June 1976 Vol. LII No. 6 30p

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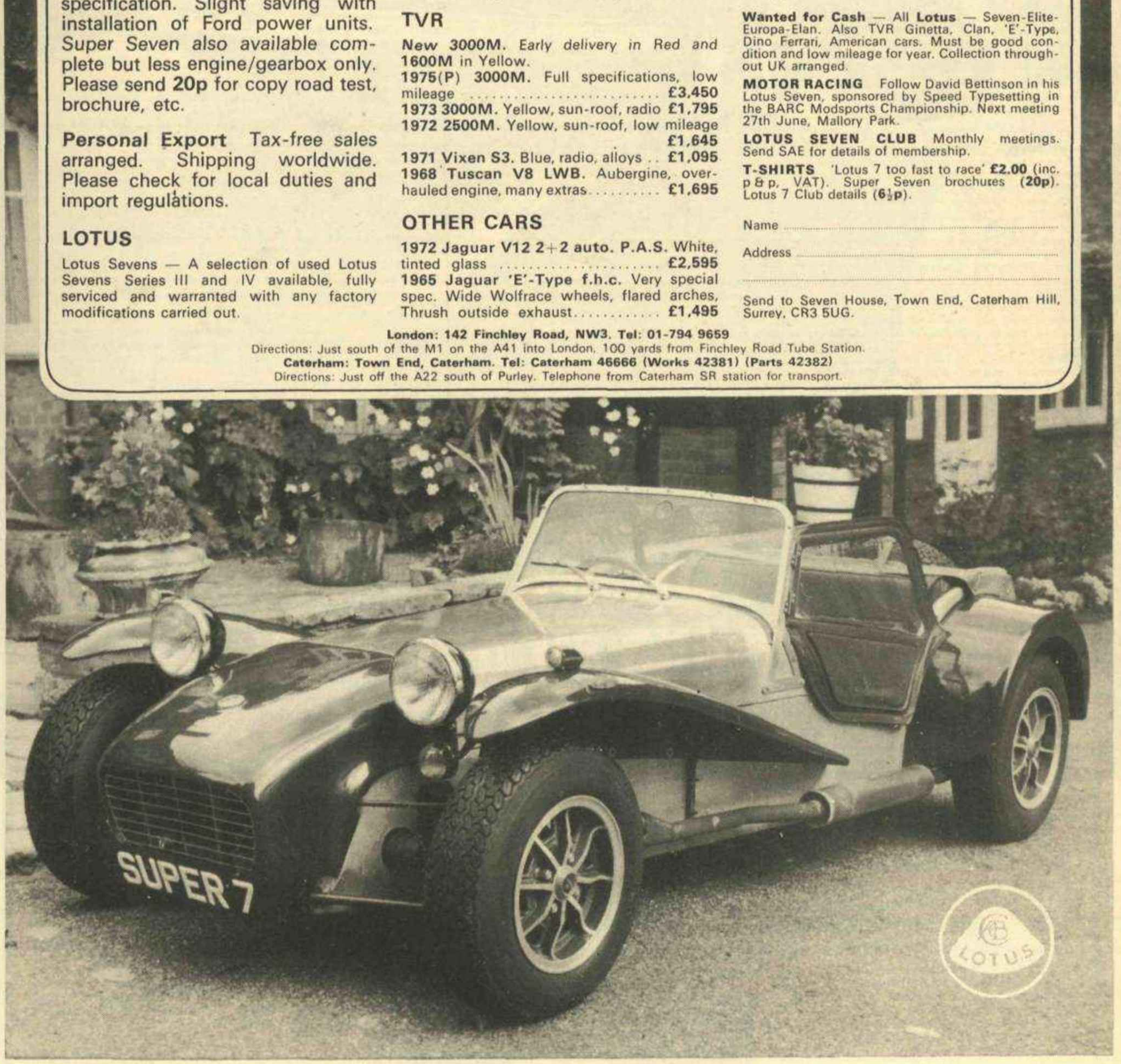
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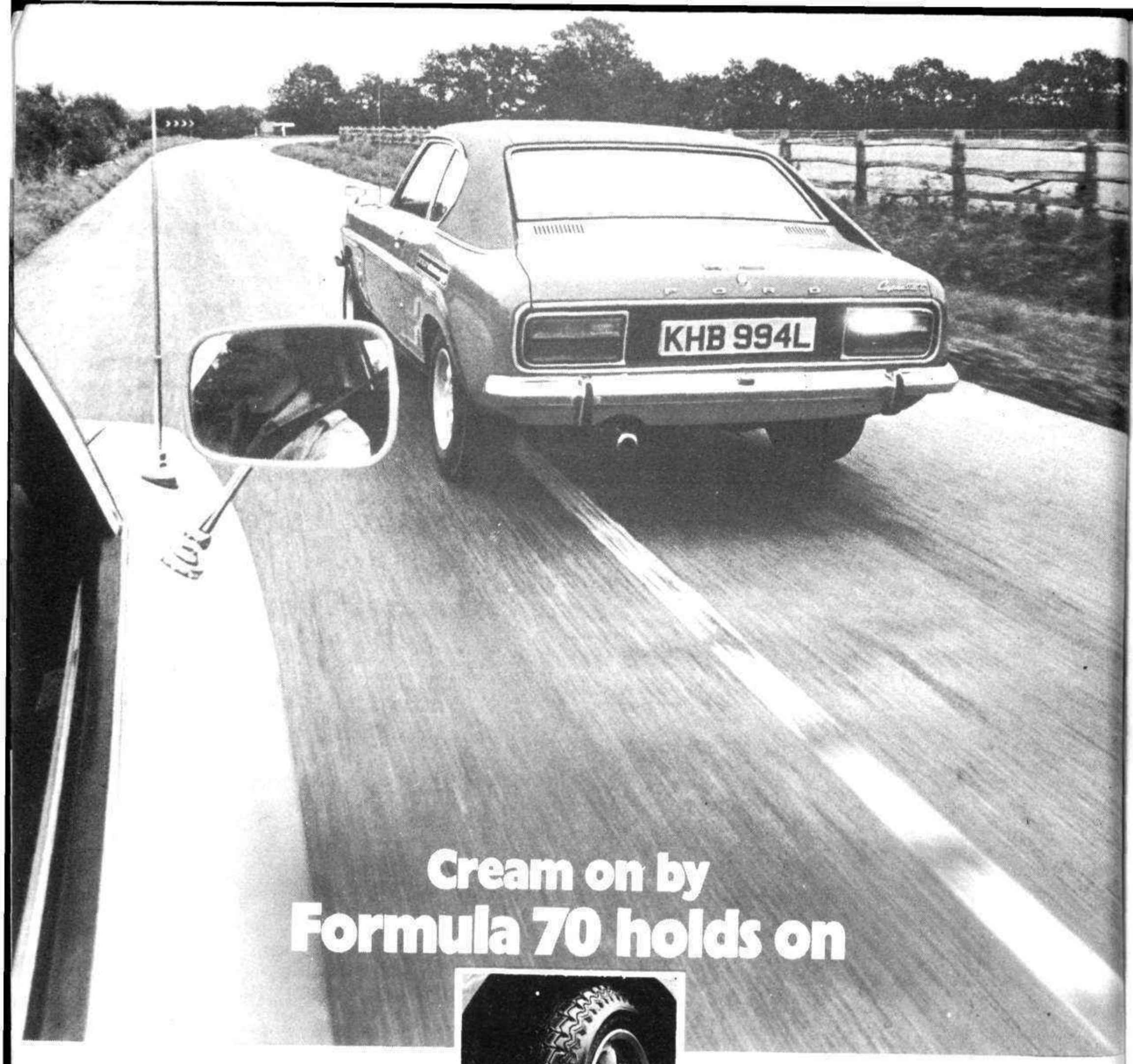
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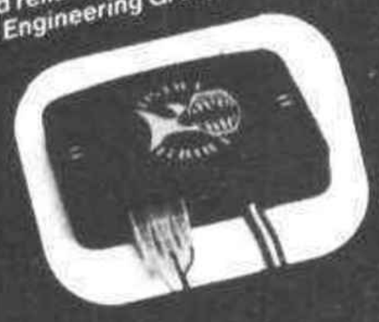
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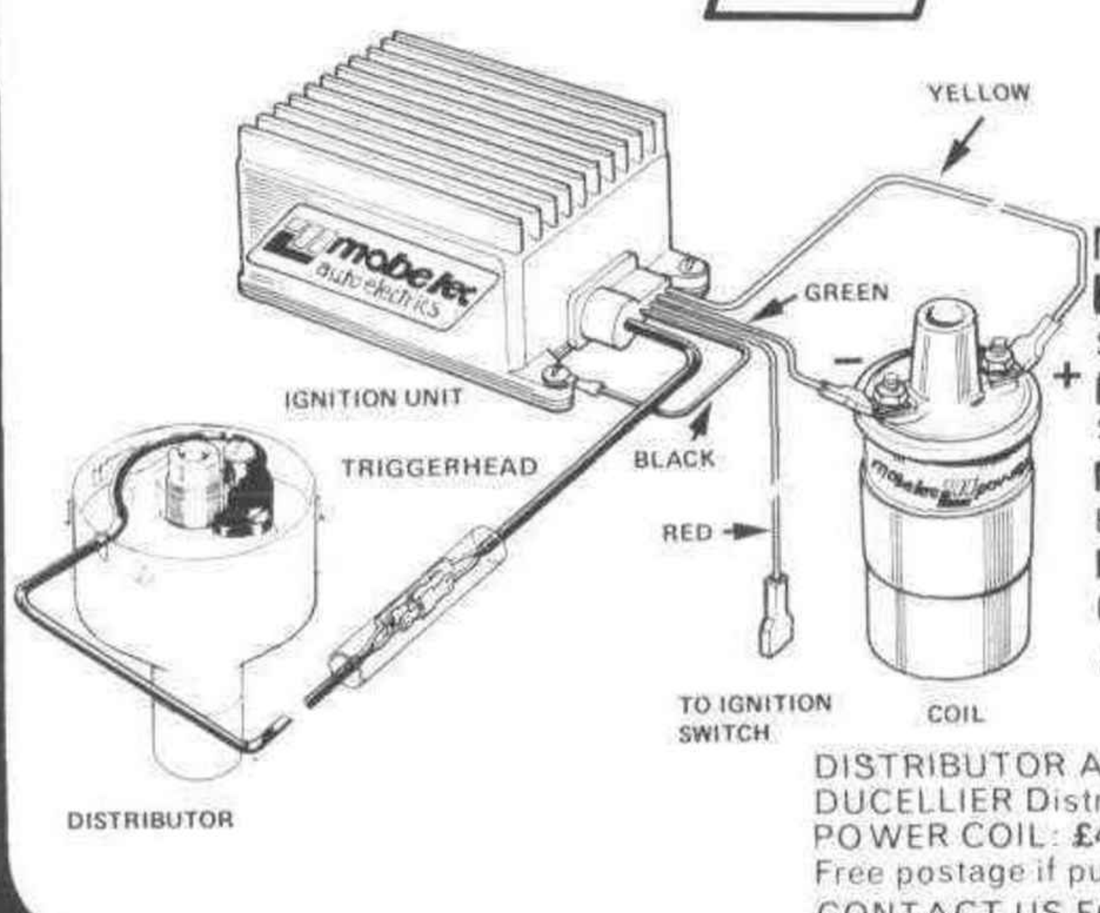
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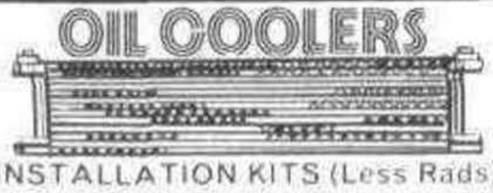
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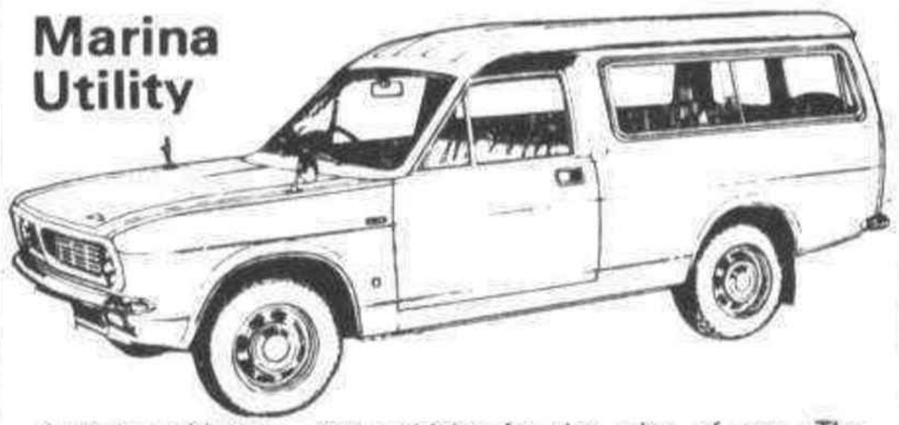
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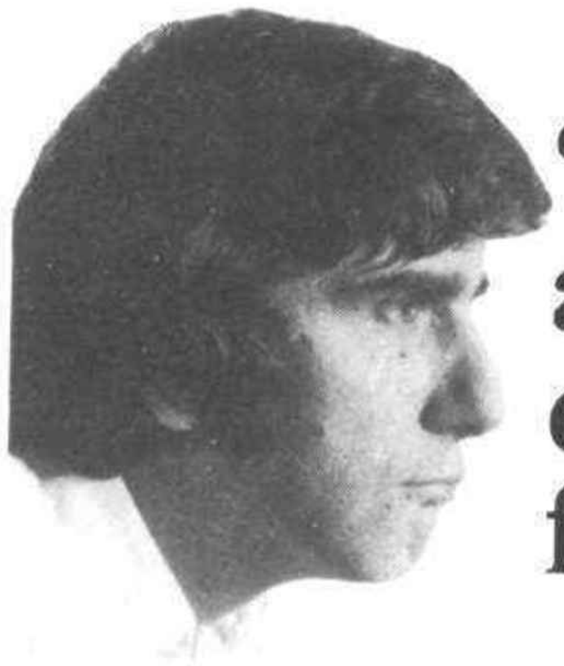
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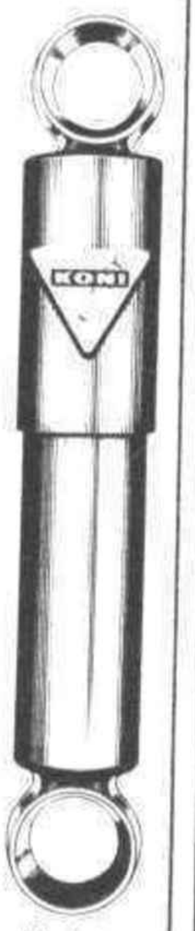


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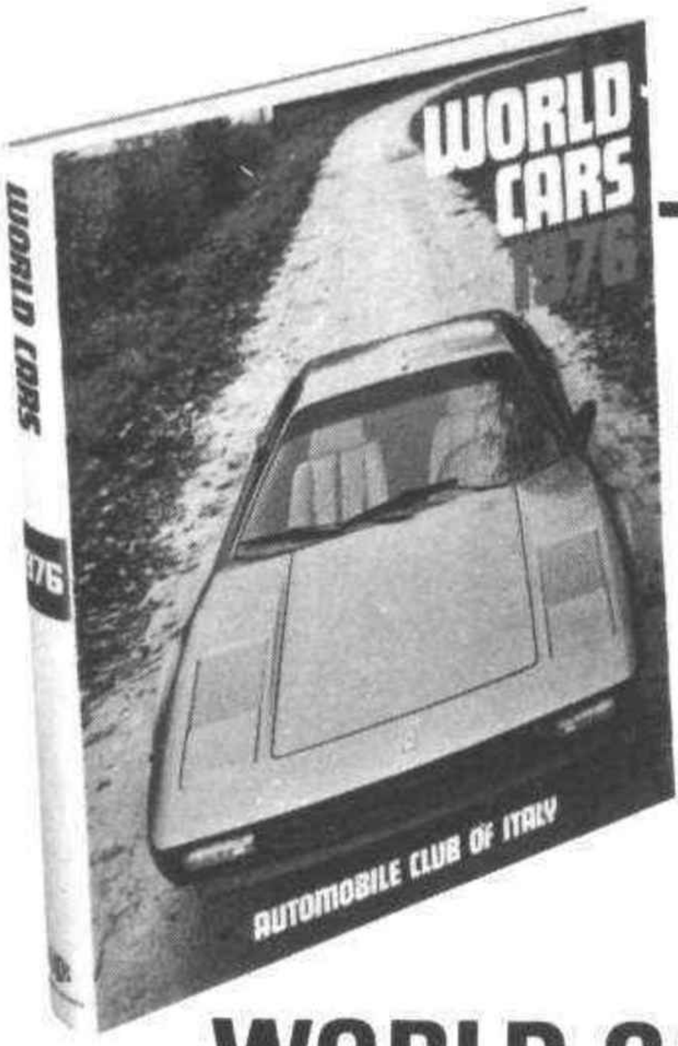
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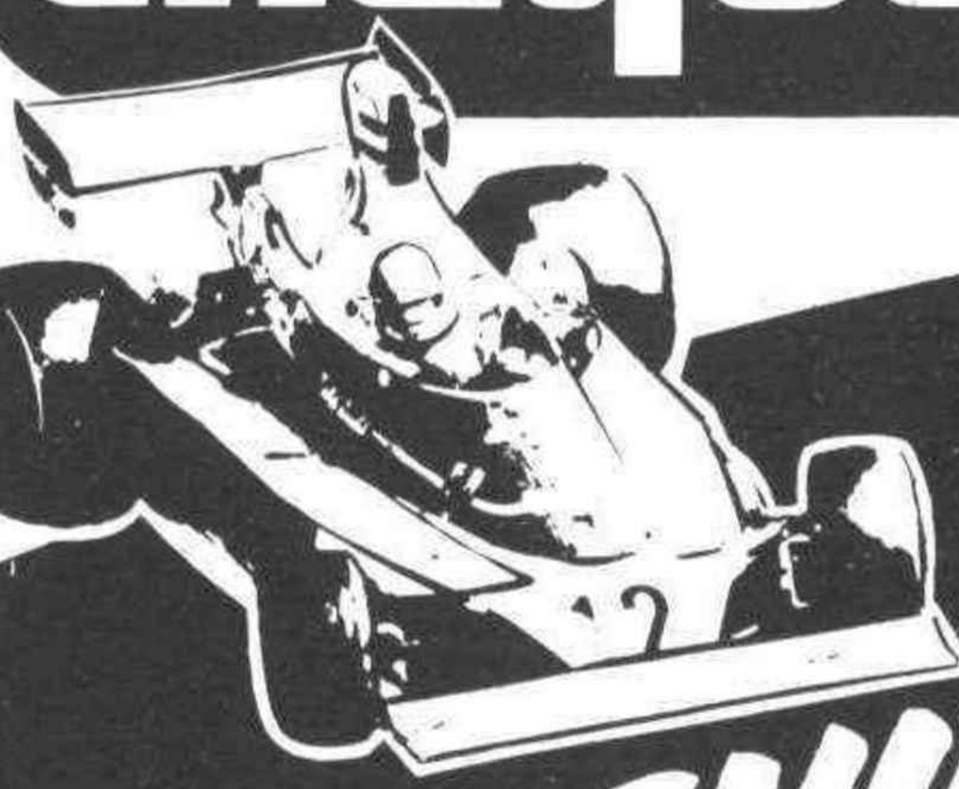
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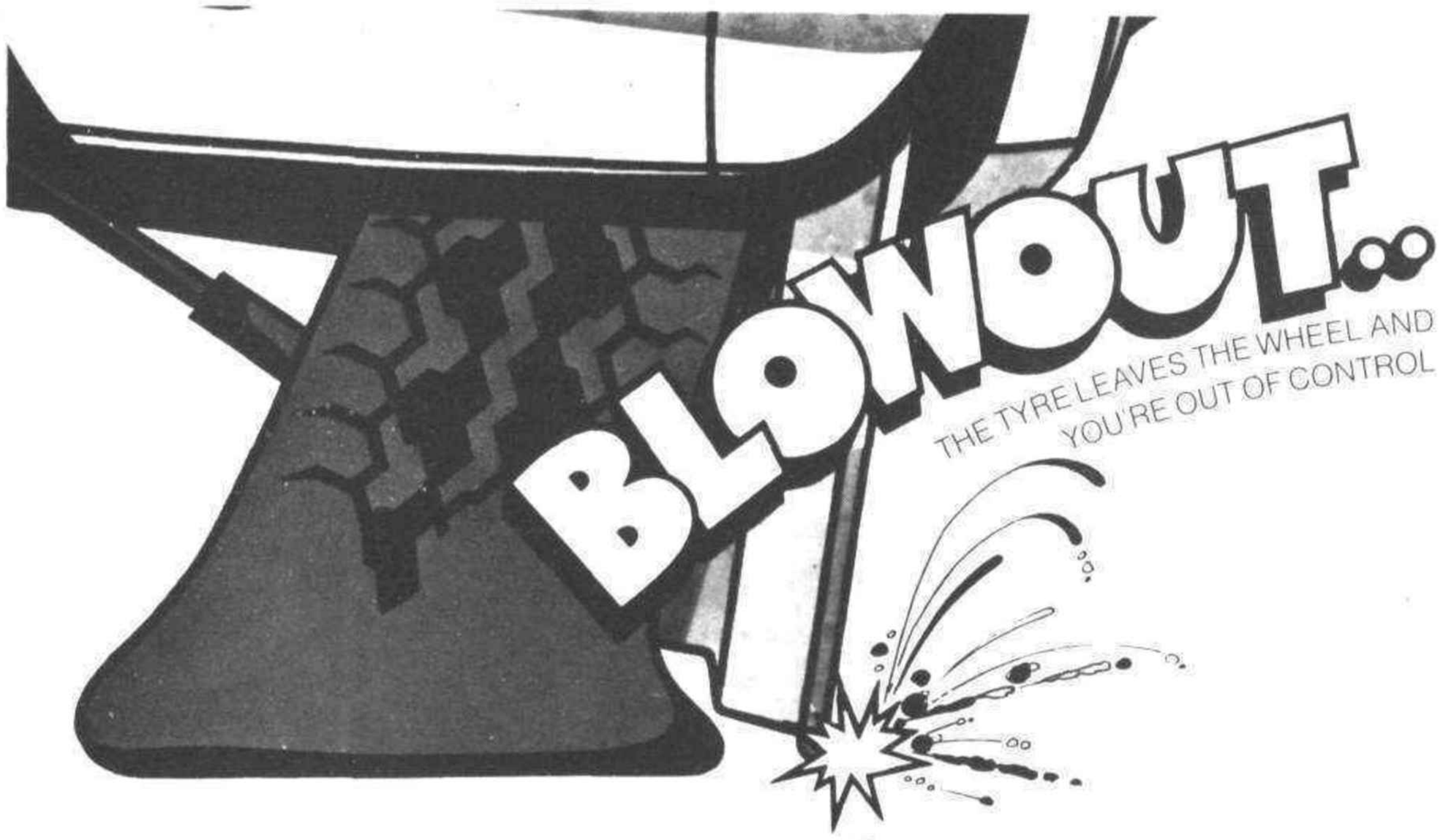
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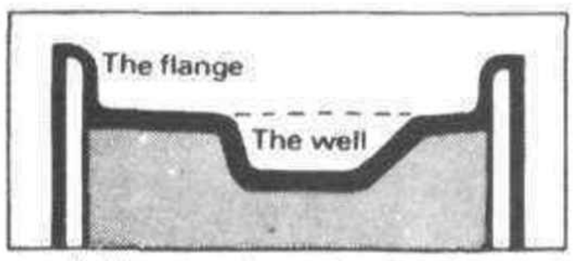
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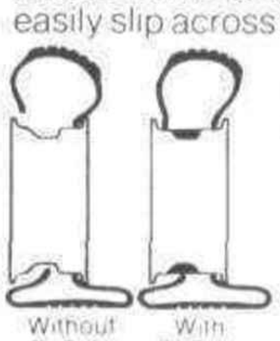


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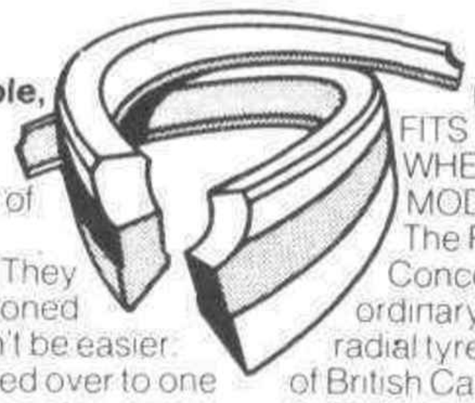
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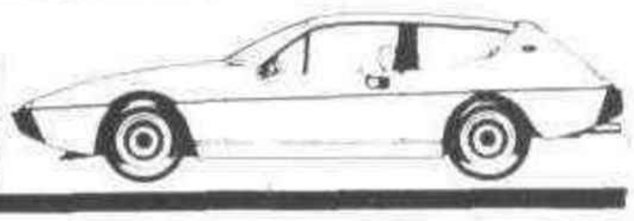
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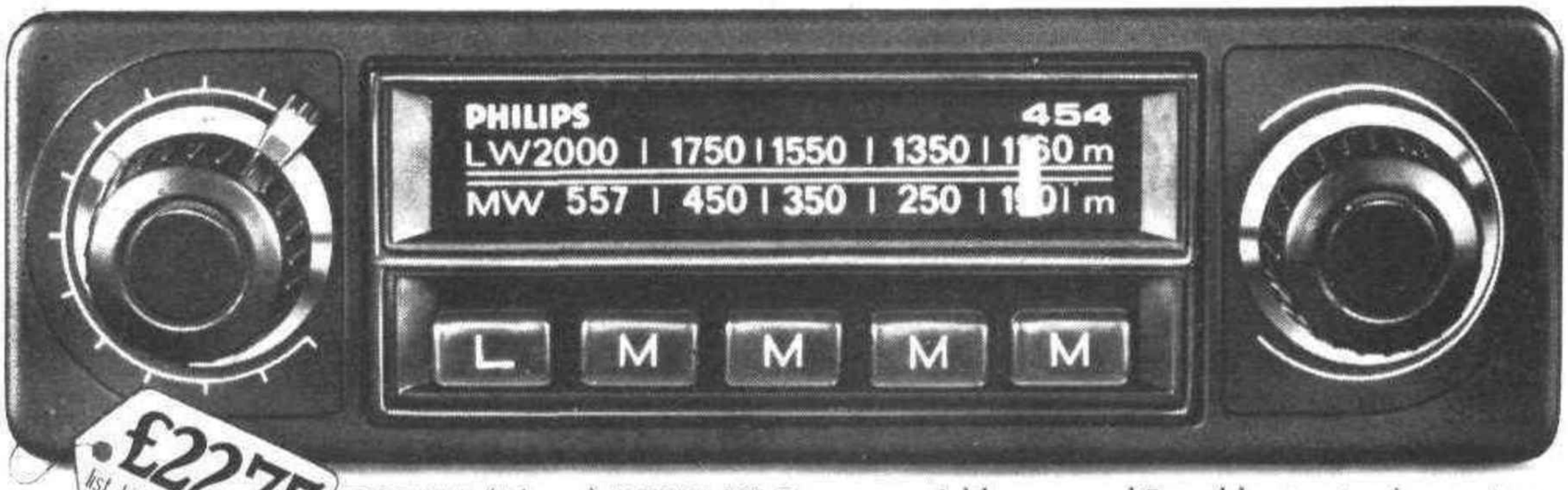
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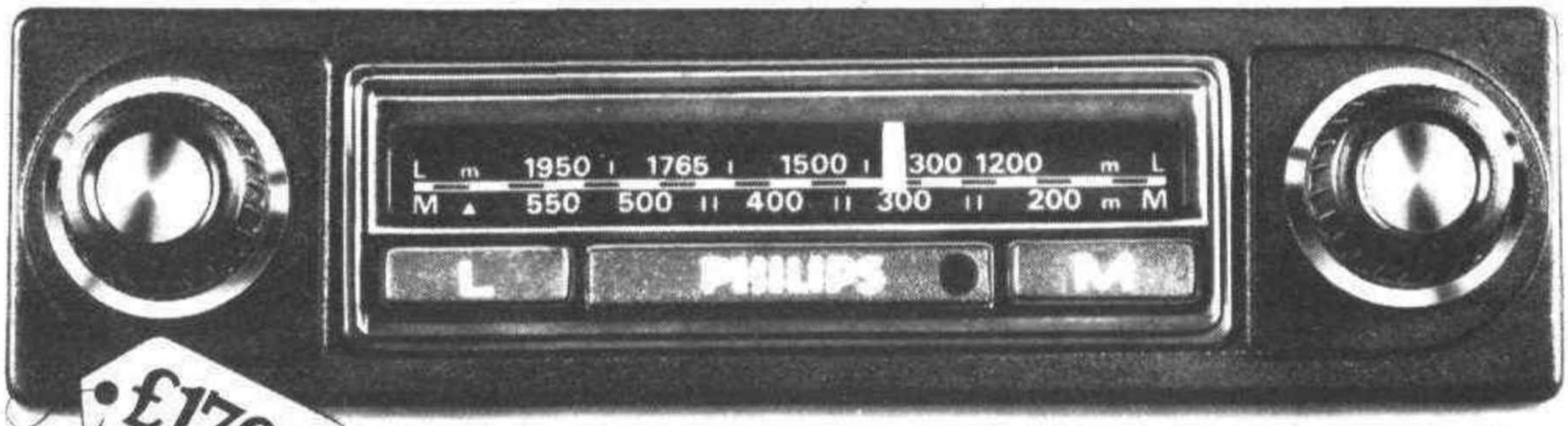
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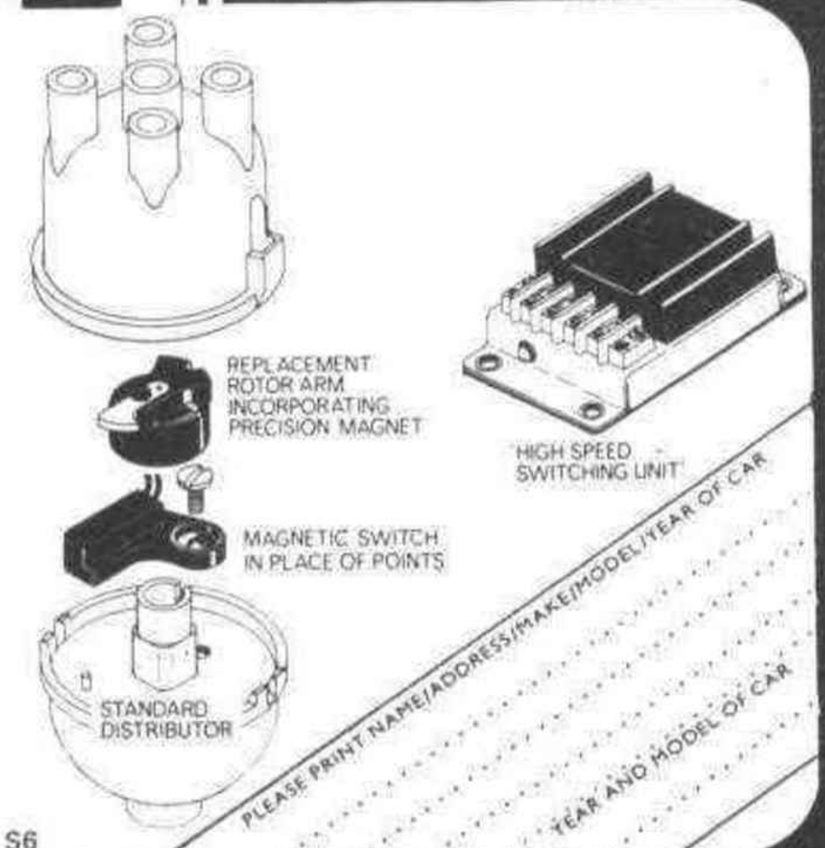
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FRONT COVER PICTURE: CHARACTERISTIC FLAMES *shoot from the exhaust* of Mass' turbocharged Martini Porsche in the World Championship of Makes round at Silverstone. On lap times this Porsche was the fastest car on the circuit, but it finished next to last after mechanics had struggled for over an hour to replace the clutch, shattered by Ickx at the start.

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MATTERS OF MOMENT

■ THE HALF-WAY SITUATION

We are now almost halfway through a significant year for Britain. The daily media make the outlook sound so grim that fortunate are those who are too busily occupied working on, and driving, interesting motor cars to pay any attention to it. Moreover, the position is distressingly confusing for ordinary citizens, unversed in the intrigues of politics and the manifestations of Trade Unions and Big Business. We have Healey—Denis, not Donald or Jensen—versus the TUC, with a sensible call for drastic wage-restraints on the one hand and news of a few millions being spent here, tens of millions squandered there, on what to the laymen all too often smacks of abject waste—of taxpayer's and ratepayer's money. As, for instance, the Swansea Licensing Centre, a nonsense which has cost £400,000,000 so far, and has bogged-up the licensing machinery as never before. (Many local authorities want to retain their age-old right to license our vehicles quickly and efficiently. Having it done by the Swansea computers costs 36 times more per annum, according to research done by Fife research centre.) There are bleatings about Import Controls, to quell the growing sales of foreign cars in this country, which in the Common Market-place should, if admissible at all, apply only to products made outside Europe, surely? It is all very depressing and we who enjoy motoring and motor cars are perhaps lucky in having an absorbing "escape route", if only it were not all so damned expensive! Even then there are ominous forebodings, such as the threat of compulsory strappings-in, and even rumours of possible legislation requiring any motor vehicle (or caravan) standing on private ground to be taxed, whether or not it is in public-road use. Of the foregoing, Bureaucracy is taking the usual muddled line that those who genuinely cannot stand being strapped to their car seats can gain exemption on a Doctor's Certificate, which presumably means about all of us who don't clunk-click and who are prepared to withstand the repeated police-checks of the medical paperwork this must entail; unless big Claustrophobia Victim windscreen stickers are to be issued. This is thinking about as absurd and Gestapo-infested as that which, because admittedly the Economy should not have to withstand losses occasioned by Income-Tax dodgers, seeks to permit the searching by Inland Revenue officers of our homes for "relevant documents", thereby destroying the age-old conception of an Englishman's Castle.

Thank goodness there are brighter things to think about on the motoring front. Like proof that a long-duration race can be worthwhile, as shown by the recent Silverstone Six-Hours, which proved, as if you didn't know, the quality of BMW, and provided exciting racing right to the end (report on page 662, pictures on pages 674-675). Then there is the sign of continuing progress by British Leyland, with the announcement of the TR7 sports car (see page 669), big and superior brother, as it were, to the MG Midget 1500 in which the Editor is currently trying to enjoy some fresh air (he says that there is no better way, it seems, of ending the water-shortage than putting people into open cars), even if the Jaguar XJ5.3C will not make its flag-waving appearance at Le Mans this month. But further acquaintance with the Leyland Princess (see page 660) has convinced us that real progress is being made in Leyland engineering, and, moreover, further significant developments are on the way, which we can expect to give this country a valuable uplift.

Meanwhile, racing of all shades, and veteran and vintage activity, flourish, public support for rallying has never been greater, and, in spite of all the curbs placed upon it, motoring remains one of the primary enjoyments of a very large proportion of the Population. Let Politicians, therefore, reflect that what the human being values, he and she will fight for, and that this applies to liberty of speech, non-interference with privacy, and the right to use personal transport (*i.e.* the car, which has been with us for over 80 years) on which such high duties and taxes are levied.

Motor Sport Fixture List For June

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN AND/OR MAP REFERENCE	CATEGORY	TIME
June 3rd/7th	**Royal Scottish AC**	**Ayr Racecourse**	**Ayr**	**Scottish Rally (European Rally Championship) (INT)**	**09.00 June 4th**
June 6th	BARC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	14.30
June 6th	NSCC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
June 6th	Rochester MC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
June 6th	TEAC	Lydden Circuit	Canterbury, Kent	Race Meeting (*R*)	14.30
June 6th	Midland AC	Shelsley Walsh Hill	Worcester	Hill-Climb (*N*)	11.30
June 6/7th	**Automobilsportklub RRC-13**	**Osterreichring**	**Austria**	**European GT Championship (INT)**	—
June 7th	**ASAC Basco Bearnais**	**Pau**	**France**	**European F2 Championship (INT)**	—
June 12th	VSCC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*C*)	13.15
June 12/13th	**ASAC Ouest**	**Le Mans**	**France**	**Le Mans 24 Hours (INT)**	—
June 13th	**Anderstorp RC**	**Anderstorp**	**Sweden**	**Swedish Grand Prix (INT)**	—
June 13th	**AC Enna**	**Pergusa**	**Italy**	**European F3 Championship (INT)**	—
June 13th	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
June 13th	750 MC	Lydden Circuit	Canterbury, Kent	Race Meeting (*R*)	15.00
June 13th	Lothian CC	Knockhill Circuit	Dunfermline, Fife	Race Meeting (*R*)	13.30
June 13th	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.00
June 13th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*C*)	14.30
June 18/20th	**Donegal MC**	**Ballyraine Hotel, Letterkenny**	**Co. Donegal**	**Donegal Rally (European Rally Championship) (INT)**	**13.00**
June 19/20th	Synchro '68 AC	Teesside Airport	85/363135	Rally (*R*)	23.00
June 19/20th	Bath MC	British Car Auctions, Frome	183/774470½	Rally (*R*)	22.00
June 20th	**Badischer Motorsport-Club e.V.-DMV**	**Hockenheim**	**Germany**	**European F2 Championship (INT)**	—
June 20th	NSCC	Cadwell Park Circuit	Louth, Lincs.	Race Meeting (*R*)	14.00
June 20th	BRSCC (M)	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (*R*)	14.00
June 20th	BARC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
June 20th	BRDC	Silverstone Circuit	Towcester, Northants.	Race Meeting (*R*)	15.00
June 25/27th	**AS du Royal Automobile Club du Maroc**	**Morocco**	—	**Morocco Rally (World Rally Championship) (INT)**	—
June 25/27th	**ASA Antibes**	**France**	—	**Criterium d'Antibes (European Rally Championship) (INT)**	—
June 25/27th	**AC Targa Florio**	**Belgium**	—	**24 Hours of Ypres (European Rally Championship) (INT)**	—
June 26th	BRSCC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
June 27th	**STMSC-Sektion Knittelfeld des Stamk**	**Osterreichring**	**Austria**	**1,000 kms. (World Championship for Makes, Gp. 5) (INT)**	—
June 27th	**AC Enna**	**Pergusa**	**Italy**	**World Sports Car Championship, Gp. 6 (INT)**	—
June 27th	**ASAC Normand**	**Rouen**	**France**	**Rouen Grand Prix (European F2 Championship) (INT)**	—
June 27th	**AC Milano**	**Monza**	**Italy**	**Lottery Grand Prix (European F3 Championship) (INT)**	—
June 27th	**MSC Nurnberg e.V. im ADAC**	**Norisring**	**Germany**	**European GT Championship (INT)**	—
June 27th	BARC (Y)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
June 27th	BARC	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (*R*)	14.00
June 27th	BARC (SW)	Llandow Circuit	Cowbridge, Gwent	Race Meeting (*R*)	—
June 27th	Lancs. AC	Longridge Circuit	Preston, Lancashire	Race Meeting (*R*)	14.00
June 27th	SDMC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
June 27th	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*C*)	14.00
June 27th	Hagley & Dist. LCC	Loton Park	Shrewsbury (118/362142)	Hill-Climb (*R*)	12.15

The Things They Say . . .

"When the day dawns again and the clean air is filled once more with the healthy crackle of the exhaust notes of racing cars, you can be certain that, if possible, the blue and yellow car with the funny white mouse painted on the side will be sending out as much noise and fumes as the rest of the company"—Prince Bira, writing of his ERA "Romulus" in 1942—and so it came to pass, for the car appeared again briefly after the war and made a further re-appearance, in Bill Morris' hands, at the VSCC Silverstone Meeting last month.

The Armstrong Siddeley OC points out that when we announced that they have a source of "as-new" spares, this was an understatement. In fact, they are brand-new spares, as the Club acquired the Company name and all its spares, valued at around £1,000,000, four years ago. Spares, especially for 1946-61 models, can be supplied to anywhere in England within 24 hours, we are informed, monies earned being ploughed back into the spares schemes. All the more sense, therefore, in running, say, a Sapphire . . .

* * *

The Hillman Register is being re-formed and meets at the Avoncroft Museum of Buildings, Bromsgrove, Worcs., on June 20th. Details: C. Baker, 16, Parklands, Wotton-u-Edge, Glos.

* * *

The Singer OC's Singer Centenary Celebrations take place at Chrysler's Whitley Plant, Coventry, on June 13th, sponsored by Chrysler UK. Details: B. Gans, 8, The Elms, Slough Lane, London NW9.

* * *

Congratulations to our sister weekly newspaper, *Motoring News*, which celebrated its 1,000th issue on May 27th and this month celebrates its 21st anniversary.

Next month MOTOR SPORT will include details of an exciting new luxury British saloon car, so good, we feel from our experience with it so far, that foreign manufacturers importing cars in its price category should take a severe bashing. We hope that the Government will think again about the proposed tax on company cars, before threatening the success of this triumph of British design and engineering.



Our photographer spotted this Targa-topped, Bertone-bodied Lamborghini Urraco Silhouette in the paddock at Monza recently. First announced at the Geneva Show, the 3-litre Silhouette will go on sale in the near future.

Belgian Grand Prix—A Ferrari Enthusiast's Delight



Lauda leads another total Ferrari domination, in spite of still-painful ribs.

Zolder, Belgium, May 16th

IT IS INTERESTING how time heals and you can get used to anything, for the Belgian Grand Prix was making its third visit to the little Zolder circuit in the Province of Limburg, yet it was only in 1973 that everyone stormed off from the circuit hoping never to return. The following year the "circus" settled happily at Nivelles-Baulers, but that great edifice subsided in financial ruin and a return was made to Zolder. Second time round everything was much better and all went well, so that everyone was happy to return to the little track once more, even though it resembles a Go-Kart circuit for 500 b.h.p. Formula One cars, in contrast to somewhere like Nurburgring or Monza. Its stop-start-stop characteristics are very hard on brakes, even though there is no really heavy braking from ultra-high speed. It is not so much that there is anything particularly wrong with Zolder, it is just that there is not very much right with it, from the point of view of Grand Prix racing. For Formula One entertainment it is adequate and about all that some drivers and cars deserve, and if they do not know any better it is their loss, but there are better places for Grand Prix cars to run and for Grand Prix drivers to show their skill and ability. It is not the sort of place to set the adrenalin flowing in driver or spectator, but as it was warm and sunny it was enjoyable.

Some of the teams had already been "testing" at Zolder, while others were new to the place but it did not take long for everyone to get into the swing of things and the "roundy-round" of practice, though some did not go for very long. Lauda's T2 Ferrari swallowed part of its injection system so he spent the rest of the day driving the uprated T1 car and similarly, Tom Pryce spent most of the day in the spare Shadow after his Cosworth engine broke in his normal car. With repositioned oil coolers on his McLaren Jochen Mass was being troubled by overheating and Watson had the second Penske, with "chisel" nose cowling, die on him with fuel-feed trouble, so he continued in the spare older car with March-like front cowling. The Fittipaldi team had not really recovered from their Spanish debacle and a shortage of spare engines meant they could only run one car for Emerson Fittipaldi, keeping Hoffman's car as a stand-by. The Ligier-Matra was going well and Laffite was on good form, while Hunt was out to make amends for his Spanish disqualification and was setting the pace, ending the morning session in a class of his own with a time of 1 min. 26.74 sec., no-one else being in the one-twenty-six bracket. The two six-wheeled Tyrrell cars were demonstrating that the idea was serious, Scheckter getting into the feel of the car very quickly and with Depailler one-hundredth of a second behind him he was third fastest of the morning session, behind Regazzoni who was upholding the Ferrari honours while his team-mate was in trouble. The Brabham team were experimenting with different types of air box, without making much apparent improvement, but Amon, running the new Ensign without an air box, was up among the front-runners.

A break after the morning hour-and-a-half of practice was very welcome on this busy little circuit with its overcrowded and cramped pit area, and during the hour of afternoon practice a pattern began to appear that surprised no-one, though it upset some who had hoped to change the pattern. Regazzoni led the Ferrari onslaught, closely followed by Lauda still in the spare car, but Depailler and Brambilla joined them in the elite one-twenty-six group. Hunt was in trouble with gear selection on his Hewland/McLaren six-speed gearbox and did hardly any laps at all and could not repeat his morning performance, while the overheating and oil cooler troubles on Mass' car kept him in the pits for most of the time. The leading group of pace-setters was clearly moving into a class of its own, while the hard-triers were in the one-twenty-seven bracket. There were some hopefuls in the one-twenty-eights, a lot of medium runners in the one-twenty-nines and one minute thirty seconds or over had to be for the "no-hopers", especially as the starting grid was limited to 26 cars and there were 29 drivers practising. Down in this bottom group was Gunnar Nilsson for no clearly definable reason other than minor irritating troubles with the Lotus and an inability to get into the rhythm of the circuit.

Next day, Saturday, it all started up again for an-hour-and-a-half in the morning and with a new engine in his T2 Ferrari Lauda got himself up to the front. This was an untimed session, principally for scrubbing in tyres ready for race day and doing suspension adjustments for running with full fuel loads and generally getting prepared for starting the race in the right conditions. On the previous day Pace had crashed the Brabham-Alfa Romeo BT45/3 and crumpled the monocoque against the catch-fence posts, so he was settling into the spare car. Hunt was having a bit of a go to make up for lost time and found the absolute limit on one of the right-hand bends as he spun backwards off the track and into the catch fences. He was unhurt and not even shaken, knowing full well why it had happened, and was soon out again in the spare McLaren, which was not really race-worthy as it had been robbed of various bits for Mass' car.

In the final hour of practice, on Saturday afternoon, there was a bit of a mad scramble, with little hope of anyone getting a clear run, for those near the front were hoping to oust the Ferraris from the front of the grid, those at the back were trying desperately not to be the last three, and those in the middle were trying not to get left behind by the leaders or caught up with by the tail-enders. From a combination of overcrowding, limited-time panics, various troubles and a continual use of the track (for when the F1 cars were not out hordes of Renault R5 saloons and Renault-engined single-seaters were practising or racing) the overall pace was getting slower, even though weather conditions were getting better all the time. Consequently, Lauda was the only one to do an "elite" time and poor Hunt could do nothing to challenge him because the engine in the spare McLaren refused to rev. over 10,000 r.p.m. and was troublesome to start. It was the one he used to finish first in Spain and it was doing service as an emergency spare before its next overhaul.

When the whirling-round eventually subsided and the timekeepers sorted out all their facts and figures Lauda and Regazzoni were on the front row of the grid, with the World Champion in pole position, and Hunt and Depailler were behind them. Hunt's original car M23/8 was slightly crinkled so M23/6 was given a new engine and prepared for the race, taking its place on the second row thanks to the time recorded by M23/8. The hard-trying Depailler was alongside with the six-wheeled Tyrrell P34/2 and in row three were Laffite with the Ligier-Matra V12 and Brambilla with the orange March. It was beginning to look as if the "orthodox British kit-car" was finished and if you did not have 12 cylinders then you needed an innovation to add to your Cosworth/Hewland kit-car to make it competitive, such as six wheels or six speeds in the gearbox

STARTING GRID

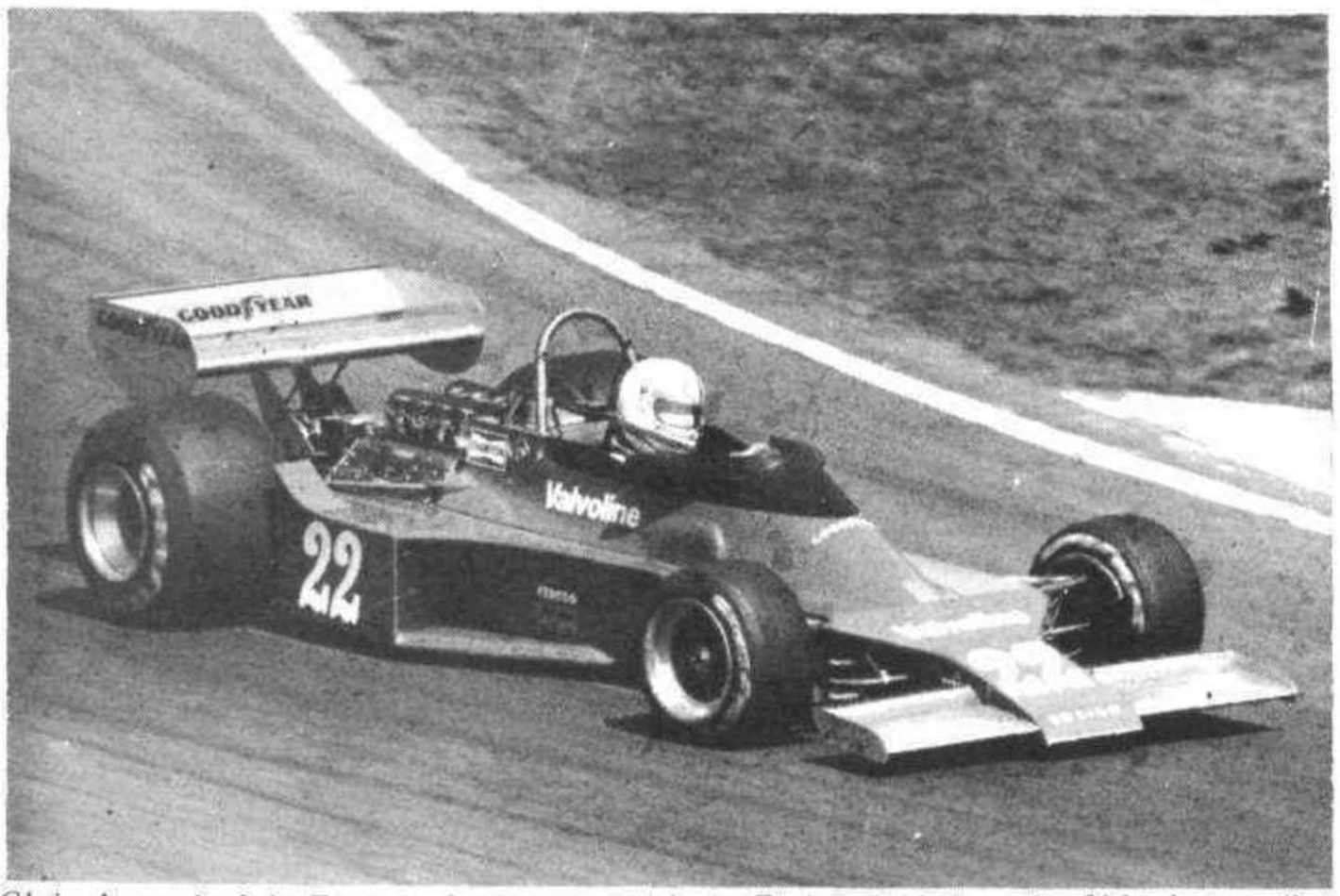
↑

1 N. Lauda (*Ferrari flat-12*) 312T2/026 1 min. 26.55 sec.	2 G. Regazzoni (*Ferrari flat-12*) 312T2/025 1 min. 26.60 sec.
11 J. Hunt *(*McLaren-Cosworth V8*) M23/6 1 min 26.74 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) P34/2 1 min. 26.91 sec.
9 V. Brambilla (*March-Cosworth V8*) 761/1 1 min. 26.93 sec.	26 J. Laffite (*Ligier-Matra V12*) JS5/01 1 min. 27.14 sec.
3 J. Scheckter (*Tyrrell-Cosworth V8*) P34/3 1 min. 27.19 sec.	22 C. Amon (*Ensign-Cosworth V8*) MN05 1 min. 27.54 sec.
8 C. Pace (*Brabham-Alfa Romeo flat-12*) BT45/1 1 min. 27.75 sec.	10 R. Peterson (*March-Cosworth V8*) 761/3 1 min. 27.72 sec.
5 M. Andretti (*Lotus-Cosworth V8*) 77/R1 1 min. 27.75 sec.	7 C. Reutemann (*Brabham-Alfa Romeo flat-12*) BT45/2-2 1 min. 28.30 sec.
16 T. Pryce (*Shadow-Cosworth V8*) DN5/5B 1 min. 28.37 sec.	17 J-P. Jarier (*Shadow-Cosworth V8*) DN5/4A 1 min. 28.35 sec.
34 H-J. Stuck (*March-Cosworth V8*) 761/2 1 min. 28.41 sec.	19 A. Jones (*Surtees-Cosworth V8*) TS19/02 1 min. 28.44 sec.
28 J. Watson †(*Penske-Cosworth V8*) PC3/01 1 min. 28.44 sec.	12 J. Mass (*McLaren-Cosworth V8*) M23/9 1 min. 28.50 sec.
33 P. Neve (*Brabham-Cosworth V8*) BT44B/2 1 min. 28.80 sec.	37 L. Perkins (*Ensign-Cosworth V8*) MN04 1 min. 28.81 sec.
35 A. Merzario (*March-Cosworth V8*) 761/4 1 min. 28.84 sec.	6 G. Nilsson (*Lotus-Cosworth V8*) 77/R2 1 min. 28.99 sec.
32 L. Kessel (*Brabham-Cosworth V8*) BT44B/1 1 min. 29.09 sec.	24 H. Ertl (*Hesketh-Cosworth V8*) 308/3 1 min. 29.40 sec.
21 M. Leclere (*Williams-Cosworth V8*) FW05/2 1 min. 29.46 sec.	18 B. Lunger (*Surtees-Cosworth V8*) TS19/01 1 min. 29.76 sec.

Non-starters :

E. Fittipaldi (Fittipaldi FD04/1)	1 min. 29.89 sec.
J. Ickx (Hesketh-Williams 308C/1)	1 min. 30.61 sec.
G. Edwards (Hesketh 308/2)	1 min. 30.77 sec.

* J. Hunt used McLaren 11T for race.
† J. Watson used Penske 28T for race.



Chris Amon, back in Formula One harness with the Ensign, held a worthy fifth place until a wheel broke, to cause a spectacular accident from which the New Zealander escaped almost unscathed.

(or you needed a hard-charger in the cockpit!). Ecclestone's Brabham team were giving the others encouragement by showing that even *with* 12 cylinders you could not guarantee to be competitive. On the fourth row of the grid was Amon with the neat and unobtrusive Ensign, illustrating perhaps that if all the factors are above average, with no weak points and, equally, no strong points, you can be well placed without too much drama or expense. In contrast the Walter Wolf-financed Williams team were showing that sheer expense was no short cut to success, for they scraped one car on to the last row of the grid, driven by Leclere, while Ickx did not qualify. A very dejected Emerson Fittipaldi was also a non-qualifier which was a surprise, unless you had noticed the way the car had been handling during practice, for it never seemed to go where the driver wanted it to go or even thought it was going to go. The other non-qualifier was Guy Edwards with the Rent-a-Drive Hesketh, but that was no surprise to anyone, except perhaps the people who had paid for the car.

The race was not due to start until 3 p.m. on Sunday so a quick 20-minute whizz-round in the morning gave everyone time for lunch before the serious business began. Behind the main grandstands some 70 road-going Ferraris were arriving, from a Ferrari Clubs gathering, all the owners smiling happily when they saw the starting order for the race with Lauda and Regazzoni on the front row. An equally large number of "First National City Bank Travellers Cheques" guests were also arriving and the Penske team were relieved that their car was on the grid, even it if was difficult to pick out down in row nine. The Brazilian media-men were sitting around gloomily, wondering how they were going to explain the demise of the Copersucar-backed ex-World Champion, who had packed up and gone home in despair. Jacky Ickx was in the paddock trying to keep a brave face in front of newshounds who could not understand why he was not in his own National Grand Prix and as 3 p.m. approached the skies were clear, a breeze was blowing as a headwind on the pits straight and all was set for a great race, providing you were a Ferrari enthusiast. The distance was 70 laps, which sounded a lot, but in fact would only represent 1¾ hours of racing, and well on schedule Lauda and Regazzoni led the field forward to the grid. The starter waited for the tail-enders to sort themselves out and then pressed his button! A rather undramatic set of red lights

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afterpoon	Saturday Afternoon
1	N. Lauda	Ferrari 312T2/026—flat-12	1. 28.07	—	**1. 26.55**
2	G. Regazzoni	Ferrari 312T2/025—flat-12	1. 27.39	**1. 26.60**	1. 27.27
3	J. Scheckter	Tyrrell P34/3-Cosworth V8	1. 27.76	1. 27.69	1. 27.19
4	P. Depailler	Tyrrell P34/2-Cosworth V8	1. 27.77	1. 26.91	1. 27.01
5	M. Andretti	Lotus 77/R1-Cosworth V8	1. 28.07	1. 29.45	1. 27.75
6	G. Nilsson	Lotus 77/R2-Cosworth V8	1. 29.87	1. 30.55	1. 28.99
7	C. Reutemann	Brabham BT45/2-2-Alfa Romeo flat-12	1. 28.52	1. 28.30	1. 29.39
8	C. Pace	Brabham BT45/3-Alfa Romeo flat-12	1. 28.41	1. 28.09	—
9	V. Brambilla	March 761/1-Cosworth V8	1. 27.91	1. 26.93	1. 27.76
10	R. Peterson	March 761/3-Cosworth V8	1. 27.96	1. 27.78	1. 27.72
11	J. Hunt	McLaren M23/8-Cosworth V8	**1. 26.74**	1. 27.87	—
12	J. Mass	McLaren M23/9-Cosworth V8	1. 29.92	No time	1. 28.50
16	T. Pryce	Shadow DN5/5B-Cosworth V8	No time	—	1. 28.37
17	J-P. Jarier	Shadow DN5/4A-Cosworth V8	1. 28.52	1. 28.73	1. 28.38
18	B. Lunger	Surtees TS19/01-Cosworth V8	1. 30.50	1. 30.17	1. 29.76
19	A. Jones	Surtees TS19/02-Cosworth V8	1. 29.32	1. 29.93	1. 28.44
20	J. Ickx	Hesketh-Williams 308C/1-Cosworth V8	1. 31.09	1. 31.33	1. 30.61
21	M. Leclere	Williams FW05/2-Cosworth V8	1. 30.68	1. 29.85	1. 29.46
22	C. Amon	Ensign MN05-Cosworth V8	1. 27.92	1. 27.54	1. 27.64
23	A. Bernardio	Ensign MN02-Cosworth V8	—	—	—
24	H. Ertl	Hesketh 308/3-Cosworth V8	1. 31.35	1. 31.46	1. 29.40
25	G. Edwards	Hesketh 308/2-Cosworth V8	1. 31.77	1. 31.99	1. 30.77
26	J. Laffite	Ligier JS5/01-Matra V12	1. 27.83	1. 27.14	1. 27.49
28	J. Watson	Penske PC3/02-Cosworth V8	No time	1. 29.96	1. 28.44
30	E. Fittipaldi	Fittipaldi FD04/1-Cosworth V8	1. 29.81	1. 30.32	1. 29.89
31	I. Hoffman	Fittipaldi FD04/2-Cosworth V8	—	—	—
32	L. Kessel	Brabham BT44B/1-Cosworth V8	1. 29.96	1. 29.09	1. 29.62
33	P. Neve	Brabham BT44B/2-Cosworth V8	1. 30.78	1. 30.11	1. 28.80
34	H-J. Stuck	March 761/2-Cosworth V8.	1. 28.89	1. 29.79	1. 28.41
35	A. Merzario	March 761/4-Cosworth V8	1. 32.96	1. 28.84	1. 28.84
37	L. Perkins	Ensign MN04-Cosworth V8	1. 28.81	1. 30.06	1. 29.76
1T	N. Lauda	Ferrari 312B3/023—flat-12	1. 27.85	1. 26.73	—
8T	C. Pace	Brabham BT45/1-Alfa Romeo flat-12	—	—	1. 27.66
11T	J. Hunt	McLaren M23/6-Cosworth V8	—	—	1. 28.33
16T	T. Pryce	Shadow DN5/3A-Cosworth V8	1. 29.38	1. 29.61	—
28T	J. Watson	Penske PC3/01-Cosworth V8	1. 28.54	—	—
30T	E. Fittipaldi	Fittipaldi FD04/2-Cosworth V8	—	—	No time

glowed on the bridge ahead of the start-line and after ten seconds they disappeared and a green set glowed and Lauda was gone. Hunt made a good start from the second row and was alongside Regazzoni as they raced for the first corner, which Hunt took from the inside and was into second place behind the World Champion. All 26 cars got away well and strung out round the big loop before reappearing up the back straight in the order Lauda, Hunt, Regazzoni, Laffite, Brambilla, Depailler, Amon with a jostling crowd behind them.

To the joy of the Ferrari enthusiasts Niki Lauda waited for no-one and before the dust of the start had settled he was already pulling out a visible lead. From his pole position he had only one objective and that was to win the race, for himself and for "the Ferrari", which means Enzo Ferrari, Mauro Forghieri, his chief mechanic Ermano Cuoghi, all the team members at the race and all those people back in Maranello who keep the team going. As he drew steadily away driving smoothly and without flurry one was reminded of the great Ferrari era of Alberto Ascari, the opposition just melted away in his rear-view mirrors. If anyone was thinking that Lauda was unfit and would not stand the pace, they would have to think again. Uncomfortable he may still be, but not unfit, physically or mentally. Behind him Hunt was doing a good job leading Regazzoni in the second Ferrari, Laffite in the screaming Ligier-Matra, Depailler in a six-wheeled Tyrrell, Scheckter in a similar car, Amon in the works Ensign, the two Brabham-Alfas of Pace and Reutemann, then Peterson in the blue and yellow March, the black Shadow of Jarier, the black and gold Lotus of Andretti, the white March of Stuck and the orange one of Brambilla. The Italian had been in fifth place in the opening rush but he got all crossed-up on lap 4 and dropped back to fourteenth place. Two-and-a-half laps later a rear hub shaft sheared as he was going into the *chicane* behind the paddock and he was off the track in a cloud of sand and out of the race. A short while later Nilsson stopped just before the pits with his throttle slides jammed shut with dirt after an excursion into the rough stuff, unfortunately parking the car on the opposite side of the track from any possible help from his mechanics. Just as this was happening Regazzoni decided he ought to support the flying Lauda, and took second place from Hunt and that was the end of anyone else getting a look in, the two Ferraris powered away into an unassailable lead.

Hunt's car was nothing like on form and he was having trouble keeping ahead of Depailler who had got past the Ligier. At 10 laps the order was Lauda, Regazzoni, Hunt, Depailler, Laffite, Scheckter and Amon, the queue for third place being nose-to-tail behind the McLaren. Then came Andretti, having passed Peterson, Reutemann and Pace and moving up into this group were Alan Jones and Jochen Mass. The Lotus disappeared into the pits five laps later with dust and dirt in the fuel injection and two laps later Reutemann's Alfa Romeo engine lost all its oil pressure and as he slowed violently Peterson dodged to the wrong side and found himself having a private accident among the catch-fences! It was March A-team two down and the B-team with one to go, as Merzario was on his way out with a sick engine. Laffite forced his way by Hunt on lap 17 and collected a big black tyre mark on the right of the Ligier cockpit from the McLaren's front wheel, for Hunt was not going to let "a frog" go by that easily, but on the next lap Depailler got his six-wheeler past the McLaren. We now had a flat-12-cylinder Italian car in the lead, another in second place, a V12-cylinder French car in third place and a six-wheeled British car in fourth place, and people think all Formula One cars are the same!

As Depailler went by the pits to start lap 29 his engine made an awful noise and that was the last we saw of him, the Cosworth V8 rout was complete. The two Ferraris and the Ligier-Matra sang their 12-cylindered way round the circuit, reeling off the laps with complete reliability, while behind them the British cars fell apart or failed to keep up. Hunt's gearbox was losing oil and it was only a matter of time before his race was over, Scheckter's rear suspension had a broken link-mounting due to a blow "from a kerb that stepped out" or a passing car, and Amon was in a worthy fifth place with the Ensign until the left-rear wheel came adrift on lap 52 and he crashed spectacularly but the strong roll-over bar saved him from serious injury. Andretti rejoined the race for a while, until a drive-shaft joint broke up, Stuck went out with damaged rear suspension, and Ertl's Cosworth engine broke in the white Hesketh. Pace's Alfa Romeo engine died on him with electrical failure as he passed the pits, and Lunger's Surtees set itself on fire when the ignition rotor broke up and ignited a fuel leak in the injection system. All this time Jones had been circulating regularly, and moved up into fifth place, Mass had worked his way up into sixth and Perkins had battled his way past both the Shadows to take eighth place behind Watson.

Although the gaps between the first three cars varied now and then due to back-markers holding things up as they were lapped, the three 12-cylinder cars never missed a beat and had the race been another couple of laps longer the Cosworth-Kit-Car annihilation would have been complete, for Lauda would have lapped Scheckter's Tyrrell, which crossed the line to all intents and purposes a lap in arrears on the Ferraris, its pace slowed by the excessive lean-in of the right rear wheel. Scheckter had done well to finish.

A lot of Ferrari enthusiasts left the Zolder circuit with smug looks on their faces, as well they might, and there was great rejoicing in Modena.—D.S.J.

Results :

BELGIAN GRAND PRIX—Formula One—70 laps—Zolder—4.262 kilometres per lap—298.34 kilometres
Very warm

1st :	N. Lauda (Ferrari 312T2/026)	1 hr. 42 min. 53.23 sec.—173.980 k.p.h.
2nd :	G. Regazzoni (Ferrari 312T2/025)	1 hr. 42 min. 56.69 sec.
3rd :	J. Laffite (Ligier J55/01)	1 hr. 43 min. 28.61 sec.
4th :	J. Scheckter (Tyrrell P34/3)	1 hr. 44 min. 24.31 sec.
5th :	A. Jones (Surtees TS19/02)	1 lap behind
6th :	J. Mass (McLaren M23/9)	1 lap behind
7th :	J. Watson (Penske PC3/01)	1 lap behind
8th :	L. Perkins (Ensign MN04)	1 lap behind
9th :	J-P. Jarier (Shadow DN5/4A)	1 lap behind
10th :	T. Pryce (Shadow DN5/5B)	2 laps behind
11th :	M. Leclere (Williams FW05/2)	2 laps behind
12th :	L. Kessel (Brabham BT44B/1)	7 laps behind

Fastest Lap : N. Lauda (Ferrari 312T2/026), in 1 min. 25.98 sec.

Retirements : V. Brambilla (March 761/1) broken drive shaft, on lap 7; G. Nilsson (Lotus 77/R2) jammed throttles, on lap 8; R. Peterson (March 761/3) accident, on lap 17; C. Reutemann (Brabham BT45/2-2) loss of oil pressure, on lap 18; A. Merzario (March 761/4) engine trouble, on lap 22; P. Neve (Brabham BT44B/2) broken drive shaft, on lap 27; P. Depailler (Tyrrell P34/2) engine trouble, on lap 29; M. Andretti (Lotus 77/R1) drive-shaft joint, on lap 31; H. Ertl (Hesketh 308/3) engine trouble, on lap 32; H-J. Stuck (March 761/2) broken rear suspension, on lap 34; J. Hunt (McLaren M23/6) gearbox, on lap 36; C. Amon (Ensign MN05) accident, on lap 52; C. Pace (Brabham BT45/1) electrical trouble, on lap 59; B. Lunger (Surtees TS19/01) minor fire, on lap 63.

26 *starters* — 12 *finishers.*

Notes on the Cars at Zolder

THERE WERE numerous detail changes in the paddock scene at Zolder compared to Jarama two weeks before, notably among air-box designs for the engines, though many teams were still not convinced of the final layout or even that they were an advantage, Shadow, Ensign and Fittipaldi all experimented with no scoops or boxes at all. If anyone had any doubts about the seriousness of the Tyrrell-Gardner six-wheeled project they had to be completely dispelled at the Belgian GP for Scheckter was entered with a brand new car, Project 34/3, while Depailler retained P34/2, straightened out and tidied up after his excursion into the catch-fences at Jarama. Both cars had dispensed with the large sausage-like air-boxes and had simple covers over the intakes collecting air in a rectangular scoop behind the driver's head. Scheckter's new car was using an extension piece let into the bodywork ahead of the cockpit, which moved the full-width nose cowling some eight inches forward, well clear of the front pair of wheels. Both cars were using the three six-volt motorcycle battery electrical system with two mounted on the right of the front bulkhead and one on the left, 12 volts being used for the electrical accessories and 18 volts for the starter system.

