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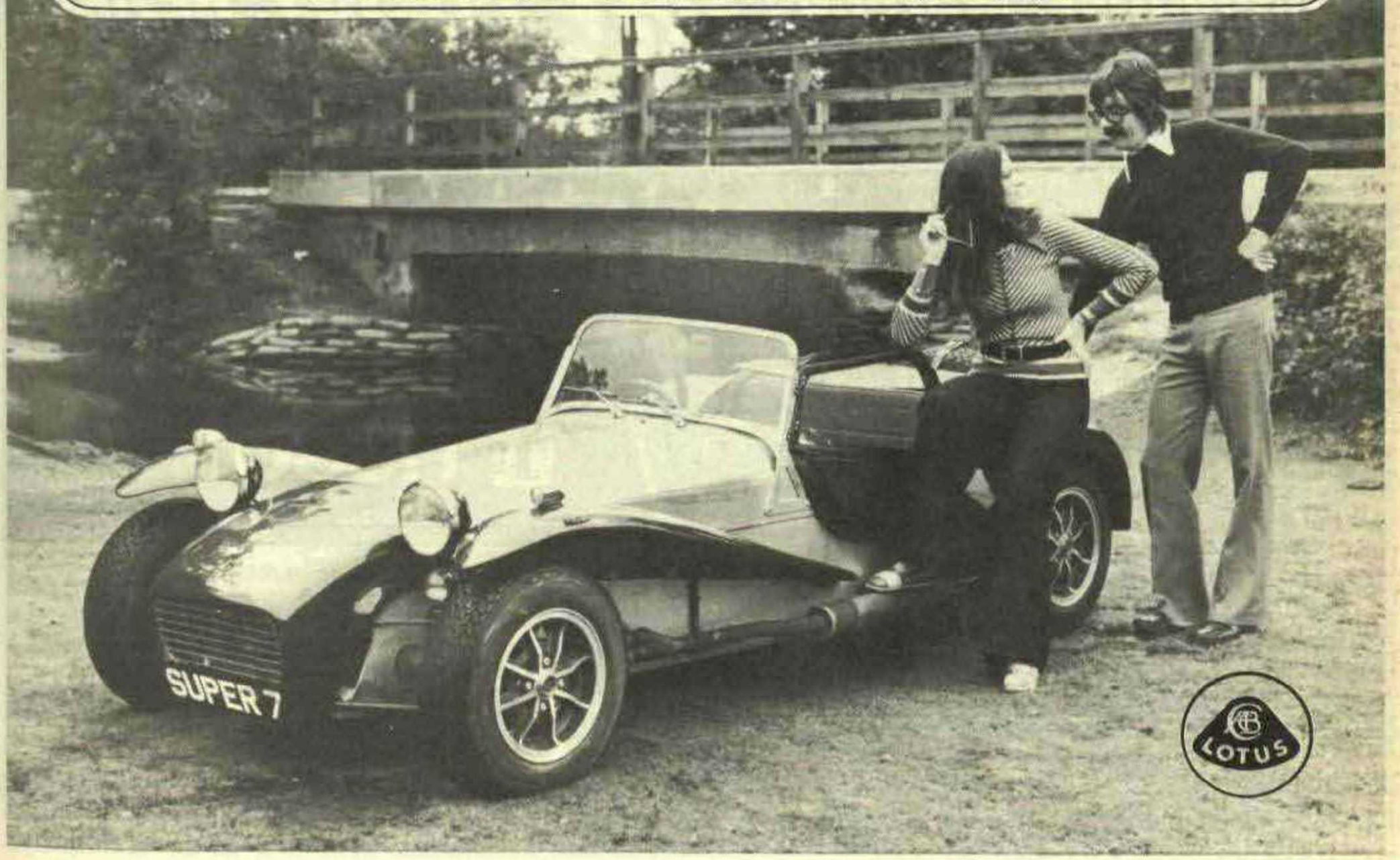
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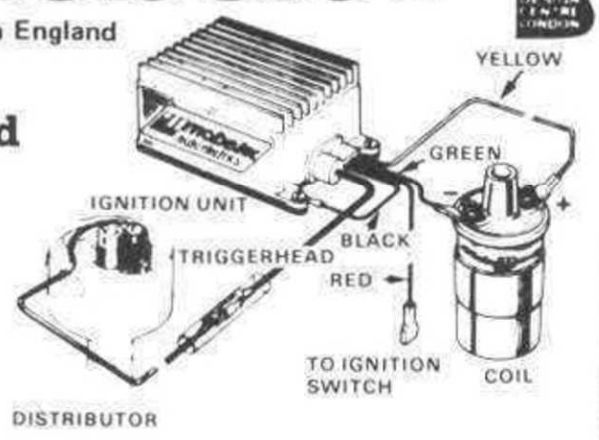
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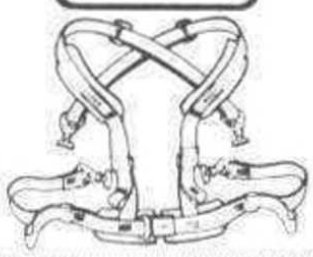
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MGB GT, 71. Blaze. outstanding condition for its year. **£1,295**

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1971	**GTE Auto.,** sunroof. one owner. Nevada Yellow/Black.	£1,795

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JAGUAR

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1973	**Roadster,** M-Reg.. hard/soft tops. 108SR. 12,500 miles.	£5,395
1973	**Roadster,** one owner. chrome wire wheels. radio. tints.	£4,095
1973	**Roadster,** hard/soft tops. chrome wheels. tinted glass.	£3,995
1972	**Roadster,** chrome wheels. hard top. soft top. Primrose.	£3,425
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JENSEN

1976	**Jensen Healey GT,** one owner. Maroon/Grey. tinted glass.	£3,995
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TRIUMPH

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1974	**Spitfire Mk.IV,** o/drive. Mimosa. 20,000 mls.. 1 owner.	£1,575
1974	**Spitfire Mk.IV,** one owner. Carmine Red/Black interior.	£1,445
1973	**Spitfire Mk.IV,** Green/Black trim. radio. 31,000 miles.	£1,225
1974	**TR6,** overdrive. White/Black interior trim. radio. etc.	£1,965
1973	**TR6,** Magenta/Black trim. overdrive. tinted windscreen.	£1,745
1973	**TR6,** overdrive. det. hard top. soft top. radio.	£1,795
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1973	**GT6,** French Blue/Black. overdrive. radio. tinted glass.	£1,595
1972	**GT6,** White/Black trim. heated rear window. low mileage.	£1,345

M.G.

1976	**MGB GT V.8,** overdrive. one owner from new. low mileage.	£3,445
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1977	**MGB GT,** 2,300 mls.. radio/cassette. overdrive. sunroof.	£3,395
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1974	**MGB GT,** tinted glass. overdrive. chrome Rostyle wheels.	£2,195
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1974	**MGB Roadster,** Citron Yellow/Black. headrests. overdrive.	£1,795
1973	**MGB Roadster,** M-Reg.. chrome wheels. tints. overdrive.	£1,625
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1975	**MG Midget 1500,** 10,000 mls.. one owner. Bracken/Tan.	£1,625
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An opportunity to purchase, at a privileged price, the Sicura "Chronoflash" 15-function digital quartz racing Chronograph. Full stop-watch facilities to 1/100th sec, as well as time, month, day and date displays. The benefits from the sale of each Chronograph to accrue directly to Nigel Bruce and his team, with each purchaser entitled to the full privileges of Joint Sponsorship. Each Chronograph engraved with the name of the sponsoring purchaser.

SUNDAY, DEC 15th 1975 After 10 gruelling laps of the winding, slippery Brand's circuit, Nigel Bruce in his Ford Mexico screamed past the flag to win the "Men Only" Trophy. It was the first of an impressive series of victories... the first to bring Bruce's name to the wider public.

Moreover, it brought Bruce to the attention of Switzerland's famous Sicura Watch Company – already associated with the precision timing of sporting events – and persuaded them to become his chief backers.

In addition to Sicura's sponsorship, it was decided to offer *individual* racing enthusiasts the opportunity to become official Joint Sponsors of the team – rather than seek, as is usual, any additional commercial sponsors.

To this end, Sicura have released a limited number of their unique 15-function digital quartz "Chronoflash" watches, to be offered at a *privileged price* to intending Joint Sponsors – the benefits from the sales going to Nigel Bruce and his team.

Thus, genuine racing enthusiasts can enjoy the satisfaction of personally contributing to the success of one of Britain's leading young drivers. Whilst at the same time owning a magnificent electronic timing instrument at an unusually advantageous price, in addition to the other valuable benefits of Joint Sponsorship.

250 Sicura "Chronoflash" watches are therefore now available to the readers of this magazine.

A CHRONOGRAPH DESIGNED SPECIFICALLY FOR THE SERIOUS RACING ENTHUSIAST.

The fastidious workmanship of one of Switzerland's most respected watchmakers... the astonishing accuracy of quartz... complete push-button timing facilities down to 1/100th second: the unique "Chronoflash" offers *every* feature racing enthusiasts prize.

Furthermore, it offers one of the most *sophisticated* time and calendar functions available in any watch, with all the information displayed in sharp, brilliant red light-emitting diodes. A vital consideration in poor visibility, or for night rally driving.

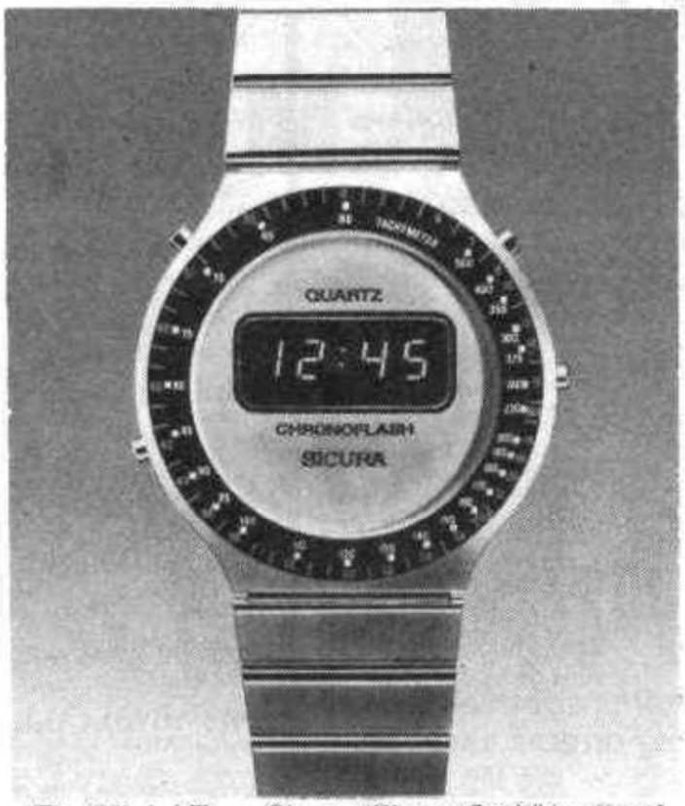
"OFFICIAL STANDARD" QUARTZ ACCURACY.

The "Chronoflash" is more than accurate enough for its timings to be used as the *official standard* for any event. For the same type of circuitry that generates the timing displays you see on your TV screen during Olympic events gives this chronograph a degree of precision no mechanical watch can equal.

The secret lies in a minuscule sliver of quartz at the heart of the instrument. Vibrating at *32,768 times a second*, it sets up an internal time signal so precise that the watch is accurate to within 99.998% *per annum* in all 15 functions.

SIMULTANEOUS TIMING FACILITIES TO 1/100th SEC.

Press the 'start' button. *Instantly*, the chronograph begins timing, visibly flickering through the seconds and tenths of seconds, whilst the last digit, indicating hundredths, becomes a blur.



The Official Team Sicura "Chronoflash" is offered to sponsoring purchasers at £50 below recommended retail price. Benefits from all sales accrue to Team Sicura.

Within a few moments the display goes blank. Yet your Chronoflash's 'brain' continues timing *invisibly* – and you can use the other time and calendar functions without disrupting this continuing timing function.

LAP AND EVENT TIMING.

At the end of a lap, one light press of the button displays the lap time... yet even while that lap time is *frozen* on the screen, the overall timing function continues. Once the lap time has been displayed long enough for you to log it, you see the display revert to continuing time... instantly *updating itself* as though never interrupted.

In this way, you can record intermediate times for each lap. And at the end of the event, one push on the stop button finally halts the timing. At that point, two sets of figures appear. First, the cumulative total in hours and minutes – then, the remaining seconds, tenths and hundredths of a second.

"MEMORY" FACILITY STORES RECORDED TIME.

The Chronoflash can "store" any recorded time for any period, allowing you to *time events spread over days... even weeks...* with perfect precision. For example, where a leg of a rally finishes one day and resumes the next, you may record the time of the first leg and *hold* it in the chronograph's memory for as long as you wish. The next day you may resume timing where you left off.

Once again, you can use time and calendar functions without affecting this "stored" information during the memory period. And because your Chronoflash times events for up to 99 hrs: 59 mins: 59.99 secs., it is ideal for any event.

Finally, the *engraved tachygraph scale* on the outer bezel of the Chronoflash allows you to make instant conversions of lap times to M.P.H. – giving you constantly up-dated, on-the-spot speed averages.

SOPHISTICATED TIME, DAY, DATE AND MONTH FUNCTIONS.

A light push on the 'time' button, and time appears. Unlike many digital watches the Chronoflash displays 12 hour time – not the confusing 24 hour system. A dot on the screen indicates AM or PM. Hold the button down, and seconds will appear. Two presses, and the screen shows the month and day of the month. Hold the button down again, and it spells out the initials of the day of the week.

Moreover, the Chronoflash needs no adjustment at the end of the month. The varying days of the months are *programmed into its memory*. It remembers that September hath 30 days... and others have 31.

AS A JOINT SPONSOR, YOU RECEIVE VALUABLE BENEFITS.

As a Sponsoring Purchaser, your name is engraved, at no charge, on the bracelet of your Chronograph, linked with the Team Sicura namestyle.

Your name is entered upon the roll of official Joint Sponsors of Team Sicura.

You receive full details of the activities of the team for the coming season.

You automatically are elected a member of our Supporters Club – the MSSC, the normal fee being waived.

You benefit from the many valuable motoring discount schemes negotiated for its members by the MSSC.

And, most importantly, you are invited to attend the official post-race de-briefs by Nigel Bruce.

HOW TO APPLY.

A limited number of 250 Chronoflashes are available under the terms of this Joint Sponsorship Purchase Scheme to the readers of this magazine. Applications will be accepted only until that allocation is taken up. Any applications received after the limit has been reached will be returned.

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THA

OFFICIAL JOINT SPONSORSHIP APPLICATION FORM

I wish to apply for Sponsorship purchase of _____ Sicura Chronoflash 15 function digital quartz watch(es). I understand that this chronograph will be engraved with the name I have written below, on the bracelet, and that I will also receive documentation entitling me to the benefits listed above. I further understand that my name will be entered on the Official Joint Sponsor's list.

I enclose my cheque for £_____ being the privileged price of £87.50 including postage, packing and insurance (recommended retail price: £137.50).

Or please debit my Barclaycard: Number:

Every Chronoflash carries the full Sicura guarantee.

NAME TO BE ENGRAVED:

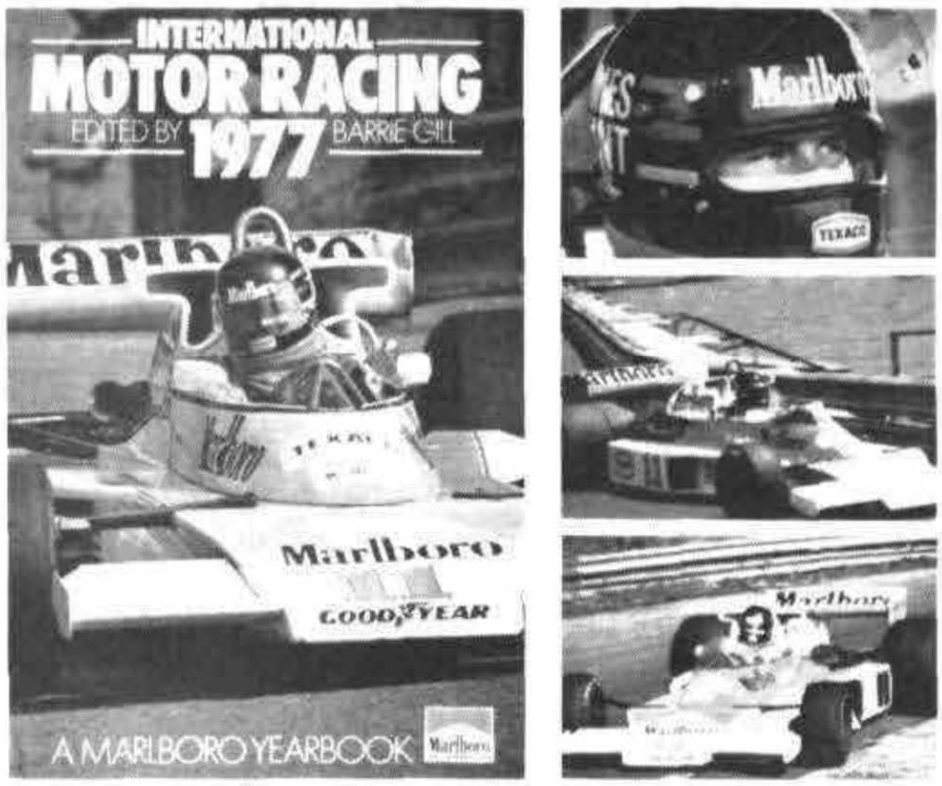
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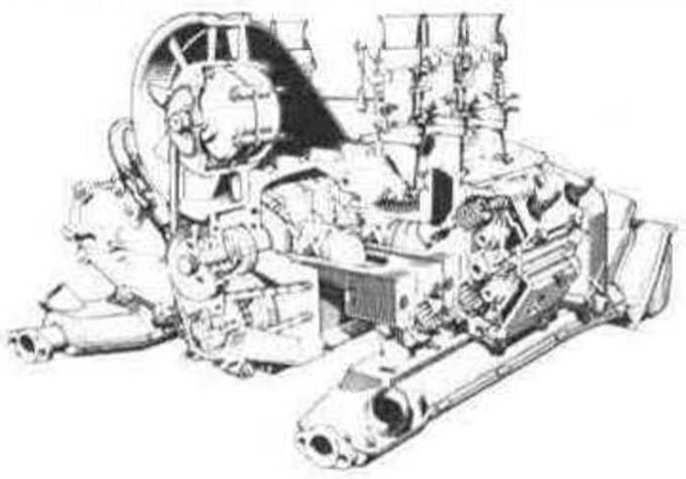
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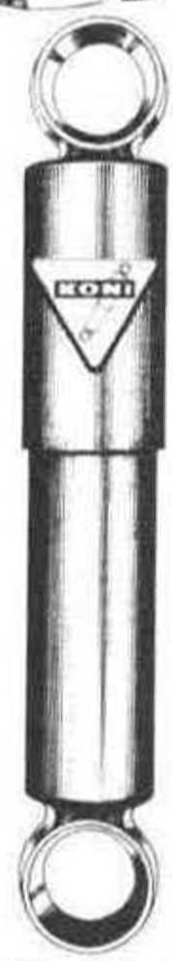
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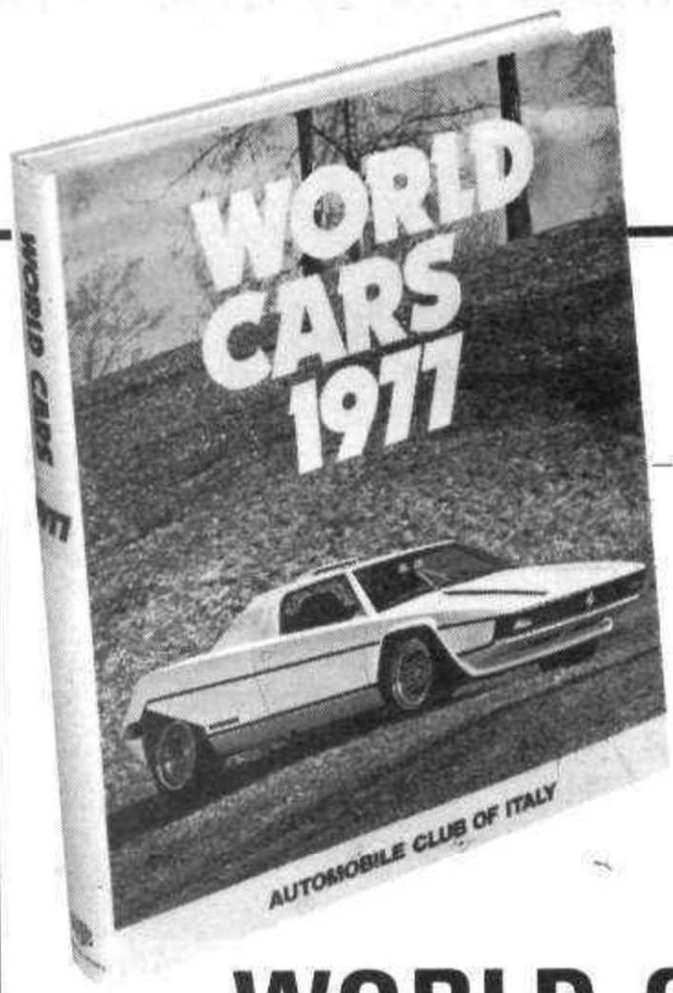
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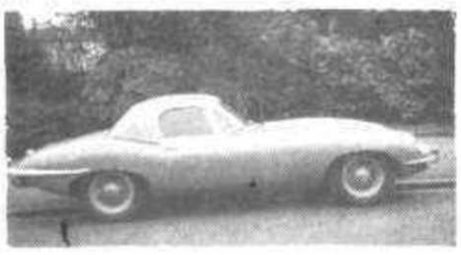
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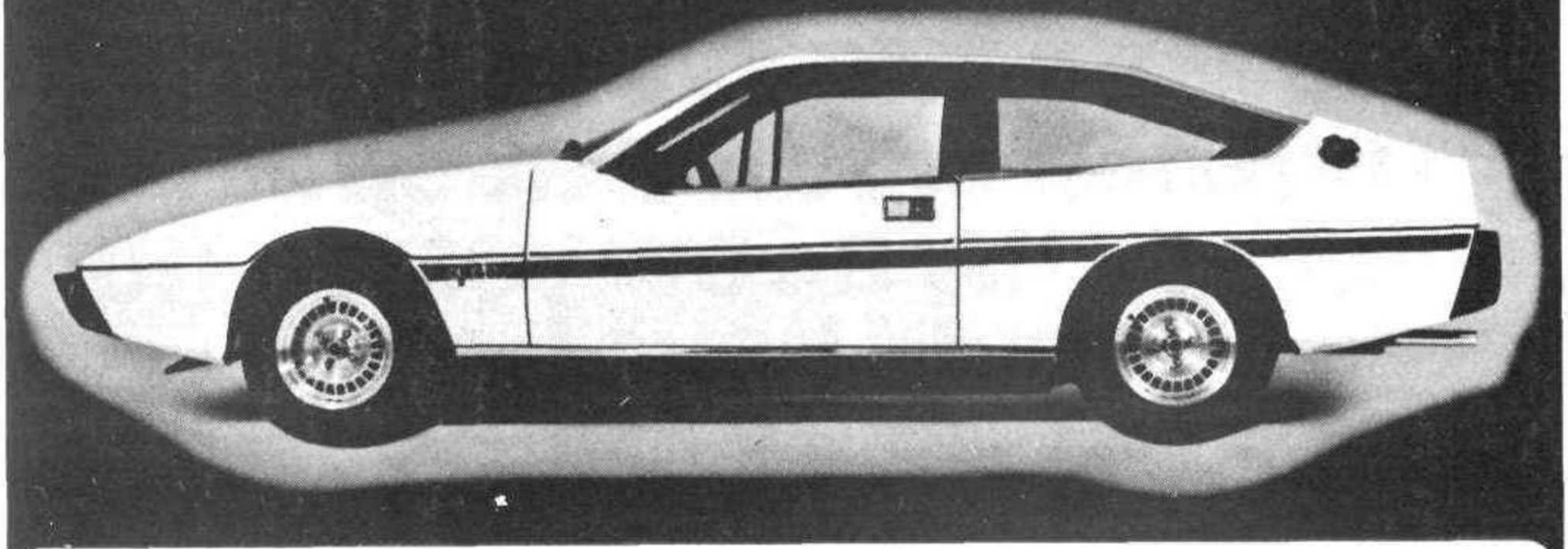
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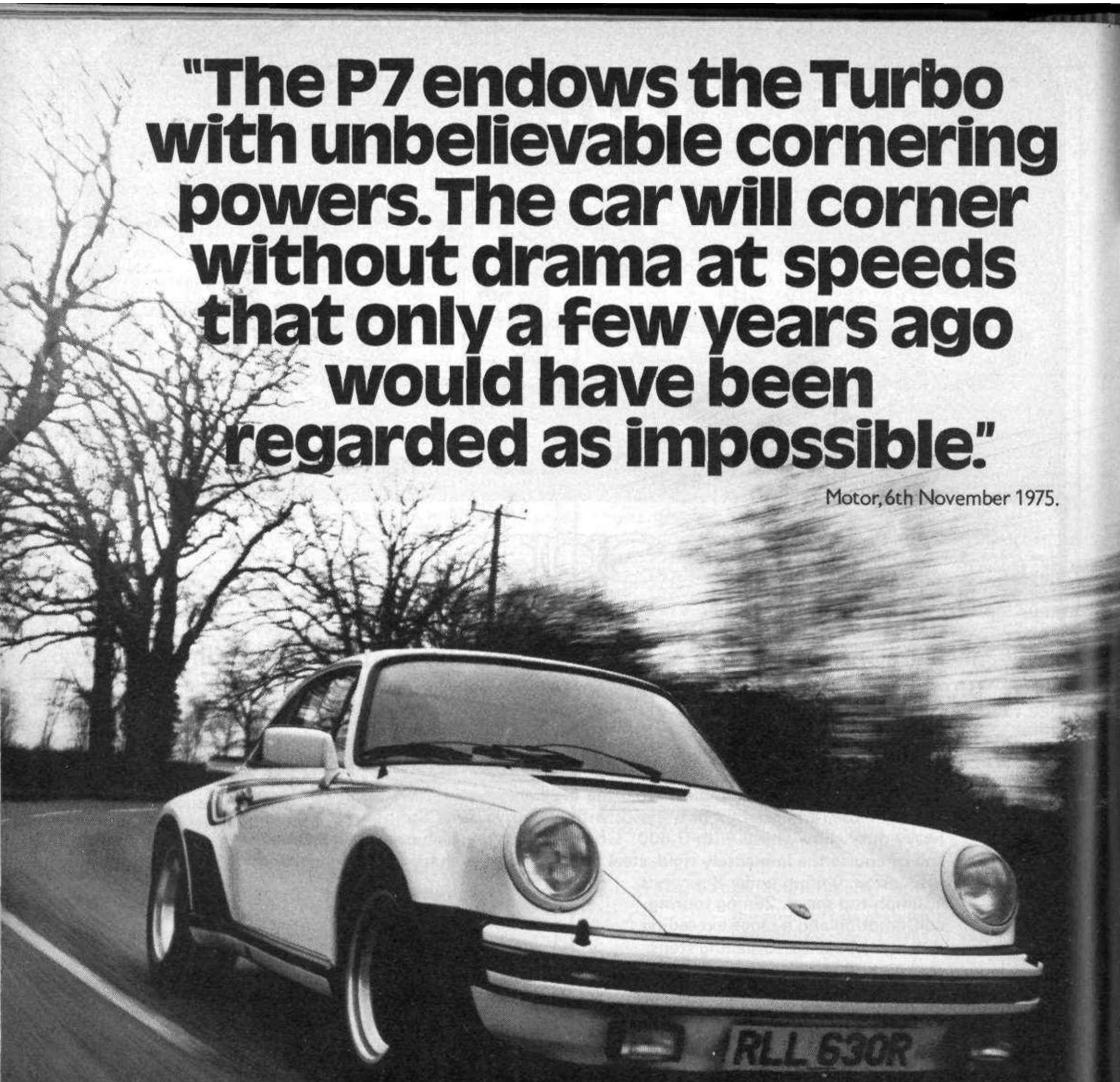
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PIRELLI CINTURATO P7

MOTOR SPORT

VOL LIII No. 5 MAY 1977

Fifty-third year of publication

Publication date first of the month

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FRONT COVER PICTURE: FLOOD-waters, like thornbushes, drifts and washaways, through which winners Waldegard and Thorszelius are splashing their works Ford Escort RS1800, is a mere puddle compared with some of the many others which followed.

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MATTERS OF MOMENT

■THAT VICIOUS BUDGET

We have been used to anti-motoring Budgets in the past, when a Government has required some ready finance. But the Denis Healey Budget in a time of liberal Socialism, was unexpectedly vicious. We have been accustomed to petrol-tax rises of a new penny or so, but 5p extra a gallon, and £10 on the so-called "road tax" in addition, is a hard rap at all road-users. To increase the duty on diesel-fuel and raise the tax of already very heavily-burdened commercial vehicles is a move that cannot avoid putting up commodity prices all round, so that everyone, down to old-age pensioners, must suffer.

It is all very well to argue that petrol is practically at the equivalent of £1-per-gallon in other European countries. Their cost-of-living is higher than Britain's, which renders comparison invalid. That Denis Healey, apart from making April fools of most sections of the community, has a down on the road-user and the car-owner was very apparent from the manner in which petrol prices rose *within an hour of his Budget speech* and it was announced that the £50-per-annum tax would come into force *from midnight that day* – as if anyone could tax a car at that time of the night – whereas a few days' grace was allowed in the case of other price rises.

MOTOR SPORT is not concerned with politics unless these affect motorists. So we are not able to say whether the slight income-tax concessions waved before our noses by the Labour Chancellor will be acceptable against rises in food and other commodity prices, Rate increases, and so on. But we do see that it is Nation-saving common-sense for the Unions to accept the requested pay-restraints to allow inflation, hopefully, to be reduced to a tolerable level. It does not seem to make sense to us, when British Leyland is nearly strangled and foreign-car imports are booming, to further load the burden carried by all car-owners. It may well be, as we have predicted before, that car sales, both new and used, will decrease, as people turn to other, less viciously-taxed, leisure pursuits, such as gardening (garden equipment is now a big Industry), model-making, improving their homes, and buying the kind of Hi-Fi musical apparatus that our Advertising Department ensures that MOTOR SPORT describes and illustrates. Or you may become a drinker, for, apart from beer, the Chancellor has left duty on the hard-stuff alone, while penalising savagely the car-owner, thereby changing the slogan "Don't Drink and Drive" to "Drink, for you cannot afford to Drive".

This vicious anti-motoring Budget has brought one ray of hope, though. We have often suggested that the votes of the car-owner and every road-user are worth cultivating, as representing millions of citizens, who until now have been more or less ignored by the various Political parties. Yet immediately following the Budget speech we had the Shadow Chancellor saying that Healey's proclamation was strongly anti-motorist and we have the Liberal Party opposing Labour's petrol-price increases. At last, it seems, all of us who pay dearly to get out on the roads, either for pleasure or to earn a living, and who have to endure ever-increasing costs, concealed radar-traps, endorsed-licences for petty offences, delays in being able to licence our cars, etc. etc., have become of some significance to those who want our votes. *Let us press the advantage home.* And, as a final thought on an unpalatable subject, let us hope fervently that wage restraint will work for a little longer, to give the present Government at least a chance to get us out of the inflationary bog. But whether this happens or not, let us agree that the Police, whom the motorist may not love all that much at times, nevertheless deserve a pay-increase, equally with those who so readily institute Industrial strikes to achieve them. Because the British policeman does a fine job in times of riots and football matches; and never before has the maintenance of Law and Order in this little community been of greater importance.

■A CLUB RECORD ATTEMPT

The Pre-War Austin 7 Club recently put on an ambitious bid to secure such records in Class 4, Category A, Group 1 (which used to be, more simply, International Class H) as were thought to be within the compass of a vintage 747 c.c. Austin 7. This was a worthwhile exercise, properly observed and timed by the RAC, and demanding a high standard of organisation. It was appropriate that an Ulster Austin was involved, because it was with a blown Ulster Austin that S. C. H. Davis and Charles Goodacre broke Class H records of up to 12 hours and 10,000 kilometres at Brooklands in 1930. But what a pity that Chris

Continued overleaf

Motor Sport Fixture List For May

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
May 1st	**ADAC**	**Nurburgring**	**Germany**	**European F2 Championship (INT)**	—
May 1st	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	14.45
May 1st	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
May 1st	BRDC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.30
May 1st	750 MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	15.00
May 1st	Darlington & Dist. MC	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
May 1st	Bugatti OC	Prescott	Cheltenham	RAC Hill Climb Championship (*N*)	11.00
May 1st/7th	**Rally Organisers Association of New Zealand**	**Wellington**	**New Zealand**	**South Pacific Rally (World Rally Championship) (INT)**	—
May 5th/8th	**Stichting Gulf Tulpenrally**		**Holland**	**Tulip Rally (European Rally Championship) (INT)**	—
May 7th	LCCC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
May 7th/8th	**ASAC Grasse**		**France**	**Criterium Alpin (European Rally Championship) (INT)**	—
May 7th/8th	Taunton MC	Wiscombe Park	Honiton	Guyson/BARC Hill Climb Championship (*R*) (*K*)	12.30
May 8th	**Real Automovil Club de Espana**	**Jarama**	**Spain**	**Spanish Grand Prix (World Championship Round 5) (INT)**	—
May 8th	**Motor-Sport-Club Aichfeld**	**Osterreichring**	**Austria**	**European F3 Championship (INT)**	—
May 8th	**AC Portugal**	**Estoril**	**Portugal**	**European GT Championship (INT)**	—
May 8th	**AC Firenze**	**Mugello**	**Italy**	**European Touring Car Championship (INT)**	—
May 8th	**AC Potenza**	**Potenza**	**Italy**	**European Hill Climb Championship (INT)**	—
May 8th	BARC	*Thruxton Circuit*	Andover, Hampshire	Race Meeting (*N*)	14.00
May 8th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.30
May 8th	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	14.00
May 12th/14th	**South Wales AC**	**Cardiff**		**International Welsh Rally (European Rally Championship) (INT)**	21.00
May 12th/15th	**Auto-moto Klub**		**Yugoslavia**	**Yu-Rally (European Rally Championship) (INT)**	—
May 14th/15th	BARC (Y)	Harewood	Leeds	RAC Hill Climb Championship (*N*)	12.00
May 15th	**Vallelunga SpA**	**Vallelunga**	**Italy**	**F2 European Championship (INT)**	—
May 15th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**World Manufacturers Six Hours (World Championship for Makes) (INT)**	12.00
May 15th	**Real Automovil Club de Espana**	**Jarama**	**Spain**	**European GT Championship (INT)**	—
May 15th	**RAC Flandres**		**Belgium**	**Criterium Lucien Bianchi European Rally Championship (INT)**	—
May 15th	AMOC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
May 15th	NSCC	Croft Autodrome	Darlington	Race Meeting (*R*)	14.00
May 15th	750 MC	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (*R*)	14.30
May 15th	TEAC	Lydden Circuit	Canterbury, Kent	Race Meeting (*R*)	14.30
May 19th/21st	**ADAC-Hessen e.V.**		**Germany**	**Hessen Rally (European Rally Championship) (INT)**	—
May 21st	BRDC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
May 22nd	**AC Monaco**	**Monaco**		**Monaco Grand Prix (World Championship Round 6) (INT)**	—
May 22nd	**Ente Autodromo Pergusa**	**Pergusa**	**Italy**	**European Touring Car Championship (INT)**	—
May 22nd	**BARC**	***Mallory Park Circuit***	**Kirkby Mallory, Leicester**	**Race Meeting (ShellSport International Championship) (INT)**	14.00
May 22nd	**Real Automovil Club de Cataluna**	**Montseny**	**Spain**	**European Hill Climb Championship (INT)**	—
May 22nd	**Hyllinge MS**	**Knutsdorp**	***Sweden***	***European Rallycross Championship (INT)***	—
May 22nd	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.30
May 22nd	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
May 22nd	Lincoln MCCC	Cadwell Park Circuit	Louth, Lincolnshire	Race Meeting (*R*)	
May 22nd	LCCC	*Longridge Circuit*	Preston, Lancashire	Race Meeting (*R*)	13.30
May 22nd	750 MC (Scot)	Knockhill Circuit	Dunfermline, Fife	Rallycross (*R*)	13.00
May 27th/30th	**South Swedish Rally**		**Sweden**	**South Sweden Rally (European Rally Championship) (INT)**	—
May 28th	ACC	*Aintree Circuit*	Liverpool	Race Meeting (*R*)	14.00
May 28th	NSCC	Donington Park Circuit	Derby	Race Meeting (*R*)	13.45
May 28th	Westmorland MC	Barbon Manor	Kirkby Lonsdale	RAC Hill Climb Championship (*N*)	
May 29th	**Allgemeiner Deutscher Automobil-Club e.V.**	**Nurburgring**	**Germany**	**Nurburgring 1000 kms (World Championship) (INT)**	—
May 29th	**AC Bologna**	**Imola**	**Italy**	**European F3 Championship (INT)**	—
May 29th	**Automobilsportklub RRC 13**	**Osterreichring**	**Austria**	**European GT Championship (INT)**	—
May 29th	**Indianapolis Motor Speedway Corp**	**Indianapolis**	**USA**	**Indianapolis 500 (INT)**	—
May 29th	**AC Portugal**	**Serra da Estrela**	**Portugal**	**European Hill Climb Championship (INT)**	
May 29th	**Helsingin Urheiluautoilijat ry**	**Keimola**	**Finland**	**European Rallycross Championship (INT)**	—
May 29th	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	14.45
May 29th	BARC	*Brands Hatch Circuit*	Fawkham, Kent	Race Meeting (*R*)	14.00
May 29th	750 MC	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (*R*)	14.30
May 29th	TEAC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
May 29th	Huddersfield MC	Scammonden	*Huddersfield*	Guyson/BARC Hill Climb Championship (*R*)	
May 30th	SWAC	Llandow Circuit	Cowbridge	Race Meeting (*R*)	

MATTERS OF MOMENT

Continued from previous page

Gould's 1931 Austin which made the attempt had a replica plastic body and was otherwise non-original.

Not that such considerations affect record-breaking as such; the aim was to set a 10,000-mile figure, never established in this class, and to net such other records on the way as were within reach of a 46-year-old 750 c.c. car. The *World's* 10,000-mile record was clearly out of reach, as it belongs to Citroën, at 89.71 m.p.h.

There is so little interest in record-bids these days that this attempt drew much interest and Sammy Davis, Goodacre, Edge and other Austin personalities were at the start, the replica Austin being flagged away by the Duke of Richmond and Gordon, as the bid was put on at Goodwood. A banked track would have been more appropriate but Brooklands has gone and maybe Montlhéry and Monza were also unavailable. Sponsorship came from British Leyland, Avon, Wadham Stringer, Petrofins, Mark Samn Road Markings, Filton Surveys, Cornelius Chemicals, Champion, Bermotor Ltd. and Chubb Fire. Unfortunately, the objective was not realised, as engine trouble intervened. However, subject to official confirmation, Class records for 1,000 km. and 5,000 km. were established (the International Class H 1,000-km. record stands to the credit of MG, at 88.36 m.p.h., the equivalent 5,000 km. record to Simca, at 64.11 m.p.h.; but categories seem to have changed). Another bid by the Austin, when its engine has been de-tuned for reliability, is pending, we understand.

Bugatti OC Victor Ludorum Trophy

THIS coveted award was awarded for 1976 to Roy Lane, and not as stated last month. Roy Lane also won the John Virr Trophy and Newton Trophy. Apologies.

The Schlumpf Collection

THE NAME of 71-year-old Fritz Schlumpf has been known in the world of old cars for many years, though his 74-year-old brother Hans is not so well known. The Schlumpf family had a thriving textile industry in the Alsace part of France, not far from the German and Swiss borders, and since the mid-thirties the Schlumpf brothers have been interested in old cars, especially Bugattis, which is not surprising when you realise they lived at Malmerspach, a couple of hours drive from the Bugatti factory at Molsheim. It was like living in Norfolk and not being a Lotus enthusiast – it would not be reasonable.

They came to the notice of the outside world somewhere around the middle nineteen-fifties, when they started buying Bugatti cars and paying quite high prices (for those days) so that the used car dealers were delighted to have an outlet for old cars that would not sell on the open market. For about ten years after the 1939-45 war you could still use vintage and PVT cars in open competition and as everyday sporting transport, but the revival of the motor industry and an awakening in sports cars like Jaguar, Triumph, Ferrari, Mercedes-Benz and so on, meant that things like 1932 Type 55 Bugattis, or 1938 Type 57S Bugattis had reached a low level on the secondhand market. The way that the Schlumpf brothers started to gather Bugattis, before the dealers had promoted an artificial value to them, caused many rumours to spread. One was that they were Bugatti fanatics and were setting out to acquire every Bugatti in the world, and this was enlarged into a fantasy that they were then going to destroy them all and so prevent any Bugatti getting into the hands of unsuitable people. While everyone knew that they were buying all the Bugattis they could find, no-one took any notice of the other things they were buying, which encompassed pre-1900 veteran cars, right through to fairly modern things like 1965 Lotus and Ferrari racing cars.

An air of mystery surrounded the name Schlumpf, for they made it very clear that they were collecting cars for their own purposes and were not interested in letting anyone else see them. They were being stored in the textile factory in Malmerspach, which is at the foot of the Col du Bussang, on the N66 road between Mulhouse and Epinal. One or two very favoured people were allowed into the factory and the stories that came out were very mixed, but what was clear was that many of the cars were being nicely restored and made to work. All the signs indicated that they were preparing to form a proper museum for public consumption, and Daimler-Benz lent them a 300SLR racing/sports car on indefinite loan, on this assumption. That they had hundreds of cars there was no doubt, though the figure varied according to who was telling the story, while the number of Bugattis was estimated (wildly) as hundreds. When the Bugatti factory finally passed from the hands of the Bugatti family it was known that the Schlumpfs acquired all that was left in the way of cars, though no-one seemed quite sure of what there was. Similarly, when Amedee Gordini closed his factory, all the works cars went to the Schlumpf collection, though there was still no sign of a museum being opened, nor were people encouraged to go on private visits, especially anyone connected with the Press.

The family textile business spread with the acquisition of factories in Mulhouse and Roubaix, and the brothers appeared to be wealthy industrialists, and Fritz was often seen at the Monaco GP or the Italian GP, but was very uncommunicative about the collection of cars. Some ten years ago the cars began to be moved from Malmerspach to a factory in Mulhouse, though little was known of what was going on inside the factory. Over the last two years the textile industry in France, and in Alsace in particular, has fallen on hard times and the markets have been dwindling. It was frequently reported that the Schlumpf textile industry was crumbling, along with many others in that part of France, and the crunch came early this spring when the factories closed down, putting about 1,800 employees out of work. In the subsequent investigation it was disclosed that there had been a Government grant to the industry a year or two ago, and the Schlumpfs had spent it on their cars, so were liable for "misappropriation of public funds" and promptly disappeared over the border into Switzerland, leaving all their property and cars behind them. Since the beginning of March they have been living in a hotel in Basle and refusing to see anyone, while their lawyers work on the problem. Meanwhile the factory workers were trying to get a "workers co-operative" going, in order to keep their jobs. They commandeered the main factory in Mulhouse, and it was then revealed that the Schlumpfs had been constructing a magnificent museum within the factory grounds, in what used to be one of the textile shops. The workers took possession of the museum and opened it to the public for a couple of hours a day, taking the opportunity to canvas for their cause and take a collection from visitors on the way out. Everything was done in a very correct and orderly manner and the spokesman for the workers was insistent that the Museum should remain and be taken over by the town of Mulhouse, though at the time of writing the whole future of Alsace, the steel industry, the textile industry, the Schlumpf factories and the collection of cars is in the French National melting pot, controlled by the Government in Paris.

By a series of strokes of good fortune I was able to visit the collection and make a complete study of it, and it was a remarkable experience. There are 427 cars housed in a single building, most beautifully laid out with stands and walkways like the Earls Court Motor Show, and this single room covers two or three acres of floor space and has a low "saw-tooth" factory roof with southern-lights. The ornate swing doors leading into the Foyer are like a great theatre entrance, while the carpeting, lighting, cloakrooms, and decoration could well be for the Theatre Royale. The whole thing looks to have been a few weeks away from being opened to the public, and obviously catering for very large numbers, and everything is done in impeccable good taste and very French. Of the collection of cars much of it is unexciting and there is a great deal of repetition, but none-the-less it is a remarkable sight to see over 400 cars in one room. As a museum it does not compare with the Biscaretti Museum in Turin, or the Daimler-Benz Museum in Stuttgart, but it does make all the other French museums look very amateurish and pathetic. By our standards it makes the National Motor Museum at Beaulieu look a little tatty, and the Donington Collection look a bit plastic.

The whole thing has been dedicated to Mother Schlumpf, by her two doting sons Fritz and Hans, the old lady having died in 1957 at the age of 79. From the moment you enter you are assailed by blue Bugattis almost as far as the eye can see, for the first two stands concentrate on variations on Grand Prix Bugattis and sports Bugattis but then as the blue haze disperses you see Bugattis of every shape and colour ranging from 1911 right through to the last dying gasps from the factory in 1956. All told, I counted 122 Bugattis (including two of the electric-model Type 52 cars) but the other 300 cars cover just about everything from pre-1900 times with steam cars, to Mercedes-Benz 300SL "gull-wing" and 250GT Ferrari. One third of the hall is devoted to Bugatti and you can follow the history of the *marque* right the way through, each stand being devoted to one aspect and a lot of thought has gone into the layout, to say nothing of the work of mounting all the cars on four small pedestals with gravel surrounding them so that they look as though they are standing on the ground. From the racing point of view there is one stand that made me distinctly week about the knees. It contained ten "gems" from the Bugatti racing department, starting with a nicely restored Type 47 (1929) which has a 16-cylinder engine, in two rows of eight, with two superchargers, in a Grand Prix type chassis frame. This particular example does not have any bodywork, but was clearly meant as a road car for it has a full-width petrol tank hung low between the rear dumbirons and a mounting for a spare wheel on the rear chassis cross-member. Alongside is a Grand Prix version of this car, Type 45 as raced by the factory in 1928/30. Then comes a very rare car in the form of a 1939 sports/racer, with streamlined separate mudguards. It is a Type 50B, and would appear to have been derived from the 1935 Grand Prix car featured in MOTOR SPORT last year in our "From the Archives" series. Based on a Type 59 Grand Prix chassis, this car had the much larger Type 50B engine fitted. In 1939, when it was used by the factory for sports-car racing, with Jean-Pierre Wimille driving, it had a most peculiar radiator cowling in elongated horseshoe shape with a wire grille that looked like a spider's web or lace. It is still in this form, in very fine condition, and wears special rear wheels with twin tyres like those used by Wimille on the big 4.7-litre single-seater Type 50B when he brought it to Prescott hillclimb in 1939. It is this actual car which is next in line, again looking exactly as it last raced in 1945 when Wimille won the Coupe des Prisonierres in the Bois du Boulogne in Paris mere weeks after the end of the war.

From these delectable special competition Bugattis on the same stand we come to a very nice example of the Type 51 GP car; 2.3-litre straight-eight, twin cam, supercharged, of 1931, and then a mouth-watering sister car complete with full road equipment, wings, lights, spare wheel, aero-screens etc. Next to these two Type 51 cars is yet another, but it is a peculiar single-seater version with a cowl over the radiator and stub exhausts. It was not possible to ascertain the exact history of this car, nor whether it was a 2.3-litre or a 1.5-litre, the latter version being the Type 51A. To Bugatti enthusiasts the next exhibit was something most of them know about, but few have seen, for it was a Type 53 chassis, complete less the engine and gearbox. The important thing about the Type 53 was that it was 4-wheel-drive. In just the same way that firms like Lotus dabbled in 4-wheel-drive in 1969 with cars that were a complete sidestep from the normal line of design of Lotus racing cars, apart from the engine, so did Bugatti in 1931 with his Type 53. The Schlumpf collection contains this chassis with all the drive mechanism complete, which makes for interesting study. Finally, on this remarkable stand, are the two Type 251 Grand Prix cars of 1956 which appeared at Reims for the French GP and then were never seen again. One car is complete and just as I recall seeing it when Maurice Trintignant

did his best *pour la patrie* with a car that was quite hopeless, and the other one has all the bodywork panels removed so that you can see the transverse-mounted straight-eight engine, and the strange de Dion axle layouts front and rear.

While this particular stand was the high-point of Bugatti material for the racing enthusiast, there were other stands with an equal amount of interest for any other aspect of Bugatti you care to mention. There were the last two experimental road cars made at Molsheim, the Type 252 saloon which is really ugly, being rather short and having a forward-mounted horseshoe-shaped radiator and a very mid-thirties body, even though it was created in the mid-1950s, and alongside it a very pretty open two-seater sports car with all-enveloping body, looking like a petite and slim Sebring Frazer Nash. This car has been referred to as a Type 252 in various Bugatti books, but the label on the car in the Schlumpf collection reads "Ettorette Bugatti". Also in the collection of post-war experimental projects is the sister chassis of the Type 73C to the one in the Donington Park collection, which is the strangely old-fashioned single-seater 1½-litre, 4-cylinder supercharged model designed during the war and exhibited at the Paris Salon immediately afterwards. With this, and using the same type of engine, is a modern (for the early nineteen-fifties, that is) chassis, with i.f.s. by wishbones and coil springs and using bolt-on disc wheels, a purely experimental test car with the unusual feature of the exhaust silencer mounted transversely ahead of the front axle assembly.

On one stand alone there are thirteen versions of the classic Grand Prix Bugatti of the vintage years, of Types 35 and 37 and 39 in supercharged and unsupercharged form. Star among this lot for rarity must surely be the 1923 Type 32, the straight-eight "Tank" Grand Prix car with all-enveloping body, albeit somewhat crude in construction. Other stands contain selections of production cars, such as eight Type 43 Gran Sport tourers, seven Type 55 open roadsters and coupés, thirteen touring Type 49 models, fifteen versions of the touring Type 57 with various body styles, and the 1940 prototype Type 64, which was a 4½-litre version of the Type 57, which normally displaced 3.3 litres. There are also two post-war versions of the Type 57, known as the Type 101. Very desirable are the nine versions of the sports-coupé Type 57S, some of them no doubt supercharged, thus becoming Type 57SC which was surely the ultimate pre-war production Bugatti sports car.

Other Bugatti lore is shown in examples of the 16-cylinder aero-engine built in 1918, three Railcar engines of 13 litres, as used in the Royale and an experimental straight eight Bugatti steam engine, as well as dozens of superchargers from all the various production cars. In the centre of the collection are a trio of Bugattis that are almost beyond value, these being two of the six Royales that were built, and a very elegant Type 50 coupé. The two Royales are the black limousine that spent its life in England, and a magnificent Coupé de Ville that was the property of the Bugatti family all its life. This car must be the ultimate in exotic Bugattis and was the first Royale to be built, in 1927. It was subsequently fitted with various bodywork, the splendid Coupé de Ville (or Coupé Napoleon, as it is called by some people) body being fitted about 1931, though it also is referred to as a Sedanca de Ville. In the workshops, in another part of the factory, the Schlumpf brothers were having another Royale built up by their mechanics. This was being built using spare parts and new parts made using original Molsheim patterns, and was being bodied in two-seater sports form, but the collapse of their empire stopped work when it was about 2/3rds complete.

For non-Bugatti enthusiasts (if there are any!) there is much to interest in the Schlumpf collection and Italian-car enthusiasts are quite well catered for with a variety of Maserati competition cars, from a 1930 Type 8C-2500, through 8CM, 4CL, 4CLT to 250F, while Alfa Romeo is covered by 1,750 c.c. Zagato two-seater, 2.9B Mille Miglia coupé and a 2-litre Disco-Volante among others. The Ferrari confection is a rather miscellaneous lot, though it does include a 1964 1½-litre V6 and a 1970 Tipo 312 Grand Prix car. French racing enthusiasts have much to interest them, with a 1921 Ballot 3-litre racing car, a vintage supercharged Amilcar 6, a pair of Talbot-Lago 4½-litre single-seaters of 1950 and the whole collection of Gordini racing cars from the factory. On display are the two 8-cylinder Grand Prix cars of 1957, a pair of 6-cylinder cars of 1953/54, and ten examples of Gordini sports/racing cars.

On the Mercedes-Benz stand there are two (yes two!) 1939 Grand Prix cars, the 3-litre, V-12, two-stage supercharged Type W163, both in immaculate condition, and also a 1937 W125 straight-eight 5.66-litre Grand Prix car, which looks like the hill-climb version used just pre-war and similar to the one that Colin Crabbe acquired some years ago, which is now owned by Neil Corner. Among the sports cars on the Mercedes-Benz stand are four SSK models of the vintage years, 540K roadsters from the mid-thirties, 1951 Type 300 coupés and a 300SL "gull-wing" coupé.

No matter what aspect of motoring or motoring history you are interested in the Schlumpfs seemed to have covered it, some adequately, some sparsely. Whether it is pre-1900 solid-tyred Panhard or Benz cars, earlier steam cars, Edwardian popular cars like 2-cylinder Renaults, or vintage light cars like Amilcar, Salmson, Citroën and so on, they are all there, including very rare makes and some obscure makes, while there were some that were completely unidentifiable from the 1908 to 1924 period.

It is said that the collection totals something like 582 cars, which is more than likely, having actually counted 427 on show in the one building. Just what is going to happen to them all is not known at the time of writing (mid-April) but all the portents are that the collection is going to be kept intact and run as a national museum, and I sincerely hope this is the case, for it would be heart-breaking to see the cars dispersed. The collectors and dealers are all worried lest the whole lot are sold off or auctioned, for they feel that a glut of at least 122 Bugattis on the market at one time will spoil the racket of "old car prices" and lower the value of those already in the outside world. The investors can see their investments crumbling! For the motoring enthusiast who just likes old cars, and wants to use one for fun, this would not be a bad thing. A Bugatti for £1,000 instead of £35,000 would make more sense and would spread the fun around a bit. – D.S.J.

Shuttleworth Collection

TALKING OF museums, the Shuttleworth Collection, at Old Warden Aerodrome, Biggleswade, Beds., will be holding three major functions in June. Firstly, the national Flying Scale Model contests will be held on Sunday, June 12th, a spectacle for those who appreciate accurate modelling. On Saturday, June 18th, the Air Squadron Aerobatic Trophy competition offers competitive flying from such specialised aircraft as Pitts, Zlin and Stamp. The Collection's monthly Flying Day will be on Sunday, June 26th.

Unmarked Police Cars

OUR STORY in the March issue relating to an unmarked police MGB V8 provoked the following reaction from the Thames Valley Police:

Sir,

I think it is unfortunate that your responsible publication should be prepared to publish such an item as "That Bucks MG".

The fact that you are some nine years out of date and not aware that in 1968 five forces were amalgamated into the Thames Valley Police is not as important as your failure to point out that those who exceed speed limits are more likely to be the cause of pile-ups on motorways and thereby kill and maim innocent motorists.

Thames Valley Police,
Kidlington.

R.J. BURTON
Chief Inspector
Public Relations Officer

Almost coincidentally the *Daily Telegraph* reported a case at St. Albans Crown Court in which a Chelsea music teacher, stopped for speeding on the M1 by an unmarked police MGB GT, was discharged after a second jury had failed to reach a verdict on a charge of dangerous driving. She was alleged to have driven her GT6 at 106 m.p.h. on the M1, but she claimed that she had been forced into this situation by the unmarked police car while trying to work out what the MGB was trying to do. "I thought they were two speed freaks wanting to push me off the road or annoy me," so she tried to escape.

The Automobile Association came out strongly against the use of unmarked police cars in the *Daily Telegraph* report: "We don't like the police using underhand methods. Serious problems can arise where a police officer is driving an unmarked car at high speed."

For once we agree with the AA.

The following letter from a Hertfordshire reader illustrates the same point:

Sir,

I read with great interest the article in MOTOR SPORT March '77 entitled "That Bucks MG". It prompted me to write, feeling my observations may be of some interest.

On the 1st of January this year I was travelling down the outside lane of the M1 in Hertfordshire, nearing London, when a swiftly approaching Reliant Scimitar was observed in my rear view mirror. I moved over, and it passed me at about 75 m.p.h. A dark blue MGB GT then appeared and gave chase, the Scimitar then started to pull away.

At that point a two tone horn was heard. Where from? Well the Scimitar kept going and the apparently standard MG began to struggle, finding the pace a bit hot. That was the last I saw of them until, round the next corner, both cars were on the hard shoulder, a uniformed police officer was emerging from the MG.

If that's not inciting the public to break speed limits!

If I had been in my Lotus Elan, and seen the MG approaching a certain temptation to "blow it off" could have occurred, an expensive instinct obviously to be curbed. You are warned!
Name and address supplied.

Another reader reports that the Sussex Constabulary is currently employing an unmarked, yellow, R-registration MGB for traffic duty in the Crowborough area. A Surrey reader reports that a plain orange MGB GT V8, which stopped him for driving at 64 m.p.h. on the Oxford-Banbury road, A423, resulting in a licence endorsement, was registered VBH 920N.

You have been warned!

The Porsche 928
A Revelation

IT WAS HARD to criticise in such a strong fashion the Porsche 924, progeny of a *marque* I adore, in the road test on page 553. Thank goodness then for the opportunity to redress the balance for Porsche, with a review of their latest departure from Dr. Ferdinand's norm, the new 928, a supercar which has left me as ecstatic as the 924 left me depressed.

I have heard it said in quarters which ought to be more knowledgeable that the 2 plus 2 928 is basically an enlarged 924. Nothing could be further from the truth. The only things the two have in common are water-cooled, front-mounted engines connected to rear transaxles by torque tubes. Not even the doors are common, though they might appear so: those of the 928 are larger and made from aluminium, as are the bonnet and the bolt – on front wings. Indeed, plans for the 928 were formulated before Audi-NSU commissioned the 924, so the latter borrowed layout ideas from the former.

This flattened, rounded bullet of a car is full of innovatory design features, all functional, none gimmicky. It is powered by a totally new, 90 degree V8 of 4,474 c.c. capacity which, in spite of its similar size and configuration, has absolutely no connection with the Mercedes-Benz 4½-litre V8, as some European "scoop" type magazines would have had us believe before the car's announcement. Their spies were right in spotting a level of collaboration with Daimler-Benz, however, for a Mercedes three-speed automatic gearbox is offered as an alternative to Porsche's five-speed manual gearbox.

Porsche's decision to build this big, new sports car was taken during the energy crisis, a calculated gamble that the world situation would improve and demand for expensive luxury sports cars continue, particularly sports cars incorporating their philosophy that "a sports car is an automobile with above average characteristics that sets up standards not only in the area of performance but also in that of safety, comfort and long-life economy." They also foresaw that future widely differing regulations would put rear-engined cars like the 911-series at a disadvantage; that a conventional car would meet such astringencies more easily, but at the same time some of the advantages of the rear and mid-engined cars should be maintained, particularly traction. Hence the transaxle system for good weight distribution.

The design of the 928 has to be seen in the flesh to appreciate its startling appearance; photographic flattening and miniaturisation do nothing for it at all. The sheer size and bulk of this rounded, fat-tyred missile make it quite stunningly aggressive. Yet it has no fancy styling gimmicks as such, except perhaps for the alloy wheels, which at the same time are harmonious and futuristic enough to help maintain the deliberate datelessness of this long-life, functional shape. Deformable, strut-mounted polyurethane bumpers at the front and rear retain their shape in minor impacts and have a layer of special elastic, main body-matching, paint. The main sections of the unitised body are made from galvanised steel. A roll-over bar is integrated with the structure. Headlamps fold flat in the blunted nose, uncovered eyes which point skywards when switched off, to be tilted forwards electrically when illuminated, in which position the driver can adjust them from his seat. The deformable front bumper houses spot-lamps







which double up for daylight flashing, and fog lamps.

As installed, the new all-aluminium V8 engine looks almost like a flat-8 because of the angles of the valve gear and cam-covers. Each cylinder head carries one overhead camshaft operated by tooth belt. Hydraulic tappets are used to cut down noise and maintenance. The aluminium pistons have a thin coating of steel on their running surfaces to resist wear and the cylinder liners are made from a specially treated *aluminium*. The crankshaft is forged steel and the connecting rods sintered. Unlike the flat-6 911 series, the 928 has a wet sump, for which oil changes are recommended only once every 12,500 miles.

Porsche have stuck to Bosch's mechanical K-Jetronic fuel injection system for this V8, supplied with 91-octane fuel (the compression ratio is 8.5 to 1) from the 18.9-gallon synthetic fuel tank via twin high-pressure pumps. Contactless ignition is fitted. This beautifully engineered engine, which has a bore of 95 mm. and a short stroke of only 78.9 mm. produces 240 b.h.p. DIN at 5,250 r.p.m. and 268 ft. lb. torque at 3,600 r.p.m. It pulls a kerb-weight of 28.5 cwt.

Drive is transmitted via a twin dry-plate clutch at the engine end, pedal operation being assisted by a helper spring in the fashion of the latest 911s. The driveshaft is carried through the torque tube in two sealed bearings to the five-speed gearbox, which is mounted at the front of the transaxle, unlike the 924's four-speed gearbox, which is behind the differential. The battery is rigidly mounted to the rear of the transaxle for weight distribution. The fifth gear is direct and a high axle ratio of 2.75 to 1 is used.

The 928's front suspension is conventional in that it has double cast aluminium wishbones, coil springs, telescopic dampers and an anti-roll bar. Anti-dive characteristics are built in along with negative scrub geometry. But at the rear is a novel suspension design called the Weissach Axle, after the Porsche engineering centre. In essence this consists of lower diagonal and upper transverse trailing arms, coil spring/damper units and an anti-roll bar. Where it is so clever is in compensating for the wheels' natural tendency to attempt to toe-out, particularly from torque reaction during deceleration in a corner, which can have a disturbing rear end steering effect, ultimately with loss of control. The lower diagonal trailing arms are designed to have the opposite to this undesirable effect; the tendency is towards toe-in, though in practice it means that the wheels actually stay in the position they are meant to be. This system also compensates for flexibility in suspension bushes. Anti-squat and anti-dive measures are incorporated too.

Four servo-assisted ventilated disc brakes with diagonal dual circuits and floating calipers are backed up by a mechanical, drum-type handbrake on the rear wheels. A little bit of patriotism for we British here: the 928's seamless, cupronickel brake pipes, guaranteed against corrosion for the vehicle's life, were developed and are manufactured and supplied by Yorkshire Imperial Metals Ltd., Leeds.

This is the first Porsche to feature power steering, the 17.75 to 1 rack-and-pinion system being assisted by ZF, a standard fitment.

I had been bitterly disappointed to have to miss the Press introduction of the 928 in the South of France in early March, but was able to make amends when Mercedes invited me to Stuttgart to try their new C 123 coupe, described on page 516. Mercedes kindly allowed me to move on to Zuffenhausen when their function had ended, where Porsche Press Officer Gunther Hornig found me a 928 to play with for the best part of a day. At this time 928s were few and far between: only eleven pre-production prototypes had been built for the Press launch, most of those had been commandeered for further testing at Weissach and Herr Hornig was left with two on his Press fleet, upon which demands were being put by journalists from all over the world. Production was not due to start until this month (May), on a new line installed in the main Zuffenhausen Porsche plant.

The first impression of the 928 was its size. At just over 6 ft. wide it is slightly wider than an Aston Martin. It is 4.3 ft. high and 14.6 ft. long. It seems to be all wings and wheels, the main body line tumbling out into vast wheel arches to accommodate the 7J x 16 in. wheels shod with 225/50 VR 16 Pirelli P7 tyres. Yet the cockpit feels compact, almost small. I spent a good five minutes learning about all the controls and gadgetry from young Peter Jann, the helpful Porsche Press fleet controller, who came along with me for the ride. The previous weekend Peter had spent a marvellous time using this aptly silver 928 as course car at a Nurburgring race meeting. Interesting features include an instrument console which adjusts in height in unison with the steering column, so that its clarity is unaffected; the door arm-rests which adjust for angle; a driver's seat which seems to have infinite adjustment in all directions (electrical operation is optional); adjustable pedals, foot-rest and gear-lever: a vacuum locking system; a metering pump with timing relay which jets a special cleaning fluid on to the windscreen, separately from the main washer system; the Tempostat cruising speed control device; the Bosch-Porsche four-speaker stereo radio-cassette system with automatic station tracer; a novel central warning system; electric windows; the cockpit headlamp adjustment; an electrically adjustable exterior mirror. There seemed to be so many things, a totally comprehensive package. The tailgate, which automatically de-clutches the parallel arm rear screen wiper when lifted, covers a conveniently large boot area, beneath which lies a space-saver spare wheel and tyre, first aid kit, warning triangle, electric tyre pump and tools. The rear seats, split by a broad arm rest/locker, fold down separately to enlarge the luggage space; a hardboard extension can be pulled out to fill the gap. There is more room in the deep, curvaceous rear seats, which have unusual segmented upholstery, than in the 924, but they remain a tightish squeeze for adults.

I felt lost as I sat in that driver's seat for the first time, aware of a broad expanse of disappearing bonnet and invisible wheel arches which extended far beyond the point intimated by the deceptive window lines. The cold engine started promptly with a muted rumble alien to Porsche. First is down to the left in the pattern Porsche dispensed with years ago on the 911 series; this gear, reverse and second and third were hard to find in the cold gearbox. Once out of the Zuffenhausen gates and on the main road to the autobahn the deceptive width and my judgement seemed to click together, the mixing medium being power steering which is so astonishingly good as to be sensational. In the past I have praised Mercedes power steering as the best in the world. No longer. This Porsche ZF system is so positive, superbly weighted, precise. It is of variable ratio, but one isn't aware of that. I had to check with my technical details to convince myself that it really was power assisted.

We headed off the busy Stuttgart-Frankfurt autobahn on to a new and quiet section of autobahn to Schwabsich Hall on our way to the twisting country route where I had tried the Mercedes coupes the previous day. This Porsche soared itself dreamly up to over 230 k.p.h. (143 m.p.h.), the maximum claimed by the factory, without the seemingly instant "whoosh" which the turbo does to higher figures. I was a little bit shocked to find a hard-trier in a 450SL just about holding on to me with the 928 flat out. Until we came to the first real curve, when the Porsche remained "flat" and unruffled, while the Mercedes fell back before trying again on the straight. At this sort of speed conversation remained easily possible, but the 928 is nowhere near as sophisticated in its engine, wind and road noise suppression as the Jaguar XJ-S. It is a legion apart from the harsh 924, however, and thank goodness. There is some tyre thumping and a little roar from the ultra-low profile Pirelli P7s at moderate speed, but that is a small price to pay for the astonishing powers of roadholding with which they endow the 928.

Round the fast, twisty German secondary roads the 928 really sprang to life to reveal a standard of chassis behaviour which was both supremely satisfying in terms of driver enjoyment and superbly sophisticated in terms of reassuring comfort and safety. Understeer is not a word one associates with the 928; it simply remains neutral with the fat tyres at one with the road. Eventually it will start to drift a little, but, just as Porsche claim, that Weissach Axle keeps the car absolutely on line, even if the throttle is lifted suddenly in mid-bend. Even powering the car out of a couple of tight, damp hairpins brought the tail round only a modicum. The mind boggles at the stupidity it would require to lose this car's adhesion terminally. Braking is so good that I almost forget to notice it.

The power is of a more gentle type than that experienced in a Carrera or Turbo, just as smoothly willing, but much softer on the small of the back. Porsche claim 0-62 m.p.h. in 6.8 sec., 0-100 m.p.h. in 13.5 sec., but it doesn't feel like it. Yet the man-sized torque is certainly evident when trying for smooth upward changes in the lower three gears. In fact the torque is such that five gears are unnecessary, "But we consider that a keen driver would want them to improve his enjoyment," say Porsche, ironically, in view of the 924's lack of same. The V8's characteristics must be ideally matched to the Mercedes automatic gearbox. The manual gearbox is perhaps the one disappointment. The gate is wide and, certainly on the test car, the lever has too much lost movement, making it all too easy to select fourth instead of second or fifth instead of third. Its hefty innards mean that strength is more essential than deftness for gear-changing. The clutch is no lightweight either, but is pleasantly smooth.

It will be some time next year before the outstanding 928 comes to Britain, when it will be priced midway between the Carrera and the Turbo. I can't help feeling that it will spell the death-knell of the Turbo, the current pop-star cult car, for its novelty and sophistication is likely to make it the new "in" car amongst the people who buy Turbos. The 928 may not be so quick, but it is possibly better value than the Turbo – there's a lot more motor car for the money. On the other hand the rest of the Porsche range should be unchallenged by the newcomer and Porsche anticipate being able to maintain 911 production for another four or five years, or whenever production falls from the current 50 plus per day to 25. No successor has yet been planned, but the 928 shows that it won't have to be a rear-engined flat-six to be a perfect Porsche.

C.R.

DUTTON







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Around And About

New home for the VCC

THE VETERAN CAR CLUB has moved into splendid, period headquarters in Ashwell, Hertfordshire. Jessamine House, 15 High Street, Ashwell (Ashwell 2818), is an imposing red-brick house, parts of which date from the 17th century, a traditional setting for the vehicles owned by the members of this prestigious club.

These much improved Club facilities were acquired at a cost of £24,000, plus £10,000 for renovation. Behind the house is a huge barn, a protected building somewhat in a state of dilapidation, which the club hopes to restore if permission can be found from the authorities. Alongside is a large car parking area.

This new HQ houses the Club's impressive collection of 3,000 motoring books, said to be one of the best collections in the world. The Club has a remarkable collection of handbooks for vintage and veteran machines and members can use a photo-copying machine to take advantage of this facility. Housed there too is the VCC's quite wonderful file of individual veteran car histories, part of the Club's dating and authentication service. Surely there can be few remaining veteran cars in the non-Communist world which are not included in these historic files.

Currently the Club has 1,200 members of which 450 full members own about 1,600 Veteran and Edwardian cars between them. These include nearly 600 veterans, of which the Club owns 11, loaned out to members at a rent of about £125 a year.

The Club's Secretary, Mrs Joan Innes-Ker, lives on the new premises, so facilitating members' use of the library.



Jessamine House, Ashwell, the Veteran Car Club's new HQ, pictured on the day of its official opening. In the foreground are Roy Middleton's 1900 *Locomobile Steamer and the AA's* 1904 *Renault.*

Historic moment or publicity ploy?

One of our staff recently attended a fine day out at Donington, now the proud site of Britain's "newest" old track, if you follow our drift. Upon the gleaming black fresh tarmacadam that finishes the 1.9573-mile shorter track (the full 3 miler, including the Melbourne Loop is not complete) sat one of British Leyland's new Jaguar XJ5.3C racing saloons.

Beside the car were all the impedimenta of this large team. They were about to set off upon a six-week European sojourn that will cover two races in Italy and one in both Austria and Czechoslovakia. Also present were three of the four regular drivers.

Yes, we were told, Messrs. D. Bell, J. Fitzpatrick and T. Schenken would run the Jaguar, actually the car that led at the team's European Monza debut, in earnest. A lot of film crew and TV people were standing about ready for the action to begin.

What action ? Well Jaguar would be going out to beat the old pre-war lap record dating from the 1937 Donington GP. Quite how Jaguar's agency could use the results of the day was difficult to foresee, especially as there was the awkward fact that the old record was set on the previous 3 mile 220 yard track, not the latest sub-2-miler.

Whatever the object was – and presumably it was plain old-fashioned good publicity for a company that really does need the good news stories today – the result was an entertaining trip.

