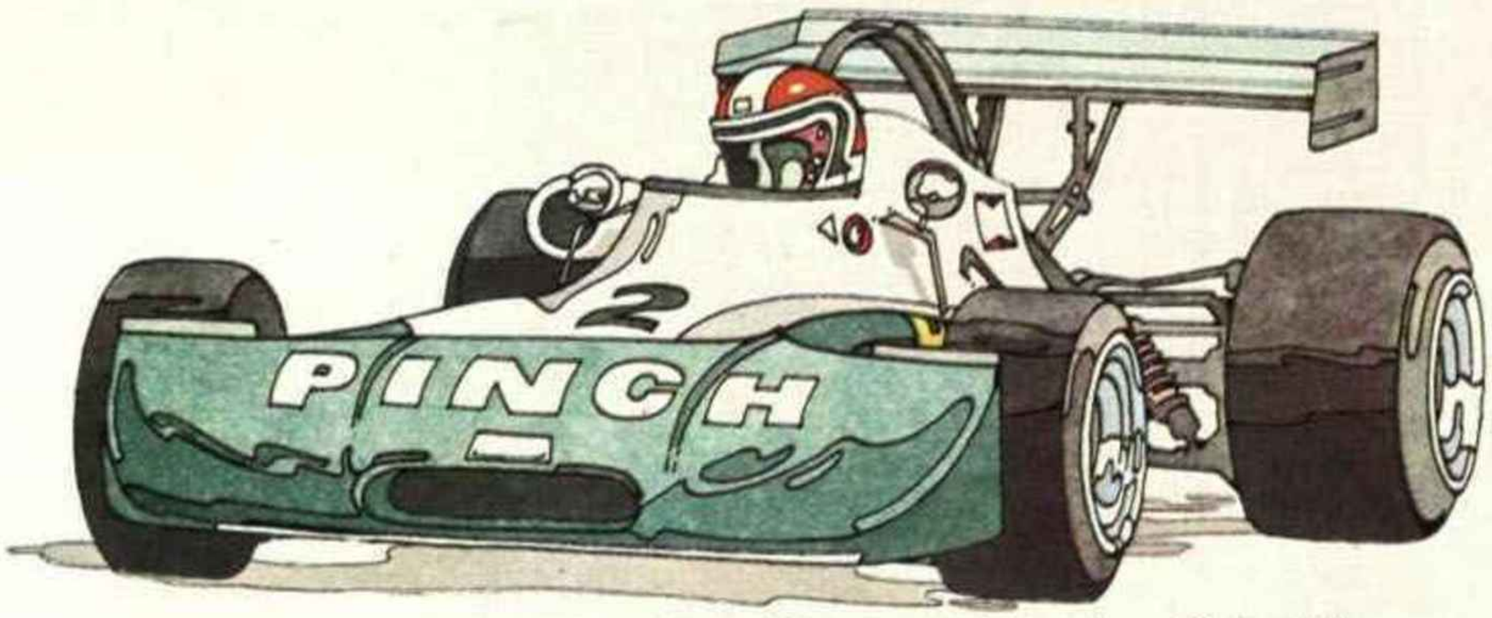
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MOTOR SPORT

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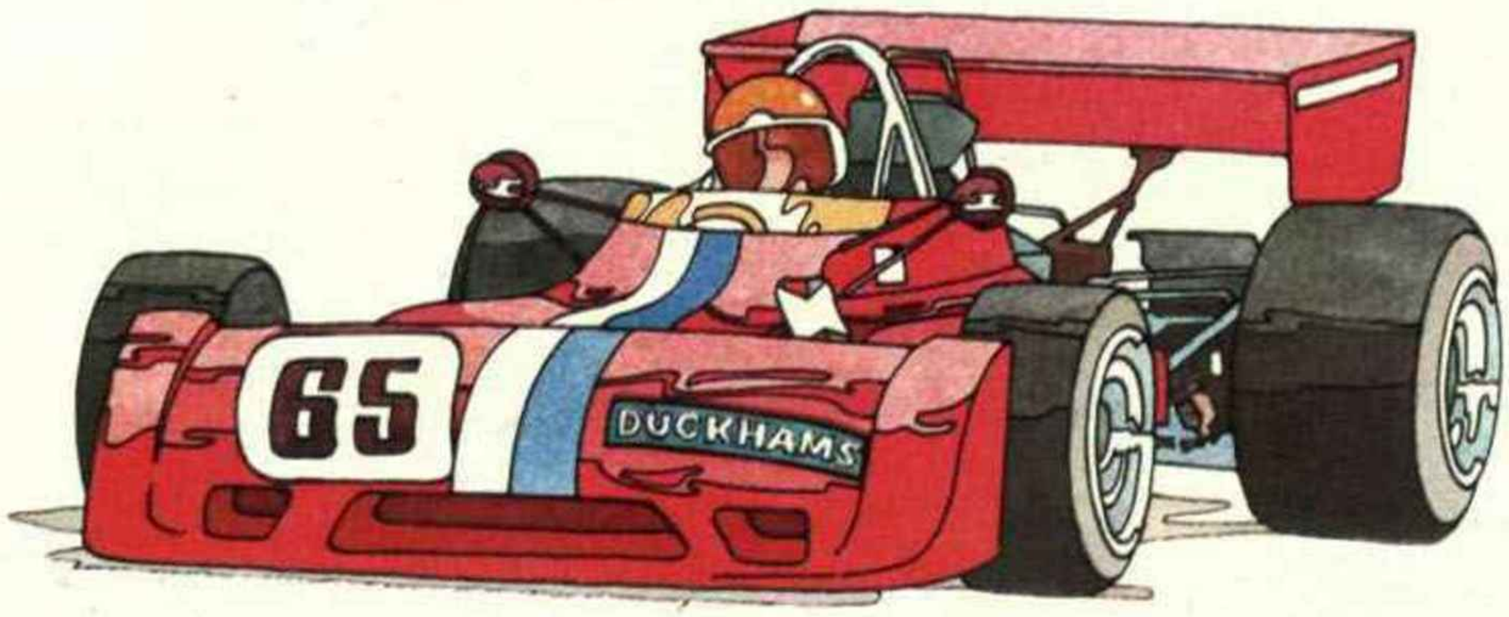




Formula Atlantic, 1974. Out of 24 races, 23 were won on Duckhams Q Motor Oil.



Formula Ford, 1974. Out of 55 races, 43 were won on Duckhams Q Motor Oil.



Formula 5000, 1974. Out of 19 races, 16 were won on Duckhams Q Motor Oil.

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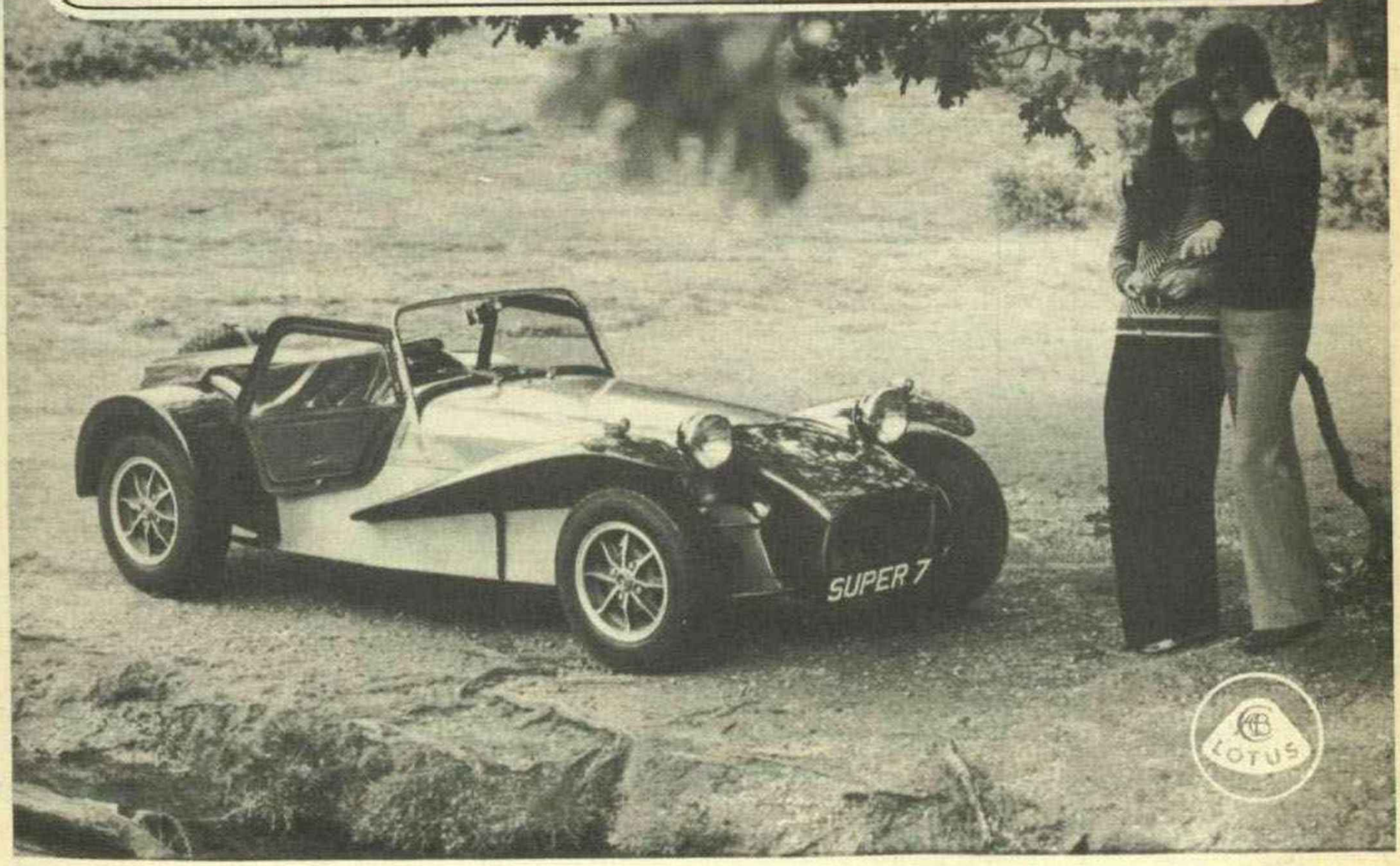
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NEW SCIMITAR GTE auto. Alloy wheels, Capricorn blue.

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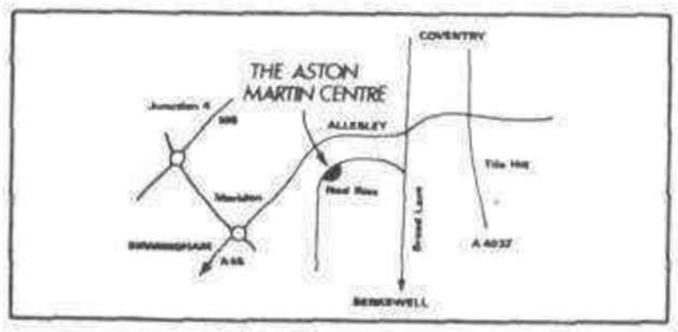
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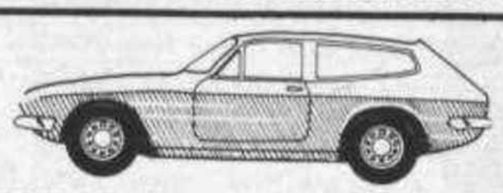
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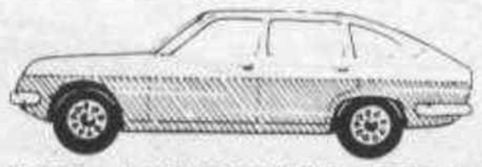
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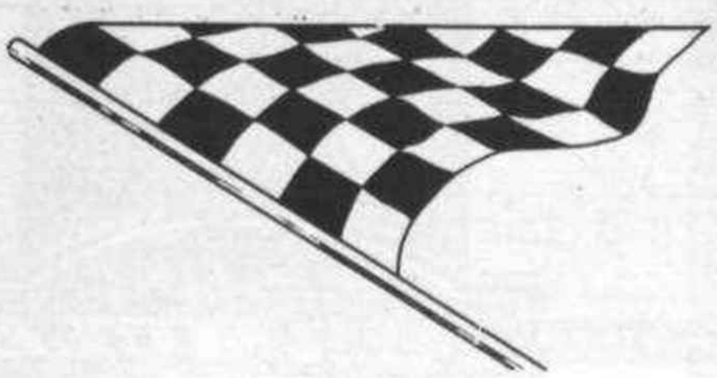
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1973 JENSEN HEALEY, one owner, yellow, radio, 13,000 miles. **£1,545**



1972 TRIUMPH Stag Auto., white, hard and soft tops, radio, h.r.w., 25,000 miles from new, full history. (*Similar to above*) **£1,995**



1972 series (late '71 registered) E-TYPE 2+2 auto., PAS, bright red, chrome steel wheels, tinted glass, radio, electric aerial, full length Webasto sun-roof, h.r.w. (*Similar to above*) **£1,750**

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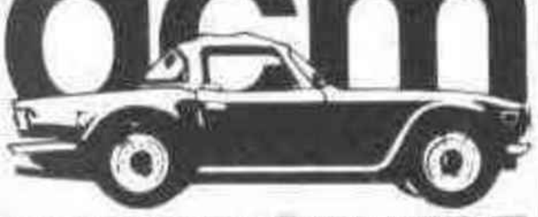
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1973 Scimitar GTE auto., 16,000 miles, one owner, radio, h.r.w. **£2,295**
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1972 TR6, in saffron, overdrive, SP sport tyres, rec. seats. **£1,095**
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1974 GT6, blue, low mileage, overdrive, radio, Sundym. **£1,525**
1973 GT6, white, one owner, radio, overdrive, HR window. **£1,195**
1972 GT6, one owner, overdrive, radio, Pimento. **£1,045**
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MG
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1974 MG-B roadster, 9,000 miles, o/drive, radio, one owner. **£1,565**
1973 MG-B roadster, teal blue, chrome Rostyles, overdrive. **£1,275**
1972 MG-B roadster, overdrive, radio, luggage rack, etc. **£1,025**
1971 'K' reg. MG-B roadster, Bermuda hard top, o/d., radio. **£895**
1965 MG-B roadster, red, wire wheels, radio, seat belts. **£495**
1973 MG Midget, low mileage, Rostyle wheels, tonneau. **£945**
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Says Bill Blydenstein, the man behind the DTV race team



This sums up the philosophy of Bill Blydenstein and WBB Racing. Bill's belief has always been that the overall success of Vauxhall in competition is far more important than laurels for DTV or WBB Racing. Half Dutch and half Norwegian, Bill came to England as a student in 1949. He raced. And tuned. And today enjoys a formidable reputation as a competitor and tuner extraordinaire, (with skill as a skier and trout angler on the side). In the late 60's Bill established WBB Racing at Shepreth and is now responsible for the race and rally engine development side of Dealer Team Vauxhall. To date DTV has had plenty of success and the future looks even brighter, so we paid a visit to Bill's workshop, a converted railway station in the wilds of Cambridgeshire, to chat about DTV and the prospects for 1975.

Reviewing 1974

"Last year was quite a good season for DTV racing with 17 outright wins—9 overall 2nds and many placings. We launched the V8 Ventora, affectionately known as Big Bertha. In its first 6 appearances this car was always a leading contender and had 3 outright wins. In fact, the lap record established by Gerry Marshall's Ventora on its first race at Silverstone has yet to be broken. It was a bad blow that it crashed so early in the season but we were all relieved and more than a little impressed by the state of the car after bouncing off the Armco at 140 mph. Not only was there no centre section damage or distortion, the chassis was as straight as a die and the doors opened and closed perfectly."

Bill considers that probably the greatest achievement of the DTV racing team to date, is that the two cars they have pioneered and launched, i.e., Big Bertha and Old Nail (the Firenza) both won their first race and established unbeaten lap records—and "not many teams have that to shout about."



Incidentally, the Firenza is called "Old Nail" by all who know her. This affectionate nickname, as well as the V8 Ventora's "Big Bertha" were coined by Gerry Marshall. And they seem to stick! But what are DTV's plans for the 1975 season?

Plans for '75

"We are running two cars in 1975. Old Nail will still be going strong though after winning 60 races I'm beginning to feel that it should be retired to a motor museum! But we hope to at least achieve 70 wins. It retains its 2300 engine but with extra modifications, and we hope to improve both torque and power. Our big news though is that we have taken the V8 and all the bits out of Big Bertha and are fitting them in a Firenza bodyshell. This car, driven by Gerry Marshall will be entered in most of the Super Saloon events and we are going to try very hard for that championship. Make no mistake—with Gerry in the hot seat—this car will be quick. When the engine was bench tested it gave 480 bhp and 380 lbs/ft torque. Fortunately as the Firenza bodyshell is probably the strongest in the business it can take it. We've been getting away for years with unstrengthened bodies in races and rallies. Yes, I'd say that with both the V8 and Old Nail we have a very powerful line up for '75. Though don't forget we'll be up against the likes of Mick Hill and John Turner in their V8's and Nick Whiting in his Escort.

If there's one thing we want to do this season, it's to emulate with the V8 the achievements of the Ventora and Firenza."

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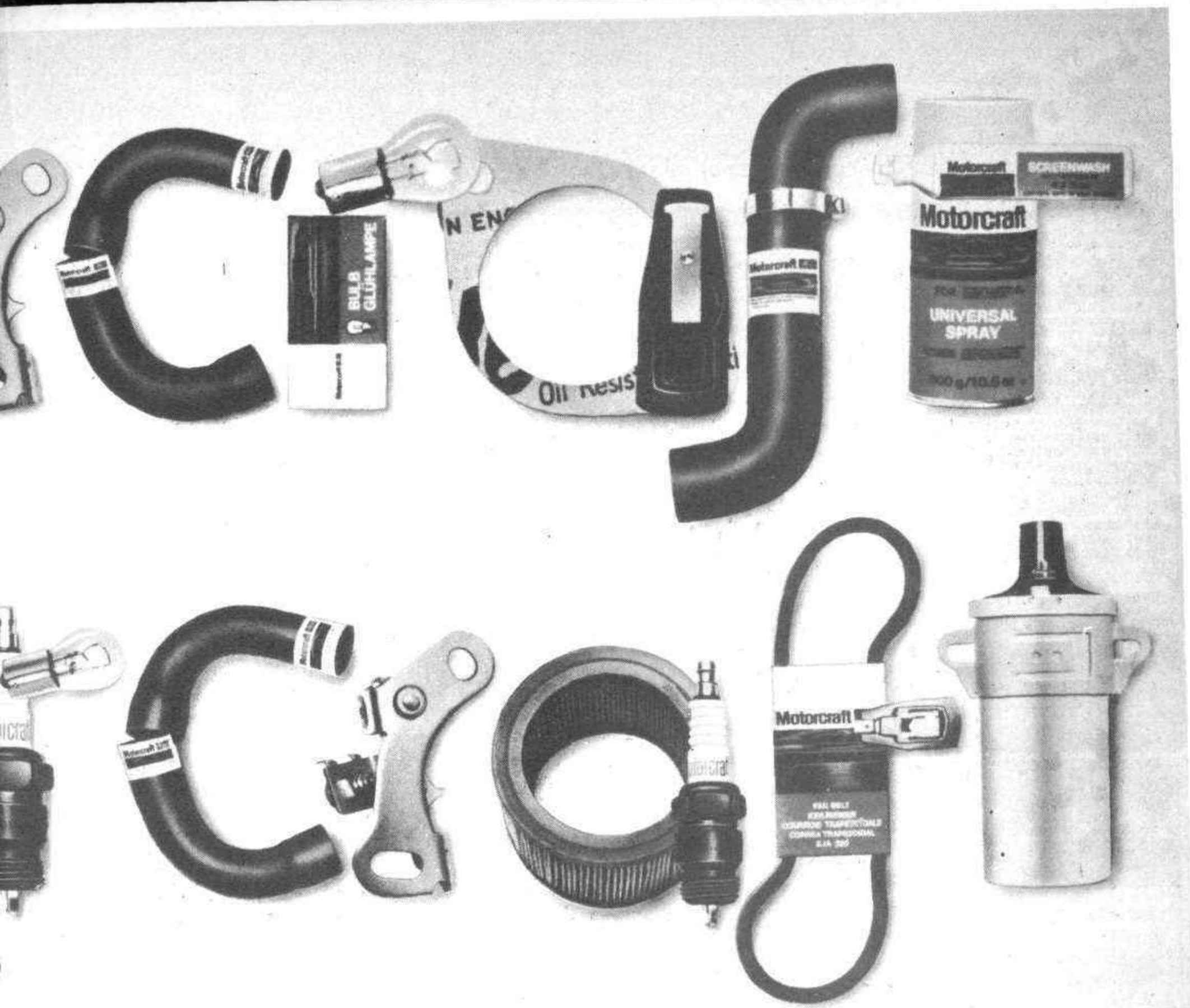
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1972 JENSON HEALEY, green **£1,195**
1973 TRIUMPH GT6 Mk111, red, HRW, one owner **£1,295**
1973 TRIUMPH GT6 Mk111, white, one owner, HRW **£1,265**
1973 TRIUMPH SPITFIRE Mk111, wedgewood blue, recorded 19,000 miles **£1,050**
1973 MGB ROADSTER, harvest gold, overdrive, one owner **£1,245**
1972 MGB ROADSTER, bronze yellow, overdrive **£1,045**
1971 MGB GT, overdrive, wires and sunroof **£1,045**
1973 GINETTA G15, white, sunroof **£995**
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SCIMITAR GTE. Automatic, ivory beige, radio, electric windows, tinted glass. ..... **List Price**

SCIMITAR GTE. Manual, Beaujolais red/tan interior, alloy wheels, electric windows, tinted glass..... **List Price**

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ALFASUD SE. Red, blue, white, green **£1,598**
ALFA 2000 Berlina. Blue and yellow, with cloth interior..... **£2,699**
ALFA 2000 Spider, yellow, blue **£3,043**
ALFASUD TI. White, blue, red **£1,798**
ALFA 1.6 GT. Maroon and Indigo grey **£2,355**
ALFETTA Saloon. Le Mans blue and red **£2,527**
ALFA 2000 GTV. Dutch blue and Piper yellow **£2,945**

DEMONSTRATION MODELS FOR INSPECTION AND TRIAL

1971 'K' RELIANT Scimitar GTE. Overdrive, Everest white/tan interior. Supplied by us, radio, h.r.w. First class condition **£1,595**
1973 'M' RELIANT Scimitar GTE. Manual, Nevada yellow/tan interior. Certified 19,000 miles, alloy wheels, stereo 8/radio, showroom condition. **£2,345**
1973 'L' OPEL Manta Berlinetta. Royal blue with cloth interior, stereo-8/radio, sunshine roof, certified 29,000 miles from new **£1,475**
1972 'K' RELIANT Scimitar GTE. Automatic, Mediterranean green/tan interior, one owner, genuine 29,000 miles, stereo-8/radio, laminated screen... **£1,945**

WANTED FOR CASH
LOTUS +2S, 1970-1974
LOTUS ELANS, 1970-1973
LOTUS EUROPAS, 1972-1974

1972 'K' LOTUS Europa Twin Cam. Lotus yellow/black interior, one owner. Genuine 28,000 miles, alloy wheels, radio, showroom condition..... **£1,375**
1974 'M' M.G.-B Sports, Glacier white/tan interior, one local owner. Certified 7,000 miles, radio, servo brakes... **£1,595**
1972 'L' ALFA Romeo 2000 Spider sports. Red/black interior, 5-speed gearbox, one owner, 21,000 miles..... **£1,895**
1972 'L' TRIUMPH 2000 saloon. Bronze yellow/cloth interior, overdrive, radio, h.r.w. Outstanding condition. **£1,225**
1974 'M' ALFA ROMEO Alfetta. White/blue cloth interior, one owner, 7,000 miles, showroom condition **£2,375**
1970 'H' ALFA ROMEO 1750 GTV. Yellow ochre, two owners, certified 46,000 miles, h.r.w., 5-speed gearbox. **£1,095**

1972 'K' FIAT 124 sport. 1600 c.c. Acacia green/tan cloth, one owner, 5-speed gearbox, 29,000 miles..... **£1,395**
1973 'M' M.G.-B GT V8. Damask red/blue cloth interior, one owner, certified 8,200 miles, tinted glass, head restraints, overdrive, original throughout... **£1,995**
1971 JAGUAR E-Type V12 roadster. White/black trim, one owner, genuine 37,000 miles, chrome wire wheels, radio, superb condition..... **£1,995**
1973 'L' LANCIA 2000 saloon. One owner from new, 22,000 miles, 5-speed gearbox, radio, h.r.w., velvet cord upholstery. Outstanding condition **£1,695**
1973 'L' TRIUMPH 2000 estate. Overdrive, one owner, genuine 7,500 miles, radio, h.r.w. Supplied and serviced by us Outstanding throughout..... **£1,995**
1974 'M' FIAT 132 1800 'S'. White/blue cloth interior, one owner. Certified 11,000 miles, rust-protected, h.r.w., beautifully maintained throughout..... **£1,495**
1972 'K' M.G.-B GT. Glacier white/blue cloth, overdrive, radio, Ziebart rust-protection, servo brakes, 32,000 miles. Full service history..... **£1,345**

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USED ALFA ROMEO

1974 (Nov.) MONTREAL. French blue with cloth interior. Fitted with push-button radio. Recorded mileage 6,000. Absolutely unmarked, under manufacturers warranty **£4,995**

1974 ALFA ROMEO Sud Ti ('N' Reg.). Finished in green. 6,000 miles, under manufacturer's warranty **£1,595**

MISCELLANEOUS USED CARS

FORD GT40. A collector's item. Possibly the lowest-mileage GT40 available in the world. Full history available. Reputed mileage 3,000, in full road-going specification. This car must be an investment for the connoisseur **£16,500**

1975 (Feb.) FERRARI Boxer. Red with black trim, 800 miles only **£14,500**

1973 LAMBORGHINI Espada. Finished in Italian racing red with black leather interior. Just completely serviced and checked over by concessionaires. Every possible extra including radio/stereo, air-conditioning. Ample accommodation for four adults and luggage. Recorded mileage 22,000 ..... **£5,995**

1973 (M) ASTON MARTIN V8 Automatic. Finished in white with blue leather trim. Fitted with power-assisted steering, radio and 8-track, refrigeration. This one-owner car has covered a total mileage of 16,000 from new and has a full Aston Martin service history **£5,250**

1974 JENSEN HEALEY. Finished in orange with black interior trim. Fitted with radio and full-length tonneau cover. Recorded mileage 24,000 ..... **£1,895**

1974 CHEVROLET Camaro Z28 LT. Aqua blue with contrasting trim. Fitted with front and rear air-spoilers, automatic transmission, tinted glass, air-conditioning, tilt-steering, electric windows, radio/8-track stereo, plus full Z28 power train. Total mileage **only** 2,000 ..... **£3,250**

1973 RELIANT Scimitar GTE. Specially finished in orange with tan interior. Fitted with overdrive, radio/tape. Recorded mileage 23,000 ..... **£1,895**

1971 (late) JAGUAR V12 2+2. Finished in primrose with black interior trim. One careful lady owner from new. Fitted with radio, etc. An original and well-kept motor car with a recorded mileage of 28,000 **£1,795**

1973 JENSEN HEALEY. Finished in mustard with black trim. Fitted with detachable hard- and soft-tops and push-button radio. Recorded mileage 24,000 **£1,335**

1973 TRIUMPH TR6 roadster. Red with tan trim. Fitted with radio. **A non-overdrive car.** One owner with a recorded mileage of 24,000 ..... **£1,095**

1970 M.G. 'B' GT. Fitted with overdrive, radio, wire wheels and heated rear window. A one-owner car which has been regularly maintained and is in excellent condition **£875**

1973 DAF 66SL coupe. Maroon with black cloth trim. Fitted with Cosmic alloy wheels, radio/8-track stereo with electric aerial, spot-lights, etc. 21,000 miles **£895**

USED LOTUS

1974 LOTUS Elite 502. Sable with champagne trim. An extremely well maintained one-owner example with a total mileage of 10,000 ..... **£4,695**

1974 LOTUS +2 'S' 130/5. Blue with oatmeal trim. Indistinguishable from new. 1,000 miles **£3,195**

1974 LOTUS Europa JPS 5-speed. One owner from new. Recorded mileage 12,000. Every possible extra including radio/stereo, extra spot-lamps, etc., etc. **£2,395**

1973 (M Reg.) LOTUS +2 'S' 130/5 JPS. Fitted with tinted glass, alloy wheels and radio. Recorded mileage 15,000 ..... **£2,345**

1972 LOTUS +2 'S' 130. Regency red with black trim. Fitted with radio. A two-owner car with a recorded mileage of 30,000 ..... **£1,795**

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1974 New and Unregistered WINNEBAGO BRAVE 21T. Fitted with V8 Dodge power unit and RM350 Dodge chassis, automatic transmission, power brakes (discs on front), power steering with tilt-away column, etc., etc. Accommodation comprises of three adult size double beds. This motorised motor home has the most comprehensive general equipment including: a large gas/electric refrigerator, 3-burner cooking stove with eye-level oven fitted with internal light. All windows fitted with tinted glass to reduce glare. Large wardrobe. Gas water heated supplying sink unit, wash hand-basin and shower. Fresh water unit, Marine flush toilet, etc. Full air-conditioning unit fitted. Self-starting generator, built-in gas-fired central heating. Ideal to tow racing cars, boats or horse-boxes.
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M54



Open wide and say 'Ah'.

At first glance the Renault 5 looks what it certainly is. The ideal town car.

Neat and compact in size (a mere 11' 6" from bumper to bumper) and quite obviously capable of nipping around crowded streets with great aplomb.

And with a rear door to take in all the shopping with the minimum of fuss.

A glance of a different kind could also tell you that those bumpers (made of resin-bonded fibreglass) can take knocks of up to 5 mph without denting or buckling.

Which certainly helps to protect your investment against the attentions of the increasing number of people who appear to do their parking by braille.

But the Renault 5 is, of course, a lot more than a glorified dodgem. As you'll see when you look into it.

Four fully grown adults can take their ease inside it. Not to mention their luggage.

Alternatively, the back seats can be folded down to give 32 cu. ft. of estate car capacity.

The front seats, by the way, will recline. All seats are above average for comfort. And the suspension is fully independent all round.



Radial tyres; an electric radiator fan; an alternator; sealed-in anti-freeze; disc brakes on the front wheels; a heated rear window and 2-speed wipers with an electric wind-screen washer are all standard features.

As for performance, the 956 cc engine driving the front wheels, will deliver a top speed of 83 mph; cruise happily on the motorway all day, if necessary; and return a fuel consumption of around 42 mpg*. Taking it right out of the town car class.

The price? Around £1330.

There now, that didn't hurt, did it?

*AA figures

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MOTOR SPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

VOL LI No. 4 APRIL 1975

Fifty-first year of publication

Publication date first of the month

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA
Telephone: 01-628 4741

© Motor Sport Magazine Limited

CONTENTS

	Page
Matters of Moment	335
Race of Champions	337
Before We Lose Track	338
Chevette : Vauxhall's Saviour?	339
The Rolls-Royce Camargue	341
Elite Reflections	343
The BARC in 1975	344
Around and About	346
VSCC Pomeroy Trophy	347
Tasman Races	348
South African Grand Prix	350
Reflections in the Transvaal	353
Book Reviews	355
Rally Review	357
Notes on the Cars at Kyalami	358
Road Test: VW Golf LS	359
Veteran—Edwardian—Vintage	360
The New 18/22 Series Austin Morris Range	365
Showmanship and Stability the Key to NASCAR success	370
Maserati Miscellany	382
Road Impressions: The Datsun Bluebird 160B	386
Letters from Readers	387

FRONT COVER PICTURE: NASCAR saloon-car racing is the subject of a colour feature in this month's issue. Our cover picture shows Bobby Allison's Penske Racing AM Matador on the banking at Daytona during the 500-mile race in which it finished second. With a win already to its credit at Riverside earlier in the season, Allison and the Matador are currently the most successful NASCAR combination this year.

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MATTERS OF MOMENT

■ HOPE SPRINGS ETERNAL. . . .

This issue of MOTOR SPORT comes out at Easter-time, when it used to be said that the ladies bought new hats and clothes to cheer themselves up. In much the same way the Motor Industry has brought out new models, at a time of crisis, presumably for the same reason, hoping that someone will buy them while a blind eye is turned to motionless production lines that betoken Industrial unrest.

A correspondent wrote last month that we have been knocking the British Motor Industry for a long time. This is quite untrue, although we do adopt the attitude that a motor journal should be non-political when discussing the merits of cars, and only enter the political rat-race to defend car owners and vehicle drivers against injustice. Far from being anti-British, we have published much in praise of British cars and British achievements from the black days of the Hitler War onwards and this month we devote much space to the BLMC's ADO 71 Austin/Morris/Wolseley range of new models, which the Corporation says is probably the most significant car they have yet made. As we have said, the Industry has just lately been bringing out new models regardless, hoping for sales while the Stock Market smoulders. The ADO 71 has been joined in Britain by Ford's New Escort, Vauxhall's Chevette, the sporting Triumph TR7, and the Rolls-Royce Camargue. All, except for Rolls-Royce who have buyers among the Middle East oil-well owners, will need to fight for sales, unless we are greatly mistaken.



We commend the Industry for making progress in such depressing times. It is to be hoped that it will not be stabbed in the back by further Government intervention, like the proposed fuel-economy rating (a product of Lord Rothschild's "think-tank"), which could exert more control over the sort of cars we shall be allowed to buy and drive in the future than the Nader fuss and the anti-smog stir-up.

It is most unfortunate that at a time when the Industry is attempting to throw off its multiple anxieties by putting brave new models on the market, all manner of retrograde obstacles are either in existence or in the offing, like exhaust-gas purifiers, air bags, and this latest m.p.g.-index, to hamper its efforts.

Apart from the bad effect that this must have on car evolution, the car user is forever faced with threats of further persecution. Doubling of the car-tax and another 10p-a-gallon on petrol is forecast for Mr. Healey's budget later in April, fines for motoring offences have been doubled, and still we face the imposition of the licence-endorsement totting-up penalty, for speeding "crimes" that are likely to be quadrupled in liability because of the new speed-limits that do next to nothing to conserve any useful quantity of fuel. The Courts net enormous sums of money in fines paid by non-criminal drivers for doing speeds that, by their very repetition, and accident immunity, cry out that Justice be done by upping the limits instead of by summonsing those who slightly exceed them. Cannot the Magistrates see that the tear-away reckless drivers they should be seeking to apprehend do not break the law by a few m.p.h. here, and ten or so m.p.h. there, but double or thereabouts the permitted pace? They should be so easy to bring to book, instead of wasting time (and energy) over thousands of cases of mild speeding misdemeanours. The motorist has put up with it all very meekly and without protest, while hundreds of new requirements are thrust upon him every year (tyre-pressure stipulations, compulsory windscreen-squirts, and now fines if lights are not put on in the daylight hours if a policeman thinks visibility requires this—we feel sure however that the HVCJC will look after the interests of those who drive lightless heirlooms or who rely on gas or oil for their very infrequent after-dark outings). We have an idea, though, that things may soon change, with many millions of driving-licence holders deciding to unite and fight more actively for at least a modicum of Justice.

■ ECONOMY GONE MAD

Saving petrol has been in the news for long enough to make it tedious, at all events to those who know that smooth driving and safe coasting are the best methods to use to produce good results. Very impressive m.p.g. figures have been obtained during special stunts, such as on those Fiat 126 runs

Continued on next page

Motor Sport Fixture List For April

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
April 5/6th	Poachers MC	Athenaeum Garage, Barrowby High Rd.	Grantham	March Hare Rally (*C*)	23.01
April 5/6th	Roding CC & Cheshunt MC	Robinson's Ltd., Heigham Rd.	Norwich	Servais Rallye (*R*)	19.30
April 6th	Circle CC & Harrow CC	Brands Hatch Circuit	Fawkham, Kent	CHH Sprint (*R*)	13.00
April 6th	Hagley & Dist. LCC	Vono Works	Tipton, Staffs.	Autotest RAC/BTRDA Championship, Round 5 (*R*)	10.30
April 6th	Workington & Dist. MC	Carnegie Arts Centre	Workington	Rally (*R*)	09.00
April 6th	Mid-Surrey AC	Box Hill Farm	Dorking	Production Car Trial	10.30
April 11/13th	**BRDC**	**Silverstone Circuit**	**Towcester**	**International Trophy (INT)**	**13.00**
April 12/13th	Welsh Border CC	New Smithfield, Shrewsbury Rd.	Oswestry	Border 'Uniflo' Rally (*R*)	21.00
April 12/13th	**OASC**	**Salzburgring**	**Salzburg, Austria**	**Austria Trophy (INT), European TC Championship**	—
April 12/13th	**Wiesbadaner CC**	**Hockenheim**	**Heidelberg, W. Germany**	**European F2 Trophy (INT)**	—
April 13th	BARC	Llandow	Cowbridge, Glam.	Race Meeting (*R*)	14.00
April 14th	**ASAC de Bourgogne**	**Dijon**	**France**	**Dijon 1,000 Kms. (INT)**	—
April 19th	Aintree CC	Aintree Circuit	Liverpool	Race Meeting (*R*)	14.00
April 19th	VSCC	Silverstone Circuit	Towcester	Race Meeting (*R*)	13.30
April 19th	Lancashire & CCC	Oulton Park	Cheshire	Race Meeting	—
April 20th	**BRSCC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**Race Meeting (INT/Nat)**	14.00
April 20th	**AC Milano**	**Monza**	**Milan, Italy**	**Monza 1,000 Kms. (INT)**	—
April 20th	BRSCC	Mallory Park	Kirkby Mallory, Leics.	Race Meeting (*R*)	14.30
April 20th	Lincoln MC & CC	Cadwell Park Circuit	Lincolnshire	Race Meeting (*R*)	14.00
April 22nd/27th	**Stichting Autoraces, Nederland**	**Various European towns**	—	**Tulip Rally (INT)**	—
April 22nd/27th	**AC de Portugal**	—	**Portugal**	**Rallye du Portugal (INT)**	—
April 26th	Lincolnshire AC & Louth MC	Hartford Motors, Corporation Rd.	Grimsby	Rally (*R*)	08.00
April 26/27th	**ADAC**	**Nurburgring**	**Germany**	**European Formula Two Trophy (INT)**	—
April 26/27th	Redditch & Dist. CC	John Bryant & Sons Ltd., Washford Dr.	Redditch, Worcs.	Rally (*C*)	23.00
April 26/27th	Minehead MC	Staddons Garages Ltd.	Minehead	Rally (*C*)	19.00
April 27th	BARC	Pontypool Park	Pontypool, Mon.	Hill-Climb (*C*)	14.15
April 27th	MGCC	Brands Hatch Circuit	Nr. Fawkham, Kent	Race Meeting	14.30
April 27th	Bolton-Le-Moors CC	Dawes Street Car Park	Bolton	Autotest	10.30
April 27th	Coventry & Warwickshire MC	Gredenton Hills	Nr. Fenny Compton	Production Car Trial (*R*)	10.30
April 27th	**RAC de Cataluna y Baleares**	**Montjuich**	**Barcelona, Spain**	**Formula One Grand Prix, World Championship Round 4 (INT)**	—
April 27th	Darlington & Dist. MC	Croft Autodrome	Nr. Darlington	Race Meeting (*R*)	14.45

MATTERS OF MOMENT

Continued from previous page

last year led by Graham Hill (a driver no longer of FIA-Graded distinction for F1 or long-distance racing, incidentally, though there cannot be any connection). In ordinary driving, however, we seem no nearer the 60 m.p.h./60 m.p.g. ideal MOTOR SPORT has so often pleaded for. By this we imply a car that will do a genuine timed 60 m.p.h. and also return a minimum of 60 m.p.g. day in day out on a checked odometer.

Now comes news of a quite farcical economy stunt, in which a Ford New Escort achieved a petrol consumption of 118.7 m.p.g. It did this at an average speed of 11 m.p.h., being driven in cycles of 3 to 18 m.p.h. at full throttle and then coasting down to 3 m.p.h. (which at least proves our advocacy of coasting to conserve fuel!), after which the car was virtually worn out, as it had been run *sans* oil and other lubricants. The weight had also been reduced by stripping trim and glass, the crankshaft bearings were reduced from five to two, all gears except top removed, and the wheel bearings altered to reduce rolling friction. In spite of an 11½-to-1 c.r. the 1300 Escort had a top speed of 28 m.p.h. Pirelli were rightly proud that their steel-braced Cinturato CN54 tyres were chosen for this stunt but even these were doctored.

What a nonsensical stunt! We shall be far more concerned as to whether a normal Ford New Escort will give ordinary drivers the 47 m.p.g. claimed by Ford on a fast Continental test-run. Another silly economy stunt was that of 376 miles travelled on one US-gallon by Ben Visser in an even more freakish Opel. Visser may not be a fisser (he did not exceed about 12 m.p.h. in getting this freak 451 m.p. UK-gallon) but he is another to endorse our belief in coasting for economy.

Meanwhile, where is that elusive 60 m.p.h./60 m.p.g.? Even the tiny-engined cars won't do it, day in, day out. However, we applaud the move towards the satisfactory burning of lower-octane fuel, which the anti-lead USA laws may one day thrust on all. Whereas the Ford New Escort demands 97-octane (4-star) petrol, and the Fiat 126 needs 3-star, the Citroën 2CV6 happily burns 91-octane (Regular 2-star) gas and so does the VW Golf, which gives a highly commendable 36/37 m.p.g. from the 1½-litre engine. Which saves a few pence per gallon.

So far as the Opel/Ford type of gimmickry is concerned, it goes back to years before the war, when that special, equally-fake side-valve Morris Minor did 100 m.p.g. But that car also did 100 m.p.h. and it looked quite a nice little racing car, into the bargain.

Far more to the point, if you are m.p.g. conscious, is to study the outcome of the Total Economy Run held at the end of last month, which followed in the useful tradition of the late-lamented Mobil Economy Run invented by the Hants & Berks. MC.

Miscellany

ACCORDING to a local paper, there has been ill-feeling over the sale of the 1965 Rolls-Royce Phantom V limousine formerly used as the Mayoral car by the Mayor of Derby—a most appropriate choice. When it was offered for sale only four people were attracted by the tender, the report says, the highest bid being £4,000. The Vauxhall Ventora that replaced it is described as equally heavy, or heavier, on petrol and as it is smaller, two cars are sometimes required now on mayoral occasions.

* * *

When we reviewed the Lodgemark book of Brighton Run pictures we said that it contained 112 of them. In fact, there are more than 200, working out at less than 1p per illustration—very good value!

The new Chief Executive of Volkswagen is 53-year-old Toni Schmucker, who was formerly with Ford in Germany for nearly 30 years.

* * *

The result of the Public Enquiry instituted by Bernard Wheatcroft Ltd. as an appeal against refusal of planning permission for modernising and developing the Donington circuit is expected, hopefuly, by mid-summer.

* * *

We have dropped a clanger in the caption at the top of page 352 in this issue (an earlier-printed section). In describing Lella Lombardi as "the first woman to compete in a World Championship Grand Prix", we forgot about Maria Teresa de Filipis, who competed in several Grands Prix with a Maserati in the late '50s.

* * *

Peter Waymark, writing the motoring column for *The Times*, showed himself to be in favour of the 50 m.p.h. speed-limit, but Paul Frère, speaking in Paris, pointed out that the reduction in fatal accidents was greater last year in West Germany than in any other European country, yet it was the only one that had removed Motorway speed-limits when the fuel shortage eased.

* * *

The new Membership Secretary of the National Traction Engine Club is Mrs. F. E. Wood, Windrush, Hail Weston, Huntingdon, Cambs., PE19 4JY.

* * *

Bernard Kain, the well-known Bugatti exponent, has been elected the new President of the VSCC.

* * *

The Bugatti/Ferrari OC plans to move its offices from Henley-on-Thames to the site of its Prescott Hill Climb course near Cheltenham.

The Race of Champions

and other events

Brands Hatch, March 16th

THE SEASON "opener" saw a small but varied entry for the combined Formula One and Formula 5000 race over 40 laps of the full circuit at Brands Hatch. It gave the opportunity for some of the stars to appear before the British public, and some newcomers the opportunity to try their hand at Formula One. In appalling conditions of cold and damp, practice saw only one non-starter in the form of Schuppan's projected March 741, but two cars had accidents which made the entry begin to look a bit thin. Those were Nicholson's Lyncar-Cosworth V8 and Flamini in Frank Williams' second car. While the Lyncar was repairable the Williams was not, and FW/02 (or IR/02 as it used to be called) had to return home for a complete rebuild around a new monocoque chassis. The Formula 5000 cars practised on their own, then had a 35-lap race of their own, and the four fastest were allowed to join the select band of Formula One cars for Sunday's big event. The F1 entry comprised Scheckter in the lone Tyrrell with a new nose without the vertical guide vanes, Peterson and Ickx in Lotus 72s, Fittipaldi and Mass in McLarens, Watson in a lone Surtees, Jarier and Pryce with the two DN5 Shadows, Merzario in a Williams, Stommelen in a Lola, Donohue in the Penske, Wunderink in the Ensign, Trimmer in what use to be the Token and is now called the Safir and Evans in a BRM, while mixing with the men was the Italian girl Lella Lombardi in a March 751 built around parts from the new car that Brambilla had damaged in South Africa, it now being 751/1-2.

The Brands Hatch track had been resurfaced during the winter but greasy wet conditions gave little chance for the surface to bed-in and practice was a cross between power-boating and trials driving, but through it all Tom Pryce shone and got pole-position on the grid, with Scheckter alongside. World Champion Fittipaldi, apart from "bleating"



Tom Pryce outshone the stars all weekend, gaining a first Formula One win both for himself and the UOP Shadow team, after starting from pole position.

about the dangers of letting Formula 5000 cars and drivers run in the same race as the "professionals" got nowhere at all, the multitude of variables on his McLaren M23/9 being less-right than most other teams, and his slowness was attributed to "handling problems", as if he was the only one to be suffering from such things. A little enthusiasm in the cockpit can make up for a lot of maladjustments or wrong choices!

A Formula Atlantic race opened the proceedings and Tony Brise ran away from everyone in the works Modus, winning with ease over the 25 laps, but behind him Jim Crawford (Chevron with a Hart-prepared engine) and Richard Morgan (Chevron with a Nicholson-prepared engine), had a good scrap until the latter tried to drive through on the inside at Druids and knocked the nose cowling off on his rival's back wheel. Both continued, but Morgan had to slow, with reduced adhesion on the front tyres, and gradually dropped back to sixth place, while Crawford stayed in second place. A Group One Touring Car race then took place over 20 laps, the large entry ranging from brutal-looking Chevrolet Camaros to effeminate-looking Mazdas and Hillman Avengers. Once Stuart Graham had got past Woodman, in a decisive and forceful manoeuvre at Druids Hairpin the race was over, but the high-spot was the driving of Andy Rouse in a Broadspeed Triumph Dolomite, who hung on to the leading trio of Camaros driven by Graham, Woodman and Lloyd, and snatched third place from Lloyd when the "Simoniz" Camaro suffered from fading brakes and the gearbox playing tricks. John Hine in another Dolomite Sprint was going well until he had a spin on the greasy track, but made amends by some forceful driving afterwards to climb back to second in his class, behind Rouse.

