidy/original. Vincent 500 Comet 1952 mint condition! 8C 1931/32 2.6L Alfa Romeo Mille-Miglia Replica (first/second class winner recent "Bugatti" Cognac races), supercharged two-seater, undergoing engine restoration. Consider exchange D-type Jaguar, similar and substantial cash. Pinfield Lodge, Barntgreen, Birmingham 445/2551. (79986

RILEY OWNERS please note: closed August 8th/22nd inclusive. See advertisement page 975. Lundegaard, Gloucester. (79992

MG-A SPECIALIST: New and used spares. New sill repair kit available. MG-As always wanted. Simon Robinson, Burns Farm, Dacre, Harrogate. Phone (042 372) 519. (80000

BMW SPARES available, all models 1964-76. Off shelf, mail order if required. Southport 40047 (78254 evenings). (79963

BUGATTI CATALOGUE, all models 1926-27 £35. Bugatti metal enamelled sign, £20. 820 x 120 wooden wheel, £15. Austin 750 OHC model racing car, BRG, as new, best offer over £140. Tel: 01-642 7808 (Surrey). (79928

BENTLEY MARK VI/R type body parts. Phone: Toddington (Beds.) 2957 for list. (3211/

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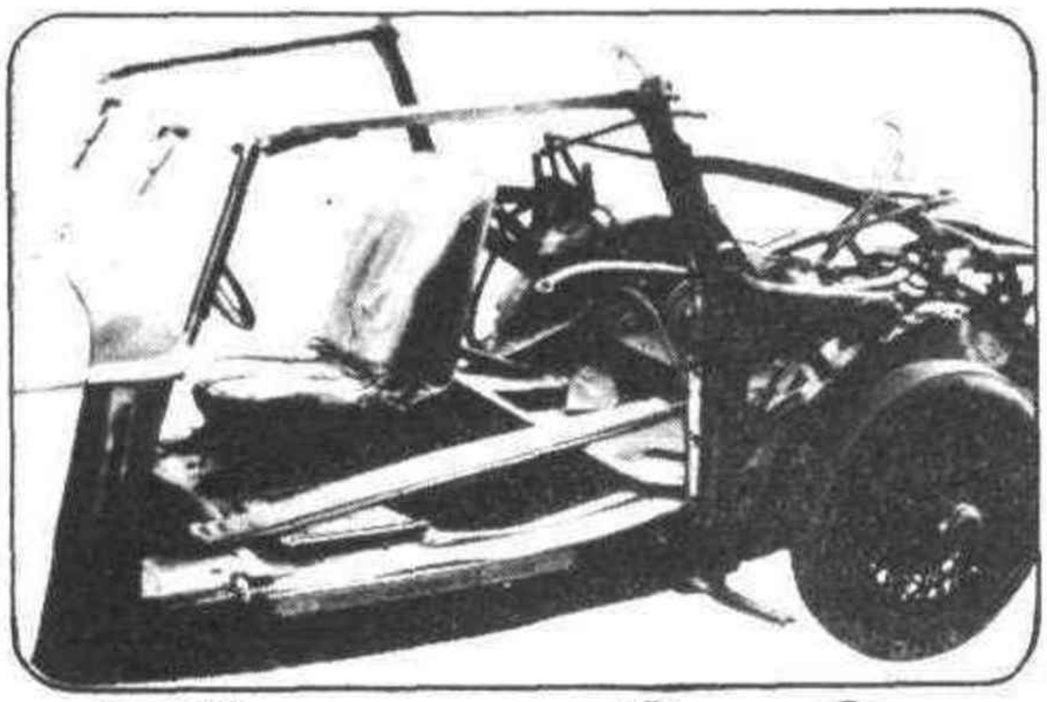
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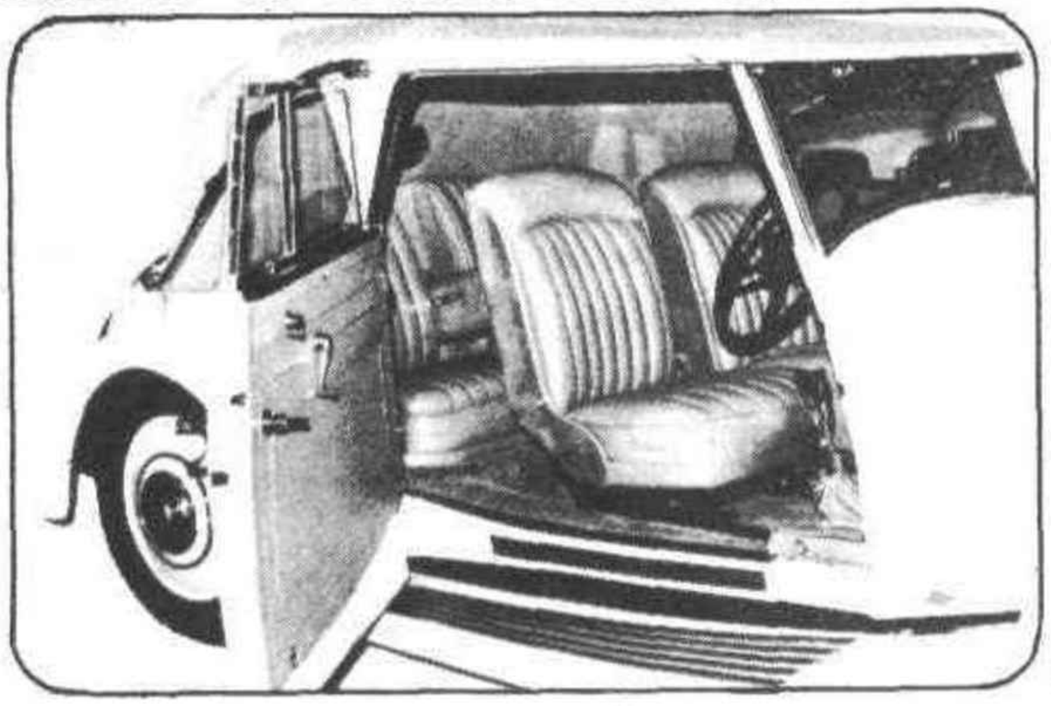
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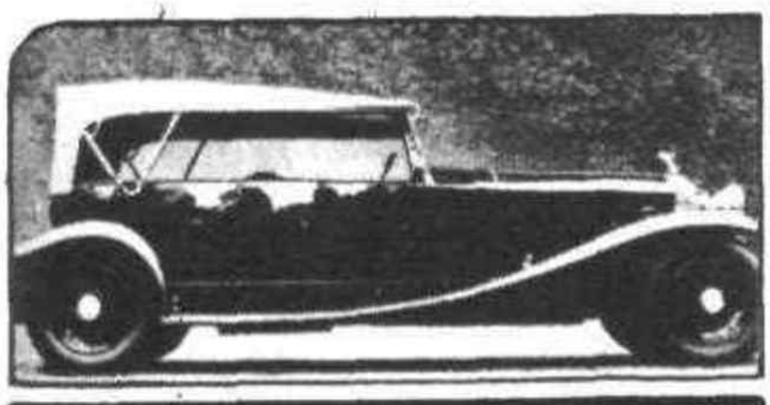
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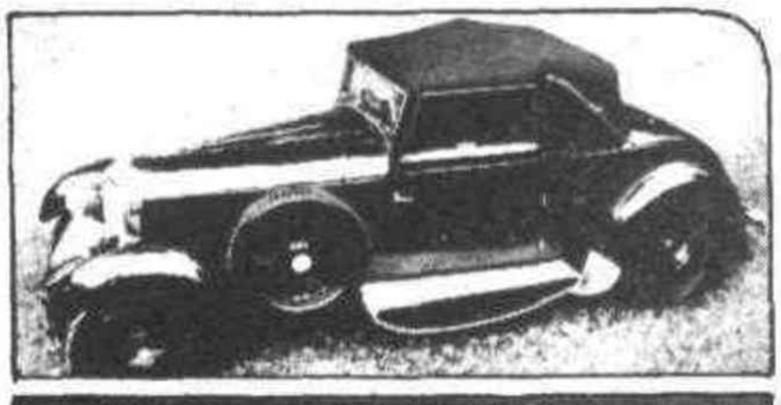
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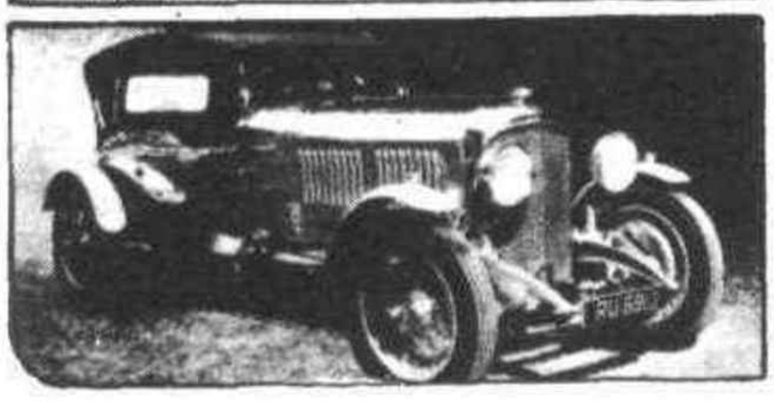
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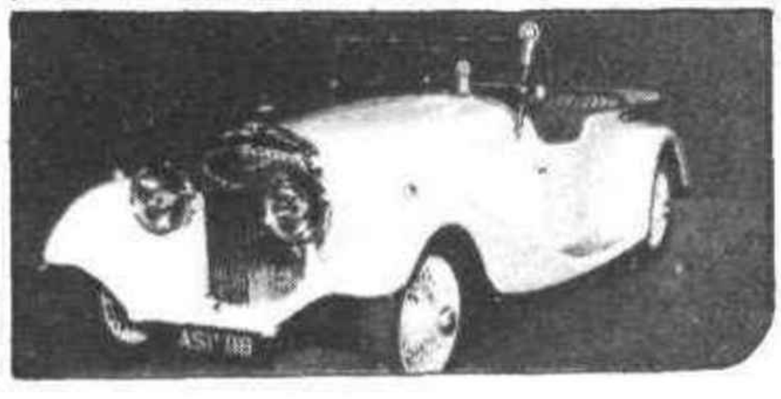
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1964 Bentley S.3 saloon, just being repainted by us in Shell Grey and Black. Pale Blue leather. In really super condition.