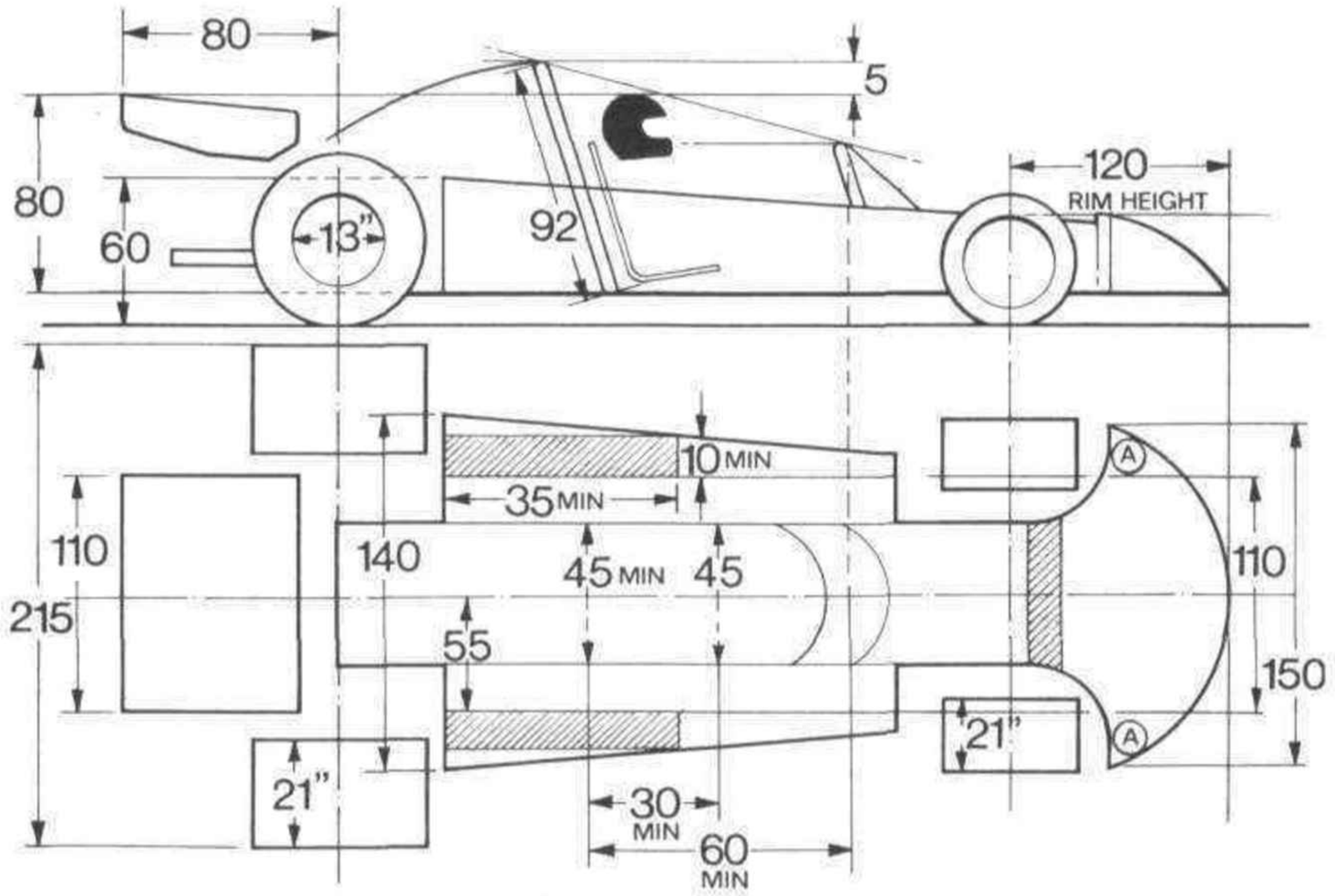
Ferrari had the same three cars they took to Spain, their only major change being the introduction of a brand new transporter of the articulated type, having stuck to the conventional large van for so long. In addition Fiat sent along their lavish publicity and hospitality unit, suitably labelled Ferrari for this occasion. After the satisfying showing in Spain the Lotus team were more or less consolidated with their cars and drivers, their only noticeable addition being Tony Southgate on the development team, his black pit-uniform now being a John Player shade of black instead of Don Nichols Shadow black. In the Brabham pits Carlo Chiti was in attendance to keep an eye on the flat 12-cylinder Alfa Romeo engines and Gordon Murray was trying out two new types of air collectors for the engines, one with a single scoop behind the driver's head taking air down centrally on to the engine and then dividing it left and right, the other system having large diameter tubular collectors above each bank of cylinders in place of the normal narrow

Reflections in the Spanish Dust

[Production schedules dictate that this look-back at the controversial Spanish Grand Prix, which had to await the CSI decision on Hunt's disputed victory, appears further forward in the issue than the Grand Prix report, on pages 641-647.]

ONE THING I always like to try to do is to "dilly-dally" about after a race to watch the cars being loaded into their transporters, to talk to people after the noise and confusion of the race has died down, and in general wait "until the dust has settled" before leaving. So often questions and queries are solved once the dust has settled and the whole scene becomes clearer. Many daily paper or media "scoop-hounds" tell me how different my life would be if I didn't work for a monthly magazine, to which I reply that this is exactly why I work for MOTOR SPORT and not for the radio, TV, news agency, Fleet Street papers or even weeklies. My real love is motor racing, not journalism, which is why I like to stay behind until the last car is loaded, or as an old American friend used to say "until the last dog's 'bin hung".

At Jarama the dust never did really settle for in the after-race scrutineering Hunt's McLaren and Laffite's Ligier were excluded for not complying with the Formula One rules, which to me spoilt a rather enjoyable race. Even sadder is the fact that Formula One racing (I cannot bring myself to call it Grand Prix racing much longer) is so bound up in rules and regulations that it might pay someone to employ Ralph Broad to build them a legal regulation-dodger. I have always felt that Grand Prix racing should be above restrictions and pettifogging regulations, and indeed at one time it used to be and squabbles about rules were confined to Le Mans, but as the gamut of motor racing spread to a wider cross-section of people, and real engineers gave way to pseudo engineers, a lowering of engineering integrity took place and this brought about the need for more stringent rules and regulations. A pure engineer is above political or financial squabbles, as is a pure scientist, but if you lower the standards then you need law-men to enforce the rules; you can no longer leave it to the integrity of the individual. Integrity in design and engineering went out of Grand Prix racing many years ago (except, perhaps, at Scuderia Ferrari), and as the standards lowered so the rule-book got fatter. Today the Formula One Constructors (note the word constructors, not designers or engineers) may be a strong and united body, but I don't think



Nearly all major measurements on a Formula One car are strictly limited to a maximum or a minimum as indicated in this drawing of a typical car. In addition there are numerous rules about safety devices like one-way valves in the fuel system, electrical master switches and wiring; oil tanks, oil pipes, oil radiators, fuel tanks, braking systems, fire extinguishers and weights are all strictly controlled, and it can all be found in the FIA Year Book with the yellow covers.

NOTES ON THE CARS AT ZOLDER
Continued from overleaf

slots. The first of these different systems had been tried during pre-race testing at Jarama and was fitted to BT45. BT45/2 had been rebuilt with a new chassis after Jarama and had the two narrow "chimney-style" intakes, while the unpainted fibreglass tubular intakes were tried on BT45/3 which was being driven by Carlos Pace.

March were out in force again with their A and B teams, Brambilla and Peterson in A looked after by Robin Herd and Stuck and Merzario in B under the eye of Max Mosley. All four cars were the same as used in Spain, but using flatter and wider air intakes and the B-team had a spare car with them in the form of an old 741 model, naturally updated. To overcome the embarrassment of the illegal maximum width of their cars, the McLaren's rear wheels had been machined down on the inside face of the hub so that they went further in on the driving flange; a simple and uncomplicated modification that a well-equipped racing team such as Porsche could have done in the paddock in their workshop van. About the only thing noticeable in the Shadow team was that the cars and the personnel were not scintillating the way they used to, and looked as if they had come straight from the Jarama race without even being cleaned, which was obviously not the case. In contrast the Surtees team were looking brighter and sprightlier than ever and their patch in the paddock with big white awnings extending out on each side of the transporter, with Lunger's car on the right and Jones's car on the left, looked trim and efficient. The dark blue, almost black, decor of the new-look Frank Williams team of Harvey Postlethwaite-designed cars, financed by Walter Wolf a German businessman, were clearly immaculate in true Williams style, but somehow were almost unnoticed among the gay and the gaudy colours of teams like Ferrari, Ligier, McLaren and Tyrrell, whereas the black and gold Lotus team seem to stand out. The much vaunted Postlethwaite rubber suspension medium seems to have disappeared altogether, normal steel coil springs being the normal order of things now. Next along the line of the entry was the Red Ensign of Morris Nunn with Amon driving it and the small family team were chuckling to themselves when their single car was running amongst all the highly-publicised, heavily-sponsored teams.

The remnants of the Hesketh team were very busy with two 308 cars, the usual number 3 for bearded Harald Ertl and number 2 for Guy Edwards, the former in pure white with the single word ERTL on the side of the cockpit, the latter with all manner of advertising all over the car and a painting of a girl on the nose cowling! The Matra team (oops! sorry, the Ligier team) had clipped their rear wing since Spain and the hard-working and enthusiastic Jacques Laffite was still the dynamo in the centre of the operation with the Ligier JS5. Limited financial resources are holding up the completion of a second car. There was still no sign of the new Penske car, but the two PC3 models were as smart as ever, 02 wearing a "chisel" nose with canard fins and 01 having a full-width nose cowling. After the disastrous Spanish weekend the Fittipaldi team had only half recovered, a shortage of spare engines preventing them running Ingo Hoffman in the second car; it was kept in reserve for Emerson Fittipaldi who was driving the number one car. The immaculate RAM Racing BT44 Brabhams were being driven by Kessel and Neve, there being no "local-hero" tie-up this time, though in fact Patrick Neve *is* the local hero in Belgium. Finally, and once again quietly getting on with the job with the Boro-Ensign of the Dutch HB Alarm Systems team was Australian Larry Perkins, enjoying every minute of being in the world of Formula One on the Grand Prix circuits of Europe.—D.S.J.

they trust each other one little bit. Many years ago Ken Tyrrell told me they were going to organise themselves for the sole purpose of stopping Colin Chapman and Enzo Ferrari taking the lion's share of the pickings in Formula One racing. Tyrrell called it democratic with a fair share for all. I would call it something else.

With Ecclestone and Mosley as the mouthpiece and brain-box of the Constructors Association, we have been getting the impression that they run Formula One racing, not the Commission Sportive International of the governing body of motoring sport, the FIA. With the Spanish race being the first one for various new rules, dreamed up jointly by the CSI and the Constructors, in the interests of overall safety, for drivers, constructors, spectators, organisers and officials, not only physical safety but financial safety as well, it was suggested that the CSI should make an appearance in Spain and let it be seen that they control Formula One racing. Furthermore, the Constructors suggested that the CSI should be seen to implement the new rules, as well as some of the old ones. This they did and promptly submitted that Hunt's McLaren and Laffite's Ligier contravened various rules. In both cases it was a measurement that was over the prescribed limit, the McLaren on the overall width and the Ligier on the maximum distance of the rear aerofoil behind the rear wheel centre-line, but it could have just as easily been an engine capacity of 3,005 c.c. when 3,000 c.c. is the limit. The Matra, an Alfa Romeo and a selection of the Cosworth engines were checked for bore and stroke and found to be exactly as specified and within the maximum limit. The CSI technical commission submitted to the stewards of the meeting that the two cars concerned contravened the rules, which was the point at which the settling dust began to rise again. The race had finished around 6 p.m. and it was after 9 p.m. that the Stewards announced that Hunt (McLaren) and Laffite (Ligier) were excluded from the results and those remaining moved up places accordingly, giving first place to Lauda (Ferrari). McLaren Racing's boss-man Teddy Mayer soon got lawyers on the job of protesting against the decision, but the Spanish Automobile Club's Tribunal was adamant, the decision would stand. Mayer has now taken his appeal to the Royal Automobile Club and asked them to make an official appeal to the FIA in Paris, and there the matter stands at present.

Now no-one is suggesting that the McLaren was wrongly measured or that it was legal, Mayer and his team admit default and put it down to carelessness; I would put it down to "cockiness" for Teddy Mayer and Alistair Caldwell, who run the Formula One team, have been rather over-powering "know-alls" and "smart-guys" for some time, which is why none of their "buddies" in the Formula One Constructors Association have shown much sympathy for them. It is not that they have been caught deliberately cheating, like using a 3½-litre engine or mixing methanol or nitro-methane in the fuel, but they have been found guilty of being careless and their main complaint and appeal is against the harshness of the sentence, which was complete annihilation from the official results and the Drivers' and Manufacturers' Championships as far as the Spanish race is concerned. Many people felt the decision was particularly hard on James Hunt, who was anything but careless in his driving of the race, and they thought that he should have been allowed to keep first place and the nine Championship points, but it was pointed out that next time Ferrari could have Lauda win with a 3½-litre engine, have the team disqualified and leave Lauda as winner with his nine points. One suggestion that did seem more rational was that the results should stand but that both Hunt and McLaren should lose their nine points, leaving Lauda and Ferrari with their second-place six points. Of course, if we didn't have these Championships and this obsession for points-chasing and took the Spanish GP and all the others on their individual merit a lot of this "hoo-hah" would be eliminated. A suggestion that I and two colleagues decided upon was that the results should stand and McLaren Racing should be fined £10,000, a sum large enough to hurt even a Formula One team. (We were amused to see this idea get into the Daily Excess!) One of our group thought £20,000 would be nearer the mark, while yet another opted for £50,000, saying that the world of Formula One brags about their big-business and multi-million-pound activity, so fine them accordingly. For my part I would have liked this really big fine, which would have shaken the money-conscious Mayer, to have been distributed amongst the teams who went all the way to Madrid and failed to qualify for the race or for any of the Constructor's share-out. That would have been a nice sporting gesture. *But sport went out when business moved in.*

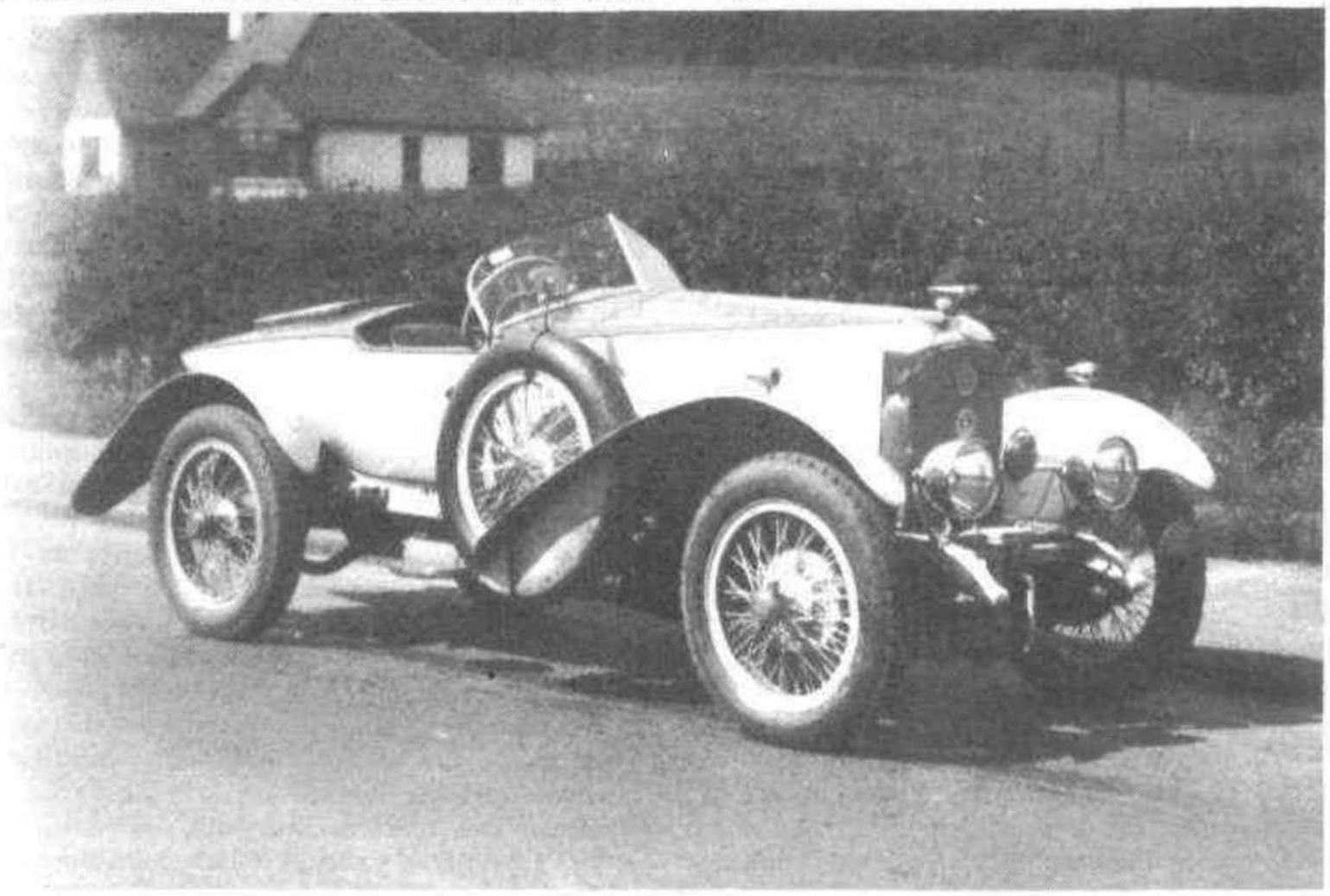
On the factual side of the whole affair all the cars were looked at and measured in detail during practice, but it was made clear that only those features which could not be altered were dealt with. Any part of the car that could be easily changed was left until after the race and all the teams were notified of this fact, it being quite clear that any car that finished the race would be scrutineered afterwards. There was little point in measuring the overall width across the rear wheels during practice, if, after scrutineering, a different set of wheels could be fitted. Mayer claims to have not read the notification about *after-race* scrutineering, which must be the height of stupidity and carelessness for anyone calling himself a professional team-manager or director or what-have-you.

I think we now know quite clearly who is in charge of Formula One racing. It is the CSI and they always have been in charge, even though Ecclestone and his cohorts thought differently. The whole affair was a sad day for Grand Prix racing, but if that's the way the competitors want it run then they must not cry about it. I never thought I would see Grand Prix racing dragged down to the level of Rallies, Saloon Car Racing, Formula Ford, Le Mans racing and other lowly levels of the sport.

By the time the dust finally began to settle on Jarama it was dark and the last of the transporters had rumbled out of the gate heading north to catch the boat at Bilbao to England, or to cross the frontiers to France and Italy.

In 1974 the Spanish GP at Jarama was a bit of a shambles due to the weather; in 1975 the Spanish GP at Barcelona was a shambles due to the drivers and organisers and now the 1976 Spanish GP at Jarama again was a shambles due to the Constructors. The unfortunate Spanish GP is getting a sordid history like the British GP—three shambles on the trot.—D.S.J.

From the Archives—9

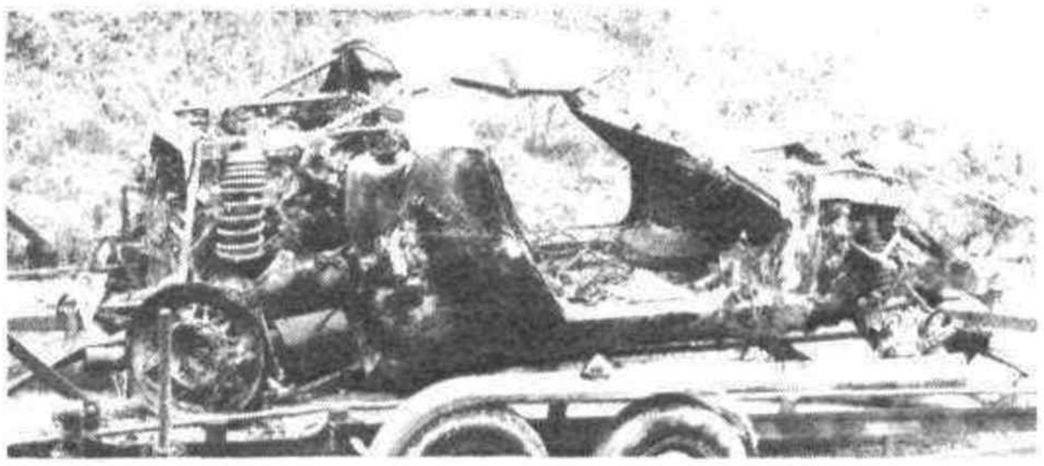


The Vauxhall OE 30/98 was one of the great British cars of the vintage years, with comparatively light weight and a 4-cylinder 4½-litre engine giving excellent torque from its pushrod overhead valves, it pulled very high gear ratios and gave effortless high-speed cruising with a maximum around 85 m.p.h. Built with open 4-seater tourer bodies and close-coupled 2/4-seater bodies, as well as in 2-seater and saloon form, it is the epitome of British vintage motoring. This example, registered ER 3197, has special two-seater coachwork thought to be by Mulliner or the Grosvenor Carriage Company.

RALLY REVIEW

A Young Finn Wins the Welsh

THE APPEARANCE for the first time of a completely new car is always something of an occasion, for everyone welcomes the arrival of new blood or new machinery and wonders what their results will be. But those who produce a new car and enter it in competition have to be very careful lest they should overdo the trumpet blowing before the car has actually proved itself. The International Welsh Rally in May was the first competitive appearance of Leyland Cars' Triumph TR7, a car of considerable potential which has aroused great interest. Much publicity was made of the entry of two such cars in the Welsh Rally, but one felt at the time that this was all a little premature. The time to burp with satisfaction is after a good meal, not before it, and when both TR7s retired during the first night of the rally all the pre-event publicity fell flat. How much better would it have been if the cars had been entered quietly and unobtrusively, using their first competition as an extension of their test programme and leaving all the banner waving until they prove themselves—which they are obviously capable of doing.



The grim, charred remains of The Chequered Flag Lancia Stratos. Walfridsson and Jensen were saved from the inferno by spectators.

Ranged against the new Triumphs was a whole array of Ford Escorts in various forms of preparation, livery and performance, entered by the factory, by garages and tuning concerns, by sponsoring companies and even by individuals. Also in the field was a new Saab 99EMS entered by the factory, but although Stig Blomqvist made good times during the first night, the car was retired in the early hours of the second day when an incurable misfire and a very loud rattle led to suspicions of valve failure.

This really left the fight to the line-up of Fords, and it was the young Finn Ari Vatanen who finally made first place in a works car sponsored by Allied Polymer, who were delighted with the result since it was fitted with their Gandy brake linings for the first time. Britisher Russell Brookes was not far behind in a similar car backed by Andrews Heat-for-Hire, but just as it seemed that he might close the gap he rolled off the road and lost something like a dozen minutes regaining it. Another Britisher to shine in the early stages was a young man from Gloucestershire called Graham Elsmore. In yet another Escort, albeit an older one, his performance was so good that he was in fourth place for some time, but he had to suffer the disappointment of retirement when a driveshaft broke on a special stage. In the future, he could very well be a man to watch.

Another car which began well was the Lancia Stratos being campaigned by The Chequered Flag. Its history is very much a chapter of accidents, but on the Welsh Rally it suffered its final blow when it rolled on a very deceptive bend after a blind crest, burst into flame and was completely destroyed.

The incident was significant inasmuch as the lives of its occupants, Walfridsson and Jensen, were undoubtedly saved by courageous spectators who dived into the flames, rolled the car off its roof and got the occupants out. It so happened that this particular stage in Brechfa Forest had been kept secret from the public who were only given the location of six of the 36 stages. However, the enthusiasm of hardy rally followers is not to be dampened, and numbers of them have no trouble locating the secret stages and getting in to watch. It was most fortunate for Walfridsson and Jensen that they did so in Brechfa.

The main reason for keeping stages from the public, so it seems, is the lack of adequate parking space in the areas adjacent to the forests, but when six stages are revealed and 30 are not, the concentration of watchers at those six creates its own congestion, as happened on the Welsh Rally.

In our opinion, the forests are for all to enjoy, and we feel that the best and only proper course is to reveal the stages and to give additional information concerning parking facilities. It would also be an added comfort for competitors, because spectators are generally ready to provide all manner of assistance, retrieving cars, warning others of danger, helping with repairs, providing lifts for those stranded and, as on the Welsh. saving lives. Can rally organisers and the Forestry Commission really deny competitors those benefits?

Apart from some mist and low cloud in the mornings and evenings, the Welsh mountains were ba hed in sunshine during the weekend of .ne rally. In good weather people are more 'ikely to enjoy themselves than in bad weather, and all concerned with the event were in good spirit. Everyone, from schoolboy spectators to team managers, enjoyed the weekend, whilst competitors seemed always to be grinning and joking at the various stops no matter how many problems they had. This is the sort of spirit which endears the sport to all who encounter it and which turns a casual onlooker into a confirmed enthusiast at his first acquaintance.

In years past the Welsh Rally has always been concentrated into a weekend, with scrutiny during the morning of the Friday start and the rally running right through until the Sunday. This suited privateers admirably, for they could tackle the event without forking out for hotel rooms, but along came complaints from those who felt that the rally ran for too long without rest, so the format was changed for this year. Scrutiny began on Wednesday, the start was on the Thursday, there was an overnight stop on the Friday, the finish was on the Saturday and the final tie-deciding race at Llandow was on the Sunday. No more was the Welsh Rally the only surviving British international which could claim to provide low-cost competition. Hotel stops and fine restaurants may be all right for works teams and well-sponsored crews, but for those who pay their own bills (and these are the majority without whom no rally could survive) they are costly luxuries.

This year the new style turned out to be expensive for the organisers too, and there is talk that the 1977 rally will revert to its old, crisp style. We would also like to see several loose organisational ends tied up, a roadbook better than the rather scrappy and inconsistent one used this year, and improved stage arrowing. We would also like to see the final circuit test at Llandow taken out of the event altogether since it is completely out of character, but that is a personal view and we appreciate that the Llandow test provides the club with the means of earning much-needed revenue from the paying public to be able to afford the exorbitant fees charged by the Forestry Commission for the use of its roads. These road charges take refuge beneath the camouflage of reinstatement after surface damage caused by the passage of cars. When we hear of such things as marbles teams being subsidised by the Sports Council to play in Tokyo, one wonders why such a tremendously prestigious sport as rallying, with its vital industrial importance, gets nothing. A first step need not necessarily be a financial grant, but the abolition of those road charges in lieu of a grant would result in the immediate lowering of costs incurred by organisers and the equally immediate drop in entry fees levied on competitors.

Ari Vatanen convincingly showed his critics (those who felt that Ford should have engaged a young British driver, not a Finn) that he is of the stuff which champions are made of, but a few Englishmen also showed their worth and we hope that they will find the wherewithal to progress into the sport's highest levels.—G.P.

INTERNATIONAL WELSH RALLY
GENERAL CLASSIFICATION

1st	A. Vatanen/P. Bryant (Escort RS1800)	220.42
2nd	P. Airikkala/C. Francis (Escort RS1600)	227.15
3rd	R. Clark/J. Porter (Escort RS1800)	227.55
4th	J. Taylor/M. Greasley (Escort RS1800)	228.30
5th	T. Drummond/P. Short (Escort RS1600)	230.49
6th	T. Fall/M. Broad (Opel Kadett)	233.17
7th	N. Rockey/D. Tucker (Escort RS1800)	233.44
8th	D. Heggie/G. Dean (Escort RS1800)	236.11
9th	E. Aaby/M. Holmes (Escort RS1600)	239.07
10th	A. Dawson/A. Marriott (Datsun Violet)	239.16

Results of the East African Safari Rally. *A report and colour pictures appear on page 686.*

1st	Joginder S./D. Doig (Mitsubishi Lancer)	117 min.
2nd	R. Ulyate/C. Bates (Mitsubishi Lancer)	141 min.
3rd	A. Cowan/J. Syer (Mitsubishi Lancer)	162 min.
4th	B. Shankland/B. Barton (Peugeot 504)	172 min.
5th	S. Lampinen/A. Hertz (Peugeot 504)	203 min.
6th	K. Shinozuka/B. Graham (Mitsubishi Lancer)	258 min.
7th	H. Källström/L. Lindqvist (Datsun Violet)	289 min.
8th	Z. Rhemtulla/N. Jivani (Datsun Violet)	309 min.
9th	J-P. Nicolas/J-C. Lefèbvre (Peugeot 504)	311 min.
10th	J. Hellier/K. Shah (Alfa Romeo GTA)	434 min.

65 starters — 17 finishers.

Around and About



While Leyland in the UK were working hard at premature announcements of racing Jaguars and rallying TR7s, that always-formidable American combination of Group 44 and driver Bob Tullius were quietly getting on with giving the TR7 a racing debut victory at Charlotte Motor Speedway, North Carolina. Professionalism, not "bull . . . ." breeds success, which is perhaps why Group 44 has consistently won with Spitfires, TR6s, E-types and now the TR7 on behalf of Leyland International in the States.

Living in a Grandstand

THERE'S *something rather special about* taking afternoon tea in the comfort and shelter of your own home as a posse of Formula One cars blares past just yards from your window. Revelling in the warmth of gas central heating as other fans shiver in the biting wind blowing across the wastes of the old Silverstone airfield. Then, as the wind drops and the sun peers shyly through the clouds, climbing a built-in ladder to the roof of your home for a grandstand view of the excitement, or, in the case of the Silverstone International Trophy Race, lack of excitement.

Thanks to Alan Foster, the former Dick Jacobs MG driver and now amiable boss of the London Sports Car Centre at Edgware, we had exactly those facilities for that Silverstone meeting. Apart from selling a wide range of sports cars, Foster has a sideline in importing super luxury mobile home from the US. Most of them are second-hand Winnebagos, though recently he has become an agent for brand-new and more compact Titans, and it was one of these Winnebagos, a 1972, 20 ft. long Winnebago Brave, that he loaned us for that Northamptonshire weekend.

The specification of this 30,000-mile-old semi-mammoth was quite breathtaking: gas central heating; full air-conditioning; 'fridge with freezer compartment; hot and cold running water, shower and flush toilet worked by pressurising the main water tank; an auxiliary petrol-driven generator; electric lighting; plus 5/6 beds and loads of cupboard and seating space. Unfortunately, in view of the tedious International Trophy, the television had been removed, though its wind-up roof aerial remained in place.

This pantechnicon-sized vehicle was propelled by a 6.3-litre, Chrysler V8 petrol engine, had automatic transmission, excellent power brakes and power assistance for the steering wheel in front of the left-hand seat. Top speed, slowed by emission equipment, proved to be about 65 m.p.h., the steering was vague, yet we had great fun exploiting what proved to be surprisingly reasonable (comparatively speaking) handling. Its drawback was a thirst of something like eight miles per two-star gallon, including occasional use of the generator, but this was nothing to the joy of waking up to bacon and eggs in the middle of Silverstone on the Sunday morning, having not had to bother about driving home after the previous day's practice nor had to frustrate ourselves in the race day traffic queue. We could have made such luxury permanent by forking out £5,695 (perhaps less with haggling) to Alan Foster, who tells us that a new Winnebago Brave would cost about £14,000.

There's No Business Like Grand Prix Showbusiness

AS IF to confirm that the name of the Formula One game has become "Showbiz", not motor racing for motor racing's sake, John Webb and co. have organised an all-singing, all-dancing, all-glittering Grand Prix Night of the Stars at the Royal Albert Hall on Tuesday, July 13th. Their idea is to focus nationwide attention on the British Grand Prix to be held at Brands Hatch 5 days later; more money in the MCD coffers and more traffic jams on the way there, in other words. "For the first time", we're told, "the public at large will have the opportunity to see the familiar heroes of the Grand Prix World taking their place beside internationally famous artists from the world of television and the theatre in an evening designed to put the glamour back into Grand Prix racing".

So far as this writer is concerned there's only one place the glamour can be put back into Grand Prix racing and that's on the racing circuit in racing cars, running competitive races instead of processions, showing more concern for the needs of the motor racing public instead of internal politics and high finance. Super, Shirley Bassey will be on stage at the Albert Hall, which is where she belongs, but the drivers belong on the circuit, not on the stage, where it's intended they'll be on this occasion, much to their embarrassment, no doubt.

One good thing: half the profits will go to the Graham Hill Appeal Fund, to help the Royal Orthopaedic Hospital. The rest will be donated to the Lord's Taverners.

Advance bookings for this extravaganza can be made via Brands Hatch Circuit. Seat prices range from £6.50 in the stalls to £1 on the Balcony; boxes are available with private, licensed catering from £30 for a box for four to £500 for a Grand Tier box.

Don Safety Award

THE Don Safety Award for 1975 has gone to Volvo for the Volvo 244 saloon, in recognition of Volvo's "philosophy of safety which goes beyond the mere acceptance of minimum standards laid down by international legislation by seeking constantly to improve and innovate in the field of safety, engineering". The Trophy was presented to Mr. Robert Dethorey, Senior Vice-President of A.B. Volvo, by Princess Margaretha of Sweden at a lunch in London.

Interestingly, we learn that we in Britain have rather more than a small hand in Volvo's winning of the Award. Some 225 British suppliers help feed the Volvo factory in Gothenberg to the tune of £60 million annually. Among these British contributions are brake pads, brakes, transmission shafts, universal joints, wheels, tyres, window mechanisms, safety glass, heated rear screens, webbing, carburetters, seals, pistons, clutch plates, automatic gearboxes, shock-absorbers, coil springs, camshafts, sheet steel plus many forgings and pressings. We British make great Swedish cars!

Rubery Owen's "Rosafe" road wheel received a special commendation from the Award Adjudicating Panel. Last year the Don Safety Trophy went to the Lotus Elite.

Lyons Award

ASPIRING young motoring journalists might like to further their ambitions by entering for the Guild of Motoring Writers' 1976 Sir William Lyons Award. The competition is open to persons under the age of 22 on

August 31st, the final date for entries. It involves two written exercises, one a news story to be written in the style of a well-known motoring feature, the other an interview with a motor dealer or police traffic officer relating to car warranties and local traffic problems. Tempting awards to make the effort worthwhile include £250 cash, part of which must be put towards furthering the winner's career in motoring journalism, a trophy, the opportunity to spend a week working with the editorial department of a magazine or newspaper of his choice and a two-year probationary membership of the Guild.

Regulations can be obtained from Mrs. Jenny Brittan, General Secretary, The Guild of Motoring Writers, Talbot House, Broadlands Road, London N6 4AN.

Regie Renault's revisions

SOME important changes have been made to Renault's UK offerings in the coupé and *cinq* ranges. From now on the coupés will be marketed in 15GTL and 17TS guise only (the fuel injected Gordini is discontinued along with the cheapest 15TL model) and a new 5GTL augments the 5TL/5TS small cars, offering genuine economy under hard driving through a cleverly developed version of the 1289 c.c. (R12) motor.

We drove all three cars for about 100 British miles apiece and came away most impressed with the engineering of the latest 5. The Regie's development of the tough, five-bearing crankshaft engine has yielded 44 b.h.p. at 5,000 r.p.m. from this slightly long stroke (73 by 77 mm.) four cylinder. This is a deliberate case of throttling the engine – which gives 65 b.h.p. in 5TS sporting guise – via a stop on the puny Solex 32 SE1 carburetter, and breathing modifications that are claimed to provide maximum torque at 2,000 r.p.m. (from 1.3 litres!) and 62.2 lb. ft.

Taking advantage of this torque curve is a 3.1:1 final drive, the four-speed gearbox operated by the same standard floor-mounted gearchange that was introduced on the 5TS. The immediate saving in fuel – and, probably even more significant to high mileage motorists, wear and tear – can be judged from the fact that the economy conscious 5GTL is revving at only 3,720 r.p.m. to cover 75 m.p.h., while the same speed is equivalent to 5,040 r.p.m. in the 956 c.c. 5TL, and 4,400 r.p.m. in the 1289 c.c. 5TS.

To emphasise the genuine fuel economy possible with the 5GTL, Renault GB cunningly set journalists a double-edged challenge. One could either drive as fast as possible, as far as possible, striving for the worst possible m.p.g., or potter gently in the hope of achieving a worthwhile figure. After four days of testing, the results showed that the car our man had shared with a keen rally navigator from *What Car?* had covered rather more miles than anybody else, but had by no means the worst m.p.g. figure. Over 155 miles of varied going (including a friend's private estate, officer) the little Renault spent as much time as possible near its 84 m.p.h. maximum, or recording speeds of 30, 55 and 75 m.p.h. in the gears, and the result was 40.8 m.p.g. Average m.p.g. for the first day was 45.4 m.p.g., but average for other days of journalistic testing were all in the 53 m.p.g. area, so this £1,849.77 GTL ("ours" had a £23.87 cloth seat covering and £14.74 metallic paintwork option) should do nothing but enhance Renault's recent reputation for sensibly engineered economy.

There are those of us who find economy boring and saloon cars of the Renault ilk even more so, and Regie has thought of them too. In France (and it is only for sale there in the foreseeable future) they now have the 1397 c.c. Renault 5 Alpine A5 with 93 b.h.p., five-speed gearbox and a reputed 105 m.p.h. plus capability!

Also on the menu were the revised coupés, which have a new dashpanel and instrumentation similar to the 30TS V6 models, new front and back styling and, in the case of the 17TS, some fabulous seats that fit the body contours, via sprung pads, to allow a really tailored perch for most shapes and sizes.

The 1289 c.c. 15GTL version has 60 b.h.p. and little appeal that I could detect at £2,428.92 for enthusiast use when you compare it against competition like the Opel Manta, Mazda coupés and the Ford Capri IIs. All of which have more performance and, in the case of the Opel and the Ford, quite sporting handling.

The 17TS has the same rather dead handling and heavily front wheel drive characteristics as the 15, evident in the tug of the steering wheel. However, it does have a rather nice five-speed gearbox (though there were complaints on this score), an adequate 98 b.h.p. from the ex-R16 aluminium 1647 c.c., and those excellent seats for a total of £2,976.48. As luck would have it, J.W. had been driving a rather badly prepared VW Scirocco 1600 the week of the Renault launch, but despite that VW's stalling and banging, he would rather have that £2,915 three-door VW coupe, or perhaps the £2,677 Capri 3000S, than this rather stolid Gaul. The 17TS is a competent car with a good ride and efficient brakes, but the handling has too much roll and too little steering feel for one to want to own it as a sporting machine.



Not for UK consumption—the 105 m.p.h. Renault 5 Alpine.

OBITUARY—W. M. COUPER

IT WAS with deep regret that we heard that Mike Couper had passed away at the age of 70, dying at the wheel of his car, the Rolls-Royce Silver Shadow he had been using recently. Yet if no accident is caused, is there any better place in which to die?

With the death of this accomplished enthusiast another link with the good old days of Brooklands and amateur sports has been severed. M. W. Couper, once described as the sort of person for whom a commissioner always calls a taxi, for this tall, genial, quietly-spoken balding figure looked and dressed like a gentleman, in the best meaning of the term, told of his motoring life in a "Cars I Have Owned" article he wrote for MOTOR SPORT, which we published in April, 1951. From this it can be seen that he was a keen motorcyclist, as well as a skilled and determined car driver. He enjoyed the Monte Carlo Rally before it became too professional and wrote, indeed, an entertaining book about his experiences therein, which included taking an Armstrong Siddeley Sapphire through with no thanks from the makers for his efforts and gaining top awards with a Rolls-Royce Wraith in spite of damaging it severely in a crash *en route*. He also competed in pre-war Alpine Trials in Lagonda and Talbot cars and took a Mk. VI Bentley through the Monte Carlo Rally. His Brooklands exploits with the famous Talbot 110, BGH 23, are well known, notably its "touring-car" lap at 129.7 m.p.h.

In later times Mike ran a high-class motor business in St. Albans (in earlier years he had been associated with Birkin's racing-car business in Welwyn) and he served clubs of the calibre of the BMCRC and BRDC in important official capacities.—W.B.

Beano

THE BEAN CC held a run in May starting from the old Bean factory at Tipton and meandering through Salop, to the delights of the Ironbridge Museum. It attracted that 1925 Meadows-engined 2.6-litre Bean tourer, known as an 18/50, imported from Australia some years ago, and a smart 1925 Bean Fourteen tourer. Others, which should perhaps be regarded as "lesser makes" on such an occasion, included a highly-presentable all-black l.h.d. Model-T Ford tourer, running correctly on trembler coils and carrying a Hackney Carriage plaque. When it parked beside a Clyno two-seater, however, it looked decidedly out-dated and we heard that it had needed a push up one particularly steep hill *en route*.

There was another Clyno, a four-seater, a chain-drive, transverse-twin vintage ABC motorcycle that had been ridden all the way from Surrey, by someone who has attended every ABC Register meeting to date, an early Austin 12 tourer, and a Riley Nine saloon with Brooklands Society badge, making it look from a distance as if it were about to leave for a day at the Track. The most notable arrival was a 1923 Type 754 Stanley steam-car, on test in chassis form, by a well-known builder of vintage radiators. I was taken for a short up-hill ride on this quiet and accelerative steamer, which consumes taxable paraffin at the rate of some 12 m.p.g., in return for an impressive performance. We turned round in a quarry at the crest of the hill, where I saw my name in large letters and Brooklands colours, which I felt *must* be a good omen. The journey to the lunch pause was made in a 1960 Rover 100, with electric overdrive, which seemed appropriate in view of what I had written about "auntie Rovers" in last April's Editorial. We motored quite a distance in this comfortable car during the day, seeing others of its kind here and there; new tyres are still available for them, of course, this one being on 6.40 x 15 Michelin "X".—W.B.

The Spanish Grand Prix

Jarama, Madrid, May 2nd

OFFICIAL PRACTICE at a permanent Autodrome like Jarama is fast becoming a simple formality, or at least it should be, for most of the teams were out testing during the week before the meeting began. Only the less affluent ones like Shadow and March were unable to join in until the official sessions began, but as they are not regular front-runners it did not affect the issue. During these unofficial testing days everyone times everyone else and some exaggerated claims are made as a form of "gamesmanship". Tyres are tested to settle on the most suitable type for the race and suspension, aerodynamics and general handling are all played with in search of the ultimate, consistent lap time. Some cars, such as the six-wheeled Tyrrell Project 34/2 covered as much as 500 miles, well over 200 laps of the wiggly Autodrome. After all this you would expect each driver to give himself a few shake-down laps when official practice began, and then set a lap time suitable for a good grid position. However, it doesn't seem to work like that and most drivers used the four practice sessions to the full, clocking up 130 or 140 laps in preparation for a 75-lap race. One of the problems is that with everyone practising, a driver is lucky to get 10 good, fast, single flying laps out of a total of 40 or more, and then only if he has a trouble-free session.

The unfortunate Copersucar Fittipaldi team never got themselves really clear of trouble, which all began when the prop-shaft broke on the big DAF transporter they had bought off Hesketh. This happened just as they were approaching the Jarama circuit the day before practice was due to begin. They got under way with the two cars on Friday morning and while Emerson Fittipaldi put in 40 laps, with a best of 1 min. 20.71 sec. which was good average, Ingo Hoffman in the later of the two cars only completed three timed laps before there was an almighty bang and a big hole in the side of the Cosworth crankcase and a shower of broken bits in one of the inlet trumpets, so that was the end of his practice and the mechanics set to work to change the engine. The number one March team were also in trouble for Peterson's blue and yellow car died on the opening lap and it took him a long time to coax it back to the pits, where the electrics were put right. Later the rear aerofoil came loose in its mounting and swung drunkenly round sideways. The other half of March were not a lot better off for Stuck's air-box came undone and lay more or less upside-down on top of the engine, the tall German pressing on unheedingly.

Among the "aces" there was concern in the Ferrari pits for Lauda was still black and blue with damaged ribs following an agricultural accident when a tractor digger he was using rolled over on him on his property near Salzburg. Although he was suffering a lot of pain and was very uncomfortable he was driving as well as ever, though in some doubts as to whether he could keep it up for the full race distance. He was so stiff that he could not get out of the Ferrari until mechanics had removed the complete cockpit surround. The usual twist and wriggle up and over the narrow fairing being quite impossible for him. In the McLaren pits his erstwhile rival James Hunt was sympathetic but not making any allowances for the World Champion's discomfort. In fact this was just the chink in the Ferrari armour that the McLaren boys needed and they kept the pressure on. Hunt made fastest lap in 1 min. 18.52 sec. to Lauda's 1 min. 18.84 sec., but Regazzoni was supporting his team-mate well, with third fastest in 1 min. 19.15 sec. Making up for all the troubles in the March teams, Brambilla was his usual spirited self and was fourth fastest, just ahead of Depailler, Nilsson, Mass, Laffite and Pace, these all getting into the one-minute-nineteen-seconds bracket. It was quite clear that a lap in the one-eighteens was to be "ace" time, with one-nineteens as "good triers" in with a chance. Anything in the order of 1 min. 20 sec. or over was hardly worth bothering about and 1 min. 21 sec. to 1 min. 22 sec. was going to be the back of the grid. After some indecision and discussion it was agreed that 24 cars could start, which meant that six drivers were going to get left out.

While the Ferraris and Hunt were at the front as expected, the biggest surprise for some people was Depailler in fifth place with the six-wheeled Tyrrell. However, anyone watching on the faster corners could not have helped noticing the way the front of the car was really sticking to the road, so much so that the rear end was beginning to look unhappy. Another pleasant surprise was the driving of the new Swedish star Gunnar Nilsson, who was lifting the Team Lotus spirits with every lap and pronouncing himself very happy with the Lotus 77. His new team-mate Mario Andretti was a bit cautious and settling in the new car with a best lap one second slower than Nilsson. The Ligier-Matra was reliable if nothing else, putting in 54 laps in this first 1½-hour session, and his time of 1 min. 19.39 sec. was right in there with Mass, Nilsson and Depailler. It was nice to see an all-French team in action, and going well, with French car, French driver, French engineer, French mechanics and the whole equipe financed by French cigarettes and coloured mainly blue. There was a distinct air of Matra about the whole team and very little Ligier, most of the people involved being old familiar faces from the Matra days.

After lunch there was a shorter session, of one hour, but even so Tom Pryce managed to get in 32 laps, still learning his way round the Autodrome, not having been before. Although Hoffman had another engine installed in his Fittipaldi car he still failed to get any practice as it refused to run properly and he did not get a timed lap. Big trouble also moved with the Brabham pit, for Pace's Alfa Romeo engine went sour on him and he had to go out in the spare car, while preparations were made to change the sick engine. But that was not all for Reutemann went off the course and damaged his car against a particularly strong post supporting the catch-fencing. As the monocoque chassis was damaged it meant that he had to take over the spare car, once Pace's own car was back in action. While Brambilla was in great form as he always is, Peterson was making little progress, the clutch action on his car being slow so that he was losing time on gear changes, and there are a lot of them at Jarama. Hunt was still making full use of the six-speed McLaren/Hewland gearbox on his car and remained ahead of Lauda and his team-mate Mass, also with a six-speed gearbox, moved up into fifth place. A pleasant surprise was to see Chris Amon heading the mid-field runners with the brand new Ensign N176, the car performing well. The performances of the Shadow team, the Williams team and the Surtees team were not at all outstanding, all their drivers being down amongst the also-rans and not far off the non-qualifiers.

On Saturday morning, with the weather still fine and clear, though rather cold for Spain, there was a 1½-hour session in which lap times were not counted for the starting grid positions. This is to allow teams to try



The centre of a controversy: first on the road or first overall?

their cars in racing conditions with full petrol tanks, and also to scrub-in new tyres ready for the race. There was a delay in starting as a track-inspection was taking place due to some concern over the strength of the wooden poles supporting the catch-fencing. Some of them were described as "young trees" and saw-cuts were put into them so that they would snap off cleanly in the event of an accident. This test-session hadn't been going long before it was all stopped because the Fittipaldi team were in 100% trouble, proving that things can go from bad to worse. Hoffman's engine was still refusing to run properly, in spite of having come direct from a Cosworth rebuild, and it died altogether at the end of the main straight. Meanwhile, Emerson Fittipaldi had under-estimated the adhesion of his front tyres and under-steered himself off into the catch-fencing at the other end of the circuit, so while the fencing was repaired the Fittipaldi cars were retrieved. The damage to the team-leaders car was very slight but Hoffman's engine was obviously suffering from valve-gear trouble, spitting

STARTING GRID ↑

1 N. Lauda (*Ferrari—flat-12*) 312T2/026 1 min. 18.84 sec.	11 J. Hunt (*McLaren-Cosworth V8*) M23/8 1 min. 18.52 sec.
12 J. Mass (*McLaren-Cosworth V8*) M23/9 1 min. 19.14 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) P34/2 1 min. 19.11 sec.
9 V. Brambilla (*March-Cosworth V8*) 761/1 1 min. 19.27 sec.	2 G. Regazzoni (*Ferrari—flat-12*) 312T2/025 1 min. 19.15 sec.
26 J. Laffite (*Ligier-Matra V12*) JS5/01 1 min. 19.39 sec.	6 G. Nilsson (*Lotus-Cosworth V8*) 77/R2 1 min. 19.35 sec.
22 C. Amon (*Ensign-Cosworth V8*) MN05 1 min. 19.83 sec.	5 M. Andretti (*Lotus-Cosworth V8*) 77/R1 1 min. 19.59 sec.
7 C. Reutemann *(*Brabham-Alfa Romeo flat-12*) BT45/1 1 min. 20.12 sec.	8 C. Pace (*Brabham-Alfa Romeo flat-12*) BT45/3 1 min. 19.93 sec.
3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/6-4 1 min. 20.19 sec.	28 J. Watson (*Penske-Cosworth V8*) PC3/02 1 min. 20.17 sec.
10 R. Peterson (*March-Cosworth V8*) 761/3 1 min. 20.34 sec.	17 J-P. Jarier (*Shadow-Cosworth V8*) DN5/4A 1 min. 20.21 sec.
35 A. Merzario (*March-Cosworth V8*) 761/4 1 min. 20.63 sec.	34 H-J. Stuck (*March-Cosworth V8*) 761/2 1 min. 20.40 sec.
19 A. Jones (*Surtees-Cosworth V8*) TS19/02 1 min. 20.87 sec.	30 E. Fittipaldi (*Fittipaldi-Cosworth V8*) FD04/2 ** 1 min. 20.71 sec.
16 T. Pryce (*Shadow-Cosworth V8*) DN5/5B 1 min. 21.19 sec.	20 J. Ickx (*Hesketh-Williams-Cosworth V8*) 308C/1 1 min. 21.13 sec.
37 L. Perkins (*Ensign-Cosworth V8*) MN04 1 min. 21.52 sec.	21 M. Leclere (*Williams-Cosworth V8*) FW05/2 1 min. 21.29 sec.

Non-starters:

B. Lunger (Surtees TS19/01)	1 min. 21.96 sec.
L. Kessel (Brabham BT44B/1)	1 min. 22.05 sec.
E. Zapico (Williams FW04)	1 min. 22.22 sec.
E. de Villota (Brabham BT44B/2)	1 min. 22.89 sec.
H. Ertl (Hesketh 308/3)	1 min. 22.92 sec.
I. Hoffman (Fittipaldi FD04/2)	1 min. 53.12 sec.

* C. Reutemann raced Brabham BT45/1 — used in last practice.

** E. Fittipaldi changed to Fittipaldi FD04/2 at the start.

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Afternoon
1	N. Lauda	Ferrari 312T2/026—flat-12	1. 18.84	1. 19.44	1. 19.33
2	G. Regazzoni	Ferrari 312T2/025—flat-12	1. 19.15	1. 19.73	1. 19.70
3	J. Scheckter	Tyrrell 007/6-4-Cosworth V8	1. 20.61	1. 20.40	1. 20.19
4	P. Depailler	Tyrrell Project 34/2-Cosworth V8	1. 19.32	1. 19.32	1. 19.11
5	M. Andretti	Lotus 77/R1-Cosworth V8	1. 20.35	—	1. 19.95
6	G. Nilsson	Lotus 77/R2-Cosworth V8	1. 19.35	1. 20.01	1. 19.52
7	C. Reutemann	Brabham BT45/2-Alfa Romeo-flat 12	1. 20.44	1. 20.91	—
8	C. Pace	Brabham BT45/3-Alfa Romeo-flat 12	1. 19.93	1. 21.18	1. 20.36
9	V. Brambilla	March 761/1-Cosworth V8	1. 19.27	1. 20.19	1. 19.68
10	R. Peterson	March 761/3-Cosworth V8	1. 20.55	1. 21.85	1. 20.34
11	J. Hunt	McLaren M23/8-Cosworth V8	**1. 18.52**	**1. 19.19**	**1. 18.92**
12	J. Mass	McLaren M23/9-Cosworth V8	1. 19.36	1. 19.30	1. 19.14
16	T. Pryce	Shadow DN5/5B-Cosworth V8	1. 22.15	1. 21.30	—
17	J-P. Jarier	Shadow DN5/4A-Cosworth V8	1. 20.48	1. 20.54	1. 20.21
18	B. Lunger	Surtees TS19/01-Cosworth V8	1. 25.95	1. 23.39	1. 21.96
19	A. Jones	Surtees TS19/02-Cosworth V8	1. 21.26	1. 21.29	1. 20.87
20	J. Ickx	Hesketh-Williams 308C/1-Cosworth V8	1. 21.47	1. 22.68	1. 21.13
21	M. Leclere	Williams FW05/2-Cosworth V8	1. 21.29	1. 22.10	1. 21.29
22	C. Amon	Ensign MN05-Cosworth V8	1. 20.99	1. 20.06	1. 19.83
24	H. Ertl	Hesketh 308/3-Cosworth V8	1. 24.73	1. 23.94	1. 22.92
25	E. Zapico	Williams FW04-Cosworth V8	1. 22.22	1. 23.30	1. 22.72
26	J. Laffite	Ligier JS5/01-Matra V12	1. 19.39	1. 19.95	1. 19.41
28	J. Watson	Penske PC3/02-Cosworth V8	1. 21.48	1. 20.54	1. 20.17
30	E. Fittipaldi	Fittipaldi FD04/1-Cosworth V8	1. 20.71	1. 21.42	1. 20.74
31	I. Hoffman	Fittipaldi FD04/2-Cosworth V8	1. 53.12	no time	—
32	L. Kessel	Brabham BT44B/1-Cosworth V8	1. 23.52	1. 22.99	1. 22.05
33	E. de Villota	Brabham BT44B/2-Cosworth V8	1. 25.38	1. 24.53	1. 22.89
34	H-J. Stuck	March 761/2-Cosworth V8	1. 20.98	1. 21.79	1. 20.40
35	A. Merzario	March 761/4-Cosworth V8	1. 20.63	1. 20.92	1. 21.06
37	L. Perkins	Ensign MN04-Cosworth V8	1. 21.84	1. 30.67	1. 21.52
1T	N. Lauda	Ferrari 312B3/023—flat-12		NOT	USED
4T	P. Depailler	Tyrrell 007/4-Cosworth V8		NOT	USED
7T	C. Reutemann	Brabham BT45/1-Alfa Romeo—flat-12	—	—	1. 20.12
8T	C. Pace	Brabham BT45/1-Alfa Romeo—flat-12	—	no time	—
11T	J. Hunt	McLaren M23/6-Cosworth V8		NOT	USED
16T	T. Pryce	Shadow DN5/3A-Cosworth V8	—	—	1. 21.19
28T	J. Watson	Penske PC3/01-Cosworth V8	—	—	—

back through one of the intakes all the time, so another engine change was started. Pace's Brabham was back in action, with a new Alfa Romeo engine fitted and Reutemann was settling himself into the spare car. With nothing to lose, Ken Tyrrell sent Scheckter out without the complicated air-box on 007/6-4 leaving the inlet trumpets to breathe from the turbulent air behind the driver's head, and there seemed to be little loss, or gain! Just as the session was finishing, there was a cloud of smoke from locked wheels at the end of the straight as Brambilla went beyond the ultimate braking point and the orange March slid helplessly off the track into a sea of pumice granules laid especially on the outside of the corner to decelerate wayward cars before they hit the fences, and it worked beautifully.

Finally there was one hour of timed practice, a sort of mad make-or-break session for the final selection of the fastest twenty-four and a sorting out of those twenty-four into the final grid order. Once more Hunt consolidated his position with fastest time, but not as fast as his first session time and Depailler caused a stir by making second fastest time with the six-wheeled Tyrrell, running without an air-box. Taking a tip from those at the front Perkins ran the 1975 Ensign without its air-box and made his fastest lap of the whole practice, which just got him into the grid in twenty-fourth place. There were no major changes among the front-runners but Laffite was impressive by the sheer reliability of the Ligier-Matra V12, getting in 36 laps in this final hour and achieving a record 142 laps altogether in the two days' practice (for a 75-lap race!). During the two days the technical commission of the CSI were looking closely at the cars, verifying if all the new rules had been adhered to. It was found that the McLaren rear aerofoils were contravening the 80 cm. overhang rule because the side-plates extended slightly beyond the trailing edge of the wing, but this was easily rectified with a pair of tin-snips. Other contraventions were discovered in teams with tall drivers who sat well up in their cars for their helmets protruded into the line between the highest points of the two roll-over bars. Worst offender in this was Ingo Hoffman, while little E. F., in an identical car, sat well below the datum line. For them it was academic as Hoffman had only managed a total of six timed laps throughout practice. Much more serious was Nilsson, who sat proud of the Lotus 77, while little Andretti was legal in the sister car. To appease the rules a small plate, like a tiny aero-screen was bolted to the front structure to raise the line. Two of the Marches also contravened this rule, surprisingly Brambilla's car and, not surprisingly, Hans Stuck's. Both were made legal by tubular additions to the roll-over bar behind the cockpit. All this was very sad to see for it was reminiscent of Le Mans or Saloon Car scrutineering where cars have silly additions tacked on just to satisfy some footling rule.

The twenty-four cars qualified for the race were a fair and honest selection, with few surprises and no anomalies so all seemed set for a good race. It was hard to award a single "A for effort" as there was worthiness all the way down the twelve rows of the grid, from Hunt's domination on pole position, with three FTDs, Lauda's courageous place alongside on the front row, Depailler's brilliance with six-wheeled Tyrrell in the second row, Laffite and Nilsson side-by-side in the fourth row, Amon in row 5 with the brand-new Ensign and right at the back Perkins on the grid with the little Dutch team's car, in their first attempt at going-it-alone. As spectators were Lunger (Surtees), ever hopeful as first reserve, the two Spanish drivers Villota and Zapico, the Swiss Kessel, the bearded Austrian journalist Ertl and the unfortunate Hoffman.

Race day was a perfect Spanish one with clear blue skies and a hot sun and a good crowd pouring into the circuit. Due to a television tie-up with Brazil and South America the start was not due until 4 p.m.,

so the morning was pretty leisurely, except that yet another "test session" was permitted at 11 a.m. and everyone thrashed round and round as if they'd never been to Jarama before. The last time the Grand Prix was held at Jarama, in 1974, the race started in the rain and finished in sunshine and the wise-acres all moaned that the race started too early. This time they were moaning because it was starting too late, suggesting that the lovely sunny weather would be gone by 4 p.m. and it would be raining. Some people were suggesting that Formula One racing should be conducted like USAC small-track racing, with a practice session in the morning and the race in the afternoon, while others said we ought to run Formula One like motor-cycle Speedway, with no practice at all, just straight out onto the starting line! There was plenty to talk about during the 4-hour wait for the start.

For various technical reasons on the organising side the start was delayed until 4.15 p.m., but before that the new King of Spain arrived in a most unruly fashion, in a giant helicopter that landed behind the pits in the biggest whirl-pool of dust and rubbish, blowing filth and dirt all over everyone, many of them dressed in their Sunday best to greet the King. By this time all the cars had been wheeled out onto the grid, not in a nice presentation of teams and drivers, but in a straggly, disorganised shambles (and people keep trying to tell me that Formula One racing is entertainment). The King met some of the drivers and then they were allowed one warm-up lap, setting off more or less in grid order one at a time with strict instructions not to overtake. After Fittipaldi had left his mechanics found a pool of brake fluid where the car had been standing, so while some of them waited for their driver to return, the rest rushed back to the pits to start up Hoffman's car, which had been race-prepared for just such an emergency. When Fittipaldi arrived back on the dummy-grid it was found that the left-front brake caliper was leaking fluid, so he jumped out and ran all the way back to the pits (and it was a very long way, especially in full protective race-gear and helmet). He climbed into Hoffman's car and set off round the circuit again, while the start was delayed until he joined the dummy-grid.

Everyone was ready, Hunt and Lauda led the 24 cars forward to the starting line, Count Villapadierna, the Clerk of the Course, climbed onto his rostrum, there was the suspicion of a waved flag and Lauda was gone in a start that the boys at Santa Pod Drag Racing would have been proud of. The rest were hard on his heels, in the order, Hunt, Brambilla, Depailler, Mass and Laffite, Regazzoni muffled his start and got thoroughly boxed in, and Pryce's Shadow swallowed a lot of dust and the throttle slides jammed shut, so he had to trickle along for half a lap until petrol had washed them clean, by which time everyone was long gone.

After the initial rush, Brambilla got elbowed back into fifth place, where he rightfully belonged, Depailler going by during the opening lap and Mass on the second lap. Poor Fittipaldi lasted only three laps before a bolt fell out of the gear-lever linkage and he gave up the unequal struggle, the team not knowing whether to laugh or cry after such an unbelievably bad weekend. On the tight little Jarama autodrome it took five laps before a gap began to appear in the high-speed procession, for "follow-my-leader" has to be the order of the day unless you are very brave or very skilful and nose-to-tail the order was Lauda, Depailler (Yes! with the six-wheeler Tyrrell), Mass, Brambilla, Laffite, Nilsson and Andretti. After a small gap came Regazzoni, Scheckter, Reutemann, Pace, Jarier, Watson, Peterson (he should have stayed with Lotus!), Amon (a poor opening lap), Stuck, Merzario, Ickx and the tail-enders. On the next lap a definite pattern began to form with Lauda, Hunt, Depailler and Mass drawing away, but in a state of deadlock, with a second race taking place between Brambilla, Laffite, Nilsson, Andretti and Regazzoni, the rest trailing behind, while Peterson headed for the pits with his transmission overheating and wondering if he had joined the wrong team for the wrong reason.

At ten laps the scene had settled down into two nice races, with Hunt pressing Lauda as hard as he could, knowing the World Champion's physical staying power to be suspect, just the way a professional boxer will concentrate on an opponent's cut eye, or split lip. Laffite overtook Brambilla and moved up into fifth place on lap 12, and Ickx surprised everyone down at the back of the field by overtaking the car in front! As it was Merzario there was little need to get excited, though it is a poor reflection on Formula One racing that it actually evoked comment. When the nice young Belgian overtook Stuck on the next lap things had come to an exciting and enthralling state! This put Ickx into seventeenth position in a car that James Hunt had amongst the front runners last year. Once past Brambilla the Ligier-Matra V12 screamed its way ahead, getting away from its pursuers but unable to catch the cars in front. It was now Nilsson's turn to try and get by the orange March, but Brambilla was not giving any help. As they went by the pits to start lap 19 the black and gold Lotus got into position to push through on the inside under braking and when they arrived at the end of the straight the March went straight on with all wheels locked and into the pumice granules. As someone remarked, Brambilla had practised that manoeuvre the day before! This put Nilsson in sixth place with Andretti and Regazzoni behind him, a situation that should have intimidated a newcomer, but the young Swede seemed oblivious of the fact. Undeterred by his repeat performance Brambilla got the Marshals to help him back onto the track, and though some laps down, he pressed on. Unfortunately the March suspension was damaged and he soon had to retire when it broke. Laffite's strong run in fifth place ended when his gear selection mechanism became deranged and he had to make a pit-stop for repairs, rejoining the race two laps down. As the Ligier had headed for the pits Mass had forced his McLaren past the six-wheeled Tyrrell, for Depailler was finding the feel of his brake pedal going "spongy" due to overheating fluid, and moved into third place. This was on lap 25 and one lap later the Tyrrell driver found himself in trouble braking into a sharp corner. Before he could make a pump on the pedal it was all over and Project 34/2 had spun off backwards into the catch-fences.

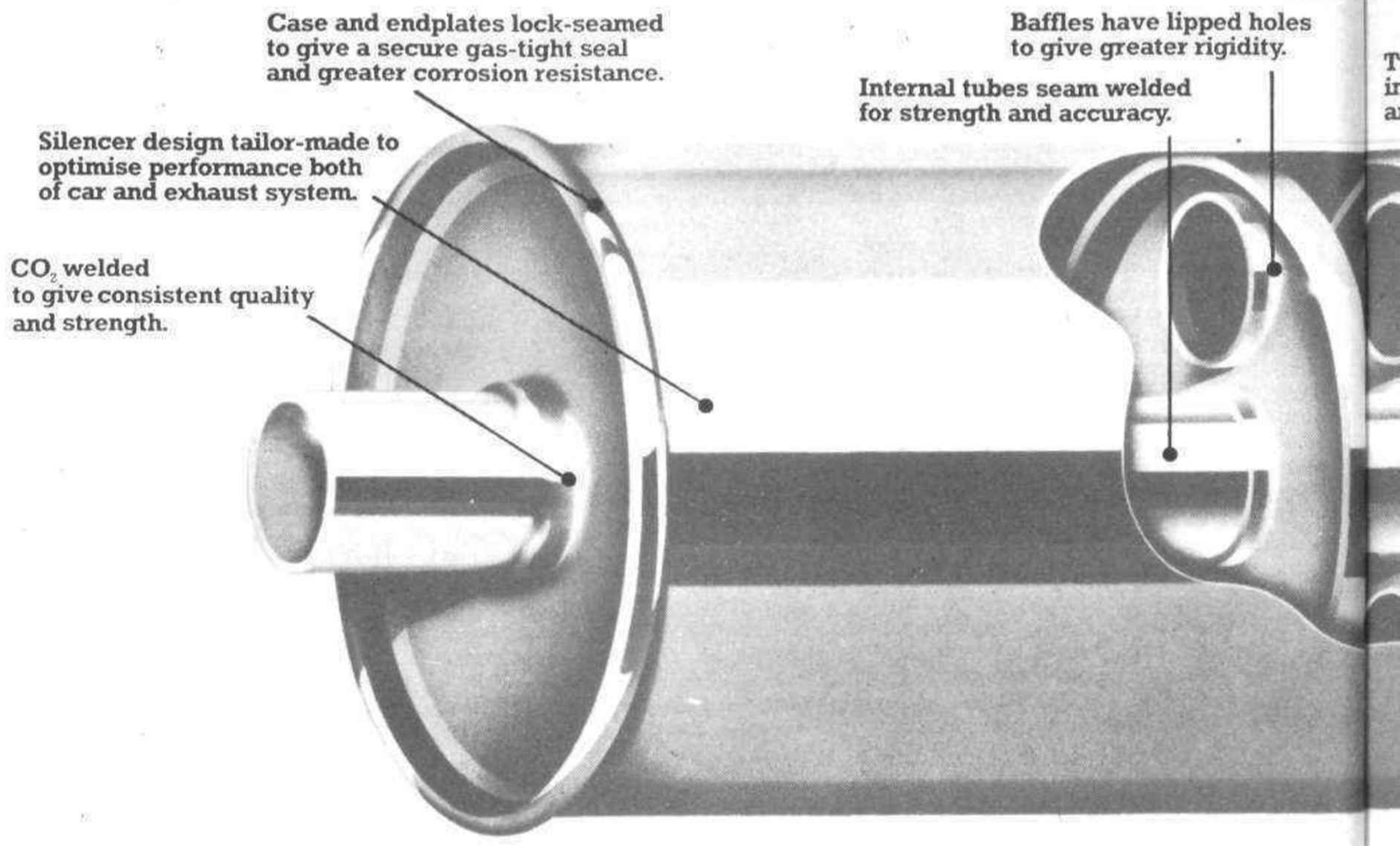
At 30 laps Mass had closed up behind Hunt and the two McLaren drivers were looking for signs of Lauda weakening in the leading Ferrari. They were now lapping the tail-enders, to add to Lauda's discomfort and on lap 32 Hunt made his pass as they headed for the corner at the end of the straight. Lauda had no physical reserves, only will power, and that wasn't enough; he knew he was beaten and let Hunt go through into the lead, followed two laps later by his team-mate Jochen Mass. Poor Lauda was in real agony and physically would have given up there and then, but his mental condition was as strong as ever and mind-over-matter made him keep going in a secure third place. With the Ligier and the six-wheeled Tyrrell out of the running Nilsson had inherited fourth place, but Andretti had to watch the Swede disappear in the distance as his gearbox began to fail to select gears, and on lap 35 he had to give up at the pits, for a repair could not be made.

What had been the tail of the field had now become mid-field runners, hopeful of a place, while the stragglers could see themselves actually finishing. Scheckter was in a very uninspired sixth place and behind him Jarier, Reutemann, Watson, Amon and Pace were putting on a bit of a battle with very little at stake, until Watson spun the Penske out of the fray, resuming at the end of the field. Both of the Brabham-Alfa Romeos were running regularly, but not fast enough, being only capable of matching the lesser Cosworth-powered cars, while we all know that both Pace and Reutemann are capable of being at the front of a Grand Prix. At 45 laps Regazzoni began putting the pressure on Scheckter and the last of the March cars faded quietly away when Merzario retired with gear-selection problems, Stuck already having gone for similar reasons, after an excursion off the circuit. Perkins in the Dutch-owned Ensign was circulating tidily and keeping out of trouble but had to stop and change a tyre, and Alan Jones was keeping ahead of Ickx and Leclere, but not really in the picture and shortly to be lapped by the leaders, while Pryce was with them but not really making much progress. The Cosworth engine in the Penske blew up pretty dramatically and those following skated about on the oil, and then Scheckter's Cosworth engine broke the belt driving the engine auxiliaries and that was that. On lap 57 Regazzoni found petrol spraying onto his legs and stopped at the pits, throwing away fifth place and lost three laps while the pipe to the fuel pressure gauge was cut and nipped up. The gauge had broken internally and was leaking the petrol.