A flurry of snow greeted the Race of Champions and there was some delay while decisions both right and wrong were made on the question of "wet" and "dry" tyres. The twenty runners were lined up in pairs, Pryce and Scheckter in front, followed by Ickx and Jarier, Peterson and Stommelen, Merzario and Donohue, Watson and Belso (F5000), Purley (F5000) and Lombardi, Trimmer and Schuppan (F5000), Ashley (F5000) and Mass, Wunderink and Fittipaldi, Nicholson and Evans. From the start Ickx stormed into the lead, while Belso and Mass collided at the first corner and the McLaren finished up on top of the Lola-Chevrolet. Scheckter, Pryce and Peterson followed Ickx on the opening lap, but Scheckter was soon through into the lead and showed the frozen spectators the driving form that had won him the South African Grand Prix. The leaders were on "dry weather" tyres and Jarier was forced to stop and change tyres, having started on "wet weather". While Scheckter was running away in the Tyrrell 007/2, Pryce was having difficulty in finding a way past Ickx, but when he finally succeeded he drove in a really determind fashion and began to close on the South African. Fittipaldi was beginning to pick off some of the slower cars, but he was not really getting away from Evans in the BRM, who was driving with great enthusiasm. Another whose enthusiastic driving was good to watch was John Watson, the bearded Ulsterman hounding the two works Lotus drivers with



Enthusiastic driving by Ulsterman John Watson netted him second place—and a smile from John Surtees. Behind him, out of Paddock, lie the tangled cars of Mass and Belso.

his works Surtees and by ten laps he was up in third place.

At half distance Pryce had got Scheckter in view, but it was no guarantee that he would get any closer or get by if given the chance. They both lapped the World Champion, who was not trying very hard, and almost immediately afterwards Pryce closed right up on the Tyrrell as it began to lose power. Almost before he had realised it, Pryce was in the lead as the Cosworth engine in the Tyrrell broke in a pretty comprehensive way and Scheckter coasted into the pits. With 14 laps to go it was all over and Pryce received a warm welcome for a very deserved win, the first in Formula One for the UOP-Shadow team. A very happy Watson was an equally deserved second, there being a smile on the face of John Surtees, which was a change after all the gloom of last year, and the "Lotus lads" were third and fourth. David Purley won the Formula 5000 class with his neat Chevron powered by a 4-cam Cosworth-built Ford V6 engine in spite of spending a lot of time on the grass trying to keep out of the way of the Formula One cars. As the other three F5000 cars retired, he had to win!

The day ended with a short race for a sort of Formula Super Ford or Brands Hatch Formula, for cars powered by Ford Pinto engines. In spite of winter arriving in mid-March just as summer-time officially arrived, it was a fair day's racing, but whether it was worth the cost to the spectators at £7.50 for a Grand Stand seat is debatable.—D.S.J.

Results:

RACE OF CHAMPIONS—Formula One and Formula 5000—40 laps—170.6 kms.—Slippery

1st :	T. Pryce (Shadow DN5/2A)	55 min. 53.5 sec.—183.13 k.p.h.
2nd:	J. Watson (Surtees TS16/04-4)	56 min. 24.0 sec.
3rd:	R. Peterson (Lotus 72/R9)	56 min. 25.5 sec.
4th :	J. Ickx (Lotus 72/R5)	1 lap behind
5th :	E. Fittipaldi (McLaren M23/9)	1 lap behind
6th :	R. Evans (BRM P201/02)	2 laps behind
7th :	A. Merzario (Williams IR/04)	3 laps behind
8th :	J-P. Jarier (Shadow DN5/1A)	4 laps behind
9th :	R. Stommelen (Lola T371/HU1)	5 laps behind
10th :	R. Wunderink (Ensign N175)	5 laps behind
11th :	D. Purley (Chevron B30)	6 laps behind
12th :	T. Trimmer (Safir RF0/2)	7 laps behind

Fastest Lap: T. Pryce (Shadow DN5/2A) on laps 28 and 38 in 1 min. 21.1 sec.—189.31 k.p.h. (equalled existing record)

Retirements: J. Mass (McLaren M23/8) on lap 1, accident; T. Belso (Lola-Chevrolet V8) on lap 1, accident; J. Nicholson (Lyncar) on lap 16; V. Schuppan (Lola-Chevrolet V8) on lap 19; J. Scheckter (Tyrrell 007/2) on lap 26, engine broke; L. Lombardi (March 751/1-2) on lap 26, gave up; M. Donohue (Penske PC1/02) on lap 27, accident; I. Ashley (Lola-Chevrolet V8).

20 *starters*—12 *finishers*

FORMULA 5000—35 laps—149.3 kms.—Saturday Afternoon.—Wet and greasy

1st :	I Ashley (Lola-Chevrolet V8)	55 min. 54.8 sec.—160.18 k.p.h.
2nd:	D. Purley (Chevron-Ford V6)	58 min. 40.9 sec.
3rd:	D. Magee (Trojan-Chevrolet V8)	1 lap behind

Fastest Lap: I Ashley (Lola-Chevrolet V8) on lap 13, in 1 min. 31.0 sec.—168.71 k.p.h.

FORMULA ATLANTIC—25 laps—106.6 kms.—Sunday Afternoon

1st :	A Brise (Modus M1)	39 min. 24.8 sec.—162.302 k.p.h.
2nd:	J. Crawford (Chevron B29)	40 min. 01.5 sec.
3rd:	C. Williams (Brabham BT40)	40 min. 02.4 sec.

Fastest Lap: R. Morgan (Chevron B29) in 1 min. 33.0 sec.—165.086 k.p.h.

GROUP ONE TOURING CARS—20 laps—85.3 kms.—Sunday Afternoon

1st :	S. Graham (Chevrolet Camaro Z28)	35 min. 36.9 sec.—143.699 k.p.h.
2nd:	V. Woodman (Chevrolet Camaro Z28)	35 min. 51.7 sec.
3rd:	A. Rouse (Triumph Dolomite Sprint)	36 min. 08.7 sec.

Fastest Lap: S. Graham (Chevrolet Camaro) 1 min. 45.0 sec.—146.209 k.p.h.

Before We Lose Track

THE CARS of Frank Williams are as varied and elusive as Frank himself, his entries in Formula One starting in 1969 with a Brabham BT26 and then moving on to the De Tomaso factory team, with Piers Courage as his driver. This period was followed by two seasons with March cars, with Henri Pescarolo and Carlos Pace, and backing from the French Motul oil company, and in 1972 his own long-awaited car, designed by Len Bailey, but finished off by Ron Tauranac, appeared at Brands Hatch for the British Grand Prix driven by Pescarolo and at the end of the season driven by Chris Amon. It was called a Politoys, after its sponsor, and had the design number FX3/1. In 1973 Frank Williams got sponsorship from Iso Rivolta, Marlboro and Fina Petrol, to replace Politoys, who had pulled out of racing, so the FX3/1 was re-christened an Iso Rivolta Marlboro and a second car, FX3/2, was added to the team.

A new start was made for the 1973 season in Europe with two new cars designed by John Clarke. These were IR/01 and IR/02, which appeared at the Spanish GP driven by Nanni Galli and Howden Ganley. In 1974 a third IR series car was added to the team and for 1975 the cars have been re-christened once more, now being called Williams (though MOTOR SPORT has called them this all along) and the serial numbers have been changed from IR (Iso Rivolta) to FW (Frank Williams). When IR/02 was destroyed in a crash at the Nurburgring in 1973 it was completely rebuilt around a new monocoque chassis frame, and should by rights have been IR/03, though in fact it retained the number IR/02. Consequently, when the third car in the IR series was built, it was actually the fourth car built, and should have been IR/04, but due to the previous mix-up it was IR/03.

In some ways we have already lost track of the cars of Frank Williams, but it is hoped that this will salvage something from the chaos.



Williams IR/02, since re-numbered FW/02, first appeared in the 1973 Spanish Grand Prix with Howden Ganley at the wheel, shown here.

Brabham BT26/1: Driven by Piers Courage in 1969. Sold to South Africa.

De Tomaso 38/1: Prototype car used in South Africa in 1970. Bróken up at factory after accident in Spanish Grand Prix.

De Tomaso 38/2: Driven by Tim Schenken at end of 1970 season. Remains at factory.

De Tomaso 38/3: Scrapped after fatal accident to Piers Courage at Zandvoort in 1970.

March 711/3: Driven by Henri Pescarolo in 1971 and by Carlos Pace in 1972. Made into Show Car and sold to Emerson Fittipaldi in Brazil.

March 701/6: Used briefly by team in 1971. Rebuilt after crash at Oulton Park with Cyd Williams; sold to G. Dixon.

March 721/3: Driven by Henri Pescarolo in 1972. Made into Show Car and sold to Emerson Fittipaldi in Brazil.

Williams FX3/1: First appeared Brands Hatch July 1972. Driven by Nanni Galli in 1973. Made into Show Car for Marlboro.

Williams FX3/2: First appeared 1973 and driven by Howden Ganley. Made into Show Car for Marlboro.

Williams IR/01: First appeared Spanish GP 1973 and driven by Nanni Galli. Used for Marlboro-approved drivers after Galli retired. Remains at factory.

Williams IR/02: First appeared Spanish GP 1973 and driven by Howden Ganley. Severely damaged at Nurburgring in practice for German GP. Rebuilt around new monocoque frame and retained number of crashed car. Still in use by the team but re-numbered FW/02 for 1975.

Williams IR/03: Actually fourth car built. New in 1974. Driven by Arturo Merzario. Still in use by team but renumbered FW/03 for 1975.



Chevette: Vauxhall's Saviour?

Luton joins the small hatchback set with a pretty, new, three-door, coupé/estate.

VAUXHALL have added to the growing European band of small hatchback saloons with the new three-door, four-seat Chevette, which goes on sale in Britain on May 2nd. This departure from conservative Luton-thinking should revive Vauxhall's flagging fortunes and reassure their continuation as a separate entity within General Motors, despite the ageing rumour that the Detroit parent would hand over their European operation as a whole to Opel.

The Chevette takes its name from the Brazilian-manufactured Chevrolet version of the Opel Kadett, to which it otherwise bears no exterior resemblance. But many components are shared with the Kadett, including its excellent suspension system, steering rack and even front seats and windscreen. All these components will be made by or for Vauxhall in Britain, but will be interchangeable with the German-made Opel parts, easing the replacement parts problem across Europe.

Luton designers can take full credit for the attractive hatchback body. Its air-dam front-end with its rectangular, recessed headlamps, the first in the world to use moulded plastic reflectors, has obviously been greatly influenced by the high performance "droop-snoot" Firenza coupé. Steady speed consumption figures show this nose to be aerodynamically very efficient, for the 1,256-c.c. Viva engine which powers the Chevette has given 50.76 m.p.g. at a steady 50 m.p.h. and 42.56 m.p.g. at a steady 60 m.p.h.

This four-cylinder, short-stroke (80.97 mm. bore x 60.96 mm. stroke), push-rod engine delivers 58.5 b.h.p. DIN at 5,600 r.p.m. and 68 lb. ft. DIN at 2,600 r.p.m. in its latest guise. Developments in the interests of economy have left the b.h.p. figure at the same level, but given a 5 lb. ft. boost to the torque figures; they include a thermostat-controlled exhaust-heated air-intake system, bigger heat transfer ports and revised jets in the single Stromberg carburetter. Drive is transmitted through a 7.25 in. Viva clutch and 4-speed gearbox via a split propshaft (the rear section of which is enclosed in a torque tube) to the Kadett live rear axle. Additional axle location is provided by twin radius arms, a Panhard rod and anti-roll bar and suspension is by coil springs and angled telescopic dampers.

Kadett front suspension is made up of pressed steel short top wishbones and longer bottom wishbones, coil springs, telescopic shock-absorbers and a stiff anti-roll bar. The steering rack is mounted ahead of the wheel centres.

Clever body design has enabled Vauxhall engineers to place a wheel at each corner for better handling, a BMC-pioneered layout which we are more used to seeing on front-wheel-drive cars, including the new VW Golf, tested elsewhere, which too has a hatchback facility, albeit with a choice of three or five doors. The Chevette's overall length, 12 ft. 9.5 in., is some 7½ in. less than the Viva and overall width is down by nearly three inches to 5 ft. 2.2 in. The wheelbase is 7 ft. 10.2 in. with a track, front and rear, of 4 ft. 3.2 in. Upon these dimensions a usefully versatile body has been constructed. The wide-opening tailgate, with heated window, is hinged at the top and counterbalanced by hydraulic struts. When the rear seat is in position the full-width load platform offers 8.9 cu. ft. of space, beneath which is the flat 8.4-gallon fuel tank and the spare wheel and tools, accessible after three awkwardly-placed Dzus fasteners have been released to remove the steel floor panel. Converting the Chevette into an estate car is the easiest of jobs; unlike most such arrangements the rear seat cushion does not have to be folded out of the way before the squab, located securely by two simple, wheel-arch-mounted catches, is lowered. In this condition the load space is increased to 18.6 cu. ft. The wheel arches and fuel-filler pipe intrude somewhat, but angling the shock-absorbers has prevented them creating a nuisance like those in the Golf. A deep lip at the rear impedes loading.

There are two versions of this new model, the Chevette and the Chevette L, though the basic version is far from ill-equipped. Its vinyl seat trim is replaced in the L by a brand-new, woven, plaid-patterned fabric seat upholstery, the L's luggage bay has carpet trim instead of PVC and this model also has additions of a clock, cigar-lighter and opening rear quarter-lights. Features such as reclining front seats, accurately adjustable by turning a knurled knob, and heated rear screen are common to both models.

It doesn't seem to be very widely realised how good is Vauxhall's contemporary corrosion protection on all its cars, more thorough than that of any mass-production manufacturer we know of. Careful avoidance of rust and mud traps was made in the Chevette's design and beyond that there is a ten-stage anti-corrosion process, which includes the use of special welding creams and sealants during manufacture, zinc-coating of exposed panels, the application of zinc-rich primer to other panels, followed by de-greasing and the spraying and baking on of a phosphate solution before submersion in a 5,000-gallon tank of anti-rust alkyd primer. More special sealers are applied after this process, the interior of the sill panels and the body underside are coated with a grey epoxy-based primer-surfacer, aluminised bituminous wax is sprayed into the body sills and the entire underside is covered with a baked-on sealer/sound deadener. Seven gallons of primer and acrylic lacquer are applied to each body. Axle/suspension assemblies are finished in anti-rust alkyd primer, zinc-plated pipes are used to serve the dual-circuit hydraulic braking system and the



An excellent driving position, but the seats are too hard and shapeless.

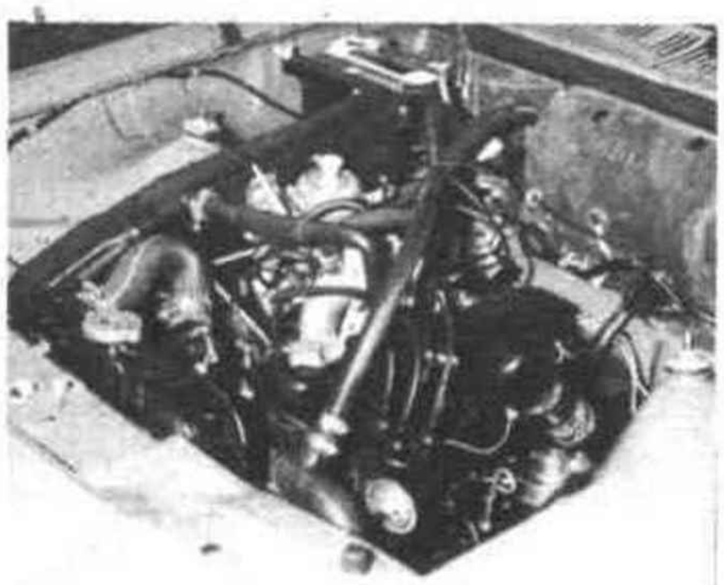
exhaust system is aluminised. Finally, the complete underbody and engine compartment are sprayed with wax for added protection.

Vauxhall had a terrible corrosion reputation to live down and the efforts which they have made to do so are worthy of every praise. Certainly there is no other British mass-produced car which is as well protected as the Chevette, a point which potential customers should bear in mind. Such thorough protection at the manufacturing stage must surely be better than after sale corrosion treatment.

Our acquaintance with the Chevette has so far been brief, but pleasing. Firstly we had an all-singing, all-dancing American style introduction to it at the New London Theatre —and we hope that the Chevette proves rather more successful that the last car announced on that Drury Lane stage, the ill-fated Lotus 76. Later that week we were allowed to try a bright red, Greenock-registered Chevette L for a couple of hours around the lanes of Bedfordshire and Hertfordshire.

First impressions were of the very pretty lines and the excellence of the acrylic lacquer paint finish. The wide doors make for easy access to the front seats and that to the rear seats tolerable. The driver is faced by a small and comfortable padded steering wheel, a massive binnacle containing the clear instruments, warning lights and two vents for the powerful through-flow ventilation, which exhausts itself above the rear window. Heating too is very effective, includes a 2-speed fan and is easy to operate. Light dipping, horn, flashers, two-speed and "pulse" wipers and electric screen washers are controlled by handy steering column stalks, the handbrake is conveniently between the seats, there are arm rests on the doors and the stubby gear-lever falls conveniently to hand, endowed with a light and positive action, third and fourth being inclined well over towards the driver. Small pedals are decently spaced and the clutch, like the steering, of which more later, is ultra-light making this a car well-suited to women drivers.

Roadholding and handling of this new Vauxhall is quite superb, if not up to the standards of an Alfa-Sud. There is a safe amount of understeer to stabilise the car and when driven harder on fast roads it becomes neutrally well-balanced. Tight corners taken enthusiastically on slippery roads cause the tail to step out of line, but the front end stays where it should and correction is easy. Some Chevettes are being produced on Michelin ZX tyres and others on Goodyear G800 Custom Rib, both types of 155SR 13 in. size;



The Chevette uses the 1,256-c.c. Viva engine and gearbox.



The hatchback tail and fold-flat seat make the good-looking Chevette a thoroughly practical car. A heated rear window is included in the self-supporting, wide-opening tailgate.

the test car had the Goodyears and roadholding would probably have been even better on Michelins, which seem to be in their element on small, rear-wheel-drive cars. Michelins too might have improved the steering, which was light, smooth and positive with no lost motion, but lacked something in feel.

Girling calipers on the 9.37 in. front disc brakes and Opel 7.87 in. x 1.77 in. self-adjusting drums (fitted with GM-France wheel cylinders) provide really excellent stopping power. Servo-assistance is standard on both models, as is the split hydraulic system which is fitted with a Teves brake proportioning valve to ensure front-rear brake balance.

By the standards of many continental 1300 cars (well, 1,256-c.c. is near enough to 1,300), the Chevette's performance is not startling, but will meet most demands. Vauxhall claim a 0-60 m.p.h. figure of just over 15 seconds and a maximum speed of around 90 m.p.h. The test car seemed quite happy to cruise at 80 to 90 m.p.h. and when over 100 m.p.h. showed up on a downhill grade the willing engine sounded far from strained. In the gears 35 m.p.h., 52 m.p.h. and 72 m.p.h. showed on the speedometer before valve bounce was hinted (no tachometer is fitted).

Disappointingly, Vauxhall have managed to create a brand-new design which inherits some of the resonance of other models in the range, though any semi-estate or estate is at risk in this respect. The engine gets very buzzy when revved hard, but on the credit side there is very little wind noise and the transmission vibration which mars the big four-cylinder-engined Vauxhalls has been avoided.

One-up without a load the Chevette's suspension is firm and taut, perhaps a bit too hard at the back, but it rides well. On rough surfaces we would have appreciated softer seats to cushion the blows. In fact we weren't at all happy with the seat squab, which was too firm and too flat, providing insufficient support for the back when driving reasonably quickly.

On the whole this new Vauxhall ought to become a worthy best-seller to improve the company's fortunes. It's a splendid if not quite perfect effort and though we wouldn't specifically categorise it as such, for it can be described as anything from a small estate to a sporting coupé, we would praise it as the best shopping car available from a British manufacturer. Its competition on more open terms depends upon its price, which has not yet been divulged. On the assumption that it won't be more expensive than the Viva range, so will fall somewhere around £1,350 to £1,400, it will find itself in sharp competition with the versatile, though smaller, Renault 5TL at £1,327 but should well undercut the Citroën GS Special at £1,549. But we mustn't forget that the cost of spares, insurance and maintenance will be to the Chevette's advantage.—C.R.

Vintage Racing Again

THE VSCC will hold its first race meeting of the season at Silverstone on April 19th. There will be a High Speed Trial (in the best tradition of the JCC and MCC, but with an artificial pit-stop), the 10-lap Itala & Napier Trophies scratch race for Edwardian and vintage racing cars, the 15-lap Allcomers scratch race for historic and p.v.t. cars, and the usual supporting 5-lap races. This will be the first round of the 1975 MOTOR SPORT Brooklands Memorial Trophy Contest, for the Trophy, replica and cash prizes totalling £150. Entries by first post on March 27th.

The public are admitted for £1 each, Paddock transfer 50p extra. Things will begin to happen around 1.30. No dogs!

The Rolls-Royce Camargue

All that glitters . . . ?

A FORTUNE of £29,250 will buy an attractive detached house standing in its own grounds within the London commuter belt. It could even buy you a real Jaguar D-type *plus* an XJ12, *plus* one of the all-black, last fifty V12 E-types to leave Jaguar's Allesley factory. Different tastes might select a fixed-head Rolls-Royce or Bentley Corniche *plus* a Jensen Interceptor Convertible for more temperate days; or a Corniche Convertible plus a Porsche 911, *plus* (for the gardener, of course) the VW Golf 1500 LS tested in this issue. For an extra £400 you could even afford a matching pair of Rolls-Royce Silver Shadows. Or you could blow the lot on the most expensive production car in the World, the new Rolls-Royce Camargue . . .

We're still not sure whether the price of the two-door Camargue represents the biggest rip-off in the motoring world or the best and most profitable sales gimmick ever. We're not sure because our minds can't condition themselves to the thought of having £30,000 to spend on a current production car. If we had, then we might be grateful for Rolls-Royce's thoughtfulness in marking up the price to ensure exclusivity, rather than attacking them for charging an extra £10,200 for rebodying the Corniche.

For this is all the Camargue is: Corniche running gear endowed with a rather ugly Pininfarina body resembling the dummy Rolls used by Lady Penelope in the Thunderbirds television programme. It looks rather as though Farina has tried to bend the very handsome lines of his Fiat 130 Coupé design around an over-large Rolls-Royce radiator—and failed.

Rolls-Royce tell us that Continental styling was chosen to give this model a truly International appeal. Well, we're sorry to be disillusioned by them; we always thought that foreign buyers selected Rolls-Royces as much for their classic English elegance as for the name and quality. There was uproar when the compact, modern design of the Shadow series replaced the classically elegant Silver Cloud, but the Silver Shadow and Corniche have an elegant bearing nevertheless. In the Camargue's case the elegance and dignity must have fallen off the drawing board.



The peak of Mount Etna smoulders behind the pinnacle of luxury motoring.

A smaller radiator grille and rectangular instead of twin round headlamps would have given the front end a more balanced look. From the front, the overhang of the bodywork beyond the wheels (the 5 ft. front track is the same as that of the Corniche, but the body is 3.5 in. wider) reminds us of a rude photograph in the South African Grand Prix programme of the *derrière* of a very fat man astride a very small motorbike. The impression might not be quite so bad when Rolls fit the fatter Dunlop Denovo tyres and wheels for which the wheel-arches have been designed. Oh, and to give the final turn in their graves to the Hon. C. S. Rolls and Sir Henry Royce, the present Rolls management have allowed that famous radiator grille to be tilted forwards at the top by no less than four degrees. What ignominy, enough to cause the Flying Lady to slide from her perch!

On the other hand, the sight of nine of these creatures lined up to greet us at Catania airport when we arrived in Sicily for the official introduction and test *was* impressive. A cool £263,000 worth, indeed. Why the apparent extravagance in a time of economic strife of a Sicilian launch by a company which only recently escaped from the clutches of the Receiver? David Plastow, the charming, unassuming and co-operative Group Managing Director of Rolls-Royce Motors explained: "We had to go somewhere where we could rely on good weather at this time of year, and by the time we've put you lot up in the air in a chartered aircraft, the distance we take you has little bearing on the cost."

Closer examination of the assembled cars greatly disappointed us, for rumours of specification and price had led us to expect a totally new and advanced car. Instead we found that the monocoque shell of this two-door saloon is the only new thing about it, apart from a brilliant, automatic, two-level air-conditioning system, which in any case will eventually be fitted to the other models in the Rolls-Royce range. The basic platform is identical to that used for the Silver Shadow and Corniche and the Camargue shares the mechanical units of the Corniche, including the 6,750-c.c. aluminium alloy V8 engine, automatic transmission, fully independent suspension with automatic ride height control, power-assisted steering and four-wheel disc brakes actuated by three separate hydraulic systems.

The only mechanical changes appear to have been to the engine. Although the compression ratio has been lowered from 9.5:1 to 8:1 to enable the Camargue to run on reduced lead content fuels (four star instead of five star for the Corniche) there has been a 10 to 15 per cent increase in power, particularly in the mid-range, by the adoption of a four-choke Solex carburetter in place of the Corniche's twin SUs (retained on US and Japanese market Camargues). For the first time, Rolls-Royce have adopted Lucas Opus electronic ignition. Sadly these modifications only put the Camargue on an accelerative par with the identically-geared Corniche, for at 2 tons 6.2 cwt. kerb weight it is heavier than the Corniche, while that and increased frontal drag (how about that for efficient continental design!) has lowered the maximum speed. The mechanical changes were irrelevant to the Sicilian test cars, which were fitted with standard Corniche engines, though with the Camargue's twin exhaust system.

So what is this grossly expensive motor car all about apart from the exclusivity which its price and low production rate will ensure? The advantages over and above the Corniche are quickly enumerated: that automatic air-conditioning (which, as we've said, will eventually be incorporated in all Rolls-Royces), more interior space, including an 8.5 in. increase in rear seat width compared with the Corniche and an extra 3 cu. ft. of luggage capacity to give an enormous 25 cu. ft. total.



We were also to find that its handling is improved by an accident of Pininfarina design giving better weight distribution. As this latest Rolls-Royce follows their trend towards owner/driver cars, the millionaire who has to park his own Camargue may be interested to known that the extra accommodation is contained within exactly the same 16 ft. 11.5 in. length as the Silver Shadow and Corniche. He might not be interested to know that the windscreen angle of the Camargue is 60 degrees, the Corniche 50 degrees and the Silver Shadow 46 degrees.

The Camargue is much more impressive from inside than out, though anybody who has just spent £30,000 on a motor car is likely to want perfection in all directions. No less than 450 square feet of pleated Nuela hide from our old friends Connollys are used in the trim, including all the side panels, the front seats are adjusted electrically by knobs on the cushion base, much more convenient than those on other Rolls-Royces, and there are electric controls for the seat squab release, the centralised door and boot locking system and the door windows. There is a gauge showing outside ambient temperature, comprehensive warning lights including an ice warning (operated by the ambient temperature sensor behind the rear bumper), and the column-mounted electric gear shift lever, a method of operation unique to Rolls-Royce, contains a switch for automatic speed control to enable the driver to relax on motorways. A stereo radio (which amazed us by picking up David Hamilton's BBC radio programme while we were positioned between two Sicilian mountains) and quadraphonic tape-playing equipment are standard. But ageing dowagers will be furious to learn that the facia's burr walnut is merely veneer stuck to impact-absorbing aluminium panels—a sop to current international safety standards, as are the side intrusion members in the aluminium panelled doors. The bonnet and boot too are aluminium panelled.

Putting three journalists and one Rolls-Royce employee (in our case, Derek Coulson, Chief Development Engineer—Chassis, and the man responsible for the new air-conditioning system) in each car had the disadvantage of reducing our individual mileages at the wheel, but allowed us to try the rear seat too. The Sicilian police had been well-primed to smooth our passage through the island and a police Alfa Romeo led the first Camargue away at breakneck speed, scattering women, children, chickens, donkeys and oranges in its wake through the villages. We settled for a more subdued, though far from leisurely, gait and concentrated on navigating ourselves away from the forbidden "bandito" areas, which even the mafiosi and police avoid. The Camargue might have commanded a healthy ransom from Rolls-Royce, but would we?

Most of the Sicilian back roads around Mount Etna look deceptively well tarmacked but are very bumpy and the Camargue self-levelling suspension had to work hard for its living. In these extreme conditions the ride was less smooth than a searcher for perfection would have expected—coping less well than the Citroën CX did on the rough roads of Lapland, for example—and the rear seat occupants needed the inertia reel seat belts to prevent their heads hitting the low roof. We would have welcomed an old-style strap-hanger as a steadying medium. The massive and thickly-padded front and rear seats were exquisitely comfortable, but setting the front seats to suit by means of the toggle electric control required patience.

The sheer comfort of seating, smoothness of the suspension and stability of the car became more apparent on the long, coastal motorway, more suited to its characteristics than some of the inland back-roads. Under acceleration the big V8 was much more obtrusive than the XJ 12's engine, but totally silent when cruising. We were disturbed by the amount of wind noise, which was explained away as being the result of a temporary batch of windscreen seals, for the production ones had not arrived in time to be included in these pre-production cars. Unfortunately changing seals would not have eradicated the wind noise from the door mirror, which seemed to us to be the main offender. In fairness there was little more noise at an indicated 120 m.p.h. than at 70 m.p.h. In spite of these criticisms, by the standards of most other cars, excluding the XJ12 at less than a fifth of the price, the Camargue is incredibly easy on the ears, but not to the standard one might expect for £30,000.

There is not much one can do to test an air-conditioning system in static climatic conditions, but from what we could tell, this split level system, which relies on sensors under the facia, below the facia, on the cantrail above the front-seat passenger's head and the ambient temperature sensors behind the bumper, has to be the ultimate. As it ought to be at the cost of a Mini. Once set to the face and foot level temperatures required by the occupants, it will automatically retain them *ad infinitum*. But the split-level facility seems to be the only advantage it holds over that excellent Delanair automatic system available in the latest Jaguars.

For a car which looks so huge and unwieldy, the handling of the Camargue proved remarkable, making driving the car smoothly at speed intensely satisfying. It seemed to shrink in size, could be placed to the millimetre when clipping kerbs, overhanging rock faces and donkey carts and was remarkably easy to acclimatise oneself to. Much of the credit must go to the beautifully smooth, positive and accurate power steering, which though light to suit the type of customer attracted by Rolls-Royce, has sensible gearing and a sensibly-sized, quite thick-rimmed, padded steering wheel. There is none of that tyre-scrubbing understeer which used to afflict such big, heavy cars—indeed you can even hang the tail out controllably. Such driving creates a fair amount of roll, but what else can you expect when a 2½-ton motor car allows itself to be thrown around almost as nimbly as an Escort. The brakes were magnificent, smoothly progressive and very powerful.

One unexpected and unsatisfactory point was vibration and resonance from the rear suspension coupled with the tinny clanging of stone chips in the rear wheel-arches. Obviously Rolls-Royce engineering is still not perfect.

The doors on the Camargue are wide enough for rear seat passengers to climb out without disturbing the front seat occupants, but this has the disadvantage of making the inertia-reel front seat belts difficult to reach.

Back at the ranch—actually an old monastery—David Plastow explained that the Camargue venture started as a separate planning and design exercise over seven years ago, long before he took over the company, and that it had taken eight years to develop the sophisticated air-conditioning system. This is entirely of their own manufacture except for servos and other bought-out, standardised parts.

As for Rolls-Royce's confidence in launching such an expensive car at this time: "During the last couple of years we have seen the secondhand prices of Corniche coachbuilt cars reach figures in excess of £20,000 and the clear indication was that the World's motor market would accept an additional coachbuilt Rolls-Royce provided that it represented *in shape and exclusivity* a significant advance upon the present coachbuilt cars." Exclusivity maybe . . .

"Our customers expect the best and they are prepared to pay for it. They are also paying for exclusivity and thus the Camargue will be coachbuilt in very limited numbers—one per week to start with, rising to two per week by next year."

The Camargue's body shell is built-up at the Mulliner Park Ward factory in Hythe Road, London, and when complete is shipped to Rolls-Royce in Crewe for mechanical assembly. It returns to Hythe Road for trimming and final finishing and is given a 100-150-mile road test before final rectification and polishing.

The entire first year's production had been sold before the Camargue was announced, so however we might have criticised it, it is going to be a best-seller. No less than 70% export volume is anticipated, compared with 55% for the rest of the range and many of them will be finding homes in OPEC countries. A magnificent, if not perfect, export leader, even if it looks like a folly.—C.R.



lite Reflections

ew :

EN MY LOAN of the new Lotus Elite 503 d in last month's MOTOR SPORT d, Lotus suggested that instead of them cting the car from me on a transporter, their usual practice, I should return it to n and at the same time take the oppor- ty to look round the Hethel, near Norwich, ory. Even thick fog on the way to Norfolk 't spoil the pleasure of driving what had ed a very satisfying car, so I was in a very Lotus mood when I met Richard Morley, us's young Managing Director, and Tony d, the Group Chief Engineer, who should l little introduction to MOTOR SPORT ers. Unfortunately the fog did prevent lift back to Elstree by "Air Chapman", so ad to swap the comfort of the Elite for the omfort of British Rail, making our way to Elstree, where we had left the photo- her's Dolomite Sprint, by a crazily uitous route.

ichard Morley, who took over as MD in middle of last year, having worked his way through the administrative side of Lotus, cheerfully optimistic about his Company's re in spite of the restrictive economy com-



Painted but untrimmed bodies on the assembly line, where electrical and other paraphernalia is fitted before the shells are lowered on to the mechanically-complete back-bone chassis.

bined with the high price of the Elite. Currently an average of 25 Elites per week is leaving the Hethel line along with about a dozen Europa Specials, the latter gradually being run down. What is more, sales are increasing encouragingly, which pleases me, for in spite of my criticism about lack of torque and over-pricing, I do feel that now that early deficiencies have been sorted out, the Elite can take its place among the best drivers' cars in the World and deserves to sell.

So far, 46% of Elite production has been exported, mainly to the States, though another lucrative market which seems to be opening up for them is Japan, where Lotus are finding none of the difficulties encountered by other British manufacturers who have tried

Continued on page 348

nd Old :

TTING in the background of one of the us Elite road test colour pictures last nth as a subtle comparison of line was one the original Elites (the Mk. 14) which nded the fortunes of Colin Chapman. It there by courtesy of Miles Wilkins, a atic for the old Elite who is now making st of his living by specialising in the repair renovation of the model.

Miles Wilkins runs his firm Fibreglass Ser- es in part of an old mill in the little village Charlton at the base of the downs below odwood racecourse. The journey to the l from his home at Little Melbury, Selsey ad, Donnington, near Chichester, Sussex, where customers should contact him (telephone: Chichester 86265) takes him past Goodwood Circuit where his early interest in Elites was cultivated.

A Bachelor of Science, Miles Wilkins was a chemist whose studies happened to include research on corrosion of glass-fibre (not that I knew that glass-fibre did corrode before I met him). But life as an industrial chemist did not appeal to him and somehow or other he eventually found himself as Service Manager of Len Street, the London Lotus agent. After a spell there he gradually built up a living as a one-man mobile glass-fibre repair specialist, based on his home near Chichester, providing an on-berth service for the thousands of boat-owners in the area. Meanwhile he was running an S3 Elan, built by him from kit form, and rebuilding in every detail an Elite which he'd acquired. Somebody asked him if he would do some work on another Elite, word got around and in no time at all he'd found himself living in a world of Elites with boats as a secondary pastime.

Now he undertakes any facet of Elite repairing, rebuilding and servicing, including rebuilds of the Coventry-Climax engines and full re-trimming. His possibly unique speciality is the repair of crashed Elites, however badly mangled the glass-fibre might be. In addition he has managed to purchase most of the last remaining Elites spares including some of the rare wishbones, so it would appear that this is a man whom none of the owners of the remaining 355 Elites (998 were built) can do without. He will also undertake the repair of any glass-fibre boats or cars and was completing the repair of shattered GT 40 front and rear sections when I called.

My visit to Miles Wilkins wouldn't have been complete without a drive in his own Elite (the one in the road test photograph was a customer's car) as a comparison with the 1975 Chapman product I'd arrived in. Immaculate, though slightly spoiled by arches flared by a previous owner, the Wilkins car had a newly rebuilt Super 95 engine, four-speed ZF gearbox and Koni shock-absorbers. Even 12 years after the last Lotus Mk. 14 was produced, the old magic—and noise and sparseness of trim—was still there. The balance, the roadholding, the excellent steering has few equals today and few cars have approached the classic beauty of its lines. In terms of creature comforts there is no comparison with the present Elite, but both have the same Chapman hallmark in their road behaviour.—C.R.



Miles Wilkins with his own pristine, but flared-arches, Elite.

The BARC in 1975: still Britain's biggest motor club



CONFIDENT boast of the bridge hoarding is emphasised by General Manager Sidney Offord in the accompanying interview. The sports and GT cars getting away in the photograph illustrate how the BARC has kept faith with this varied category. Where else could you see an Elan take on a V12 Jaguar, a Porsche Carrera, a Morgan V8 and the winning Lotus 7?

ON JANUARY 1st, 1974, Britain's oldest and biggest motor-racing club moved into the breezy atmosphere of their new headquarters at Thruxton Circuit in Hampshire. The British Automobile Racing Club (BARC) are under a mile away from the A303 and accommodated in the top half of the former aircraft control tower (it is still operational for light 'planes). This was no simple move of existing staff to a fresh home. The Club HQ had suffered more than the usual internal politicking that is the inevitable result of strong personalities pursuing a sporting enthusiasm, fervently believed in. A new general manager took the helm at Thruxton, virtually unaided because he was so worried that there might not be permanent jobs for any staff recruited. The manager's name was Sidney Offord, who had started his new job exactly a year earlier. To find out more about his attitudes, and the fortunes of the Club, we paid them both a visit at Thruxton recently.

MOTOR SPORT readers will be well aware of the BARC's history but for those, like the author, who need an outline to place the present Club in perspective, we will go back to the roots. Originally the present Club sprang from the formation of the Cycle Car Club of 1912, becoming the Junior Car Club two years later.

The establishment of Brooklands circuit in 1907 led to the counterpart Brooklands Auto Racing Club, inaugurated December 12th, 1906, a designation that lasted until 1946. Then 1,275 Brooklands Automobile Racing Club members found that the legendary banked track was not to revert to motor sporting use. Thus the assets and members became part of the British Automobile Racing Club, itself the successor of the JCC, putting a new meaning to the historic initials BARC.

By 1947 the BARC had entered a vigorous post-war life with road racing in Jersey and the September 18th opening of glorious Goodwood. The closure of the latter racing track for public events—it is still extensively used for testing—hit the Club hard in 1966. Showing plenty of resource at this potentially mortal blow, the BARC were finally able to boast another motor racing home circuit in 1968, when Thruxton was re-opened for cars on March 17th.

Although plagued by severe planning and residential objections, Thruxton did provide a South of England alternative track at which the popularity of Formula Two could be established. Unfortunately track usage is restricted to a ludicrous 12 days of public race meetings per year; one of those days is for motorcyclists and another is lost in official practice for Formula Two. Last year the circuit reached a nadir with no F2 at all, and the only Internationals were those for F5000; this season F2 is back (held the day before this issue is dated, on Easter Monday), and there is an International round of the RAC Touring Car series (May 11th), plus two F5000 dates.

From his lonely start at Thruxton Mr. Offord has built a nucleus of four full-time aides. Assistant General Manager is John Wickham, a former BARC employee who was picked by Team Surtees for his organisational competence before Offord became General Manager. Wickham was committed to Surtees for a season, but returned to the BARC last year. Wickham has the kind of quiet politeness that is refreshing amidst the shouts of "gimme", while retaining the determination needed to cope with the demands of competitors, the RAC, and liaise with the circuit/spectator side of the BARC's affairs. This brings us naturally to Richard Speakman who manages Thruxton itself. Thruxton (BARC) Ltd. is the name of the company that leases the track from a private family property business, and it is the affairs of this company and the welfare of the track that concern Speakman. Not content with just that headache, Richard Speakman also manages a racing Camaro (Stuart Graham's car from last season) for former Jaguar E-type star Tony Shaw to drive. Looking after the accounts is the recently-joined Peter Brewer. The needs of Press and promotion are undertaken by another fresh recruit, former *Hot Car* journalist, Mark Cole: total HQ staff number 14.

Motor Club membership claims fall into the category often occupied by spectator attendances, horsepower or top speed figures. Apparently a large membership is a lure towards more applications (as far from the "right crowd and no crowding" as it is possible to be?) and everyone does their level best to bluff the opposition blind with statistics. I found it of interest that a random selection of dates and membership reflect the pattern very accurately. In 1949 the BARC had approximately 2,000 members, by 1961 the enormous surge in motoring interest had swept the total up to 16,000. The recent low point for the BARC was 1973 when membership dropped to 7,000, while last year ended with membership at 8,000: BRSCC membership is quoted at 7,500. It seems that the badge-carrying, non-competing members are fading into the past. Most of today's members are paying the new BARC rates of £6 p.a. (plus £1 joining fee and £2 each options for centre or racing membership) because it is essential if one is to race in events organised by BARC. One great improvement to come from the fresh staff is the totally revised *BARC News*, which is now an attractive monthly publication that any racing enthusiast should enjoy.

Naturally the BARC have looked very closely at costs and one large membership cost increase was found to be vital: those from overseas will now pay £3 p.a. more (total £5 p.a.) primarily because of the postage increases, which inevitably hit active motor clubs straight in the membership kitty. Favourite off-track activities for members include the annual dinner/dance, and a range of BARC discounts that currently range from local hotel rates to British Air Ferries travel and 10% cheaper Hawke racing cars.

fford speaks his mind

Sidney Offord is the type of large and bust, red-haired, man who looks as though would feel at home wielding a lumberjack's e and stepping nimbly from river-jammed g to log. Yet he was a successful restaurant wner and baker, who sold his business in 72 and intended retiring to France.

The obvious first question, "What made u want to take on the BARC managership?"

"After the business was gone, I simply ondered what I would do with my life. I lt that I would get up, go to the pub, sleep d go to the pub again. It seemed a logical ct that I would eventually end up in the pub ll time! I met BARC Chairman Bill Paul ne day and he told me about the General anager's job. I applied in the normal way d was accepted," Offord concluded.

Remembering the major role that Offord ayed in the activities of Thames Estuary utomobile Club (TEAC), especially in the romotion of their TV Rallycrosses in asso- ation with Wills and BBC Grandstand, I ked how he became involved in motoring ort. Offord grinned: "I was always natically interested . . . in fact I followed the ort pre-war, when it always struck me as a ealthy man's game. After the war I remem- er seeing a coupon in the *Daily Express* for a 000-mile rally round Britain. I filled in an ntry—it looked to me as though anyone could ave a go—and decided to take a couple of iends with me. We did the event and I njoyed it enormously . . . and we got a nishing award. Those friends were Jack lark (who is no longer alive) and Ron Rayner ow with the Army in Germany), and we ere the founder members of TEAC in 1950. Ve formed the Club because we wanted to be rganisers: we couldn't beat the other rganisers, so I decided to join them. I had ompeted, but I felt better suited to set the roblems."

Thames Estuary AC are known today for heir energetic organisation and race meetings nd rallycrosses at Lydden Hill, with a hriving membership served by their own uccessful social centre (good food and ecreation) called "Wheelbase", which is in outhend. Offord obviously was used to etting and solving organisational problems, ut what was his first priority at the BARC?

Offord replied: "It was a divided Club. ome factions were supporting the departed eneral Manager and some the elected ommittee. I am certain that it is unhealthy or the good of the Club to be built around he Manager's personality. The Club must elong to the members, through the elected ommittee. You have to encourage a certain iewpoint if you're in charge, but if people isagree then they must go to the Committee. the vote goes against you [meaning as Manager.—J.W.] then resign. You are no ore than an employee of the members. fter all, the Committee is elected, so there no point hating each other and making no rogress at all. I should like to feel that ARC employees have a pleasant personality their dealing with people. We certainly try ensure this, but I am against any kind of ominating personality: it has to be a team."

Commenting on his aspirations for the Club is year Offord said: "Naturally I would like see membership expand. Currently motor ub members are confined to motor sports,



SIDNEY OFFORD: "No more than an employee of the members."

rather than the badge-carriers. I'd like to see Thruxton go from strength to strength. and I think we've got a 1975 programme to back that aim. I'm very proud of the BARC's centres in their competition programmes too, especially the hill-climb and sprint championships. We are a complete Club now operating six major championships of our own. We cover pretty well everything through HQ and centres but rallying, and I think that's a specialist area. Personally I am sorry that HQ is too fully involved to break into rallying. I still remember the problems I used to deal with, such as a dog breeder's claim for 700 guineas and the threat of a horsewhipping from an irate landowner."

As a matter of general policy Offord emphasises that Thruxton is in the hands of racing purists and any money ("And there's not very much," says Offord) is ploughed back into racing rather than shareholders. The same attitude is to be found in the managerial offices of the BRDC at Silverstone, and Britain is very fortunate in having a fair share of enthusiastic establishment to help people in the sport when the general economy is feeling poorly.

Offord lists his biggest problem this year as: "Escalating prize money, which therefore increases admission charges. Britain is still cheap, the cheapest country in which to attend a Grand Prix, even today.

"At least there is no lack of entries, for the sport seems more popular than ever, but I should like to overcome some of the traditional Press attitudes. I think that racing should be about people, because people have personalities that could be projected through the Press in the same manner as we see adopted towards boxing. In descriptions of championship struggles and so on, the Press would emphasise the person-to-person element, rather than car *v.* car. I would back the development of personalities like Lella Lombardi and Divina Galica, the girl racing drivers. To get by the problem of modern drivers not being as visible as in the past, I would want to have as many opportunities to display the individuals as often as possible. No faceless professionals please, I still think personalities should look as if they're having fun."

Turning to 1976 prospects, Mr. Offord makes the prophecy: "We may well see the demise of non-championship F1 owing to the escalation of costs. The GPDA will be wanting extra fees too. Then Formula Two will be in its first year of full-race engines—and already there are astronomical prices quoted for the Renault, which looks like the best engine—and F5000 will be in the process of re-orientation with the MRC organisation behind it, and seeking more European exposure. Under David Mills it seems possible that Formula Atlantic will provide a British alternative to Formula Two, though I think F3 should be better rewarded, and I hope our BP-sponsored series will show the way this year.

"The FIA don't help by asking for our 1976 plans now. How do we know which Formulae to back with both business and sport costs rising so quickly? Thus we have to select our dates without knowing the financial terms under which we will have to run the event: if we don't select our dates when the FIA ask then we miss our chance completely. If we do take a date and cannot raise sufficient backing for the event, then we have to back out, or ruin Club funds."

The above remark brought the conversation to Sidney Offord's recollections of 1974, when the BARC HQ were the subject of considerable criticism when they had to cancel two Internationals. "You can be sure any businessman would have applauded the Easter F2 cancellation. We were trying to raise a sponsor to replace one that had to withdraw as a result of the three-day week. If we had gone ahead it could well have resulted in a commitment of £30,000 in Club funds, all at a time when the electricity was mainly off and there were very real prospects of extensive unemployment. To stage that other International, the 2-litre sports-car round, would have committed £23,000. Constructors say it costs a great deal to compete, but I wonder if an International Formula that doesn't attract spectators can ever be valid?"