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1958 M.G.-C GT. A specially prepared edition of this increasingly rare car. Overdrive, wire wheels, radio, door courtesy light, centre console, anti-hazard, late-type grille, spots, etc. In metallic Sand. **£895.**
1972(L) Toyota Celica. Pale metallic Blue, 32,000 miles with one ex-Wimbledon champion, and in really fine condition. **£1,095.**
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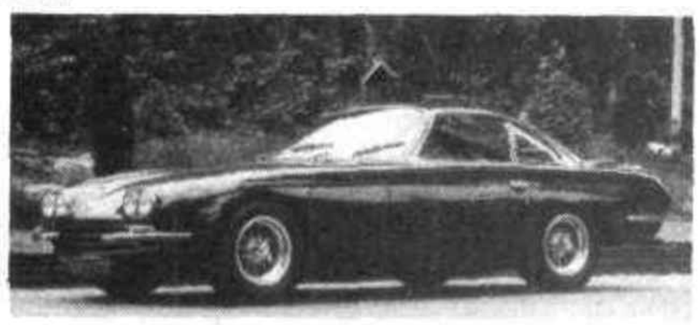
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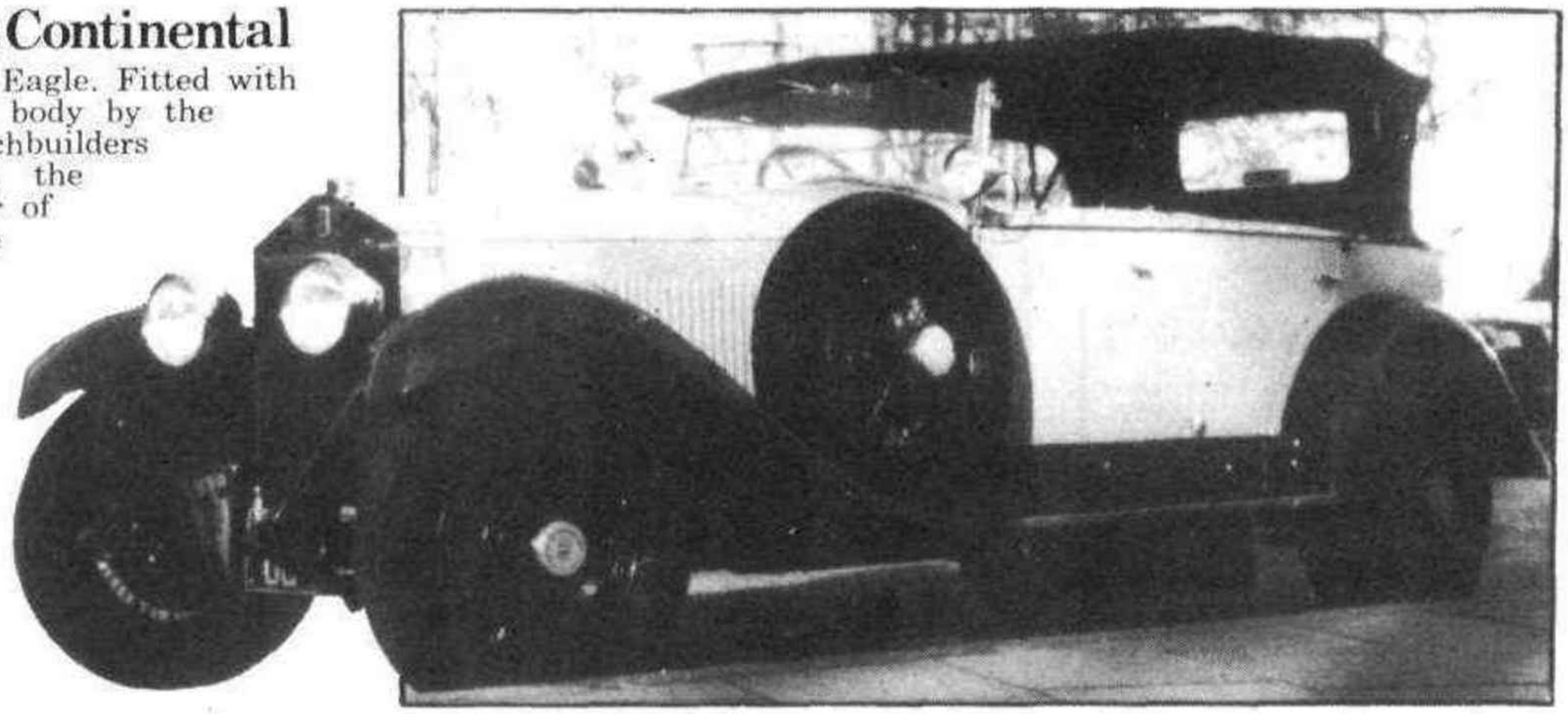
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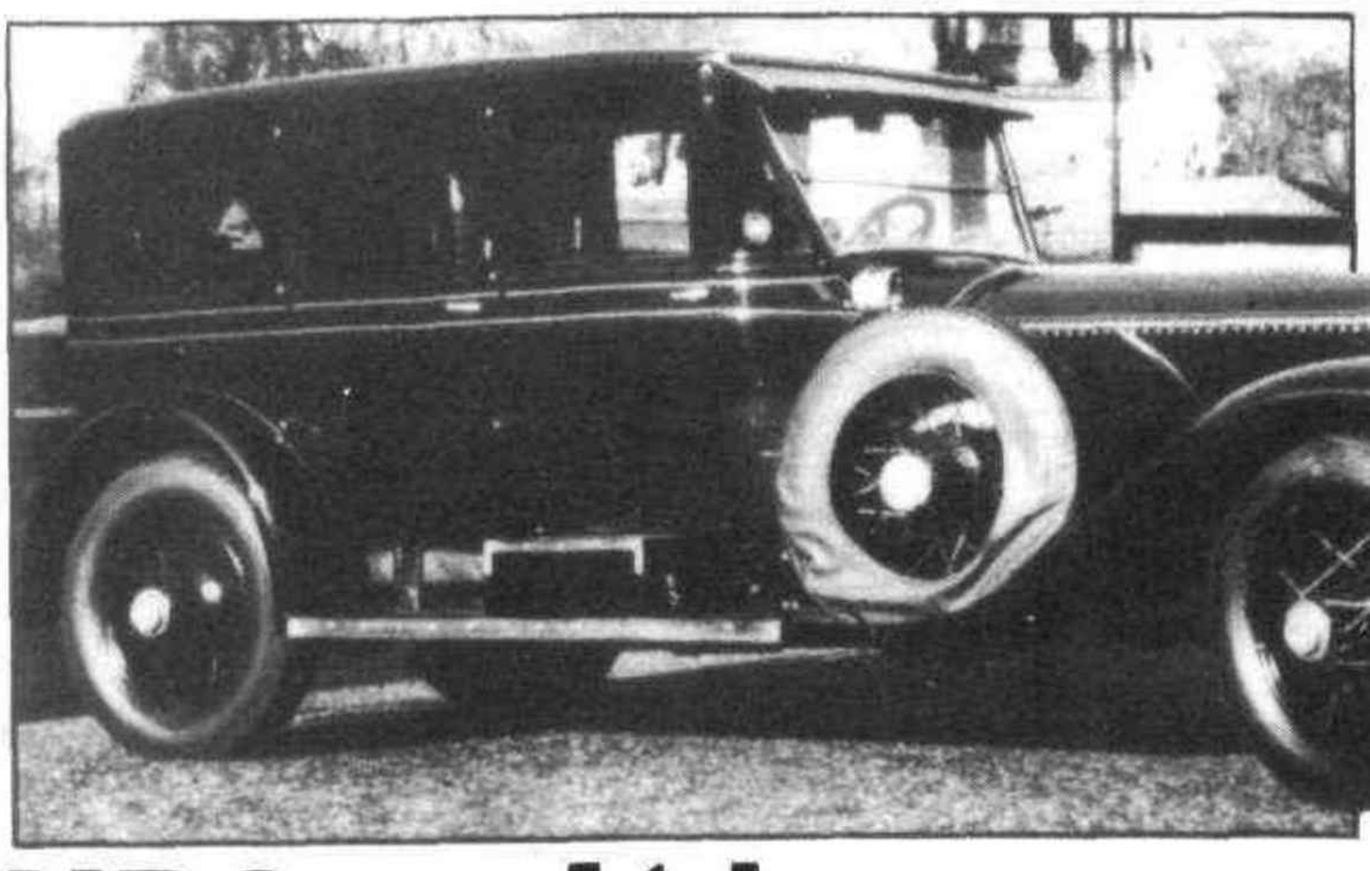
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***AND** – there's a second version coming – probably in September. It's from the usual 1-12th F1 kit-maker and is set to retail around £7.70 plus 85p post and insurance. Detail is as above except that there are no engine internals. We know already that it goes together like a dream and is very accurate, being modelled on the car which won at Watkins Glen late last year. Again – an early order is essential if you want to be first to have one.*