First there was the circuit to examine. From the spectator side the viewing promises to be more spectacular than many British circuits, especially the downhill sections that comprise the Craner Curves, where the drivers have a number of very tricky problems to navigate. In two spots, exiting the fast and final Craner corner to head into Old Hairpin, and subseqûently attempting to turn right after two quick lefts for the approach into McLean's, the drivers will have to compromise that cornering line to put together a flowing lap. This is because the car is naturally heading for the opposite side of the track to that needed for a fast approach.

The official opening was still weeks away when the Jaguar christened the fresh tarmac in anger, but even so one could see what an attractive circuit it will be. There is no Armco barrier at all, $2\frac{1}{2}$-ton concrete blocks and deep sand run-off areas acting as the final intervention for runaway cars. Another interesting feature is that the kerbs are all of the vibrating type, and very low. There seemed a distinct preference, even amongst the international drivers present, to use much more than just the track when cornering over such obstructions. So there could well be an initial problem in disciplining club competitors from kerb-hopping and leaving stones and earth all over the track.

A ride around in Derek Bell's roadgoing XJS showed what a smooth surface had been applied (it is reputedly very good at reducing spray in the wet) and that the corners look as though they will provide some of the rare (in Britain) top gear motoring that really does tend to sort competitors skill/bravery ratio out!

Doubtless we will be able to comment more fully in a future issue, after the official opening. Meantime it looks as though Tom Wheatcroft's expenditure of a reputed £1.8-million has been thoroughly worthwhile. Like the museum the track has character and good, unpretentious design, that springs from a simple enthusiasm for high performance motoring and machinery.

Incidentally, Chief BRDC Timekeeper Roy Oates pronounced at the end of the Jaguar's many laps that Tim Schenken had been the fastest. The Australian managed 1m 17.9s (90.45 m.p.h.). This compares with Raymond Mays (ERA) 74.31 m.p.h. best lap speed on the old short circuit. However a comparison used on the day was the joint 2 m 11.4 s lap (85.62 m.p.h.) recorded by Bernd Rosemeyer (Auto Union) and Von Brauchitsch during 1937's Donington GP. Incidentally, Mays also set his record 40 years ago, but in a 200-mile sports car event. MOTOR SPORT's reporter (Brian Twist) commented that the GP records were "Likely to stand for a very long while".

Meanwhile it is worth noting that the first meeting at Donington is for motorcycles on May 15th and for cars on May 28th. The latter race meeting, organised by the Nottingham Sports Car Club, shows a large Lotus involvement. A press release on behalf of that event's sponsors (J. & A. Else, Derby) says that there is a good chance of Gunnar Nilsson appearing in the GP Lotus 77 and also of seeing Stirling Moss in a Lotus 18, continuing to list a full selection of club races on the same day.

Something different

Those with a taste for something different in motor sports might care to try viewing the All Wheel Drive Club's Hillrally on May 7th and

8th. The event will centre on the Rushmoor Arena, near Aldershot and includes seven stages within 20 miles of that town.

You can expect to see all kinds of rough terrain vehicles competing from VW-based specials to Haflingers, Range Rovers, Jeeps and Champs. More information from Nigel Ashcroft on Bristol 426385 (home).

Jaguar facts

Our American contemporaries at *Road & Track* have put the Group 44 racing Jaguar XJ-S through one of their heavily factual testing sessions, and the results make fascinating reading, especially when some of the statements made recently about the Jaguar's wet sump/possible dry sump lubrication are remembered.

Brian Fuerstenau, the gentleman responsible for the American team's engine development says that their dry sump V12s costs £5,813 apiece, only £1,744 of it required for new high-performance parts. Power is quoted as 475 b.h.p. at 7,600 r.p.m. with maximum torque of 360 lb. ft. at 5,500 r.p.m.: no figures have ever been given for the Broadspeed Leyland Coupé, which currently has wet sump lubrication, but is expected to gain another 30 b.h.p. when the CSI allow dry sump lubrication. The American V12 runs on six Weber carburetters and an 11½:1 c.r., whereas the British-based Coupé has Lucas fuel-injection. It does seem possible that Ralph Broad might benefit by talking to the Americans about their dry sump system, while the Group 44 people might just be able to squeeze the Broadspeed-Lucas injection system beneath the bonnet.

Cost of the complete XJ-S in racing trim is quoted as £26,162, and the Group 4 car is very, very much simpler than the complex XJ5.3C used in ETC rounds. For example the braking system on the American car does not employ the water injection cooling favoured by Broad, making use of E-type 11.2 in. vented discs at the rear and 8-piston caliper actuation for the 12 in. dia. front ventilated units. Surprisingly, there is not that much difference in the intended purposes of the cars this season. Last year Group 44 ran in a couple of SCCA nationals with encouraging success; this year they plan to run Trans-Am events which last several hours – the Leyland XJ5.3C will mainly be covering four hours at a stretch this year.

Electronically recorded performance figures for the Group 44 XJ-S show 0-60 m.p.h. in 5 sec. flat, 0-120 m.p.h. in 15.2 sec. and a reported 180 m.p.h. at 8,200 r.p.m. Driver Bob Tullius reports the standard Jaguar areodynamics are excellent at this speed!

Rallying Tonys in the news

Tony Fall and Tony Brunskill have both achieved something worth passing on this month. Fall, the former rally driver from Yorkshire has been made the Manager Sports Relations, Adam Opel AG, and is now at Russelsheim in West Germany. Brunskill has managed to extend his gift for introducing young children to the arts of high speed car control with a rallying bias, for he managed to arrange that some of his youngsters appeared on a special Midland TV show.

Fall is to continue managing Dealer Opel Team in Britain, until a new manager is found for the UK, but his new job will be a very important one. At present the factory Kadetts are sulking in the development department having displayed such chronic unreliability that they have not been able to contest the internationals they had intended. However the British end of the operation has shown reliability with the same cars – but not the same 16-valve engines – so Fall starts his new task with a moral advantage.

Meanwhile Brunskill has spent years in backing his belief that embryo rally stars should start learning to drive quickly on the loose at an early age. Before the BBC *Pebble Mill At One* cameras he put Graham Sharp (9), Karen Nellis (14) and Duncan Pittaway (14). They drove a pair of works Avengers loaned by Des O'Dell, having learned on Brunskill's own Avenger.

As an English Master at Rossall School, Fleetwood, Brunskill has an obvious interest in the young. Now he plans a national TV competition, and to run both training and talent spotting sessions all over the country.

Porsche's place

Dr Ferdinand (Ferry) Porsche opened Porsche Cars Great Britain Ltd's new headquarters in Reading recently. Based at Richfield Avenue in the Berkshire town, the Porsche plot occupies 3½ acres. A space which is needed to accommodate the kind of expansion Porsche are expecting with the addition of the Porsche 924 to the British range.

The company secured the site in the Caversham district last June. Planning permission was granted very quickly and work started last August. The finished buildings comprise a massive 44,000 feet split simply into Sales and After-Sales Departments. The ground floor is divided into four main hangar-like areas that hold: new car preparation, body and mechanical repairs, and a £300,000 computer-controlled stock of spare parts. Actually £300,000 does not sound very much in Porsche parts stock, especially when you look at items like the Turbo Carrera's P7 tyres at a cool £150 or so, each!

Classified comedian

We make no comment about the following item, save to add that the Huddersfield Motor Club is where C.R.'s original loyalties lie. The following classic for sale advertisement appeared in a recent HMC bulletin:

"Mini 1000 1971. This car has had one careful lady owner, who is kind to animals and helps old people across the road, but it has occasionally been driven by her husband, who is none of these things, and brays hell out of cars too. It has never been raced or rallied and has never exceeded 50 m.p.h. (in reverse). Privately maintained by a bloke with a big hammer and a crowbar, the car is a good example of how steel rusts when the paint drops off. A new Gold Seal engine was fitted a while ago, so the bearings should be good for another month or two. The car is modified: the nearside is shorter than the offside, following a coming together with a wall at Magdale Vinery. £450 ono. Contact Chris or Frances Shaw at the Woodman, or ring Holmfirth 2983."

It appeared a long time ago, so don't pursue this pearl of automative salesmanship, will you ?

Tunnel trap

A friend in the high performance car business had a really nasty shock recently: he was stopped for exceeding the speed limit inside the Hyde Park Underpass.

As in most of London the limit at this point is a widely ignored 30 m.p.h., but the surprise was that it was a radar unit within the underpass that caught him, the police waiting at the exit to pull in offenders. As our man said, "this is obviously a money making exercise, for the average speed in the tunnel is well above 30 m.p.h. and so a lot of people can, and were, being stopped. In fact it hurt to see no less than six policemen working full time interviewing the offenders with 'customers' joining in all the time." You have been warned.

Made in Japan dept.

Since our man reported extensively on the new Mazda Hatchback design several months ago, we did not feel the need to go on the Irish launch for



Tim Schenken setting a new "lap record" for the new Donington short circuit in the Group 2 Jaguar XJ5.3C (see "Historic moment or publicity ploy?"). That is not a new Wheatcroft estate of town houses in the background—it is the new pits complex!

the UK models. Prices have now been announced for the 1.0 and 1.3-litre front engine-rear drive machines, all of which have laminated windscreens and inertia reel seat belts. The range will begin at £2,033 and culminate in a five-door (as opposed to three doors at the bottom of the range) automatic at £2,593.

In Britain Cirencester acts as the base for the Colt Car Co. offspring of the giant (Japan's biggest corporation, accounting for 10% of their GNP we were informed) Mitsubishi Corporation. Elsewhere in the World Chrysler are heavily involved in Colt marketing, reflecting their substantial stake in the company. Here former BMW men have solidly established the brand in Britain, selling under 7,000 cars in 1976, but expecting to add trucks and more cars to that figure this year.

Michael Orr is the young and often controversial head of Colt in Britain. There is also a charming Japanese gentleman on hand in Britain to watch over the company's progress as well. We met Orr again on the occasion of a slightly revised Lancer model range announcement.

Mr Orr likes a good pugnacious argument about pretty well any subject within the scope of the British car industry, demonstrating his own independence by flamboyantly running a Mercedes 450 saloon! There can be no arguing with the fact that his 60 employees are onto a good thing.

The Colt range doesn't precipitate any rush for the driver's seat at this magazine, but many private owners are obviously delighted by the range's reliability, though perhaps not by the insurance rates. According to the Spring issue of *Milestones*, the Colt Lancer 1200 falls within group 5, and that's expensive for a small family saloon, even if it claimed to have a 92-m.p.h. top speed.

The latest Lancers do have revised front and back styling, but I doubt whether many will notice that. However, there is a genuine improvement in acceleration and the 1600 Sport, with an enormous mound of standard equipment at an inclusive price of £2,750, must make even Ford a little nervous when trying to sell off Escort Sports in the same town. Despite the narrow 4J wheels the 82-b.h.p. Sport GSR handles very respectably, only the recirculating ball steering really giving the European opposition something to the complacent about. Top speed is reckoned to be 102½ m.p.h. and you need a pilot's licence to operate within the neatly laid out interior.

The Colt range now starts at £2,099 for a 2-door 1200.

New Mercedes Coupés

Mercedes-Benz have extended their new W123 saloon range with the addition of a range of three two-door coupé equivalents of the 230, 280 and 280E models. In Britain only two versions will be available, from Autumn this year: the 230C, with 109 b.h.p. DIN, 2,307 c.c., four-cylinder engine; and the 280CE, a 177 b.h.p. DIN, 2,746 c.c., twin-overhead camshaft, straight-six-cylinder engine fitted with Bosch K-Jetronic fuel injection.

We extolled the virtues of the 280E saloon in our road test in the March issue. In all respects other than the body style from the screen pillars rearwards, the coupé is identical. That is to say it has double wishbone front suspension with anti-dive geometry and zero-offset steering and diagonal swing-axle rear suspension with brake



The pleasing lines of the new C123 model Mercedes-Benz Coupé, this example being a 280CE.

torque compensation. The boot and 80-litre fuel tank are the same and the clear and functional dashboard differs only in its more extensive use of walnut veneer. The 230C uses the same rectangular halogen wide-band headlamps as the 280E and CE rather than the cheaper saloons' round ones.

These coupés are 4 cm. lower and 8.5 cm. shorter than the saloons, and even better aesthetically than the compact, well balanced saloons. A sleek outline comes from the use of more steeply sloping front and rear windows and fully retractable side windows without dividing pillars. Interior details include front seats adjustable for height, vacuum locking of the folding front seat backrests, a cushion which fits between the split rear seats for an occasional third passenger.

We tried the new coupés in 230C and 280CE automatic forms on an interesting country and autobahn route near Stuttgart recently and reiterate what we felt about the 280E saloon: that this W123 series (C123 for the coupé) is the epitome of refined, rugged, stylish and elegant motoring. Like the saloon the coupé handles magnificently—a shade better, in fact, for its 85 mm. shorter wheelbase and lower weight (230C: 27 cwt.; 280CE: 28.5 cwt.) have allowed some revision to spring and damper rates. The standard M-B power steering displays its accepted high standards of feel, precision and freedom from deflection. This solid and taut feeling car rolls but modestly, has excellent roadholding and balanced handling and scoffs at autobahn cross-winds. Both 4- and 6-cylinder cars feel much alike in these respects.

The 230C feels sluggish, naturally, but still proves willing to cruise at close to its 103 m.p.h. maximum. It hides its four-cylinder configuration smoothly and should be a good economy compromise for the driver who isn't interested in performance. The 280CE feels far from a sluggard, faster than our road-test saloon in acceleration and top speed, being good for about 123 m.p.h. The four-speed Mercedes automatic gearbox is its usual smooth self in both cars; this item is likely to be standard on British coupés, but, as in the case of the saloon, it will presumably be possible to import a manual car to special order (a hefty deposit must be placed at the time of the order).

Access to the back seats is reasonably easy and the car is splendidly comfortable in spite of stiff seating. But headroom is limited, front and rear, even with the front seats lowered.

Prices should range between £8,000 and £10,000 when the coupé reaches the British market. A lovely car to own.

Fiat offer

Aside from trying to beat off the now rather embarrassing queue for the bargain basement (comparative term!) X1–9, Fiat are trying to move a few more of the disappointing 132 saloons with a £150 free accessory offer. This is supplied with any 1600 GLS or 1800 ES purchased before August 31st.

The offer emphasises a number of accessories now being offered for the Fiats for the first time in Britain, including alloy GKN wheels, two types of sunroof from Weathershield, and a Motorola radio/cassette player.

VSCC Light Car Section Welsh Weekend

Below are the results of the VSCC Welsh Weekend, available too late for inclusion in the report on page 522.

Results:

Llwyn-barried Trophy: Mrs R. Burke (1930 Morris Minor).
First Class Awards: Mrs Burke, D. Laxton (1924 Austin 7).
Second Class Awards: M. Hirst (1924 Humber 8/18), R. Winder (1927 Austin 7), R. Parker (1928 Austin 7 saloon).
Third Class Awards: G. Moore (1927 Austin 7), J. McEwen (1930 Riley 9), P. Gledhill (1928 Austin 7).

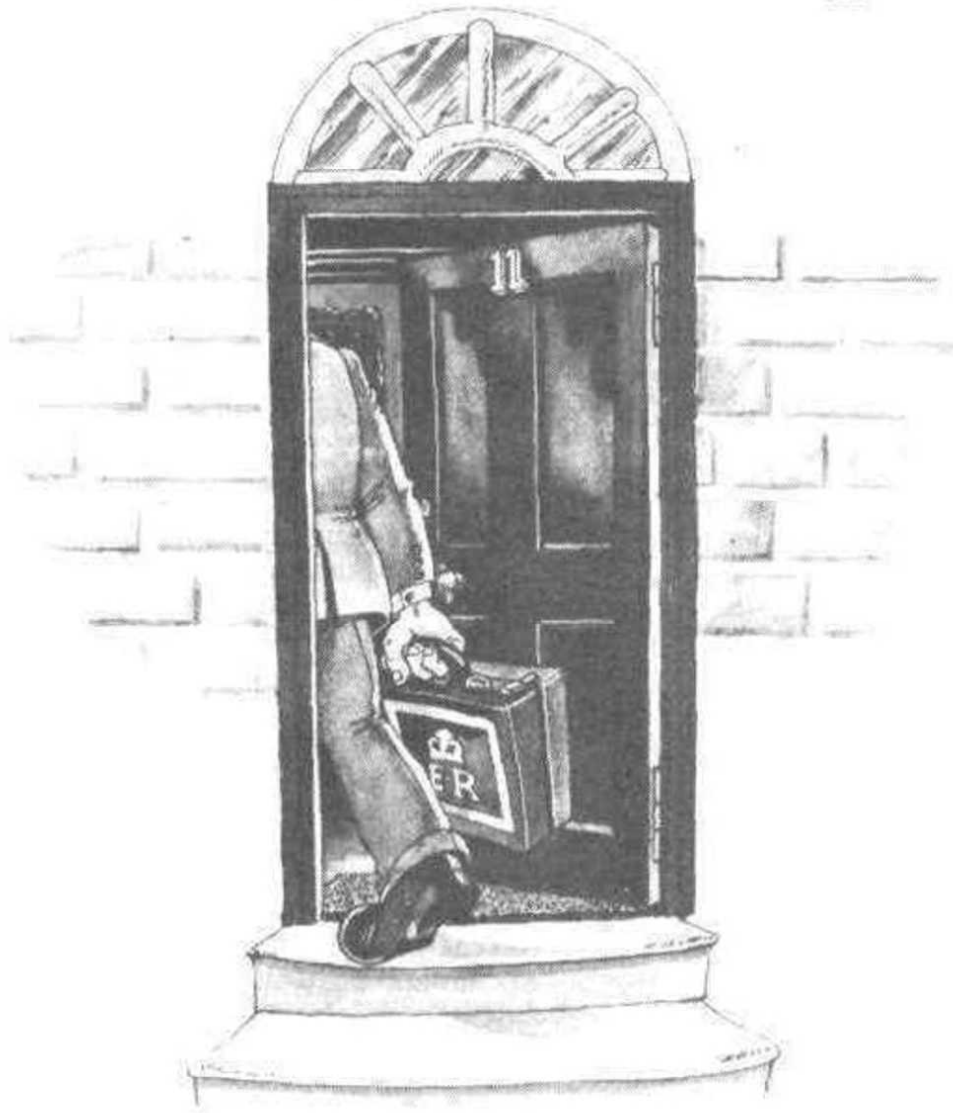
BRDC Dinner

We had some confused information when writing about the British Racing Drivers' Club Golden Jubilee in last month's issue. The BRDC's annual dinner will not be at the Dorchester and may not be £20 per head as stated. In fact it will be at the Hilton on December 2nd, at a price which has yet to be fixed.

Ulster TT Golden Jubilee

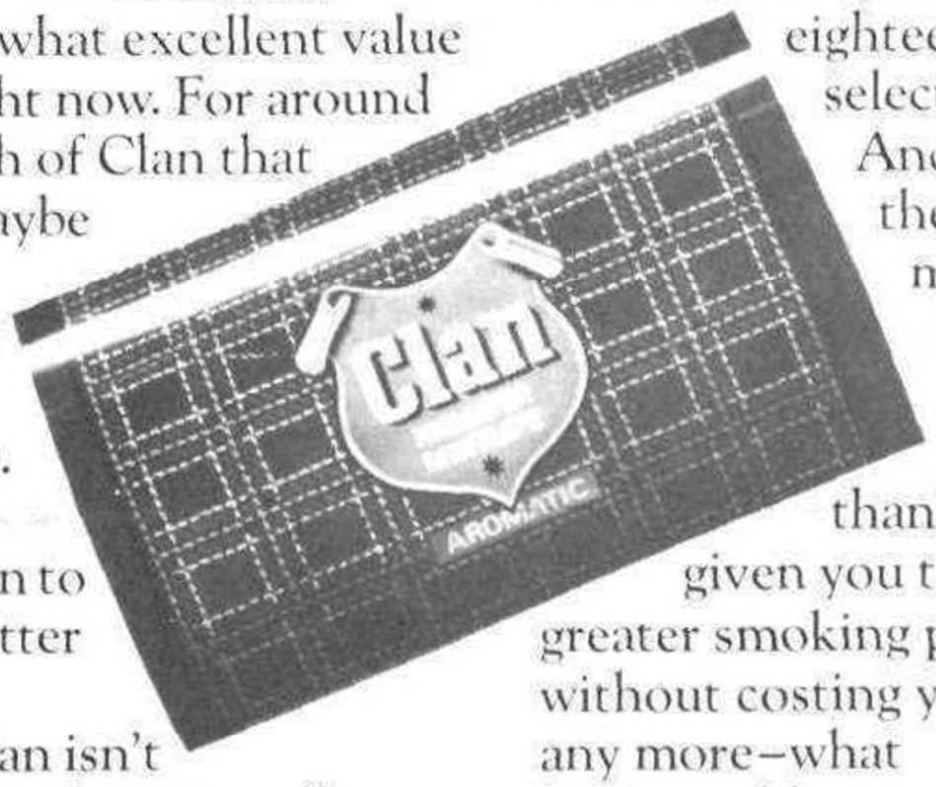
The 70th anniversary of the first TT race in Ulster is to be commemorated next year on August 19th. As a first step the Ulster Vintage Car Club would like to hear from owners of genuine Ulster TT cars who would be prepared to demonstrate them around the famous 13.6-mile course. Further details will follow.

A vote of thanks to the man who made this advertisement possible.



Without the Chancellor's help on Budget day we wouldn't have had this opportunity to tell you what excellent value Clan pipe tobacco is right now. For around 77p* you can buy a pouch of Clan that should give you two, maybe three days smoking pleasure–so it compares very favourably with other forms of smoking.

Of course, saving money is only one reason to smoke Clan, an even better one is because it's an exceptional tobacco. Clan isn't a new fangled product. In fact, it was first blended in Holland back in 1819 by Theodorus Niemeyer, who created the very smooth, aromatic Clan mixture, using eighteen different tobaccos selected from the world over.



And today Clan still retains the subtle qualities which make it as satisfying for beginners as it is for experienced pipe smokers.

Perhaps you ought to thank the Chancellor too–he's given you the opportunity to obtain greater smoking pleasure without costing you any more–what more could you ask for?



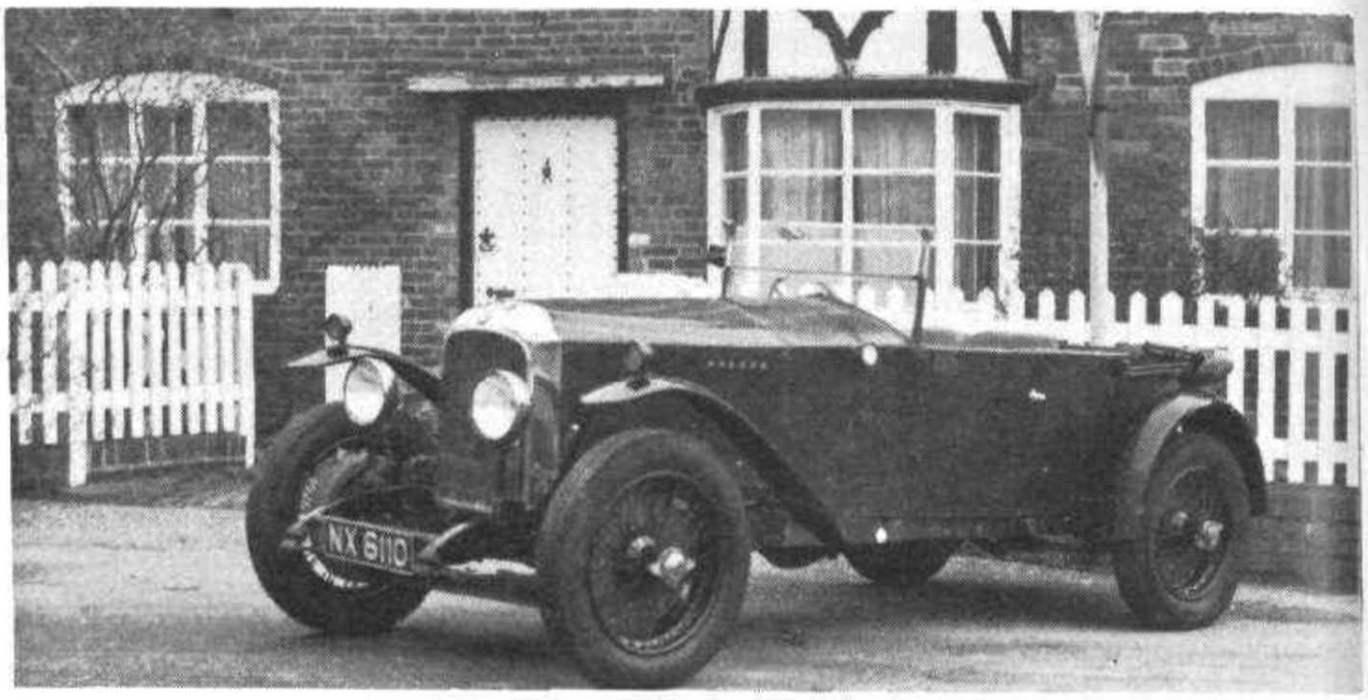
Clan. The aroma they'll remember.

* *Recommended Retail Price correct at date of printing.*

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

A 30/98 with a difference



A FEATURE of recent VSCC competition events has been the surprisingly large number of 30/98 Vauxhalls taking part, which is a pleasing thing, for these cars are what vintage motoring is all about. Among these 30/98s has been the car modified before the war by the late Alan May, Sydney Allard's close friend, which Julian Ghosh has brought out again. As there is some confusion about how many Rolls-Royce components May used in its construction, I was invited to go and see for myself, and drive this potent touring car. So one Monday an accommodating Opel Ascona 1.9 SR was driven to Sutton Coldfield, where we were first taken into Ghosh's garage, a veritable treasure-trove of vintage lore.

Ghosh more or less began with a single-seater racing Special, consisting of a side-valve air-cooled JAP engine in an Austin 7 chassis, using Morgan i.f.s. Since then he has progressed. At the time of my visit he showed me 4½-litre and Speed Six Bentleys awaiting re-assembly and a 1922 3-litre chassis, No. 48, which he intends to build-up into a replica of something akin to the flat radiator car raced by the late May Cunliffe, using a Claudel-Hobson carburetter, ML magnetos and a front-brake axle. There is also a *circa*-1929 24-litre Y-12-cylinder Napier "Lion" aero-engine which Ghosh hopes to install in a Rolls-Royce chassis as "a sort of road-burning go-kart." He also has parts of a Meadows HRG, etc.

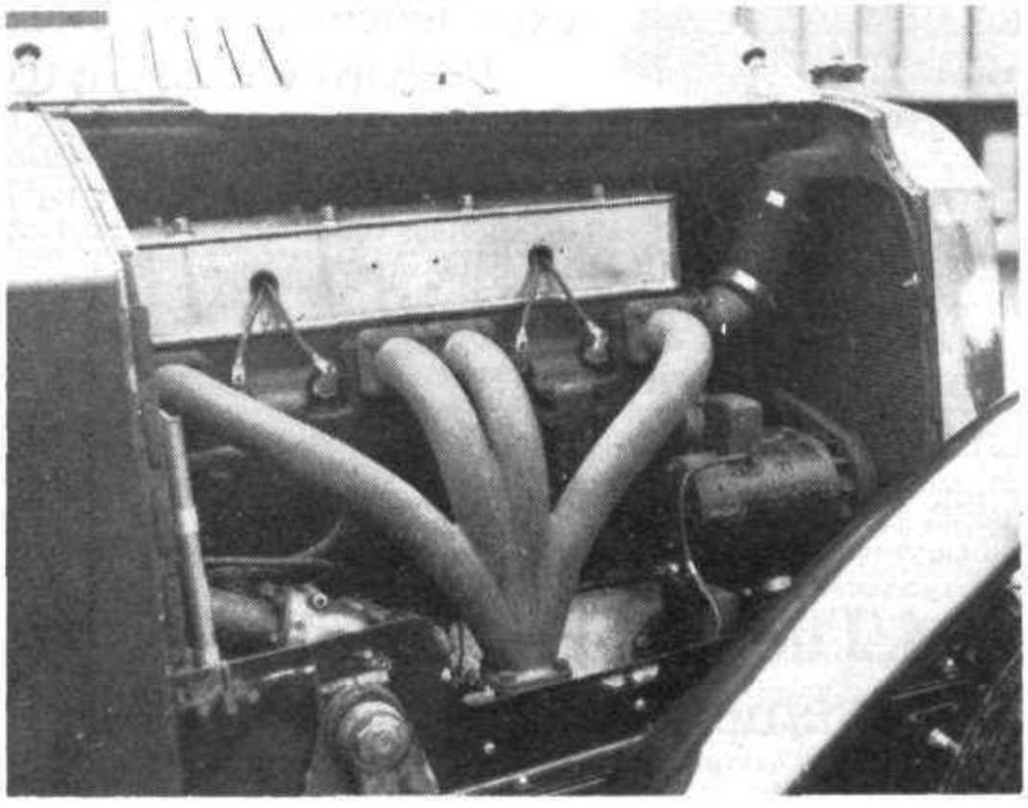
As to the Vauxhall, this is a 1925 Velox model, OE260, which Alan May modified before the war, around 1931 it is thought, using a lattice-boxed 1926 Rolls-Royce Twenty chassis frame. I remember how he would pit this fast 30/98 against Allard's current Allard Specials, in friendly rivalry. The Vauxhall was used after the war, up to September 1950, and Ghosh bought it from the May family in March 1975. The engine is normal 30/98, except that there is no head gasket, the c.r. is approx. 9 to 1, Martlett pistons are fitted, and May contrived an internal balance pipe between the inlet ports, within the head, and arranged a pressure oil-feed to the valve rockers, with a bleed to the push-rods. He also made up a four-branch bunched exhaust manifold and contrived to fit a big SU downdraught carburetter from an 8-litre Bentley. As d/d carburation is frowned upon for racing by the VSCC, Ghosh has re-arranged this as an updraught, keeping the same choke and jets. The engine has the later counter-balanced crankshaft and a Scintilla AG4 magneto. Ghosh takes it normally to 4,000 r.p.m. and adds another 200 r.p.m. when the need arises. He estimates that the power output is in the region of 130 b.h.p.

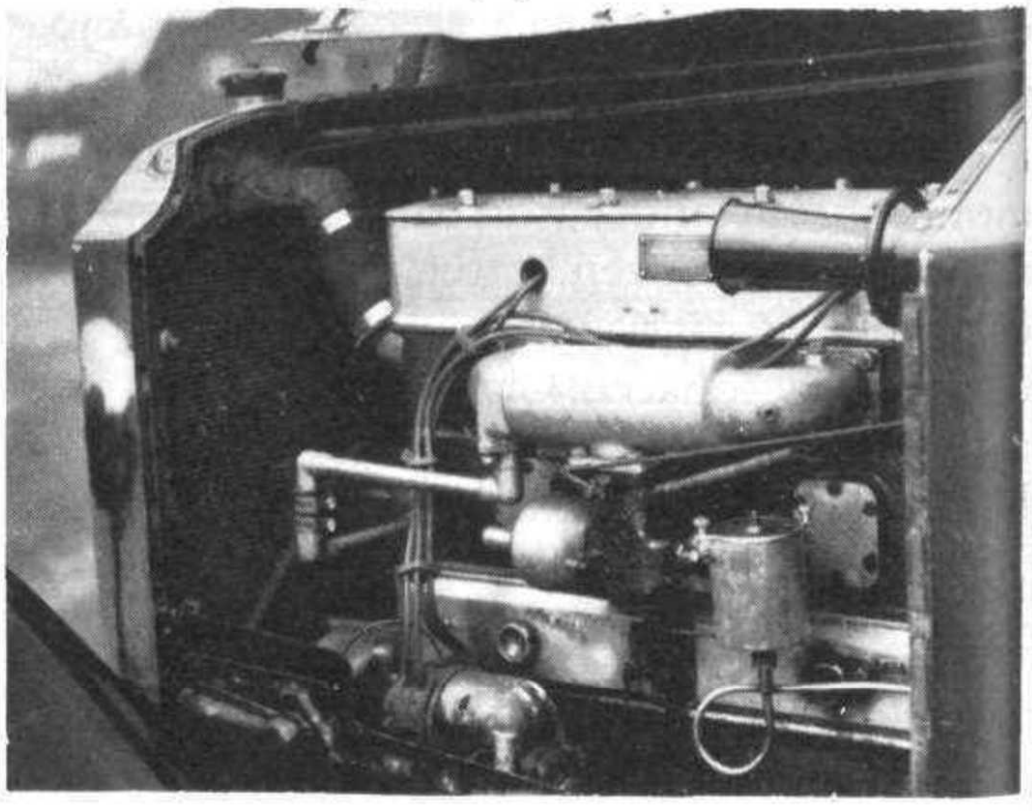
The drive goes through a Borg & Beck clutch to a 1926 non-synchromesh Rolls-Royce 20 gearbox. The rest of the transmission is normal 30/98, the back axle being from OE248, with a ratio of 3.3 to 1. The front axle and brakes are from an H6B Hispano-Suiza, a fine piece of work, with hollow stub-axles and Rudge-Whitworth hubs. The steering box is also Hispano-Suiza, but the steering wheel and control levers above it are Rolls-Royce. The body is the original Velox up to the scuttle. Behind that May constructed a simple two-door four-seater touring body, which can have presented few problems, because his Company, Southern Motors Ltd., made replica bodies mainly on Rolls-Royce chassis. The hood-sticks are original, incidentally. A weight ticket that came with the car says 24 cwt. R-R type hydraulic shock-absorbers are used front and back. The headlamps are Bosch. Various sizes of tyres are used by Ghosh, depending on the contests for which the car is entered. When I tried it the front wheels were shod with Avons which had been re-treaded very satisfactorily by Tyresoles of Brighton, with Dunlop Forts on the back wheels, the size being 5.25 x 21.

When Ghosh bought this unique 30/98, for roughly the same price as he paid for his modern Morgan Plus-8, there was still good, clean oil in the sump. Apart from some ignition trouble the car has proved notably reliable and has required very little refurbishing, although the h.t. leads were naturally perished. Run on 5-star petrol, it gives 20 m.p.g; the lubricant now used is Newton straight SAE 50.

To sample this quick Vauxhall on the road is a salutary experience. Because it really GOES! No

The four-branch racing type exhaust manifold made up by Alan May for his 30/98 Vauxhall engine is still in use, left, but the large downdraught SU carburetter from an 8-litre Bentley has been converted to updraught to comply with VSCC competition regulations, right.





acceleration figures have been taken but the maximum in *third* gear is 90 m.p.h. Incidentally, the ratios with the R-R box are not very different from the Vauxhall ratios, being 11.55, 6.60, 4.45 and 3.30 to 1, compared to 12.0, 7.76, 5.04 and 3.30 to 1. But the R-R box provides very easy gear changing, with the characteristic longer movement into top from third, and the indirect ratios are completely silent. Incidentally, Alan May, like Sydney Allard, believed in drilling lightening holes where ever possible; thus both brake and clutch pedals, to the left of the small accelerator, are copiously drilled, as is the gate of the gear-lever.

I enjoyed driving this car. It handles in a taught manner, is easy to control and would be a fine machine in which to travel fast all day on Continental roads, yet, I felt, would be equally adept at coping with town traffic, for it is essentially docile. You advance the ignition lever and leave it there, after the engine has started. The clutch is better at racing starts than when eased in, the brakes, having hard linings, need a very heavy right foot. But otherwise, there are absolutely no problems in driving this 30/98 in the fashion to which it is accustomed. From a comfortable seat, entered from the passenger's side, as the outside hand-brake obstructs the driver's door, you look down on the typically vintage-Vauxhall bonnet, although the famous scollops are invisible. The two-pane screen is now vertical; May used it inclined, supported with out-riggers. The gear-lever falls easily to the right hand, as they say in the best road-test reports, and, as I have said, it is no problem to get quick, quiet changes.



The lightweight four-seater body after the scuttle was made by Southern Motors before the War.

The wooden instrument panel carries standard 30/98 dials, *i.e.*, small clock, tachometer and speedometer, all by Jaeger, on the left, a central CAV switch panel with ammeter, and on the right a Cartherometer above the oil-gauge. Oil pressure is 15 lb./sq. in. hot, water heat normally 65-70°C. The Vauxhall choke-knob lives with the R-R advance/retard and throttle open/shut knobs, on the ring above the steering wheel. The steering lock is very good and the steering neither heavy nor too high-geared. A very pleasant motor car to possess!

Since he acquired it, Julian Ghosh and this Vauxhall have lapped the Silverstone Club circuit in 1 min. 24.6 sec., Oulton Park in 1 min. 31.1 sec., Cadwell Park in 2 min. 13.0 sec., and it has gone up Shelsley Walsh in 46.5 sec. Which speaks for itself. On the general subject of 30/98s, it is nice to learn that Alan May's brother Edward has built-up OE 132/OE134 and will be using it in this year's VSCC events... – W.B.

The Hall Eight

SOME TIME AGO a reader noticed old signs for Talbot and Napier cars on a building in Tonbridge and this resulted in a letter from Mr. H. E. Hall, whose father had founded the motor business at these premises. Encouraged by a friend of Mr Hall's whom MOTOR SPORT had reunited after they had not seen one another since boyhood, I drove recently to Devon, which was a chance to try out the new Ford Fiesta on a long Motorway journey, to talk about the early days with Mr. Hall and in particular about a most interesting eight-cylinder car built by his father's Company during the First World War.

H. E. Hall & Co. came into being in 1899. Its association with motors originated with a De Dion Bouton bought in Paris in that year and driven back to Tonbridge. (The present Mr. Hall rode in this at the age of six months.) The garage was the first in Kent to stock petrol and it took over the Darracq agency, exhibiting at the Crystal Palace Motor Shows of 1902 and 1903. As the business expanded, with its own blacksmith shop, forge, machine shops, and coachbuilding and paint shops, agencies were acquired for various good makes, including Talbot, Napier, and the Belgian Germain. One of many 60-h.p. Napiers sold went to Frank Baring-Gould, chairman of De Beers, a friend of Mr. Hall's, which was fitted with a Polyshöe carburetter.

Mr. Hall, Senr., was a Founder Member of the SMMT and of the MTA, etc. Soon after Brooklands Track was opened he decided to race there. For this purpose the touring body was removed from a 14-h.p. Germain and its effective gear ratios raised by the simple expedient of making up oak blocks, which were fitted into the existing wheel-rims, larger rims being fitted over the blocks and secured by wood screws which went through both rims and into the wheel. Carrying a seat made by cutting a cheese-box in two and with a big disc to display the racing no. 2 on the back of this stripped chassis, the Germain ran in the first 26-h.p. Standard Car Race of September 1907. Although having the smallest engine, it won, at 53½ m.p.h. from a standing-start, aided by the gearbox and back axle having been drained of oil. I was shown the letter, written in longhand to Mr. Hall, and signed by Rodakowski, BARC Clerk-of-the-Course, when paying Mr. Hall the £80 first prize. Later an 18-h.p. Germain was tried but it was not suited to racing. The present Mr. Hall, then eight years old, saw his father win the 1907 race and he remained a regular Brooklands habitué into the 1920s.

The family used to go to France to watch the great motor races, a practice they followed in post-war days, with visits to San Sebastian, Strasbourg, etc. Mr. Hall also remembers going with his parents to Rheims in 1909 for the first Flying meeting and seeing the Wright brothers, Lotham, Bleriot, Voisin and Farmen in action. Another car for which they had an agency was Studebaker and in 1912, when bringing one from London to Tonbridge, the young Hall was permitted to take the wheel. He was given a test by the Kent Licensing Authority and granted a full driving licence when he was only 16 years old and in May, 1913 had his first motorcycle, a two-stroke TDC made in Birmingham. There was also a four-cylinder FN with the frame lengthened, and a single-seater cyclecar using the same engine, in a tubular frame with 2-speed gearbox and a live back axle. Mr. Hall recalls owning all manner of cars, Studebakers, Maxwells, Singers, including a hotted-up 1924 Singer Ten, Morrises, Essex, Overlands, Willys-Knights, Invicta, Erskine, etc. Today he drives a 1968 Triumph 1300 and retains a 1962 side-valve Ford Popular saloon for emergency use.

The Germain aforesaid was driven to and from Brooklands and after the war Continental races were visited by the Halls in the new Studebaker Sixes, fine cars, capable of 60 m.p.h. under favourable conditions. (Before the war, when Studebaker were not allowed to exhibit at Olympia, their subsidiary make of Flanders was shown to arriving visitors from a stand on the platform of Addison Road Station.)

Soon after the war had commenced Mr. Hall began to think in terms of a new car to meet peace-time conditions. He had tried to interest Mr. H. T. Vane, Managing Director of Napier's, in an eight-cylinder car, but Napier's, being committed to the six-cylinder engine, wouldn't listen. So Mr. Hall set about making an experimental chassis of his own, in his Tonbridge works. The business now had branches in Norfolk and elsewhere and were fully equipped to make complete cars.

The 8-cylinder conception was an advanced one, for apart from the vee-eight De Dion of 1910, which Cadillac copied in 1914 and the much earlier Adams and Rolls-Royce vee-eights, there had been no production car with as many cylinders, and it was not until 1920 that the Leyland brought out the first British production straight-eight. Mr. Hall chose a horizontally-opposed engine, as he wanted the power unit to go centrally in the chassis, under the seats, to achieve a good weight distribution. A chassis frame from an old Arrol-Aster was altered in the works. Full cantilever springs with radius-rods were used front and rear, made by Jonas Woodhead. The cylinders were from a Bayard, in pairs to form the flat configuration. Ambrose made the crankshaft, the con-rods, flywheel and clutch were 12 h.p. Talbot. The crankcase, which was cast in Tonbridge was split vertically and it was possible to sit on the car's running-boards and remove the pistons and con-rods in half-an-hour. The gearbox and back axle were Studebaker Six, imported specially, at this date, from America, the Hall Eight being built in 1915. A front axle from a Studebaker van was pressed into use and a radiator from a 25-h.p. Talbot sat ahead of the very short bonnet. A Bosch magneto was used. The Hall workshops were equipped with lathes able to take a 24 in. cutting job and with milling machines, etc. so the construction went ahead speedily. But the body-shop was no longer operating, notwithstanding which a smart landaulette was made for the chassis, by a firm in Tunbridge Wells, and painted egg-shell blue.

Continued on page 522

Tchaikovsky, Debussy and Haydn would have listened to it.

Tom, Dick and Harry can operate it.

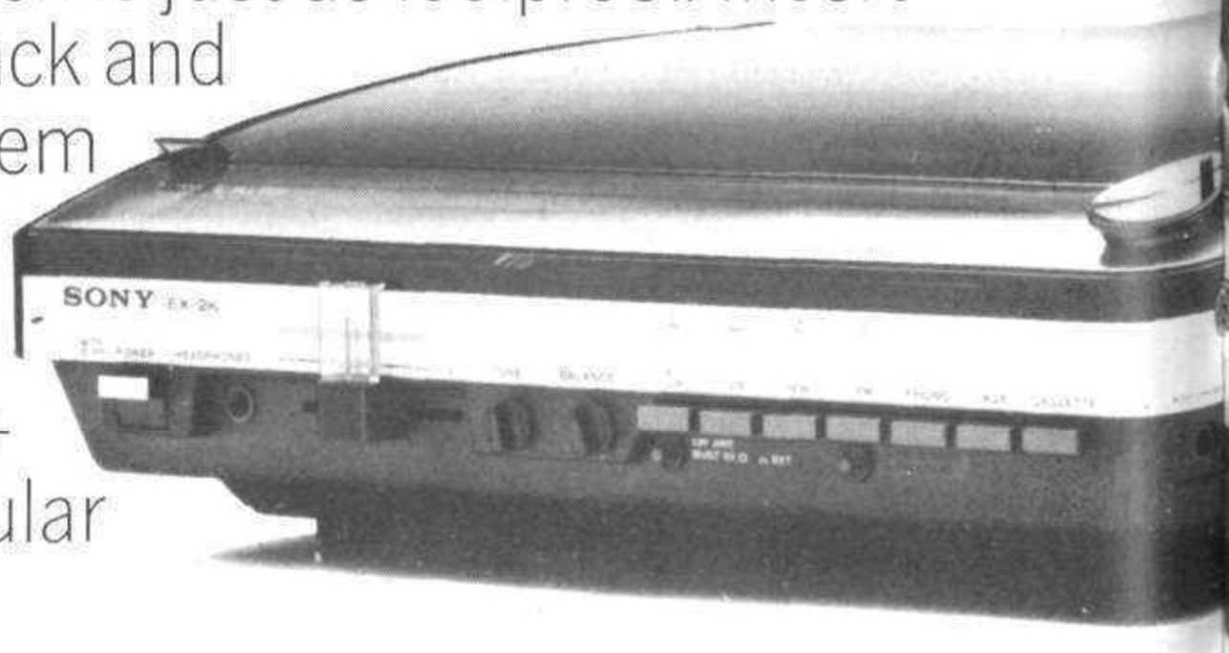
Sony announces the impossible. A push-button, fully automatic music centre with a sound that satisfies the most demanding ears. Its name is the Sony EX 2K.

Put a record on the turntable and press the "play" button. The EX 2K finds out for itself what size the record is, and automatically places the stylus at the beginning.

You don't have to lift tone arms, fiddle with cueing arms or twiddle knobs. You can even play the same record over and over again, simply by pressing the "repeat" button once.

The stereo cassette deck is just as foolproof. Insert cassette, press button, sit back and listen. Recording is no problem either.*

To listen to radio, press a button to select your wave-band and tune with the circular control.



See the EX-2K at your local Sony dealer or the Sony Showroom, 134 Regent Street, London W1

A light tells you which wave-band you're on. Another light comes on when you're tuned to a stereo station.

That's just about all you need to know to operate the EX 2K.

And in case you think hi-fi this simple isn't hi-fi at all, let us reassure you.

It sounds a good deal better than many systems made up of separate units.

The amplifier whacks out a healthy 40 watts.**

The speakers are the new passive radiator type. A great improvement on other small speakers, especially on the bass notes.

You get a servo-controlled belt drive turntable, a magnetic cartridge, four wavebands and a tape select switch for either normal or chromium-dioxide tapes.



And you can hear every instrument in the orchestra, from triangle to double bass bassoon.

But words alone can't do justice to the Sony EX 2K. Look and listen to it at your local Sony dealer. We don't think you'll be disappointed.

Even if your name is Tom, Dick, Harry, Haydn, Tchaikovsky or Debussy. **SONY**

*a licence may be required. **40 watts total music power. Equivalent to 12 watts per channel rms.

This very interesting Hall Eight had some other advanced features which remain a secret to this day, but the car had the desired weight distribution of 12 cwt. on the back axle, 11 cwt. on the front axle. It was skid-free, in consequence, on plain-treaded 895 x 105 Michelin tyres. At first the petrol tank was accommodated beneath the foot-long bonnet but later a rear tank from a Flanders was substituted.

This extremely advanced and ambitious Hall Eight, which was of 70 x 120 mm. bore and stroke and rated at 23.6 RAC h.p., never went into production. But it was registered KN 1 and it ran well, giving 19 to 20 m.p.g. from its leather-bellows SU carburetter. By 1919 it had covered some 4,000 miles. It was eventually laid up, a design well ahead of its time, around the mid-nineteen-twenties. Mr. Hall continued to believe in eight-cylinder engines, however, but, going to Olympia in 1920, was obliged to ask the Leyland salesmen where they bought their nuts and bolts, after observing the multitude of these along the bonnet of Parry Thomas's straight-eight. . . . Incidentally, I asked whether the notorious S. F. Edge was frequently encountered, as Hall & Co. had such a very good Napier agency, to be told, no, they only listened to Mr. Vane and if Vane said so, it was so. During the Coronation of HM King George V a facsimile of a Napier in front view was made up for display on the outside of the first floor of the Tonbridge showrooms and illuminated with myriads of lights. This was full-size, in box form, with the lights shining within crystal balls. Transparencies of King George and Queen Mary were in the driving and passenger seats—one wonders what Daimler's thought!

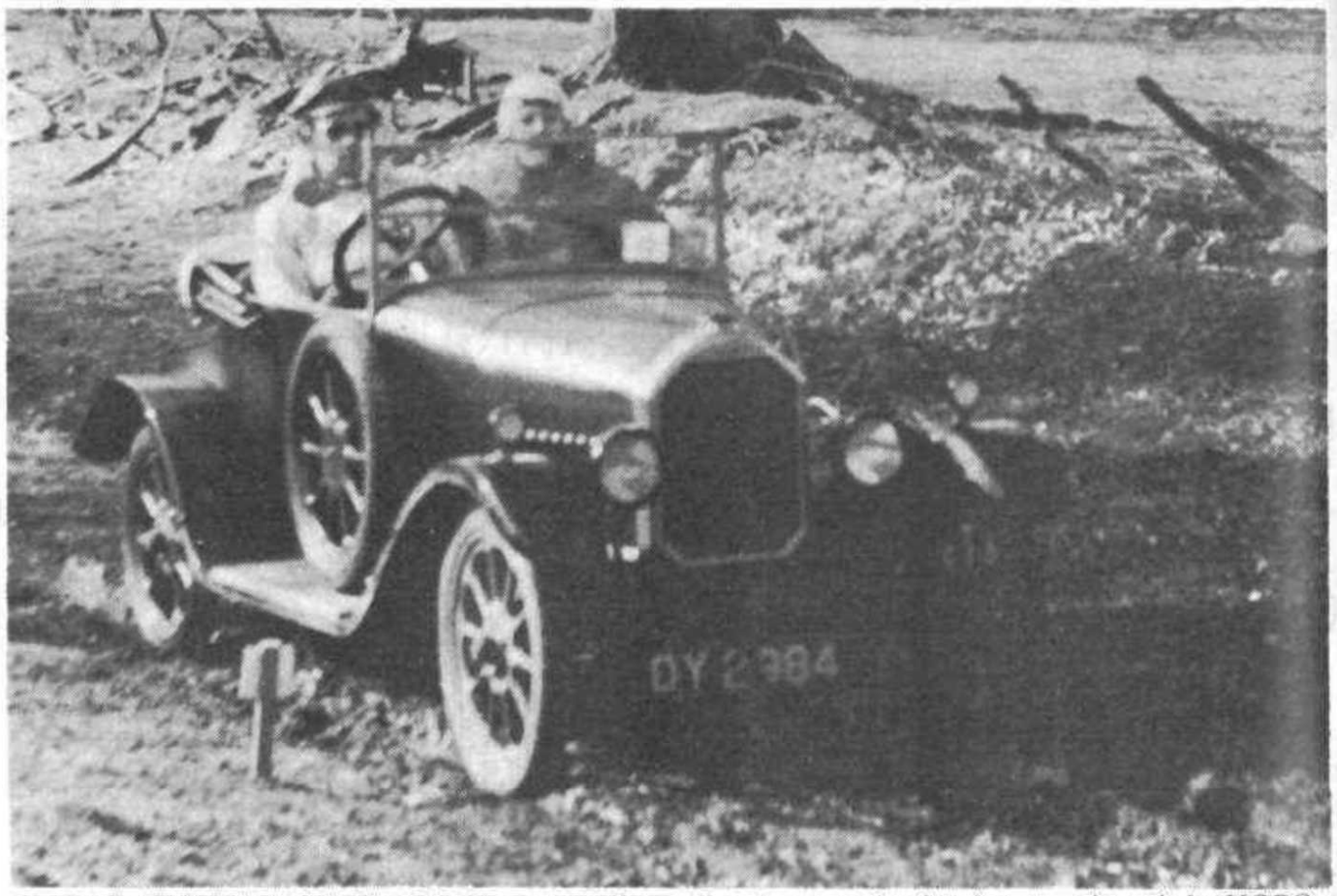
The present Mr. Hall left the Motor Trade soon afterwards. But during the 1930s he continued to take a warm interest in the older cars, competing in several *Kent Messenger* Veteran Car Runs, in his 1904 Peugeot.

W.B.

VSCC Light Car Section Welsh Weekend (April 2nd-3rd)

THIS YEAR the traditional annual devolution of the vintage lightcarists into Wales took on a stern assignment—that of tackling the Northern route used in 1924 for the RAC Six Days' Small Car Trial. Simon Coates had done the mapping, as he had of the Southern route used in 1975. Although the roads have been improved in the past half-century, the going made a good test for vintage machinery of the less-powerful sort. Nevertheless, 27 pre-1931 light cars turned out.

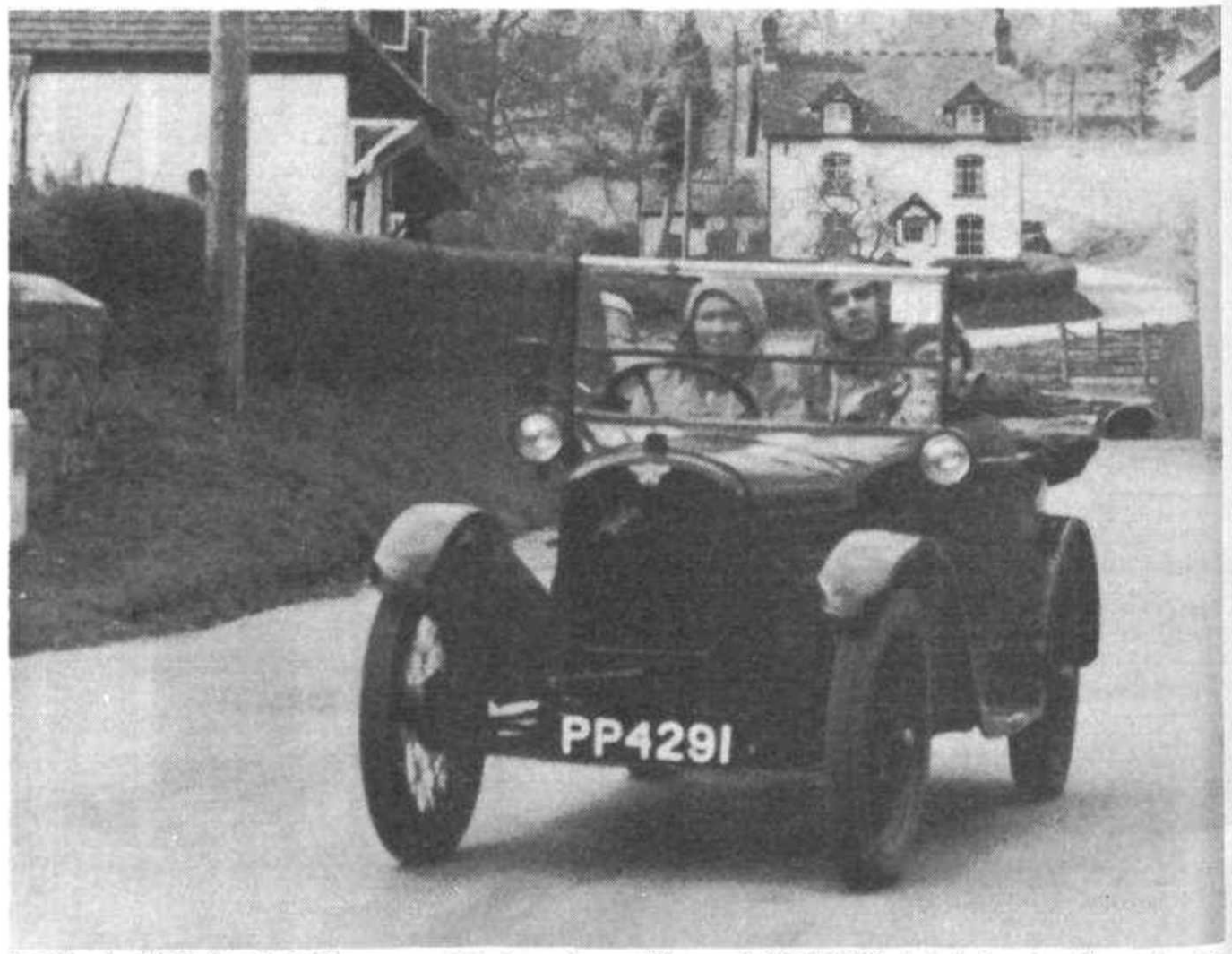
Whereas in 1924 the entry had comprised an Austin 7, two Trojans, two Gwynnes, a Clyno, a Derby, two Rhodes, a Surrey, a Marseal, three Galloways, a Lea-Francis, a Seabrook, a Wolseley, an AC, two Argylls, a Palladium and a Lagonda, with a Gwynne 8 the outright winner, the 1977 re-enactment was done with two Morris Minors, an Amilcar, two different sorts of Rileys, four Humbers, a Triumph Super Seven, a 1920



M. Hirst in his 1924 Humber 8/18 on one of the mud sections on the Sunday morning of the VSCC Light Car Section Welsh Weekend.

Hillman, a Morris-Cowley saloon, a GN, a Lagonda, and 14 Austin Sevens, proof, perhaps, that more afterwards people "invested in Austins" than in the other makes. A Swift, a 7.5 l.h.d. Citroën and another Morris Minor joined in later.

The "terror" was Bwlch-y-Groes. This "Pass of the Cross" stopped most of the entry, and there had been a surprisingly steep bit of hill beforehand, to add to drivers' anxiety. In the end all got up, mostly after shedding their passengers. (In 1924 an observer, Mr. Lightbody, had been given a medal for pushing Waite's Austin most of the way up, which his official capacity did not entail —my guess is that he was so cold and bored that he saw this as the only way in which he could get back to the hotel and a hot bath! Your heavy-Boddy reporter did not have to emulate the willing observer of the RAC event by pushing anyone up!) Colin Crabbe, however, put his wife out of the steaming Hillman and brought it up the last 1-in-4 part of the 2,533-yard 1-in-7 gradient in reverse. Proctor's Amilcar had no trouble, treating the whole thing as if it were a modern car. Rosemary Burke's Morris Minor was boiling but never faltered, Peacop's Morris Minor was going well, although it later suffered o.h.-camshaft-drive



B. Gray's 1925 Austin 7 Chummy going strongly on this year's Welsh Weekend, passing through one of the villages on the latter part of the northern loop of the 1924 RAC Small Car Trial route.

maladies and had to be repaired from Rosemary's spares source. Although McEwen's Riley 9 tourer got up, it, too, was boiling. Riddle's GN Vitesse had no bothers, Hill's Triumph Super Seven sent out a super steam cloud and stopped; it resumed but later unfortunately broke its back-axle worm wheel. Rankin reversed his African-tour Austin Chummy up, the Burghley-sports Austin went well after shedding the passenger, as did Moore's Austin, Gregory's 1923 Humber 8 made a steady ascent, Townsend's Austin made it, but the bull-nose Morris was overtaken by Tony Jones, whose Chummy made a splendid ascent after it had been topped up with petrol. The 1924 Lagonda of the Jeddere-Fishers came up in slow but sure fashion, Gledhill's Austin, passengerless, went very well, as did Bebb's Austin 7 metal saloon, brought up by a lady driver—which showed consideration for one's navigator! Whereas the luckless passenger *pushed* Grey's Chummy, and Cochrane's Chummy arrived *sans* bonnet.

So the old Pass proved fun, and food for thought. Then the cavalcade dropped down to the scenic lake at Bala for the lunch stop at the White Lion Royal Hotel, as competitors had done in 1924. After which it was a long haul through more fine Welsh scenery to the finish at Llandrindod Wells, taking in Gibbet hill, which was less troublesome than it had been in the original Trial. There was then a hilarious evening at the Glen Usk Hotel, where John Rowley was a fluent Guest Speaker on the subject of his vintage motorcycles and cars. The Sunday was occupied in taking in hills in the grounds of Llwyn-barried Hall and at local farms, the Welsh mud of the former defeating even the GN Vitesse. The only further casualty of the Saturday run, a Morris Minor with a broken back spring, had been satisfactorily jury-rigged but Hestor Chappell, who now runs the Section so enthusiastically with his wife Liz, ditched his modern conveyance and had to be towed out by the Swift. After lunch at the New Inn at Newbridge-on-Wye it was announced that Rosemary Burke had won the Llwyn-barried Trophy in her 1930 o.h.c. Morris Minor two-seater, a very popular outcome, which received much well deserved applause.

W.B.

An Accident in Hertfordshire

WE FIND that the reference to a Rolls-Royce being involved in a fatal accident at Markyate in 1906, quoted not long ago by a St. Albans newspaper, is incorrect.As usual, a MOTOR SPORT reader puts this right. John Fisal of Redbourn has sent us picture postcards of the accident, shown below, in which a passenger in the car, Mr. Charles Preston, and the horse pulling the waggon or trap, died. This unhappy affair occurred on April 30th, 1906, and the car was not a Rolls-Royce but an 18-h.p. Peugeot landaulette, LC 4907. By a curious coincidence, we have received a book, ". . .Of Uncommon Interest", by the TV newscaster Richard Whitmore (Spurbooks, 1975), kindly sent to us by another reader, Mr. Morris of Romford, which contains the same two pictures. It is about Victorian and Edwardian life in Hertfordshire and includes a chapter on "The Coming of the Motor Car". To these readers, thanks.—W.B.

V-E-V Miscellany.—In conjunction with the Jubilee celebrations there is to be a vintage and veteran car run from Stratford to Birmingham on June 26th. Civic dignitaries will flag-off the entrants from the Stratford Motor Museum and the Lord Mayor of Birmingham will greet them at Colmore Row, Birmingham, where the vehicles will be on static display. Details from: Festival Services, 1251, Stratford Road, Hall Green, Birmingham. The RSAC is holding its annual Veteran and Vintage Run on August 21st, with BP sponsorship. The pre-1940 cars will go to Ingliston circuit from Glasgow for a parade at the race meeting and will then proceed to Edinburgh, to take part in the International Festival Cavalcade. Entry forms are now available from the RSAC, 11, Blythswood Square, Glasgow, G2 4A6. The *East Anglian Daily News* carried recently a story about a 1924 4-litre Rochet-Schneider Million-Guiet saloon which was originally kept at their French villa by the owners of Clacton Pier but which, surviving the German occupation during the war, was shipped to England in 1950. With only 20,000 miles of usage, the car has been seen in British and Dutch vintage-car rallies but has since been laid up, along with the owner's 1912 Mors, for some time. The car is *not* for sale; it is thought to be the only one of its kind in this country, where only three other cars of this make are known, anyway.

AX 201

THE ARTICLE in the March issue about AX 201, the 1906 Rolls-Royce "Silver Ghost", has aroused much interest and appreciation but, as seems inevitable where history is concerned, amendments and additional information have arisen. In this respect, Anthony E. Hutton and Air Chief Marshal Sir Alec Coryton have been most helpful. In the first place, when I was told that the Mr. A. M. Hanbury who purchased the car from Rolls-Royce Ltd. in 1908 was a Rolls-Royce Visiting Inspector I queried this, remarking that surely a gentleman able to acquire such a car would not be doing such a job. Rolls-Royce believe this and this misconception appears in John Oldham's book about Claude Johnson, and is perpetuated in his later book "Ghosts, Phantoms and Spectres". In fact the car was bought by *Daniel* Hanbury, who lived at Castle Malwood, near Lyndhurst. It was his cousin, Arthur M. Hanbury, who was employed by Rolls-Royce. This is correctly stated in Harold Nickolds' original R-R history, "The Magic of a Name".

During the First World War the car was fitted with an Auster screen, a cape-cart hood, side-curtains, CAV dynamo, and electric lighting, the last-named supplemented by a 7 in. Rushmore Autolite gas lamp mounted centrally on a crossbar. The Warland detachable rims were fitted at about the same time, with two spares carried behind the back seat. Sir Alec went to Castle Malwood in 1915, when the house was in use as a convalescent home for wounded officers, and he remembers the "Silver Ghost" being in full commission, as it had been since its purchase in 1908. The car was employed on town and country work, and for the annual visit to Mr. Hanbury's extensive estate at Alassio, in Italy.

It was on one of these Italian journeys, in 1924, that a crack was discovered in the o/s side member. A large plate was bolted over the crack, for the run back to England. From that time onward, Sir Alec tells me, the "Silver Ghost" was never again used regularly, being stored at Castle Malwood but taken out for occasional shows and once to the Motor Show. The mileage by then would have been about 400,000. Sir Alec married Mr. Hanbury's eldest daughter in 1925 and he was left Mr. Hanbury's 1902 De Dion Bouton and the "Silver Ghost". (Mr. Hutton's mother was a Hanbury daughter.) Incidentally, this was a great motoring family; other cars they had included a 1910 Rolls-Royce Mulliner limousine, a 1912 Coupe de *l'Auto* Sunbeam, a *circa*-1922 15 h.p. Star, a 3-speed Rolls-Royce Twenty, and a 30 h.p Renault used as a hack.

The "Silver Ghost" was far too large to be properly maintained in a private workshop and Sir Alec preferred to retain the De Dion, which he rebuilt in 1950. Rolls-Royce Ltd. wanted the "Silver Ghost" and took it back





in 1949, in part-payment for a 1939 Bentley.

Incidentally, the caption to one of the pictures in our article incorrectly refers to a Cowley speedometer with a clock above it. This is, in fact, a Cowey speedometer and the dial above it is a trip mileage-recorder; it seems that the silver-plated clock once carried has been removed. Lord Montagu suggested that we should photograph the "Silver Ghost" at the house where it lived from 1908 to 1949; I only hope we went to Castle Malwood and not to the nearby Malwood House! Anyway, it is nice to know that many photographs still exist of the "Silver Ghost" at its old home and on its Continental travels.

I make no excuse for returning to this subject, because this very famous British car will be much in evidence at the Silver Jubilee Celebrations at Windsor/Ascot, later this month.—W.B.

Schlumpf

MUCH excitement has been caused by the news that the enormous collection of old cars amassed and kept secret by Mon. Schlumpf at Mulhouse may soon come on the market, following the failure of the Schlumpf business and the intention of the French Government to sell some of the collection to meet debts incurred. This the millworkers employed by Schlumpf are opposing, as they are also owed money, apparently, and see in the unique collection a means of running a profitable concern. Fritz Schlumpf concentrated largely on Bugattis, so if the 300 or so that were interned at Mulhouse do come on the market, there could be a World Bugatti slump! There are many other makes also in his collection and readers have been posting us Press cuttings concerning the opening up of this remarkable museum.

MOTOR SPORT's Continental Correspondent was talking of going out by flying-machine to investigate, so he may have more to say on the subject elsewhere. Among the more hysterical reports was one from Paul Webster, in the *Guardian*, who said that among the 584 "veteran" cars are 30 Bugatti Royales, worth a total of £2.1-million. This is amusing, because only six Royales were made and, of the three Schlumpf netted, one is a replica of the Esders roadster, with a railcar engine. One reader, David Halliday, sent us from Switzerland a more reliable report, which values the collection at £7.95-million and says that it includes not only some very rare Bugattis but such makes as Rolls-Royce, Mercedes-Benz, a 1921 Indianapolis, an 1896 Benz-Velo, racing Maserati, Defaux and other cars, and some fine Panhard-Lavassor, Hispano-Suiza, Lorraine-Dietrich, Bucciali and similar cars, down to small 7/12 Peugeots and the like. Of the Bugattis, the number of Type 57s alone is quoted as 82. Exciting!—W.B.

The Magic of a Name

THE fanaticism of Rolls-Royce followers knows no bounds. For instance, a play by William Douglas-Home, called "Rolls-Hyphen-Royce" starring Wilfred Hyde White, opens at the Shaftesbury Theatre on May 11th and there is to be a special Charity Performance the previous day, in aid of the National Motor Museum Trust. I had only just swallowed that when I came upon a handout from an auctioneer telling me that after it had been paraded before HM The Queen at Windsor on May 7th, a certain low-mileage 1921 Rolls-Royce Silver Ghost would be taken a few days later to the auction, where it is "expected to fetch a very large sum of money". It seems odd that anyone sufficiently proud of a car to want HM The Queen to inspect it, should sell it so soon afterwards. Rather like autographing and auctioning the top-hat one had worn to a Buckingham Palace Investiture or Garden Party . . .

An Historic Episode

THE ADVENT of the new Ford Fiesta has caused a great stir. Already rivals whose sales it threatens are arming against it. Peugeot and Volkswagen have issued full-page newspaper advertisements proclaiming, politely but pointedly, the facts as they see them. Peugeot quote the 104GL's alloy o.h.c. engine, i.r.s., and its five doors, and are subtle enough to include a table of performance figures that favour Fiesta. Volkswagen content themselves with saying, succinctly, of the Fiesta, that "Underneath, it's still a Ford, underneath (the Polo) is still a Volkswagen".

This recalls the fear in which the invasion of low-priced American cars into this country was regarded before the First World War by the British Motor Industry and importers of foreign cars thinly disguised as of British make. It led to one of the most daring attacks on those who were anxious to stop this flood of automobiles from the USA by every means possible, boycott, criticism, and tariffs, if necessary. This attack took the form of a big, well-produced book called "The American Invasion", which poked fun at everyone involved, from prominent Industry personalities, leading manufacturers from Rolls-Royce and Daimler downwards, to the Motoring Organisations and the motoring Press. It contained long verse, on the lines of Macaulay's "Lays of Ancient Rome", backed up by some scurrilous, fictitious advertisements which made snide and pungent remarks about cars of American ancestry which posed here as fine British products. Even with the milder libel laws prevailing at the time, its perpetuators were exceedingly brave.

MOTOR SPORT seems to have been the only journal so far to refer to this remarkable and now-historic document. I referred to it in some detail in the issue of August 1967 and some of our more erudite readers had fun trying to de-code the disguised makes in the more obtuse of the book's fictitious ads., some of which we reproduced.

As far as I can ascertain, copies of this book appeared anonymously on every stand on the opening day of the Olympia Show, in, I think, 1913. Those attacked were furious, and litigation was sought. But unfortunately for them, they were never able to discover who was the instigator of this courageous defence of the cheap American invaders.

I thought that I might be the only person to remember this episode from pre-1914 history and to actually possess a copy of "The American Invasion". But the other day I was lunching with a gentleman who grew up with the Motor Trade in this country from the pioneer days and whose memory remains very clear. He, too, had kept a copy of the mysterious book and he told me that it was the work of Percival (later Baron) Perry, who founded the British Ford Motor Company. Looking at the lavish publication again this seems to fall into line. Those seeking retribution for the scorn, contempt and exceedingly snide exposures which it poured upon them—Jarrott & Letts, in particular, came in for very heavy criticism—must have turned hastily to pages 20-21, whereon, the book's foreword said, would be seen a "Portrait and short Biographical Sketch of the Author"—only to discover that the page numbering of this fearful book jumped from 19 to 22!

But page 23 carried a fictitious ad., for "The Famous 4d Car", which it said was "Made in Thousands, Sold in Millions—You See Them Before They Are Gone", etc. It was done in the well-known Ford script, to de-code it for anyone who had not already worked out that "4d" equalled Four-D, *i.e.* FORD. The placing of this ad. was no doubt Perry's personal joke, hinting that he might have compiled the whole book. But it was not sufficient evidence in itself to bring him into the Dock. Ford did not exhibit at Olympia, so he would not have had to undergo the strain of trying to keep a straight face, or out of sight, while the full impact of his unwelcome book hit those who, led by the *Daily Express*, were currently attacking the new American models, while selling other cars, such as the Daimler with its American Knight engine, as all-British. As the book made some very snide remarks about the then-current motoring Press and its avid desire to make as much money as possible, it is not surprising that the motor papers of the day seem completely to have ignored the episode.

Certainly this book was extremely outspoken, and as MOTOR SPORT prides itself on having set the fashion in honest, fearless reporting, as distinct from being purposely rude or resorting to unsubstantiated stories, which some of those who have copied us have discovered to be to their detriment, I naturally feel much sympathy for the person who thought up this method of dealing with the original American invasion. Incidentally, not all the disguised makes were unravelled by our readers. My present informant has, however, cleared up one of these—"The Kitchener" was the Overland, although I confess I cannot see the connection. If Percival Perry used someone to *write* the book for him, mightn't this have been a well-known journalist who was very friendly with him when he imported his first model N Fords into England in 1907 and who afterwards edited the *Ford Times* from 1931 to 1947? I wonder whether anyone has any further thoughts on the matter?