At the front the two McLarens were in complete charge of things running one behind the other in a demonstration of strength, not luck. Lauda had settled for third place, grimly determined to see the 75 laps out, while Nilsson was very happy in fourth place. Troubles and retirements had let Jarier into fifth place for a short time, until an electrical failure stopped him racing, Reutemann sixth and Amon seventh, the rest having been lapped by the leaders.

The confidence in the McLaren pit was rudely shattered at the end of lap 65 when Mass coasted up the pit lane with a heat-

Continued on page 646



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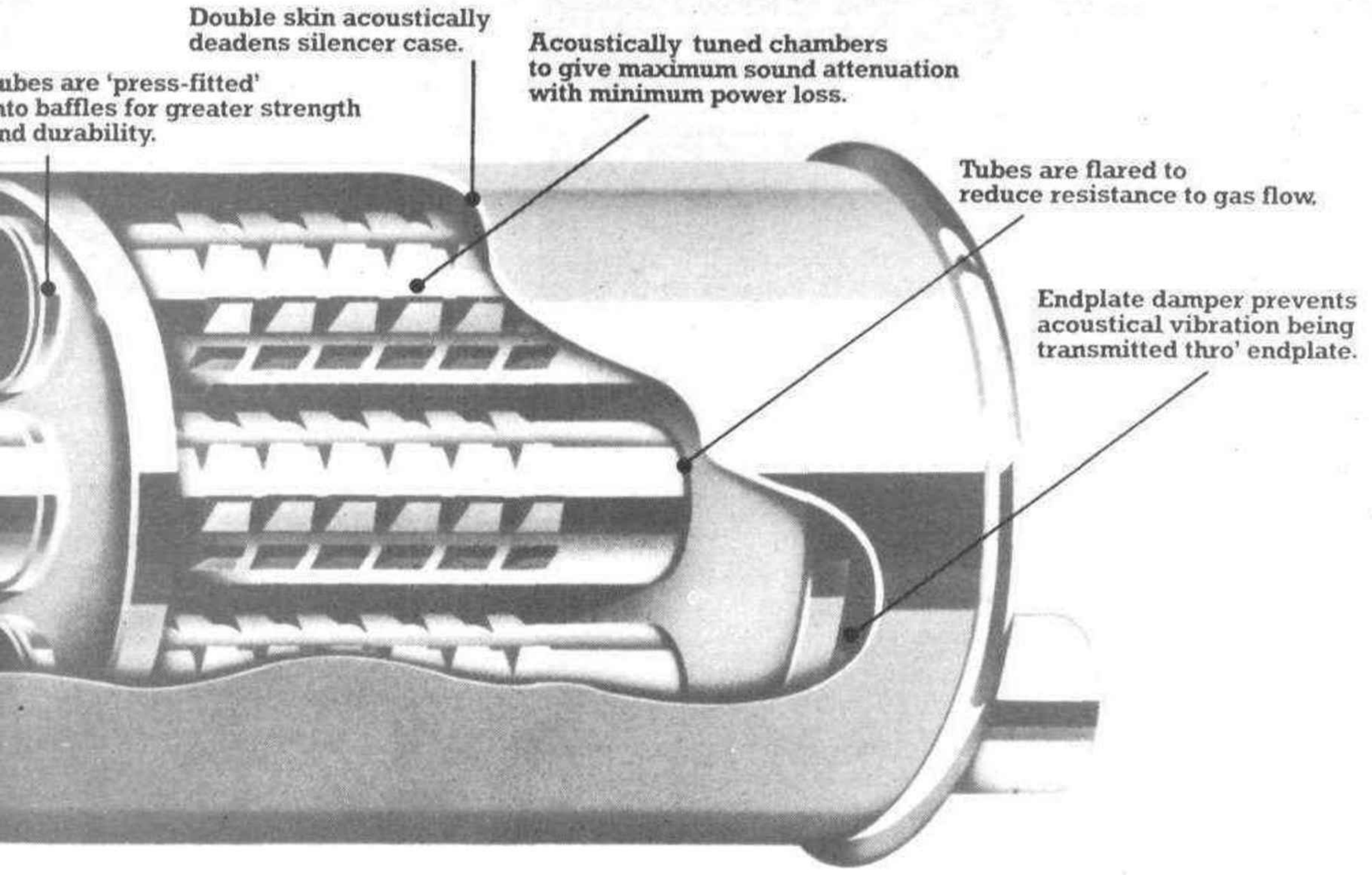
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SPANISH GP—continued from page 643
haze enveloping the engine. There was no need to look under the cover for the Nicholson-McLaren Cosworth engine had blown up in a very big way, and Hunt was on his own and was given a signal to take it easy. Never one to miss an opportunity Regazzoni had rejoined the race three laps down but just behind the leading McLaren, and the swarthy Swiss took great delight in hounding the McLaren just when its driver wanted to relax a bit. Obviously Hunt knew it was Regazzoni and that he was some laps behind, but nevertheless there was always the thought that it might have been Lauda having a resurgence of stamina, and pit signals have been known to be wrong. One Ferrari looks like any other Ferrari. At 70 laps Jones had his gear-change mechanism break on the Surtees and he had to compete the remaining laps stuck in one gear and this dropped him from eighth place to ninth as Pryce eventually got by, but apart from that the Spanish GP ran to a close without drama. That was yet to come.

It had been a nice interesting race, satisfactory in all respects, with a lot of satisfied people about. Hunt was a worthy winner, showing that a small weakness in the Ferrari team can be exploited, with determination. New cars had shown up well, the new "speed-limiting" regulations had been seen to be in force, but the effect wasn't noticeable, the weather was still fine and sunny and after putting laurel wreaths on Hunt and Nilsson (Lauda was too clapped out to attend the ceremony), the King took off in his big white helicopter, once more covering everyone with a layer of dust and rubbish. The McLaren team were joyful, the Ferrari team proud of their gritty little Austrian World Champion, Team Lotus were falling all over Nilsson and the Ensign team were over-joyed with the performance of their brand new car. Even Perkins and the Dutch boys were happy with finishing in their first Grand Prix. But then the whole scene turned into a farce, equalled only by the Le Mans 24-hour race when it was at its best. Hunt's McLaren was measured and found to be wider than the permitted maximum, and the Ligier-Matra was found to have the end of its aerofoil sideplates more than 80 cm. behind the axle line.

For the motor racing enthusiast the Spanish GP was over, but for those people who are running races, such as the CSI and the Spanish organisers, and those who *think* they are running the races, like the Formula One Contractors' Association, it was far from over and at 9 p.m. or thereabouts Hunt and Laffite were disqualified and removed from the results on paper, but that is another story altogether, related elsewhere in this issue.—D.S.J.

Results :

SPANISH GRAND PRIX—Formula One—75 laps—Jarama—3.404 kilometres per lap—255.3 kilometres
Very Warm

* **1st** :	J. Hunt (McLaren M23/8)	1 hr. 42 min. 20.43 sec.—149.690 k.p.h.
2nd:	N. Lauda (Ferrari 312T2/026)	1 hr. 42 min. 51.40 sec.
3rd:	G. Nilsson (Lotus 77/R2)	1 hr. 43 min. 08.45 sec.
4th :	C. Reutemann (Brabham BT45/1)	1 lap behind
5th :	C. Amon (Ensign MNO5)	1 lap behind
6th :	C. Pace (Brabham BT45/3)	1 lap behind
7th :	J. Ickx (Hesketh-Williams 308C/1)	1 lap behind
8th :	T. Pryce (Shadow DN5/5B)	1 lap behind
9th :	A. Jones (Surtees TS19/02)	1 lap behind
10th :	M. Leclere (Williams FW05/2)	2 laps behind
11th :	G. Regazzoni (Ferrari 312T2/025)	3 laps behind
*12th :	J. Laffite (Ligier JS5/01)	3 laps behind
13th :	L. Perkins (Ensign MN04)	3 laps behind

Fastest Lap : J. Mass (McLaren M23/9) on lap 52, in 1 min. 20.93 sec.—151.434 k.p.h.

Retirements : E. Fittipaldi (Fittipaldi FD04/2 on lap 4, gear-lever linkage; R. Peterson (March 761/3) on lap 12, transmission; H-J. Stuck (March 761/2) on lap 17, gearbox; V. Brambilla (March 761/1) on lap 22, damaged suspension; P. Depailler (Tyrrell P34/2) on lap 26, accident; M. Andretti (Lotus 77/R1) on lap 35, gearbox; A. Merzario (March 761/4) on lap 37, gearbox; J. Watson (Penske PC3/02) on lap 52, engine broke; J. Scheckter (Tyrrell 007/6-4) on lap 54, engine broke; J-P. Jarier (Shadow DN5/4A) on lap 62, electrical failure; J. Mass (McLaren M23/9) on lap 66, engine broke.

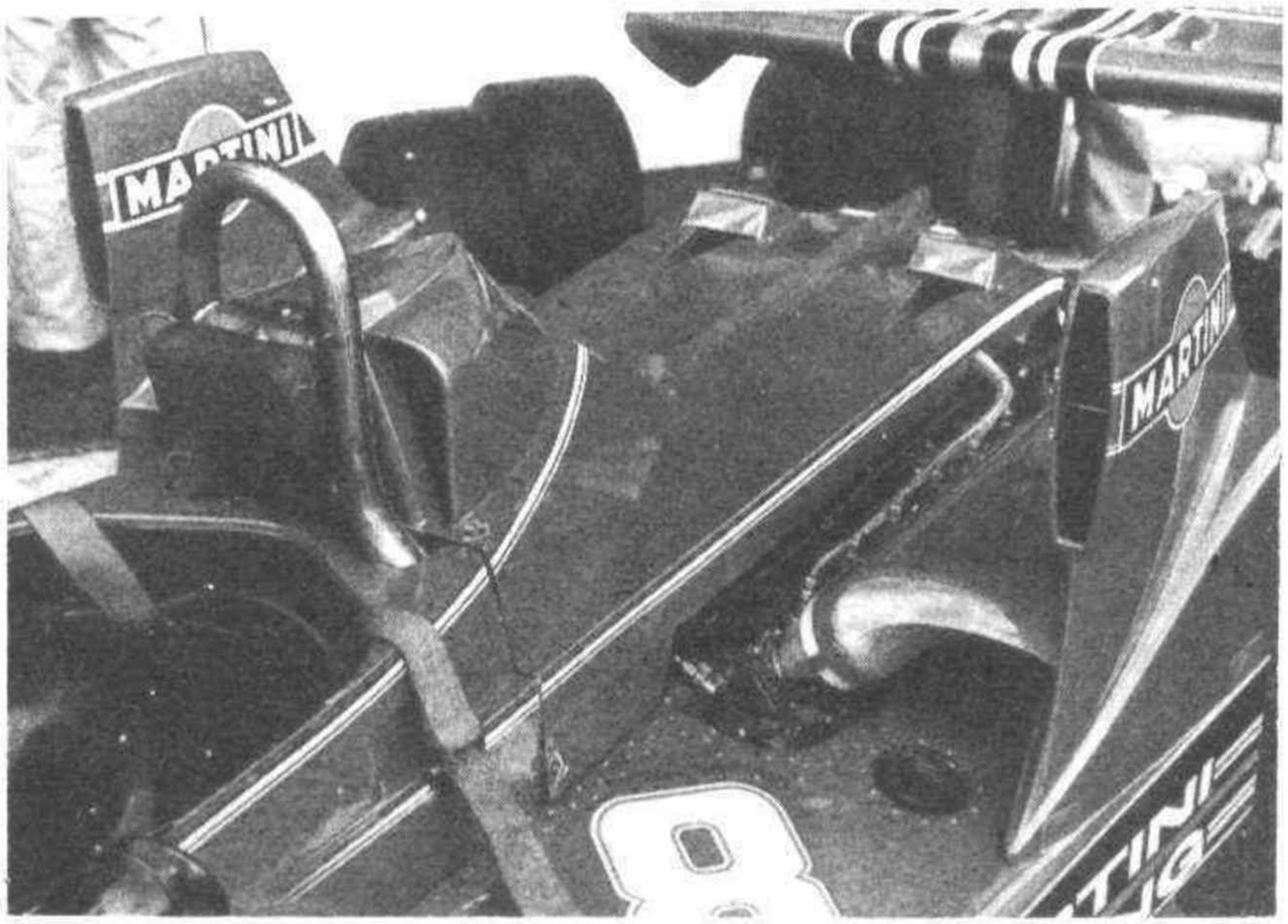
24 *starters* — 13 *finishers.*

N.B.—* After the race J. Hunt (McLaren) and J. Laffite (Ligier) were disqualified because their cars infringed a technical measurement.

Notes on the Cars at Jarama

ON MAY 1st, the second day of practice for the Spanish GP, some supplementary rules for Formula One cars came into force, notably the elimination of tall air-collector boxes for the engines and a reduction of the maximum overhang of the rear aerofoil behind the centre-line of the rear wheels; these two limitations hopefully curbing the ever-rising speeds round circuits. In addition there had to be a roll-over structure in front of the driver, a line from the highest point of this to the highest point of the roll-over bar behind his head had to clear his helmet when normally seated in the car. The front structure had to be able to withstand various G-forces, downwards and horizontally, this factor being by calculation. Ahead of the driver's feet the chassis or monocoque had to be suitably re-inforced to give protection in a head-on crash. Although the fast practice session was on April 30th, the day before the new regulations took effect, it was made abundantly clear that any car that was still to the old specification would not be timed on the first day.

All this meant that everyone had to adopt a sleek low-line look, though some 1976 cars already conformed earlier in the season, and the overall scene was much more purposeful looking, though measurable reduction in speed or cornering power were not obvious. Everyone had their own ideas for getting air to the engine and while some looked very odd, others looked intriguing, and some were almost invisible. The Ferraris had intakes



Brabham-Alfa air-box.

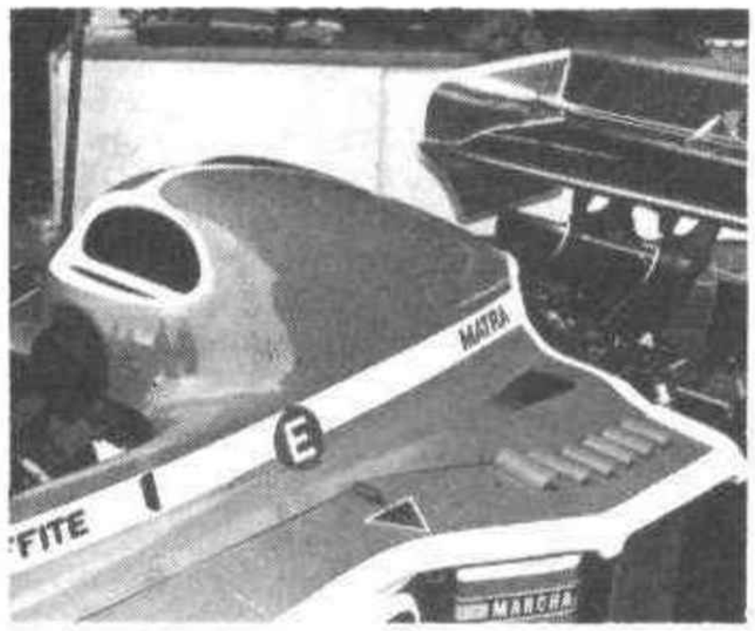
sunk into the sides of the cockpit surround, ducting air along inside the double-skin of the cover, all made in glassfibre, each side feeding its own six horizontal cylinders. The two cars were the 1976 pair, 025 and 026, seen on test at Paul Ricard in February and were the T2 models, but without the de Dion rear suspension layout. One of the older models, with the latest cockpit surround, was behind the pits as a spare, but was never used.

While new air-boxes and repositioned rear aerofoils were the overall keynotes of newness in the paddock, many disbelievers and cynics had to quietly disappear, for the Tyrrell team produced their first full-race version of Project 34. It will be recalled that when Project 34, the six-wheeled Tyrrell, was first revealed at the end of last season, it was made clear that it was merely a test-vehicle for research and would not race in that form. After a winter of testing of that prototype a brand new car was built, P34/2, conforming to all

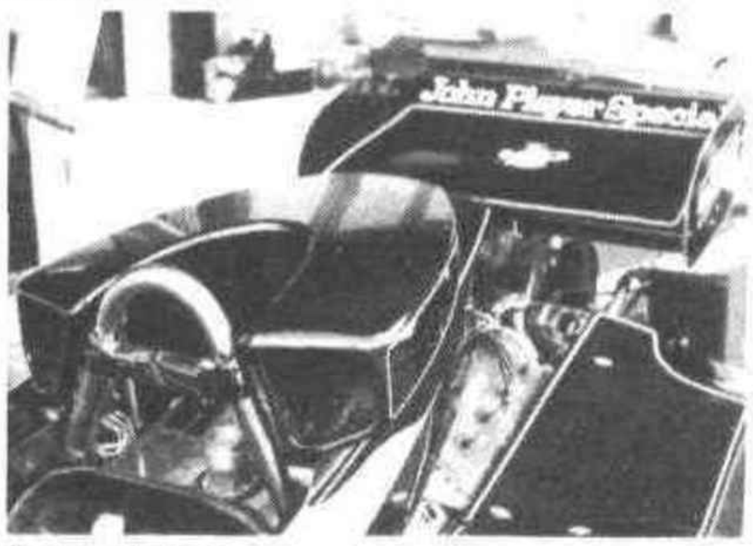
the rules and requirements and it was this that Depailler was driving. It was wearing the nose form of 34/1, a full-width "shovel" nose with no aperture, in place of the F2 ELF-like nose first seen on this new car. The tiny front brake discs were now of the ventilated type and the air-box was the two-eared affair tried at the International Trophy practice. Just in case anything went wrong Depailler's normal Tyrrell 007/4 was on hand and prepared, but in fact it was never needed or used. The Tyrrell team, and Patrick Depailler, deserve full marks for demonstrating their complete faith in the six-wheeled project by concentrating solely on P34/2 and not fogging the issue by making comparative tests with the old 007 car. There are many teams and drivers who would have been dodging backwards and forwards from six-wheeler to four-wheeler and getting themselves confused. The Tyrrell team were at a bit of a disadvantage in that designer Derek Gardner had been taken ill the previous week-end and was absent from the meeting. A further six-wheeler is being built up, which Scheckter will have when it is ready, but for the Spanish race he had to be content with his well-used 007/6-4, which used the "two-eared" air intake like P34/2.

Team Lotus adopted a fairly simple double intake on each side of the driver's head fairing, but both Type 77 cars were now using outboard front brakes, with wide track, and both had the longest possible spacer between the Cosworth V8 engine and the Hewland gearbox. Mario Andretti has now joined the team and taken over the car extensively rebuilt after Gunnar Nilsson's crash in the Long Beach race in California, while Nilsson had the car previously driven by Bob Evans. Ecclestone's Brabham team had their three BT 45 models, with flat-12 Alfa Romeo engines, their intakes needing no alterations as they were originally designed to conform to the new rules. Each bank of cylinders has a collector box running outwards more or less horizontally into a bulbous box from which rises a tower with a narrow vertical opening facing forwards, this structure mounted on the monocoque sponson on each side of the engine. Reutemann was still using BT45/2 but Pace had taken over the newest car BT45/3 and the original car had become the communal spare.

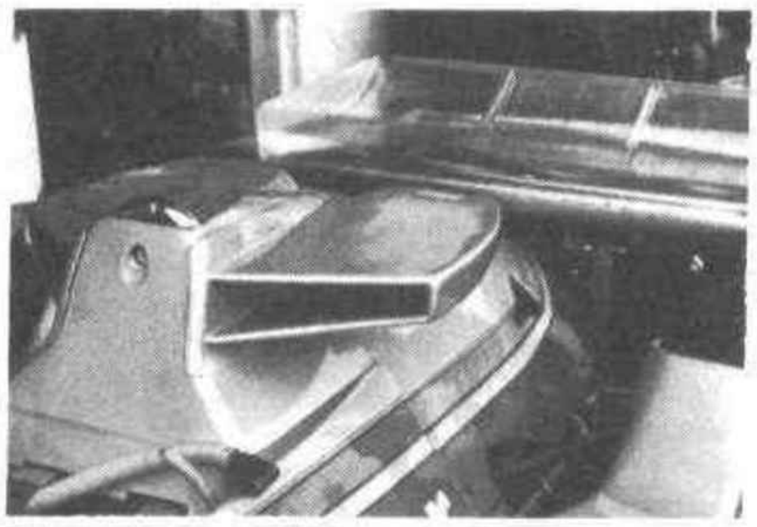
The divided March team, Mosely looking after Stuck and Merzario, and Robin Herd looking after Brambilla and Peterson, had the four cars used in America, their air-box problem being solved by simply dividing the previous orifice into two and having rudimentary air scoops on each side of the head fairing. The McLaren team had adopted a somewhat similar solution, the general trend being very similar to that designed last year by Harvey Postlethwaite on the Hesketh 308C. Hunt was driving M23/8 as usual, but Mass had taken over M23/9 as he felt happier in it, even though it was identical to M23/6, which now became the spare car, but was unused throughout the weekend. While bringing the rear aerofoil mounting forward to comply with the new regulations Gordon Coppuck took the opportunity to redesign the bridge structure over the gearbox that carries the rear suspension. The Shadow cars, being looked after by Tony Southgate for the last time before he joins Team Lotus, had grown large horizontal ears



Ligier air-box.



Lotus air-box.



Fittipaldi "ears".

from the head fairing, with thin forward-facing slots to gather in the air. The three cars, DN5/5B for Pryce, DN5/4A for Jarier and DN5/3A as the spare, were the team's usual three and like McLaren their spare remained unused throughout the weekend. The Surtees team had not had to make any air-box alterations as the TS19 series were designed to the new regulations and the two cars were as already seen at previous races, the white car number 02 being driven by Alan Jones and the red and white car number 01 by Brett Lunger. Frank Williams was another who was well in advance of new air-box regulations, the Hesketh 308C/1 having started the trend for air intakes on each side of the driver's head fairing, and the second Postlethwaite car, which would have been 308C/2, but is in fact FW05/2, was similar. Both cars were set up on coil springs and not rubber suspension.



Gunnar Nilsson.

Rather overshadowed by the six-wheeled Tyrrell was Morris Nunn's brand new Ensign, driven by Chris Amon, though perhaps its red colour was confusing. Very neat and tidy in conception, it was outwardly fairly orthodox to look at but carried interesting new front brakes, designed and made by Nunn's Ensign team. They were similar in conception to those on the Lotus 77, having two calipers to each disc, mounted diametrically opposed fore and aft, using Mini-Cooper-size brake pads. Gripping the disc in front and behind the centre-line is reckoned to give smoother and more balanced braking.

The 1975 Hesketh of Harald Ertl, being run by Horsley and those members of the old Hesketh team who stayed on, was designated a 308D in view of the low-level, side-intake air-box and was actually 308/3, the car used as a spare for Hunt last year. In the dark blue Williams FW04 of Brian McGuire was a local lad, Emilio Zapico paying expensively to try and qualify to start in his own Grand Prix, and another Spaniard, Emilio de Villota was hoping to do the same thing with the Brabham BT44 normally raced by Patrick Neve for the Tissot Watch Company sponsored team of John MacDonald. The second RAM Racing BT44 was driven by Loris Kessel, the Swiss driver who sparked off the whole operation. The long Ligier-Matra V12 of Jacques Laffite had had its enormous "tea-pot spout" intake removed and a short stumpy one incorporated into the head fairing, scooping the air after it had passed over the driver's helmet. Although the latest Penske PC4, designed by Geoff Ferris had been out on test it was not ready to race and John Watson was relying on the two PC3 cars, they being a remarkably matched pair in every detail. The two 1976 Fittipaldi cars of Emerson Fittipaldi, FD04/1, and Ingo Hoffman FD04/2, had alternative air-boxes, the first with "ears" out the sides of the head fairing, with horizontal slots and the second with close-fitting intakes on each side like McLaren and March. The last car on the list was called a Boro, but was in fact the 1975 Ensign MN04. When the sponsorship deal with the Dutch HB Alarm System company fell through, Nunn was paid off and the sponsors took the car. They formed their own team, with free-lance design assistance from Ron Tauranac and renamed the car Boro and signed up Larry Perkins, the 1975 F3 Champion, to drive for them.

With three major Grand Prix races already run, and two minor Formula One events, it was not surprising that the only cars making their debut in Spain were the Tyrrell Project 34 and the Ensign N176, but racing in a European Grand Prix for the first time were the 312T2 Ferrari, the Lotus 77, the Brabham-Alfa Romeo, the Surtees TS19, the Ligier-Matra, and the Fittipaldi FD04, so the scene looks very fair and interesting for the rest of the European season.—D.S.J.

AN HISTORIC MG MIDGET

I AVAILED MYSELF of a pleasant run, one sunny Sunday, in the "Shelsley country", in Lewin Spittle's MG Midget. This little MG is different from the normal run of M-types, being, in fact, the car driven at Le Mans and in the Spa 24-hour race of 1930 by Sir Francis Samuelson. Soon after the introduction of the o.h.c. M-type this model began to make its appearance in competition events and, in particular, M-types did well in the 1930 JCC "Double-Twelve" race at Brooklands, winning the Team Prize from the Austin Sevens, the entry having been made at the suggestion of Edmondson and Randall, whose team of three Midgets was joined by two others, as well as by a privately-entered car. All except the last-named completed the course, the Randall/Montgomery car coming in 14th, at an average speed for the 24 hours of 60.23 m.p.h.

The MG Midget had already been given better brakes than those of the early examples and, with modified valve timing that increased power from 20 to 27 b.h.p., bodywork complying with the "Double-Twelve" regulations, and a Brooklands' exhaust system, these Midgets were sold as the 12/12 model.

It may be that these early successes inspired the Abingdon factory as they prepared two cars for the 1930 Le Mans race. They were driven by Murton-Neale/Hicks and Sir Francis Samuelson/Fred Kindell, the last-named a works employee. Neither MG finished, Samuelson's losing its oil pressure. But he was sufficiently impressed to want to run the car in the Spa 24-hour race a fortnight later, to do which he removed the damaged engine, took it back to Abingdon in his old Talbot 1½-litre for repairs, returned to Le Mans with it, and took the Midget to Spa, where it finished the race in spite of clutch slip.

This little car, with its distinctive body complying with the Le Mans requirements, disappeared for some years, until Lewin Spittle, riding his 16H Norton in Newmarket during the war in 1943, came upon a sporting MG and bought it for £17 10/-, complete with two gallons of fuel. Not realising it was the ex-Le Mans car, he later sold it to an Oxford Undergraduate who took it to Spain. In 1950 Spittle saw the MG again, in Piccadilly, and recognised its Reg. No. By this time he had studied pictures of the Samuelson car and a careful counting of the bonnet louvres convinced him that this was no ordinary Midget. It was then owned by a plastic surgeon living in Oxford, who also possessed a K3 MG. Mr. Spittle was eventually able to convince this gentleman that the K3 was a far more interesting car, and he again became the owner of the Le Mans Midget.

A previous owner intended to convert it to Montlhéry Midget specification, with the supercharged 746-c.c. engine instead of the non-supercharged 847-c.c. power unit. Much of the original remained, however, such as the steering wheel, windscreen, fuel tank, fuel filler, etc. The special Laystall crankshaft and bronze cylinder head were removed but an 850-c.c. block, a normal head and the 850-c.c. Laystall crank were retained, Kindall of Hoffman & Burton's, brother-in-law of the Le Mans co-driver, doing some of the engine fitting. Otherwise, Mr. Spittle has done most of the reconstruction himself.

Drawings of the Le Mans body were obtained from Abingdon and an accurate replica made, of green leathercloth over a plywood frame. As can be seen from the photograph, the lines are exactly as those of the car as it was in 1930, with the humped scuttle, inside exhaust system to enable a spare wheel to be carried on the near-side, as the tail was now full of fuel tank (it holds 15 gallons), close-set headlamps with stone-



IN 1976.—The MG photographed outside the Dog House Inn near Tenbury Wells—

guards, a single-pane fold-flat windscreen ahead of two aero-screens, fixed cycle-type mudguards devoid of valances, doors each side, cowled dumb-irons, even the correctly-mounted horn and spot-lamp, although the horn is possibly a replacement Lucas Sparton.

The front axle is polished, the road springs are neatly taped, and there are Hartford shock-absorbers. As a concession to modern traffic, the brakes have been converted from rod to hydraulic operation.

It is very nice to know that this historic little car has survived, especially as the sister-car, driven at Le Mans by Murton-Neale, has been drastically altered, by someone who wanted to convert it into a blown single-seater, and the chassis thrown away, The performance of Spittle's MG must, naturally, be thought of in respect of its engine size and vintage. As has been said, these early sports/racing Midgets could average over 60 m.p.h. for a full 24 hours' racing on a Brooklands "road" circuit and Sir Francis Samuelson's car was still game at the end of 1930, when C. D. Berthon drove it at the MCC Brooklands Meeting. Certificates signed by "Jackie" Masters, of that Club, confirm that a flying lap was completed at 62.17 m.p.h. and that the MG did even better in the One Hour High Speed Trial, covering 22 laps at 62.87 m.p.h. (*The Autocar* report says 62.95 m.p.h.). Today, when on form, it will reach approximately 65 m.p.h. in third gear, being, like a Frazer Nash, rather faster in third than in top. Having rebuilt it, Mr. Spittle uses it regularly and has entered it for suitable competition events; it ran at Shelsley Walsh last year but a recalcitrant clutch finger locked-up the transmission and ruined the clutch thrust race—a modern Ford part provided a replacement.

Talking of replacements, the original exhaust manifold had expired, to be replaced by a fabricated, three-branch one; there is now a downdraught SU carburetter above it,



—and in 1930, with Sir Francis Samuelson, Bt., who drove it at Le Mans and in the Spa 24-hour race that year.

and the drilled rods that were with the Laystall crank have been retained. The plated radiator has the correct "expansion funnel" on its filler-cap and the central fuel-filler is the original, as sealed by the officials at Le Mans.

The day I had my run in this interesting MG Midget was sunny but cold, so I donned my Functional storm-coat and faithful flying helmet and the car's owner concentrated on getting the oil temperature down to 120 deg. You sit comfortably close to the 4-spoke Bluemel "Brooklands" sprung steering wheel and are confronted by a dashboard carrying the central Rotax panel with 120 m.p.h. Jaeger speedometer and ammeter (the little clock is missing and if anyone has for disposal a replacement, white digits on black dial, Mr. Spittle would be glad to hear from them). To the left of this panel are the vacuum gauge, an unwanted legacy from the one-time C-specification, and the air-pressure gauge, the latter encouraged to read 2 lb./sq. in. by a large air-pump to the left of the gear-lever. Further over on the facia there is a lidded cubby-hole, carrying a plaque telling of the car's racing days, with, above it, a tiny ignition switch.

To the right of the Rotax panel are the small oil temperature and pressure dials, the latter normally showing 60 lb./sq. in., and one unconnected oil-gauge from the car's blower days. Further over there is a neat Jaeger tachometer going to 6,000 r.p.m., and the water temperature gauge, indicating 180 deg. Up under the scuttle on the passenger's side there is a brass handle for letting extra oil down into the sump from a one-gallon scuttle tank (where the fuel tank lived on standard M-types). A similar lever on the floor is for cutting-off the petrol feed.

My stint behind the wheel showed this Midget to handle well and to feel pleasantly taut. The steering is light, but there is scarcely any lock. The car now has a four-speed gearbox from a J2 MG, instead of the original 3-speed box. I found the change delightful; the stubby little central lever can be put into any of the gears with a minimum of revving-up for double-declutching, even from 2nd into bottom, needed up one steep gradient. This is the normal MG gear-change, with "back-to-front" gate, *i.e.*, reverse, 1st and 2nd are nearer to the driver than 3rd and top. The clutch is positive without being fierce and I was never conscious of anything odd about the little knob of a horizontal accelerator being between the larger pedals.

Having the owner with me, naturally I was circumspect, not exceeding 4,500 r.p.m., which was the standard engine's peak speed. But Mr. Spittle goes to 5,500 r.p.m. The very nice gear-change suggests close ratios; I suspect they are the 1, 1.36, 2.14 and 3.58 of a J2, in conjunction with a 9/44 M-type axle ratio. The exhaust note is enjoyable without being a nuisance and it was exuding a pleasant smell, because Spittle had laced the normal detergent oil he uses, such as Castrol GTX, with some R40, "to help the engine's top end". And also, I imagine, because it reminds him of Brooklands. The tyres are Dunlop 3.50/400 x 19, on bolt-on MG wheels, of course. As the c.r. has been somewhat raised, Spittle uses 4-star or 5-star petrol, and gets around 40 m.p.g. Incidentally, those aforementioned bonnet louvres, by which he recognised the car when he saw it in Oxford, number ten pairs side-by-side along the top panel and others, with additional air-extractors, at the sides—cut with a chisel at Le Mans!

* * *

It is excellent that this historic Midget is in such sympathetic hands, for Lewin Spittle comes of "motoring stock", one might say! His father lectured in engineering at Cambridge, and, incidentally, was up with Sir Francis Samuelson. He was the late Harry Bowler's Tutor—Michael Bowler's father, that is, whose interest in model cars and Specials was fostered at the University and who afterwards raced his 3-litre Bentley with success at Brooklands. Stationed at Farnborough during the First World War, Mr. Spittle, Senr., went to Brooklands in 1908 from Cambridge for the great Nazzaro/Newton, Fiat/Napier, Match Race and remained a keen habitué ever after. He took his son there for the first time in 1924, driving to Cambridge from the Lake District to fetch him in the family 1922 14-h.p. Sunbeam tourer. I asked Mr. Spittle what he remembered of that BARC Meeting. "It was the first time I had seen a bolster tank", he said, as much the hallmark of a racing car then, of course, as a streamlined tail . . . Thus commenced a long and happy association with the Track and other motor-sporting venues, enhanced because there were family associations with the Birkins. And when the Germans came to Donington, there was Spittle lying in the ditches, the better to film on 16 mm. the Auto-Unions and Mercedes-Benz.

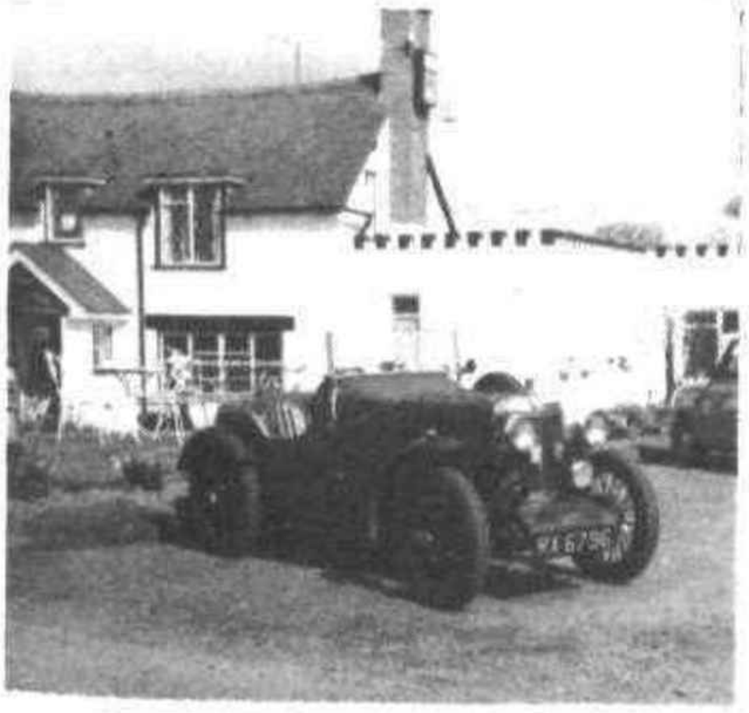
There exists a photograph of his father's pupils with their fine array of motor cars—3-litre Bentley, Alfonso Hispano-Suiza, 14/40 Humber, Daimler, Buick, etc. Before the Sunbeam his father had a Calcott, driven to Filey for the holidays, which involved a precarious crossing of the Humber athwart a rowing-boat, after which came his Angus Sanderson, "a very poor car, which was always boiling", then the Sunbeam. This gave way, before the War, to a 16/50 Humber in 1929, their first saloon, then came a 15-h.p. Armstrong Siddeley, replaced, to please his mother, by a more powerful 20-h.p. car of this make, both vee-radiator models. They were excellent for towing caravans and, to secure easy starting against the oil-drag of the Wilson gearboxes, Scintilla Vertex magnetos were fitted. These Armstrong Siddeleys were followed by a Humber Super Snipe. Second cars were an Austin 7 saloon, a Standard Big 9 and several Hillman Minxes.

Spittle's mother, before she married his father, was thought very dashing, incidentally, when she drove to Cambridge from Sheffield to see her fiancé, before the First World War, alone, in a Model-T Ford tourer . . . It was used, afterwards, with lorry body, as a farm-hack in Yorkshire into the 1920s. There are memories of a grandmother's pre-1914 SCAT tourer, "a damn fine car", and of his grandfather's 1906 Beeston-Humber, bought new from the Humber factory.

Lewin Spittle went to Cambridge after leaving Rugby. He learned to fly, on DH Moths and Avro 504s, for 10/- an hour, at an aerodrome near Sheffield in 1934-35, riding there on a long-stroke Sunbeam motor-cycle. He next shared a 4½-litre Bentley with a friend. That was a few years before the war, as was his Minx DHC and 1929 Riley 9 tourer, since when his cars have been numerous and varied. He recalls a 14/40 MG, bought while shooting at Bisley, the axle of which gave out in Norfolk, one of the first Morgan 4/4s (21st birthday present, in 1937), an Austin 7 Special, a Ford 8 used for towing boats and well thought of, a 1934 Austin Ten two-seater, and a Renault 4 c.v., used in London.

In fact, the list is a long one. It includes a TC MG, an early VW, a s.v. Morris 14-h.p. station wagon "with no steam at all", a later Morris o.h.v. Issigonis Minor,

Continued on page 652







RELIANT of TAMWORTH

MOTOR SPORT visits the Largest Privately-Owned British Car Manufacturer, at whose Staffordshire Factories the Revised Scimitar GTE is now in Production.



Reliant's familiar Tamworth headquarters form a background to the smart, revised Scimitar model, strangely on 1972/3 plates.

WITH THE MANY take-over bids that culminated in British Leyland becoming one huge Corporation and then this top-heavy giant going public, Reliant of Tamworth became, successively, the second largest British motor-car manufacturer, and then the biggest privately-owned Company of this kind in this country.

It all began in 1934, when the great bicycle manufacturer, Raleigh of Nottingham, decided to abandon the manufacture of three-wheeled cars and vans. T. L. Williams, who had been in charge of this branch of the Raleigh empire, thought this was a pity, considering the big potential of the low-tax, economical-to-run three-wheeler. So he set up a manufactory for his prototype in a shed at Tamworth, having bought-up as many of the remaining Raleigh components as possible and taken some of the work-force with him. By January 1935 these Reliant vans, as they were called, were in production in a disused mill at Two Gates. When supplies of the Austin 7 engine they used died out in 1939 Reliant began to make their own, similar, side-valve engines. War stopped play. But production was resumed in 1946 and a passenger version of the Reliant, called the Regal Mk. I, was introduced in 1953. Glass-fibre construction of the bodies was adopted in 1956, for the Regal Mk. III, as being more durable and easier to work than the former wood-frame, aluminium-panels construction, and by 1962, no doubt to the delight of those engaged in Holland Birkett-devised 750 Formula racing, Reliant's own light-alloy o.h.v. 600-c.c. engine was put into production, quite an ambitious undertaking for a small company.

Previous to this Reliant had built four-wheeled cars, the Sussita shooting-brake, dating from 1958, and the Sabre sports car and Carmel saloons, being sold in Israel. This led to production of the Reliant Sabre for the British market by 1962, and the Anadol being built as a joint venture in Turkey in 1966. Mr. Williams, who had started all these ventures, died in 1964 and Ray Wiggin became Managing Director. He is still in charge, which brings with it not only the distinction of having improved the Company's turnover from £700,000 in 1960 to £20-million last year, but the possible danger of appearing in the "Guinness Book of Records" as perhaps the longest-reigning MD of any British Motor Company!

Be that as it may, under the command of easy-going, unpompous Mr. Wiggin Reliant brought out the four-wheeled Rebel as companion for the Regal three-wheelers and the famous Scimitar coupé in 1964, which in 1968 pioneered the now-accepted high-performance estate-car hatch-back concept, in GTE form. Then came the sporting Bond Bug three-wheeler, and now the little Kitten economy saloon and estate car, the Robin tricycles taking on the 850-c.c. engine devised for Kittens. It was some time since I had been to Reliant's of Tamworth, so last March I drove the BMW through early-morning fog on the Welsh hills into Staffordshire, to see the expansion that had taken place at Two Gates. Expansion is the operative word. For in 1973 Reliant spent £1¾-million on new paint and assembly shops for the Robin and their Kettlebrook plant is the largest in Europe devoted to glassfibre moulding for motor-vehicle bodywork.

It should be explained that this Company, which employs some 2,000 people in its three plants, is the main trading subsidiary of the Reliant Motor Group Ltd., which in turn is part of the Julian Hodge Group, which two years ago was acquired by Standard Chartered Bank. Its companies embrace a Manchester-based combustion firm, Smiths Forgings, and Press Operations Ltd., the last two being concerned respectively with drop forgings and steel presswork.

As I approached Tamworth along the A5 from the west, there was no mistaking the tall brick building, carrying the Reliant name, on the right-hand side of the road, which has always been this Company's headquarters and where the administration, development, assembly, painting and trimming operations are now carried out. Many years ago Reliant chassis were allowed to roll across the busy A5 to the bodyshop opposite the main works, a jolly procedure, as to an observer it appeared that "last across" with lorry traffic had been reduced to a fine art! I regret to report that I was denied this amusement on my recent visit . . . As compensation I was cordially received by the gateman, in spite of being in a German car, and Mr. Wiggin gave me a generous amount of his time, both before inspection of the works in the company of his Press Officer, Annette Greenhalgh, but also over a pleasant lunch in the Directors' Dining Room, where the completely informal atmosphere denotes a calm confidence between the Heads of Departments and the MD, which must be good for the running of the Company. I was pleased to see that traditionally Mr. Wiggin carved the joint for us.

Fibreglass remains the essence of Reliant operations, although they also manufacture more than 80% of the mechanical components they need for the Robin and Kitten at the Shenstone plant, eight miles from Two Gates. On this occasion I did not visit this plant, as Annette was more anxious to show me the fibreglass moulding factory by the railway at nearby Kettlebrook, where the Works Manager, Steve Robinson, has 500 operatives. I was allowed to drive there by a circuitous route, in a new Reliant Scimitar. This had the easy performance expected from the 3-litre V6 Ford power unit, was finished within in a colour matching the exterior paintwork, instead of being trimmed in sombre black, and handled very nicely. I must leave further impressions until we have the latest GTE for road-test and can assess the improved accommodation for back-seat occupants, etc. But its smart appearance left a good impression, as did the non-rusting aspect of the car, indeed, of all Reliant vehicles, arising from the glassfibre bodywork and rubber bumpers, anodised-aluminium and stainless steel exterior trim, etc., on the new Scimitar.

The extent of the Kettlebrook moulding works is very impressive. It handles all Reliant body parts, and some lower-volume tasks such as production of cabs for commercial chassis, etc. The size of this factory, of course, to some extent reflects the fact that this form of construction is very labour intensive and that production is relatively small, related to floor-space and cost. The mats are obtained in various gauges from Fibreglass Ltd., and cut by hand. The bonding is achieved conventionally, the Robin body pans and shells, for example, being clamped together until heat-bonded, then cleaned up. Robin and Kitten bodies are produced thus in what is known as the "Economy Bay", Scimitar bodies in a separate bay. There is flexibility in the methods of assembly; doors are attached while the body is on the chassis, to obviate distortion, after which the body is removed

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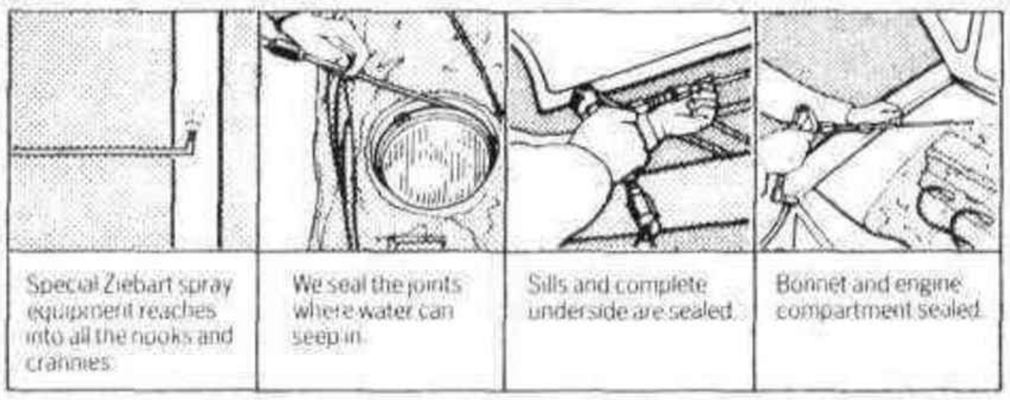
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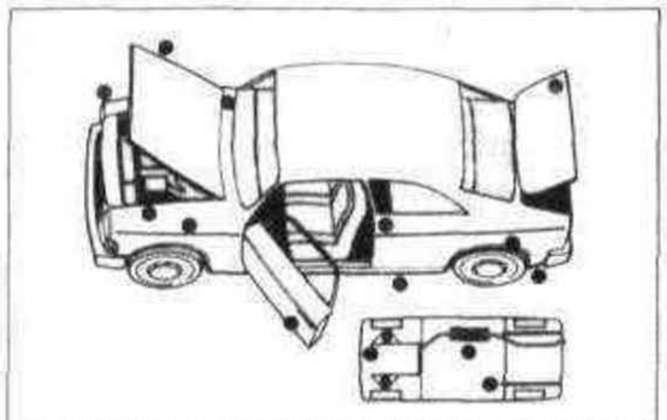
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Stages in assembly and glassfibre body production of the new Scimitar.

from the chassis frame for it to be painted. Doors, bonnet lids, arm-rest mouldings, cubby-hole moulds, van doors, etc. for the Robin and Kitten, are produced on two presses, one of 600 tons, the other of 1,000 tons. It takes but four minutes to thus make sets of four components. Scimitar bodies are removed on dollies to the various bays for rubbing-down, finishing in primer, etc. After a check-over, they are sprayed with two coats of undercoat, and treated with rubberised bonding of chassis parts, etc.

The bodies are painted in Devilbiss booths, passing through these on a floor-level conveyor, belt-driven 25 h.p. fans serving these booths. The bodies are painted before the trim is installed, with primer, two undercoats, and three final coats of paint. Seven or eight paint options are available, and special orders can be undertaken, not only in respect of colours, but of other items of the specification. The paint can be changed over from one colour to another at any stage of the painting operation.

Assembly of Scimitars and trimming of Kittens is done in what was the old Regal body shop, across the road from the main Two Gates factory. The Robin is put together in a fine new assembly hall above the main factory block, which it is hoped one day to duplicate for Scimitar production. Reliant make their own seats and, of course, the engines, gearboxes, suspension parts, etc. for the economy vehicle, but they buy-out items such as brake drums, fuel tanks, and so on. They make their own chassis and their own Ford transporters bring the mechanical components from Shenstone and the bodyshells from Kettlebrook for assembly at Two Gates. Overhead conveyor lines permit easy fitting of mechanical components and the front seats on the Scimitar but trim is installed at floor-level, on a single line for Scimitar two lines for the economy cars. The finished Scimitars are given the usual careful inspection for paint blemishes, are subjected to a simple but effective water-seal check under high-pressure hoses, and each car then goes out for a short road test. Scimitars are still shod with Pirelli Cinturatos, but the Kitten is fitted with specially-made 10 in. Goodyear tyres.

Of these differing Reliant products, the Bond Bug has ceased production, but 250 Robins and some 80 Kittens are being made every week. The revised and very handsome Scimitar GTE is now in growing production, which it is expected will soon reach 50 a week. At the time of my visit the weekly output was around a dozen. Seventy agents sell Scimitars and 230 dealers in this country look after the economy Reliant models.

Mr. Wiggin admits that things have been very difficult recently, but is confident of improvement in the near future. The demand for Robins is unabated. The Kitten was introduced not so much as competition for existing small cars (it costs £198 more than a Mini, £144 more than a Ford Escort Popular) but to prevent losing staunch customers who wished to graduate to four wheels and who appreciated the very real advantages of a rust-proof body and a very economical engine. On the subject of petrol economy, only that day Mr. Wiggin had received very good reports of astonishing petrol thrift from a Kitten, after minor carburation improvements now introduced on production models, from his technical representative in Europe —"Lofty" England; and who better to look after Reliant's interests abroad than this ex-Jaguar executive? On the economy front there is, too, the matter of a Robin doing 70 m.p.g. ITCA challenged the wording in a Reliant TV commercial that claimed a fuel consumption of 50 m.p.g. around town and 70 m.p.g. on a run—nice to know, incidentally, that TV advertising is properly vetted. So Reliant got the RAC to undertake an Officially Observed test, when a four-seater Robin saloon did 75.38 m.p.g. over 150 miles of country driving, at an average speed of just under 30 m.p.h., and an almost unbelievable 71.1 m.p.g. when driven in Central London traffic for 64 miles, including Oxford Street and Piccadilly, at a 16¾ m.p.h. average speed. Naturally, Roger Musgrave, Reliant's Marketing Director, and their advertising agents, Allardyce, were delighted, and ITCA able to accept the 50/70 m.p.g. claim. It does look as if my ideal of 60 m.p.h./60 m.p.g. is near attainment, although Mr. Wiggin says he prefers a ratio of 55/65 . . . and, of course, a Kitten won the Total Economy Drive by doing 55.11 m.p.g. over a tough route. I asked whether he felt bitter that fast hatch-backs have arrived since the Scimitar GTE was introduced? "No", he said. Imitation represents fine flattery and anyway there is absolutely nothing he can do about it, although he regards some of these cribs as "positively horrid".

I asked if there was any intention to soup-up the Ford V6 engine used in the Scimitar but was told that it is installed in absolutely standard form, as delivered from Ford's, to retain the Ford warranty intact. These power-packs do not even have to be run before installation in Scimitars, although Reliant's own Robin/Kitten 848-c.c. 40-b.h.p. engines are naturally bench-tested at Shenstone. In the course of general conversation I heard how well the work-force has responded to visits to the Reliant factory by a certain Royal customer and that Mrs. Thatcher, Leader of the Conservative Party, has also coped very well with visits there. HRH Princess Anne is thought to enjoy driving her Robin as much as she does her Scimitar . . .

The Company has promising export plans. It exports knocked-down parts, and manufacturing know-how relating to glassfibre vehicles. The Kitten is made in Greece and Scimitars are being sold in New Zealand as well as in Europe. So this second-largest British motor manufacturer can say that things look "set-fair", which was the happy impression I took away with me as, shrugging off the offer of a run in a Robin, I eased the BMW out into the A5 and made for home.

W.B.

HISTORIC MG—continued from page 649

another MG, a nice 1952 Alvis d.h. coupé addicted to understeer, a "satisfactory" Austin-Healey 100, a Heinkel bubble-car to tide him over the Suez crisis, and, "the best ever", a bog-standard 3.4 d.h. Jaguar, administered to by Motorwork of Chalfont. These were followed by a 1600 Alfa Romeo Spyder that soon got rusty and went to Canada, a 2.3 Fiat "with a superb engine but a nasty steering-column gear-change", a nice 1935 Rover Sports-14, a Renault 4 and a Land-Rover for use on the farms, and many others, including his daughter's cars, which I have no space to mention.

I told you the ex-Samuelson MG Midget, which literally emphasises what sweeping changes there have been at Le Mans, is in very good hands!—W.B.

Book Reviews

"Early Days On The Road" by Lord Montagu and G. N. Georgano. 220 pp. 10¾ in. × 8¼ in. (*Michael Joseph Ltd., 52, Bedford Square, London, WC1B 3EF. £7.50.*)

Usually the arrival for review of yet another pictorial motoring history gives rise to feelings of "Not *again*" . . . and some are so trite, expensive, or both these things, that I do not review them. Very different is this book based on negatives from the National Motor Museum photographic archives. Because these are contemporary, not modern, pictures, very few of which I can recall having seen before in this context, they are extremely fascinating, all 400 of them, and the colour reproductions that precede them are also very well chosen. Then there is the further point that this book is intended to be informative to those seeking an introduction to road scenes as they were from 1819 (for non-mechanical bicycles, tricycles and quadricycles are included) up to the outbreak of the Second World War. To this end there is an informative and accurate text, contributed by Nick Georgano and other specialist writers, and the book is divided into chapters covering passenger cars, all manner of commercial vehicles, with sub-divided sections about lorries of all types, traction engines, steam waggons, fire-engines, municipal vehicles, taxicabs, 'buses and trolley-buses, charabancs and coaches, etc., motorcycles and tricars, and the aforementioned pedal machines. The result is a useful work, although I confess I liked it for its "browsing" quality and was greedy in wanting even more pictures. What there are, however, are clearly reproduced and captioned and of great interest.

There are very early horseless-carriages, glimpses of competition events (but only two shots taken at Brooklands), many American automobiles, fascinating street, town, and garage period-pictures, and cars rare as well as popular, including a 4-litre Beardmore Thirty that I mistook for an Excelsior.

The whole of this book is great fun, to be looked at again and again, and is thus good value. Only one Sentinel steam waggon is from a modern rally, the colour reproductions of old advertisements are very good stuff, and my only criticism is that the lone 3-litre Bentley is hardly representative, having been somewhat modernised and tarted up, although probably before the war.

As I have said, the supporting text is well worthy of the illustrations. The Introduction is a brief survey of private-car evolution down the years, although its brevity has caused mention of the first stirrings of independent front suspension to be omitted. The other chapters have similar introductions, from which fresh facts emerge, as diverse as the arrival of sleeper coaches in Britain to the employment, particularly in America, of electric commercial-vehicles. Some rare makes are expanded upon, the text often enhances the interest in the pictures by giving locations and dates when these were taken (for instance, of the only car-at-Brooklands illustration, we are told that it is of A. C. Fairclough with his 1931 Chummy Austin Seven which he ran in a Novices' Handicap at an Inter-Club Meeting—wisely he has removed the screen but retained a folded hood), and all through the book there are interesting facets of history and information.

There is a 40/50 Rolls-Royce Springfield chassis with *six* wheels to gaze on, if your tastes lie that way, with a companion picture, as it were, of a six-wheeler Model-T Ford truck, splendid "shots" of family motorcycle combinations, contrasting with far more sporting (even racing) motorcycles, a 1920 six-ton White truck moving a house in 1947, pictures of a Fiat 501 taxi on a 'cab-rank with its driver using a convenient 'phone, of a Fiat 509 in use as a combined car and commercial, of that straight-eight Panhard-Levassor used in the East End of London as a laundry-van (the chassis still exists and was mentioned in MOTOR SPORT some time back), of a Bedford 30 cwt. mobile-shop, of a Model-AA Ford six-wheeler transporting new Model-A Fords, of a 100-ton Scammell artic. of Pickford's, moving a heavy load through St. Albans in 1951, of a Waukesha-engined Doane low-platform truck, one of eleven still in use in the USA as late as 1953 (so these pictures are both contemporary and up-to-date, so to speak) and, among the cars, masses of pictures just as unusual and interesting—to take one, at random, a 1939 1½-litre Riley, with touches of Rover and Wolseley about it, is seen taking part in a Brighton *Concours d'Elegance*. Impossible to list them all, but see for yourselves. Recommended—W.B.

"The Maintenance and Driving of Vintage Cars" by Richard C. Wheatley and Brian Morgan. 168 pp. 8¾ in. × 5½ in. (*B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W1H 0AH. £4.95.*)

"The Restoration of Vintage and Thoroughbred Cars" by the same authors became a classic and this book is a most welcome sequel. The subject matter is obvious from the book's title and the thorough approach to it is ensured by the talented authorship. The book is nicely illustrated, with good photographs, and drawings by R. F. Neale. It is all set down, from replacing a worn shackle-pin to driving a vintage car in a race, from laying up an aged car for storage to finding the right club to suit a one-make interest. Legal aspects of the old-car hobby, maintenance for different purposes, what goes on in the workshop—it is all there for the reading, by writers who have been through it all themselves, with very notable results.

The staggering thing is that Richard Wheatley and Brian Morgan have time to write as well as work on their cars, especially as, which the book illustrates, they have each built their own houses and motor workshops. This one, too, I strongly recommend.—W.B.

"Your Book of Racing & Sports Cars" by John Coleman. 88 pp. 6¼ in. × 8¼ in. (*Faber & Faber, 3, Queen Square, London, WC1N 5AU. £2.35.*)

This is a quick introduction to the history of motor racing, aimed presumably at the younger generation, who should enjoy the good pictures, supplemented by less effective drawings. If I should be flattered that I have been quoted on a number of pages, I could have wished that the author had not recommended to his young readers my "Fifty Years of Brooklands", which I understand is now virtually unobtainable. He also recommends my more comprehensive "History of Brooklands Motor Course", the latter now being revised and soon to be available, at a price which will, I think, make this Faber & Faber offering seem pretty costly! As a present for a motor-minded child Coleman's book has merit; I see he has added another, dubious, version of how Parry Thomas was killed. W.B.

"Captain Shakespeare" by H. V. F. Winstone. 236 pp. 8¾ in. × 5½ in. (*Jonathan Cape Ltd., 30, Bedford Square, London, WC1. £4.95.*)

This one really belongs to "Cars In Books" but as it is newly published and a review copy was sent to us, I feel it should be given this more prominent treatment. It is about the little known yet legendary explorer, Captain Shakespeare, and of interest to us because the book contains accounts of his remarkable pioneer journeys by motor car, such as from the Persian Gulf, across Asia Minor and Europe, to England, made in 1907 in a single-cylinder Rover, of which there is a photograph. It was an 8-h.p. Indian & Colonial model, costing £250 new.

Apart from the description of the long journey made in this car, the book gives an insight into the advent of the automobile in India and it also deals in detail with the Captain's other great journey, across Arabia—by camel.—W.B.

"The Porsche 911 Story" by Paul Frère. 187 pp. 9¼ in. × 6¾ in. (*Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL. £4.95.*)

Porsche history has by now been very well documented and that talented and industrious author, Paul Frère, has himself contributed "The Racing Porsches—A Technical Triumph", from the same publishing house as this book is issued by. But the great 911 is a car that merits separate treatment and in his latest book Frère has covered everything that the most rabid Porsche 911 owner or admirer will want to have to hand.

He covers the birth of this model, its development in its earlier forms, and then he goes on to deal with ten years of flat-six development, up to things such as a Carrera RS that he timed to do 149 m.p.h. and to accelerate from rest to 60 m.p.h. in 5½ sec., to 100 m.p.h. in 13 sec., on to the Type 930 Turbo. Transmission evolution, suspension improvements, and body developments, and a résumé of the 911's competition exploits and the 1976 racing models, conclude a book liberally provided with pictures (some in colour), drawings, power curves, and tabulated data, all very nicely reproduced and set out. Dr. Ferry Porsche has contributed the Foreword, and in writing the book Frère had the help of Dr. Fuhrmann, Managing and Technical Director, Dipl Ing H. Bott, Chief of Development, and others who were liberal with stories of failure as well as of success, and of racing "secrets". In consequence, this book is important motoring history and to

Porsche 911 owners should be as indispensable as a handbook and considerably more readable. W.B.

"BMW—The Bavarian Motor Works" by Michael Frostick. 207 pp. 9⅜ in. × 7¼ in. (*Dalton Watson Ltd., 78, Wardour Street, London, W1V 4AN.* £7.50)

This is another welcome addition to the well-established Dalton Watson series of pictorial motor history books. BMW is a complex make to cover, for its model-range in recent times has been extensive, it changes frequently, and its antecedents date back, which will be a surprise to many, to 1898, when the Eisenach factory made a 3½-h.p. Decauville under licence and sold it as a Wartburg—not a very happy choice, from my memory of driving a similar Decauville on a Brighton Run!

Frostick has included it all—those very early days of BMW, with a Family Tree forming the end-papers, the emergence of more powerful pre-1914 and post-war Dixies, even the racing models, and then the arrival of the Dixie-version of our Austin Seven. He then gets nicely into the subsequent, successful BMW models, not overlooking the economy period of Isetta bubble-cars and the four-wheeler BMW 600—one wonders whether anyone is still using such petrol-savers, or the subsequent flat-twin coupé 600s, in this country, to this day?

Those very seductive pre-war BMWs we associate with the Aldingtons are well covered, with racing scenes relating to the 328 in British and Continental races and trials, etc. The book finally comes right up to date, with the modern BMW saloon variants, includes racing cars with BMW motive power, and it has a separate section clarifying the development of the famous BMW flat-twin and other motorcycles, in action on the circuits or as seen in showrooms.

Not as easy as some histories to compile, this latest from this well-known publishing house will be irresistible to lovers of all kinds of BMW machinery—but no aero engines have got into it.—W.B.

A companion volume to "Automobile Year, the new *Motorcycle Year*, of like format and high quality, is available from Patrick Stephens Ltd., Bar Hill, Cambridge, for £13.95. An "Edita of Lausanne" publication, its Editor is Christian Lacombe.

* * *

Those who have got out of touch with motorcycling will find "The Observer's Book of Motorcycles" by Robert M. Croucher a useful little reference book. Well illustrated, it contains tabulated data on the products of more than 50 manufacturers, from 15 different countries. Text and pictures are small but will allow you to identify the motorcycles seen in growing numbers on our roads. It costs 90p, from Frederick Warne, 40, Bedford Square, London, WC1B 3HE.

* * *

Patrick Stephens, address above, have issued a new edition of Bob Holiday's "Norton Story", a 128-page book packed with information about the history of this great make of British motorcycle, that was so successful in competition events of all kinds. The price is £3.95.

David & Charles have published a new edition of that erudite book about the bull-nose Morris cars, by Lytton Jarman and Robin Barraclough, originally a Macdonald work, which now takes in the flat-radiator Morris cars and has a handsome new dust jacket to proclaim this. A 277-page 9½ in. × 6¼ in. book, the price is £6.00.

CARS IN BOOKS

HAVING REFERRED recently to a country-side book in which the author admitted to using an early Austin 7 for her travels, I was amused when, after reading only as far as the first page of James Lees-Milne's "Ancestral Voices" (Chatto & Windus, 1975), I came upon mention of another aged Austin. The book describes how the author, invalided out of the war and working for the National Trust, went round war-time Britain inspecting old houses and other properties. The Austin was in use by the National Trust and is described as "very old" in 1942 and as having belonged previously to the late Hilda Matheson. So I assume it to have been at least a 1930s model, if not earlier. It was based at the NT's war-time headquarters at High Wycombe and on the first encounter with it in this fascinating book, it had overheated at Princes Risborough, *en route* for Northamptonshire. This was in January 1942, so perhaps it had been purposely drained beforehand. Lees-Milne did it no harm, apparently, as it continued the journey and two days later it was at Potters Bar, its radiator this time filled with boiling water from a kettle—"it started at once".

In slush and snow it was necessary to stop and wipe the windscreen, suggesting either that it had no screen-wiper, or an inefficient one. Later in the year, at the start of a visit to Lincolnshire, it took two hours to get the engine started. Incidentally, from another reference to it, it seems to have been a capacious car for it carried two people, a cabin trunk, and a magnolia tree in the back compartment—a 1930s Sixteen or Twenty, perhaps?

Although petrol was rationed (there is mention of a milk-roundsman who was allowed only five gallons a month for a rural delivery in Buckinghamshire, and of an unreliable gas-trailer 'bus in the Cromer area) motoring went on. For instance, the NT architect drove the author in "a respectable Austin saloon" (a contrast, obviously, to the old one owned by the Trust) up the Great North Road to Norfolk in May, 1942, and King Peter and the Queen of Yugoslavia, who that summer were staying near Cranbrook, had "an enormous Cadillac" in which they drove to the local cinema. Then Lord Brocket is quoted as using "his blue, two-seater Rolls-Bentley" when he showed Lees-Milne round Norton Place in Lincolnshire—I find this particularly interesting, because my eldest daughter was born some years later in Brocket Hall and after the war I nearly bought Norton Place, but my wife objected to the cold weather in Lincolnshire. It is also mentioned that Col. and Mrs. Wood of Henley Hall, outside Ludlow, had "two Rolls-Royces and one Rolls-Bentley" laid up there, during the war. In contrast, Lord Kennet's daughter used an Austin 7 to run the author to the station, after he had been staying at Fritton.

There are further tantalising references in this book to ancient cars in use in 1943—tantalising because their makes are not disclosed—such as the "old-fashioned motor" in which Prof. Richardson, Secretary of the Royal Society, drove the author from Cambridge Station into Lincolnshire, and "an old car" in which the widow of the Hon. Aubrey Herbert met him near Dulverton and drove him to Pixton Park.

Reading the book, I had hoped to come upon some stately home of a pre-war racing motorist. But if there were any, they escaped my notice; the nearest I got to this was to a reference to Lord Doverdale, who lived at Westwood Park outside Droitwich, being "interested in motor-racing". There is mention of Lord Fairhaven "being" driven everywhere in a high-powered khaki Buick by a soldier, for he has something to do with the Red Cross", this also being in 1943, at Anglesey Abbey in Cambridgeshire. That October, the old NT Austin refused to start because of a flat battery, when wanted for a journey to Tunbridge Wells—but it survived, being collected from Moon's Garage and driven to Ipswich that December and back to London, and one hopes that the NT, as Preservers of Good Things, know what became of it! Incidentally, the author expresses the view that it was "exhilarating to motor long distances again (he was off to Lacock in Wiltshire in December 1943, presumably in the Austin), and that "Driving alone I feel happy and carefree. Every expedition is an adventure". So we may yet hear more of him. . . .

Fiction has been left out of this series for a long time, because there is sufficient material without it. But, if only in appreciation of the Canadian reader who sent me a copy, I would remark that a Rolls-Royce Silver Ghost figures in "That's Me in the Middle" by Donald Jack (Paperjacks, Ontario), which is part of the humorous "Bartholomew Bandy" adventures. These are set in the WW1 era and are probably based on actual experiences, in the Army and RFC etc. Finally, for this month, those interested in cars associated with crime will find all the vehicles used in the Great Train Robbery, and by Ronald Biggs in his subsequent escape from Justice, detailed in "Ronald Biggs—The Most Wanted Man" by Colin Mackenzie (Hart-Davis/MacGibbon, 1975).—W.B.

Since writing the foregoing I have received the following additional notes from the author of "Ancestral Voices":

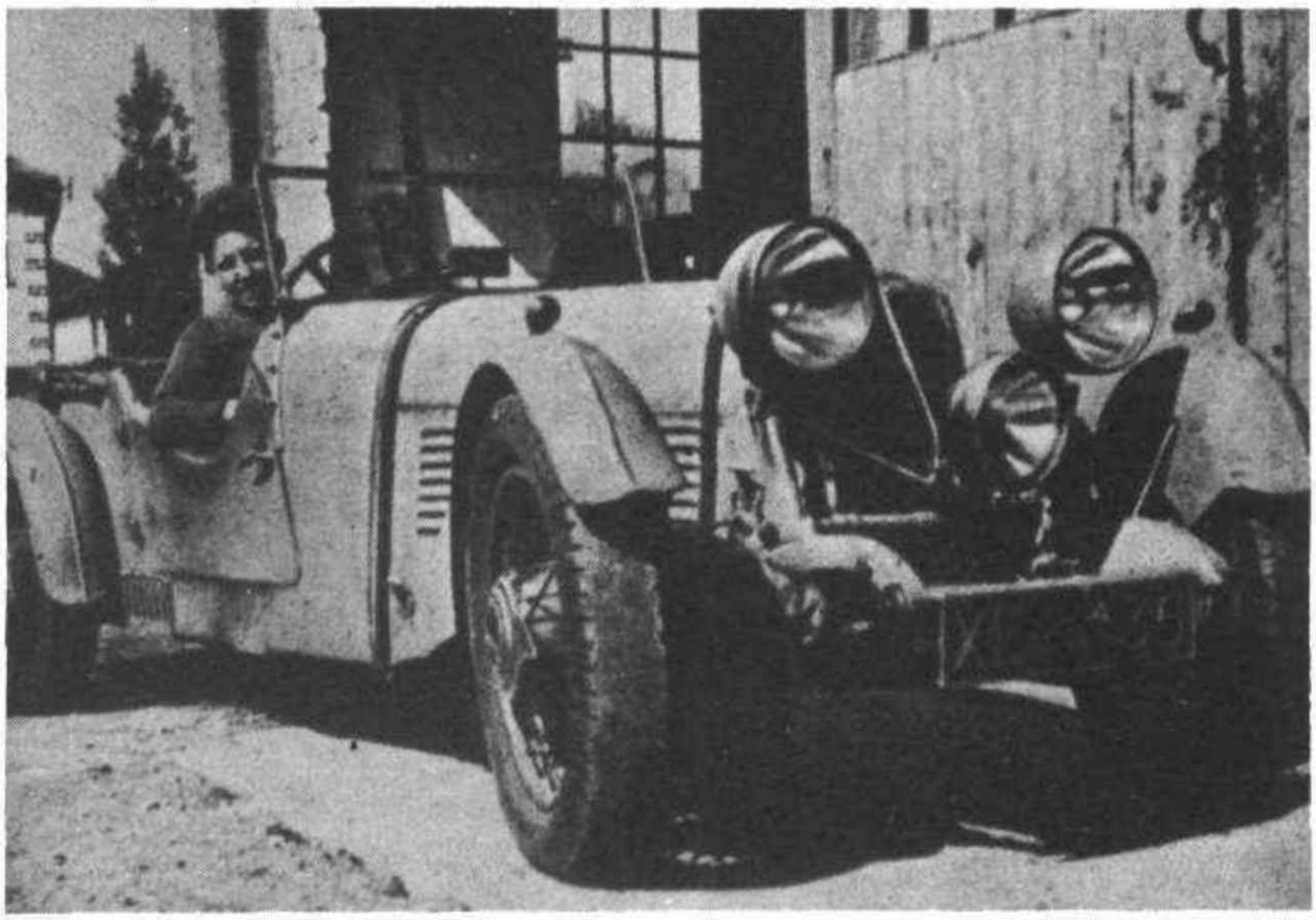
"Alas, I cannot remember the date of the old National Trust Austin. It was certainly pre-war, dating from the early 1930s, I think.