THAT, as if you didn't know, is a road-going **Porsche 911 Turbo.** Not full size but another super-detailed 1-12th scale kit that goes together like a dream, does not need painting to make it look fine and is full of detail – like fully detailed engine with hinged cover, rubber tyres, working steering and suspension, highly detailed interior even to sliding seats. You can make a racer or road car from it – our built ones (we're greedy, we've got two) attract daily envy – so can yours for £15.30 plus 85p post (if you order two kits or more make the post 35p each). To give you an idea of 1-12th scale it makes this 911 about 14" long – a big model. The Ferrari will be about the same.

Below is a quick checklist of some 1-12th detailed models we've got – most detailed to oil, brake and fuel lines, working suspensions, readable instruments and always easy-to-work-with instructions. To see them drop in any day or ask for our currently free checklist of large-scale kits. Our metal kit and small-scale hand-made-model catalogue is now available, 48 pages and over 140 pictures for 50p.

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1973 (M) MGB GT. This is another superb one owner example finished in Citron with black cloth trim, 13,000 miles, fitted sunroof, tinted glass, o/d, 8 track stereo & head restraints **£1,950**
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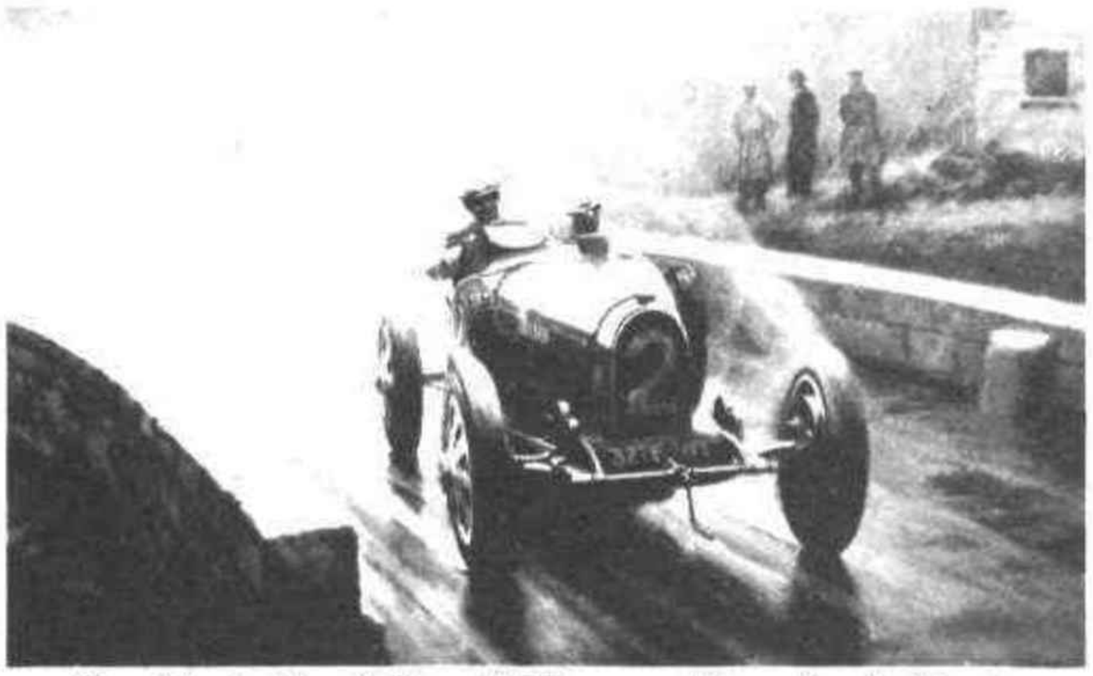
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Roy Nockolds: A Bugatti Type 51 driven by A. Varzi in the 1931 Targa Florio £780.



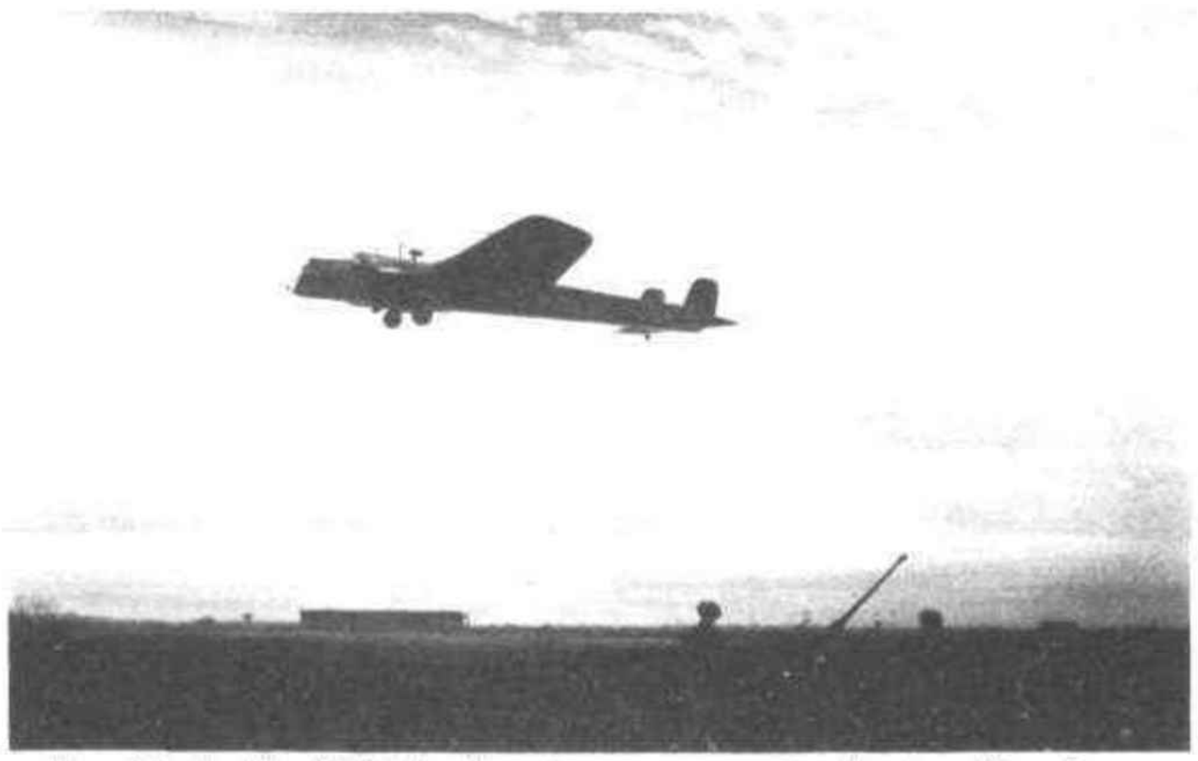
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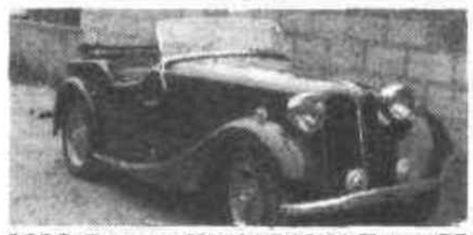
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FHC body with lift-up rear door. Special moulded PVC interior with matching headlining, front seats incorporating head restraints and fold-flat occasional rear seats providing additional luggage space.