Dealing with the vexed and often posed query, "Are there too many racing formulae?" Mr. Offord replied: "No. I think that if there is a reasonable number of cars to fill the grid, amateurs should have the right to place their money where they wish to race. The British number of categories helps the organising Clubs make up an attractive programme, even when MCD are operating four circuits (Snetterton, Brands Hatch, Mallory and Oulton Park) and the BRDC one (Silverstone) over the same weekend."

Recently there have been suggestions that unpaid marshals should be rewarded in view of increasing fuel costs, but Offord thinks: "We all respect marshals, but I think lots of people misunderstand why they volunteer. People think that marshals won't come along because of the price of fuel, but I think they will come because *they* want to help, and because they gain much of the same pleasures that unpaid competitors find. I still enjoy my work and I hope I will at least have furthered the interests of racing, as well as having enjoyed one helluva good time when it comes to giving up."

The parting thought from Mr. Offord carries all his often controversial enthusiasm and character with it. "Motor sports are still best in my book, but we must move with the times: brighter and better. Anyone can give me a ring if they think they know a sensible way of improving the sport."—J.W.

Around and About

Rallying value

THE MINTEX DALES RALLY opened what could well be one of the most exciting seasons of rallying in Britain as entrants contest the title of RAC British Rally Champion. We spectated on the Mintex, and were impressed by the number of manufacturers directly or indirectly involved, and the sheer value of over 40 special stage sections for under £25 entry fee.

Travelling quickly round the route in a sure-footed Opel Commodore GS/E we were able to watch some superb motoring action with no special press privileges. The stages varied from an aerodrome blind (complete with a rather nerve-tingling plunge between the legs of a giant Yorkshire Electricity Board pylon) to smooth and fast forest tracks used on the annual RAC Rally. Starting on Friday night and finishing on Saturday afternoon, the writer can recall a superb fish and chip meal just outside York; the crisp moorland frostiness of a night stage, peopled by some enthusiastic and partially inebriated Irishmen, plus the sheer excitement of helping to put an errant Group 1 Vauxhall back on its wheels after it had rolled past our perch on top of a wall!

A very spectacular event, full of the action and friendliness that leads to the increasing popularity of this challenging branch of motoring sports. Incidentally the winner was a totally sober and very likeable Irishman, Billy Coleman, partnered by John Davenport in the factory specification 2-litre Escort RS 1600.

New enthusiast Fords

ALTHOUGH production of Mexico and RS Ford Escorts has ceased at Aveley in Essex, there will be two new RS Escorts available in May, *via* the existing 70-strong Ford RS Dealer network.

At the Geneva Show Ford displayed three versions of the Escort RS 1800 (that's the four-valve-per-cylinder engine) as well as the sleek aerodynamic lines of a fresh Cortina 2-litre-powered RS 2000. Details of the RS 1800 were revealed and reported in the presentation of the new Escorts (January 1975 MOTOR SPORT), so suffice it to say that it is a limited production basis for competition, offered with a single twin-choke carburated 1,840-c.c. d.o.h.c. motor yielding 125 b.h.p. As an alternative Ford showed the RS 1800 with luxury options, probably with the thought in mind that an "RS 1800-Ghia" could well take on the Dolomite Sprint, though the expensive 16-valve aluminium engine would have to be mass-produced to really provide competitive prices like those of the Triumph.

The RS 2000 bears a very close resemblance to the droop-snoot Firenza—even the side window frames are sprayed with matt black in the same way as the Vauxhall—but it is aimed for higher production rates than the Firenza with a simpler mechanical specification. The s.o.h.c. engine is tuned to give 112 b.h.p. (instead of Cortina's production 98 b.h.p.) by new exhaust manifolding (still cast iron), large-bore under-body pipes, and absorption silencers. Servicing requirements are as usual for Cortina. Spring and damper ratings have been carefully revised to eliminate the old RS 2000's occasionally jarring ride. The old RS 2000 twin radius arms rear suspension and 5.5-in. wheel rim widths are retained. Now the braking system features 9.6-in. dia. front discs, mated to 1 in. larger rear drums with a 7-in. dia. servo. Strong interior plus points are reclining bucket seats (exceptional if the development ones were anything to judge by), centre console and revised instrument cluster.

Escort RS 2000 should boast a 112-m.p.h. top speed, coupled to 0-60-m.p.h. acceleration in 8.5 sec. Production RS 1800s should manage about 120 m.p.h. and 0-60 m.p.h. in 8 sec. In line with the times fuel consumption is likely to be close to 30 m.p.g. for both cars, and the price of the RS models could well bring the production £3,000 Escort into view.



The new streamlined RS 2000—by Dagenham out of Luton?



This Polo shouldn't cost a mint. VW's new baby was revealed at the Geneva Show.

Mini-Mercedes

BY BRITISH Mercedes standards the latest 2-litre model is powered by a much smaller engine than we are used to from Stuttgart. The £3,475 Mercedes 200 is propelled by a 95-b.h.p. version of the tough s.o.h.c. four-cylinder unit, allowing 26 m.p.g. under severe German motorway test conditions.

First sub-litre VW

THE CRISP lines of the latest FWD VW, the 900-c.c. Polo, were seen by the public for the first time at Geneva. Obviously an important addition to the increasing International small-car competition, the Polo features a useful opening tailgate to effectively allow the 11 ft. 6 in. VW 3-door facilities.

The Polo is not expected in Britain until July (LHD models are on sale in Germany this month) when it will cost approximately 8% less than the rather expensive Golf tested by W.B.

Weighing 140 lb. less than the Golf, the 40-b.h.p. Polo is expected to offer a top speed of 82 m.p.h., 0-50 m.p.h. in 12.7 sec. and 54 m.p.g. at 50-m.p.h. cruising. Other important design features include suspension *via* MacPherson struts at the front, and what is described as the Golf "coupled link" beam axle at the rear; disc/drum braking and rack-and-pinion steering are also included.

A pair of new Lancias

THE PROLIFERATION of new models at Geneva (10 at a rough count) was augmented by sleek new twists on the Beta theme: a mid-engined two-seater Monte Carlo coupé and a 3-door Beta HPE estate.

The HPE (High Performance Estate) has the coupé's front end structure, a Beta saloon floorpan, and the 100-b.h.p. version of the Fiat twin cam engine driving the front wheels, *via* a five-speed gearbox. The Monte Carlo is a development of the Fiat X1/20 mid-engine prototype and its open or closed coupé con-

figuration will be marketed particularly strenuously in the USA. A top speed of over 118 m.p.h. is promised from the 1,995-c.c. engine, which develops 120 b.h.p. The Monte Carlo looks a doubtful UK starter, but we can expect the 3-door estate on sale later this year.

British team's European effort

BACKED by Hermetite a British racing team is to contest the Trophe L'Avenir series of European saloon-car races. Racing Team Hermetite will employ the talents of Tom Walkinshaw/John Fitzpatrick and Holman Blackburn/Mike Crabtree in two ex-works Ford Capri IIs prepared to Spa saloon-car regulations.

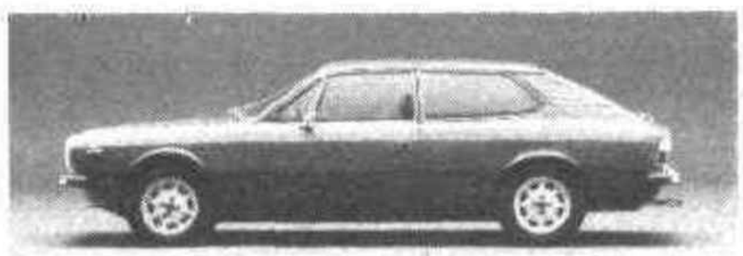
The 10-round L'Avenir series cannot be recognised by the FIA as a Championship, for there is still the official European Touring Car Championship for cars prepared to Group 2 regulations. However, the signs are that the Trophe de L'Avenir—which offers races like France's Nogaro 500 Km., the classic Spa-Francorchamps 24 hr., 18 Hours of Nurburgring and the Monza 12 hr.—will preview what saloon-car racing will be like in 1976. Then Europe adopts very much tighter regulations, similar to the Spa ones that govern L'Avenir contestants.



The Lancia Beta Monte Carlo, above and immediately below.



The 3-door Lancia Beta HPE estate, below.



MGs at Brands Hatch

MG Car Club General Secretary S. Gordon Cobban reminds us that the Club will be holding an eight race meeting at Brands Hatch on April 27th, including the first round of the Townsend-Thoresen Formula Ford Championship and seven races for MGs and Modsports. An interesting feature will be a parade of historic MGs and historic drivers of MGs, hopefully including Dick Jacobs, Capt. George Eyston and Ted Lund. If plans work out there will also be a display of driving in MG-Bs by pilots from the RAF's Red Arrows aerobatic team.

Monica lives on

NO SOONER had a weekly contemporary published an "obituary" on the Anglo-French Monica 560 luxury sports saloon (see MOTOR SPORT, May 1974, page 456, for the story of this car), than Bob Jankel, Managing Director of Panther West Winds, at Weybridge (featured on page 320, April 1974), announced that he and C. J. Lawrence and Co., who designed and developed Monica, are to ensure its continued production. Chris Lawrence's company is to manufacture the sub-assemblies and Panther will assemble, paint and trim the car and market it through their established distributors World-wide. The production line has been moved from CFPM, the French manufacturing company, to Surrey.

THE VSCC POMEROY TROPHY

THIS YEAR'S Pomeroy Memorial Trophy was held under dry but occasionally grey skies, around the Silverstone Club circuit, with the traditional organisation of the Vintage Sports Car Club. A spirited performance from Hugh Conway and his 1928 Bugatti 43 secured the "Pom" in appropriately elegant style. First class awards were taken by H. C. Bergel's 1926 Bugatti 35T, M. Hilton's magnificent Ferrari 275GTB of 1964, W. J. Roberts in a 1948 Frazer Nash High Speed and the 1950 Mille Miglia Frazer Nash model of W. H. Summers. The 1929 Frazer Nash Super Sports of F. C. B. Smith completed the hat-trick of first class awards recorded by 1,991-c.c. Frazer Nashes, *albeit* of very different eras.

That W.B.'s initials should be appended to a report of the Pomeroy Trophy seems as much of a tradition as the event itself. This year MOTOR SPORT's traditions had to be broken, but this made little difference to the courteous welcome and free supply of information for a strange face.

Because the "Pom" is one of the 12 races held on Saturday at Silverstone through the season, and without a charge made for the use of the circuit, following the BRDC's policy of encouraging racing at the amateur grass roots, there is little publicity or attempt to encourage spectators. It is an event for those who are involved with the competition, or the competitors. This makes it very easy for the visitor to get out and see exactly what is going on within this unique series of steering, braking, acceleration and racing tests.

The proven equalising formula of the VSCC ensures the widest variety of vehicles on the same race track, though some feel that there are now too many modern *marques* competing. This year's event featured 76 entries, and 49 of those cars were manufactured after World War II.

As explained to the author over the years, the object was to encourage the truly outstanding large touring car, with all that is best in steering, accelerative and braking abilities. By and large the competitors conform to this pattern, though the writer's personal opinion was that the rare Deep Sanderson (Cup Award winner and the fastest at 13.28s over the quarter-mile) was out of character. I could find no other modern mid-engine racing two-seater coupé in the entry: it worried me that owners of GT40s, Lola T70Bs, and the track version of Ginetta 12S and Lotus 47 or 62 models could appear, creating a hazard that could mean the end of the event. For example, the modern mid-engine car arriving in the midst of vehicles like the C. P. March 1922 Morris Oxford and the 1923 Pilkington Voisin C3 which were being enjoyably and slowly (by comparison) conducted at the back of the first half-hour speed trial. Also a surprise to the author was the spectacle of a 1929 Austin Heavy 12/4 driven by Mr. S. Danaher in a Bellstar full face helmet; an interesting precaution in a car capable of the second slowest quarter-mile acceleration time of the day: the Pilkington Voisin finally took the slowest quarter-mile with a time of 28.46s. Mike Barker's 1955 Jaguar D-type was the only other car, aside from the Deep Sanderson, to record under 15 sec. for the quarter-mile, managing 14.35 sec.

The initial braking tests—in which the competitor virtually decides what speed he will stop from to accurately straddle a line between front and back wheels—was notable for a pair of SP250 Daimler sports cars that both overshot the line with locked-up wheels. In contrast the 1961 Aston Martin DB4 GTs of W. B. Fowler and M. H. Morris showed accurate and undramatic braking powers. Neat and tidy braking performances also came from G. Daniels' 1930 Bentley, I. H. Titterington in the shining 1939 i.f.s. Alvis Speed 25, S. Denner's 1965 Healey 3000, A. D. Mitchell's blue 1974 Stag (a 3rd class award winner) and, from the same year, the Datsun 260Z 2+2 of R. W. Potter and the Escort RS2000 of R. J. Threlfall. Neat stops from the MG-B V8 GTs of P. J. Morgan and A. S. Cottam showed that the largest MG engine hasn't affected "Safety Fast", and equally impressive was C. J. Lawrence's Chrysler V8 engined Monica 560 of 5.6-litres. W. A. Liddell demonstrated that his long-tail 6½-litre Bentley was as accurate and neat as a 1976 model, rather than the 50 years earlier period at which it was dated. H. Harben's 4½-litre 1930 Bentley, I. Woolstenholme's 1936 Alvis Speed 25, W. Sellers' blue Citroën 1937 with tatty hood, C. R. Pack in the recently constructed Riley 9/16 hybrid (based on vehicles from 1929/39) were also undramatic stoppers, in the company of W. Thompson's 4.6-litre Bentley special, and P. J. A. Evans' yellow TR-engined Morgan +4SS of 1965.

In the first half-hour trial, which got off to a dusty start after two pace laps, behind a Volvo Estate, the front runners were J. Bailey (1936 Bentley Special), Bergel's Bugatti and S. Phillips in his quiet 1938 BMW 328.

The second half-hour blind was dominated by the Deep Sanderson, but it looked for a time as if the beautifully driven R. W. Potter Datsun 260Z might catch the silver M. G. Dawson Ford Capri RS3100, which was conducted with a flair that is rarely seen by one driving his own road-registered transport.

The third half-hour was by far the best in individual dices and the sheer attraction of varied machinery. Hilton's 275GTB (reg. 100 DLP) headed the fading pursuit of the Monica V8 and the soon-to-be amongst the leaders Jaguar D-type of R. Cooper. Such diverse equipment as Morgan V8s fighting the similarly-powered MG-B GTs and the effectively driven Reliant Scimitar coupé V6 of R. Rew, also enlivened the proceedings.

An interesting day, which deserves every assistance to perpetuate the memory of the Pomeroys, two great and original thinkers.

J.W.

ELITE REFLECTIONS—Cont from page 343

to make inroads. Now the increasingly ambitious Lotus sales staff are looking to Saudi Arabia, where they feel there might be a wide-open market for them.

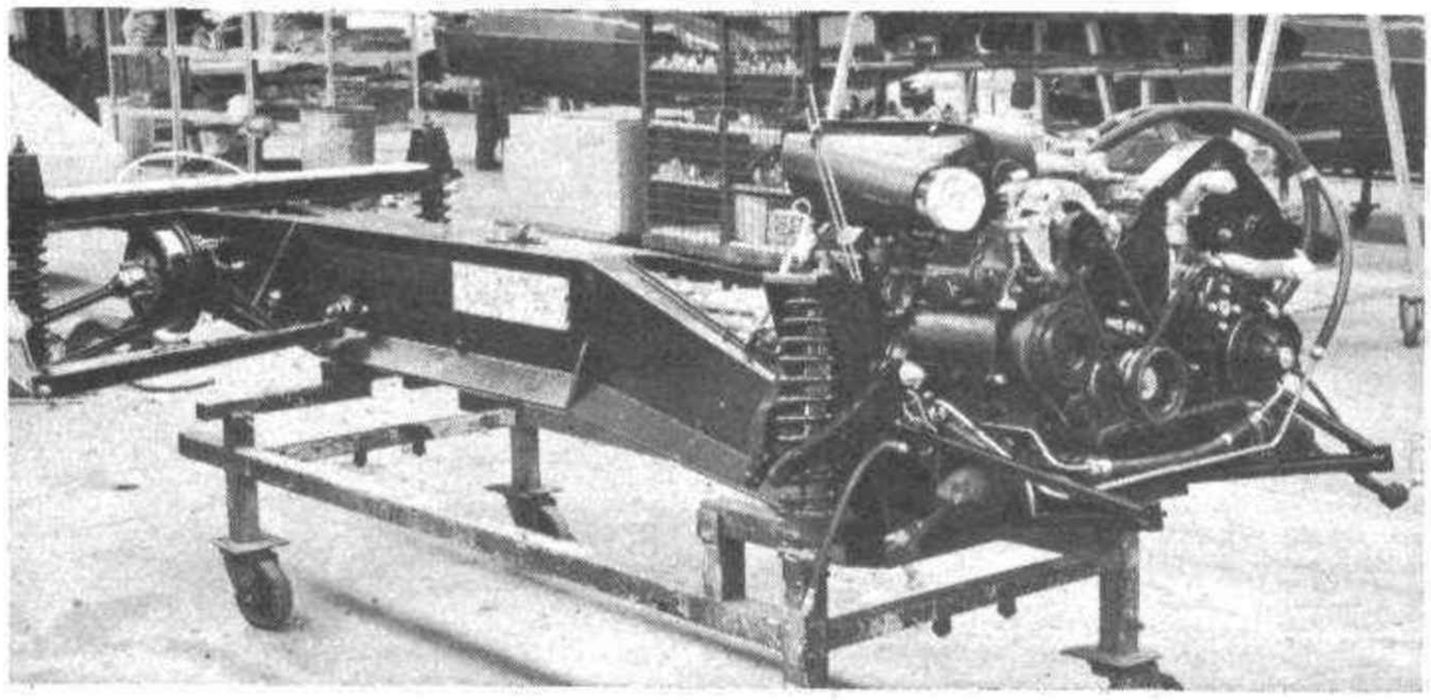
Richard Morley obviously disagreed with my opinion that the Elite was £1,500 over-priced. I stick by it, but in fairness to him I will qualify myself a little further. My opinion isn't based on the value of the overall package, for it is beautiful, eye-catching, and has fantastic roadholding and handling, but on the mechanical contents, which to me don't justify such pricing. The sheet steel, back-bone chassis must be relatively cheap to manufacture, the suspension, though it works magnificently well, is particularly simple, and the same engine can be bought for nearly £4,000 less in the Jensen-Healey. Now that I have seen the manufacture of the body, in its two glass-fibre halves, I find it difficult to look upon that in terms of a huge pile of pound notes, while the beautiful and comfortable interior is a success largely because of clever styling rather than the use of expensive materials. Lotus counter this by crying that such small production figures mean that all bought-in parts and raw materials become so much more expensive. Really, I suppose the only person who can have a true opinion of its value for money is the man who has just spent £6,800 on one and as that isn't and isn't likely to be me, I suppose I'd better hold my peace. One last thought on that subject: how much more splendid the Elite would have been if fitted with a Rover V8 engine!

Much pruning of labour has enabled Lotus to survive the difficult months of slow sales since the Elite was introduced. From a peak of about 820 employees when Elans were being shelled from the line like peas from a pod, the figure has dropped to 538, and as the maximum Elite production capacity is only 45 cars per week it would seem unlikely that there will be a need to increase the workforce to the same peak as sales and production increase.

There was an embarrassed silence about production figures from the engine plant, which has a maximum capacity of 125 per week of the twin-cam, 16-valve, 2-litre engine, but was obviously working at a fraction of capacity. The silence was in deference to Jensen, whose Jensen-Healey sales are known to be dramatically low. Apart from the poor economics of low engine production figures, Tony Rudd is faced with technical problems, such as transfer machines which are inaccurate unless warm, so need a night shift and sufficient work to do to keep them running 24 hours per day. I understand that negotiations are under way for the sale of engines to an additional manufacturer.

Lotus's production line isn't as I'd imagined it: there is no mechanical track, just a long piece of concrete floor along which the body shells are wheeled by hand on trolleys. Here all ancillary equipment such as electrics, is added and at the end of the line the body meets the chassis, already assembled with engine, gearbox, suspension and brakes. Then the body is trimmed.

I had been intrigued by all the secrecy with which Lotus have surrounded their glass-fibre moulding process, secrecy which was continued by the banishing of our photographer from the glass-fibre department. In fact there was very little to see or show for this is one of those clever processes which is



A complete Elite chassis awaiting its body. The Stromberg carburetters instead of Dellortos denote a US emission engine. This is a manual steering car with air-conditioning, the pump for which lies below the heavy-duty Mopar alternator.

successful because of its simplicity. Glass-fibre matting is laid in a female mould, the male mould is placed on top and resin and a catalyst is injected into the mould at the same time as air is evacuated by vacuum. What remains a well-kept secret is the amount of resin used and the vacuum pressure. Small items such as the front and rear bumpers are made in a similar way to the two halves of the body. The body halves are bonded together, though Tony Rudd insists on them also being bolted together with metal brackets as "belt and braces" security.

After a whirlwind tour of the factory, for the British Rail timetable threatened, Tony Rudd revealed to me the secrets of Ketteringham Hall, a vast mansion some three-quarters of a mile from the factory, in which are housed the offices of other Chapman companies and, tucked away in the old kitchens and stables, the Group Lotus experimental department. There, in those quiet, stately and beautiful surroundings complete with lake ("Looking after its level is another of my responsibilities," joked Rudd, whose many hats as Chief Engineer include responsibility for John Player Team Lotus and boat-building, as well as production cars), hides a selected band of development engineers and their plans for the next generation Formula One and production Lotuses. Beyond that I am sworn to secrecy too, for Rudd's main reason for taking me to Ketteringham Hall was to reveal the mid-engined, two-seater sports car which Lotus will announce later in the year. To say that it was impressive is a considerable under-statement: with this on the stocks the future of Lotus ought to be rosy indeed.—C.R.

Tasman Races

ONCE AGAIN the "down-under" winter series of races was run to International Formula 5000 rules, with a predominant New Zealand and Australian entry, mostly Lola-mounted and Chevrolet-powered. The eight races were sponsored by the Peter Stuyvesant cigarette company, four being run in New Zealand and four in Australia, and a pleasant surprise was the win by Chris Amon in the last of the New Zealand races. While entries were not large for the races the competition was close and the racing was very competitive.

LEVIN RACES (Jan. 5th) — 162.2 kms.
1st : G. Lawrence (Lola-Chevrolet V8). 151.7 k.p.h.
2nd: W. Brown (Lola-Chevrolet V8).
3rd: K. Bartlett (Lola-Chevrolet V8).

NEW ZEALAND GP — Pukekohe (Jan. 12th) — 163.3 kms.
1st : W. Brown (Lola-Chevrolet V8). 148.6 k.p.h.
2nd: J. Murdoch (Begg-Chevrolet V8).
3rd: G. Lawrence (Lola-Chevrolet V8).

Lady Wigram Trophy (Jan. 19th) — 150.8 kms.
1st : G. McRae (McRae-Chevrolet V8). 185.8 k.p.h.
2nd: J. McCormack (Elfin-Repco V8).
3rd: J. Walker (Lola-Repco V8).

TERETONGA PARK (Jan. 26th) — 159.6 kms.
1st : C. Amon (Talon-Chevrolet V8).
2nd: J. McCormack (Elfin-Repco V8).
3rd: K. Bartlett (Lola-Chevrolet V8).

ORAN PARK (Feb. 2nd) — 155.2 kms.
1st : W. Brown (Lola-Chevrolet V8). 157.7 k.p.h.
2nd: G. Lawrence (Lola-Chevrolet V8).
3rd: J. Walker (Lola-Repco V8).

SURFERS' PARADISE (Feb. 9th) — 160.9 kms.
1st : J. Walker (Lola-Repco V8). 167.93 k.p.h.
2nd: K. Smith (Lola-Chevrolet V8).
3rd: J. Goss (Matich-Chevrolet V8).

ADELAIDE RACEWAY (Feb. 16th) — 162 kms.
1st : G. Lawrence (Lola-Chevrolet V8). 172.0 k.p.h.
2nd: W. Brown (Lola-Chevrolet V8).
3rd: J. Walker (Lola-Repco V8).

SANDOWN PARK (Feb. 23rd) — 161.5 kms.
1st : J. Goss (Matich-Chevrolet V8). 163.1 k.p.h.
2nd: J. McCormack (Elfin-Repco V8).
3rd: M. Stewart (Lola-Chevrolet V8).

Tasman Champion:
Warwick Brown (Lola-Chevrolet V8).

The Things They Say . . .

"Anthony Crook . . . is probably a better driver than any other boss in the car industry (including Chapman and Agnelli)."—L. J. K. Setright writing about the proprietor of Bristol Cars in *Motor*. We wonder if Setright asked Colin Chapman's opinion. . . .

* * *

"*This is quite an old Marina 1.8 . . . I've* known drivers prefer a car with drum brakes like this Marina, because they feel more certain the brakes are not skimming."—Peter Tothill, Personnel Staff Manager at British Leyland's Cowley Assembly Plant, whom, we are told, "knows what he is talking about", advising in a British Leyland Press Release, how to drive a Marina 1.8 economically. Perhaps somebody should tell Mr. Tothill and British Leyland that they build Marina 1.8s with *disc* front brakes.

* * *

In writing about the future of Aston Martin Ltd. a local paper had it that "The original Aston Martin was fashioned in 1913—the concept of David Brown, who was then principally known as a manufacturer of tractors". No doubt the AMOC eventually recovered!

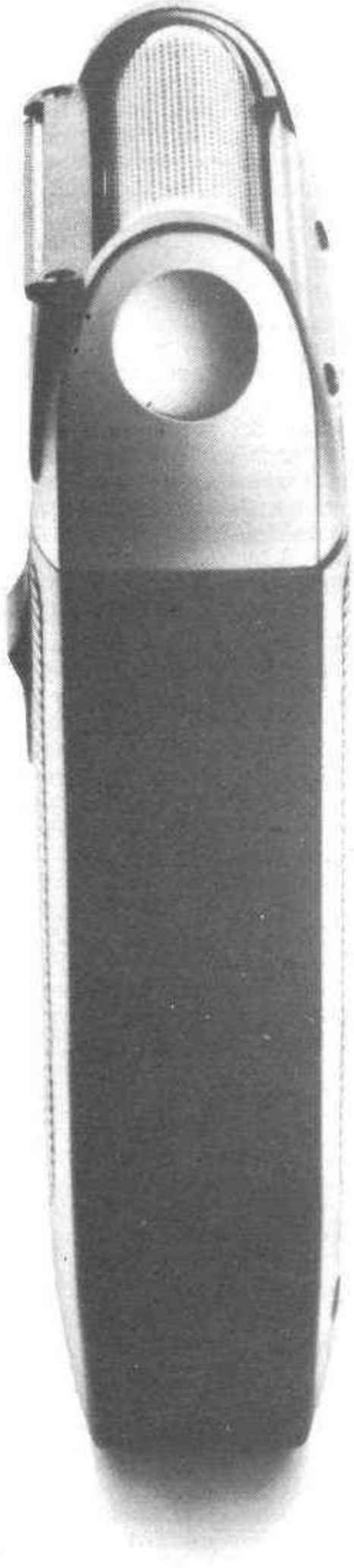
Europe's best selling foil shaver is now in Britain.

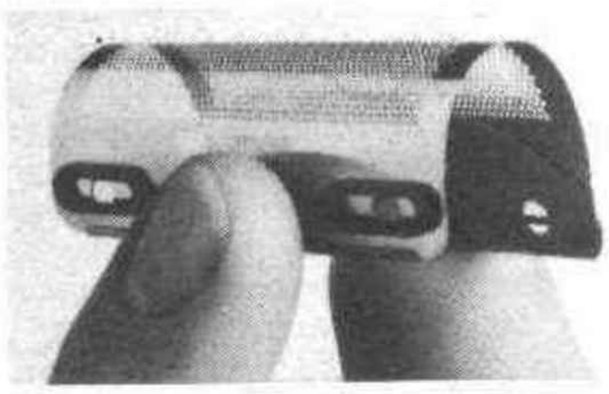
The Braun Synchron Plus.

Until now, you couldn't buy a Braun shaver in this country. The 42,000 already here were bought abroad. Mainly in Europe where the Braun Synchron Plus outsells all other foil shavers.

The reasons are not surprising. Most test institutes agree that the foil shaving system is best. Braun pioneered the foil head shaver. And have spent the last 25 years continuously improving it – to give you a smooth, close shave all over your face.

Now the Braun Synchron Plus is available in Britain.

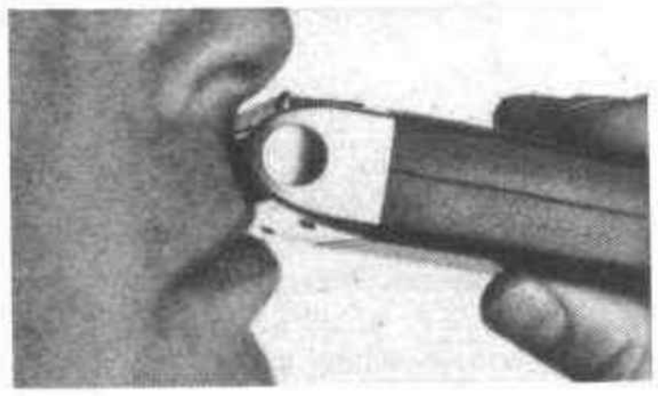




Nobody gets closer to you than us

How close your shave is depends on how close the cutting edge of your shaver gets to your skin.

None get closer than the Braun Synchron Plus. It shaves you with the thinnest foil imaginable.

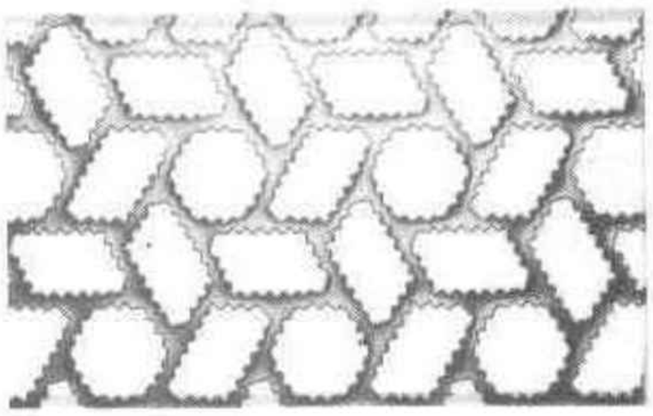


Braun has the slimmest foil head to shave all the awkward areas

The Braun Synchron Plus has a uniquely slim foil head designed to reach right into the awkward areas under your nose, lips and chin.

Because the head is so slim, its ultra-thin foil is curved tightly round the cutter blades, making almost all the shaving area you see fully usable.

Able to shave you skin-close whatever angle you hold it to your face.



A foil to shave every kind of whisker

Also unique to the Braun Synchron Plus is the pattern of the shaving foil.

It's made up of hexagonal holes and narrow slots. Holes for the short, stubbly hairs. Slots for the longer, softer hairs.

The entire surface is platinum-coated to glide smoothly over your face.



3 year guarantee

The Braun Synchron Plus has a three year international guarantee.

It could last you a lifetime. When you try one, you'll see why.

BRAUN

The South African Grand Prix

Scheckter is the new national hero

Kyalami, March 1st

THE six-week break between the Brazilian Grand Prix at the end of January and the South African Grand Prix on March 1st provided welcome relief for most Grand Prix teams, giving them time to reflect on their own individual situation after the first two events of the season and enabling several of them either to complete new machinery or try to take some corrective action if they decided their performance had been deficient in any way. Thus there were several new cars to be seen from a number of different teams in addition to a handful of locally-owned machines handled by South African competitors having their annual taste of international competition.

Kyalami has a predominantly friendly atmosphere aided by the unobtrusively autocratic control of Alex Blignaut, himself a former South African Grand Prix competitor and racing car entrant. In years gone by, before the upsurge of motor racing interest in South America which led to the re-establishment of an Argentine Grand Prix and the inauguration of the Brazilian Grand Prix, Kyalami was the starting point of the Formula One season and many of the teams went there for up to a couple of weeks prior to the race for testing purposes. Now South Africa's major race is the third Grand Prix of the calendar, but it still retains its congenial atmosphere nevertheless.

After their disappointing performances in South America, Ken Tyrrell's team were extremely anxious that things should take an upswing for Kyalami, being as it is home ground for his number one driver Jody Scheckter who hails from East London. Derek Gardner had prepared some detail modifications on a brand new chassis (007/6) including fresh suspension geometry all round, a taller and slimmer airbox and repositioned water radiators in the style of the Parnelli (or as Tyrrell himself remarked "the Lotus 76—heaven forbid!"). Having reverted from inboard to outboard front brakes for South America, Gardner continued this apparent reversal of his development by replacing the torsion bars at the rear of the two Tyrrells with a conventional coil spring/damper arrangement. Depailler used 007/4, repaired after its accident at Interlagos and fitted with the coil springs, while Scheckter's 007/2 had been fitted with both torsion bars and coil springs for comparative tests and use as the team spare. Completing the Tyrrell line-up in South Africa was 007/1, one sold to Lexington Racing for Ian Scheckter to drive and still in original trim with inboard front brakes and torsion bar rear suspension.

McLaren Racing brought along three M23 cars under the care of Gordon Coppuck, Emerson Fittipaldi using M23/9 and Jochen Mass allocated M23/8, the World Champion's car having had its wheelbase lengthened even more. Brabham designer Gordon Murray was optimistic that his cars would produce a victory for the second successive year on his home soil, coming as he does from Durban, and the immaculate white Martini-Brabham BT44Bs were in exactly the same trim as they were raced in Brazil by Carlos Pace and Carlos Reutemann. March Engineering arrived with their first F2-based 751 for the plucky Vittorio Brambilla, his old 741 having been passed on to the Italian girl Lella Lombardi who drove an F5000 Lola last year and tried unsuccessfully to qualify for the British Grand Prix in a borrowed Brabham.

Slightly disappointed after their uninspired performance in South America, Ferrari decided to abandon the current 312B3s and replace them with a pair of the latest 312T chassis for Lauda and Regazzoni to use at Kyalami. The way in which Enzo Ferrari, helped by substantial financial backing from Fiat, can say "right, that car has finished its useful life. For the next race we'll use the new design" and then turn up at the next race with two new cars, rather than with one new car for his "ace" and an old one for his "scratcher", must make one or two of the less financially endowed teams drool with envy. One way or another, Ferrari was committed to his new chassis with its transverse-mounted five-speed gearbox and novel front suspension, although they hadn't yet built up a spare and relied on the latest B3, chassis 020, just in case anything should befall his latest equipment in his drivers' hands.

In stark contrast to the Ferrari way of doing things, the newly constituted BRM team faced the South African race with a singleton P201 chassis and their old V12 motor. Last year Beltoise managed to take second place in the South African Grand Prix, "qualifying" tyres and a number of important retirements rather flattering the car on that occasion, but even the most optimistic team member couldn't hope for a repeat performance. Mike Wilds had been "put on the shelf" after failing to win the South American races for the rather imaginative Bourne hierarchy, his place being taken by Formula 5000 champion Bob Evans who will be driving in all the races this season.

Having decided that Ronnie Peterson will be their man after all during 1975, Team Lotus had built up a brand new car (72/R9) for their Swedish number one driver, R8 being long overdue for a rebuild. Jacky Ickx drove his usual R5 and the two Team Gunston cars for Eddie Keizan (72/R6) and Guy Tunmer (72/R7) lifted the Lotus contingent at Kyalami to four cars. Having used one of last year's DN3s in South America, Tom Pryce was very glad to at last have a race in the new DN5/2A following Jarier's promising showing in the first new car at Interlagos while John Watson was hoping that the improvement in Team Surtees fortunes would continue with his single car entry from the Edenbridge team. Frank Williams brought along his usual Cosworth-powered cars for Merzario and Laffite, now fitted with old Hesketh nose sections and front radiators and Hunt himself used his regular Hesketh 308/3 unchanged from South America.

Graham Hill's Lola team brought along one new T371 model for Rolf Stommelen, this being a development of the year-old T370 design but with different suspension geometry and repositioned fuel tanks, Hill himself still relying on his regular T370. Hoping for an improvement along with the Lolas were the Vels Parnelli Jones team with their single entry for Mario Andretti and the Penske machine for Donohue, this latter car having been lengthened by five inches and had its rear track increased by three inches in an effort to improve its rather erratic handling. Wilson Fittipaldi's rather bulky Copersucar-Fittipaldi turned up for its third race and the entry was rounded off by South African F1 Champion Dave Charlton in his ex-works McLaren M23/3.

With practice taking place on Wednesday and Thursday for a Saturday race, the schedule was more leisurely than usual with Friday free for relaxation or work on the cars depending or not whether you were a driver or a mechanic. Denny Hulme's 1973 pole-winning time of 1 min. 16.3 sec. was the point at which to aim, for Lauda's Ferrari had only managed 1 min. 16.8 sec. during practice for last year's race when the Austrian was on pole position. When the first session began on Wednesday it did not take long for Lauda to set the ball rolling with a 1 min. 16.83 sec. in the new 312T, starting off, so to speak, where he left off at Kyalami last year, although before the end of the day Carlos Reutemann had improved on this, having taken his Brabham BT44B round in a 1 min. 16.61 sec. and Pace wasn't far behind on 1 min. 17 sec. dead.



While young brother led the race, Ian Scheckter made a game effort on his local circuit, only to collect the catch-fences after 55 laps.

While Fittipaldi (1 min. 17.22 sec.) and Jody Scheckter (1 min. 17.17 sec.) were busy chasing the Brabhams and leading Ferrari, further down the field there was plenty of drama in store. Hardly had the session been going than Graham Hill spun wildly at the Jukskei kink on the back straight, his Lola careering off the track and enmeshing itself amongst the safety-catch fencing much to the detriment of the chassis which was damaged beyond immediate repair. Examination of the Lola revealed the right rear tyre to be deflated so this seemed to be the reason for his sudden loss of control. While Hill was busy picking his car out of the ditch Peterson himself had a lot more to think about than a slight oil leak for his new Lotus showed all the symptoms of brake trouble that he had originally experienced with 72/R8 in South America. On the Wednesday the best he could manage was 1 min. 18.20 sec. but the master cylinder and rear calipers were changed overnight and, with the addition of some fresh brake fluid, the problem seemed to be cured by Thursday only for an oil scavenge pipe to become dislodged and herald Peterson's departure into the pits beneath billowing clouds of blue smoke.

STARTING GRID

8 C. Pace (*Brabham-Cosworth V8*) BT44B/2 1 min. 16.41 sec.	7 C. Reutemann (*Brabham-Cosworth V8*) BT44B/1 1 min. 16.48 sec.
*3 J. Scheckter (*Tyrrell-Cosworth V8*) 007/2 1 min. 16.64 sec.	12 N. Lauda (*Ferrari—flat-12*) 312B3/018(T1) 1 min. 16.83 sec.
4 P. Depailler (*Tyrrell-Cosworth V8*) 007/4 1 min. 16.83 sec.	27 M. Andretti (*Parnelli-Cosworth V8*) VPJ4/002 1 min. 16.89 sec.
9 V. Brambilla (*March-Cosworth V8*) 751/1 1 min. 17.05 sec.	5 R. Peterson (*Lotus-Cosworth V8*) 72/R9 1 min. 17.14 sec.
11 G. Regazzoni (*Ferrari—flat-12*) 312B3/021(T2) 1 min. 17.16 sec.	18 J. Watson (*Surtees-Cosworth V8*) TS16/04-4 1 min. 17.19 sec.
1 E. Fittipaldi (*McLaren-Cosworth V8*) M23/9 1 min. 17.22 sec.	24 J. Hunt (*Hesketh-Cosworth V8*) 308-3 1 min. 17.30 sec.
17 J-P. Jarier (*Shadow-Cosworth V8*) DN5/1A 1 min. 17.32 sec.	23 R. Stommelen (*Lola-Cosworth V8*) T371/HU1 1 min. 17.47 sec.
20 A. Merzario (*Williams-Cosworth V8*) IR/04 1 min. 17.53 sec.	2 J. Mass (*McLaren-Cosworth V8*) M23/8 1 min. 17.79 sec.
32 I. Scheckter (*Tyrrell-Cosworth V8*) 007/1 1 min. 18.01 sec.	28 M. Donohue (*Penske-Cosworth V8*) PC1/02 1 min. 18.28 sec.
16 T. Pryce (*Shadow-Cosworth V8*) DN5/2A 1 min. 18.36 sec.	31 D. Charlton (*McLaren-Cosworth V8*) M23/3 1 min. 18.51 sec.
6 J. Ickx (*Lotus-Cosworth V8*) 72/R5 1 min. 18.68 sec.	33 E. Keizan (*Lotus-Cosworth V8*) 72/R6 1 min. 19.01 sec.
21 J. Laffite (*Williams-Cosworth V8*) IR/02 1 min. 19.15 sec.	14 R. Evans (*BRM—V12*) P201/02 1 min. 19.17 sec.
34 G. Tunmer (*Lotus-Cosworth V8*) 72/R7 1 min. 19.52 sec.	10 L. Lombardi (*March-Cosworth V8*) 741/2-4 1 min. 19.68 sec.
**30 W. Fittipaldi (*Fittipaldi-Cosworth V8*) FD/02 1 min. 19.73 sec.	

*Scheckter's time recorded with Tyrrell 007/6.
**W. Fittipaldi was first reserve. He covered one lap of the race.

PRACTICE TIMES

No.	Driver	Car	Wednesday Afternoon	Thursday Afternoon
1	E. Fittipaldi	McLaren M23/9-Cosworth V8	1. 17.22	1. 17.67
2	J. Mass	McLaren M23/8-Cosworth V8	1. 18.01	1. 17.79
3	J. Scheckter	Tyrrell 007/6-Cosworth V8	1. 17.17	1. 16.64
4	P. Depailler	Tyrrell 007/4-Cosworth V8	1. 17.47	1. 16.83
5	R. Peterson	Lotus 72/R9-Cosworth V8	1. 18.20	1. 17.14
6	J. Ickx	Lotus 72/R5-Cosworth V8	1. 19.03	1. 18.68
7	C. Reutemann	Brabham BT44B/1-Cosworth V8	**1. 16.61**	1. 16.48
8	C. Pace	Brabham BT44B/2-Cosworth V8	1. 17.00	**1. 16.41**
9	V. Brambilla	March 751/1-Cosworth V8	1. 19.60	1. 17.05
10	L. Lombardi	March 741/2-4-Cosworth V8	1. 20.27	1. 19.68
11	G. Regazzoni	Ferrari 312B3/021(T2)—flat-12	1. 17.25	1. 17.16
12	N. Lauda	Ferrari 312B3/018(T1)—flat-12	1. 16.83	1. 18.56
14	R. Evans	BRM P201/02—V12	1. 21.52	1. 19.17
15	—	—	—	—
16	T. Pryce	Shadow DN5/2A—Cosworth V8	1. 18.58	1. 18.36
17	J-P. Jarier	Shadow DN5/1A-Cosworth V8	1. 17.37	1. 17.32
18	J. Watson	Surtees TS16/04-4-Cosworth V8	1. 17.72	1. 17.19
19	—	—	—	—
20	A. Merzario	Williams IR/04-Cosworth V8	1. 17.53	1. 17.58
21	J. Laffite	Williams IR/02-Cosworth V8	1. 19.15	1. 25.81
22	G. Hill	Lola T370/HU3-Cosworth V8	1. 21.45	—
23	R. Stommelen	Lola T371/HU1-Cosworth V8	1. 17.55	1. 17.47
24	J. Hunt	Hesketh 308/3-Cosworth V8	1. 17.44	1. 17.30
25	—	—	—	—
26	—	—	—	—
27	M. Andretti	Parnelli VPJ4/002-Cosworth V8	1. 17.91	1. 16.89
28	M. Donohue	Penske PC1/02-Cosworth V8	1. 18.68	1. 18.28
29	—	—	—	—
30	W. Fittipaldi	Fittipaldi FD/01-Cosworth V8	1. 19.73	1. 19.87
31	D. Charlton	McLaren M23/3-Cosworth V8	1. 19.14	1. 18.51
32	I. Scheckter	Tyrrell 007/1-Cosworth V8	1. 18.01	1. 18.23
33	E. Keizan	Lotus 72/R6-Cosworth V8	1. 19.01	1. 19.16
34	G. Tunmer	Lotus 72/R7-Cosworth V8	1. 19.88	1. 19.52
1T	E. Fittipaldi	McLaren M23/6-Cosworth V8	—	1. 18.17
3T	J. Scheckter	Tyrrell 007/2-Cosworth V8	—	—
4T	P. Depailler	Tyrrell 007/2-Cosworth V8	no time	—
7T	C. Reutemann	Brabham BT44B/3-Cosworth V8	—	—
12T	N. Lauda	Ferrari 312B3/020—flat-12	—	1. 16.96

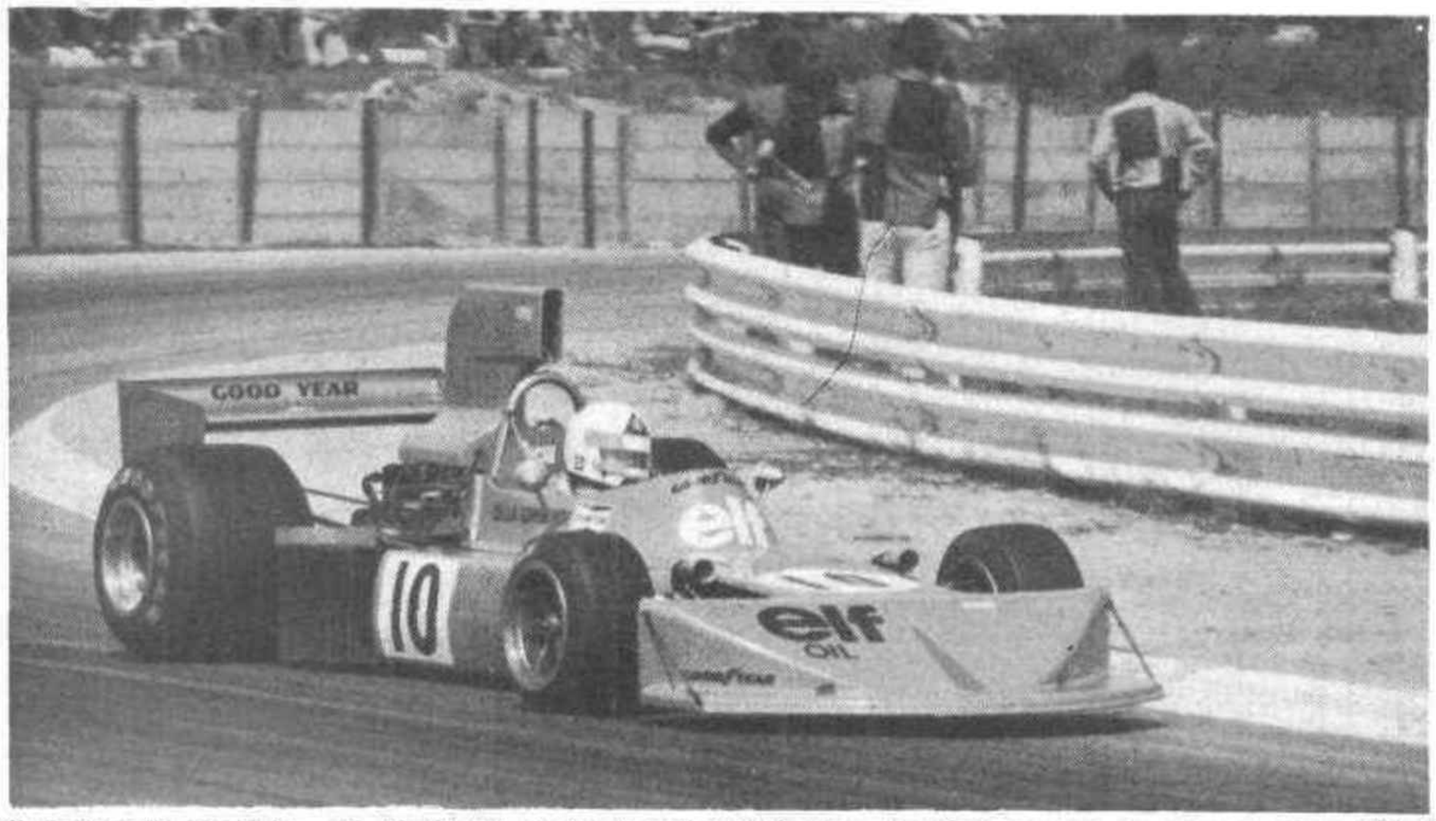
In stark contrast to Brazil, the new Shadow DN5 simply wasn't performing at all well. Jarier, who had so completely dominated the race at Interlagos before his retirement could only manage a lap in 1 min. 17.37 sec. on the first day, improving fractionally on the second but barely sufficient to get him into the front half of the grid. Tom Pryce fared even worse, his optimistic assessment of the DN5's potential during tests at Goodwood being prematurely (and one hopes temporarily) shattered with an eventual best of 1 min. 18.36 sec. Neither car was quick enough in a straight line and both drivers were quick to report this fact to their team manager.