"The first motor car I remember was my mother's Minerva landaulette, upholstered in Bedford cord, and very pretty, of about 1910. And before the 1914-war I recollect sitting, very small and very frightened, at the back of a Hotchkiss going at 80 m.p.h. on the straight bit of road beyond the Fish Inn at the top of Broadway Hill. My mother, wearing a large hat and veil, sat in the back holding my hand. I think she was as terrified as I was. I remember the clouds of dust and the gravel which flew from the wheels. We lurched from one pothole to another and finally had a puncture."

Bath JAMES LEES-MILNE

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



THE ARCHIVES pictures which D.S.J. has been producing each month are from MOTOR SPORT's *own negatives. But readers have also supplied us with plenty of pictures from their own archives and in the hope that this will continue, here is another such picture. Sometime ago we referred to the motorcycles supplied to their travelling reps. by Bentley Motors in the* 1920s. *Apparently Leslie Pennel, who rode as W.O.'s mechanic in the* 1922 *TT, found his* 1925 *Citroën, particularly as it was on b.e. tyres, inadequate for carrying* 4½*-litre engines when he was trouble-shooter for Bentley Motors in the* 1930s. *So he built himself this Special, starting in* 1932, *after he had bought the* 1920 10/30 *h.p. Alvis chassis for £5, and taking four years to complete his handiwork. It is said that the body was one of three in the Lagonda stores, intended for a still-born prototype, which was given to Pennel after he had serviced a Lagonda Director's Bentley. It is now on Ivor Phillips' Rapier, which is probably what the body was intended for, anyway. We are indebted to David Bell for the picture (taken in* 1936) *and information—he is the present owner of the rare Alvis chassis.*

Backlooks at BSA

THE OTHER DAY I had the opportunity of chatting to Mr. E. A. Brisbane at his country cottage with the big wheel of his water-mill revolving at 15 r.p.m. outside the window. In these peaceful conditions he talked of less-peaceful days in the Motor Industry and of how BSA three-wheelers were made.

It all dated back far beyond the pioneer motoring days, when farmers would pay their labourers about £50 a year plus the "run of your teeth", *i.e.*, food, and somewhere to sleep. As the men couldn't get away from the farms this cheap labour was always on hand. Moreover, they were paid only at the end of the year, such as at the Knighton May Fair. On such days they would come into the town, spend money at the Fair, then with any they had left buy a pair of boots, corduroy trousers, a suit, and a bicycle on which to ride off to the next job. From this stemmed the small-town cycle shops, like Brisbane's, which turned its attention to motors in 1922.

To prepare him for following his elder brother into the business, the Mr. Brisbane I talked to was apprenticed to BSA Motorcycles in Small Heath, Birmingham. It was intended that he should return in six months, but he remained for six years, and became Foreman of the three-wheeler assembly line, in Armourer Road. Mr. Woods, under whom he had worked as an apprentice in the motorcycle repair shop, was in charge of three-wheeler production. They had few mechanical problems once these BSAs were in production, but much experimenting was done on the trunnion-arm that carried the rear wheel. This undriven wheel could be "pretty wicked in tram-lines". Experimental three-wheelers were taken up Porlock Hill, where the later four-cylinder model was tested for overheating. Production chassis, with a box seat tied on, were tested locally, on a route out through Henley-in-Arden. Between Castle Bromwich and Stonebridge there was a measured-mile, known to the Motor Industry, and here testers timed their cars—"70 m.p.h. seemed awfully fast on those narrow roads". BSA also had a test track of sorts and a bit of a dirt track on the sports ground.

To qualify for the then £4-a-year tax these tricars had to scale less than 8 cwt. and with the water-cooled four-cylinder job introduced in 1933 it was "an awfully close thing", even a slight change in the weight of castings making the cars overweight. BSA made their own engines, bodies, etc., the latter at first of leathercloth over a wood frame, later aluminium panelled. Production averaged perhaps 70 a week, small compared to the Austin 7 which was being turned out in nearly seven times that number. The BSAs were put together largely by unskilled labour. Boys under 21 were paid 30/- (150p) a week and were not eligible for the bonus paid after output exceeded a specified minimum. Often this led to grumbling and poor work around Thursday, when the bonus money would begin to be earned, because the men would have discovered that some of the boys had passed their 21st birthdays and would qualify for the bonus, thus reducing the shareout. The ploy then was to sack the inefficient workers, the boys perhaps, or some of the old men. This was done on the spot, no week's notice being required, in the knowledge that there was always a queue of unemployed outside the factory gates waiting for any jobs going. It was ruthless, but applied to the Industry in general in those days, for production had to be maintained. Sometimes Mr. Brisbane would find a way out by putting men onto changing a "faulty" engine or front-drive assembly, for they were on piece-work and this earned extra money. But if this was done too frequently the engine shop wanted to know what was going on, and Management likewise!

My informant talked of demonstrating these three-wheelers at Olympia, of being sent for when the four-wheeler van used to take milk from the Chairman's farm to customers in Kenilworth gave trouble due to the frequent starting and stopping—he went to the impressive mansion in a BSA three-wheeler which overturned on the way there, in avoiding a car driven by some drunks returning from a party, but the Chairman, walking round it proudly to assess one of his Company's products, never noticed the damage —and of racing his Big-Port AJS at grass-track meetings near Knighton. He was also sent to service a BSA three-wheeler which an American, Rudy Coombes, and his wife were running in the Blackpool "Wall-of-Death". By twisting the rear trunion-arm so that the back wheel helped to steer the car up the wall impressive shows could be put on, after the precaution had been taken of checking suspension movements with strategically-placed lumps of Plasticine. But twice the BSA fell off the wall and it was then Mr. Brisbane's task to repair it down in the bowels of the arena, while the motorcycles roared round and round overhead.—W.B.

Replica Isn't Real

WE fully support the building of good replica bodies on vintage chassis from which the original bodywork has been destroyed, or is beyond restoration. We even approve of the construction of complete pre-war replicas, if the aim is to copy some worth-while competition car and vintage parts are used. Always providing, of course, that such vehicles are not passed off as originals.

There is a grave danger of this happening, however. Some years ago we were watching the finish of the VCC/RAC Brighton Run and the commentator, directing his field glasses onto an approaching car in the far distance, glanced down at his programme and announced that next-in would be a rare Riley Forecar. But what arrived was, in

fact, one of those plastic imitation Edwardians, propelled by a post-war Ford Ten engine. It happened to be carrying a convincing "competition number" and to be mingling with the genuine veterans. We were aghast, and shouted for it to be turned away, or overturned. Not a bit of it! It was welcomed into the Paddock and its driver told it was "a good show", or somesuch, to have managed this piece of foolery and deception.

That was some time ago. But more recently we noticed a Trade advertisement for a racing car of the early 1920s, worded to imply that the car was a restoration of an *original* "works" racer. Indeed, the name of its illustrious 1920's creator was used to enhance this impression. In fact, the car was a most creditable *replica* of the original car, using appropriate vintage parts, a desirable possession, if viewed in this light, and if the rather elevated value placed upon it could be overlooked. But as advertised, the Trades Description Act was being flouted because a very false impression of what was for sale was being created.

That is the danger which any replica can bring with it. Never mind the commonsense arguments, that a sound replica will probably last longer than a worn-out original, that it will be easier to drive, that it is made of better materials, will give just as much fun, etc. The fact remains that, whether it be old motor vehicles, pictures, or antiques generally, to own an original is far more satisfying than owning a replica and therefore values should be adjusted accordingly. If a car, however realistic and desirable, is a copy of something else, let it be clearly known as such. The fact that a motor car is a piece of machinery, which, if used, is apt to wear out, or blow up, so that parts have to be replaced, or new ones fabricated, if it is to remain in service, presents problems, as to when "original" turns into "reconditioned". A replica is something different again and we think you will see what we mean. . .

HVCJC

THE Historic Vehicle Clubs Joint Committee, which so ably and diplomatically looks after the interests of those who own and run early motor vehicles, now has a support of 63 Clubs. At its last reported meeting the Committee, with Anthony Heal, Keith Jenkinson, Evelyn Mawer, Eric Thompson, Peter Graham, George Birrell, Peter Glover, Roy Chasmer, Lord Montagu and Mrs. Das as its officials, dealt with a number of important points. It was stressed that the best possible relationship is being maintained with Government Departments concerned with vehicle legislation and that the preservation of vehicle records is being carefully watched. It was made clear that the D of E has no intention of applying retrospectively legislation relating to seat-belts. It was further confirmed that if future large passenger-vehicle-testing is to be done at Heavy Goods Vehicle Stations, the prevailing sanctions governing the older vehicles will nevertheless continue to be observed. The same applies to brake testing on roller-brakes, and the HVCJC is looking into the question of how beaded-edge tyres will fare on such test rigs. We agree entirely with the HVCJC that to ask for too many exemptions for the older vehicles might result in their use being restricted. It has, by the way, assured its members that unladen pre-1940 vehicles will be exempt from the revised drivers' ages and hours of work regulations, which might have affected HCVC rally driving.

Those who derive enjoyment from the running of pre-1940 vehicles of all kinds, steam vehicles included, owe a great debt of gratitude to this Committee, for so tactfully watching things on our behalf.—W.B.

BEN Veteran & Vintage Rally, June 26th

BEN has done so much good for the old-folk of the Motor Industry and Allied Trades that we beseech everyone who can do so to support their rally at "Lynwood", Sunninghill, near Ascot, Berkshire, on June 26th. This is the seventh time it has been held and it attracts not only some fine old vehicles but many famous motoring personalities. Indeed, there should be plenty to please the visitors, such as a miniature steam-railway, Autojumble, garden fete with a Donkey Derby, a fair-ground-organ, a junior motorcycle display team, etc. Normally we might be shy of an event where historic cars mingled with these sideshows. But not in BEN's case, for this deserving charity, whose residents have helped us with history and who write such interesting memories of it that they should be able to produce an interesting small magazine if anyone would produce it free of charge, badly needs finance and aims in this way to collect some. The cars drive to "Lynwood" from Ascot at noon and the gates open at 1.30 p.m. There will be a *Concours d'Elegance*, with a special prize for the best-dressed "Edwardian" couple. Entries close on June 19th, to Paul Finn, BEN, "Lynwood", Sunninghill, Ascot; there is no entry fee. So please try to support this deserving event. Mr. Finn's 'phone no. is Ascot (0990) 20191.

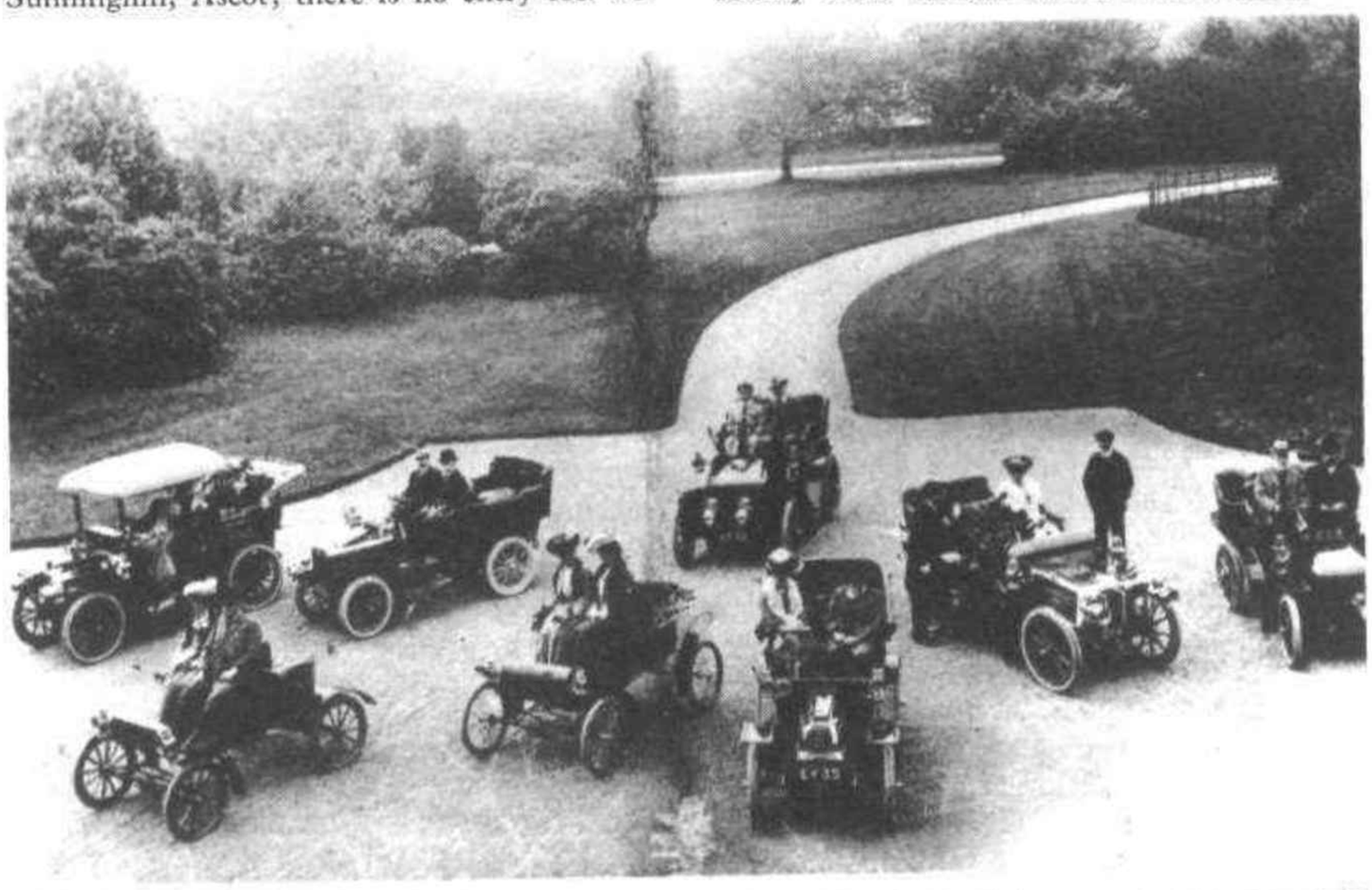
W.B.

Post Office Vehicles

READERS will be aware that the Post Office still uses mainly Morris vans for letter collection and delivery and they may have been held up more than once behind GPO telephone vans, which for some unfathomable reason seem to proceed unduly slowly. But how many of you have stopped to consider when the Post Office was first motorised or have thought of the enormous need this organisation has for motor vehicles of all kinds, with cables, overhead wires, telephone exchange mechanism and other unwieldy things of this nature to transport and service?

My attention has been drawn to this interesting aspect of the motor vehicle by Mr. B. Jenkins of Harrogate, who has not only sent us a copy of a booklet issued in 1972 to commemorate the 10th Anniversary of the Post Office Vehicle Club, of which he is Secretary, but who tells me that the GPO has excellent photographs of almost all the vehicles it has ever owned, from which I hope to write further, in due course, about the private cars it has used, which I believe range from unusual makes such as the Ruston Hornsby to a fleet of vintage-period Austin 20 radio vans.

The GPO first purchased a mechanically-propelled road vehicle in 1905, in the form of a Wallis & Steevens steam traction-engine. Encouraged by its then-Transport Officer, Major Wheeler, it added others, such as a Maudslay 50 cwt. truck bought in 1907 (which was returned to its makers in 1925 for publicity purposes, after having covered 300,000 miles), and in 1910 a 30-cwt. Ryknield, a Halley truck and an Alldays commercial, all



EARLY CARS IN BANGOR.—We are indebted to Mr. Squire-Johnson and the Gwynedd Archives Services for this picture of cars assembled in the drive of Treborth Hall, Bangor, N. Wales, before the First World War. Information has been collected from the local registration authorities as to the makes of these cars but the changing of number plates customary in those days has somewhat fogged the issue. But two 1903 *Oldsmobiles, and a* 1906 *De Dion Bouton are to be seen. As for the others, from l. to r. the first two are of unknown make, the next is quoted as a Daimler but we would have thought it a Wolseley, the next is apparently either a Napier or a Fiat, and that on the extreme right of the picture carries a number used from* 1912-34 *on a Minerva, but seems to us to be another Wolseley. Has the VCC any comments?*

Is his equipment wasted on yours?



One of the most important instruments in music today can't even play a note.

The 24-track mixing console.

With its mind-bending array of switches, dials, knobs and buttons, it controls the filters, correlators, tone, balance, fade, input, output and oscillation of sound that comes out of the recording studio and finally winds up as the 'perfect' recording on a disc or tape.

Which is all very nice as long as your own sound equipment can handle it.

Sadly, a lot of mono record players and even some stereo units turn a deaf ear to this degree of musical sophistication.

To put it bluntly, you may not be hearing everything you paid for. An unfortunate state of affairs that has led Sony to introduce the HMK 30.

We think of it as a sort of hearing aid for music lovers.

THE STEREO RECORD DECK

The HMK 30 record deck is a high quality semi-automatic deck.

It has a balanced tone arm and magnetic cartridge which tracks at a mere 3 grams (the weight the stylus exerts onto a record).

As you can imagine, it's a lot more sensitive to the signals in the record grooves, and kinder to your records, than the heavier tone arms you'll find bearing down in many cheaper units.

THE CASSETTE DECK

As well as playing your favourite music cassettes, the HMK 30 cassette deck can be used for recording in stereo.

Either from the record section, the tuner,†† or from the optional microphones.

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

THE TUNER

Listening to the radio has always been a good way to appreciate music.

But now, with the increasing quality and number of VHF stereo broadcasts, the HMK 30's long wave, medium wave and VHF stereo tuner could almost fool you into thinking you're in a concert hall.

THE AMPLIFIER

The amplifier delivers a total output of 28 watts (music power)† and your ears will be amazed at its frequency response; the range the HMK 30 can reproduce, enabling you to hear the fullness of sound from low bass to high treble notes.

THE SPEAKERS

The speakers are a critical part of any system.

The HMK 30 speakers are two-way which means they have not one but two speaker units in each cabinet.

One main drive bass unit and a tweeter unit that keeps faith with the treble notes as originally recorded.

For all this, we're not saying that the HMK 30 is the ultimate in hi-fi equipment.

There are other more sophisticated, more expensive Sony systems you could buy.

All we're saying is that if it takes around £1 million worth of equipment to produce a recording, £225* is the least you can pay to appreciate it.

SONY.



*Manufacturer's recommended retail price £224.95. Correct at time of going to press. See them at your local Sony dealer or the Sony showroom, 134 Regent St, London W1.
†(equivalent to 8 watts per channel r.m.s.) ††a licence may be required.

on solid tyres, of course. These vehicles were kept at the Studd Street depot in Islington, where a pneumatic-tyred 1929 Maudslay six tonner was operating up to 1938, if not later. The GPO had its first Scammell articulated-lorry in 1919, and bought another in 1930. The aforesaid booklet illustrates one of some 20 motorcycle combinations it bought in 1914, the example shown being a Rover, the Model-T Ford 250 cu. ft. van on the one-ton chassis used from 1922, the solid-tyred Trojan 70 cu. ft. van tried in 1925 when the cry was "Buy British", and even one of the small fleet of Victor electric vans used in London and elsewhere. The remainder of the pictures are mostly of various types of Morris PO vans, up to the Mini. But several other makes are depicted, including a First-War Albion truck which carried telephone poles with the aid of a cart-wheeled "dolly", and the 1923 Model-T Ford one-tonner specially equipped for engineering maintenance work; between 1927 and 1937 some 1,300 Albions were so adapted, while mini-wheeled SD Freighters, dating from 1925, were found useful for carting manhole covers and handcarts to the scene of underground activity. During the last war there was even a Ford V8 station-wagon used for general PO duties and run on a bag of coal gas.—W.B.

V-E-V Odds & Ends.—The Pembrokeshire VCC holds its first vintage rally at Haverfordwest, on August 22nd. Details from: M. D. Jones, 88, Haven Park Road, Haverfordwest, Dyfed. "The World of Motoring" museum of historic cars and models is open again at Syon Park, London, until October, seven days a week from 10 until 6, admission costing only 25p, or 15p for Senior Citizens and under-17s. The *Whitby Gazette* recently published a picture of one of two Lancia L-type char-a-bancs which Howard's Garage of Whitby used in the 1920s, which is believed to have led a local farmer to report that parts of one of these vehicles still exist. An article about sand-racing appeared recently in the *Southport Visitor*, in which it was stated that at least 5,000 people watched the first round of the British Motor Cycle Sand Race Championship on Ainsdale sands this year and that much larger crowds attended in earlier years. We are distressed to learn that six pre-1914 chassis were damaged, if not destroyed, in a fire at a garage at Alveston recently, including two Rolls-Royce Silver Ghost chassis and a 1911 Ghost tourer. A reader who began motoring on a single-speed Bradbury and wicker sidecar which his father bought in 1910 and who was in the Austin Drawing Office during 1917-18, before joining the RNAS, remarks that our target of 60 m.p.h./60 m.p.g. came near to fulfilment with his 1925 750-c.c. Mathis, which also gave him many thrills on wet tarmac, with a footbrake operating on one back wheel, the handbrake on the other, a thrill matched by his later Morgan three-wheeler.

The Wolseley Register reports that a 1914 16/20 Wolseley found in Heidelberg in 1953 recently returned there from South Africa to be present at the opening of the Transport Museum. From the *Humber Register Journal* we learn that a rumour is circulating about an 8/18 Humber that has been stored in a garage for many years, that a $2\frac{3}{4}$-h.p. Humber motorcycle is under restoration in Australia, that a 1914 water-cooled Humberette exists in Italy, and that someone in New Zealand has three vintage Humber Snipes and the remains of three more. In the current issue of the Register's magazine there is an interesting discourse on having owned three 20/55 Humbers, by a member who has restored a W125 Mercedes-Benz. Too late for inclusion last month, the amended results of the VSCC Welsh Light Car Weekend show Edward Riddle's GN as gaining a 2nd-Class Award. Further to our announcement about the next Brooklands Re-Union, we are informed that this will be for paid-up Society members and their guests, admission being by *ticket only* and the public not being admitted. We hear that in the North Country breaker's yard that was recently threatened with a Council closure there is, or was, a fine Rolls-Royce Silver Ghost chassis, many R-R spares including a part-wrecked Ghost engine, gearbox, etc. and a JAP vee-twin engine and radiator from a Morgan, etc. It has been reported that a musical called "Mr. Rolls and Mr. Royce" opened in Worthing some weeks ago and that "The Rolls-Royce Owners Cookbook", containing 200 recipes, has been published in America—only by trying very hard, has the Editor been able to withhold comment! A beautifully-restored 1905 Milnes-Daimler 'bus said farewell to Brighton, where it once worked for 12 years, after the HCVC Brighton Run. It can be seen at the National Motor Museum at Beaulieu until the end of the year, after which it goes to its new millionaire owner, James Leake, in the USA. Used as a Thames-side caravan, it took five years to restore the 'bus to its present condition.

Contrary to information given in the May issue of MOTOR SPORT, the 17th National Standard Register Rally will be held on Sunday, June 13th, not the 17th. The venue is Belvoir Castle and details may be obtained from David Hanson, 3 Cranford Park Drive, Yateley, Camberley, Surrey (Yateley 874481).

Vintage Postbag

Mercedes and MG Matters

Sir,

I was most interested in the further details on Mercedes in the letter from Mr. Walsh. Mr. Walsh is, of course, quite correct in pointing out my error—Earl Howe had already bought the ex-Caracciola car immediately after the 1929 TT so that the Mercedes that Caracciola drove at Shelsley Walsh in 1930 was a different car. I missed that meeting and until I read Mr. Walsh's letter I always believed that Caracciola drove an SS model at Shelsley. Now Mr. Walsh infers that it was an SSK, perhaps either W.B. or Mr. Walsh will confirm this. If, in fact, it was the short chassis SSK then that makes Earl Howe's performance with the long chassis SS even more meritorious.

I am afraid I am no researcher and only have a fairly good memory, but memory plays tricks. I remember how pleased we all were when the "old man" did that time of 46.2 seconds because he had previously equalled Caracciola's record of 46.8 seconds three years earlier. Let us hope that we see some of these fabulous 38-250s in competition again soon.

Now some more notes on one of the two MG photographs you published from our Stratford Motor Museum archives. With regard to the Brooklands picture, I seem to remember that car as an experimental model at about the time of the Mark III Tigress. I think the chassis was rebuilt for my old friend Donald Monro and then fitted with a special two-seater body by Car Bodies Limited. The car was a mixture of Mark I and Mark II with a short chassis 9 ft. 6 in. Mark I frame, four speed Mark II gearbox, Mark II brake drums with special rod and cable operation (seen clearly in the illustration) and an outside exhaust. I remember that car very well when owned and driven by Donald Monro.

Kineton A. F. RIVERS FLETCHER

[Wilson McComb tells us that the person in the passenger's seat is the late Cecil Cousins and the begoggled figure beside the car is Callingham, who was co-driver to Parker (probably the person behind the wheel) on the only race in which an MG Tigress took part, the 1930 JCC "Double-Twelve"—Ed.]

Sir,

The 1935 Type 500 Mercedes-Benz pictured in your March issue (p.256) and referred to as BYN 612 is more likely to be BYW 612, the Windover Cabriolet offered for sale on p. 214 of your May 1951 edition. At that time, it was described "—as new. Engine and all parts perfect. Recently overhauled by makers."

By 1957, apart from the "run big ends" you mention, it also appeared to have sprouted a variety of tasteless accessories, including overriders which were, no doubt, essential for a little light shunting off Piccadilly.

Rugby JOHN R. DAVY

Vauxhall Problems

Sir,

As a Vauxhall owner, I am writing to you in the hope that you may be able to shed some light on what is a mystery to me at present. I am at present restoring a 1928 R-type 20/60, and whilst I appreciate that they are rather small beer when compared to some of their predecessors, I believe that they are still worth preserving. However, I am enquiring if you could advise me who was responsible for the design of the 20/60? I have seen a letter to the *Autocar* (dated October 5th 1928, and October 12th 1928, from Vauxhall Motors) stating that the design was in hand before the arrival of General Motors. Also, it has been suggested to me that C. E. King was responsible for the original design, and that he (or his successor/s) had to modify it to enable the car to be sold in a different price range. Also, with Vauxhall Motors system of alphabetical model nomenclature, one would expect the R-type 20/60 design to be laid down before the S-type sleeve-valve, which, I believe, was shown at the 1925 (?) Motor Show. (I wonder what possessed them to become involved with a sleeve-valve motor at this stage?)

Some of the design features of the 20/60 are quite different from those of the models preceding it:

(1) I would think that the unit construction cast-iron cylinder block, the coil ignition and the pressed steel sump were added for reasons of economy.

(2) The alloy con-rods and cast iron pistons (1927-28 R-types) were normal Vauxhall

practice at the time, and, although I can understand the reasoning behind using an alloy con-rod to reduce reciprocating loads, it has always defeated me as to why they went and hung a cast-iron piston on top of it!

(3) I believe that the LM 14/40s and the 30/98s gained counter-balanced crankshafts in about 1925 (23/60s?), yet the 20/60 shaft is devoid of balance weights. However, the designer has provided what appears to be a rigid crankcase extending below the centre line of the crankshaft, and into it has stuffed a surfeit of main bearings (nine in all!).

(4) The single-plate clutch is probably inherited from the 14/40, and the gearbox internal ratios are numerically equal to those of the LM 14/40.

(5) In the New Zealand publication "Beaded Wheels", I have seen the statement that the rear axle is of Pontiac/Oakland origin. I can not verify this, but this component does seem to be the Achilles heel of the car (mechanically speaking).

(6) The brakes differ in design and effectiveness from those which preceded them on other Vauxhalls. I can remember examining a whole year's *Autocar* Road-tests (1928 or 1929), and only one car (an Alvis Alvista) equalled or bettered the 20/60's braking figures.

(7) Wire wheels with knock-on hubs lost to Sankeys, I presume, in the economy drive. Incidentally, in Sydney there is a Rolls-Royce 25 h.p. coupé fitted with Sankey wheels, which have the Rolls-Royce centre-lock hub fitting; this is the only example of this wheel/hub combination I've ever seen.

(8) The bodies: Ugh. These almost all lacked the grace and style of the earlier Vauxhalls. The Hurlingham Speedster was a Registered Design (by whom?) and one of these cars in Australia has a plate affixed to the bodywork stating the Registered Design Number.

Gladesville, Australia. PETER WARD

Germanic Schneider

Sir,

My copy of MOTOR SPORT comes by sea mail—hence late.

Re: your article on John Rowley's 1913 Th. Schneider, it would be interesting to compare the latter with the rather complete description and photos of the 14-16 Chevaux Th. Schneider in *Omnia*, No. 430, 28th March, 1914, pages 198 to 202. A striking family resemblance in all departments, notwithstanding the many differences.

As a Francophile when it comes to vintage motor cars, I muse about the French cars with non-French names. I can think of Dietrich (German), Hotchkiss (American), Derby (British), Marlborough (British), Rally (British), Rosengart (German), Bugatti (Italian); of course there are many lesser known *marques*. Where did the Germanic Th. Schneider come from? ["Baladeur" did a "Sideslip" on this some years ago.—Ed.]

I. IRVING SILVERMAN

Chicago, USA

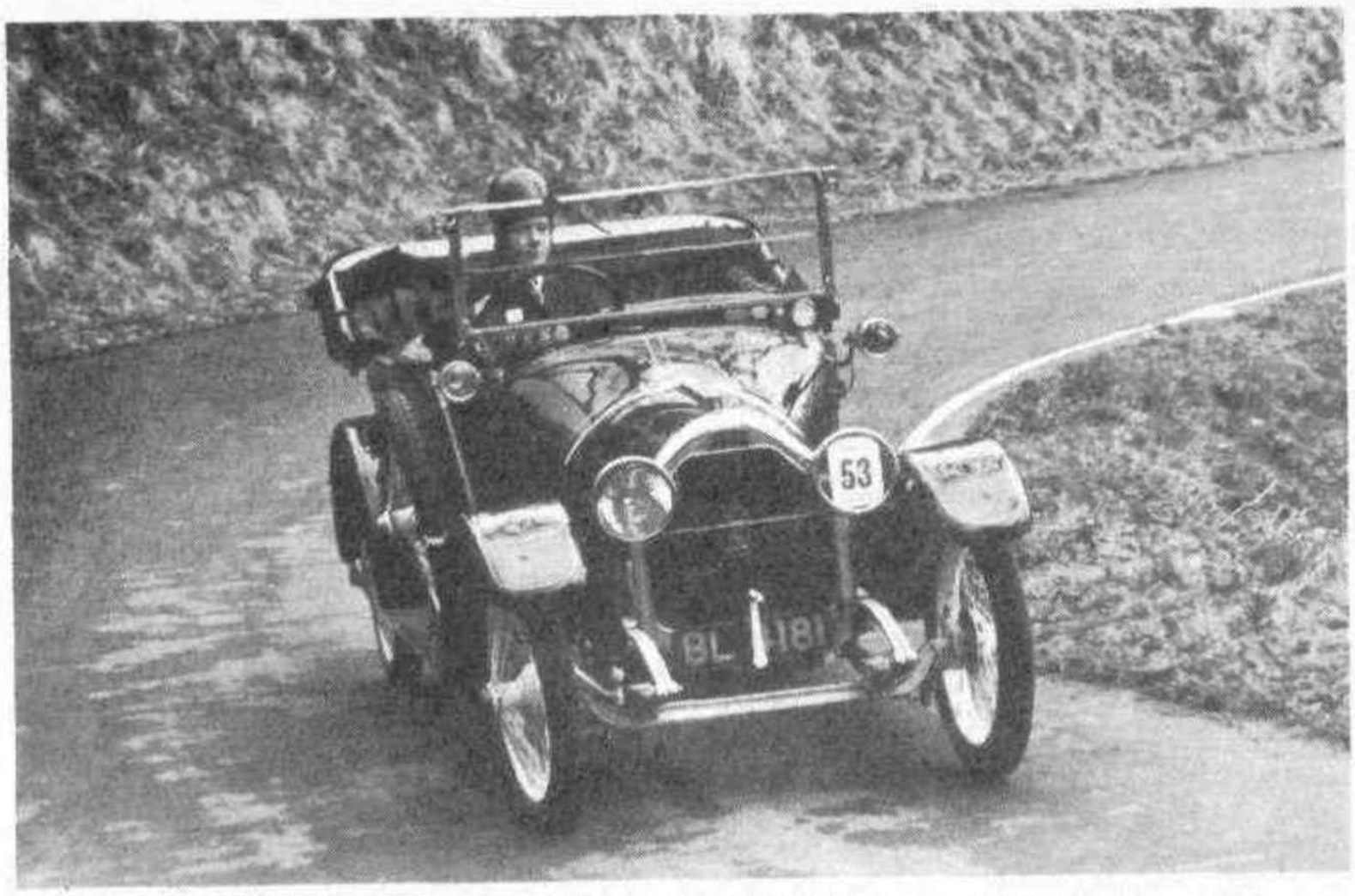
Vinot et Deguingand

Sir,

I have read with interest your remarks on Vinot commercial vehicles. I distinctly remember seeing, on Armistice Day 1918, in my home town, two large Vinot lorries, of about 3-tons capacity on solid tyres, which were being used by H. M. Forces and were carrying a Mobile Film Unit, which set up in the Market Square.

On a later occasion, before the Second World War, I visited the Stoll Film Studios which I believe were at Willesden. In one of the very lofty buildings were two French Crochat lorries of the driver-over-engine type also on solid tyres, which were equipped for film-making purposes. Obviously at that period the French were very interested in this class of vehicle.

Sutton JOHN BLAND



Mr. Dixon's 1914 *Vinot et Deguingand in action at VCC Prescott in* 1960.

Sir,

I was more than a little interested to read your article "Fragments on Forgotten Makes" in the January issue of MOTOR SPORT as I am the owner of the 1914 Vinot et Deguingand that took part in last year's VCC Rally in IoM. I have had this car since 1956, when I found it in complete and original condition, only in need of a repaint.

It is the 12/16 model (1,693-c.c.) and has a very attractive 4-seater tourer body built by the Olympia Carriage Co. of Hammersmith. Other features are the very good barrel-shaped gearbox and vertical gate-change to which you referred. The car itself is very well designed, utterly reliable, will cruise at between 35 and 40 miles per hour, and is an excellent hill-climber. It has tremendous character and I have done many thousands of miles both on rallies and long runs for my own pleasure.

The only serious trouble occurred in 1970, when the crankshaft fractured on a rally in the Lake District. It took twelve months to make a replacement, but since then the engine has been smoother and better than ever before.

I enclose a photograph of the car competing in the VCC Prescott meeting of 1960, when I was third in my class.

Orrell D. G. DIXON

The Changing Scene

Sir,

I was most interested to read Mr. Carson's letter referring to the demise of the vintage motoring years as he knew them but rather saddened by his interpretation of the changing scene. I couldn't agree more about the wretched Motor Dealers who blatantly inflate the price of some of the most banal mechanical offerings, as much as I deplore the "mugs" who pay their prices. Certainly the worst crimes committed are those of "restorers" who obtain old classic taxi-cab type chassis, cut and shut them and build sporting replica bodies on them. Personally though I thoroughly enjoyed the article about the restoration of the old racing car and I have the greatest admiration for a man who has the determination to pursue the quest for mostly genuine components to reconstruct a fine piece of machinery. Whether one calls it restoration, rebuilding or reconstructing is immaterial, it certainly is not a replica in the sense that it is a copy and I think his efforts should be applauded. It will give him endless pleasure in years to come and countless other people who will enjoy the sight and sound of the car when it ventures forth.

It is a hard and irrefutable fact of life that all vintage and veteran cars are going to need some components replacing during their rebirth to a greater or lesser degree, but surely there is no need to deliberately recreate inferior metals and leatherwork in a pointless quest for "originality". One might as well say that all 1925 Bugattis *must* run on 1925 quality motor oil.

As far as motoring museums are concerned to my certain knowledge the greater majority of cars displayed for the public to "gawk at" have had an enormous amount of very hard work put in on them to make them genuine and interesting and their respective curators are far too responsible and knowledgeable to allow any gross errors to be perpetrated.

In conclusion "It is not necessary that the Traditions and Ceremonies be in all places one and utterly alike; for at all times they have been divers, and may be changed according to the diversities of countries, times, and man's manners" . . .

Lew Manor, Oxon JOHN WARD

Road-Test Miscellany

The Saab 99GL Combi Coupé

THE PREVIOUS Saab tested disappointed but the new Combi coupé made considerable amends. Indeed, once I had become used to a number of Saab practical peculiarities, I enjoyed driving this 2-litre four-seater coupé with the lift-up tail-gate (it rises automatically, actually) and folding back seat that gives just over 6-ft. of luggage space, in a 53 cu. ft. space, restricted as to height only where the back window curves into the tail. There is no sill to hump luggage over and the seat-folding arrangements are simplicity itself. A good load carrier, then, this latest Saab coupé. A detachable shelf is provided, which forms another stowage space and acts as the boot-lid, when the back seat is in use. The interior of this loading-bay is upholstered like the rest of the car and the exterior of the two-door body is finished in Lacroe paint.

Saabs have a good reputation for ruggedness and in-built safety. The seats are particularly nice to sit on, but the squab adjustment knob is too close to the driver's door, which has loose pockets along its length. There are clear instruments, a steering wheel with the horn-push across part of its spoke (not always convenient), and accurate rack-and-pinion steering asking just over four turns from one very effective lock to the other. Except for some front-wheel pull when power is used towards full lock, there is no indication, apart from enhanced traction, that this is a front-drive car.

The o.h.c. Triumph Dolomite engine started instantly after a night out in the snow, with a little manual choke, and gives 100 DIN b.h.p. on a 9.2-to-1 c.r., so that I was surprised that it took so well to two-star fuel. Surprise turned to gratification when it returned 33.5 m.p.g., a tribute to the single Zenith-Stromberg 175 CD/2SL(E) carburetter. The fuel gauge is very vague. The gear lever has small very precise movements that I liked, reverse guarded by a smooth slide-up collar surrounding this short, stiff lever. There are all the Saab characteristics, including the ignition key inserted into the console, locking the gear lever in reverse, and like a VW from the Beetle-age, the 99 is generously shod, with 165 × 15 radial-ply tyres, on this 2,750 lb. (kerb weight) car, Goodrich GT-200-Steel on the test car. The heavy anti-shunt bumpers and the lines of a Saab may not appeal to everyone, but it is a chunky, well-finished and sensibly equipped proposition. In 953 miles nothing went wrong apart from a piece of internal sound-damping material coming adrift near the front passenger's feet, and no oil was needed, but both doors were very difficult to open with the outside catches, the near-side one almost impossible for a girl to open. There are many refinements, like the now-famous Saab headlamp wipers and washers, colour slides to show the positioning of the triple heater/ventilator controls after dark, mud flaps behind the wheels, console-located interior-light switch, etc.

The rear-hinged bonnet has a front-located safety catch and pushes back into place in BMW style; the release is on the "wrong" side



The Saab 99GL Combi Coupé.

on r.h.d. cars (puzzle find the dip-stick!) and I noticed the *passenger* was provided with a rest for the clutch foot but I wasn't. The pedals are also very much off-set to the left. The anti-dazzle vizors are too shallow to be effective, there is no vanity mirror, and I disliked the "fasten belts" light, while the headlamps full-beam warning strip-light also dazzles. The head restraints which are part of the front-seat squabs are non-adjustable and rather obstructive.

The five-bearing, alloy-head Leyland engine asked for no oil and by the end of the test I had become accustomed to feeling rather as if I were delivering a lecture from a pulpit at St. Mary-le-Bow, the short bonnet being invisible beyond the curved windscreen and its sill if one sits reasonably far back. A 2-litre full of individuality and commendably thrifty of petrol, Saab enthusiasts will, I think, take very kindly to this load-carrier, the price of which is £3,362.58.—W.B.

Mercedes 280SE/Ford Cortina 1.3 / Princess 1800HL

IN MARCH a colleague reported on the very impressive Mercedes-Benz 450SE, which reminded me that it was a long time since I had ridden in majesty behind the three-pointed-star of Stuttgart. So Erik Johnson provided me with a Mercedes product at a different end of the price-scale spectrum, in the form of a 280SE Automatic. There is very little need to say much more than that it reflected the more-costly model (£10,950, compared to £8,350 of the example I was testing) in the excellence of its control layout, its in-built comfort, its handling and its subdued air of worthwhile luxury. It was more noisy, naturally, as the engine took hold—the first twin-cam Mercedes I had driven since trying Gerry Palmer's 1924 Targa Florio.

This electronic fuel-injection, "anti-pollutive", 2.8-litre power unit pokes out an adequate 185 b.h.p. at 5,500 r.p.m., or 160 net b.h.p. with a dual compound carburetter It had the automatic transmission used on the 350-series Mercedes, with hold-controls and selectors operated by a gated floor lever. Revised rear suspension, related to that of the experimental C.111, and the extremely good segmental-rack power steering, gave excellent handling and I was impressed by the brakes, which combined progressive action and real power in a notable combination. Refinements



The Mercedes 280SE.

too numerous to re-iterate, including head-lamp-washers, central door-locking, most acceptable seats, etc., made this return to Mercedes motoring a memorable experience and one which made me forget temporarily the delights of driving a BMW. Fuel consumption of this 120 m.p.h. car, with its adequate acceleration, came out at 22.0 m.p.g.

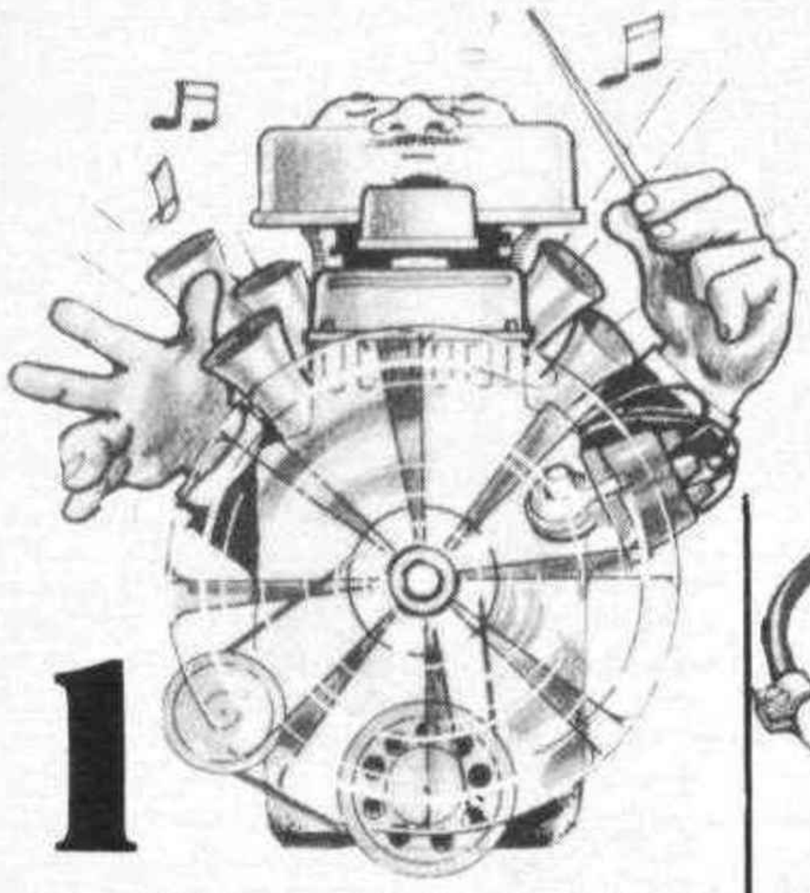
It has been my practice to endeavour to test something new over Easter and this year my "egg" was a Ford Cortina 1.3 four-door saloon, in a very appropriate shade of light blue. It had the new economy "Sonic" carburetter. In spite of this, and the modest capacity of its push-rod engine, it proved to have excellent pick-up when coping with London traffic. Alas, we had given Ford very little time to allocate it to us, and once on the M40 on the Friday evening before the Easter vacation its speed fell off, to the accompaniment of distressing poppings from the carburetter, until it became prudent to motor along the hard-shoulder of this M-way.

A visit to the highly obliging and efficient Ford Main Dealers in Hereford for some overdue servicing restored matters, although fast Motorway cruising still had a tendency to upset the Autolite plugs. But I can see why the Cortina remains a best-seller; three-million of this Mk. III version had been sold by last October. It provides all the accommodation most families need, does everything well, and the excellence of the gear-change alone endears it to me. Its thirst for 4-star fuel ran from 33.4 to 32.8 m.p.g., although the car was pressed hard and for some of the time was not in perfect tune. The price is £1,804.

Next I took over from Longbridge a Princess 1800HL. At first the Hydragas suspension seemed a trifle soggy and the power steering not as precise as I would have liked. But as one got to know this smallest-engined Princess these impressions vanished and admiration grew. Particularly when, fully laden and with the fuel tank filled to the brim, handling was found to be safe and enjoyable. If the push-rod, long-stroke power pack was very noisy when extended, it propelled this shapely car effectively. In conditions of rain after a long dry-spell, the Goodyear G800 GP 70 tyres aided the notable f.w.d. cornering powers, when other cars were seen to have left the road.

The braking is commendable, too, the nylon-brushed, triple-adjustable driving seat earns full marks, as does the fuel capacity of 16 gallons. Driven harder than most owners might ask of it, I got 27.3 m.p.g. of 4-star. We went to the VSCC Silverstone Meeting in this excellent Princess, which seemed the right thing to do, on a day when Prince Bira's ERAs were the centre of attraction. In a considerable mileage this British car proved very likeable. Apart from the clutch-pedal rubber falling off and the lockable lid of the capacious cubby-hole jumping its catch on rough roads, some reflection in the instrument glasses, and a notchy gear-change, I have no complaints to register. The Princess 1800 is a British car to be recommended. If the gear-lever is merely something with which to change gear, compared to the pleasure derived from using a Ford gearbox, there is the merit that this quite large £2,714 (with extras as tested) saloon feels compact from the driving viewpoint. The test car was finished in an impressive, lined Brazil Metallic paint.—W.B.

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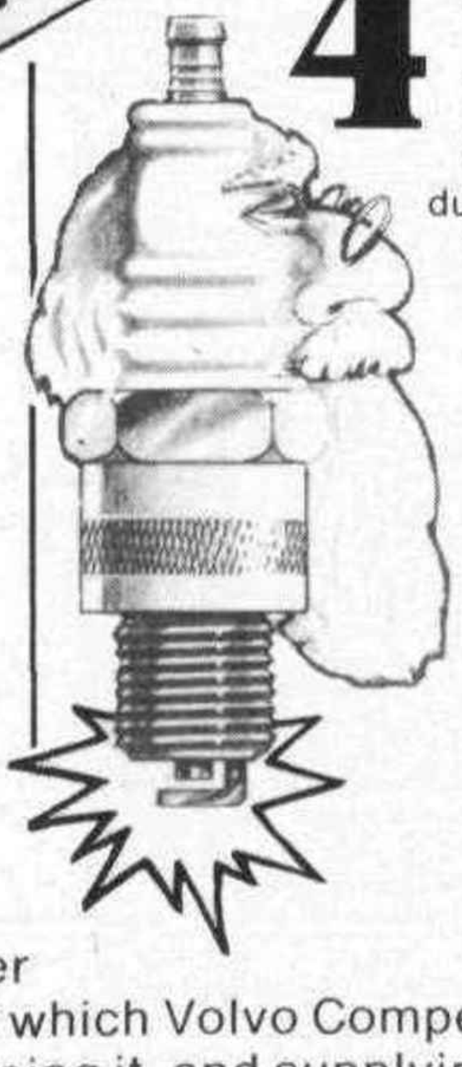
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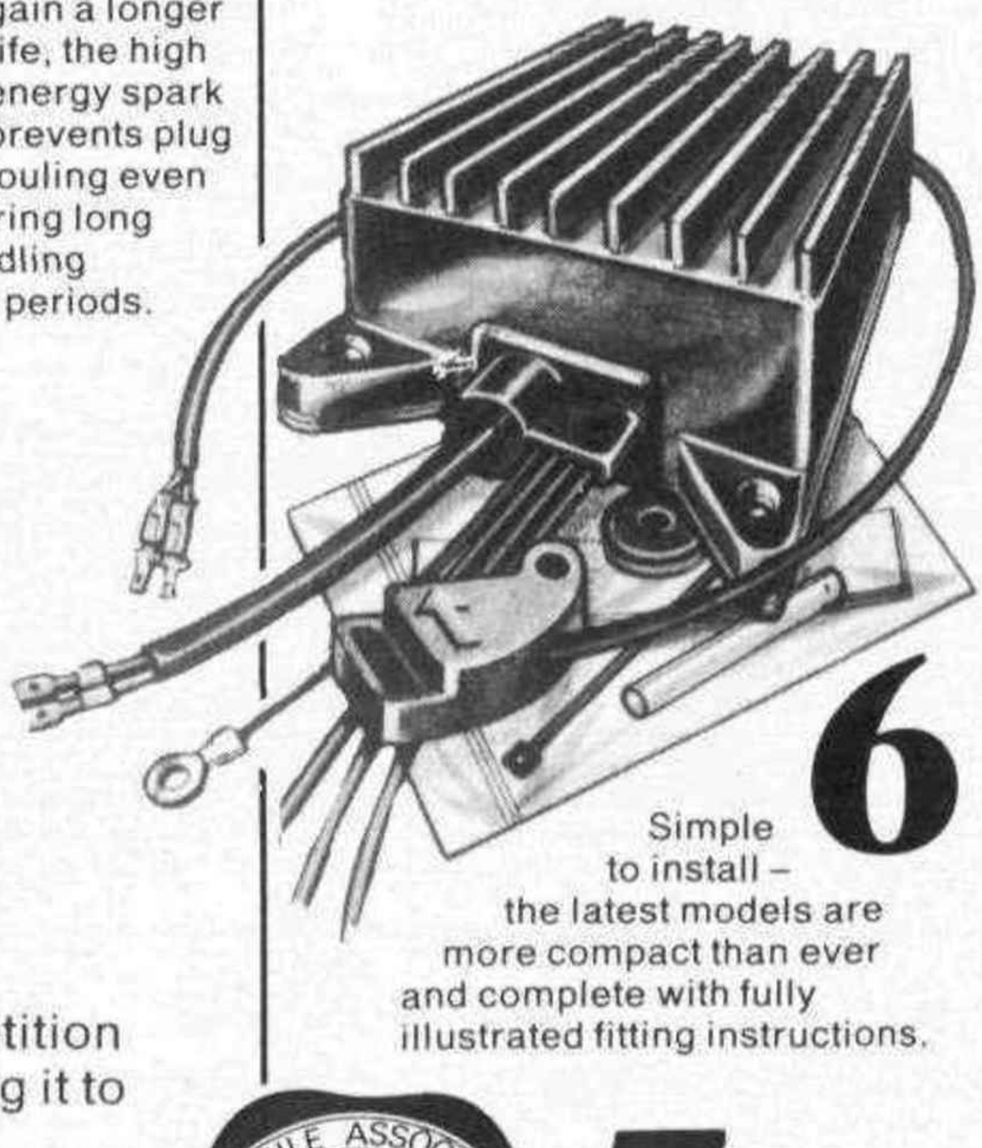
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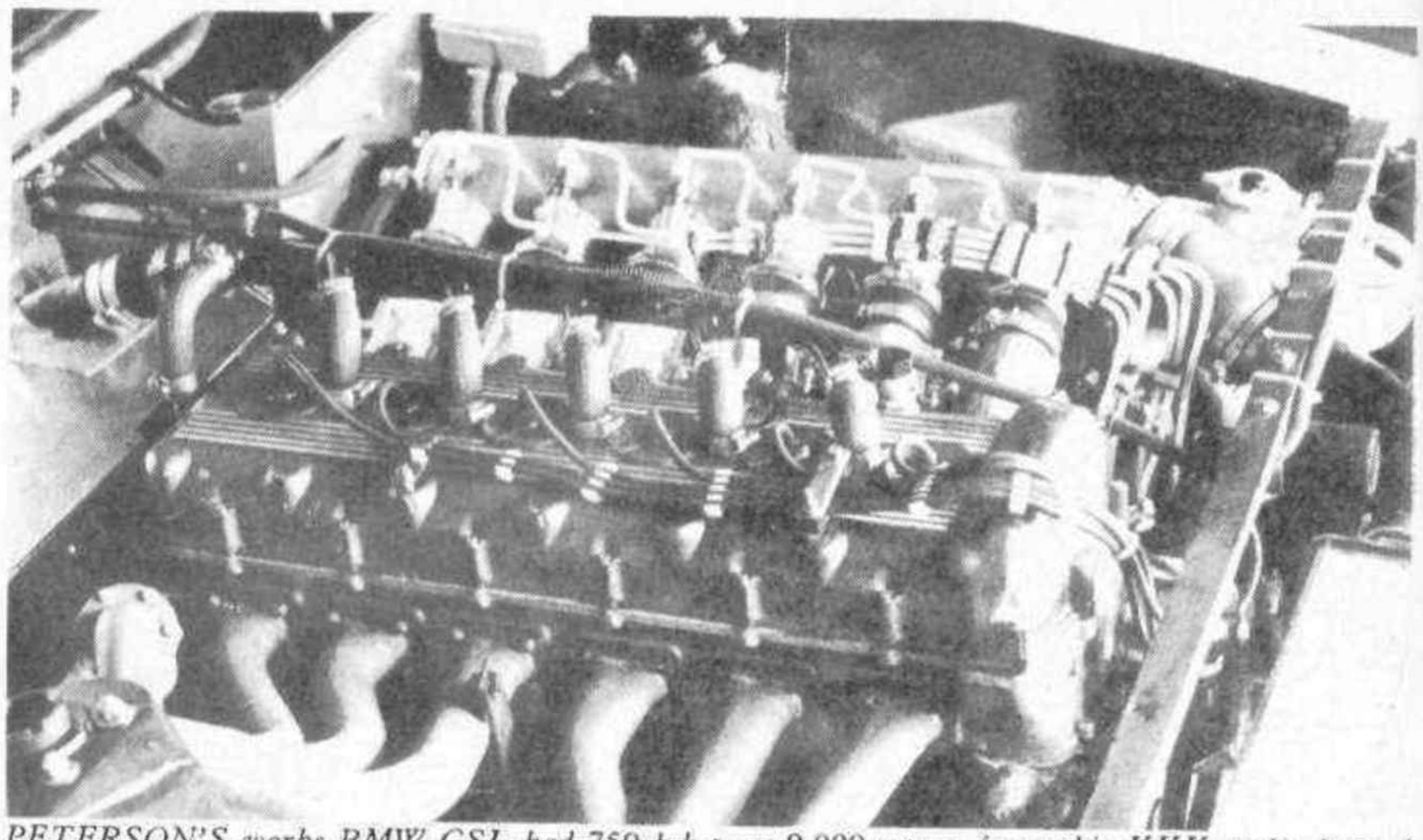
The British Silhouette Round Goes To The Home Team . . . Just

THE ONLY BRITISH round of the Group 5 World Championship for Makes, commonly known as silhouette racing, covered fractionally under 637 miles of Silverstone's GP circuit as far as the winning combination of John Fitzpatrick/Tom Walkinshaw and their 3½-litre BMW CSL coupé were concerned. Just 0.12 of a mile behind, less than 100 yards after six hours' racing, was the fast-closing turbocharged Kremer Porsche, driven by Hans Heyer/Bob Wollek. It was a fitting finish to reward the courage of the BRDC in promoting this class of racing for British spectators, who are normally averse to turning up in great numbers for these endurance races. A surprising end too, for non-starters had also plagued the organisers to the point where just 17 cars started, with the outright favourite sidelined within seconds of the start.

Appalling spectator figures, reflecting the reduced status of sports-car racing in recent years, have led to the situation where the BOAC 500/1,000 is but a memory and there will be no round of this year's Group 6 sports car series held in Britain.

The BRDC originally had 28 entries listed in the programme for this, the third round in a Championship headed by Porsche. The most important defections, from a crowd viewpoint, were those of the works Stratos from Lancia-Marlboro for Brambilla/Facetti, and the George Loos Gp. 4 Porsche Turbos for Hezemans and Schenken.

From the outset it became clear that Porsche were not in for one of the usual routs of the opposition. With two straight wins recorded for the sleek glassfibre-bodied 935, Porsche and the organisers were glad to find BMW had put together a really fabulous weapon. A brand new CSL had been constructed in Munich, outward appearance and fundamental mechanics the same as the customer CSLs built in the winter for Hermetite, Alpina-Faltz and Schnitzer, all of whom were at Silverstone. Under the bonnet, instead of the 3½-litre injection six giving a best of 480 b.h.p., was a KKK turbocharger, operating a fixed 1.3 atmospheres boost to a 3.2-litre version of the same engine. Complete with the usual racing four-valve heads, which account for the low boost pressure compared to Porsche (as it's easier to get good power than with a two-valve, single-camshaft layout like Porsche's) this mighty motor produced a thunderous 750 horsepower at 9,000 r.p.m. Even accounting for a rear-mounted water radiator system the 1,080 kg. coupé (up 60 kg. over normal aspirated CSLs) had poor weight distribution at 56% front, 44% rear. The compensation for those figures came in crowd spectacle, especially at the standing start (the first time this year) of what was to be a very surprising race. Jacky Ickx, who had recorded 1 min. 27.19 sec., versus partner Mass on 1 min. 26.85 sec., was to start for the Martini-Porsche team. Lined up next to him was the turbo BMW of Ronnie Peterson (1 min. 27.93 sec.) while his co-driver, Gunnar Nilsson, sat in the pits, secure that he is to do a lot more BMW driving during the year.



PETERSON'S works BMW CSL had 750 b.h.p. at 9,000 r.p.m. from this KKK turbocharged, 3.2-litre, fuel-injected, twin-cam, 24-valve straight-six. Note the water pipes through the centre of the cam-covers, adjuncts to the modified water-passages of this vertically-mounted unit.

The second row comprised the Group 5 private Porsches of Leo Kinnunen/Martin Evertz (production Gp. 4 turbo engine) on 1 min. 31.57 sec., and the Kremer car for Bob Wollek/Hans Heyer (1 min. 29.0 sec.). The BMWs, without exhaust-driven supercharging, started on the third row with Dieter Quester/Albrecht Krebs in Schnitzer's green CSL (1 min. 32.64 sec.); Harald Grohs/Hughes de Fierlant for Alpina-Faltz (1 min. 32.65 sec.), plus John Fitzpatrick/Tom Walkinshaw, a row in arrears after injection maladies had dropped them onto 1 min. 33.6 sec.

Ickx got the initial 10 yards on Peterson, who hesitated slightly with the wrong revs, built them up beautifully and set the soft compound 19-in. diameter rear Goodyears virtually ablaze as he blew the Martini-Porsche toward the pit wall. Ickx had responded in the same way as you or I might at being beaten off the traffic lights. However, the Porsche clutch, used to rolling starts, disintegrated. It was to take an hour and three-quarters before the mechanics could pick out all the shattered bits of pressure plate from the flywheel. Thereafter the car was the fastest on the track, eventually managing second to last, and a new record of just under 120 m.p.h. In fact Porsche were lucky they had Jochen Mass on the team, nobody else could have pushed the seized 935 back across the grass from Maggotts to the runway, poor Ickx looking puffed after the first 10 yards!

Peterson led the first 14 laps, the opening two in grand wheel-lifting style as he pulled away from a bunch that eventually settled down as Wollek and Kinnunen, ahead of the three injected BMWs, Quester (he held second place during the opening laps), Grohs and Fitzpatrick.

After those 14 laps Peterson had to bring the BMW in for new tyres! Equipped with harder Goodyears the Swede shot back into the fray and showed that he can be spectacular, and intelligent, in a saloon. Coming out of Becketts, Peterson literally had to ease the throttle all the time until the wheelspin had abated to launch the car down the Hangar straight at a reported 178 m.p.h. Under the bridge, towards the *chicane*, Mr. Peterson was also reported to be suffering wheelspin!

By the conclusion of the first hour Peterson was second, having wiped out much of that 90 sec. tyre halt, as he was within 10 sec. of the leading Kremer Porsche. Then, eight minutes later, he was in for good as the five-speed gearbox had wilted at transmitting turbo power, Peterson having coped without third after only 10 laps, and other ratios absenting thereafter.

Leaders during the rather boring 4-hour middle of the race included both the Gp. 5 private Porsches and Quester, the latter eliminated when the engine failed after 150 laps. Both the Porsches had troubles, Kinnunen soldiering on with a misfire and poor braking, while the Kremer car lost over 20 minutes having the turbocharger re-assembled.

Nevertheless it was the Kremer car pursuing Fitzpatrick: with 16 minutes to go it made a 30-second pit-stop for fuel, a baulking delivery valve preventing a proper fuel intake, so Heyer had to stop again for 15 seconds to take on more. As he emerged from the pits he had 24 seconds to catch John Fitzpatrick, and there were nine minutes to go. The crowd responded to the first-class commentary, urging "Fitz" onward as the Porsche slashed away 5-6 sec. a lap in pursuit of the bulky BMW, which was now running very cleanly after earlier fuel pick-up problems had been circumnavigated by removing the primary fuel filter.

It's rare to see a British crowd on their feet shouting themselves hoarse, but they did for the few remaining laps, until Fitzpatrick slid into view, passing the flag as the Porsche snaked out of the *chicane*. Fitzpatrick, the Midlander whose repute on the Continent has been backed by consistent speed in Porsches, BMWs and Fords, had come in to a tremendously popular home win.

As the British national anthem played, the multi-hued "big Be-Em" shrunk modestly from the limelight, the BRDC counted 12,000 spectators (they had needed 11,000), Jochen Neerpasch smiled quietly at this turn in Munich fortunes and David Hobbs, contracted Jaguar driver, diplomatically shuffled his feet.—J.W.

Colour pictures of this race appear on pages 674-675.

Derek Spencer: Resuscitator and Protector of Big Healeys

"SOON, THE HEALEY will be a collector's piece. But no one who has sat behind the wheel of a Big Healey will forget the enduring excitement of it all—the huge surge of power, the tumultuous exhaust and the rest of the pack shrinking to dots in the mirror". This was how Austin-Healey 3000 owner James Ewing paid tribute to the endearing character of the hairy-chested Big Healey in *Safety Fast,* some months after I'd watched the last true production Mk. III roll off the Abingdon Assembly line in December 1967.

He was right, of course. Today the Big Healey *is* an appreciating collector's item. But the trouble with too many collectors' cars is that they tend to be cosseted, treated gently, used for a few miles only on hot summer days out of respect for ageing and practically irreplaceable bodywork and mechanicals. The Big Healey was never meant for such cotton-wool treatment. It was meant for hard driving, the sort of scruff-of-the-neck motoring I indulged in with a then-young Mk. III for 14,000 memorable miles at the end of the '60s. Today, Leyland spares for 3000s have almost dried up, but thanks to a handful of people like Derek Spencer, of D. Spencer Motor Engineering Ltd., 144 Fleet Road, Hampstead, London NW3, those lucky owners of the *marque* examples can continue to drive them regularly and forcefully, secure in a source of spares and craftsmanship which will keep their cars permanently youthful.

Spencer was practically forced into Healey specialisation by public demand after proving his worth with the *marque* in his preparation of SID 1, Healey-enthusiast Sid Segal's racing 3000, at the beginning of the '70s. In those early days the demand was for performance conversions and tuning; then came a shift to general repairs of engines, gearboxes, suspension and so on; now the pendulum has swung right over to complete rebuilds—"so many are coming in it's ridiculous." For now the moths are catching up with even the later Mk. IIIs, inner and outer panels suddenly disappearing into brown, or aluminium-grey, dust. A few years ago, even when factory replacement parts were available, the cheap answer might have been to bolt on a set of glassfibre replacement panels. Now, as originality is essential to an appreciating asset, glassfibre is out for both Spencer and his customers, unless they're daft enough to stipulate it.

To make this possible, Spencer has contrived to duplicate every exterior panel in the original material: steel where Jensen Motors produced steel panels for BMC, aluminium where the West Bromwich firm ulilised it for the front and rear shrouds. So now you Big Healey owners can take your chances with London taxis and 'buses with the same confidence as the rest of us in current production cars. Steel door panels, door shut faces, inner wings, outer and inner sills are produced too. Such specially-produced, low-volume parts, produced for Spencer by Oldham Panel and Sheet Metal Co., Tipton, Staffs. are necessarily more expensive than original Leyland parts; Spencer will supply factory front wings, of which there are still a few about, though probably not for long, for £30, while a Spencer steel wing, soon the only choice, will be twice that, or an aluminium replica, produced on the same jig, £90. Spencer rear wings, steel or alloy, are £50 each, complete front shrouds, aluminium, of course, £120, or available in sections. Inner wheel arches are £28 and door shut faces £8. Even bonnets can be made to order. A complete body rebuild, using such new parts and including spraying, would work out at roughly £1,200 to £1,400, depending upon the state of the chrome, says Spencer.

In fact Spencer has so many Big Healey parts available that he has thought seriously about building brand-new exact replicas and even raised the finance to do it. "But Rubery



Owen don't want to know about making new chassis," he says ruefully.

Spencer gave me a few "buying a Big Healey" body tips: "Some look good outwardly until you start prodding around the inner sills; that's where you find hidden and forgotten Polyfilla. The inner rear wheel arches rot at the door shut-faces, the shut-face starts to flex, sets off the wing and then there's real trouble. Chassis don't rot much, only the occasional outrigger, which is easy enough to fabricate. Boot floors rot, too, but, again, they're easy to fabricate. Fuel tanks corrode and are no longer available from Leyland, so we have them made. Underseal is the pain in the neck. You don't see it until it catches fire and then a big hole appears in the rust underneath."

Gearbox problems are the biggest headaches for existing owners or the main thing for the potential owner to watch out for. "Listen for a noisy gearbox. The supply of lay gears has dried up—they're almost impossible to replace. If 2nd, 3rd or top helical gears have gone they're in big trouble. We



Spencer's Hampstead hide-away conceals at least 15 Big Healeys in similar stages of repair —or disrepair.

SILVERSTONE SIX HOURS
World Championship for Makes, Round 3
1,024.85 kilometres

1st : J. Fitzpatrick/T. Walkinshaw (3.5 BMW CSL) ..... 217.26 laps—170.81 k.p.h.
2nd: B. Wollek/H. Heyer (2.8 T/C Porsche Turbo) ..... 217.16 laps
3rd : L. Kinnunen/E. Evertz (3.0 T/C Porsche Carrera Turbo) ..... 215.66 ,,
4th : H. Grohs/H. de Fierlant (3.5 BMW CSL) ..... 213.17 ,,
5th : L. Lombardi/H. Martin (3.0 T/C Porsche Carrera Turbo) ..... 205.96 ,,
6th : M. Finotto/U. Grano (2.0 Ford Escort BDG Mk. 2) ..... 199.59 ,,
7th : K. Simonsen/K. Leim (3.0 Porsche Carrera RSR) ..... 188.46 ,,
8th : D. Worthington/B. Neville (3.5 MG-B V8 GT) ..... 184.67 ,,
9th : T. Brennan/A. Collier (2.0 Ford Escort Mk. 1) ..... 177.94 ,,
10th : J. Ickx/J. Mass (2.9 T/C Porsche 935) ..... 166.45 ,,

Fastest Lap : Ickx, 1 min. 28.19 sec.—192.6 k.p.h.,
World Championship for Makes after Three Rounds : Porsche 55 pts., BMW 38 pts., Ford 8 pts., Lancia and MG 3 pts., De Tomaso 2 pts.

can't get synchromesh parts either. Listen for noisy 1st and reverse—that's an obvious sign of trouble. We are just scraping by that problem by having a new straight-cut (they're non-synchro, of course) first gear built up and re-cut on the existing lay-gears. We're working on having gearbox parts made, but the problem is trying to get costs to a reasonable level. It's worse because of the old-fashioned helical angles, which nobody is tooled up for nowadays. The ironic part is that we could have a complete set of straight-cut gears made for the price of a helical lay-gear but they'd be too noisy."