NAC 430F —

FHC body approximately 5 inches shorter than production 3000 Mk. III with fast-back similar to DB6 Aston (see article 'Farewell to Austin Healey', *Autocar*, 28th Oct., 1971). Rear door and occasional seats as DAC 130C. Full works engine (No. 29.RSP.2283), straight-cut gearbox and competition overdrive fitted by BLMC Competitions Dept. and reputed to produce in excess of 185 b.h.p. I roved dashboard layout and seating to provide con tely relaxed driving position, 72-spoke wire wheels, dual braking system. This car represents possibly the ultimate development of the 3-litre-engined Healey.

In view of prices currently asked for production 3000 Mk. IIIs, of which some 17,000 were built, and with the knowledge that this pair of cars, once owned and driven by Donald Healey, are the only two in the world, offers approaching five figures are expected.

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Preparing at the moment for the MORGAN "extravaganza" at Shelsley on August 15th, will you be there? I shall be driving brother Andrew's MORGAN 4/4 8DA. Look out for one or more of our three-wheelers too. Peter is rather short of stock again but he has got MORGAN PLUS 8, 1969, black, red leather interior, 45,000 miles; MORGAN 4/4, 4 seater, 1976, off white, wire wheels, red leather again; MORGAN 4/4, 4 seater, 1973, lemon yellow, easi-clean wheels, 27,000 miles; MORGAN 4/4, 4 seater, 1971, indigo blue, wire wheels, 39,000 miles; MORGAN 4/4 1975, (we hope) wire wheels, light orange, 8,000 miles; MORGAN 4/4, 1971, competition, 44,000 miles; a 1958 SPRITE with "oeil Francais" painted orange. I am searching for an F-type three-wheeler, so a call to Peter would be appreciated if you are wanting to sell yours. Odds and ends dept. has a Mk3 Midget hardtop of Lenham origin and a pair of Plus 8-type bucket seats.

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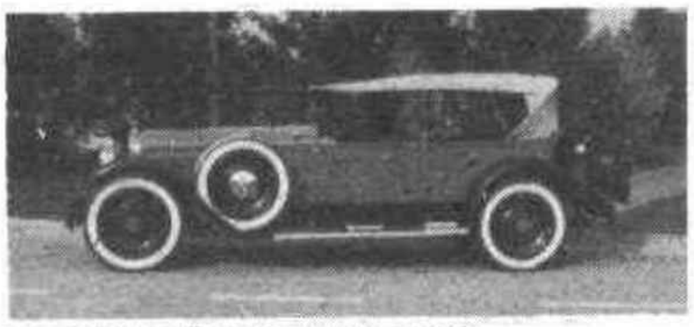
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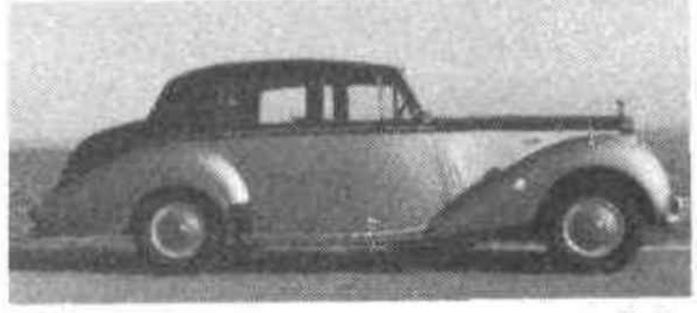
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ALFA ROMEO 2,300 8-C Castagna 1934. English and Swiss registration ..... **Swiss Francs 100,000**



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SILVER DAWN 1954. RHD. English and Swiss registration ..... **Swiss Francs 35,000**



HISPANO SUIZA H6B. coachwork by Van Tright (NL) Sedanca de Ville 1926. ..... **Swiss Francs 80,000**



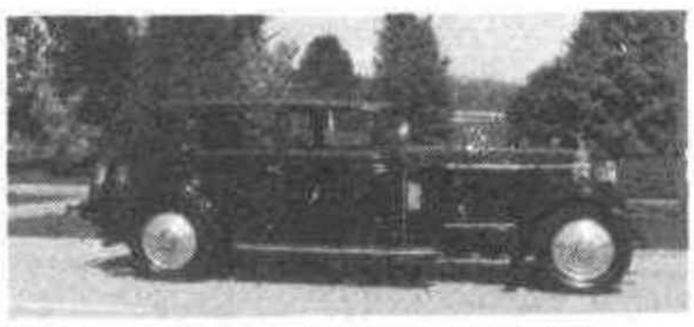
BUICK MASTER SIX 1928. French and Swiss registration ..... **Swiss Francs 20,000**



JAGUAR SS100 1935. English and Swiss registration ..... **Swiss Francs 75,000**



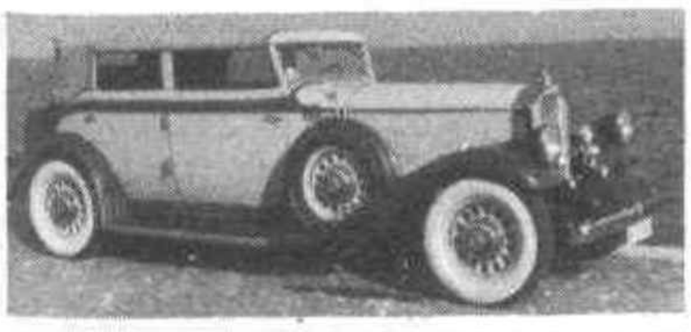
BUGATTI TYPE S7 1937. coachwork by Malby of Folkestone. French and Swiss registration
Swiss Francs 75,000



ROLLS-ROYCE PHANTOM II 1929. Sedanca de Ville by Gurney Nutting. English and Swiss registration. ..... **Swiss Francs 90,000**



CADILLAC PHAETON 7-passenger V8 model 341-B 1929. American and Swiss registration
Swiss Francs 85,000



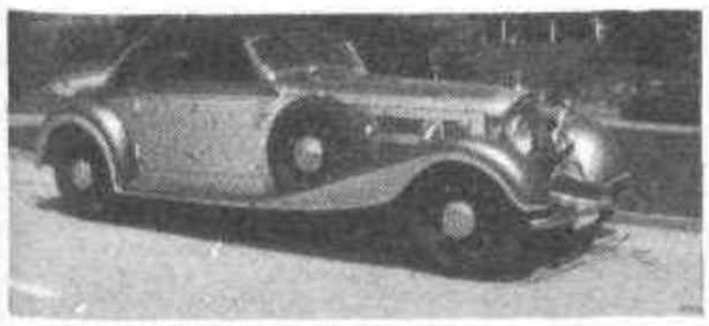
PIERCE ARROW 12 cylinder 1932 American and Swiss registration, Monte Carlo Rally 1974
Swiss francs 150,000



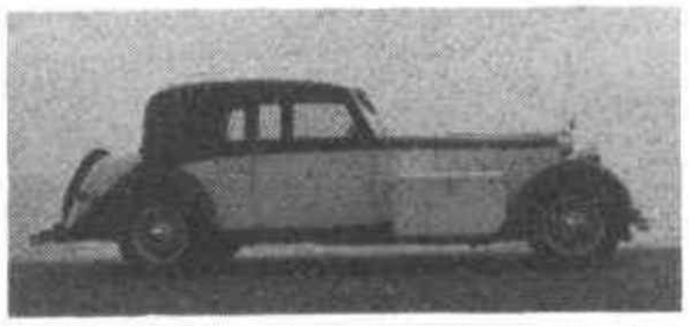
BUGATTI 101 1951, Body by Guilloré
Swiss francs 40,000



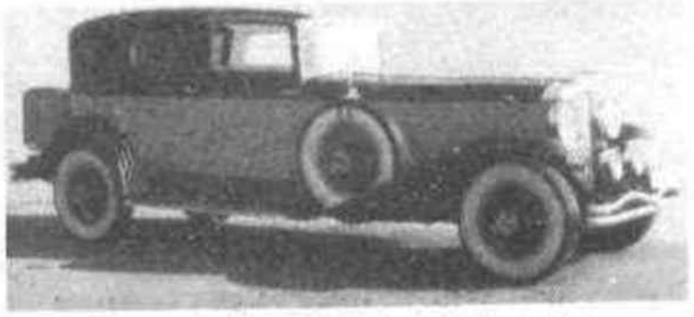
FACEL VEGA, FACELLIA III, Volvo engine 1964. Swiss and French registration
Swiss francs 10,000



MERCEDES 540K 1937 Cabriolet A
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HISPANO SUIZA K6, body by Van Vooren 1936. French and Swiss registration .. **Swiss francs 75,000**



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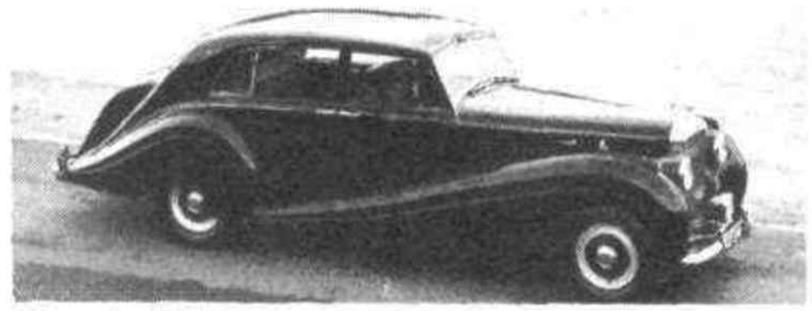
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1961 BENTLEY S2 Standard Steel saloon, an entirely original example finished in smoke green and upholstered in green West-of-England cloth (a highly unusual specification) with only the door panels and carpets trimmed in leather; individual front seats, factory-fitted electric windows and aerial; 90,000 miles recorded under three owners. **£3,850.**



1969 series BENTLEY T-type very rare 2-door saloon by H. J. Mulliner, Park Ward, with full specification including refrigeration, Sundym glass and fur over-rugs, fitted also Webasto sun-roof and reading lights to front; finished in golden sand, double fine-lined green, with matching beige trim, this one-owner car has covered 41,000 documented miles.