Further down the field Ian Scheckter was busy imitating his younger brother's ebullient oversteering style of driving and to good effect as well, the Lexington Tyrrell managing 1 min. 18.01 sec., its fastest practice time, in the second session. Ian Scheckter was the fastest "resident" South African by a long way, outpacing Donohue in the unwieldy and erratic handling Penske as well as Pryce and Ickx in the second works Lotus, the Belgian really dragging his heels and barely managing to lap faster than the two locally driven 72s of Keizan and Tunmer. Right at the back Evans was finding out about Formula One "in at the deep end", reckoning that his old Formula 5000 Lola would be quicker round Kyalami than the underpowered BRM.

Thursday's session got off on a particularly unfortunate note for both Emerson Fittipaldi and Niki Lauda. The Brazilian's latest McLaren contrived to blow up its engine in spectacular fashion as it came through the 140 m.p.h. right-hand Sunset Corner, dousing the track with oil for Lauda's Ferrari to hit helplessly a few yards behind. The Italian car spun wildly, crashing through the catch-fences on the outside of the corner, tearing the outer skin along one complete side of the monocoque as well as badly twisting the rear wing. But the disgruntled Austrian managed to extricate his damaged machine and brought it slowly back to the pits under its own steam, doubtless relieved that the present trend away from Armco barriers in favour of triple-layer catch-fencing had let him and his car get away so lightly.

After a short break in practice, the first of many on Thursday, Fittipaldi's McLaren was retrieved and while the McLaren mechanics laboured furiously adding the latest suspension parts to the spare car, the Ferrari lads were hard at it preparing the spare B3 for Lauda to use later the same day. It's interesting to note that while Lauda managed 1 min. 16.83 sec. in his brand new car, such was his irritation at being involved in somebody's else's misfortune, he managed 1 min. 16.96 sec. in the "muletta", an effort which just goes to show how a driver will react to a situation when he is "needled".

Meanwhile there were other competitors enjoying better fortune. Carlos Pace pipped Reutemann for pole position, the Brazilian Grand Prix winner lapping in 1 min. 16.41 sec. which ensured that both the sleek Gordon Murray-designed Brabhams monopolised the front row of the grid, a personal triumph for the unassuming South African designer which almost equalled Jody Scheckter's efforts to gain overall third fastest time. Driving progressively quicker and quicker, Tyrrell's number one gradually pared his way down to 1 min. 16.64 sec. before crashing very heavily at Barbeque Bend, the corner on which Revson's fatal accident took place in 1974. It was a simple case of stepping slightly over the limit and, once Scheckter had extricated himself from the forgiving catch fencing, he made no attempt to cover up his error or make pitiful excuses to his entrant. He had lost control pure and simple but at least his team had the satisfaction, as they hurriedly got to work preparing the team's spare car



Just for the record: At Kyalami, Lella Lombardi became the first woman to compete in a World Championship Grand Prix. She retired her March with low fuel pressure.

for the race, that their man had been contesting the leading grid positions rather than "scratching around" at the back.

While all this drama was surrounding Scheckter, Patrick Depailler unobtrusively worked his way down to 1 min. 16.83 sec., a praiseworthy effort, and Andretti appeared further up the grid than perhaps expected with a 1 min. 16.89 sec. Brambilla's new March had been hastily patched up after a trip into the catch-fencing on Wednesday, the stocky Italian making a few people stand up and take notice with a lap in 1 min. 17.05 sec. while the irrepressible Peterson was next, Ickx's pathetic lack of form being measured by Peterson's effort depending on which way you like to look at it. Watson made a fine effort in the Surtees while Fittipaldi found himself caught out with insufficient time left to put in a quick lap in the spare car and faced the start from way back on the sixth row of the grid. Both Shadow drivers just sat and wondered what had happened to the new Shadow's South American form, Ian Scheckter was the fastest of the "residents" by a comfortable margin and both Donohue and Ickx simply should have gone quicker. Right at the back Evans' BRM qualified for the Englishman's first Formula One race as did Lella Lombardi while Wilson Fittipaldi was the last one on the grid and eventually got left out as 27th man after a bout of arm waving and table thumping between the Constructors and organisers at the end of the day.

If the Tyrrell team reckoned that its dose of ill-fortune was confined to Scheckter's accident on Thursday, then they found themselves sadly tricked on Saturday morning when the car's engine began losing power during the unofficial practice session and closer examination revealed ominous traces of white metal in the oil. There was nothing left but to change the engine again, all this just hours before the start of the Grand Prix.

By 14.00 hours the whole field was lined up on the widely-spaced grid waiting for the starter's flag, Wilson Fittipaldi's car hovering hopefully at the back waiting for some last-minute problem to strike one of the qualified competitors and enable him to start the race. Slowly they moved up towards the flag, the two purposeful white Brabhams side by side with their two drivers carefully watching each other out of the corner of their eyes. Down swept the flag and Pace made the best getaway by far, cresting the rise after the start line already five lengths ahead and leading away down to Crowthorne Corner with Scheckter bringing his Tyrrell through from the second row and Peterson's black and gold Lotus weaving through to third place from the fourth row of the grid.

Round through the curving section down through Clubhouse and up to the right-hand hairpin at Leeukop they went with the Brabham still leading, out onto the main straight, and past the pits the order was Pace, J. Scheckter, Peterson, Reutemann, Depailler, Regazzoni, E. Fittipaldi, Lauda, Brambilla, Hunt, Andretti, Merzario, Laffite, Mass, Stommelen, Pryce, Watson, I. Scheckter, Jarier, Donohue, Charlton, Evans, Ickx, Lombardi. Keizan and Tunmer with W. Fittipaldi trailing into the pits having started rather too optimistically when one of the tail-enders appeared to be in trouble just before they moved up to the proper grid.

Scheckter was not planning to ease the pressure on Pace, hanging on close to the Brabham as they completed their second lap and diving through under braking for Cromthorne Corner at the end of the main straight. Driving with all the confidence of an assured veteran, the young South African confidently began to control the race from the front. On lap three Reutemann came rushing through from fourth place, Pace waving him obligingly past before the Esses as the brakes on his BT44B started to feel "spongy" for he didn't want to hold up his team-mate unduly as Depailler was still right behind. Peterson was already dropping away, the Swede grappling with huge armfuls of understeer on his Lotus which forced him to adapt his driving style to provoke huge oversteering slides to counteract the difficult situation.



Were Merzario and Lella really whispering about tyre compounds?

Within ten laps, the race had developed into a firm pattern. In the lead was Jody Scheckter, fighting off a determined challenge from Reutemann's Brabham just ahead of Depailler who had now got Emerson Fittipaldi muzzling his gearbox after a good start from the sixth row. Peterson had fallen back to be eaten up by the two Ferraris of Regazzoni and Lauda, running in tandem, while Andretti was next followed by Mass and Stommelen. Further back, Ian Scheckter had gone off sideways on to the grass and dropped to the back of the field in his "original" Tyrrell 007 and was busy cutting a confident path back through the mid-field runners.

Retirements included Brambilla's March, an early casualty with a split oil cooler, and Watson's Surtees which stopped after 18 laps with a faulty clutch mechanism which threatened to burn out the unit altogether. Right at the back Ickx was having trouble with the two local Lotuses, his 72 suffering from the same understeer problem as his team-mates but, unlike Peterson, he didn't appear to be coming to grips with the situation and just resigned himself to the problem. By contrast, his team-mate wore out one front left-hand tyre before coming into the pits for some wing adjustments and then rejoined the race at unabated speed.

At the head of the field it seemed as though an impasse was developing. Many observers had thought that Scheckter would contest the lead, but not many thought he would stay in front, particulary when he was under such constant pressure. But while Reutemann hung on a few lengths behind, even making the occasional foray up alongside the Tyrrell's rear wheel under braking, but only once managing to get properly alongside under braking for Crowthorne. On that occasion Scheckter simply "sat it out" and stayed ahead and, from that point on, Reutemann gave the impression that he might just settle for second place. Fittipaldi dropped away from Depailler as his McLaren developed a misfire, the World Champion making three pit stops before the fault was traced to a slightly loose lead in the distributor. This drama dropped Fittipaldi way down the field and, with Pace dropping back in fourth place and pumping his brake pedal on the straight to ensure he had enough retardation at the next corner, Depailler was left alone to chase the two leaders.

The two Ferraris ran steadily around in fourth and fifth places, Regazzoni not quick enough to keep up with the leaders and Lauda not forceful enough to elbow his way past, Mass was a lonely seventh and then came Stommelen who'd got Ian Scheckter's Tyrrell on his tail from lap 25 onwards. Unfortunately Scheckter senior's unsuccessful efforts to displace the Lola T371 ended rather igno-

miniously in the catch-fences at Crowthorne Corner on lap 56 after he'd locked the back wheels of his Tyrrell under-braking. Nevertheless it had been a game effort, for although he was on his local circuit, he had driven very hard and passed a lot of cars before his accident rather than be promoted to seventh place by other people's misfortunes.

Almost unnoticed Jarier's Shadow pulled in to retire with a broken exhaust pipe and an overheated engine after 37 laps and 16 laps later Hunt's Hesketh finally stopped with a metering unit failure having already made a pit stop in the race's opening stages to replace the car's nose section after "nudging" somebody in the "traffic jam" on the opening lap. Behind Stommelen and Donohue, Pryce was now on his own while Peterson was ploughing his way past the local Lotuses and his undistinguished team-mate.

Gradually Reutemann faded to a couple of seconds behind the leading Tyrrell, this adding all the more to Scheckter's terrific confidence and the works Tyrrell driver didn't ease his pace at all over the last few laps, finally demoralising the Argentinian over the last few laps and finishing just over three seconds ahead of his opponent after 78 laps racing. It was a deliriously happy occasion for the thousands of racing fans who swarmed onto the circuit to cheer their local hero and it was nice to hear Ken Tyrrell saying above all the hubbub "don't forget Patrick", the little Frenchman having driven a fine race into third place even though he was overshadowed by Scheckter's big day on his home soil. Pace finished a worn-out fourth, while Regazzoni's Ferrari stopped with a broken throttle linkage seven laps from the end which enabled Lauda to take an uninspired fifth ahead of Mass and Stommelen. Donohue and Pryce were next ahead of the hard-charging Peterson while Tunmer added his piece of effort to what was obviously a great day for South Africa by beating Ickx across the line even though the local Lotus 72s were two laps down on the victorious Tyrrell by the finish.—A.H.

THE SOUTH AFRICAN GRAND PRIX—Formula One—78 laps—Kyalami
4.101 kilometres per lap—320.1 kilometres—Hot and Cloudy

1st :	J. Scheckter (Tyrrell 007/2)	1 hr. 43 min. 16.9 sec.—185.897 k.p.h.
2nd :	C. Reutemann (Brabham BT44B/1)	1 hr. 43 min. 20.64 sec.
3rd :	P. Depailler (Tyrrell 007/4)	1 hr. 43 min. 33.82 sec.
4th :	C. Pace (Brabham BT44B/2)	1 hr. 43 min. 34.21 sec.
5th :	N. Lauda (Ferrari 312B3/018(T1))	1 hr. 43 min. 45.54 sec.
6th :	J. Mass (McLaren M23/8)	1 hr. 44 min. 20.24 sec.
7th :	R. Stommelen (Lola T371/HU1)	1 hr. 44 min. 29.81 sec.
8th :	M. Donohue (Penske PC1/02)	1 lap behind
9th :	T. Pryce (Shadow DN5/2A)	1 lap behind
10th :	R. Peterson (Lotus 72/R9)	1 lap behind
11th :	G. Tunmer (Lotus 72/R7)	2 laps behind
12th :	J. Ickx (Lotus 72/R5)	2 laps behind
13th :	E. Keizan (Lotus 72/R6)	2 laps behind
14th :	D. Charlton (McLaren M23/3)	2 laps behind
15th :	R. Evans (BRM P201/02)	2 laps behind
16th :	G. Regazzoni (Ferrari 312B3/021(T2)	7 laps behind—Not running at finish
17th :	M. Andretti (Parnelli VPJ4/002)	8 laps behind—Not running at finish
18th :	J. Laffite (Williams IR/02)	9 laps behind—Not classified
19th :	E. Fittipaldi (McLaren M23/9)	13 laps behind—Not classified

Fastest Lap : C. Pace (Brabham BT44B/2) on lap 11, in 1 min. 17.20 sec.—191.238 K.p.h.

Retirements : W. Fittipaldi (Fittipaldi FD/02)1 lap, first reserve; V. Brambilla (March 751/1) 16 laps, split oil cooler; J. Watson (Surtees TS16/04-4) 19 laps, maladjusted clutch mechanism; A. Merzario (Williams IR/04) 22 laps, loss of engine power; L. Lombardi (March 741/2-4) 23 laps, low fuel pressure; J-P. Jarier (Shadow DN5/1A) 37 laps, engine overheating; J. Hunt (Hesketh 308/3) 53 laps, metering unit control rod broke; I. Scheckter (Tyrrell 007/1) 55 laps, accident.

27 starters — 19 finishers.

Reflections in the Transvaal

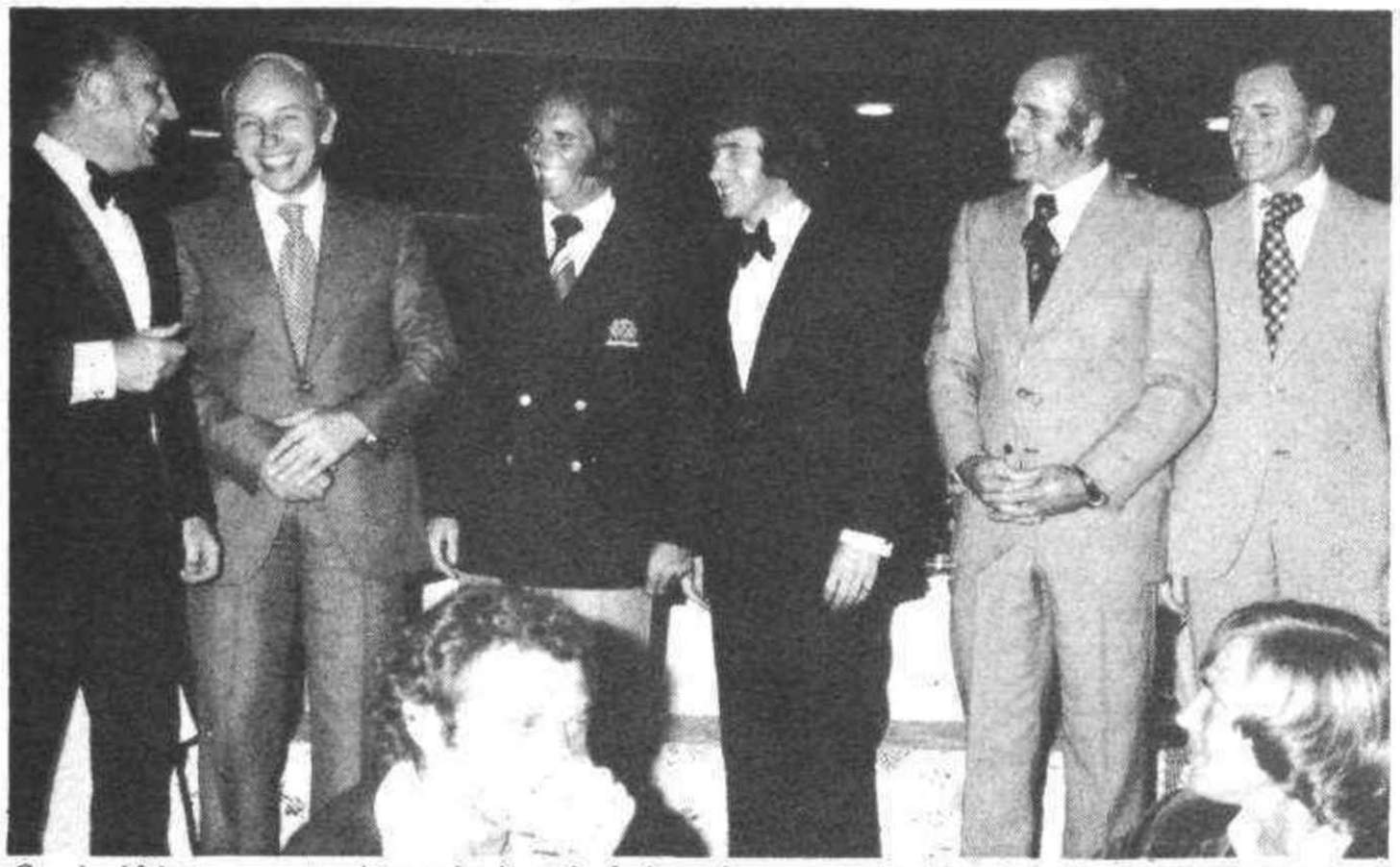
IT HARDLY seems possible that it was five years ago that I last visited South Africa, for the Grand Prix at the Kyalami circuit, but it was indeed in 1970, so it was rather interesting to view the five-year span in Grand Prix racing, especially as regards who and what has changed. There were 23 starters in the 1970 race of whom a mere five were in the 1975 race, these being Ickx, Andretti, Charlton, Stommelen and Graham Hill. Five more from the 1970 entry are still racing if given the chance, but are not in Formula One, and these are Amon, Beltoise, Pescarolo, Oliver and Miles. Surprisingly, eight of the 1970 entry have retired from racing, headed by Stewart, the others being Brabham, Hulme, Surtees, Servoz-Gavin, de Klerk, Love and Eaton and five of these were at the 1975 race. Stewart was there by courtesy of Goodyear, and helped on the radio commentary, doing an excellent job by all accounts, Hulme was there in his new position of non-driving President of the GPDA, Surtees was there with his one-car racing team, and de Klerk and Love were spectating, as were many other retired South African racing drivers. Sadly, five of the 1970 list of drivers are no longer with us, all losing their lives in crashes, but we who are left will not forget Rindt, Courage, McLaren, Rodriguez and Siffert.

While drivers come and drivers go, racing cars seem to stay and from the *marques* in that race of five years ago, only Matra and de Tomaso are no longer in Formula One, though rumour has it that the former may be returning. The 1970 field was made up from various Cosworth V8-powered "specials", BRM, Ferrari and Matra 12-cylinder cars, so that the mechanical scene has hardly changed. The screaming V12 Matra engines are no longer there and their places are taken by yet more Cosworth V8-powered specials. This year there were 25 Cosworth-powered cars ranged between two Ferraris and one BRM, and new names among the constructors were Shadow, Hesketh, Lola, Williams, Surtees, Parnelli, Penske and Fittipaldi. Some of the teams have undergone name-changes, such as the Tyrrell Racing Organisation now being ELF-Team Tyrrell, Gold Leaf Team Lotus now being John Player Team Lotus, and the Owen Racing Organisation, that was fathering BRM in 1970, now being Stanley-BRM.

That 1970 race was quite a significant one in the overall scene for the Tyrrell/Stewart combination had parted company with the French Matra team and were setting off alone using one of the new March 701 cars and while Stewart was blinding the world by saying he thought ". . . the March has great potential . . .", Ken Tyrrell was busy with Derek Gardner scheming up the Tyrrell car, which burst upon the scene the following August. The winter of 1969/70 had not been very inspiring and when the newly-formed March Engineering arrived on the scene with a great fanfare of trumpets accompanied by some pretty impressive claims, everyone fell over themselves with excitement. The March 701 was the ultimate in "kit-cars" built around a Cosworth V8 engine and a Hewland gearbox and it looked as though the "old-order" of the nineteen-sixties was finished, the neo-philiacs had arrived to change everything and set the nineteen-seventies into motion. Admittedly two March 701s were on the front row of the grid in the 1970 South African GP, and Stewart won the Spanish GP a bit later, while he also won the Race of Champions and Amon won the International Trophy at Silverstone, but that was it, March won nothing more in Formula One, though they have been successful in other forms of racing. One of the reasons for my going to the South African GP in 1970 was to see this new wonder-firm in action and to witness the beginning of the downfall of the "old-order" as represented by BRM, Ferrari and sound artisans like Jack Brabham and Bruce McLaren. On that score my trip was wasted, but on other counts it was not, and I intended to return to South Africa fairly soon, but somehow it has taken five years, not due to lack of interest, but due to a too-full programme of interests and activities. In 1970 South African Airways took 22 hours to get to Johannesburg in a Boeing 707. This year a Boeing 747 "Jumbo" took me there non-stop in 13 hours, such is progress, and I hope that in 5 years time a "Concorde" will make it in 4 hours, and eventually an Inter-Continental rocket will do the trip in a few minutes!

For those who keep racing, the Kyalami circuit has not changed in five years, but for those who stop racing suddenly the amenities have changed considerably, with wire catch-fences replacing Armco barriers and large run-off areas being provided by bull-dozing earth banks away. Five years ago a driver was in the elite bracket if he recorded a lap time below 1 minute 20 seconds, the pole position by Stewart being 1 minute 19.3 seconds; this year a lap in 1 minute 20 seconds would not have qualified to start the race, and the elite were below 1 minute 17 seconds. Although three seconds does not sound much in 5 years, at an average speed of close on 120 m.p.h. three seconds is quite a long way.

Before leaving that 1970 visit I wrote that it was nice to see John Surtees happy and smiling once again, for he was now his own boss and could not get involved with petty intrigues within big firms. He was driving a McLaren that he had bought and was heading towards being a constructor of his own cars. He certainly did build his own cars and withdrew from driving to run his own team, but as for not getting involved with petty intrigues within big firms, I was sadly wide of the mark.



South African motor racing enthusiasts had the unique treat of seeing five World Champion racing drivers and the uncrowned King of them all, at the Annual Dinner and Prize-giving of the South African world of motor sport, before the recent Grand Prix. (Left to right) *Stirling Moss, John Surtees, Emerson Fittipaldi (reigning Champion), Jackie Stewart, Denis Hulme and Graham Hill. At the table below the rostrum are a thoughtful James Hunt and Jochen Mass. During the evening South African award winners received their prizes from Emerson Fittipaldi, a truly memorable evening for everyone.*

[Photo by Mark Kaplan, S. Africa]

On the first day of practice this year I was sitting in the sun watching the cars come down the flat-out right-hand sweep of the Barbeque Bend, knocking on 150 m.p.h. before they levelled out and flicked from the left-hand side of the road to the right-hand side, to take the rising left-hand bend of the Jukskei Sweep. The braver ones were doing all this in 5th gear with the throttle pedal hard down against the stop, while the not-so-brave were not accelerating downhill on full noise and were easing the throttle during the change from left to right. The difference between the brave and the not-so-brave was a whole second in time, which was quite surprising, but more surprising was the fact that Peterson was as fast as any through this section but nearly a second down on the general run of things for the whole lap. I never did get to the bottom of this, but can only assume the Lotus 72 was losing out on maximum speed on the long straight or on traction out of the hairpin before the long straight. Also it is possible that Peterson had his aerodynamic aids to down-thrust adjusted to give him an advantage in the fast corners at the expense of increased drag in a straight-line. In their time the CSI have made many stupid decisions which have retarded progress and I have always thought that banning movable aerofoils was one of their better efforts at making a snap decision without any logical thought. At the time we were heading rapidly towards the fully automatic movable aerofoil that adjusted the down-force to the car's requirements, so that in a straight line the aerofoil would be "feathered" and as the cornering force requirements increased the aerofoil would move to "fully coarse". While ruminating on this I was suddenly aware of Graham Hill going past me backwards, his Lola (by courtesy of Embassy cigarettes) being in the middle of a 180-degree spin which ended by knocking down the catch-nets, thumping the Armco barrier with its left-rear wheel and bouncing back into the road amidst a flurry of dust, poles, wire-netting and bits of fibreglass and tubing. As Hill climbed out I thought "this has happened before" and recalled sitting on a quiet part of the Nurburgring in 1958 watching practice, when the same driver arrived backwards and slid into the springy box-hedge at my feet. On that occasion he was in a Lotus 16 and had over-cooked it at fairly low speed, so there was not much damage and we lifted the Lotus back onto the road and set him off again. This time he had done his party-piece at about 130-140 m.p.h. and there was no question of continuing, for the impact had wrenched the gearbox off the back of the engine and pushed the engine into the cock-pit rear-bulkhead, apart from tearing off the nose cowling, rear aerofoil and all the bits and bobs that stick out of a monocoque. In view of the fact that the left-rear corner had taken the impact, and that tyre was still inflated, it was significant that the right-rear tyre was completely flat. The skid marks on the road clearly indicated a flat tyre and as the incident had started at the point of change-over from the downhill right-hand bend to the uphill left-hand bend there was little doubt that the tyre had deflated coming down the hill while all the loading was on the left-hand tyres. Everything was stable until the car changed direction from right to left and the weight was transferred to the soft tyre, and then it all happened. As there was no spare car in Hill's team, that was the end of his South African GP and he spent the remaining days of his visit watching Stommelen drive his other team car. As he said later, he became very aware of the mental strain that people like Tyrrell and Chapman suffer, watching their cars.

This accident, which caused practice to be stopped while the wreckage was cleared up and new poles put up to support the catch-nets, was the beginning of a whole series of accidents, some through driver error, like Scheckter wrecking the new Tyrrell beyond immediate repair, and Merzario knocking the front off his Williams car, and Brambilla putting a big dent in the side of the brand new March 751, while others were sheer misfortune like Lauda being close behind Emerson Fittipaldi when the McLaren engine blew up and deposited a pool of oil on which the new Farrari slid off the road and into the barriers. Of all the incidents and accidents that happened no-one was hurt and only Hill's Lola and Scheckter's new Tyrrell were beyond repair, but fortunately the South African had 007/2 standing by as a spare. The continual delays while wreckage was cleared off the track and catch-fences were re-erected meant that practice got badly behind schedule, so that by the time it was due to finish on Thursday afternoon the total practice time was some 40 minutes short of that laid down in the regulations. Friday was due to be a free day for race-preparation, the Grand Prix being held on Saturday, and the national supporting races were due to have their practice sessions on the Friday. While the team-managers were getting in a huddle with the organisers to arrange a further practice session on Friday the mechanics were getting together and deciding that they had more than enough work to do, without more practice and the chance of more wrecked cars, so just as it was being announced that there would be an extra practice session on Friday the chief mechanic of McLaren, speaking for most of his mates along the pits, said loudly "No more practice, we've had enough", and there was no more practice; it was as simple as that. In normal South African weather conditions Friday would have been blazing hot with the drivers basking in the sun by the various swimming pools, while the mechanics sweated away on race preparation and the repair of damaged cars, but this time Friday was cloudy and overcast and while most of the drivers stayed indoors the mechanics got on with their work in reasonable conditions. Five years ago there was no provision for work at the track and the teams were scattered all over the district in garages; now the pits are fully operational workshops that can be safely locked up at night.

There were times during practice when I began to wonder why anyone gets involved with the organisation of motor races, safety-barriers were being knocked down as fast as they were put up, breakdown trucks were going out to collect the wreckage, oil was being spilt all over the circuit, the Press were screaming for information and practice times, the teams were agitating to get on with their battles for grid positions, the public were inevitably trying to get where they shouldn't be and overall hung the knowledge that the financial success of the whole venture depended on something like 80-100,000 paying customers turning up on race day. Fortunately the South African press and radio were doing a great job on pre-race build-up and were using Jody Scheckter to the full to incite the public to be at Kyalami to see him race. It certainly worked, for on race day there was a capacity crowd estimated to be not far short of 100,000. The whole thing turned out to be a fairy-tale event, with the local hero driving the race of his young life to win outright, with no ifs or buts. The moment the race finished the joyous crowds flooded on to the track and the parade lap was chaotic and

Continued on page 358

Book Reviews

"Bodies Beautiful" by John Mclellan. 192 pp. 10 in. × 6½ in. (*David & Charles Ltd., South Devon House, Newton Abbot, Devon.* £5.25).

This book is far from the pot-boiler it could all too easily have been. Books about the history of coachbuilding and the development of motor-car bodywork are difficult to write but John Mclellan covers the subject very admirably, commencing with a discourse on the carriage trade when horses pulled the carriages and dealing with the design of such vehicles and how the presence of horses helped the artistic lines of them, which was something that was missing when bodies had to be put onto horseless carriages. The connection between the mail phaeton, the George IV phaeton, the spider, the high-flyer phaeton and other carriages, and the motor car, is gone into and constructional methods of the old masters revealed.

From there the history extends over all kinds of motor-body building, although when the Weymann flexible fabric-covered system is described in some detail and rival methods mentioned, I was surprised to find no inclusion of the Gordon England bodies. But otherwise the book ranges over most things, including unusual bodywork and racing machinery. George Oliver's complementary book will still be essential reading for students but this one fills in many gaps and covers much ground. The illustrations are no more than adequate and the Index appears to have been an afterthought. On the whole, a most useful addition to collated knowledge.—W.B.

"Passenger Cars—1924-1942" by M. Sedgwick. 171 pp. 7¾ in. × 5 in. (*Blandford Press, 167 High Holborn, London, WC1V 6PH.* £1.75).

This continues a series by Blandford and excellent brief descriptions of the cars it contains, illustrated not entirely convincingly in colour, are provided by that master of this kind of history, Michael Sedgwick. Pleasing without being indispensable.—W.B.

"Advanced Driving with Graham Hill" in word and picture comes from Stanley Paul, at £1.40, or for £2.75 if you think it deserves stiff covers.

* * *

The Hamlyn Group has added the Austin Allegro to its Pearson's Car Guide series. It costs a modest 75p.

* * *

The 1975 edition of "The Showman's Directory" is available from Brook House, Godalming for 50p.

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To celebrate its 75th anniversary, Fiat has come out with a big colour picture book proclaiming themselves.

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Just before the introduction of the New Escort, Ford issued a book called "The Car that won't stop winning" by Jose Rosinski, in four languages, about the many top competition successes of the old Escort. The end papers show a Mexico in company with a Brescia Bugatti, a vintage Alfa Romeo, and a 3-litre Bentley, so presumably Ford no longer regard history as bunk!

Cars In Books

THIS SERIES has been running longer than I care to remember and sometimes I think that authors of new autobiographies take a hint from it and name the cars in their lives because of it. I am also helped to extend it by the thoughtfulness of readers who send me appropriate extracts from books I would otherwise not know of.

This is the case with a surely very rare and certainly most interesting publication forwarded to us by Mr. James Ayre of Honiton. It is a duplicated book, but very accurately done, made for the 1st Stepney (Toynbee) Scouts in 1933. It seems to have been sold at some time, for 3d., to raise funds for the St. Barnabas Scout Troop. Now it must be very much more valuable. The title is "2,400 Miles To Camp" and the author was Rover L. Stirling.

His story, as I have said, so well reproduced by The Rex Press of Stepney, interested me greatly, because it is the account of how five scouts, Rover Stirling, A/S/M Ashdown, T/Ldr. Gardner, and 2nd Scouts Ego Egleton and Joe Canham, journeyed from London to Gödöllö (Budapest) and back, for the 4th World Scout Jamboree, in a 12 h.p. o.h.v. Talbot-Darracq two-seater that was then eleven years old. It is larger brother to an 8 h.p. Talbot-Darracq of the same age that my son-in-law has just meticulously restored for me.

The car left Stepney with front seat and dickey fully laden, on July 28th, 1933, after a GB plate and a fire-extinguisher had been screwed onto it. All the occupants were in blue Scout uniforms and wore their chin-straps after one hat had blown off in Tunnel Avenue. A domestic frying-pan had been picked up *en route* to the Blackwall Tunnel, food was bought near Eltham, and the night spent in a paddock at Sellinge. The T-D was embarked at Dover the next morning, on the *Autocarrier*, with 80 other cars. The boat sailed 1½ hours late and circled for 20 minutes before berthing at Calais. They left at 4.10 p.m. and encountering *pave*, wondered how anyone in a car had beaten the "Blue Train" (shades of the fame of Dudley Noble's Rover or the Alvis Silver Eagle?). Soon, however, the road became excellent, so the intended self-imposed 50 m.p.h. limit was abandoned and after checking oil and tyre pressures they sped along. A pint tin of gear oil was lost overboard and never found but otherwise an uneventful run saw the party camping that night at Amiens.

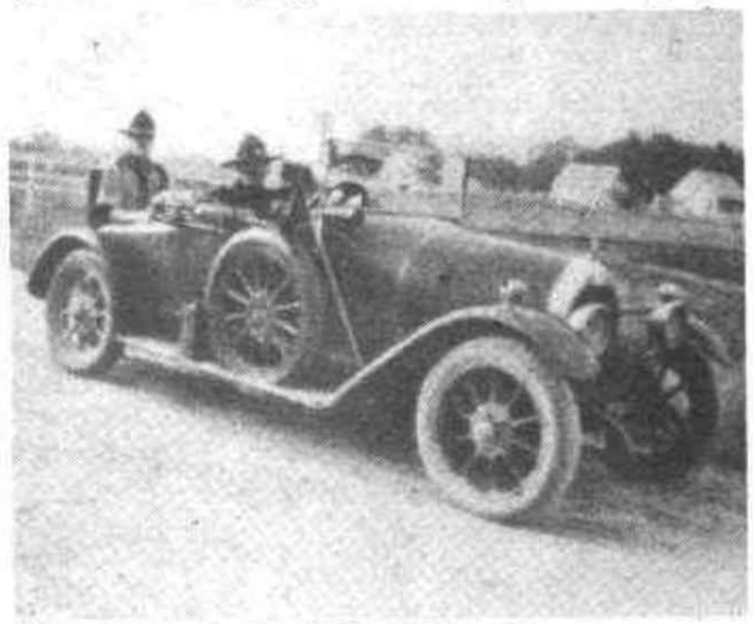
An early start was made on the Sunday and the day's run finished in darkness and rain, three miles before Strasbourg, a distance of 320 miles. The only trouble had been a blocked petrol filter. It is astonishing that a bucket of water hung from an outside door handle retained its contents, although the going was rough enough to break a windscreen support. It says much for T-D springing! Stops had been made for coffee and to visit the church at St. Quentin and the Cathedral at Rheims. The night was spent in a muddy field. On the Monday the T-D boiled furiously up the hills beyond the Rhine Valley. It was oiled and greased at an AA garage in Freudenstadt. Later a nail entered a back tyre but it had been treated with "Otomatic" and didn't puncture.

The cleanliness of Germany, compared to France, was commented upon (I remember the same feeling when going from Souchaux to Stuttgart in the 1950s) and the travellers had been told at the frontier that their uniforms would not give offence. The young Nazis encountered later were very friendly—this was 1933, remember. That day, including delay at the Frontier and crossing the Black Forest, the T-D covered "only 280 miles". The scouts slept most of the way, as they were so often to do, while their Leader drove.

A dawn start was made on the third day, oil was taken on, and a quarter of an hour was lost replacing a valve rocker that had jumped from its seat after a back-fire (surely the other way about, in fact?). Austria was entered but they avoided Linz. The windscreen now collapsed completely. Luckily the rain had stopped but after trying to drive wearing goggles, the screen was made secure with more rope and sticking plaster, because the driver "couldn't hear the engine" with it off—a nice vintage-car comment! It is interesting that difficulty was found in negotiating a signpost-less Vienna. After that the road became very bad and they finished in darkness again, sleeping where they sat, in the car.

Another dawn start, with all but the driver still sleeping, and the fine Budapest highway was soon reached. It is amusing that the scarcity of other cars was put down to the cost of petrol—2/9d. (say 14p) a gallon! The T-D cruised at "a steady 60 m.p.h.", not bad for a heavily-laden 1922 car of 12 h.p. The tyre that had taken the nail now deflated, so it was changed, in the sun but under a Mulberry tree, a spare tube being used, as the "spare wheel was not reliable", typical of the optimism of these hardy travellers. They duly made the Jamboree, being led to the field with great ceremony, only to be stopped at the gates by the inevitable police refusals.

The homeward run began on August 10th. Almost immediately much annoying tyre trouble was experienced. ("Fine practice in the 8th Law"—which, not being a Scout, I do not comprehend.) The wooden-spoked spare wheel, which was some 2 in. too large, had to be used in place of one of the steel-spoked wheels, but a garage repaired the last slow puncture. A plague of mosquitoes by the



The Scouts in the 1922 *Talbot-Darracq.*

Danube ruined that night's camping. Otherwise, apart from a torrential rainstorm which temporarily drowned the engine, delay at an accident, and stopping to help the driver of a small Opel find a wheel that had detached itself from his car, they caught the *Autocarrier* with time to spare, after a wild dash to Calais.

Back in England, slow progress was made due to inadequate headlamps, the exhaust pipe tried to fall off, and then a terrible noise began in the transmission. But although a friend was asked to meet them in case of need, the old car managed to make its garage in Downham unaided. It transpired that a tooth had come out of a differential bevel gear and had ruined the final-drive gears. But the Talbot-Darracq had done 2,400 miles in 2½ weeks, cruising at 50-55 m.p.h. for hours on end. Average fuel consumption was 25 m.p.g. As to oil, the author remarks, "less said the better". But from the warm tribute paid to Castrol XL ("refused all substitutes") I wonder if free cans had been supplied! The total cost of the holiday per head was—£3.50!

A longhand note with this book says that the morning after the tour a good used crown-wheel and pinion were obtained for 13/6d and that the T-D was then used for a further five months, running well. It then "developed multiple failures and died completely", so a friend towed it to Ruxley Dip on the Maidstone Road, where it was sold for scrap, for £1. (Could this have been the condenser within the Delco coil playing up, I wonder, which once puzzled the experts on my own little T-D and caused me to scrap a 1923 Jowett without discovering its malady?) Anyway, what a charming account of how well an old car served, in the mid-1930s. Of the T-D's crew, one was shot down while flying a fighter in the last war, another died of a heart attack only last year, the other two are unaccounted for. The author is alive but his publisher, R. W. Pinchbeck, "one of the original 1908 Boy Scouts", who even managed to get four pictures into the little book, died a few years ago. Incidentally, these T-Ds may have had weak back axles, for a 12 h.p. tourer that S. C. H. Davis took abroad on a road-test for *The Autocar* when it was a new car, had to be abandoned on the Continent with axle failure.

Having read of the Scouts' journey to Budapest, it was interesting to find a similar journey, but in another period and context, described in "High Road to Command", the Diaries of Major-General Sir Edmund Ironside, edited by his son, Lord Ironside (Leo Cooper, 1972). The book tells of how Major-General Ironside was sent to Budapest in 1920. He was told he had to go by road and at the Army depot in Earls Court he found two new 18 h.p. Rover-Sunbeam tourers awaiting him, which had been transferred from the War Office to the Foreign Office as a book transaction of £600 each. They turned out to be 1919 models, laid up for a year and needing an overhaul. They had oil sidelamps and acetylene headlamps and the General makes it plain that he would have preferred Cadillacs, with electric lighting. These had long ago been snapped up, however, so the Sunbeams had to do. On Chatham Hill one driver got his gears jammed and the night had to be spent in the Police Station. They eventually sailed from Folkestone and disembarked at Boulogne, getting to Paris by midnight the next day. Slipping clutches, low petrol pressure, and collapse of the lights had delayed them. Also, the tyres were rotten and they had many punctures.

The journey continued indifferently to Basle, although French motor mechanics did much to patch up the ailing cars. Bad roads did not help and petrol was scarce in Switzerland, where out-of-work chauffeurs were encountered outside the hotels. Chains were needed going into Bucha but still the cars slid downhill in bottom gear, out of control. At Salzburg, when garaging his "old crocks", Ironside saw two great Mercedes, nearly new, one blue, the other red, which he could have bought for £75 each. The journey from London to Bucharest took from March 13th to 27th.

Two days were allowed for the journey home, one car having been left at Klagenfurt. But on the first day they had to be pulled out of mud holes four times, covering only 85 miles. There is a splendid picture of an Army driver, his trousers rolled to his knees, sitting astride the bonnet of one of the Rover-Sunbeams, driving two horses as if he were in charge of a horse-drawn vehicle, as in fact he was. The car is seen to have very heavy mudguards, the front ones with outer valances. The cars carried Union Jacks but these had to be removed in Italy, where Communist feeling was running high. Hundreds of lorries, presumably Fiats, filled with armed men are mentioned as moving from town to town to prevent strikes.

The cars boiled up the Susa Pass, where chains were again needed, and they had to be allowed to cool off. The Pass was then found to be closed. The outward route had been via Paris, Langres, Belfort, Basle, Zurich, Bucha, Innsbruck, Salzburg and Vienna.

On getting back to his rented cottage in High Wycombe, General Ironside bought "a small and very old car", but does not say what it was. Later in this fascinating book there is the description of the General's journey to Baghdad, where he had a touring Army Vauxhall for himself and "a Ford box-car for my servant and kit". In these they did the 117 miles to Kermanshah in eleven hours, including a long halt. Then the "wretched Vauxhall" needed repairs, so the Ford was used for the 140 miles to Hamadan. A series of punctures was the only trouble and one gathers that Ironside had considerable regard for these Model-Ts, which were certainly required to cover long distances. Another 140 miles, to Karvin, were completed with "the Ford running well".

The 100 miles to Teheran took about 3½ hours, the Ford slowed by many "Irish bridges". In 1920 the General flew from Kirvin to Baghdad in a DH9A. He was too big to strap himself in, but sat tightly within the gun-ring, in the Observer's seat. The flight took five hours, mostly at 3,000 ft. If today's Army Commanders had to fly in open cockpits, let alone in primitive biplanes, for such a length of time, there would be some complaints! Coming back there were adventures but the Ford, although hampered by bad lights, did the 180 miles satisfactorily, after which ponies had to be used. Incidentally, it is amusing to read that the head Ford agent in Mesopotamia proposed to buy every car offered at the sales of Army equipment when the British withdrew from Persia and then destroy them, as he didn't want a glut of old cars to ruin sales for new ones. He had managed to get up from Bushire in two Fords and used troops to break up and burn his purchases—which must have accounted for many Army vehicles which would now be vintage models.

In Teheran on New Year's Day 1921 there were no cars on the streets, as petrol cost £1 a gallon—which has a topical ring about it! Another journey Ironside had to do was made in an RAF tender, which I assume was a Crossley. Twice this spun round on ice and in ten miles had broken down. Ironside completed the journey in the attendant Model-T. He then tried to fly to Baghdad, after 500 camels had worked for eight hours flattening a runway. But the DH9A froze an oil-pipe and in trying to force-land, turned over. There followed a pony ride, of incredible suffering to reach a waiting Ford, the pilot never having ridden before. The weather was so bad that a Legation doctor's two Overlands had been snowed-up for a week. In the end Fords came to the rescue and the last 117 miles to the railhead was done in six hours.

Later General Ironside describes how he and his servant took off from Shaiba, during his Cairo mission, to fly to Baghdad, and in another 'plane to Mosul. The old DH9As were delayed by tyre trouble and in a dust-storm his overturned on landing, with severe injuries to the General—there are photographs of the aeroplane "before and after".

After his recovery, Ironside was given the appointment of Commandant of the Staff College at Camberley. That was in 1921 and "My wife and I bought a new car"—again the make isn't quoted. Before the appointment took effect he was able to go to sea with the Fleet, on the invitation of his friend, Sir Charles Madden, C-in-C of the Atlantic Fleet—who took "a little 10 h.p. Wolseley . . . with him in the Flagship wherever he went". (One wonders whether Vickers' connections with building ships and cars had any influence on this choice?) The Wolseley was used to show Ironside the Fleet in Weymouth harbour before they sailed, as he was still unable to walk after the aeroplane crash. A most interesting book, the military side of which, and the appeals for the Fleet Air Arm to be formed, have no place here, but are highly recommended.

Returning to fiction, a reader, Mr. T. Rose of Woodford Bridge, has sent me a copy of part of an adventure story from a 1924 "Greyfriars Holiday Annual for Boys and Girls", in which a great car called "Grey Goose" is engaged in a race against the London-Liverpool express, from Aylesbury via Winslow, Buckingham, Rugby and Stafford. It meets with some rather improbable close shaves en route and all its bearings are irretrievably ruined during the journey. The car is described as a 200 h.p. monster, later as of 100 h.p. This made me wonder if the author of the then-popular Greyfriars stories was a Brooklands fanatic. He makes the luckless passenger pump oil to the sorely-tried engine when it boiled up a long hill between Rugby and Stafford, which suggests a pre-war GP car, perhaps. "Grey Goose" is described as having "a powerful racing engine", kept in pristine condition. The artist, Arthur Jones, who dates his picture 1923, has, however, clearly based his conception of "Grey Goose" on a 1922 TT Bentley. Does the Bentley DC know who he was?—W.B.

Swedish Rally

THE INTERNATIONAL Swedish Rally, the only real snow rally in the World Championship, ironically suffers a great deal at the hands of the weather. There are always doubts as to whether there will be enough snow to keep the forest tracks covered despite the biting of the tyres and to provide snowbanks sufficiently high and deep to provide protective cushions. In the weeks before this year's event there was very little snow in the Swedish province of Värmland, but fortunately it came in sufficient quantities with only a day or two to spare. Lancia, Fiat, Saab and GM Sweden were the teams in with a chance, not to mention a single works-supported Skoda from Norway and a Daf backed by Volvo, now owner of the Dutch firm's car division.

Rather poorly supported with just 58 starters, the rally indicated that Swedish amateurs are far keener on the shorter events of their own national series than the costlier international event. Studded tyres were allowed this year after the highly unpopular experiment of two years ago when studs were banned altogether. But there was a limit on the number of studs which could be used in each tyre and it turned out that Finnish-made tyres, developed for the Arctic Rally earlier in the year, were in great demand.