W.B.

V-E-V Odds & Ends.—A member of the Industrial Railway Society confirms that the locomotive called "Brooklands" which was used in the construction of Brooklands Track, was a class-L, 0-6-0 Manning Wardle saddle-tank loco with 12 in. x 18 in. cylinders, bought new by Price & Reeves in 1907 and delivered to them at Weybridge. The question is, where is it now, so that it may be photographed and possibly preserved by the Brooklands Society? A Rochet motor-tricycle may be seen in the next VCC Brighton Run. A Brooklands-model Austin 7 is apparently being restored in New Zealand. The current magazine of the

Silverstone

Kosset

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Vintage Austin Register has a photograph of a very unusual 1935 Austin 20 tourer and tells of a 1928 Austin 16 Burnham saloon, converted to a pick-up truck which is still used to tow gliders at the Blackpool and Fylde Gliding Club. A Voisin has won the opening event of this year's VSCC of Australia season. Volvo are celebrating their 50th Anniversary. Regulations for the 1977 FIVA Rally to Portugal are now available, from the Clube Portugues de Automoveis Antigos, Rua Do Duque Da Terceira, 403-1, Portugal. The Vintage Austin Register is holding a National Silver Jubilee Tribute at Emberton Park, Olney, on May 7th for 1920s-1940 Austins of from 7 to 24 h.p. Details from: Harold Catt, The Library, RAC, Pall Mall, London SW1. Proceeds go to HM The Queen's Silver Jubilee Fund and to local charities. A "Transportation Through the Ages" parade is due in Ticonderoga, New York, on August 13th/14th. Contact M. Slater, at the Chamber of Commerce in that City. We regret to report the death of Alderman Basil Monk, MBE, who joined the Trojan Company in 1922 and was Patron of the Trojan OC. Reminder—the Historic Commercial Vehicle Club's London-Brighton Run starts on May 1st from Battersea Park, leaving at 6.30—9.30 hours and going *via* the A23, to arrive at Brighton at 10.30—13.00 hours, the route going *through* Crawley, with a halt there from 9.30 hours. A varied entry of 180 will take part, of which over 70 are newcomers to the Run, the oldest of these being a 1908 Renault van.

Vintage Postbag

Self-Starting

Sir,

In confirmation of my conversation with your secretary last week I would like to correct a statement which was in your issue of MOTOR SPORT of July last year. Whoever wrote the criticism of my autobiography should get his facts right; he wrote "there is a rather improbable story about a Daimler starting itself without human aid". This incident took place in the year 1912 when it was a common practice to start an engine—fitted with *coil* ignition—by just switching on, having opened the throttle to get a good supply of the petrol mixture when switching off.

Frankly I don't like the inference that it was an "improbable story", in other words that I was lying and I would be glad if you could correct this statement at some future date.

London, SW5 JACK WARNER

[I was certainly not implying a lie, but all our memories can play tricks. I still think it is improbable—*not* impossible.—Ed.]

Cars in Books

Sir,

I was interested in the mention of the Rolls-Royce given to Lord Baden Powell in 1929. At this time B. P. was living at Pax Hill, Bentley, nr. Farnham and two local firms were concerned in the supply of this car which I am fairly positive was a 20-h.p. Messrs. Swain & Jones Ltd. were to supply the chassis which was then sent to my firm, Page & Hunt Ltd., to construct a six light owner-driver type saloon.

"Panic stations" ensued when my firm went into liquidation before the body was completed—we were an early casualty of the coming slump.

However this car was completed under the auspices of the Receiver in time for the presentation at the Jamboree at Liverpool.

My firm was re-formed shortly after this as E. D. Abbott Ltd., with whom I served until retiring in 1962. I, too, shall be very interested to hear if the car has survived.

Churt TREVOR LLOYD

Sir,

I cannot refrain from writing to you on your constant descriptions of modern, small, air-cooled cars as being "cycle-cars". This is obviously not the case. As one who very much enjoyed driving cycle-cars, in the distant past, I would point out that the very name was derived from the fact that they were built from motorcycle components; that is, they had a motorcycle engine, a motorcycle gearbox, change or belt drive and usually motorcycle wheels. On top of which, they were, with few exceptions, extremely light.

The modern small cars, such as the Fiat, Citroën and Daf, are fully engineered and are, on the whole, well outside the 8 cwt. limit, the 2 CV being 10½ cwt., and I doubt if the Daf is any lighter. Also, all three are thoroughly reliable means of transport whereas the cycle-cars of old, with the possible exceptions of the Morgan three-wheeler and the AC Sociable, were strictly for fun only. I knew from experience! The two I found the most enjoyable were the AV Monocar and the Tamplin Tandem. They were noisy, unreliable, but great fun.

As far as the modern, small, air-cooled cars are concerned, the only one I have any extensive experience of is the 2 CV Citroën, which is better engineered than most contemporary small cars, two or four cylinders, air or water-cooled. If one examines the design carefully, one cannot fail to see that this is so.

Cheltenham R. S. PEACEY

[I call the little air-cooled modern ones cycle-cars for a bit of fun in a drab motoring world. I have the greatest respect for 'em—and a Fiat 126 in current usage—Ed.]

The Last Austin Seven

Sir,

Mr. Goldstene's letter seems to have prompted some head scratching in A7 circles, and the replies in the February issue from Dr. Burns and Ken Cooke go some way to clearing up the confusion.

However, Dr. Burns is a year out in his Big 7 dates as the car was announced in July 1937 by Lord Austin at Longbridge.

Full Girling brakes were fitted from chassis no. 286571 which, according to Wyatt, is June 1938, but apparently not announced until 27th July 1938. I believe this A7 axle is very similar to the early Big 7 axle, and may be interchangeable.

Ken Cooke is undoubtedly right in saying that the van in the 750 register with chassis no. 290958 is the newest A7 known at the moment. However, until we know Mr. Goldstene's tourer chassis no. the newest A7 car must be a Ruby in the Bath area with chassis no. 290524 which was registered on January 25th 1939. Apparently the last saloon was made on January 17th 1939 at chassis no. 290570. (I believe that you made the point yourself, in print at this time, that a "750" club should be formed. Perhaps you remember the details of the 7's last days better than any of us, sir!)

However, it is fairly widely accepted that the last (the very last?) chassis no. was 291000 and this is variously dated from 3rd of March to the 29th July. It is probable that most of the last 450 or so chassis were fitted with van bodies (AVK type?) and were intended as a clearing-up operation where all the excess parts of the previous few years production were used up. This method was fairly standard throughout the 7 van's history.

At this point the engine nos. were about 2,000 ahead of chassis nos., and it is not uncommon to see engine nos. in the middle 292,000s.

This of course was not the end of the engine by any means as Reliant's immediately placed an order for 500 for their 3-wheeler van, and the engine went on being used by them with some modification until the early 60s, I believe. This is one reason why A7 spares are still so easily available.

I expect however that there are still plenty of people about who know exactly what happened at the end, and I can only hope that my surmising will prompt them to let us have the true facts.

Frampton Cotterell IAN DUNFORD
Sec., A7CA

The Cowey Car

Sir,

I was interested to see Jeffrey Lee's letter regarding the Cowey car that belonged to his father. Not living far from Kew, I did take the trouble once to find out where the vehicles were made. Near the railway station is a little cobbled street off Station Avenue running almost parallel with the railway line. Along it are a number of workshops, including one fairly substantial brick building split up into bays, with enamelled numbers above each bay. This was the home of the Cowey car, and at the time of my visit, there were still one or two people working for another company, who had once worked at Cowey's, or whose relations had done so. One elderly lady had had an old Cowey at the bottom of her garden for many years, and eventually decided to ask one or two people formerly employed at the factory if they would like it for rebuilding, but at the time (about 1964) nobody was interested, so what was perhaps the last surviving car was broken.

I am fairly certain that this site was previously occupied by F. C. Blake, who had formerly been in Hammersmith, and who made the Blake car, and Blake electrical equipment for motors, but when this company vacated the premises I have no idea.

Experiments with the Cowey pneumatic suspension commenced about 1909 when both a Daimler 28/32 h.p. and a Crossley 40 h.p. were fitted with such suspension units and taken for a spin around the Kew area by *The Autocar* reps. These units took the place of the conventional leaf springs, and at the time were being developed as bolt-on goodies to any make of vehicle. Ideas of a similar nature, but probably intended for the Cowey light car, were patented in 1912 and by 1913 the system had been modified to use a car's existing road springs in addition to the pneumatic

Continued on page 532

Road Impressions

The Opel Ascona 19SR

OPEL has come a long way since the make was associated here with an ugly little saloon the chief merits of which were low price, roominess, and independent front suspension. Indeed, as MOTOR SPORT has proclaimed from time to time, the modern Opels, those "German Vauxhalls", are mostly very fine cars. The Ascona 19SR is no exception. There are more sophisticated cars, naturally, of more advanced specification, and most of us who motor aspire to, or dream of, owning such cars. (Which is why BMWs predominate at MOTOR SPORT.) Yet there are times when, in my opinion, the less complex, more commonplace makes have their place in the motoring scheme of things. It is not that the better (and naturally more costly) cars are less easy to drive, more exacting to handle, and I find the thing difficult to explain, yet tangible. It is rather a case of comparing, pre-war, a GP Bugatti with an Allard. Both had a great appeal, yet were far apart.

Among today's useful saloons and coupés that are, as it were, in the Allard category I would include Ford, Vauxhall, Opel and others. The Ascona 19SR two-door that I have been driving is an altogether admirable car for casual as well as formal occasions, if, again, my meaning isn't too obscure. It has the four-cylinder 90 (DIN) b.h.p. single-carburetter engine which gives more than adequate performance, and runs safely to 5,780 r.p.m.; it is unpleasantly noisy at Motorway speeds, however. Outwardly this Ascona looks compact and smart. From within it seems a bigger car, comfortable, with an excellent "German-vision" instrument panel possessing tachometer, speedometer, oil-gauge (30 lb./sq. in.), fuel gauge, voltmeter and thermometer, convenient minor controls if you can accept *one* steering-column stalk, and on the 19SR high-geared (but heavy) steering, sports-type shock-absorbers and heavy-duty front springs, and very good Bosch H4 Halogen headlamps. The Philips radio panel incorporates a clock. The gear shift and the ride may not compare with the more exclusive moderns. But as a good everyday sporting saloon priced competitively at £3,175.38, I rate this Opel Ascona highly, although demisting could be improved; the rear screen takes a long time to clear. The fuel range approaches 300 miles, and consumption of the 4-star petrol, including motorway driving, was a commendable 29.3 m.p.g. from the 1,897 c.c. overhead-camshaft engine in which the cam operates upwards onto the rockers, and which turns at 3,600 r.p.m. at an indicated 70 m.p.h. The boot is illuminated even when the sidelamps are off, but the horn is then muted. The radio works without turning on the ignition. The test car was on 13 in. Pirelli Cinturato CN38s and the engine used no oil in 400 enjoyable, effortless miles. A unique car.—W.B.



The Ascona 19SR, compact and smart, a good, everyday sporting saloon.





The interior is comfortable, with "German vision" instrument panel.

Loton Park Hill-Climb

THE SPORT of speed hill-climbing, which remains largely an amateur undertaking, continues to flourish, encouraged by the RAC National Championship. Among the courses used is Loton Park, on the Shropshire estate of Sir Michael Leighton, Bt., which has the distinction of being the longest in England, at 1,475 yards. (Scotland can claim a longer course, at Doune.) Loton had its round of the RAC Championship on Easter Monday but you can see the 7th round of the Guyson/BARC Championship there on June 25th/26th, a Jaguar DC meeting on July 30th/31st, and the 12th round of the Guyson/BARC Championship on August 20th/21st.

As I had not been to Loton Park before, I availed myself of the Press Day arranged by the Hagley & District LCC, which was founded in 1935 and which has a seven-year lease on the hill. I found a narrow (but no narrower than much of Shelsley Walsh) course, set in pleasant country, off a quiet road (B4393) that leads easily to Shrewsbury or Welshpool and which has a very nice country pub a short distance away, Loton Park being in the charming village of Alberbury. It seemed a long walk up the hill from start to finish and anyway, a good buffet lunch in a big Scania van decorated by Laura Ashley was in the offing. So I did it a much better way, accepting the lift in Reg Phillips' Ferrari 308 GTB, laid on for me by Press Officer R. J. Whale. The course starts on a moderate gradient, swings left and then plunges downhill to a sharp right-hander, before ascending through some very interesting corners. Reg was trying quite hard, locking up the wheels at one corner, and remaining mostly in bottom and second gears, the gate purposely blanked off for the higher ratios. So I did not follow the whole of the course in detail. But it certainly embraces "a bit of everything", finishing with a short undulating straight that we took at some 70 m.p.h. Incidentally, this comfortable Ferrari with electric window lifts, was noticeably free from roll, and it revs. safely to 7,700 r.p.m., I was told. Phillips' last year's 2.2-litre Chevron B25 has been sold to John Stuart, who was present, as was the 1975/76 RAC Hill-Climb Champion Roy Lane, with the ex-Sir Nicholas Williamson F1 March 741.

I take a very good view of the enthusiasm surrounding Loton Park and hill-climb spectators would do well to take note of future fixtures at this lengthy, testing hill, set in a country estate.—W.B.

NURBURGRING

IN 1969 THERE was a lot of grumbling about the Nurburgring not being safe or suitable for modern Grand Prix cars and modern Grand Prix drivers, and Jackie Stewart led the crusade to get something done about it. The complaints were about humps that made the cars airborne, blind corners, narrowness in places, trees too close to the edge of the track, unguarded drops into valleys if you went off the road, and so on. The Nurburgring GMBH agreed to rectify all these things and gave the 14.2-mile circuit a gigantic face-lift, with widened roads, grass areas alongside where possible, miles of Armco barriers, the removal of thousands of trees, the elimination of numerous humps and dips, new bridges and resurfacing of the whole route. While they were at it they improved the viewing facilities for spectators, opening up many new areas, and increasing the view from the existing ones. The result was a better Nurburgring for everyone concerned, the drivers were delighted and said so, the spectators got better value for their money, and the organisers were happy because during the rebuilding they had improved the outer fencing so that far fewer people got in without paying. It made little difference to the crowds, they were still enormous and all paying, when the circuit re-opened for the 1971 German Grand Prix.

While all this was happening the German Grand Prix for 1970 was held at the Hockenheim Stadium, which is a flat circuit with a wiggly bit inside the great arena and two fast legs out, and back, to a long hairpin. When the Grand Prix returned to the Nurburgring drivers found that it was much faster than before, with easier corners, vastly improved visibility, fewer dips and humps, and the race average speed rose from 174 k.p.h. to 184 k.p.h., and it has risen ever since, until it is now nearly 190 k.p.h. There are still places where the cars become airborne and there are still dips where the suspension bottoms and the cars scrape the ground, all because they are going that much faster because they can see where they are going and it is relatively easier, even if it is faster.

Now the Grand Prix drivers, led by Niki Lauda, have decided that there are still a lot of things wrong with the Nurburgring and as it stands at present it is unsuitable for Formula One. It appears that a decision has been taken to hold the German Grand Prix at the Hockenheim Stadium once more.

One of the complaints is that there are insufficient run-off areas, for use if the driver makes a mistake, or if something breaks on the car and sends it off the road. It is a sad reflection on the state of Formula One that circuits have to make provision for Grand Prix drivers making mistakes. There was a time when the hall-mark of a proper Grand Prix driver was that he did not make mistakes, he had the ability and judgement to keep just under that limit where all is lost, and the closer he could get to that limit without exceeding it, the greater driver he became. Nowadays we have to cater for a much lower average of ability, a lower standard of human being, and accept the fact that no matter how professional they claim to be the Grand



Prix drivers commit driving errors. Far more serious is that we have to cater for error of design and construction of Grand Prix cars, where wheels come off, tyres fail, suspension members break, radius arm mountings pull out, anti-roll bars come adrift and steering components fail. If any of these things happen the car can become uncontrollable and it is not surprising that some of the drivers worry about such things, and ask for a big run-off area in which to dissipate the speed of a wayward car, as well as barriers to stop it going over embankments or into the public enclosures. Other complaints concern the supply of adequate fire marshals, flag marshals and access for emergency services. With a lap time around 7 minutes some of the drivers feel they are away from the pits and security for far too long.

At the beginning of last year a number of drivers wrote short articles for a German magazine, extolling the virtues of the Nurburgring and explaining why they enjoyed it. Among them were Fittipaldi, Mass, Lunger, Laffite and Stuck and it will be interesting to hear what they have to say in 1977, just one year later, or next July 31st as they are scratching round the flat Hockenheim Stadium.

Emerson Fittipaldi: "Personally, I don't consider the Nurburgring the most dangerous circuit, although it does have some nasty aspects for the driver. Weather, for example. One section may be perfectly dry, and then unexpectedly you pop over the top of a hill into the rain. Suddenly the track is soaked. Naturally, the Nurburgring demands everything from the driver, and that's what I am looking for. After all, my profession is driving, and that's why this course is my favourite."

Jochen Mass: "It is one of the most interesting circuits in the world, if not in fact the most interesting. Certainly there are some dangerous sections, but that can't be avoided on such a long course. Besides, that is part of the game!"

Brett Lunger: "To get around the Nurburgring right without making a mistake is really a lot of work. I think you could only do it after getting lots of experience. I don't think the Nurburgring calls for the greatest amount of courage, but certainly the greatest amount of concentration to learn the course and master it."

Jacques Laffite: "The Nurburgring is good. You have to learn a lot and it is extremely difficult. That's why I like it, it is very much like Clermont-Ferrand. You are a racing driver, and you have to accept the circumstances that are given. I like the jumps, I enjoy them, they are fun. Only if something breaks when you are landing does it get critical."

Hans-Joachim Stuck: "Of course I like the Nurburgring. Not only for the racing, but the whole affair. It demands the most from a driver, and it is ideally suited for setting up a car and testing. Of course, you do have to concentrate 100%, especially over the jumps, but they really are a lot of fun. They are unique; should they be eliminated? You must be crazy! They are what makes the Nurburgring so special. Of course they have to stay."

It is interesting that the general theme among these drivers is that the Nurburgring requires hard work and concentration. Perhaps some of the anti-Nurburgring group want to earn their money more easily and with less effort.

A recent quote from **Ken Tyrrell:** "The thought of Grand Prix racing losing the Nurburgring is beyond comprehension, but it's impossible to continue at a circuit where there's little or no run-off area for a driver who makes an error. On what are for the most part high-speed corners, it's just impossible to avoid a high-speed collision with the Armco. I hope that Germany can improve the situation at the Nurburgring but it's going to be very hard because of the very nature of countryside there—it's all hills and big holes. As far as I'm concerned, I really hope they can bring the Nurburgring up-to-date though—it would be a great shame to lose this fantastic circuit."

I notice Mr. Tyrrell makes no reference to Formula One cars breaking or falling apart, but then Scheckter's lucky escape in Austria last year, when a component in the front suspension of the Tyrrell P34 failed, was probably still fresh in his memory.

So what is going to happen about the Nurburgring? That is anybody's guess at the moment. The Formula One "circus" may be persuaded to return in 1978, or they may never return and it will disappear from the Grand Prix calendar, like the Spa-Francorchamps circuit in Belgium has. Whatever happens, racing at the Nurburgring will not cease for sports cars, saloon cars, and all manner of smaller single-seaters, it is just that the "cream" will not go there again. To thousands upon thousands of enthusiasts all over Europe, if not all over the world, the "cream" may have gone a bit sour. If you, the reader, feel strongly about this latest happening in the saga of reducing all circuits to a lowest common denominator, I would suggest you let Niki Lauda know by sending him a postcard. A few brief words to Niki Lauda, Pilote Formul Uno, SEFAC Ferrari, Viale Trento Trieste 31, Modena 41100, Italy, might not go amiss.—D.S.J.

Coventry History

THE motor, motor components and engineering industries in Coventry are detailed in the Register of Business Records of Coventry and Related Areas, published recently by the Lanchester Polytechnic, Coventry. This first catalogue of surviving English industrial archives is the work of Mrs. Joan Lane, MA, research fellow in the Lanchester's department of Politics and History. This "tool for historians" lists and describes the archives material available about Coventry firms, with brief histories of each. It is available for £3, plus 70p postage, from the Polytechnic.



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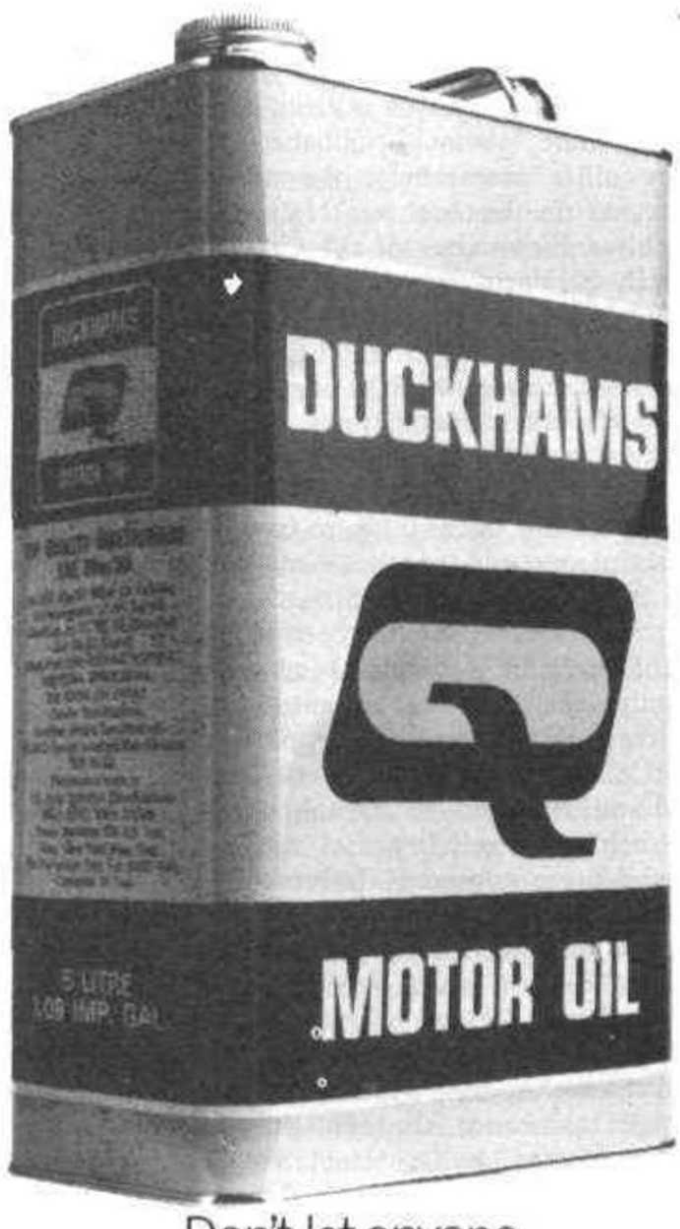
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Book Reviews

"In First Gear: The French Automobile Industry to 1914" by James M. Laux. (*Liverpool University Press. £10.*)

On the jacket of his book, and again on the flyleaf, Mr. Laux displays a "selection of French automobile *marques* taken from designs shown in the original manufacturer's catalogues" and "reproduced with the assistance of the Veteran Car Club of Great Britain, and the Club les Teuf-Teuf, Paris". The inclusion, in what is presumably intended as a representative selection of pre-1914 French makers, of such names as Citroën and Simca gives a first impression of historical astigmatism which is, however, quickly dispelled by a study of the text. The author is Professor of History in the University of Cincinnati, and in his Preface he acknowledges with pleasure the aid of the American Philosophical Society and the Taft Fund of the University of Cincinnati, which "assisted in financing several months of research in France and England". This he evidently put to such good use that, in some respects at least, the efforts of his predecessors denied this assistance are made to look almost amateurish by comparison.

From the bibliography it is clear that, apart from the more obvious published material used by other researchers, the author has concentrated on the Archives Nationales and the Archives Financières of the Crédit Lyonnais, both in Paris, which are replete with financial information on French business firms. It is to be doubted whether this source has ever been tapped, with the same thoroughness and for the same purpose, before. The author has, moreover, supplemented it with a study of the archives of individual companies, including such treasure-trove as the "manuscript records of the Unic company held in the headquarters of Simca Industries, Puteaux." As a result he has been able to unravel the incredible financial complications surrounding the early French motor manufacturers, their family firms, their partnerships, the public companies which were formed in France and England to exploit their businesses, their numerous financial successes and their even more numerous failures. He does not pretend to be encyclopaedic—some of his readers, he admits, "will be disappointed at the failure to deal with French automobile makes such as Ader, Cottin-Desgouttes, Grégoire, Le Gui and hundreds of others"; but his researches have enabled him to lead them with assurance through the business maze constructed by Automobiles Peugeot which made Peugeot cars and Les Fils de Peugeot Fréres which made Lion-Peugeot cars, Georges Richard who made Georges Richard cars and the Etablissments Georges Richard which at the same time made Richard-Brasier cars, François Pilain who made Pilain cars and Emile Pilain who made Rolland-Pilain cars and so on. He even scarcely falters over the protean appearances of Adolphe Clément as Clément-Bayard, Clément-Talbot, Clément-Gladiator and the rest.

All this is enlivened by the success of Mr. Laux in bringing the personalities of the early days of the French Industry to life. He throws what to many will be new light on the importance of the fact that the Peugeots and Emile Levassor were Protestants, and that Louis Delage had only one eye. It is not quite clear whence he derives the raw material for his character sketches, and one is inclined to suspect that in the case of some of them such as the Marquis de Dion and Louis Renault, who aroused intense political hostility, the evidence of their opponents may have converted the portrait into a caricature.

While, in any case, the author subjects these personalities to a closer scrutiny than have most of his predecessors, his interest in their products appears to be minimal. One feels that he would have studied them just as assiduously if they had made washing-machines or chaff-cutters instead of motor cars. Indeed he seems to be slightly contemptuous of other writers who have concentrated on "racing and technical details" rather than on commercial history. His own lack of interest (he himself, alas, would call it disinterest) in racing was presumably responsible for his statement that "in the half-dozen years after 1902 . . ." Panhard et Levassor "gave up racing competition." This seems a curious error, on the part of a usually so careful historian, in view of the fact that the firm (somewhat to the chagrin of the rest of the French industry) supplied two of the three cars for the French Gordon-Bennett team in 1903, and competed in the Eliminating Trials for the race in 1904 and 1905 and in the Grands Prix of 1906, 1907 and 1908. But what is more important, his neglect of this aspect of the matter seems to the present reviewer to have prevented him from seeing the history he is writing in the round.

Mr. Laux is clearly somewhat at a loss to account for the phenomenal success of the French industry during the period with which he is dealing. As he himself points out, the bicycle really originated in France, but once its manufacture had been taken up in England, French output never surpassed the English. In the case of motor cars, on the other hand, in the years 1902 to 1907 French manufacturers' production exceeded that of all other European countries combined. After proferring one or two other, not very convincing, alternative explanations of this remarkable French performance, Mr. Laux comes to the conclusion that it was due primarily to the excellence of the roads in France. This may be admitted as an all-important factor when the situation is compared with that in America where, outside the cities at the beginning of the century, there were hardly any tolerable roads at all. But if similar conditions had applied in England, they would have militated against the success of the bicycle industry. In fact England was covered with a network of roads dating from the turnpike era which, while not as good as the French *routes nationales*, were nevertheless no hindrance to the early motorist. The Belgian Baron Pierre de Crawhez, who had motored throughout Western Europe and North Africa by the early years of the century, when writing about England in his *Grands Itineraires*, warns his readers against getting lost in "les lanes" but assures them that "les main roads" are very accessible (whatever exactly he meant by that), even good.

The early success of the French motor industry, I would suggest, was due not just to the excellence of French roads but to the fact that the authorities allowed motorists to race on them. The first builders of automobiles naturally regarded them as horseless carriages, and when the successful competitors averaged just under 12 miles an hour from Paris to Rouen in 1894 they were about equalling the performance of the best stage coaches at the beginning of the railway era. By contrast, when Gabriel averaged 65 miles an hour from Paris to Bordeaux on the first stage of Paris-Madrid in 1903, it was clear that his Mors was competing not with governess-carts or hansom-cabs but with express trains. This revolutionary change in the nature of the automobile had been effected by French engineers, Levassor, Renault and the rest, in French-organised races, and the occasional successes of foreigners such as Napier and Mercedes had only been achieved when they had discarded their native ideas in favour of French ones. No wonder that, in the early years of the century, the motor car was generally regarded as a French thing, and it was French motor cars that the customers wanted. It would be a welcome development if Mr. Laux would now turn his attention to the early history of the industry in other countries; but one fears that he would find it much less rewarding.—Kent Karslake.

"Allard" by David Kinsella. 199 pp. 9½ in. x 7 in. (*Haynes Publishing Group, Sparkford, Yeovil, Somerset. £5.95.*)

Here is yet another one-make gap filled-in, by a member of the Allard OC. I am flattered to learn that he was projected towards journalism after reading my account in MOTOR SPORT of a visit to the Rolls-Royce factory at Crewe. This book, which has a nice colour dust-jacket depicting a beefy Cadillac-Allard, sets out in clear and interesting fashion the highlights of the introduction and evolution of this well-known and essentially sporting London-built motor car. It also has a great deal to tell of the arrival in this country of the dragster, and those drag meetings organised under the auspices of Sydney Allard from 1964 onwards. While the book does not profess to cover all aspects of all Allards in detail, it will be of absorbing interest to Kinsella's fellow Club members and those who still operate Allard cars. The text, with which Reg. Canham, Allard's salesman, and Sydney's son Alan, who writes the Foreword, assisted, is backed up by many fine pictures. The book runs from the early enthusiasm of the Allards for exciting motoring, through the pre-war production programme and the war years, when the Company overhauled military vehicles, to descriptions of the many post-war models, how they were built, and the competition events in which they shone, from mud-trials to racing at Watkins Glen, Le Mans and elsewhere, and, of course, taking



The Hon. Mrs. Victor Bruce in the Le Mans 4½-litre Bentley at Montlhery, as depicted on the dust-jacket of "Nine Lives Plus". She has just broken the World's 24-hour record, without a relief driver.

part in the post-war Monte Carlo Rally, which Sydney won outright in 1952.

It is important for such history to be accurate; the author generously says that any mistakes are his own. Well, he is a bit muddled about the origins of Adlards Motors, and in the accident involving Denis Allard's Brough-Superior sidecar outfit, Sydney was the passenger, not the rider, and Denis was to suffer further crashes before deciding that cycling was safer. Imhof didn't drive Gilson's Allard in the 1947 Roy Fedden Trophy Trial, I am told, and in describing the J2, M, and P1 saloons, it is incorrect to say that the chassis was supplied by John Thompson Ltd., who supplied the side-members only. Some of the pictures have inevitably been used many times elsewhere and a few of their captions suggest a lack of intimate knowledge of what they depict. One amusing by-product of this is that number plates described as "unusual" are actually Trade-plates being used in a trial! One would have liked more detail relating to outstanding Allard competition appearances, which could, however, hardly be gleaned unless one had been present at these events. But I like this book and it is nice to know that the author is an Allard owner, having bought one in 1960.—W.B.

"Nine Lives Plus" by The Hon. Mrs. Victor Bruce. 192 pp. 8½ in. x 5¼ in. (*Pelham Books, 52, Bedford Square, London, WC1B 3EF.* £4.50.)

At last that inveterate adventuress, the Hon. Mrs. Victor Bruce, has given us a book about her motoring, flying and motor-boating exploits. After hints of it in women's magazines, and on TV, the book has actually arrived, and very readable it is. That said, it has to be added that this is a book intended for the general reader rather than the dedicated motoring enthusiast. Thus, while it is of much interest, and splendidly illustrated with small but relevant pictures, not a lot that is new is imparted, and some of the statements tend to raise my eyebrows. There is, however, a nice line of humour through Mrs. Bruce's text, which makes for enjoyable reading. I did not know that the 4½-litre Bentley in which this very brave lady took the World's 24-hour record at Montlhéry without a relief driver had three carburetters, and wonder whether her head mechanic at this memorable run will like being referred to as "Wallace Hassen". Nor does it surprise me that it was impossible to walk up the Montlhéry banking, black ice or no ice. Nor did the boys unscrew the fuel *tanks*, surely, at the depot-stops . . .?

However, for a good account of the 1927 Monte Carlo Rally and subsequent long-distance marathon in a AC Aceca saloon, the Bentley 24-hour record bid, the 15,000-mile record with the two-seater AC at Montlhéry, racing at Brooklands (but Cobb was not in the Alvis team in the 1930 JCC "Double-Twelve", in which the Bruces drove a Silver Eagle), more Monte Carlo rallies with an Arrol-Aster, and a straight-eight Hillman, etc., cross-channel and endurance record-breaking in motor-boats, flying adventures of all kinds (from the epic round-the-world flight in the Blackburn Bluebird to flying-circus, and more serious pre-war and war-time pursuits), ending up with show-jumping, this book is not to be missed. The chapters about Mrs. Bruce's days in and with aeroplanes, although brief, allow me to excuse her some over-dramatisation in other places, especially about taking a Ford Ghia Capri to 110 m.p.h. at Thruxton at the age of 78½, after driving there in her Rolls-Royce Phantom III Hooper sedanca.

I leave it to others to challenge, if need be, the author's claim that she was Britain's first (lady?) motorcyclist, having ridden a brother's 8 h.p. Matchless sidecar-outfit at the age of 15¾ in 1911—on the road, at speeds up to 60 m.p.h. But don't let these criticisms put you off this enjoyable piece of lighthearted reminiscence. The Foreword is by Stuart McCrudden.—W.B.

"Behind the Wheel" by Lord Montagu of Beaulieu and Wilson McComb. 224 pp. 10¾ in. x 8½ in. (*Paddington Press Ltd. 21, Bentinck Street, London, W1M 5RL.* £8.50.)

It is very difficult nowadays to find a new theme for the kind of copiously-illustrated coffee-table type of book that Lord Montagu envisaged as a tribute to 25 years of his Motor Museum at Beaulieu. What he has done is to produce, with Wilson McComb, a review, aided materially by 200 clear and interesting pictures, of what the sub-title calls "the magic and manners of early motoring." The text enthusiastically enlarges on this theme, showing those who know only modern heated saloon cars how the early drivers had to cope with the most unusual controls, perhaps understand steam and electric as well as petrol cars, the extensive preparations required before a journey of any length could be undertaken, how the early motor-carriages were looked after by their chauffeurs and owners, the dress worn in days when an automobilist was fully exposed to the dust and rain, and the kind of now-forgotten equipment carried, as a matter of course, on the motors of those times—Stepney wheel, bulb-horn, candle, oil, gas or primitive electric lamps, etc. The latter chapters cover the increasing use of early cars at home and abroad, with extracts from the experiences of some well-known pioneer motorists. Road development is also looked at. This Montagu-McComb effort adds to the many worthwhile titles that have emanated from the Beaulieu historical sources.—W.B.

Those seeking a very nicely-illustrated introduction to how veteran and vintage cars developed, many of the pictures in colour-wash and some of cut-away type, others in full colour and mostly reproduced in large format, will find that need met by "The Story of Veteran & Vintage Cars" by Cyril Posthumus, who writes a comprehensive text. It is published by the Hamlyn Group at the competitive price of £2.95; the page size is 12 in. x 9 in. and there are 128 of them. This book would make a good present to those new to the old-car game.

* * *

Patrick Stephens Ltd. of Bar Hill, Cambridge have another Ferrari book available, this time Jonathan Thompson's big tome about the F1 cars, notable for a detailed text, 400 photographs, and 16-scale drawings, packed into 192 11 in. x 8½ in. pages. The price is £15.95. Of even more interest, inasmuch as it breaks fresh ground, is the same publisher's offer of another Haessner/Aztax Corp. book, "Americans at Le Mans", which covers the efforts of the USA to win Le Mans, and all the efforts in between, from 1923 Model-T Special to present times. This one is by Al. Bochroch, runs to 224 11 in. x 8½ in. pages, 297 black and white pictures of the most appealing diversity, and 19 colour illustrations, within a full-colour dust jacket. The Introduction is by Briggs Cunningham, very appropriately. It has a great many very fine pictures, gives a brief history of Le Mans and even illustrates Joan Richmond's Ford Ten. But we have to endure again how

Hispano-Suiza beat Stutz at Indianapolis and the horrors of the 1955 Le Mans accident.

* * *

Nick Georgano has turned his painstaking talent to "A Source Book of Classic Cars", which in a 4¾ in. x 6¾ in. landscape reference book published by Ward Lock at £2.50, describes briefly, and illustrates well, some unusual cars, such as Uppercu Cadillac, 1925 Wasp, National Pescara, Ruxton, Tasco, Du Pont, Horch, etc., along with better-known makes. As the encyclopaedia and Beaulieu photographic expert, the author has thus picked some unusual pictures for his book; but I wish he knew how to spell correctly the famous Brooklands' firm of T & T . . .

* * *

A quite detailed and fascinating history of "Aviation in Manchester" by Brian R. Robinson, has been published to commemorate the 50th year of the Manchester Branch of the Royal Aeronautical Society, publication being co-incidental with an exhibition at Manchester Town Hall, now concluded. Those who are interested can obtain copies of this 98-page, soft-cover illustrated book, the contents of which range from the pioneer aviation and motoring days, to gliders and light-'planes, and which takes the story up to the present-day, for 80p plus postage, from J. D. Pedley, Middleton Sheet Metal Co., Spring Vale, Middleton, Manchester M24 2HS on mentioning MOTOR SPORT. This is a serious piece of history, well-illustrated.

* * *

Finally, to conclude on a more "d.i.y." plane, "Motor Vehicle Testing and Plating" by C. C. Toyne is available from Liffon Eng. Services, Evington House, The Avenue, Northwood, Middlesex, for £2.25, and "Do Your Own Car Spraying" by Paul Revere, from W. Foulsham & Co. Ltd., Yeovil Road, Slough, for £2.95. —W.B.

Cars in Books

THE FUN of finding motoring mentions in non-motoring books continues. From "Beautiful and Beloved" by Roderic Owen with Tristan de Vere Cole (Hutchinsons, 1974), one reads not only of the magnificent (non-motoring) hoaxes played by the late Horace de Vere Cole (such as "the Sultan of Zanzibar" paying a fake visit to the *Dreadnought*) and of the shooting case involving Mavis de Vere Cole and Lord Vivian, but glean some motoring snippets. Thus, while we know that the painter Augustus John had a Buick in 1920, it seems that later, around 1927, there was a Wolseley in the family. Joe Churton, who courted the girl whom this book is about, at St. Ives in the early 1920s, flashed about, we are told, on a Rudge-Whitworth motorcycle, before moving on to "an aluminium Alvis with huge protruding exhaust pipes". A 12/50, presumably, with, one suspects, *one* huge pipe. Later she went out with Ray Addington Adam, an Etonian "fond of motor racing" and with him started from Bristol in the 1937 Blackpool Rally, presumably in the SS-Jaguar coupé which appears in an illustration. When she was married to Mortimer Wheeler there was an adventure in France involving a fast night-drive in a girl-friend's Delage, described as a new car, in 1939, which the owner insisted on driving herself. Later, in 1946, Mavis Wheeler was lent an old Lanchester belonging to St. John and she went down to "learn about the car's little habits". By 1953, it seems, the Lanchester was "on its last legs". "Something called 'the universals' were worn right away", to the mystification of the car's user.

Then, opening "Curtain Calls", by that so-readable travel-writer Leslie Gardner (Duckworth, 1976) which deals with his visits to Albania, Romania and Bulgaria and suggests that *if* Communism were ever to come to the UK, it might not be *quite* so sordid as is imagined (!), I came upon a rare make of car, the Varshava, "with white-walled tyres as a VIP symbol", in which the author commenced his sight-seeing in Tirana. Also in Gardner's interesting travel book is a reference to HRH Prince Nicholas of Romania leaving Eton to ride an Indian motorcycle round the roads of Malta at a great rate. He is later described as living a life of almost perpetual self-indulgence. One of these indulgences was, surely, to race his Model-J Duesenberg at Le Mans in 1933 and 1935. He was disqualified in the former and retired from the latter race. No surprise need be occasioned by Gardner's mention of the brand-new Skoda used by an official for some of his sight-seeing tour, but it would be interesting to know what became of the Rolls-Royce which Col. Joe Boyle gave to Marie of Romania in the 1930s. Another car used for the tour in Bulgaria was a British Ford Cortina, which had seen 200,000 kilometres but "purred along like a sewing-machine". It had consumed one set of India tyres, was on Czech tyres, but would be shod again with British tyres when the next set was needed. The driver was convinced that Ford make the sturdiest cars in the World—"The Sydney and World Cup rallies had proved it". Which should please Stuart Turner. He even told of an "old-crocks race" held every year in Sofia, for which the British Ambassador entered his Rolls-Royce; "but Ford always won it".

I enjoy Leslie Gardner's travel articles in *Blackwood's Magazine* and recommend his two latest books. Members of the RM Riley Register would, I feel sure, be interested in the author's reference, in the first of these books, to driving a 1½-litre Riley to Sofia and the Black Sea and what happened when a policeman encountered it . . .—W.B.

Miniatures News

MECCANO Dinky have brought out a 1/42nd-scale miniature of an ERF fire-tender, measuring 223 mm. in length, a six-wheeled vehicle, well detailed, and with back-to-back seats, removable wheeled escape-ladder, which is fully-extending, etc. It is priced at £2.99, as the recommended UK retail figure. Dinky also have a fine Foden tipper-truck, to the same scale, 175 mm. long, with a fully-detailed chassis, on ten wheels, and body with opening doors, the equipment including lift-ram, tow-hook, etc. The ref. number is 432 and the recommended UK retail price is £2.99.—W.B.

V-E-V—continued from page 526

units. However, whether road springs were incorporated in the layout or not, the complete conversion of individual cars was not a success due to the cost involved, and it was not until 1914 that the design of a complete car incorporating the Cowey suspension was put on sale to the public, which of course was then curtailed by the interruption of the War.

The Cowey car was not continued after the War, but the well-known speedometer was amongst a number of other motoring accessories manufactured for a few more years.

Esher DAVID HALES

A Le Mans Chenard-Walcker

Sir,

The Le Mans Chenards were briefly mentioned in your February "Vintage Postbag". A rather unlikely former owner of one of these was, apparently, the gypsy jazz guitarist Django Reinhardt. In the book "Django Reinhardt" by Charles Delaunay (Cassell 1961), page 61, is the following paragraph:

"During the winter of 1933-4, we took Django off on tour with us", Ekyan goes on "Jean Sablon was appearing in the chief towns, on the Côte d'Azur and in the hotel Moisés had opened at Le Mont-Genèvre. In the course of the tour Django bought a Chenard racing model, an amazing machine that had been driven in the Le Mans twenty-four-hour event".

Little Inkberrow J. BAILEY

Search for a Swallow

Sir,

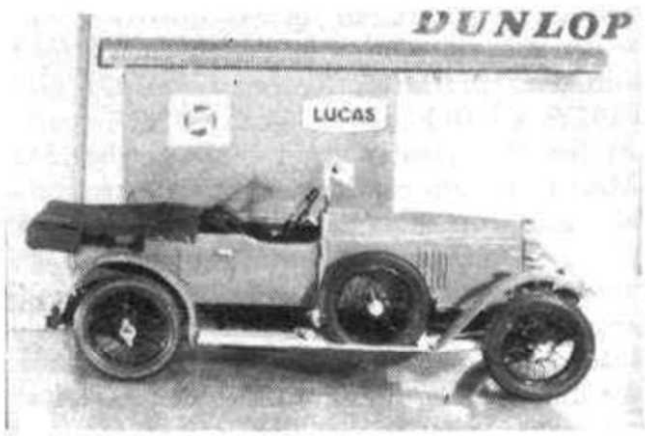
I am writing to ask if you could find space to mention my search for the present whereabouts of a motor car once owned by myself. The car in question is a 1930 Standard Swallow Saloon, registration number VV 285. I reluctantly parted with this car in January 1967, prior to emigrating to New Zealand. The last I heard of the car was when it appeared in a dealer's advertisement (Portobello Motor Co. Ltd.) on page 765 of the August edition of MOTOR SPORT. Having now returned to live in this country I would dearly like to contact the present owner of VV 285. May I add that MOTOR SPORT is even more compulsive reading 14,000 miles from home. Thank you for a super publication and at such a reasonable cost.

Blaby R. A. CLARKE

A Model 30/98

Sir,

The enclosed print may be of interest to you.



The scale is 1:12, 1 in. = 1 ft. 0 in.

Potters Bar W. R. FINCH

The 56th MCC Land's End Trial

AS OUR reports of the MCC Exeter Trial seem to have been enjoyed, it was logical to cover the same Club's Land's End Trial at Easter. What better way than to compete in it, for which purpose a Hillman Imp was generously offered to Clive Richardson, who had "cleaned" the Exeter with an Autofarm Porsche 911. When domestic considerations prevented him from complying I readily accepted; it occurred to me that if I made a "rounders" of it on every observed-section Clive would be pointed out as having failed, because his name was in the programme. Compensation, if you like, for his tongue-in-cheek remark that I was afraid to passenger him on the Exeter because of the terminal velocity of the Porsche. Which, of course, was nonsense . . . !

It did seem to me that an Imp might be more of a challenge than a Porsche for this type of event, especially one on non-grip tyres. I had happy recollections of the normal Imp and its variants, although I hadn't driven one for years. In Wales this is now a popular car, the old A35s and Morris Minors having been replaced by Imps; all the girls seem to have them!

Tom Lush was the obvious passenger on the Land's End, there being a happy link here, as I had met him 40 years ago to the day, when he took me to spectate on this trial in his 1926 Austin 7 Special; it ran a big-end during the night, I remember, but we came back to London on three cylinders and Tom then worked through the Sunday night removing the offending rod so that we could make Brooklands on the Bank Holiday, in this now-567 c.c. motor car . . .

Driving to the London-start of the 1977 Land's End, in the BMW, I was introduced to the Imp in which I was to have my baptism as a competitor in a modern trial only a short time before we were due away. It turned out to be a smart cream-and-blue car built by Chris Betson, who owns the Culverstone Service Station at Meopham. Its loan had been arranged by Norman Higgins of the MCC, an ex-motorcyclist who builds Ibex trials-cars.

Basically a 1975 Imp, which Betson uses for



Chris Betson's Culverstone Service Station Hillman Imp took the Editor of MOTOR SPORT up every "observed section" in the MCC Land's End Trial, except Crackington. It even carried a decal reading MOTOR SPORT, although this was, in fact, to encourage membership of the Blackpalfrey Motor Club.

Autocross as well as for trials, SAM 65N has a roll-over bar but not much additional strengthening. The engine has been bored-out to increase its capacity to 998 c.c. The power developed is very impressive. It comes additionally from an R17 camshaft, racing valve springs, a free-flow Janspeed exhaust system with transverse silencer and cleaned-up valve ports. The carburetter is, however, the standard Stromberg. There is rear-mounted oil radiator, and the Imp's water radiator is now virtually the header tank, a big additional radiator being used, at the front, domestic-like plumbing running beside the passenger's feet from this to the engine. A Lucas sports coil looks after ignition, there are comfortable rally seats, and the sump was filled with Texaco oil. If the power is impressive the way this unit revs. is quite astonishing! Never have I given an engine more "stick" up trials hills, yet I was assured by Betson and Higgins that it is unburstable to somewhere in the region of 8,000 r.p.m. or over. I was told that all I had to do to vanquish the sections that lay ahead was to remain in bottom gear and keep the accelerator on the floor.

On the road 4,000 r.p.m. on the angled Smiths' tachometer equalled an easy 60 m.p.h., 7,000 r.p.m. representing some 75 m.p.h. Apparently Norman Higgins had "cleaned" the Exeter in this astonishing Imp, and it will see off Cooper-Minis in Autocross. As we drove to the breakfast halt at Sparkford the Carello headlamps gave excellent illumination and the lack of a heater and the persistent exhaust note and sundry rattles worried me not at all.

So here I was competing in the MCC Easter Trial, that splendid event dating back to 1908. It embraces a varied entry, a 392-mile route, some very tough and interesting hills, and fine scenery. Our number was 242. Reading David Thirlby's new Frazer Nash book, I see he gives this as the total entry in the 1932 Land's End; *The Autocar* makes it 254. The point I am making is that, in spite of rising costs, this MCC event is retaining its popularity, for this year's entry numbered 334, including the motorcycles.

Breakfast over, there was a simple re-start test, in the car-park of The Frying Pan Cafe. I had not previously done an up-hill start in the Culverstone Imp but, determined not to fail, I used plenty of those revs and all was well, although there was a strong aroma of hot clutch afterwards, the pedal-travel being short and the bite sudden. The first observed-section, Sug Lane, was a long hill. I thought the engine would poke its rods out as the Imp screamed up in bottom. We hit a cross-gulley an almighty thump, but surged forward again. The light steering gives very little directional control but somehow the right-angled bridge was negotiated and we continued non-stop to the top. This gave me confidence, for clearly Betson's Imp knows about trials and was in its element on 13 in. Uniband Remould rear tyres. But those revs!

Dawn broke during the long road-section ahead, a mini-Grand Prix terminating for us when the n/s Uniband went flat. The ploy was to change



SAM awaits the start of a morning section. Note the special rally-type exhaust system on the Editor's road-tyre-shod Imp.

the tyres round, so that we continued with Fisk Premier radials on the back wheels and a Dayton Mustang sharing the front with the surviving Uniband. These were run at 22 lb./sq. in. throughout, obviating the customary trials' chore of constant re-inflating. We had fun up Porlock (not observed) and descended Countisbury, to await our turn up the dreaded Beggar's Roost. Again revving unmercilessly, we romped up, only to have the engine cut-out a few yards from the main road, well clear of the section-ends notice. When the engine came up solid on the starter I was convinced I had dropped some part of the valve-gear. The BMW and Higgins' Vauxhall Firenza soon arrived, and Betson set to work. It was Higgins who removed the distributor cap to reveal an absent nut, which had deranged the ignition timing. I had also turned the fan-belt inside out (those revs!). It was a simple matter to cure these maladies and we were soon off towards the next observed-section, Orange, now even more optimistic. This muddy track proved no bother at all. We then followed Gray's Singer Le Mans along rolling main roads into the Devon lanes, to descend a horribly rocky wet track to Sutcombe. Amid the hiss of escaping air from other cars, as tyre pressures were lowered, we sat tight, and when its turn came the splendid Imp made easy meat of the winding hill and the restart test, although for a moment, as I tried to save the engine, the revs dropped a shade and we hesitated momentarily.

It was then on to Darracott, another "terror", set in a wooded valley of primroses and tall trees. We were followed there by the courageous Sue Halkyard and girl-friend, in her Chummy Austin. There was an ominously long delay here.

When we were called up, the Imp was positioned astride the gulley at the start and got away well, to storm up the twisting steepness. I did not see the notice ending the first part and roared on up. Spectators shouting made me realise the mistake and as they said I could drop back to the start of Darracott 2, I did so. Lush was over the back, adding his weight to that of the light-alloy engine, but I kept more or less on the track and we then repeated the sure-fire demonstration the Imp had given on the first part of Darracott. The Land's End was taking its toll, however. Even at the start we had encountered the luckless Ladd with the sump off and the prop-shaft out of his MG J2, curing an oil leak onto the clutch. Later Way's Austin Ulster, on 4.00 x 19 Dunlop Trials Universal tyres, had broken a half-shaft and retired. Now, as we followed Sing's VW Beetle to the section, its spare wheel perched on its roof, Blackburn's Singer Le Mans looked to have its back axle in pieces.

The Imp was behaving marvellously. Before me there was a huge vertical oil-warning light, fortunately not glowing, oil-pressure remaining at 50-55 lb./sq. in., and water heat at 60 deg.C. A route-card error of some 10 miles made us worry about finding Crackington, but after we had turned back a lady who was waiting to see her son go by directed us and the right-hand turning and the left turn by a chapel duly showed up. Disaster lay ahead, alas. I took the little car safely through the water splash, which this year was deep, so that water came onto the floor. But when I came to do that surging take-off, the engine fluffed, and repeatedly dipping the clutch gave only a mediocre start. We cleared the long, steep, rocky section quite well and came to the very deep mud-ruts near the summit. I eased off as the wheels began to spin, Lush bounced, and we inched forward, urged on by the spectators. It seemed we might make it, but it was not to be. We stopped high up, so required only two pushes to get us going. Betson had run up behind the Imp, and he



Variety of transport is part of the fun in the MCC trials. Dellows like that ahead of SAM are a favourite mount.

confirmed that its engine sounded flat. Water on something, perhaps? Which is all part of the MCC ploy! It was very disappointing, as I had hoped to do well for the honour of the remarkable little motor car. I had just got the feel of it on mud, too, remembering that there is no power below 3,000 r.p.m.

Never mind! There was still fun to come. Barrats Mill, a long, rutted, muddy gradient, was a 1st-gear climb, amusing as there was no real directional control at the bends, the power at the tail-end, with a little "drive-shaft "doughnut" wind-up, and the Moto-Lita steering wheel trying to escape one's grip poking us anywhere (I believe these doughnuts gave trouble in the 1976 Land's End). Before we started this hill, Mrs. Blight had reassured us that it was easy – her husband was at the top, no doubt thinking that his p.v.t. Talbots would have made light work of it! A picturesque approach over a river bridge brought us to Ruses Mill and the double-restart. We followed Keat's effective Hillman Avenger, and had no bother. Up the lane approaching Warleggan we spotted an early Albion Oil-Engine truck, obviously still in service – the hill was interesting but not a stopper and I was able to go into 2nd on the excellent Hillman gearbox. Next there was the Special Test at Galgeth Mount. Finding reverse gear elusive I let the Imp roll back over the reversing line, gunned it in sprint fashion to the finish, only to stop too early for the marshal's liking, thus losing a second or so moving over the line. No matter – speed was only a tie-decider . . .

Finally, in the evening sunlight, we arrived at the sea, and Bluehills Mine. It is very steep, with alarming rocky outcrops. Chris had suggested I ease the Imp over these – "Pity to break it on the last one". I now felt I could control the urge and it was simple to go round the left-hand and right-hand hairpins of the new approach and gun it up the straight bit. The power, as the Imp pulled itself up the step inside of this second hairpin, was most impressive. There was no doubt that we would get up both sections of Bluehills. In fact, I stopped a little early before the re-start pad and the marshal said I could go forward, to a better spot. Off, and a flying finish, tempered by respect for the outcrops. I confess I did not see a stop sign, and continued non-stop to the Common. Chris seemed pleased. I was delighted, if sorry about the failure on Crackington. This hill was first used by the MCC in 1936, when it stopped 40, only Hustyn (with one more failure) and Beggar's Roost (45) being more troublesome. It got 34 in 1937, against 74 on the Roost and 107 on Bluehills-2. Only five stopped on Crackington in 1938 (97 on Bluehills), and it vanquished 43 in 1939 (Bluehills 95). It wasn't used immediately after the war; today they say the locals treat it with diesel-oil and what-have-you . . . So, although a Crackington casualty, I was pleased to have completed the course, with the Imp in one piece (those revs!). Until, that is, I heard that a pre-war "Chain-Gang" Frazer Nash had "cleaned" everything and that Ghosh's 30/98 Vauxhall (see page 518) had done extremely well. Threlfall's indomitable Model-A Ford had come through, too, although defeated by the more severe sections.

Much of the fun of these MCC Trials lies in the mixed entry. We had fleeting glimpses of Perpendicular Ford Pops, a converted Ford van used by the Route Officials, an Austin 7 box saloon, elderly 1.7-litre Mercedes-Benz saloon, many more Hillman Imps, a "Cream Cracker" MG, an odd Austin Big-7, a Dellow, Austin-Healeys, lots of VW Beetles, the inevitable trials' Specials – the list is endless. We were in Newquay, by about 7.30 p.m., having made up much of the two-hour delay, after a most enjoyable night and day. There were the "ifs" and "buts" to chew over, of course. If we had not been on our "second-best" plain tyres, if the engine hadn't fluffed a bit on Crackington . . . But the Culverton Service Station Imp had gone far better than I had expected, and it has only cost its owner around £1,000 to build, including stronger back springs, Koni shock-absorbers, Triplex laminated screen, etc. Although devoid of interior trim, it is great fun on the road, as well as up those MCC observed-sections. My sincere thanks to those who provided the experience. The faithful BMW was awaiting us at the finish, so after a comfortable night at the Mellanvrane Hotel we returned home, having driven some 800 miles 'since Friday evening. Typical motoring Easter! – W.B. *N.B.* The MCC's Edinburgh Trial will take place on October 8th, starting from Coventry.



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Scimitar GTE is the epitome of style in a high performance estate. It can carry 4 adults and at least 20 cubic feet of luggage (40 cubic feet with both rear seats folded forward) at up to 120 mph. Quietly. Comfortably.

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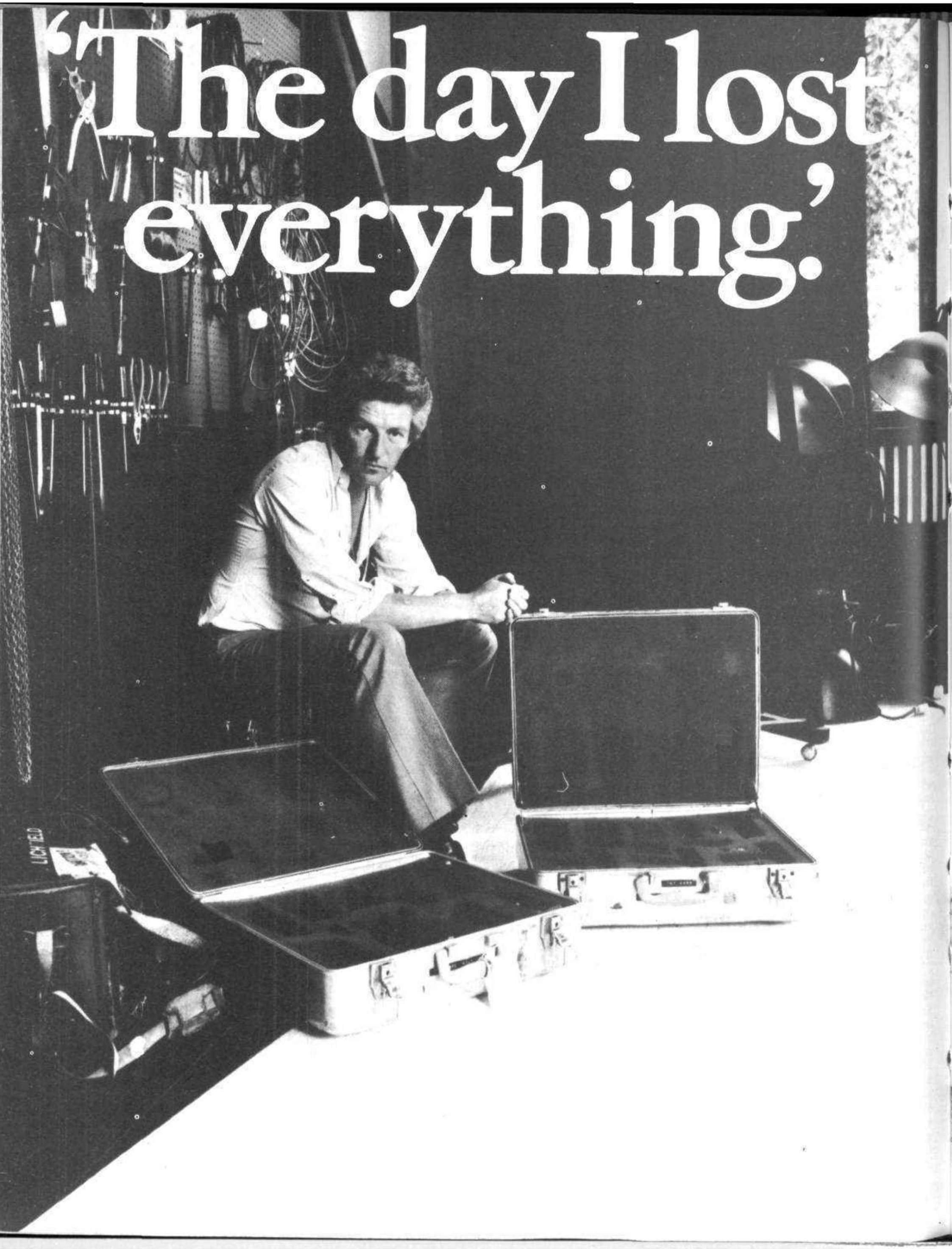
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'The day I lost everything.'



(Or why Patrick Lichfield would like to thank the man who stole his cameras.)

"One day last February, my studio was burgled.

The thief took every single piece of 35mm camera equipment I owned: bodies, filters, lenses, the lot. He also made an awful mess of the place.

Even so, I can't thank him enough.

You see, I'd had that 35mm single lens reflex system he stole for nigh on twelve years.

In that time, I'd seen a lot of developments take place in the 35mm market.

And one system in particular had come along that struck me as being considerably better than any other.

The Olympus OM System.

The Olympus OM1 and OM2 bodies are a good third smaller than those of comparable SLRs.

Their Zuiko lenses have won independent tests for quality and resolution time and time again.

And ever since it came out, I've been itching to change to it.

There was just one small problem. I had far too much money tied up in my other system.

Until that glorious day last February when this chap comes along and steals the lot.

I couldn't believe my luck.

And after a quick call to my insurance broker, I got straight on the phone to try and get hold of a couple of black OM2 bodies.

I also wanted a selection of lenses,: 24mm, 55mm, 85mm, 200mm and 600mm.

And, determined to make the most of a bad thing, some filters, lens hoods and a motor drive.

The first chance I got to use my new equipment was when I set out with it for the West Indies to do some pictures of Bianca Jagger.

Right away, the compactness of the Olympus system came in handy.

For the first time in my life, I managed to take all my gear as cabin baggage.

The same thing happened when I went off to photograph the Monaco Grand Prix.

I've been covering this event for fifteen years. But this is the first year I haven't had to visit an osteopath when I came back.

The OM2 certainly lives up to its claim of being 35% lighter than other SLRs, even after a day of carting it up and down the hills of Monte Carlo.

It also generates a lot of interest wherever I go. It's the only camera I've ever owned that people keep offering to buy off me.

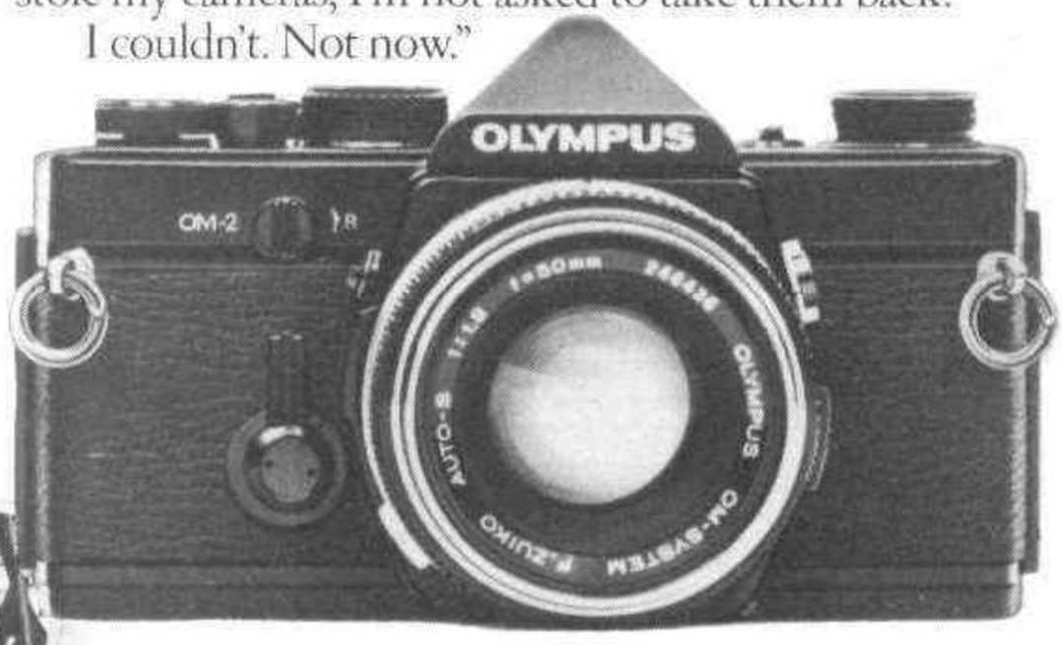
In fact, the only person who hasn't paid much attention to the OM2 is my new-born daughter, Rose. I snapped a picture of her and her mother the other week and she didn't so much as bat an eyelid.

But then I suppose the OM2 is much quieter than other SLRs. She probably didn't hear the click.

Yes, after owning the OM2 for several months, I can honestly say that I'm as pleased with it now as when I first got it.

All I hope is, when the Police catch the man who stole my cameras, I'm not asked to take them back.

I couldn't. Not now."



Below: Lemora with our daughter, Rose. 85mm lens, hand-held 1/125th at f5.6, Kodak Plus-X.
Right: Bianca Jagger. 85mm lens, hand-held 1/250th at f11, Kodak Tri-X.

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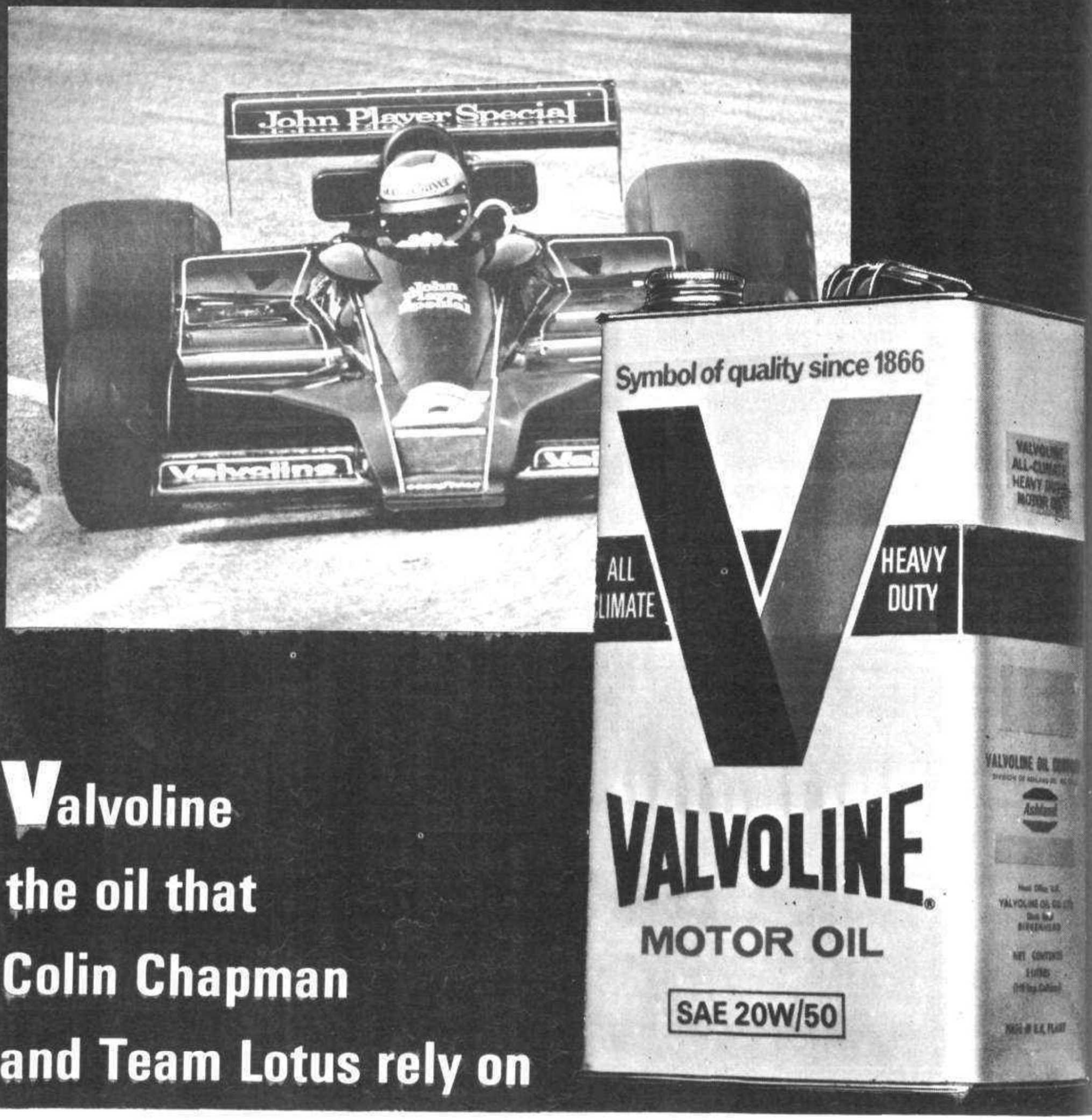
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OLYMPUS OM SYSTEM

OM2 MS2

Mario Andretti wins US Grand Prix on Valvoline



Valvoline
the oil that
Colin Chapman
and Team Lotus rely on

THE UNITED STATES GRAND PRIX WEST

The Racer's Racer Wins at Home

Long Beach, California, April 3rd

DESPITE FINANCIAL and organisational difficulties, the Californian city of Long Beach once again held its street race at the start of April, although the surroundings are hardly as glamorous as they are in Monaco. The United States Grand Prix West is the name of this Formula One event, the fourth round of the 1977 World Championship, as distinguished from the Watkins Glen race which goes under the title of United States Grand Prix pure and simple. Even though the surroundings in Long Beach are a little bit makeshift and dingy, the Long Beach Grand Prix Association has shown a commendable degree of enterprise in staging this race and tackle the whole job with irrepressible enthusiasm and verve. Incidentally, two former American Formula One drivers of considerable repute, Phil Hill and Dan Gurney, are well to the fore on the organisational side in Long Beach and were to be seen taking an active part in proceedings over the weekend.

There had been several driver changes on the Formula One front since the South African Grand Prix at Kyalami. The Shadow team had drawn its breath again after the body-blow inflicted by Tom Pryce's death and they had signed up Australian Alan Jones to run alongside Zorzi for the rest of the season. Last year Jones was a member of the works Surtees team, but left at the end of 1976 to concentrate on a diverse programme of sports-car and single-seater events in different categories under the patronage of wealthy Hong Kong enthusiast Teddy Yip. When the Shadow offer came up, Yip very kindly released Jones from his obligations to allow him to return to Formula One full-time. To replace Pryce's DN8/2A, which was totally destroyed in the Kyalami accident, the Northampton based team had built up a brand new chassis (DN8/3A) for Jones to drive while Zorzi continued to rely on the original DN8/1A.

In a similar state of reorganisation was Bernie Ecclestone's Brabham team for they too had lost their number one driver Carlos Pace since the last Grand Prix, although the Brazilian died in a flying accident in his native Brazil. John Watson was extremely conscious of the responsibility that now rested on his shoulders for although everybody knows that he's well capable of winning Grand Prix races, Pace had lived with the Alfa-Romeo-engined BT45 car ever since it raced for the first time last year and the popular Brazilian had accumulated a great deal of experience with it. Weighing in as number two in the Brabham team was former March driver Hans Stuck, the German driver changing his mind at the very last minute and deciding not to drive for the ATS team for whom he had tested their ex-works Penske PC4/02 on several occasions.