Overdrive spares shortages can be circumnavigated by interchanging bits from other units, particularly those from Jaguar Mk. 2s, but new casings are no longer available.

The supply of engine parts is perhaps the least difficult area. Just about the only things unavailable are Mk. III cams, "the only decent cam in the series, developed from the Sebring cam," the supply of which dried up recently. However, reprofiling, "and actually improving," existing cams removes that obstacle. He'll supply a complete exchange engine unit for £325, or half-engine (less head) for £275, a short engine for £185 or an exchange block for £35.

Neither is suspension repair a difficult area, though new front coil springs have to be specially made. Ball-joints, track-rod ends etc., are readily available. "We have rear leaf springs made too; there's no point in rebuilding them because the car soon goes lopsided. There's no point in trying cheap shock-absorbers either. We've found that they just don't last. We fit genuine replacement shock-absorbers or nothing—they last longer and they're guaranteed." Sometimes there's a hold-up on brake master cylinders, but otherwise no problem there either. Leyland's stock of splined rear hubs is exhausted too, which means £25 to £30 each for new ones to be made.

"Steering boxes will probably be the next problem. We're still able to recondition them, but for how long? We'll have to have the things made."



Alas, like so many covetable cars, Big Healeys are susceptible to body rot. But worry not: Spencer can provide every replacement panel in original material.

Just then Spencer's co-director and human Healey part number computer John Ahtuam, a Mauritian, told Spencer that Leyland's supply of nearside front hubs was exhausted. "We'll have to have them made." Which led Spencer to reiterate the feelings of so many Leyland *marque* specialists I've spoken to: "There's no warning of when parts are going to be stopped by Leyland. And they just don't want to know about rescuing redundant parts stock."

Other pukka BMC parts which remain available include, fortunately, the complicated Mk. III exhaust system, at £48 plus hangers, or in smaller sections, and front bumpers. Spencer is currently arranging to have rear bumpers re-produced. Replica hoods, in mohair, double-duck or PVC, are produced by a local craftsman, who also carries out re-trimming to original specification.

Spencer will use his old experience to carry out race engine and chassis preparation if requested, "But nowadays it costs too much and people don't seem to be able to afford it. We do the occasional 'rally' engine for road cars and can supply a road/rally cylinder head conversion for £85 and road/rally cam for £35. A big problem for competition use is obtaining the essential straight manifolds for triple-Webers. If we're desperate we can get them made, but at £150 a time."

The invaluable, to Healey owners, business of this active Hampstead firm is split 70% between physical work on the cars and 30% on the supply of spares. In co-operating with Fred Draper's A-H Spares, a 100% spares business at Leamington Spa, both Draper and Spencer benefit by pooling resources.

With men like Spencer and Draper around the longevity of the majority of those hairy-chested traditional sports car seems assured. Thank goodness.—C.R.



Ron Footitt and Freddie Giles, who indulged in a needle-match at Curborough, resulting in the car's owner, Footitt, making fastest-vintage-time, took over the AC-engined Cognac Special before the meeting commenced.

VSCC Curborough (May 9th)

EVEN if this event is more a gigantic driving-test (even to penalties for touching markers) than the sort of speed trial we used to know, it is fun to drive in, and the heat wave last month brought a good number of onlookers as well as competitors. Post-vintage cars far outnumbered the pre-1931 contingent.

FTD came with the post-war Racing Cars class, contested by the Connaughts of Cottam and Walton. The former clocked 37.6 sec., which gained the Curborough Trophy but failed by 0.2 sec. to better Wilkes' 1971 course-record with the Lotus. Paul Morgan, driving his Rapier because his Lago-Talbot had a porous block, won the 1,100 c.c. Racing Car class, in 42.9 sec., best vintage time being made by Gray's Hardy-Special, its rear-mounted JAP stirred to action by a Centric-260 blower. Plenty of what were once called Shelsley Specials enlivened this 1,000-1,500 c.c. Racing Car class, such as the Becke Powerplus, the GN Martyr, and the BHD Special with 1½-litre twin-magneto o.h.c. Vitesse GN engine.

There was a splendid needle-match in the over-1,500 c.c. Racing Car class between Footitt and Giles, both thrashing round in the Cognac, the broken rocker that stopped it at Silverstone the week before obviously rectified. The owner did 39.9 sec.; Giles replied with 39.6 sec. On his second run Freddie got down to 38.9, but Ron recorded 38.7 sec. That won him the class, the vintage section, and broke his last-year's class record by 0.5 sec. Mrs. Giles captained the threesome, and herself managed 45.4 sec. Brooke had the Vauxhall-Villiers going so well that it is in danger of losing its non-starting record! It tended to ignore corners in practice (which was wet) but Brooke did a courageous 43.6 sec. during the afternoon, in spite of a noticeable absence of retardation. Guy Smith was consistent in his Alvis-Frazer Nash, with 39.8 and 39.9 sec.

Two Edwardians turned out, of which Rowley's 1913 Th.-Schneider (MOTOR SPORT, January 1976) did an excellent 38.0 sec., beating Neve's 1914 TT Humber by 0.7 sec. and the Humber's class record by 1.1 sec., although the Coventry car was on form, having itself gone 0.4 sec. quicker than it did last year. Space, alas, precludes mention of the sports cars.—W.B.

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FORMULA TWO REVIEW

March and BMW challenge the French

FOLLOWING the humiliation of 1975, when the one-off Schnitzer-BMW-engined Martini ran away with the European Formula Two Championship, there has been a fighting recovery by the factory Marches with their BMW works-built engines in the opening encounters of the new season. The British works team, with their 295-b.h.p., production-based, 2-litre engines, have waded straight into 1976—the new-look "racing engines" era of the 10-year-old European Championship—with two stirring victories, Hans Stuck storming the opening round of the 13-race series at Hockenheim in Germany before a huge 125,000 crowd; and the young Italian Maurizio Flammini (*pictured above*) winning the BARC's Easter Monday race at Thruxton a week later in another powerful demonstration of the renewed March-BMW challenge.

However, shadowing these impressive opening shots from the combination that won the 1973 and 1974 titles has been an ever-present French threat. Ironically it was Frenchmen Jarier and Depailler who won those two previous March-BMW Championships, but this year the French have gone their own way. Six months ago it seemed March were going to sever their ties with BMW when one of the new Renault Gordini V6 engines was fitted in a factory March and tested by Vittorio Brambilla, but that deal looks to have been swamped by a new wave of nationalistic fervour from the French. In 1976 the potent Renault racing engine is confined to a couple of two-car Elf-backed teams—both French, for French drivers and using French chassis!

Having clinched the 1975 Championship

British hopes lie in Grovewood Award winner Brian Henton (left) *in Tom Wheatcroft's car. Patrick Tambay* (right) *has Tico Martini's V6 Mk. 19.*





with Jacques Laffite driving for him (the French-based constructor's first foray in Formula Two!), Tico Martini has returned with a new wide-bodied Mk. 19 design to accept the V6 Renault engine. His drivers are Patrick Tambay and Super Renault champion René Arnoux. The other pair of French cars are the space-frame Elf 2J models, designed by Jean-Pierre Jabouille and driven by him and Michel Leclere. Incidentally, it will be remembered that both Tambay and Leclere drove the works March-BMW cars last year, winning four races between them.

This year the regular March-BMW line-up is the bespectacled Flammini and the promising little Brazilian Alex Ribeiro who marked his first drive for the works team at Thruxton by qualifying alongside his more experienced team-mate on the front row in practice, and then finishing a fine second to him in the 35-lap race.

Strange as it may seem, March have won the two opening rounds, with Jabouille almost tipping them both times, yet the Championship is being led initially by the Martini team. At Hockenheim Tambay recovered from a start-line crash to drive right through the field in the two-part race and take an excellent third place, behind team-mate Arnoux who had driven steadily all the way. Jabouille retired while leading after the engine overheated and cooked itself.

At Thruxton a crowd of 16,000 at the BARC's race saw Jabouille close to within a second of Flammini who had been slowed by a puncture, only for the French challenge to dissolve when Jabouille spun off trying to avoid a slower car with just three laps to go. Ribeiro came through to take the vacant second place and Tambay in the Martini was a good third and the new series leader. Stuck, as a Graded driver, didn't score points for his Hockenheim win, and Ronnie Peterson, who also drove for March in Germany, had a troubled weekend and never featured.

Underlying the BMW-Renault engine battle is a growing reputation for the all-alloy, four-cylinder racing engine built by British engine builder Brian Hart. His 420R engine was being used by the talented Brazilian Ingo Hoffmann who was holding second place at Hockenheim when three laps from the finish his Willi Kauhsen-run March ran out of petrol! At Thruxton the 19-year-old American Eddie Cheever, another graduate from Formula Three along with both Ribeiro and Hoffmann, used a Hart engine in his March to finish a good fifth.

Continued on page 689



THE SLEEK NEW Lola T450 of European Super Vee champion Mikko Kozarowitsky has proved initially troublesome for the Finn (above), *seen leading the Chevron B35 of Italian Roberto Marazzi.*



MARCH-BMW'S strongest threat in the early races has been from the tubular space-frame Elf 2J, Renault-engined car of Jabouille (above). *Thirty-three cars started the BARC Thruxton meeting* (below).



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TRIUMPH TR7—sports car or two-seater saloon?

FIFTEEN MONTHS AGO we described the Triumph TR7 on its introduction to the US market. Last month we published colour photographs of the works Abingdon-built rally TR7, two of which competed in—and retired from—the Welsh International Rally at the beginning of May. In spite of such public knowledge of the car, we were bound by a thus fairly nonsensical May 19th embargo date not to reveal details of the UK production version, which went on sale on that date. In this issue we had hoped to publish a full road-test of this new UK sports car; though a variation of the car has been in production for the best part of eighteen months, Leyland claim to have insufficient UK cars to enable them to commence their road-test schedule and we had to be content with a 200-mile run into Wiltshire in company with 19 other TR7s and 38 more journalists.

As it happened, J.W. and I were able to shake ourselves well clear of the pack and stretch the Goodyear rubber of two different '7s on our own choice of twisting lanes. Whatever else we thought about the car in detail there was no escaping the fact that in the handling and roadholding department this front-engined, rear-wheel-drive two-seater from Leyland is absolutely outstanding. It is also supremely comfortable, has brakes which we found positively inadequate—and if it has more than enough power for the brakes, has far too little to exploit the exceptional characteristics of its handling.



Our biggest disappointment and one surely shared by enthusiasts throughout Britain, is that the UK-market TR7 comes with a very modest output, eight-valve, 1,998-c.c. version of the original 1,850-c.c. slant-four, single-overhead-camshaft Dolomite engine; as the rally TR7s have been homologated and built with 16-valve Sprint engines can we be blamed for anticipating a similar production concoction? Similarly, the rally car's 5-speed gearbox is eschewed in favour of a standard Dolomite four-speed gearbox without even the Dolomite's overdrive option, perhaps because of the short propshaft length.

At least our UK model has more hairs—well, fluff—on its chest than the emission-strangled US version: 15 b.h.p. extra, to be exact, lifting output to 105 b.h.p., combated against a kerb weight of over 19 cwt. Leyland claim a useful 0-60 m.p.h. time of 9.4 sec. (US version 11 sec.) and a top speed of around 110 m.p.h., though neither of the cars we tried would reach that maximum without help from inclines.

The muscular looks and driving characteristics of earlier TRs have been abandoned; in fact there's no trace of the classic ancestry suggested by the type number and totally different nomenclature would have been appropriate. The Harris Mann-designed, mono-

coque construction wedge-shape is a strict two-seater (no perching a small third passenger or piling soft luggage behind the seats, as I can in my TR6). It is also a fixed-head, without even the Beta Monte-Carlo's option of a Targa top, which completely alienates it from the traditional sports car market.

The large, soft, well-shaped seats have headrests and Broadcord nylon trim; the bulkhead immediately behind makes their reclining mechanism useful for modest adjustment, not for sleeping nor "snogging". The instruments (including a 140 m.p.h. speedometer—suggestive of more power to come?) are particularly clear, but where is the TR's traditional and essential oil-pressure gauge, surely preferable to the tiny clock? Pedals are wide-spaced, family-saloon style, but there is a left-foot rest. The steering-column switchgear is exemplary, the multi-duct fresh-air system was excellent on the hot test day (though no substitute for a "rag" top), we both found the driving position ideal, apart from the pedal spacing, and liked the feel and sensibly modest size of the soft-thick-rimmed steering wheel. The indented shelf behind the seats took a couple of briefcases and jackets. Oddments trays are provided in the vast expanse of facia top, where the painted gauze demister vents look crude and the lockable glovebox lids of both cars carried bubbled, cheap, TR7 transfers. The shallow rear screen is heated. The floor and deep sills are neatly carpeted, the doors carry arm-rests and ash-trays and the seats are split by a spoil-sport console.

To re-cap on the suspension described in that February 1975 issue, the TR7 has taken a leaf out of Ford's book and adopted McPherson strut front suspension (which simplicity the Dolomite does not have, though I see I credited it with having in that issue), along with a four-link located live rear axle sprung by coils and aided by telescopic dampers and an anti-roll bar.

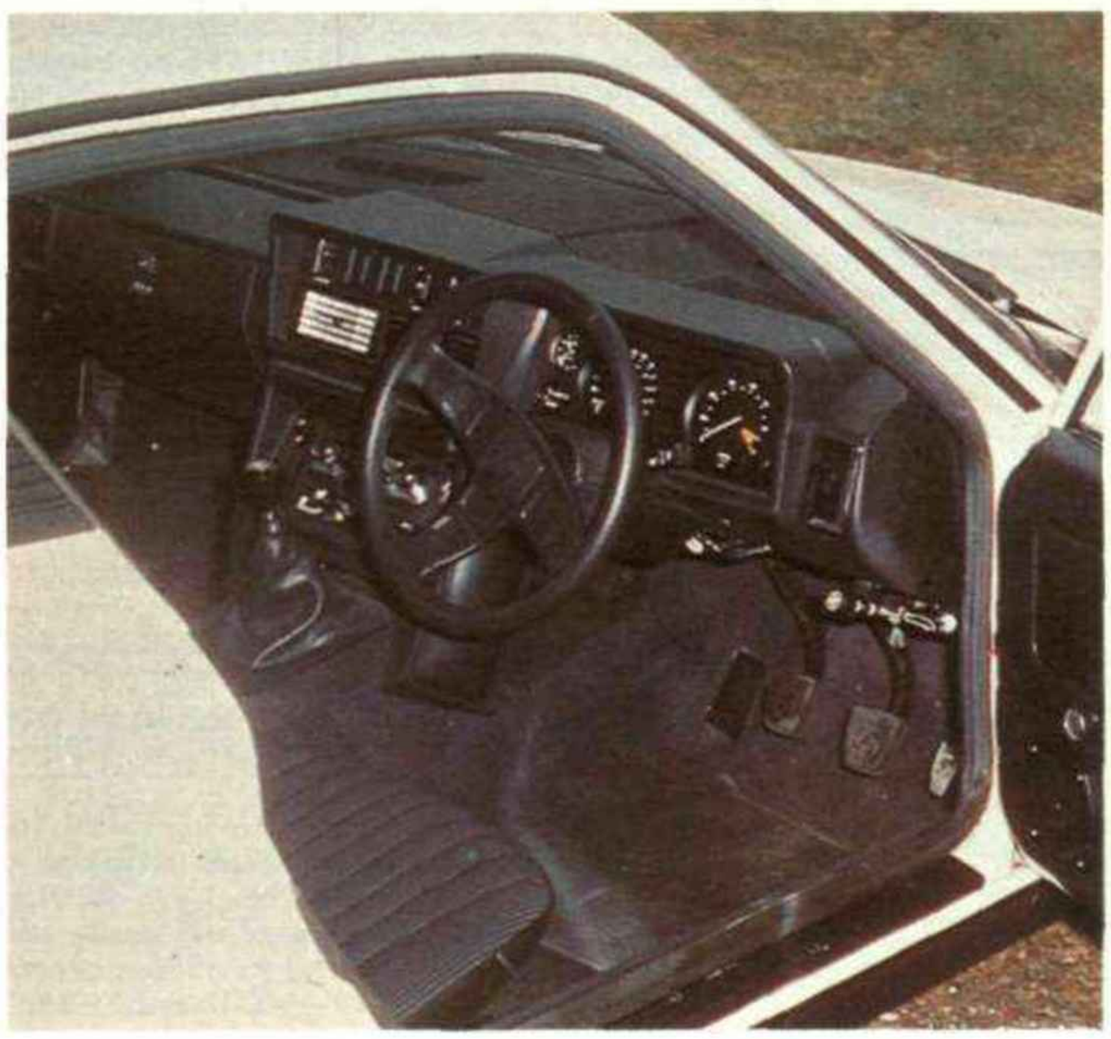
The long travel of this suspension gave an excellent ride over most surfaces, combined with really tenacious roadholding on 5½J wheels and 175/70 SR 13 in. steel-braced

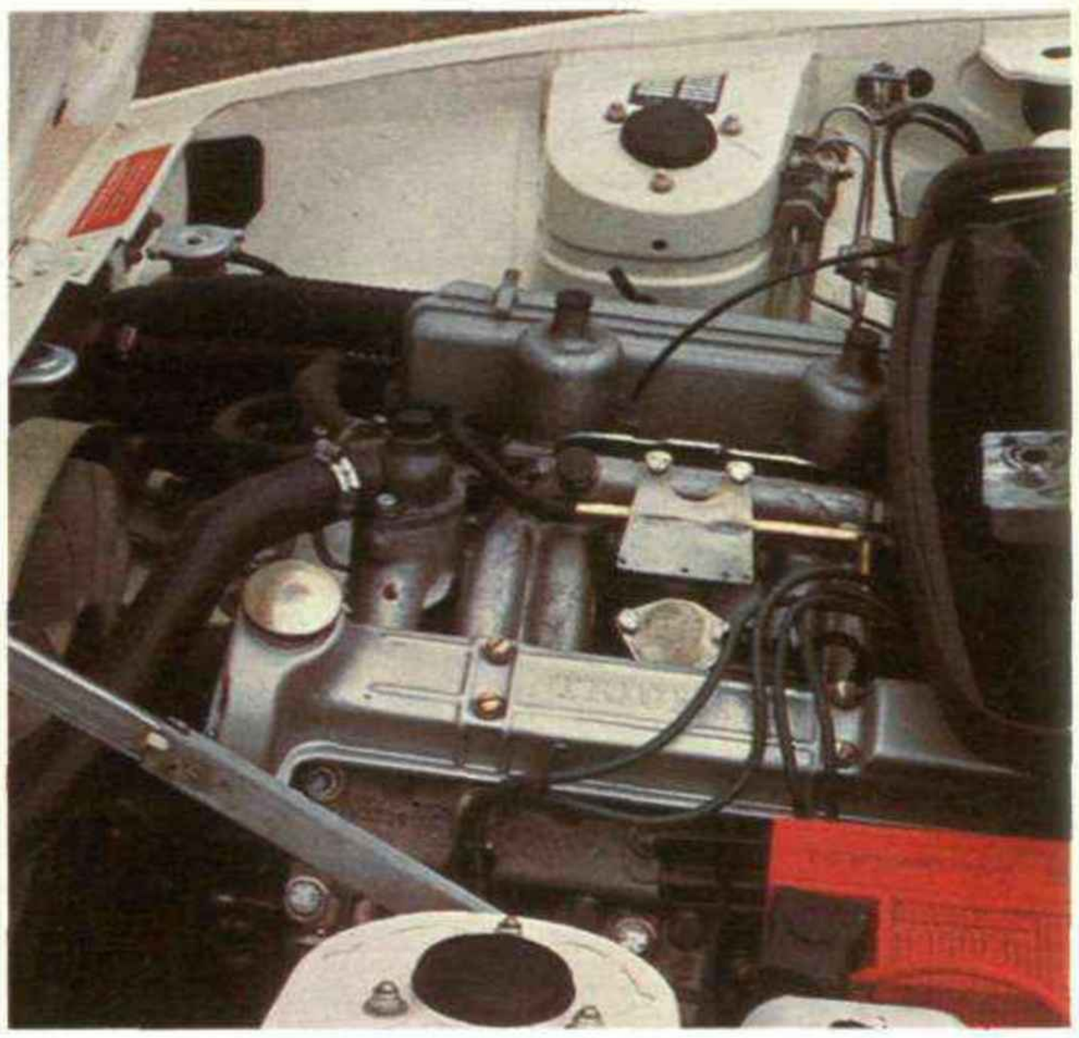


Goodyear radials. I found it too soft, particularly at the front, for personal preference, but on the other hand I must admit that this was one of the most neutral and best-balanced handling cars I've driven for some time. For the man in the street the 3.86 turns lock-to-lock steering will be satisfactory; I would have preferred a slightly higher ratio and a little more feel, particularly in the straight-ahead/small movement area. Although the bonnet beyond the screen base was invisible from the driver's seat, it was an easy car to place. Through twisting lanes the handling was something of a revelation, but the same sense of security was certainly not given by the brakes; we were hampered by severe fade, the front pads of the Dolomite Sprint disc-drum set-up almost caught fire and the braking instinct of the brain had to be engaged well before we would have had to do so for any other car driven equally exuberantly in the last couple of years. Nor were either of us happy with the feel of the brakes at more modest speeds.

This new Leyland sports car wound itself up through the range to 90 m.p.h. or so reasonably quickly, but the 119 lb. ft. torque engine showed less alacrity for overtaking in the mid-ranges. It was hampered by the over-high ratios (about 45 m.p.h., 65 m.p.h. and 97 m.p.h. in the gears at the 6,500 r.p.m. yellow line), of the notchy Dolomite box. The engine became very buzzy at 5,000 r.p.m. or so and cried out for an overdrive for high-speed cruising. Wind noise was reasonably subdued, but the TR7 is certainly not the quiet car Leyland would have us believe.

All in all we were left a bit cold by this new two-seater. It felt characterless, largely because the roadholding and handling were too good for the performance. Hence boredom. In most respects it felt like a good saloon car, with performance similar to that of the RS2000 and handling even better, but less entertaining. At £2,999, the TR7 is just £16 dearer than the RS2000, yet has two seats less and reduced boot space and lacks the traditional sports car advantage of fresh air motoring. It will no doubt prove a good ladies' car, but until more powerful versions are available the true enthusiast might look elsewhere.—C.R.







"Whether it's cars or oil it's pedigree that counts. That's why I'm a Castrol man." Henry H. Posner. Oxford

Henry Posner is a car enthusiast. To him motoring means more than getting from A to B; it's a way of life. And it shows. In his choice of cars and the oil he uses.

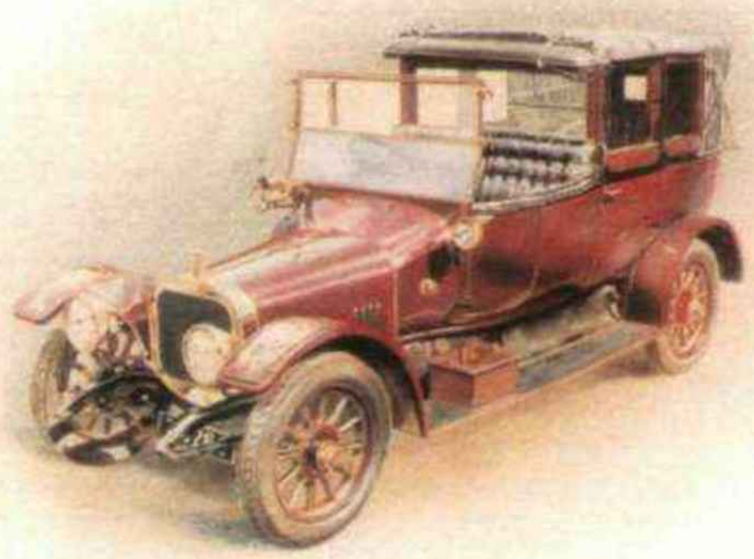
Henry knows that both his cars need proper protection even though they are very different in age and character. His pride and joy is a Bugatti Type 37A Grand Prix car. Despite it being a collector's item and nearly 50 years old Henry still races it successfully knowing that, with GTX in his engine, the only thing he's likely to break is a class record.

So it's no surprise that he relies on GTX in his Triumph 2.5 PI. And after 87,000 trouble-free miles he's in no doubt that only Castrol, the British oil specialists, can give him more miles per car.

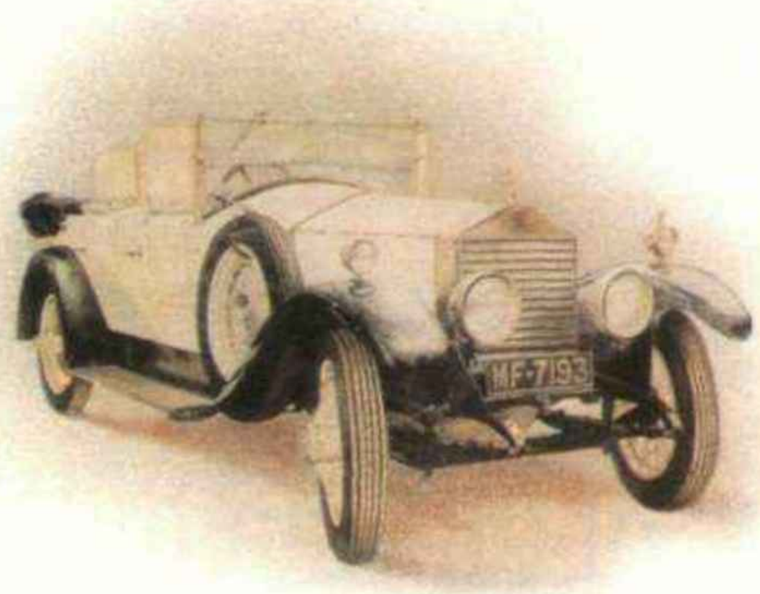
Rely on the pedigree of Castrol GTX for your car and stay on the great road ahead–longer.

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

GTX



1914. 16/20 Cabriolet by Sunbeam 20 x 25 in.



1923. Rolls Royce 'Twenty' 20 x 25 in.

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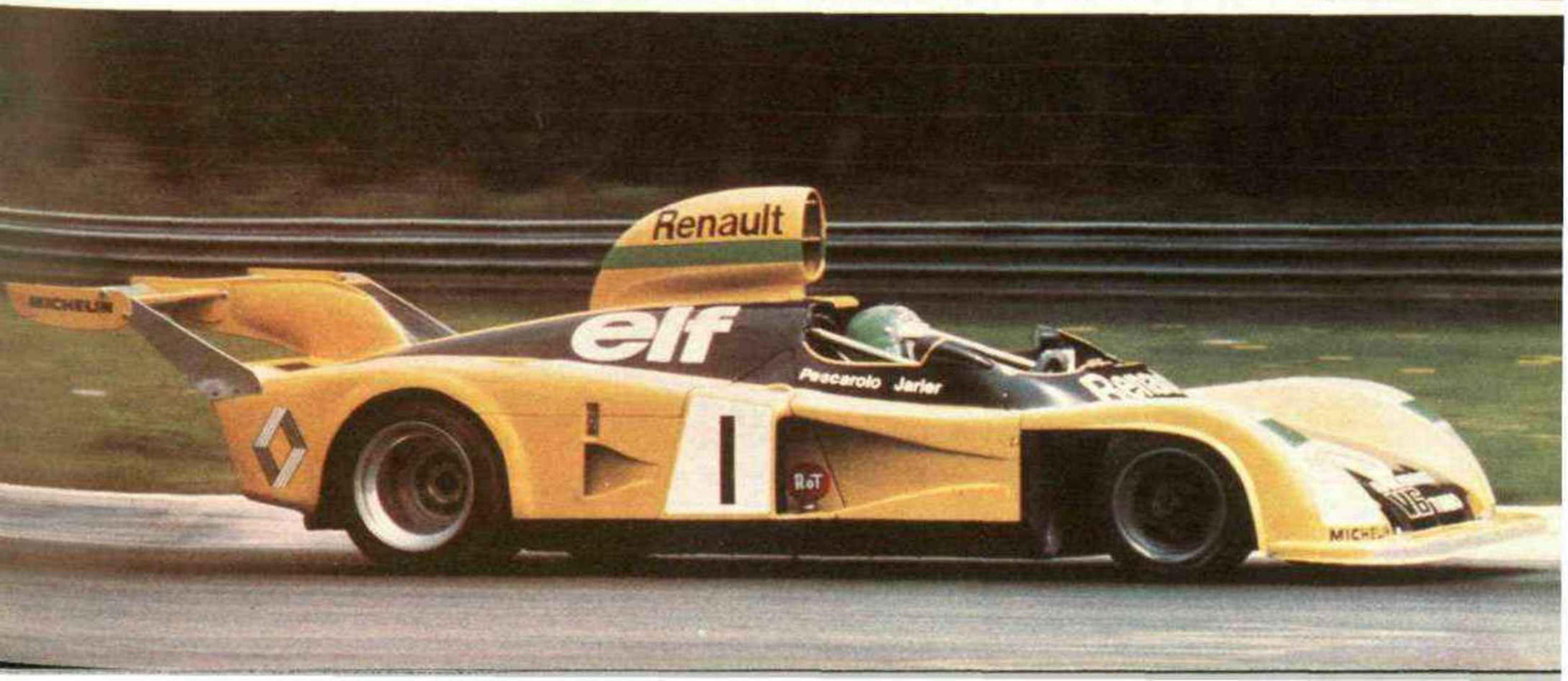
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MONZA 4 hrs.

THE WORKS PORSCHE 936 of Jacky Ickx and Jochen Mass, depicted above at the wheel of the 2.1-litre turbocharged car, proved too fast for any opposition in the Monza Four Hours, second round of the World Sportscar Championship. After setting fastest time in practice, it led for the whole of the 550-mile race. Two Alpine Renault A442s gave game chase, however: Jabouille's retired after only a few laps with engine trouble, having almost snatched the lead from Mass several times during the *opening minutes, but the second car of* Jarier and Pescarolo (*below*) pursued the Porsche to the end, finishing just over a lap behind. The older Porsche 908/36 of Joest and Kraus (shown during a driver change) lay third for most of the race but was eliminated during the final hour when a brake assembly fell off complete with wheel.





GROUP 5
SILVERSTONE 6 HOURS

NARROW WINNER, after 636.83 miles of racing, was the British-entered BMW CSL of John Fitzpatrick/Tom Walkinshaw. Equipped with short wave radio, the 3½-litre BMW is seen (*above*) in Walkinshaw's hands, before he flew straight to Thruxton to win an RAC Touring Car round in a Capri, leaving Fitzpatrick to collect the laurels of his first British win for many years (*alongside*). Below, we show the car that just finished second after a 21-minute delay to repair its turbocharger. Magnificently driven by Hans Heyer/Bob Wollek, the Kremer Porsche had failed to finish the earlier two rounds of the Championship, so the Kremer brothers had some consolation to take home to Cologne after a gallant performance.



TOP: COOKED! As Peterson's turbocharged works BMW hesitates at the start, Ickx is cooking the clutch of the Martini Porsche. *Above left:* Hughes de Fierlant had to drive the last four hours in this BMW as Harald Grohs became ill, while Mass leaps in to relieve Ickx in the revived Porsche. *Below:* Jolly Club's Escort RS1800, at the rear of this early tussle, went on to win the 2-litre class, in the hands of Umberto Grano/ Martino Finotto. Ahead is the troubled Porsche 911 RSR of John Cooper/Nick Faure, plus the quick 2-litre Toyota Switzerland Celica.


Marlboro
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Marlboro
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Agip
GOODYEAR
Agip


GOODYEAR
John Player Special
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SPANISH GRAND PRIX

THE SPANISH GRAND PRIX was led by Niki Lauda's Ferrari during the opening stages, harried closely by both James Hunt and Jochen Mass in their McLaren M23s. The German's car stopped with engine failure and Hunt's was disqualified after post-race eligibility scrutineering, provisionally handing first place to the off-colour World Champion who was driving with two broken ribs following a tractor accident in Austria. Left, Gunnar Nilsson's Lotus 77 finished a fine third on the road. Below left we show Regazzoni's Ferrari leading Reutemann's Brabham BT45 during the early stages and Hunt's "new look" McLaren is profiled immediately below. Top right, Chris Amon drove the new Ensign into fifth place and Jackie Ickx's Hesketh-Williams (No. 20) was seventh before the Hunt disqualification drama. Bottom right, Depailler prepares to leave the pits with the new Tyrrell 34/2 while Scheckter waits behind in his older 007.



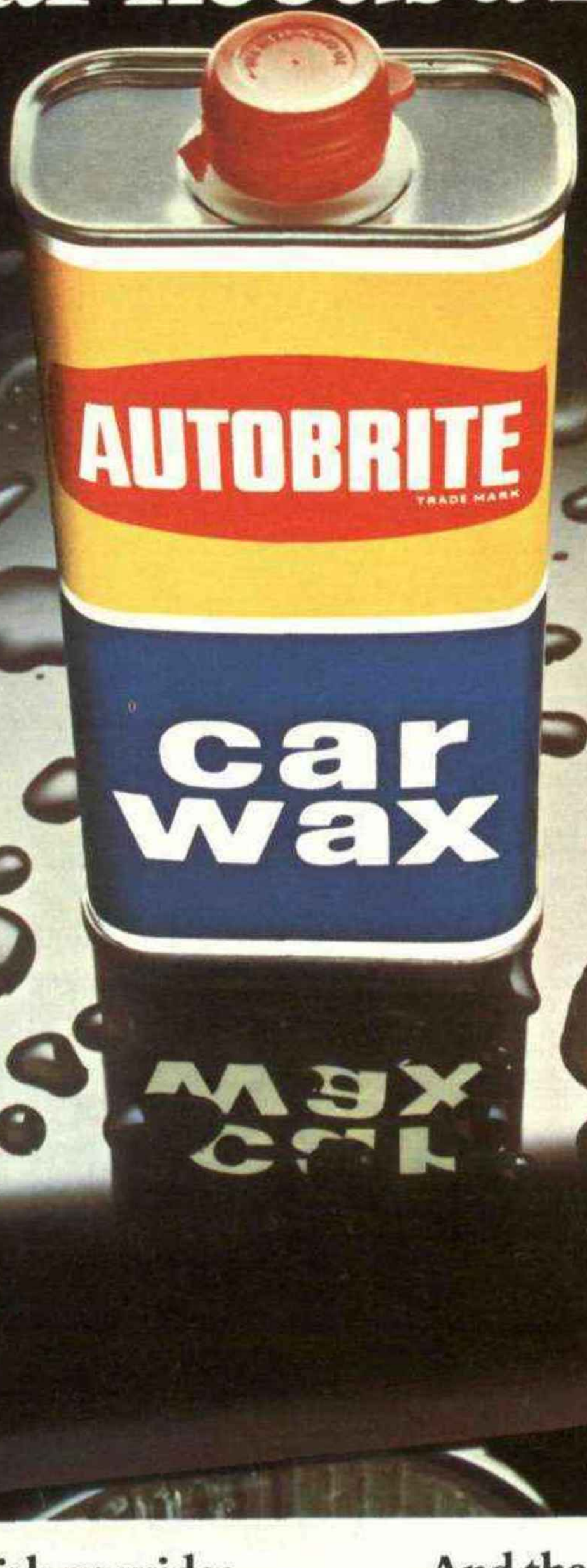


THE WELSH RALLY

PROMISES of rousing battles between Fords, Triumphs and Saabs came to nothing in Wales in early May, for both the much publicised works-entered Triumph TR7s suffered early retirements, one due to head-gasket failure and the other to loss of oil pressure, and the works Saab 99 pulled out when an acute misfire suggested a failed valve. In warm sunshine, blocked out by mist and low cloud in the mornings and evenings, the rally then developed into a personal fight between Ford men, winner being the young Finnish driver Ari Vatanen (*top*) after Russell Brookes (*below*) ended his gradual overhauling when he lost considerable time extricating his car after rolling it off the road. The centre picture shows Culcheth and Syer looking on disconsolately as mechanics struggle in vain to deal with the overheating TR7 engine.



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VSCC SILVERSTONE

DRIVER OF THE DAY.—Bill Morris driving the ex-Bira 1½-litre ERA Romulus in its first race since 1946, above. Below, Alain de Cadanet's P3 Alfa Romeo passes Walton's Connaught.

THE FIRST VSCC race meeting of the season attracted the expected full grandstands and was run in cold but dry weather until the final race. It will be remembered as "Romulus Day", for the excellent reason that Narisa Chakrabongse, daughter of the late Prince Chula, had extracted that "Bira" ERA from the NMM and had let Bill Morris resuscitate it, so that he could be the first driver, other than Prince Bira, to race it, on the car's first racing appearance since 1946. The reappearance in racing of this famous car was marked by a "White Mouse" exhibition of Chula/Bira mementoes in a big tent in the Paddock, arranged by the present members of the family in aid of Cancer Research for which £120 was raised. It was an absolutely splendid show of magnificent silver trophies, pictures, pit-equipment, plaques, flags, prizes, a model ERA, etc., appertaining to the past successes of the Bira/Chula "White Mouse" stable. I hope it can be done again—perhaps at the Brooklands Re-Union? Shura Rahm, former Chula Racing Manager, accompanied "Romulus" to the start and was only with difficulty prevented from donning overalls, in case it needed working on in the pits!

Outside the tent the three ex-Bira ERAs, "Romulus", "Hanuman II" and "Remus", stood side-by-side. They had been joined by a certain red ERA, with a hole in one of its pistons, attracted to them as if by a magnet. Bill Morris had worked late to get "Romulus" going and had it mostly in 7th place in the Allcomers' Race, opposed by four pre-war cars and a 2-litre ERA, until it began to go off-song, after 13 of the 15 laps. Any disappointment that Miss Chakrabongse felt was compensated for by Ben Morris, driving in his first race, who led a handicap in "Hanuman II" until just before the finish, when the much more experienced Frank Lockhart got past in the very quick 1946 3-litre Rover—a pointer, maybe, that we shall all soon be wanting to drive Rovers. The meeting should have been marked by several "new" cars but most of them non-started. However, de Cadanet's 2.9 *monoposto* Alfa Romeo, imported from the Argentine and not raced since 1936, was the centre of attention, especially when it spun at Woodcote, and Benfield circulated slowly in his absolutely immaculate and meticulously-rebuilt 1924 200-Mile Race Alvis.

The customary High-Speed Trial, lasting 40 minutes and in which 15 qualified, had such diverse runners as Harley's blue 8-litre H6C Hispano-Suiza with replica "Zborowski-Monza" body, and Elder's 1925 Trojan.



(After watching the latter rolling round Woodcote, I realised I had seen about everything in VSCC racing! Although too-pedestrian to hold the required road average in the "Land's End", I am told it is able to lap Silverstone in three minutes.) Neither qualified . . .

The All-Comers' Scratch Race was a walk-over for Simon Phillips in his Cooper-Bristol, who drew well away from Cottam's Connaught with Cameron Millar holding third place in his blue Maserati 250F after passing Martin Morris' ERA on lap seven. Morley had the Bentley-Napier out again but was understandably careful after his last year's accident and was also not used to the Dunlop tyres that have had to replace the worn Indianapolis Firestones on the monster's rear wheels.

The 10-lap Itala and Napier Trophies Race was another walk-over, the Club's President, Bernard Kain, leading all the way, in his Type 35B Bugatti. Moffatt gradually closed up on him, in Wall's single-seater 35B, but was never a danger. The latter Bugatti had got a bit of gear-tooth mixed up in its selectors earlier on, which may have been preying on Moffatt's mind. Freddie Giles lasted only four laps in the Cognac, leaving a poor third place to McWhir's AC-Frazer Nash. An uninspiring race, saved by the sight of Clutton's 1908 GP Itala, after which the meeting is named, running well in its 68th year, driven by Sam, who has been conducting it for 40-odd years. It was beaten to the Edwardian Trophy by Liddell's ten-years-younger Straker-Squire, and was followed by the 1914 TT Humber.

Fleming's Riley won the first handicap from the Appleton, which seemed to have had enough but started ahead of Cook's Riley. In the following 5-lap Scratch Race, Threlfall's prototype Lancia Astura just pipped Whale's ex-Derek Dent Meadows-Frazer Nash to the post, with Clinkard's Alvis third, its engine helped by one of 12 special camshafts made for the 12/70. Conway, Junr., watched by an impeturbable Conway, Senr., easily took the lead in the next Handicap, his road-equipped Type 37A Bugatti now having a Reece camshaft which has restored the correct valve timing. He was followed over the line by Mrs. Nickalls' Lagonda Rapier with odd 3-seater coachwork and Austin's Austin 7. To keep the Trojan in its place, an Austin 12 tourer circulated quite quickly in this one.

The entry, smaller than last year's by a mere ten cars, was accommodated in another two Handicaps and a final Scratch contest. In a most exciting finish Roberts' 328 BMW just won the first of these from Fleming's Riley, Barbet's Riley well up in third place —but the VSCC no longer tells us the race-times. Faster stuff contested the next race, in which newcomer Ben Morris did so well until Lockhart caught the ERA, the evergreen Rover lapping at nearly 84 m.p.h.—and if the "Driver of the Meeting" Award went to Bill and Ben, the Rover had already received the accolade of "Dish of the Day". Wall's Bugatti was not on form, and the Appleton was among the retirements. A little rain made the track slippery for the last race and was the undoing of Dunham's ex-Brooklands Alvis, which held a slender lead but lost it after a snaky time at Woodcote, repeated on a subsequent lap. So it was Cook's abbreviated Riley Special that took the flag, with Fleming second, Manson third; 1½-litre Riley Specials 1, 2, 3, no doubt to the delight of any Riley Register members who had braved the cold wind to stay and watch.—W.B.



Results :

Allcomers' Race:
1st : S. Phillips (Cooper-Bristol), 82.48 m.p.h.
2nd: A. Cottam (Connaught).
3rd : C. Millar (Maserati).

Itala Trophy Race :
1st : B. Kain (Bugatti), 75.95 m.p.h.
2nd: H. Moffatt (Bugatti).
3rd : D. McWhir (AC-Frazer Nash).

First 5-lap Handicap :
P. Fleming (Riley), 66.29 m.p.h.

Second 5-lap Handicap :
H. Conway, Junr. (Bugatti), 63.56 m.p.h.

Third 5-lap Handicap :
T. Roberts (BMW), 66.78 m.p.h.

Fourth 5-lap Handicap :
F. Lockhart (Rover), 79.26 m.p.h.

First 5-lap Scratch Race :
T. Threlfall (Lancia), 60.30 m.p.h.

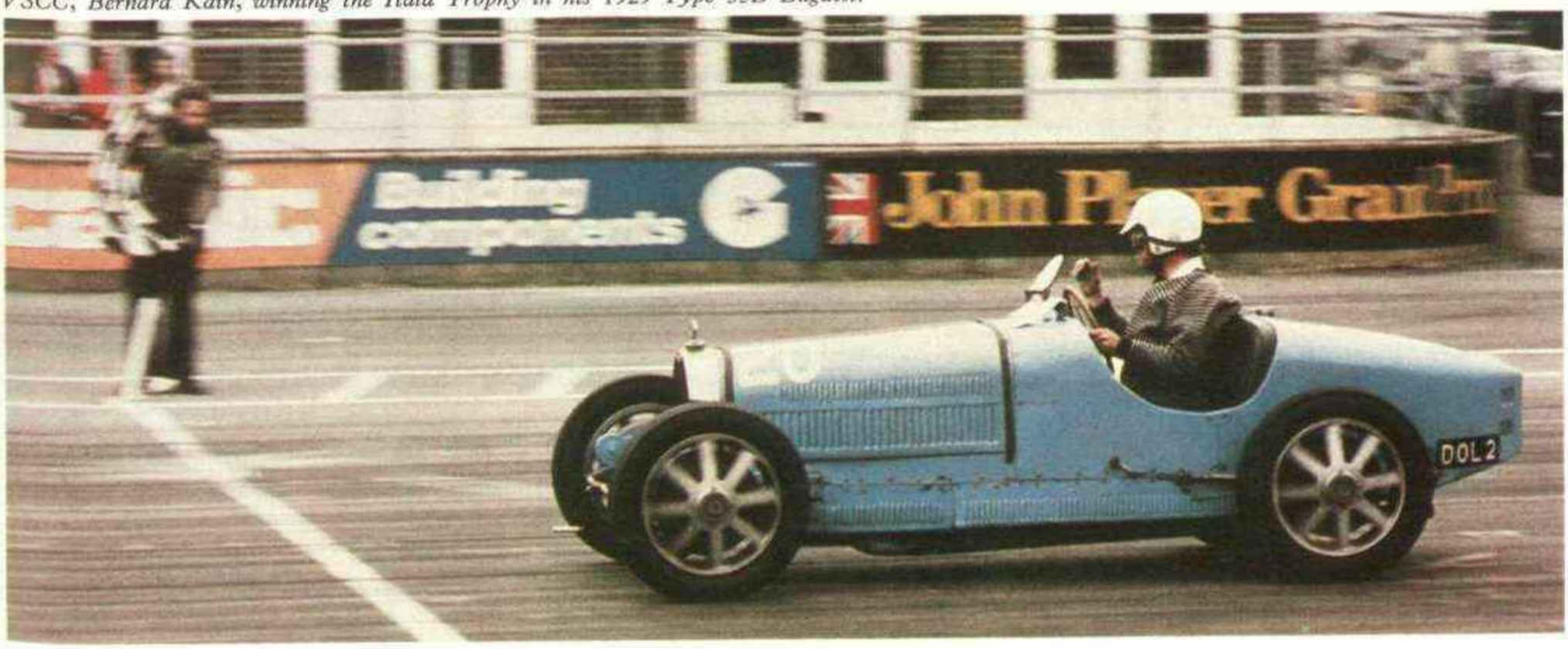
Second 5-lap Scratch Race :
R. Cook (Riley), 65.13 m.p.h.

Fastest Lap of the Day :
S. Phillips (Cooper-Bristol), 84.88 m.p.h.

MOTOR SPORT Brooklands Memorial Trophy Contest : Fleming (Riley), 31 points; Cook (Riley), 26 pts.; Threlfall (Lancia), Conway (Bugatti), Kain (Bugatti), Roberts (BMW), 18 pts. each. **Next round : Oulton Park, June 12th.**

Items: Barry Clarke's GN was *hors de combat* with a busted Ford block. Mann's 3-litre Bentley qualified in the High-Speed Trial and Hall raced his immaculate 3-litre. Ward still believes in low-hung Chummy Austins, using 5.00 x 15 rear boots. Quartermain's E/OE 30/98 was out again. The meeting ran to time and will be repeated on July 24th.

SIMON PHILLIPS' 1953 Cooper-Bristol, winner of the 15-lap Allcomers' race, leads Cottam's Connaught, above. Below, the President of the VSCC, Bernard Kain, winning the Itala Trophy in his 1929 Type 35B Bugatti.



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.

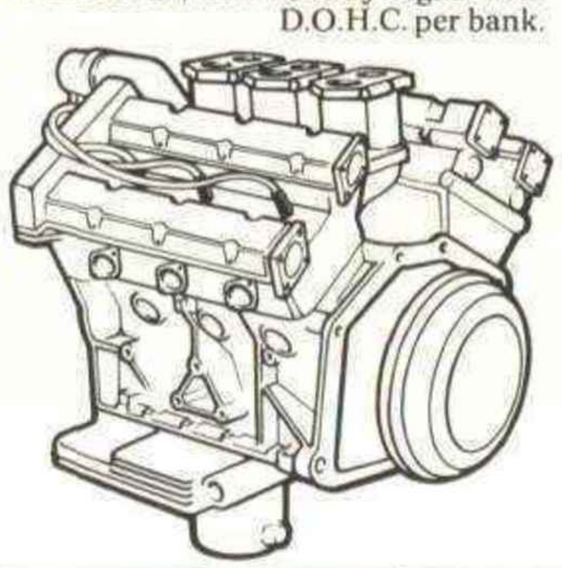
"The Flag doesn't have the luxury of a works team back-up, and we all too often have to run individual parts longer than we should. That's the price we pay for running a one-off like the Stratos. It's hard enough getting the car to the starting line let alone the finish."

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.



1971 STINGRAY of 7.4-litres still stands out with its striking glassfibre body. Inside there is power-steering, automatic transmission, and air conditioning.



Born 25 Years ago: Chevrolet's Corvette sails on

THE WORLD'S biggest business corporation, General Motors, is continuing production of its Chevrolet Corvette coupés and convertibles for the 23rd consecutive year, and the two-seater is currently enjoying more success than ever before.

Conceived in 1951 as a cheap fun car, the first Corvette was drawn up by Robert McLean within a design team headed by Harley Earl. The first Corvettes were actually manufactured in June 1953, with full mass-production commencing in December of that year. It was not an overnight success and GM seriously thought of withdrawing from the project when there were over 1,000 unsold Corvettes at the end of 1954.

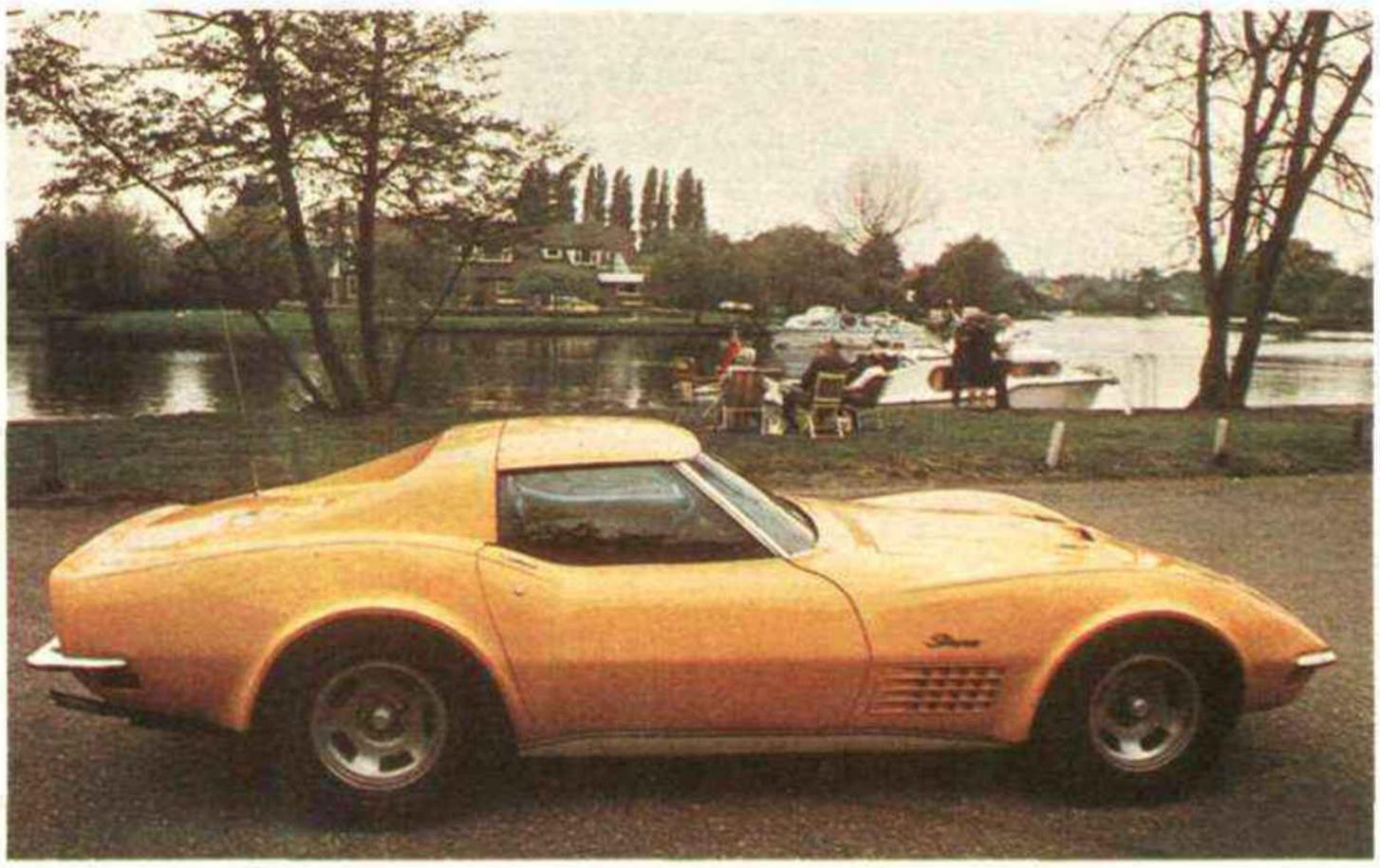
However, as has been recently proven in America, you can often fight your way out of a sales crisis by going the opposite way to the rest of the World: install a bigger engine and scale the car's whole image up-market. For 1955 Chevrolet were able to offer the then new 265 cu. in. (4.3-litre) V8 as an option. That move laid the pattern for the future, but 1955 sales were pretty disastrous at just over 1,600 units! However the V8 became more powerful, and standard equipment for 1956, together with much improved handling and three-speed manual gearbox to replace the previously mandatory two-speed automatic! The result was that sales just exceeded 4,000 units that year and, as the car grew progressively more powerful, and more sophisticated, sales went on climbing until double figures were reached in 1960 (over 11,000 Corvettes sold), with over 20,000 such cars sold soon afterwards in 1963. Sales stayed in the 20,000 per year range right up until 1972, then right through the fuel crisis they have just gone on accelerating ever upward! Quite why this should be, apart from the fact that the car seems more eye-catching than ever is unexplained, though I believe Cadillac did very well through the American recession as well. A tremendous 45,961 Corvette sales were racked up in their record 1975 year, and things are apparently going just as well, if not better, this year.

There's not a lot of common ground between a 454 cu. in. (7.4-litre) Corvette and yesterday's 3.8-litre straight sixes (developed from a 1940s truck motor), except the model name and the use of glassfibre as the body material. The car reflects a fascinating amalgam of American and European thinking, whatever period you choose in its life, and has a character that is a mile away from all the faceless standard tinware that forms the bulk of Detroit profits.

That the Corvette exists at all is something of a puzzle. Why should the world's largest motor manufacturer take its mass-production conscious Chevrolet division into battle with others, contesting a market that was absolutely miniscule by their standards? The answer seems to have been the emergence of dynamic characters to back the Corvette through its birth, the idea attracting the kind of opportunity for executives within the corporation to really stand out from their rivals by recommending steps like the racing and record programme, and the ever-escalating performance, which must have made some of more Nader-conscious management wince with embarrassment on some occasions. Plain human enthusiasm is not the prerogative of the back-







COUPE'S neat split roof detaches very quickly and adds an extra useful dimension to car that can then be toured to the sound of the deep-throated twin exhausts. This car was sold for under £3,000 and needed quite a bit of work to make it as civilised within as outside. The glassfibre body should provide the basis of a long-lived investment, perhaps for those who simply cannot afford current Cobra prices?

yard special builder.

One man's name is always quoted in connection with the Corvette, Belgian-born Zora Arkus Duntov, who has worked for a few people in Europe as well, including the late Sydney Allard. Duntov joined Chevrolet's Research and Development Division in 1953 and he and the Corvette have really grown inseparably together for aside from his engineering contribution, Duntov has raced them (he also captured a NASCAR observed 150.586 m.p.h. record for one mile at Daytona Beach in 1955) and has always seemed to be the source quoted at each new model year of the Corvette.

During two decades of production, the Corvette has been through three primary bodystyles and a host of mechanical changes, but that is almost as nothing to the astonishing amount of background work—particularly on the competition side—that has been usually initiated by Duntov. The car has kept a contemporary look through adaptation of show car specials, the current style tracing back to 1965's Mako II display Corvette.

In the beginning the car had a simple box section frame clothed with the original body style that, facelifted with such items as twin headlamps and many more minor styling alterations, lasted until the advent of the Stingray coupé in 1963. From that point onward there was production of both the traditional open model and the new coupé: in 1963 they sold equal quantities, by 1972, coupés accounted for threequarters of all sales. The final major (and I must stress major, the American penchant for changing something every year often resulted in extra width/length at the change of a model year) was the adoption of the body you see in our colour pictures. This style came in 1968 and was modified in 1973 with the installation of a deformable nose and rear-end, the latter appearing in 1974.

The car in the pictures was manufactured in 1971 and is representative of the kind of Corvettes which were sold in such limited numbers in this country in that it has all the extras—7.4-litre engine (not available in the Corvette since 1974), air conditioning, automatic transmission, power steering, electric windows and so on . . . more of that later.

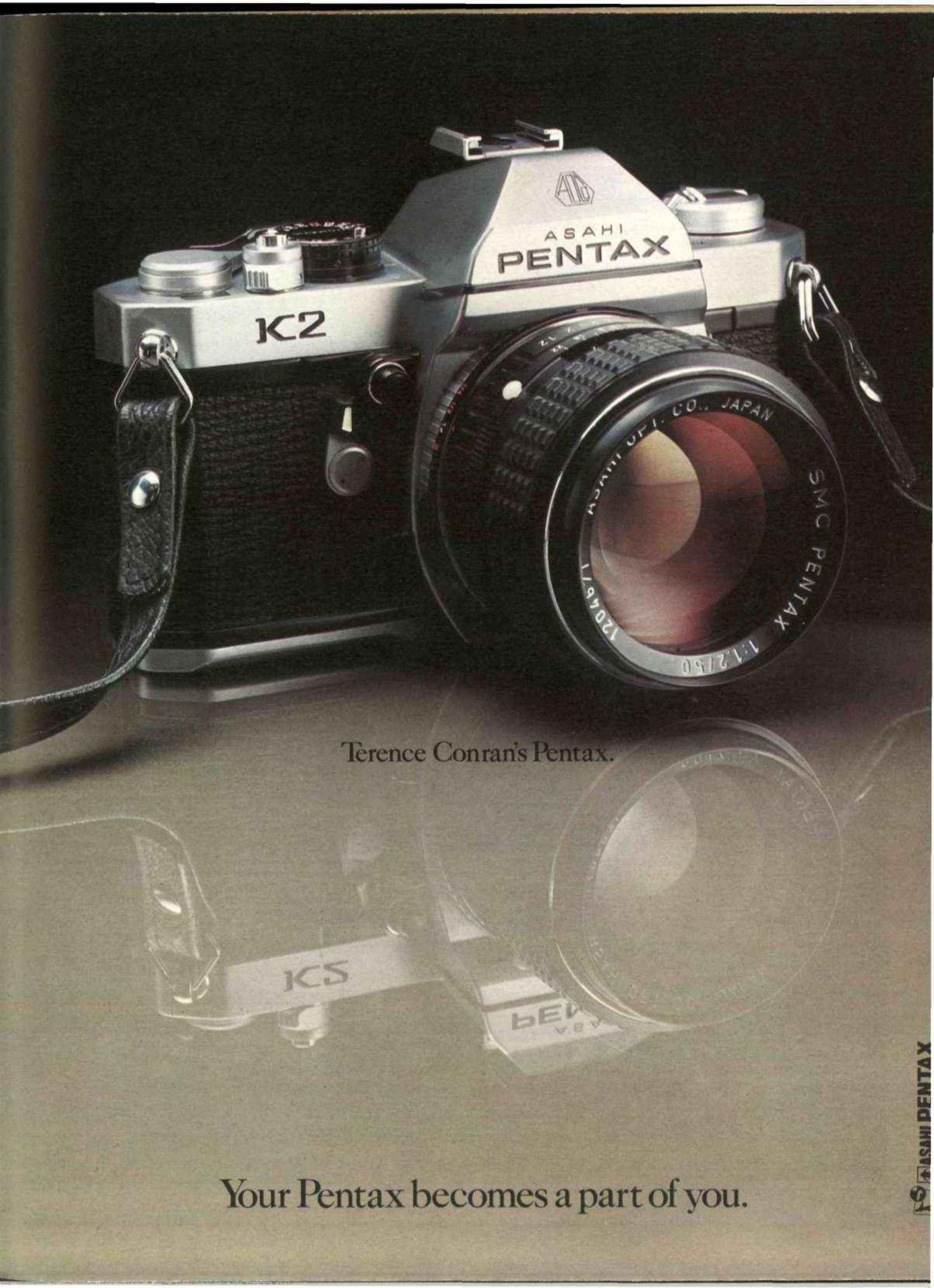
Mechanically the changes have been a lot more evident. In the beginning a straight six-cylinder, with triple Carter carburetters, developed 150 b.h.p. at 4,200 r.p.m., backed by 223 lb./ft. torque. The glassfibre-bodied sixes weighed 2,850 lb., whereas today the weight is closer to 3,700 lb. By our standards the six offered reasonable acceleration, with 0-60 m.p.h. accomplished in 11 seconds or so, coupled to a maximum of a little more than 106 m.p.h. Unfortunately Ford were getting into their stride with a V8 Thunderbird in 1954, so it was inevitable that the Corvette soon left behind its lightweight, cheap and cheerful pretensions and swept off along the V8 road to success, fighting Ford along the way.

Up to 1973 gross horsepower figures had only been quoted. Cars up to that year contain the most powerful American engines of all, the emission control regulations subsequently detuning the Corvette in just the same way as all its rivals. A 1976 Corvette was timed at only 124½ m.p.h. by *Car and Driver* magazine recently, its 5.7-litre V8 strangled to 210 horsepower. Today the car costs just over $10,000 with all the extras installed, comparing with slightly under $3,500 when it was announced 23 years ago.

In fact the most powerful engine listed for the Corvette was the 1970 version of the 7.4-litre V8 installed in the car used for our pictures. That delivered a gross 465 b.h.p. on a 12.25 c.r., but it was never sold to the public as GM backed off from such high outputs in an increasing atmosphere of safety and pollution concern. However, gross outputs of over 400 b.h.p. were listed from 1965, with a 6.4-litre V8.

Apart from competition proven hardware to improve the Corvette's engine performance, there was one major production item that played a big part in the development of the Corvette's "image", and that was the adoption of fuel injection in 1957. Made by the American Rochester carburetter company, the injection was refined and produced at lower cost year by year, but was finally dropped for the 1966 model year as the big engine performance phase became a cheaper way of finding the high performance needed to sell cars at that time. When injection was introduced on a 4.6-litre motor there was a big fanfare based on a gross output of 283 b.h.p. from the same number of cubic inches. By the end of 1965 the fuel-injection engines had yielded a claim of 375 b.h.p. from 5.3-litres, which remains the highest output recorded in production for the family of Chevrolet V8s between 4.3- and 5.7-litres,

Continued on page 689



Terence Conran's Pentax.

Your Pentax becomes a part of you.

ASAHI PENTAX



THE SAFARI RALLY

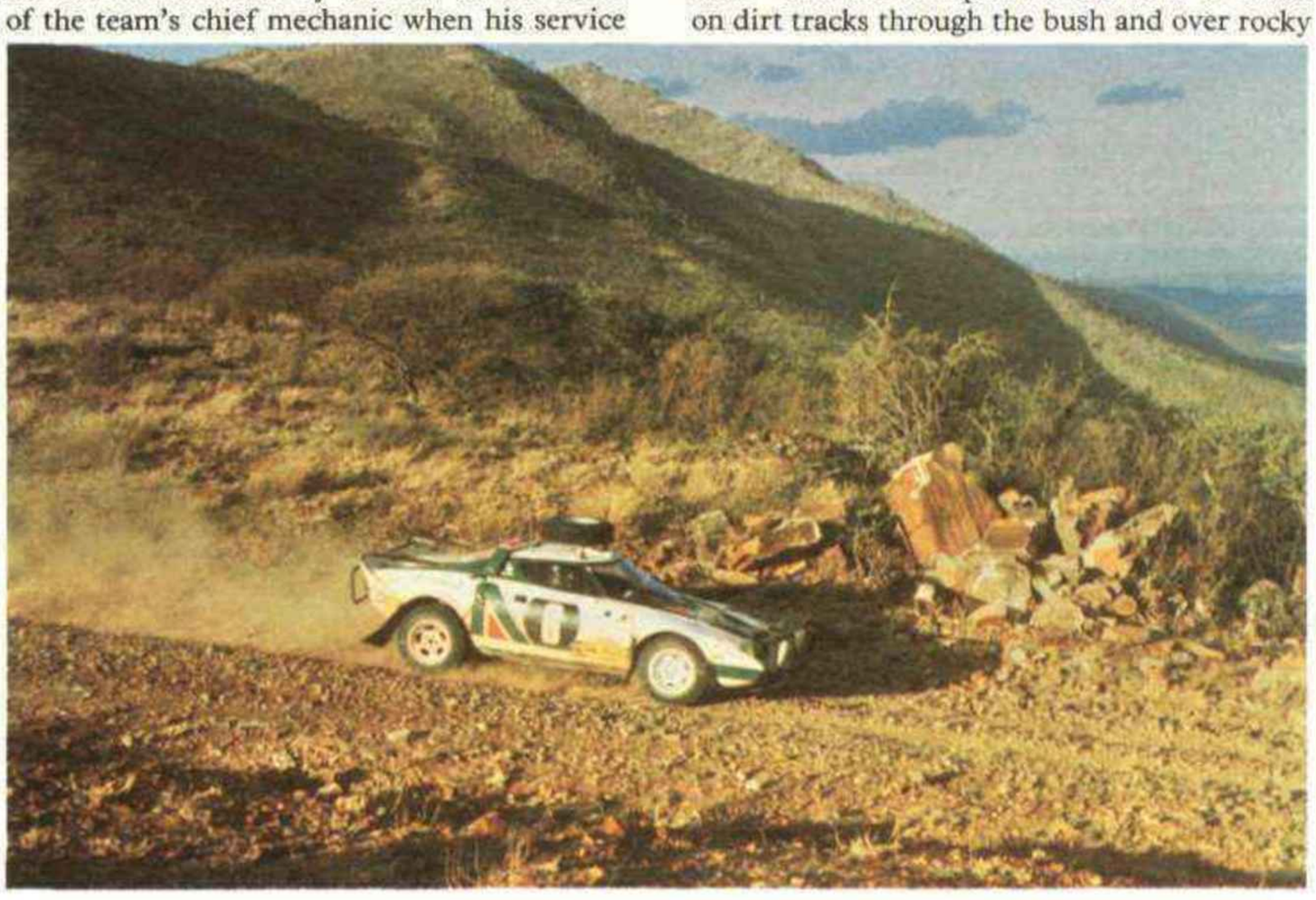
WHEN OVERSEAS competitors returned from practising along the route of the 1976 Safari Rally some of them made general comments that the "toughest rally in the world" had become soft, that the rough roads had become smooth and that it was all going to be too easy. How wrong they were. Those visiting professionals were whittled down as the rally progressed and the eventual winners were local men, Joginder Singh and David Doig, in a Mitsubishi Lancer, a car of just 1.6-litres. It was Joginder's third Safari win and he led home a trio of the Japanese cars to fill the first three places, a resounding victory which was somewhat blanketed by sadness at the death of the team's chief mechanic when his service car crashed during the third leg of the rally.

The route of the 1976 event was very similar to that of last year, shortened a little by the removal of certain roads which were known to become impassable during the rainy season. Because these are certain dry-weather-only roads is not to say that other roads will not be blocked by the effects of sudden rain. Any road in Kenya is liable to flooding or complete washaway at the start of the wet season when the rain can be at its heaviest, and that represents a risk which everyone, competitors and organisers, knows to be one of the Safari's perennial ingredients.

The Safari has no special stages—it needs none—and the competitive element is based on dirt tracks through the bush and over rocky escarpments, linked by easier sections on tarmac roads and relatively smooth dirt ones. Compared with last year, the times for this year's competitive sections were marginally less, but still there were people cleaning them during practice. However, practice can hardly be compared with the event itself, for there is generally more time to fettle a car and get it up to scratch. Before the rally started, some target times were reduced and others were not. The result was a series of total penalties which were less than before, and some sections which were, in fact, cleaned. But there is a hidden price to pay for cleaning a section; cars become tired very quickly, and after a series of very good times there usually comes a bad one caused by some mechanical fault or other.

Those who complained that the Safari had become soft must have had red faces at the end, for the winner was the man who had not gone flat out from the start, just sufficiently quickly to hold his own, knowing that car sympathy was vital for a good result. More often than not it is better to go at less than flat-out speed, sacrificing a few minutes in order not to spend many more minutes fettling the car at the end of a section. It is significant that even the winner lost a total of very nearly two hours.

During the first evening of the rally a sudden, violent thunderstorm produced flash floods along the route from Nairobi down to Mombasa. Raging torrents rose in minutes, cutting the field in two and effectively stopping the second half of the runners. The delay was eventually of such proportions that these unfortunate competitors were time-barred



The three works Mitsubishi Lancers had an amazingly trouble-free run to a 1-2-3 *finish, led by Joginder and David Doig* (above) *whilst the three Stratos suffered every possible misfortune. Pictured below on a rocky descent behind the Ngong Hills is Munari's car which finally went out with engine choked by dust. Note the spare wheel mounted on the roof.*

Of the Peugeots, the two new V6 Coupés (centre) *both suffered engine failure, but the "ordinary" 504s were always around in the hands of Shankland, Lampinen and Nicolas. Pictured above on its way through muddy water near Machakos is the Shankland/Barton car which finished fourth.*

even before they had got their teeth into the event. A controversy arose over whether they should have been allowed to continue many hours late, whether the front half should have been kept at Mombasa until the rear half had caught up, and whether that part of the route affected by the floods should have been deleted from the results.