1949 ROLLS-ROYCE SILVER WRAITH 'TEVIOT' touring limousine by Hooper, painted black, lined gold, and incorporating the Lucas P.100 external headlamps, and with metal sun-roof to the driver's compartment; upholstered brown leather to the front and fawn West-of-England cloth piped brown hide with fitted golden-brown lambswool rug to the rear. Electrically-operated division and rear blind. At 21,379 miles and with full history, probably the lowest mileage and most completely original Silver Wraith in the world.

1953 BENTLEY R-type saloon by H. J. Mulliner, one of, we believe, less than fifty of these elegant and attractive 'razor-edged' bodies to be mounted on this chassis series. Our example is nicely turned out in royal blue, coachlined gold, the contrasting natural tan hide upholstery being in superb order and enhanced by the camel-beige headlining recently fitted to the original specification in finest West-of-England cloth. The car has covered only some 145,000 miles, and much documented history is available. **£4,250.**

1963 BENTLEY S3 Standard Steel saloon, traditionally liveried in pearl black with matching light grey hide upholstery, headlining and carpets; fitted electric windows and aerial and stereo cassette player; just under 80,000 miles only covered from new. **£4,950.**

1967 ROLLS-ROYCE SILVER SHADOW rare two-door saloon by H. J. Mulliner, Park Ward, with full specification including refrigeration, Sundym glass and fur over-rugs, painted sand, lined dark brown, the interior upholstery in matching beige hide with dark brown piping, this two-owner motor car has covered only some 55,000 miles from new, and has been main-agent maintained. **£7,750.**

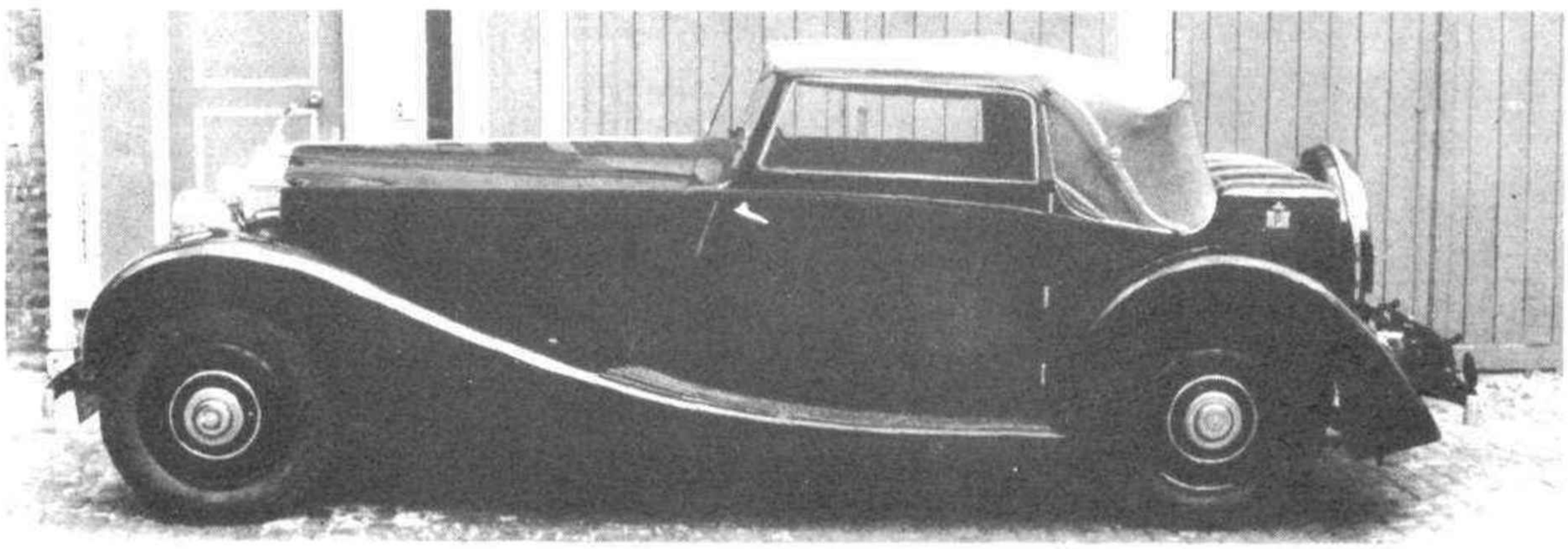
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1964 BENTLEY S3 Continental Flying Spur with coachwork by H. J. Mulliner/Park Ward. This car is in superb original condition and the mileage is 56,000. Finished in Whitehall grey over rose beige, with red Connolly hide and electric windows. Just checked over in our workshops and new tyres fitted. (*Similar to picture.*)



1962 BENTLEY S2 Continental Flying Spur with coachwork by H. J. Mulliner. Finished in black with beige hide bench-type front seat, stereo, tinted glass. This car has had a replacement engine and gearbox 40,000 miles ago and the total mileage is 120,000.



1961 BENTLEY S2 Continental 4-door saloon with coachwork by James Young. Finished in almond green with dark green hide, front electric windows and fully refrigerated air conditioning. This car has an excellent history.

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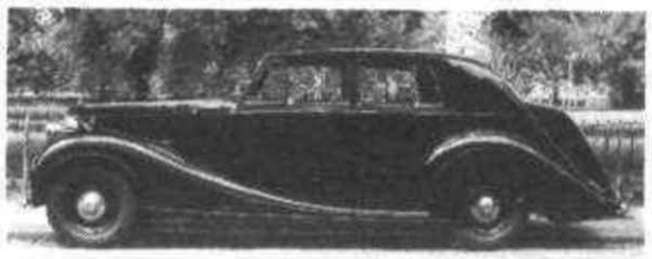
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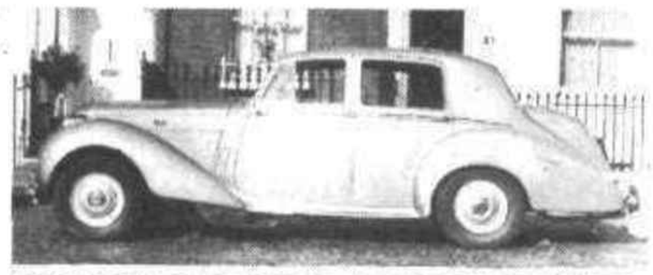
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1949 ROLLS-ROYCE SILVER WRAITH by JAMES YOUNG. Short chassis model with division. Black coachwork with beige hide upholstery. Fitted with cocktail bar and full decanter set. Three owners from new, this vehicle has been very well maintained and is in exceptionally fine condition.



1954 BENTLEY R-TYPE STANDARD STEEL SALOON. (As illustrated.) First-class condition throughout. Shell grey coachwork with red hide upholstery. Complete with all original tools. One of the finest examples available.



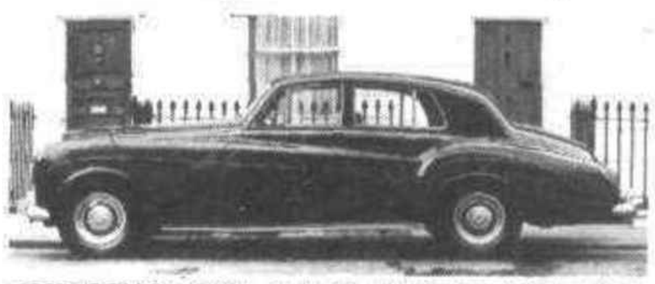
1957 ROLLS-ROYCE SILVER WRAITH by JAMES YOUNG. (As illustrated.) Left-hand drive, automatic gearbox, power assisted steering. One owner from new. Velvet green over Tudor grey with beige hide. Excellent condition throughout.



1963 BENTLEY SIII CONTINENTAL FLYING SPUR by H. J. MULLINER. Coachwork finished in sage and smoke green, biscuit Connolly hide upholstery, in very good overall condition. A beautiful and appreciating vehicle. (Similar to illustration.)