This change of plan on Stuck's part left the ATS team absolutely livid, not to mention temporarily without a driver. ATS supply wheels for a large portion of the car market in Germany and

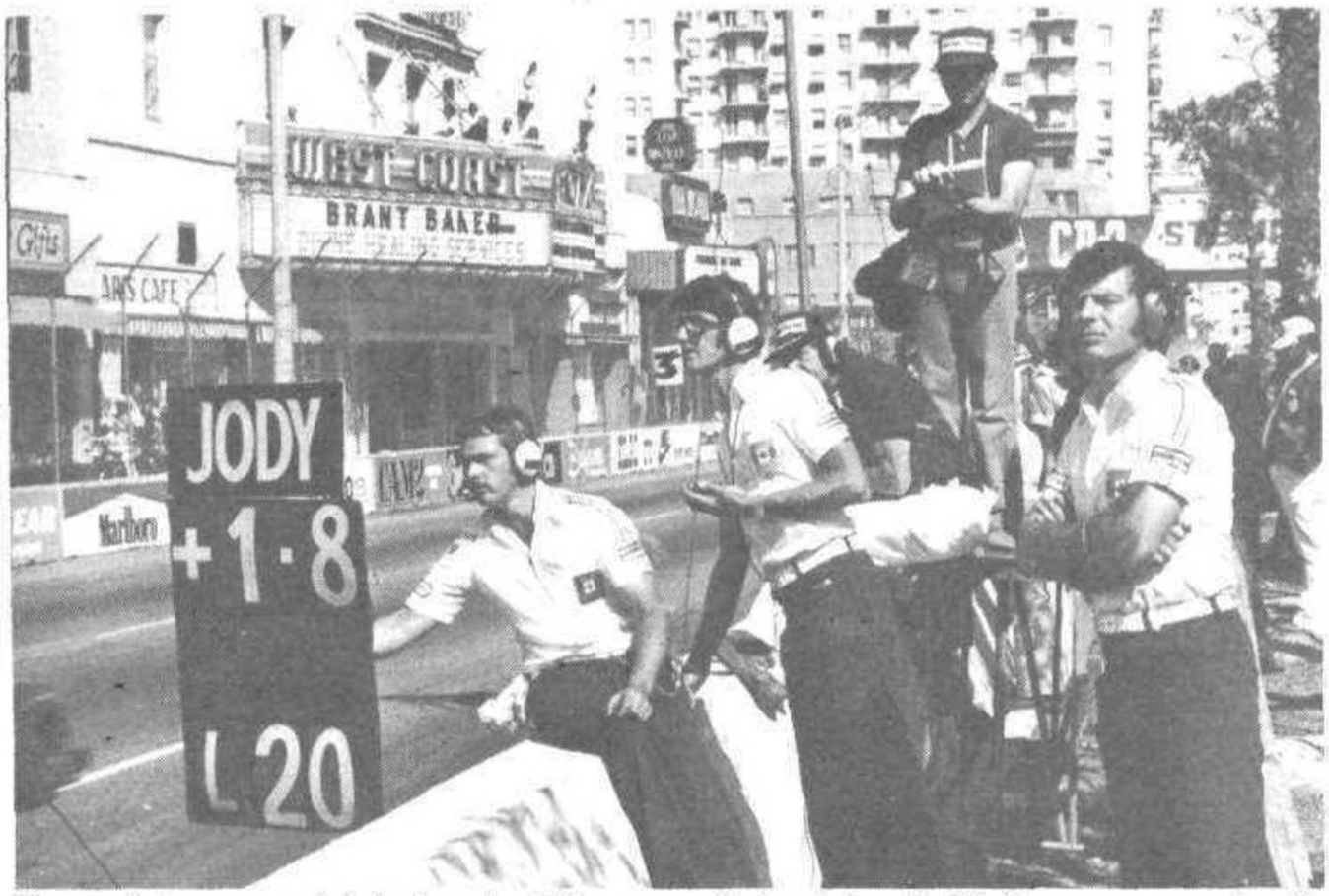


As the recovery truck collects Brambilla's damaged Surtees, Scheckter, Andretti and Lauda sweep past in the lead during the race's opening stages.

were very anxious to have a German driver in their Penske throughout 1977. Nevertheless, they then cast around and came up with a deal for former Shadow driver Jean-Pierre Jarier, an unquestionably fast but frequently rather fickle young man, who hasn't driven a racing car since last year's Japanese Grand Prix. In the event Jarier was destined to acquit himself quite respectably.

Official practice took place on the Friday and Saturday prior to the race, there being no opportunity for testing for practice as is so often the case with permanent circuits. However the Wolf team took the opportunity to take their newest chassis WR3 up to the Riverside track for a spot of testing and the Shadow team gave Alan Jones a preliminary run there as well, as much to check the new DN8 which had only just been completed as anything else.

Other teams with new cars at Long Beach included the McLaren organisation which had built up yet another new chassis (M23/12) for Jochen Mass to drive; Team Lotus who bought along a third new 1977 machine (78/3) for Mario Andretti to handle, which in turn meant that Gunnar Nilsson took over 78/2 and left his longer 78/1 as a team spare and the Tyrrell team which had an all-new P34/6 for use as the team spare. All three Brabham BT45s were now to "B" specification with their engines mounted lower in the chassis, revised rear suspension and Brabham/Alfa gearbox casings as seen on



Twenty laps to go and Scheckter has 1.8 secs. on Andretti, but the Wolf team are tensed with concern.

BT45B/1 for the first time at Kyalami. In addition to the driver changes mentioned, Brian Henton was recruited into the works March team to drive alongside Alex Ribiero for this race, Ian Scheckter still getting over the leg injuries he sustained in a South African Formula Atlantic accident.

With all the problems involved in closing off the streets on the morning of first practice, it was understandable that things fell badly behind schedule on Thursday and the first hour-and-a-half-long timed session was about three hours late when it got under way. Naturally the street surfaces were rather dusty and for the first few laps the cars threw up a haze of debris behind them. This soon cleared and it was Jody Scheckter who set the pace in company with Andretti, the South African driving with great verve within the daunting confines of the concrete barriers that line the Long Beach track. To set a really quick lap time round this circuit demands tremendous control and concentration; not only have you got to drive quickly, you must also be very tidy indeed. Scheckter, using his original Wolf WR1, was both of those things, and ended up fastest with a very convincing 1 min. 22.794 sec. best, two-tenths of a second faster than Andretti who had been experimenting with various front tyre constructions on his brand new Lotus. There was also a tiny rear wing waiting for one of the Lotus drivers to try, but neither took the opportunity to do so, perhaps feeling it had arrived one race too late and Long Beach wasn't the place to use it!

Jacques Laffite, using the older of his two Ligier-Matra JS7s after chassis 02 had been involved in the Kyalami collision with Pryce's out-of-control Shadow, got to grips with the twists and turns of Long Beach very well to record the third fastest time, 1 min. 22.993 sec. Laffite was getting the French blue V12 at some incredible angles over the brows and bumps and the shriek from the Matra engine reverberated off the nearby buildings so much that the ground almost shook! The little French team were beside themselves with delight, particularly in view of the fact they were running a 1973 specification engine after all the problems and disappointments of the last few races.

In the Ferrari camp it was Reutemann's turn to set the pace, the swarthy Argentinian taking his 312/029 round in 1 min. 23.041 sec. while team-mate Lauda could only manage 1 min. 23.826 sec. owing to a broken rear anti-roll bar on 312/030. The McLaren camp wasn't looking its normal confident self at Long Beach for World Champion Hunt couldn't improve on 1 min. 23.825 sec. during the first session and Mass was way off the pace, both drivers feeling that the M23 had finally come to the end of its useful life. Hunt simply resigned himself to a hard struggle and looked forward to getting back to Britain where he was scheduled to get down to some really intensive testing on the new M26 in time for the Spanish Grand Prix. He consoled himself with the fact that his margin over Mass was about usual, but it was extremely unusual to see the British driver starting a Grand Prix from the fourth row of the grid which is where his eventual best of 1 min. 22.529 sec. placed him. Mass spent the second day aware of slightly more understeer than was to his taste; he soon discovered what the funny feeling at the front of his M23 was about when a suspension ball joint broke and he was left to spectate for the last half hour or so of the last session.

The main issue for front-row grid positions

STARTING GRID

↑

5 M. Andretti *(Lotus-Cosworth V8)* 78/3 1 min. 21.868 sec. (1 min. 22.916 sec.)	11 N. Lauda *(Ferrari-flat 12)* 312T2/030 1 min. 21.630 sec. (1 min. 22.753 sec.)
12 C. Reutemann *(Ferrari – flat 12)* 312T2/029 1 min. 22.260 sec. (1 min. 24.417 sec.)	20 J. Scheckter *(Wolf-Cosworth V8)* WR1 1 min. 21.887 sec. (1 min. 22.855 sec.)
7 J. Watson *(Brabham-Alfa Romeo flat 12)* BT45/3B 1 min. 22.372 sec. (1 min. 23.806 sec.)	26 J. Laffite *(Ligier-Matra V12)* JS7/01 1 min. 22.296 sec. (1 min. 23.181 sec.)
1 J. Hunt *(McLaren-Cosworth V8)* M23/11 1 min. 22.529 sec. (1 min. 22.928 sec.)	28 E. Fittipaldi *(Fittipaldi-Cosworth V8)* FD04/3 1 min. 22.382 sec. (1 min. 23.664 sec.)
3 R. Peterson *(Tyrrell-Cosworth V8)* P34/5 1 min. 22.655 sec. (1 min. 24.007 sec.)	34 J. P. Jarier *(Penske-Cosworth V8)* PC4/02 1 min. 22.611 sec. (1 min. 23.526 sec.)
4 P. Depailler *(Tyrrell-Cosworth V8)* P34/2 1 min. 22.675 sec. (1 min. 23.523 sec.)	19 V. Brambilla *(Surtees-Cosworth V8)* TS19/06 1 min. 22.659 sec. (no lap time)
17 A. Jones *(Shadow-Cosworth V8)* DN8/3A 1 min. 23.056 sec. (1 min. 23.730 sec.)	22 G. Regazzoni *(Ensign-Cosworth V8)* MN06 1 min. 22.762 sec. (1 min. 24.389 sec.)
6 G. Nilsson *(Lotus-Cosworth V8)* 78/2 1 min. 23.384 sec. (1 min. 23.990 sec.)	2 J. Mass *(McLaren-Cosworth V8)* M23/12 1 min. 23.231 sec. (1 min. 23.701 sec.)
10 B. Henton *(March-Cosworth V8)* 761B/ 1 min. 24.036 sec. (1 min. 25.233 sec.)	8 H. J. Stuck *(Brabham-Alfa Romeo flat 12)* BT45/1B 1 min. 23.811 sec. (1 min. 24.705 sec.)
16 R. Zorzi *(Shadow-Cosworth V8)* DN8/1A 1 min. 24.357 sec. (1 min. 25.475 sec.)	18 H. Binder *(Surtees-Cosworth V8)* TS19/02 1 min. 24.173 sec. (1 min. 25.069 sec.)
9 A. Ribiero *(March-Cosworth V8)* 761B/ 1 min. 25.080 sec. (1 min. 25.935 sec.)	30 B. Lunger *(March-Cosworth V8)* 761/2 1 min. 24.979 sec. (1 min. 27.150 sec.)

N.B. – Times in brackets are fastest race lap.

PRACTICE TIMES

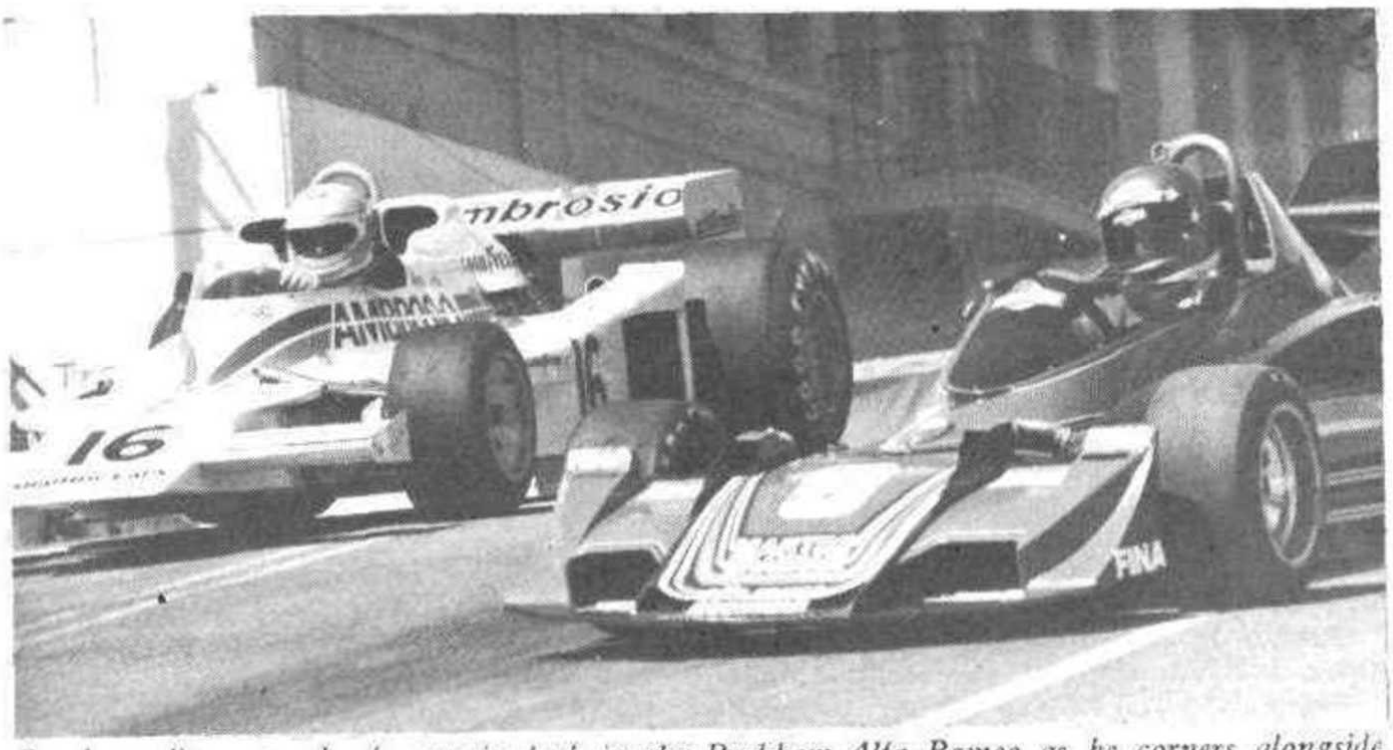
No.	Driver	Car	Friday First	Friday Second	Saturday Morning
1	J. Hunt	McLaren M23/11 – Cosworth V8	1. 23.825	1. 22.603	1. 22.529
2	J. Mass	McLaren M23/12 – Cosworth V8	1. 23.975	1. 23.576	1. 23.231
3	R. Peterson	Tyrrell P34/5 – Cosworth V8	1. 23.855	1. 22.991	1. 22.655
4	P. Depailler	Tyrrell P34/2 – Cosworth V8	1. 23.745	1. 23.339	1. 22.675
5	M. Andretti	Lotus 78/3 – Cosworth V8	1. 22.979	1. 22.067	1. 21.868
6	G. Nilsson	Lotus 78/2 – Cosworth V8	1. 24.938	1. 23.633	1. 23.384
7	J. Watson	Brabham BT45/3B – Alfa Romeo	1. 23.081	1. 22.387	1. 22.372
8	H. J. Stuck	Brabham BT45/1B – Alfa Romeo	1. 24.358	1. 23.811	1. 24.080
9	A. Ribiero	March 761B/3 – Cosworth V8	1. 28.368	1. 53.004	1. 25.080
10	B. Henton	March 761B/1 – Cosworth V8	1. 26.739	1. 24.727	1. 24.036
11	N. Lauda	Ferrari 312 T2/030 – flat 12	1. 23.826	1. 22.664	1. 21.630
12	C. Reutemann	Ferrari 312 T2/029 – flat 12	1. 23.041	1. 22.476	1. 22.760
14	L. Perkins	BRM	NOT ENTERED		
16	R. Zorzi	Shadow DN8/1A – Cosworth V8	1. 25.205	1. 24.486	1. 24.357
17	A. Jones	Shadow DN8/3A – Cosworth V8	1. 24.669	1. 24.245	1. 23.056
18	H. Binder	Surtees TS19/01 – Cosworth V8	1. 25.473	1. 24.793	1. 24.173
19	V. Brambilla	Surtees TS19/06 – Cosworth V8	1. 24.361	1. 22.917	1. 22.659
20	J. Scheckter	Wolf WR1 – Cosworth V8	1. 22.794	1. 22.891	1. 21.887
22	G. Regazzoni	Ensign MN06 – Cosworth V8	1. 24.904	1. 23.916	1. 22.762
26	J. Laffite	Ligier JS7/01-Matra V12	1. 22.993	1. 22.296	1. 22.558
28	E. Fittipaldi	Fittipaldi FD04/3 – Cosworth V8	1. 24.749	1. 23.825	1. 22.382
30	B. Lunger	March 761/2 – Cosworth V8	1. 27.813	1. 24.979	1. 25.230
34	J. P. Jarier	Penske PC4/02 – Cosworth V8	1. 24.750	1. 23.467	1. 22.611
2T	J. Mass	McLaren M23/8 – Cosworth V8	–	–	–
4T	P. Depailler	Tyrrell P34/6 – Cosworth V8	–	no time given	–
5T	M. Andretti	Lotus 78/1 – Cosworth V8	–	–	–
8T	H. J. Stuck	Brabham BT45/5B – Alfa Romeo	–	–	no time given
11T	N. Lauda	Ferrari 312 T2/027 – flat 12	–	–	–
20T	J. Scheckter	Wolf WR3 – Cosworth V8	–	–	–
28T	E. Fittipaldi	Fittipaldi FD04/1 – Cosworth V8	–	–	–

was fought out between Jody Scheckter, Andretti and Lauda on Saturday. Andretti topped the timesheets in the second session on Friday with 1 min. 22.067 sec., Scheckter being foiled when fourth gear broke on his Wolf, but it looked as though the South African would be the man to snatch pole position during the final timed hour of frenzied lapping. However, Niki Lauda thought otherwise and, in one supreme final fling, slashed his best to 1 min. 21.630 sec. pulling into the pits with ten minutes still to go and simply watching everybody else trying to catch him. It was an extremely confident performance by Lauda and he proved to be quite correct, nobody did catch him. Andretti put everything he'd got into a last spurt to record second fastest time with 1 min. 21.868 sec., pushing Scheckter back onto the second row with 1 min. 21.887 sec. Reutemann had no intention of being left behind by his team-mate and responded with a 1 min. 22.260 sec., but this wasn't in the sub-1 min. 22 sec. "ace" category although it was "best of the rest".

Laffite dropped back to fifth place in that last-minute scramble (1 min. 22.296 sec.) sharing the third row of the grid with an irate Watson who'd had nothing but trouble during the final hour. Firstly the selector plunger on first and second gear had broken in the BT45B's gearbox and then the alternator belt broke. Once these problems had been seen to the Ulsterman had a bad time getting past slower cars on the circuit, notably Brian Henton's March, and the usually quiet Watson was extremely terse with the Derby driver once the session was over. In his extreme irritation, Watson also spun his Brabham on the tight right-hander before the pits – ironically almost collecting the blue works March as a result.

The fourth row of the grid saw quite an upset from usual form with James Hunt's McLaren eighth fastest, beaten by Emerson Fittipaldi who was absolutely delighted with his Copersucar-backed FDO4/3, possibly for the first time since he started driving it at the beginning of 1976. Minor suspension geometry changes now meant that the car felt smooth and progressive and it was obvious to everybody that E.F. felt much more confident than usual. His fastest was 1 min. 22.382 sec., seven-tenths of a second off the pole position time.

The inside of the fifth row provided quite a surprise as well, for inside Ronnie Peterson's Tyrrell P34 sat Jarier in the ATS Penske.



Stuck applies a touch of opposite-lock in the Brabham-Alfa Romeo as he corners alongside Zorzi's Shadow.

Towards the end of last year Jarier's leisurely gait at the wheel of the second works Shadow led one to believe that the Frenchman had either given up driving a Formula One car or forgotten how to do it properly. The result was that he was dropped from the Shadow team and even excluded from the Le Mans Renault-Alpine team; something that surprised him a bit, to say the least. Over the winter he has had a long "think" about his approach to professional racing and it was very clear at Long Beach that he was grateful for getting a "second chance". He expressed himself delighted with the Penske and, after getting the cockpit altered to suit him (it had been originally set up for the lanky Hans Stuck) turned in a very reasonable 1 min. 22.611 sec.

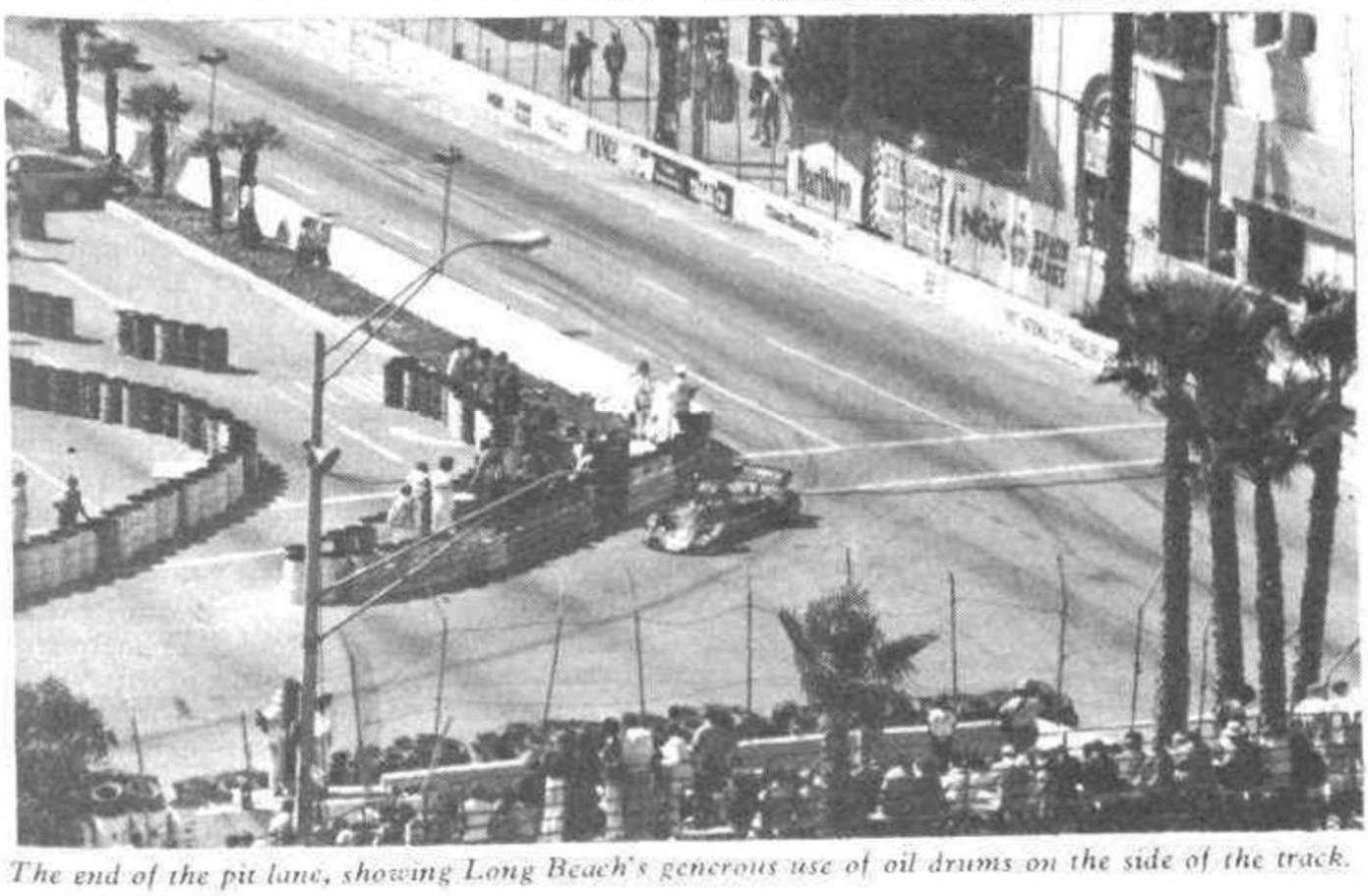
As far as the two Tyrrell drivers were concerned, Long Beach was something of a disaster. Both Peterson and Depailler were well off the pace with their six-wheelers and no amount of fiddling with roll bars and spring rates seemed to make their lives appreciably easier. They jinked and hopped over the bumps and Depailler's efforts during the first session ended with him clumping the right rear corner against the wall and breaking an upright. He immediately transferred to the team's brand new spare P34/6, but this had a cockpit set up for the much taller Peterson, so the Frenchman swapped back to his original car which had been repaired in time for the second session. Peterson's best was 1 min. 22.655 sec. while Depailler clocked 1 min. 22.675 sec., the two French blue machines separated by Vittorio Brambilla's Surtees TS19/06, the Italian driver finding a six-speed gearbox a little more difficult than it was worth round the tight street circuit.

Problems afflicted Clay Regazzoni in the familiar Ensign MN06, mainly connected with a continuing and bewildering shortage of sheer straight line speed. His best of 1 min. 22.762 sec. was three-tenths of a second better than Jones could manage in the Shadow DN8 even though the Australian's car underwent an engine change after the Friday sessions. Mass' lowly position was attributable, as mentioned, to his missing out much of the final session while brake balance problems prevented Nilsson from acclimatising himself to the short-wheelbase Lotus 78 and he'd got other problems including a broken shock-absorber to occupy his mind. In the final session the Swede got a bit too keen in trying to make up for lost time and clipped one of the concrete barriers which broke one of the Lotus' top links and sidelined Nilsson for the remainder of the session.

On his first outing for the Brabham team Stuck didn't look terribly impressive, but a combination of brake problems and oil leaks as he switched around between his designated race car and the training car meant that he barely got a decent lap together during the final session. Henton reckoned that the understeer on his works March was simply diabolical, while the last two rows of the grid were populated by Binder, Zorzi, Lunger and Ribiero for a variety of diverse reasons all of which simply added up to the fact that they didn't go fast enough at the right time.

Sunday's race promised to be a really first class contest although there were those who recalled the opening stages of the first Formula One race to be held at Long Beach with a degree of apprehension. The short sprint down from the startline leads into a very tight and tricky right-hand corner which immediately drops away downhill and then into another tight 90-degree left-hander. Last year it was Reutemann (Brabham BT45) and Brambilla (March 761) who failed to make it round the first corner; who would it be this year?

Quite clearly, Jody Scheckter reasoned, the way to make sure you're not involved in a first corner accident is to be the first man round that corner. When the starter's signal was given the



The end of the pit lane, showing Long Beach's generous use of oil drums on the side of the track.

black and gold Wolf was away, rocketing up the inside of Lauda's Ferrari with its right rear wheel almost grazing the pit wall as he did so. But to the amazement of everybody watching at that first corner, Reutemann tried to follow the South African through and left his braking impossibly late as he attempted to slip in behind Scheckter.

Lauda immediately lifted off when he saw what was going to happen, as did Andretti. Reutemann's Ferrari, its front wheels locked hard on, slid up the inside of his team-mate and straight across the corner, down the escape route. Lauda and Andretti nipped round behind the Argentinian's car and, as Laffite followed them round to take fourth place, chaos erupted as Hunt's McLaren suddenly became airborne over the right front wheel of John Watson's Brabham BT45B. The World Champion's car crashed back onto the ground and shuddered to a halt alongside Reutemann in the escape road while Peterson also joined them as he hadn't got much in the way of option, being where he was on the left-hand side of the grid. Watson just got round, but instantly another "gerfuffle" was breaking out as Brambilla got the left front wheel of his Surtees hooked inside the right rear wheel of Mass' McLaren. The Surtees reared up into the air, fracturing its water radiators and showering hot coolant everywhere, before slamming to a standstill as Mass went on his way. A foolish track official subsequently tried to move the damaged Surtees only to have it run away across the track and hit the guard rail halfway down the hill. Both Reutemann and Hunt resumed the race at the back of the field, the Argentinian only lasting until mid-way round the fifth lap when he collided with Lunger's March, which he was trying to pass, and promptly trailed round to retire with suspension damage. Lunger was obliged to abandon his car out on the circuit with a broken upright.

Andretti slipped past Lauda before the field completed the opening lap, but it was Scheckter's Wolf that burst into view past the pits in the lead with the Lotus and Ferrari hard in pursuit. They had already opened a slight lead over Laffite's blaring Ligier, Watson, Fittipaldi, Jarier, Jones, Depailler, Nilsson, Regazzoni, Binder, Henton, Stuck, Zorzi, Lunger, Ribiero and Peterson. Right at the back were the two works McLarens after their first corner mix-ups plus Reutemann in the Ferrari.

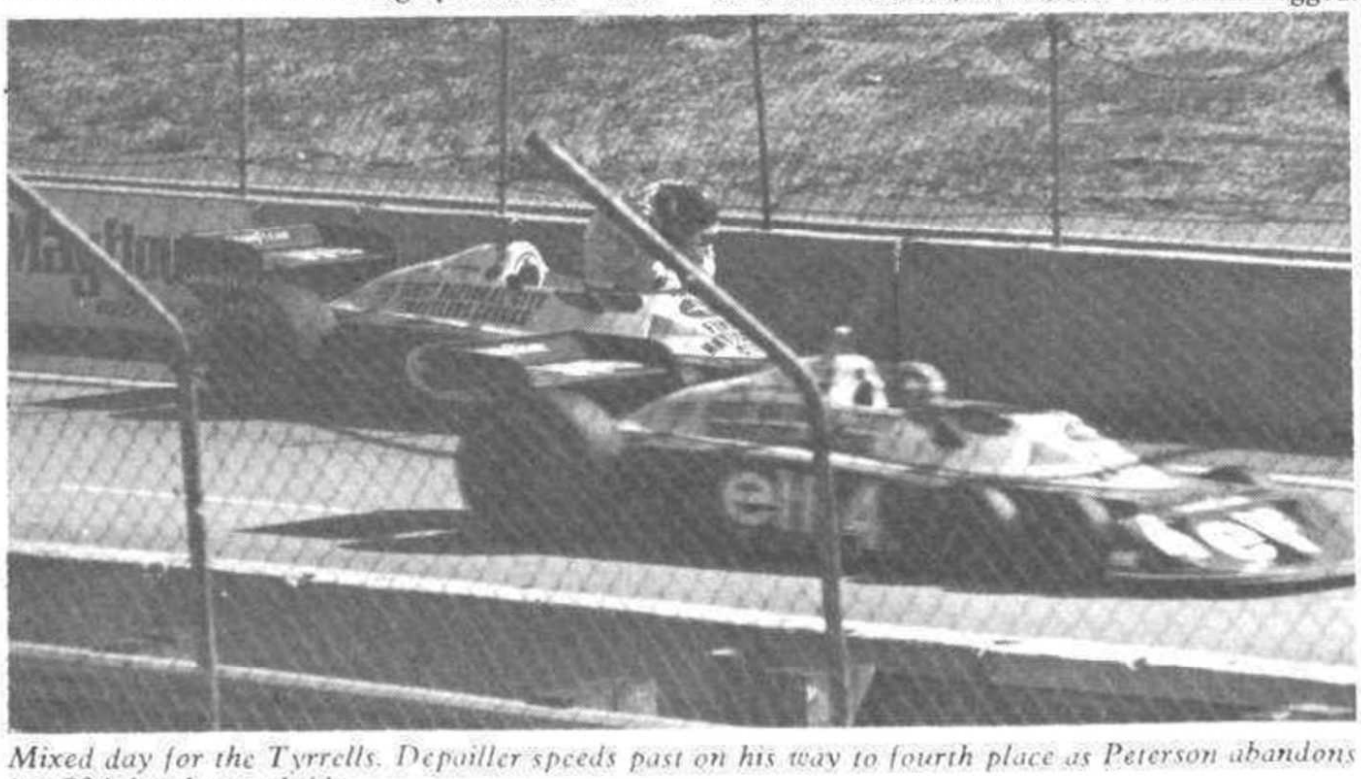
By lap three Watson had found a way round Laffite's Ligier, the Brabham-Alfa pulling away slightly from the French car despite the impact with Hunt's McLaren having sparked off what



John Watson looks pensive as he thinks about his new role of Brabham team leader while Stuck talks to Bernie Ecclestone (back to camera).

was to result in a slow puncture and, in the meantime, an aggravating degree of understeer. For a couple more laps it seemed as though Watson might actually make some ground on the leaders, but their advantage soon stabilised and then gradually grew.

This was motor racing with no let-up. Scheckter was driving extremely confidently, hurling his Wolf round with a dash of opposite lock that let his two immediate pursuers know full-well that he wasn't to be trifled with on this particular day. Andretti watched, cool and confident, from a few yards behind, while Lauda simply hung on grimly, having flat-spotted one of his Ferrari's front tyres under harsh braking in the opening stages of the race. Watson held onto his fourth place until lap 15 when he finally conceded to Laffite and pulled into the pits in order that the deflated front tyre be changed. He resumed back in 15th place and began pulling back through the field until his gearbox refused to engage first and second gears. Then he dropped away again, finally retiring from the race after he had stopped in front of the pits with a dead engine and mechanics who went to coax the car back into life were rightly deemed to be outside assistance, so Watson was blackflagged.



Mixed day for the Tyrrells. Depailler speeds past on his way to fourth place as Peterson abandons his P34 by the trackside.

Aside from the high-speed deadlock that seemed to have set in at the front of the field, where none of the leading trio was gaining or giving anything significant, there was plenty of activity further down the overall order. Behind the plucky Laffite, Depailler was hanging onto fifth place with his twitchy Tyrrell, anxious not to let Fittipaldi get too close with his Copersucar, while the Brazilian had Jones close behind in the Shadow and then a good scrap between Nilsson and Jarier. Peterson was forced into the pits to change a flat-spotted front tyre on his Tyrrell P34, and while his subsequent progress was certainly spectacular to watch it didn't exactly get him anywhere. He got back as far as 12th place behind Stuck where he stayed until a disconnected fuel line stopped him out on the circuit near the end of the race.

At around the half-distance point Scheckter got a couple of lucky breaks whilst lapping slower cars but Andretti and Lauda were not giving up under any circumstances and within a couple of laps they were back on the Wolf's tail again. Jones retired his Shadow from sixth place on lap 40, the gearbox having broken in just the same fashion as his team-mate Renzo Zorzi's some 13 laps earlier. In addition, Mass stopped his McLaren after he had completed 39 laps in order to investigate a disturbing vibration from somewhere in the transmission. It was by no means clear whether the problem had been bought about by Mass' first corner collision with Brambilla, but the decision was taken to retire the car all the same.

While all this was going on, Stuck was having a terrible time in the second Brabham BT45B, several trips up the escape road at the end of the start/finish straight testifying to the problem he was still having with the brakes on BT45B/1. With 53 laps completed he finally called it a day and retired from the race, the problems apparently too difficult to solve in the pits.

As the laps went by it was increasingly clear that only a mechanical failure or an unexpected driving lapse would rob Scheckter of victory; and the latter wasn't very likely because he had dealt with both Andretti and Lauda from the word go and showed every indication of maintaining the pace. But with slightly less than 20 laps still to go, Scheckter alone was becoming increasingly aware of a major problem. Slowly at first, but

quite perceptibly, he felt the Wolf getting less and less stable under very heavy braking. To his disbelief, he realised that the right front tyre was slowly deflating. Gradually the problem got worse, but he simply gritted his teeth and pressed on as hard as ever, hoping that the offending rubber would survive the 80 laps out.

Sadly, there was no way it would. To the accompaniment of shrieks from the enormously partisan crowd, Andretti pressed harder and harder before finally slipping inside the Wolf at the end of the long back straight mid-way round his 77th lap. Scheckter tried everything he knew to fend him off, but there was no denying the determined American driver. At that point Scheckter's resistance collapsed as the Wolf's front tyre deflated even more; there was no fending off Lauda and the Ferrari quickly went through to challenge Andretti for the lead. But with the crowd willing him on Andretti wasn't about to let a Ferrari stand between him and victory as the first American ever to win a World Championship qualifying race on his home soil. Although Binder and Henton held up the leading Lotus on the last lap, Andretti remained well in control of the situation to come home a confident and popular winner by less than a second from the hard-trying Lauda. Scheckter crept home a dejected and disappointed third while Depailler received an added bonus with four laps to go, inheriting fourth place after a complete electrical failure stopped the Ligier Matra out on the circuit. Fittipaldi finished a satisfied fifth ahead of an equally happy Jarier who'd proved that perhaps the Shadow DN5 wasn't all that it was cracked up to be last year after all. James Hunt drove unobtrusively and steadily after that first lap incident, coping well with bent front suspension, to finish seventh in his McLaren while Nilsson was handicapped by a slow puncture in the closing stages of the race. Henton finished 10th, worn out by wrestling with his March's seized steering rack, while Binder was the last classified finisher after a pit stop in his Surtees.

It had been a tremendous race and a worthy victory for Andretti and the Lotus team. He might not have dominated the race like Scheckter did, but he hammered home his attack all through the race in the hope that a chink would appear in the Wolf's armour. It did, so he won the race – A.H.



Alan Jones, the pleasant Australian driver, replaced the late Tom Pryce as Shadow team leader at Long Beach.

Results:

UNITED STATES (WEST) GRAND PRIX – Formula One – 80 laps – Long Beach – 3.25 kilometres per lap – 260.0 kilometres – Clear and sunny

1st	:	M. Andretti (Lotus 78/3)	1 hr. 51 min. 35.470 sec. – 139.834 k.p.h.
2nd	:	N. Lauda (Ferrari 312T2/030)	1 hr. 51 min. 36.243 sec.
3rd	:	J. Scheckter (Wolf WR1)	1 hr. 51 min. 40.327 sec.
4th	:	P. Depailler (Tyrrell P34/2)	1 hr. 52 min. 49.957 sec.
5th	:	E. Fittipaldi (Fittipaldi FD04/3)	1 hr. 52 min. 56.378 sec.
6th	:	J. P. Jarier (Penske PC4/02)	1 hr. 52 min. 01.294 sec. – 1 lap behind
7th	:	J. Hunt (McLaren M23/11)	1 hr. 52 min. 03.367 sec. – 1 lap behind
8th	:	G. Nilsson (Lotus 78/2)	1 hr. 52 min. 44.042 sec. – 1 lap behind
9th	:	J. Laffite (Ligier JS7/01)	Not running at finish – broken Master Switch.
10th	:	B. Henton (March 761B/1)	– 3 laps behind
11th	:	H. Binder (Surtees TS19/01)	– 3 laps behind

Fastest Lap: N. Lauda (Ferrari 312T2/030) on lap 62, in 1 min. 22.753 sec. – 141.422 k.p.h.

Retirements: V. Brambilla (Surtees TS19/06) on lap 1, accident; B. Lunger (March 761/2) on lap 5, collision damage; C. Reutemann (Ferrari 312T2/029) on lap 6, collision damage; A. Ribiero (March 761B/3) on lap 16, gearbox oil leak; R. Zorzi (Shadow DN8/1A) on lap 28, gearbox; J. Watson (Brabham BT45/3B) on lap 34, disqualified; J. Mass (McLaren M23/12) on lap 40, transmission vibration; A. Jones (Shadow DN8/3A) on lap 41, gearbox; H. J. Stuck (Brabham BT45/1B) on lap 54, brake trouble; G. Regazzoni (Ensign MN06) on lap 58, gearbox; R. Peterson (Tyrrell P34/5) on lap 63, broken fuel line:

22 *starters* – 11 *finishers*

Spring sales chatter

While some manufacturers launch into the now cliche special series of existing models – even a revival series of the Mini Marcos is being offered on the crest of this latest fad – there have been some very intriguing spring announcements indeed.

Perhaps the most serious for us are two good mid-engined sporting vehicles which make their debut in the UK this month, the £5,370.30 Chrysler Bagheera and the £5,927.22 Lancia Beta Montecarlo. We have driven the Montecarlo for a couple of days, but not the Chrysler.

The Bagheera is a very interesting design that draws on Simca 1100 and Alpine parts, the 1442-c.c. engine coming from the latter source in 90-b.h.p. "S" guise. The bodywork is a unique three-seater (side-by-side) layout with glassfibre coachwork. Top speed is expected to be 113 m.p.h., and one could reasonably expect regular fuel consumption to exceed 30 m.p.g. Standard equipment on the 200 cars expected for immediate importation (LHD only) includes tinted glass and electric windows.

The Montecarlo is in right-hand-drive form and Lancia (England) Ltd. expect to sell 700 to 800 a year with their normal full specification.

We drove the 1,995-c.c. Montecarlo at its Italian introduction and were very impressed by the two-seater's handling and finish, especially the neat stow-away soft roof panel that is available at no extra cost. Cloth covered seats are also a no-cost option, while this handsome machine also offers electric windows and tinted top section to the sharply raked front screen, plus some elegant alloy wheels (clothed with fat Goodyears on the UK test car) in the asking price.

Our initial impressions, and C.R. will be testing the car fully in RHD form shortly, were of a car that had grown noisier, faster and better finished in the intermission since the launch. The 120 DIN b.h.p. were certainly all present and correct – until an obscure wiring fault sidelined the car with a dead engine – and a maximum of 120 m.p.h., coupled to economy around 25–30 m.p.g. seem likely. Those with sharp eyes will note that the bodywork had been changed at the rear by the insertion of a glass pane into a previously solid panel, and this certainly helps make the car an agile traffic weapon.



The Lancia Beta Montecarlo: now on sale in Britain.

MOG-77

MOG-77, the annual Morgan Owners' Gathering organised by the Morgans Sports Car Club, and incorporating the Annual *Concours d'Elegance* and Spares Fair, will be held at Ragley Hall, near Alcester, Warwickshire, by kind permission of the Marquis and Marchioness of Hertford, on Sunday May 8th. All Morgan owners are welcome, though only members of the organising club and the Morgan Three-Wheeler Club may take part in the *Concours*. There will also be static exhibits of famous Morgans of all ages and types.

VSCC Italia Trophy Silverstone Meeting

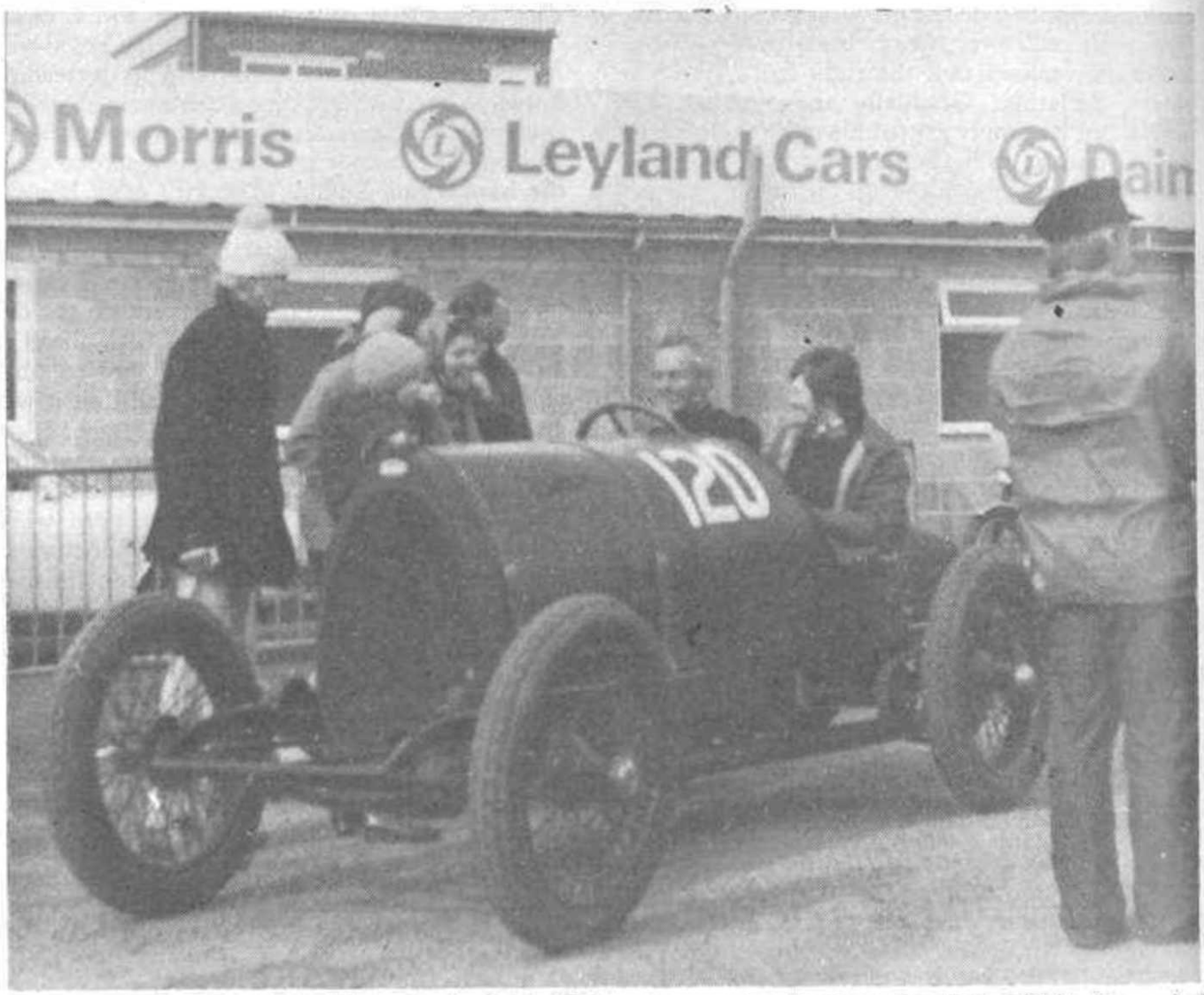
THE VINTAGE SCC racing season commenced in cold, fine weather over the Silverstone Club circuit on April 16th. With big crowds, an increased entry, and "new" cars, success was assured. Arriving in the comfort of a BMW 528 I noticed a certain blue Alvis and a certain red ERA prominently parked, and knew I was in the right place. Further away, Bill Morris was changing a cracked head on the ERA "Hanuman" and Tony Jones' ex-Tim Carson 30/98 Vauxhall had been on fire.

After the traditional 40 Minute High Speed Trial (27 starters, 17 qualifiers, including Di Threlfall having her baptism in Barry Clarke's Ulster Austin) and a reception by courtesy of Lord Montagu and Vintage Tyre Supplies, the racing started. Incidentally, Vintage Tyre Supplies had their beautifully-painted 1923 Model-T Ford truck present, on 30 x 3½ front, 32 x 4½ rear Dunlops. This is in addition to their Morris Commercial van.

The Appleton Special (Maserati chassis, Riley engine) came through on the last lap to take the first 5-lap Handicap from Bianchi's Alvis Special (Silver Eagle chassis, 3½-litre engine) by a narrow margin, with Liddell's 1918 ex-Brooklands Straker Squire third. Middleton's nice 1929 4½-litre touring Bentley then pulled off a 5-lap Scratch race, chased by a 2-litre Sports Aston Martin and Collis' Speed-20 Alvis. Then the real racing happened, with the 15-lap Allcomers' Scratch Race. Willie Green in Anthony Bamford's 1958 lightweight 250F Maserati was tipped to win and he did, with a lap at 89.61 m.p.h. But it was an exciting race, because Chris Mann was driving the 1953, blue, ex-Cameron Millar 250F Maserati calmly and with notable precision, deservedly taking the "Driver of the Meeting" Award, and when Green ran wide at Becketts on lap 3 Mann took the lead. After that Green made no mistakes and won at 83.83 m.p.h. Simon Phillips was making a great fight in third place, in his 1971 Cooper-Bristol, until he ran into the back of the HW-Alta at Woodcote on lap 11. Thereafter he fell behind the leaders and retired when the accelerator pedal broke off. This was just as well, because a steering arm had been cracked in the shunt (these frail "modern" cars!) This let the Hon. Patrick Lindsay into third place, in the first of the pre-war cars to finish, a magnificent drive in his ERA "Remus".

A less-hectic 5-lap Handicap saw Tom Threlfall come through to win in his prototype 8-cylinder, Lancia "Shortastura" of Lambda-like lines, from an Austin 7, and Whale's Anzani Frazer Nash which Threlfall had taken on the inside round Woodcote.

The 10-lap Scratch Race for the Itala and Napier Trophies (Edwardian and Vintage racing cars) promised well. Willie Green was now driving Bamford's immaculate 1927 straight-8 supercharged Delage, Kain was in his well-known Type 35B Bugatti, and Morley in that great attraction, the 24-litre Bentley-Napier. The Napier-"Lion"-engined giant was unchanged from last year except for re-lined brakes and Morley reminded me that it is under-geared for the course, even on its 7.00 x 19 Dunlop rear tyres. When the flag fell it was Kain who shot away, the blue GP Bugatti fairly screaming round. Harvey Hine in his 3/4½ Bentley was second, and Morley nowhere, while Green's French-blue Delage had fluffed-out on the warming-up lap. It transpired that Morley had not at first got both magnetos functioning. Playing with the ignition-switches, he made them both cut-in after some three laps and his big car then set about demolishing the field. He made equal fastest-lap with Kain, at 77.81 m.p.h, but the Bugatti was much too far away to be caught. However, Morley passed the Hine Bentley on lap 8 and they finished in that order, the Bentley-Napier lapping Nutter's 8-litre Bentley touring car. Russell ran an 8-litre Bentley with a single-seater body that had won the approval of Rivers-Fletcher, but it retired. Nigel Arnold-Forster at last appeared with his 1912 chain-drive 5-litre Bugatti with replica Garros body but unfortunately it shed its n/s front wheel and hub. So the Napier Trophy went to the indefatigable Straker Squire.



Nigel Arnold-Forster at the wheel of his 1912, chain-drive, 5-litre Bugatti, which later shed a wheel.

Three more races were on the card but mechanical mayhem was decimating the fields. Piston troubles were prevalent and Barber's SS Jaguar had so many belts depending from crankshaft pulley to blower that the former had been pulled out of line. Gunn's blown 850 c.c. MG made a fine job of winning another 5-lap Handicap, from a BMW and Woodley's 4.3-litre Alvis Special. Then Warrington, lightly dealt with by the handicappers but going faster than before, won another of these races in the Appleton Special, pursued by a snaking Anthony Blight in sports Talbot BGH23 until Dan Margulies in the 4CL Maserati swamped him. Kain ran home in third place. It was now that we saw Lindsay's Multi-Union, second-fastest car round Brooklands, in a race for the first time since before the war. It looked very Mercedes-like but was apt to be twitchy and go onto seven cylinders, as it had at the Track in Staniland's hands. It was now, also, that we saw Sam Clutton leaving in the 1908 GP Itala to return to the IoM, this great car having contributed its quota to the Edwardian racing aided by 6.50 x 20 Goodyear Hi-Miler back tyres.

The last race, a 5-lap Scratch affair, saw Bianchi win convincingly in his Alvis Special, from Woodley's Alvis Special and the Lea-Francis SS. It had been an afternoon's racing fully up to VSCC standards, with some interesting cars competing, including the beautiful 1924 200 Mile Race Alvis, the s.v. sand-racing Riley, a slow but authentic-looking ex-"Goldie" Gardner 746 c.c. MG Midget, FWD Alvis and Citroen, and both the Chawner and the Malyan GNs; but again the 8CTF and Type 34 Maseratis were absent. — W.B.

Results:

15-lap Allcomers' Scratch Race:
1. M. W. Green (Maserati), 83.83 m.p.h.
2. C. A. Mann (Maserati)
3. The Hon. P. Lindsay (ERA).

10-lap Itala and Napier Trophies Scratch Race:
1. B. B. D. Kain (Bugatti), 76.15 m.p.h
2. F. P. Morley (Bentley-Napier)
3. H. P. Hine (Bentley)

First 5-lap Handicap: C. A. V. Warrington (Appleton Special), 70.94 m.p.h.
Second 5-lap Handicap: T. J. Threlfall (Lancia), 62.73 m.p.h.
Third 5-lap Handicap: C. Gunn (MG), 66.91 m.p.h.
Fourth 5-lap Handicap: C. A. V. Warrington (Appleton Special), 73.76 m.p.h.
First 5-lap Scratch Race: J. F. Middleton (Bentley), 60.60 m.p.h.
Second 5-lap Scratch Race: A. E. Bianchi (Alvis Special), 71.57 m.p.h.
Fastest Lap of the Day: M. W. Green (Maserati), 89.61 m.p.h.

Leaders to date in the 1977 MOTOR SPORT Brooklands Memorial Trophy Contest:
Warrington (Appleton Special), 36 pts., Bianchi (Alvis Special), 31 pts., Kain (Bugatti), 26 pts., Woodley (Alvis Special), 21 pts.
NEXT ROUND: Oulton Park, June 18th.

IoM Austin 7 Rally

KATIE BALL points out that she is not the person to write to for details of the IoM Silver Jubilee Austin 7 Rally, starting on August 20th, as was stated, in last month's VEV Odds and Ends. All enquiries should be addressed to Brenda Relph, The Loake, Hazler Crescent, Church Stretton, Salop.

CAT LET LOOSE AT DONINGTON SETS 'NEW LAP RECORD'.

On Friday, April 15, 1977, Donington Race Circuit opened for its first officially timed lap since 1939.

They chose the "Big Cat," Leyland Cars' Jaguar XJ5·3C, to establish the new lap record– 1 minute 17·9 seconds at an average speed of 90·45 mph.

Leyland Cars wish Donington a successful season in 1977, and its competitors good luck in catching the "Cat."



Leyland Cars

Great cars and a great deal more.

The three spares it's just daft not to have

The spare wheel you've got. The spare fan belt? Well, you can manage with a nylon stocking—if you've got one handy and someone willing to make the sacrifice. A spare belt is a much better bet. But a can of WD.40? Are we serious?

Well, what else is going to get you mobile when you've a morning damp-start problem in the distributor –or in the coil or the plugs or the plug leads?

And what else is going to help you when motorway spray and rain hit your ignition system?

WD.40 penetrates, repels and actually *displaces* moisture.





Its fine spray spreads a film that gets rid of damp and water vapour, then *stays* to form a protective barrier.

Use WD.40 regularly. Just a squirt over your car "electrics" now and again will help to prevent condensation, damp and breakdowns. Vital for ignition/damp problems. With plenty of other motoring uses in protecting chromework crevices or lubricating stiffened-up nuts and joints.



On stiff windows... squeaky doors... chair castors... caravans...boat engines and fittings... garden machines and tools...there's no end to the list.

But get a spare for home. And make sure the can that's in the car stays in the car. You never know when you'll need it.

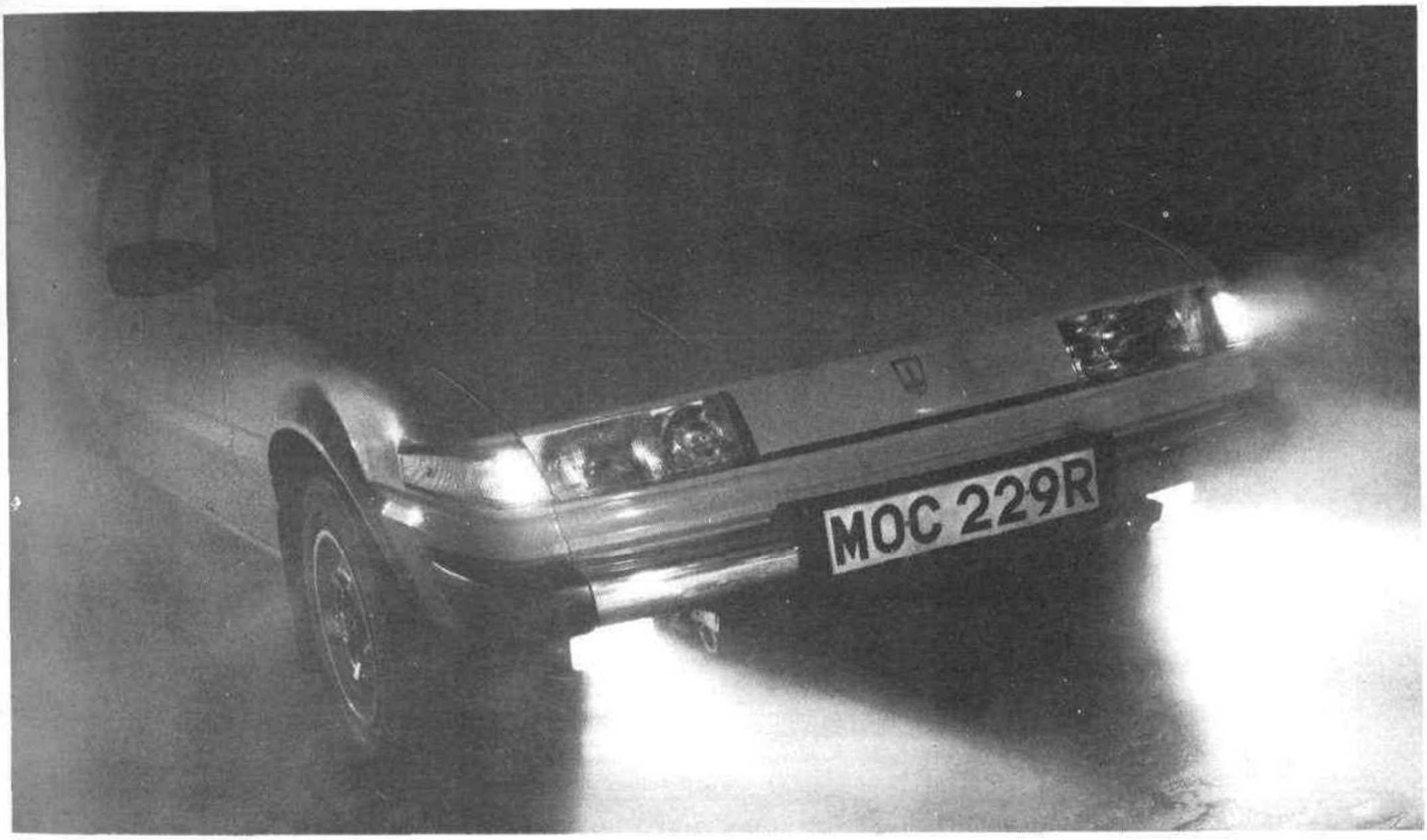
WD.40 for consistent satisfaction– it's just daft to drive out without it.

Rocket WD·40

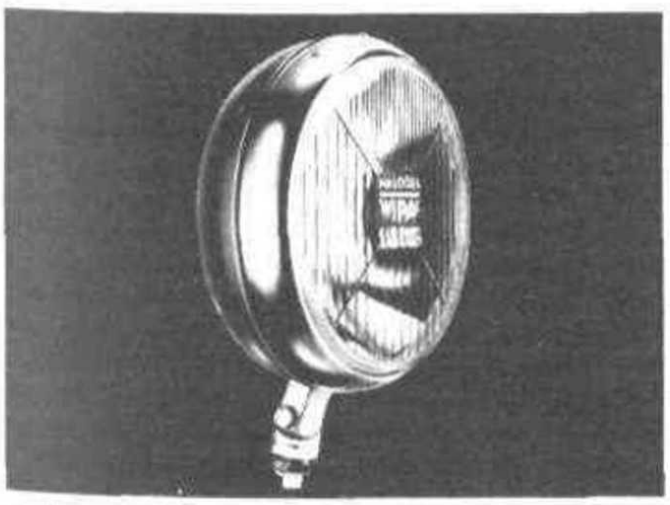
The original maintenance spray.

Make sure you get the real thing in the blue and yellow aerosol can by Cadulac Chemicals.

TWO SIZES–handy and large economy. FREE leaflet with every can. Obtainable from good accessory shops, garages, D.I.Y. stores and supermarkets.

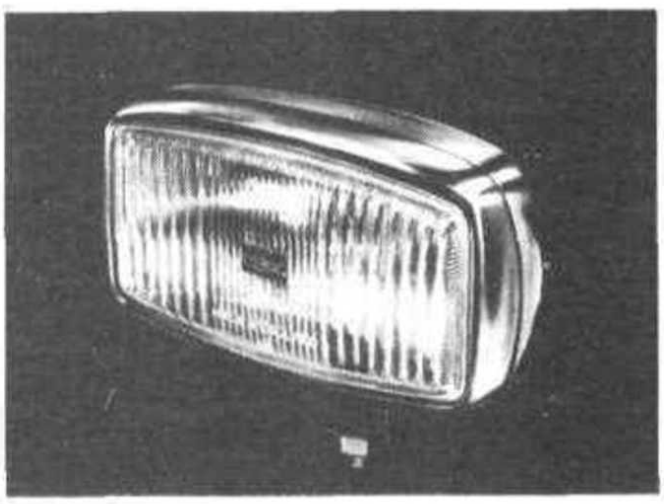


Wipac night workers!



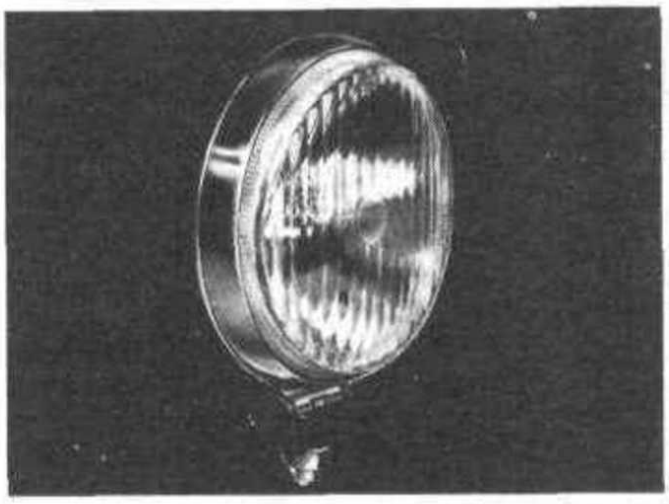
The Hair Raiser

Specially designed to suit the requirements of the discerning driver, the Hair Raiser is a superbly constructed driving lamp with an extra-long range beam for safer night driving. Successfully fitted and used by rally drivers, the Hair Raiser is an enthusiasts' lamp with enthusiastic performance!



The Master Guide

Fitted as standard equipment to the new Rover 3500, the Master Guide is a brilliantly designed rectangular lamp with a wide beam spread that picks out the kerbs in even the murkiest conditions. Available also as a driving lamp, the scientifically designed lenses comply with current European Regulations.



The Master Scout

A big robust lamp with halogen power to cope with the fatigue of night driving – that's the Master Scout range from Wipac. Available in fog or long beam driving lamp form, the Master Scout range adds real power to your driving!

Available from Halfords, Longlife, garages and accessory shops.

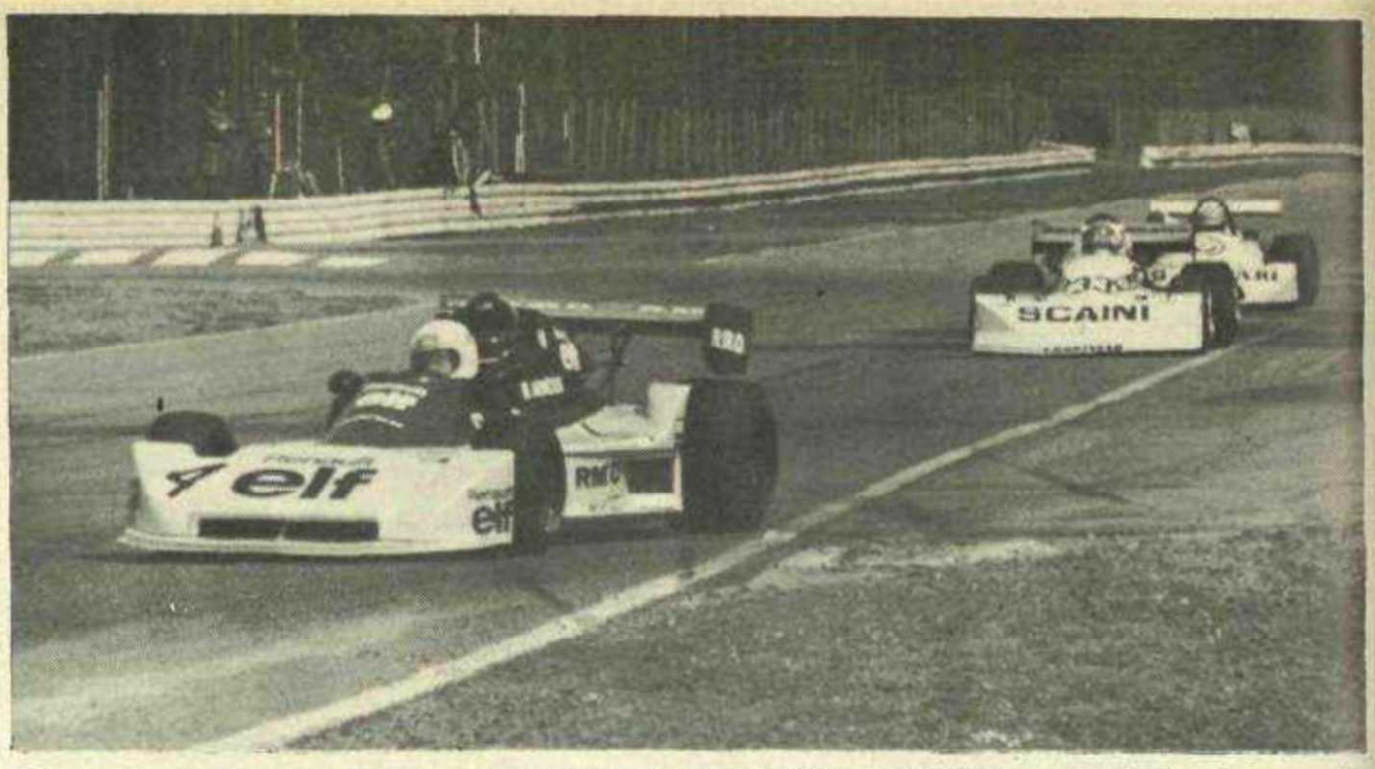
WIPAC 50 YEARS ON THE ROAD OF SUCCESS.

Formula Two Review

AFTER THREE ROUNDS in what looks like being a tough year of Formula Two, there have been three different winners, in three different makes of car and using three different types of engine. The European championship was predictably being led by the little Frenchman René Arnoux in his Martini Renault but a number of very promising young newcomers to the FIA championship have emerged. These drivers, the American Eddie Cheever in his Ralt-Hart; the 1976 European Formula Three champion, the Italian Riccardo Patrese in his Chevron-BMW; and Bruno Giacomelli, the Italian who finished runner-up to Keegan in last year's British Formula Three series and who this year is driving a March-Hart; had all threatened Arnoux's superiority. Cheever, Patrese and Giacomelli all look set to win races in 1977, indeed both Cheever and Patrese have already led events, while several other names also stand out as exciting prospects, particularly Arnoux's team-mate Didier Pironi in the second Martini-Renault and the high-flying Finn, the spectacular Keijo Rosberg in his Opert Chevron-Hart.

After the initial rounds, two in Britain at Silverstone and Thruxton, and the third at Hockenheim in Germany; Arnoux led the championship with 18 pts. Britain's Brian Henton, driving Brian Lewis' Boxer-Hart, had slipped into second place with 13 pts. after a fine win at Thruxton, the Italian Alberto Colombo, having scored in all three races, was third on 7 pts. Tied on 6 pts. and equal fourth were Cheever, Patrese and Britain's Ray Mallock. There are 14 races in the 1977 championship building up to what could be a tense finale at the Donington circuit at the end of October. In the second year in which all-out 2-litre racing engines have been allowed to contest the series, Formula Two looks set for some close, hard racing.

The engine battle this year looks to be a three-cornered dispute between the production-based German BMW engine, the Renault Gordini V6 and the all-alloy four-cylinder racing engine built at Harlow in Essex by Brian Hart. Ferrari have fielded several works V6 engines but they haven't proved competitive in the early rounds. On the chassis front the leading constructors have been Martini, March, Chevron and Ralt while Brian Lewis' British-built Boxer, a year-old chassis designed by John Clarke, has upset the established manufacturers with that fine Thruxton win.



Championship leader Arnoux (Martini-Renault) and Giacomelli had a closely-fought race in the first heat at Hockenheim. Here Arnoux leads the Italian's March-Hart.

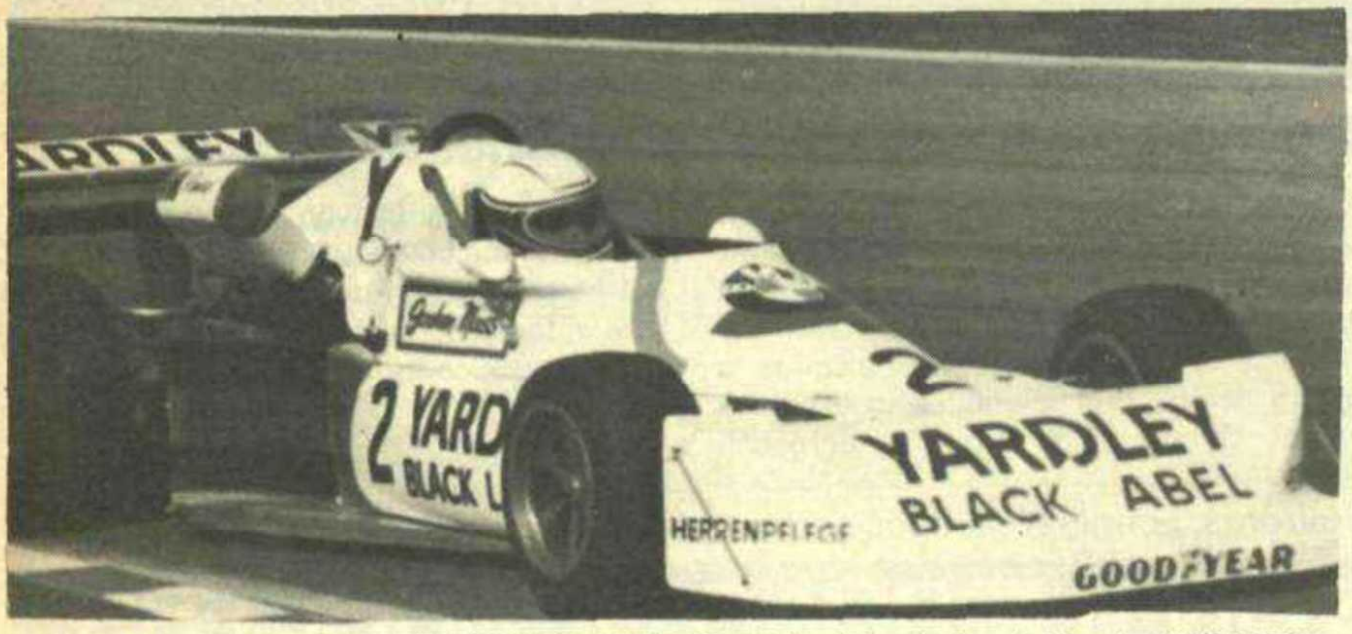
The season began early in March, too early many people thought because cars and engines weren't ready. The BRDC had replaced their traditional non-championship Formula One International Trophy with the opening round of the European series after FICA decreed that one non-championship race a year in Britain was *all* there would be! Silverstone has the Grand Prix, and therefore Brands Hatch got the other Formula One date for the Race of Champions. The *Daily Express* were still backing the 29th International Trophy meeting and it marked the beginning of both the European racing season and the BRDC's Golden Jubilee year.