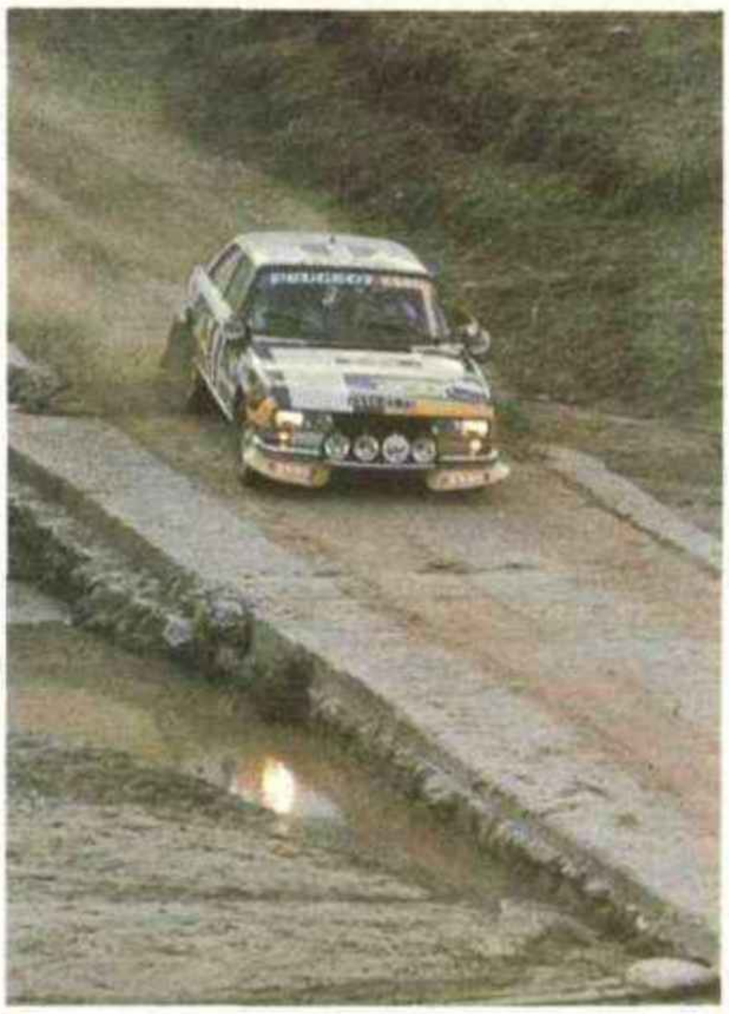
To allow the delayed cars to continue hours after time would have been dangerous, for in the south some sections were used twice (in opposite directions) and this would have given rise to two-way rally traffic in narrow, difficult sections over the Taita Hills and along the narrow bush roads around MacKinnon Road and Rukanga. As it was, some competitors went on after being told that they were out, and there were a few heart-stopping moments on those narrow roads as cars on their way back to Nairobi met back-markers still making their way southwards.

The Lancia effort came to almost nothing when Waldegård's Stratos seized its engine in the first hours and Munari stopped for a similar reason later on. Preston, the local man engaged by the works team, continued to the end but his was a case of fettling all the way, dealing with all manner of breakages, and at one time using spare parts dropped to him in the bush from one of the team's service aircraft.

The Opel Kadetts all broke their differentials in turn, presumably owing to overheating, but Röhrl was put out when his car was struck by a taxi in a township in the north. The cars seemed to have been built with suspensions far too low for African terrain, although they did take care of such things as fitting mesh over the windscreens to ward off any stones which might have been thrown.

Of the Peugeots, the two new 504 Coupés succumbed to engine failure, Mikkola's when the head gasket blew and Mäkinen's after an







immersion in a river. Both Lampinen and Nicolas went on to finish well, but it was again the wily Bert Shankland who emerged the best-placed Peugeot driver, underlining once more that endurance is far more important than sheer performance in the Safari. The Datsun team had a miserable event, although Mehta did take the lead early on, and Lawrence-Brown later. Oil loss and subsequent seizure was the primary cause of retirements, though Källström survived several misfortunes to finish seventh and Rhemtulla a high-speed crash and a multiple roll to finish eighth.

The winning Mitsubishi trio were amazingly reliable, Joginder only having to replace shock-absorbers. There was a most unfortunate incident when an African spectator ran out in front of his car and was killed instantly, but after formalities were observed he was allowed to continue. Andrew Cowan and Johnstone Syer were almost put out of the rally when, whilst stuck in a patch of mud, their Lancer was struck squarely in the rear by the Datsun of Rhemtulla, who tried to charge his way through the mud and lost control. The collision caught co-driver Johnstone Syer when he was half out of a door, and it is to the credit of his stamina and endurance that he continued in the rally with broken ribs, helping Cowan to third place.

Despite all that has been said about the Safari getting soft (much of it being so much hot air) the rally is still superbly tough and demanding. Africa's constantly changing conditions are adversaries which have to be treated with a great deal of respect, and those who allow nonchalance to override that respect usually end up among the non-finishers.—G.P.

Safari Rally results appear in Rally Review

All three Opels suffered serious differential failure, although Röhrl's retirement was due to being struck by a taxi in Nyeri township. The bottom picture clearly shows the stout stoneguard which the Germans felt was a necessary protection against stone throwers—of whom there were almost none this year.

Bad news for anyone who thinks all motor oils are the same.

We tested thirteen different makes of oil in the lab at Duckhams, all of them bought at garages and motor accessory shops.

Considering the expense of running a car these days, the results were frightening.

One oil failed a vital engine test specified by Ford. Another contained no zinc. Zinc is essential in engine oil, to prevent wear.

Another claimed to be a 20W-50 and turned out to be only a 20W-40.

Eight oils 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.

On this showing, you could well be one of those drivers who ought to make a quick change to Duckhams.

Duckhams doesn't just 'oil the works.' It does a whole range of jobs. It helps stop sludges forming, and sticky lacquers.

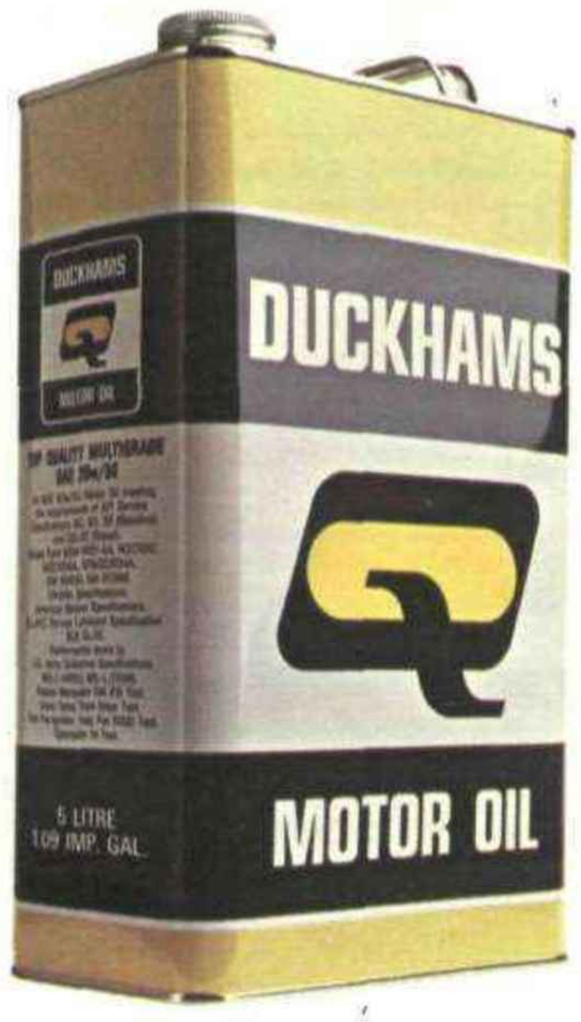
It checks rust, because an engine produces around a gallon of water for every gallon of petrol burned.

It contains something to stop the oil foaming. You wouldn't get far on air bubbles.

It has additives that make sure it flows and protects properly whether the temperature's below zero or over 500°F (at the piston under crown, for instance).

How well it performs you can read on our can. Duckhams passes the toughest tests that Ford, Leyland, Mercedes, Volvo, Fiat, the leading car manufacturers, set for oil. And passes them with plenty to spare.

Next time you find yourself thinking all oils are the same, it'll be worth remembering that.



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.

CORVETTE—continued from page 684
options offered for the Corvette was the 1969 ZL-1, the aluminium V8 that formed the base for McLaren's all-conquering Can-Am power units. Fitted with a single, four-choke, Holley carburetter these engines were said to produce a boggling 585 b.h.p., enough to produce 12-second quarter-mile times, according to contemporary reports.

There were other pretty significant landmarks too, especially by American car industry standards, the Corvette often serving as a useful tool to introduce "new" ideas in practice to a largely sceptical public. The early two-speed automatic went in favour of a three-speed manual, but automatic gear-selection has always been available. A four-speed manual option followed in 1957, though automatics still account for a good percentage of sales. "Our" car had a three-speed GM automatic which offered outstanding over-ride and kickdown selection, despite the presence of 36,000 hard miles on the odometer.

The leaf spring rear suspension went in 1963, the new Stingray style offering an independent rear-end around transverse lower leaf springs. This system, like the rest of the Corvette, tried to use as many production parts as possible, and it's said that it ended up being cheaper to make than the old live axle: driveshafts acted as top links.

For the 1965 season Chevrolet finally had persuaded their Delco division to come up with acceptable disc brakes after several earlier attempts had been disappointing. The calipers were patterned after the British Girling type, working on big ventilated discs: when they did get around to doing the job, the GM people certainly did it thoroughly, and we were most impressed with the basically similar system of the Corvette we borrowed, the pedal action being progressive in the manner of the best Europe has to offer.

I certainly looked forward to trying the Corvette for myself, the opportunity coming up at very short notice owing to a last-minute change in our contents this month. The Chequered Flag on Chiswick's High Road generously lent us their 1971 454 model, which had actually been sold, so they had everything to lose by such a move, should its 365 (gross) b.h.p. prove too much to cope with on such wide wheels.

Quite honestly it was a unique experience. The coupé model features a split roof that can literally be detached in seconds. With the top panel removed and the deep "thumpity-thump" of the exhausts to accompany a ride on a hot May afternoon, the Corvette certainly exudes character. A remark that's even more true when you look forward as the wings thrust curvaceously up either side of an equally symbolic power bulge in the middle of the bonnet. I have certainly never seen a view like it (on a motor car), and the machine certainly couldn't be described as easy to park, the large threequarter blind spots and great humpy wings managing to obscure part of the rear view.

To drive effortlessly along the road this car demands the minimum of effort. It is worth pointing out that Chevrolet offer options that completely alter the car's character from 200 m.p.h. racing parts to soft pavement cruiser (poser?). The power steering and automatic transmission allow one to drift along with only that potent engine rumble to remind you that this is a performance car of the front rank. Contemporary 1971 tests quote electronically timed 0-60 m.p.h. runs at 5.7 seconds (and this car was quite soft by prevailing standards, with an auto!) rushing on to cover both the quarter-mile and 100 m.p.h. within 14.2 seconds. "Our" car had been standing idle for a bit, but by the end of a 10 m.p.g. afternoon, the cobwebs seemed to have all emerged and the Corvette was leaping through spaces in the sort of swift rush that the riders of large capacity motorcycles become familiar with.

Much of that speed comes from a massive 460 lb. ft. of torque, but the driver is cosseted in comfortable seats that offer rather more side support than one has any right to expect from such flat shapes. Instrumentation comprised a large 160 m.p.h. speedometer (this model was timed at 141 m.p.h.) an inoperative tachometer, redlined at 5,500 r.p.m., and five smaller centre console dials to tell you the time, oil pressure (35 to 60 lb.), water temperature, battery output, and whether there was any petrol left.

The ride and handling of this particular car were not impressive, and this was no surprise as non-standard wide wheels led to a lot of straight-line darting around on B roads (Chevrolet's 8-inch rims should be a lot better), and the ride has usually been adversely commented on by Europeans, or European-orientated journalists. By contrast the road-holding was excellent, not surprising as Corvette's distribution of weight has been close to 50/50 front to rear since the beginning. The light power-steering tells you enough to correct quickly, if need be, and that is rarely for a power slide with an automatic on over-size wheels.

Inspired by our experiences with this car—which was sold for a very reasonable price that took account of some interior rectification that was needed—I thought we ought to explore the possibilities of buying a Corvette in Britain. Of course, you have to talk to Lendrum and Hartnum at 122 King St., Hammersmith, London W6. The sales people there sounded pretty teed-off with the whole idea: "We're waiting for the 1976 models, it hasn't been E-marked yet, but it'll cost £6,800, fully equipped". I wondered how many they had sold, and it seemed to be a handful, while the gentleman also informed me that you could only get the 350 (5.7-litre) in this country now, and they had never had any 1975 models in at all!

Otherwise there's the secondhand market, but with this and the idea of bringing in Corvettes directly from America, beware the E-mark scheme; it's illegal to use a car without one in Britain, if it was manufactured after 1973.—J.W.

F2—continued from page 667
Rather surprisingly only one front runner is using the Schnitzer BMW engine this year and that is the Frenchman Francois Migault, who took his striking new Turin-built Osella to sixth place at Thruxton.

As far as the British are concerned the best hope must lie with Grovewood Award winner Brian Henton, who is driving for Donington Park circuit owner Tom Wheatcroft in an all-British car designed by former BRM designer Mike Pilbeam. This new combination is relying on the Holbay-developed in-line six-cylinder Abarth engine but unfortunately at the time of writing had only appeared briefly at Thruxton where it qualified on the fifth row before succumbing to engine problems.

There has been an extraordinary revival of interest in the European Championship and, in spite of the lack of "big name" drivers, the racing promises to be close and hard, while technical interest is also running high. The change to racing engines has resulted in interest from several engine builders and, as well as the BMW, Renault and Hart engines, there are units from Chrysler, Simca, Holbay-Abarth, Chevie Vega, Lancia and various Ford Cosworth-derived engines.

Racing-car manufacturers have also rallied to the new challenge and one of the most promising new designs looks like being Derek Bennett's new Chevron B35, while British constructors Lola, Modus and, of course, March all have new cars. There are one-off designs from Wheatcroft, Brian Lewis and the Australian Bobby Muir, and in Europe there are new cars from Osella in Italy, Toj in Germany, Van Hool in Spain and Kaimann in Austria.

It promises to be a significant season in Formula Two but already there are strong indications that it will be a straight fight between March-BMW and the French. So far March have set the pace but it's Martini out front—again.—M.T.

The VSCC at Oulton Park

ONE OF THE good things about the Vintage SCC is that it does not make changes merely for the sake of change. Thus its next race meeting, following the Silverstone fixture reported on page 680, will be at Oulton Park (near Tarporley, Cheshire) on June 12th. This is the Richard Seaman Memorial Trophies Meeting, at which the two main events are the 16-lap Scratch Race for pre-1940 racing cars and the 16-lap Scratch Race for vintage racing cars. Fast stuff, over this pleasant circuit, although its abbreviation to a lap distance of 1.654 miles caused some concern and incident at last year's vintage racing. Faster still should be the 20-lap Allcomers' Scratch Race for Historic Racing Cars and other machinery deemed high-performance in relative vintage terms.

To support these three notable races there will be the usual handicaps, over five and six laps, one probably devoted entirely to chain-drive Frazer Nashes and GNs. There will also take place the traditional *Cheshire Life Concours d'Elegance* which brings together some extremely covetable cars, this magazine's trophy going to the winner, the Martini Trophy to the leader of the opposite class, the whole culminating in a grand parade round the circuit. The first race will start at about 1.15, or at approx. 13.15 hours. Admission arrangements are in the hands of the circuit promoters, not the VSCC, but we are informed that the charges will be, as last year, £1.50 per person, transfer to the Paddock £1.00 extra. Further points will be scored during the afternoon towards this year's MOTOR SPORT Brooklands Memorial Trophy Contest, at present led by Fleming's Riley Special.—W.B.

Letters from Readers

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

The BBC and Motor Racing

Sir,

I am writing to you in the hope that you, through your excellent magazine, may appeal to every reader who cares about motor racing and in particular racing on television to write to the BBC complaining about their refusal to televise the Race of Champions, the International Trophy and the Thruxton F2 event.

I have already written to Mr. Cliff Morgan who is the head of the Outside Sport department and I hope that thousands of other people will so that the BBC may realise they just cannot refuse to televise motor racing and hope that advertising will go away—it won't! Remember it is your licence money they are using—or abusing.

Forest Gate DAVE CLARK

Sir,

May I make a plea concerning motor-racing on television, or do I mean lack of? I agree entirely with Mr. V. A. Winwright and Mrs. J. Colston (May letters), but please don't waste your money writing to motoring magazines, as these are surely the converted. We all want to see motor-racing back on the television (except the hierarchy of the BBC), so I suggest that we write to our Members of Parliament and to the head of sports coverage, Sam Leitch, at the BBC.

I understand that we will only be able to see edited highlights of the British Grand Prix this year. No doubt this programme will be shown when there is some other major sporting event being shown on the other channel. I was very pleased when the IBA announced that they were going to show highlights of the United States Grand Prix-West. In fact, I saw the last five minutes of the programme, because my father wanted to watch the Grand National, sponsored by the *News of the World* and other organisations whose names we had rammed down our throats, during the closing stages.

I consider myself lucky to live within a few miles of Thruxton and Castle Combe motor-racing circuits, but what about those people who cannot get to race-meetings?

Need I go on, except to say that it doesn't take much effort to put pen to paper and write to one's MP, etc.

MICHAEL SUMMERFIELD

Trowbridge, Wilts.

A Daimler Special

Sir,

In the April issue you suggested that the Daimler Majestic Major V8 should make an admirable competitor to the "chopped" Mk. 6 Bentley Specials. This idea has been a topic for discussion in the Daimler and Lanchester OC for some time and about a year ago I bought a 1961 Major and got to work. The body has been removed and the chassis is now almost ready for construction of a new body. I have replaced the big and heavy automatic with a manual gearbox which, being shorter, has enabled the engine to be re-fitted well back in the chassis, with an obvious improvement in weight distribution. This also puts the radiator where it should be, that is across the front wheel axis; otherwise, in my opinion, they look awful.

Not having done this sort of thing before I am taking the project by stages. But the results so far are very encouraging. There are still some problems to resolve but I am hoping to get her all complete in about a year's time.

Then, of course, we will find out if it was such a good idea after all. If, as I am confident, it goes like the proverbial, I will have great pleasure in asking you to try a "cut and shut" Major. We will have to improve on that name, of course, an dsome of my fellow members of the DLOC have suggested "Daimler V8 SL". The initials stand for Super Laxative, so please come prepared!

With best wishes, and thanks for MOTOR SPORT.

Bognor Regis JOHN WHITNEY

[I look forward to it!—Ed]

Louis Coatalen

Sir,

At the conclusion of the interesting article on The Silver Bullet you say that Louis Coatalen was a mental wreck a few years later.

I knew this great man well during the period 1935 to 1938 often visiting him in his Paris flat of an evening and I can assure you that he was anything but a mental wreck.

At that time he was organising the Lockheed agency in France and running a works dealing with brakes which made money and appeared efficient. He was also intimately concerned with the KLG plug factory in France and died a rich man.

I think you do him less than justice.

Tokers Green MICHAEL COLLIER

Silverstone Parade

Sir,

I was most interested to read Denis Jenkinson's report in your May issue of the Graham Hill International Trophy. I feel however that I must take him to task for some of his comments on the parade of cars included in the tribute to this most popular of drivers.

As one who was involved in organising that part of the tribute, I believe I can say that the cars which were present were very representative of the types which Graham Hill drove. There were some gaps of course; it was not possible, for instance, to obtain the 1972 Le Mans Matra MS 670, or the 1966 Indianapolis Lola. Four of the Formula One cars in the parade had to be trailered (these were sent off round the circuit before the others), but this was due to their being exhibition vehicles. All credit then to Coventry Museum for running the Rover-BRM, and that a gas-turbine car!

On speaking with a number of spectators, I think that many people appreciated seeing some examples of the tremendous variety of cars associated with Hill's career, and that the parade was a popular attraction amongst the day's activities.

Whilst mentioning the Indianapolis Lola above, does anyone know of its present whereabouts? Another car of the same type was also raced by Jackie Stewart, and he later won the Japanese Fuji Grand Prix with this car.

Looking forward to taking MOTOR SPORT for many years to come.

IAN ROBINSON

Long Itchington, Warwicks.

A Lost Jaguar Mk. V

Sir,

I wonder what has become of one of the great loves of my life, a magnificent Mk. V Jaguar 3½-litre, EDP 100? Apart from the distinctive number, the lovely flowing lines and the cleverly chosen black and cream colouring, it also had a history. I bought it from Mr. Smith of Smith's Coaches, Reading, and he used it when he was Mayor of Reading, it being a far more elegant carriage than the official limousine. This meant that VIPs had ridden in it, including, I understand, Royalty! I myself have had the pleasure of transporting Sir John Wolfenden, who is in no small way a VIP himself.

I traded it in to Jarvis of Reading, who sold it, I understand, to a Jaguar collector from Wantage, many years ago. This was too interesting a specimen to go to the knackers' yard. Has anyone any idea of its present whereabouts, or, awful thought, its ultimate end?

Reading A. R. COLYER

Pride and Joy

Sir,

Further to the adverse correspondence over the last few months regarding TR6 and more recently "Dolomite Sprint", I feel I must mention my "Pride and Joy".

I acquired my MG-B GT V8 in September 1974; it was six months old and had covered 4,000 miles. To date it has pottered around the Pembrokeshire outback, made the pilgrimage to Murrayfield, the January trip to Twickenham, covering a total now of 38,000 miles.

Apart from two "duff" alternators and a replacement pair of rear shock-absorbers nothing at all has gone wrong. I can only comment as follows: economy, excellent for the "sufficient" performance, road-holding, comfort and sheer joy of driving a reliable car. Long live the MG division of BL.

Incidentally, my wife's 1973 Mini Clubman has been equally reliable, though I wouldn't say "performance" was sufficient!

M. K. DAVIES

Kilgetty, Pembrokeshire.

BMW Carrot?

Sir,

You concluded a road-test report on the BMW 320 (Jan. '76) by saying that "BMW Concessionaires GB, in the past so heavily criticised for overpricing their range, could

almost be accused of charity, pricing the 320 at £3,349". Very true.

On the basis of comment like this, glowing reports in other magazines, and my satisfied ownership of a BMW, I placed an order with my local BMW distributor.

For some inexplicable reason, however, there was a sudden hiccup in the supply of all 3 Series cars from BMW. In the gap between order and supply, there were some rather alarming price increases which have taken my 320 from an on-the-road price of around £3,500 to £4,500.

I hesitate to suggest that the initial pricing was a carrot to catch donkeys like me . . .

As for charity—well, that begins at home, and following my reluctant cancellation of the 320, that is where I shall have to seek my next car.

Thank you as always for the enjoyment which my copy of MOTOR SPORT gives to all my friends who take it to read.

Duffield, Derby JOHN WILSON

Long-distance Sports Car Racing

Sir,

I have just received the March issue of MOTOR SPORT, and am all in favour of your message in your Editorial.

As a British enthusiast now in the US I have long advocated in many letters the need to return to one or even two good long-distance races for regular everyday sports cars; there certainly are enough models around to make a most interesting and enjoyable race.

Why not revive the TT on this basis, or a return of the Empire Trophy or Nuffield Trophy and what better place than the new Donington Park? I drove over it last year; it's outstanding, so come on, Britain, what about it?

Best wishes to MOTOR SPORT.

ROBERT C. FOSTER

Holliston, Mass., USA.

Not a Persecutor

Sir,

As a serving member of "The Constabulary" and a fellow sports-car owner, I should like to reply in response to the letter from "Aggrieved and Persecuted"—our friend the MG-B owner (May, 1976).

Firstly, I hope that he has read "Matters of Moment" in the same issue of MOTOR SPORT. From this excellent article he may gather that many serving Police Officers, including Assistant Traffic Commissioner Kavanagh, consider that many of Britain's speed limits are unrealistic and inappropriate.

Secondly, whilst I agree with his comments regarding exorbitant prices paid for insurance when one is a sports-car driver, together with current petrol prices, I find our friend's closing comment little short of childish. I can personally think of a number of colleagues who also own reasonably quick cars, ranging from a Capri 3000, an MG-B GT and a Lancia Fulvia coupé through to our friend's topless-type of sports cars in the form of "Spridgets", an MG-B and a Spitfire. I myself own a Triumph GT6.

Therefore, many members of "the Constabulary" obviously also have a love for two-seaters and enjoy motoring themselves. (Even nowadays!).

If our friend so dislikes receiving summonses for speeding offences, then surely he must know the answer. It *is* quite possible to drive within the letter of the law, even with a sports car.

Maybe, like "Aggrieved and Persecuted", I am being childish in "biting" on his comments, but he must surely realise that Police Officers do not make the laws of this land. They are merely employed to enforce existing legislation and, in my experience, generally enjoy a happy relationship with reasonable-minded, intelligent drivers of all types.

So please dear friend, bear with us and maybe we motoring enthusiasts, Police and Public together, may someday soon overcome the more unrealistic of our speed restrictions.

Hopefully, Mr. Kavanagh has already done some good in paving the way!

D. J. FARROW

Great Bookham, Surrey

A Rover Advocate

Sir,

How refreshing it was to see your acknowledgment of the Rover as a potential classic at last in your "Motoring Easter-Eggs" editorial in the April issue, which I read on April 2nd and thus assume was no April fool joke. I feel you should have gone further and suggested for future consideration the development of the 3-litre "Great Aunt", her more frisky daughter, the 3.5-litre V8, which, particularly in the more sporty coupé version, seems to me to epitomise all the lasting virtues of the *marque*. I have recently changed to one of these after a couple of 2000s (SC and TC) and I find that it provides superb motoring with ample power despite its weight and I am sure that this is the best of the nine Rovers I have owned. It has used no oil in 3,000 miles, it is returning an average of 21.6 m.p.g. and recently completed a journey of 285 miles on exactly 11 gallons of five-star. If the car was still in production it would surely be selling for well in excess of £5,000 and the prices being asked for quite recent low-mileage specimens must make them one of the bargain of the seventies.

I share your feelings about the Rover Owners' Club, it is either very exclusive or indifferent to recruitment of new members for I have never seen details in any motoring magazine, although I did once catch a glimpse of the badge on a rather superior Range-Rover.

Wimborne A. G. LEE

[I am always afraid of "Great Aunts" falling apart from excessive rusting but I enjoyed driving the Rover 3500 coupé very much and endorse this correspondent's views.—Ed.]

Worth Waiting For?

Sir,

On the 20th May 1974, I ordered a Morgan Plus 8 and was advised that there was approximately a two-year waiting list. I now find that I will have to wait another year and the only two explanations that I can think of are, firstly, that there has been a reduction in supply and, secondly, there has been queue-jumping.

Anyway, it now appears that the waiting time of two years ago should have been, in fact, three years and goodness knows how long any prospective Morgan purchaser will have to wait if he orders his car now.

Old Leake R. W. TINN

Morgan Racketeering?

Sir,

I would like to endorse the letters of many would-be Morgan owners and enthusiasts who have written to MOTOR SPORT of late and exposed the "shortage of Morgans" myth.

I feel very strongly about mainly the handful of agents who regularly advertise in your magazine who have abused the Morgan name by turning it into a profiteering racket, with all of the cars having no price marked, so to assure the highest possible price.

I would also like to point out that there are no less than sixty such Morgans for sale in the April 1976 issue, and yet these agents are quick to point out that there is a "shortage of these cars at present".

Lately though it has been noted that each month cars of identical specifications can be seen in the "Morgans for sale" lists. This reveals that buyers are thinking twice before making a purchase due to the extortionate prices, and let us hope that they can be patient when buying a used Morgan. This then would have the effect of reducing the prices of these racketeering agents if they cannot make the necessary sales of Morgans; this done would, apart from reducing the price to a reasonable level, restore the dignity to the Morgan name, and in doing so help the used Morgan buyer and enthusiast.

Woodbridge D. NEWSON

Plug In

Sir,

Having been a regular reader of your magazine for the past ten years, I have become accustomed to believing the reports made therein without question.

A recent report makes me realise that your reporters are capable of writing down what they imagine, and not what they actually see.

I am referring to the statement on p.428 May issue, "Peter Warr and Colin Chapman hardly need a radio to contact Nilsson", along with a photo of these persons and their communications equipment.

Being the designer and maker of these systems, I would like to explain that it is not a radio, and never has been. It is a wired intercom system, consisting of an ear defender type headset with boom microphone (noise-cancelling type) which is obvious in the photo, wired to a small pocket-sized amplifier. The helmet of the driver, being suitably wired with earphones and microphone, enables the amplifier to be plugged in, and communication to be simplified between the driver and pit crew.

An extra coupling on the amplifier enables these systems to be interconnected as shown in your photo where Mr. Warr and Mr. Chapman are obviously conducting a conversation between themselves, and as the car coupling cable is in Colin Chapman's hand Nilsson is not included in the conversation. Lotus have three such sets at the moment, and anyone who is talking to a driver, can be joined by another party using such equipment, or simply use them for easy communication between pit members.

The Brabham team have two such sets, but use a slightly different headset.

Having corrected your magazine however, I would like to mention that your associated publication *Motoring News* described the set as "a neat shortwave radio" as long ago as

April of last year, and although we have supplied radio links to racing teams, the use of radio is really only beneficial in long-distance touring car events, where news of impending disaster can be used to shorten pit-stop durations, etc., and as F1 is too short for pit stops nowadays, radio is not really such an advantage.

York. J. DAVIES

[Quite right!—Ed.]

Sheer Greed

Sir,

For the first time in years I was late buying MOTOR SPORT, otherwise this would have arrived earlier.

I write to applaud the letter from Brian Carson on "The Downward Vintage Trend".

Thank God a true enthusiast has had the courage to write so well what a lot of us have thought for ages. The vintage car and its off-shoots have been so exploited by the traders that one needs a bottomless pit of money to even buy a car these days.

When such vehicles are sold by auctioneers who normally deal with antiques of great value, it only serves to falsely push up the price.

To a true enthusiast it is the engineering and design which is most important, not the profit. It is sad to say that the vintage and thoroughbred scene is now commanded by those with only a need for greed. Investment, collector's items, *concours* and much-sought-after is all part of the jargon.

Some years ago it was side-splittingly amusing to read the *private* ads in MOTOR SPORT; all written by true motorists who loved their cars. There was talk of haggling about the price over a pint, and remarks like "for sale to the enthusiast only". True friendships were born, and such cars were sold reluctantly because of marriage, additions to family or simply ageing bones—certainly not for an outrageous profit.

The same thing has happened in the steam world, old bicycles and, to some degree, motorcycles.

Isn't it a shame that money is always attracted to those who already have more of it than sense?

Albrighton L. LAWRENCE

Buy Big, Buy Bristols

Sir,

Your correspondence on the pains and pleasures of running large cars appears to have gone into something of a decline lately —perhaps because too many of your readers have decided, erroneously, that the pains outweigh the pleasures, perhaps because they have decided that it is a sign of incipient insanity to drive overblown American crash-tanks or under-suspensioned Jensen CV8s. Perhaps I may be allowed to redress the balance, and cast more light upon your road test of the Bristol 411 in the 50th anniversary issue, by recounting some of my own experiences with a 1964 Bristol 408.

The primary lesson I have learnt is to ensure the car one buys is sound in wind and limb; this is true of any car, but particularly in the case of large and/or exotic ones, for which spares and repairs are proportionately expensive. My own example, I have deduced by my cost, was indifferently cared for over many years, and I have paid the price! Secondly, it is essential to be more than competent mechanically if one has bought a pup; comparatively few garages wish or are competent to work on this type of car; while those that are competent are correspondingly expensive. Thirdly, that one has to select one's breed with care if one is buying not just for pleasure, but also to avoid depreciation in value; the only sure formula, if one wants to use the car and not just polish it for *concours* events, is to select a machine built deliberately in low quantities, to an exceptional standard of construction, preferably by a manufacturer still in business, possessed of unusual speed, with handling to match and yet luxuriously appointed and refined to drive at speed or around town—in other words, a "grand routier", which is the Bristol 408 exactly.

Thus far we have seen the disadvantages; now let us list the advantages. Firstly, running costs need not be exorbitant and should not deter the would-be owner. Assuming one has followed the above formula, assuming one has been sensible enough to pick a well-kept example, assuming one tackles at least the routine maintainance oneself, there is no reason to foresee excessive expenditure simply to keep the car on the road. The car will probably have a large or highly-tuned engine and will inevitably consume rather more petrol than the majority of the grey porridge (if I may borrow a phrase from your Continental Correspondent) which clog the road today, but remember, we are driving for pleasure, not parsimony! Morever, this little extra is offset by the fact that, with careful choice, there is no need to worry about depreciation. If one cannot necessarily expect an increase in value, the car should at least hold its price.

And what of my own Bristol 408? I can only state that the remarks made in your driving impressions are all borne out by a twelve-year-old example of the *marque*. In quality of construction, painstaking and ingenious design and pure driving pleasure it surpasses any other car I have known. I think that it is the joy of driving it that I must emphasise. Sitting high, with a superb view of the road down the long bonnet, a clear view of the instruments through the twin-spoked steering wheel, with an abundance of power at one's command for sharp acceleration or high-speed cruising and, above all, with the command of what must be one of the best non-power steering systems ever built, combining lightness, precision and just sufficient feel of the road to know that the car is going exactly where one wishes—with all this it is possible to have delusions of being King of the Road! And yet I am not sitting in some stripped-down, souped-up sports car, but in a superbly built, remarkably comfortable saloon with ample room for four six-foot men and their luggage for a Continental tour. It is true that the Bristol has a dual personality; its quiet running, its sober appearance and traditional interior of walnut and fine leather (from which I derive great pleasure) belie its appetite for high speeds and long distances.

In summary, I can only urge your readers to cast aside their doubts and buy a large and unusual car. The simple joy of owning and driving one will be increased by the thought that for the same money they could have bought a ton of already rusting tin covered (if they're lucky) by sufficient paint to disguise the incipient rot for a few weeks and with the protection of the AA included free for one year (an ironic comment on the reliability of so-called new cars). Much better to buy a Bristol (with whom I have no connection other than as a satisfied owner).

Datchet. N. T. H. SMITH

PS: Why not a feature on "Shopping for a Bristol"?

Fair Cop

Sir,

With reference to "Aggrieved and persecuted MG-B owner" in your May issue who thinks an open car attractive to the Police.

I have driven in the course of my life a substantial mileage in cars on motorcycles and in heavy goods vehicles. My last driving offence was for speeding on a motorcycle 13 years ago at the age of 17. So, I do not drive in a way likely to cause undue attention. Three years ago I ran for one year an attractive bright red 3.8-litre Mk. II Jaguar with wire wheels. Believe me policemen just love Jags. I was pulled up on average once a week and one week twice in the same day. Usually they would search the car and examine it carefully for mechanical defects. They were always "routine checks" and I was never "done". I asked why they did it and was told more than once that it was a "thieves car". Another patrolman gave me a list of the cars that he thought most likely to be doing something wrong and this culminated in a brush-painted purple Vauxhall Cresta!

Now I drive an elderly but smart Morris Minor convertible and though I drive it furiously no attention is ever paid. A convertible, mind. Soon after a lengthy restoration I plan to put my 1958 Porsche convertible "D" on the road and I look forward to that experience with interest but I hope it comes below the Vauxhall in the death list!

Please do not take this letter as a police criticism. It is obvious that my grey-haired father in his Renault 16 probably won't be breaking the law, but your correspondent in his MG-B was actually speeding and therefore attracting attention. Criminals do like old Jaguars as getaway cars and many old Jags are in poor mechanical condition.

The Police do a difficult job to the best of their ability as a rule and they are fallible human beings not machines. Just like MOTOR SPORT readers.

Manchester JOHN C. SAUNDERS

Tailpiece



A sign of the times? Photograph taken at Loughborough University by Roger Dowden.

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PEUGEOT 304 Estate, 1972. Taxed, new MoT, £885. Kneller, Great Longstone 227 or Buxton 4853. (76392

MG-B ROADSTER "J" Reg. Red with black trim, first-class condition, £695. Redditch 68516. (76394

ROVER 14 SALOON 1938. One previous owner from new. Genuine 60,000 miles. Very good original condition. Taxed, MoT, used regularly, £690 o.n.o. (may consider part exchange). Phone Pershore 2288, evenings 3784. (76397

LEA FRANCIS twin-cam saloon 1952. Aluminium body. Ideal for restoration—no reasonable offer refused. Delivery arranged. Phone: Ashby 4929 (Leics.). (76383

MG-B ROADSTER '73. Excellent condition. 23,000 miles, radio, £1,325 o.n.o. 01-769 4897 after 6. (76398

DAIMLER SP250 1960, Hard, soft tops. Long MoT, excellent mechanics and body. Just needs some re-trimming and new silencer, in regular use, new baby necessitated Maxi. Offers around £625. Telephone 669 2545 (Wallington). (76381

MARCOS 3-LITRE 1970. Low mileage. 4 new tyres, alloy wheels, sunroof, new exhaust, new battery, electric windows, 4-band radio. Excellent condition, £1,650 o.n.o. 12 months MoT. Telephone 01-891 0653 Twickenham. (76360

1968 PEUGEOT 404 De Luxe saloon. Metallic grey, leather upholstery. Sunshine roof, good condition, £300 o.n.o. Macclesfield 29594 (76382

EXCEPTIONAL EXAMPLES of Jensen CV8 cars for sale and wanted by member of Jensen Owners Club. For price and particulars: telephone Northampton 843120. (73429

CONCOURS TRIUMPH TR5 1969. 150 b.h.p. injection model. A fortune has been spent on this appreciating sports car. It now looks like it did the day it rolled off the production line. £1,000. For further details, phone Garston 72313 (Herts). (76438

MERCEDES BENZ 230 SL, 1965. White, black top 20,000 miles believed genuine. Taxed, MoT Recently serviced. Lovely car. £2,450 o.n.o Tel: Bradford (Yorks) 31104 or Reading (Berks) 479410. (7644

1946 ARMSTRONG-Siddeley Hurricane DHC, 35,000 miles, Immaculate original condition. Mechanically perfect. Phone: Ballymena 3684. (76445

MERCEDES BENZ 220 SE Convertible 1960. Red and cream one owner, 67,000 miles. A rare collectors car in good condition, number plate HFG 1. Offers: East Grinstead 24424. (76447

RS1600 ESCORT 1972, Registration VEV 607L. Beautiful standard example in Daytona yellow with black cloth, 16 valve twin-cam BDA. New Goodrich Yellow Band Golden Lifesaver Tyres, £32 each, recently fitted, £1,350 o.n.o. Also Citroen Light 15. A wonderful example of this right-hand drive, 1952, Slough-built model. Finished in black with red leather, metal sunshine roof opening windscreen, servo brakes, Blummels Brooklands steering wheel. Similar to car on display at Earl's Court 1975 Motor Show. £800 o.n.o. Tel: Bristol 565877. (76719

1950 MG YA SALOON, Taxed, tested, excellent condition, many spares £500. Phone Bedale 2485. (76722

1936 ALVIS SPEED 20 Saloon complete, running, suitable for restoration. £800. Phone Bedale 2485. (76722

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ULTIMATE PERSONALISED car—Vanden Plas 1800. Built in 1971 and the only production model ever produced. Immaculate in every detail. Offers in the region of £4,000 to Mike Posnette 021-454 7640. (30733

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1973 (L) BMW 3.0 Si. Manual, 2 owners, 45,000 Malaga maroon/grey-cloth, sunroof, tinted glass, VHF/electric, well maintained, £3,450. Phone Hellingly (Sussex) 293. (76750

MG 1953 TF 1300. Excellent condition. Wire wheels, 4 new tyres, undersealed. £2,500. Hunts Leighs Ashton, Exeter. Tel: Christow 52415. (76752

JAGUAR 1959 3.4 Mk. I Saloon. Cornish grey with red leather upholstery, rustproofed, 63,000 miles, manual, overdrive, radio. Michelin XAS discs full service history, no expense spared in maintaining this rare Mk. I in excellent condition. £975. Leave message Stamford 52240. (76754

FOR SALE—continued

ALVIS TD21, 1961. Navy blue. Body rebuilt 1975. New hood, mechanics good, overall condition excellent. £1,750 o.n.o. D. A. Sloan, Royal Wells Inn, Tunbridge Wells 23414. (76753

1952 AUSTIN A40 Sports. Jensen aluminium body. Non-runner. Tyres good. Replacement engine 20,000 miles ago. Body and interior rough. £100. No offers. Corner House, Cartmel, Cumbria, Cartmel 328. (76755

1968 JAGUAR 420 G. New MoT, radio. Unmarked in dark blue. £550. Exchange considered. Sheffield 386337. (76780

RILEY 1½ RME 1954. Recent mortgage commitments force the sale of this cherished and beautiful car. Mechanically and bodily in superb order. Finished in two-tone blue. MoT and taxed. £650. Birmingham 021-444 2989. (76782

DAIMLER DART: "A" specification, 2,548 c.c. V8 2+2, fibreglass body, large boot. Alfa Red with tan interior, hard and soft top and tonneau. Extensively restored to near concours condition. Registration "3b 26 ME". Offers around £1,400. Contact Boris Willison, Welwyn Garden 23400 Extension 2147 or Huntingdon 811215 evenings. (76784

AUSTIN HEALEY 3000 Mk. III 1965. Colorado Red. Excellent condition overdrive, wire wheels, and other extras. Carefully used and maintained to high standard. £1,300. Slough 42074. (76626

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TRIUMPH SPITFIRE Mk. IV 1971. Good condition, long MoT. Radio, new tyres. Damson. £965. Contact: Mr. Podam, 160, Gorseway, Clipstone, Mansfield, Notts. (76504

LOTUS ELITE S2, 40,000 miles only. Overhauled, liners shockers, etc. Offers or exchange S4 Sprint, Elan. Cash either way. Marchington 353. (76506

ELEGANT AUSTIN Healey BN1 1955. White. Requires no attention. Yrs. MoT. £800. Ring: Cardiff 35758. (76507

VINTAGE SUNBEAM 16.9 h.p. 2-door fixed head coupe with pram irons. Very pretty coachwork incorporating individual helmet-shaped wings and oval running boards. Concours engine. Requires painting. Only £1,500 for quick sale. 01-546 2027. (76452

SCIMITAR GTE. "M" Reg. Overdrive, alloy wheels, s/s exhaust, Wessex green, tan trim, electronic ignition. This car is in immaculate condition. AA/RAC inspection welcome. Offers around £2,300. Private sale, HP available. Tel: Sheffield 57396 daytime or evenings. (76508

1921 HUMBER Saloon 11.4 h.p. Only known example V-windscreen concours winner. Professionally rebuilt £2,500. Winterbourne 775594 (Bristol). (30604

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MARCOS, RED, H, REG. Taxed/MoT. Rebuilt 3-ltr V6 engine (bills to prove), good condition. £1,550 o.n.o. Tel: 049 163 360. (76449

1968 E-TYPE FHC. 44,000. No rust. Full history. Excellent condition. Alarm system. £1,400 o.n.o. Fordingbridge 52036. (76451

ROLLS-ROYCE 20/25 h.p. 1933. 'D' Back Limousine in very fine condition. Exceptional mechanics. Black coachwork by Thrupp & Maberly, West of England cloth interior. Only £3,400. 01-546 2027. (76452

ASTON MARTIN DB6. White with dark blue leather, power steering, stereo cassette. LSM 1F. 52,000 miles. AMOC member selling second car. £1,825 o.n.o. Phone Sanquhar 375 (Dumfriesshire) evenings. (76453

MG-B GT 1970. Royal blue, black interior. Sunroof, overdrive, wire wheels, SP Sports. Director's car—well maintained, always garaged. £940. Ward, Rodwold, Susan Wood, Chislehurst, Kent. 01-467 5485. (76455

VINTAGE (1929) Matchless 350 c.c. combination. Part restored. Complete. Very sound. Acetylene lights. Runner. Offers over £200. Phone: 021-422 8177. (76457

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ROVER 100 1960. Interesting Reg. No. VAM 888. Good condition. MoT & taxed till August 1976. Offers over £350. Phone B'mouth 20626. (76825

LOVELY BRISTOL 409. Dark blue. Registration number WTP 7. Absolutely any inspection invited. £1,950. Phone London 01-731 3531 office hours. (76826

SUNBEAM MK. III 1955. Overdrive. Excellent condition for year. One owner for past thirteen years. Daily use. MoT December. Taxed August. Spare halfshafts, crownwheel, pinion, tyres, windscreen, gauges etc. £480. Tel: Ampthill (Beds.) 40283. (76829

PRIVATE COLLECTOR offers for sale: 1961 TD21 Alvis Drophead, BRG, radio, fully restored by Rolls Royce coachworks and red triangle. £1,300. 1949 Triumph Roadster 2000. Red with tan interior. Near concours condition. £1,200. Both cars MoT, taxed. 01-670 3195. (76830

JBS FORMULA 500 Triumph engined. Good condition. £750. Lytchett Minster 2743 Dorset. (76831

TR4A 1965. White, o/drive, various extras. New soft top. 82,000 miles, one owner since new. Taxed, MoT end July. £275. Tel: Fairford (Glos.) 382. (76938

ALFA ROMEO Giulietta Spider Veloce. 1958 (750 Series). HSCC registered. Unused since extensive rebuild, new brakes, suspension, steering, resprayed, retrimmed all chrome new or replated. Sell as rolling chassis. Engine, gearbox available if required. Further details, offers. Bedford 57485. (76832

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TRIUMPH 2.5 P. J registered. Genuine 29,000 miles. Fitted overdrive. Power steering, radio and HRW. Taxed and tested. Wedgwood blue. £660. Phone: Bristol 842662 after 6 p.m. (76944

SP250 B SPEC. Hard/soft tops and tonneaux. Fastidiously maintained during the last 5 years. Must be viewed to be appreciated. Offers around £850. Tel: 01-644 1916 after 6 p.m. (76945

COOPER S Mk. 3. Glacier white. August 1971. One of the very last, genuine 33,000 miles. One previous lady owner. Full sound insulation. Radio, factory reclining seats. Completely original and virtually as new. Private sale. £1,350. Regret no offers. Wargrave 3207. (76946

LAMBORGHINI URACCO S. N Registration. Opalescent silver/blue leather interior. Refrigeration, radio/stereo, tinted glass, electric windows. £6,995. Finance available. 01-337 7137. (76967



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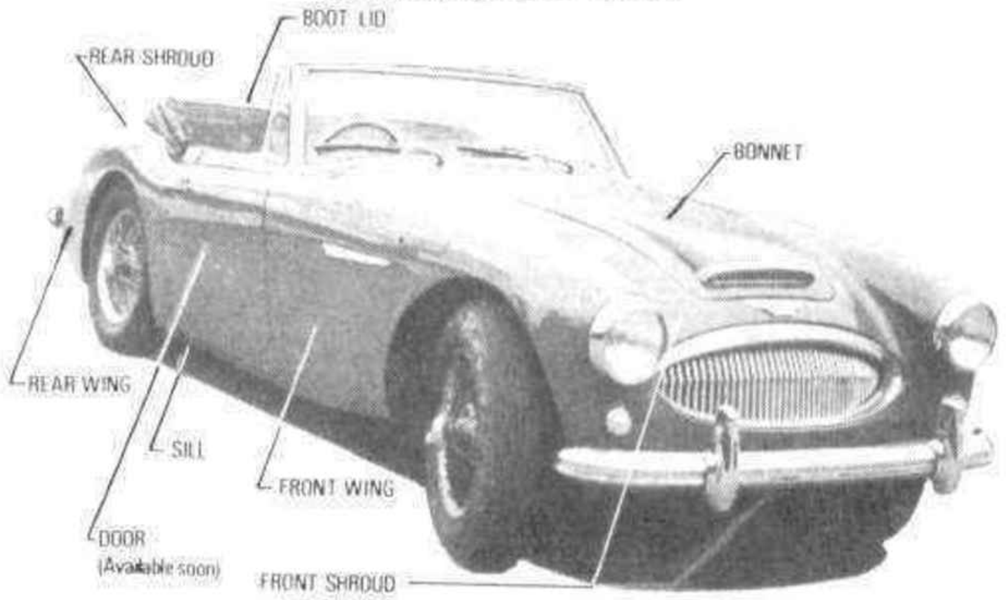
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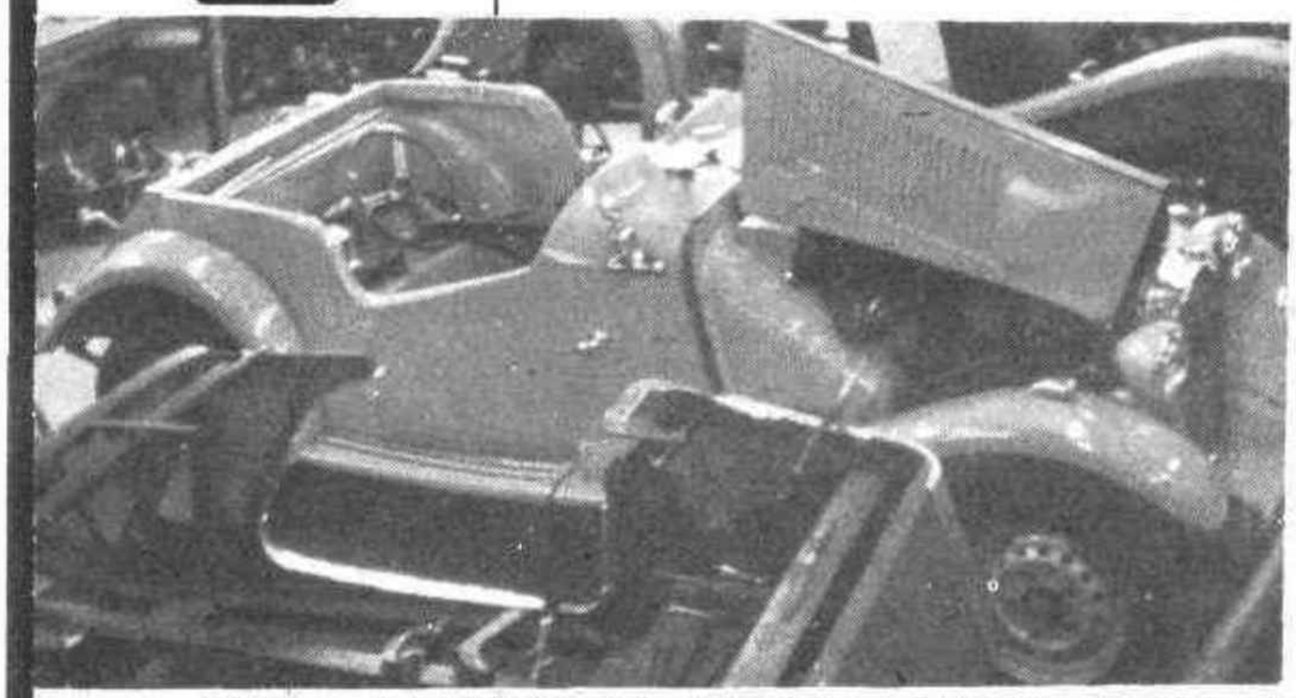
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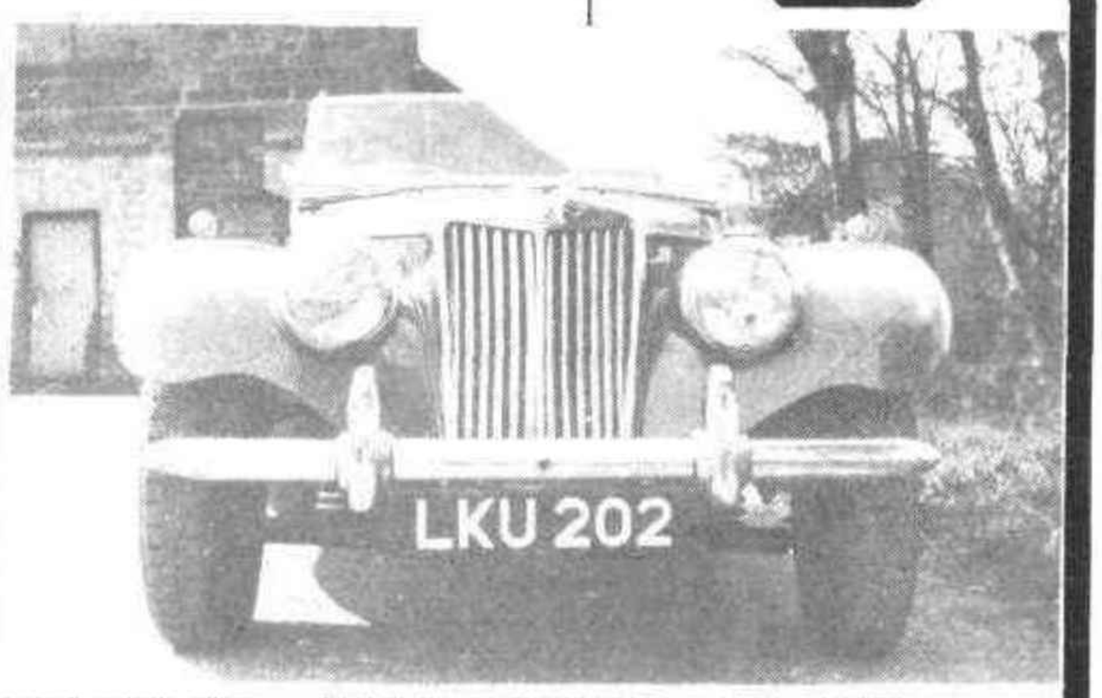
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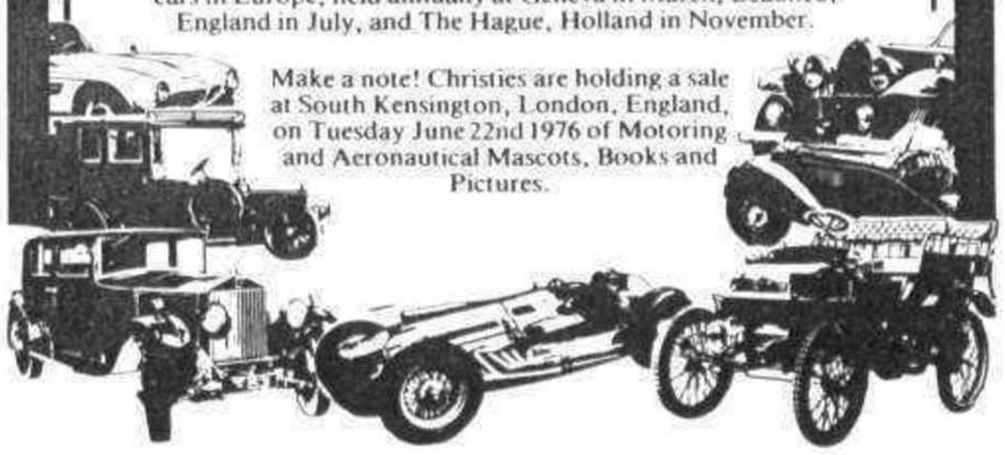
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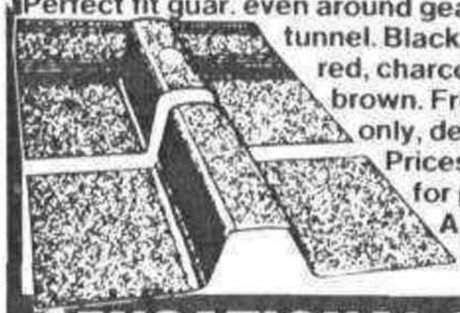
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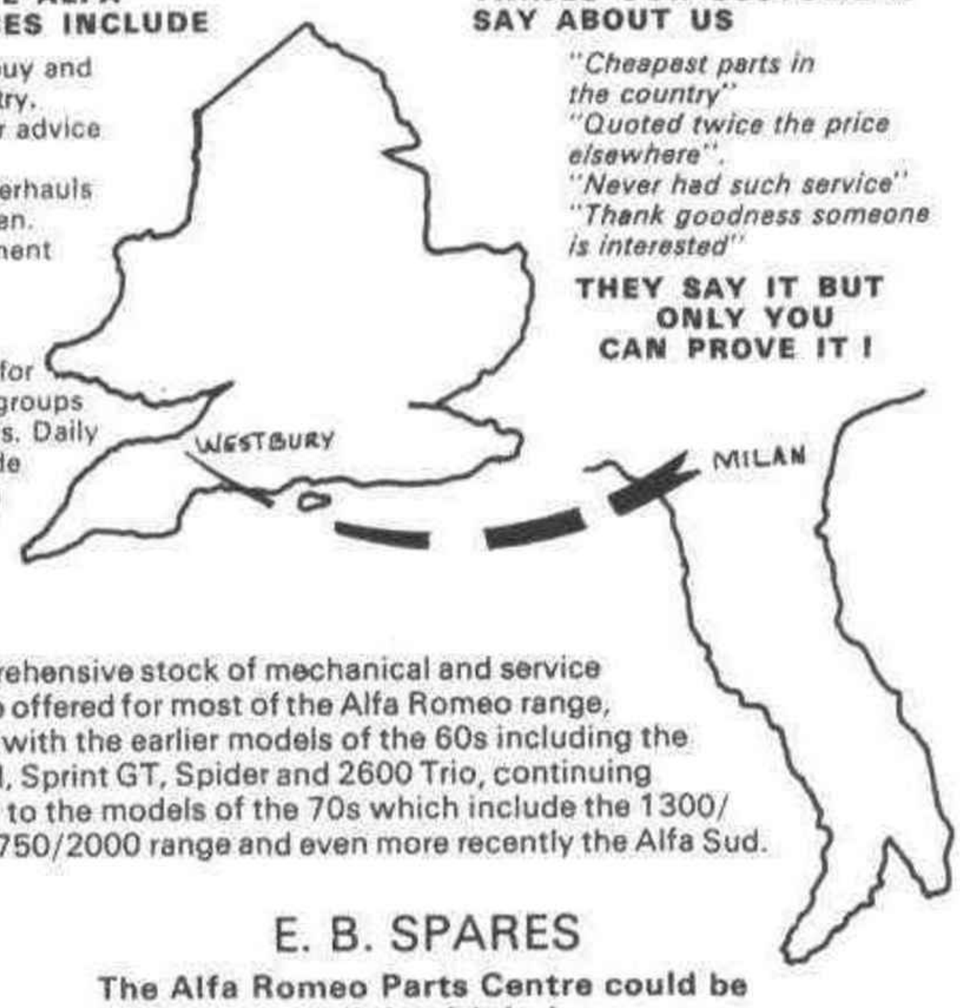
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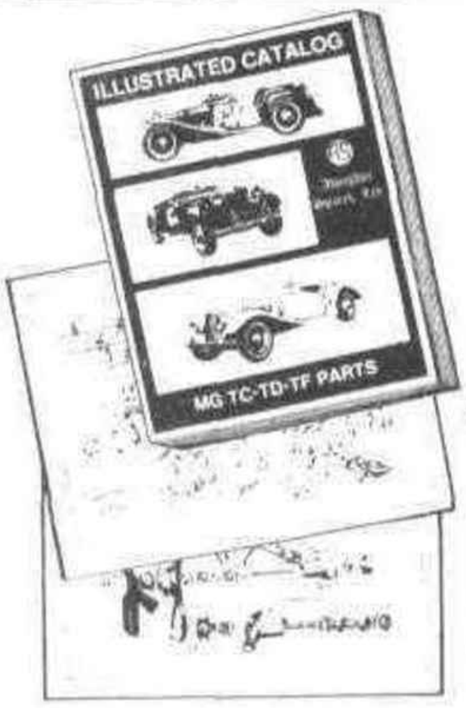
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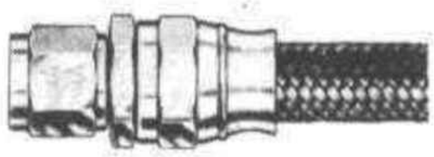
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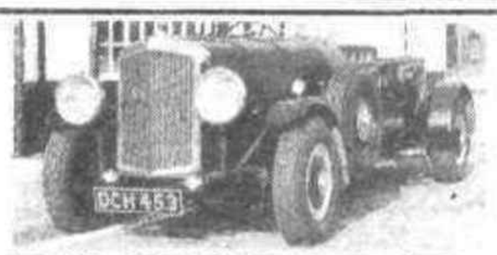
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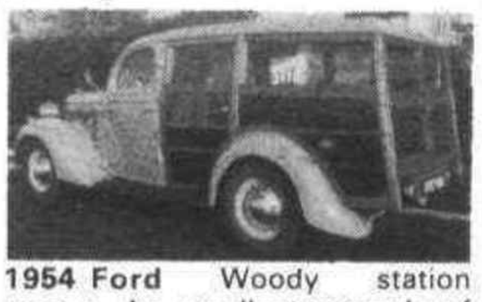
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Age 30. Alfasud Ti. Kent area. Comprehensive. Max no claims bonus	**£40.00**	Age 25. Datsun 240Z. Max no claims bonus	**£83.00**	Age 25. Dolomite Sprint. Essex area. Comprehensive. Max no claims bonus	**£49.48**	Age 61. 1600 Cortina. Devon area. Comprehensive. Max no claims bonus	**£21.00**
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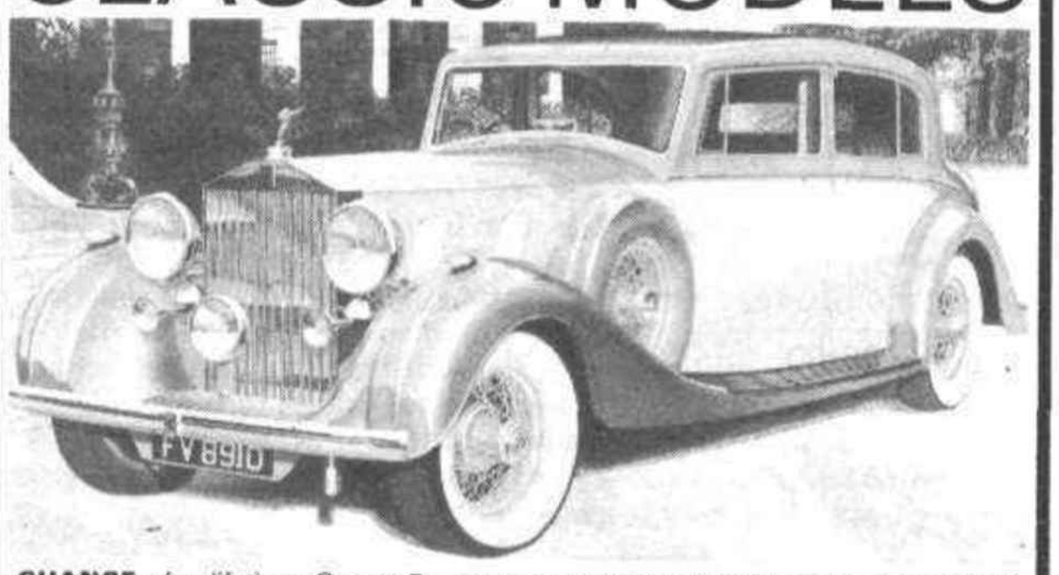
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That is our new **Porsche 3-litre RSR** in **"Jagermeister"** colours. In easy-to-build but very detailed metal kit form it costs £4.45 and there are four other versions available of the same car – all £4.45 each. They are – **"Brumos" Daytona, Max Moritz "Fotoquelle", Georg Loos** – the **Fitzpatrick European GT Championship** winning car and the highly colourful **"Tebernum"** version. Coming this month – highly detailed kit of the new racing **Jaguar XJ12C** complete with full colour correct transfers – £4.45 when ready.?