1955 ROLLS-ROYCE SILVER WRAITH by H. J. MULLINER. Black coachwork, tan hide upholstery. Three owners from new, well maintained with good service history. In excellent condition throughout. Fitted with cocktail cabinet with all appointments.



1965 ROLLS-ROYCE SILVER COUD III. Velvet green coachwork with beige hide upholstery. Fastidiously maintained with a good service history. 79,000 miles from new, an outstanding example.

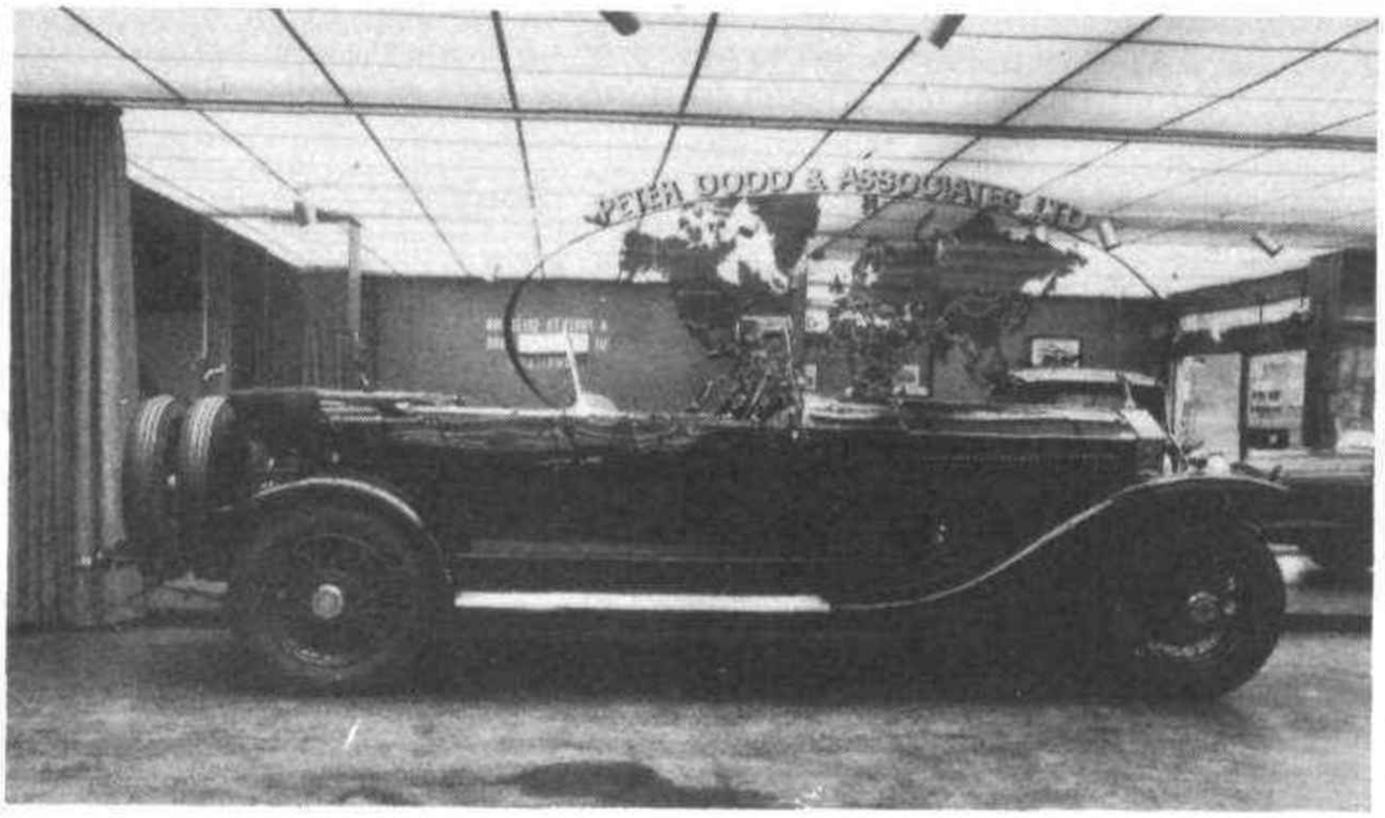
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1966 ROLLS-ROYCE Phantom V 7-passenger limousine by James Young. 63,000 miles from new, finished in silver with grey cloth interior, full width occasional seats. An extremely rare motor car.

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Rolls-Royce Phantom V by James Young. Beautifully finished in Embassy black over primrose. Air-conditioning, cocktail bar are among some of the luxury features.



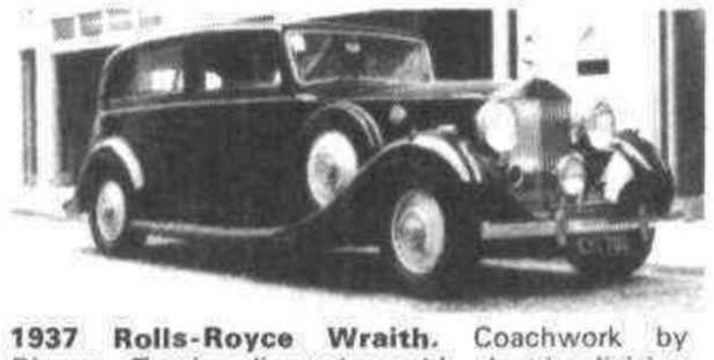
1965 Rolls-Royce Silver Cloud III. One of the last of this series and an exceptional example, finished in garnet with grey leather interior. A perfect driving car.



1957 Bentley S.1 Continental by James Young. This car has been restored to the highest possible standards. Astral blue with matching trim and carpets.



1953 Rolls-Royce Silver Wraith seven-seater limousine by Park Ward, with electric division and jump seats. The colour is Embassy black. One of the finest we have seen.



1937 Rolls-Royce Wraith. Coachwork by Rippon. Touring limousine with electric division and electric sliding roof. Very low and rakish. A very attractive motor car.



1950 Rolls-Royce Wraith 2-door sports saloon by Park Ward. Finished in royal garnet with beige hide trim and carpets. A very rare and elegant body style.



1957 Rolls-Royce Silver Cloud I 4-door sports saloon with 4.8-litre 6-cylinder engine and power steering. Dawn blue with blue leather trim and new fitted carpets.



1955 Rolls-Royce Silver Dawn. Black over shell grey and automatic transmission. Excellent to drive and an outstanding example of this rare model.



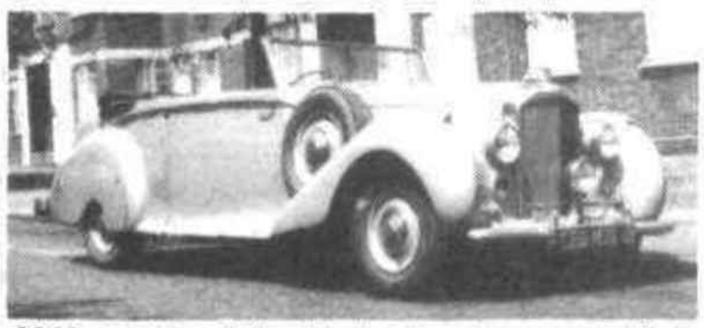
1964 Bentley S.3 4-door sports saloon. Attractively finished in shell grey over Caribbean blue with blue leather trim and carpets. Fitted sun-roof and new headlining make this a most desirable car.



1958 Bentley S.1 4-door sports saloon. Automatic transmission. Shell and Tudor grey, with lovely original cherry red hide interior. Drives immaculately.



Rolls-Royce Silver Cloud II, long wheelbase, 1961, with many special features by Harold Radford, including a removable division and reclining seats. Porcelain white.



1949 Bentley Mk. VI drophead coupe by Park Ward. Finished in shell grey with matching trim and carpets. Side-mounted spare wheel. Drives nicely through manual gearbox.

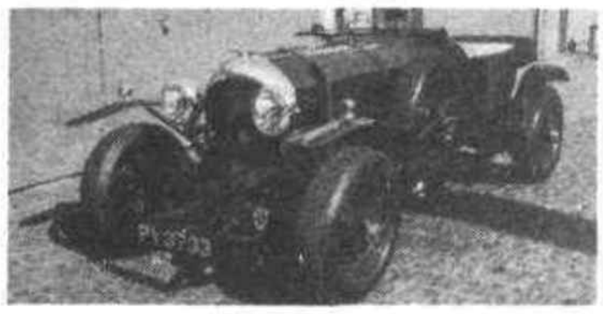
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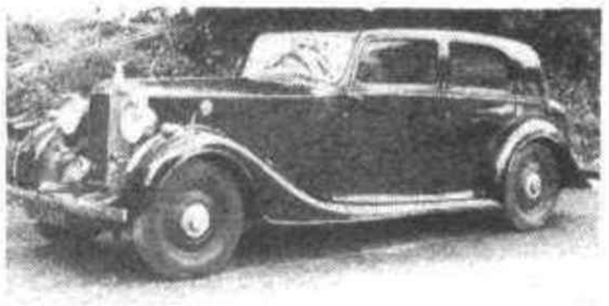
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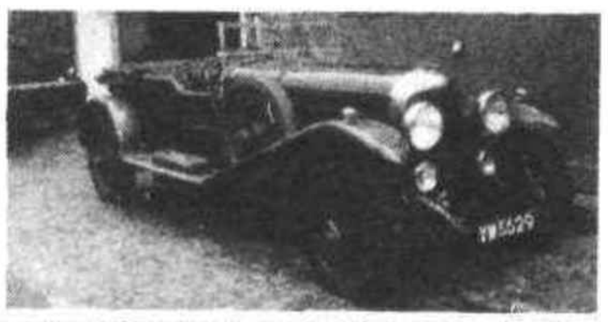
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1925 BENTLEY 3-litre Green Label 100 m.p.h. 9 ft. chassis. One of these very rare cars which has just been rebuilt at great expense.