Fiat had little success, one car going off the road and the others finishing fifth and sixth. GM Sweden had even less success with its Asconas, one going out with a dropped valve and the other after a huge time loss when its distributor points seized. It was left to Saab and Lancia to set the pace and in these teams the two outstanding drivers were Stig Blomqvist and Björn Waldegård. The latter driver had the much faster car, but at the end of the first half it was nevertheless Blomqvist who was leading by nine seconds. On the first test of the second half Blomqvist's engine stopped when the coil faded and he was pushed for one and a half laps around the frozen pony track by his team-mate Eklund. For this he was penalised 500 seconds, a deficit which he immediately set about reducing. Blomqvist is never quicker than when he is endeavouring to recover from a time loss and in the whole of the second half he drove amazingly well to beat the Stratos on nearly every stage. But that 500 point loss was too much and eventually Waldegård won by a margin of less than two minutes.

The little snow meant that tyres were sometimes biting through to the gravel beneath and this meant that precious studs were being lost from driven wheels. On the Saab this resulted in a loss of traction *and* steering, whilst on the Lancia it meant loss of traction only. Saab was able to renew its tyre stocks by getting the team manager of Saab Finland to fly a consignment from Helsinki into Karlstad (Klaus Lehto has a pilot's licence). The tyres concerned were Kumi-Helenius remoulds made with a tread pattern similar to that of Hakkapeliitta tyres developed by the Nokia company for the Arctic Rally after much testing and evaluation by Ford driver Timo Mäkinen.

The rally was far better organised than in the past, but those responsible for choosing the World Championship qualifiers of the future are concerned about its lack of local support, the feeling in Sweden that it should be organised by experienced rally people rather than by the Swedish RAC (which organises no other rallies and is not the country's governing body like the British RAC), and stories of plans to turn it back into a summer event with that old title, Rally to the Midnight Sun. At present the choice of a snow rally for the championship lies between the Swedish Rally and Finland's Arctic Rally. Selection of the latter would mean that Finland would have two World Championship events. We see nothing wrong with that, but the FIA is more concerned with selecting events in countries which have the biggest manufacturing industries rather than on competitive merit, so it remains to be seen which snow rally will appear in the World Championship next year.

Fiat changes course

The appearance of this issue of MOTOR SPORT coincides with the ending in Nairobi of the Safari Rally, third qualifier of the 1975 World Rally Championship. Although we cannot say anything this month about the running of that greatest of the world's road rallies, we are in a position to comment on the decision by one major manufacturer, Fiat, to cancel its entries in the event after all the plans had been made and all the practice cars shipped to Kenya.

When Fiat joined the list of those motor car manufacturers who were running active rally teams it did so gradually, almost without being noticed, beginning by supporting the better class private drivers who were using Fiat cars and slowly increasing its support until eventually there was no doubt at all that a properly functioning works team was operating, with all the necessary equipment and with an adequate budget allocation. This brought the number of Italian teams up to two, for the only other outfit was the HF Team run by Lancia.

When Fiat acquired Lancia there was much speculation as to whether both teams would continue to operate. There was no need to speculate for long since it soon became apparent that team loyalty and marque pride were sufficiently strong to overcome any budgetary considerations. Fiats and Lancias continued to appear in the same rallies with teams operating quite independently. The situation continued until 1974 when Fiat began the year, shortened by a few cancellations due to petrol scarcity, with a fine 1-2-3 win in Portugal but went on to suffer disappointment after disappointment, Lancia eventually stepping in to wrest from its parent team the coveted World Championship trophy which Fiat had begun to consider its own. It was a bitter blow to Fiat and one which prompted renewed asking of that vital question, "How long will Fiat put up with this fierce competition between itself and a subsidiary, particularly as the subsidiary was coming out on top?"

The year 1975 started with both Italian teams making renewed and independent efforts to tackle the World Championship series. Both teams engaged new drivers and made a full-scale assault on the Monte-Carlo Rally, operations which cost a considerable amount of Lancia money and Fiat money, but both coming indirectly from the Agnelli purse. The Fiat people wanted to win; so did the Lancia people. But how long would Agnelli put up with this costly duel between his left and right hands?

The Swedish Rally was the next round. Here a Lancia won again and Fiat really had to ask itself whether it was worth going on in the face of such a commanding lead as Lancia had achieved in the early stages of the series. The next round was the Safari, an expensive event in which both teams had entered cars and had made all the arrangements to ship cars, equipment and men to Kenya. Fiat was obviously going to carry on with the series, no doubt expecting that the homologation of its X1/9 with a more powerful engine would provide a car capable of beating Lancia's Stratos.

But whilst those concerned with the day-to-day running of the teams went about their business, the struggle for supremacy was being discussed in the Turin boardrooms. There was never any doubt about the need for both Fiat and Lancia to run rally teams with separate identities, but it was futile and financially wasteful for both to chase the same trophy. The success of one would be offset by the failure of the other. Far better that each should be seen to be successful. The decision was then made to maintain both teams but to point them at different goals. Lancia would continue to contest the World Rally Championship for Makes but Fiat would drop out of this series and redirect its efforts towards the European Rally Championship for Drivers.

Immediately word was sent to Nairobi that the Fiat entries in the Safari would be withdrawn and this was the first manifestation of the rationalisation of competition activities. The first effect is that four very good drivers are left without cars. Alcide Paganelli could be fitted into some European event instead; Björn Waldegård must have been kicking himself for accepting a Fiat offer only hours before one came from Lancia; East Africans Robin Ulyate and Vic Preston are left in the cold even after carrying out a year-long test programme for Fiat, driving 124 Abarths in local events and feeding information back to Turin. For Preston the decision must be even more galling, for last year he was suddenly and inexplicably dropped from Fiat's RAC Rally team even after coming all the way from Nairobi to London at Fiat's request.

Lancia is now left as the only competitive works team with a declared interest in the World Rally Championship. With such a strong early lead, the team is very likely to keep the trophy which it won in 1974. But points have still got to be earned, and in Kenya they will have had Peugeot, Alpine-Renault and Mitsubishi to consider. In Morocco they will not find it easy to beat the French crews, nor the Swedes and Finns in the Thousand Lakes, nor even the Ford drivers in the RAC Rally. Fiat's task becomes a little more complicated for there are more than 30 qualifiers in the European Championship, some overlapping and all with co-

Continued on page 368

REFLECTIONS—continued from page 354

had to be abandoned half-way round, much to the annoyance of the thousands at the far end of the circuit who were waiting to cheer their hero. As there were two saloon car races waiting to be run, to finish off the day, the organisers suffered another headache trying to clear the milling throng and restore some semblance of order. Watching the crowds surging about all over the track one was conscious that they were very happy crowds and the cheering must have been heard in Johannesburg. It was happy chaos for quite a time, which must have been a great relief to the organisers, for if Scheckter had failed to start or done something silly, like crashing again, there was a feeling that the crowds would have broken up the entire circuit in sheer frustration. Instead they all went home very happy and satisfied, and there is nothing better than a satisfied customer. Not all the 100,000 were South Africans rooting for Scheckter, there were little partisan groups supporting the opposition, and on the top straight was a solid block of Reutemann supporters, most probably Argentinians living in South Africa. As the swarthy Argentinian began to gain on Scheckter I began to realise that deep down I am a Reutemann fan, and I began to urge him on. As he got closer to the Tyrrell I got more and more excited until I realised that I was all alone in my excitement on the inside of the Leeukop Hairpin and was surrounded by huge stony-faced South Africans. I was quite convinced that Reutemann was going to flash by into the lead within a few laps, and when he did I felt I would have to leap in the air and cheer, even if it meant being thumped into the ground by a large South African. Then I noticed the sea of waving programmes and handkerchiefs coming from a grandstand on the outside of the top straight every time Reutemann passed, so it was with some relief that I moved along to stand opposite this happy bunch, ready to support their cheering when Reutemann took the lead. Alas, it did not happen, for it is one thing to get your rival in your sights, but another to get past him, especially when he was driving as brilliantly as Scheckter was and making no mistakes. Sadly I moved on to another part of the circuit hoping that when the leaders caught up some of the slower cars, to lap them, there might be a chance of an Argentinian victory, but to no avail, for Scheckter was far better through the traffic than Reutemann. While the Tyrrell slipped by unheeded the Brabham was held up first by Tom Pryce in the Shadow and then really badly by Donohue in the Penske, and so badly did the American get in the way that I found myself shaking my fist at the car from the USA, and I have no doubt that the group on the top straight were whistling and shouting at the Penske car as well. If you are locked in combat with someone when the leaders lap you there is some justification for not moving over or easing off, but neither Pryce nor Donohue were actually racing against anyone. Had Jody Scheckter's brother Ian done a little surreptitious blocking of the Brabham when he was lapped, it would have been excusable, but they both went by him without any trouble, and the young South African driver Guy Tunmer, in his first big race, kept well out of the way. Donohue's baulking went on for nearly two laps, and after that Reutemann seemed to settle for second place.

Earlier there had been another example of baulking of an entirely different nature. Regazzoni had made a better start than his Ferrari team-mate Lauda, and when the opening-phase dust had settled the two Ferraris were running nose-to-tail. The Ferrari pit was getting very agitated because it was obvious that Regazzoni was not gaining on the leaders and they wanted Lauda to go by and challenge for the lead. Regazzoni's attitude was that Lauda was quite welcome to go by if he could find the room, but the Swiss was not going to ease up and deliberately lose a place. It was very clear that Lauda did not trust his team-mate and seemed frightened of getting too close, much to the annoyance of the pit crew, so the two Ferraris stayed that way until near the end of the race when Regazzoni's engine died on him. The Brabham pair of Pace and Reutemann demonstrated an entirely different team attitude, for after a few laps when Pace was in second place and realised he was making no impression on the flying Scheckter, he moved to one side and waved his team-mate Reutemann by into second place, so that he could have a go at the Tyrrell.

One of the big question marks throughout the meeting was the comparatively poor showing of Jarier and the new UOP-Shadow. It was only poor relative to what had happened in Argentina and Brazil, in South Africa it was more or less what was expected relative to last year, but all the people who had come back from South America starry-eyed and believing Jean-Pierre Jarier to be the new hero and the Shadow DN5 to be the new wonder-car, were a bit perplexed. Nobody could really explain this return to normality, some said that the threat of Peterson joining the team had stirred Jarier beyond the normal limits, some suggested that all the other teams had been involved with problems, while one unkind comment suggested the UOP Lead Free petrol being used by the Shadow team had contained nitro-methane, and it was this that made people's eyes water, not the police tear-gas bombs! Strange things seem to happen in South America; remember the way Regazzoni went in a BRM a year or two ago, he never repeated the performance in Europe. Mention of BRM brings tears to some people's eyes, especially when they see the weirdly coloured contrivance racing today painted red, white and blue, with half-hearted Union Jacks on the side plates of the rear aerofoil. All this and the supercilious-looking lion's head on the front of the car are supposed to proclaim proudly to the world that it is an all-British racing car and team. I regret that I missed the point of all this, for to me an all-British racing car is painted a good solid British green, with perhaps, a small discreet Union Jack on the side. Even when it was spelt out to me in words of one syllable, that Red, White and Blue were the colours of the British flag I still had a blank look on my face as I looked at the BRM. At least the driver was a nice straightforward lad from Britain, and he did a neat and tidy job in the race, his first attempt at Formula One, finishing two laps behind the leader without any dramas.

Naturally South African enthusiasts were overjoyed at the victory by one of their countrymen but it caught them unawares for they did not have a record of the South African National Anthem at the circuit, and though every year there has been a special prize for the first South African to finish in the Grand Prix, they never really expected to give it to the winner of the race. One of the earliest motor races I watched was won by a South African, when Pat Fairfield won the opening race at the Crystal Palace circuit in 1937, driving a works ERA. After he was killed in a multiple crash at Le Mans, driving a 328 BMW, the BRDC commissioned "B.Bira" to sculpt a memorial in the form of a drinking fountain, the Siamese Prince being as adept with sculpturing tools as he was with a steering wheel. This memorial was erected near the starting line on the Donington Park circuit and when the Midlands track did not re-open after the 1939-45 break in racing, it was moved to Silverstone, where it remains today, at the entrance to the paddock. I hope that when the Donington Park circuit re-opens the BRDC will allow the Pat Fairfield Memorial to be returned to its proper place. Jody Scheckter may be the first South African to win Grand Prix races, but he is not the first to win International motor races, and he is continuing a long history of racing enthusiasm in his country, and doing a fine job of work for all those racing enthusiasts who live so far away from the centre of things.

Many South Africans have remarkably long memories of the racing scene in their land and when Stirling Moss first raced out there a lot of them travelled a long way just to see a "true master" at work. He was at Kyalami for the 1975 race and on the Saturday morning he did a couple of laps in an old Cooper-Climax that John Love used to race, much to the joy of a great many people.—D.S.J.

Notes on the cars at Kyalami

WHILE THERE were a number of new cars in the paddock at Kyalami, the Ferraris were really the only ones that were different, the others being either additions to an existing series, modifications on a theme or distinct backward steps on the design front. While looking at the new Ferraris, someone remarked "Thank God for Enzo Ferrari, without him and his engines we really would be in a design doldrum".

Team Lotus had purportedly a brand new Type 72, number nine in the series, though it did not look sparkling and new, but was said to be the last 72 that will be made, though only time will answer that one. This car, 72/R9 was driven by Peterson, while Ickx used 72/R5, the two cars being to all intents and purposes identical. In addition to Tyrrell's 007/2 and 007/4 the ELF supported team had a brand new car for Scheckter, which he would have raced had he not damaged it in practice. This was 007/6, the missing 007/5 being back home as a kit of parts. The new car took two steps backwards in design and one step forward in performance, rather indicating that Derek Gardner is wandering in the sea of confusion that a lot of other designers are in. 007/6 had the front brakes mounted out-board on the wheel hubs, instead of inboard as conceived in

Continued on page 364

"I Like the Golf"

The Editor finds himself becoming once more VW-orientated



ONCE UPON A TIME, and it was a long time ago, I was known through these columns as an incurable Volkswagen fanatic. This was at the period when the reputation of the Beetle was at its height, as production at Wolfsburg swelled towards one-million of these rugged, high-quality, well-finished and dependable insects. I gained experience in the mid-1950s of the car itself and VW service and felt justified in strongly recommending, to anyone who would listen, this unconventional approach to small-car motoring. As the years rolled along, however, other manufacturers brought out new models that were also technically "different" and which also had outstanding advantages. The BMC Mini Minor, for instance.

So gradually I had to revise my opinions about the VW. I retain a very warm feeling for the Beetle and if I had to provide myself with a vehicle for impoverished commuting, I expect it would be to a sound used example to which I would turn, conscious of the low oil-thirst, long tyre-life, and ready availability of spares that these now out-dated cars still encompass.

As to the Volkswagen theme itself, the Beetle moved away from being a sensational sales-success in all parts of the world—how long can you watch an old film or documentary before a Beetle flits by?—to become a rather cramped, specialised-appeal sort of car and had to be supplemented by revised concepts of the original Dr. Ferdinand Porsche design and I never felt the same about the Variants, Fastbacks, Siroccos and 412Ls of later decades as I had about the original odd-shaped VW.

Indeed, when the NSU-Audi marriage came about and the VW badge was stuck on water-cooled, front-wheel-drive cars, I felt that all my affinities and affections for the make had evaporated, good as the cars themselves undoubtedly were. I saw none of the old magic, in this German badge-engineering. Anyway, along the way since the 1950s other makes had appeared with all-independent suspension, torsion-bar springing, air-cooling and high-quality gloss paintwork, etc., even if not combined in one car. So my fanaticism for all things VW-from-Wolfsburg waned, although it was mightily difficult to discard the label I had acquired!

Then the Golf arrived. I played the game with both 1100 and 1500 versions on the preview run and thought them nice cars, but no better than many other small cars available today, and doing nothing for me, in the old Beetle context. More recently, however, I have been able to use a 1500 Golf LS for a normal test-period and now find I am in danger of returning to something of the old VW fanaticism of which I am sometimes still accused. This can only have come about because the VW Golf has some affinity with qualities I admired in those 1950s Beetles. They may be tenuous, but they are there.

For instance, the doors do not want to shut unless a window is opened, which is presumably an indication of good body sealing, as it was on the Beetles. The fuel range is generous, as it was on the Beetles. I ran 288 miles on a far-from-full tank before I ran the thing dry. I was amused to be again using a key with the cut-away "VW" motif on its shank and the instruction book issued with the Golf is as informative, and of very similar format, to that I had with my black Beetle, although they no longer give you a pull-out colour cut-away of the car in side elevation, a picture which was meticulously brought up-to-date with every change in the Beetle.

I am aware that these are very small throwbacks to the older VWs and that on their own they in no way merit a rave report on the new Golf. But, you see, it has other appealing, even VW-like, qualities.

My wife and I were impressed with how quiet the LS was, Motorway cruising at 70 m.p.h. It is far less cacophonous than the majority of small cars, so that conversation was easily carried on at this speed. The gears are quiet, too. Then the steering is very light and the gear-change, from the somewhat long-travel gaitered central lever is a delight. (Ahem!—both Beetle features.) Even reverse engages smoothly.

There I suppose the comparison should end and we should forthwith regard the Golf as a very different car from the Beetle, conceived round Audi 50 components of modern water-cooled, front-drive layout. The LS model I tested was of that most useful of saloon configurations, one with five doors. The doors are wide, have neat handles, and firm "keeps". A shelf lets down over the boot space when the lift-up rear-panel door is shut, with the back seat up. But this seat folds down to give generous stowage space, although luggage has to be humped into it. The doors do not rattle, this tail-gate rises easily under the persuasion of gas-struts, and there is an extension on the exhaust pipe to take fumes away from this back door. I found the driver's seat, which is sprung rather buoyantly and covered in simulated leather, with a cloth centre, comfortable and its squab and other adjustments easy to make. The steering wheel is of a sensible size; it has a simplified Wolfsburg-Castle badge on its single spoke. The wheel rim is of sponge and it goes 3⅓ turns, lock-to-lock of taut rack-and-pinion gear. There is good castor-return. The handbrake lever is neatly set between the seats.

In modern style the instruments, radio and heater are in a single cowled nacelle on the driver's side, instrumentation comprising a Vdo 110 m.p.h. speedometer with total and trip-with-decimal mileometers, and an accurate clock surrounding a dial for an accurate fuel gauge and a water thermometer. Neat tumbler switches look after effective rear-window heating, hazard-warning, and putting on the two powerful Hella circular headlamps or sidelamps. Instrument lighting can be controlled by a vertical inset knurled wheel adjacent to the lamps' switch, and the heater settings are illuminated. Two flat-section stalks under the steering wheel control 2-speed wipers, with single-wipe action when required, and washers on the right, turn-indicators, lamps' flashing and flick-control of dipped or full headlamps beam on the left.

The steering-wheel spoke sounds a subdued horn. The heater kept the occupants very

Continued on page 364



The functional front compartment of the Golf LS.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

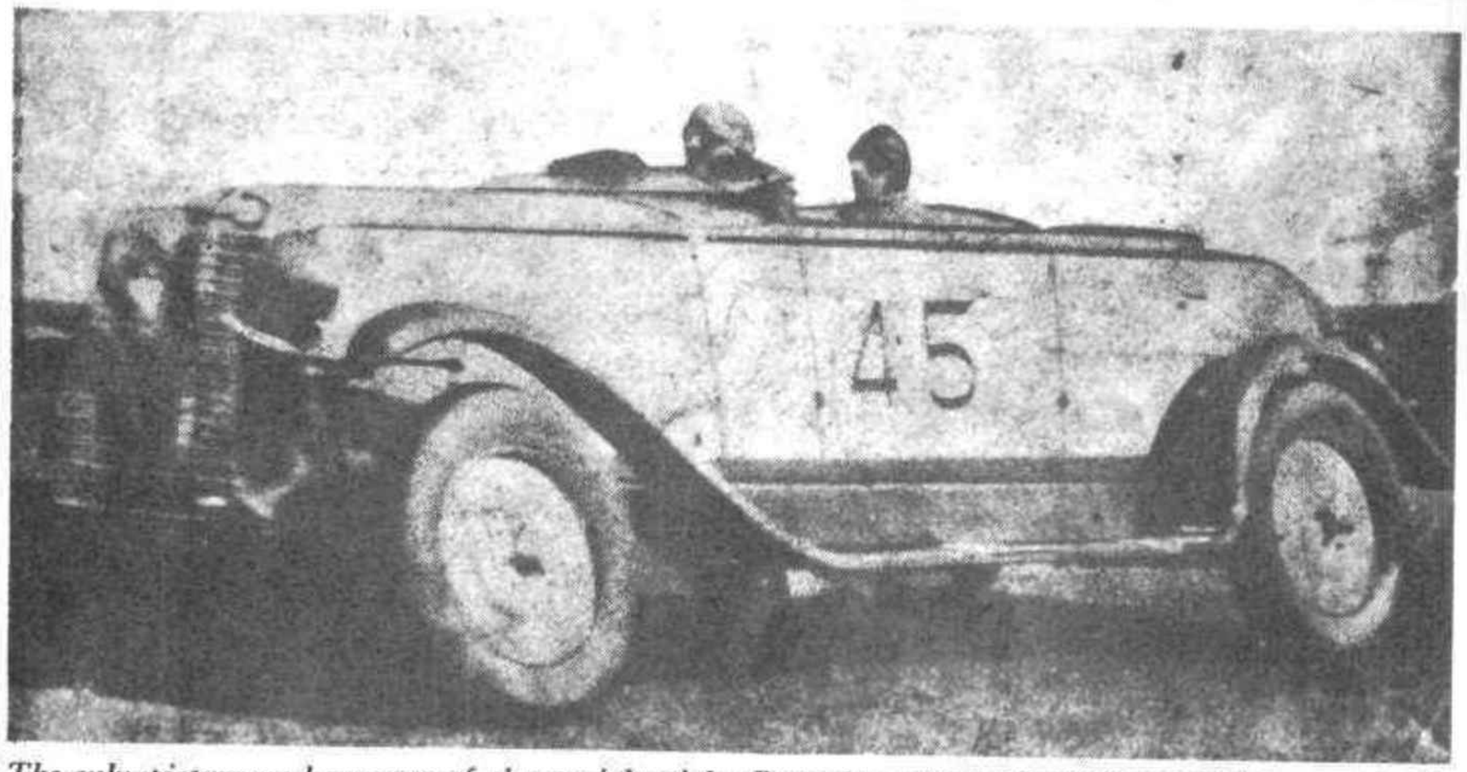
The Missing Link?

LAST MONTH'S miscellaneous Renault recollections were concerned with ordinary road-going versions of the famous car from Billancourt. But it is widely known that down the years Renault made considerable impact on the competition scene. For instance, Marcel Renault won the 1902 Paris-Vienna race, arriving an hour before he was expected, to the confusion of the officials, his lightweight Renault having beaten the Arlburg express by, it is said, seven hours. His 16 h.p. car had vanquished a 70 h.p. Panhard. Renault *voiturettes* gained other victories in those empirical years of motor racing and then, in the dramatic Paris-Madrid, the race that was stopped at Bordeaux, Louis Renault was first home on a 30 h.p. Renault and gained second place to Gabriel's 70 h.p. Mors, being only 3 m.p.h. slower than the winner. But Marcel Renault had been killed, and for some time Renault abandoned racing.

They were back by 1905 and for the French GP in 1906, which Szisz, who had been Marcel's riding mechanic, won at 63 m.p.h. for 770 miles of the old Le Mans circuit. After 1908 there was a lull in Billancourt's racing activities, as distinct from its rallying and record-breaking successes, until Renault Dauphines, Renault-Gordinis, and Alpine-Renaults ran in the Mille Miglia and at Le Mans, etc. after the Second World War, leading to the present-day 2-litre V6 Alpine-Renaults.

But there was a missing link. In 1930 it was Renault's intention to run a team of straight-eight cars in the Ulster TT. This may have been a move to increase the rather slow sales of the new 8-cylinder cars in Britain, where Renault Frères had been established since 1903. Whatever the reason, a team of these cars was to have been prepared by Alan Garfield, who was in charge of Renault's competition activities (he had organised the attack on the World's 24-hour record with the saloon-bodied Renault 45 at Montlhéry in 1926, the record being raised to 107.9 m.p.h.). Alas, he went over to Ireland to inspect the Ards circuit, where Caracciola's Mercedes-Benz had won in the rain at 72.82 m.p.h. the previous year, and, as I have previously recounted, was killed when his car collided with a cart. The passenger, Charles de Wilde, younger brother of H. R. de Wilde, Managing Director of Renault at Acton, was seriously injured and Mr. de Wilde Senr. flew to Ireland as soon as the sad news was received. In consequence, the Renaults were non-starters, and publicity about them was hardly welcome.

I had nevertheless been curious to know what these TT Renaults would have been like. Presumably they must have been the four-speed sports Reinastellas, which had a capacity of 7.1-litres, like the winning Mercedes-Benz of 1929, although they were not supercharged like the German car. The only picture I have ever seen of what I assume to be one of these TT Renaults was that on the cover of a publicity booklet issued from Billancourt in 1931—I need hardly add, after last month's article, that this was in the possession of Tug Wilson! He has kindly loaned it to me and, although the picture on the cover of the booklet is very faint, our Photographic Department has done its best to copy it. I append the result. There is nothing to prove that this photograph is of one of the intended Ulster TT cars. It may be a picture of a Reinastella during some rally or minor race. But as I can find no record of such an event I like to think I have found the only known photograph of one of the ill-fated TT Renaults.



The only picture we have seen of the straight-eight Renaults, a team of which would have run in the 1930 Ulster TT, had not tragedy intervened. The original picture is very poor but we have done our best with it. Does it depict one of the intended TT Renaults, or is there another solution?

Note that it carries No. 45. The last number issued for the 1930 TT was 45. It was given to Brewster's blown 4-cylinder Amilcar. So at first sight it couldn't have applied to a Renault. But wait! The 1,100-c.c. class of the 1930 TT bore a heavy handicap and it appears that owners of eligible cars were reluctant to enter. So much so that the RAC left a gap of three numbers in the entry list, which could have been given to the late entries in this class. The contemporary Press has it that these were nos. 5, 6 and 7 which the Renaults were to have used. But if so, this would have placed them in the 3,000-to-5,000-c.c. class, with four blower Bentleys. If Nervastellas had been entered, that would apply. But if we assume that Renault were out to do well in this TT, surely they would have put in their 7.1-litre Reinastellas, which had 90 x 140 mm. straight-eight engines?

Now looking again at the TT programme, we see that in the 5,000-to-8,000-c.c. class there were a couple of Mercedes-Benz, entered by Earl Howe and Malcolm Campbell. Their race numbers were 41 and 42. In that class, the Renaults could have taken 43, 44 and 45. They had been entered quite early and although Garfield's unfortunate accident happened in July, Renault Frères did not withdraw until about three weeks before the race. If the 1,100-c.c. cars were reluctantly entered after that, they would presumably have been given the now spare nos. 43, 44 and 45, which, in fact, the non-starting Amilcar and two Riley 9s carried.

It is possible, of course, that the no. 45 on the photograph of the Renault was put on by a retoucher. But if so, he was a thorough retoucher, because it appears on the radiator shell as well as on the passenger's door! But that will answer the query why Garfield should have had a racing number on the car he took to Ireland so long before race day. Alternatively, the picture may show, not Garfield's car but one of the other team-cars, on test in France, maybe at Montlhéry, numbered ready for the race.

Had the Renaults run in the TT, how would they have fared? Well, taking them to be Reinastellas, they should have at least been placed in their class, had one finished. For whereas Campbell won his class at 71.53 m.p.h., compared to 70.88 m.p.h. of the outright winner, Nuvolari in the 1750 s/c Alfa Romeo, Howe only managed 67.04 m.p.h. and was last in the race. A normal Reinastella being good for some 80 m.p.h., I would have expected works-prepared TT cars to do much better than that and at least to have come home second in their class. If the accompanying picture *is* of a TT car, these appear to have been Reinastellas with more slender mudguards than the catalogue cars, but retaining running-boards, having a fold-flat screen, one headlamp about-faced, and four seats, all of which fit in with Ards requirements. If anyone can tell me more, even if it proves that the picture is not that of a TT car after all, I shall be most interested.

Incidentally, both Reinastella and Nervastella were listed in sports form and the Nervastella Renault was used for record-breaking at Montlhéry, with a very pugnacious-looking closed-cockpit single-seater body, as illustrated in MOTOR SPORT for March 1971, page 238. In fact, I think two different bodies of this type, or two different Nervastellas, were used, one car having discs wheels instead of wire wheels and Riffard streamlining, with lamps within the nose cowling. A similar body was used, I think, on a six-cylinder Delahaye record-car. But there was no mistaking the Renault; it proudly wore a star, denoting its type, on its radiator cowl!

W.B.

A Pioneer Journey

A READER, Mr. P. J. N. Bussell of Penarth, has sent us details of a journey accomplished by his grandfather, Mr. Eli Evans, in September 1901 in an 8-h.p. Daimler. It may have been the first motor car in Wales and it certainly made a satisfactory long journey in that then-remote part of Britain.

The Daimler belonged to Mr. Penrose Thomas and he was accompanied on the tour in question by Mr. Evans, Mr. J. C. Corvin and someone referred to as Ashley. The party left Swansea Station at 11.05 a.m. on September 7th and, going via Pontardulais, Cross Hands and Llandeilo, had reached Pumpsaint by 2.30 p.m. Here lunch was taken, at the Dolaucothi Arms. The journey then proceeded through Lampeter, Derri Ormonde, Tregaron, Strata Florida, Ystradmeurig, Trawscoed, Llanilar and Llanrhystyd, to Aberystwyth, where the night was spent at the Red Lion and Goderddau Arms Hotels. The travellers had arrived at their destination at 7.10 p.m., after a day's drive of 106 miles.

The following day, a Sunday, they left the seaside town at 10.15 and drove through Talybont, Taliesin, Glandyfi and Machynlleth (well known to modern rally drivers), to Corris, skirting the "toy railway" for 8½ miles. They reached Corris after 2 hr. 10 min. Passing Corris Lake at the foot of Cader Idris (which MOTOR SPORT "conquered" some years ago in a Range Rover), the autocarists arrived at Dolgellau for lunch, at the Golden Lion, by 1.30. They left at 2.40, to enjoy a drive which Ruskin has described as "the prettiest in the Kingdom", arriving at Barmouth by 3.30. That day's drive concluded at the George Hotel at Criccieth by 5.45 p.m. totalling 120 miles.

So the tour went on. The Daimler doesn't appear to have been pushed unduly, but on the third day it covered 86 miles. After a late start, due to taking a pre-breakfast walk, the route was retraced to the Aberglaslyn Pass and then went via Dinas, Pen-y-Gwryd, east of Snowdon, and Llanberis Lake, for lunch at the Royal Oak, and then to Caernarfon, Menai Bridge, Bangor and Llandegal ("Lord Penrhyn's model village; semi-detached houses"), to Betws-y-Coed. The night was spent at another Royal Oak there, reached after 7 hr. 55 min. from starting out, in spite of stops to admire the scenery, buy petrol in Bangor (in 1901, note), visit Caernarfon Castle, stop at the Goat Hotel at Beddgelert and at the Pen-y-Gwryd Hotel, and spend 45 minutes over lunch. As they also walked across the Menai Bridge into Anglesey and returned to the George Hotel (where the Duke of Wellington stayed in 1851), and looked at the "tubular" bridge spanning the Straights, which took 40 minutes, the Daimler did very well.

Because of rain and taking a wrong turning, the Tuesday's run didn't really get going until 12.30 p.m., from Llanrwst. But by 1.30 they were at Conway, where Plasmawr and Conway Castle were visited and lunch was taken at the Castle Hotel (are the oil paintings still panelling the dining room?). Leaving at 2.30 the round trip back to Betws-y-Coed was completed by 5.30. The next day was easier, the Daimler being driven to Bala for an afternoon's fishing. The party put up at the Royal Hotel, built in 1685. The Thursday was spent at the Merioneth Agricultural Show at Bala.



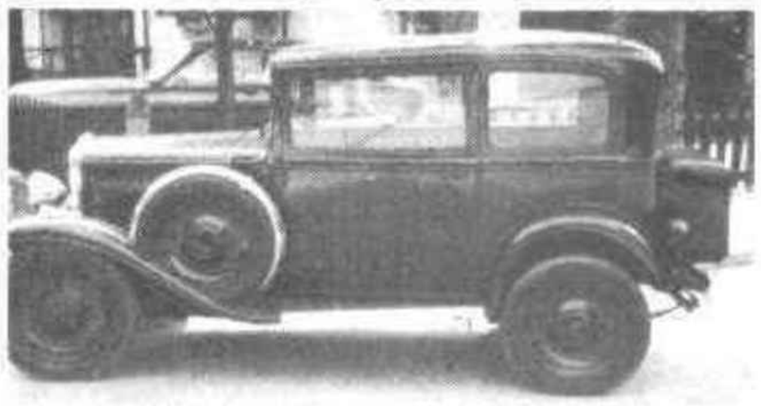
The Daimler on the Welsh tour of 1901, *described on this page. Mr. Eli Evans is in the front passenger's seat.*

On the Friday they were off again, starting with an hour's run before breakfast (I assume in the Daimler, not on foot). Leaving Bala at 10.45, Corwen was reached, via Llandrillo, by 12.15 and after lunch at the Owen Glendwr Hotel, the journey was resumed at 3.45. They were in the Glyn Valley Hotel at 5.30, having stopped for 15 minutes at Llangollen. Saturday was less strenuous, with a run up the Llanarmon Valley and back to Glyn, and in the afternoon a run out to Ruabon and Wynnstay Park and back. The Daimler was employed on the Sunday for a visit to Oswestry (tea at the Wynnstay Arms) and an oak tree 43 ft. in diameter was inspected at Pontfadog. Finally, on the Monday, ten days after setting out, the Daimler left Glyn at 10 a.m. and got to Oswestry at 11.05, where Mr. Evans caught the 11.43 train to Cardiff. Mr. Thomas and Mr. Gorvon drove on to Bala, where presumably they spent more of their holiday. The Daimler had by then done well over 400 miles (the distances are not quoted for every day, so it was more likely more than 450 miles) and there is no reference to any mechanical trouble. Admittedly a Daimler had been driven from John o' Groats to Land's End in 1897 and in 1900 the 1,000-Mile Trial had taken place successfully. But this is different from this tour, with four persons on a privately-owned, solid-tyred veteran in a part of the land unfrequented by motor cars.

I have given the itinerary of this journey in some detail, as Welsh VCC members may like to emulate part of it. The Daimler was one of the first British cars in serious production and I was wondering the other day how many of these remarkably reliable early models have survived. The person to ask was Joan Das of the VCC. She tells me that nine VCC members own pre-1901 examples. Of these, four are 1897 models, including E. D. Woolley's well-known car which still has tiller-steering and hot-tube ignition. There is an 1899 car in Mr. Black's Yorkshire collection and Lord Montagu's famous Daimler is thought to be of this age. Finally, we have three 1900 models. Conversions to wheel-steering and electric ignition will inevitably have been made in some cases, not necessarily by the present owners, of course. But it is splendid that so many really early cars of this illustrious British make survive in this country and it occurs to me that one day it would be nice to make the acquaintance of some of them.—W.B.

V-E-V- Miscellany.—A reader who still has the 1935 Austin 10/4 Lichfield saloon which was given to him as an 18th birthday present would like to hear of any firm in the Worcester/Birmingham area who would restore it—he is posted overseas and getting good service from a VW 1303L Beetle. Nigel Musselwhite asks us to say that it is he who owns the MG EX120 replica and not Syd Beer, as we implied in our report of the opening of the "Magic Midget" hotel in Abingdon. Incidentally, the original "Magic Midget" engine has been found and Musselwhite and Mike Allison intend to use it in a replica car, supercharged to 20 lb./sq. in. Another reader enquires whether anyone who had experience of the Constantinesco torque-converter of the 1920s, in the two-cylinder car built to demonstrate it, can tell us what it was like. A hill-climb confined to pre-war cars is scheduled to take place at Loton Park, near Shrewsbury, over "the longest hill-climb course in England", on August 2nd/3rd, organised by the Hagley & DLCC.

An Italian reader informs us that a 1932 Fiat Balilla saloon is in regular use in the Ferrara Provence (see picture below).



Out of the Past

HAVING a liking for reading back issues of *The Aeroplane* the Editor was doing just that, shortly after he had bought a house in Wales, and was consequently intrigued to see that in 1936 the Three-Counties Air Race had been based on Hereford Race Course. This was described as "large enough but rather rough", but the only casualty seems to have been to a telephone wire. Run on a Friday so as not to clash with the more important London-Cardiff race, over 90 miles of a 30-mile course, 22 started, the winner being R. F. Hall in a Lancashire Aero Club Avro Cadet. The Glass sisters were second in their DH Moth and A. E. F. Payen third, flying a Croydon Airways' Puss Moth.

What seemed especially interesting was that the turning points were at Jack Buckley's flying field at Bredwardine and Randolph Trafford's private aerodrome at Michaelchurch. Were either of these two private fields still in existence? Enquiries, which entailed visiting local pubs, drew a blank so far as Bredwardine was concerned. But some interesting facts were discovered about Mr. Trafford and *his* aerodrome. It seems that he learned to fly in Switzerland, where he had a chalet, on a Morane-Saulnier parasol monoplane. This was in the 1920s, and so this aeroplane, with its radial engine, could have been a very early specimen.

Mr. Trafford was then living at Michaelchurch Court and he returned there with the Morane-Saulnier and later set up his own aerodrome in one of the adjacent fields, with petrol pumps, hangar, wind-sock, etc. He had by then retired the old machine and acquired a more modern biplane, which appears to have been a Gypsy Moth. In this the owner did much long-distance flying, when not driving his Lagonda or an Essex Terraplane. He used it to go to London from Wales, probably to Heston. There are also stories of him flying an elderly lady relative to Switzerland and having to ask her to get out and hang onto the wings when they landed in a gale in France that had grounded Air Force machines, and of his offering to visit an aunt who had to go into hospital in Geneva, again flying out in such bad weather that no airliners were operating and only his friends waited for him to arrive, as he eventually did.

Giving up aeroplanes for an ocean-going yacht, Mr. Trafford found himself abroad when war came. He returned to England and enlisted in the Fleet Air Arm, surviving a fire at an airfield building but being too badly injured to be passed for front-line flying. He was in a Fairey Fulmar with a young rating when its engine began to mis-fire. A landing was attempted in a field near Okehampton. The aircraft blew up and Trafford was killed.

In former times, at the big house by his private aerodrome, he used to entertain well-known aviators to lunch, with perhaps 15 machines landing there, afterwards to indulge in aerobatics, with the final display given by the host. It is said that his power dives from over the Black Mountains onto the field, to within feet of the ground, are remembered still. In the mansion two framed paintings exist, of the biplane coming home, with the mountains in the background, and of the Morane, the latter painting dated 1929.

The field is still there, but power cables now cross one end of it and telegraph poles have sprung up along the lane that borders it. The foundations of the hangar remain and a nearby-by garage has a photograph of the biplane being refuelled from their pump, on an occasion when it ran out of petrol just short of its own field. And now comes the crux of this research. When it was pensioned off, the Morane-Saulnier was brought from Gloucester, probably from the aerodrome that is now Staverton, on a lorry, with the wing removed, to be stored in a shed at the mansion. The wing was taken, probably on a horse-drawn farm cart, to another shed some distance away. It was not until 1959, they say, that Trafford's grandmother, requiring the space, had the ancient aeroplane removed by scrap dealers. The wooden propeller is all that remains, although when it was scrapped the machine was complete, except perhaps for sparking plugs. That propeller has metal strips on the leading edges, surely not bullet-deflectors of a machine used in the 1914/18 war?—W.B.

V-E-V Odds & Ends.—Somewhere in Wales a 1932 20/25 Rolls-Royce Barker saloon is seeking a good home. A pre-war Triumph Dolomite with open bodywork, thought to have been a rally car, was in danger of being scrapped after overhaul but is now likely to be saved. The Midland Austin 7 Club is inviting members of all clubs belonging to the Austin 7 Clubs Association to its Longbridge Rally on May 24/25th. Details from N. A. Bateman, 9B, Drury Lane, Solihull, Warwickshire. The "History on Wheels" Museum at Syon Park has closed down but a new display, under new management, is scheduled to open there in the Spring, called "The World of Wheels". News comes from Queensland of a 1927 Essex still in the hands of its 88-year-old first owner, who has driven it 80,000 miles without an accident or any major trouble. It appears to be a four-cylinder two-seater model, which cruises at 40 m.p.h. Many offers for it have been refused. A sectioned Model-T Ford engine, believed to be the only one in existence outside the Science Museum in London, came up for auction in the Muir of Ord recently. It had been bought as part of a job-lot in a sale at Brora, in Scotland, a year previously, and appears to include the two-speed planetary transmission.

Among the glass negatives left by an old Dereham photographer when he died two years ago was one of a solid-tyred single-decker United 'bus, with oil sidelamps and probably gas headlamps, running on the Norwich-Hethersett-Wymondham service; as this is a side view, the make is uncertain. A race for vintage cars, sponsored by Maritim Hotels, is to be held September 12/24th, as part of an International rally between Hamburg and Lubeck. The race is for vintage racing and sports cars, over the ADAC circuit. Details from: Maritim Hotelgesellschaft GmbH, 6000 Frankfurt a. Main, Ulmenster 5, Germany.

In Australia eleven years ago a Frenchman found a *circa*-1900 four-cylinder Gardner-Serpollet steam car at a remote cattle station in Georgetown, in a generally good state of preservation. Even the various gauges had been carefully stored in a drawer in the adjacent house, in case they might have come in useful on other steam equipment. The instruction manual in English and French was also intact. The car was given to the finder, who has restored it and intends to put it in a transport museum at Rutherglen, near Victoria. Apparently sums of up to 80,000 Australian-dollars have been refused for the car. Two years ago it made a 130-mile journey from Cairnes and Townsville and it is said to be capable of 58 m.p.h. It is described as the very rare 12 h.p. four-cylinder chain-drive model but the detachable-rim wheels and vintage-type Dunlop tyres with which it is now shod are not the original ones. It seems that this Gardner-Serpollet was sold originally to someone in York, England, and later exported to Australia, where it is believed to have been used for a short period by the French Consul in Sydney. In 1904 it was bought at an auction by a travelling photographer, who sold it to the owner of the cattle station where it was unearthed. It was used by the rancher to take his son to Forsayth, the nearest railhead, when he joined the Forces in 1914/18 as a volunteer, a return journey of 74 miles, but it was unused from 1918 until discovered, as recounted, in 1964.

The STD Register announces that its annual Wolverhampton pilgrimage will happen on July 6th, following a visit to Crick Tram Museum, and that it is planning a 25th Anniversary event for September 27/28th. Among the interesting cars its members are using or restoring are a 1924 Sunbeam 20/60 Plaxton saloon, a 1922 Sunbeam Fourteen, a 12/16 Sunbeam, a 1919 24 h.p. Sunbeam once used by the sister of the Chilian Ambassador, a 1913 12/16 Sunbeam that was burned and buried in 1916 but has its original bearings, pistons and even piston rings, and the 1922 8 h.p. Talbot-Darracq that ran in the 1935 RAC Rally. A 25 h.p. Sunbeam limousine may come on the market next month and a garage in Wales seems to have disposed recently of a Roesch Talbot. Many vintage and veteran vehicles are expected to take part in "The Yesterday Show" at Rushmore Arena, near Aldershot, on July 20th.

We have been sent a picture of Armstrong Siddeley AXC 1 being polished by four hotel maids while its driver is being served breakfast at the wheel by a waiter, during the 1934 RAC Rally. The car has inbuilt headlamps and a full-width body with vestigial front wings, thought to have been styled by Capt. Fitzmaurice, of Singer "Airstream" fame. The person who sent the picture asks if anyone can confirm this and say where this picture of exceptional service, or the publicity gimmick, if it was one, was taken. Our records show that the car was, in fact, a Siddeley Special entered by G. Wansborough; its body was said to give an extra six m.p.h. We regret to report the death of Vernon Balls, the well-known Amilcar driver. Mr. E. Wilkinson, who sold Bugattis in Scarborough and looked after the late Cynthia Turner's cars, died in hospital in his 80s recently.

Vintage Postbag

Cars in Books

Sir,

I have no recollection of being consulted by a Mr. Rollo Martin, but I do know that the Bugatti owned by Aldous Huxley was a Type 44, Chassis 44807, and that the BOC published a charming letter I had had from him on this subject in *Bugantics* for 25-4-1962. "I was too blind to drive a car", he wrote, "and it was she (his wife) who took it screaming on 2nd at 50 m.p.h. over the Alps and Apennines—Bugatti himself even asked her to drive the car in a road race—but I'm rather glad to say that she decided against it . . . How sad that the marvellous machines should now be things of the past".

And while writing of such matters, may I record once more that the car which killed Isadora Duncan was not a Bugatti but an Amilcar, driven by a sometime race-driver Benoit (Falchetto)?

London, W2 H. G. CONWAY

British Salmson

Sir,

I was very pleased to see reference to British Salmson cars in the correspondence of your Nov./Dec. issues and thought you might be interested in the enclosed photograph of a rare 1939 20/90 with an S4C in the background. These cars were standing outside a garage in the Liverpool area and belonged to the proprietor with whom I had a friendly chat on the subject of British Salmsons—this was about 13 years ago.

The reason for my interest was that just after the war I joined the design staff of British Salmson Aero Engines Ltd., at Raynes Park hoping that the firm would start car production again but alas, no. Instead I became involved in the production of the Vincent HRD 1,000-c.c. engine for the Rapide motorcycle and incidentally, learnt to ride on the prototype around the works yard thus catching the two-wheel bug—but that's another story!

At that time the factory provided a comprehensive service to owners of BS cars including complete re-builds. Cars that had been standing through the war years were brought by their owners and left at the works for about a month. I recall that the average cost for total re-conditioning was about £400, quite a lot in those days when new cars (if you could get one) could be bought for around this figure—but the result was superb. It was always an exciting moment when an "as new" S4C or S4D drove out of the service department. Even more so when a 20/90 turned up. Only a handful of these fine cars were built just before the war each with individual bodywork. It was said that the Scottish Police ordered a quantity but cancelled due to the outbreak of war. I should be interested to know how many 20/90s have survived. I wish now that I had made an offer for the one at Liverpool—was it the 20/90 advertised about a year ago in MOTOR SPORT under a box no.? I wrote but did not get a reply.

Basingstoke D. H. FREEMAN



The 20/90 British Salmson referred to by Mr. D. H. Freeman.

Early Circuit Races

Sir,

Further to Mr. Maycock's interesting observations on "the first circuit race ever", may I try to shed some more light on the subject? The Narrangansett Park track race outside Providence, Rhode Island, was held on September 7th, 1896, as a virtual sideshow attraction at the Rhode Island State Fair. A. H. Whiting drove the Riker electric to which Mr. Maycock refers, and reputedly he covered five laps of the dirt course—which was only one-mile in circumference—in a time of 15 min. 1.75 sec., to average around 24 m.p.h. The Circuit des Ardennes of 1902 which Jarrott won for Panhard was held on July 31st around a circuit outside Bastogne, comprising six laps, to total some 318-miles, but other European circuit races *had* pre-dated it.