It was a rush to get the cars ready for such an early beginning to the season but a representative entry arrived for the 47-lap race at the fast airfield circuit. Practice saw Michel Leclere on pole position in one of the spaceframe French chassis which he, and 1976 Champion Jean-Pierre Jabouille, raced last year. Cheever's Ralt was on the outside of the front row and then came the Belgian Patrick Neve who was in the single works March. The Bicester team are running a car based on their 77B Atlantic chassis as a development exercise and, fitted with a factory BMW engine, the little 772P is proving very fast. Mallock was fourth quickest in the new Chevron-Hart that he is racing for Creighton Brown's Ardmore team but several of the other fancied runners, notably Arnoux, were were well down after troubles in practice.

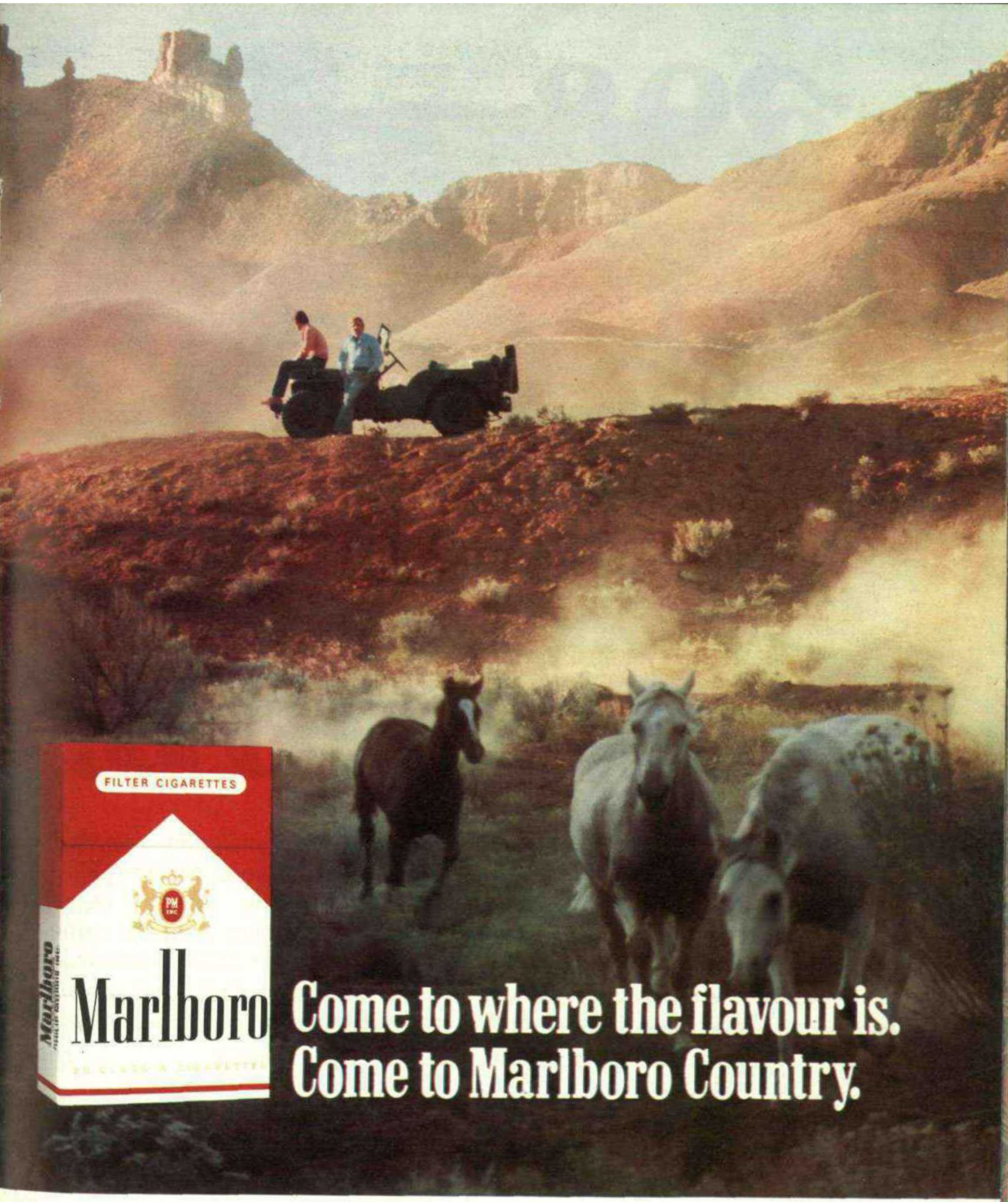
The racing got off to a dramatic start when Cheever confused the starting procedure and left the grid thinking there was another warm-up lap. He was at the other end of the pits before he realised his mistake but it was too late. Although he waited for the others to catch him up, with a minute penalty for jumping the start, he was out of contention. It turned into a race of attrition. Leclere went out with a broken engine and Neve, having his first Formula Two drive, saw his chance of victory disappear when a rear wheel worked loose and sent him lurching sideways in the *chicane*. Until then the March had been well in front. After a pit stop Neve recovered to finish third but the race had gone to Arnoux. The Frenchman had slowly worked his way up through the field from a fourth row start and, in spite of troubles with the fuel system on Tico Martini's latest MK22 chassis, had snatched a lucky win. Mallock drove steadily into second place, and behind an unhappy Neve came the Brazilian Ingo Hoffman, in his Ralt-BMW, Colombo's March and Patrese's Chevron. The only compensation for Neve was fastest lap at a record 1 min. 21.85 sec. (128.96 m.p.h.). This equalled Leclere's pole time and showed the potential of the March.

Thruxton, five weeks later, saw the teams a lot more organised and the 55-lap race at the Hampshire circuit developed into a bitter argument for the lead. Four cars took turns at setting the pace and there was some good dicing all the way down the field. Practice was dominated by the works March which had passed into the hands of Alex Ribeiro. The Brazilian was half a second quicker than Henton while Cheever was again on the outside of the front row. Giacomelli and Leclere were on the second row and

Continued on page 573



Jochen Mass took victory at Hockenheim in the Formula Atlantic-based March-BMW 772P.



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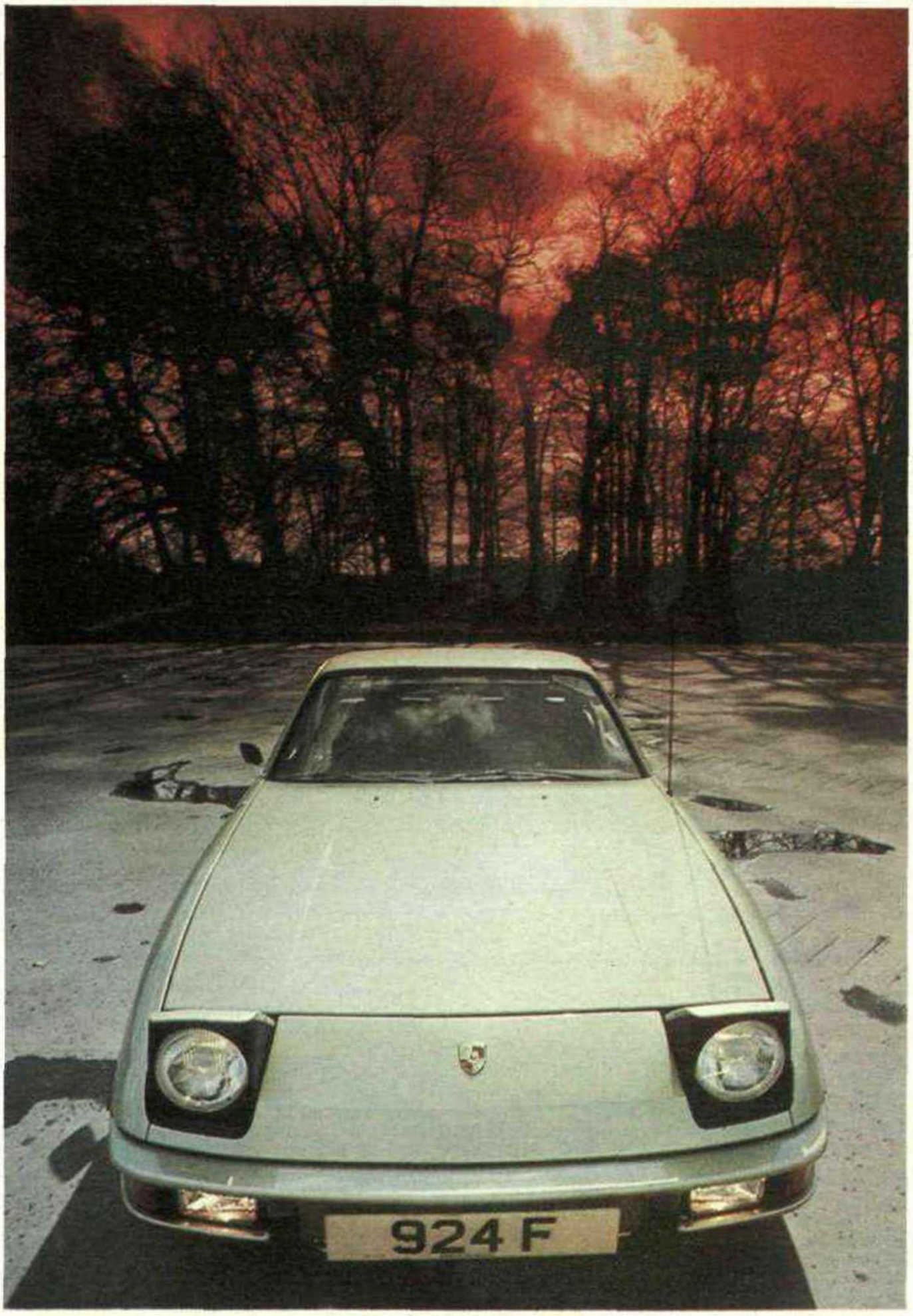


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The Choice of Champions.

Porsche's 924: a disappointment



THE PORSCHE 924 cheerfully raises its lamps despite the strictures of C.R.

PORSCHE's radical departure from established air-cooled, rear engine design principles into the field of water-cooled front engine sports cars with the 924 has done remarkable things to the Zuffenhausen-based company's turnover. Between the 924's introduction in February 1976 and July, orders from Europe and the USA reached a level high enough to justify opening the taps to achieve the maximum production capacity of 109 cars per day, against about 50 911s. To Porsche this is a measure of the success of their philosophy in producing a down-market model to capture a comparatively less-well-heeled section of the public—customers who covet a 911, but will make do with second best so long as it carries the *marque* name. The philosophy may well be a success, but if the standard of our recent road test 924 is the measure of engineering design success it is a philosophy which, through the shortcomings of the model, will do much to tarnish a revered name. The 924 is a bit like the curate's egg: good in parts. The parts which are good, especially the handling, are exceptionally good. The parts which are bad, especially the noise, vibration and harshness are, well, bad.

The background to the 924, described in MOTOR SPORT, February 1976, is worth repeating to keep the model in perspective in the context of this road test. Porsche engineers evolved it at their Weissach design and research centre as an outside contract from VW-Audi, who intended to put their badge on it. Hence the largely Audi mass-produced saloon running gear. When Toni Schmuecker replaced Rudolf Leiding as head of Audi-NSU, he decided to kill this projected Audi sports car, which by then was almost ready for production. Porsche considered that the project had gone too far to be shelved, did a deal with Audi to take it over and, presumably much to Audi's delight, arranged to have it manufactured under contract at Audi-NSU's practically bankrupt Neckarsulm plant, where production is supervised by Porsche technicians. Porsche claim that £60 million pounds was put into the design, production and launch of the 924, but how the intricacies of that finance were interwoven twixt Audi-NSU and Porsche is anybody's guess.

The 924 is almost large enough to be considered as a sports saloon on the lines of the Alfetta GTV rather than a sports car. The all-steel bodywork has simple, yet sleek, rounded lines, following Porsche's proven belief that such a theme is essential to avoid premature ageing in a car designed for a long production run. The two doors are wide to facilitate access to the rear seats, which are slightly less occasional than those of the 911. The huge, tinted and heated, curved rear window, mounted in a thin frame, doubles as a tailgate, a sort of sporting estate car facility. This bodywork shrouds a front-mounted, in-line, four-cylinder engine driving the rear wheels through a transaxle, like the Alfetta and, to avoid the wrath of Lancia Owners' Club members again, the Lancia Aurelia and Flaminia.

Not only does the 924 use parts from mass-production saloons, it has commercial vehicle affinities too: the cast-iron, five-bearing engine block is shared with the new Volkswagen LT van (since the 924's introduction, the Audi 100 has been announced with it too). Its bore and stroke are 86.5 mm. x 84.4 mm., giving a capacity of 1,984 c.c. For its more sophisticated Porsche purpose the block is capped by an aluminium cylinder head, in which is carried a single, belt-driven overhead camshaft operating two valves per cylinder. Bosch K-Jetronic fuel injection is fitted. The engine is canted over sharply to the right and has an aluminium sump. This water-cooled engine produces a respectable 125 b.h.p. DIN at 5,800 r.p.m., just 3 b.h.p. more than the twin-overhead camshaft, carburated 2-litre Alfa Romeo engine, and 121.5 ft. lb. torque at 3,500 r.p.m. 8.5 ft. lb. less than the Alfa.

A single dry-plate clutch is mounted at the engine end of the drive-line. The drive is carried from here to the rear-mounted gearbox through a torque tube, in which the driveshaft is carried in sealed bearings. Only four forward gears, of Audi origin, are carried in the transaxle (automatic transmission is optional) and the ratio of the spiral bevel final drive is 3.44 to 1. The differential does not have a limited slip device. A hefty exhaust system, mounted on the torque tube, adds to the rigid link between engine and transaxle. The torque tube is used to mount the gear linkage, too.

For a 1980s-destined Porsche model, the choice of VW Beetle rear suspension might be thought to be carrying the idea of borrowing mass-production saloon parts a bit too far,

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4 speed all synchromesh gear box (optional automatic available)
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though it has to be admitted that it works well in all respects other than ride. Semi-trailing arms are carried by a separate cross-tube in which transverse torsion bars, one per wheel, are mounted. The front suspension is by McPherson struts and wishbones. There are double-acting, telescopic, hydraulic shock-absorbers all round.

For some unfathomable reason, front and rear anti-roll bars are not fitted as standard. To have these pieces of 20 mm. and 18 mm. bent wire fitted, as on the test car, costs an extra £80, just one of the essentials listed as "extras" for this £6,986 car. More of that grouse later.

Brakes are not optional, however, though they are borrowed from an Audi saloon, which means the utilisation of discs at the front and drums at the rear, the drums ensuring an efficient and potentially trouble-free handbrake, at the end of the cables operated by a floor-mounted lever on the driver's right-hand side. The test car's brakes were a trifle spongey and over-servoed, though providing good stopping power until this Porsche was punished very hard, when some fade was obvious.

Inside the cockpit the 924 is more reminiscent of a current f.w.d. VW than a Porsche, the most obvious VW-inherited deficiency being not so much the vast acreage of fascia plastic as the inferior positioning of the auxiliary instruments down in the centre console. No longer does the tachometer gain pride of place in the centre of the deeply-recessed main instruments, all of which have rather nasty, Avenger-type, domed lenses. There is some reflection from these in the screen at night in unlit streets. The VW switchgear is good, the left hand of the positive-action stalks operating flashers and headlamp beam, the right hand the two-speed plus intermittent wipers. Remarkably, the wiper pattern remains continental, like the BMW 2002, so that while the passenger gets clear vision round the screen-pillar area a tall driver has to contend with an unwiped corner area. Auxiliary switches are mounted in the instrument console.

The driving position is excellent, except that the fixed, almost vertical steering wheel is set too close to the thighs, particularly when the top part of the slightly oval wheel is wound round on lock. The delightfully stubby gearlever (only the rubbery knob protrudes from the gaiter) is ideally placed in the centre console, a wrist-flick from the plastic-padded wheel rim. Sorry, leather rimmed wheel, if you have forked out £40 for such an option.

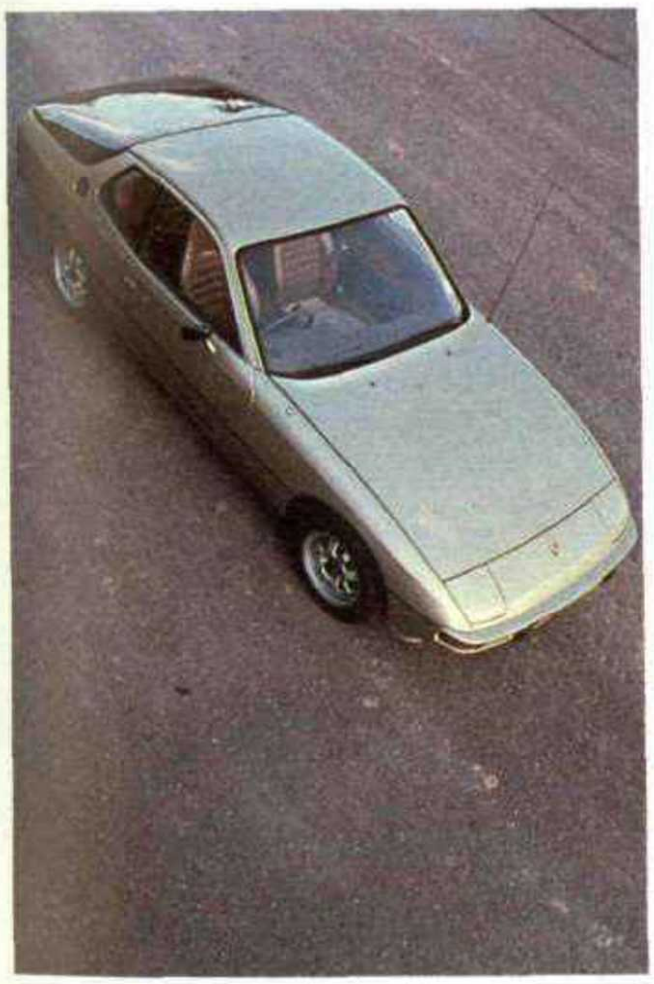
The front seats are straight from the 911 series and almost beyond reproach, though, just as I do in the 911, I ended up with an ache across the shoulders after a long journey.

Audi-VW pedals allow heel-and-toeing but herein lay a fault on the test-car which almost spelled the end of 924F. The throttle stuck wide open at maximum revs in the 60 m.p.h. second gear at a most inopportune moment – just before a 90 degree left-hand bend flanked by rather stout walls. The ignition key took some finding in what was at that stage still a strange car to me, but the situation ended safely. I had to put up with this jamming throttle for the rest of the test, except for a short-lived temporary cure, but learnt to feel the tell-tale click as the throttle pedal jammed, so that I could retrieve it with my toe. The moulded, plastic organ pedal was sliding off the end of the shaft, on which it should have been held by a nylon washer and circlip, of which there was no sign, even beneath the carpet.

Deeply-shaped rear bucket seats are well contrived, with the added advantage of the back rest folding forward to provide a flat boot area. I carried two adults in the back seats (and a dog in – and out of – the rear shelf) without too much discomfort for any of us. The rear seats are trimmed in pleated vinyl, whereas the front seats have attractive pin-striped cloth centres. Looped carpet, of not particularly good-looking quality, covers the boot/cockpit floor areas. A most sensible, pull-out roller blind is attached to the rear seat backrest to enable boot contents to be hidden. Deep wells beneath flaps in each wheel arch provide more secretive stowage. The boot itself is disappointingly shallow, though wide in area; a full-face crash-helmet can only just be squeezed beneath the roller-blind cover. On the other hand, most 924s are likely to be used two-up for serious journeys, when the rear seat can be folded to afford very adequate suit-case space. That vast, hydraulic strut-supported rear window gives very easy access to the whole area; it needs closing carefully to ensure that each of the two catches, one on each side, is properly located. A lockable glovebox provides additional stowage for valuables; like the boot it has a light which only operates – manually – when the sidelights are on.

Surprisingly for such a safety-conscious company as Porsche, the very heavy, full-width bonnet hinges at the rear, albeit located at the front by a substantial safety catch as well as the normal catch, which is released from within the cockpit. The underbonnet layout is very professional, very neat, the array of injection equipment and braided fuel lines not too off-putting. Indeed, the distributor and dip-stick offer notably easy access, though the four plugs are more evasive. I wonder why the alternator is fitted in the cramped, hot space ahead of the branched exhaust manifold, tucked away beneath the right-hand side of the engine,

The 924's sleek lines hide behaviour which is not as satisfactory as its beauty. The body is a practical 2 plus 2 three-door. Cockpit design is more Audi than Porsche, though the seats are from the 911. Since the 924 was announced, a version of its Audi 2-litre fuel-injected engine has been adopted in the Audi 100.



necessitating a cooling-air funnel from the front of the car, when there is loads of room on the opposite side of the engine?

Close examination of the 924's smooth flanks, clad in beautiful, glass-smooth metallic green paint on the test car ("metallic" spelling a £230 extra), reveals a finish of superb quality, well up to Porsche standards, though the tatty Porsche transfers were peeling off the sides. Such attention to finish is more than skin deep in the 924's case, for it shares the 911's Porsche Longlife guarantee – a one-year unlimited mileage warranty with a six-year guarantee against under-body corrosion, including all load-bearing areas.

To maintain the smooth shape the Hella headlights retract neatly into the nose, operated by a single electric motor with manual emergency winding facility. The headlights give an adequately powerful beam and spread. A minus point is that the headlamps are raised automatically, and unnecessarily, with the sidelamp switch. A plus point is that daylight flashing is by means of auxiliary lamps in the front bumper.

Curiously the engine usually insisted upon starting on three cylinders hot or cold, accompanied by a waddle and a shake upon its extremely flexible mountings. Two other 924s I have experience of in Britain shared the same habit. The missing "pot" returned after a second or two and henceforth the engine fired cleanly and pulled strongly even from cold.

I was going to say "ran smoothly", but this the Audi-derived 2-litre "four-pot" does not do. The immediate impression of anybody who either rode in or drove the test car was the general aura of harshness, roughness and noise which pervaded every journey, however short. I seriously wondered whether the Weissach noise, vibration and harshness engineers were consulted when the 924 was evolved. The aforesaid engine was harsh practically all the way through to its 6,500 r.p.m. rev. limit, most unpleasant. Even worse was the road noise, considerable bump, roar and rumble emanating from the 185/70 14 Uniroyal radials on any sort of surface, but especially on deteriorating, rough-cast tarmac. Those Uniroyals are part of the deal when you invest £264 in the optional 6J alloy wheels; standard wear is 5½J steel wheels shod with 165 section tyres. Porsche GB suggested that the smaller tyres would prove less harsh, but a car so fitted they loaned me briefly seemed not a great deal better. It also had exactly the same annoying creak from the nearside door-seal whenever any stresses were put on the body.

Beyond pin-pointing the tyre noise it is difficult to be specific about the origins of harshness and vibration, of which one is permanently aware. I wonder whether the torque tube is acting as a conductor to spread the harshness from nose to tail. The benefits of low wind noise from the sleek shape are lost amidst the road and engine noise. Other noises included a rumble from what I fear may have been a suspect bearing in the transaxle and a more alarming rumble which made a sudden appearance every time the car was thrust hard into a left-hand corner. We pin-pointed this to the exhaust manifold banging against the offside chassis rail, and were thus able to help Porsche GB with advice, for they had been unable to trace a similar problem on another journalist's long-term test 924. Part of the cause seemed to be excessively flexible engine mountings: it was possible to

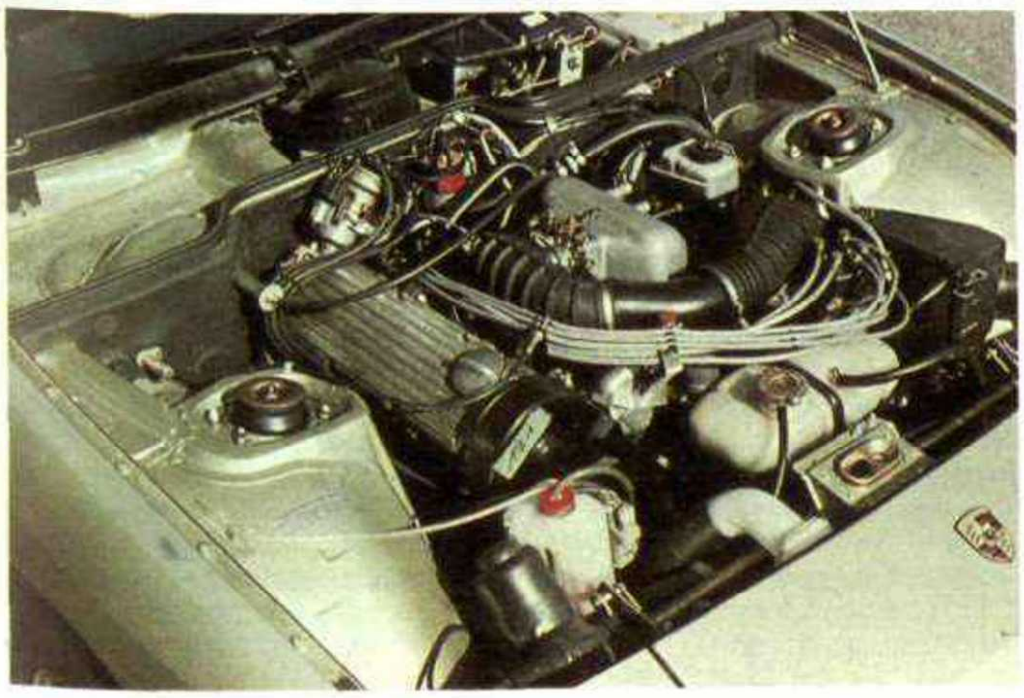




waggle the engine and transmission unit around vigorously by hand, either by grasping the cam cover or shaking the exhaust pipe. And all the mountings were in place and unbroken.

On a more pleasant note, Porsche have achieved highly creditable performance levels in relation to power output against weight. Their claimed 0–60 m.p.h. in 9.9 sec. from this 125 b.h.p. 21¼ cwt. car is easily beaten and the 125 m.p.h. maximum is a very genuine figure. At the same time the 924 feels terribly overgeared in the intermediate ratios, as these approximate speeds in the lower three ratios reflect: 36 m.p.h; 61 m.p.h., 97 m.p.h. Such high intermediate gears give deceptive, but very unexciting performance if one is to remain relatively legal. On the one hand the engine needs to rev. to give of its best, on the other,

Continued on page 573





Single-seater Single-minded

A look at Monoposto racing from behind the wheel of Peter Gillett's Genie Mk 13-Ford

IN NEARLY 20 years' existence the Monoposto Racing Club has attracted some of the most distinctive individuals to be found in motor racing anywhere. Their machinery, either proprietary single-seater chassis pre-1970, or self-constructed of any age, is often unique as well which makes the glassfibre monocoque Genie assessed here a particularly suitable candidate for comment. The Monoposto Register was inaugurated in 1958 and went independent during 1965, when current President Frank Tiedeman left the board of the 750 MC.

The regulations for Monoposto are astonishingly simple, though the RAC general competition edicts must also be taken into account when registering the Monoposto lists of items on which there are "no restrictions". The theme behind the club's existence is not dissimilar to the moral tone of the 750 MC, "thou shalt have clean racing with strong bias toward the impecunious and ingenious amateur". Originally this meant a fair number of tatty cars which looked a little out of place when the era of semi-professional sponsored teams arrived in what had been British club racing.

As with the 750 MC people there has been considerable heartache and argument over the definition and admission of sponsorship for the cars. The Mono Championship series is sponsored itself by Varley Batteries. Monoposto politics, if anything, are rather more volatile than one would expect with a collection of strong characters striving to provide racing and principles simultaneously! None of this seems to affect the cars and drivers unduly, and there has been a definite improvement in turnout in terms of full grids with some very well prepared machinery. That this has been so despite the fact that Alan Baillie has won the last three annual club championship titles shows the usual human desire to knock those on top back to earth!

Of an eleven car selection from the top runners last year, I found that eight had been home-built—or in this test case, based around a prototype and virtually re-engineered over the years—and only three were proprietary chassis. Within these ranks you can find the front-engined Anco, the rear-engined tubular and monocoque cars of the "Do-it-yourself-with - the - help - of - some - friends - and - relatives" school and just about every design feature. Front radiators, side radiators, rising rate suspensions, the whole thing emphasises what sort of challenge to designers can exist outside the magic Formula One circle.

Having acquired a chassis along the lines outlined earlier, our would-be Monoposto man finds that he can use any pushrod engine up to 1,600 c.c. This effectively means that the majority are the faithful Ford 1600 from the FF category, but with the kind of comprehensive modifications that allow 160-plus horsepower to be extracted from within; *i.e.* a Clubmans A class engine does very nicely, though one could add fuel injection if a reliable advantage could be found this way. So far injection has not proved itself and our test car was typical in using a double Weber twin-choke carburated 1.6-litre Ford. In this case it was purchased from the most successful Clubmans A driver of last year, Nick Adams, and that did mean a really nice Davron-based unit. Overhead camshafts and superchargers are specifically banned. The only successfully proved combination outside the Ford units seems to be the David Coombs Manta, with an alloy Renault 16 engine, a very important part of this very light tubular chassis design.

Having secured an engine our potential competitor, especially if he is from another formula with the usual proliferation of regulations, must be quite startled for he finds no laws to govern him in respect of bodywork, wheels, tyres, suspension, brakes, and even weight, for there is no minimum or maximum set! This really does make a refreshing change and even the electrical equipment requirements do not include the need for a starter: there is no penalty applied for push starts, so we spent a day in "our" typical car getting fit pushing . . . especially with the rather eventful day enjoyed by all. No, I did not spin but Mr. Anonymous took a huge slide from Maggotts to Becketts, the Genie just missing the barrier on the way. Then we had a flattening battery and the car stopped, but the Genie was in fine spirit for a last wet fling, in what was my second session of the day around Silverstone GP layout.

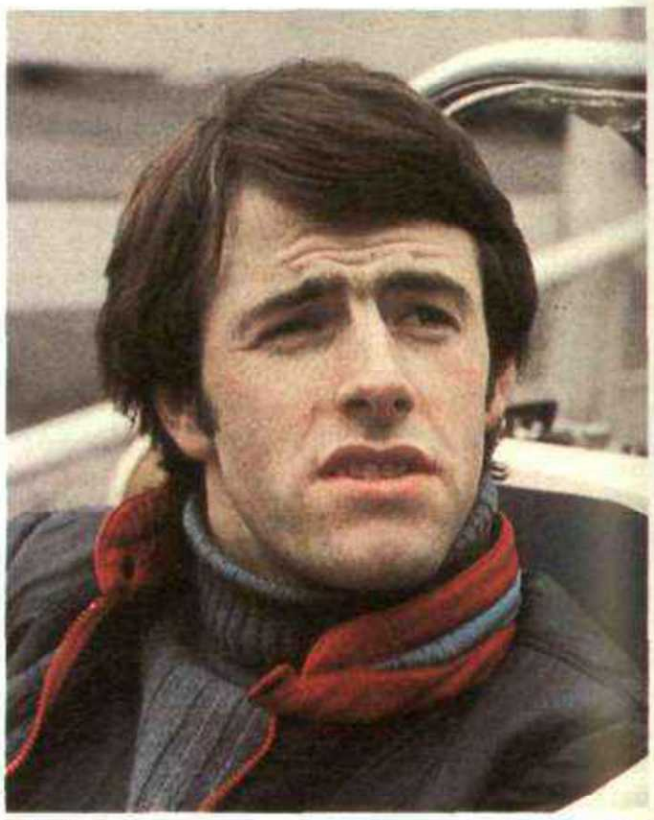
Before we look at the Genie Mk. 13 tested here, it is worth pointing out that the 1977 Monoposto Championship should be the most open one for a long time. Those who ruled the roost for so long, including triple champion Baillie, Trevor Scarrat and possibly David Coombs too, are said to be retiring. Thus leaving newer men like Peter Gillett an unpredictable field to conquer, especially as engines from Toyota and Chrysler are also expected. I must admit to being puzzled as to which decent Toyota engine one can use, without s.o.h.c., but obviously somebody in Monoposto has worked it out.

We can reflect how one's natural image of the clubman can be wrong these days when talking to 24-year-old Peter Gillett. He is a professional Public Relations man, which is quite a common employment in racing these days (well if they cannot chat a client into assistance, presumably they should not be doing the job!) Gillett has graduated from a successful Karting spell, including 74-75 as a member of the British team. In fact he was one of those brave souls who raced 250 karts around car circuits such as Brands Hatch, an occupation for the outstandingly courageous. In fact it must be rather like being a passenger in a racing sidecar with a far more effective power/weight ratio and a steering wheel!

Gillett brought the car from an amiable

Continued on page 564





Genie Mk. 13-Ford at work alongside a picture of owner-driver Peter Gillett. This car is valued at £4,000, and a new version of its competitive engine would represent half that sum, at least. Mono Competitions Secretary Suzanne Livingstone says you can build a winner for much less than this, adding the overall comment, "You do not have to be rich".

Some spectacular Italian scenery is now available in Britain.



Beta Monte-Carlo £5,927.22*

Lancia are already well known for bringing the beauty of Italy into this country.

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The Lancia Beta Monte-Carlo.

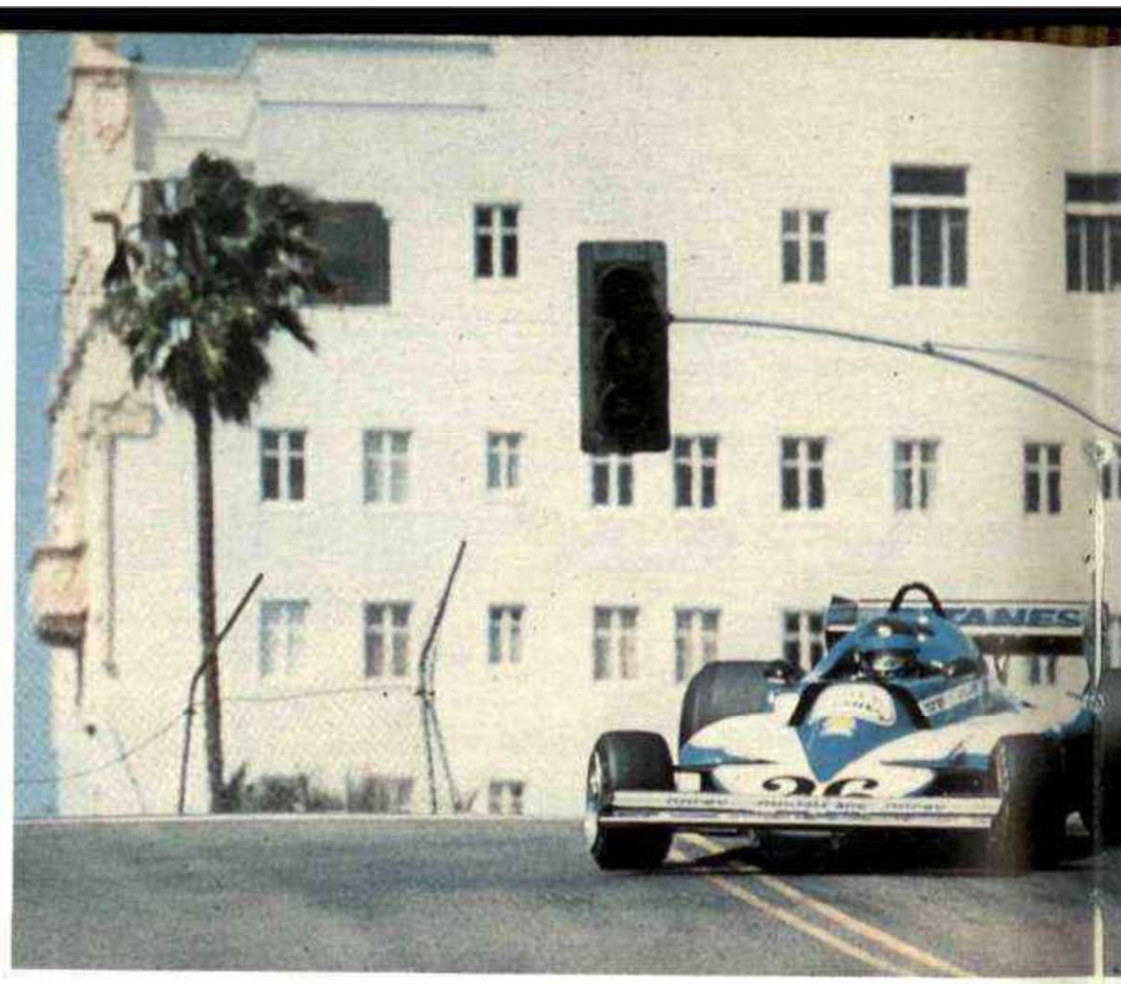
Probably nothing more desirable has come out of Italy since Sophia Loren.

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DRETTI *(top left)* won the Long Beach street race at the wheel of his Lotus 78. This montage shows the nd nature of the circuit round the roads of the Californian coastal city. Bottom left, Alan Jones is seen first the Shadow while (to his right) Depailler's Tyrrell leads Nilsson's Lotus and Jarier's Penske. Reutemann's 12) slid down the escape road at the very first corner, but Jarier drove smoothly to sixth place in the Penske. The tower block shown in the bottom right picture is typical of the Long Beach backcloth in- liner Queen Mary (now a hotel) which is seen behind our picture of the lead dispute *(top right)*. Top centre, affite demonstrates the art of oversteer. Centre, Britain's two World Champions James Hunt and Barry conversation.

THIS REMARKABLE motor-drive sequence shows how Carlos Reutemann (No. 12) left his braking far too late for the first corner of the US Grand Prix West and slid across the bows of Lauda (No. 11) and Andretti (No. 5) up the escape road. Then Hunt's McLaren (No. 1) rode over the front wheel of Watson's Brabham (No. 7), the World Champion following Reutemann's path and failing to negotiate the right-hand corner. Meanwhile, a totally separate accident is occurring in the background as Brambilla (No. 19) gets the left front wheel of his Surtees hooked in front of the right rear wheel of Jochen Mass (No. 2). As Mass continues round the corner, Brambilla can be seen stopping in a shower of steam from a smashed radiator.

FORMULA TWO THRUXTON



THE START of the BARC's traditional Easter Monday race saw the BMW-engined cars of Ribeiro (March) and Cheever (Ralt) flanking the Boxer Hart of the eventual winner Henton on the front row.





ONE OF THE four race leaders was the Italian Patrese (centre, left) but he was delayed with a puncture. Also running well were the Chevron Harts of Mallock and Rosberg (centre, right), but like Leclere, seen below leading Henton, they retired in the late stages. F2 Review is on page 548.





SINGLE-SEATER—contd. from page 558

engineering genius simply known as "Woody" Harris, the proprietor of ADA Engineering in London M12. Mr. "Woody" had bought the car over with him from America with a view to trying his luck in Formula Three in 1973. The basic car, by which I mean the unique glassfibre tub—which extends back past the engine at the rear and is reinforced with polyeurethane—and much of the suspension and hubs date back to 1968. Then a West Coast American by the name of Jo Huffaker manufactured the car with a view to putting it into production. At that time his affinities were toward BMC, but the car has always raced either the Ford twin-cam, BDA, or 1600 pushrod engine.

In fact Harris raced it with distinct success until he came to Europe, showing up the potential that has made the car so effective over such a comparatively long life. The car arrived in Europe ready for a season of F3, but without enough money it took until 1974, and a rather ropey F/Atlantic engine deal to put the Genie back on the track. Then it was a disaster, but Harris did manage to show, in 1975, how the car could go by appearing in four Monoposto events, winning three and setting a similar number of lap records.

Not surprisingly Peter Gillett, who had kidded himself into a kind of retirement, snapped up the car and raced it last year. However, there was a surprise in store, for it went out and won his first ever race. In all the car did 10 events last year, won two and finished third three times as well. As Gillett says, "When we won that first race I was over the moon, but you can only be a hero for a few days in British events. The win was on Good Friday and we'd blown the engine by Easter Monday!" Easter 1977 was more profitable with a Lydden win and a second overall at Silverstone: the next Championship round is at Thruxton on May 8th.

Describing the car to me Gillett and Harris added the engine information that an r.p.m.-limiter was built in at 8,400 r.p.m. and that the safe time between rebuilds—carried out by former Davron partner Dave Morgan of Aston Martin—was an anticipated 500 miles. Power outputs of slightly over 170 b.h.p. are talked of in the formula, but using 8,000 r.p.m. as a maximum to try and ensure safe operation between rebuilds probably means that even the terrifically smooth Genie's engine installed for this season is yielding more like 165 b.h.p. in practice.

The gearbox is a reasonably straightforward Hewland Mk. 5 with five forward gears. However, the side plates were Huffaker-manufactured and the limited slip differential is a hybrid of homemade and proprietary parts.

One interesting transmission snippet is the construction of the drive shafts in Vascomax steel with a 3,000 p.s.i. tensile strength, roughly twice that of conventional chrome-moly steels. When the Harris-Gillett partnership began to use this material they found that the universal joints were breaking up very quickly. Working on the basis that, should the UJs be strengthened up the next link in the transmission chain of events would only begin to break as well, the team machined approximately ⅛ in. from the driveshaft diameter, introducing some element of whip-





The bottom links are shorter than the top and the bottom wishbones are braced in the fairly unconventional rear suspension.

piness, and since then there have been no problems.

The Genie is a startling 780-790 lb. all-up, startling because the car looks a lot bulkier. This Genie is actually considerably lighter than a F3 with the same b.h.p., due to a large degree of magnesium construction, and that unusual monocoque. Apart from the uprights, even the foot pedals are constructed in magnesium.

Magnesium and the like are excluded from the 360 degree roll-cage hoop. In steel, this hoop also picks up the lower arms of a fairly unconventional suspension system. Normally one expects the leading parallel links to align in the top plan view as well, but—as I hope you can see from the photographs—this is not the case on the Genie. Part of the development for the anticipated F3 season moved the bottom arm to have a slightly shorter run than the top: the lower link picks up on quite an intricate wide-based lower wishbone, which features a pattern like that of a kinked triangle with a bracing bar diagonally across. The unconventional thinking continues at the front: again there is the normal combined coil spring shock-absorber units, the dampers by Armstrong, but the lower arm has a leading link into its wide based, square tube wishbone assembly, while the top has trailing arm arrangement. Both front and rear have anti-roll bars, set at ¾ in. tubular at the front and ½ in. solid tube at the rear.

There is a spare monocoque with the water pipes from the front radiator to rear engine mounted within, but the suspension changes on the car tested here have moved the water pipes outside. The bodywork consists of an abbreviated Genie top body section, a March nose and a Scheckter/McLaren F2 wing. Harris commented, "We did try running one of the old high level wings in the States and you would not believe the difference to this current device. The high wing acted directly on the suspension, and in clean air, so you could get a fast car in straight line coupled to this incredible downforce . . . my one broke, just like those hot shot F1 guys did, but I was lucky it was on the straight at low speed in the wet. Let me tell you it still made one helluva difference though!"

Initially we went out on Goodyear G53 slicks, the 1975 F3 specification covers on 8 in. and 10 in. wide rims by Revolution. When conditions got worse a very effective mixture of Dunlop front and Firestone rears combined, to a hybrid wheel mix of ex F1 Speedline fronts gave me complete confidence on all but the worst of Silverstone's puddles.

A couple of other unique features that impressed me were the Airheart discs with twin piston calipers, and the ADA corner weight checking device. The latter reduces this pernickety chore to a rather simpler operation than checking tyre pressures. In fact we lent it to one of March's F3 people in the afternoon and it rapidly disappeared, to the sound of paddock chuckles, for instant tests. The ADA "corner-checker" appeared to have passed the instant exams by the end of the day, for you can also check spring rates with the same lever and upright principle.

What was it like to drive? Well the power, coupled into a light chassis, should produce a result very similar to that of the Morrison Super Vee I tested a few months ago. In fact the two cars have been locked together in a race-long dice at Thruxton when Harris was driving in a libre event some seasons ago, but it feels very much quicker on an initial acquaintance.

The heart of the matter is that superb engine, which balances the kind of torque you would expect from a decently modified, dry sump, production engine with a very respectable poke in the back between 6,500 and 8,000 r.p.m. Because the engine is mounted in the back it feels even better than the accelerative device I once enjoyed in Barry Foley's A class Clubmans car, smoothly delivering more than enough urge for our miserably wet or greasy sessions. Because it was such a cold day getting up any oil temperature at all was a bit of a problem, but the water staggered above 50 degrees with plenty of blanking in place: oil pressure remained unfalteringly at 80 lb. sq. in. whenever you pressed the accelerator seriously.

The gearchange was very good, but the lever is awkwardly mounted, rather too closely to the driver on the r.h. side, so you occasionally miss fourth to third of the conventional

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gate. I have forgotten if there was even a reverse gear installed. The lack of a starter and the wet conditions made me agree with the team that I probably didn't need to know where reverse was: if I had spun, they would come and retrieve it!

The brakes were most unusual. In pouring rain conditions, when I could view the track behind a visor of moving droplets, and enjoy pointing the car into Silverstone's deserted corners, I never locked the wheels. Now this was not for want of trying. Time and time again I would come into the slowest part of the track at Becketts, mentally reserve a grass and tarmac run-off area, and very nearly stand on the centre pedal. At first I thought the pads had glazed, and even now I am obviously not sure how good they would be in sheer stopping power whilst racing other cars. They did slowly warm up to the point where they just became a pleasure to use.

Traction out of the faster corners was not in the same class as braking, but still good enough for a newcomer to be happy enough squirting the tail briefly out of line. Very occasionally the cold rubber would lose grip completely on faster corners. This occurred on what should be the flat-out Abbey left-hander, but the car responded so very fast to correction that you twitch rather than go off, until you are motoring very fast indeed.

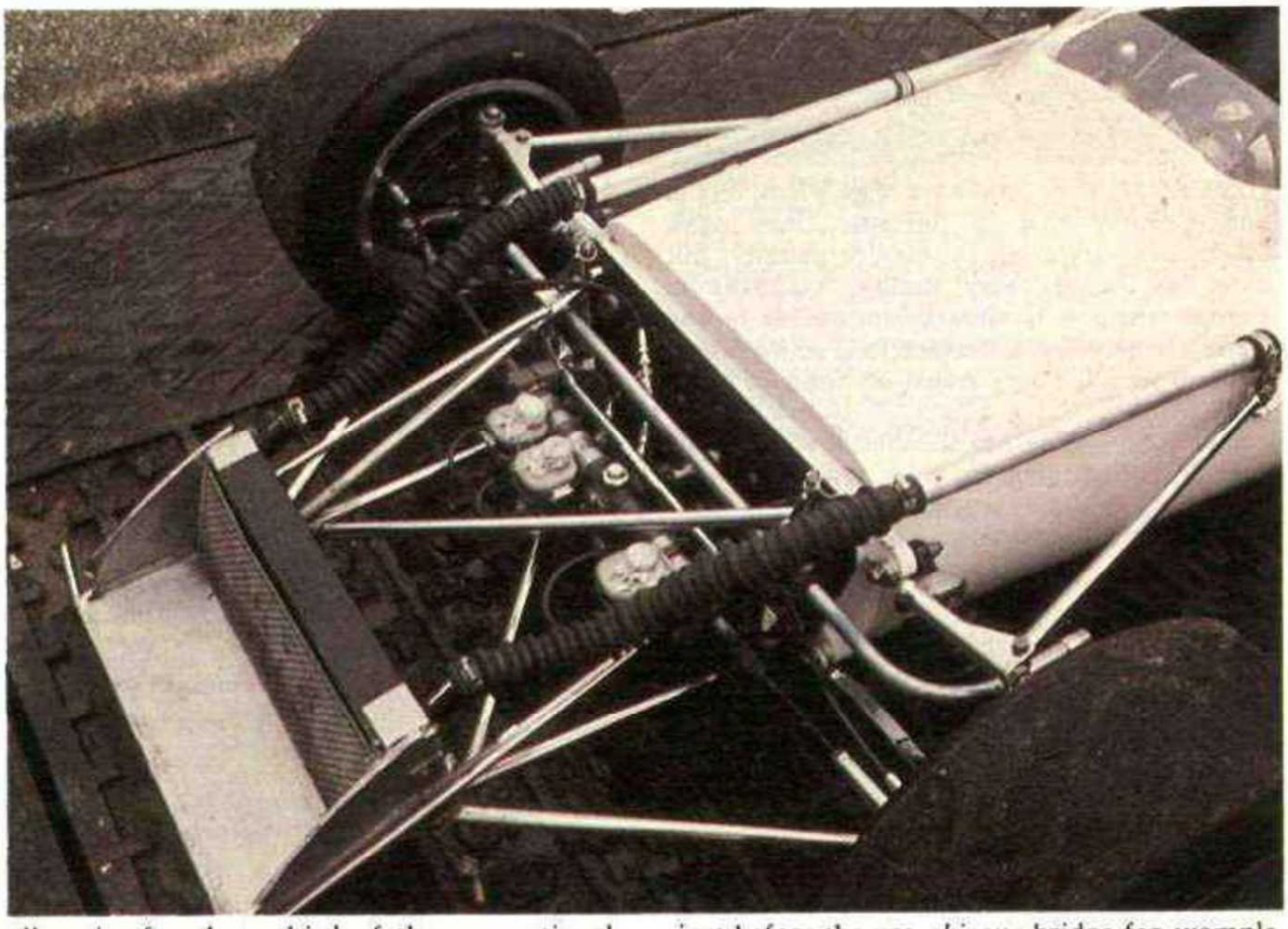
The cockpit was designed to hold the lanky Gillett and I had to recourse to pillows to find any semblance of driving position. Besides an inevitable full stretch arm ache, I found the car exceptionally comfortable. You could crouch slightly behind the screen to avoid the worst of the puddle soakings, but I was generally surprised at how warm and happy I was in the atrocious conditions. Mind you, the occasional 80 m.p.h. twitch, oops, slide, twitch, foot back down routine kept my circulation up to scratch in this case.

Although it was wet the final drive gearing installed allowed an ego-boosting 8,000 r.p.m. to be achieved in fifth very easily indeed; about halfway up the Hangar straight and just before the pre-*chicane* bridge for example. I am told this r.p.m. represents about 130 m.p.h. Normal times recorded by this Genie in "Woody's" hands include a 58.8 sec. Silverstone club circuit record, and what they describe as a very slow "1.11s on old B33 Firestones" for the current Snetterton lay-out.

I thoroughly enjoyed driving the car in the atrocious conditions, and I think that tells you a lot about the Genie Mk. 13. How a man on the West Coast of America came to contribute such a fine basic idea for a novice at a wet Silverstone is something I hope this article has helped explain.

Those who wish to know more about the Club can write to Tony Parsfield, "Tonjea", Hilltop Manor, Wrotham Hill, Wrotham, Kent, DA2 8BH. Current membership numbers about 100 at an annual £5 for competition members, £2 less for supporters.—J.W.

The neat front suspension lay-out can be seen here.





Wettest Safari ever!

In five days of hard slogging over rough country and through endless mud and water, not one car escaped without problems and even winners Bjorn Waldegard and Hans Thorszelius had their share, particularly with their Escort's rear brake pads which wore out very quickly.

JUST AS in racing, you have to go a long way to find a Rally that is different these days. Characters vary from country to country, but styles are largely very similar, especially in Europe where it is virtually impossible to run major events unless the competitive action is confined to special stages sealed off from all other traffic.

One Rally which has steadfastly stuck to the style of its beginnings 25 years ago is the Safari Rally, and it still shuns the use of seconds for timing and still contrives to be one of the most competitive events in the world without the use of special stages. It is a unique event inasmuch as the contest is something more than cars and crews against each other. The weather plays a big part in the proceedings, for in Africa mother nature can be at her most violent.

Traditionally held over the Easter weekend since it was set up in 1953 by a bunch of enthusiasts who wanted to devise a means for motor sportsmen to celebrate the Coronation of our Queen, it always takes place at a time when the longer of East Africa's two rainy seasons is about to begin, and an essential part of its character has always been the absence of any firm knowledge of whether it will rain. There have been years when the rains have held off until after the Easter weekend, when the whole rally is a blinding struggle through dust of the thickest and most penetrating kind imaginable, and years when the rains have started before the Rally, causing flash floods, washaways, lost bridges and instant rivers all over the country. There have also been compromise years when part of the route has been in dry areas and part in others where normally hard roads have been turned into ribbons of mud.



One of the dark horses of the event was Rauno Aaltonen whose second place showed that, despite the lack of good results in the past few years, he hasn't lost a bit of his tenacity and skill.

The Safari is never an easy event, but it does have varying grades of difficulty, and it is always at its most popular and most satisfying when the storm clouds gather, break, and turn a dusty drive over firm, bumpy roads into an endless fight against mud and water, with physical endurance being tested to the limit just as much as skill and mechanical reliability. However, the severity of the rains is never certain, and if a storm comes up really violently and suddenly, the Rally route can become totally impassable, turning potential satisfaction into bitter frustration as happened to more than half the runners in 1976 when a mere watersplash became a raging torrent within minutes.

As if the weather man knew that the Silver Jubilee Safari Rally just had to be the most memorable since it began, the 1977 version turned out to be just about the toughest on record, with finishers and non-finishers grinning their appreciation when it was all over of an event which had given them immense satisfaction and pleasure. The rains began fairly gently about two weeks before the start, and even in practice competitors were getting stuck in mud and were having to wait at drifts (normally dry river beds

Andrew Cowan, driving a Mitsubishi Colt Lancer with Chrysler man Paul White as co-driver, is never more at home than in a long endurance rally. He made fourth place.



through which the road dips) until fast-flowing water subsided.

On the day of the start there was a morning thunderstorm over Nairobi itself, and all over Kenya (the Rally hasn't entered Uganda and Tanzania for some years) there were similar outbreaks. Roads were muddy, rivers were in flood, bridges were awash and in danger of collapse and vast tracts of open bush had been turned into swamps. In the planning stage, the organisers had endeavoured to use roads of an all-weather nature, only putting the Rally on to roads known to be subject to blockage in the rainy seasons when a reasonably good alternative was available. Many of these alternatives had been surveyed in advance, the longer ones made known to competitors early enough for them to practise, so that competitive times could be set, and the shorter ones merely kept in readiness at appropriate time controls to be issued to competitors when they arrived during the event only if the originally intended route became impassable. It was a wise precaution, for several alternatives had to be used and another mapped out in a hurry during the event when a road not expected to give trouble became impassable even for four-wheel-drive vehicles.

It was the wettest Safari ever, and the fierce rain was often such that even the fastest windscreen wipers couldn't provide proper forward vision. Sections of up to 100 miles long (but Kenya now measures distances in kilometres) were often covered in deep, clinging mud from end to end, and flooded areas were often hundreds of yards across. These wide rivers were usually slow-flowing, and drivers merely charged through, keeping revs high to keep water out of exhaust pipes and hoping that it would not penetrate engine compartments and flood carburetter air intakes. Usually electrics were pretty safe, for every car had been given a thorough dose of silicone waterproofing which was renewed at every opportunity throughout the event. But narrow rivers were quite different, for these were usually so fast-flowing that cars would be washed away like bundles of straw as has happened in the past. Even this year a few people had their hearts in their mouths as strong currents moved their cars sideways and threatened to wash them away. Munari's Lancia Stratos did get carried downstream for about 30 yards, and it was a very relieved pair of Italians who eventually got out of that river after half-an-hour of manhandling.

There was a time when the whole of the Safari entry list was given start numbers by drawing from a hat, but nowadays there are seeding groups and draws take place for start positions within those groups. This ensures that, by and large, the faster and more expert crews are ahead of those less experienced, but it happens quite often that front runners are delayed by problems and are then unintentionally held up by back markers who might get stuck in a soft mud patch and prevent following cars from taking a run at it. This is all part of the Safari, of course, for in such unpredictable conditions it is quite impossi-

The Lancia Stratos of Sandro Munari and Piero Sodano (pictured) was once washed downstream in a river, but had greater problems when baked mud acted like a grindstone and wore away brake calipers.





The wily Joginder Singh was as tough and tenacious as ever, but in the diabolical conditions it was anyone's rally. In any case, steering failure cost him all of three hours and finally he and David Doig managed fifth place.

ble to regulate the going. Even the timetable of the Rally has to be kept flexible, and often maximum permitted lateness before exclusion (but not without penalty, of course) is increased to twelve or more hours. In Europe, it is more like an hour or even just 30 minutes.

Last year the Safari was divided into three parts by two long stops at Nairobi which provided more than adequate rest. This year it went back to its original style with a northern leg, a southern leg and one halfway stop in Nairobi. There were odd four-hour stops here and there, but lateness ate into these so much that in most cases they were whittled down to an hour or so. Even when fresh, competitors have to work hard to get their cars through such difficult terrain, but when you consider that the first leg lasted from 16.00 on the Thursday to early on the Saturday morning you will realise that the dreadful adversary of sheer fatigue is also present, sapping strength and determination just as much as physical exertion. When tiredness sets in, tenacity diminishes rapidly, and it is to the credit of all those who go on to finish the Safari that they can overcome this menace.

Runners in the Safari this year included works teams from Ford, Lancia, Datsun, Peugeot, Mitsubishi and Opel, though the latter cars were driven by local crews and there was no official factory people present. Owing to the cost of Lancia's presence, Fiat was giving this World Championship qualifier a miss, so the entry list did not include any team seriously in the running for points. Polski-Fiat had made plans to go, but again they cancelled them and didn't turn up.

Sheer power is only of use when the going is dry and obstacle-free, so when the rain started it was seen as a great leveller, diminishing any advantage and making the Safari anyone's rally. Right from the start the mud was encountered, for on the first easily-timed section out of Nairobi people were getting stuck as spectators' cars, driven in thousands out of the city, blocked the firmest part of the road and forced competitors to use a pair of deep, muddy ruts. Later there came more mud, deeper, slimier and more clinging, causing all manner of stoppages and, after being baked hard by engine heat, acting as grindstones on moving parts and wearing them away.

Clark retired when his Escort's water pump loosened and the belt fouled the cam-drive belt, Makinen when his Peugeot's engine cooked after the oil filter seal leaked, Mikkola when his Peugeot's engine seized, Vatanen after excessive lateness following problems such as two broken drive-shafts on his Escort, Preston when his Escort's flywheel came loose and smashed the bell housing, both Lampinen and Ulyate when their Stratos' head gaskets blew, Mehta when his Datsun's engine blew apart after valve failure, Kallström when he nose-dived his Datsun into a river, and Nicolas, when it was looking as though he would challenge for the lead in the second leg, when his Peugeot's fan holed the radiator and the head gasket blew.

These sound like so many simple failures, but each of them was accompanied by various other tribulations, mechanical or meteorological, and the reasons listed above were merely the final ones which caused retirement.

Even those who finished had to fettle, push, pull and even dig their way around, crossing water sometimes deep enough almost to submerge a whole car, being pushed through mud by groups of Africans, most of them enthusiastic helpers but some with criminal tendencies, for poor Piero Sodano lost his watch and money at knife-point when engaged in a pushing session at night.

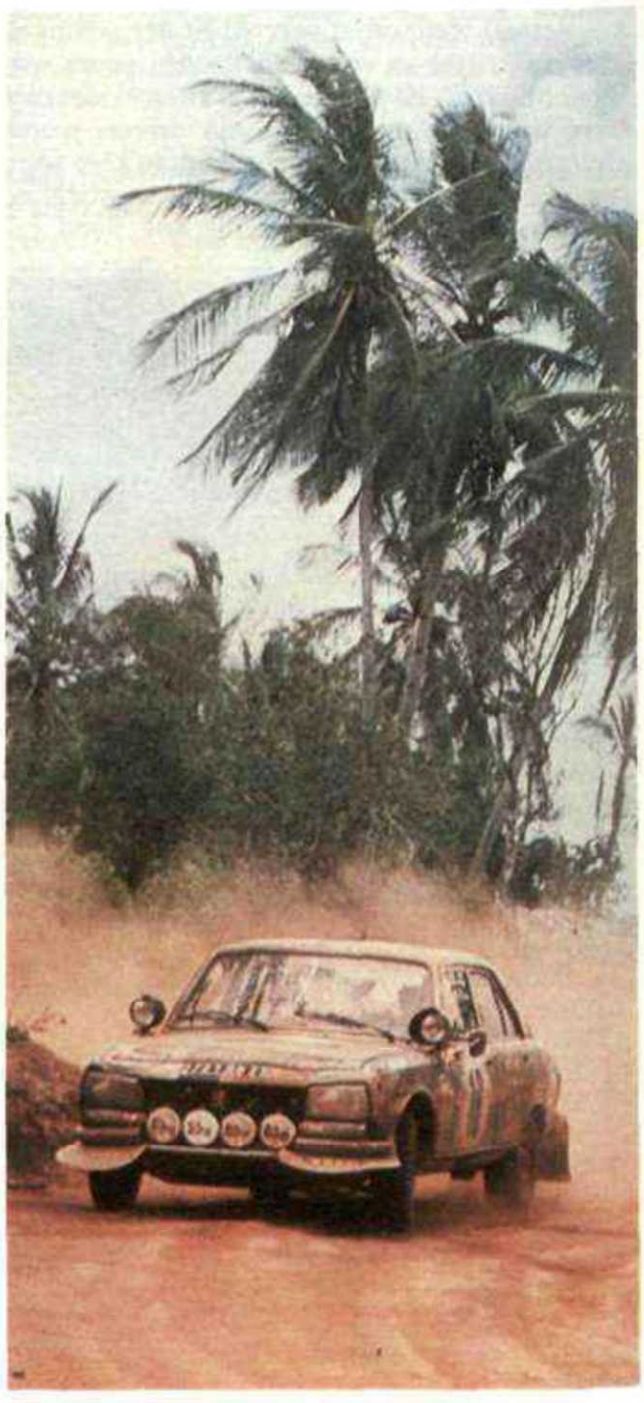
For Sweden's Björn Waldegård and Hans Thorszelius it was a magnificent victory, particularly as they are relative newcomers to the Ford Works team. Their quiet, unruffled, unassuming manner earned the respect of all their rivals and their win was as popular among the local drivers as it was among the overseas visitors. For Ford it was a tremendous boost, particularly as they had first to undo some of the work which has gone into making the Escort an exceptionally good forest racer and then remake it into a strong, reliable, bushwhacker. For the two winners, the car builders, mechanics mudcar crews, service planners and airborne backers it was a splendid achievement. What is more, it was British technology which did it.

As for the Rally itself, which has its little failings like any other and has to contend with all manner of difficulties unique to Kenya, we can give credit for a superb contest. It lives very much in the past and has changed little over the years, but for adventure and the need for sheer guts and spirit, it leaves other events standing.

G.P.

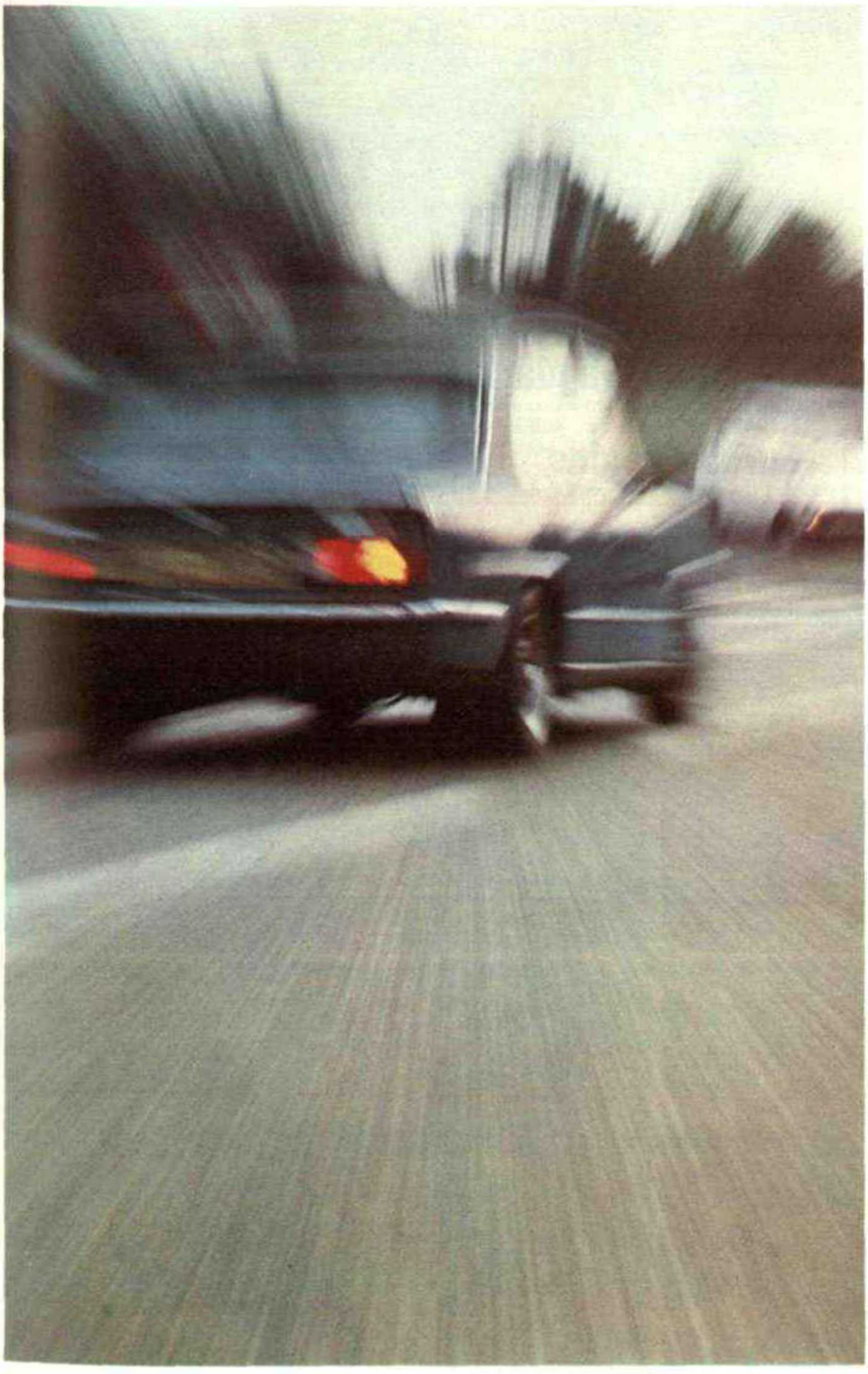
SAFARI RALLY
GENERAL CLASSIFICATION

1st	B. Waldegård/H. Thorszelius (Ford Escort RS (4))	11 hr. 05 min.
2nd	R. Aaltonen/L. Drews (Datsun Violet (4))	11 hr. 40 min.
3rd	S. Munari/P. Sodano (Lancia Stratos (4))	13 hr. 14 min.
4th	A. Cowan/P. White (Mitsubishi Lancer (4))	13 hr. 16 min.
5th	S. Joginder/D. Doig (Mitsubishi Lancer (4))	14 hr. 12 min.
6th	S. Davinder/C. Bates (Mitsubishi Lancer (4))	14 hr. 34 min.
7th	B. Shankland/B.Barton (Peugeot 504 Inj. (4))	17 hr. 30 min.
8th	Z. Rhemtulla/N. Jivani (Datsun Violet (4))	18 hr. 16 min.
9th	R. Collinge/A. Levitan (Datsun 160J (4))	20 hr. 32 min.
10th	K. Shinozuka/Q. Thompson (Mitsubishi Lancer (4))	27 hr. 40 min.
11th	Y. Iwashita/Y. Nakahara (Datsun 710 (4))	30 hr. 10 min.
12th	J. Hellier/K. Shah (Datsun 1600 (4))	31 hr. 09 min.



Another expert in African terrain is expatriate Scot Bert Shankland who lives in Tanzania. He and Brian Barton drove the only Peugeot to finish, seventh overall, and were among the others who were held up by mud and who collected punctures from running over hidden thorn bushes.

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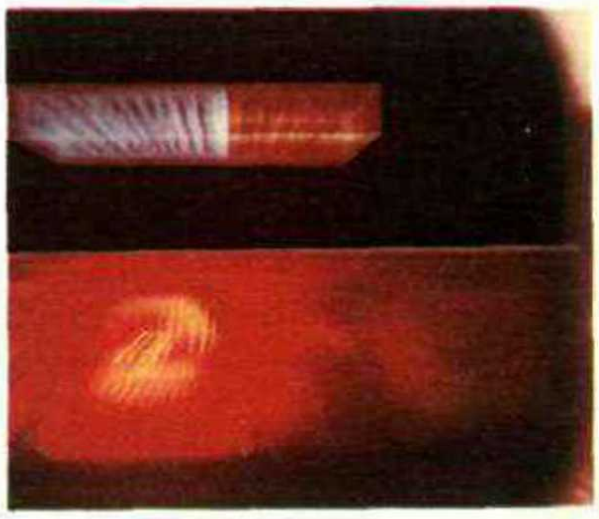
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The Graunchy Grippers



SURVIVING JAGUAR of Fitzpatrick tries to shake off Dieter Quester's green BMW. Between them was the temporarily class-leading Fiat 128. Below: a debutant's spread to show some of Leyland's activities.

Opposite page: *At the top (left) is the Brambilla/Quester Alpina BMW, facing the winning BMW of Facetti, Finotto and Grano.* Below: *second overall was the white Alfetta of Merzario/Bigliazzi and third the orange VW of Kelleners/Bergmeister.*

Leyland's Jaguar foray into Europe begins

LAST YEAR we recorded the debut of the racing Jaguar XJ5.3C for the September Silverstone Tourist Trophy. Now, slightly over 15 months development time since the project began, we can report how two such Jaguars made their debut in the 1977 European Touring Car Championship. The venue was the *AC di Milano's* Monza 4-Hours. The now













far tighter course set problems that taxed the engines of both the Jaguar and 3-litre plus BMWs to such an extent that all the fastest contestants were eliminated with -differing engine failures, prior to quarter distance!

These calamities left a very tedious three-hour event to be won by the same car as conquered this event last year, a 3.2-litre Luigi BMW CSL. On this occasion the faithful CSL was driven by the Italian crew of former works Alfa Romeo driver Carlo Facetti, teamed with the wealthy Martino Finotto and Umberto Grano. Their winning speed was fractionally under 100 m.p.h., whereas the same car averaged over 110 m.p.h. on last year's faster track.

Leyland arrived with two pristine new Jaguar Coupés, prepared to a very attractive standard by Broadspeed of Southam, but the team management had failed to anticipate two vital factors. One was the tightness of the course, and the second was the awful effects that braking periods of up to 9 seconds—for each of the three *chicanes*—could bring to the lubrication system of the wet sump V12.

Only one spare V12 was brought with the team, so when unofficial practice brought two engine failures, one car was inevitably eliminated. It was very rough fortune indeed that it was Derek Bell and Andy Rouse who should have been out of even qualifying for the event, as Bell had actually managed to cut his ignition seconds before any apparent bearing damage could reach the filters. Thus the team decided that they might be able to repair the Bell/Rouse Jaguar's fuel injected unit, and save the new engine for the second car of John Fitzpatrick/Tim Schenken. Subsequent investigation showed that the Bell V12 was too badly damaged to continue.

However John Fitzpatrick with his usual neat speed, qualified the car on pole position by just under a second over the new Alpina BMW CSL for Vittorio Brambilla/Dieter Quester. The race's opening laps showed the Jaguar in far more impressive form than last year, leading by up to 6 seconds in each of the 22 laps it recorded of the 3.6-mile track in Fitzpatrick's hands. The fuel situation at just over 3 m.p.g. brought the car in for Schenken shortly after 50 minutes of racing. The Australian rejoined the fray in second overall . . . but only for two laps, when even the help offered by Alpina's twin auxiliary pumps (fitted specially on Saturday with help from Alpina's owner) was not enough to stop the Jaguar engine tightening up with the same basic bottom end starvation.

Both the new Alpina car (boasting 340 b.h.p.) and the latest Luigi CSL suffered piston failure *before* the Jaguar was sidelined, so it was not the failure that some might like to assume. The Jaguar is now 2-3 cwt. lighter than before, lacks the power steering, and has gained on the handling front with a tail spoiler.