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1976 Renault 30-4 door	£1.56	Ferrari T159 1947	£3.95
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Hitler's Mercedes	£5.40	Ferrari 312B3 1975 F1	£6.95
Alfa Romeo P3 Grand Prix as per last month's ad	£49.99	Many more in "Model Car News" 28p post inc.	
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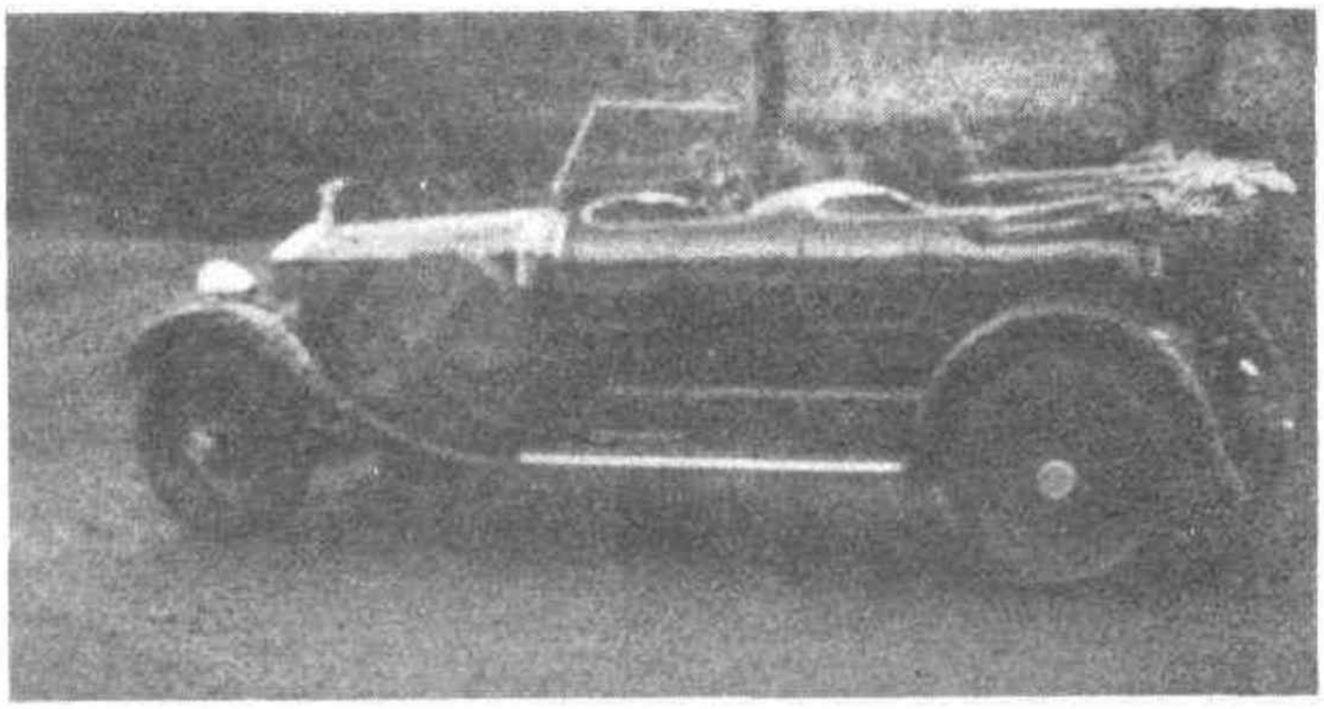
Entries in first section at time of going to press (5th May) already include:
1924 Morris 'Bullnose' Cowley; 1951 Bentley Mulliner Lightweight; 1935 Rolls 20/25 Hooper limousine; Alvis TD21; ex-racing Lotus Elite; 1952 Alvis Healey;1935 Morris Major; 1952 Ford V8 Pilot; Allard Red Ram; 1000 cc Ariel 'Square 4' motorcycle; Model 'T' Ford; c. 1919 Rolls Silver Ghost rolling chassis with bulkhead, lamps; Daimler Dart SP250 'B' spec.
Entries are being accepted in order of merit and no cars requiring extensive repair will be offered unless of rarity. Late entries can be accepted until June 18th *subject to space being available.* There are a large number of entries in both other sections of the sale.
We regret that cheques will not be accepted from strangers without prior arrangements being made. Admission by illustrated catalogue (£1) only.
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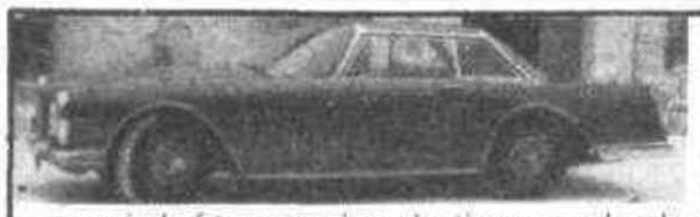
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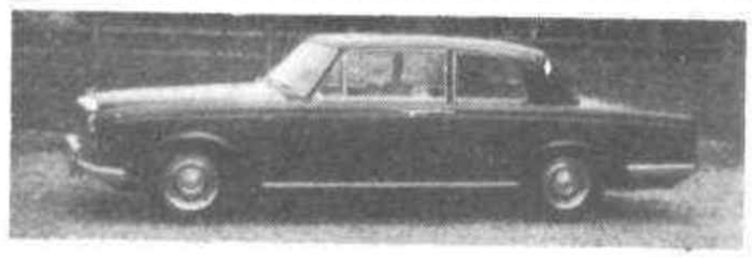
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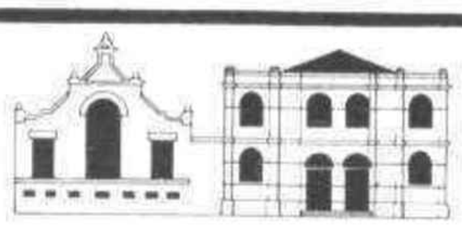
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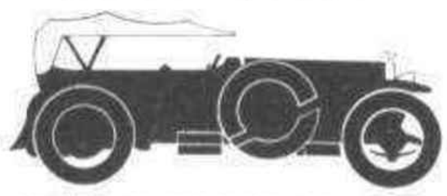
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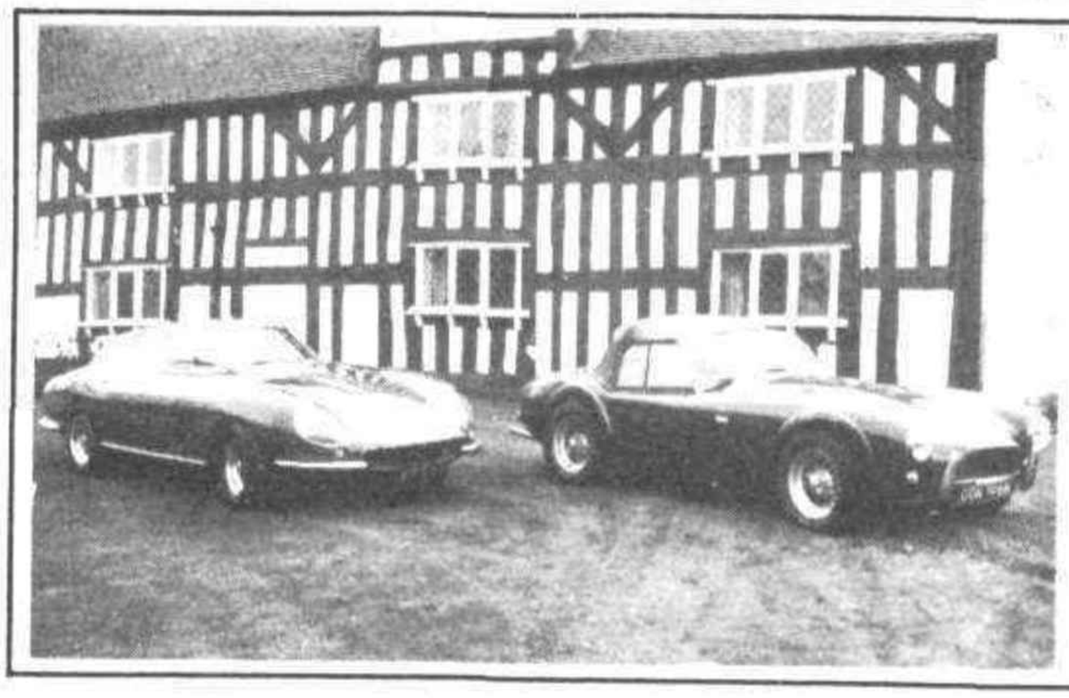
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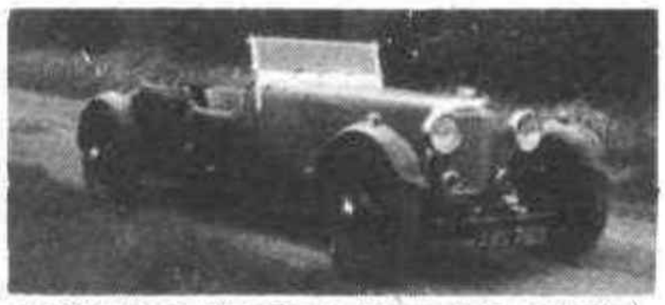
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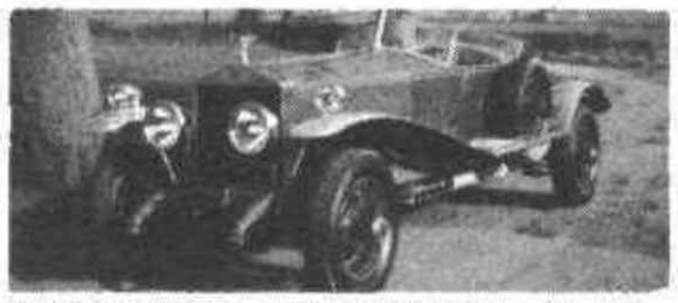
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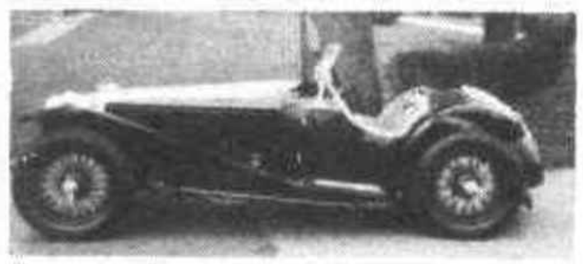
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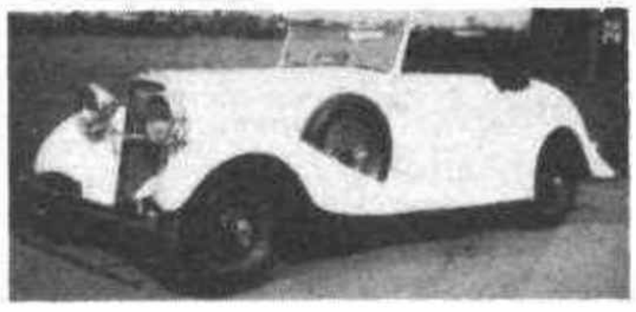
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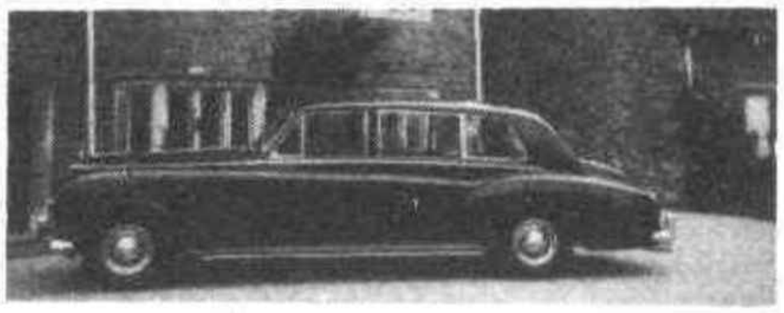
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1937 4¼-LITRE Bentley. Park Ward body. £2,000 recently spent on bodywork and trim. Excellent running order. £4,200. Write: Bowyer, 67 Upper Village Road, Sunninghill, Ascot, Berks. (76223

XK150 JAGUAR 1958. With overdrive. Extensive renovation carried out, but needs finishing. Engine rebuilt, finished in black. Sensible offers. Telephone Worcester 22825/53893. (77032

DINO 308 GT4 (P Reg.). Blue, black. Fitted with air conditioning and stereo. Only 6,500 miles. As new. £8,150. Phone: 021-643 7861 during business hours. (77033

MORGAN 4/4 Series 5 comp. 1964. Returning England. View 5th-6th June London. £1,300. Phone Barton 07018 70410 (Portsmouth) from 1st June before 8 p.m. (77034

MERCEDES 300 Saloon 1954. Reg. No. OYX 8. Rare RHD version. Car was MoT before restoration started. A good runner, would make a rewarding project when finished. Any sensible offer or would sell number separately. Tel: Milton Abbas 411 or 675. (77035

ROLLS 1928 P1 with Barker Replica tourer coachwork by Wilkinsons. Very beautiful car in splendid condition. £8,950. Box 5084. (76828

1933 MORRIS 8. Completely rebuilt and rewired. Only needs re-trim. £400. Phone Horsham 62391. (77037

AUSTIN HEALEY 100/4, 1955. Excellent condition. Ideal basis for total restoration. Move forces sale. £700 or nearest sensible offer. Cowden 722. (77039

ROLLS-ROYCE Phantom III 1939. Sedanca de Ville by H. J. Mulliner. Complete chassis restoration finished. Just started bodywork restoration. Car requires finishing of coachwork and complete interior restoration. Will make a valuable car when finished. Offers for car as it is. Tel: Milton Abbas 411 or 675 (evenings). (77035

ALVIS TA21. Stripped for restoration. Chassis welded. £60 of new spares. £110 o.n.o. Crouch, Adcote Mill, Baschurch, Nr. Shrewsbury. Baschurch 425. (77043

ASTON MARTIN DB4 Series five 1963. V/rare car, recent engine rebuild. Re-finish in Dubonnet, new tyres, brakes, chrome, etc. Extras include CWW, HRW, electric windows, aerial, Motorola. Whole car in first-class order. £1,950. 01-602 0690 anytime or 01-677 8714 (eves./w-ends). (77042

FOR SALE—continued

1906 AUTOCAR Flat Twin. 1911 Overland Gentlemans Roadster, boister tank much brass. Both exceptional. 021-472 7139/2350. (77041

DAIMLER DART SP250. 1961. Really exceptional example. Hard, soft tops. Pearce wheels, etc. New MoT. £1,200. Telephone Bristol 696975. (77124

AUSTIN HEALEY 3000. Cabriolet two-seater. Bought by sole owner direct from Motor Show 1965. Mileage approx 35,000. Excellent condition. Apply: Col. Green. Tel: Abbotsbury 404. (77112

AUSTIN 7, 1936. Fully restored. £425. Daimler, 1948, superb 9-seater limousine by Charlesworth. Classic car. £800. Napier Lion 12-cylinder Broad Arrow aero engine. £900. Exchanges. W.H.Y? South Benfleet 4174, Essex. (76340

COLLECTOR'S CAR 1951. Ford V8 Pilot. Excellent original condition. Offers. Tel: Quorn 42980 Leics. (74923

ASTON MARTIN 1½-litre fixed head coupe. 1934. Engine and chassis No. D4/423/L. Best offer over £4,000. Write: Pelham, Buckle House, Church Walk, Wellesbourne Warwick. (77110

RILEY MONACO 1932. One owner, 62,000 from new. Excellent mechanics, 36 m.p.g. Fastidiously maintained. Original paintwork and fabric in excellent condition, body timbers all sound. Probably one of the best unrestored pre-war Rileys left. Taxed, MoT January. £1,100. Meadowfield 780171 p.m. (77111

DON'T MISS my Sunbeam Tiger 1966. Artic white. Genuine low mileage. Excellent condition, twin Kenlowes, hard and soft tops. £995. 01-647 5939 after six. (77113

SUNBEAM TALBOT 11A Convertible. Black. A most original example in v.g.c. New beige hood, red carpets radio, workshop manual and tools. £575 o.n.o. Watford 47241. (77114

BENTLEY 3½ SPORTS Saloon by Rippon 1934. Very pretty close coupled coachwork with spare wheel on boot. Much work done. £3,350. Box No. 5085. (77115

CV8 JENSEN 1965. 47,000 original miles. Approx. £1,000 spent since 1972. Enthusiast car in immaculate condition. Best offer around £1,100. Willing to talk if enthusiast phones (Newbury) 0635 253003. (77116

SUNBEAM TALBOT 90 Mk. 3, 1957. Dual green. Recently overhauled after 9 years storage. Taxed. MoT 26/3/77. O/D, sunroof, original radio + tool kit. Good tyres, steam cleaned and re-undersealed, garaged. Runs beautifully and looks lovely. House purchase forces sale. £600 o.n.o. Bath 64551 (day) 716103 (eve.). (77117

FROGEYE 1959. Part dismantled, sound. Easily restored. £100. Tel: St. Cross 347 (Suffolk) evenings. (77118

FOR SALE—continued

1953 XK120 DHC. Pale blue, matching interior. 4,000 miles since extensive mechanical body and interior restoration. £2,000 o.n.o. Parry-Jones, Trefelwy, Mount Road, St. Asaph, Clwyd. (77040

1959 ROVER 100. Overdrive. Beautiful car, runs like new. Well cared for. MoT Dec. 76. Will accept £275. 8, Westfield Ave., Highfarlong, Blackpool 32576 or 33806. (77119

1952 TRIUMPH Mayflower. One lady owner. Genuine mileage, 31,000. Original in every way, bodywork, etc. Unmarked mechanically very sound. Full MoT. Open for any trial or inspection. Regularly serviced and kept in tip-top condition. Best offer over £400. Mrs. A. Anelay, "Lauriston", 326, Preston Old Road, Feniscliffe, Blackburn. Tel: 21530. (77120

ROYAL SILVER WRAITH. WFC 25. H. J. Mulliner Limousine. Original black cellulose, P100s. Electric division, unique chrome dash. Private sale. £4,000. 267 Romford Rd. London, E7. 534 1555; evenings 01-500 4410. (77122

ASTON MARTIN 1959 DB4 with original logbook. This car is excellent mechanically and bodily, and has had quite a substantial amount of work done on it fairly recently and there are bills to this effect. Sensible offers please and no time-wasters. Tel: Biddenden 291507 or Beckington 531. (77123

RAILTON LWB Stratton Saloon. 1937. Made for Lord Rowallan, Chief Scout. Registration CS 5729. One of only two of this model remain. A very large, impressive vehicle. Much admired. New MoT, taxed. £2,650. Telephone Bristol 696975. (77124

DELLOW MK. I 1950. Requires some work but basically very sound and completely original. Many spares, including 100E engine £420. Ring 01-878 0900 for further details. (77247

1928 LEA FRANCIS 12/40 2-str and dickey. Wind-up windows. Very original and good condition. Many spares. 01-221 5104. (77248

PORSCHE 2.4 911T Lux. 1972. Sportomatic. Excellent order. Sundym glass. Electric windows. HRW, etc. Recent oil tank and heat exchangers. £2,900 o.n.o. 01-866 7110 (Pinner). (77249

AUSTIN-HEALEY 3000 Mk. III 1964. Reg. No. 475 NTM. W/W. O/D. New tyres, exhaust, etc. Mech/body/trim all good. Met blue. £1,750. Office hours: Llandysul (Dyfed) (055 932) 2288. (77250

'K' REG. ESCORT Mexico. Re-advertised due to broken arrangement. Colour—maize, triple coachlines, black upholstery. Never crunched, never raced or rallied. Enthusiast owner of last two years seeks sporting exchange or £825. Please ring Cardiff 565059. (7725*

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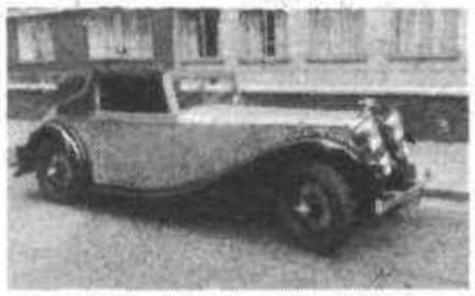
Saturday, June 5th: Auction of Veteran and Vintage Motorcycles, Rolls and Bentley and Veteran and Vintage Spares, etc., from midday. Also a 250 stall AUTOMARKET, open at 9.30am.

SOME LATE ENTRIES POSSIBLE









Entries to date include 1902 Beaufort (*illus.*), 1934 Speed 20 Alvis (*illus.*), 1928 Lagonda 2-litre (*illus.*), Frazer Nash Mille Miglia (*illus.*), SS Jaguar sports, Lamborghini Miura, 1913 GN Grand Prix, 1915 Packard V12 tourer, DB3 d.h.c., Bristol 406, Aston International, 1929 Delage D8, 4¼ Bentley tourer, 3-litre Bentley saloon, 20/25s, Wraiths, Phantoms I & II, 1911 Napier and 1914 Unic chassis, 1923 Bullnose tourer, 1924 Morris 1-ton van, Austin Ulster, Standard Avon sports, Morris Minor tourer, Riley tourer, Daimler Dart, 1954 Prototype S1 Bentley (PAS), 1930 Daimler limousine, l.w.b. S1 Bentley, Radford Mark VI, MG VA d.h.c., Silver Wraith, 1923 Berliet 30 h.p. tourer, etc., etc.

Nearly all these are confirmed entries and many more are promised, including a Ghost chassis, MGs TC and TF, Wolseley Hornet Special, MG racing car, 1913 Itala open-drive limousine, BMW 328, DB5, etc., etc.

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FOR SALE—continued

BENTLEY MARK VI, 1950, 70,000 recorded miles. One owner last ten years. £1,650. Telephone: West Monkton 454. (77242

LOTUS EUROPA twin-cam, 1972 L. Pistachio with black trim. 32,000 genuine miles, all metal parts, Ziebart sealed, now an appreciating investment. Car available 14th July, £1,675. Tel: Darlington 68707 (evening). (77243

P1800S VOLVO in working order, but needs some care and attention to make it tidy. £235. Ian Allman, Hertford 58724 evenings/weekends. (77244

1954 WOLSELEY 6/80 Police Car. Immaculate condition. Must be seen. Complete engine overhaul and re-upholstery. Aerial/bell etc. Resprayed in black, undersealed, rechromed £450. Saffron Walden 40247. (77246

TR6 1974 Convertible. Finished in magenta with black interior. Overdrive, tonneau. 18,000 miles. Excellent condition. £1,800 o.n.o. Tel: St. Ives 62298 (Cambs.). (77253

BENTLEY S5 SALOON 1951 Mk. VI. One owner last 18 years. Well maintained. Very good general condition. Shell grey with black, fullflow oil filter. Offers to Dick, Strathpeffer 277. (77259

73M V12 "E"-TYPE. White. 24,000 miles. Hard and soft tops, bodily and mechanically faultless. Purchase of dental practice forces sale £3,200. No offers. Sefflield (0742) 306887. (77254

1912 OVERLAND Tourer. Illness prevents completion of high standard restoration. Rear axle, running gear and body (v.g.c.) remain. Worcester 52592. (77255

FORD MUSTANG Fastback. Red LHD J Reg. MoT April '77. This unusual car bargain at £750. Phone Blythe Bridge 2014, 5.30 p.m.—7.30 p.m. (77256

TRIUMPH GT6 Mk. II, 1969. Jasmin. Excellent throughout, long MoT. Taxed, HRW, wires radio, £585. Trowbridge 61312. (77257

1949 FORD PREFECT. Registration number KKF 90. In very good condition—original beige paintwork. Garaged since 1967, but received MoT in 1969. Needs small amount of work to restore to perfect condition £250 or near offer. Phone 0492 33242 any evening after 6 p.m. (77258

ALVIS TD 21 1961 Convertible. Red with red interior. One owner 11 years. Original hood with cover and tonneau, wireless, wire wheels. Very good general condition. Well maintained. Offers to Dick, Strathpeffer 277. (77259

KIEFT. UNIQUE central seated Historic Sports Racing Car, 1953. Completely rebuilt to original specification. Ex-Monkey stable. Independent all round and with full road equipment. Nearest to £3,000. P. D. Woodley The Bungalow, South Croxton Road, Barsby, Leicester. Tel: Gaddesby 419. (77260

LOTUS +2S, Nov. '69, Roman purple, silver top MoT April '77, £925. Phone: Stoke-on-Trent 411974. (77127

SCIMITAR COUPE 1968. Clean, attractive 2+2; new clutch MoT (Nov. 1976), £595. Stainburn, 15, Wensleydale, Droitwich, Worcestershire. Tel: Worcester 23400, Extension 20 (days except Monday). (77128

BRISTOL 408 1966. Resprayed two-tone blue Sept. 1974. Excellent condition, over £1,000 spent last four years. Tow bar, best offer over £1,600. Guildford 60782. (77132

RARE 1968 VOLVO 123 GT. Near new condition. Investment at £1,300. Tel: Haworth (0535) 42773. (77133

GT OR SPORTS? Rochdale Olympic, 1662, Weber, taxed MoT. Very fast, economical, unrustable, £240. Turner 1200, hard/soft tops, wires. Stored several years, £170. 01-449 1209 evenings/weekends. (77134

BENTLEY 1950 Mark 6 requires some work to complete restoration, offers. Telephone Hartlebury (029 96) 339. (77135

MG PA 1934. Original OHC engine. Good body and hood. £950. Nottingham 606987. (77136

MG-B GT 1969. White, w/wheels, new MoT. Good condition. Will exchange for any interesting car, old or new. Cash either way, or sell £630. Apply: T. Walder, 138 Hurlingham Road, London SW6. Tel: (work) 01-629 7061; (home) 01-736 4645. (77137

1933 4½-LITRE Lagonda Sports Tourer. Immaculate, original condition. Taxed, MoT, etc. Price £7,500. Tel: 0742 67389. (77138

BRISTOL 405. Fitted with Daimler 2½-ltr. V8 and all-synchro gearbox. Everlasting chassis and aluminium body, servo disc brakes, 100 m.p.h. cruise. Too small for growing family. In current use. £500. 0788 72358. (77139

ALVIS 12/70 SALOON 1938. Excellent condition for year. A real collector's piece—including original brochure and 1939 Autocar road test report. £895. Exchange considered. 01-467 3306. (77140

MERCEDES-BENZ 220 SE, 1959, 4-seat Convertible. Graphite grey, red hide upholstery. Wealth of wood. Good hood. Radio. MoT. Letter from Mercedes shows that no more than 33 of this model imported, RHD. Some work required. A real eye-catcher. An increasing and valuable asset. £1,850 or offer. Write "Cartref", Monxton, Andover. (77143

ROLLS 20 1927. Fitted with small sports saloon bodywork which requires renovation running order, £1,750 o.n.o. Nottingham 606987. (77136

SCIMITAR 1968 "G" Regd. Bright red, black interior, 3-litre V6, overdrive, radio, HRW, just undergone major checkover—service at agents, excellent example, £750. Part exchange Porsche 911 S/E. 048-95-84569 (Locksheath) evenings. (77240

FOR SALE—continued

VAUXHALL 10 1946. Good condition for age. Used daily. £425 or offers to: M. B. Kirk North Brook, Hoveringham, Notts. Tel: Lowdham 2667 weekdays after 6.30 p.m. (77239

LOTUS EUROPA Special, JPS colours. Radio, Sundym, 37,000. Alloy wheels, £1,975 o.n.o. Ripley (Derbys) 3304. (77237

1963 SERIES II Lotus Seven. Bahama yellow/polished aluminium. Heater, full weather equipment, Cortina axle, with spare lower geared diff. Carpets, leather dashboard. Ford 1500 engine rebuilt 5,000 miles ago. Janspeed camshaft, double valve springs, crank strap, 5½Js, MoT April 1977. Hundreds of pounds spent on rebuilding this classic car. £900 o.n.o. Telephone Pewsey (06726) 3262, Wilts. (77236

EXCEPTIONAL HEALEY 3000 Mk. III 1964. 42,000 miles from new. 3 owners. Immaculate black coachwork with red upholstery. Usual extras. New tyres, exhaust. A really beautiful car. £2,450 o.n.o. Tel: Potters Bar 56213. (77228

1965 MERCEDES 220 SE Coupe Automatic. One owner, full documentation, in faultless condition. Green, tan leather, 63,000 miles. On view near Colchester, £900. Tel: 0206 37 228. Box No. 5086. (77230

1969 MG-C GT. Overdrive, wire wheels. Recent engine and body rebuild. BRG. £800 o.n.o. 021-475 8091 (Birmingham). (77231

LOTUS SEVEN Series II 1965. Fitted with 1600 c.c. crossflow engine, 2000E gearbox and RS2000 axle. Very good condition throughout with various spares. Colour BRG. £950. Tel: Wark (0660) 30237 evenings. (77235

TVR 2500M 1972, O/drive, sunroof, tinted glass, reclining seats, etc. Maintained regardless of cost. 20,000 miles only. Reluctant sale due to overseas job, hence £1,395 o.n.o. Mr. Parkinson 061-969 0922 or 061-962 5001 (76420

HEALEY 3000 BJ7. £777. Reg 7777FN 1963. Colorado red, white roof. Good condition, never seriously bent. A goodie! Godstone 3400 days. Lingfield 834351 eves. (Surrey/Sussex) (77337

FOR SALE: Jaguar 340, Nov. 1967. Automatic, HRW. Radiomobile, new tyres new exhaust, original tools. Honey beige, outstanding condition throughout. Come and see. £995 o.n.o. Phone 061-881 5531 Manchester. (77339

BENTLEY 1924 3-litre Speed Model No. 604. Four-seat VDP tourer, extensively restored throughout. Photographs available. Offers: I. A. Gracie. Telephone Canterbury 65886. (77340

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JAGUAR "E" Type 1968. Series 2. 4.2-litre. FHC. Immaculate condition. BRG. Chrome wire wheels. £1,700. 01-300 4063. (77343

GT6 1973. V.g.c. Overdrive, cloth seats, Sundym glass p/b radio, HRW, new g/box, clutch, exhaust and brakes. Four new Dunlop Sport tyres. Taxed. £1,400. Phone Steer Wedmore 712690. (77345

VW SIROCCO TS P Reg. Silver, 5,000 mls. One owner, as new. Blaupunkt p/b radio, still under manufacturer's warranty. 01-764 8004. £2,495. HP & P/X facilities available. (77261

JAGUAR MARK I 1958. Manual. O/D, wire wheels, 3.4 MoT. Drives beautifully, used daily, radio, totally original, £375. 01-458 3172. (30998

NUCLEUS OF SMALL private collection of classic motorcycles: 1949 HRD Black Shadow, 1949 International Norton, 1954 Vincent Rapide and Steib, 1936 KSS Velocette. £4,250 No offers. Hitchin 50502. (30999

JAGUAR XK150 FHC. Very good condition. A collector's item. Believed this is the Works prototype. Mechanically excellent MoT. Bargain £1,400. 01-458 3172. (30998

1936 FOUR-SEATER 8 h.p. Morris 8 Open Tourer. Completely re-upholstered in leather. Rebuilt chassis and bodywork. Finished in Midnight blue with black mudguards. Reconditioned engine and clutch. New c/w/p and battery. Complete and original with sidescreens, hood and tonneau cover plus 1 year's MoT. £975. Phone office Macclesfield 23719. Genuine enquiries please. (77285

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ALFA ROMEO GT Sprint Coupe, 1965. LHD. Good condition. 1750 engine fitted. Gearbox overhauled. Bargain at £300. Wallace, 2 Westfield Avenue, Dundee. (77287

BENTLEY 1948 MK. VI, nearly £1,600 spent on restoration, distinctive number (JAM), offers to: Saxmundham 2134/2193. (77288

1935 AUSTIN Litchfield. Tax MoT. Reg. OW 6038. Needs finishing. Exchange or sell. Tel: Blackburn 56961 after 6 p.m. (Lancs.). (77289

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I'm sure by now you must think that all the **'NOSTALGIA' cars** that I've been promising to display/race at various meetings, including the new **'COB 1'**, are 'phantoms' (not the Rolls-Royce kind !). Such are the problems and delays that have been encountered with this new **Cobra,** and the **Abarth,** and the **Lotus XI,** and the **Alfa Tipo 33,** that I begin to think that 1978 would have been a better year to launch our effort. I'm still confident that June/July will be the months when 'it all comes together', so bear with me ! Actually it hasn't been all disasters, since the **HWM** is ready to conquer 'Hills' and 'Concours' (all-concouring ?!), and the **XK120 (XK1)** has already won a special award at **Beaulieu** at the **Distinctive Registration Rally.** I was, however, prevented from attending **VSCC Silverstone** by a prospective purchaser turning up seven hours later than arranged; such are the joys of car-selling !

Finally let me give two people with exceptional talents a free 'plug'. Firstly **NIGEL LANGDON** who prepares all my own cars and, indeed, the entire stock to such exceptionally high standards, achieving major 'Concours' awards in the process. His telephone number is **HODDESDON 65231 (evenings),** if you would like him to do likewise for you, at extremely reasonable prices. Secondly **PATRICK SMITH** who paints the most beautiful colour portraits freehand of any vehicle, ancient, modern, two wheels or four (or more !). He has already 'immortalized' several of my own cars, and I have never seen better work of its type. Ring me for his address (in London).

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1953 ASTON MARTIN DB3/8 SPORTS RACING — NUV 925: Another famous car, winner of the Dutch Sports Car Grand Prix, also successfully raced by Reg Parnell, etc. Totally original to the last nut and bolt, and cherished in the AMOC; an absolutely superb and tractable road car too — 98 pts. (*Photo.*)



1950 EX-WORKS JAGUAR XK120 ALLOY ROADSTER, RHD : One of the famous six privately-owned works cars, with a substantial racing history., totally restored with the original mods. to engine, suspension, etc. — 100 pts.

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1965/73 AC WILLMENT/GHIA COBRA 427 GT — WLY 165M: One of the truly classic post-war 'custom' cars; built by John Willment for his own use, as the fastest practical road car in the world; full competition 7-litre chassis/engine, etc.; guaranteed 200+ m.p.h. (450 b.h.p., 2.8:1 diff.), but from rest in 3rd gear! The handling and roadholding are also exemplary; 2,000 miles from new — 99/100 pts.

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SUN. JUNE 27th — CURBOROUGH (AMOC SPRINT).

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FOR SALE—continued

FERRARI 365 2+2, 1969. Excellent condition very low mileage engine. £4,450 o.n.o. Part exchanges considered. 021-705 4229 evenings (77336

TR6 NOVEMBER 1972. 33,000 miles, overdrive, radio, tonneau. Carefully maintained by private owner. Immaculate condition. Taxed and MoT November. £1,070. Ring Windsor 61310 evenings/weekends. (77335

8 CYL. ALFA. Similar Mille Miglia C31/2. Supercharged 2.3/6L open two-seater. 108 in. chassis, high-ratio 3.9/1. Magnificent road equipped example might consider G/Prix similar one/two seater part exchange basis. C1924/60, alternatively purchase. 1973M Midget, first class, loaded extras, 7,000 recorded miles. Bargain £1,000. Vincent "Comet" 1952 "mint" therefore £800. Rover 75 1957, clean, tidy, £300. Participating "French" Vintage Rally 1st—10th June, "Pinfield Lodge", Barnt Green, Birmingham 445/2551. (76339

SUNBEAM TALBOT 90 Mk. II 1951. Under 29,000 miles on clock believed genuine. Nice condition. £450 o.n.o. Hucknall 6739 evenings/weekends. (77290

ROLLS-ROYCE Phantom II Continental 1935. Freestone Webb coachwork. Unrestored. Original throughout. Purchasing tourer forces sale. Office 041-632 6176; home 041-639 2974 (Glasgow). (77291

TR4 1964. Overdrive, new hood, engine overhaul. Excellent condition. £575. St. Albans 62522 after 6 p.m. (77292

RILEY 1½-LITRE RME 1951. In superb condition both bodily and mechanically. Taxed and tested. Offers over £500. Tel: Bristol 35290. (77293

1936 LANCHESTER 10. Unrestored. Lack of time reason for sale, due to other car preparation. Sensible offers to: Howarth, Saddleworth 2758. (77294

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VW K70LS. Delivery mileage only. Unregistered. Radio. £2,100. May. 16 North Street, Wiveliscombe, Somerset. Wiveliscombe 23477. (77296

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JAGUAR XK140 FHC 1956. Rebuilt engine. New clutch. Interior needs refurbishing. Not used since engine rebuilt. Offers. Box No. 5089. (77306

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1952 A.C. 2-litre saloon. Fair **£499**
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E-TYPE JAGUAR 2+2 1966 4.2. Red with black interior chrome wire wheels, radio, HRW. This car is one of the first built and is unmarked. Must appreciate. £1,295. Chelmsford 380382 daytime. (77348

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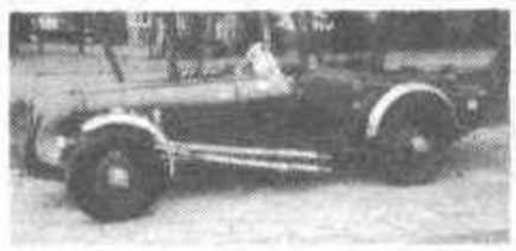
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LANCIA FULVIA Zagato Sport 1600. Red/beige. 1972 "K". 34,000 miles. Radio, sunroof, Michelin XAS. £1,100. Tel: 021-359 3044. (77430

TR4A IRS. White. Surrey top. 1967. Excellent condition. MoT. £475 o.n.o. Overton-on-Dee 591. (77431

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FOR SALE: Lamborghini Espada. November 1973. Mk. 3. All usual extras. £6,250. 01-693 7379. (77425

FOR SALE: Jensen CV8. 1964. £750. 01-693 7379. (77425

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BRISTOL 405, 1956. 100B2 Bristol engine, four-door aluminium-bodied rare classic saloon. Good complete original running order, 12 months MoT. £750. Tel: Hildenborough 833291 evenings from 7th June. (77448

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FERRARI 330 GT. 1964. Superb original condition. 29,000 miles only. Immaculate throughout. £2,400. Box No. 5091. (77441

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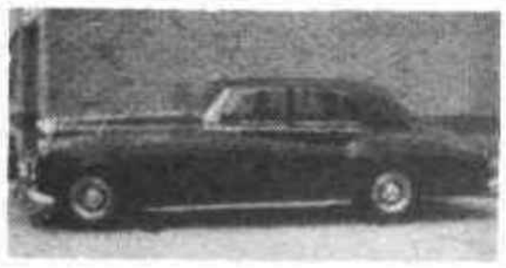
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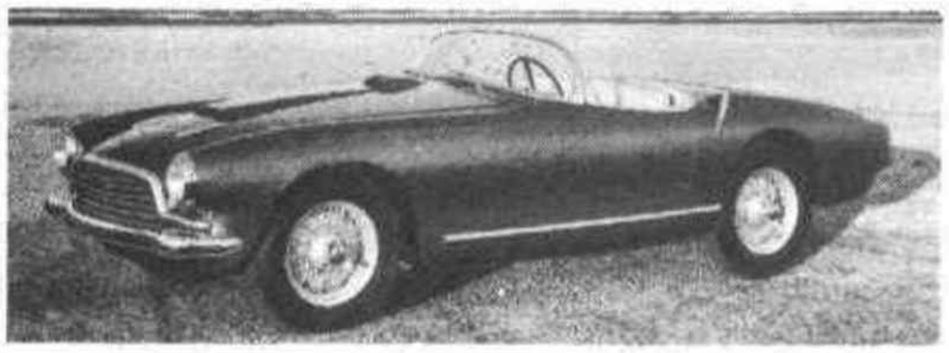


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FOR SALE—continued

ASTON MARTIN DBS6, 1971K. 46,000 miles recorded. Oyster shell and black trim. New tyres, very clean. £2,950. Exchange Rolls or Bentley. Phone: Congleton 5705. (77452

LAGONDA LG45 4½-ltr. Drophead Coupe 1937. Superb condition. Engine overhauled. Offers over £4,000. Lymington 72604 (evenings). (77438

AUSTIN TEN 1938. Complete rebuild two years ago. Cost £1,000. Words cannot describe. Quick sale, £650. Phone Congleton 5705. (77452

1934 LAGONDA RAPIER 4-seater tourer in excellent condition. New hood, tonneau and side screens recently resprayed. Best offer secures. Tel: Sheffield 51985. (77552

PEERLESS PHII. Two owners. Konis, Kenlowe, radio, tow-bar o/drive, 5Js, etc. Well shod, new carpets, spares. Tested September £350. Sheffield 745624. (77553

TVR GRANTURA Mk. 2A. Wire wheels, MG-A mechanics. Long MoT. £325 o.n.o. Tel: Hungarton 677 Leicestershire. (77554

TVR 3000M. "L" Reg. Private sale, 19,000 miles only. Silver/grey, tinted glass, sunroof, radio. Immaculate car regularly maintained £1,700 for quick sale. J. Norris, Preston Farm, Boreham St., Hailsham, Sussex. Herstmonceux 2361, 7—8 a.m. or 7—9 p.m. (77555

ASTON MARTIN DB4, 1963. Superior condition. Stored winters. 15 in. CWW. David Brown gearbox plus overdrive. Reasonable cash offer or consider shopping car plus cash. J. A. Castle 97 Homefield Road, Sileby, Leicester. Phone: Sileby 2014. (77556

JENSEN INTERCEPTOR Mk. II 1971. Simply beautiful car with every luxury. Air-conditioning. Sundym electric windows, 4-speaker Radiomobile stereo, all leather immaculate interior, new Dunlops. Bargain £2,695 (market price £3,200). Cockfield Green 234 (seen Suffolk or London). Might p/ex. (77557

LOTUS ELAN SPRINT FHC 1972. Bahama yellow over white. 32,000 miles mostly by lady owner. Known history. Carefully maintained by enthusiast. Absolutely straight and in excellent condition. £1,495. Tel: Blackburn 48537. (77558

E-TYPE 4.2 FHC. Signal red with black leather interior. This car is in very good condition with a low recorded mileage. Fitted with sunroof, HRW, Halogen headlamps, radio, CWW and a tinted screen. £1,725 o.n.o. Phone 0532 455321 (business hours). (77559

MORGAN +8 1974. BRG. Excellent condition low mileage. Best offer secures. Phone: after 5th to Coventry 469653. (77560

RILEY TOURING SALOON 1937. Sprite engine. Needs some work. £500 o.n.o. Phone Westend 3792 (Southampton). (77561

FOR SALE—continued

1935 AUSTIN TEN Lichfield. MoT January 1977. Everyday use. Much mechanical and body renovation over last few years. Restricted space forces regretful sale, otherwise would keep. £1,000. Box 5094. (77562

MG-B ROADSTER 1973 "M" Regd. Blaze with overdrive. 18,750 miles, Ziebarted, one owner, head restraints. A cherished second car. Immaculate, £1,500. Telephone Dewhurst, Scunthorpe 63254 day; Brigg 52786 evening. (77563

LOTUS +2S 130 (K). Purple, sunroof, very recent overhaul. £550. One previous owner £1,600? Lee, 021-558 0602 (business). (77564

MERCEDES 280 SL. Retired owner going abroad. Offers around £3,000. Brighton 418729. (77566

MG TD 1952. Finished in autumn red, retrimmed, re-upholstered in black hide, new hood, rebored, reground. One owner last 10 yrs. £1,750. Tel: Adwick-le-Street 3353. (77567

AUSTIN BIG 7 in excellent condition 1937. Ford 10 1938. Offers for both. Phone Hinckley 38347 or Hinckley 37369 evenings. (77569

DAIMLER MAJESTIC Major 1967. One owner. Immaculate. Twin speaker radio, electric aerial, power steering, etc. £300. Huddersfield 32571. (77570

RILEY 1½-LITRE 1950. Very sound indeed. Bargain, £.75. Tel: Grantham 67615. (77571

MERCEDES BENZ 280SL. Hard top/soft top. Power steering, automatic. History. Stereo, FM radio/tape. Many expensive extras. This car is in 1975 condition, 32,000 miles, unmarked, must be one of the best in the country. Complete with HP initial No. plate. £4,300. Telephone Colwyn Bay 47844. (77572

BRISTOL 405 2-litre Saloon. Royal blue coachwork; sunroof, red leather interior. Excellent condition, one owner 1956-79. One of the last survivors of 294 built. A quality investment at £1,750 o.n.o. Telephone Kenilworth 52295. (77573

1932 BSA front-wheel-drive, three-wheeler, 1,000 c.c. V-twin. Suitable for restoration, £150. Telephone: Berkhamsted 71030. (77575

AUSTIN CHUMMY July 1929. Completely restored. £1,950. Exchange Aston E-type. Welford-Avon (Warks.) 343. (77594

SUNBEAM TIGER 260. Taxed and MoT. Excellent original bodywork, faultless mechanically, detachable hard top, radio, £795. Phone: 01-524 3449 (E4). (77576

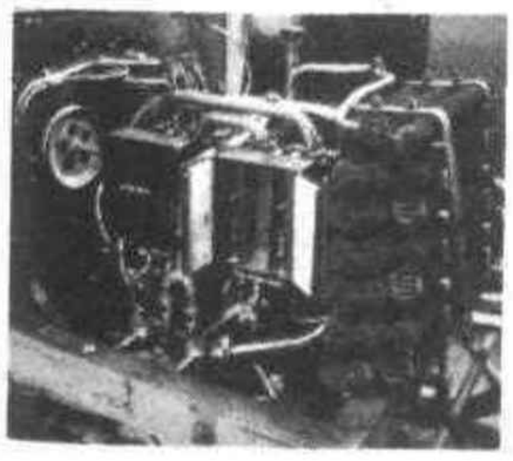
1951 MG YB for restoration. Complete. Stored 3 years. £75. Details: telephone Pontypridd 406274 (Glamorgan). (77577

ORIGINAL 1958 MG Magnette ZB. Just two owners. Only 45,000 miles. Grey with red interior. MoT. Around £575. Phone: 01-679 4364 after 6 p.m. (77587

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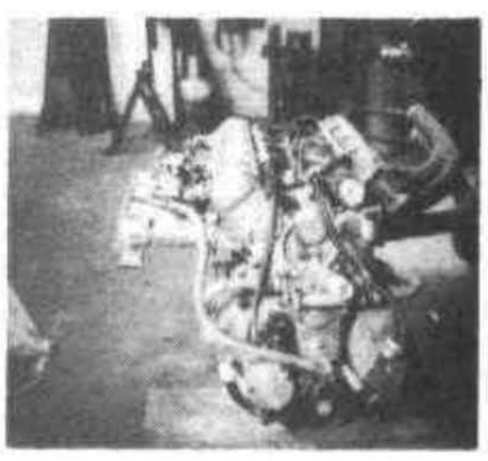


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FOR SALE—continued

SM CITROEN, "M" registered. Air conditioning, 21,000 miles, £3,275. 01-693 7379. (77583

JENSENS: CV8 Mk. III 1966, brown, 65,000 mls. only. 541S 1962 silver. 541 De Luxe 1956. BRG. All in current use by owner. Offers around £3,000 considered for the lot. Berkhamsted 2418. (77579

GILBERN INVADER Mk. I 1970. In dark green. All the usual Gilbern features electric windows, alloy wheels, o/d, plus tinted screen. Motorola radio and electric aerial. Good condition. Going to live abroad so must sell, £850 o.n.o. Willies, 10 Orchard Rd., Skidby, Hull 843235. (77580

JAGUAR MK. VII (M) 1957. Taxed, tested 9 months. Reasonable condition. £200. Chesterfield 6455. (77581

BMW 3.0 CSI. Left-hand drive. "M" registered. Superb. £3,100. 01-693 7379. (77583

ROLLS-ROYCE Vanden Plas Princess 4R Automatic. P.a.s. 1965 Series. MoT. Excellent mechanics and interior. Minor blemishes to coachwork. £245. Southfleet 2765 or office. 01-606 7822 Ext. 260. (77585

BRISTOL 408 Reg. No. UU 666. Webasto roof, stereo, aluminium body used daily, superb investment. £1,800. Choiderton 257 (Wilts.). (77588

MINI COOPER "S" Mk. 3 May 1971. In superb original condition. Reconditioned engine/gearbox. Undersealed from new. HRW. Reclining seats. £895. Must be seen. Reluctant sale. Basingstoke 27519. (77589

MG-B GT "F" REG. 1st 12th '67. Original paint (Mineral blue). Black leather cockpit. Wires, overdrive, sunroof, etc. Unique example. £725 o.n.o. Fleet 21452 Hants. (77590

ROVER 100, 1962. Overdrive, grey, red interior. Well above average, some history. Offers over £275. 061-445 2356. (77591

LOTUS ELAN SPRINT FHC, Nov. 1971. 24,000 miles one owner, special wheels, seats, roll-over bar. Halogens. HRW. £1,560. Swiss owner recalled home. Brighton 501975. (77592

LOTUS EUROPA Oct. 1972. Twin-cam. 32,000 miles 8-track stereo/radio. Regency red. V.g.c. £1,500. Tel: Upton-upon-Severn (Worcs.) 2452. (77593

MG-B ROADSTER '72. In green mallard with overdrive, chrome Rostyles, new Cinturatos, Blaupunkt, head rests, bootrack, undersealed, one owner and very nice example at £1,050. Phone 01-821 8593. (77598

ROVER 100, 1960. Good order. One meticulous mechanical engineer owner. £275 o.n.o. Tel: Marton 632543. (77599

COLLECTOR'S CAR: Ford Popular Nov. 1953. One owner, garage maintained. MoT Dec. Excellent condition. Only needs to be seen. Offers over £250. Bayston Hill 2781 (Shrewsbury). (77600

LANCIA FULVIA Coupe 1.3 S2. November 1972. White/black interior. Must sell quickly. Bargain at £890. Tel: 061-764 9443. (77595

RS2000 JUNE '74. Red. 24,000 miles. Private use. Excellent condition. £1,600 o.n.o. Burnley 22110. (77596

BENTLEY R-TYPE Continental 1955. 4.9-litre. Manual. Immaculate. £6,500. 01-937 4303. (77605

JENSEN CV8 MK. III 1965. Old English White/black leather radio/stereo. Much money spent to put this car in outstanding mechanical condition, including extensive corrosion protection of suspension, exhausts etc. by metal spraying. The bodywork and interior are in excellent original condition. One of the finest CV8s available. Offers around £1,750. For details phone 01-352 9051 day; 01-549 5238 evenings (Private sale). Vintage/post-vintage thoroughbred (preferably Alvis) considered in P/X. (77601

1965 HEALEY 3000 Mk. III (last series). All original panels. Concours condition in BRG with black interior. Engine clutch, gearbox, overdrive rebuilt 8,000 miles ago. Suspension and steering overhauled. Rebuilt wires, new brakes, exhaust, hood, tonneau and envelope. Radiomobile, Kenlowe, twin spots, electric aerial. Undersealed from new. Recent steam clean and Ziebart. Absolutely immaculate throughout. Sensible offers over £2,000. Phone 0926 41244. (77602

1972 (L) MG-B GT. Teal blue, overdrive, HRW, Rostyles, new clutch, batteries, exhaust. Company car arriving, £1,175. Tel: Bolton 53376 evenings. (77604

JAGUAR XK120 Roadster. Totally original. 24,000 miles. £6,500. 01-937 4303. (77605

DAIMLER SP250 for sale. Hard/soft tops. Excellent condition. Recent many replacements including factory engine, gearbox, clutch, steering parts. £850 or offer. Hawkins Tawieat Tel: Sticklepath 256, Okehampton. (77608

ASTON DB5 Saloon. Webasto, HRW, CWW radio. Burgundy red. Brakes, engine, clutch, exhaust all recently overhauled. £1,400 o.n.o. Dr. Rollason, 83, Farquhar Rd. Birmingham 15. Phone: 021-454 3443. (77609

JAGUAR MARK 7M Saloon. 1955. Probably the best one available. 9,000 miles on clock reputed genuine. Must be seen. Beautiful to drive. £2,000. Also AC 2-litre Saloon. Very sound and original. Really first-class mechanically. £700. Phone: Cheltenham 23228. (77620

HEALEY 3000 BT7. O/D, unmarked Colorado red. Wide 72 spoke wheels, hardtop, hood tonneau. Recent new engine and tyres. £1,145 or P/X. Telephone: Macclesfield 24476. (77626

MG-A 1600 FHC. Light green/black trim. This car has had an overhaul which includes chassis, bodywork respray, rechrome and mechanics, etc. Radio, bootrack, full MoT. A very fine example of this classic sports car. £725. 021-745 4854. (77613

1956 SERIES B54 AUSTIN Westminster stripped for rebuild and since stored indoors. Needs about 10 days more "cut and weld" and wing repairs, but is essentially a sound vehicle. Engine rebuilt and unused, new gearbox, radiator, bumpers, all hydraulic and steering parts new and unused. New front shockers, all bushes, etc. Parts and trim were purchased to assure another 125,000 miles motoring! Bills for new parts and engine work exceed price now asked. Poulton-Le-Fylde (Blackpool) 885462. (77621

1958 FORD POPULAR. In daily use. In daily use. Major body repairs 1968. Present mechanicals all under 12,000 miles includes comprehensive spares stock, assuring another 40,000 (recond. engine, etc.). Poulton-Le-Fylde (Blackpool) 885462. (77621

ALVIS 1964 TE21 Auto. Pale blue. One owner. 33,000 miles. Sound body and good mechanics. Recent complete transmission overhaul, £1,650. Daytime: Brown, 01-262 9660. (77631

1934 MORRIS 10/4 Saloon. Rebuilt throughout, 1975. Excellent condition. Used daily. MoT Dec. '76. £775 o.n.o. Falmouth (Cornwall) 312764. (77632

LANCIA FULVIA Zagato 1600. "L" Reg. 20,000 miles. £1,650. Telephone Faringdon 20820 (STD 0367). (77633

CLUBMAN "S" August '75. Heated screens, full cage, cloth seats, alloys, twin tanks, Bendix, Lines inside, "S" brakes, negative suspension, 1293 thick block, X/drilled crank, forged pistons, U/L steel flywheel, S/C box, C/R Paul Ivey dropgears. Front radiator electric fan. Much more. Never raced, rallied. A very distinctive car, must be seen. Serious offers over £1,100. Bromsgrove 72113(work).. 021-429 1423. (77634

FIAT 124 SPORTS Coupe 1800. Nov. '73. Nov. '73. 25,000 mls., five speed, radio, alloy wheels cloth seats. £1,575. Yatton 838692. (Bristol) (77635

TRIUMPH MAYFLOWER, excellent mechanics (new clutch). Good body, tatty interior, new tyres. Known history since 1964. Spare gearbox, etc. Must be sold. £40? Steeple Morden 852586 evenings. (77636

1925 ROLLS-ROYCE Phantom 1 with radiator, bonnet, Firewall, no body. Short wheelbase, low rake steering. Remarkably rust-free and original. Offers around £3,000. Would p/exchange early Bentley, Lagonda, Sedgefield 20724. (77639

DAIMLER DART, superb very fast machine fully maintained and in daily use. Hard top, soft top, full tonneau, half tonneau, Konis, Kenlowe, servo, heater, air horns, electric washers, wide and standard rims, three months tax. Baby expected June and must sell or part exchange saloon. Phone: working hours: Ipswich 215151 Ext. 43 Mr. Roberts. (77638

LOTUS CORTINA 1964. Original alloy panels fitted with 1600 X/flow. Stage 2 tuned with twin Webers. Three new wings. Other new parts. Small amount of work to make immaculate. 12 months MoT. £365 o.n.o. Tel: Wolverhampton 24580. (77622

BENTLEY MARK VI 1951. Considerable time and money has been spent on this car, bodywork restored and recellulosed two shades of blue (Caribbean/Seychelles), interior relined, veneers repolished leatherwork part renewed all to a high standard, new front bumpers, tyres, etc. This must be prettiest Mark VI on the road. £2,650. Near offer considered. Bourton-on-the-Water 20656 (evenings). (77629

GILBERN INVADER Mk. II 1972. Metallic blue, electric windows, aerial, HRW O/D, radio, tinted screen, etc. Original owner, used as second car for past three years. Very well maintained, new tyres, etc. Low mileage and beautiful £1,400. Andoversford (Glos.) 650. (77630

GORDON KEEBLE 1965. Rare classic car. Much work done. Further details phone T. Holland-Bosworth, Mitchen Hall, Shackleford, Godalming, Surrey. Tel: 0483 810218. (77640

1931 SINGER Junior Saloon. Fully rebuilt, concours condition. £925 o.n.o. P/X considered family saloon—cash. 051-355 9670. (77641

JAGUAR 3.4S. Dark blue. Mid 1966. One lady owner, kept Sussex. 38,000 miles. Good interior and exterior. Radio, overdrive, MoT and licence October 1976. £650. Midhurst 3695. (77642

AC ACECA BRISTOL 100D2. 1959. A very fine original example. £2,200. Sutton Courtenay 588 (Oxfordshire) evenings only. (77643

1929 AUSTIN 7 Sports Special. Fibreglass body, excellent condition throughout, some spares. £300 o.n.o. 129, Arundel Road, Cheylesmore, Coventry. (77644

MORGAN 4/4 1972. Blue/yellow brown, buckets louvres, radio, £2,250. Darlington 63954. (77645

SHINY BLACK A40 Somerset showpiece 1954. Bills for £100 engine/clutch overhaul. Test miles only. Body/chassis really excellent. New MoT. Will haggle around £250. Torquay 26856 business hours. (77646

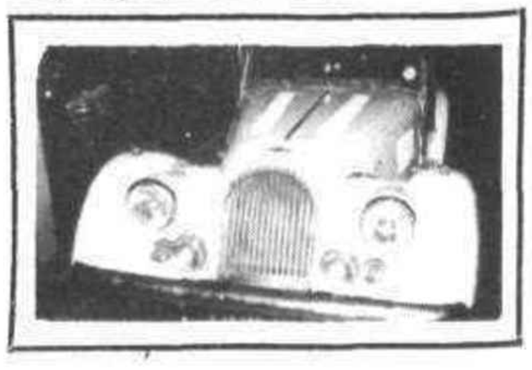


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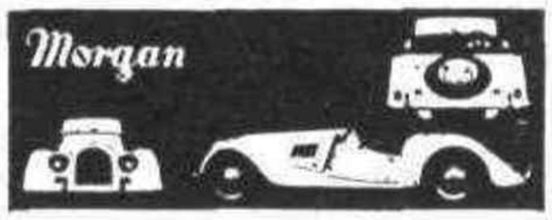
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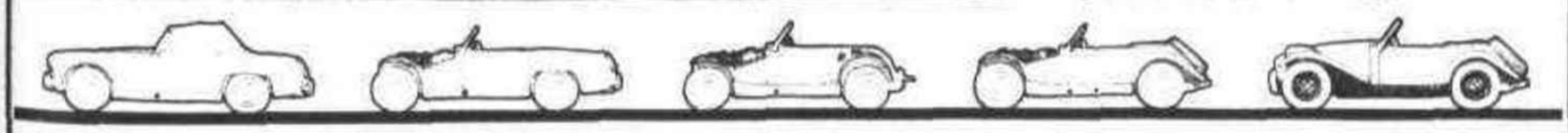
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Morgans we have of every hue. Geranium red and Delphinium blue. **Morgan 4/4 4-seater,** 1973(M), canary yellow, wire wheels, reclining and folding seats, grid, strap, mirrors. **Morgan Plus 4 Coupe,** 1963, Imperial crimson, black duck hood, TR power unit. **Morgan 4/4,** 1971, orange, roll-over bar, radio, cassette player, bucket seats, 2 fastidious owners. **Morgan 4/4,** 1975, indigo blue, rear bumper, bonnet strap, aluminium body, Motor Show car. **Morgan Plus 8,** 1973 (Oct.), yellow, rear bumper, one owner. **Morgan 4/4 4-seater,** 1969(H), Oxford blue, wire wheels, oil cooler. **Morgan Plus 4,** 1952, there are 2 kinds of Morgans with flat radiators, one kind has been crashed into a brick wall, this is the other; yellow, one owner 16 years. **Morgan 4/4,** 1975, indigo blue, leather bucket seats, external door handles (for those who have not learned the "grasp the rearmost sidescreen panel firmly between finger and thumb" method). **Morgan 4/4,** 1971, royal ivory, bucket seats, spare wheel cosy, air cleaner. **Morgan Plus 4, 4-seater,** 1968(G), one of the 117 Plus 4s to be described as "the last one ever built", glacier white, wire wheels, leather trim, new all-weather equipment. **Morgan Plus 8,** 1973(M), aluminium body, rear bumper, strap, wide track model. **Morgan 4/4,** 1972, 4 seats, primrose yellow, wire wheels, leather trim, radio, one owner. **Morgan 4/4,** 1972, royal ivory, wire wheels, bucket seats. **Morgan 4/4 4-seater,** 1975, indigo blue, reclining and folding seats, Plus 8 lights, air cleaner, one owner, 4-fig. mileage. **Morgan 4/4,** 1974(N for November), black, wires, rear bumper, IQ headlights, external door handles. **Morgan 4/4,** 1973, signal red, wire wheels, one owner. **Morgan 4/4,** 1974, yellow and brown, stone leather, reclining and folding seats, Plus 8 spots, Burglar Alarm. **Morgan 4/4 4-seater,** 1974, signal red, reclining and folding seats, Plus 8 lights, rear bumper, grid, air cleaner. **Morgan 4/4,** 1973(M), royal ivory, one owner, wire wheels, Mobilec ignition, Kenlowe fan. **Morgan 4/4,** 1973, unspecified green, wire wheels, rear bumper. **TVR 1600M,** 1975P, nut brown, beige vinyl roof, beige trim, tinted glass, reclining seats, Blaupunkt radio etc., etc. **TVR Tuscan V6,** 1970, aquatic jade, black trim, radio, overdrive, alloy wheels. **Jeep CJ-5** (SWB), 1975, red, steel hardtop and doors, freewheel front hubs, QI lamps, armchair seats, ball hitch, carpet, stereo, swing-out tire carrier, 3.8 "6". **Jeep CJ-6 (LWB),** 1975, red, soft top with cloth doors, steps, ball hitch and electrics, 3.8 "6". Both these Jeeps below half new price. **Morgan 4/4 4-seater,** 1969, Kingfisher blue, grid. **Lancia Fulvia S3 Coupe,** 1975, olive green, tan trim, headrests, push button radio, 1 lady. **NEW MORGANS** supplied to order in strict rotation, full details on request, also brochures, colour and trim samples (colours run into 100s, therefore can be seen by callers only), demonstration drives and any other help you may desire. **NEW TVRs** in stock now or shortly available including 1600M, 3000M, Turbo, 3000ML and Anniversary 3000 models. Demonstration model always at yr. disposal. **ARKLEY SS:** For the first time in years we have plenty of kits (10) in stock, also expecting one or two pre-built Arkleys. 8 page 22 illustration 2 colour (black and white) Arkley brochure sent on receipt of 25p and addressed envelope. Arkley conversion fits all 19 years of Sprite/Midget production. The **JOHN BRITTEN ALL-BRITISH RACING TEAM** will be on the circuits again this month: in class A we run a red Morgan Plus 8, and in class B a silver/blue TVR 1600M (which has won its class every time out so far this season). When not too busy working on our racing cars and our Proprietor's fleet of private cars, jeeps, lawnmowers etc., our workshops will be happy to service or repair your Morgan, TVR or other British sports car. Open to 7pm weekdays, 6pm Sats., closed Sundays and bank hols. We are on the A411, 1 mile from the A1, turn off at the big roundabout with lots of caravans. Phone if lost.

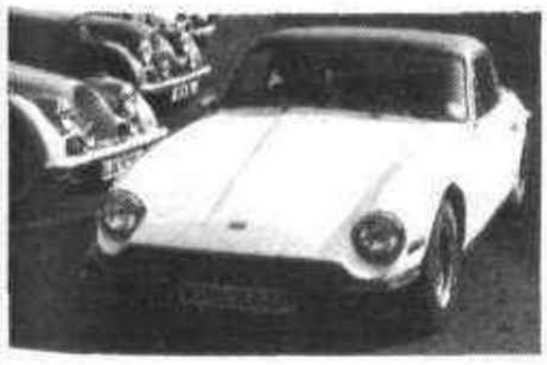












JOHN BRITTEN GARAGES, Barnet Road, Arkley, Barnet, Herts. 01-449 1144

FOR SALE—continued

SINGLE-SEATER racing car, unknown origin. 25/30 years old. Front V8 engine, about £300 to enthusiast. Rochdale 33516 (evenings only). (77648

MG NB 4-SEATER 1936 one of the last 6 cyl. OHC MGs. Good original condition. Long MoT, taxed, stored many years, needs hood. £1,750 or offers by June 6th. 01-948 4880. (77661

1964 PANHARD 24 CT Saloon. 800 c.c. twin air cooled, LHD. T&T June 76. V.g.c. Offers to: Mablethorpe 2302 (Lincolnshire). (77610

MG J3 MIDGET in pieces—reluctant sale to pay for another OHC racing car. Write: Churcher, Jamaica Cottage, Jamaica Place, Gosport. (76432

ASTON MARTIN DB2/4 Mark 2 (the rare one!), generally excellent bodywork, front seats retrimmed, interior needs finishing. Fitted Jag. engine. £495. 021-745 3576. (77611

JOWETT JUPITER 1951 Sports. Sound, complete, excellent potential for keen enthusiast. £395. 021-745 3576. (77611

1937 AUSTIN 7 Ruby in concours condition after 800 hours complete rebuild from chassis up. £1,250 o.n.o. Phone Troon 313406. (77655

1971 COX GTM £500. Two-seater Sports. Sunroof, wide wheels, etc. Superb looking car. MG 1100 engine, Cooper diff. and gearbox. Photo sent on request—please phone 061-442 6211. (77656

1949 MORRIS SIX. One family owned from new. MoT 1977. Most exceptional condition. Any trial or examination welcome. Can deliver anywhere in UK. £395. Please phone 061-442 6211. (77656

TVR TUSCAN. Shelby Cobra 4.7-litre V8. Special equipment. Long wheelbase. Professionally flared Manhattan metallic blue bodywork. New 10 in. Shelby polished wheels with Goodrich T/A radials. Blueprinted engine, limited slip differential. Adjustable shock absorbers. A rare opportunity to purchase this unique vehicle. All offers around £2,495 considered. For complete specification phone Martin Bolsover 021-454 5147 (business); 021-454 1592 (home). (77565

ROLLS-ROYCE Cloud 2, LHD, 44,000 km, 2 owners 1961. Rolls-Royce 20/25 1932. PO Box 198 Eindhoven 4500 Netherlands. (61966

1934 ALVIS SPEED 20 Vanden Plas Drophead. Superb condition. Also 1928 Lagonda 2-litre tourer, good. 01-828 7449. (77740

1902 BEAUFORT 8 h.p. Victoria. A really fine, rare veteran. Excellent condition. 1931 D8 Delage Tourer. Superbly restored at cost of about £11,000. 01-834 9225. (77660

250 SE MERCEDES Reg. 76 (67 Series). LHD, MoT, sunroof, electric, economical. Reconditioned engine (2000SE), radio fair condition. £495. Exchange small car. 01-385 7575 (London). (77658

LOTUS ELAN S3 S/E 1967. In good working order. Reworked head, good oil pressure. Sound chassis, long MoT. £695. Houlgate, Southend 553828. (77659

TRIUMPH GT6, 1974. One lady owner. 8,600 miles. Dark green, black interior. Tinted windows, push-button Radiomobile. £1,625. Tel: Milford-on-Sea 2424. (77672

ROUTE 66!! A truly superb '66 Stingray Convertible. 327 cu. in. engine with 4-speed stick shift. Black metallic Custom paint with black cloth seats. 16 in. black wheels with flared arches. Side exhausts. A unique, very special car in superb condition. £2,350. Please phone Great Sampford 418 or 01-629 6866. (77657

1971 MARCOS 2-litre. Reg. No. GLO 1J. Yellow, sunroof, electric windows, alloy wheels, radio. All mechanics renewed. Excellent condition. £1,600. 01-954 2235. (77671

DAIMLER SP250. Daimler Dart with Reg. No. DD. One owner 14 years. Superb condition, original throughout. Unusually low mileage. Guaranteed. Must be one of the finest examples. Sad to sell. Offers over £1,400: Malvern 62775 (Worcs.). (77670

AC 2-LITRE SALOON, 1948. V.g.c. throughout. MoT. Recent respray, engine rebuild, new carpets. £800 o.n.o. Salisbury 3423. (77669

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1976 TVR 1600M. Metallic blue. All extras. 1,400 miles..... **£3,250**
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BENTLEY SI 4-door sports saloon with all aluminium coachwork by James Young. The car is finished in Caribbean blue with beige hide trim and carpets, a pleasure to drive giving a silent ride.



ROLLS-ROYCE Silver Cloud III long-wheel-base, with electric division, beautifully finished in garnet over shell grey with grey hide trim and carpets, there is a comprehensive history available with this motor car.



ROLLS-ROYCE Silver Wraith. Seven-seater limousine by Park Ward, finished in embassy black with biscuit hide interior, a very impressive motor car, reasonably priced sharing many of the same body lines as the Phantom V.



BENTLEY SI 2-door drophead coupe by Park Ward. Finished in unmarked garnet with new biscuit-coloured Connolly hide and matching Wilton carpets. This car has been totally restored over the past 12 months including the mechanics. The new power top is in biscuit matching the interior. This car can only be described as *concours*.



ROLLS-ROYCE Silver Cloud I long-wheel-base, with electric division, coachwork in porcelain white with beige Luxen grain hide throughout. Large Webasto sunroof, power steering and automatic transmission. Mechanically this car can only be described as near-perfect having been overhauled recently. The only way to appreciate it is to drive in it.



BENTLEY S2 4-door sports saloon. Burgundy over Shell grey with sliding sunroof. The interior is cherry red with matching Wilton carpets, power steering, automatic transmission and electric windows. A nice honest example.

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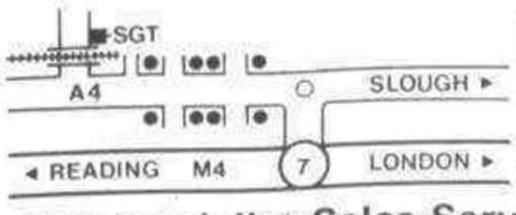
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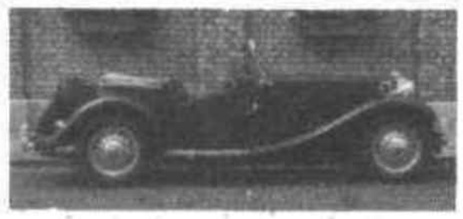
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LOTUS ELITE 501, black with oatmeal trim ..... **LIST**
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1973 MORGAN 4/4 2-seater. Yellow, wire wheels, bucket seats, tonneau cover, door handles, clock, bonnet strap, air cleaner, rear bumper, luggage grid, Ziebart undersealed from new, tyre cover. Immaculate condition, only 20,000 miles from new, as new £2,250. West 161 Ansdell Road, Blackpool 61781. (77665

MG TF 1954. Very good condition. New chrome, hood. MoT. £2,250. Ian. 021-422 7496. (77664

LOTUS ELITE Series 2. 1962. Two owners. Cirrus white. Original specification. £980. Oxford (0865) 739340. (77663

1963 MASERATI 3500 GT, LHD, N registration resprayed rechromed. Immaculate condition, £750. 01-690 5411. (77662

ALFA ROMEO Spider Veloce 1750 d/h coupe. Dec. 1968. Red. Sacrifice, £725. Ross, Marlow 5740. (77680

SUPERB TR4 Nov. 1964. Carefully kept and driven for 10 yrs. by advanced motorist owner. Black/white, soft/hard tops, overdrive, chrome wheel discs, 30 m.p.g. Trouble free. Very reluctant sale, £450. Tel: 01-642 1978 evenings and weekends. (77678

BMW 2800 CS "J" Reg. Chamonix white. One owner. 58,000 miles. Excellent condition. £2,000. Tel: Southport 66473 evenings. (77676

1972 (L) MG-B GT. Glacier white, navy trim, HRW. Rostyles, servo overdrive. 33,500 miles. Second owner. Excellent overall condition, £1,375. Sincere enquiries from 7/6/76. Kilshaw, Swindon 21322/25895. Mint Fulvia coupe 71/72 considered in part exchange. (77675

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E-TYPE II 1969. FHC. Metallic silver/red interior. CWW. MOT. £1,215. Exchange with DHC. Leeds 455456 day; 712469 night. (77674

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MG-B GT 1969. BRG. Overdrive, p/b radio, twin speakers, towing attachment, HRW. Must be seen. £700 o.n.o. Stamford 4312 (Lincs.). (77685

AUSTIN HEALEY 3000 1960. BRG, W/W. Very nice order. £695. Crackington Manor Crackington Haven, Bude, Cornwall. Tel: St. Gennys 397. (77706

E-TYPE JAGUAR Mk. I, white FHC. Truly beautiful condition. Reluctant sale. Offers. 061-764 6429, Mr. Batty, 48, Hampton Grove, Bury, Lancashire, near M/C. England. (77705

FOR SALE—continued

MARCOS 1971 Ford 3-litre. Chrome, yellow, new overdrive and tyres, 34 m.p.g. Radio electric aerial and windows. Raised suspension, stainless silencers. £1,400 o.n.o. 20 Friars Rd., Barry Island, Glamorgan. Barry 77451 office. (77704

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FERRARI 330 GT 2+2. 1964, "H" registered, RHD. Borrani wires, exceptional low mileage car, collector's item. £1,800. Box 5099. (77799

E-TYPE JAGUAR 4.2 FHC. Gleaming indigo blue coachwork with chrome wires and new Whitewall SPs. Bodily and mechanically perfect. One of the best-kept series 1½ available. Includes AM/FM twin speaker, electric aerial, electronic ignition. £1,750 o.n.o. Sutton Courtenay 506. (77783

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ALVIS TC21 1953 Saloon. MoT March 1977. Exhaust system, radiator, cylinder head, suspension, brakes all recently overhauled. 80,000 mileage. £900. Savill, Horam Road (Sussex) 2591. (77791

PEERLESS 990 ABH. The original 1957 prototype of both the Peerless and the Warwick is reluctantly offered for sale. The car is in sound condition and has an interesting history. £500. Tel: Longton 614983 (Lancs). (77800

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FOR SALE—continued

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XK150 "S" FHC. Refurbished throughout but not to concours standard. Recon. engine 250 miles. Very good, very clean car fitted overdrive. White, black trim. £1,850. Box No. 5098. (77758

BENTLEY MK. 6 Jan. 1949. Very good all round condition. Black over silver. Original radio recon. engine 3,000 miles. £1,350. Box No. 5098. (77758

LOTUS ELAN SPRINT DHC 1971. Red/white with black upholstery, taxed, MoTd, 8-track, excellent condition, £1,275. Tel: 236 1811 work; Hawkinge 2750 home. (31135

RARE MG J3 road racing 2-str. sports. Winner Coup de Glacier Trophy in 1933 Alpine Rally. First-class condition throughout. Very attractive car in British Racing Green. Only 22 were made. Same owner last 14 years. Fine investment; must be sold. Nearest offer to £3,500. Phone: 061-485 3619 Cheshire. (77757

FOR SALE: 1964 Aston-Martin DB5, Aegian blue. Automatic. CWW. HRS. SS exhaust system, new tyres, carpets, seats. All service and restoration done at Newport Pagnell. Immaculate order. Many spares and extras. £2,600. Dakin Whitegates Allostock, Nr. Knutsford, Ches. Tel: Holmes Chapel 33287. (31112

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GILBERN GENIE 1967 (Aug.). Engine, clutch, brakes overhauled, recent respray. £550. 91, Chelston Road, Northfield, Birmingham 31. (77768

LOTUS 7 any model any condition. Nottingham 830823 or details: Richards, Kingston Fields Farm, Kingston-on-Soar, Nottinghamshire. (77767

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MORRIS 8 Series I 1935. Fully restored to fine original condition. MoT. £495. Stroud 5846. (77766

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MG-A 1500 c.c. year 1956, in original condition. Mileage 40,000. Rebuilt by enthusiast throughout. Excellent mechanics throughout. Resprayed red. Engine professionally rebuilt. Many spares or will sell separately. An excellent example of the MG-A and sensible price of £975 o.n.o. Tel: 021-429 7889 Mr. Owens. (77683

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JAGUAR E-TYPE FHC 1969/70. CWW, t/windows, 1/mileage, above average, £1,585. 01-743 5769/435 7614. (77737

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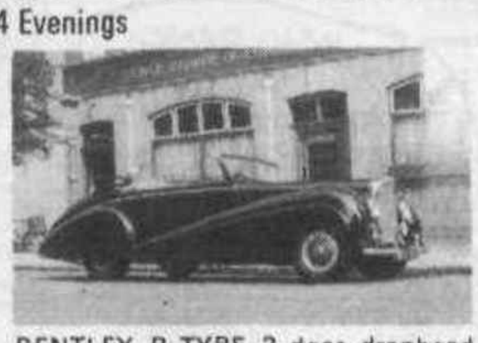
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BENTLEY R-TYPE 2-door drophead coupe coachwork by Park Ward. Finished in black with unmarked powder blue trim and carpets. An outstanding example. £5,750.