Discounting the earliest "there and back" races which might be considered as forming a "circuit of sorts"—down one side of the road and back up the other—the earliest closed road circuit race in Europe was the 1898 Course du Perigueux, run over one lap of a closed 90-mile loop on May 1st. The circuit ran from Perigueux itself through Musidan, Bergerac, Le Bugue and back to Perigueux, and the race was marred by the sport's first immediately fatal accident, suffered when the Marquis de Montaignac's Landry et Beyroux collided with M. de Montariol's Benz Parisienne within a mile of the start. Of the four crew members involved, two died, including the unfortunate Marquis. The race was won by G. Leys, whose Panhard averaged 23.1 m.p.h. for the 90 miles.

On February 18th, 1900, La France Automobile organised the Course du Catalogue, run over two laps of a 45-mile triangular course starting at Melun, then passing through Chatillon, Nangis, Valence-en-Brie and Le Chatelet on its return to Melun. Leonce Girardot made FTD on the inevitable Panhard. Four days later the rather more important Circuit du Sud-Ouest race was held on a 209-mile loop starting and finishing in Pau, but as a one-lapper I guess that has less novelty interest than the Perigueux event, two years previously.

On Mr. Orpin's letter about Brabham's Indianapolis venture with a 2.7 Cooper-Climax in 1961 he was absolutely right, but the Australian actually finished ninth, averaging 134.116 m.p.h. and covering the full 200-lap distance. But as early as 1913 Albert Guyot placed a Sunbeam fourth in the "500", when of course a European car set what was to become a fashion of winning America's major race.

Surely the earliest British attempt on the "500" after the Second World War was R. M. W. Arbuthnot's journey there with a "semi-stock Lagonda sports car" in 1946. The car was damaged *en route* to the speedway, and could not be repaired for Qualification Day. If my memory serves me right, didn't Leslie Brooke also attempt to qualify the dreaded E-Type ERA for the 1947 Indy race?

Farnham DOUG NYE

V-E-V Odds & Ends.—We are informed that the 5th International Veteran Car Rally, the Ostrava 75, is to take place in Czechoslovakia from June 27th to 29th for cars of all ages down to 1940. Entry forms are available from the Veteran CC Ostrava, PO Box 139, 728 39 Ostrava 1, but with the prevailing cost of motoring one wonders whether anyone will go from this country. Having hired a pre-war Standard tourer with pre-selector gearbox, when his 1926 Clyno sheared its magneto-drive coming home from Silverstone in the 1950s, which he regarded as a rare model even then, the Editor was interested to see a 1933 Standard Big Nine saloon with this kind of transmission advertised for sale in Hampshire recently. Curiously, it was from the magazine of the enthusiastic Malaysian and Singapore Vintage Car Register that we learned of Hugh Bergel taking his re-test with the Advanced Motorists Association in his 1926 Type 35 GP Bugatti, giving hand signals and pumping up pressure with the Examiner beside him. Not only did he pass, but the Examiner said he enjoyed the ride, having happy memories of being in the Police Force when they kept a 4½-litre Bentley at Hendon Police School.

VW GOLF—continued from page 359

comfortable, was easy to understand when setting it and demisted the screen well; it is supplemented by adjustable facia fresh-air vents with, above them, small side-window demisters. There is a 2-speed heater fan. The warning lights are behind extremely neat little oval windows on the instrument panel.

Stowage for the smaller objects is provided for by a small lockable cubby which has an interior light with its own little switch (not working on the test car), a divided open-well ahead of the gear lever, and the shelf at the back, which is felt-lined. The rear-hinged bonnet has to be propped open: its release lever is on the n/s. The engine is an o.h.c. 76.5 x 80 mm. (1,471-c.c.) four-cylinder unit giving 70 (DIN) b.h.p. at 5,800 r.p.m. on an 8.2 to 1 c.r. It is mounted transversely towards the o/s, to accommodate a normal gearbox extending from it. It is set at an angle; the long-stroke configuration is unusual for VW. Recommended speeds in the lower gears, marked on the speedometer, are 25, 40 and 66 m.p.h. The dip-stick is rather buried but the six-cell VW/Audi battery and the plugs are very accessible. The radiator is behind a straight-line grille that carries a big VW badge. No engine could have started more promptly from cold, on the automatic choke.

The cornering power of the Golf is notable but the suspension, coil-spring strut with wishbones in front, torsion-bar trailing arms at the rear, with telescopic dampers intruding into the body, gives a lively ride unless the road is smooth. The higher-range Golf models have light servo disc/drum brakes, which functioned well but were inclined to squeal. There are no reversing lamps.

The fact that the engine expects to be fed with 91-octane petrol was a pleasant surprise, as this represents the least-expensive two-star. Moreover, I was able to obtain 36.6 m.p.g. and as the tank holds 9½ gallons, the range is comfortably over 340 miles. The tanks filler on the o/s has five large finger grips. No oil was consumed in over 1,000 miles.

In appearance this Golf could not be less Beetle-like. But it was generally admired for its crisp manx-tail styling, although some people thought it was a Fiat or other Continental. The test car was shod with Uniroyal "Rally 180" tubeless radial 155 SR 13 tyres. Fourteen fuses protect the electrical system. Top speed is mostly of academic interest in these pale-blue times but the Golf 1500 should do "the ton" under favourable conditions, and its acceleration is excellent for its type. In top it pulls away from 25 m.p.h. It has a few affinities with the old VWs and while there are far more rivals to challenge it than the Beetle had, the Golf is such a very likable little car that it is worthy to carry on the great reputation established all those years back by the Beetle. As I said, I like it, and can well understand its sales success in Germany. It sells here, in 1500 LS form, for £1,798. Servicing at 10,000 miles (oil change and check-over at 5,000 miles) offsets a rather high price. There is a socket for electronic servicing fitted to each car.—W.B.



The Golf has versatile caddying facilities.

NOTES ON THE CARS—
Continued from page 358

the original design of the 007 series of Tyrrell cars. The reasons for this move were two-fold, to avoid any further troubles and unreliability experienced last year, and there having been no obvious or visible advantages gained from the inboard mounting. The other backward step on 007/6 was the use of coil-springs at the rear in place of the longitudinal torsion bars of the original design layout. Scheckter was convinced of the superiority of the new car over the old ones, and demonstrated the fact by improved lap times, but how much was due to driver psychology we will never know. In all events he won the South African GP with 007/2 a car thought to be obsolete, so the Tyrrell designer should now be well and truly confused. The two earlier cars, 007/2 and 007/4 were modified to coil spring rear suspension, in place of the original torsion bars, the former car being tried briefly on the torsion bar springing before being finally altered.

March Engineering had their 1975 Formula One car out for the first time, this being 751/1 and though it looked similar to the 1974 car it was actually entirely new in design. The monocoque chassis was a tidier and better design than the previous car, the suspension had altered geometry to try and keep pace with tyre design, though the layout was unchanged. The bodywork was slightly different, and hopefully, better in shape, and the rear aerofoil was mounted on a single central stalk with a more conventional shape compared to the vast 1974 structure with huge sideplates. Brambilla drove this new car which has temporary over-size side-mounted radiators and the Italian girl Lella Lombardi, appropriately sponsored by Dorian Hats, drove the 1974 car, 741/2-4. The thinking behind the new March was to design the car down towards Formula 2, rather than up to bigger and heavier Formula One cars. Tests were made using smaller F2 wheels and tyres, hoping to increase maximum speed by reduced drag, but any advantage was lost by a reduction in cornering power on the smaller tyres.

The UOP Shadow team produced their second 1975 car, DN5/2A, for Pryce to drive, Jarier retaining the original 1975 car, and Graham Hill's Lola team produced a new car which was an improved version of the 1974 Lola Type 370, being a bit lighter and having a different weight distribution. This new car was HU1 in the T371 series, and was driven by Stommelen, while Hill virtually demolished HU3 of the T370 series, in his practice accident. Brabham, McLaren, Surtees, Williams, Hesketh, Penske, Parnelli and Fittipaldi were all using the cars they had raced in South America, while BRM produced another multi-coloured car, this being P201/02.

Finally there were the two brand new Ferraris, numbers 018 and 021 in the 312B3 series, but numbered T1 and T2 to indicate that they were the new transverse gearbox models. They have been referred to unofficially as 312T models, just to confuse the issue. To the casual glance these new Ferraris look like the 1974 cars, but closer inspection reveals that just about every component, major and minor, has undergone a redesign. The two major concepts which have changed are the lowering of the centre of gravity and the moving forwards of the Polar Moment of Inertia, two factors aimed to make the car more "nervous" in its reactions, but able to be driven closer to the limit of adhesion, providing the driver has the necessary ability; also the new car should be capable of changing direction more suddenly, with fewer undesirable reactions. To achieve this end the entire transmission layout has been redesigned, with the gearbox cluster ahead of the final-drive gears, instead of behind them, and in addition the gearbox shafts now lie at right-angles to the centre-line of the car, instead of parallel. This transverse layout makes for a very compact gearbox between the engine and the final-drive, and accounts for the new model being referred to as T, for *transversale*. The successful flat-12 engine is retained, with its water radiators at the front end of the monocoque, just behind the front wheels, one on each side, while there is an oil radiator in each side of the monocoque, just ahead of the rear wheels. The "rocker-arm" independent front suspension has undergone a complete redesign, with much longer arms operating the inboard coil-spring/damper units, these units being inclined inwards at their top ends. The spring bases and rocker-arm pivots are on a magnesium casting bolted to the front of the aluminium monocoque, which itself has reinforcing steel tubes inside it, and levers from the rocker-arms operate a tiny anti-roll bar which uses the torsion-bar in a torsion-tube principle to get the greatest effect in the smallest space. Entirely new hubs and wheels are used all round, the hubs running on very large diameter ball races, some six inches in diameter, these large races demanding new hubs, wheel centres, hub nuts and, of course, new large hub-nut pneumatic spanners. The aerodynamic aids to stability were not altered unduly, retaining the separate full-width aerofoil, mounted ahead of the "winkle-picker" nose cowling, and orthodox centrally mounted rear aerofoil, while the very tall and thin air collector box was changed only in colour, not in shape, and the cockpit surround now carries a Scuderia Ferrari badge on the side. In practice Lauda crashed 018 and ripped open the left side of the monocoque but it was patched up in time for the race, though 020, the latest of the normal 312B3 cars was available as a stand-by—D.S.J.

THE NEW 18/22 SERIES AUSTIN MORRIS RANGE

British Leyland's Most Significant Advance?

A FEW DAYS ago the British Leyland Motor Corporation announced a new range of Austin and Morris cars, with a Wolseley top model, on which they place the highest hopes. These new 18-22 Series cars are based on the former large models sold under these brand names, but have been entirely re-styled and redesigned generally, for penetration into the Home and World markets in the medium-price sector of, as BL put it, "spacious, comfortable and quiet saloons".

These new BL cars follow the transverse-engined, front-drive concept made possible for the BMC so many years ago by the brilliant work of Sir Alec Issigonis, and they use the Hydragas inter-coupled suspension developed, especially on the Austin Allegro, by Alex Moulton. Others closely associated with this ADO 71 project are Charles Griffin, the Engineering Director, Ray Bates, Engineering Operations Director, Tom Penny, Chief Body Engineer, who designed the new wedge-nosed body, Harris Mann, Exterior Stylist, and Fred Ellis, Project Controller at the Swindon Body Engineering Plant. Bernard Bates has the task of selling these new big BL cars, as Director of Marketing, under Keith Hopkins, Managing Director of Austin Morris, with Lord Stokes steering the ship.

The Explanation

The reasoning behind the ADO 71 can be expressed as follows: The main objective, say British Leyland, was to make substantial progress, in practical terms; to offer something better than had gone before without losing any of the very good points their predecessors had possessed. There was the smoothness and refinement of the old Austin Morris 1800, its notable roadholding, and the generous space it offered inside. But undeniably it had been overtaken by progress—it lost out on three major counts: styling, boot space and the upright or "bus-driver's" driving position. The ADO 71 concept represents a big step forward for the classic British Leyland front-wheel-drive, transverse-engined formula. It is an interesting mix of well-established ideas and new concepts in safety, developed by British Leyland in its research programmes. The biggest departure is in the body. The new body is claimed to be very strong, with a high torsional stiffness. With a strong base it was possible, as in the old 1800, to dispense with any rust-prone front and rear subframes and achieve a better ride and improved roadholding. Ways were found to reduce the level of noise transmitted from the engine and transmission, and road rumble has been lessened. The more conventional driving position preferred today has been achieved without any compromise in interior space. Another task here was to provide the best possible ride and to ensure that the roadholding capabilities were in keeping with the rest of the car. With some confidence, in the light of development experience with Allegro, BL used Hydragas interconnected suspension for the ADO 71, and have gone to considerable trouble to relate the seating characteristics to those of the suspension. They think that benefits in ride quality show immediately the car starts to move. The front suspension linkage incorporates lessons learned in development, with the robust suspension cross-member firmly welded to the body structure. The rear suspension closely resembles that of the Allegro and here again the emphasis is on simplicity and control over movement.

The Hydragas suspension units are fundamentally the same as those of the Allegro but with important adjustments to the damping. In the two years since the Austin Allegro was introduced, BL say they have learned a very great deal about tuning this Hydragas suspension to get the characteristics they need. They now understand much more about the design of the internal dampers in the units and about interconnection between front and rear units and orifice sizes. As an example of the care taken to tune out harshness, they mention that they are using a slightly narrower wheel rim with a specially developed fabric radial tyre, and have now much more responsive handling, and improved roadholding, but without the harshness, which is the usual penalty.

The two engines offered are the well-known four-cylinder 1,800-c.c. and a six-cylinder 2,200-c.c. power unit. Both have benefited from considerable development work over quitē a number of years, says Ray Bates. Based on the long-lived, reliable and economical British Leyland "B"-series engine, the 1800 has push-rod overhead valves and drives through a four-speed all-synchromesh gearbox. "Many manufacturers talk cheerfully about the way they develop their engines, but I would say that in its long history the 'B'-series unit has been given more attention than most" is Mr. Bates' way of disposing of this use of push-rod and long-lived, long-stroke iron engines. "It has a convincing background in competition and is used in vehicles as varied as medium vans and sports coupés. Variants used in racing and record-breaking have been tuned to outputs far above those offered in this case—and with considerable reliability", he continues. To make these engines suitable for today's environment, with its concentration on legislation against emission and with the possibility of lead-free petrol being introduced, particular attention was paid to the cylinder head, and this has resulted in somewhat smaller valves than those previously used. Quite apart from the immediate objective, which was to make the engine capable of operating on lead-free petrol, this has apparently given secondary benefits of greater flexibility. The induction arrangements, too, were carefully arranged, with a thermostatically-controlled 'flap valve to control air intake temperature. BL claim that, although emission control has been achieved, these engines are more efficient than ever.

"The six-cylinder 'E'-series unit is one of the most flexible of all modern engines, developing its maximum torque low down, and it is equipped with two of the very clever SU HIF carburetters, designed to maintain the mixture at an optimum despite all variations in ambient and vehicle temperature", reports Mr. Bates. "I should draw your attention to the car's high gearing", he says. "We pull a top gear as high as 3.8 to 1 [3.72 on manual, 3.83 on automatic cars.]. This, of course, makes for exceptionally easy cruising with good economy and is partly due to aerodynamics. With this aerodynamically clean car, we were able to provide an acceptable compromise between high-speed cruising and acceleration through the gears."

So far as the new body is concerned, given the agreed package and advanced styling, BL had to increase stiffness and save weight. They had to assess the effect of stringent International safety legislation. Passenger



The Morris 2200 HL version of the new BLMC 1800/2200 cars. The wedge-shape body completely alters the appearance of cars which follow generally the Issigonis conception, with transverse-engines, front-wheel-drive, gears in the engine sump, and Hydragas all-independent suspension. The grille before the frontal radiator, seen here, is that of the Morris range.

comfort allied to good ergonomics, serviceability, easy repair and replacement of components, were prime considerations. Some of these requirements meant the car would be slightly longer than the earlier 1800/2200 range. That was considered acceptable. Front-end crushability in accidents was improved. Servicing and accessibility to engine components has been tremendously improved, while luggage accommodation has improved by 11%.

Tom Penny says: "We did not simply add accessories for the sake of it or to claim we had the most comprehensive sales brochure specification. All accessories are functional and necessary to the comfort and safety of driver and passengers. The seats were not only designed to harmonise and be compatible with the Hydragas suspension, but to ensure that the driver, regardless of stature, can ensure his or her eye level is in the correct position for safe driving. There is generous seat travel fore and aft, a reclining squab for correct back angle, and seat height adjustment.

"The heater is a good example of detail improvement. We set out to provide quite simply the best heater on the European market. We were able to do it because we're rationalising within British Leyland, and it is a heater that is to be adopted for cars built by Rover and Triumph. We wanted to ensure it keeps the back-seat passengers as warm as those in the front. The temperature at the rear seat is within a couple of degrees of that of the front throughout the temperature range. A basic requirement was that it should be capable of moving a bigger volume of air. The air flow is most carefully calculated. It can change the entire volume of air in the car in two minutes. We've tried to be practical, too. Fresh air heaters are a very good thing, of course, but there are times—stuck behind a smoky diesel—when you don't want to draw air from outside. You can close the vents and recirculate air inside the car, and you have a choice of three heater-fan speeds.

"The brief", explains Harris Mann, "was to design a spacious family saloon with styling advanced enough to last right through the 1970s and beyond. I was to exploit to the full the unique advantages of British Leyland's front-wheel-drive, transverse-engined concept. Despite its advanced styling, it was to have as much space inside as its predecessor. It was to be easy to enter and leave and to possess a structure fit for every foreseeable safety and impact regulation. Finally, the aerodynamics were to be good, for reduced noise, good high-speed stability and low fuel consumption. I saw it as the third stage in a programme to get away from the sedate image of our quantity production cars. The 1300 and the old 1800/2200 were all based on the same Mini concept and blown up in size accordingly, like a photo enlargement. Despite their practical merits, and their purposeful character, they were not particularly attractive.

"What we wanted to do in breaking away from that old image was to take it in easy stages: not to hit the public between the eyes with it. Marina's styling was clean and simple, just to get the ball rolling. The Allegro was more advanced, this new ADO 71 saloon even more. We're not trying to be either transatlantic or European. The Americans are big and ornate and the proportions are wrong for what we're trying to do.



A three-quarter rear view of the new ADO 71.

We're not trying to be Europeans. There's a sharp edge to European styling that I try to avoid. The object was to be International in appeal, but to retain our own identity. The car is not a crib of anyone else's, but I am glad to see we appear to be moving forward on lines other successful makers are travelling. Certainly, we're all influenced by the things we see on the stands at the International salons—the dream cars, I suppose. In this case the start for me, as I think it was for other designers today, was the sports-racing body. But sports-racers are pure function vehicles and if there is a particular shape on them that can be adapted to practical production models, then it must be a good thing. We started thinking that way on the Allegro, pulling in all the corners, cutting the air traps and pockets, trying to curve it in. People knock the stylist, but he's also there to knock off the unnecessary bits and pieces. He can make a car more efficient at piercing the air as well as giving it the character he wants, whether it be eager or sedate.

"The effect that I wanted to get was that the car was firm and eager. Built with its wheels out to the full width of the body, sitting firmly on the ground rather than pouring over the wheels as American cars do. We went into the wind tunnel with quarter-scale and full-size fibreglass models. There was originally a deep spoiler on the rear roof lip, but it was too successful, creating too much down-force. Of course, that creates extra drag we can do without. So we smoothed the lip out, leaving just enough to give us the down-force we needed for stability. I don't know a great deal about experimental aerodynamics but have enough grasp of the essentials to interpret what the aerodynamicists tell us. There was a lot of detail attention at the front end. We had tried to find a compromise between the sloping front we wanted for the nose and the requirement to pass enough air through the radiator to meet all engine cooling needs. So the shape beneath the front bumper and the shape of the top surfaces of the bumper itself were modified as a result of wind-tunnel testing. Models suggested that the car would be very clean, with 0.350 co-efficient, but the actual car was just over 0.404, which places it amongst the better large saloons. It should be economical and stable."

So British Leyland spent some time toying with balloons while the Austin Morris 18-22 Series bodies were being developed by the team of engineers led by Fred Ellis. "Balloon" is the name engineers give to the three-dimensional shape traced out by their computer when they feed in the information about the way the front wheels of a car move as they go from lock to lock and up-and-down, on full bump and rebound. The balloon-shaped trace is used to design a structure giving adequate clearance between the wheels and the body structure. "In the past", says Fred Ellis, "it was a painstaking, laborious task occupying a senior designer for many weeks. The computer achieves the same result in one day." This was just one of the many computer applications involved in the design of the 18-22 Series. There are many others. For the body engineer working on cars, accurate construction is a constant objective, and this is particularly so in the case of the tautly-profiled 18-22 Series, the bodies for which are built at Cowley. "Modern body production techniques demand accurate panels and simple assemblies to ensure an uninterrupted, smooth flow of bodies along the assembly track. We know from experience that if a component can be assembled the wrong way, someone will find that way", says Fred Ellis. "We try to design everything so that it is clear, simple and foolproof."

The project started with the completion of a full-scale clay model in the Styling Studio at Longbridge, which was presented to Fred Ellis's team. The structure was then developed with the use of advanced computer-aided design (CAD) techniques to produce a body meeting all the requirements of rust prevention, safety legislation, controlled crushing and barrier impacts, but also built to the requirements of sub-assembly and gate-line assembly methods on the shop floor.

"We particularly wanted a clean structure. Under the bonnet the engine compartment was designed with the minimum amount of bracketry for ancillary equipment", says Mr. Ellis. The front suspension unit is a unitary part of the body construction, dispensing with the need for a subframe. The tight machining tolerances required on this unit caused many headaches on the production line. "We were able to permit the assembly people on the shop floor no concessions", explains Fred Ellis; "at pre-production, every time they came to us and asked for some latitude we said 'no, you must get it right'. And, of course, they did."

Another example of a production problem

neatly solved is the rail that runs across the body at the rear to strengthen the area immediately below the rear window. It is a slender pressing and well perforated to permit the car's high-flow ventilation system to work effectively. Tighter control of spot-welding and consistency of weld position is maintained by the use of advanced techniques such as the programmed Unimate automatic handling device adapted as a welding tool. "Now we have the most accurate spot-welding on a component that is not distorted despite the considerable amount of heat generated", says Fred Ellis. The Cowley plant's ALPHA computer was used extensively for the development of this body. Sensors moving over the clay model's surfaces turn its contours into digits to enable all skin surfaces to be reproduced accurately. The read-out is reversed from one side of the body to achieve a "mirror image" on the other.

As Director of Marketing at Austin Morris, Bernard Bates is responsible for policy decisions about marketing the new 18-22 Series. He says that the new Austin Morris 18-22 Series was conceived and developed in a very different climate from that of today. "I neither intend nor feel the need to make excuses", he remarks. "By chance, a product aimed at a market in particular circumstances may suddenly be confronted with a very different set of conditions which actually enhance its position in that market. In the new 18-22 Series the combination of economical engineering with this new, stylish and aerodynamic body shape, has resulted in a car which has achieved some truly satisfying fuel consumption figures. We are introducing a new car in a luxury market which will also prove extremely economical to run—in effect the ideal car for the executive in today's market conditions. The Mini was launched in 1959 and the sales record to date proves that the public still places it in a position far ahead of any of its rivals."

It is the declared intention of Austin Morris to produce cars with a high specification, and worthy of a quality reputation. The new 18-22 Series was developed with these objectives very much to the fore. The new models are not cheap, but they are a highly equipped range which offer excellent value for money. The design of the new cars means that they do not possess the external bulk of some of their competitors. But they do derive from the transverse engine, front-wheel-drive layout a degree of interior space, both for passengers and luggage, which assure its status as a large car. It is confidently expected that the new model line-up will retain the bulk of its previous 1800 and 2200 customers and at the same time provide a viable alternative to any of the top-of-the-range models from both domestic and imported major manufacturers. It is still very much a part of Austin Morris's policy to provide its customers with the latest in automotive technology.

"You say we are renowned for that", said Mr. Bates. "In that case we feel we are justified in drawing the attention of the public to other features of our cars: style, space, economy, performance, handling, value for money. But, of course, these are all benefits of technological progress. The philosophy of Austin Morris has never been innovation for its own sake, but only to provide the best possible product. We feel that the public is now sufficiently aware of the advantages we derive and offer from the mechanical format used in the new range, to appreciate that in terms of handling, ride, interior space and so on, the 18-22 Series will set new standards in this area of the market.

"The top of the Austin Maxi and Morris Marina ranges", explains Mr. Bates, "are both competing in the same area of the market as the 1800 version. As the situation is, there is a very wide choice within our own model ranges in this area of the market. There is the eminently practical f.w.d. Austin Maxi, the conventionally-engineered Morris Marina, and the new Austin Morris 1800 version of the 18-22. Each will suit the precise and particular needs of those who choose them. The HL variants of the new range are aimed directly at the executive market to which a dual-purpose car is less likely to appeal. No compromise has been made in the standard of quality and finish of these models. We foresee a continuing and steady market for these large luxury saloons, although we anticipate that in this area there will be a noticeable movement to slightly smaller models with improved economy—akin to that in fact achieved by our new 18-22 Series."

The Assessment

Just over a month before the release of the ADO 71 I was allowed to drive a High Line version of the Morris 2200. I cut my teeth on the Issigonis Mini concept back in 1959 and subsequently had less satisfactory service, but enjoyable motoring, from an early Morris 1100. I liked the idea of these safe-handling, spacious cars getting bigger and was enthusiastic about the first Austin 1800, even if a loose exhaust-flange did its best to gas me on the eve of one of BMC's Motor Show luncheons, where I had been placed to sit next to the car's designer! So I come to this important new British bid for World sales with some experience of the kind of car ADO 71 is, and willing to be convinced.

The Morris 2200 HL engine is the same as that introduced in 1972, with a stroke (81.28 mm.) just over 5 mm. greater than the bore (capacity= 2,227 c.c.), and block and head made of cast-iron. The overhead camshaft is chain-driven and carburation is by twin SU carburetters that require a manual enrichener for cold-starting. But this non-crossflow, 7-bearing power unit is very smooth and, in spite of ADO 71's high gearing, pulls away untroubled from about 17 m.p.h. in top gear. It is claimed to develop 110 DIN b.h.p. at 5,250 r.p.m. and 125 lb./ft. torque at 3,500 r.p.m. (Although this was the HL model, there was no tachometer.)

Although there is still some movement detectable if the throttles are opened roughly, revision of the engine mountings, which are of rubber pot-type at four points, with die-cast aluminium brackets bolted to the body front cross-member and to the bulkhead cross-tube, has eliminated the excessive torque-snatch which mars the Allegro.

I was able to drive this new car more than 600 miles in the few days it was allocated to me and the further I went, the more I liked it. It is at its best at reasonably brisk speeds and it is a tragedy that our prevailing speed-limits scarcely enable the 2200 to exert its maximum appeal to the driver.

I did not take any performance figures but BL claim 0-60 m.p.h. in 13 sec. from the manual gearbox 2200s and a top pace of 106 m.p.h. That gives a quick measure of potential but is far from the whole story. The extremely high qualities of road-holding, cornering and comfort are the outstanding aspects of this new 2200, as they were of earlier models. The power-assisted steering that is standardised on the HL versions and on the Wolseley is very light and emits mild hydraulic hisses at times. At first I thought it too light but I became used to it; I think, however, that even at 3¼ turns, lock-to-lock, on a car with a 40-ft. between-walls turning circle, it is just too low-geared for the best exploitation of the very high, safe cornering speed of the car. But as it is rack-and-pinion, there is no lost motion. The Hydragas suspension seems quite hard, so that very noticeable bump-thump occurs at times and normally rough roads produce a very slight tremor through body shell and steering wheel. The level ride is not quite in the Rolls-Royce or Citroën class but overall this is very acceptable suspension, combining low-roll cornering characteristics with a considerable degree of general ride comfort. Ground clearance might be better, for my unmade drive caused something, perhaps the fuel tank, to graunch once or twice, whereas most cars, Lotus Elan and Maserati excepted, negotiate it without anxiety.

The Morris engine emits subdued sounds of enthusiasm but cannot be called in any way noisy; to get the best out of the car the gear-lever should be freely used. The "C"-series four-speed all-synchromesh box has a stubby gaitered lever with quite long movements. It functioned slightly stiffly, in this car that had run some 2,600 miles, but was precise and nice to operate. Reverse is guarded by having to lift the lever to engage it and tended to baulk, if hurried unduly. The hydraulically-operated SDP Belleville 8¾-in. clutch is light and smooth. The brakes, which are dual-circuit servo type with four-caliper discs at the front and drums at the rear, work extremely lightly and are very effective; only a rather long pedal travel makes them seem insensitive until one has grown used to their feel. The central hand-brake is well located. There was very little servo vacuum in hand with the engine off and the brakes squealed very loudly when used lightly.

The new driving position is excellent, the quite small one-spoke steering wheel set low, and vision enhanced by the steeply-sloping screen pillars and recessed wiper blades. The driver can adjust his seat for height as well as the usual positioning and the comfort-level is commendable. The seat slid stiffly, under a lifting bar catch. The Ambla upholstery has the appearance of leather. The wide facia has a hooded section that takes in not only the somewhat recessed instruments but the heater panel, which incorporates a cigarette-lighter. The speedometer reads to 120 m.p.h. (and in k.p.h.) with figures at 20-m.p.h. intervals, and is matched by a big clock with seconds-hand and a combined fuel, heat and battery gauge, all very easy to read. Outboard of the dials there are some fumbly flat-ended switches for putting on the side- or head-lamps, rear-window heater, two-degrees of brightness for the panel-lighting, which also illuminates the heater levers, the hazard warning lights, and the warning light for a hydraulic brake-failure check. Two steering-column stalks control, from the r.h. one lamps beam, lamps flashing, horn and turn-

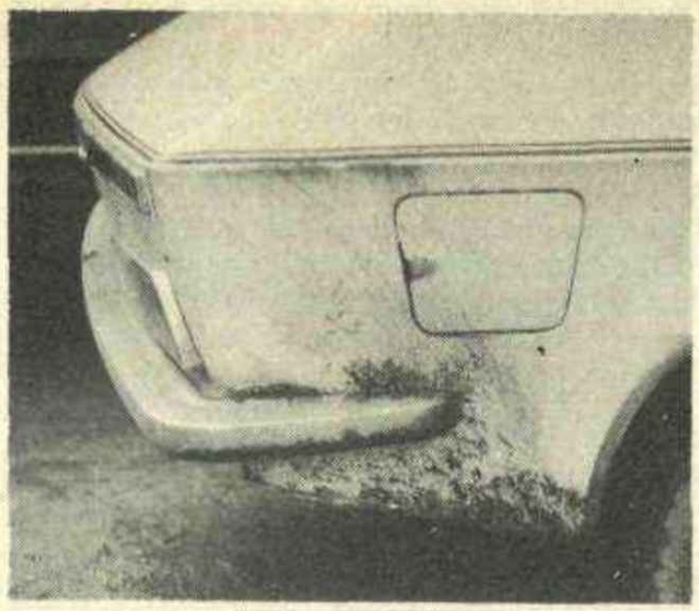
indicators, from the l.h. one the two-speed wipers and washers, with a single-wipe action as needed. A clear view of the instruments and the amber, blue, red and green warning lamps for the usual services is obtained, as the steering-wheel spoke is two-thirds down the diameter, in the straight ahead position. There are deep vizors and a vanity mirror. The rear-view mirror was apt to vibrate. The doors have good two-position "keeps" and quick-action window winders.

The heater provided plenty of warmth but I had to adjust it to car speed and for demisting. Central and side vents admit cold and hot air, respectively, as required, and look after demisting of the front side windows. There is a three-speed heater fan, to promote great blasts of ventilation. Stowages consist of under-facia lined shelves for driver and front passenger, a lockable cubby-hole of decent size, and a small open well ahead of the gear-lever. The lid of the cubby drops but does not lie quite flat, as would be useful for picnic glasses. One item that I didn't like was a flashing and clicking little man with a belt across his torso, who remains there until both front-seat safety-belts are plugged in—as if Lord Stokes is prompting compulsion! The choke-cum-hand-throttle lives one side of the steering column, the ignition key on the other side.

Opinion about the new body shape must be personal. I thought it nicer from the wedge front angle than from the rather wide rear-quarters, and could have done without the lining that comes to a point on the scuttle sides. It has wide doors, which shut quietly but tend to bounce open, flush-fitting internal handles, sill locks, and a lockable boot, which has no internal illumination. The boot is enormous and flat-floored, and with the Dunlop Denovo tyres no spare wheel is carried. The body slopes downwards towards the front, and reversing is none too easy, but otherwise driver vision is good. The fuel tank capacity is quoted as 16 gallons. The substantial cap requires a key to close it and is under a flap which gets covered with mud in bad weather, as do the sills of the body. The fuel range was 260 miles to the gauge going to the reserve indication, after which sufficient Esso remained for another 99 miles. The test-car was fuelled originally, and lubricated, by Shell. A consumption check I made, using Jet 4-star, gave 25.4 m.p.g., under rather gentle conditions, in fog, but including a cold start.

The restyled nose has left a great deal of room on both sides of the transverse engine, to facilitate servicing. The bonnet releases easily and stays up on its own, supported, like the boot lid, by two struts. Dip-stick, plugs, Lucas 190 amp./55 amp./hr. P240 Aqualok battery, etc., are absolutely to hand but the engine is vulnerable to road dirt, the coil and starter especially so, although, of course, properly sealed. About half a pint of oil had been consumed in 820 miles. With the heater on, it is inadvisable to stow chocolate in the cubby hole.

To sum up, this car on which so many British hopes must rest is exceedingly pleasant, especially for covering long distances quickly. Wind noise is low, you can corner it as fast as you dare and it would be safe at even higher speeds; it is comfortable, spacious enough to be a VIP's mini-limousine, crisply styled, and it rides comfortably. Traces of its ancestry remain, in the slight torque-reaction



ADO 71 users are advised to let service station attendants open the fuel filler flap for them, because it, and the door sills, are apt to retain thrown-up mud.

from drive to over-run between engine and body shell, and in slight gear-whine heard on the over-run at low speeds. But everything the older 1800s did so well the new 18-22 Series car does better. Drive the Morris HL along a road like that from Bridgnorth to Knighton *via* Clun, for instance, and you get a glimpse of what a fine car this would be for long untiring Continental journeys. It has a smoothness and eagerness peculiar to it, and which are very pleasing.

Apart from the model I tried, there are the four-cylinder 1,798-c.c. "B"-series push-rod o.h.v.-engined cars. These have the same "C"-series gear cluster and all manual gearbox cars have a 3.72-to-1 final drive, giving 18.8 m.p.h. per 1,000 r.p.m., or 18.3 on Denovo tyres. A very wide frontal radiator is used, with a thermostatically-controlled electric fan ahead of it, on the six, and all cars have revised damping and spring rates for the Hydragas suspension. At the front the mounting is as on the former Hydrolastic 1800, and at the rear Allegro design is followed. Special nylon-cased, low profile 185/70 SR14 Dunlop radial-ply tyres are used, but Dunlop Denovos, as on the test-car, are an option. The body is 9 in. longer than before and has 11% more luggage space, at a quoted 12.56 cu. ft. The body shell has electrophoretic primer, wax injection of box sections, and is undersealed over 73 sq. ft., to defeat rust, apart from multi-coat painting, and the wheel arches have moulded plastic liners. The 2200 has a kerb weight of 2,638 lb.

It seems that only the Wolseley 2200 has a boot light; it also has an under-bonnet lamp. The Austin range has a straight radiator grille, the Morris cars an oblong grille-centre, while the Wolseley has its own traditional grille. There are fully-reclining front seats with 240 cushion settings, and optional head-restraints, which are set too far back. There are detail differences between the 1800 and 2200 models and the top-trim Wolseley. Austin versions have q.i. trapezoidal headlamps, the others using four round $5\frac{3}{4}$-in. tungsten lamps, for instance. All have two external mirrors and there are ten colour and three trim options. Power-assisted steering is available for all 1800s, and laminated screen, tinted glass, metallic finish, and Borg Warner 35 automatic transmission for all models. Radio, a Radiomobile on the test-car, is another option, but standard, with most of the options, on the Wolseleys. The 1800 manual gearbox model is said to do 0-60 m.p.h. in $15\frac{1}{2}$ sec. and to have a top speed of 98 m.p.h. A good owner's handbook has been prepared.—W.B.

N.B.: If prices are quoted for these new BL cars before we close for press, they will be quoted elsewhere.

A Good Idea

As one can receive a summons for driving a car with incorrect tyre pressures, a device for indicating on each tyre valve the pressure at which a particular tyre should be inflated seems a useful idea, especially for fleet operators or those whose cars are used by other people. It consists of a set of four valve dust-caps with magnifying tops, beneath which can be inserted discs inscribed with figures indicating the tyre pressure. The caps have rubber extensions for securing them to the valve stem and press-out numbers are provided on a sheet which covers pressures from 16 to 32 lb./sq. in.—four of each. (Other figures can be supplied.) These fittings are called Tyrcap and they are made by Europat Marketing, Hampton, Middlesex.

News of Forthcoming Books

Books to be expected later this year include one about Jaguar sports-cars, one covering British light cars of the rather unlikely period 1930-1939, and Richard Crump's Maserati history. An Allard history is also in the offing, and the Scott motorcycle book is expected soon.—W.B.

The Oakwood Press has added "The London 'Routemaster' Bus" by J. S. Waystaff and "Military Traction Engines and Lorries—1858-1918" by R. W. Kidner to its historical series of soft-cover books. Both cost 90p, from Old School House, Tarrant Hinton, near Blandford, Dorset, the publisher's new address.

RALLY REVIEW contd. from page 357

efficients varying between 1 and 4. Furthermore, points are scored by drivers, not by makes, so there will have to be careful and strategic planning of entries.

It is always sad to see a competitive team drop out of the world's premier series, but under the circumstances we can only agree with the decision to turn an in-fighting spearhead into a doubly competitive fork. After all, both teams will continue to function, and that is the important factor.—G.P.

SWEDISH RALLY
GENERAL CLASSIFICATION

1st :	B. Waldegård/H. Thorszelius (Lancia Stratos)	7h. 19m. 46s.
2nd :	S. Blomqvist/H-E. Sylvan (Saab 96 V4)	7h. 21m. 32s.
3rd :	S. Lampinen/S. Andreasson (Lancia Beta coupé)	7h. 31m. 22s.
4th :	P. Eklund/B. Cederberg (Saab 96 V4)	7h. 33m. 13s.
5th :	I. Carlsson/C. Billstam (Fiat 124 Abarth)	7h. 39m. 30s.
6th :	M. Alén/I. Kivimäki (Fiat 124 Abarth)	7h. 49m. 25s.
7th :	J. Haugland/A. Antonsen (Skoda S120S)	8h. 14m. 03s.
8th :	H. Svensson/J-E. Andersson (Opel Ascona)	8h. 27m. 20s.
9th :	R. Ahlin/A. Gustavsson (Volvo 142GL)	8h. 35m. 34s.
10th :	L. Andersson/L. Nyberg (Ford Escort RS2000)	8h. 41m. 02s.

58 starters — 32 finishers.



LOW TAR As defined by H.M. Government

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Showmanship and Stability the Key to NASCAR success



ALTHOUGH the National Association for Stock Car Auto Racing (NASCAR) has been an exclusively post-war development on the racing scene in the United States, it now holds a position of strength as one of the healthiest racing formulae in the World. In Europe, saloon-car racing has enjoyed great popularity over the past twenty years, but there has always been an underlying awareness that its role is that of a supporting formula, taking second place to the major single-seater and sports-car categories. By contrast, NASCAR, developing as it did from the multitude of small regional divisions at the start of the 1950s, has enjoyed a basic strength in its own right from its formative years.

Now it stands in its current buoyant situation, sustaining a 30-race Grand National Championship with full fields and crowded grandstands. What is more, the organisers rightfully feel sufficiently confident about the spectator appeal of near-200-m.p.h. "stock cars" to base one day's racing round a single event. With no frills, unnecessary embellishments and tedious supporting races on the same day, Daytona's recently hosted 500-mile classic attracted a record crowd of 120,000 people on race day. The previous three days were given over to various events for junior NASCAR categories in addition to the final round of the all-Chevrolet Camaro International Road Race of Champions, a splendid event finally won by Bobby Unser from A. J. Foyt in a side-by-side finish, but the Sunday was wholly given over to the 500 in a manner which MOTOR SPORT has long advocated for World Championship Grand Prix races. A fully fledged 500-mile race with a packed grid offered those American enthusiasts splendid value for money. We finished the day glad to have made the trip to confirm just how spectacular it all was.

Outwardly resembling off-the-shelf production cars, NASCAR saloons are in fact every bit as specialised and highly developed as any European single-seater. Close scrutiny of the Roger Penske-owned Coca Cola American Motors Matador, currently the most successful NASCAR car of 1975 with a win at Riverside, a win in its 125-mile preliminary heat at Daytona and second place in the 500-mile classic to its credit, revealed a standard of preparation and attention to detail which aspiring European teams could well take note of. The very fact that all the leading NASCAR machines are so strikingly similar in their construction bears witness to both firm and sensible regulations formulated by the governing body, and to the difficulty any one team faces in gaining an appreciable advantage over its rivals. A sensible and well-reasoned attitude to safety governs the fundamental design of the NASCAR racing saloon.

Penske has been running a NASCAR Grand National machine ever since the summer of 1972. Then, what was ostensibly a Matador from the outside was in fact a car built round a Holman and Moody frame, utilising Ford-based suspension and transmission: in fact it only retained the Matador's engine and body-shell. But this was a "short cut" to get the car running that season, the current Penske car owing much more of its design and construction to the present team and American Motors. The very fact that Penske was in a position to get his car running so quickly back in 1972 highlights the similarity and interchangeability of components between the various competing cars. There are some very specific requirements for NASCAR success and nobody who intends to win strays very far outside those prescribed limits.

The regulations governing the basic roll cage round which the cars must be built are substantial to say the least. Not only are provisions made for a rectangular roof hoop (to prevent the car's pressed steel roof from collapsing over any part of the passenger compartment) but the engine compartment and the boot enjoy similar protection: the latter area housing the 22-gallon fuel cell. Down either side of the car at sill level there must be a 2 in. by 3 in. steel box channel section to ensure that the floor panel will not distort in 200-m.p.h. accidents. The doors must be backed by a maze of steel rails on each side of the car to protect the driver himself from a sideways impact. The subframe on which the engine and front suspension are carried must conform to certain specified limits, as must the mounting for the driver's seat, safety harness and the integral fire extinguisher.

Lastly, as NASCAR Grand National saloons have their doors welded up, access to the cockpit is gained by the driver climbing through the window space which, naturally, has no glass or plastic. In consequence, whilst a degree of gymnastic ability may be required to climb into the car, it has been



Bobby Allison (far left) started the 1975 NASCAR season very successfully by winning the Riverside race in his AM Matador operated by Roger Penske (left) and then went on to take second place behind Parsons at Daytona. On the right is the start line-up with Donnie Allison's Chevrolet (88) flanked by Pearson's Mercury (21), with Allison's Matador (16) and Petty's Dodge tight behind on the second row of the grid.







Substantial roll cage within the AM Matador (above) emphasises just how seriously NASCAR takes the safety factor. The catch net can be seen folded down just to the left of the mechanic sitting in the driver's seat. Right, Allison in action on the banking. At the bottom of the page, Pearson leads Parsons, Petty and A. J. Foyt in a high-speed procession round the banking at Daytona.

known for people to fly out of wayward racing cars with far greater ease, and a tough catch net is fixed on the driver's side. This regulation also helps to stop the driver being injured by flying debris from another accident, but was primarily developed as a result of Richard Petty being partially thrown out of his car a few years ago, fortunately without serious injury.

Engine regulations have changed markedly over the past few years, a swing away from Detroit's large-capacity units not only a reflection of the car industry's progression away from such uneconomical engines, but also NASCAR'S desire to fend off any criticism of motor racing. Originally limited to a 7.1-litre maximum, NASCAR's principal method of effecting a restriction on an engine's power output has been by limiting the size of its carburetter. Back in 1973 the larger engines were restricted by means of a sleeve which was inserted into the carburetter to restrict the engine's breathing. The latest regulations virtually oblige all competitors to use the NASCAR-approved four-barrel Holley Series 4500 carburetter. In stark contrast to the days of the mid-1960s when some very special factory-built hemispherical heads found their way into particular machines, which then easily out-classed the regular "stock block" machines, this state of affairs gave some evenly balanced racing with 6, 7 and 7.1-litre cars all winning races.

Further carburation restrictions were imposed on the big block engines during 1974, so now all the competitive machines are powered by units of around 6-litres. As the Penske Matador team has been concentrating on this unit for almost three years now, the situation resolved itself largely in their favour.

The 6-litre American Motors V8, developing around 520 b.h.p. at 7,000 r.p.m., is religiously prepared to meet the tight NASCAR regulations, which ensure that the cost of participating does not become astronomic for the private entrant. Whilst the cost of consistent success is clearly very high, there are a good number of well-prepared and privately-owned NASCAR saloons which have not bankrupted their teams to build up. Apart from polishing and balancing, the cylinder block and cylinder head must remain virtually unchanged from the production engine upon which "recognition of the type has been granted", to quote the NASCAR regulations. Camshafts are free, although roller bearings are not admissible, and there is no restriction on pistons.

The Matador uses a four-speed Borg-Warner T-10 gearbox driving through a Schiefer competition clutch. Complete with Girling ventilated disc brakes all round, it is the exception rather than the rule amongst NASCAR Grand National machines and the Matador was at a distinct advantage round Riverside.

The power units tend to be pretty reliable, which is just as well when you are contending with 500 miles of flat-out motor racing on a partially banked circuit. But not every track on the NASCAR Championship programme includes a banked section and, unlike Daytona and Talladega, not every circuit is a flat-out blind. In consequence, many of the leading teams have two specially tailored cars for use on widely varying circuit configurations. Ultimate adhesion with just a touch of oversteer is preferable on circuits like Daytona, where the rate of the right front springs on the Matador is between 2,600 and 2,800 lb. A European racing saloon is unlikely to exceed 500 lb. rate springs. In fact the spring rates tend to vary all round on the car set up for the banked circuits, various critical adjustments catering for driver preference or handling suitability.

Responsibility for the basic frame of the NASCAR Matador lies in the hands of former star driver Banjo Matthews, himself a Daytona front runner some ten years ago. Matthews not only builds up chassis frames for the Penske team, but also for David Pearson, the triple Grand National Champion, whose Purolator Mercury is generally reckoned to be amongst the fastest two or three cars currently competing on the NASCAR scene. Once the Matador body has been assembled round its frame, great attention is paid to reducing the drag on the body shape, the team even going to the effort of making fairings on the forward-facing wrap-round rear bumper on the car. Matthews and Penske don't always go quite to the lengths that the Petty team has been in the past, lacquering the whole body after transfers have been applied, before painstakingly rubbing the whole finish down by hand to ensure a slippery profile!