Further back the 2-litre Alfetta GTV for Arturo Merzario/Amerigo Bigliazzi confirmed that car's speed and reliability with a fine second place (it was the same car that ran so well at Silverstone and Spa last season) while third was taken by the now very comprehensively modified VW Scirocco of Helmut Kelleners/Willi Bergmeister.

Bigger diameter road wheels with very low profile tyres are now a permanent feature of this series. The Jaguar takes it to the ultimate with 19 in. diameter Speedline composite wheels and Dunlop rubber. The BMWs have Dunlops on 16 in. diameter BBS wheels, and the VW Sciroccos have everything from their standard 13 in. diameters to the Goodyears on 15 in. wheels of Kelleners' VW.

Some 3,000 came to watch practice and 15,000 spectators for the race. Next outing for the Jaguars is Salzburgring, Austria, on April 24th.—J.W.





How to protect the performance of your car

When you have your car serviced you expect it to go well. But for how long?

To help protect performance, an oil with a special package of additives has been blended by the scientists at Shell. Its name: Shell Super Multigrade.

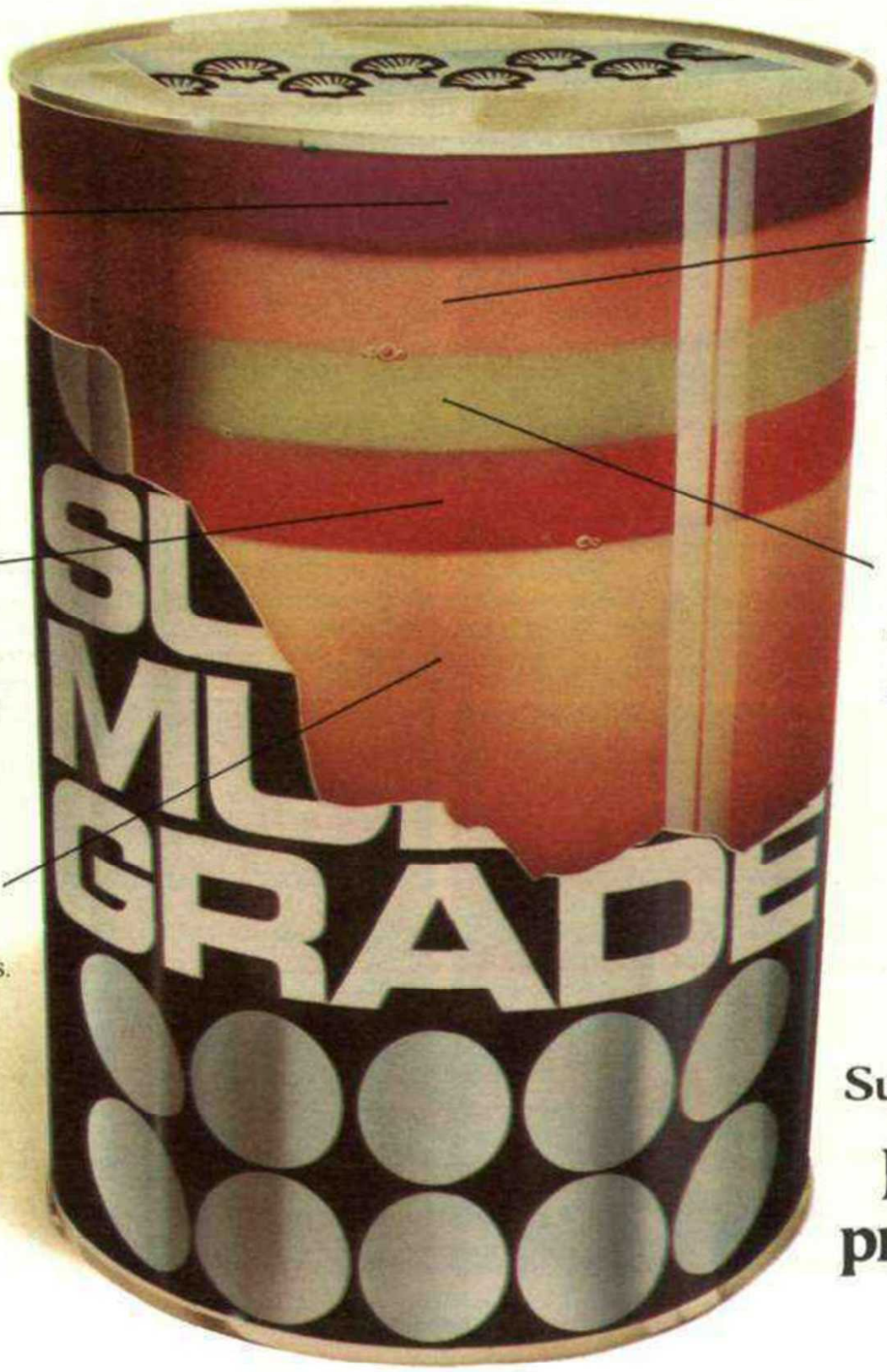
Each additive has a particular job to do, fighting the factors that cause performance to deteriorate between oil changes.

This armoury of additives makes your Shell Super Multigrade much more than just a plain 20W/50.

The Anti-Fatigue Additive
As you drive, oil gets tired, thinning out at high temperatures, dragging at low. Its protective powers decline. Super Multigrade includes a viscosity stabiliser – this provides constant control of the thickness characteristics of the oil. It's so strong we call it the 'Muscle Molecule'. And it's unique to Shell.

The Anti-Wear Additives
Some of the clearances between the moving surfaces in your engine are so fine, or subject to so much stress, that the thin protective film of oil can be broken. Soft metallic compounds dissolved in Super Multigrade are designed to provide an extra lubrication defence. Wear can also be caused by oxygen gradually breaking down the composition of the oil. So we include potent anti-oxidants as well.

Oil
From oil field to can, Shell control the quality. To make sure you get the best, we pinpoint particular oil fields then refine and blend the oil using the technical resources of Shell – Europe's biggest supplier of lubricants.



The Anti-Corrosion Additive
For every gallon of petrol your engine burns, it produces over a gallon of water . . . and the danger of corrosion and rust – hidden on the internal surfaces of your engine. The more short runabout journeys you make, the less chance the engine has to get hot enough to evaporate the water. Special additives in Super Multigrade inhibit this corrosion menace.

The Anti-Sludge Additive
Because your engine works by burning fuel, deposits get left behind – soot, tar, resins. These cause lacquer and sludge to form. But a balance of dispersant and detergent additives in Super Multigrade prevent these materials forming dangerous deposits.

Shell

Super Multigrade Oil

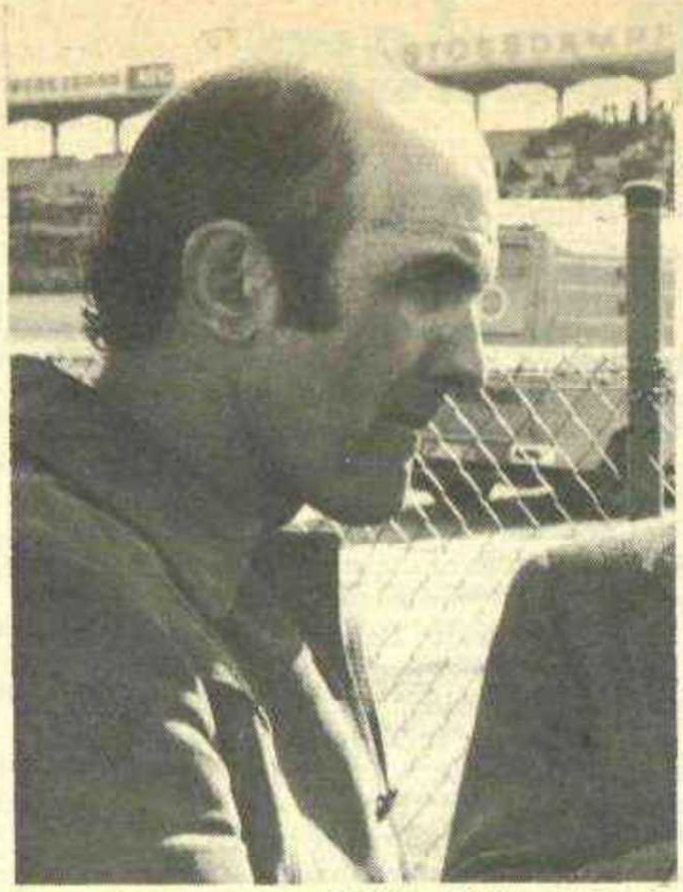
Performance protection from Shell

F2 REVIEW—continued from page 548

on the third were Patrese, Pironi and Hoffmann.

From the start Ribeiro leapt into the lead, but his frantic pace in the opening laps soon took its toll on his tyres and Cheever came through to head the bunch. He was in control for most of the race until a combination of troublesome back-markers and a slowly deflating tyre, allowed the rest to haul him in. Again there was a group running nose-to-tail. Patrese took over the lead from Cheever until his fiery driving wore a front tyre so much that it blew out under braking for the *chicane*. That is when Henton came to the front. Cheever had been rammed from behind by Leclere when the Frenchman lost his brakes, and had caused both cars to spin at the Thruxton complex. However, in the sort-out at the finish it was Henton from Cheever, Ribiero, Colombo and Patrese. Leclere and Hoffmann didn't finish and poor René Arnoux hardly started. His Martini tangled with another car on the grid, flipped high on its back wheels and crashed back down.

Henton's win was a major breakthrough for British Formula Two interests and the first victory for a British driver in Formula Two since Roger Williamson won the Monza Lottery in Tom Wheatcroft's March-BMW in 1973. It was also the first Formula Two win for Brian Hart's own 420R engine. Henton set fastest lap in the race too, a new outright Thruxton record of 1 min. 10.67 sec. (120.02 m.p.h.). Before Thruxton the organisers of the traditional Easter Monday race had been involved in a running battle with the entrants over sponsorship. The club wanted the teams to reduce the amount of advertising on cars so that the BBC would televise the race and thereby ensure the BARC of getting a sponsor. As it turned out the teams refused but the backers of the meeting, the Car Radio Division of Philips Electrical, carried on as sponsors and the BBC filmed three of the supporting events. The BARC were satisfied in the end, although not quite so happy about the twenty-five per cent increase in travel money that the CSI insisted organisers pay out at each Formula Two race this year. Thruxton was the most expensive meeting ever organised by the BARC and the prize fund alone was more than £40,000. The crowd at the meeting was about 15,000.



Essex-based engine builder Brian Hart in pensive mood at Hockenheim.

Five days later at Hockenheim the crowd had swelled to nearly 100,000 for a well-promoted meeting that was to have ranged local heroes Hans Stuck and Jochen Mass against each other. However, as it turned out, Stuck who was running alongside Cheever and Hoffmann in the Project Four Ralt team, was in difficulties all weekend. He never had a chance to join the confrontation and the two-part race became a Mass benefit. The McLaren F1 driver was in the works March 772P and the car realised fully the potential it had shown in Britain.

As at Thruxton the March-BMW was half a second quicker than the opposition and Mass won both 20-lap heats. This time it was Giacomelli second quickest and the Italian again showed well, only to be frustrated for the third time by engine problems. In the first heat his March, which is being run by the semi-works AFMP Euro racing team based in Silverstone village, ran third behind Mass and Arnoux. Patrese's Chevron was fourth, the Austrian Harald Ertl was fifth in his Chevron-BMW and Henton was a good sixth. The best Stuck's troubled Ralt could manage was seventh and Jacques Laffite in an Opert Chevron was down in a lowly tenth.

The second heat again went to Mass from Patrese and Arnoux while Cheever, who had dropped out of the leading bunch with a broken driveshaft in the first heat, charged through from the back of the grid to take a superb fourth place. Poor Giacomelli had an engine fail just as he was challenging Arnoux so he was right out of the results.

The overall positions saw Mass winning from Arnoux and, because Mass is a graded driver, that meant the Frenchman took maximum points for the second time. Patrese was third overall, the Italian Alessandro Pesenti-Rossi was fourth and Henton ran fifth in spite of finishing only tenth in the second part. Stuck retired in the second heat with a persistent loss of fuel pressure and Laffite was seventh, good enough to give the 1975 Formula Two champion seventh overall – **M.T.**

PORSCHE 924—*continued from page* 557

if taken into its happiest rev. band it represents a quick way to lose one's licence. The combination of such high intermediates and modest torque is just not right. What this car needs is a five-speed gearbox with sensibly spaced ratios, using top as an overdrive in conjunction with a lower final drive ratio. And why not a five-speed gearbox in a £7,000 car, indeed? That having been said, Porsche should be complimented on the pleasantness of the positive, short-shift gearchange, splendid for a long-travel, rearwards linkage, though the lack of a fifth gear must have reduced the difficulties involved. Clutch action is pleasant and light.

This "small" Porsche is not a small car by any means in sports car terms, being 13 ft. 8.2 in. long and 5 ft. 5.2 in. wide. But it shrinks into a very easily placed car on the road, largely because of excellent all-round visibility. The nose does drop away, but not so dramatically that you wonder where on earth it is, like in a Maserati Bora or something of that ilk. Its steering is modestly weighted for parking, while its tight steering lock struck me as one of the 924's better features.

Moving into the realms of handling, the 924 begins to show its true ancestry at last. The rack and pinion steering is light and precise, exhibiting that traditional Porsche "jiggling" which is at first a little exasperating, but at last so communicative, passing its own code to the skilful driver. On the road it proved essentially a neutral car, on the circuit it had a tendency towards too much understeer to be fun, though with the right amount for safety, too slow on most of our adhesive Hertfordshire circuit corners to enable it to be thrown out of this attitude. Repeating the comparison I mentioned in the Fiat X1/9 test last month, Andy Dawson's time round that circuit in the 924 was 1 min. 24.3 sec. against 1 min. 25.1 sec. for a TR7 and 1 min. 26 sec. for the X1/9. On the other hand, on the twistier, smoother surfaces of our Surrey test track it was easy to take the car to the limit, with a result that was not entirely satisfying: roll oversteer took over quite abruptly, and though each time this happened control was kept without hanging too far sideways, the impression was a nervous, knife-edge one. To lift off in the middle of such a procedure is to invite disaster, for the nose comes in quickly, leaving the tail wondering what to do. Under most circumstances on the road, however, most drivers will find the roadholding and handling exemplary, while stability under braking is helped by the front suspension's negative roll radius.

One thing I had almost forgotten which makes the 924 most un-Porsche-like is an effective, uncomplicated, consistent, heating and ventilation system, a benefit of a water-cooled engine.

One of the claims made by Porsche for the 924 is exceptionally good fuel consumption. This may be so on constant speed motorway work, in which conditions our test car averaged 27-28 m.p.g. –still unexceptional. However, general motoring, including a bit of every sort of condition, including London commuting, showed an average of 23 to 23.5 m.p.g. In the same conditions, the last 2.7-litre 911 I had on test averaged almost 22 m.p.g. on 2-star fuel, whereas the 924 insists upon 4-star. Its fuel tank holds 13.6 gallons. By current standards oil consumption was high, at 2 pints in 1,000 miles. Interestingly, my figures for the MOTOR SPORT test car were very similar to those of another 924 tested by our sister journal *Motoring News,* which suggests that they are representative.

Towards the end of the test I was mellowing to this baby Porsche as a means of transport, but on the whole I can only reflect upon it as blandly unexciting, characterless, without much charm. Its biggest problem is that of noise, vibration and harshness, which may well have been worse in this test car (though we can only judge by whatever car the manufacturer or his agent considers it is right to proffer), but was by no means lacking in other examples we have experience of. The gearbox is out of character too. There is a rumour that Porsche will eventually fit an engine of their own design, presumably fitted to their own gearbox and perhaps then the price might be justified. After all, the test car, complete with stabiliser bars, metallic paint and alloy wheels, but not including its Blaupunkt radio, cost £7,573, a lot of money for a car which does not feel fully developed. My own £7,573 would go on a second-hand 911, or I would save £2,500 by buying an Alfetta GTV 2000. – C.R.

Letters from Readers

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

Grand Prix Coverage

Sir,

I just want to comment on your current GP coverage. I had the occasion the other day to look back into my copies from the 50's, in attempting to prove Rob Walker wrong when he wrote *(in Road & Track)* that he didn't think a GP had been won from as far back as 11th on the grid. When I got back to 1957, the race reports did not even list the grid, let alone all the practice session times. It made me realise how complete your modern reports are, even though the author hasn't changed (well, maybe he's aged a little). The change to colour photographs are quite an improvement, too.

Still an impressive bargain, even at today's prices. Keep it up.

Ontario, Canada DAVE GRAY

PS Incidentally, I found 6 occurrences in the last 18 years where GP winners started 11th or lower:

11th Gethin – '71 Italian & Mass – '74 Spanish

12th Clark – '62 Belgian & Baghetti – '61 French

13th McLaren – '60 Argentina

16th Stewart – '73 South African.

and two 10ths:

Reuteman – '75 German & Hulme – '74 Argentina.

Note Argentina 3 times, others only once.

The LVT Special

Sir,

Mr Allan Fogg has asked questions about the "LVT Special", and I think my old friend – the late Mr Lionel Thomas . would have liked me to answer some of the points for him.

Lionel was a great enthusiast pre-war, and was quite famous for his efforts, particularly at Pendine, with an incredibly fast 350cc "Sprint" Sunbeam bike of '23 vintage, which surprised many professional riders in the thirties with its capabilities, beating "Works" Nortons in the mile sprints. He had altered the cams and converted it to alcohol with about the necessary 14 to 1 Comp Ratio, and he could get it up to 100 m.p.h. in faster time than anyone expected. The crankcase bolts would pull out, and his expedient was to drive a steel wedge between the rocker supports and the frame tube beneath the tank! But it then held.

After the war he decided to get practical about an idea he had played with for at least ten years; to design and build his own car. He was a modest chap of great ability and was never afraid to ask anyone for ideas and then thrash them out over a beer until only what would stand his critical argument survived. Anyway, in about '47 he started mustering suitable bits to build what he had sketched as an ideal, and soon he had (If I remember correctly) a Brooklands Riley Nine engine bought either directly or otherwise from its "Modifier", a Mr Ashby who had raced it there. Its special feature was the reversal of the two middle ports' flow so that two carbs (Amals) were on one side and two the other, and of course camshafts to match. It was an alcohol engine so the pistons needed changing for the road and the carbs jetting, or needling, down. He then built around this, producing a parallel tube chassis, underslung at the rear with a Morris 'M' ten axle, and the Lancia suspension built in at the front coupled with a Bishop cam steering box also from the Morris.

I believe he finally got the end product panelled in locally, which was about all he couldn't do himself, and it became mobile somewhere around '50. I called to see it then and we went for a run, for he wanted me to confirm what he had suspected – that the performance was hopelessly down. It was, and this was firstly because it suffered the usual defect of any one-off prototype – it was far too heavy. I believe about 21 cwt. whereas the Brooklands Riley was about 12 cwt. Secondly, that engine detuned for Pool petrol only pulled a probable 45 b.h.p. at best at 5,500, where in Brooklands tune it had pulled about 90 b.h.p. at 6,500. He asked my advice about a unit and I agreed with his suggestion that a 1750 Lea-Francis which he thought available and was roughly suitable for the chassis space would be a better bet. He bought and fitted this, and next time I was in England I called and we went out in it again. It had quite a reasonable performance, but he was wary of using it as it had "run" big-ends two or three times and he hadn't found out why they went. He was talking of going the whole hog and looking round for something less highly stressed. I don't remember the XK engine being mentioned, but he was toying with a 2½-litre Riley as an idea, but a bit worried about an excessively high "power-bulge" in the bonnet top as it was a high engine. After this I lost touch as I was mostly abroad until '61, when although I went to see him a few times the subject of "LVT 1" did not crop up as it was languishing under repair in his garage and I don't now remember just what state it was in. His health was waning and I don't know whether he still owned it when he died in '66.

Helmersham, Beds. DUDLEY C. GERSHON

Good Service

Sir,

I should like to draw your attention to the service provided by Thos Richfield & Son Ltd, 8 Broadstone Place, London. I recently wanted a new tachometer cable for a proprietary brand of engine. I obtained this made to order in two weeks from the above firm for £5.39, this is compared with the price for the same item, from the main agents, ex-stock quoted at £15.22 (both prices subject to VAT and carriage). I feel that Thos Richfields good service should be drawn to people's attention.

Oban, Argyll R. A. M. COYNE

Executive Cars?

Sir,

I recently received your issue of February 1977 from a friend in England. Although MOTOR SPORT is good reading I was particularly distressed at your use of the word, executive, when applied to the new Rover 3500 pictured on page 137. What do you mean? Is this obviously superbly designed and engineered automobile to be strictly built for those few who are executives or does it execute previously unheard of tasks.

I have read in publications in this country that the car will be imported to the USA as a Triumph in the $8,000 to $10,000 range. I'm sure the car will have a rarity value of more than that, as most Americans will never see one on the road. Such is the case with Jaguar's "executive" XJS. I have yet to see one on the road in the Chicago area, although I know they exist as I saw one at the Chicago Motor Show of 1976.

Don't you and your readers think that the title of "executive" be dropped from such "highly desirable motor cars"?

It might be a good idea to make the cars not only desirable but acquirable too. That is to say build enough to go round, not just enough for the executives. Somebody may make some money then instead of just nice cars.

Illinois USA R. NOON

A Swift Land-Rover

Sir,

I recently drove my Peugeot 504 estate car, at no less than the legal limit, down the M3 motorway when a military vehicle, not unlike the old forward-control Land Rover (and with a Land Rover badge on the back), swept past me at an uncatchable combination of acceleration and velocity. It was followed by a faint but characteristic blue exhaust haze of the colour associated with the V8 Rover engine.

I immediately conceived a strong desire to know more about, and possibly to own, one of these oft-rumoured but rarely seen vehicles. Can any military MOTOR SPORT reader, anonymously or otherwise (bearing in mind the Official Secrets Act), provide any information about these V8 Land/Range Rovers and just when any surplus ones might be auctioned off, or otherwise disposed of?

Arkley JOHN BRITTEN

Golf GTI – not the quickest 1600 saloon?

Sir,

Thank you for your always good magazine, which I have the pleasure to read (and collect) since June 1967.

In the issue of March 1977 you deal with the new Golf GTI, a quite good car by all standards. And you say (page 289): ". . . 0-60 m.p.h. in 9.6 sec., which is still faster than any mass production 1600 I can recall".

I would like to remind you of the mass production 1,565 c.c. Renault 12 Gordini, built between 1971 and 1974, one of which I own, after one Mini Cooper and one Mini Cooper S.

Here are a few figures: 400 metres standing start: Golf GTI 17.5 sec., R12 G17 sec. 1000 metres standing start: Golf GTI 32.5 sec., R12 G31 sec. Despite the extra weight of a full 4 seats, 4 doors, large-boot saloon the R12 G achieved these figures by the virtue of a 113 b.h.p. at 6,200 r.p.m. and a five-speed gearbox, against 110 b.h.p. at 6,100 r.p.m. and a four-speed gearbox in the less spacious Golf GTI.

If we take the figures given by Volkswagen the top speed is still, although fractionally, to the benefit of the R12 G, 185 k.p.h. (115 m.p.h.) to 182 k.p.h. (113 m.p.h.) to the Golf GTI. However it appears that your car on test was not the only one to "disgrace itself" with only 108 m.p.h. (174 k.p.h.) as the GTI's tested by the French magazines *Echappement* and *Sport Auto* could not produce more than 175 k.p.h. (109 m.p.h.) top speed. If we gather these figures with the fact that the Renault 12 Gordini weighed 940 kilos, and the Golf GTI weighs only 810 kilos, we are lead to wonder if to-day's brake horse powers are as strong as they used to be a few years ago.

About 8000 Renault 12 Gordini had been built when the Regie Nationale des Usines Renault stopped the production. This fantastic family saloon car was too sporty for Mr. and Mrs. Anybody, and failed to convince the young French "amateurs de vitesse" for it was of f.w.d. conception.

And, looking further up the ladder of evolution, do you remember the power-at-the-back Renault 8 Gordini, built between 1967 and 1970? The R8 G was not a one-off, special-built light car (it was the standard body shell of the then-actual Regie's car, the R8 weighing 850 kilos) nor a Porsche-like attempt to get FIA homologation. Close to 10,000 have been produced. It was rather a "Triumph Dolomite "Sprint" than a "Cortina Lotus", if you allow me that comparison. It had a 1,255 c.c. engine. Then what about it? With 88 b.h.p. at 6,750 r.p.m. it was able to achieve (and factually did) a top speed of "only" 173 k.p.h. (107 m.p.h.), was worth 33 sec. on 1000 metres standing start, and did a 400 metres standing start in . . . 16.9 sec.

Does not it remind you of something?

Our cars are not that much faster nowadays. Let's comfort ourselves with the thought that they cause less pollution. Maybe this will make someone happy . . .

Le Pecq, France DANIEL NOTTET

(The R12 G was never sold in Britain, whereas the 8G was attempted for a time. We would have needed to drive a production 12G for me to have altered the statement, which I therefore stand by.

So far as the Eulogy of support provided for the 12 is concerned I should be interested to know the source of Daniel Nottet's convincing figures. I should also point out in the VW's defence that it was the combination of high performance and completely civilised handling, ride and braking that really was the car's outstanding quality.

J.W.)

Troublesome Rover 3500

Sir,

I list below some of the faults and general observations since taking delivery of my new Rover 3500 in August 1976.

The car was supplied by Messrs. Caffyns, Dover to the specification as requested with the exception of the colour.

The vehicle was returned at an early stage with a transmission rumble. This proved to be bad seating of the hand brake assembly. Also noted at this time was considerable letting of water into the boot compartment. This was coming in through the rear light assembly. The boot floor covering does not match or fasten down properly and a new one is still on order from the factory. The steering wheel was found to be off centre. The outer case enclosing the control dials and switches (dashboard) was falling apart. A new steering rack was ordered (and subsequently fitted), diagnosed through a knock on right hand lock. The driver's seat rocks back and forth; according to the garage nothing can be done to overcome this basic fault in design.

The car has since been returned for other defects and subsequent rectification. Other faults to have appeared since: handbrake coming adrift; a further knock on lock; new steering bush on order; throttle cable snapped on motorway. Thank God for the AA and Supercover! Windscreen wipers failed.

Impression: Excellent general engineering and design concept. Very poor quality and finish and workmanship. Good all-round vision but poor visual access to dashboard dials. Generally a good ride, comfortable with no undue backache following a longish journey. Poor fuel consumption (which was one of its best potential selling points), 18-20 m.p.g. on a run at between 50-70 m.p.h. We know the car is in great demand and has won the European Car of the Year Award *BUT* what a pity the finish and quality does no credit whatever to the basic excellent design and engineering. All in all for me a most disappointing car, very plastic and synthetic in its interior appointments. Poor value for money. Perhaps I have been unlucky!

Whitstable, Kent D. GEAR

(We know a number of owners who are having similar frustrating problems with their new Rovers. One such car with particularly bad problems, particularly in respect of distorted brake discs, serious water leaks, inoperative door locks, ill-fitting doors, is 1977 registered, suggesting that teething troubles for the model are being rather prolonged. Any comment, Leyland? – Ed.)

A Club for Packards . . .

Sir,

I thought you should be informed that a UK Branch of the Packard Club has been formed. This "Chapter" will be called "Packards England" and anyone who owns or is interested in the Packard Automobile is eligible for membership. Dues are $15 or equivalent per year, plus £1 for UK Chapter membership. For this members receive the *Packard Cormorant,* a beautiful colour quarterly of 40 pages, dedicated to America's greatest motorcar. Designed in the image of the Packard house organ of 50 years ago, this is a magnificent collectors item in it's own right.

Our five Charter members are Mr. Hans Edwards, Mr. James Collard Denne, The Hon. Colin Buckmaster, Mr. John F. Keeble and Mr. W. C. Carter. All applications and correspondence please to The Director, Packards England, Hans Edwards, Crosspatch, Redhill, Rushden, near Buntingford, Herts.

Richard Langworth, editor of *"The Cormorant"* will personally present "Packards England" their Charter, in September when a party of 31 Club members will be visiting England. I will give you further details of this visit at a later date and it is hoped that several members of the NPC will be here at this time.

Stevenage, Herts HANS EDWARDS

Morgan Prices

Sir,

I write to point out the hopeless position many prospective Morgan owners find themselves in following the latest price increases announced on February 28th 1977.

Since I was 14 the only car I really wanted to own has been a Morgan and when I started my first job in February 1974 I put my name down for a 4/4 4-seater. The price then was £1,695 and when my order was confirmed I was told the waiting period was 2-2½ years. Accordingly I started to save and wait until the day would come in 1976 when I could take delivery of my first new car.

In February 1976 I telephoned the factory to enquire as to progress and was informed that delivery was now running some three years behind orders—"We're just starting the January 1973 cars, sir". Oh well, I thought, only 12 months more. I duly telephoned in February this year to be told that orders were now four years behind and my car should be ready early in 1978! The explanation given was that there had been delays with supplies.

Now it does not take a genius to work out that if in February 1976 production was three years and one month behind orders and in February 1977 it was four years behind then either there can have been no car production at the factory in the intervening year (unlikely!) or something is going wrong with the allocation of cars.

All of this might be considered an annoyance to be suffered stoically were it not for the massive rise in prices over the past six months. The 4/4 4-seater now costs £3,942 or about £4,000 on the road for a very basic car—"extras" such as individual seats or reclining seats and tonneau cover have to be added. Even the most basic Morgan is fast becoming a rich man's toy rather than an enthusiast's sports car—a sad story.

"Why is he moaning—all cars have risen in price"—I hear readers say. True, but whereas until a short time ago a Morgan 4/4 2-seater cost the same as a MG-B the Morgan is now £800 more expensive. The cause of this disparity is an increase of no less than 32% in the base price since October 1st, 1976. It is difficult to imagine the justification for such increases unless Peter Morgan imagines that all his car buyers are three-car, £20,000 a year executives. I can assure him that there is a substantial body of sports car enthusiasts who want a Morgan and do not fall into the above-mentioned category and who see their chance of affording the car becoming more and more remote.

It would seem that the only hope I have of meeting present prices is to sell my wife and children, a course of action they seem curiously reluctant to accept.

"DESPAIRING MORGAN LOVER"

[Name and address supplied.—Ed.]

Personal Number Plates

Sir,

I shall be grateful if you will allow me to reply, through the columns of MOTOR SPORT, to the comments made in the letter of James Humphery and A. O'Sullivan which was published in the March issue.

Whilst I respect their opinions, I felt that they over generalised the matter and that their argument for abolishing number transfers lacked perspective and reasonableness. They also appeared to be more emotive in their criticism than they gave the subject-matter credit for.

Firstly, owning a cherished (deliberate choice of word) number is not necessarily an expensive or egocentric "folly". In my case, and doubtless thousands of others, the number I own originated with one of my first cars and, for personal and sentimental reasons only, I have transferred it to every car I have owned since. The number has no significance to my name or initials.

There are people who have acquired very expensive numbers for egocentric reasons. However, they have a right to spend their hard earned and taxed income as they please, without incurring prejudiced criticism for doing so.

Secondly, are we really expected to believe that the level of number transfers is at all material in the overall context of Swansea? Are we to imagine that the transfers will contribute in any significance to the administrative breakdown suggested, or, if banned, will be the "miracle cure" and prevent it? Come-off it!

Thirdly, I would like to put the record straight about increased costs. No reasonable person minds paying the costs incurred in transferring their number, but bearing in mind that the cost is approximately £12-£15 the £50 fee is ridiculous, socially unjust, and makes a mockery of the Government's own prices policy.

However, the £50 fee's real significance is that the ownership of cherished numbers will become exclusive to those that can afford it. This will inevitably reduce their significance to motoring history and effectively present their retention in

the wrong light – to that of the "rich man's folly", or the "unacceptable face of capitalism".

This will be wrong in principle and in reason, because the debasement will have been enforced by legislation. It may well lead to the total banishment of the right to transfer numbers, as the unions involved will have a ready-made excuse for withdrawing their labour in this respect.

J. Humphery and A. O'Sullivan are obviously motoring enthusiasts (they would not be readers of this publication otherwise), yet they chose to ignore the fact that owning a personal number is just another aspect of being a motoring enthusiast. They also completely neglect the historical significance of these numbers. Perhaps they should read the Veteran, Edwardian and Vintage section of MOTOR SPORT, then they would realise that there is more than totally unnecessary expense and egocentricity involved.

Finally, I am a member of the Registration Numbers Club, which was formed "to ensure the continuation of the retention of numbers as carried out since December 1903". Membership is free and anyone interested in becoming a member (Whether or not a personal number is owned) should write to the club's address:

81, Station Parade,
Harrogate,
North Yorkshire, HG1 1ST.

I also suggest that readers who support the retention of numbers, and the right to transfer them on a reasonable basis, should write to their M.P.s. Motorists cannot afford to lose part of their history, or to have yet another unreasonable restriction enforced upon them. Action to preserve these numbers is required now, before it is too late.

Harewood, Leeds. BARRIE C. DAVIES

Jaguar 420 Enthusiasm

Sir,

I have recently acquired a 1968 Jaguar 420 (S-type) and wonder if any other four/five-seater four-door saloon of similar vintage can compare with this superb machine for sheer performance, ride comfort and equipment at the price when new of around £2,300? Now, nine years later, I purchased it for less than a quarter of that, and from recent ads. in MOTOR SPORT I think I have an investment—and what an enjoyable investment to drive!

Despite W.B.'s frequent dismissals of the long-stroke 4.2 engine's merits in the late sixties, on account of its low rev-limit of 5,000 r.p.m., I would venture to suggest that his beloved BMW "sixes" could hardly match the terrific low-speed of 4.2-litre XK unit, which pulls smoothly from below 1,000 r.p.m. and with terrific vigour from 1,500 r.p.m. At high revs my engine feels smooth enough, and I am surprised D.S.J. did not take issue with him over the 4.2's performance at high revs.

Sorry to labour the point, which I know has been discussed before, but I would be very interested in other readers' experiences with this type of Jaguar, excelled in value-for-money, surely, only by the Standard House product! Usual disclaimers.

Hornchurch PAUL GARDNER

A Club for British Salmsons

Sir,

British Salmson owners gathered at the 'Royal Victoria' in Waterloo Road, London, recently with the intention of giving their club a boost. The British Salmson Owner's Club is thus off to a new start with arrangements for manufacture of cylinder head gaskets and other important spares. A meeting on 4th June will elect new officers and committee and will be followed, on June 5th, by participation on a Jubilee rally in the Midlands.

There must be many British Salmson's lurking in odd corners and Laurie Pratt, who is compiling a list of cars and owners (past and present), will be delighted to hear from any owner or other British Salmson enthusiast: write to him at 70 Dynes Road, Kemsing, Kent.

The club knows of 2 cars in the USA. One of the rare Rolgo six cylinder cars was known to be in Spain some years ago. Within the UK cars are known from Penance to Perth and the club would like to re-establish contact with them all.

Aldershot P. A. M. PERRY

Aeroplane Level Crossings

Sir,

Aircraft Depot Middle East at Abu Quir in Egypt (or as it was known during the last war, No. 103 Maintenance Unit) had two aerodromes, the landward and the seaward. Between them ran the road and the railway to the village. During 1943 it became necessary to convert this system to one long runway and, including lowering the railway embankment by about five feet this was done without interrupting anything. One early type hangar was dismantled and re-erected out of the line of the runway and the Air Traffic Tower was put in its place. Here we had not only road crossing control systems but an override on the railway signals so that the trains could be halted as necessary. This was surely the most sophisticated aeroplane level crossing? You have mentioned Nos 1 and 2 Armoured Car Companies and the fact that their Great War Rolls-Royces were still in use on the Western Desert during World War Two; during the above mentioned period I remember dismantling one which had been converted to a Hucks starter which must surely be the ultimate end for one of those grand old ladies. You will of course know that a Hucks starter was normally built on a Ford Model-T chassis!

Ripon, Yorks R. KAY, S/LDR RAF (Retd.)

"A Year with a Polski Fiat 125P"

Sir,

Car ordered 20.2.1976. On 26.2.1976 the dealers telephoned to inform me the car was ready for collection.

Collected car Friday 27.2.1976. On arrival home, inspected underside, discovered oil leak, appeared to be from the gearbox.

Returned the car to supplier and explained what I had found, confirmed that the gearbox was at fault, old faithful 1300 returned to me for use.

Gearbox removed, fault found to be an oil-seal gone, car returned the following Thursday afternoon.

All seemed well until about due for 1,000-mile service and garage asked to check.

(1) Brakes, as on occasions felt spongy and there was rather a lot of travel in the brake pedal.
(2) Check locking action of front passenger's door.
(3) Exhaust pipe sounded as though it was vibrating against the underside of fuel tank.
(4) Replaced nearside indicator light cover (never replaced to date).

Brakes continued to feel wrong, and finally locked-on in Colchester. When freed, drove to garage to complain further about poor braking performance. Servo unit found to be at fault and changed.

3,000-mile service was routine. All is well between this service and the first schedule 6,000-mile service interval, some enjoyable motoring.

At 7,600 miles stop-light switch fails, and alternator decides to stop charging.

Then at 8,400 miles, clutch pressure comes adrift again in Colchester within fifty yards of where the brakes locked up. (On the Avenue of Remembrance—Thou shall not forget) . . . Cost £70.06.

All well again between August and the 12,000-mile service during November.

Gremlins struck again just before Christmas at 14,000 miles on route for Liverpool. The solenoid decides it is its turn to develop a loose internal connection, which was held in place by a cocktail stick until February 1977.

During December to February, I tried everywhere to obtain a replacement. Telephoned the importers, but received no satisfaction, in fact they informed me that they did not know when they would receive shipments of spare parts. With which I wrote to the manufacturer in Poland informing them as to my thoughts with regard to the inadequate supply of minor components. (To date they have declined to answer.) However, success was in sight; I contacted Fiat (Italian) dealers, and obtained a solenoid for the 125 which fitted—goodbye to the cocktail stick.

I decided to purchase the car after reading the various road testers' reports in the national magazines.

My final summary is that although the vehicle proves mechanically reliable this is due obviously from its inherited mechanical components. Unfortunately the Polish workmanship does not appear to do justice to the Italian *marque* name which it bears.

During the past 16,000 miles the vehicle has been plagued by minor problems of a most irritating nature. One does not particularly mind a few problems so long as one can take corrective measures, having at one's disposal a supply of spare parts.

Thanks to a local Fiat dealer (Italian) who has an ample supply of 125 parts, many of which it appears are interchangeable, I have been gives access to "off-the-shelf replacement of minor accessories".

Running costs for past year:

Car on the road cost	£1,615.36
Petrol	£460.45
Service	£91.03
Repairs	£90.57
Insurance	£64.78

Many thanks for an excellent magazine.

Ilford DOUGLAS B. CRESDEE

[In common with other journals, we praised the Polski-Fiat as excellent value for money, based on a test car which performed faultlessly for our one-week/1,000-mile test. Unfortunately, this Polish-built car seems less satisfactory in more prolonged service. Mr. Cresdee's experiences reflect those of other owners we have had contact with. A Polski owner who has close connections with our publishing company reports serious brake and gearbox maladies and appallingly bad spares availability. The Polski really does seem a case of "You gets what you pays for".—Ed.]

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FOR SALE

LOTUS, LOVELY LOTUS. 1962 Lotus Elite Series II SE, 1216 c.c. Coventry Climax, ZF close ratio box. Wires, new Cinturatos. Red/white, black trim. Restored to original spec. MoT tax. £2,500 o.n.o. Expensive but beautiful. Jon Devereaux, West View, Mosterton, Nr. Beaminster, Dorset. Phone: Broadwindsor 429. (91902.

1975 (N) TRIUMPH Stag, hard-top, manual, 33,000 miles many extras, £3,750 o.n.o. 03542 3180. (91903

1930 TALBOT 90 Tourer, 1935 SSI Tourer. Sensible offers invited or exch. both for one car. French, Pasture House, Sherburn, Malton, N. Yorkshire. Tel: Sherburn 343. (91904

MG-C GT. Low mileage, new tyres, spotless white/black sunshine roof, HRW, radio/cassette. Perfect condition throughout and looks new, £975, Ascot 23018. (91905

XK150 JAGUAR BRG, 1960. Overdrive, wire wheels, 70,000 miles. Bills available. New duck hood and lining. New leather seats, paintwork and chrome. Superb as is the whole car. Regularly used and not just a showpiece. £4,850. Phone 01-898 0084 (Twickenham). (91838

FERRARI DAYTONA 1971 356 GT/B4 European spec. Beautiful condition with new red lacquer and Silver Star wheels with new XWX tyres. 75,000 km. US $16,000 or offer or trade toward pre-1968 Ferrari, preferably competition Berlinetta or Roadster. H. G. Haga, Rombergweg 11, 624 Konigstein, West Germany. Phone 06142-66-2676 (64505F

FERRARI 250 Europa GT, circa 1956, No. 0357 GT. Historic car illustrated in Fitzgerald & Merrit P45. An original uncrashed vehicle, complete but dismantled. No reasonable offer refused. Preference given to FOC member. Phone: Oxford 57912 (day); 50581 (night). (91834

1953 JOWETT JAVELIN De Luxe. Fantastic condition, concours and cup holder many years. OHC car of field winner, original engine 40 p.s.i. on tick-over hot. Dark green, immaculate beige hide, upholstery & carpets, manuals, documents, tools radio. This must be the only Javelin in this original condition available today. £1,500. 29 Highland Road, Southsea 817113. (91067

1959 JAGUAR 3.4. Misty grey saloon. Blue leather. One deceased owner. 43,000 mls. Inside excellent, body really superb. Underneath needs attention. Sensible offer details: Knaresboro 3520 N/Yorks. after 7 p.m. (91881

1936 LAGONDA LG45 Tourer. Superb mechanicals, excellent bodywork but trimmed in plastic so realistically priced at £6,250. Also 1924 Baylis Thomas 2-seater and dickey. Very rare aluminium-bodied tourer, running, MoT. Very pretty. £2,600. 01-828 7449 office hours. (91882

ASTON MARTIN DB5S, 1969. Immaculate, complete history, low mileage, manual SU. £4,250. 021-445 1668. (91884

LANCIA FLAVIA 1.8 Coupe 1964. A genuine 5,800 miles from new, hence £1,395. Tel: Halland 449. (91820

HUMBER TWELVE, 40 years old and going splendidly! One owner de luxe saloon, low mileage, all documents, 100% original—almost concours. Invite sensible offer real enthusiast. Details, colour pictures a pleasure: "North Beacon", Witheridge, Devon. Phone 537 (after April 4th). (91819

LANCIAS: Fulvia Rallye S 1969, £550. Also late 1968 Coupe Rally, £470. Also late 1967 Rallye Coupe, £350. All splendid low mileage, any two must go. Enthusiast thinning stable. Thornhill, Broomieknowe, Lasswade, Midlothian 031-663 8250. (91822

TR6 DECEMBER 1972 'L' Reg. Emerald green, black trim. Overdrive, radio, good condition throughout £1,250. Tel: 021-449 7740. (91823

LANCIA FULVIA 1.3 Dec. 72. 60,000 miles. Taxed, new MoT. Sliding roof. Excellent condition. One woman owner. Box 5387. (91824

BRISTOL 409 Mk. I in truly outstanding condition, very regretfully for sale as I have to carpet a new house. I would consider exchanging the Bristol for a very good Gordon Keeble plus cash or carpets, or sell for £3,200. Contact Martin: Highfield (BOC member) at (Birmingham) 021-42 2919 evenings. (92260

1937 ROVER 16 Sports. 1 owner from new until 1974. A very rare car in very good running order. Bodywork excellent. £950 o.n.o. Phone: Buckland Newton 346. (92263

FOR SALE—continued

COLLECTORS: 1966 Alfa Romeo Spyder Sports, 1600, white. Engine reconditioned last year. Hard and new soft-top (black). Present owner for three years. Expanding family requires larger vehicle. Excellent value at £600 or exchange. Tel: Winsford (Devon) 288. (91825

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ROLLS-ROYCE Silver Wraith 1951. Mint condition throughout, this car is like new and unrestored. Offers. History available. 1968 Silver Shadow Saloon, first-class order, moderate mileage history. Please call: London 370 2843. (91828

TR6 1969. One careful lady owner driver. 34,000 miles. Soft/hard top, MoT, v.g.c., £1,250 o.n.o. Mansfield 641092 (91830

MG-C GT, 1968. Immaculate condition. Manual with overdrive. Vinyl roof, radio, tinted glass. £895. Walton-on-Thames 26798. (91831

MORGAN +8, 1970. Only 38,000 careful miles from new, and in showroom condition. Personalised registration 3 GT O (available if wanted). A cherished possession, regularly serviced and cared for by Morgan specialists. Very reluctant sale forced by 1976 registered baby! £3,700. 01-777 0477. (91832

1927 BUGATTI Series 40, in storage for years. Rebuilt engine and new black lacquer. $30,000. Ring: (213) 456-9859 USA. (64496F

MG-C GT, 1968. One owner. Green with black interior, overdrive, radio, very good condition, £700. Enquiries to: P. Heygate or R. Lobley, telephone: Northampton 0604 830381, between 9 a.m. and 6 p.m. (91977

TVR SERIES 4. One of only 35 built. Immaculate, sunroof, Sundym, mag wheels. Bromsgrove 75981. (91976

ROVER 1938. 14 h.p. saloon. Good all-round condition, many spares, £300. Poole, 47 Shepperton Close, Castlethorpe, Bucks. (91975

PORSCHE 912. Good body and interior, faultless mechanics, rebuilt engine, MoT to Feb. '78. 5-speed gearbox, excellent value at £1,500 o.n.o. Tel: 021-4222919 evenings. (91974

TR4A. SIGNAL RED, Surrey hard-top, wire wheels, very good condition. £1,050 o.n.o. Tel: Winsford 51074 (91972

E-TYPE FHC Series II, 1970. 54,000 miles, known history from new, immaculate gunmetal coachwork wtih gleaming CWW, new tyres, £700 spent in last 18 months (bills available), 6 months MoT, purchase of V12E necessitates reluctant sale by JDC member, £2,095. Cardiff 568570 (evenings). (91971

MORGAN 1937 Series 1. Original Coventry Climax-engined sports. VSCC eligible. Concours winner 1976. £2,500. Another Series 1 completely stripped, £1,000. Two engines, numerous spares available. 021-705 6534. (92160

NUFFIELD MORRIS Hire-car 1950. Rebuilt 1800 c.c. dry-sump petrol engine. Good body and mechanics, scruffy interior. What offers? Phone Bressingham 234 (Norfolk) after 5 p.m. (92159

RARE DROPHEAD Austin Atlantic 1950. One owner, 50,000 miles, LHD. Needs painting. £850. No offers. Box 5394 (Staffs). (92156

FORD POP, sit-up-and-beg model 12 months MoT. Beautiful condition £500 o.n.o. 021-744 6895. (92123

JAGUAR 420 G. 1967. 57,000 miles. Black over silver grey with grey interior. Sliding steel roof, electric aerial, auto, p.a.s. Five new tyres. All tools, manuals etc and some service records. Reg. No. YNV 100. £850. Telephone: Coventry 504114 after 6 p.m. (92122

1935 SUNBEAM Dawn Saloon—a very rare car. New tyres, in good condition, requiring mainly repairs to roof. Offers invited. Tel: Huddersfield 21537 or Kirkburton 5255. (92121

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SCIMITAR GTE 1970. Excellent condition. Metallic green, overdrive, new engine and clutch (twelve month guarantee). One owner. £1,575. Telephone: 01-340 8228 (evenings). (92267

FOR SALE—continued

E-TYPE 2+2, 1967. White, black interior. L/mileage, chrome wires, radio. Exceptional condition. £1,500. Horley 71320. (90903

MASERATI 300S 1955 sport racing No. 3051. Needs rebuild. Ex-Bill Lloyd. Price £8,500. 33 Tweskard Park, Belfast 4, Northern Ireland. Phone 63345. (92185

JAGUAR "E" DHC. Chassis No. 78. Needs complete rebuild. £1000. BMW 3.0 CSL "M" regd., usual extras, superb car, £4,600. Telephone: Ledbury 2051 business; 2478 home. (92183

ASTON MARTIN Volante, 1969, 42,000 miles. Concours condition throughout. Service history. Bills for over £1,500 in last two months. Probably best Volante in the world. £8,000. View Mayfair, London. Phone 01-629 5897. (92184

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WESTLAKE RACE HEAD 4.2-litre Jaguar, as new, never run, £300 or best offer. Telephone (days) Weyhill 2416. (92129

"E" JAGUAR 1964. FHC, one owner, 65,000 miles only, £2,000. Cosham, Hants 85886. (92130

E-TYPE 1965. Drophead Roadster. Carmen red/black interior. Probably the best example of its type in existence, hence £2,500. 60 Carew Court, Basinghall Gardens, Sutton, Surrey. (92128

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MG-A 1960 soft-top. Completely stripped down ready to restore. No sensible offer refused. Keith Malpass. Hatfield 69470 evenings. (92202

1930 FLAT-NOSED Morris Cowley saloon. Beautiful condition. Absolutely original. Blue/black. £2,500. 1958 Jaguar XK150. Very sound, requires retrim and work to finish. £1,200. Tel: 0625 73253.

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May 22nd is the date and again you should TELEPHONE. We promise you this — We can still get you there. So do ask how. From our ten itineraries the chances are we can give you just what you want at or near the price you want. We start at £57. Sometimes for the one-day visit we can take bookings right until the last moment. But if you read this early in the month — don't take a chance — call now.

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On June 5th and an economical week-end at only £49. Not many seats left at the time of writing for this two-night hovercraft/coach week-end visit.

LES VINGT-QUATRES HEURES DU MANS

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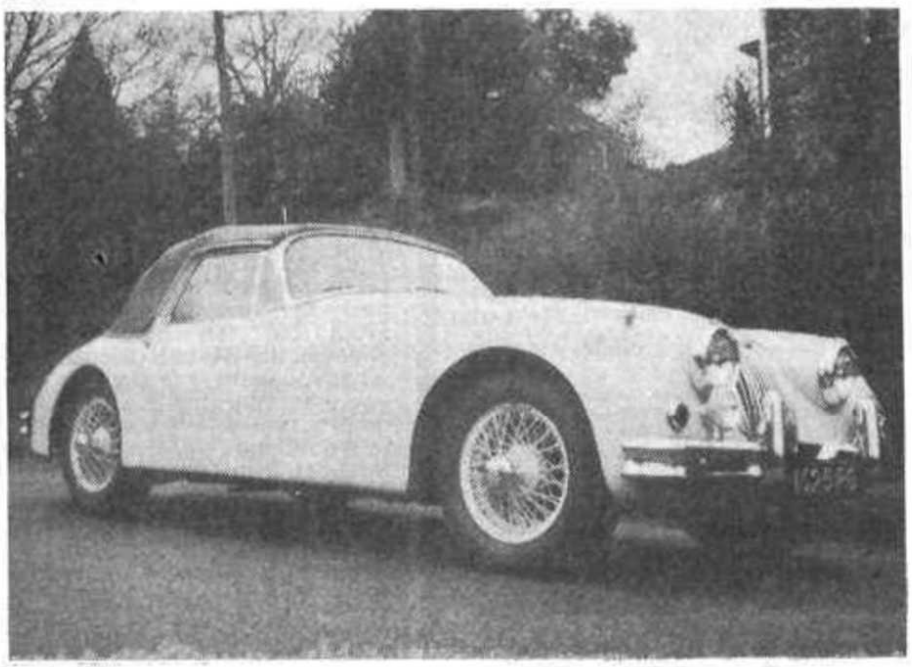
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1958 Jaguar XK 150 – fixed head coupe. Royal blue with blue-grey interior.

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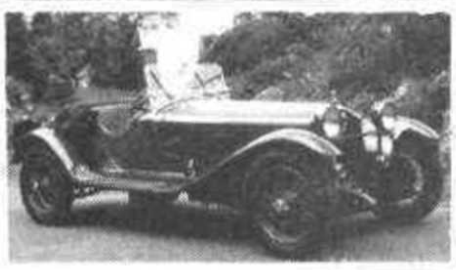
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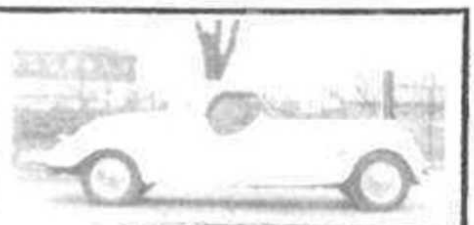
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1950 Mk V. Drophead. 36,000 miles. L.H.D. Could become the best in existence, very sought after and very expensive!
XK120 Roadster 2 off. **XK120** Drophead 1 off. **XK140** D.H. and F.H. coupes. **XK 150** D.H. and F.H. coupes, from **£1,400–£5,750.**
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WIN SOME, LOSE SOME!

A splendid opening to the Historic Racing Season was enjoyed at Silverstone on March 12th, when the day was dry and the sun shone. 'NOSTALGIA'S' display of cars was, I think, appreciated by many, and to prove that we're not 'all show and no go', both Chris Drake and Chris Stewart achieved CLASS AWARDS in the GROUP IV BAT CHAMPIONSHIP, with places for our EX-WORKS PORSCHE and EX-WORKS MGC GT (see below). Both cars were then driven the 100 miles home, after I had been honoured with the HSCC 1976 TOURING TROPHY for travels in 'XKI'.

The next big event, which I urge you to attend, is at BRANDS HATCH, on SUNDAY MAY 15th, for the HOUBIGANT/A.M.O.C. HISTORIC RACES. Weather permitting, this will be a splendid day indeed, and I hope to show off 'COB I', GINETTA G10 and DB3S as well as race our regulars – HWM and LISTER, and possibly PORSCHE.

Finally, after last month's star attraction – the Cobra 427 – the follow-up is my own LOTUS XI GULLWING GT, which I have most reluctantly decided to sell. It is unique and original, and has covered a mere 150 miles from new in 1957, so I'm asking a high price for it!

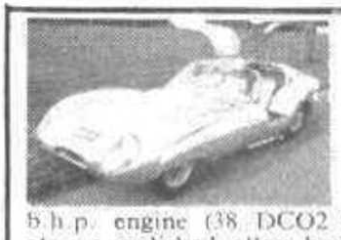
1928 HILLMAN 14 SAFETY SALOON — ER 9209: without doubt one of the finest restorations using 100% of the original parts that I have ever seen; believed the last example left of these luxury 5-seater saloons, and the best vintage Hillman in Europe—100 pts.

1955 EX-WORKS JAGUAR XK140 ROADSTER RHD: Chassis 811101 confirmed by Jaguar Cars Ltd as their own factory development car, complete with its originally fitted XK120 bumpers etc. Totally restored (body off) over the past 2 years. The rarest and prettiest of the 50-odd RHD '140' roadsters made—98/100 pts.

1955 JAGUAR XK140 DHC — JTK 826: This car, the best XK140 in the UK, won the Jaguar Drivers' Club Concours, XK140 Class, at International XK Day, both 1975 and 1976. Enough said!—100 pts.



1955 ASTON MARTIN DB3S — UUY 504: A unique and famous car, being the Ex-Team 3S single-seater, later returned to sports/racing DB3S spec. with the body from 3S/105; restoration was total and from the bare chassis, the highly desirable 12-plug engine and needle-bearing gearbox also being totally rebuilt; possibly the quickest 3S in the UK—99/100 pts. (*Photo*).



1957 LOTUS XI SERIES 2 LE MANS GULLWING GT: Built by Costin at De Havilland allegedly as a private entrant for Le Mans, but never finally completed; stored till 1973 (when I acquired the car) and remaining details finished by Lynx Engineering; totally original (1957) fittings include all-pigskin interior, teak door cappings, 95 b.h.p. engine (38 DCO2 Webers, etc.), De Dion wishbones and discs, etc.; a polished alloy body with fully enclosing aircraft pattern undertray; currently taxed and MoTd, this Lotus is used on the road/race track, and has covered 150 miles since 1957 and looks it! 100 pts. (*Photo*).

1967 EX-WORKS PORSCHE 911 RHD — YBF 847J: Built by the factory for Lucas/McNally who successfully raced it in the South African Series; subsequently entered at Le Mans by John Chatham and at the Targa Florio, where it came 2nd in Class; full Works spec. includes 200 b.h.p. engine ('906' bottom end), special gears, brakes and suspension, FIA roll cage, etc. etc.; HSCC registered, MoTd, taxed and like the MG-C below, driven to Silverstone on March 12th for an Award in the Group IV Race (3rd in 2-litre Class); absolutely mint, in Porsche Metallic Silver, fully trimmed too—99/100 pts. (*Photo*)



1968/70 EX-WORKS MG-C ALLOY GT — VHY 5H: Only two of these very special factory all-aluminium GTs (the fastest MGs ever built) now exist in original form, this car being assembled by John Chatham, who entered and competed the Targa Florio with it! Total mileage is 2,900m. from new and everything is original and superb, including the 205 b.h.p. alloy-headed engine, 'Tulip' box + O/D, 4 wheel discs, unique suspension etc.; on March 12th last this car was driven to Silverstone, won an Award for 3rd place (in Class) in the Group IV BAT Race (beating a GT40) and was driven home again (photos show this event)—99/100 pts. (*Photo*).

1953 JAGUAR 'C' TYPE—RAU 450: Chassis 049 (production car), ex-Gillie Tyrer, etc.; a well-known car in the JDC, recently totally rebuilt to the most impeccable standards; regularly used on the road and in Historic events (Silverstone 1 min. 12.8 sec.); much detailed originality and lots of spares—100 pts. (*Photo*)



NEXT OUTINGS: 'The Goat'—May 4th, 7.30 p.m., Ragley Hall, Warwicks. May 8th—Morgan Rally Brands Hatch. May 15th—AMOC/ Houbigant Historic Races, Beaulieu. May 22nd—Jaguar Spring Rally, Donington. May 28th—Historic Races, Taplow House, Bucks. May 29th —AC Annual Rally.

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1970 Rolls Royce Silver Shadow. Finished in Shell grey. With blue interior. 52,000 original miles.



1958 Bentley S1. Dawn blue over shell grey with blue interior. service history available.



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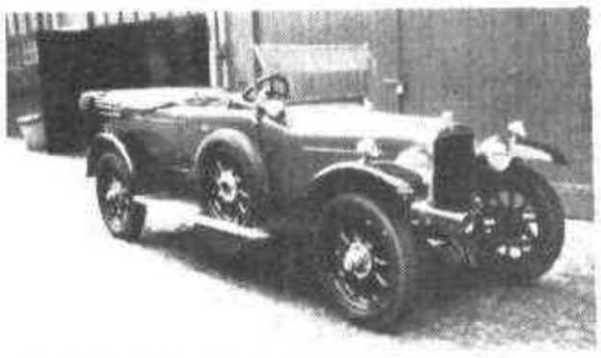
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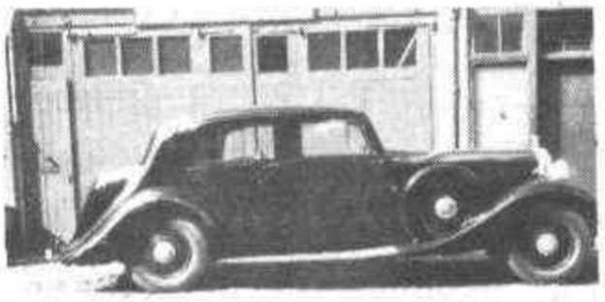
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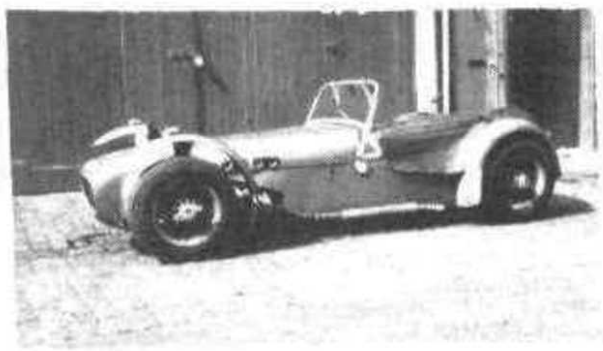
1930 O.M. 2.3-litre. Supercharged 4-seater. Actual car driven by R. F. Oats in Tourist Trophy.



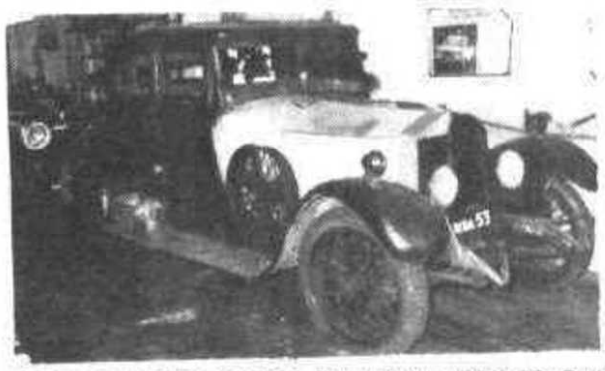
1923 SUNBEAM 16/40. Tourer. Recent full restoration.



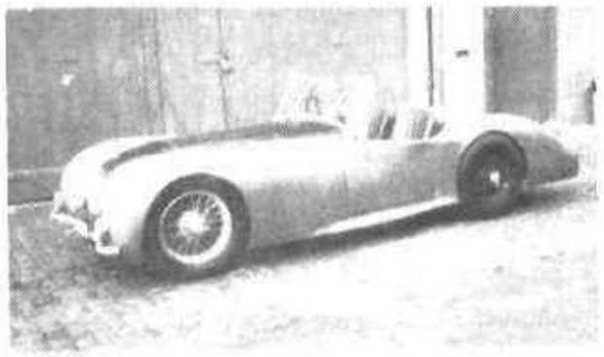
1937 RR Phantom III. Sports Saloon by Thrupp and Maberley.



1958 LOTUS 7. Full Mark XI. Specification including Stage III Climax engine.



1925 ROLLS-ROYCE 20. Chassis No. GPK 33. Built for Maharajah of Bharatpur.

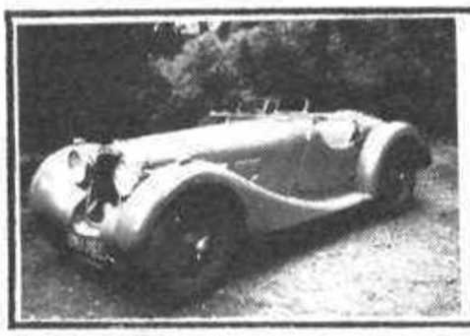


1947 L. V. THOMAS Special 3.4-litre. Jaguar engine and gearbox.

1935 BENTLEY 3½-litre. Drophead Coupe by Gurney Nutting.
1938 **ROLLS-ROYCE 25/30.** Sports Saloon by H. J. Mulliner.
1938 ROLLS-ROYCE Phantom III. High vision saloon by H. J. Mulliner.
1954 SUNBEAM Alpine Roadster.
1953 A.J.S. 7R. Fully restored.
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Accommodation: Two-berth, cooker, flush toilet, shaver point, interior lighting, radio, stereo, cupboard and locker space, mirror, barometer, fire extinguishers. Tailor-made seats for helmsman and similar doubled on navigator's side. Huge cockpit to seat six persons on flush fitting varnished teak boards, extra fire extinguishers, new all over cover in white Nylon/PVC, tailor made.