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3 Wraiths, one 10,000 miles from new
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Two "T" Types, one with Sundym Glass and Fridge.
4 S III's
5 S II's inc. one L.W.B. with Division and Refrigeration
5 S I's inc. one James Young
3 Continentals
4 "R" Types inc. one Drophead by Park Ward
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FOR SALE—continued

POST VINTAGE thoroughbred, 1934 British Salmson 4-seater Open Tourer. Beautiful condition, must be seen. For sale around Aug./Sept. 1976. In present use. Colour photographs to serious potential purchasers, returnable deposit. Offers in excess of £1,400. Henderson, 32 Kirkstone Ave., Cherry Tree Blackburn, Lancs. Tel: 29578. (77700

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JAGUAR E-TYPE Drophead 1969 S11. I have just spend £1,200 restoring this sports car to its original condition. The coachwork is finished in Burgundy with black trim with an off-white hood, and Sundym windows are included. List of work done and bills if required. I will exchange for best Chevrolet Stingray offered, or sell £2,500. No offers please, or time-wasters. Advertiser, 26, Todmorden Rd., Littleborough, Lancs. (77696

AUSTIN HEALEY 3000 Mk. I 1960. Mileage 21,907. First-class condition generally. Wire wheels, radial tyres, overdrive, works fitted disc brakes all wheels. High lift camshaft. Polished head. Brake servo. Undersealed. Burglar alarm. Radio, tonneau cover. Luggage rack. Body unscratched. £1,500. Rudgwick (Sussex) 2597. (77695

MG-B GT "N" REG. 7,500 miles, mint, undersealed, sunroof, radio, o/drive, HRW. Blue, tan int. £2,150. Tel: 0253 729 780. (77694

CITROEN BIG SIX, 1954. Slough built. Sunroof, needs restoration. £160. Colchester 76606 after 6 p.m. (77715

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LANCIA FULVIA 1600 HF Lusso, 1972. Immaculate condition, 27,000 genuine miles, tyres unmarked, £1,395. Would accept good condition minor traveller in part exchange. Tel: 01-398 1073 (77692

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TRIUMPH TR2, 1954. Good running condition, new MoT, hood, front wings and paintwork. 021-429 3666. (77718

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1954 RILEY RME. Needs restoring, rebuilt engine, new clutch, £100 o.n.o. Kristensen 255, Mountpleasant, Winsford, Cheshire. (77687

AUSTIN HEALEY Sprite Mk. I 1958. In excellent condition, BRG, w/wheels, hard and soft tops, long MoT. Recently overhauled. Breaks heart to part, £550. Tel: Billinghay 633 (77686

1972 L SPITFIRE. White, black trim. Immaculate. Good radials, undersealed, new clutch. A1 mechanically, stereo cassette, radio, first £895 buys. Hall, Betws-y-Coed 312 (after 7 p.m.). (77721

MG-A TWIN-CAM 1960. Good condition. British Racing Green. Offers welcome. Burnham-on-Sea (Somerset) 785270 (evenings). (77720

SUNBEAM TIGER 1966 4.2 V8. Blue, H/S tops, good mechanics. Bodywork could be improved £650 o.n.o. St. Monans 249 (Fife). (77719

JENSEN HEALEY Feb. 1975. Four-speed. Federal bumpers, in nice black, with hard top stereo. One owner. 12,000 miles. Country car. £2,400 o.n.o. Exc. Super 7 Don Lord 0273 558888. (77717

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BOND EQUIPE 2-LITRE Saloon, Mark II, December 1969. Excellent performance, beautiful body, white, with immaculate black upholstery, 45,300 miles. One owner (retired man). £400. Tel: Sheffield 872724. (77707

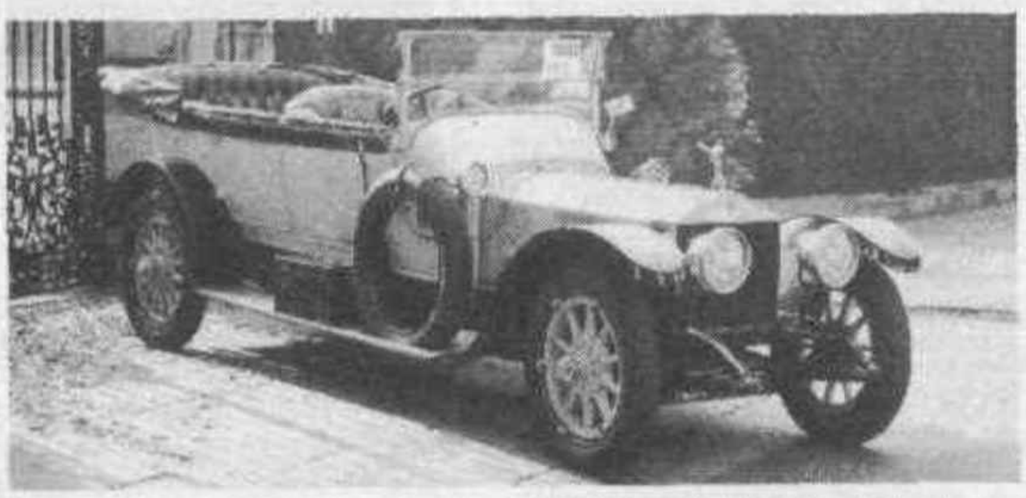
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1971 (Nov.) CITROEN-MASERATI SM, rouge/tan, mileage, 30,468, 5-speed box, F.M. radio, electric windows, air conditioned, leather, h.r.w. £2,500

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

1955 DAIMLER Conquest drophead coupe, grey, two owners since new (one lady since 1958), radio £595

1972 FORD 1600 XL Cortina, bronze, one owner, 24,301 miles, radio, h.r.w., vinyl roof, Cinturatos, rear fog lights £995

1971 'J' JAGUAR V12 2+2 coupe, regency red, tan trim, manual, Motorola, headrests, recorded mileage 46,173 ..... £2,195

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1966 JAGUAR 3.4 'S' type automatic, light grey one owner, p.a.s., radio, h.r.w. £745

1958 JAGUAR XK150 fixed-head-coupe, white, wire wheels, last owner since 1970 ..... £900

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

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1974 MG-B, all black, one owner, 25,519 miles, tonneau, radio, overdrive, Selmar, hazard warning, door mirrors £1,725

1973 MG-B GT, teal blue/yellow ochre, 32,548 miles, two owners (both friends), overdrive, radio, headrests, reflex belts, rear fog lights, hazard warning, h.r.w., mirrors, delightful £1,795

1972 MG-B GT, green mallard, overdrive, sunroof, radio, chrome Rostyles, servo, 38,453 miles .. £1,495

1972 MG-B GT, teal blue/autumn leaf, two owners, mileage 37,967, radio, leather wheel £1,445

1971 MG-B GT, red/black, overdrive, h.r.w., 34,487 miles, two owners £1,225

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1968 (Dec.) MG 1300 Mk. II, one lady owner since new, 8,913 miles only, (spare unused), tartan red, absolute showpiece £1,195

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

1971 RENAULT 6 TL 4-door saloon, white/black, delightful example £665

1951 RILEY 2½-litre saloon, maroon, suitable restoration £245

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

1975 TRIUMPH 1500 Spitfire, white, hardtop, one owner, mileage 11,856, overdrive £1,725

1974 TRIUMPH Spitfire, French blue, one owner, mileage 25,107 ..... £1,325

1974 (Nov.) TRIUMPH Spitfire, mimosa, export model *l.h.d.*, one owner, mileage 8,000 ..... £1,295

1974 TRIUMPH Spitfire, green, one owner (dentist), Motorola, luggage rack, tonneau, spare unused £1,295

1973 TRIUMPH GT6, emerald green/black nylon, 28,223 miles, overdrive, rear fog lamps, h.r.w., Sundym glass £1,465

1973 TRIUMPH GT6, Pimento red, one owner, h.r.w. £1,245

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1967 TRIUMPH Spitfire Mk. III, royal blue, heater £495

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

1973 VOLVO 144 (fuel inj.), blue/black, one owner, 17,765 miles, automatic, sunroof, radio/tape .. £2,165

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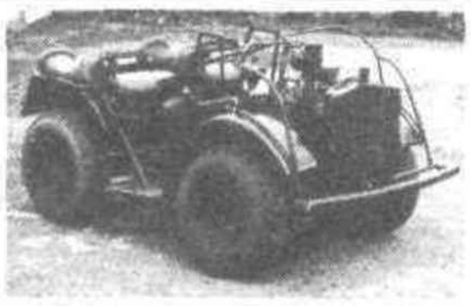
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1937 MORRIS Eight, Shooting-brake. Completely renovated recently. Coach-painted navy and black. Excellent tyres. Mechanically sound. Taxed. MoT. Rare opportunity at £495. Phone 061-456 5048. (77803
DAIMLER CONQUEST 1956. Engine and interior perfect. Requires attention externally. Low mileage. Johns, 12 Farm Drive, Cardiff. (77789
RILEY 2½-LITRE RMC Roadster 1950. Red £950 o.n.o. Strathaven 20460 (near Glasgow). (77792
FROGEYE SPRITE 1961. Reg. No. 404 GHN. All steel. Three owners. 43,000 miles. Servo, radio. Ashley Long hardtop. New soft top. Maker's handbooks. Extras. Some spares. £475. Bristol 650507. (77793
996 ALF ON '68 red Alfa Romeo 1750 GTV. De-coked/8-track, radio. A very fast car. £520. Worcester 425173. (77795
MERCEDES 190SL late 1960. Rare example with distinguished pedigree. 90,000 miles, RHD tyres, mechanics, interior and body excellent. Soft/hard (with sunroof) top t.g. spot lamps; valve radio. £1,175. Ring 01-794 2491. (77764
OPEL 1900 GT £850. Red, immaculate condition, L/H drive, new tyres, re-registered when imported with P registration. Radio/8-track. Tel: Ian Shearer, 01-437 6721 daytime. 0323 55512 evenings. (31130
JAGUAR XJ6, 1972, 4.2. Webasto sunroof, electric windows, overdrive, radio, 8-track stereo, headrests power steering. £2,200 o.n.o. or exchange Range Rover. 01-693 7379. (77733
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1600 ESCORT SPORT late '75. Excellent condition. £1,925 o.n.o. (one owner). Stock (evenings) 840 740. (77729
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ROLLS-ROYCE 1938 25/30 Cockshot Touring Saloon. Excellent condition, very sound body, sunroof. £3,500. Camberley 32283. (77727
ROLLS-ROYCE 20/25 Thrupp and Maberly limousine. Good working order. MoT. £2,500 o.n.o. Camberley 32283. (77727
MG TF 1954. Registration 54 TF as displayed British Leyland Piccadilly. Can only be described as new. £4,500. Another, also superb. £3,500. Smallfield 2198 after 7.30 p.m. (77726

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PORSCHE 911S 1971. Saturn yellow, Carrera trim cord seats, electric windows/roof. Ring: Nottingham 411100. (77725
1933 ASTON MARTIN Le Mans SC in need of complete rebuild. Offers to Twinstead 535. (77724
ALFA ROMEO 1750 GTV 1970. Excellent condition. Radio, taxed, MoT. £650. 051-526 8660. (77722
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PEERLESS GT 2.2-litre engine, wire wheels. Warwick bonnet. White with black interior. Good condition. Must sell—owner emigrating. Offers Swansea 34313. (77651
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CLIMAX 1220 FNE. Virtually recond. including MG-B CR box. £250. Turner Climax for sale, complete or break. Write: 145 Kent Road Wednesbury, W. Midlands. (77790
TRIUMPH STAG Chassis No. 10. Rebuilt engine. Manual with o/d. Offers around £1,200 or p/ex. Spitfire Mk. IV. Westerham 62275. (77786
METROPOLITAN NASH soft top. Believed only twenty left. In good condition. £975. Croston 780 (very rare). (77728
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JAGUAR XK150, MG TF, TD TC. Immediate decision and cash payment. Northwood (65) 25161. (77582
WANTED: LOTUS ELAN, Europa or +2. Immediate cash available for mint examples only. Age immaterial. Telephone Hertford 57473. (77627
MG XPAG ENGINE and gearbox wanted. Per Broberg 13 Aakerovagen, 262 00 Angelholm, Sweden (77578
WANTED: DUNLOP car tyres, size 400 x 17 in., unused condition. Phone: Wincanton 32377. (77586
STRATFORD-ON-AVON Motor Museum. Tel: 69413. Open every day wants old cars, books, badges, lamps, etc. (31062
PHANTOM 2. Early model with interesting body, or anything considered. For RREC member. Telephone Faringdon 20820 (STD 0367). (77597
LOTUS ELAN SPRINT FHC 1971/72 wanted by private cash buyer. Must be immaculate and low mileage. Prefer mono colour. Tel: Mr. Gill, Aylesbury 5040 Ext. 301 (office hours). (77614
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LHD ROADSTER preferably Morgan +8, available in August, wanted. Payment in foreign currency possible. Airmail offers to: Lueder, Box 1634 Kitwe, Zambia. (76450
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TR6, 1974. Sienna brown, o/d., 22,000 miles **£1,995**
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WANTED: MG J2 or P-Type, any condition. D. Preston, 31 Norton Rd., Stourbridge, Worcs. DY8 2AG. Tel: Stourbridge 73263. (76539
WANTED: CAR, truck, bus, fork-lift sales brochures, catalogues, manuals from 1950. J. I. Harris, London Penta Hotel, Cromwell Road, London SW7 4ON, from 21st August to 1st September. (76188
ROLLS-ROYCE Phantom II running chassis wanted (Continental chassis preferred, but will consider any). Velocette KTT motorcycle also wanted (all or part). E. Shelton, 11357 Deland St., North Hollywood, California 91606 USA. (61781F
BRISTOL 400, 401 or 403. Prefer excellent unrestored car but sound roadworthy example requiring some mechanical or coach repairs acceptable. Details and price to Taylor, Mill Lane, Hemingbrough, Selby, N. Yorkshire YO8 7QX. Telephone Hemingbrough 310. (76783
TRIUMPH TRs, GT6 and Spitfires always wanted. Frederick Charles Cars Limited, Gulson Road, Coventry 27518. (73552
JAGUAR XK120, 140 or 150 Coupe, LHD, in show condition. Top price paid. Orvar Olsson, c/o Adonbolagen AB Vegagatan 22 B 413 09 Göteborg, Sweden. (76833
WANTED: 3-LITRE Bentley, any condition or body rebuilt, basket case or part finished. Would accept parts car—urgent. Box 24518 Vancouver, Canada. (76940
WANTED: DAIMLER Majestic around 1962 manufacture for around £150. Box No. 5083. (76828
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HARD TOP for Series 3 "E"-type Jaguar. Write: Read, Nordic House, 31-33 Lesbourne Road, Reigate, Surrey. (76717

WANTED—continued

WANTED! Any old Bentley or Rolls-Royce. Any condition! Anywhere! Best payment! Telephone: 01-385 1805 (Kensington) now! (77045
ASTON MARTIN. Overseas cash buyer requires DBS V8 or 6 Auto. John Hall, Royal National Hotel, London. 19th to 26th June, or 11th to 17th July. (77046
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 7865. (77038
WANTED! Any old or interesting touring, sports or racing car wanted! Any condition! Anywhere. Best payment! Telephone: 01-385 1805 (Kensington) now! (77045
CHROME WIRE WHEELS for XK150. Burgess, 34 Barn Hill, Wembley, Middx. 01-904 5953 (day); 01-904 5074 (evenings). (76324
XK120 ROADSTER and SS100 wanted for private collection. Dobson, Ivy House, Levens, Kendal, Cumbria. Tel: Sedgwick 60833 (day); 60437 (nights and weekends). (30527
MORGAN +8 would consider nice 4/4. Will travel. Melvyn 3, The Green, Wanstead, London, E11 2NT. Tel: 01-989 5726. (76376
MG, SA OR WA Tickford Coupe built by Salmons (in the Magic of MG page 132 or page 138), any condition. If possible concours cond. J. Smits van Ryckevorselaan, 24 Moergestel, Holland. (30331
FORMULA JUNIOR wanted. Front or rear engined. Must be in original condition. Tel: Appleby (Cumbria) 51077. (76624
SPEED 20 LAGONDA 2-litre Talbot 105, or similar sports car wanted. 01-828 7449. (72123
WANTED: MG TC by private party in good condition only. Please ring London 01-373 2296. (74381
WANTED: BENTLEY/Rolls S3 V8 engine in first-class order only, complete. London 01-373 2296. (74381
JAGUAR/DAIMLER automatic transmission for V8, complete and must be in v.g.c. Goodridge Collins Rd. Totnes Devon (0803) 862007. (30091
CLUB MEMBERS want magnificent monsters, rotten wrecks, surplus spares and anything else old/interesting. VTEC, 14 Broadway, SW1. 01-834 9225. (29928
MASCOTS, BADGES, books, photos of old cars. Dawson, Casa Nuestro, Sussex Rd., New Romney, Kent. 06793 3327. (74766
WANTED PRIVATELY: Pre-war Alvis, Lagonda, or similar sporting motor. Also Bentley Mark VI/R. 01-828 7449. (72985
OLDISH DROPHEAD CAR required. W.H.Y? Cash. Please write Box 4934. (27451
GENTLEMAN REQUIRES LHD Rolls-Royce, Bentley or Mercedes. Cash waiting. Please write Box 4933. (27451
WANTED: BENTLEY or Rolls-Royce Continental with Mulliner coachwork. Preferably Series 3. P. Wood, Great Bardfield (Essex) 669 or 604. (77338
AMERICAN WANTS to purchase clean reliable pre-1967 Aston Martin DB5, Maserati, Ferrari and/or S1 Rolls or Bentley for use in England in September and then export. Would expect delivery in London. C. D. Waring, 3952 Bosworth Dr., SW, Roanoke Va 24014 USA. (61941F
WANTED for 1½-litre Le Mans/Mk. II Aston ENV back axle or banjo casing, gearbox, brake backplates, drums and shoes. Crellin, Berkhampsted 4004. (77344
WANTED: MORGAN +4, or MG TF. Prefer running order, but would consider most conditions. 0543 490232. (77346
PORSCHE 911E wanted privately for cash. 1969 onwards, coupe or Targa. Ring 01-681 1588 evenings after 7th June. (77354
PARTS FOR 1933 AUSTIN Light 12/4. Will take complete car or any part will help. Contact: M. Czajkowski, 121 Station Road, Bardney, Lincoln, Lincolnshire LN3 5UF. (77350
AUSTIN CHUMMY or Nippy, cash or could exchange a Healey 3000 III. Snow, 39, Angrove Close, Great Ayton, Cleveland, Great Ayton 3235. (77416

WANTED—continued

JAGUAR XJ6 4.2 or XJ12 wanted. Late Series I or Series II. Must be in first-class order and a low mileage one owner car. Please submit full details including colour and trim in writing before June 9th to Harmer, 30 Greens School Lane, Farnborough, Hants. (77432
MORGAN PLUS 8, 1971/3. One owner, low mileage and superb condition essential. Phone 07322 63510 (Kent). (77434
BUGANTICS: Volumes one to eleven. Complete set or odd copies purchased. Some duplicates for exchange. Box No. 5093. (77435
WANTED: Bonnet sides or just locking mechanism for vintage or pre-war Daimler. Russell, 3 Hilton Lane, Prestwich, Manchester, M25 8NL. 061-773 1587. (77440
WANTED: Rolls-Royce 20/25 1935-38. Any type body or chassis only considered if in good mechanical order. G. H. King, South Lodge, Boars Hill, Oxford. Tel: Oxford 735127. (77447
WANTED: FERRARI Dino 246/Porsche Carrera. Cash available. Full details to Box 207, London SE21 7HJ. (77425
ANY NUMBER 1 or distinctive registration number urgently wanted. Please phone 051-428 8361 mornings/evenings. (75530
SILVER CLOUD Rolls-Royce with serious mechanical faults, poor bodywork or accident damage, even fire damage or breaker. Vehicle with minor faults will suffice. Drophead of particular interest. Other models considered, even a Bentley. All replies answered. Courteous negotiations, prompt cash payment. Box 5076. (76421
WANTED: Early Lotus with Climax engine—anything from Mk. 6 to Elite considered. Also interested in obtaining FWA, B or E engine. Box No. 5077. (76386
PRE-WAR ALVIS, Lagonda, Talbot, Riley, Aston or similar sports car wanted privately. 01-828 7449. Good condition preferred. (29928
GILBERN 1800 any condition. Would rebuild. Would part exchange sound 1968 BMW 1600 two-door. Drake, Skipton (Yorkshire) 60202. (76444
ANY SPORTS CAR wanted, modern or anything old and interesting. Any condition. Can collect. Cash. 01-658 1005. (71187
ROLLS-ROYCE 20/25, 25/30, or later 20, in good original condition wanted. Buyer arriving England end June. Please send details inc. price to J. D. Peirson, 2586 Lawson Avenue, West Vancouver, BC, Canada. (77130
WANTED for J2 MG: Screen and stanchions headlamps, speedo. Can offer P-type similar in exchange. A. White, Tel: Somerton 72467 (Somt.). (77238
TRIUMPH TR4A that has been carefully maintained. Advertiser is private enthusiast wishing to keep and cherish the car long term. 01-852 0867. (77229
MOTORING BRONZES by F. Gordon-Crosby, P. De Soete, etc wanted by collector. Also oil paintings of motoring subjects, especially those by F. Gordon-Crosby and large stylish motoring posters. M. Dorian, 5, St. James's St., London, SW1. 01-839 3591. (30991
WANTED: TALBOT 105 chassis with or without engine, any condition. Telephone Horam Road 2044. (77297
LALIQUE GLASS CAR mascots and fine hand-built car models required by collector, particularly those by Michel Conti of Turin. M. Dorian, 5 St. James's St., London SW1. 01-839 3591. (30991
COLLECTOR WISHES to buy pre-War Motor Sports to complete run. Missing copies volume one, five. Top prices paid. Also wanted: A complete or long run of Road and Track magazines and Automobile Quarterly. Also Omnia of 1935, 1936 and any books or periodicals relating to coachwork and car body building pre-war. Comp. run of Speed magazines for sale or exchange. M. Dorian, 5 St. James's St., London SW1. 01-839 3591. (30991
ROLLS TWENTY fabric saloon Lagonda/Alvis tourer, Phantom II Sedanca, Phantom I/Twenty landaulette wanted in superb condition. Anything really fine considered. £2-9,000. 01-828 7449. (77814
ZODIAC/ZEPHYR/Consul Mark 1 or Mark 2 wanted. Preferably convertible and preferably immaculate. 0924 403212 (evenings). (77780
WANTED: REAR ALFIN brake drum Aston Martin DB2/4. Browne, Aaron Hse., Silverton (Tel: 293) Exeter, Devon. (77778
LOTUS ELAN +2, circa 1969, required by private buyer. Tel: Havant (070 12) 3674. (77796
RENT-A-SPORTS. Holidays coming up. Book in advance—save disappointment. Rates quoted on request. Please telephone Coventry (0203) 610708. (77809
WANTED: SOFT TOP and frame or frame only for Spitfire IV. Phone Iver (Bucks) 653503. (77710
E-TYPE V12 or Range Rover for cash or exchange my 1972 XJ6 or 1973 Citroen SM. Box 207, London SE21 7HJ. (77733

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First Reg. May 1976.
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Bargain at £7,250 o.n.o.
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WANTED—continued

WANTED URGENTLY by private cash purchaser—drophead SS or Jaguar car 1936-1948 in absolutely any condition. Unbeatable cash offered. Tel: Weymouth 4082 evenings (reverse charges please), or write 12, Avenue Rd., Weymouth, Dorset. (31113

WANTED URGENTLY: 4 secondhand Dunlop racing tyres, 600 x 16. Reply Box 5097. (77697

TR6: Cash, Hancock, Japonica House, Parwich, Nr. Ashbourne, Derbyshire DE6 1QL. Phone: Parwich 272. (77668

TR5 PI. Must be near immaculate. Phone Lane Cambridge (Glos.) 333 (days). (77702

MISCELLANEOUS

MAGAZINES: Autocar, Motor, Motor Sport, Autosport, Motor Racing, Hot Rod, Hot Car, Sports Car, etc., etc., over 2,000 copies from 1944. Offers for lot. Buyer collects, Rochdale 33516 (evenings only). (77648

MG K/KN REAR AXLE. Excellent diff. K brake bits, springs, instruments, etc. F1 crankshaft, rare MG books, SAE: 12, Faenol Avenue, Abergele, Clwyd. (77652

SILVER GHOST tyres: five 33 x 5 with tubes good to excellent, cash offers or exchange best 32 x 4½. Quarmby, 3 Holmwood Crt., Ballbrook Ave., Manchester 20. (77628

17 GARAGES and river frontage. Centrally heated 3-bedroom house, easy reach Hampton Court Station. Nice garden to River Ember, with proposed improved access to *River Thames. Price reduced for early sale.* £25,000. A. Moore & Son 1 Creek Road, East Molesey. 01-979 8318. (77625

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NEW UNF BOLTS and sets (most H-Tensile and plated) with nuts, 3/16-in. to 3/8-in dia. ½-in. to 2½-in. long, 200 assorted. £6.50 post.pd. BSF available same price. E. A. Clare, 25A Lenton Road, Nottingham. (77618

ORIGINAL MONTAUT & Gamy lithographs, hand coloured, depicting motoring and aviation events of Edwardian period, dating between 1905-1913. Offers over £50 per each or would sell complete collection. Warrington, Stanmore House, Caldecote St. Newport, Pagnell, Bucks. 0908 610123. (77603

CAR TRANSPORT Services 1/2 car transporters. Fully insured. Malvern (Worcs.) 3272 evenings. (77584

MASCOT COLLECTION and rare curio. Will swop for vintage car. Value my collection £500. Curio £100. Dawson, Casa Nuestro, Sussex Road, New Romney, Kent. Tel: 3327. (77616

MORRIS REGISTER 3rd Annual Donington Rally 26th/27th June, 1976. Barbecue St. evening. Driving tests concours, licensed bar. All makes welcome. Details: Brian Longdon, Drumskeog 7 Bensley Close, Chellaston, Derby. (77617

COPIES MOTOR SPORT, September 1969 to date. Cost—to cover advert. Pestell: Congleton (Cheshire) 2049. (77574

HEALEY 3000 MG-C, chrome wire wheels, five brand new unused, £85. 021-557 8642. (77029

MOTOR SPORT: 109 copies 1959-73. SAE for list. Pre-1951 wanted. 458 Station Road, Dorridge, Solihull. Knowle 6452. (77030

MK. VI BENTLEY (big bore). New set of piston rings, one front road spring, assorted sealing washers. Secondhand r.h. halfshaft (damaged bearing), one rear road spring (top leaf broken). Sundry other small items. Offers: Dawber, Angorfa, High St., St. Dogmaels, Cardigan. (77031

POSTAGE STAMPS in "Motor Sport"? Veteran/vintage cars—racing cars and drivers on large stamps of the World. Start a collection now! Lists—2 x 6½p stamps: G. S. King, 154 Telfer Road Coventry. (77004

VINTAGE AUSTIN Register Vintage Car Rally Autojumble Flea Market, Ashover, Derbyshire, July 25th. Entry forms: Frank Smith, Marshbrook, Butts Road, Ashover, Derbyshire. (76975

WIRE WHEELS, silver, set of 5 plus adaptors. Chrome knock-on nuts will fit Spitfire, GT6, £75 o.n.o. Phone Nottingham 275141 weekdays. (76969

WOOD JEFFERSON electric fan, boxed, unused. MG-C wires plus 165.15 radials. 1st reasonable offer. Bedford 711 538. (76971

BENTLEY: *Finest quality fibreglass wings* front and rear to fit Series I, II & III; all bolt-on fittings. Broadway Plastics, Lane Market, Nottingham. Telephone (0602) 50431. (76625

SEE PRE-WAR civil aircraft, the RN Historic Flight and a hot-air balloon at the Shuttleworth Collection's Flying Day on Sunday 27th June, at Old Warden Aerodrome, off the A1 near Biggleswade, Beds. Entry £3 for car and occupants. Other adult 50p; child 25p. Arrive by lunchtime and bring a picnic. Send SAE for details of year's events. (75684

MISCELLANEOUS—continued

MG M-TYPE engine spares: block, head, valve gear, camshaft and drive, pistons, rods, sump, oil filter, rocker cover, flywheel bellhousing. Offers. Tel: Milnthorpe (04482) 3154 or Poynton (09967) 5829. (76628

TRANSPORT SHOW in London on 18th July at Picketts Lock Leisure Centre, Edmonton N9. Spectators and entries (any type, any age) welcome. EDVVS, 308 Hertford Road, Edmonton N9. Tel: 804 1543. (76540

FIAT 1800/2300. Used parts. O'Meara, Trenowth, Grampound Road, near Truro, Cornwall. 0726 882480. (76505

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MOTOR SPORT: Approximately last ten years, few missing, delivered Birmingham area, otherwise buyer collects. Also: workshop manual for Citroen Light Fifteen range. Offers. 021-356 6846. (76823

HANDBOOK photocopies: Riley 1934; Jowett 1936; Fiat 10-15; Citroen L15; Morris 10; Standard 1919; Wilson gearbox; Zenith carb up to 1922; Rotax ignition. SAE to Young, Hunterscombe, Dorking Rd., Leatherhead Surrey. (30743

ALPINE SERIES TWO spares incl. hardtop, new spoiler, five wire wheels axles, windscreen etc. Phone evenings Bridgwater 722792. (76751

MOTORING BOOKS/Handbooks (list 15p). *Refund on purchase. Subsequent quarterly* catalogues free. We buy—please quote. "Old Things", Bookdealers, Kirkgate, Knaresborough (5998) Yorkshire. (76779

MOTOR SPORT 1952-1957. In binders. Offers: Hartley, 46 Lightbridge Rd., Huddersfield, HD2 2HL. (77125

"THE BULLNOSE and Flatnose Morris" copies autographed by the authors and illustrator available £6.62p UK. £7.36p overseas from L. P. Jarman, 27, Oakfield Road, Rugby, Warwickshire. (77141

FOR SALE: CCC Feb. '67/Feb. 73 complete, Hot Car No. 1/May '72 complete, Motor Sport March '67/April '76 complete. Phone 472 5883. (77142

1937 RUBY, Almost complete for spares, with log book. All or part £45. St. Cross 347 (Suffolk) evenings. (77118

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MISCELLANEOUS—continued

COMPLETE BODIES panelled. Wings made to pattern by ex-Mulliner-Park Ward panel beater. Uxbridge 33021. (75995

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CLEARING ESTATE: Magnificent motor trunk by Russell London, ("D"-back P1), £65. Smaller one, suit 10/14 h.p., £25. Vintage picnic outfit, £20. Smiths clock c1924, £15. SAE Box No. 5092. (77362

MG-A SPECIALIST, spares. Secondhand, off the shelf, complete cars, etc. Simon Robinson, Burns Farm, Dacre, Harrogate. Tel: Darley (042 372) 519. (77355

OLD MOTOR catalogues. Still some 36 different makes available from collection. Write for list and state make preference for greater detail. 161, Victoria Rd., East Thornton, Nr Blackpool. Phone: Cleveleys 72978. (77351

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ONE SET of five Lancia Fulvia HF wheels 6J x 14 virtually unused (no tyres). £100. Ring: Derby 671131 daytime. (31026

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ROLLS-ROYCE 1921 Silver Ghost radiator shell and core in first-class condition. £500 o.n.o. Box 5088. (77131

MOTOR SPORTS needed: Oct. 1939; Jan. 1934; 1933—all except Sept., Nov., Dec. 1932—all; 1931—all. 1930—all. Road and Track needed: all pre-June 1951, and all between Jan. 1971 and Dec. 1975. Have spare profiles Nos. 1 to 23. Best prices paid. Tel: 01-602 5946 day; 01-289 3051 eves. Write: Lewis 36 Warrington Crescent, London W9. (77245

SS 1936 2½L. CHASSIS £125. SS100 rad. shell £50. Selling tons SSI; 2½L; 3½L. Engines, axles, chassis components. Freight arranged. Fernhurst 785. (77251

XK120 RADIATOR grilles, excellent reproduction £110—money back if not satisfied. XK120/140/150/ Mk. 5 pedal rubbers £5 set. Door seals XK120/140/150 Mk. 5 £2 yd. Door weather seals XK150 FHC Mk. 7/8/9 in black/green/blue/biscuit/ tan £3 yd. Single pole sidelight interiors XK120/140/150, £5.60. Handbooks XK140/150 £7.50. XK120 £4. *Wiper spindle* Grommetts 50p each. Worthington, "Gillingwood" Waste Lane, Berkswell CV7 7GG. Warks. Cov. 464644 (77262

COOPER JUNIOR wheels, early narrow 15 in., two with tyres one bare. Offers Reading 332526. (77300

1930s BUGATTI 2-seat pedal car, two Austin J.40 pedal cars, Austin 750 racer pedal car converted to 25 c.c. Petrol engine for sale or interesting exchange. M. Dorian 5 St. James's St., London SW1. 01-839 3591. (30991

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ROLLS-ROYCE service instructions (22 pages), No. RR F2, adjustment and overhaul of Rolls-Royce clutches, 20 h.p., 20/25 h.p., 25/30 h.p., Wraith, Phantom 1, 2, 3, all technically described and illustrated. £4. Talbot, Willow Lodge, Church Road, Warton, Preston Lancs. (77701

AUTOCOURSE YEARBOOKS 1951/2/3 64/69/70. Complete set Speedworld International, Grand Prix Annual 1959/70, *Various Motor Sports* 1960s. Offers to C. Roberts 69, Haldon Road, London, SW18. (77681

MISCELLANEOUS—continued

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ROLLS GHOST radiator, gearbox, hand-*pump magneto,* temperature gauge, bumpers. P1 iron head wheels, wheel spanners, speedometer, shock-absorbers, exhaust manifold, silencer parts, axle beam, PII exhaust manifold, PII head, dynamo, 20 h.p. 3-speed gearbox, 20/25 magneto, starter, dynamo, undertrays, Bentley 4¼ head, 3½ halfshafts, dynamo, Vanden Plas coachplate. Sainsbury, Manor Farm, Castle Eaton, Swindon, Wilts Kempsford 453. (77677

MG-A WORKS hardtop. Sound, but could do with tidying. £50. Tel: 0276 65823 evenings. (77679

99 NOK REG. NO. on 1968 Honda 50. In good working order. Offers. Stamford 4312 (Lincs.). (77685

MG-A ROLLING CHASSIS, very sound, partly restored condition. Michelin ZX radials. Offers—£200. Phone Mr. N. Powell, Nuneaton 384714. (77689

JUNE 4th/5th, *2 days you should be at* Alexandra Palace, London, Friday 4th, Europe's largest classic car auction—about 100 entries anticipated. Saturday 5th: huge indoor autojumble, plus auctions of vintage motorbikes, Rolls/Bentley and veteran/vintage spares. Send £1 for combined catalogue. 40p Saturday only, or collect at door. Mike Carter, VTEC, 14 Broadway, SW1. 01-834 9225. (77814

IMPORTANT: Private sale of surplus *spares including: P100* rechromed headlamps pair 20/25 Rolls-Royce, rechromed Lucas headlamps, pair 12 in. Rolls-Royce Ghost headlamps (bell-shaped), 1930 Morris Minor, Morris 8 SS 1½, SS 2½, Jaguar 2½, 3½ radiator grilles, three pairs Lucas alto horns, five SS manuals for 1935-1939 models. Set S Jaguar knock-ons and numerous Jaguar mascots (large chromed type). Set five very good 18 in. wire wheels with 5.50 x 18 in. tyres to fit SS100. All spares for SS and Jaguar saloon cars 1938-48 including dashboards, trim, etc., etc. Tel: Weymouth 4082 (evenings). (Code 03057). (31137

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IMPORTANT AUCTION: June 21st/22nd, Park Hall, Wormelow, Hereford. See display advertisement page 706 in this issue *for sample of early entries. Many more* have since been received including 1914 KRIT, Phantom and 2 other Rolls, several lovely PVTs including Aston Le Mans, and some nice post-war motor cars in driveable order. Ballroom nearly full but late entries accepted to June 18th. Linden Alcock & Co., Fine Art Auctioneers, Hereford 68600. (77779

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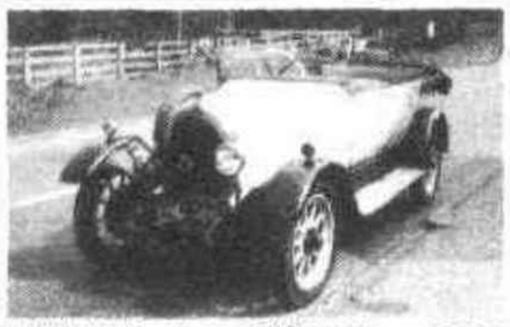
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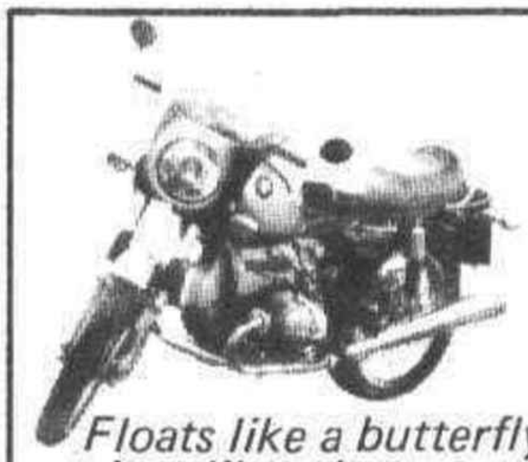
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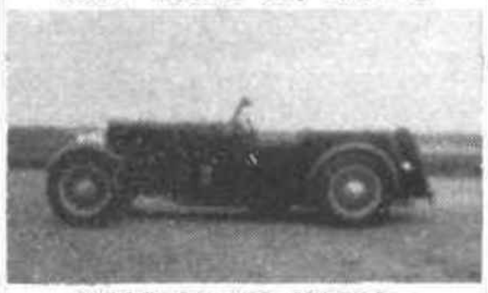
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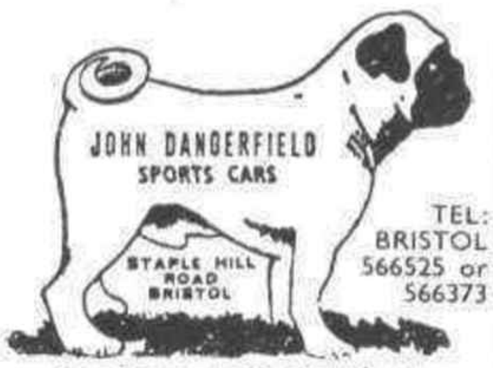
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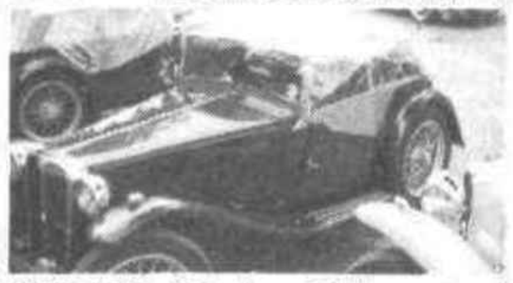
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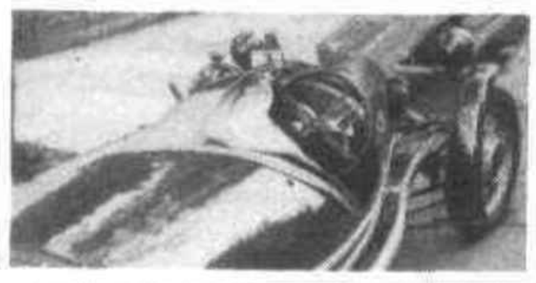
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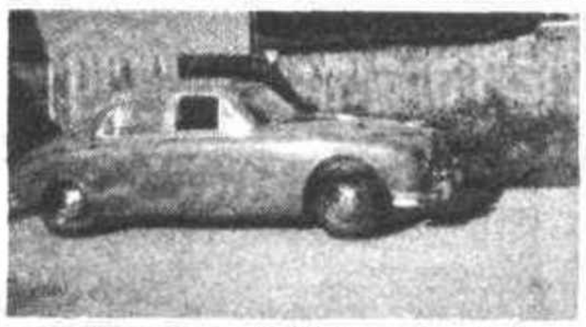
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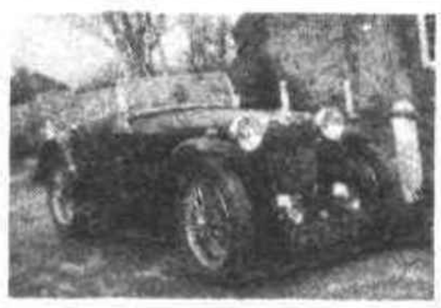
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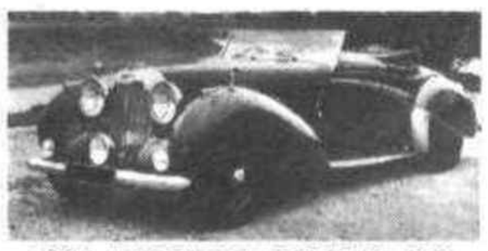
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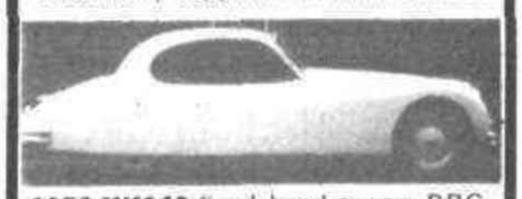
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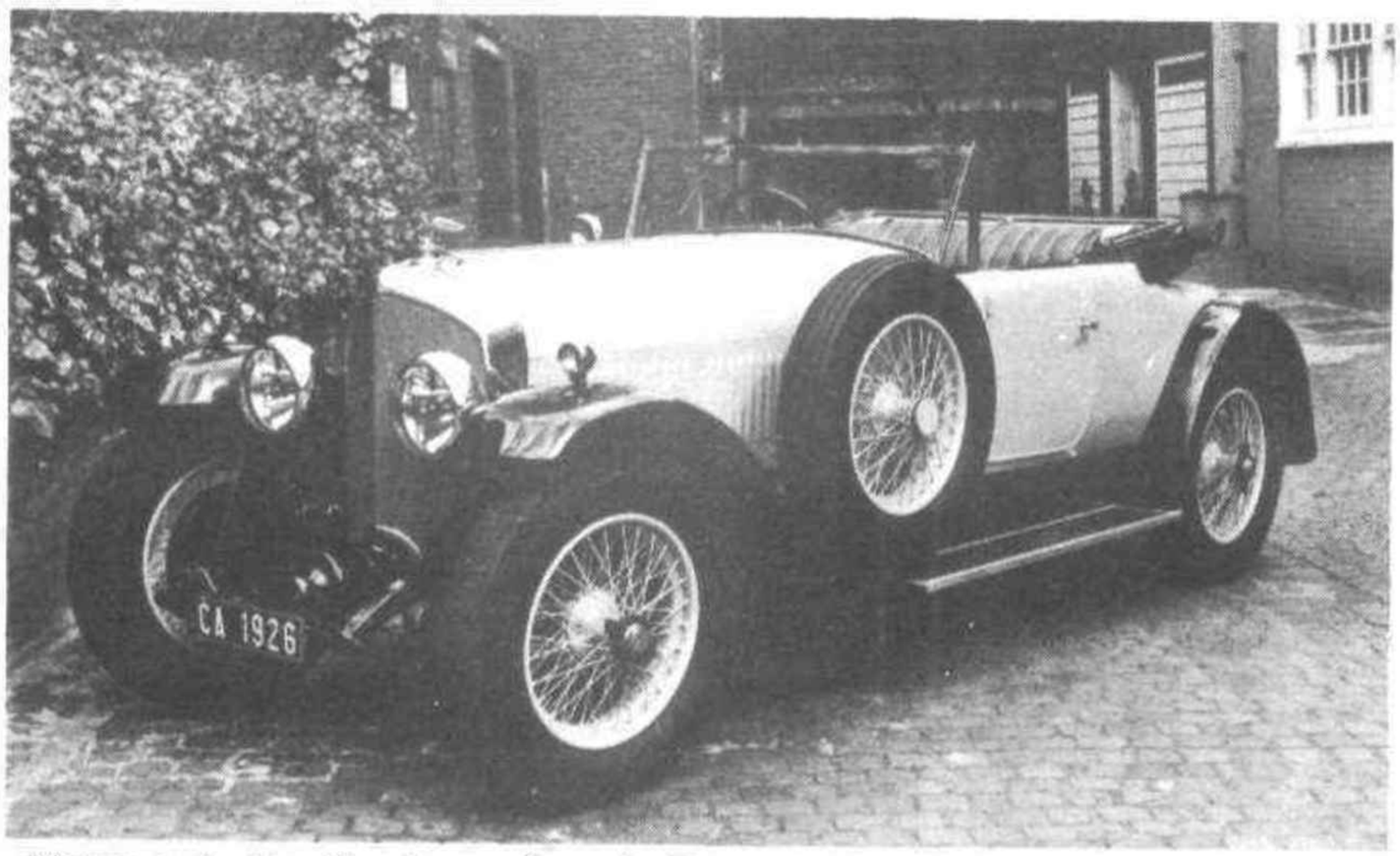
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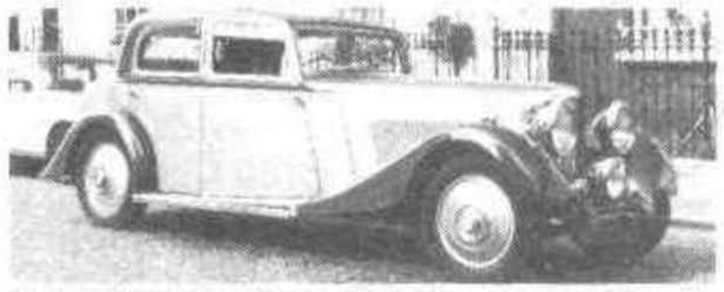
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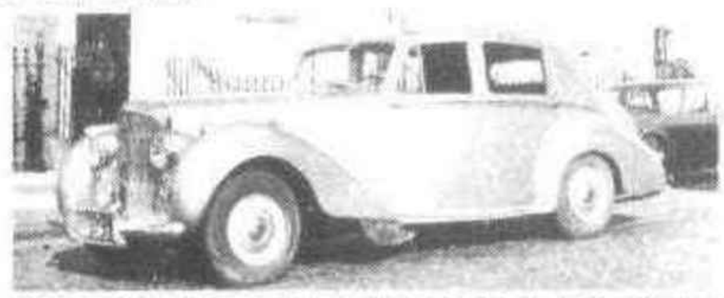
1934 BENTLEY 3½ LITRE SALOON by PARK WARD. Sand and sable finished with dark tan hide and green carpets. Three owners since 1959. Recorded mileage 37,709. This vehicle has been in recent daily usage and is in very sound condition. This vehicle is an ideal subject for some restoration work, and will prove to be a fine investment.



1960 ROLLS-ROYCE SILVER CLOUD II with modification by HAROLD RADFORD. Surely the epitome of touring luxury. Fitted with refinements too numerous to list fully here, but including a picnic table and stools, portable bar, Thermos flask, etc. The seating adapts to form a bed. Beautiful burgundy coachwork with off white hide. Good history.



1964 ROLLS-ROYCE SILVER CLOUD III by H. J. MULLINER. Four-door saloon. Cream aluminium coachwork with beige hide upholstery. A very limited number of these vehicles were produced and this is probably the finest example available today. We highly recommend this vehicle as a sound investment.



1954 BENTLEY R TYPE STANDARD STEEL SALOON. A one-owner, left-hand-drive example. The condition of this vehicle is first class. "Sea Mist" green coachwork with red hide. Just over 100,000 kilometres recorded. Maintained by one owner from new. This is a magnificent example of the R Type Bentley.

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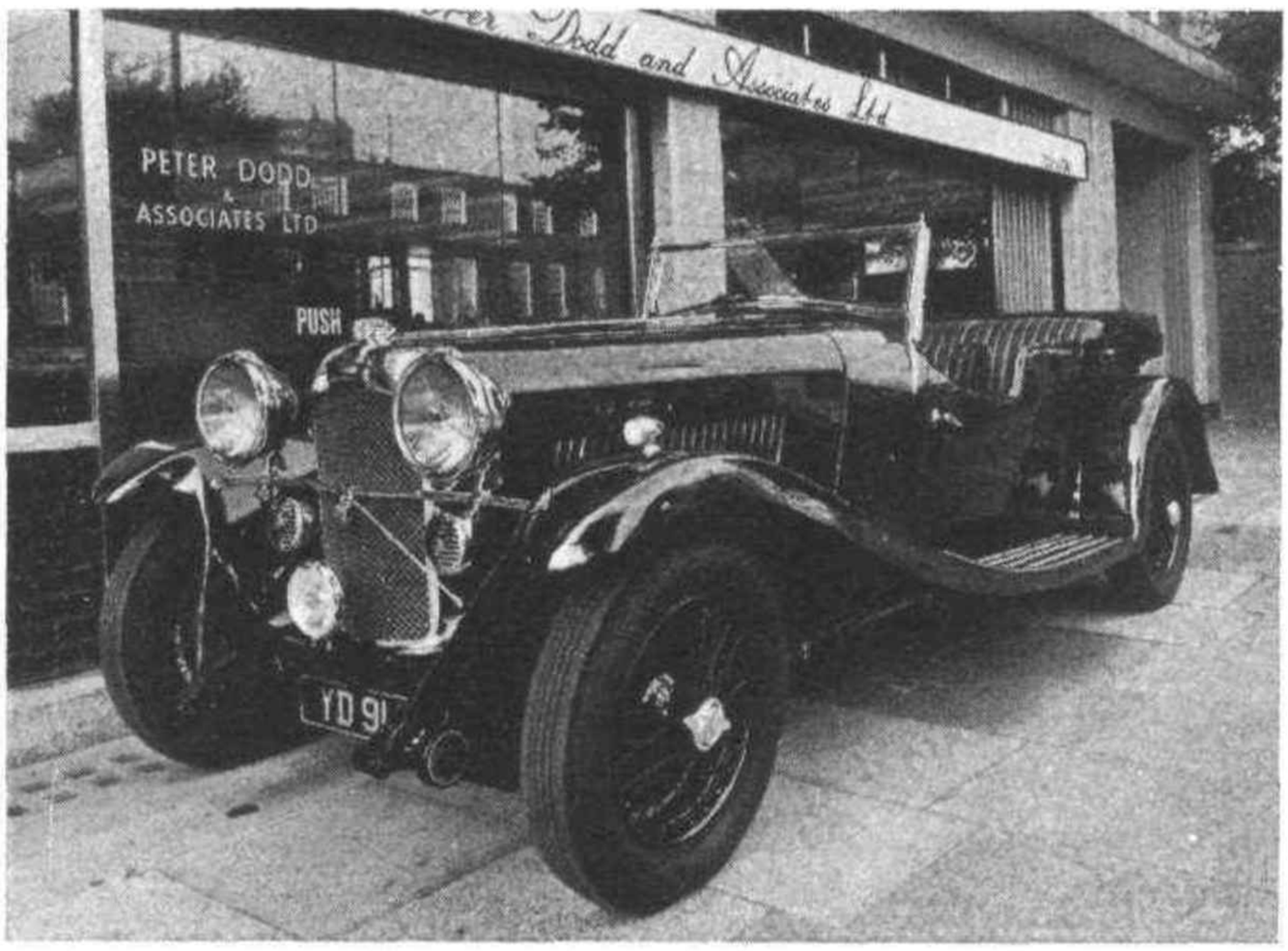
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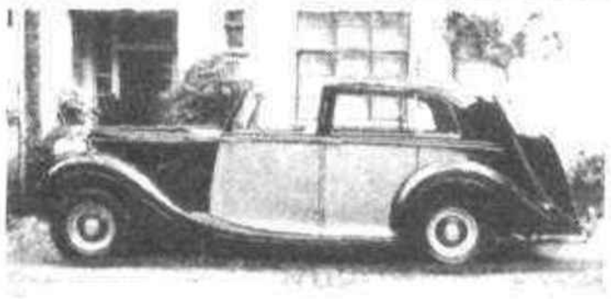
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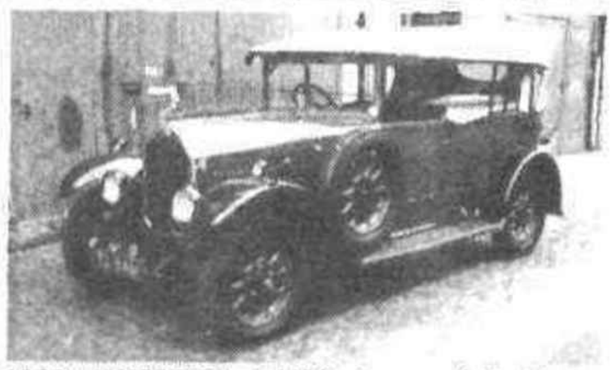
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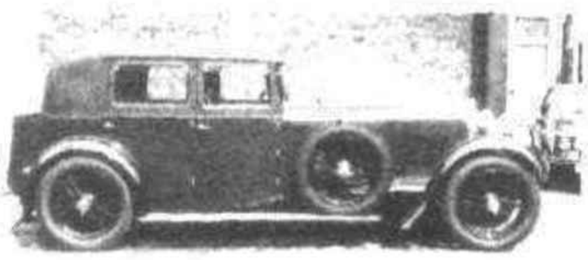
1926 LANCIA Lambda 5th Series torpedo tourer, fully restored.



1954 ROLLS-ROYCE Silver Wraith sedanca-de-ville by H. J. Mulliner, in fine condition.



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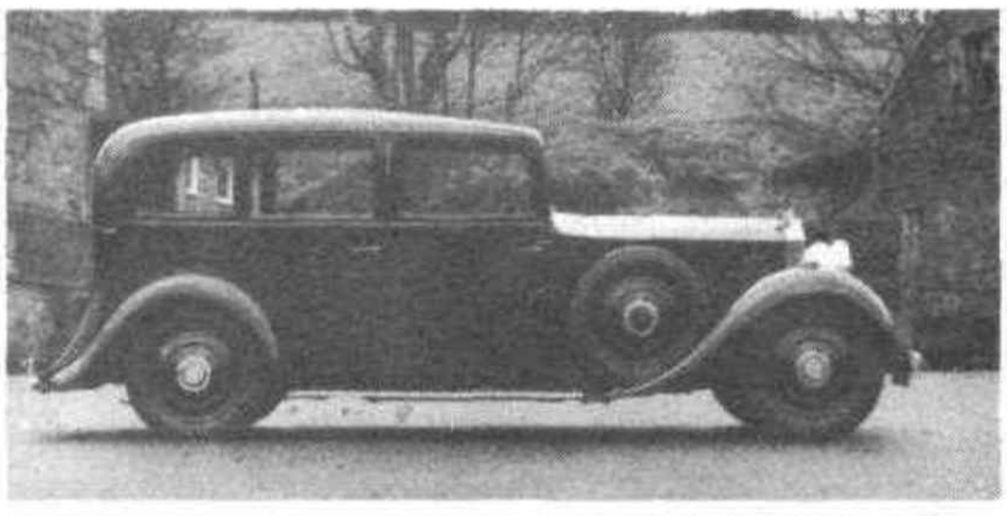
1924 ROLLS-ROYCE Silver Ghost Piccadilly roadster.
1929 ROLLS-ROYCE Phantom I limousine by Barker.
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1936 LAGONDA LG45 4½-litre drophead coupe.
1936 TALBOT 110 Freestone & Webb two-door saloon.
1929 Brooklands RILEY Competition two-seater.

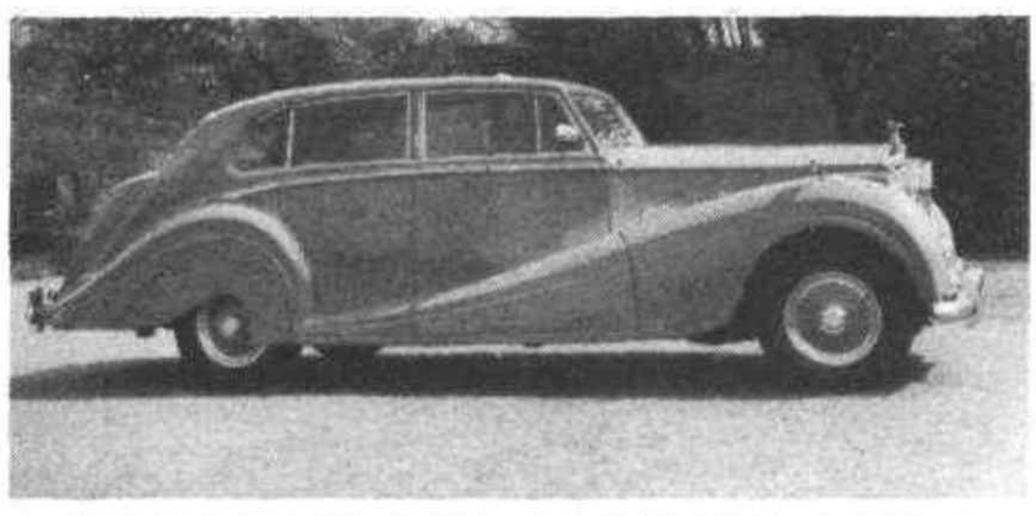
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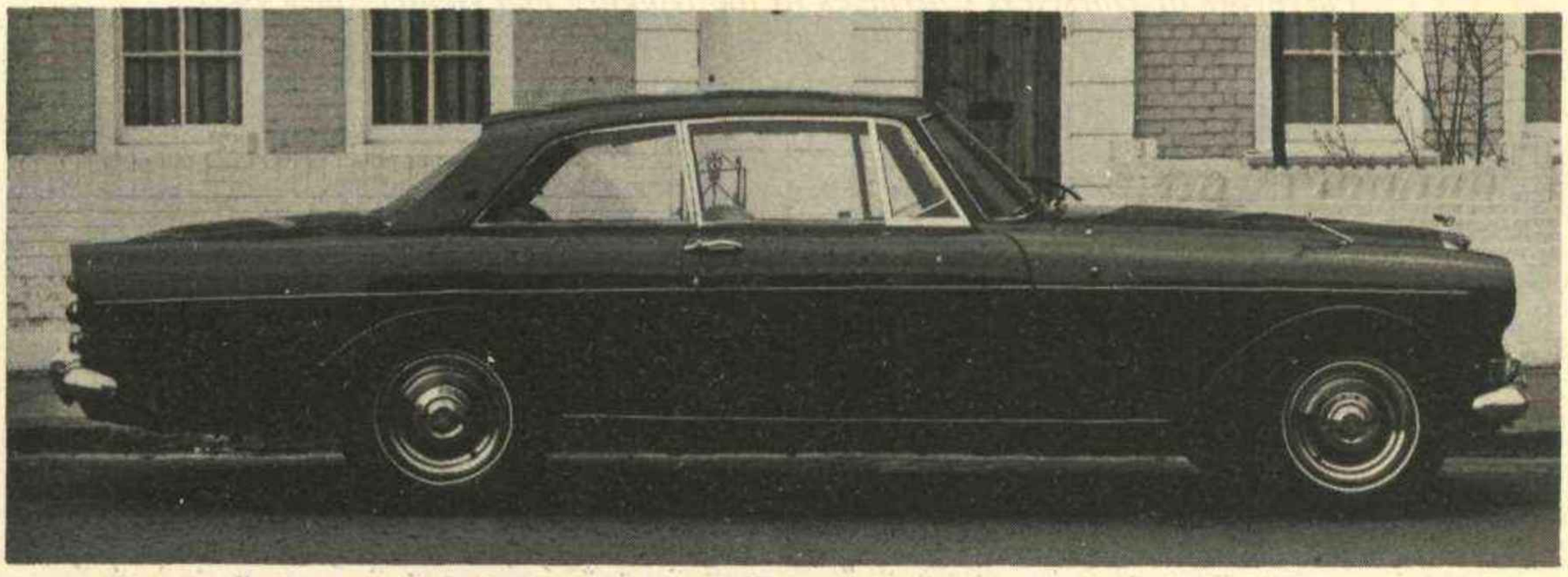
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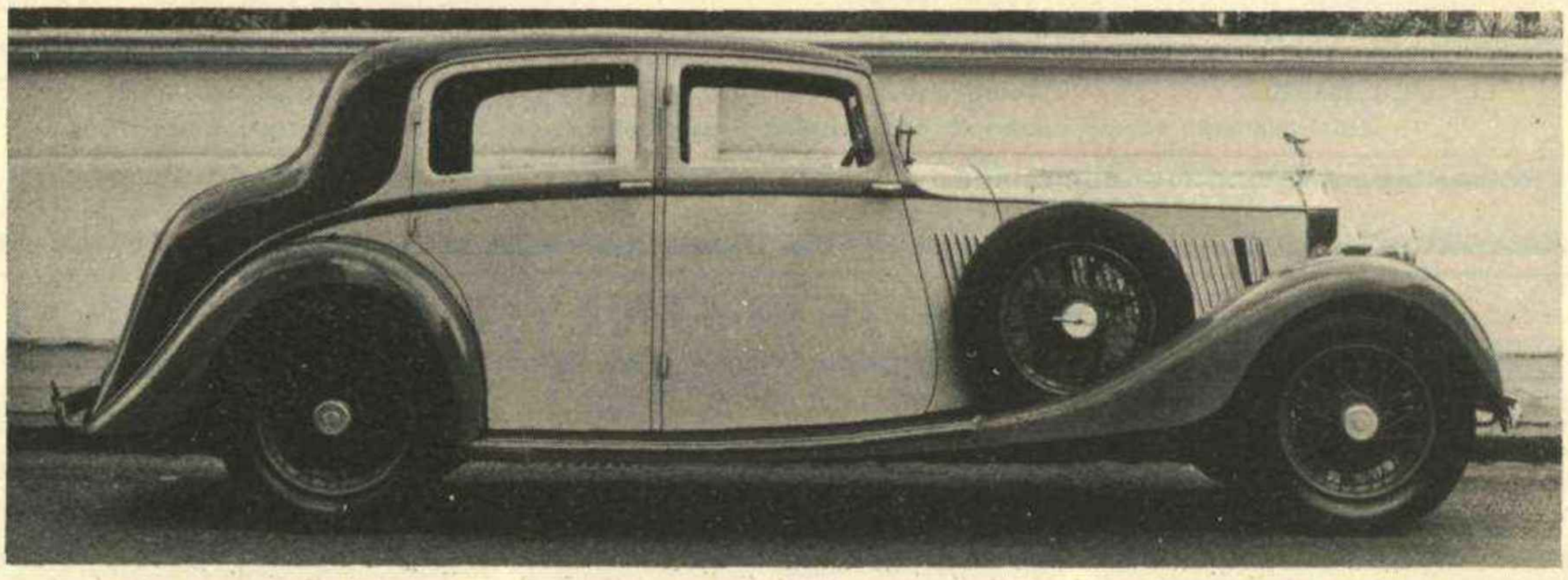
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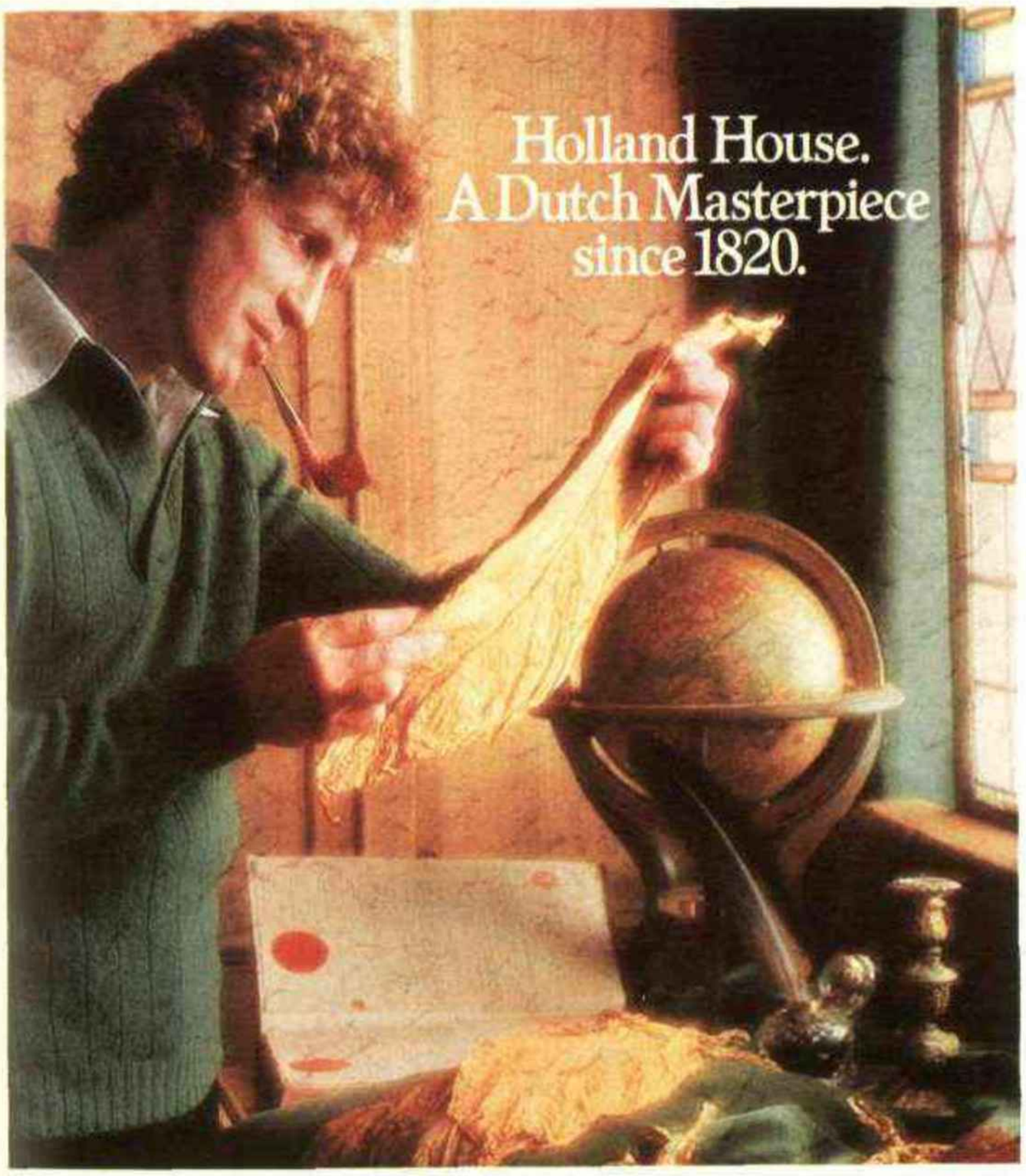
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