Whilst power and straight-line speed are the prime assets of a NASCAR saloon, the ability of its driver to use a slipstream, or "draft" as the Americans refer to it, is of paramount







Round the banking on their pace lap go the leading NASCAR cars in neat formation on their run up to the starter's flag. It's notable that all competitors are very well disciplined indeed, very few trying to jump the start. It is hardly worth the effort in a 500-mile race. Spectacular accidents, like the one on the left, provide drama, but rarely serious injuries; a testimony to the strength of the competing cars. Below, Allison's Matador makes a quick pit stop to take on more fuel and change its right-hand tyres



importance. Richard Petty, Cale Yarborough, Buddy Baker, Donnie Allison, A. J. Foyt, David Pearson and Penske's driver Bobby Allison, all experienced hands on the banked circuits of North America, have developed the ability to make the most of a slip-stream. Drop back too far from a bunch and you'll never catch them again; get to the front of a queue and, as likely as not, you'll find yourself "run down" on the final lap. This year's Daytona 500 provided a classic example of "drafting" as David Pearson's Mercury, running on its own out in the lead during the race's closing stages, was being caught by eventual winner Benny Parsons who allowed Richard Petty's Dodge to "tow" him up towards the Mercury. Petty was several laps down after making some unscheduled pit stops, but the way in which he teamed up with the Chevrolets of Parsons and Ramo Stott in one big nose-to-tail bunch strikingly drove home the advantage of a "draft". Further, in the supporting International Race of Champions final, the Penske-prepared Chevrolet Camaros driven by Fittipaldi, Unser and Foyt, (which had never topped 165 m.p.h. running individually) ran as a bunch of three, when they were actually timed at 171 m.p.h. at one point on the circuit.

Once a race is under way, the emphasis in NASCAR racing falls fairly and squarely on team work. You can have the best driver, the best car with the fastest and most reliable engine, but you will not stand a chance of success unless your pit work is up to scratch. With NASCAR limiting fuel capacity to 22 gallons, a 500-mile race is going to call for several pit stops to replenish the tanks as well as replacing sorely over-worked tyres after some twenty laps or so punishment on the banking. With such competition, a fumbled pit stop can drop a car from contesting the lead, to half a lap down as the fastest cars lap the 2.5-mile Daytona oval in around 55 sec. Small wonder then that the art of pit work has been honed to a high level by the Woods brothers, the Petty team and Penske's men. Short-wave radio communication is used between car and pits by most teams, thus enabling the driver to tell his team manager exactly what he wants doing to the car, half a lap before he arrives in front of the pits. During the preliminary 125-mile race at Daytona, Allison came in for refuelling and two right-hand tyres: his mechanics carried out the work in just over 18 sec. No sooner had he accelerated back into the race than he realised that the replacement tyres were badly out of balance. By the radio he managed to advise Penske that he would be coming in again on the next lap, and the second set of tyres were replaced in a similarly short space of time.

Luckily, Allison's two pit stops were both made while the yellow light was on. NASCAR rules tend to err towards the scrupulous when it comes to deciding just what condition the track surface must be in during a race. An accident quite naturally brings out the pace car onto the circuit whilst the debris is cleared away, but even a blown engine or a car depositing oil can bring about the same result. During the course of a 500-mile race it can be fairly assumed that the yellow lights will be on several times, on some occasions for many laps at a time, so experienced drivers make it their technique to stay in the race for as long

as possible, hoping to end each stint and come in when a yellow light comes on. Then the trick is never to be in the pits when the pace car comes past, otherwise the driver concerned loses that lap. Even when the pace car is out on the circuit some seasoned campaigners prefer to stay in line, crawling round in formation behind it for as long as possible, trying to time their pit stops just before the green light flashes on again so that they can re-enter the race proper with full tanks and fresh tyres.

Detail preparation is the key to fast pit work. Having calculated to the last tyre just how much rubber the Matador would use during the 500, not only did the Penske crew have their tyres ready and waiting, they also had the securing nuts stuck on their holes with a tacky glue-like mixture. When Allison's car screeched to a standstill in front of them there was no time wasted in carefully placing all four nuts on their studs before the power-driven wrench was brought into action. Once the wheel was presented up to the hub, the nuts held in position over their appropriate studs once the old wheel had been detached. The nuts which had been holding on the old wheel were scattered all over the pit lane, but the leading teams reckon to save somewhere in the region of ten seconds on each stop by this sliver of detail planning. With the limit on six men at any one time in front of the pit wall working on the car, Penske himself occupied that fleeting 18 sec. by cleaning Allison's screen with a neatly contrived sponge, mounted on the end of a pole, allowing the team boss to stay behind the pit wall while effectively working on his car.

Once the pit stop is completed, critically chosen 2nd and 3rd gears are imperative to dispatch the car down the pit lane and back into the race with the minimum of delay. NASCAR racing demands that everyone connected with a specific team should perform their tasks with flawless efficiency not to ensure their driver wins the race, but to ensure that he has the *chance* of winning the race. Almost predictably, a certain degree of rule-bending takes place. A leading driver recalls Daytona entrant Smokey Yunick getting so annoyed with scrutineers who were trying to measure the capacity of his car's fuel tank that he actually drove the car away. One small thing: the fuel tank had already been detached from the car for examination!

Other neat ploys for fuel conservation have included storing extra petrol within the tubes of the roll cage, as well as boosting the car's weight by the temporary expedient of filling the tyres up with water, prior to pushing the car out to the pits. Once the underweight car was ready to go in the pit lane, the wheels were changed and the driver started the race as if nothing had happened. However, such blatant cheating is the exception rather than the rule, most infringements designed to achieve just a slight advantage which will not attract too much attention towards the car concerned.



Undoubted star of the NASCAR circus is 37-year-old North Carolina driver Richard Petty and his STP Dodge. Petty, whose father won the Daytona 500, numbers five Grand National Championship and five Daytona victories to his credit since 1964.

On the driver front, 1975 looks as though it will be more open than most. Richard Petty is the man whose name has become synonymous with both NASCAR success and victory in the Daytona 500, but he started this season rather badly. His STP Dodge had a skirmish with the wall in the opening race at Riverside, California, and the reigning Grand National Champion could only limp home in ninth place. At Daytona he contested the lead in the early stages, only to have a head gasket begin to blow, which needed a series of pit stops to top up the engine's water level, eventually finishing seventh. Bobby Allison, who started the 1974 season with a privately-owned Chevrolet Chevelles, before taking his Coca Cola backing across to the Penske team towards the end of the year, opened 1975 on a high note with his Riverside win and then finished second at Daytona. The team were rather disappointed, feeling that a slight ignition malfunction cost them the race.

Many NASCAR pundits predict that the combination of Bobby Allison and the lithe Matador could be the fastest and most successful combination of the 1975 season, but in order to dovetail with the team's other racing commitments in both USAC and Formula One, the team is running only 17 of the 30 Grand National events. David Pearson obviously competes with Petty as another co-favourite for the Grand National Championship, a last-minute slip at Daytona costing him his first 500 victory at the Florida circuit. Donnie Allison, Bobby's younger brother, gained pole position at Daytona in his privately financed Chevrolet. Cale Yarborough must also be a threat in his Chevrolet, prepared by 1960 Daytona winner Junior Johnson. USAC stars A. J. Foyt and Johnny Rutherford are both planning a limited NASCAR season to rustle up some more intense competition.

On reflection, the success of NASCAR in its current form must to a great extent be attributed to the benevolently dictatorial attitude of its administration. Bill France was the man who welded the whole Association together from a mass of disjointed constituents a quarter of a century ago. NASCAR has never been handicapped by supporting a large number of consultants and committees to which it is necessary to refer any problems. France and his son Bill junior, who took over control from his retiring father some three years ago, have always believed in simple lines of communication and decisions, speedily reached, in the interest of the sport as a whole. Individuals may carp occasionally, but in general the system works very well and there are few dissatisfied parties at the end of the day. Perhaps most of all, NASCAR racing remains a real spectator sport, relatively uncluttered by politics and uninfluenced by a selection of pressure groups working from within. Motor racing is NASCAR's business, right the way down from senior administrators to the lowliest mechanic. They believe sincerely in what they are doing, fully appreciate that their responsibility is to the spectator, and put on a thoroughly worthwhile show which is justly rewarded by high attendance figures. Above all, NASCAR saloon racing remains a *spectacle*; something which many other forms of motor racing have long since ceased to be.—A.H.

Aspiring Grand National drivers may find their way up into the big NASCAR saloons by way of the "Super Modified" category; three such cars are seen at Daytona below. Right, detail attention to streamlining on the Matador with fairings ahead of the rear bumpers





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SWEDISH RALLY

A THINNER than usual coating of snow meant that studded tyres were biting to the gravel and losing their vital spikes, a problem encountered by all competitors. Waldegård drove his Stratos (*top*) quickly and sensibly to win overall, but credit must also go to Blomqvist who put up amazing times in his Saab (*bottom*) to reduce a 500-second penalty for being pushed (his ignition coil failed) to some 100 seconds at the end. Third place went to Lampinen in his Beta Coupé (*centre*).





SOUTH AFRICAN GRAND PRIX

THE SOUTH AFRICAN Grand Prix took place at Johannesbu
local driver Jody Scheckter in his Tyrrell 007 which led all but
Martini Brabham BT44B took an immediate lead from Carlos
the field. Braking troubles eventually forced Pace to ease up
Patrick Depailler. On the top left Depailler can be seen leadin
race also marked the debut of the two new Ferrari 312Ts drive
Clubhouse Corner together in nose-to-tail formation. Regazz
allowing Lauda to finish fifth. Last year's South African Grand
the winner, but although he almost pulled alongside Sheckte
behind the South African. Lower right, Pace leads the field up
Reutemann leading the pursuit.

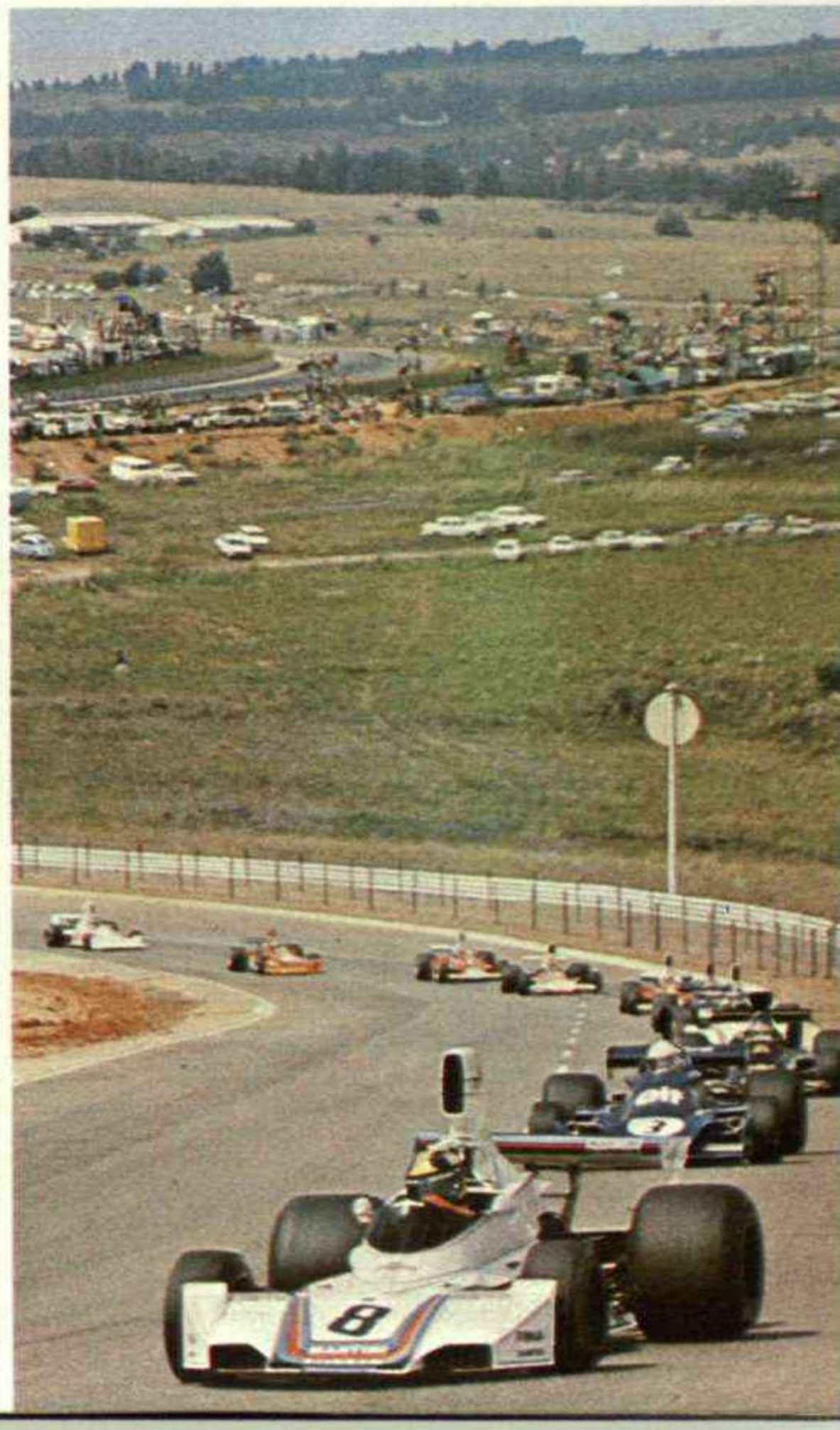






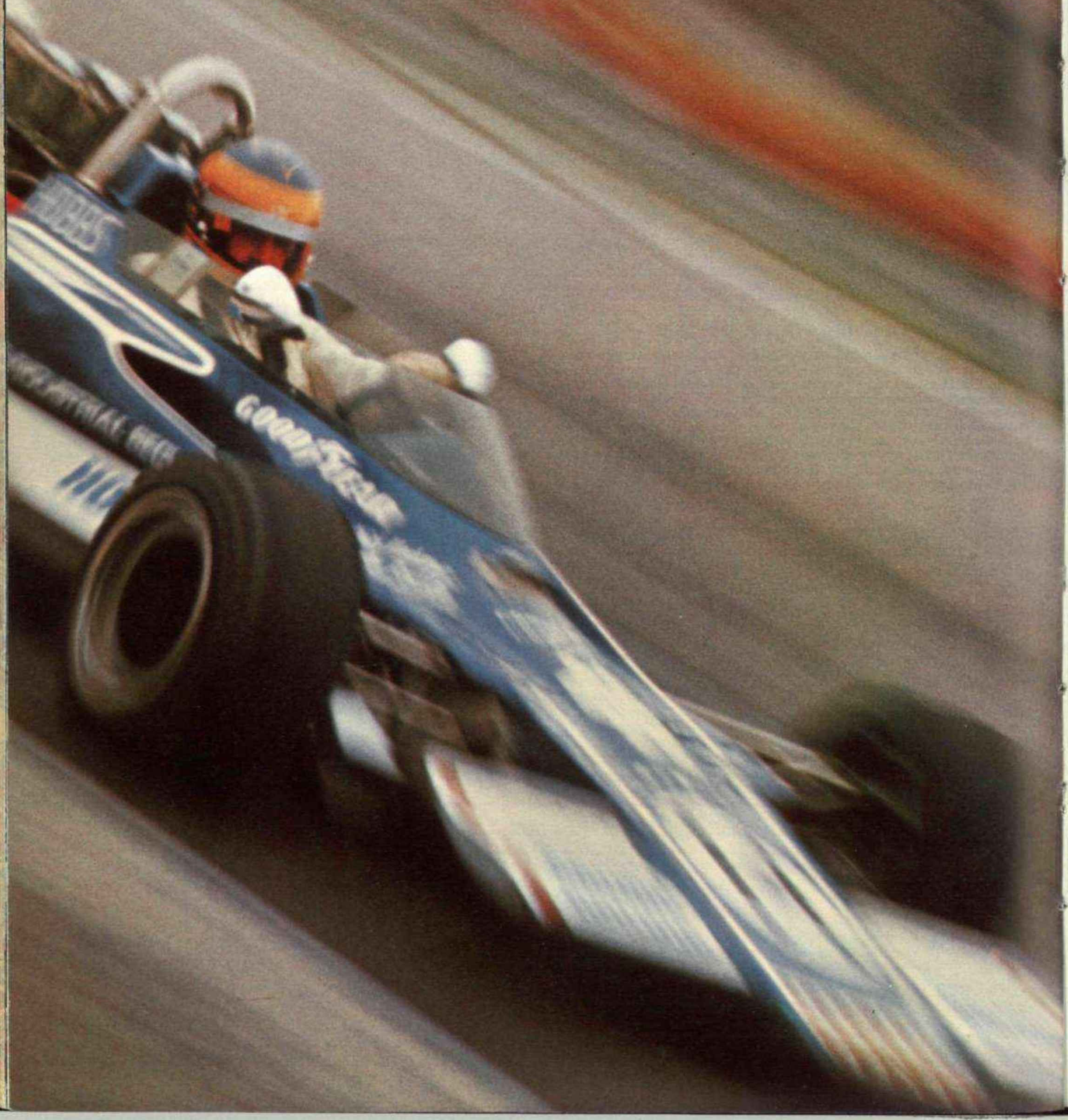


rg's Kyalami circuit on March 1st, resolving itself in a popular victory for t three of the race's 78 laps (top right). At the start, above, Carlos Pace's Reutemann, Scheckter, Lauda, Peterson, Brambilla, Andretti and the rest of slightly, eventually to be passed by Reutemann and Tyrrell number two g Pace past the local Team Gunston Lotus 72 driven by Guy Tunmer. The en by Clay Regazzoni and Niki Lauda (below left). Here they sweep round oni stopped with throttle trouble just a few laps from the end of the race, l Prix winner Carlos Reutemann (below) fought hard to stay on terms with r's Tyrrell on a couple of occasions, he ended up just over three seconds towards Leeukop Corner on the opening lap with Scheckter, Peterson and





Who's going to win the ShellSPORT 5000 this year?












This year ShellSPORT are backing the European Championship for Formula 5000 cars.
Formula 5000 is a truly international racing category with strong support in the United States, Australia, New Zealand and South Africa, as well as in Europe. The cars are single seaters, using engines of up to 5000 cc (hence the name), and are more powerful than current Grand Prix cars.
All predictions suggest that ShellSPORT 5000 will be the best ever championship for the monster big bangers in their six year history.

The Drivers
PETER GETHIN, champion in 1969 and 1970, ranks high on the list in a spanking new Lola T400 run by the wealthy Belgian Count van der Straten. Gethin, the 35-year-old Londoner, has a wealth of experience on his side. Yet he failed by the narrow margain of seven points – 193 to 186 – to win last year. A change of car – from Chevron to Lola – is Peter's recipe for 1975. His team-mate, *TEDDY PILETTE*, the 32-year-old Belgian whose father and grandfather were Grand Prix drivers, has perhaps more to prove. The 1973 Formula 5000 champion failed to win a race in 1974.
Fresh from the Tasman Cup series 'down-under' comes New Zealander *GRAHAM McRAE*. McRae, 35, has scored a hat-trick in the Tasman Cup series and also won the United States 5000 Championship in 1972 – but he has yet to be champion in Europe. He relies on his own McRae GM2 design.
GUY EDWARDS, aged 32, who last year drove alongside Graham Hill in Formula One returns to the F5000 circus for 1975. Edwards, who only drove in a few F5000 races last year put his Formula One experience to good use when he recorded a fine win at Mallory Park last October.
IAN ASHLEY, the 27-year-old driver from Lincoln whose smooth style belies his speed is already a proven winner in 5000 and in 1975 he pins his faith once more on the marque Lola.
VERN SCHUPPEN, another 5000 driver with Formula One experience, is Sid Taylor's driver again for 1975. The 31-year-old Australian surely deserves better luck than in 1974. *DAVID PURLEY* has forsaken Formula One and Formula Two for a full season of ShellSPORT 5000 in a potential giant-killing machine, the Ford V6-engined Chevron B30 of the Southern Organs International Racing Team. His team-mate is *DAVE MORGAN*, the gentle giant who, like Purley, is 30 years old.
What of the up-and-coming drivers? New to 5000 is tough Australian *ALAN JONES*, aged 28, who has been racing since the age of 16. Jones pilots a new Lola T400 run by Harry Stiller and supported by Stirling Moss's old sponsor, Rob Walker.
TOM WALKINSHAW, the 28-year-old Scot who once grew tomatoes to earn enough to go racing, uses Ford V6 power in a brand new Modus from Norfolk. And if it rains watch for *STEVE THOMPSON*, the 27-year-old 'Walsall Wonder' who has a habit of being first past the chequered flag in the most atrocious conditions.
TOM BELSO, the 31-year-old 'smiling Dane', plans another season in 5000. And who will put money on *GORDON SPICE*, 34, the motor accessory king who used to perform wonders with out-classed machinery back in 1970 and 1971?
That's the line-up for ShellSPORT 5000 and no doubt many more drivers will come into the championship as the season develops.

The Cars
From the total of 96 European 5000 Championship races held since 1969 Lola have scooped 31 victories. Close behind come McLaren with 26 then Surtees at 15 and Chevron at 13. Lola and McLaren have provided the champion driver twice each, Surtees and Chevron once.
This year the majority of competitors are racing Lolas. It's hardly surprising since Eric Broadley's Lola factory, based in Huntingdon, is the world's biggest producer of racing cars. Since 1968 Lola have built around 150 Formula 5000 cars: that's approaching £750,000 worth of machinery. This year's product, the T400, is a logical development of the T332 which won the 1974 European, United States and Australian championships. It costs a cool, £8,300 to purchase (less engine, which is approximately £5,000) – a far cry from the £2,910 asked for the T140 of 1968 (when the engine was around £2,000).
But compare the two: the T140 was a simple, space-frame design utilising many off-the-shelf sports car components; today's T400 is a sleek, strong monocoque structure as sophisticated and purposeful as any Grand Prix car.
Chevron, from Bolton, are represented by the interesting new B30 as well as older B24 and B28 models. Whereas, like the Lolas, the B24s and B28s relied on the American Chevrolet V8 engine – which in fuel-injected form can deliver well over 500 bhp – the Chevron B30 gambles on nimbleness with the British Ford V6 unit, first seen experimentally at the end of 1974.
Will 1975 see the toppling of the so-far-unbeatable 'stock-block' Chevy V8? Time will tell, but Ford of Britain are quietly confident their lighter, more compact Cosworth-developed V6 will spring a few surprises. They calculate a weight advantage of at least 125 lb will offset a power disadvantage of 60 to 80 bhp. (By running below 3500 cc, the rules allow four-valve-per-cylinder heads and overhead camshafts; the 5000 cc Chevrolets are restricted to standard cyclinder heads and pushrods.)
This year's 20-race ShellSPORT 5000 European Championship started at Brands Hatch on March 15. To be sure of finding out who wins the series go to Brands Hatch 31 weeks later, on October 19, for the ShellSPORT Motor Show 200 meeting. In between times the cars will have travelled many thousands of miles, racing at Oulton Park, Silverstone, Zolder, Zandvoort, Thruxton, Jyllandsringen in Denmark, Snetterton, Mallory Park and Karlskoga in Sweden. Don't miss it.



Where the action is.

April
5 Horse Racing: The Grand National, Aintree.
7-12 Billiards: English Amateur Championship, Middlesbrough.
12 Greyhounds: The Grand National, White City.
12 Motor Racing: ShellSPORT 5000 European Championship, Silverstone.
13 Motor Racing: Daily Express International Trophy for Formula One Cars, Silverstone.
19 Hockey: England v Wales, Bristol.
19 Judo: British Men's Open Championship, Crystal Palace.
22-26 Snooker: England Amateur Snooker Championship, Hull.
23-26 Horse Trials: Badminton Horse Trials, Badminton.

May
1 Horse Racing: The 1,000 Guineas, Newmarket.
2 Boxing: The Amateur Boxing Association Finals, Wembley.
3 Football: F.A. Cup Final, Wembley.
3 Horse Racing: The 2,000 Guineas, Newmarket.
3 Rugby: Middlesex 7 a-side Finals, Twickenham.
3 & 4 National Drag Race Meeting, Snetterton.
5-10 Motor Cycle Trial: Scottish six day Trial.
10 Rugby League: Cup Final, Wembley.
12-18 Tennis: British Hard Court Championship, Bournemouth.
17 Football: Wales v Scotland, Ninian Park.
N. Ireland v England.
To be decided.
21 Football: England v Wales, Wembley.
Scotland v N. Ireland, Hampden Park.
24 Football: England v Scotland, Wembley.
N. Ireland v Wales. To be decided.
26 Motor Racing: ShellSPORT 5000 European Championship, Thruxton.
28-29 Golf: Walker Cup, St. Andrews Golf Club.
31-6 June Motor Cycling: Isle of Man TT, Isle of Man.

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Maserati Miscellany:

Testing the Merak and a brief drive in the exclusive Khamsin

EVEN WITH the World economic turmoil in full spate there remain those who "have" even if there become more of those who "have not". Those who "have" continue to spend and, as ever, their indulgences include fast, exotic cars, particularly and ironically the "haves" of the oil-producing Middle Eastern countries. Such extravagances ensure continued, if slightly reduced, prosperity for the better-established manufacturers of thoroughbred cars. However, even some of the very rich are retracting their horns in the face of energy conservation propaganda and inordinately restrictive speed limits in Europe. Possibly more by good luck than shrewd anticipation of this fact, all three major Italian exotic car manufacturers, Ferrari, Lamborghini and Maserati, introduced scaled-down versions of their petrol-gulping GT cars at the opportune moment. In last October's issue of MOTOR SPORT we tested the Ferrari 308 GT 2+2, we are awaiting the opportunity to try the Lamborghini Urraco, and recently we have been trying Maserati's strikingly beautiful, mid-engined, 140-m.p.h. Merak, an "economy" version of the fabulous 170-m.p.h. Bora.

But large-engined exotic cars have not yet had their day, as we were to find out during our week's "ownership" of the Merak. Thanks to the generosity of Ray Binns and Bill Nichol, Managing Director and Sales Manager respectively of Kesteven Cars Ltd., Waddington, Lincolnshire, we were able to try the £13,000 front-engined Khamsin, Maserati's replacement for the exclusive Ghibli. There are only four full Maserati dealers in the country (several others handle Meraks only)—two in London, one in Scotland, and Kesteven Cars Ltd., which, at the time, was the only British dealership to have a demonstration model Khamsin. Hardly surprising when you learn that there were then only five Khamsins in the country and of those we had two at our disposal, for Simon Tinkler, from the Maserati side of Citroën Cars Ltd., Slough, joined us in Lincolnshire with the only automatic Khamsin then imported. As well as allowing us to try the Khamsin on the road, arrangements had been made for us to let loose the Modena projectiles on one of those disused wartime airfields which abound in Lincolnshire. Along with the Khamsins we had "our" Merak and a brand-new Bora, which allowed us to re-acquaint ourselves with the Merak's big brother, following our test in the April 1974 issue of MOTOR SPORT. This really was one of those rare days when readers' envy of motoring journalists was justified!

The Merak

In essence the Maserati Merak is a Bora which has had its 4.7-litre, four-overhead-camshaft, 310 b.h.p. DIN V8 engine replaced by a 3-litre, four-overhead-camshaft, 190 b.h.p. DIN V6 engine. Apart from reducing performance, the change also reduced our expenses (or would have done had not the cost of petrol risen astronomically in the meantime), the Merak averaging around 18 m.p.g. compared with the 10-12 m.p.g. from the similarly-driven Bora of a year ago.



Above: *Thoroughbred family pictured outside the RAF College, Cranwell, Lincolnshire. Left to right, the Khamsin, the Merak and the Bora.* Left: *Well-equipped facia of the Merak is similar to the Bora, but the cockpit differs in that the handbrake is on the right, conventional reclining front seats are fitted and behind them are two occasional seats.* Right: *A 3-litre, 190-b.h.p. version of the Citroën SM's V6 engine powers the Merak. The spare wheel is for emergencies only.* Opposite page, top: *The Merak is brutally attractive from any angle.* Bottom: *Exclusive elegance provided by the new* £13,000 *Khamsin, powered by a 4.9-litre, front-mounted,* V8 *engine.*



Designed by Giorgio Giugiaro of Ital Design, the Merak's nose section and the forward part of the centre section are practically identical to Giugiaro's original Bora design. However, the adoption of the shorter engine has allowed Maserati to utilise the surrendered space for a couple of reasonably practical, occasional rear seats, the Bora being a strict two-seater. This has meant completely restyling the rear of the car: in place of the one-piece, rear-hinged greenhouse covering a carpeted area above the amidships engine of the Bora, the Merak has a flat back and conventional front-hinged bonnet panel over its mid-engine. Two struts, one each side, run from the rear of the roof above the vertical (and heated) rear window ahead of the engine, to the tail, relieving an otherwise pick-up-like appearance and strengthening the structure.

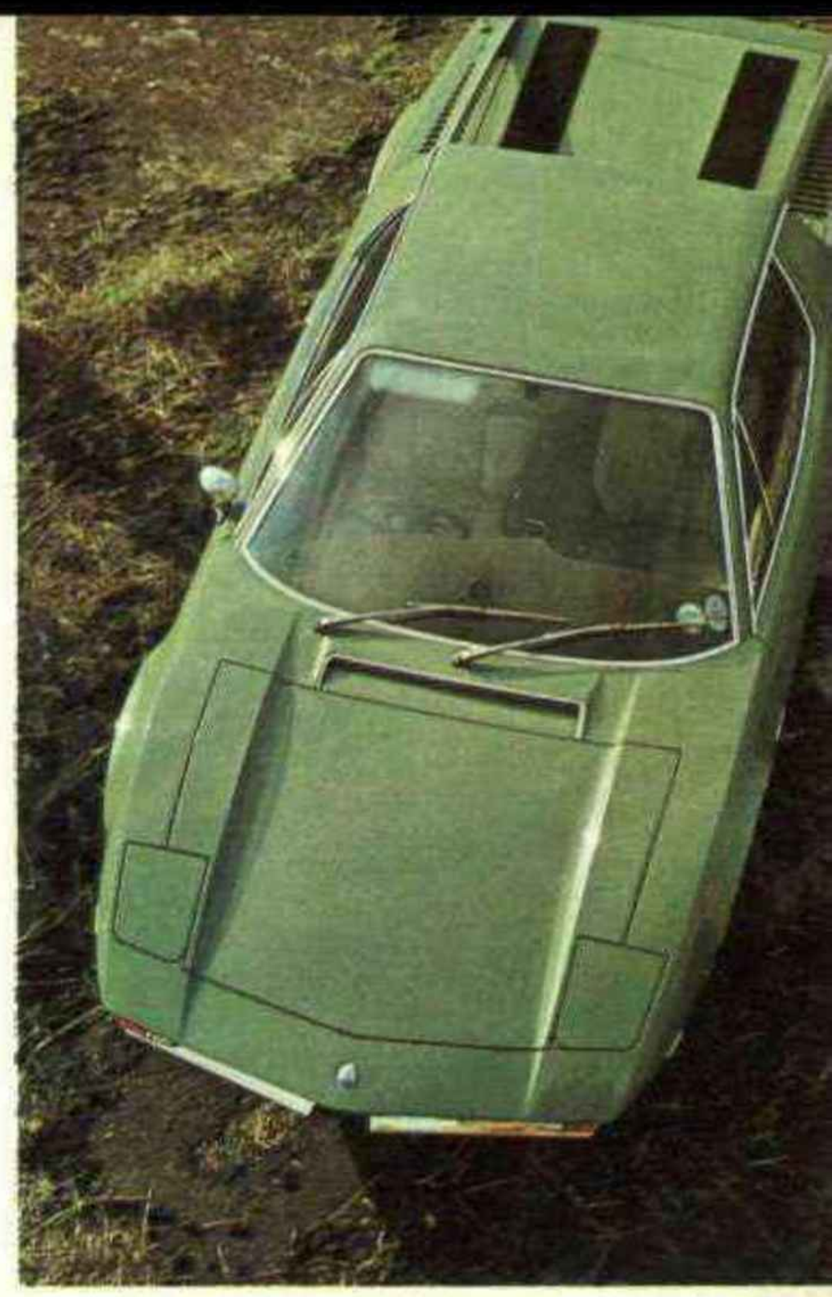
The Merak is another happy example of the engineering liaisons between Citroën and Maserati. This Italian-built car uses the engine which was engineered by Maserati for its French parent's SM and also, like the Bora, borrows part of the SM's complex hydraulic system. Instead of the 2,640-c.c. capacity of the standard SM, the Merak's engine is bored out to 2,965 c.c., the capacity used in American market SMs. Thus this all-alloy engine becomes even more noticeably oversquare, the bore being 91.6 mm. against a stroke of 75 mm. Instead of the fuel-injection equipment fitted to the current SMs, the Merak prefers three twin-choke, down-draught, Weber 42DCNF carburetters. Although power output is some 12 b.h.p. more than the injected SM, we wouldn't have thought 190 b.h.p. DIN at 6,000 r.p.m. to be a very impressive figure for a sophisticated four-overhead-camshaft engine. It must be running well within any engineering limitations. Maximum torque is 188 lb. ft. DIN at 4,000 r.p.m., rather less than the Bora's 340 lb. ft. DIN at 4,200 r.p.m.! A Citroën SM 5-speed gearbox/final drive assembly drives the rear wheels in place of the Bora's ZF unit. The engine is well obscured in its bay by the large Fiamm air-cleaner and the narrow "emergency only", round-section spare tyre mounted on a steel wheel. This sits above the pump for the optional air-conditioning and the twin-sphered regulator for the Citroën-type hydraulic power-braking system, and lifts out easily without the need to undo any retaining clips. The Bora employs a full-size spare wheel. We were pleased to see that the battery lies in the Merak's engine compartment, instead of taking up most of the front passenger's leg-room as it does in the Bora!

At the pointed end of the Merak, the nose slopes away steeply in front of the raked windscreen, but feels less awkwardly invisible than that of the Lotus Elite tested last month, possibly because the top of the facia is less obtrusive. A very deep, unexpectedly roomy and tidily carpeted boot fills the entire nose section behind the front-mounted radiator and oil-cooler, creating a genuine GT car out of what could have been merely a "toothbrush and pyjamas" mid-engined sports car. A handle under the facia releases the boot lid, seconded by a safety catch positioned alongside the Maserati trident in the centre of the grille. Two half-bumpers across the grille distinguish the Merak from the bumperless Bora, should you see a trident badge bearing down in your mirror.

Retractable, but not exceptionally powerful, single headlamps are operated by an auxiliary hydraulic system activated by the same engine-driven pump as the brakes. Their operation is quick, but unnecessarily complex, so headlamp flashing in daylight is impractical unless the lamps are left raised. Firstly they must be raised by lifting a lever in the right-hand lower facia rail and switched on with the long stalk on the right of the column. There is a separate sidelamp switch (though the main headlamp control also switches them on) on the facia to the left of the column. We didn't make the mistake we suspect we made to flatten the battery of the road-test Bora, by accidentally kicking the over-vulnerable right-hand light stalk when leaving the car while parked at night with sidelamps lit, so unknowingly switching on the retracted and hidden headlamps, but the same possibility was there. Should the auxiliary hydraulic system fail, the lights can be raised by hand.

The well-stocked facia is identical to that described in the Bora last year (left-hand-drive Boras and Meraks use a version of the SM facia) and likewise casts unwelcome reflections in the sloping screen at night. But more disturbing are the images of the headlights of oncoming vehicles reflected in the rear window and seen through the mirror as vehicles overtaking at high speed from behind. We were almost provoked by this into taking evasive action more than once.

Leather upholstery, standard in the Bora, is a £245 extra in the Merak, but the cloth seats of the test car and particularly the driving position we were able to adopt, proved more comfortable than we remember the Bora to have been. Presumably the front seats are of a proprietary Italian brand for they appeared identical in shape, if not in quality of upholstery, to those of the Ferrari 308. The non-adjustable, built-in headrests are far too low to be of any use. Pedal reach on the Bora is



taken care of by hydraulic adjustment of pedal positions, while the one-piece driver's seat remains at a fixed distance (the bulkhead lies directly behind) but with hydraulic height adjustment. Pedals are fixed on the Merak, the seat can be moved fore and aft and the back-rest is separately adjustable. A wide range of rake and reach adjustment of the steering wheel is provided.

Adults would not want to travel very far in the rear seats of the Merak, which have vertical back-rests and headroom restricted by the curve-over of the body sides. Leg-room depends on the elasticity of the driver and front-seat passenger. Children would be happy enough in them, but they're strictly "pub to pub" seats for grown-ups and not a patch on the rear seats of the 308.

We never did quite master the settings of the air-conditioning/heater unit, which several times misted up the screen at inopportune moments and gave vent to very dry, irritating air, sometimes mixed with fumes channelled up the centre console from the engine compartment and emitted through a loose gear-lever gaiter. Electric windows are a standard fitting, there's a "peep-peep" horn for town and Fiamm air horns for the open road, pedals are well positioned and complete with a rest for the left foot—where it needs to rest, for the clutch is extremely heavy. A woman driver would need Russian athlete ancestry to master this Maserati! We soon became used to the pedal pressure, but the refusal of the pedal to return unaided was annoying.

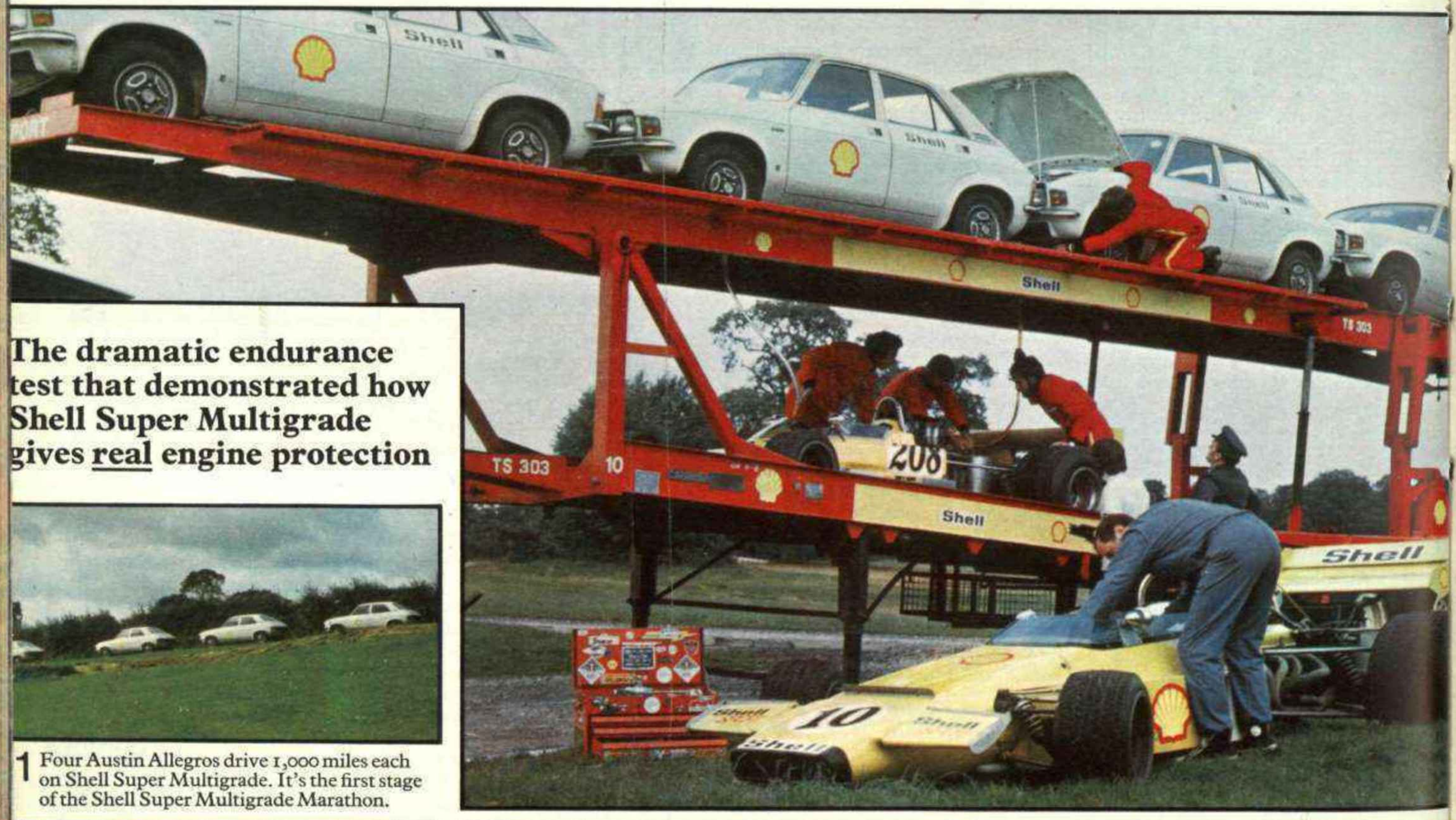
Detail criticisms soon disappear with the thrill, if not always sheer enjoyment, of driving this eye-catching, exotic machine and prompting all the right noises from the four tail-pipes. But the real enjoyment should come from outstanding roadholding and handling which ought to enable you to run rings round anything else on the road. By

Continued on page 385



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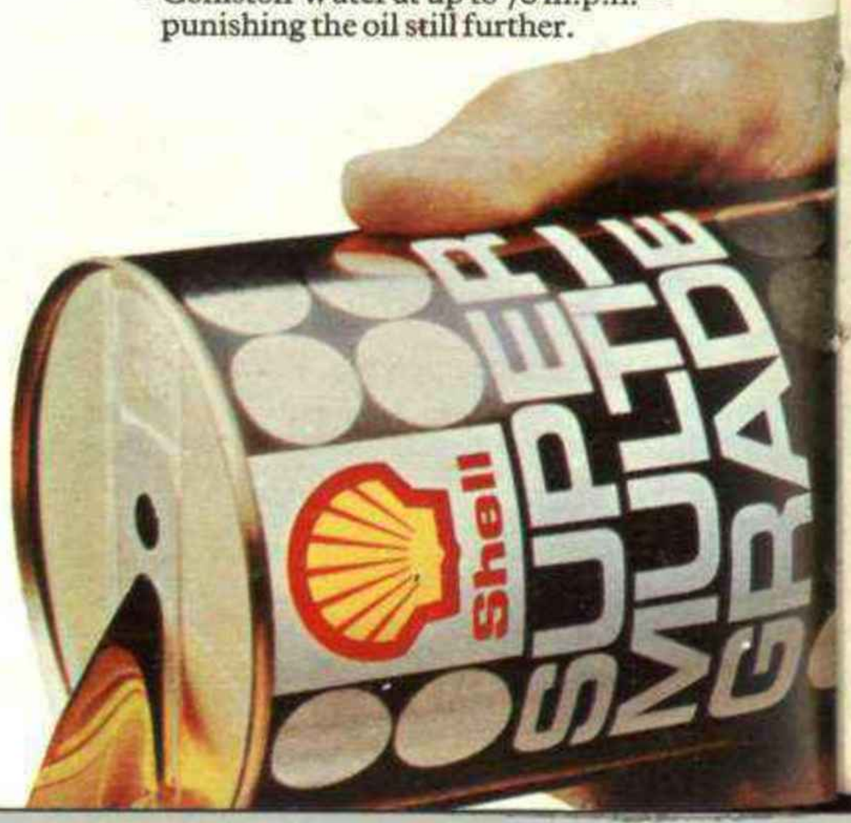
4 The boat pounds up and down Coniston Water at up to 70 m.p.h.—punishing the oil still further.



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The Merak is well balanced on long, sweeping bends.

MASERATI—continued from page 383

all accounts from those who have experienced other Meraks that is generally true of Maserati's junior car, but the road-test car did not always reach those expectations. Its breakaway limit was too low, too abrupt and practically irreversible once the 185/70VR 15-in. front and 205/70 15-in. rear Michelin XWX tyre had broken away—always the rears first. Rarely do we have dramas on the road, but the Merak frightened us when the tail broke away without warning at moderate speed on the exit from a dry roundabout: on this occasion we managed to catch it, though the effect of a full 19-gallon load in the twin tanks had disturbed the Merak's polar moment of inertia and the car fishtailed itself down the road before we regained full stability. Experimentally we deliberately provoked the Merak into breaking away on the Lincolnshire airfield and found that it was impossible to prevent it spinning like a top. On the other hand, the Bora, which ought to be the wildest beast of the two, remained fully-controllable when the tail started to drift.

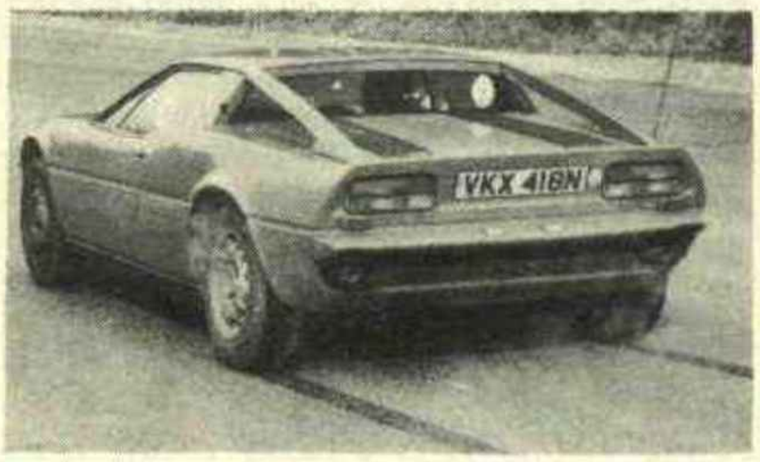
In fairness to this 10,000-mile-old Merak, owned and maintained by Citroën-Maserati in Slough, it was not in prime trim. Indeed, when checked by Kesteven Cars' very competent mechanics, the hydraulic steering damper proved to be loose and the front wheels out of track. Once these faults were rectified the car felt much improved, but still decidedly "nervous", particularly on damp roads. We thought that its dampers were possibly a little on the soft side and there was more roll than we would have expected. Tyre pressures appear to be very critical and we wish we had had the time to experiment with them.

The foregoing does not mean to say that the Merak cannot be driven quickly; once we had found its little vices and limitations we were able to drive it very rapidly indeed, but not with the same relaxed confidence we feel in Dinos, the latest Porsches or the Lotus Elite which we had unwillingly surrendered at Hethel a few days previously. The test car was most at home on long, sweeping main-road bends, though winding country B-roads were another forte, sequences of fast bends ensuring that the car's attitude changed quickly enough to prevent roll oversteer taking charge. But along tight, twisty roads, this was very much a "point-and-squirt" machine, particularly on bumpy surfaces.

Like the heavier Bora, the Merak is easily deflected by bumps, grooves and small undulations in the road surface. There is always a mild amount of kick-back felt through the comfortable, thick-rimmed, 14-in. steering wheel (reduced somewhat by tightening the steering damper), which could be thought to reflect good feel of what the front wheels are doing, though we can think of a great many cheaper cars which provide better feel without enforcing such wheel reactions. A reasonable steering rack ratio offers three turns lock-to-lock. The same dislike of bumps by the front wheels tends to make the Merak wander under heavy braking, which too is not conducive to relaxed high-speed driving through twisty terrain. Hard braking from high speed occasionally caused the front cross-member to bulldoze tarmac bumps.

The actual stopping power of the brakes is tremendous, as it ought to be with such a sophisticated, pressure-hydraulic arrangement. Girling ventilated front discs are of 280 mm. diameter, while the inboard Citroën solid rear discs are of 300 mm. diameter. We have reasonably sensitive feet when necessary and are reasonably accustomed to the Citroën system and its need for a very light touch on the central pedal, but we would prefer the progression of a conventional braking system on this fast, sporting car. However well accustomed one is to these brakes, the normal reaction in an emergency situation (if a pedestrian jumps out, for instance) at low speed in town is to hit the pedal hard, an action which is guaranteed to lock the Merak's front wheels on greasy surfaces. Clouds of smoke poured through the engine compartment louvres from the almost burning rear brakes after continually slowing down from over 120 m.p.h. on the airfield, yet braking was practically unaffected. Braking stability on *smooth* surfaces is excellent.