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1957 **Austin Healey 100/6** Excellent body	£1,250
1962 **Austin Healey 3000 Mk. II** w/w. o/d. h.s. tops. Cassette	£1,750
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1972 **Rover 3.5** saloon	£1,150

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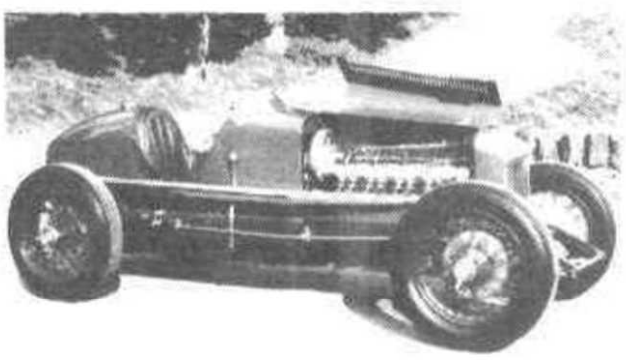
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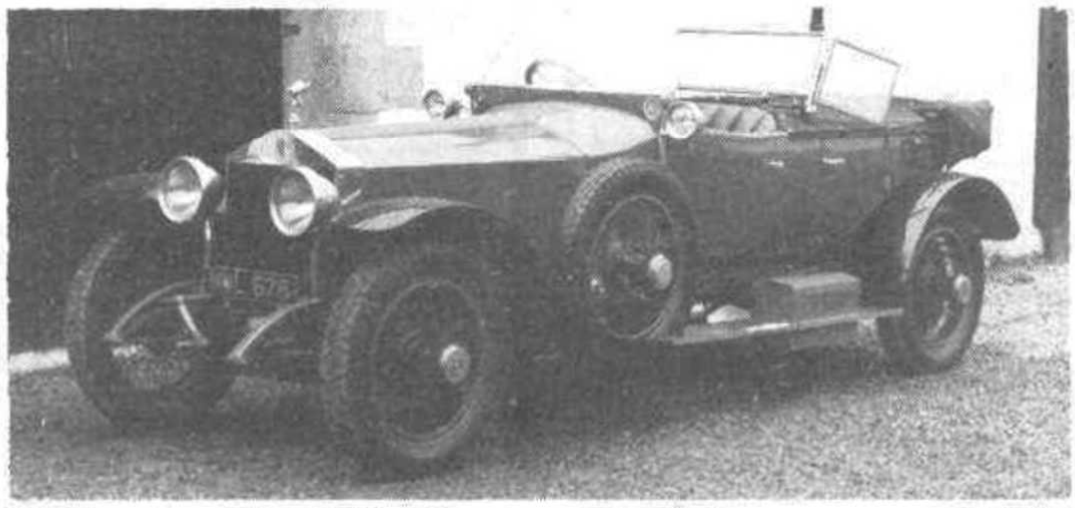
1965 Bentley S3 Saloon. Finished in Velvet Green with Green Hide. Factory Fitted Sun-roof. 53,000 mls. only since new **£6,750**



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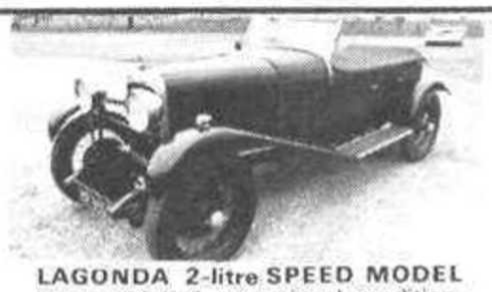
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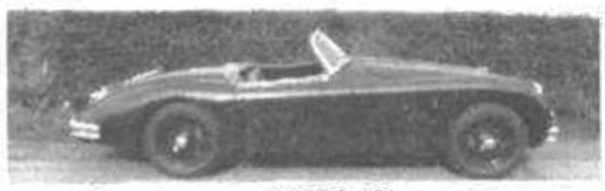
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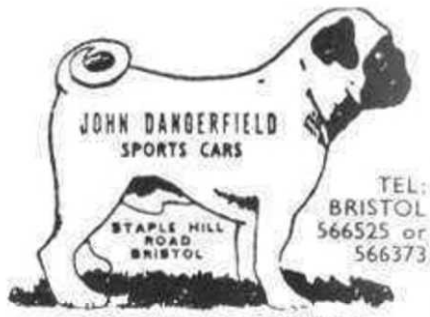
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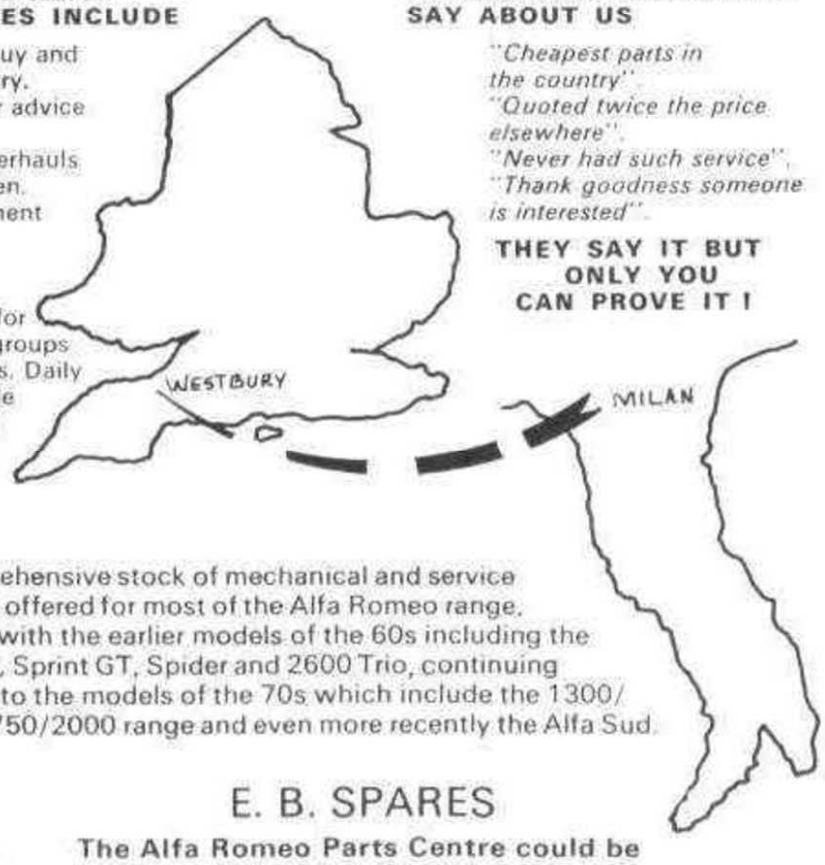
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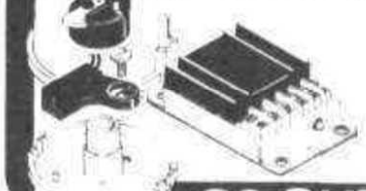
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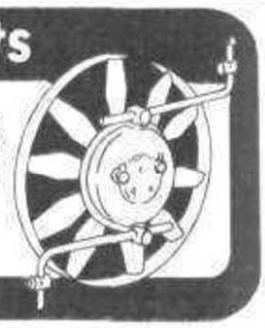
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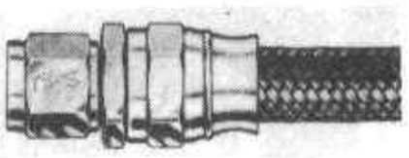


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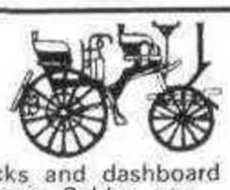
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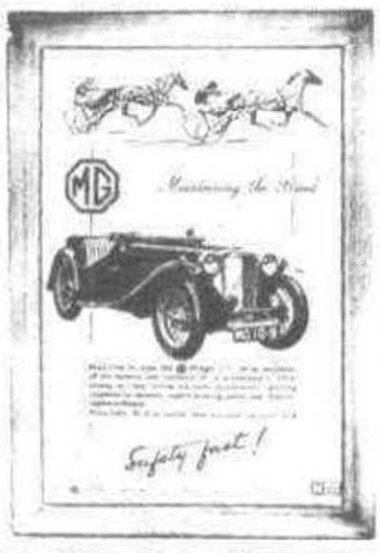
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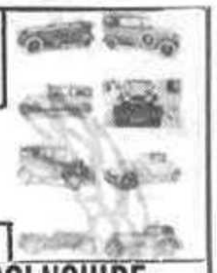
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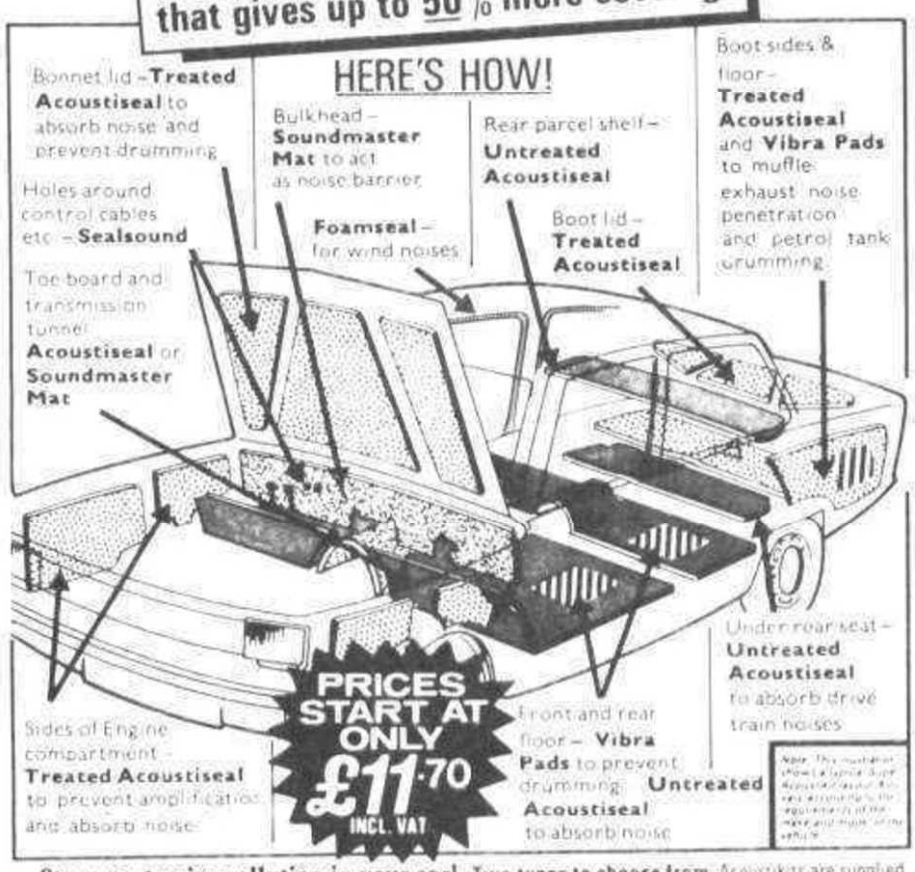
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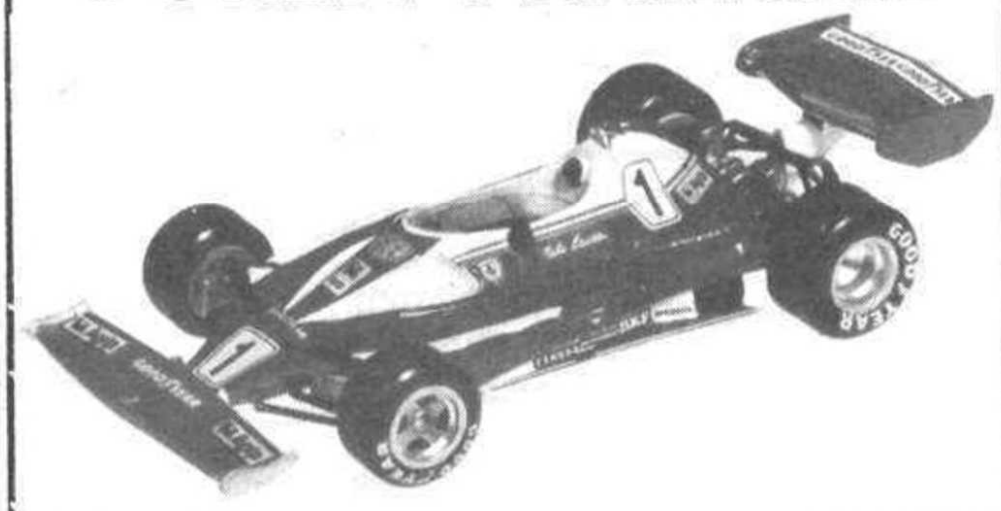
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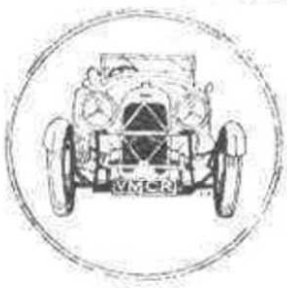
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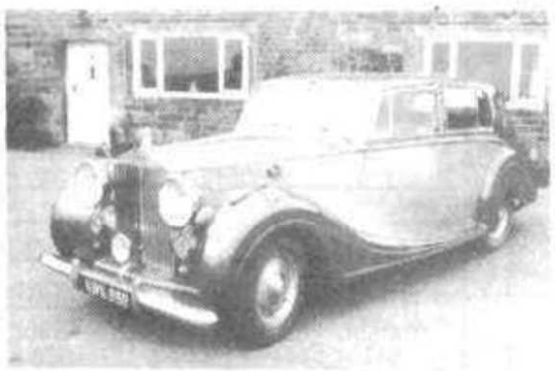
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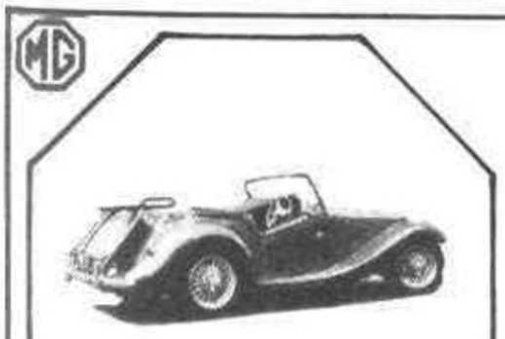
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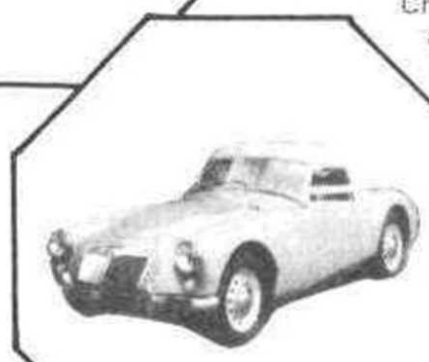
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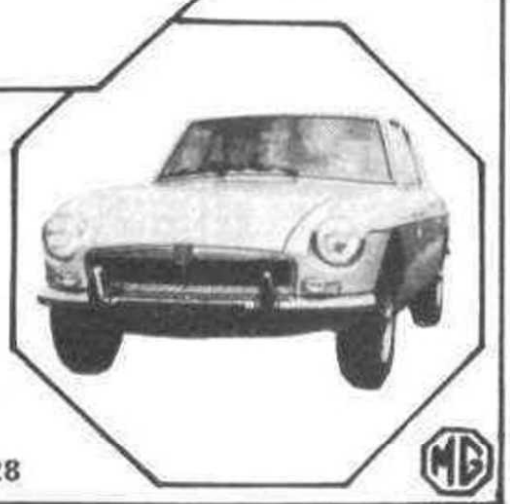
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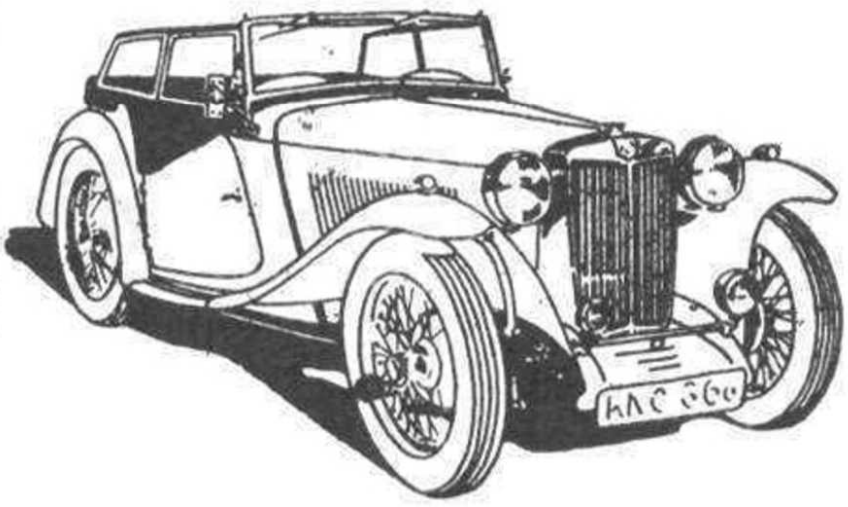
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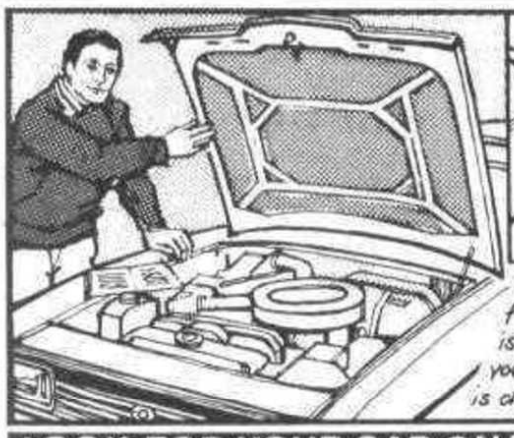
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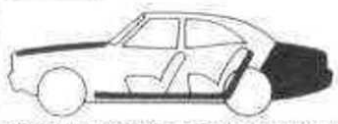




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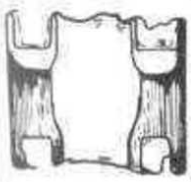
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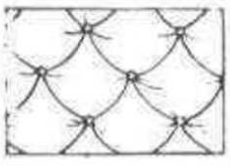
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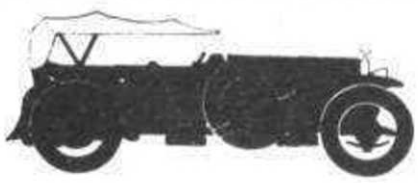
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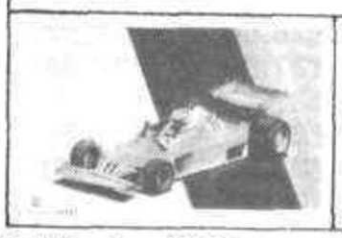
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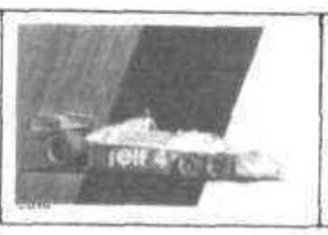
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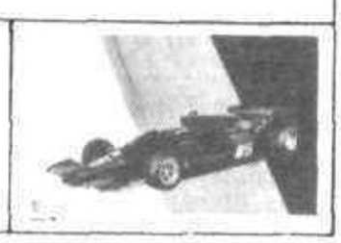
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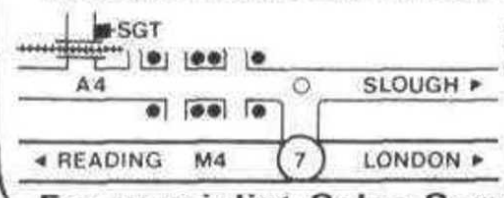
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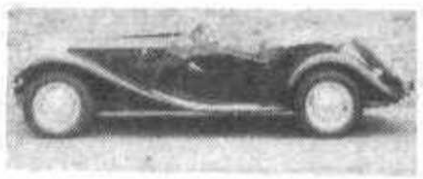


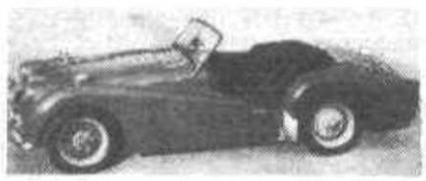
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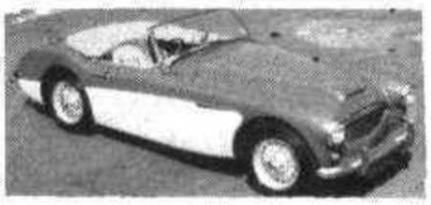
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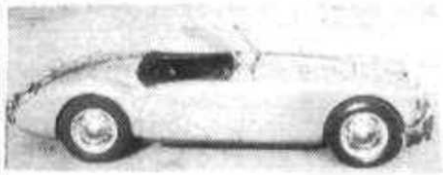












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1969	**ROVER 3500 V8, Auto.,** brown/beige trim **£445**
1972	**MERCEDES 250 CE.** White/blue trim, power brakes and steering, full sun roof **£3,250**
1973	**JAGUAR XJ12 Auto.** Silver, red trim, elec. windows, p.b. radio and all usual refinements, rec. 39,000 miles; a beautiful car **£2,695**
1974	**RANGE ROVER.** Red, tan trim, rear wiper, heated rear window, tow bar **£4,695**
1974	**JAGUAR XJ6 II 4.2, Automatic.** Blue with blue trim, electric window, central locking system, push button radio and tints **£3,950**
1974	**TRIUMPH DOLOMITE SPRINT.** Aqua blue with grey trim, vinyl roof and alloy wheels and radio **£1,995**
1971	**BMW 2800 AUTOMATIC.** Black with blue trim **£1,695**
1972	**BMW 2002 AUTOMATIC.** Maroon **£1,795**
1974	**VOLVO 164 AUTOMATIC** estate. White **£2,695**
1973	**TVR 1600M.** White with black trim. Supplied new by us **£1,795**

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FOR SALE—continued

BENTLEY R-TYPE Manual Hooper Empress line. All aluminium coachwork in very sound condition, similar to page 104 "The Elegance Continues". New clutch, lot of bills, excellent tyres, fitted replacement R-R engine, £3,100. Also 1950 Freestone and Webb Mk. 6, really fine car, 86,000 miles. Same as bottom p.262 "50 Years of the Marque". £3,000. Telephone Talbot, Preston 633320. (93067

MG MAGNETTE ZB Varietone, superbly rebuilt engine, gearbox, new tyres, brakes. A most attractive car with hundreds of spares, all manuals plus service history. Taxed, MoT. Bargain, £625, consider exchange. Bournemouth 291862 (day); 517598 (evening). (93054

MASERATI INDY four-seater coupe, p.a.s., air cond. Metallic green, 37,000 mls, 'K' Reg. Excellent cond. £3,750. Ring: Melbourne (Derbys) 2834. (93055

240Z DATSUN 1972. Yellow, radio/cassette, HRW, 5-speed gearbox. £1,300. Bristol 23812. (93016

1929 ROVER 10. Doctor's coupe, 4-seater Weyman fabric body. Sunshine roof, used in television series "South Riding". In superb condition throughout. Unusual and attractive. £2,350 or best offer. Dealers welcome. Burscough 89 2996 Lancs. (93062

CITROEN MASERATI SM 1971. Webers, ER/VR Cavallino radials, metallic green, black leather, enthusiast maintained, £2,850. Feniton (Devon) 263. (93074

MINI COOPER 1275 S. Excellent 1967F. Red/black, sunroof, new bottom end, sills, wings, rear subframe, gearbox, £550 o.n.o. Holmfirth 3346 shop hours. (93057

1937/8 AUSTIN 'Big 7' for restoration. Gasket set, instruction and spares books. Tel: Chesham (Bucks) 4428. (93056

TR3A. Immaculate, blue; all steel, overdrive, etc. MoT Feb. '78. Reluctant sale, £995. Tel: Cramlington 716089. (93058

1937 RILEY Lynx Sprite, 4-seater tourer. Completely rebuilt to original specification, bes available. Substantial price required. Telephone: Kegworth 3188. (93059

CLAN CRUSADER. Red, 'M' registration. Sunroof, Cosmic alloys, sheepskins, Sundym windows, HRW, engine 11,000m. Excellent condition throughout. £1,350 o.n.o. Telephone: West Drayton 44077 x 2317 (office). (93060

ALVIS 4.3 short chassis Vanden Plas 2-door tourer, 1937. £11,500. Telephone: day Parkstone 743327; evenings 707806. (93043

BEAUTIFUL PAIR: 1976 MG-B GT Jubilee and 1975 Triumph 750 Bonneville. Will sell singly or as a pair. MG £3,000, Triumph £800 o.n.o. Replies to Box 5409. (93044

LOTUS EUROPA twin-cam 72 'L' Reg. 29,000 miles. Yellow. Q1 lamps, radio, alarm system. £1,950. Phone: Buckley 6444 (North Wales). (93045

BMW 700 COUPE. 52,000 miles. One previous owner. Collector's car. £275. Tel: Albrighton 3579 (Staffs). (93047

1975 AUDI 80 GT. Phoenix red with tasty interior trim, alloy wheels, radio, head restraints. Superb condition, excellent performance with economy. £1,750 o.n.o. Bolton 63261. P/X considered. (93049

TRIUMPH SPITFIRE 1500, 1976. Red/black trim. Ziebart rustproofed. Leyland extended warranty. 11,900 miles. Immaculate condition. Taxed January 1978. Company car forces reluctant sale. Finance available. £1,895. Middlesbrough 87405 (evenings). (93048

6,000 MILES ONLY. Jaguar XJ6 2.8 Manual with overdrive. First reg 19.10.72. Finished in Sable with tan interior, £2,975. Tel: Spalding 3701. (93039

ALVIS TD21 1961. Collector's car. Ready for summer season. Drophead coupe. Dark blue, light blue interior leather by Connolly. New carpeting dark blue. Very nice restoration, rebuild includes replacements too numerous to evaluate from a new engine to windscreen wiper motor. £2,995. Tel: Lingfield 832132 day or Copthorne 712911 evenings. (93040

MASERATI GHIBLI SS Rare RHD. Excellent condition. £5,500 or p/exch. Esher 62695. (93041

RENAULT 15 TS coupe, 1973 (M). Blue metallic with fawn interior. Radio. 36,000 miles. £1,165 o.n.o. Mrs. Whitfield. Tel: Spalding 3701. (93042

MG TD 1949. Low mileage since extensive rebuild. Original engine. Very clean, sound smart. Long MoT. £3,000 or £3,500 FOB any English port. 0458 250229 (Somerset). (93127

BRISTOL 407. Rebuilt engine/gearbox, resprayed, rechromed. Maintained regardless of expense. £1,000 spent in last year. Excellent condition. £1,550 o.n.o. Stubbington 2323. (93038

'N' REG ALFA ROMEO Giulia 1.6 Super. Gen. 23,000 miles. White with black interior. Full Webasto sunroof. Radio/cassette player. Excellent condition. £1,595. Tel: Rochdale 41697. (93036

MINI COOPER 'S' 1963. 1275 c.c. Extensively rebuilt by highly reputable specialists with very many sensible extras. Black, very smart and fast. MoT October. Offers around £500. 021-453 3168 (Birmingham). (93037

RILEY 1½-LITRE RME. Probably one of the finest original RME in the country. Finished in black and maroon with unmarked leather interior. Recently fully rebuilt engine. £850 o.n.o. Heather, 47 Grange Avenue, Hastings, Sussex. (93038

FOR SALE—continued

1937 MORRIS 8 4-seat tourer. Practical performance and 35 m.p.g. from my much admired everyday transport last 2 years Has many new parts, spares; hood and trim becoming tatty. MoT April '78. £875. D. Gordon, Bourton (Dorset) 308. (92807

JENSEN CV8 Mk. II 6½-litre automatic saloon Nov. 1964. Royal blue, original black/grey interior, original regd. book, taxed, long MoT test. Accept offer in region of £2,000. Telephone Gulisborough 323 Northants (92810

1933 MORGAN three-wheeler. W/C JAP, new tyres, MoT. Excellent restored condition. Bookham (Surrey) 54868. (92811

TVR 1600M 1975 (P). Brown, brown trim, beige vinyl roof Radio Sundym, HRW, etc. Baby's arrival forces sale. £3,000 o.n.o. Tel: 075 785 628. 8, Church Close, Bubwith, Nr. Selby N Yorkshire. (38073

MERCEDES BENZ 230SL Coupe/Convertible 1964, Manual, light blue, black hood. £2,200. 031-226 4256 (day) 089 683 307 (evenings). (38074

1960 LOTUS ELITE White, red trim, last owner eight years. Maintained to highest order, recently resprayed and completely retrimmed to original standards. Must be one of the finest available. P/X possible. £2,295. Phone: 0702 (Southend) 582946. (38075

1949 ROVER P3, 75 Six Light Saloon. Reg FAY 916. 70,000 miles and immaculate. Many spares £1,250. Applin. Tel: (Huntingdon) 0480 88 256. (38076

MG MIDGET Lenham GT body in Mediterreanean blue, 1098 c.c. tuned engine. An economical eye-catcher that must be seen. £460. Alton 83786. (38078

1948 LEA-FRANCIS 14 h.p. Sports, BRG. Sound condition, new hood, tonneaux, offers near £1,000. Doncaster 743636. (38072

MG TD 1953 Bought for summer's use and winter restoration, now regretfully for sale due to change of circumstances. £1,995. 01-607 1612. (38079

1936 PHANTOM III Rolls Sedanca De Ville. Close couple sports by H. J. Mulliner. Needs restoration. £5,500. Jaguar XK120 alum. roadster, one of only 2 built by Jaguar Cars to race at Le Mans for 1952 and the only one in UK undergoing complete restoration. Chassis No. LT2. £15,000 Phone for details for above cars: 01-761 0237. (38071

ASTON MARTIN DB2/4 Mk. I Saloon, 1955. 3-litre engine, twin exhausts, mechanically, structurally excellent. Paint, chrome etc. near immaculate Long MoT. Thoroughly good car. £2,650 o.n.o. Phone Leicester 737802 (93072

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LOTUS EUROPA S2 1970. Excellent condition. Beautiful in Porsche tangerine Long MoT, £1,350. Newport Gwent 51267. (93075

1924 BENTLEY 3-litre Park Ward tourer. One owner last twenty years. One family most of previous life. One of the best in the world. Superbly original in all its parts. Completely stripped to bare chassis frame and fully overhauled and rebuilt regardless of cost by Richard Moss. Winner of Bentley Drivers' Club Kensington Gardens Concours and Dorchester Hotel Show car. A unique superb and beautiful touring car. Substantial offers required. Box 5408. (93070

MERCEDES BENZ 280SL, May 69. H/S/T P/S. Auto. 68,000 m/s. Metallic green. Must sell, hence £3,450. Phone 01-857 2550. (93071

PANTHER J2 1972. The first Panther made 3.8 chassis No. 2. £7,000. For further deails phone 01-857 2550. (93071

JAGUAR MK. IX, 1959. Manual/overdrive (rare bird!). Duo grey/red interior. MoT expired, taxed October 1977. Some rust easily restored. Offers invited. Telephone Sevenoaks (Kent) 53168. (93051

BRISTOL 401. 2-litre 1951 Well above average Bentley Continental styled body. Offers over £500 Phone: Eaton Bray 221157. (93070

DAIMLER MAJESTIC Major 1962. Mechanically excellent, new Cinturatos, body needs tidying. £220 o.n.o. to a good home. Bosham 572441 (0423). (93078

LOTUS ELAN Sprint DHC 1972. Radio, hard-top, w/s manual. Good condition. £1,400. Taylor, 0652 52372 (Humbs.). (93064

MG-B ROADSTER 'E' Regd. Dk. blue, O/D, tonneau, radio, good tyres. Marriage forces sale, must be seen £450 o.n.o. Woking 4253. (93065

RELIANT SCIMITAR GTE, 'L' Reg. BRG. 48,000 miles. Stereo, radio/cassette V/nice car. £2,200 o.n.o. Tel: Home 880450; Office 31831 (both 0509) Leics. (93066

1934 MG-L MAGNA, 2-seater body. Partly dismantled for rebuild. Some parts missing. Offers: Haddenham (Bucks) 291725 (93069

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£3,495. ALFA ROMEO Alfetta GT, 1975. P Reg. Outstanding in Metallic Sage Green with Tan Cloth Interior. Alloy Wheels, Motorola Radio, Tinted Glass. Total Rust Proof, etc.



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£4,795. BMW 3.0 CSL 1973 M Reg. Magnificent in Ceylon Gold. Fitted Electric Windows, Tinted Glass, Radio, Stereo etc.



£1,895. MGB GT Costello V8, 1972. Blue Royale with Black Interior, Fitted Overdrive, Sun Roof, Alloy Wheels, Radio, Stereo, etc.



£1,645. FIAT 124 Sport Coupe 1800. 1973. Red with Clock Interior, 5 speed gearbox, H.R.W. etc.



£2,425. JENSEN HEALEY 1974. N Reg. Blue with Tan Interior, Hard and Soft Tops, Excellent example.

£6,295. BMW 3.0 CS Automatic 1974 N Reg. Outstanding in Metallic Taiga Green with Black Vinyl Roof and Black Velour Trim. Electric Windows, Tinted Glass, Radio, Stereo, One Owner, Service History.

£4,795. LOTUS Elite 502. 1974. Burgundy Red with Oatmeal Cloth Interior. Air Conditioning, Radio, Stereo, Dictaphone, Tinted Glass, etc.

£4,095. JENSEN GT 1976. Superb in Metallic Blue with contrasting Velour interior.

£3,495. B.M.W. 2002 Cabriolet, 1974. Metallic Garnet Red with Check Cloth Interior, Blue Spot Radio, Alloy Wheels. 26,000 miles. Most attractive.

£3,495. RELIANT GTE Automatic, 1975. Pale Green with Tan interior, Tinted Glass, Philips Radio/Stereo Cassette, etc.

£3,395. B.M.W. 3.0 SI 1973. Most attractive in Ceylon Gold with Black Velour Upholstery, Tinted Glass, Radio, Electric Aerial etc.

£3,095. RELIANT GTE. 1974. AUTOMATIC. Highland Purple with Tan Interior, Sun Roof, Tinted Glass, Radio.

£2,995. MGB GT. 1976. Tahiti Blue with Black Cloth Interior, Tinted Glass, etc.

£2,595. LOTUS +2S 130/5. 1973. M Reg. J. P. S. Black and Gold with Oatmeal Interior, Alloy Wheels, Tinted Glass, Radio.

£2,545. LANCIA Beta Coupe 1600. N Reg. 1975. Beige/Tan Interior, One Owner, Full Service History.

£2,465. MGB GT. 1975. Bracken with contrasting interior, Radio/Cassette, Electric Aerial, New Radial Tyres, One Owner.

£2,395. ALFA ROMEO 2000 GTV. 1974. Attractively finished in Prugna with Tan Cloth Interior, Fitted Radio, H.R.W. etc.

£2,365. B.M.W. 2002 Tii. 1973. M Reg. Finished in Verona Red with Black Interior, Radio.

£2,345. JENSEN HEALEY. 1974. N Reg. Orange with Tan Interior, Radio, Tonneau Cover etc.

£2,245. TRIUMPH Dolomite Sprint. 1974. Emerald Green with Black Cloth Interior, Overdrive, Motorola P.B. Radio.

£2,195. AUDI 100S Coupe. 1973. M Reg. Metallic Brown with Beige Cloth Interior, Factory Metal Sun Roof, Radio/Stereo. Only 20,000 miles.

£2,165. MGB Roadster. 1975. P Reg. Damask Red with Black Interior, Overdrive, Radio, Tonneau, etc.

£1,965. ALFA ROMEO 2000 GTV. 1973. Metallic Blue with Beige Interior. Only 25,000 miles with service history.

£1,895. B.M.W. 2002. 1973. Verona Red with Black Cloth Interior, Radio, Head Rests, and personal registration number.

£1,695. RENAULT 17TS. 1973. M Reg. Yellow with Black Interior, Specification includes Fuel Injection, 5 speed gearbox, Sports Wheels, Sun Roof, Electric Windows, etc.

£1,695. TRIUMPH TR6. 1973. Spa White with Black Interior, Fitted Overdrive, Detachable Hard Top, Radio, Automatic Electric Aerial, Tonneau Cover, etc.

£1,595. LANCIA Fulvia Zagato 1972. L Reg. Yellow with Red Interior, H.R.W. 41,000 miles. 2 owners, exceptional example.

£1,545. MGB Midget 1500. 1974. A one owner car in Bracken with Black Interior. Cadulac rustproof etc.

£1,495. LANCIA Fulvia 1.3 Rallye. Coupe. 1972. L Reg. Metallic Sand with Black Interior, Motorola Radio, etc.

£1,495. OPEL Manta 1.9 SR. 1973. Red with Black Vinyl Roof and Interior, Motorola Radio, H.R.W. 31,000 miles.

£1,395. MG Midget. 1974. N Reg. Unmarked Blaze with Navy Trim. One owner. Low mileage.

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BENTLEY S1 Hooper Empress body. Hythe Rd, service history, 2 owners, Faultless original condition in all respects. Major overhaul 4,000 miles ago at 94,000. Disappearing, green/spruce green. St. Mary Bourne, (Hants) 216 (93015

1936 RILEY Monaco for Special, £225. 1935 Riley Falcon, very original £300. Also lots of 9 h.p. spares. Doncaster 770243 (93016

TRIUMPH RENOWN 1953, 2-litre alloy bodied saloon, very solid, runs well, many spares, £370. 0777 97 367 (Retford, Notts) (93017

E-TYPE FHC 1962 Carmen red. Virtually rust-free, good oil pressure, well-maintained, reluctant sale at £895. Peterborough 72497. (93018

JAGUAR XJ6, H' Reg. 2.8 overdrive, good tyres, recent silencers, tax July and MoTd until March '78. £795 o.n.o. Tel: 061-483 6412. (93019

STAG 1974 18,000 miles. Brown, tan interior, overdrive, H/S tops, 5 P/B Radiomobile, XAS tyres, spare unused, Selmar alarm. Superb. £2,995. Torquay 27514. (93026

1933 MORRIS Minor Saloon. 61,000 miles. Original. Previously rallied. MoT 1974. Garaged now 3 years. Clean condition with spares including 1932 engine. £895 o.n.o. Bedford 767363 (93003

FERRARI 330 GTS 1968. One of only two believed in existence. Very fast and beautiful convertible in red, black trim. Certain investment. £7,950. 01-584 9621. (93004

CORVETTE STINGRAY Convertible, Hard, soft tops, huge mag wheels, Goodrich tyres, Thrush exhausts, tinted glass, auto, 1973. Beautiful condition, 350 cu. in. £4,500. 01-584 9621. (93004

1936 MORRIS Eight Estate, converted van. Stripped to chassis 1968, rebuilt. Very sound, recent complete engine rebuild. Long MoT. £600 o.v.n.o. including many spares. Cardiff 618562. (93005

AUSTIN HEALEY Frogeye Sprite 1959. Taxed, long MoT. Good tyres, hood and tonneau, £250. Evenings and weekends 01-251 1707. (93006

AUSTIN 2+2 Healey 1958. Six-port 2.6L. Wire wheels, overdrive, personalised registration, 49,000 miles. First class. "Red Colorado" bodywork. Offers. Wanted: Grand Prix 250F Maserati, Bugatti, similar. 32 Chamberlane, Kings Heath, Birmingham 444/5147. (93008

MG-B ROADSTER 1976. Immaculate. Brooklands green, tan interior. Fitted stereo speakers, overdrive, tonneau etc. Sale forced by imminent increase in family. £2,450 negotiable. Phone: Baschurch 395. (93024

SCIMITAR GTE manual 1973 (M). Highland purple, tinted windows, sunroof, chrome wheels, cassette stereo. £2,195. Emsworth (Hants) 4342. (92999

CONTINENTAL BENTLEY S1 1957. This is a beautiful Regal red Park Ward 2-door, fixed-head coupe. Low mileage. Completely original, and looks as new in every detail. £7,500. Would take interesting car in part exchange. 01-658 2781. (93000

ROLLS-ROYCE 1930 Phantom II chassis. Low rake steering. Short wheelbase. Needs restoring. Offers Camberley 32283. (93001

ROLLS-ROYCE 20/25 Mulliner saloon 1930. Undergoing restoration. Engine reconditioned. Offers Camberley 32283. (93001

1970 E-TYPE Roadster, white with black trim. Magnificent. £2,495. Beach Buggy 1500 twin carb, stunning eye-catcher. £495. Sell separately or exchange for Morgan. Chackley Brentwood 222927. (93002

VANDEN PLAS Princess 4-litre 'R'. Excellent condition, 1965. One owner 53,000 from new, £590. Gamston 318, Retford Notts (93017

K-REG. MINI COOPER S Mark III. A really superb example in absolutely original, standard condition. Not a specially-built or modified vehicle, but just the everyday transport of my wife, who can no longer drive on medical grounds. Telephone Hitchin 2387 to view the car valued at just £1,275. Overseas enquiries welcomed. (92995

FIAT 850 SPORT Coupe. 1970. Yellow, 47,000 miles. Remarkably good condition. £485. 061-445 2356 (93023

GILBERN 1800 GT. High performance (MG-B mechanicals) with comfort, 4 seats and rust-proof body. Oil-cooler, radio, HRW, wire wheels, v.g.c., daily use. £550 o.n.o. Fuller-Shapcott, Gallants, Inkpen, Newbury, Berks (04884 257). (92997

GILBERN 1800 GT, 1964. Sound throughout. Sunroof, Overdrive, wires, Kenlowe, radio/stereo cassette, MG-B mechanics. Tax and MoT, £550 o.n.o. Jackson, Horndean 593565 Hampshire. (93034

1275 MINI SPECIAL. Oselli engine, lowered roof and suspension, rally seats, alloy wheels. 18,000 miles since built. £400 o.n.o. Telephone Telford 617554. (93129

1939/45 ALVIS TA14 Shooting Brake. Many pre-war features, handsome ash body. New engine, rebuilt chassis. Needs respray and some timber replacing. Good chrome. Many spares including engine and axles. £325 o.n.o. Steeple Aston (0869) 40247. (93076

DAIMLER V8 2.5 Auto. P.a.s. Absolutely immaculate condition inside and out. Only covered 29,912 miles. One previous owner. Has always been exceptionally well cared for. £1,600 o.v.n.o. Brighton 732485. (Private sale). (93029

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MG-B TOURER 1972. 41,000 miles. One owner. Overdrive. Recently fitted brake pads. Complete exhaust system. Four Michelin XAS. Also luggage rack, fog lamps, radio. £1,250. 028-284 3418. (93130

MG-B ROADSTER. Chrome bumpers. Registered January 1975. 5,700 miles only. Wires, radio, Endrust. £2,300 o.n.o. Almost as new. Phone: Peterborough 252542 before May 12th or after 30th. (93033

1928 AUSTIN Super Sport Replica. New body, close ratio gearbox, 1½ in. pressure fed crank magneto eng. Totally rebuilt for vintage racing with scope for further engine development. In superb mechanical condition. An ideal opportunity for someone wishing to complete in vintage events to acquire a car to use this season. Offers around £2,000. East Meon 385. (37383

RS2000 DEC, 1973 Blue/blue decals, XAS tyres, no competitions, tax, MoT. £1,500 or part exchange Cortina Estate 2000. 051-342 5283. (93084

MG-C GT, 1969. Wire wheels, overdrive, radio, recent new front wings, clutch and decoke to maintain the excellent condition. £895 o.n.o. Tel: Harby (Leics) 60272. (93080

LOTUS ELAN Sprint DHC. Nov. 72. 'L'. 40,000. This appreciating model is in exceptional condition. Chocolate brown gold coachlines, full MoT. Sundym, roll-bar, new tyres, 4-speaker stereo. £1,995. Durham 3709. (93083

1935 RILEY FALCON 12/4. Rebuild started. Engine overhauled, new road springs, some bodywork done, good tyres. £250. Tel: Wirksworth 3396. (93082

MORGAN 4/4 1968 two-seater. 1600 c.c. crossflow Ford, wire wheels, immaculate condition. £2,350. Armitage (0543) 490232. (93081

LOTUS SEVEN SII 1968. Immaculate low-mileage original example, 1500 balanced Cosworth, alloy wheels, full w/equipment, etc. Export considered. £1,650. Box 5411. (93106

4.2 E-TYPE ROADSTER. Carmen red, CWW, considerably renovated, offers around £1,500. Write: Wooster, Wellington Hotel, Boscastle, Cornwall. Tel: Boscastle 264 after 7 p.m. (93025

FORD V8 PILOT 2 previous owners. Service history. Low mileage, recent respray (on rust-free body), new carpets etc. Offers around £900. Write: Wooster, Wellington Hotel, Boscastle, Cornwall. Tel: Boscastle 264 after 7 p.m. (93025

MG 'L' MAGNA 1933, 2-seater. Dismantled, new ash frame. Many new/reconditioned parts. All enquiries answered. Offers: Box 5410. (93128

BENTLEY 4¼ 1937 Stylish Thrupp and Maberly sports saloon. Sound condition. £3,750. Taunton 412454. (93026

MG-B ROADSTER 1972 L. White/black, new soft-top, many extras. £1,375. (0206-40190 evenings) (93032

PORSCHE 912. Dec. 1966. 68,000 miles, full service history. Chrome wheels, ZX Michelins, Blaupunkt, full MoT, taxed. Superb car. £1,650. Further details, Bromsgrove 71751. (93028

MASERATI BORA October 1973, LHD, 'R' registration. Metallic blue, low mileage, excellent condition, electric windows and aerial, radio & cassette. HRW, etc. Must be seen. £5,300. Evenings 352 8638. (93125

1275 'S' CLUBMAN Estate. Although 1971 brand new 'S' engine/gearbox 15,000 miles ago. Wide Mamba alloys, 165/70 Goodyears, sunroof, electronic ignition, MoT. Around £1,175. Blagdon Hill 202 (Somerset). (93131

1968 RAMBLER Ambassador, RHD, attractive lines. Also 1972 Lincoln Continental Saloon. Both all round good condition. Reasonable mileages. Privately owned. No sensible offer refused. Tel: Hoddesdon 63317, preferably after 7.30 p.m. (93133

MG-B GT 'J' registered. Blue with black interior, 39,000 miles, overdrive, HRW, radio, Rostyles wheels, MoT, taxed. Owners third car. Consider roadster part exchange. Cash adjustment either way. £1,175 o.n.o. East Grinstead (Sussex) 24526. (93132

JAGUAR MK. II 3.40. 1965. Manual with overdrive. Finished in Opelescent gunmetal grey with red trim. 2 owners and only 65,000 miles from new. With full service history. Immaculate order throughout. £795 o.n.o. Phone: Eaton Bray 221136. (93145

MG TC 1946. Cream, red interior in beautiful condt. throughout and perfect running order. £2,950. Tel: Northampton (0604) 890257. (93146

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PEERLESS MK. II 1959-60. Excellent condition. Engineer owned and maintained 60-spoke wheels, stainless exhaust, many spares. £500. Hardman, Scunthorpe 720270 (93101

JAGUAR 3.4 MK. II Saloon. Manual. O/D. Genuine documented 44,000 miles with two owners. Undersealed from new, unblemished bodywork. Faultless mechanics. 12 months MoT. Appreciating collector's investment. Offers around £750. Plumtree 2022 (Notts). (93100

1932 RILEY 'Gamecock' 9 h.p. Sports. Excellent original car, well restored. £2,750. Tel: 0908 610123 (Newport-Pagnell). (93093

1935 ALVIS SPEED 20. 1 family owner since the war. Original paint, trim, lamps, tools—the lot. Excellent running condition £2,950 0908 610123 (Newport-Pagnell). (93093

JENSEN INTERCEPTOR Mk. I. 55,000 miles. Fitted Mk. III alloy wheels. Finished in Charcoal Grey with Cream vinyl roof and interior. Personalised registration number. Undoubtedly one of the finest of its year offered for sale £1,750. 051-639 1904 (Wallasey, Merseyside). (93094

FOR SALE—continued

AUSTIN ASCOT 12 h.p. De Luxe, 1938. Resprayed, retrimmed, overhauled, outstanding condition. Taxed, MoT. Stork forces sale, £1,050 o.n.o. Stevenage 820470. (93021

MG-B GT 1967. Carefully used by MGCC member. Only 60,000 miles. Sensible extras, Keniowe, etc. 5 SP radials. Recent new clutch brakes and starter gear. Oiled chassis. £600. Tel: Leicester 888701. (93101

ASTON MARTIN DB4. Chassis number 125. Wire wheels, Sundym screen, rather fine metallic Ice Blue bodywork; original handbook, decoked. New clutch, exhaust, brake, callpers, linings, ball joint, MoT and taxed until December. Mortgage forces regrettable sale. £1,645 o.n.o. Photos on request. Might p/exch. something interesting and cheaper. Mr. Robinson, 01-992 4678 evenings/weekends. (38105

SPARTAN KIT CAR for sale, requires about 25 hours work to get running. 1600 c.c. GT Ford engine, all parts available for completion. Offers around £1,000. Thomas Ledbury 2148. (93095

ASTON MARTIN D/B2/4 Mk. II, 3-litre, 1957. Good all-round condition. MoT. A rare post vintage thoroughbred sports saloon with all the character you would expect of a car of this era. £1,750 o.n.o. Doble, "The Bowers," The Street, Sheering, Bishops Stortford, Herts. Tel: Potters Bar 57171 weekdays. (93096

RS2000 ESCORT Mk. II 1976. Red/black interior. Immaculate order, 7,000 miles only (seven thousand). Usual RS refinements. One private owner. £2,895. Brighton 0273 505095 eves., 0273 504079. (93027

V12 E-TYPE 2+2, 1971. Auto, s/roof. Excellent condition. 29,500 mls. £3,050 o.n.o. Hindhead 4331 Ext. 92. (93089

RILEY RM 2½ 1952. V/good mechanically, bodywork fair, full MoT, lots spares. £400 o.n.o. Tel: Deganwy (0492) 81935. (93090

ALFA SPRINT Veloce 1968. Yellow, very nice condition. Just spent £200 brakes and steering. Stainless exhaust, newish Avons. MoT. Bristol 36337. (93092

SCIMITAR GTE, overdrive, 1972 L. Yellow/tan interior, stereo radio/cassette. Excellent appearance, £1,995. Finance possible. Winkfield Row 3844 (Ascot). (93091

FRANKLIN 1917 4-seater Tourer six cylinder, air-cooled, electric starter and lights. Whitewall tyres. LHD. A large Edwardian tourer in mint condition. £6,950. Tel: Wilmslow 27968 or write, Grange, Handforth Hall, Handforth, Cheshire. (93085

FOR SALE—continued

LAGONDA single-seater 1934 1½-litre twin-cam with two stage blower. Wilson pre-selector racing box, twin rear wheels, full racing trim. Not been seen on circuits since 1951. Immaculate condition, some spares. £7,500. Tel: Wilmslow 27968 or write: Grange, Handforth Hall, Handforth, Cheshire. (93085

AUSTIN HEALEY 3000 Mk. I, 1960. Hard top/soft top/tonneau. 12,000 miles from complete rebuild MoT to Feb. 1978. Part exchange considered. HP arranged. Phone: 061-480 0748 or 430 7653. (93086

MG Y-TYPE 1951. Only 43,000 miles. Feels like a new car. Immaculate. £1,500. Pakenham 31121 (Suffolk). (93087

AUSTIN HEALEY 100/6 1957. Excellent original bodywork. Mechanical perfection. £1,500. Pakenham 31121 (Suffolk). (93087

TATRA 1926 Drophead type 11, complete and original specification, needs restoring. Ledwinka's light car masterpiece. Maserati 1965 Quattroporte ZF 5-speed De Dion. 06965 365. (93088

AUSTIN TEN 1946. Very sound body and mechanics, used weekly, lots of spares. £350. Oxford 723799 evenings / weekends. (93123

TVR 1600M. May 75 example in Alpine yellow, black interior and walnut dash. Superb condition with all extras, £2,950. 01-659 2221 (Eves. 01-937 0445). (93124

1961 JAGUAR 2.4 Mark Two. Manual with overdrive. Two related elderly owners. Guaranteed mileage 51,000. Complete tool kit, original radio. Perfect oil pressure. Mot November. Reg. No. GSB 777. Offers around £850. Please phone 041- 884 3707. (93126

1958 MARK 8 JAGUAR. Immaculate condition mechanically, bodywork and upholstery near concours condition. One family car. Genuine 25,000 miles. £2,000 o.n.o. Phone 01-397 8139 evenings/weekends. (93119

AUSTIN HEALEY Sprite, supercharged 1098 cc. engine recently rebuilt, all-steel white body. Soft-top, fastback hardtop, wires, oilrad, MoT November, taxed August. £390 o.n.o. D. Bowler, Ashford (Kent) 24411 Wednesday, Thursday, Friday daytimes or write 5, Speidhurst Close, Ashford. (93120

ROLLS-ROYCE 20 h.p. wanted. Chassis must be complete. Cash by enthusiast. Tel: 01-644 2040 even. (93121

AUSTIN HEALEY 3000 Mk. III. Ivory, new Cints, exhausts, battery, Hometune with report. Original brochures, handbook, etc. This car has not been restored, it is original. Very low mileage and mint. £2,500. Brighton 591549. (93118

FOR SALE—continued

CLAN CRUSADER 1972. Low mileage, alloy wheels, sunroof, tinted glass. Radiomobile, 12 months MoT. Lady owner must reluctantly sell, £975. Telephone: Sheffield 483674 evenings. (93116

TRIUMPH TR6 1975. One owner. Yellow/black trim. 22,000 miles, N-Reg. Radio. £2,400 o.n.o. Godalming 29954. (93117

MORRIS 1000 Traveller. First registered December 1968. One family, 28,000 miles from new. Ziebarted, unusual registration. Offers to Bournemouth 53166. (93113

TRIUMPH TR3A. Excellent condition, new paintwork, carpet, interior trim. Original instruments. Overdrive. Many spares. £600 o.n.o. Windsor 63170. (93109

SCIMITAR GTE 1971 October (K). Mileage 75,000. Beaujolais red, black interior, radio/stereo overdrive, etc. Immaculate car. Sale reason for sale and low price is imminent arrival of new GTE. £1,380. Phone: Downton 21208. (93112

VOLVO 123 GT. White, very good mech and body. Everything works perfectly. 'G' Reg. £500 o.n.o. Phone: Burnley 0282 25468. (93110

JAGUAR 3.8 S 1966 Auto. Original, sound, reliable, new tyres, track rods, ball joints rear bearings, etc. £475. Droitwich 5779. (93114

AUSTIN HEALEY Sprite 1966. Yellow, excellent condition, mechanically sound. Wire wheels, new hood, roll-bar. MoT, taxed, £395. Faringdon (Oxon) 20923. (93115

GINETTA G4 Coupe, IRS, rose-jointed, 1600 x/flow, three quarters rebuilt. £550 o.n.o. Details: Ingrebourne (Romford) 73448. (93009

CORTINA V6 uprated suspension, servo, recent exhaust. Black cherry, sunshine roof, alloys. 1970. MoT (August). Very smart car. Phone Northampton 20151 (work) Mr. Plummer. £600 o.n.o. (93012

1963 AUSTIN-HEALEY 3000 Mk. 2. £1,800. Rebuilt, good condition. Peto 01-236 1520 (office); 01-876 3759 (home). (93013

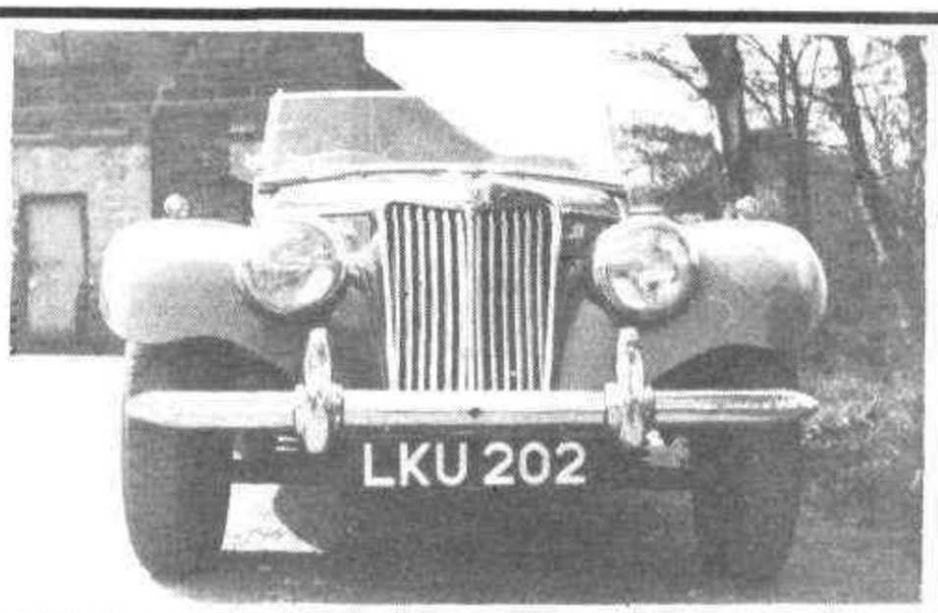
1966 HEALEY 3000 Mk. II. BRG. Black hide. Overdrive, radio, superb original condition. £2,450. Phone: Warrington 61340. (93014

BENTLEY R-TYPE, really excellent original body, interior, engine. Too big for new garage. £3,500 or part exchange Mk. VI Special. 01-943 0350 evenings/weekends. (9299b

LOTUS ELAN +2S 130/5 1974 M. 23,000 miles. White, oatmeal trim. Usual extras including stereo, alloys, H.R.W., Sundym, etc. Many pounds spent recently, v.g.c. £2,700 o.n.o. Phone: Padiham 73521. (93022

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Here is a picture of our racing sticker which is in four colours, self adhesive, and measures 6 in. x 8 in. It fits neatly on the back panel of a **Morgan** and can be yours for 40p, plus P & P. One hopes that by the time you are reading this, it will be T-shirt weather once again. As well as selling a splendid **Morgan T-shirt** we also have a vast range of this famous Marque, so if your mood calls for a quick blow in a **Morgan,** give us a ring.

Heading the stocklist this month is a **1977 Morgan 4/4,** 2-seater, signal red, bucket seats, wire wheels, a mere 50 miles.

1976 Morgan 4/4 2-seater, indigo blue, cream leather interior, wire wheels, 2,000 miles, luggage rack, spot lamps, one owner. Like new.

1975 Morgan 4/4 2-seater, light orange, wire wheels, 8,000 miles, bucket seats, rack.

1975 Morgan 4/4 2-seater, sun-kissed beige, cream leather interior, 12,000 miles, one owner.

1972 Morgan 4/4 4-seater, indigo blue, black leather upholstery, wire wheels. Fortunes spent in our workshops, low mileage.

1971 Morgan 4/4 4-seater, interesting luggage rack, special seat, BRG.

1969 Morgan 4/4 2-seater, golden yellow, leather interior, polished wood dash. VGC.

1965 Morgan +4 2-seater, royal ivory, black leather, wire wheels, rebuilt by factory 2 years ago. 2 owners from new.

1960 Morgan +4 4-seater, light blue, dark blue leather, wire wheels. Restored completely.

1971 'K' Ford Fairmount estate, V8 auto., power steering, electric rear window, RHD, tow bar, quad/stereo radio, finished in immaculate metallic blue. Amazingly useful estate which will tow anything. Bargain at **£1,100.**

Under restoration we have a **1968 Morgan +4** drophead coupe. Rebuilt from the chassis up this car should be ready by the time Motor Sport hits the newstand. Finished in royal ivory with red leather interior, wire wheels. Must be seen.

Please phone for any **Morgan** requirements.

REECE MEWS, LONDON SW7 (SOUTH KENSINGTON) 01-589 6894

FOR SALE—continued

BENTLEY CORNICHE MPW, 1967. Fixed head, finished in Regal red with magnolia trim, air conditioning, Sundym, full service history, as new throughout. £9,250. 01-603 8860 office hours. (93134

CHEVROLET CORVETTE Convertible 350, 1972. One private owner, 34,000 miles from new, mag wheels, £3,450. 01-603 8860 days; 01-673 6283 evenings. (93134

LOTUS EUROPA 1973 Yellow with black pinstriping. Tinted electric windows, very low mileage, appliance wire mag wheels. This car is reliable and has been maintained regardless of cost. This Lotus will appreciate and is in showroom condition. £2,750 o.n.o. Please phone Mr. Beaumont during office hours on Kesgrave 3629. (93143

GRAND PRIX ALTA: Believed actual George Abecassis twin-blown 1½-litre Alta built in 1949 and raced Internationally. As photgraphed in numerous histories of Early British Racing Cars. Was later raced with Bristol engine as Alta Bristol and named IRA. Made famous by Joe Kelly. The engine is non-original, is unrestored, but must represent the last chance of finding a historic single-seater front engine racing car. Telephone Christopher Stewart 01-629 2080 (daytime), or 0279 814510 (weekends). (38106

MG-PA 1935. Original and complete, sound running car. £1,750. Telephone 0303 58383 after 6 p.m. (93135

ROLLS-ROYCE Silver Dawn. Most beautiful Rolls. Completely unmarked body. Beautiful paintwork. Perfect interior. Very special one, only 300 made. Phone 286 2419 for details. (Private), (Hyde Park). Immediate shipping arranged. (93137

LOTUS 7 S4 1600. Excellent condition. Roll-bar, hard-top, new soft-top, battery, exhaust. £1,300. Chipping Sodbury 312895. (93138

LOTUS SEVEN Series IV, October 1970. Ford 1600 G.T. engine. 38,000 miles. £1,400. Tele. 01-995 5676. (92499

1957 DAIMLER Century, one owner, 69,191 genuine miles, current MoT. £625. Tel.: Bishops Stortford 812334/812109. (92500

1931 ALFA ROMEO 1750, twin cam for restoration. Engine stripped and wrapped ready for rebuild. No body rear of scuttle but bonnet and wings. Rolling chassis tows, steers and stops. A rare opportunity. £3,000 or offer. Tel.: 061-973 9269. (92498

MG-C ROADSTER, 1968. Red, Bermuda, soft-top, wires O/D, well maintained, radio, £850 o.n.o. 01-550 4961. (93184

RARE JENSEN 'Interceptor', 1954. In need of restoration to interior and chrome. In need of space. Any reasonable offer will be accepted. Guildford 31828 (93188

FOR SALE—continued

AUSTIN LIGHT 12/4 doctor's coupe with Dickey, 1933 Gordon of England body. Two owners, concours condition, full MoT. Superb example, £2,750. 01-639 0688. Lewis, Brook Farm, Brook, Nr. Godalming, Surrey. (93193

ROLLS-ROYCE Silver Cloud 3 1963. 67,000 miles. Steel blue with grey hide, two owners. Superb. £9,950. 01-639 0688. Broughton 47, Blackheath Pk, Blackheath SE3 (93193

JAGUAR XK150 SE FHC. Webasto sunshine roof, chrome wire wheels, Sherwood Green. Fully documented history including original service records. Completely rebuilt engine. Bodywork Ziebart rust-proofed. Kenlowe fan. Some new spares. Bills for £1,800 **ast 2 years. Full year's MoT. Offered £3,200** last month—am looking for £3,500 J. D. C. XK Register member. Mayhew, 7 Woodstock Road, Oxford. Telephone 511995. (93189

LOTUS ELAN Plus 2 S 130/5, in excellent condition. Finished in metallic brown with silver metalflake roof. Uusual refinements, five-speed gearbox, tinted screen, radio, alloy wheels, etc. 1973 'L' registration. 41,000 miles. A beautiful car for £2,400. Phone (0703) 892818 for more deails. (93192

PORSCHE 911 S 1972. Navy blue. Only 28,000m. Sunroof, Recaros, stereo/FM. Immaculate condition, £4,350. 01-874 6752. (93178

E-TYPE, 1968, 2+2, showing 61,000 miles, chrome wires, radio, Primrose with black interior. No expense spared to maintain in first-class condition. Reason for sale—Convertible wanted for summer. Elland 74307. (93179

LANCIA FULVIA 1600 HF Lusso (1972). New XAS Michelins (3 spares), new Konis. Maintained in exceptional condition by Lancia Club Medical Officer. £1,550. 01-727 1767 (evenings) (93180

LOTUS EUROPA Special, JPS, Oct. 72. Sunroof, stereo, mint condition, £2,450. Phone: Great Dunmow 0371 820147. (93182

BLYDENSTEIN VIVA 2300 Estate, 1973. Never raced or rallied, 46,000 miles, fully documented history. Extremely fast and reliable car. Bargain at £1,275. Tel: 01-995 4181. (93183

DOLOMITE SPRINT 1973 (M). Mimosa, carefully maintained and in fine condition. Radio/cassette stereo. Boat towbar and electrics. W/Midlands. £1,375. Bewley (0299) 403100. (93186

MG-A 1600 1961. H/S top, all metal rebuild, retrimmed, rechromed, oil cooler, bootrack, new batteries, tax, MoT until August, good condition, £925. St. Albans 63121. (93160

FOR SALE—continued

TR6 PIMENTO, 'L' Reg. 31,000 miles, radio, exceptional. £1,495. Tunbridge Wells 27718. (93187

SCIMITAR GTE, 1975. Overdrive. Dark blue, 28,000 miles. Excellent condition. £3,250 o.n.o. Sunderland 74666 (evenings). (93172

ALFASUD 'L' Feb. 1976, 9,000 miles only. Pompei yellow. Excellent condition. £1,900 o.n.o. Telephone: 0530 32565. (93174

LOTUS SUPER Seven SIV 1600 GT 1972. Red, 24,000 miles. Lovely car. £1 565 01-462 1751. (93175

MG TC 1949. Rebuilt three years ago. Red, superb condition. £3,000. Silverton 352 (Devon) (93177

1924 ASTON MARTIN side-valve narrow-bodied tourer. Restoration to be completed. £5,250, no offers. Box No. 5413. (93166

FROGEYED SPRITE, 1959. This is not original but has been developed into a quick and satisfying car with hard/soft tops and several spares. £415. Contact: Rhodes, 01-703 6511 at weekends to discuss it. (93167

MG TF 1250 c.c. Dark green with beige upholstery and wire wheels. Engine and front suspension completely reconditioned. Brakes overhauled, new bearings in gearbox. Fitted with heater. A very sound example in everyday (93168

AUSTIN HEALEY 3000 Mk. III. Superb condition, completely rebuilt, 37,000 miles only. W/wheels, overdrive. Absolutely mint. £3,500 o.n.o. (Tel) 0222 703536. (93169

BSA SCOUT 1936. Rolling chassis, engine, clutch, brakes completely overhauled by specialists. Many spares, 7 wheels and tyres, Grille and bonnet. Ready for the bodybuilders. Must sell. Best offer. Buyer collects. Phone: Chideock (Dorset) 458. (93171

FIAT 1800 SPORTS Coupe, July 73. Green, vinyl sunshine roof, sports wheels, 5-speed gearbox, electronic ignition, very good condition mechanically and bodily. £1,650 o.n.o. Tel: Bourne End 23007 (Cookham, Berks.) (93161

ALVIS 3-LITRE TA21 Saloon, 1952. Sound condition, long MoT. £325. Tel: Whitland 631 (Dyfed). (93162

VERY RARE Aston Martin DB4 Convertible. Receipts for well over £600. Sensible offers please! Telephone: Beckington 531. (93163

RILEY KESTREL 1933, 12 h.p. 6 cyl. Sound but needs some restoration, spare engine, etc. £435. 021-354 5063 after 7 p.m. (93164

MERCEDES 1968, 250 SL, White, black hard/soft top. Automatic. Good condition. Lady owner, £2,700. Phone: Medway 79037 evenings; Gravesend 4935 daytime. (93204

FOR SALE—continued

RARE 1963 LANCIA Vignale 1500. Reg. No. 43 FLW. Reluctantly for sale privately. Fast appreciating collector's convertible. New clutch, tyres, engine recently overhauled. Taxed. MoT. Offers around £900. Crawley 36973 (93158

ARMSTRONG SIDDELEY Special 1930s (very rare). 5-litre all aluminium engine. Needs total restoration, not running. £550. Also 1928 Austin 16 Open Tourer. Used regularly, MoT. Artillery spoke wheels, good order, £2,500 and Humber 16/60, 1935 Saloon. Massive coachwork with side-mounted spare. Really superb condition. Leather trim. As new headlining. £1,975. Write: Advertiser, 14, The Covert, Pettswood, Kent. Tel: Orpington 28817. (93159

1935 MORRIS 8 2-door Sports Saloon. Thoroughly gorgeous little car, in immaculate original condition. Many bills, all manuals including 'original operation'; enthusiast owned (Morris 8 Club). Coachwork black, over green; matching leather interior. Beautiful woodwork. Full length factory sunroof; opening screen; wire wheels. 33,000 miles. The car has current MoT and tax. A superb fun investment. £1,285. 01-458 2336 (London) (3810

1960 JAGUAR Mk. IX. Mint condition in every detail. Full service history from new, virtually one owner. Still unmarked and totally original condition throughout. Maroon coachwork, over red leather upholstery, factory sunroof. Original Motorola valve radio. Offers over £2,200. 01-458 2336 (London) (3810

HILLMAN MINX De Luxe, 1959. First reg. Jan. 1960. In original new condition. No restoration needed. Original log book. Two-tone colour. This specimen must be seen. £800. Southend-on-Sea 335729. (93238

1953 FORD ANGLIA, sit up and beg type, spare battery. £100 o.n.o. Bures 227197. (93237

PORSCHE 356 SC. White, rebuilt 1965. £2,150 o.n.o. 16 Elwill Way, Park Langley, Beckenham, Kent. (93236

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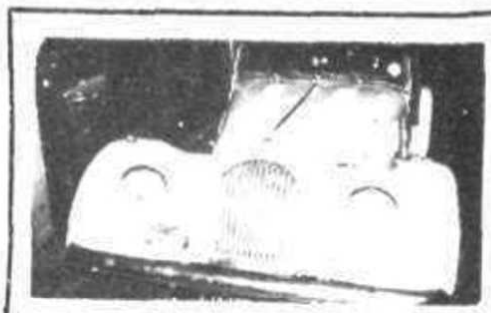


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TVR



If dissatisfied ring up and tell us the worst, but play me no tricks on April the 1st. **Morgan Plus 8,** 1976, special metallic green finish with close-cropped mohair hood, side-screens to match, stone leather trim, door handles. **Morgan Plus 4,** 1952, Drophead Coupé, black, Vanguard engine, extensive woodwork renovation. **Morgan 4/4,** 1966, Oxford blue, Comp. model with 1500 GT unit, wire wheels, tonneau, spare wheel



raincoat, wing mirrors, bonnet strap. **Morgan 4/4 4-seater,** 1976R, canary yellow with parrot-green leather, reclining and folding seats, rear bumper, wire wheels, grid, bonnet strap, reversing lights, rust-proofing, door handles, +8 spotlights, alarm. **Morgan Plus 8,** 1973M, signal red, wide-track/Rover box model, rear bumper, one owner. **Morgan 4/4,** 1968G, Competition model, BRG, tonneau cover, wing mirrors, etc., sold by us to professional man two to three years ago, traded back against late model 4/4 4-seater. **Morgan 4/4,** 1976R, royal ivory, wire wheels, rear bumper, tonneau cover. **Morgan 4/4,** 1977, indigo blue, being sold by us on behalf of well-known Hampshire deep-freeze expert. **Morgan Plus 8,** 1975, mint green, black leather, bonnet strap, this car enjoyed(?) a brief spell as my personal transport. **Morgan 4/4 4-seater,** 1969H, wire wheels, wood-rim, spots, air horns, leather trim — but overtures are being made by Liverpool teacher with '68 Elan +2. **Morgan 4/4,** 1975P, deep Brunswick green, wire wheels, bucket seats, rear bumper, tonneau cover. **Morgan 4/4,** 1969K, indigo blue, wire wheels, bonnet strap, polished wood dash, badge bar. **Morgan 4/4 4-seater,** 1971, signal red, the registration no. would appeal to any numerologist whose initials are KDW and whose lucky number is that of Stirling Moss; reclining seats, QI headlights, door handles, leather trim, chrome luggage carrier. **Morgan 4/4 4-seater,** 1976, orange, tonneau cover, rear bumper, outside door handles. **Morgan 4/4 4-seater,** 1971K, canary yellow, bumpers F & R, we have bills for recent engine overhaul which included certain unobtrusive performance modifications, was only sold to raise capital for an innocent business venture (sailing-boat hire, actually). **Morgan 4/4,** 1975P, golden yellow, bucket seats, ex-Motor Show car, one lady owner. **Morgan 4/4,** 1971, dark blue, engine re-done, badge bar, bonnet strap, rear bumper. **Morgan Plus 8,** 1974, signal red, door handles, lady owner. **WARNING:** Some of these older Morgans have, as well as the famous left-foot-operated automatic front suspension lube system (works off engine oil pressure), a *foot-operated dipswitch on the near (left-hand(foot)) side.* Drivers of these older models should ensure that they learn how to locate the correct pedal. *Failure to follow these instructions may lead to a dangerous situation where, while fighting the wheel to avoid the oncoming driver (dazzled and infuriated by your undipped headlights) you have also to tackle the problem of oil-soaked brake pads caused by over-liberal lubrication of the king-pins.* Any correspondence on this subject to be addressed to John Britten, c/o P.O. Box 99, Poste Restante, Arkley Post Office Stores. **Morgan 4/4,** 1972, orange,



wire wheels, four seats. **Morgan 4/4,** 1975, signal red, wire wheels, bucket seats, Klaxon horn, reversing lights, child's rear-seat conversion. **Morgan F Super,** 1947, bright yellow + polished alloy, Ford 8 engine. **Morgan 3-wheeler,** 1937, Matchless Vee twin, grey and black, cycle wings, 3-speed gearbox. **Morgan 4/4 4-seater,** 1972, ffrench blue, wire wheels, Plus 8 spots, leather, luggage grid, bonnet strap,



"grille-pan" stoneguards on headlamps. **Morgan 4/4 4-seater,** 1972, golden yellow, wire wheels, brown leather interior, 3,500 miles we believe, radio, grid. **Morgan 4/4 4-seater,** 1973, indigo blue, rear bumper. **TVR 3000M,** 1977, dark metallic blue with black vinyl roof, black headlining, reclining and folding seats, radio, electric aerial, tinted glass, alloy wheels, HRW, sun-roof, door mirror (previous owner is now running TVR Taimar). **Ginetta G15,** 1973M, silver metallic, alloy wheels. **Lotus Elan Plus 2,** 1968, aforesaid, expected soon. **Lotus Europa Special,** 1973, metallic brown, pin-striped. **Triumph Spitfire,** 1972, indigo blue, hard-top, overdrive. **NEW MORGANS:** Do not shrink from calling in/phoning for information, brochures, price list, test drive, delivery schedules, etc., etc. **NEW TVRs:** We have a number of Taimars and 3000Ms in stock in a wide choice of specifications and colour schemes. They are obviously very good cars because *dogs* approve of them, never growl, always wag their tails (or what's left of them). Man's best friend and all that. **ARKLEY SS:** A year ago we said that 1976 was our best ever year for Arkley kits, but 1977 is better still, we've sold more in January and February than we usually do in any six-month period. And as someone at B.L. has forgotten to cancel production of the now rather long-in-the-tooth but much-loved MG Midget, the future of our Arkley is assured for some years to come. A small prize for anyone who doesn't know what an Arkley kit is for. On the subject of B.L., I was just reading an extract from the "Trade Mark Journal" and saw that the name "Triumphette" has been registered as a car name. More details next month. I promised the origin of the name Taimar — apparently she's someone's girl friend. Last weekend I visited Monte Carlo (just to pace out the Grand Prix circuit) and saw on the quayside opposite the Riva speedboat depot two tarpaulins each enclosing an object of strangely familiar shape. Lifting a corner I found that they were brand-new Mini-Mokes, white in colour, in new-car delivery wax, and fitted with 12" wheels and galvanised tubular bumpers. Obviously they're still being made somewhere — Innocenti? Australia? Longbridge even? (Or was it Cowley?). Books: "Morgan" and "More Morgan" both by Gregory Houston-Bowden at £5.95, and "TVR" by Peter Filby at £6.50, all post free. We have well-equipped workshops for servicing and mechanical work on sports cars. Open to 7pm weekdays, 6pm Sats, closed Sundays, closed Easter from Good Friday to Easter Monday inclusive. Notice to tube-men, Red Rovers, etc. — *we are where the Northern Line ends.*

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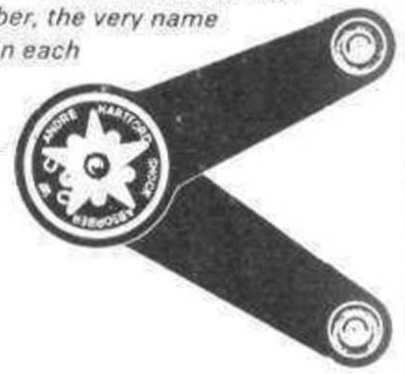
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DAIMLER 1968 V8 250 Saloon. Rare manual o/drive model. Blue grey leather. Radio, new tyres. £1,200. Also 1969 V8 automatic, p.a.s., sable tan leather, low mileage. Excellent. £985. ???? (93228

JAGUAR 240 Mk. II 'N' registration, 2.8 XJ6 engine, 1976. Manual, full history, showroom condition, £1,300. Part exchanges. St. Austell 63429. (93227

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LANCIA FULVIA 1600 coupe, 1972. 44,000, excellent condition, sun-roof, radio. £1,100 o.n.o. 0422 73762 (Elland). (92723

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AUSTIN 7 TOURER, 1931, chassis restoration almost complete with engine, gearbox re-conditioned. Four new wings. Body reconstruction required from scuttle back. £600 or offers. Delivery arranged. Phone Mundesley 720961 (Norfolk). (92725

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3.8, E-TYPE Roadster, 1964, v.g.c., fully documented, low mileage, one famous owner, £3,500 or offers. Tel.: 01-584 9397 weekday evenings. (92687

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1952 AUSTIN DEVON pick-up. Rare, useful, different, immaculate. Engine overhauled, rechromed, resprayed, good tyres, aluminium body. £465 or exchange decent car. Ring Skipton 2972 evenings. (92700

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FROG-EYED SPRITE, 1960, all steel, light blue, M.o.T. good cop/runner. H/s tops + tonneau, roll bar, F.H. s/belts - spares. £400 or offers. B. Tillman, 6 Twelve Acre Cres., Cove, Farnborough, Hants. (92377

1932 AUSTIN 10/4. Rare car with very sound original body. Mechanics and interior poor but easily restorable. £450. Wantage 2317 (Oxon). (92594

JAGUAR 150XK. Wire wheels, FHC. Laid up some years and needs restoring. £550. Wantage 2317 (Oxon). (92594

MGB GT 1970 (Dec.). Brg/tan, one previous owner. Radio, fogs, ammeter/ vacuum. New exhaust, good tyres. MoT, regularly serviced and v.g.c. £1,000. A. White, Turle House, Somerton, Somt. (92593

REGENCY DAIMLER. 1955. Not many made and getting rarer. Fair condition. £225. Jaguar 3.8S engine and manual gearbox, complete with starter, dynamo, carbs, etc. Good running order. £145. Wantage 2317 (Oxon). (92592

E-TYPE JAGUAR Convertible 4.2. May 1970 H. Beautiful condition, original cellulose, carpets, etc. XJ6 satin chrome wheels, hi-fi radio, stereo 8 track cassette player. M.o.T. 12 months, taxed, laid up last two winters, nothing to spend. £2,250 no offers. Phone Diss 3704 (Norfolk). (92591

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RILEY 2½-LITRE Saloon 1948. Re-chromed, re-cellulosed, an incredibly sound example of the Marque in exceptional condition throughout. Offers over £2,000. Tel.: Cardross 209 (Dunbartonshire) evenings. (92588

ELAN SPRINT (K), one owner, yellow DHC, 43,000 miles, absolutely mint condition; start haggling around £2,000. Walton-on-Thames 44500. (92582

MGC GT. H registered. Red. 45,000 miles, 2 owners. Overdrive, wire wheels, HRW, reclining seats. V.g.c. £1,350. Symonds Yat 346. (92579

FOR SALE—continued

ALVIS TD21 Ser.II, 1963, automatic, motorola, halogens, new brakes etc., £875 o.n.o. Saxmundham 2134/2193. (92587

'E' TYPE ROADSTER. 1966 engine overhauled. Recent new hood. Good black interior. Sound example, slight damage to repair £895. Cheltenham 36517 or 43655. (92586

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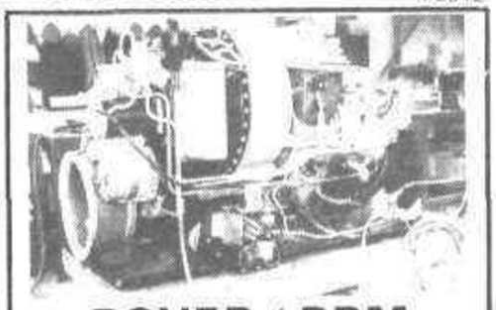
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VINTAGE TOURER, Rolls, Bentley or similar for cash. Any condition but prefer running. J. Gill, 154 Newton Rd., Torquay, Devon. (37625

TRAILER WANTED lightweight transporter for 20 cwt car. 67 Tiddington Rd., Stratford on Avon. Tel.: 2763. (91835

PORSCHE – PRIVATE individual desires Porsche 550, RS Series Spyder, 904, 906 or any interesting pre 1968, model 356, 911 or 912. Also Lotus 7, Morgan or similar car. Will pay cash or trade excellent Ferrari Dino 246 GT. Jacobsen, 9 Klaprozenhof, 1960 Sterrebeek, Belgium. Phone 02–731 35 23. (91837

AUSTIN 12/4 Clifton open tourer, any condition, will pay up to £1,800. (91879

BENTLEY LATE Mark VI, R Type or S.I., standard or special bodywork. Must be immaculate with history. State chassis no., price and full details. Wootton, Arncliffe, Deddington, Oxon. (91826

ANY SPORTS car wnated, modern or anything old and interesting, any condition. Can collect. Cash. Tel.: 01–658 1005. (36218

ROLLS-ROYCE or Bentley required. Any age, no objection to one requiring attention. Would collect. Cash settlement. Tel.: 01–658 1005. (36181

WANTED—continued

BENTLEY 1925–30, 4 seater, open, 3, 4½, 6½ litre, mechanically sound. Vallings, Box 9, Kumeu, Auckland, NZ. (37844

JAGUAR 420 'G' wanted. Must be immaculate condition, very low mileage, automatic preferable, but not essential. Private buyer. No part exchange. Write full details please, F. R. Jones, The Big House, Whittington Castle, Oswestry, Salop. (36358

WANTED: FIRM or mechanical expert with Silver Cloud I. Superb car. Sheffield area preferred, but will take elsewhere. Box No. 5326. (36413

MASERATI WANTED six cylinder twin cam, twin ignition, two-litre engine, suitable for A6GCS. Box No 5353. (37085

XPAG ENGINE and gearbox required, one suitable for rebuilding not objected to. Distance no object. Phone: Brownhills 5550, Staffs. (93107

CITROEN WANTED, pre-1930, any model. Prefer Cloverleaf, any condition even for total restoration, but must be reasonably complete. Hoddesdon 66259. (93010

MG MORGAN, Riley, Singer Le Mans or similar wanted, complete, dismantled even parts for restoration. 0302 57801. (93016

TOYS—TOYS—TOYS—TOYS. Model railway in 'O' gauge and larger. Early Dinkies of all types particularly vans with advertising on, Tinplate cars, boats, aeroplanes, stations and mechanical toys. Britain's record cars and army lorries; items wanted in any condition even if only suitable for spares. I will pay extremely high collector's prices and travel to collect. Tony White, 22 Ivy Bank Park, Entry Hill, Bath, Avon. Tel: 0225 83 7077 evenings please. (93050

WANTED: FOR AUSTIN Healey 3000 front seats and runners. Condition immaterial. Phone: Lisburn 4040 or 78805. (93046

WANTED BY AUSTIN enthusiast: pre-1928 Saloon or Tourer 12.4, 16 or 20 h.p. Top price paid for car in top-class condition. 051-638 3205. (93068

LANCIA FLAVIA 1.8 Farina or Vignale wanted. Condition and price. Reynolds, 20 Sandal Avenue, Wakefield. (93063

VINTAGE CAR wanted, any model if 100% perfect. Good price offered by private enthusiast. Will travel. Phone: 051-638 2154 (Cheshire) evenings. (93068

WANTED: MG TC, TA, TD, Morgan, Alvis, Bentley. Something interesting. Condition not important. Box 5313 or 01-658 0554. (93079

ENTHUSIAST SEEKS interesting pre-war open tourer or early post-war touring car, E.g.: MG, Riley, Singer. Tel: 01-979 4640. (92994

WANTED: COMPLETE original pre-war open MG for restoration. 4 or 6 cyl. Prefer 2-seater. Consider basket case if price reasonable. Full details: Talbot Landweringstraat 62, Sittard, Holland. (38081

WANTED BY AMERICAN enthusiast: 1946 to 1949 MG TC in total concours; will come to UK in Fall. Howard Leeser, 17 Spring Valley Road, Levittown, Pennsylvania 19056, USA. (64704F

WANTED—continued

ROLLS OR BENTLEY Mk. 6, R-type or S-type required urgently. Any condition. Quick payment and collection. 0695 21873. (93031

BENTLEY MK. 6 or R-type urgently required. Top cash price paid. Tel: Warwick 42166. (93007

E-TYPE JAGUAR roadster series I 65/66, closed headlights, mint condition. Leif Borgesson, Box No. 54 44092 Svanesund, Sweden 38104.