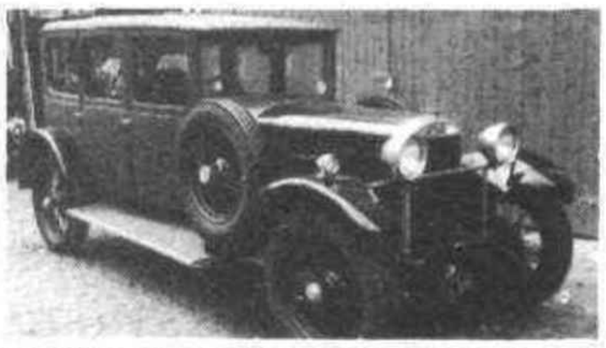
1937 PHANTOM III touring limousine by H. J. Mulliner, in good original order.



1928 BENTLEY 4½-litre original Vanden Plas. Coachwork original and unmodified in every way.



1949 BENTLEY Mk. VI standard steel saloon. This is a very unusual car, having an EX chassis number (experimental), and being fitted with the 4.6-litre engine. Full history available.



1927 SUNBEAM 20.9 fabric saloon, in quite exceptional condition.



1958 OSCA (built by Maserati Bros.) 1500 1½-litre T.N. sports racing car. One of the last works cars, which was very successful in long-distance racing. Full history on request.

1926 LANCIA Lambda 5th Series torpedo tourer, in mint condition.
1932 LAGONDA 16/80 Continental tourer, Auster rear screen, twin spares; excellent example.
1937 TALBOT 105 Vanden Plas tourer.
1928 HUMBER 14/40 tourer, full history, exceptional throughout.
1928 ALVIS front-wheel-drive 1½-litre supercharged two-seater.
1954 ROLLS-ROYCE Silver Wraith sedanca-de-ville by H. J. Mulliner. P100 headlamps, in fine condition.

1932 LAGONDA 3-litre Weymann saloon in restored condition.
1934 BENTLEY 3½-litre Barker sports saloon; two owners from new, now being repainted.
1933 ROLLS-ROYCE 20/25 sports saloon by Thrupp & Maberly.
1928 MORRIS Cowley saloon, in exceptional order.
1929 ROLLS-ROYCE Phantom I limousine by Barker.
1938 BENTLEY 4¼-litre two-door, high-vision coupe by H. J. Mulliner.

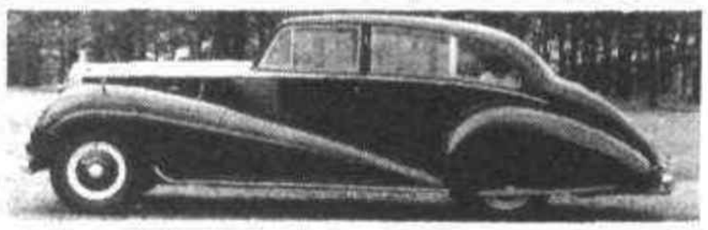
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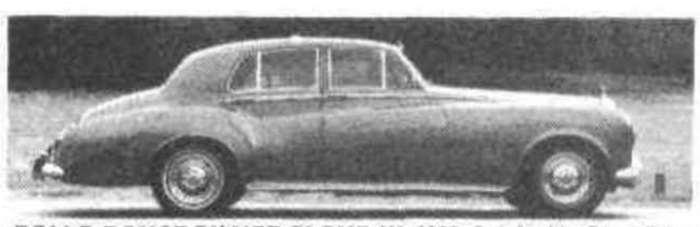
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ROLLS-ROYCE SILVER WRAITH 4½-litre 6-cylinder chassis with manual gearbox, fitted with special James Young aluminium owner-driver 4-door sports saloon, with division. Finished in dark blue with beige leather upholstery throughout. Superbly appointed coachwork with walnut picnic tables and all original glasses etc. 77,000 miles. A unique car and an investment opportunity.
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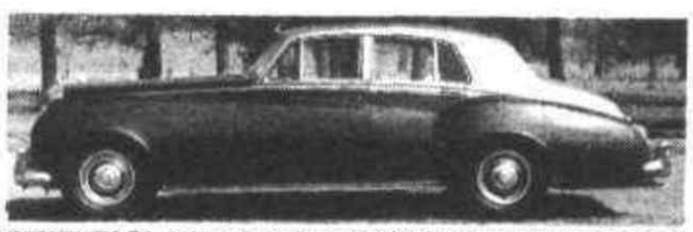
ROLLS-ROYCE SILVER WRAITH 1952 chassis, 4½-litre, manual gearbox, fitted with Park Ward 5-seater owner-driver saloon without division. Beautifully maintained car in outstanding condition, finished in Black and Dawn Blue with Beige upholstery (leather).
£8,750 (London)



ROLLS-ROYCE SILVER CLOUD III, 1965, finished in Steel Blue throughout with Blue/Grey upholstery. 28,000 miles only. The car is in superb condition, and represents a first class investment at:
£9,750 (London)



BENTLEY S3 CONTINENTAL 6.2-litre, V8 engine, Mulliner/Park Ward 4/5-seater drophead coupe, finished in Regal Red with Tan hide, piped Red and Maroon carpets, Beige hood and cover. First registered August 1965 (one of the last few to be built). A superb car in every respect.
£10,950 (London)



BENTLEY S1, 1958 series chassis with high compression engine and large carburettors. Standard 4-door sports saloon, finished in Shell Grey over Black with Pale Blue leather, Dark Blue Wilton carpets. 100,000 miles only since new. A superb example of this rather rare car. One private owner.
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BENTLEY S1 1958 4.8-litre, 6-cylinder chassis, automatic transmission, power-assisted steering, standard 4-door saloon, finished in two-tone Grey with Blue/Grey upholstery. Run only a nominal mileage, and in first class condition.
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BENTLEY S1 4.8-litre, 6-cylinder chassis, automatic transmission, power-assisted steering, standard 4-door saloon, finished in two-tone Grey with Blue/Grey upholstery. First registered 1959. A late 'S' series Bentley and a fine example of this excellent model.
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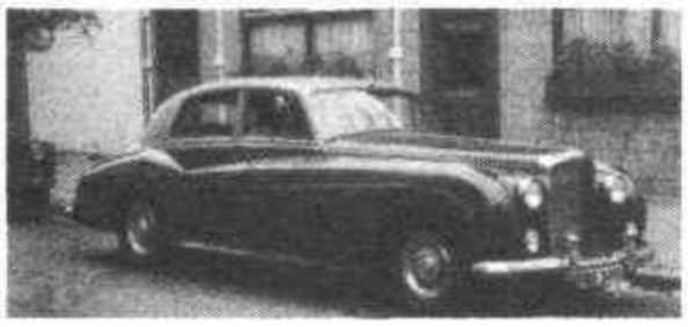
1967 ROLLS-ROYCE SILVER SHADOW 4-door saloon. Midnight Blue over Shell Grey with factory fitted air-conditioning and tinted windows. The interior is in Light Grey Connolly hide with matching Wilton carpets. 75,000 recorded miles with two careful owners.



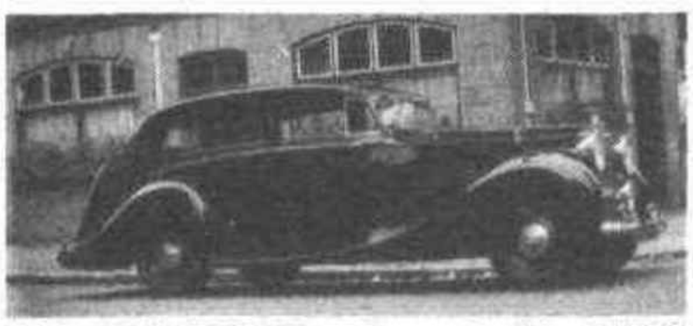
1964 SERIES ROLLS-ROYCE Silver Cloud III 4-door Standard Steel saloon. Finished in unmarked Dawn Blue with Blue/Grey matching interior. Electric windows, power steering and automatic. A very fine example in every detail.