WANTED: Porsche Carrera 1500 or R5 engines or cylinders; Ferrari 850 GT and 212 engines. Dunontant, 87120 Remponat, France. (38110

FRAZER NASH Le Mans Rep. or any Bristol engine model urgently required by private enthusiast, condition immaterial. 1 Ravenwood Drive, Hale Barns, Cheshire. (93156

DUNLOP RACINGS wanted to fit 15 in. wheels (450 L-section/500L or 550 L x 15 in.). Please write to: Peter R. Ecury, Bosstraat 94A, Soest, Holland. (93205

COVENTRY CLIMAX engine FWA/FWE wanted complete, incomplete or parts. Also interested in Lotus Elite S2 with or without engine. Please write to: Peter R. Ecury, Bosstraat, 94A, Soest (Holland). Distance no object. (93205

WANTED: 1950-55 Bentley, Alvis, Riley 1½. Good condition. Smith, 59 Jesmond Park West, High Heaton, Newcastle. (93154

FPF CLIMAX engine: 2-2½-litre. Good price paid. Tel: day 01-499 7133; evenings and weekends: 01-624 3927. (38106

FOR PRIVATE collector: Cash waiting for Historic Sports or Racing Car. Tel: day 01-629 2080; or weekends 0279 814510. (38106

AUSTIN HEALEY 3000 or 100/6 wanted for restoration. Tel: Keighley (Yorks) 606353. (93176

PRIVATE ENTHUSIAST wishes to purchase a Singer Roadster or hopefully Le Mans. About £450 cash available. Telephone 01-979 0470 (evenings) or 01-892 3558 (daytime). (38131

PRIVATE ENTHUSIAST wishes to purchase Austin 7 Chummy Tourer or similar. £500 cash available. Tel: 01-979 0470 (evening). 01-892 3558 (daytime). (38131

WANTED: FRENCH literature on Vintage and PVT cars; books, magazines, catalogues, brochures. Replies to Box No. 5418. (38132

LOTUS ELAN S4 or Sprint DHC wanted, in good condition. Good price paid for cossetted car. Will travel. Please ring Lincoln 27383 evenings. (93140

WANTED: Any kind of books giving any kind of information on car or engine for Fiat Dino Ferrari engine. Also details of any new or S/H spares for car or engine. Lewis, 28 Ebley Road, Stonehouse, Glos. Tel: Stonehouse 2949. (93235

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ALEXANDRA PALACE AUCTIONS

WEDNESDAY MAY 11th

ROLLS-ROYCE & BENTLEY CARS ONLY

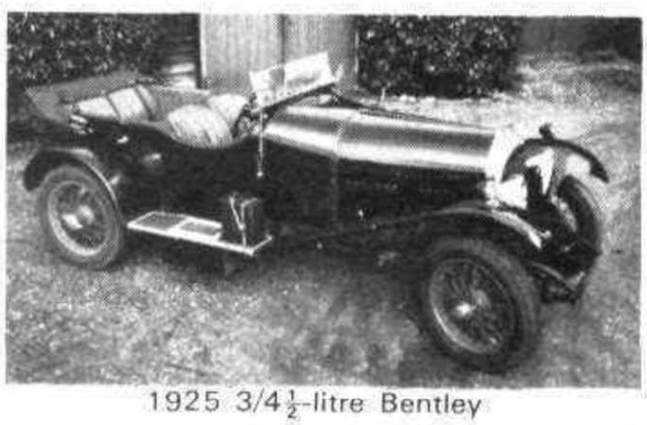
THURSDAY MAY 12th

ROLLS & BENTLEY SPARES AUCTION & AUTOJUMBLE

CONFIRMED ENTRIES INCLUDE



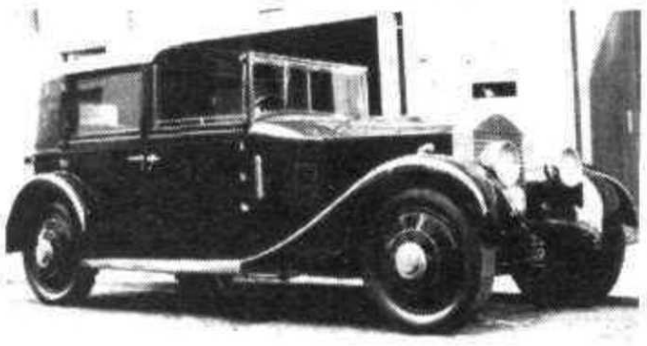
1937 Bentley 4¼



1925 3/4½-litre Bentley



1935 Phantom II sedanca



1926 Twenty sedanca

1921 Silver Ghost tourer, 21,000 miles from new.
1925 Bentley 3 litre tourer.
Phantom II Continental sports saloon.
Silver Wraith Sedanca de ville.
Rolls Twenty tourer.
Left-hand drive Cloud I.
Silver Wraith limousines (2).
4¼ Bentley Le Mans replica.

S1 & S3 Continentals.
Standard & coachbuilt Clouds.
Standard & coachbuilt Mark VIs.
20/25 & 25/30 limousines.
Twenty fixed-head coupe.
Phantom II limousine.
Standard & coachbuilt R Types.

100 cars in good condition anticipated. Good late entries accepted.

WEDNESDAY JUNE 1st

VETERAN VINTAGE & CLASSIC CARS & BIKES

We expect our usual 130-odd entries, the most interesting already received being the 1925 Fiat 519 limousine.

FURTHER QUALITY ENTRIES INVITED

Catalogues are available for each sale at £1.50 each, 50p extra Air Mail overseas, approximately 3 weeks before the sale dates.
Viewing is from 5–8 pm the evening before the sales and from 9 am on the day of sale. Sales commence at 11 am.
Payment must be made by bank draft or by making credit open facilities in advance with your bank and Midland Bank, 17 Priory Rd., N8; cheques payable to VTEC Clients Account.
Prospective buyers must also register by depositing £100 cash (or cheque minimum of one week in advance). This is refunded via a post-dated cheque from us.

Autojumble stalls for May 12th are available at £7 each. Spares, accessories and literature may still be entered into the auction.

MIKE CARTER

14 Broadway, SW1. 01-834 9225

WANTED—continued

MG-B ROADSTER and MG Midget wanted by private buyer. Both must be 1974/75, chrome bumper models, white, and unmarked bodily. Telephone: Derby 810862. (92712

WANTED: AUTOCOURSE and Sporting Motorist magazines 1956/57 onwards. Also Autocourse annuals 1961/62-1965. Lang, 47 Chestnut Drive, Brixham, Devon. (92801

PRE-1968 CLASSIC, luxury and collectable cars wanted. Immediate payment in pounds or American cars at wholesale prices in exchange. Try me. Tel.: New York (212) 224–7370 or reply Motor Sport Box 5355. (64310F

AMERICAN CONVERTIBLES from 1930–39 wanted. High price paid. Private buyer. All replies answered. Box 5367. (37449

WANTED: LAGO Talbot, Delahaye and Delage with special coachwork, in any condition. Offers to Box 5384. (64488F

WANTED: ANY pre-1914 car, especially pre-1904, in any condition even incomplete. Anything will be considered. Offers to Box 5385. (64488F

WANTED: Close ratio gears for 1966 MG-B (18GB engine). Will consider complete set. Individual parts or complete g/box. Box 5386. (64493F

VERTICAL DYNAMO for OHC 12 v or 6 v plus round end plate all large dia. 1" SU horizontal carburettor, pair of forks for dynamo drive. K. Appleton, 88 Bicester Rd., Kidlington, Oxford. Phone Kidlington 5504. (92262

WANTED LOTUS Elan drop-head coupé S4 SE preferred. T. W. Keeling, 45 Hill Rd., Worle, Weston-super-Mare, W.S.M. 29271. (92127

WANTED JAGUAR XJ12L for purchase early August. Will pay £3,500 or £4,000 cash. Prefer 1974 model or thereabouts with air conditioning. Please send details by airmail to G. Wellington, P.O. Box 242, Panguna, Papua, New Guinea. (92119

INTERESTING JAGUAR and SS cars wanted by private collector; all models and conditions considered. Details to A. Dobson, Gilthrigg, Levens, Kendal, Cumbria. (37781

WANTED ROVER 75, 90, 95, 100, 105 or 110, in perfect condition, with low mileage. Replies to Box No. 5419. (92157

BADGES: INTERESTING pre-war, post-war club badges. Coronation etc., Schneider seaplane mascot. S.A.E. for list. Box No. 5389. (92158

TRIUMPH TRs, GT6 and Spitfire always wanted. Frederick Charles Cars Limited, Gulson Rd, Coventry 27518. (30953

MG 'T' TYPE. Scruffy. Non runner exchange Rolls' aero engine. Hercules' power plant. Cash adjustment. 092-681 2375. (92373

VOLVO 1800S or **A/H 3000,** overdrive. 1974–67. £600 for best example. Dr. Surtees, Macclesfield Infirmary, Cheshire, SK10 3BC. (92261

WANTED 1949–50 Riley 1½ or 2½ drophead or saloon. Must be in good order. Full details, condition and price required to Box No. 5395. (92378

RILEY KESTREL Blue Streak wanted by private enthusiast. Box No. 5417. (93232

MISCELLANEOUS

RECONDITIONED overdrives. 6 months warranty. From £45 exchange. Fitting service available. 01-947 1787, 01-876 6188. (93144

BREAKING HEALEY 3000 Mk. I. Most parts for sale. Also 100/4 doors, chassis, mechanical bits. Tyson 031-445 2324. (93165

VINTAGE RADIATOR BADGES repaired using original glass enamels. New badges for most marques can be supplied as genuine replacements. Pamela David Enamels, 6 Overtons Close, Radford Semele, Leamington Spa. Telephone (0926) 23018. (93224

OLD TANKS FOR NEW. Replacement vintage and sports car fuel tanks. Any fuel tank made or rebuilt. Bentley Blowers to Austin 7. The Garage, North Street, Mere, Warminster, Wilts. Mere 788. (93234

36 COPIES of Motor Sport January 1970—June 1974. Offers. Tel.: 01-657 0074—(92257

MOTOR SPORT 1966-date, complete; offers. Motor Racing 1955 complete; offers. 1974 Spanish GP Programme autographed Hailwood, Scheckter. Offers Southend 557983. (92265

CAR TRANSPORT. Specialised low cost car transport, expert care, full insurance. Ring for a return load quotation. North Rode (02603) 440. (89312

MOTOR SPORT: 160 copies 1950-70. Flight pre-war and post-war. Donington Programme Oct. 1938. Box of vintage bits and pieces, tools various. Original Bosch HF hooter. AC oil can, name in brass on top. Middleton on Sea 3711 weekends, 01-672 0364 weekdays. (92375

ENTHUSIAST, exiled overseas, needs to buy 2-car garaging/minimal domestic accommodation anywhere UK, for storage/leave use. Consider conversion barn, chapel, stable, warehouse, etc. Box 5396. (92506

MG-A CENTRE, all parts available, complete cars sold. Simon Robinson, Burns Farm, Dacre, Harrogate. Phone: (042 372) 519 (MGOC spares Sec.) (92447

MOTOR SPORT 1950-74, £60. Autosport June 1953-65, £20. Classic Car Nos. 1-17, Brooklands Society Bulletin, complete set and odd copies. All mint condition. Byfleet 46199 p.m. (92509

HEALEY 3000 Mk. IIA works blue tonneau and hood cover v.g.c. £20. Kidderminster 68356. (92496

MG-A 1500 BLMC exchange diff. in box, unused, offers? Glos. (0452 28853). (92514

MOTOR SPORT Feb. 1956-December 1976, complete including 57-60 bound £40. Egham 4278 evenings. (92523

COACHPAINTING—DIY course. Brush painting your car? Why not come on our one-day basic coachpainting course on the 28th May? Send SAE for details, colour card, list of paints, etc. Exhibition Services, Shipston-on-Stour, Warwickshire. Tel.: 61424. (92525

MISCELLANEOUS—continued

HARDTOPS (WORKS), one for TR2/3/3A £45. One for Healey 100-6/3000 £45. Tonneau and hood TR2/3/3A £5 each. Grimsby 43963. (92589

MERCEDES BENZ: All type new and 2nd spares. Cars collected, delivered, stored, shipping arranged. Specialists in diesel/petrol engines for Mercedes, VW, BMW, Perkins, Recardo etc. GACS 165/175, Windmill Road, Croydon, Surrey, England. (92583

NEW BSF BOLTS and set-screws, with nuts. Most hex head. H-Tensile, plated. Wide assortment 3/16 in. to ⅜ in. dia. ½ in.—2½ in. long. 200 pack £6.50 post free. UNF available same price. E. A. Clare, 25A Lenton Road, Nottingham. (92580

VINTAGE MOTORSHOP buys and sells mainly motoring literature, open Thursday, Friday, Saturday. 500 Bradford Road, Batley, Yorkshire. Telephone Batley 470773. (92614

SMALL SINGULAR shipments of thoroughbred cars required ex-UK or Europe, prefer firm or private person as supplier, reference required. Write to "Sporting Cars" 26A Stirling H'way, Nedlands, Western Australia. (92719

VINTAGE CAR trunk by Dunhills, 30 in. x 16 in. x 21 in. with 3 fitted suitcases, v.g.c. £48. Redhill (Surrey) 63975. (92691

TR6: TWO NEW injectors £10. Pair rear shock absorbers £30. Pair door pulls £10. One new Dunlop 165 HR15 SP Sport £15. One Sprint wheel unused £25. Redditch 23630. (92690

BMW SPARES and accessories, second-hand, all models 1964-77. Large variety available. Phone: Southport 40047 or 78254. Delivery arranged. (92819

CLASSIC PAIR: Lotus Elan 1970 S4 soft-top, tonneau cover, radio, under 60,000, new chassis. Offers over £1,050. Daimler SP250 1960 hard and soft tops, radio. Many new mechanical parts £200. (92833

SCINTILLA VERTEX 4 cylinder, mint, £40. Flamethrower 12v, tyres, unused: pair 475 x 19, one 670 x 16, 325 x 18 M/C Lightweight, 225 x 21 M/C. Good Pair 600 x 16 T&C type, one 525 x 18, 695 x 14, six 450 x 17 and tubes fair. Pair 600 x 18. Reasonable prices. Stevenage 813335 evenings. (92804

OVERSEAS COLLECTOR wishes to purchase for museum: Veteran, Vintage and modern Classic vehicles, preferably in mint concours condition. Bentley WO and later, Rolls-Royce, Jaguar D and SS100, Riley, Imp and MPH Mercedes 6,3 and 280SL, Maseratis, Ferraris, Morgan, Super Sports and Classic motorcycles. Also parts, accessories and interesting motoring items of historic value. Trade submissions invited. Full details please include realistic prices, address, phone numbers to Mrs. F. Josephson, 93 Elizabeth St., London SW1. (92814

THE DAIMLER & Lanchester Owners' Club cordially invites all owners to their 13th Annual National & Silver Jubilee Rally to be held at Harewood House, near Leeds, Yorkshire on Sunday 12th June, 1977. Details from Yorkshire Branch Secretary, 36b York Place, Harrogate. Tel: 502613. (37601

YEOVIL FESTIVAL of Transport, August 13th/14th. Cars, commercials, motorcycles, fire engines, tractors, military autojumble, trade stands etc. Details from: Festival Administrator, 38, Kenmore Drive, Yeovil, Somerset. Tel: Yeovil 4630. (37049

JOWETT CAR CLUB offers complete service to Jowett enthusiasts—magazine, technical assistance, social events. Contact the Secretary, 24 Murton Garth, York, YO1 3UL. (37051

FERRARI CLUB: Magazines, complete from No. 1 1967 to date. £40, no offers. Box No. 5414. (93173

WEST COUNTRY Autojumble & Collector's Bazaar, Motor spares, railway relics, books etc. Weekend 21st & 22nd May from 11 a.m. at Bristol Suburban Railway Society's 4-acre site Bitton Station on the A431, Willsbridge, Bristol. Stall £5. Enquiries to C. Bazeley, Garden Flat, 1 Cambridge Park, Redland, Bristol. Tel: 39326. (36991

MASERATI CLUB for owners and enthusiasts of the marque. Officially recognised by the factory. Details from: The Secretary, Treasurer, Mr. J. Miles, The Paddock, Salisbury Road, Abbot's Ann, Andover. Tel: Abbot's Ann 312. (30032

MASERATI: All spares and servicing for the six cylinder models. Richard Crump. Telephone: Waltham Cross 22121. (31360

NATIONWIDE CARTRANSPORT. Any vehicles, anytime. Personal, efficient service. Long/short term storage. Full insurance. RAC appointed. Tel: 01-393 4715 (24-hr. Ansafone). (34650

LOTUS ELITE Specialists. All spares. Complete bodywork and mechanical rebuilds. Full retrimming. Fibreglass Services, Chichester 86265 before 9 a.m. or evenings. (87648

CAR RECOVERY, local, Continental, suspend, tow or trailer. Hythe, Southampton, Hants 843101 evenings (STD 0703). (35528

CAR TRANSPORTED by Range Rovers and trailers anywhere—anytime, UK and Continent. Veteran, vintage and race meetings attended by appointment. 01-864 6389 (Harrow) 01-904 0430 (Wembley). (34319

TRAILER TRANSPORTATION by professionals. Any size of car, vintage or modern, any condition, UK or Europe. Access/Barclaycard welcome. Jamesigns 01-672 7737. (33963

CAR RECOVERY and delivery by trailer, local, national, continental. A personal and competitive service. Cartrek, Esher 62785 anytime. (34136

MISCELLANEOUS—continued

MORGAN POSTERS. Full colour posters, 36 in. x 23 in. features 5 Morgans from the last 40 years. Specially designed for the 40 year celebrations of 4-wheel production. £1.80 including postage and package (add 20p outside UK). Bobles Posters, 54A Aberdeen Walk, Scarborough, North Yorks, YO11 3MS. (36772

TVR POSTERS. A special poster featuring the current TVR range of cars. Artistic reproductions in black and white giving magnificent effect. £1 including postage and package (add 20p outside UK). Bobles Posters, 54A Aberdeen Walk, Scarborough, North Yorks, YO11 3MS. (36772

TRAILERS FOR HIRE at reasonable daily rates. Car transport/recovery by Land Rover and 4-wheel trailer. Ring for quotes. Gofar Trailers Ltd., St. Albans 61301; 01-449 3479. (89686

TRANSPORTATION by Range Rovers and trailers. Expert service. Any distance. Economic rates. 01-597 1210 office hours or Brentwood (0277) 224444 evenings/weekends. (89035

HISTORIC SPORTS CAR CLUB for owners and enthusiasts of original post-war Sports, GT and Sports Racers. RAC recognised. Full racing, hillclimb/sprint and social calendar. Quarterly magazine and monthly Newsletter. SAE for further details and application form to: B. M. Edbrook, 26 Lower Hey Lane, Dysarts, Mossley, Lancashire, England. (36991

FOR DISPOSAL. For Rolls-Royce 20/25: Pair Lucas P80 headlamps, starter relay, Klaxon wiper motor, HT cable conduit. For Derby Bentley: 2 rev-counters with clocks. For Alvis Speed 20: 3 matched 1½ in SU carburetters. Patience, 49 St. Mary's Rd., Ealing, London W5. 01-579 4162. (93136

CAR TRANSPORTATION and recovery. Specialised service nationwide. Immediate quotation. Personal attention. C. E. Ltd., Crick, Northants (Junction 18 M1/M6) 0788 823131. (36081

WORKSHOP CLEARANCE: Large quantity new/used vintage and PVT tyres, magnetos, artillery wheels, radiators, lamps, etc. Moving premises. Buyers collect. Phone Macclesfield (Cheshire) 22920. (93181

AUTOMOBILE YEAR. Complete set except for Volumes 1 & 2. Might break. Offers. Merstham (Surrey) 4059. (93185

MANY MOTOR SPORTS, magazines, books. Details: 20 Kings Avenue, Poole, Dorset. 0202 731945. (93199

PARTS 1900 TO 1950: Write to Gerard Golinvaux, 35B Rue Houchette, 6920 Welhn, Belgium, for a free price list of our wide range of parts for cars from 1900 to 1950. All enquiries will be answered. (92529

LAGONDA—M45, 4½-litre engine, almost complete. Pair P100 lamps, aero screen, Morris 8 tourer screen, 2 x 19 in. Alvis wire wheels. GN4. Scintilla magneto. Triumph Dolomite odds and ends, sensible offers. 'Motor Sport' complete 1960-76, £75. 'Autosport' complete 1957-64 + part years '55/'56, £40. 'History of the Motor Car' complete, £35. Broadbank, 64 Main Street, Cherry Burton, N. Humberside. Tel: 0401 50523. (38077

MOTOR SPORT: 169 issues for sale, November 1957 to August 1972, including ten complete years. Offers to Atkinson, 6 Britannia Road, Norwich NR1 4HP. Tel: 618783. (93097

DOLOMITE SPRINT wheels. Set 4 new, £60, or £15 each. Available London or could send. Phone: Earldoms 373. (93122

E-TYPE NEW unused parts: 2 chrome wires £40, 1 pair door handle/lock assemblies £10. Front and rear o/s bumper blades £11 each. Cylinder head less valves/springs £60. Series 2 pair f/bumper blades £20. Centre f/bar £15. N/S rear blade £11. Rear centre blade £11. Pair r/overriders £12. Available London or could send. Phone: Earldoms 373. (93122

CRASHED MG-A twin-cam. Engine and all mechanical parts in excellent condition. Offers. Ballymena 3684. (93018

AH 3000 MK III hard-top, no window £85. 2 engines Mk. ? £20 each. Cylinder head complete £10. 100/6 gearbox parts £20. Hargreaves, day 0625 26363. (93111

VICTOR YOUNG Classic body, ex-4¼ Bentley, 2-door Razor Edge. All aluminium, including front wings. 3-litre Red Label ½ shaft. Mark 10 Jag. new auto box. Two MG Magnettes. 20 Rolls rad. Red R-R chrome. Vertical slats. Set hydraulic jacks ex-Lagonda. Many other bits. Sundays only. Tollard Royal 310. (93052

VARIOUS: MOTOR SPORT 1959-1974, several missing, £20. Buyer collects. Tyres: 21 in., 18 in., 16 in. Riley parts: pre-, post-war. High Gables, Bell Lane, Thelwall, Warrington. Tel.: 64004. (93030

MOTOR SPORT bound, 1947 to 1961. Unbound 1950 to 1952. Automobile Year volumes 4-11. Autocourse 1951 to 1956, bound. Many books including The Grand Prix Car Vol. 1, Cars and Motor Cycles, three volumes. Tel: Uttoxeter 2953. (93053

MG GEARBOXES: TD and YB complete with bellhousings, £45 each. Exchange for TC parts welcomed, particularly restorable rear axle. Tel: Stourbridge 5096 evenings. (92998

NEW SET 10:1 std. pistons for 1767 c.c. Leaf/Connaught L-type £60. Also 8:1. 1958 Cooper wheels and brakes. Chelmsford 71016. (93077

MOTOR TRADE premises to let. A share of a large factory building available to specialist small company in restoration trade or similar occupations. North London area. Write Box No. 5421. (93201

MISCELLANEOUS—continued

COLLECTOR buys motor mascots, badges, books and photos of old motors. Tel: Motor Mascots 067 93 3327. (92570

WESTON PARK Autojumble and Auction, May 14th—trade and retail stalls from £4. See our main advertisement or ring 021-236 2854. (92631

TWO NEW 215/60 VR15 tyres for Porsche Carrera; also tubes. Under trade prices. Boughton (Kent) 022-775 276. (90900

PRIVATE COLLECTOR requires motor racing books, programmes, photos, etc., of the 1950s. Consider buying complete collection. Phone Kingswinford 3948 weekends. (90338

LOTUS BIG VALVE cylinder head rebuilds, conversions or exchanges. Fully polished, maximum price £95. Shimmed up with reprofiled cams, maximum price £135. Shims, gaskets and head spares; Desford 3652 evenings/weekends. (37552

MG-B/C: Are you interested in these cars? Then come to Ragley Park, Alcester, Warwicks, June 12th. Details: Club Sec., 197 Walkwood Rd., Redditch, Worcs. (37828

£700 REWARD: Stolen, September 1976, premises London, NW1, 1935 Rolls-Royce 20/25 Gurney Nutting Sedanca de Ville, black and white registration number CGU 922, chassis number G.OH 39, engine number Z/4/Y. The above reward will be paid by Cunningham, Hart & Co., 23 Lawrence Lane, EC2 (600 9191) to the first person giving such information to them as will lead to the recovery of the car in good condition and arrest and conviction of the thief, thieves or dishonest handler, or pro rata to its reduced value in the event of it being damaged. (37828

BRITISH SALMSON OWNERS: Contact Tim Grisdale, 36 Station Road, Ridgmont, Bedfordshire, for details of Jubilee Rally 4th/5th June. (92204

INTERNATIONAL ALVIS DAY, Knebworth House, Herts., Sunday, 15th May. Start 11 a.m.—Concours Driving tests. Cavalcade in beautiful Knebworth Park. Details from: Tom Oakman, 14 Burnt Oak, Wokingham, Berks, RG11 4UQ. (92205

MG-B/C CLUB, National Day 12th June. Starts 11.30 a.m. Ragley Park, Alcester, Warwicks. Biggest collection of spares under cover. "Concours" Full details: Club Sec., 197 Walkwood Rd., Redditch, Worcestershire. (37828

MOTOR SPORTS 1958 to date. Few missing, some duplications. Also some 1957. All excellent condition. £40. Might deliver. Tel: Chichester 81269 (evenings). (91833

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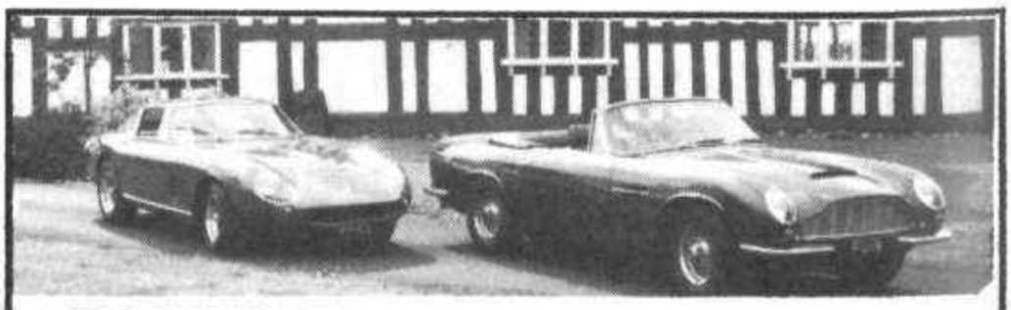
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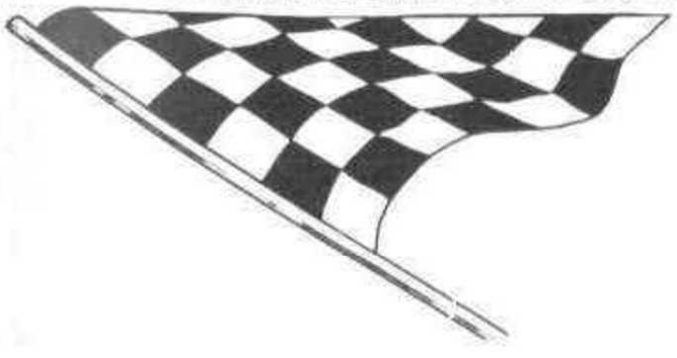
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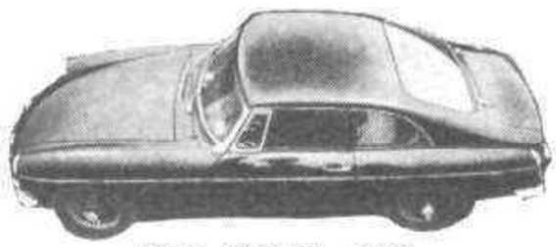
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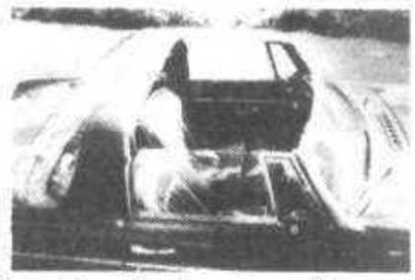
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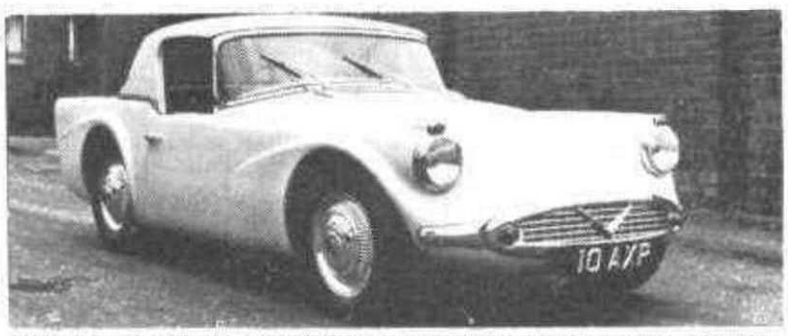
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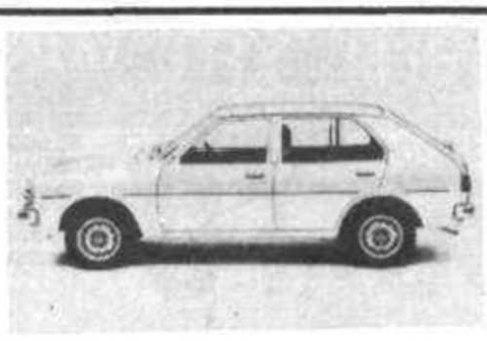
NEW CARS

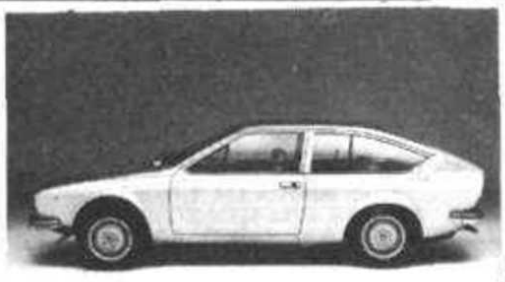
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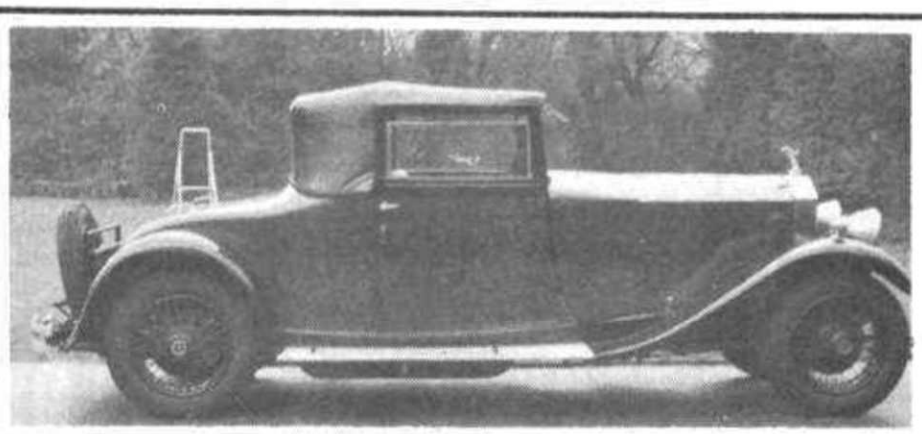
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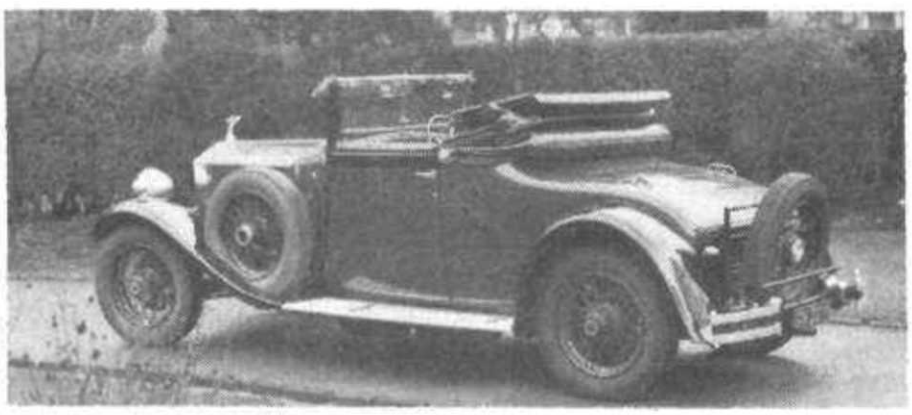
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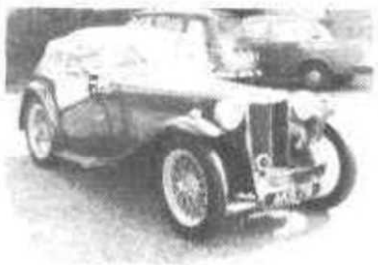
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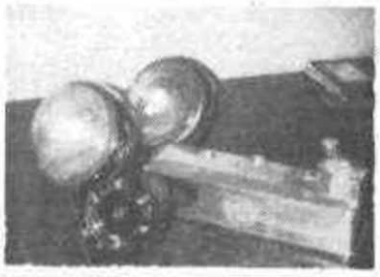
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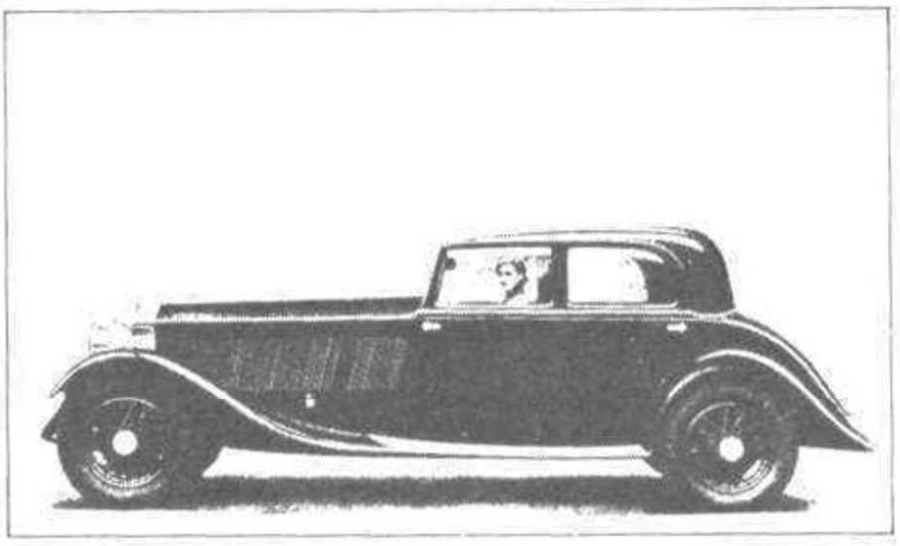
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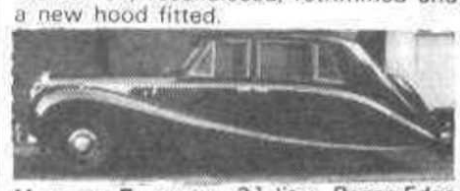
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Barker 4-seat Drophead Coupe, 2½-litre, as above. Aluminium coachwork and 3-position hood. Fitted rebuilt engine 1962, stored since! Now being rechromed, recellulosed, retrimmed and a new hood fitted.



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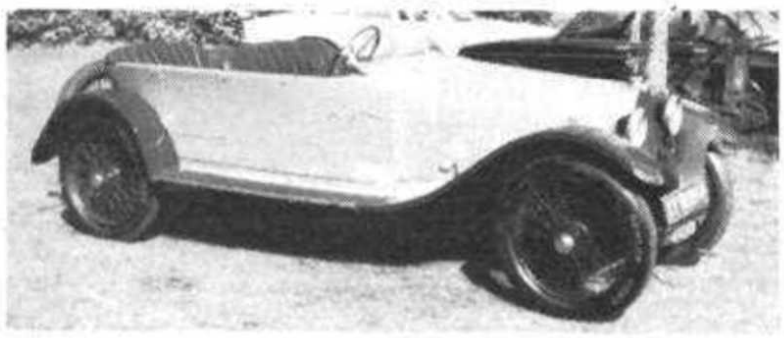
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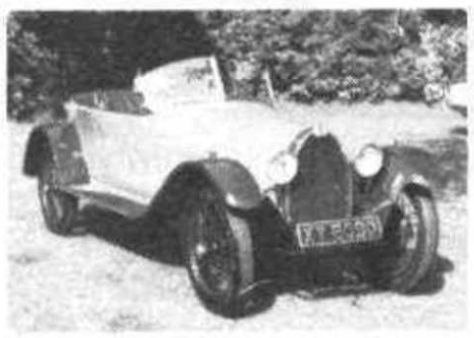
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I regret the above photos do not do justice to the looks of this car, as they do not show the very attractive tulip shaped sides or its rear pointed boat-tail coachwork.

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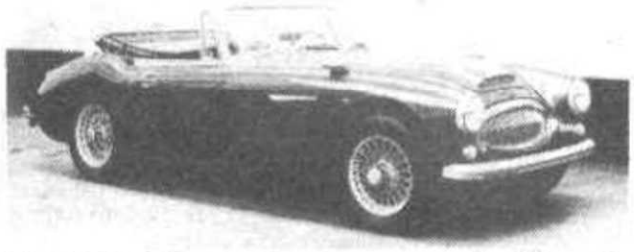
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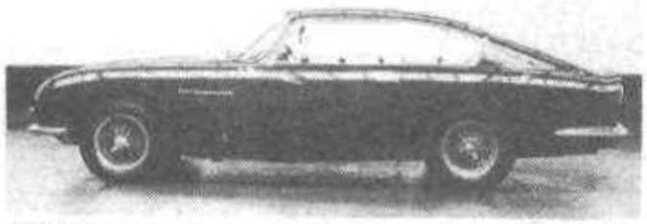
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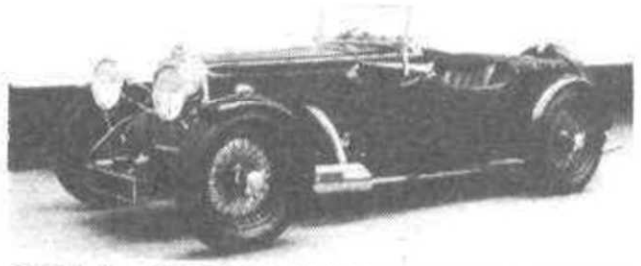
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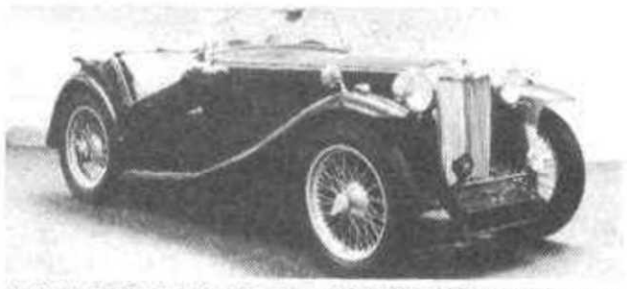
1967 Austin Healey Mk III 3000. Left hand drive. Very good condition. Metallic green with black leather interior.



1966 Aston Martin DB6. 5-speed manual version. Wire wheels. vantage engine. Finished in Dubonnet red with tan leather interior.



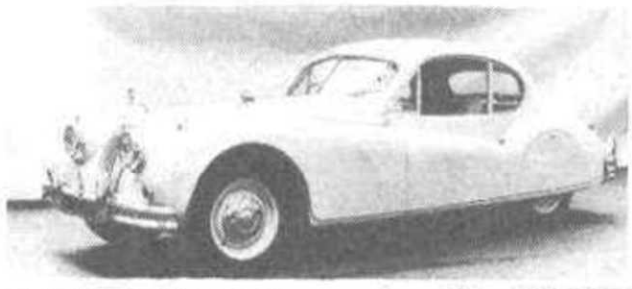
1936 Aston Martin 1½-Litre Short Chassis Corsica Body. Olive green with green hide upholstery. The car has been bodily and mechanically restored to a high standard.



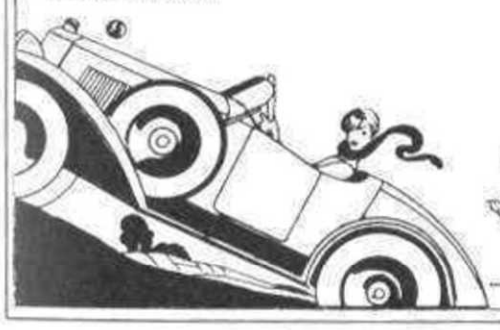
1948 MG TC. Finished in olive green with beige leather trim. In restored condition.



1936 Riley MPH. This car has been fully restored and is painted Burgundy with tan leather interior.



1955 Jaguar XK 140. Pale blue with matching interior. Only 25,000 miles from new. The interior was remodelled by Hoopers prior to delivery.

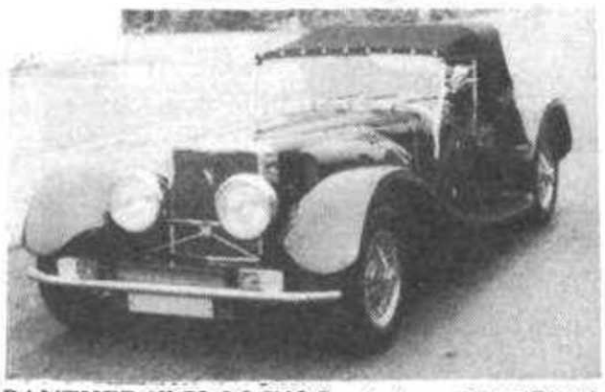


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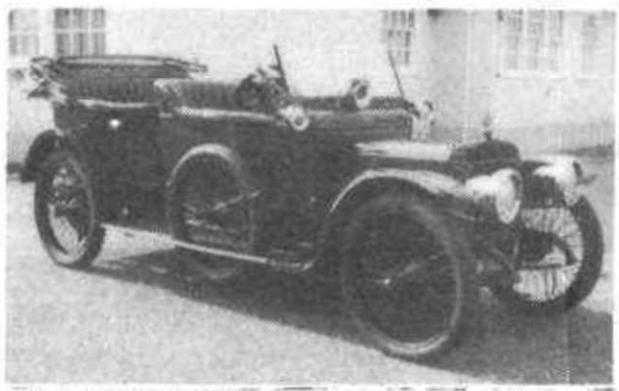
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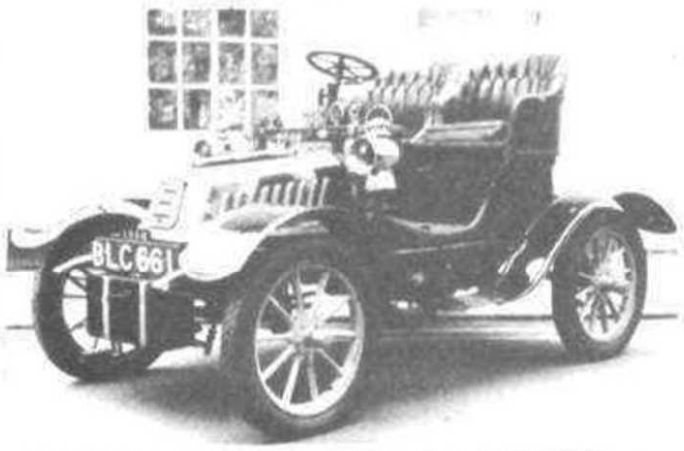
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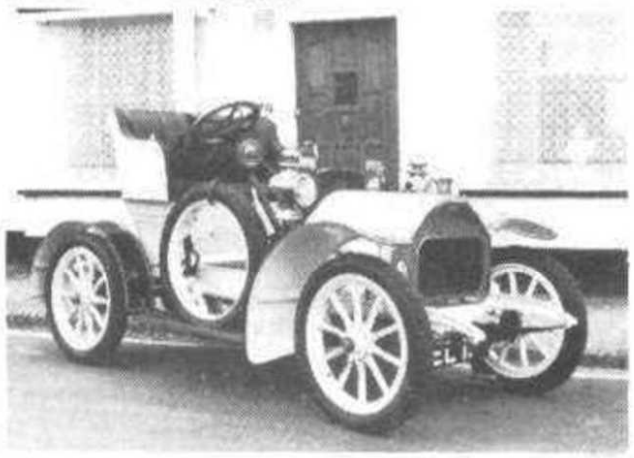
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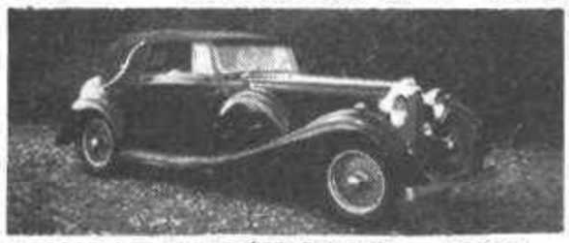
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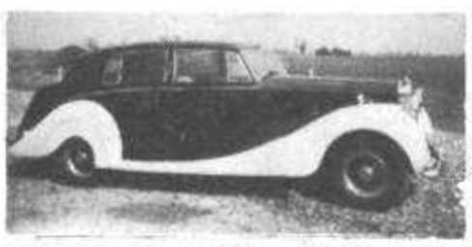
1937 Lagonda LG45 Drophead. **£8,650**



1926 Morris Cowley. £5,250



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1951 Rolls Royce Silver Wraith by H. J. Mulliner. **£7,850**



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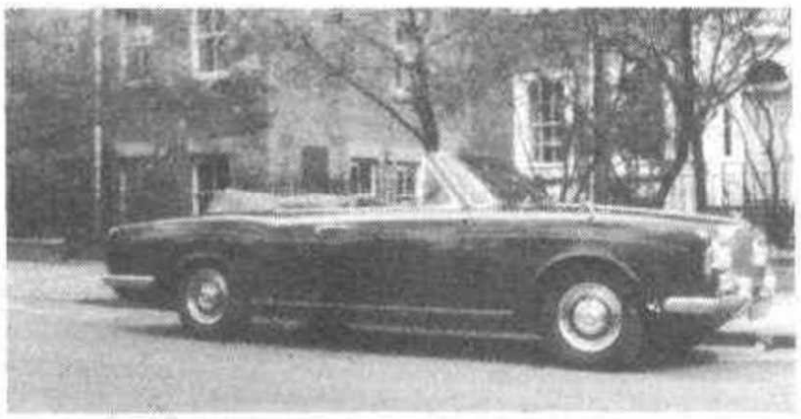
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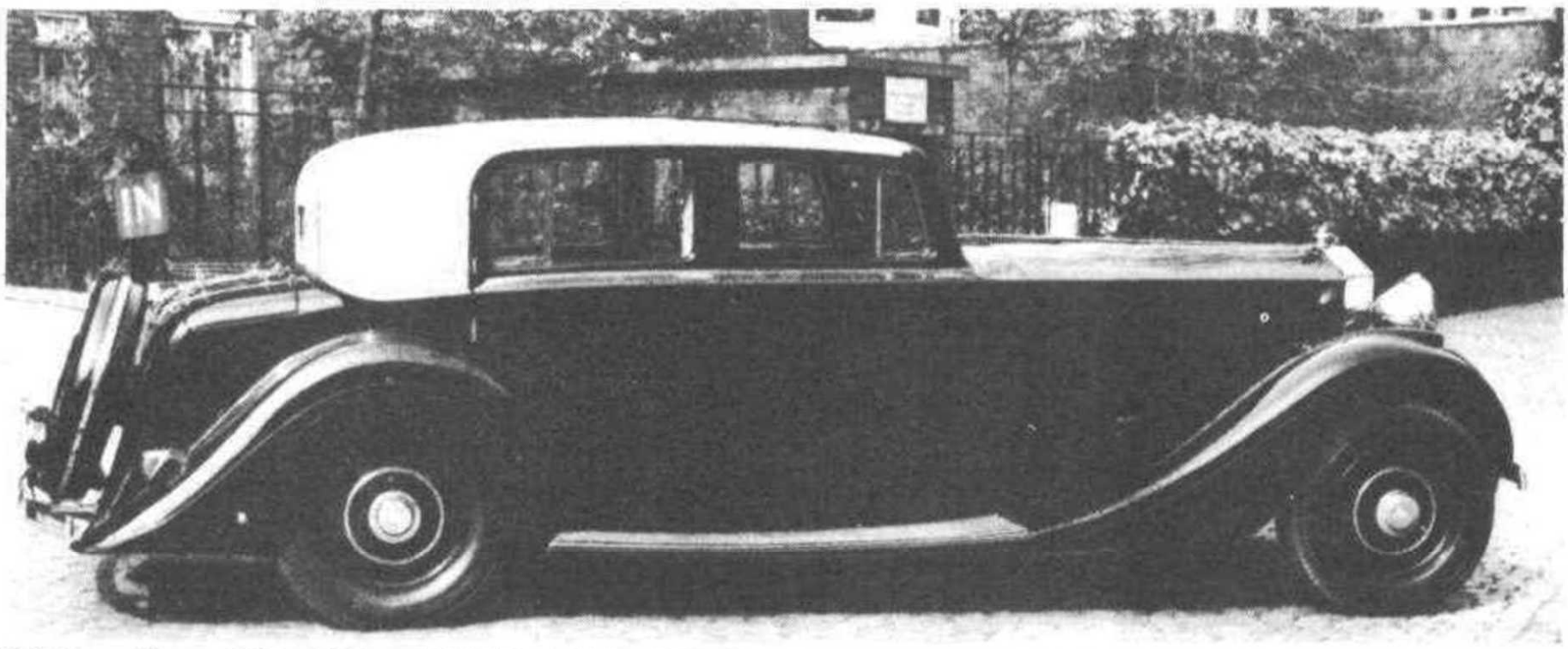
1963 BENTLEY S3 Standard Steel Saloon, finished in black pearl, lined red, over shell grey with matching light grey hide upholstery, headlining and carpets; fitted electric windows and aerial; 102,000 miles only covered under four owners, with much history. **£6,250**

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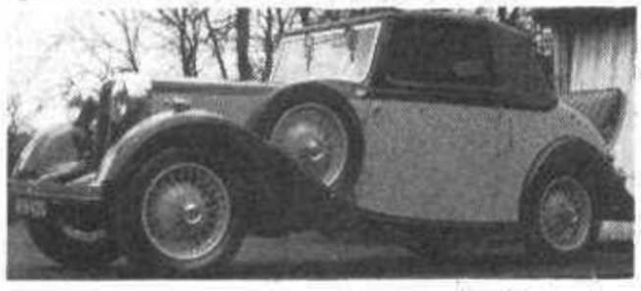
1952 BENTLEY S.S. Big bore small boot model, in very good order.



1953 ASTON MARTIN DB2 f.h.c. Shell grey, red hide interior. M.o.T. till 1978.



1929 AUSTIN Burnham Saloon. This car has won many concours awards.



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1935 3½-litre BENTLEY. V.D.P., superb order throughout.



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1953 R-Type BENTLEY. With 2-door Empress line coachwork by Hooper. Undergoing restoration but can be bought at any stage.
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W.O. BENTLEY, 1924, Short chassis 3-litre Speed Model (chassis 590) VDP close-coupled 4-seater sports touring car fitted with 4½-litre engine, side mount, fold flat Napoleon windshield, cycle wings, nicely painted in olive green trimmed in black, good hood. Mechanically very nice, well shod.



AUSTIN, 1928, 20 h.p. 6-cylinder 4-door, 4-seater open touring car, nicely painted in deep maroon with black wings, recently trimmed in black, good weather equipment, in fact the entire car is in generally very good and original all round usable order, at a realistic price.



ROLLS-ROYCE, 1976 (R), Silver Shadow 4-door saloon. DELIVERY MILEAGE ONLY, finished in Seychelles blue capped with Silver mink, trim in blue-grey, speed hold, refrigeration, lambswool rugs etc.



TRIUMPH, 1976 (P), Stag automatic sports coupe, hard & soft tops, electric windows, radio, one owner, recorded mileage 8,000. Finished in Damson with simulated tan hide trim.



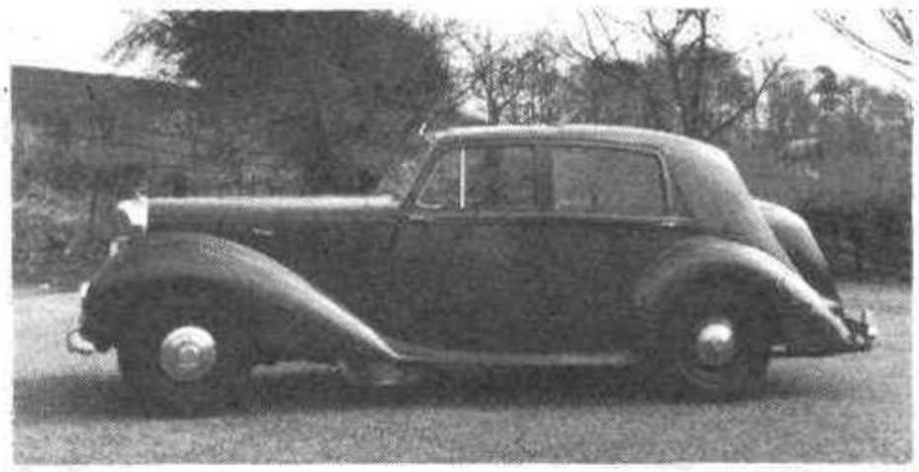
BENTLEY, 1951, Mk. VI standard 4-door sunroof sports saloon, nice original example finished in Ebony over Tudor grey with contrasting tan hide trim, mechanically good, sound but unrestored coachwork, very original throughout.

MORRIS, 1930, 13.9 Flatnose 4-door, 5-seater six light family saloon nicely finished in Oxford blue with black wings and black fabric top, interior trim in blue, side-mounted spare, rear carrier etc., mechanically very sweet. A real classic usable vintage carriage in good all round original condition.

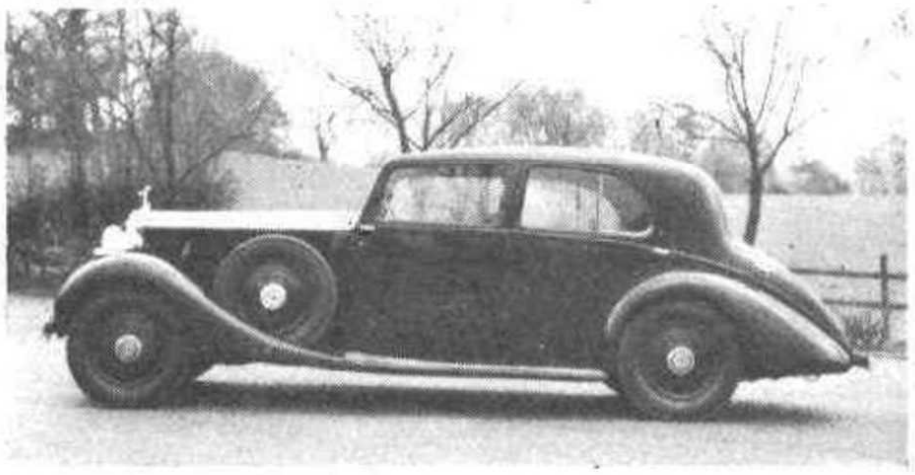
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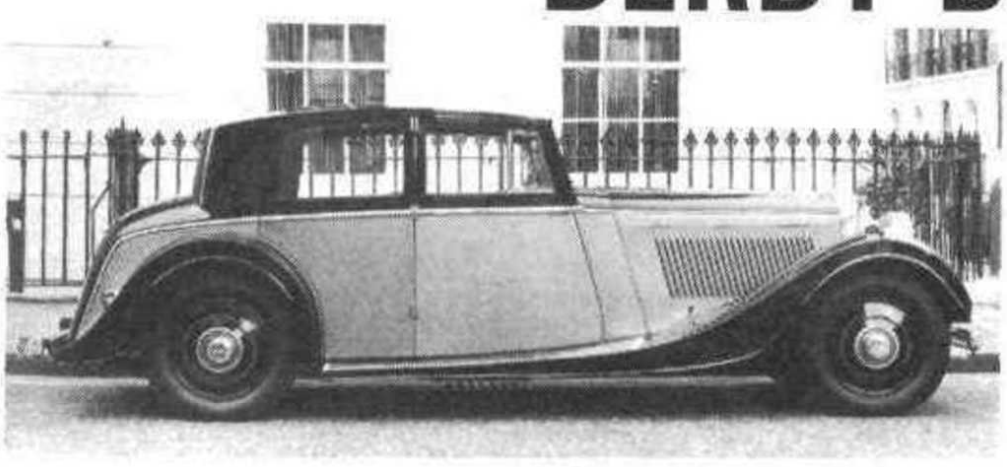
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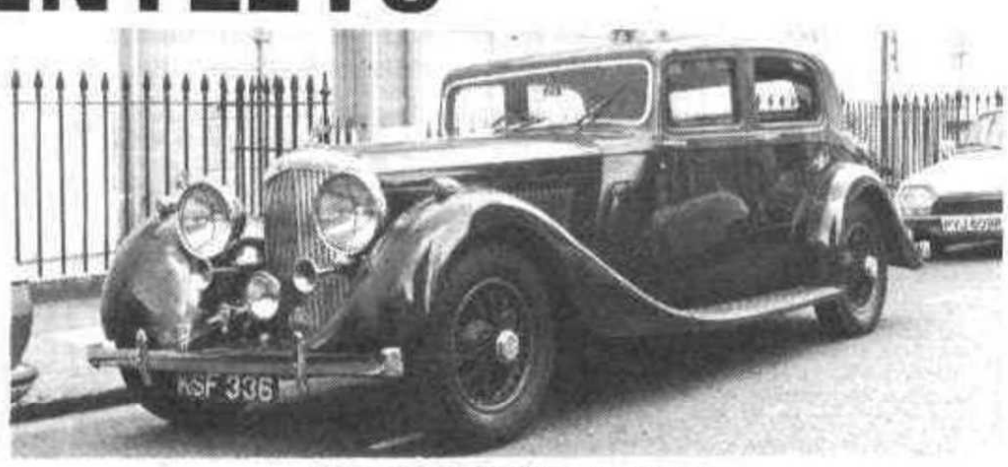
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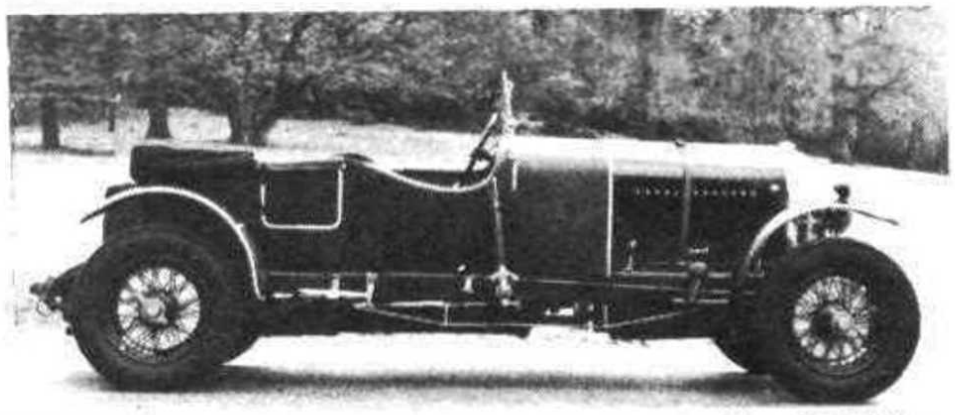
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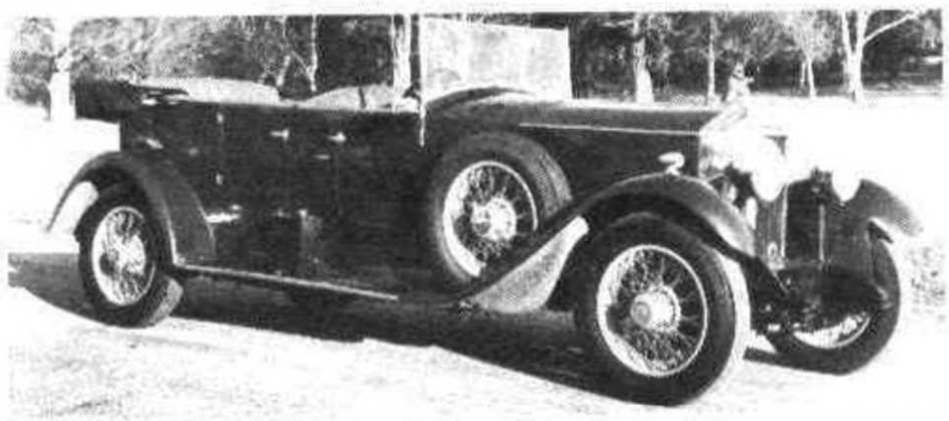
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BENTLEY 4½-litre, 1928, 4-seater Vanden Plas Replica by Maynell & Phillips, open tourer, finished in Green with Green leather upholstery. Complete with hood, tonneau cover, etc. Superlative condition. *Concours* winner.



BENTLEY Mark VI, 1948, 4¼-litre sports saloon, finished in Black with Beige leather upholstery. Engine converted to full-flow oil system. Magnificent example of this superb model. Four-door. A wonderful investment opportunity. Choice of two.



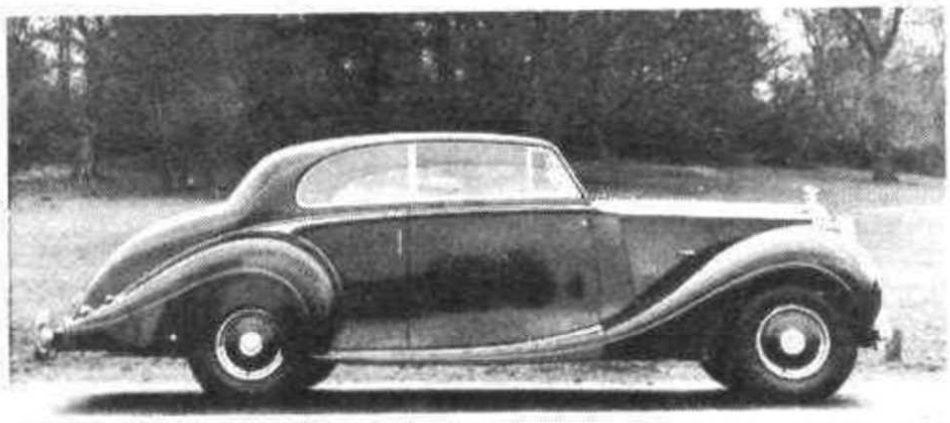
ROLLS-ROYCE 20/25, chassis GFT74. First registered January 1932. Finished in Blue with Maroon hide upholstery. A most superlative example of this desirable model. Replica body.



ROLLS-ROYCE SILVER CLOUD III, 6.2-litre V8 engine. First registered December 1963 (**1964** model). Standard 4-door sports saloon. Finished in Midnight Blue with Blue Grey leather upholstery. A superb example with fully recorded service history. 109,000 miles.



BENTLEY R-Type 4½-litre 6-cylinder chassis with manual gearbox. First registered July 1963. Fitted with Hooper Empress line sports saloon coachwork, finished in Black and Grey, with Blue Grey leather upholstery. The most beautifully appointed car, with picnic tables, electrically operated windows, all tools, owner's manual, etc. An outstanding example of this rather rare car, of which only 41 were originally constructed. Recorded mileage 109 000.



ROLLS-ROYCE SILVER WRAITH chassis no. WDF54. First registered 1952. Fitted with Freestone & Webb 2-door 4-Light fixed-head coupe. Finished in Green with Beige Bedford Cord upholstery. Equipment includes Lucas P100 headlamps. Believed to be the only one ever made to this specification, and illustrated on page 46 of "Rolls-Royce — Elegance Continues". Total mileage 79,000. A unique car in totally *concours* condition. An outstanding investment. All tools, instruction book, etc., as new.

BENTLEY S1, 1959, 4.9-litre 6-cylinder engine with automatic transmission, power-assisted steering, standard 4-door sports saloon. Finished in Dark Blue with Blue Grey leather upholstery. Equipment includes electrically-operated windows, radio, heated rear window, walnut picnic tables, etc. Recorded mileage 97,000. A superlative example of this most outstanding model.

BENTLEY S2 CONTINENTAL H. J. Mulliner Flying Spur. First registered July 1960. An exceptionally well-maintained car with documented service history. Finished in Regal Red with Tan hide upholstery. 67,000 miles recorded.

BENTLEY S3 CONTINENTAL Mulliner/Park Ward 2-door coupe. First registered April 1965. Finished in Blue with Grey leather upholstery. Recorded mileage 68,000. A truly superb example of this model.

BENTLEY S3, 6.2-litre V8 engine. Standard 4-door sports saloon, finished in Astral Blue with Tan hide upholstery. First registered February 1963. Chassis no. B292CN. Confirmed two owners only. 69,000 miles since new. Superb condition in every respect.

BENTLEY 4.9-litre R-Type, chassis no. B218WH. Fitted with H. J. Mulliner Lightweight 4-door sports saloon coachwork. Body design no. 5687. Finished in Circassian Blue with Grey leather upholstery. Manual gearbox. The chassis was built to special order for the original owner, and is of the R-Type Continental specification, hence the 4.9 engine. High-ratio rear axle, Continental springs and shock-absorbers, steering column extended 2 in. Instrumentation includes rev.-counter and oil-temperature gauge. Total recorded mileage 55,000. A unique car, and to our knowledge the only one ever built to this exact specification. Engine, brakes, etc., completely checked and serviced.

BENTLEY S3, 1964, standard 4-door sports saloon, finished in Dawn Blue with Blue Grey leather upholstery. A superb example of the model. In first class condition in every respect. Recorded mileage 14,094 (114,000).

BENTLEY R-Type, 1953, 4½-litre 6-cylinder chassis with manual gearbox. Standard 4-door sports saloon, completely resprayed in Shell Grey with Red leather upholstery. 95,000 miles. A car in remarkably fine mechanical condition. Owned by enthusiastic engineer and always maintained to a very high standard.

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