1957 ROLLS-ROYCE SILVER CLOUD I long-wheelbase 4-door saloon with electric division and large Webasto sun-roof. Porcelain white with beige hide throughout. Power-assisted steering and automatic transmission makes this car a dream to drive.



1960 S2 BENTLEY 4-door sports saloon with factory fitted air-conditioning and tinted windows. Finished in Sand and Sable with Beige Luxan Connolly hide throughout. Electric windows. Automatic transmission and power steering. An outstanding example.



1948 ROLLS-ROYCE sedanca-de-ville SILVER WRAITH by H. J. Mulliner (similar to above illustration but with opening front). At present this car is being totally refurbished in our Coachworks, so now is the time to contact us so that we can fulfil your requirements if you should want this fine car.



1957 BENTLEY S1 2-door sports saloon by James Young with all aluminium coachwork. Finished in Velvet Green with Light Green matching leather interior (as illustrated on page 275, top photo, in "Fifty Years of the Marque" by J. Green). This car has been fully restored, must be one of the finest in the world.

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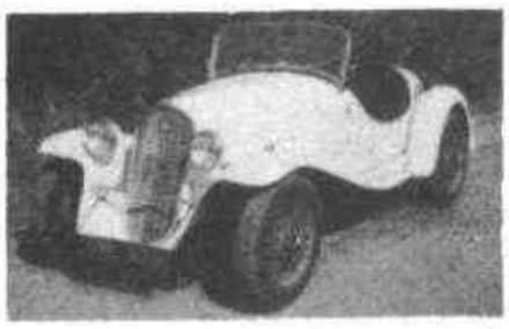
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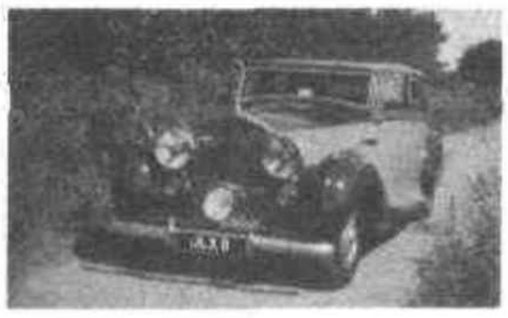
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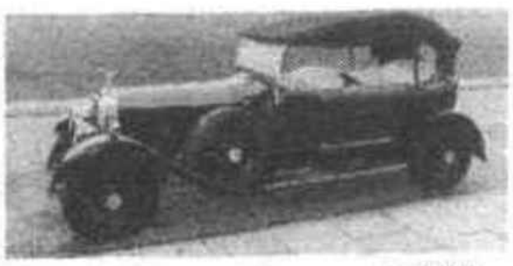
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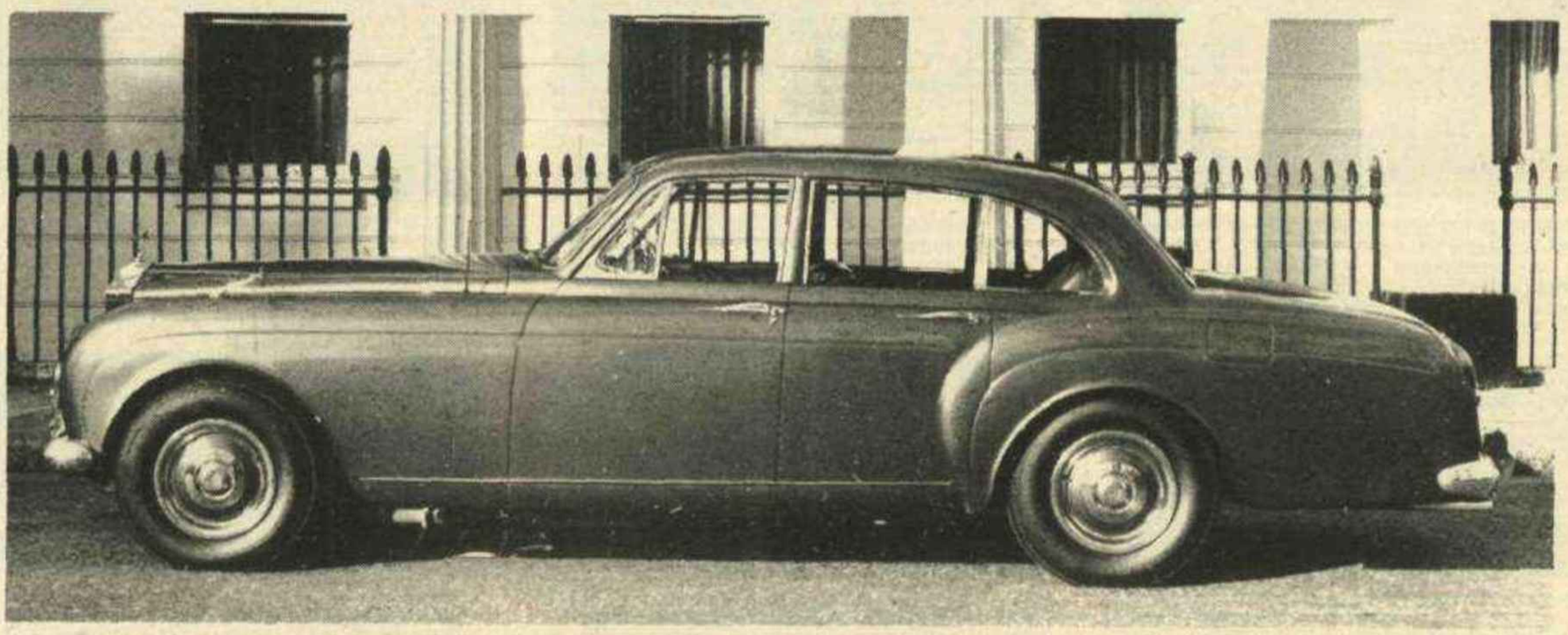
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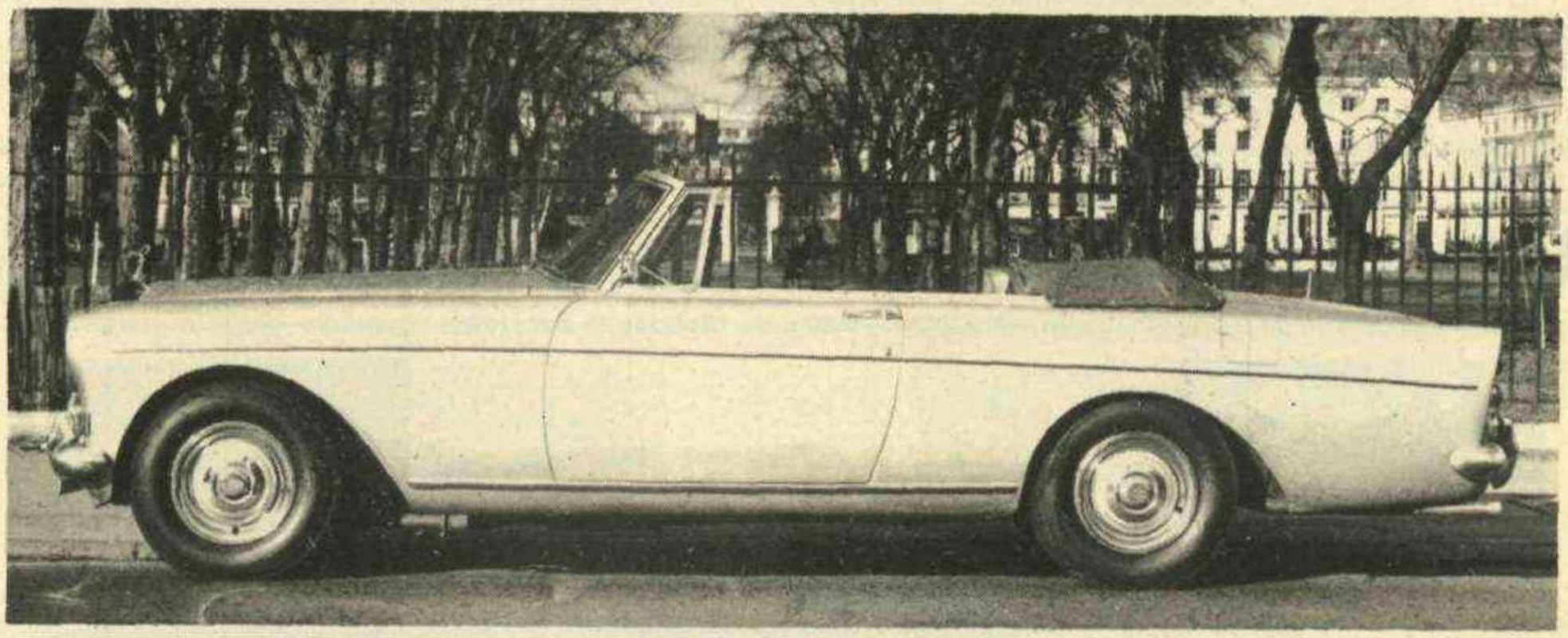
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