In its preference for smooth roads, the aliveness of the steering wheel, the tautness of the suspension, the excellent brakes and the squat stance on the road, the Merak feels akin to a sports racing car—even if its behaviour on the limit is not what one would wish for on the circuit—and indeed its suspension follows modern racing practice: independent wishbone with coil spring/damper units all round and anti-roll bars front and rear. Nylon straps on the rear units look a rather Heath Robinsonish way of halting droop when the Merak tail tries to take to the air over brows, as it is wont to do. A series of switchback brows taken at very high speed causes that front cross-member to graunch, though the even lower alloy sump stays out of harm's way. Ground clearance generally is pretty abysmal—if you live at the end of a three-ply lane the Merak is not for you.



Contrary to its appearance the Merak is docile and flexible, capable of pottering along at 25 m.p.h. in fifth gear, showing no sign of plug fluffing in heavy traffic in which the twin electric fans keep the V6 cool and capable of being driven very gently and smoothly if the need arises. Performance is deceptively quick, if nowhere near the Bora class: timed on the airfield against the speedometer rather than our fifth wheel we achieved 0 to 30 m.p.h. in 2.7 sec., 0-40 m.p.h. in 3.9 sec., 0-50 m.p.h. in 5.6 sec., 0-60 in 7.2 sec., 0-70 m.p.h. in 9.8 sec., 0-80 m.p.h. in 12.2 sec, 0-90 m.p.h. in 16.0 sec., 0-100 m.p.h. in 20.2 sec., 0-110 m.p.h. in 24.3 sec. and 0-120 m.p.h. in 33.4 sec. The 9½ in. single-plate clutch bit instantly under these hard standing starts, but long black lines, equalised by the limited slip differential, showed that traction isn't quite so good as the Bora's. Put in perspective, the Merak's standing start acceleration becomes more impressive: the 190 b.h.p. has to power 27½ cwt. of *dry* weight, not to mention all the necessary fluids and two people. In the gears we would have welcomed more torque, particularly to help performance in fourth and fifth. After the nicely spaced ratios of the Elite gearbox and its slick gearchange the Merak's Citroën ratios felt too wide apart, particularly between third and fouth and fourth and fifth, and the gearchange rather agricultural, if positive. Mid- or rear-engine car gearlinkages are always a problem, but that is no excuse for the excessively strong spring against which the lever has to be pushed into the first and second gear plane.

Cruising at the legal limits in this country the Merak feels utterly wasted. There is so much performance in hand, stability (on good surfaces) is excellent, wind noise almost non-existent and engine noise subdued to a distant rumble. What a shame that the effect has to be spoiled by transmission whine.

Of other points to note: the right-hand handbrake, working separate pads on the rear brakes, is a nuisance when climbing in or out, but easier to apply than the awkward left-hand lever of the Bora; the electric windows could be speedier; oil pressure fluctuated wildly when cornering hard on the airfield and our Surrey test track, though the cause may have been a faulty sensor rather than surge; and the twin wipers need longer blades or a single arm like that of the Elite. The lip on the rear marks the tail extremity to help reversing, as does the open-plan rear, but the thick centre pillars behind the doors dictate careful positioning of the car at road junctions. To house the Merak you would need a garage at least 5.8 ft. wide, 14.2 ft.

ROAD IMPRESSIONS

The Datsun Bluebird 160B

WE TEST the cars that come to us and thus it was that I found myself in a Datsun Bluebird, although not possessed of any pronounced Oriental enthusiasms. The car submitted was the 160B, which shares a single-overhead-camshaft engine with the larger Bluebirds, in this case of 1,595 c.c. It has a bore and stroke for the four cylinders of 83 × 73.3 mm. For the 1,770-c.c. 180B power unit both bore and stroke are bigger.

First impressions were of rather lively riding from the MacPherson front/semi-trailing-arm rear coil-springing and much engine boom at speed. Nor was I aware of any nostalgic Malcolm Campbell associations to be derived from the car's type-name. But I had been told that the fuel consumption was very low and this I was pleased to discover was true. Indeed, the tank holds just over 12 gallons so the range is exceptionally generous. This smaller-engined Bluebird's thirst for 4-star petrol was 36 m.p.g., improving to nearly 39 m.p.g. with careful usage. Oil consumption was approx. 470 m.p.p.

Like most Japanese cars the 160B is well equipped, with a Toshiba four-headlamp set, Japanese Dunlop SP68 radial tyres, servo disc/drum brakes, reclining front seat-squabs, two-speed wipers, electric washers, heated rear window, hazard warning lights, reversing lights, side indicator repeaters, lockable fuel tank cap under a flap, an internal fuse-box down on the o/s of the scuttle, fitted carpets, Hitachi radio, and steering lock. The four-door body has the now old-fashioned "coke-bottle" waistline and rather big-knobbed internal door locks. The bonnet needs to be propped open and the rather narrow but deep boot requires a key to open its lid and luggage has to be humped into it.

The seats, in spite of a metal trim on the centre of the cushions, are comfortable, the brakes, unlike those of some Japanese cars, effective and nice to use, and the gear lever selects the gears with ease, and smoothly. The clutch is light but a little sudden. The facia has some simulated veneer about it and carries a speedometer with k.p.h. additional markings and decimal readings for both total and trip mileometers, a big-accurate clock, and a combined fuel gauge and engine thermometer. Four warning lights have their own window and record handbrake-on, Hitachi alternator charging, low pressure and lamps on high beam. One slender l.h.-control stalk looks after all services except that the lamps and the wipers are put on with two knobs at the extreme o/s of the facia. Flicking the stalk one way dips the headlamps and flicking it the other way puts them out, leaving the side-lamps on. The horn is sounded by pressing either of two buttons on the wheel spoke.

It was when setting out in the Datsun that I was less enamoured. At first I fumbled around for the hand-brake, not realising that any manufacturer still locates it as a pull-out-and-twist thing. It is under the facia, for left-hand operation. Then from cold the engine was a very reluctant starter even with the inconvenient choke control that lines up with the steering column fully extended. The engine spat for some time, but maybe its Nikki 2-3-282 carburetter had been set for economy. It was some distance before the claimed power output of 60 b.h.p. (100 SAE) at 6,000 r.p.m. was being properly delivered. Incidentally,



the plugs are NGK BP5Es and the c.r. is 9.0 to 1.

The heater has simple-to-understand controls and is most effective, but sensitive to changes of car speed. The fan has *three* speed settings. There are lots of fresh-air vents, at the facia extremities and in the centre of the front compartment, arm-rests, door pulls and locks are well contrived, and stowages consists of a lockable cubby, the catch of which has a nice transverse movement but which has a nasty hand-scratching internal projection, a shelf under the n/s side of the facia, and a small well behind the gaitered gear-lever.

The stout prop for the heavy bonnet functions easily and the bonnet is easy to release, with a toggle on the driver's side. Once open the accessibility of plugs, coil, reservoirs, Ampco fuel pump driven from the front of the engine, distributor and large six-cell battery could not be bettered.

Altogether an effective "Japanese Marina", which sells here for £1,546, in spite of the distance it has to be shipped. The finish seems good but I do not care for the styling of the dished wheel-trims. Incidentally, it is claimed that 17% of the Datsun work force are engaged on quality control.—W. B.

MASERATI—continued from previous page

long and 3.7 ft. high and room to manoeuvre with a 34.4 ft. turning circle.

Despite its beautiful construction and looks we were unable to grow wildly attached to the Merak, unlike its bigger brother the Bora. If this particular car's behaviour had matched up to its exciting static presence we would probably have adored it, but there were too many fundamental criticisms to overlook. We liked it in many ways, but £7,821 (plus £300 for the air-conditioning) should buy something closer to perfection. As an image-maker it *is* perfection.

The Khamsin

If we were somewhat disappointed with the Merak, our brief experience with the new Khamsin on road and airfield gave the Maserati marque an uplift in our eyes. This opulently elegant 2 plus 2 for the very rich looks, handles and goes magnificently, in the very best traditions of Italian craftsmanship. It was easy to see why Ray Binns was so delighted to be appointed a Maserati dealer!

Maserati must be running close to exhausting the names of winds for their range, but they managed to dig up another one for the Khamsin, which certainly goes like the wind, good for 174 m.p.h. and pulling over 150 m.p.h. easily on the airfield runway before the loosened header tank cap deposited anti-freeze all over the screen.

Responsible for such performance is a 4,930 c.c. version of the Maserati 90 degree V8, all-alloy, four-overhead camshaft engine. Rated at a colossal 320 b.h.p., this beautiful, dry-sumped unit sits at the front of the car, taking its drive through quite the nicest and quietest ZF 5-speed gearbox we have experienced to the limited slip differential. This is mounted, along with the coil spring (a pair of coil spring/damper units each side) suspension and outboard ventilated disc brakes, upon a separate sub-frame.

The powerful engine is used to drive the standard air-conditioning equipment and Citroën pressure-hydraulic pump which is used more comprehensively on this model than on the Bora or Merak. Steering, brakes, clutch, retractable headlights and seat adjustment all benefit from this system.

We rather wished we were doing a full-length road test on the Khamsin instead of the Merak (and we hope to do so soon), for everything about this £13,000 motor car felt so right. Its handling is marvellously balanced, and its roadholding excellent, showing that a mid-engined arrangement isn't always the answer. The brilliant, hydraulically assisted steering takes some getting used to for it is fitted with a servo-return arrangement which is automatically self-centring; let go of the wheel on the move or at rest and the wheels move to the straight-ahead position. At about two turns lock-to-lock it is very direct, sensitive and responsive.

The Khamsin's power-braking is little short of sensational, free of any of the wander and darting around which beset the Merak and Bora. Several stops from 150 m.p.h. had little effect on the efficiency of the brakes.

After the Meraks' the power-assisted clutch of the Khamsin felt feather-like, but whilst it functioned beautifully in normal use it baffled our attempts to attack standing start times. We could only assume that banging home the clutch with several thousand revs. hung on the tachometer caught out the hydraulic action, a slight lag on engagement allowing the clutch to slip, the massive thrust from the engine not allowing it to regain grip. It is not a problem which a Khamsin owner is likely to suffer. In any case, having tried the automatic version on the same occasion, we would think many British customers will be plumping for this. The ZF automatic gearbox is well-matched to the broad torque band of this engine and performance remains shattering, though our not fully run-in example could not be extended.

The hide-upholstered cockpit is superbly comfortable and much better finished than the Merak's, but the back seats are vestigial. Luggage space is uncovered under the large glass window and the complete tail panel is glass, a wonderful help when reversing.

As we said, we are looking forward to doing a rather more extensive test of the Khamsin in a future issue. It has to be one of the best and most sensible exotic cars to come out of Italy for a long time.—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.

The New Regulations

Losing the Customers

Sir,

I was most interested to note in "Matters of Moment" in the February edition your fear that car enthusiasts might well forsake their four-wheeled interests for other pastimes, such as "boating, model making, hi-fi and R/C model aeroplanes". This has certainly proved to be quite true in my case, looking back over the last year or so. I find that I spent less time in the garage rebuilding my 1939 Lancia Aprilia, whilst my new hi-fi system gives pleasure to both me and my family.

I have also built a simple single-channel radio-control model aeroplane which is great fun; I can thoroughly recommend this as an alternative hobby to impoverished or bored car enthusiasts. Finally, towards the end of last year, I started crewing a friend's racing dinghy, an excellent way to work out any aggressiveness pent up by the new speed-limits.

It seems that the only item on your list that I have not tried is model making, but I have just started designing a semi-scale model of that most successful aeroplane of the Great War, the SE5a, which I will then, hopefully, be able to build and fly.

There is one hopeful sign in these new hobbies, however, one does need a car to reach the flying field or sailing club, or even to get into the town to buy records and balsa wood, public transport being what it is, and if one has to have a car, it may as well be an interesting one, and I certainly find my Lancia Fulvia Sedan to be that. A real wolf in sheep's clothing!

Cardiff. COLIN D. ROSE

Action!

Sir,

Thank God for MOTOR SPORT. For some time now I have been reading your lively "Matters of Moment" and on almost each occasion have been tempted to put pen to paper. Unfortunately, not much enjoying publicity, I have decided against it—until now.

On this occasion (Feb. issue) I don't think anyone who takes any interest in his sport or who values his "freedom" can fail to respond to the idea of (for once) challenging the Government in its efforts to persecute the motorists at every available opportunity.

I think it wrong to enter into political arguments here, since Governments, Tory or Labour, have had a fair go at us from time to time and one hopes that drivers cover all creeds and sympathies. However, it would seem to me that unless some rapid action is taken, what was once a vigorous and colourful nation will be turned into a dull, grey mass of apathetic individuals each with his own box, working in the same factory, getting the same wage, sending kids to the same school and driving the same car (?) at precisely the same speed, etc., etc.

Sadly there is bound to be some apathy because I am sure that vehicle licence-holders fall into two main categories: "motorists" and "drivers" (accepting that motorcyclists would fall into the latter category) *i.e.*: those who use a vehicle simply to get from A to B and those who actually take an interest in how they will get from A to B and in what type of vehicle they do it, and how much pleasure they will derive in doing it. These are the ones I would class as drivers.

Surely there are enough of us with a little red blood left in our veins and sufficient vitality left to unite in taking some active measures to bring some "life" back onto the roads, into the industry, and into the sport? Particularly in getting rid of these stupid speed restrictions, and in bringing some justice into the motoring courts.

Having just received an invitation from the AA to renew my annual subscription, at what I can only describe as grossly-inflated prices, I am wondering what I get for the money. Apart from a load of rubbish being constantly pushed through my door advertising everything except a motorist's rights—not very much!

If it means assisting the formation of some Body which will champion the "drivers" cause, then I think my AA Membership Subscription will be very well spent.

It would probably only require one rally (well organised and well within the Law) to bring about some changes in legislation. A massed rally of several million drivers at some critical time and place sitting quietly (with engines switched off) would make the Welsh farmers' stand look like a children's picnic!

Bolton, Lancs. A. C. EDWARDS

Emancipation In Reverse

Sir,

I wonder how many more indignities the legislature of this country can heap on those with the temerity to enjoy themselves by dashing about the country in horseless carriages, at breakneck speeds? Really, in the light of the present restrictions and all that has gone before, I can only wonder whether those intrepid gentlemen of 1904 were really wasting their time on their Emancipation Run.

Perhaps as a protest all enthusiasts could join together at Brighton and perform a Condemnation Run, up to London—finishing at Westminster to lobby MPs: After all, they have been presented recently with various live animals—supposedly threatened by lack of feeding stuffs—so why not that much rarer animal—pleasure motoring, which is so much closer to extinction than cows and calves?

To turn to a more pleasant topic, I am sure Mr. Hopgood will be delighted to learn that my 1963 Mark II Sprite has covered 89,000 miles, 34,000 in my hands, and never once has the gearbox, or any other part for that matter, given any cause for concern. It is still a great joy to drive and cheap too—indeed on a trip to Sussex just before Christmas we managed 47 m.p.g. on an overnight trip. Yes, I blinked too! Normal running used to give 40 m.p.g. which has dropped to 38 since the "futile-50s", which require "harder driving" in this far-flung outpost of the country.

Truro A. J. HODSON

British Cars

Sir,

May I put in another word in favour of the "Buy British" slogan? In 1968 I purchased a four-year-old Ford Cortina Estate car, with 37,000 miles on the clock. Now the car is almost 11 years old, has 123,000 on the clock, the bodywork is rust-free, and the original engine is still giving good reliable service. This car has been over the Alps eleven times on trips to and from Italy and has never given us any inconvenience. Therefore, I feel that this car has been as reliable as any low-priced car, and still has many more miles of service to afford us. I don't know whether they make them the same today, but this car has proved to be worth the money invested in it as the cost per mile is negligible now that it has done such an excellent mileage.

However, there has been one problem which has repeatedly inflicted itself upon us, and that is the exhaust pipe. Why is it that every time I have had to buy a front piece of pipe the diameter has been too small? This has resulted in the flange breaking off, hence the need to buy new pieces before they are worn out. In Italy, Switzerland or in England the front pipe has been of the wrong diameter and curved wrongly, with the result that the tube and the manifold never make a good contact. Perhaps FoMoCo might make a note of this in their catalogue, against the 118E model.

Despite this, the only problem I've had with this car, I say without hesitation, "Buy British and be satisfied".

The Postal Authorities take a long time to get my copy of MOTOR SPORT out here, but it's well worth waiting for.

Monselice, Italy DAVID C. MEAD

DAF Definition

Sir,

I must defend the DAF 1300 Marathon against W.B.'s scurrilous comment in "My Year's Motoring" that it was "suitable for nervous ladies to drive at 50 m.p.h." He did say the "1,200 c.c." (an unfortunate 1,100-1,300 c.c. hybrid?) engine had quite a lot of urge, but he did not mention the excellent road-holding, the positive steering which is free from kick-back or the car's incredible quickness off the mark in ordinary driving. Normal acceleration figures are meaningless with DAFs which can be regularly driven with full power on, while the high-revving, wheel-spinning techniques used to obtain road test 0-60 figures would quickly wear out a normal car if used all the time. My wife and I have run two successive DAF 1100s as second string to more powerful cars for the last three years, and are really very impressed with the speed on cross-country journeys. Acceleration from lights, particularly up a

slight hill, is impressive, and many 2-litre cars have to rev their engines hard to keep up.

DAFs are like the Editor's much-vaunted VWs in that being overgeared at top speed they will cruise effortlessly at their maximum. We could drive at a steady 85 m.p.h. on motorways, and the 1300 Marathon should presumably have even more punch. The only other small foreign cars that can match its handling are the Alfasud and possibly the Opel Kadett.

My wife thinks the concept of the DAF's transmission is too new for W.B. to absorb! No doubt our beloved editor will get out his little square brackets to justify himself in a crushing postscript, but we will have to take a chance on that. In every other respect he has produced a first-class magazine which I have enjoyed for many years.

Scunthorpe C. MADDOX

[I am sorry if one comment of mine about the DAF 1300 Marathon has given offence to a keen owner, because I happen to like these unusual cars. I fail to see why it is uncomplimentary to say of any car that it should suit nervous ladies who are not prepared to exceed the present normal-roads speed-limit. If it also goes very fast when required, and accelerates impressively, so much the better! As for the concept of the DAF's transmission being too new for me to absorb, Mrs. Maddox must indeed be new to motoring, or a very young lady, if she doesn't recall my test of an original two-cylinder DAF and the shortcomings of its transmission that trials hills disclosed! —Ed.]

Good Service

Sir,

I feel duty bound to comment upon the service provided by the Jaguar/Daimler garage in Dijon.

Recently my XJ6 had the misfortune to throw a piston on the autoroute near Dijon. I was towed to Jussian where the workforce left what they were doing to analyse the fault and confirmed my worst suspicions. My insurers insisted that I bring the car back to England to be repaired although I had formed a high opinion as to the Garage Jussian's capabilities.

Not only did this garage look after the car until I could arrange the collection but refused to accept any money for their examination or garaging.

I can only recommend that if any Jaguar/Daimler driver be unlucky enough to break down in that area they will find skill and co-operation of a higher order.

Needless to say I have no connection with this garage other than as a highly satisfied and grateful customer.

Godalming O. ALI-SHAH

Aloof V12

Sir,

Six years ago I was advised through your correspondence columns not to buy a second-hand Lotus Elan unless I was willing to incur the expense of an engine tune-up each week and major rebuild every 30,000 miles or so. I therefore bought the obvious alternative at that time, a 3.8 E-type Jaguar coupé and after six years and 100,000 virtually trouble-free (certainly the engine anyway), friendly motorists I have a complaint!

Until the advent of the V12 we all greeted each other with a nod of the head or flash of the headlights in a knowing smile when passing in slow-moving traffic. The V12s, however, refuse to recognise our existence, without which, etc., etc.

Perhaps V12 drivers have one eye on the road ahead and the other on the fuel gauge, and miss us completely?

By the way, you don't have to apologise about the quality of your magazine paper, we wouldn't mind even if it came to us printed on loo paper just as long as it keeps coming.

Birchington J. HOLMES

Napier versus Rolls-Royce

From A.r Commodore F. R. Banks

Sir,

With reference to the letter from Mr. Weatherit in your February issue. I am always interested in the correspondence columns of your journal, but wish Mr. Weatheritt's letter wasn't so obviously prejud.ced against Rolls-Royce since this and the inaccuracies it contains detracts from its value. For instance, the start of the second paragraph states that "Rolls-Royce efforts to produce an engine to equal the Sabre were abysmal failures", when there were no such efforts. The Merlin was sized for the Hurricane and Spitfire and the Sabre for the Typhoon. This was planned by the Air Ministry, and there was no competition between the two firms. The Vulture engine was ordered for the Manchester and, like the Sabre, certainly gave its quota of trouble. But this was cured, though the Manchester was underpowered and was superseded by the four-engined (Merlin) Lancaster. As to the later engine development in the War, Mr. Weatheritt has not mentioned the Rolls "Griffon" which gave 2,375 b.h.p.

All these engines were wanted for their particular aircraft and both Napier and Rolls received all the help (finance) needed for them to get their engines developed to a reasonable state of reliability at their respective power ratings. Napier were at no disadvantage to Rolls in this respect. My letter in your same issue gives the powers of the engines concerned without going into the details of their take-off and altitude ratings, which would have unduly lengthened the latter.

Summing up: the Rolls-Royce "Merlin" in the Hurricane, Spitfire, Lancaster, Mosquito and Mustang and, of course, the pilots, saved our collective necks. The Sabre in the Typhoons and Tempests did a good job in Normandy. The Merlin was built for £1 per b.h.p. and £1 per lb. weight. The Sabre cost 3-4 times the Merlin to manufacture.

London, SW7 F. R. BANKS

Sir,

The Napier Sabre was the hobbled runner in the immensely rich aero engine stakes of the late 1930s and early 1940s when our national survival depended on them.

After the Rolls-Royce attracted the world's admiration in 1940, the despised and ostracised Sabre was dragged out of the political shadows to cover up for the Merlin's deficiencies in 1941-2 when BMW rose into the ascendant with the Focke-Wulf 190.

God bless Acton! we all cried in 1942, for the Sabre in the Hawker airframe was the only engine that could cope with the later BF109s and the scorching 190. Admittedly, those 24 cylinders could come to a grinding halt, and could spill enough blinding oil onto your screen to make an Iranian sheikh cry for joy.

But every time we throttled hard *back* to avoid overshooting the Hun in our sights, we blessed Frank Halford's genius.

I lived with the Sabre from late 1942 until the summer of 1945, knew it in all its moods, and can confirm Setright's masterful summary of a great power unit.

London, NW8 RICHARD HOUGH

Anti-Motorist AA

Sir,

I enclose herewith a cutting from a local newspaper [About the AA's views on the inadequacy of MoT tests.—Ed.] and wonder if this has the same effect on you and other readers as it did on myself.

We are in danger it seems of having our very own R. Nader in the form of the AA.

If anyone has seen the comprehensive additions over the years to the MoT test one cannot help but consider it more than adequate when one considers its real purpose. It is surely to indicate that a vehicle is in a safe, roadworthy condition not as the AA appear to think to prove it is a 100% faultless piece of machinery, and the two aims are quite different.

Perhaps it is time motorists reminded the AA who pays their wages and also remind them why most people join and that is for a breakdown service not to support another anti-motoring body.

Surely the AA has now moved away from being a motorists' organisation and motorists should surrender their memberships. Here is a voice motorists can silence.

Words almost fail me on their Chief Engineer's comments on do-it-yourself motorists.

Having read the motoring articles in a few of their magazines, I really feel I can hold my own with them on car maintenance and repairs.

Incidentally, my 1959 MG-A, wholly maintained by me, passed its test first time, at a reputable British Leyland agents.

Stourport-on-Severn JOHN G. NORMAN

Am I Being Taken for a Ride?

Sir,

As the owner of a Volvo 164E I am finding, to my regret, that although generally it is difficult to fault the car, one item does stick out like the proverbial sore thumb, namely the Bosch injectors fitted to this vehicle, and the exhorbitant cost of replacements.

Leaking fuel injectors spraying petrol all over the engine, with the consequent risk of an engine fire has been my experience several times during the last three years with this car.

The worst shock was finding that the injectors are not an exchange service item, as are diesel injectors, but are scrap, and so one is forced to purchase new injectors. Now comes the crunch.

Bosch injectors purchased from Volvo agents are currently priced at £21.74 each, a staggering sum of £130.44 plus VAT for six off.

The same item purchased from Mercedes agents are priced at £12.17 each, a total of £73.02 plus VAT (still quite expensive).

I have been informed from a very reliable

source, that Volvo agents are in agreement with Volvo concessionaires to buy *all* Volvo spares from them (this presumably includes Bosch injectors). I fail to see quite how the distributor for one make of foreign car can justify the difference of 44% increase in the price of what is apparently the identical article supplied for another foreign car, especially when both articles are manufactured by the same company.

I think you will agree that the above figures indicate that one of the two car manufacturers concerned should adjust his prices quickly before going into liquidation for one of the two obvious reasons.

Eynsford, Kent. J. W. H. WELLS

Fighting Talk

Sir,

Having read recent editorials and lengthy correspondence in various motor sporting journals bitterly opposing the current speed limits, the Committee of the Scottish Motor Racing Club felt, in the main, that these were only preaching to the converted, and if there was to be even a slender chance of successfully getting these limits changed then MPs had to be written to directly.

Consequently, we organised a printed letter which was sent out to all our members, who then merely had to address it to their MP, fill in their own address, sign and post it.

Through your columns we would urge other Clubs to take similar action. Perhaps MOTOR SPORT could consider organising a similar type of letter to be circulated with your next issue.

Come on, let's bombard our MPs with letters of protest.

ALISTAIR MACKINTOSH
Chairman, Scottish Motor Racing Club Ltd.

Duns, Berwickshire.

* * *

Sir,

After reading your February Editorial and readers' comments, I agree that the Government's anti-motorists campaign is becoming out of hand. It is time for concerned members of the motoring public to stand up and be counted.

However, it has been shown that previous organised petitions and public comment has been less than 100% effective in changing Government policy.

I have a suggestion of perhaps a better way of striking back at the Government where it hurts: if a large section of the motoring public were *not* to buy any new cars or even secondhand cars from dealers during say the month of May, then the loss of revenue through VAT and car tax would be quite considerable. Of course I realise that this idea has many disadvantages—the major one being that it may cause unemployment in some regions. However, this in itself would bring pressure on the Government from the Unions, manufacturers and others whose livelihood depends upon the motor trade. It could also be argued that the response to the scheme would be minimal. For example, the fleet and company car buyers would probably ignore it and Mr. Average who is awaiting the delivery of his new Cortina would probably not have heard of it.

However, this scheme could be a viable way of applying sanctions against the Government. I would be interested in seeing some statistical evidence and reading other readers' comments.

Trowbridge H. J. LAWRENCE

A Plea for Perspective

Sir,

One often reads in your magazine letters from readers who are worrying about which car they should choose to replace their Alfa Romeo, Jaguar or MG-B. Is it not time that they should stop concerning themselves over their unfortunate "plight" so that a few thoughts can be spared for their younger brethren?

Forced at the moment to motor around in the most basic and cheap transport, we are faced with the prospect of having to drive emasculated cars—no matter how much we manage to earn—on roads strangled by statutory regulations. The qualities in motoring which so many of your correspondents admire and which are epitomised in the Alfa Romeos and Lancias of today will not even be allowed to exist.

Is it not time, then, that some people should put their motoring into some sort of perspective so that they can count their blessings?

St. Albans R. J. SQUIRE

[And when all testing is done in Government Test Stations it could well get worse. —Ed.]

Police Persecution

Sir,

I have read with interest the recent correspondence regarding persecution. There are two sides to every story and most of my brushes with the law have been at variance with those related by your readers.

The car which I use in the pursuit of my hobby does not conform with modern regulations in that too much of the wheels is exposed; there are knock-ons to mow down pedestrians; the hot exhaust runs along the side of the body; there is no windscreen, washers or wipers; sharp projections to the front, sides, top, bottom and everywhere else; absence of safety belts, indicators, accurate speedometer; presence of a superabundance of noise. In short, a policeman's nightmare (or prayer). The thing is, in fact, a forty-two-year-old MG Magna.

Last summer, the police stopped me on three occasions; each time, it was only because the officer concerned was a fellow enthusiast who wanted to have a chat. When I have been *en route* to various meetings, I have been shown great courtesy and understanding by the police, much appreciated in view of the problems found by the users of old cars in today's traffic; for example, boiling in traffic jams!

Horsham. J. C. M. DAVIDSON

Up the British!

Sir,

From across the Atlantic I must tell you how proud I am of British Leyland's latest American television advertisement for the TR6. In days where we are shown endless cars crashing into walls at walking pace speeds and Volvos doing the same at 50 m.p.h., you can imagine the joy of watching the TR6 driving smartly around the wall to the commentary of "in England we concentrate on missing the wall". Wonderful!

To hear that Jaguar's sales are increasing at a "good clip" while everybody else is struggling is very pleasing.

Your editorial observations on speed limits are opinions I happen to agree with, so imagine the situation here of six-lane highways and a 55-m.p.h. overall limit, but let me add that the average US-made car is very dangerous at even 55 m.p.h. unless of course you remember to not use the brakes more than once a mile and *slow down* for curves.

Thank you for your excellent magazine.

Boston, Mass., USA. GRAHAM YATES

"Babs" Hindsight

Sir,

It was interesting seeing you having a ride in Owen Wyn-Owen's magnificently-restored "Babs", as depicted in the February 1975 issue of MOTOR SPORT.

With the benefit of hindsight, I find it even more interesting to quote something which you wrote in the June 1968 issue (page 485): "I do not share Mr. Owen's optimism that 'Babs' could be made to run again, unless a very large sum of money was spent, and not necessarily then. Wheels would have to be made, tyres obtained, and where can Liberty engine parts be found, or a replacement for the driving chain that decapitated Thomas?"

Mr. Owen is certainly to be congratulated on his restoring skills! Many thanks for MOTOR SPORT.

Pretoria, S. Africa. C. F. VAN VEIJEREN

[Congratulations indeed! I had not foreseen the help given by the Industry and Liberty parts from the USA.—Ed.]

That Alfa Romeo Drawing

Sir,

I have seen many cut-away drawings of motor cars in the twenty years I have been a reader of the motoring Press, but never one so magnificent as that of the Alfa Romeo Tipo B depicted in the centre pages of your latest issue. The detail was such that I felt I could almost have removed the Alfa from the page and driven it round Donington! Please let us have more of Mr. Matthews' wonderful work, even if it means quadrupling the price of MOTOR SPORT.

York A. L. TURNER

Tailpiece



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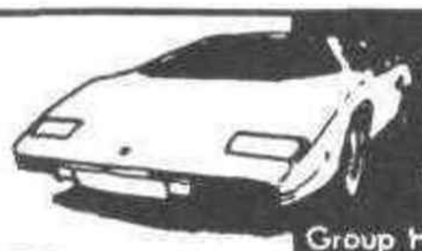
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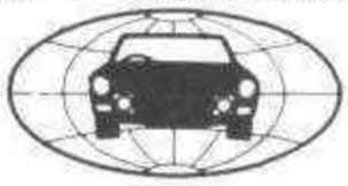
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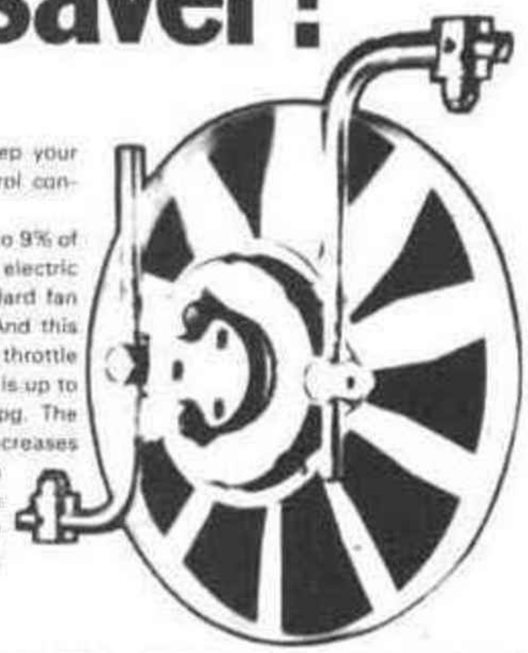
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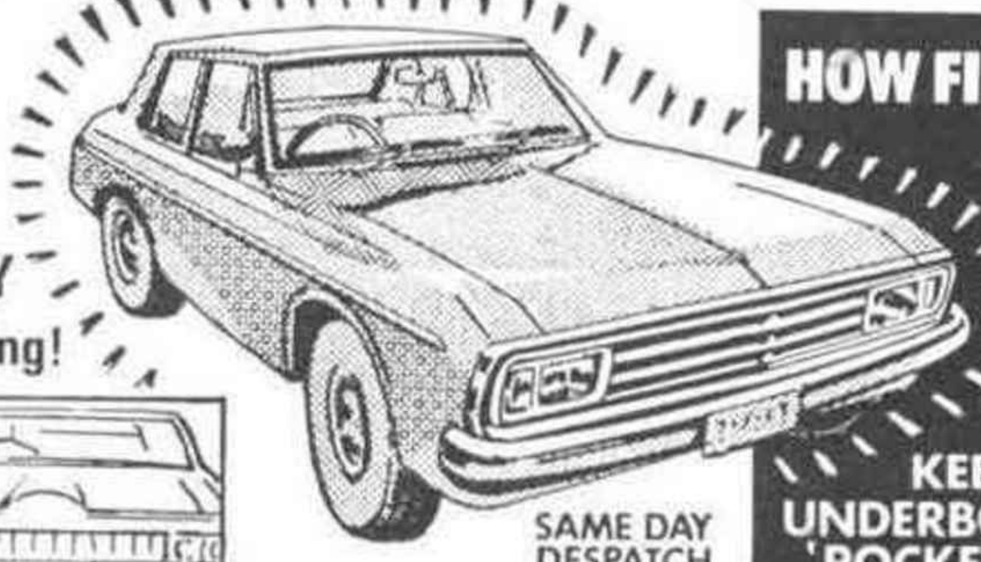


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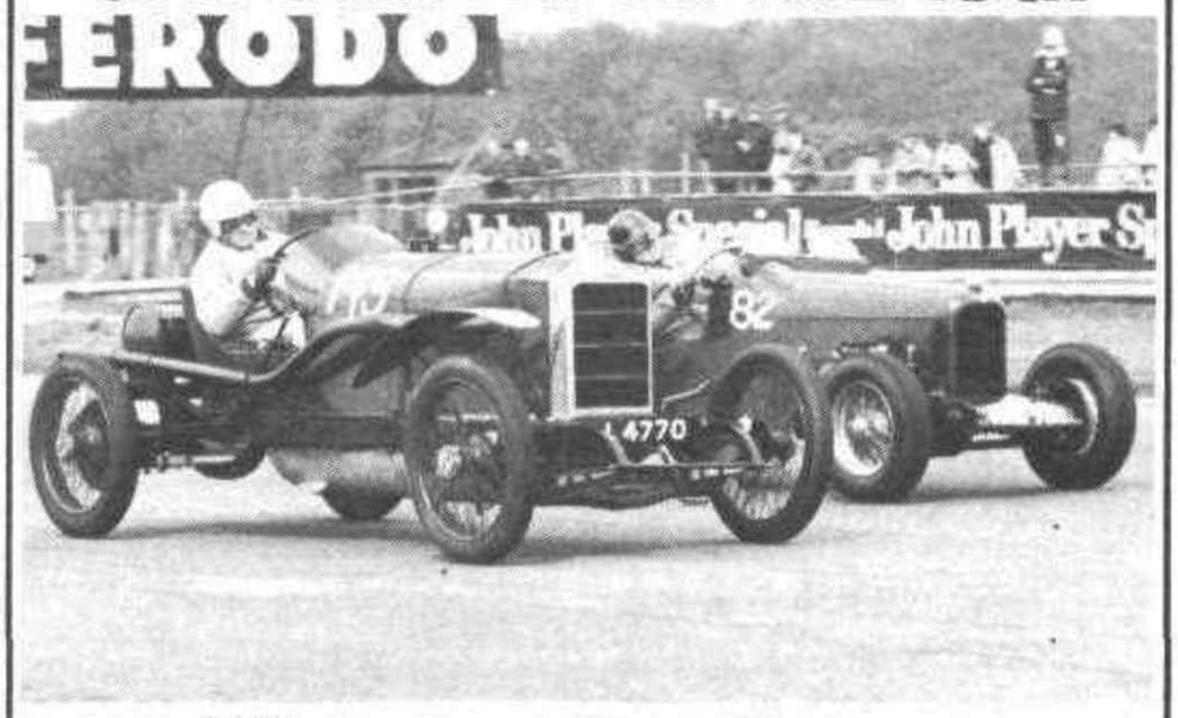
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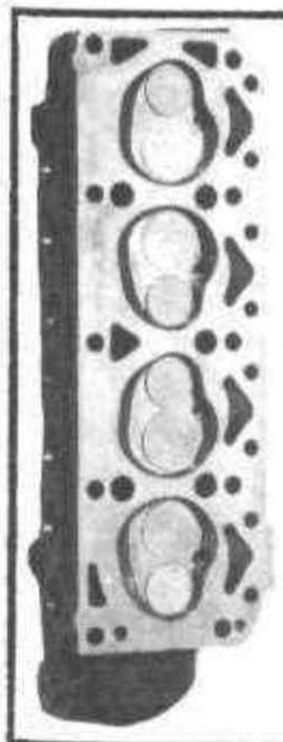
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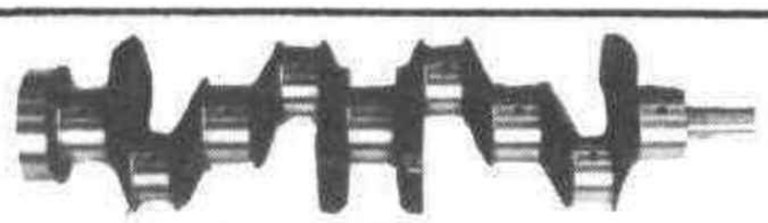


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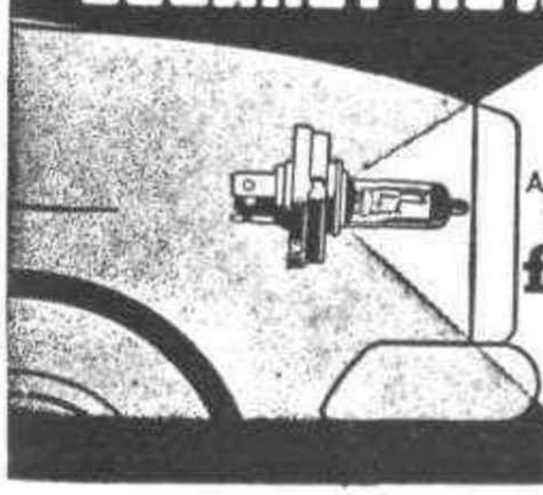
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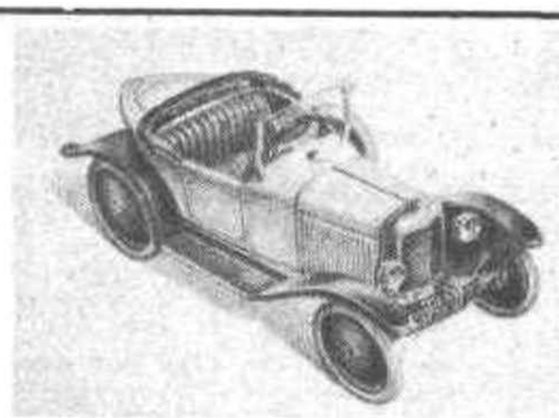


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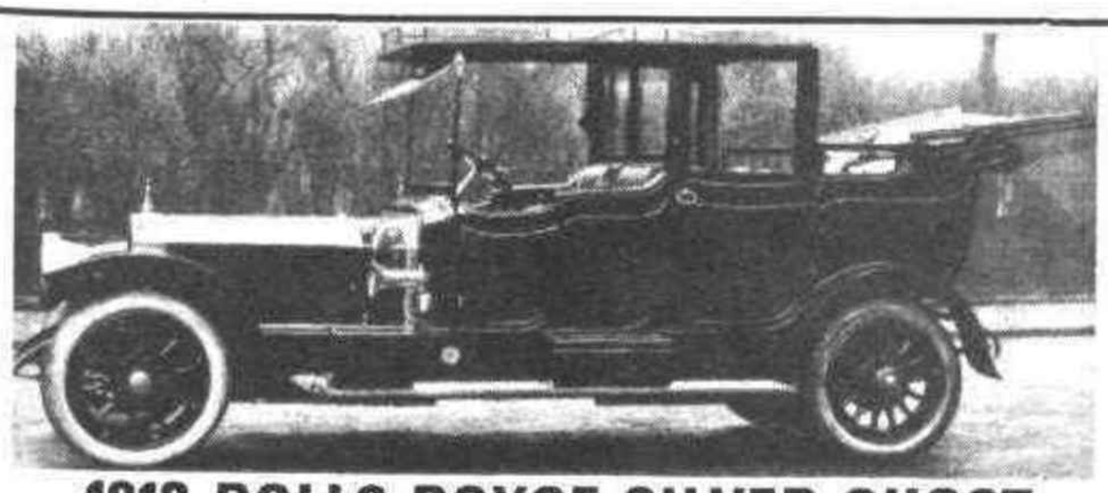
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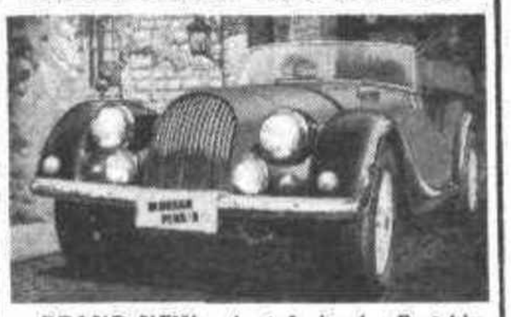
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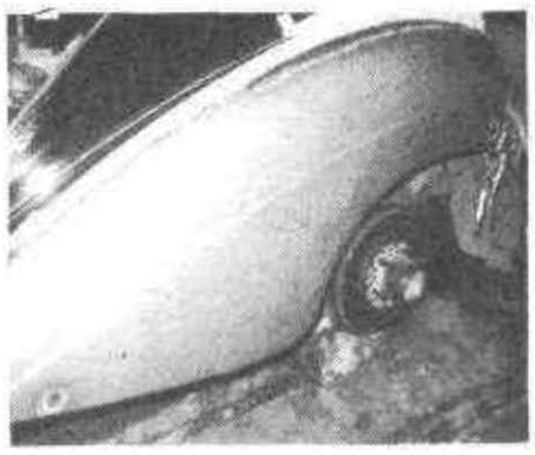
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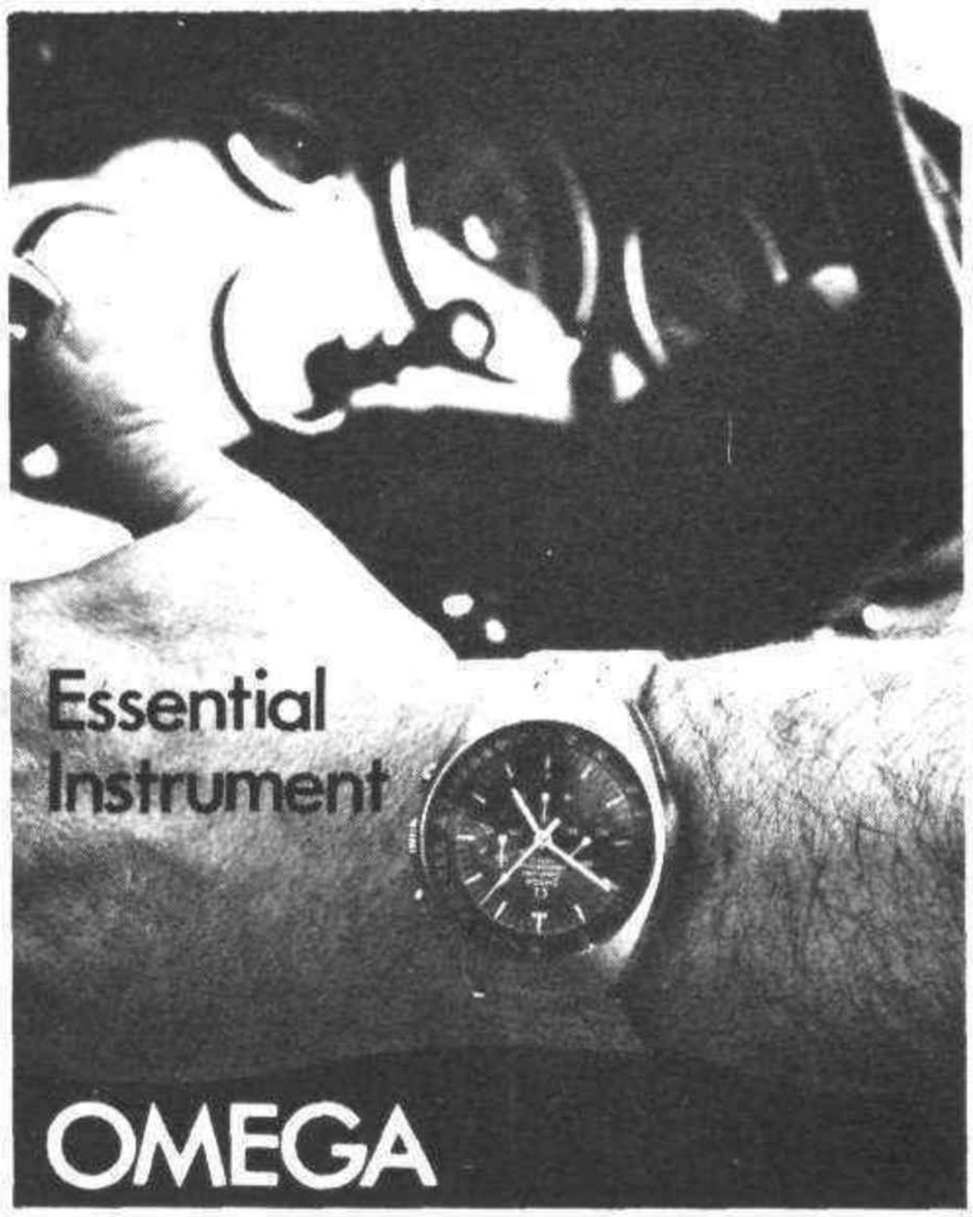
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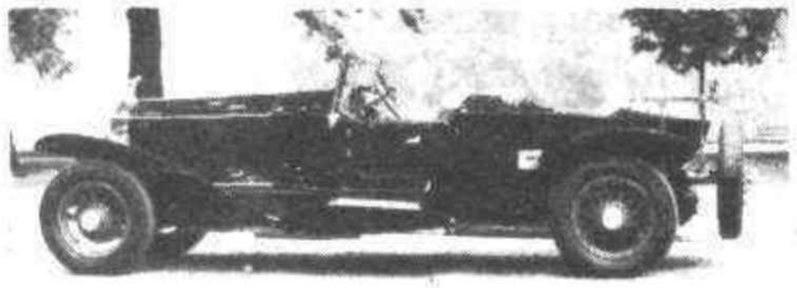
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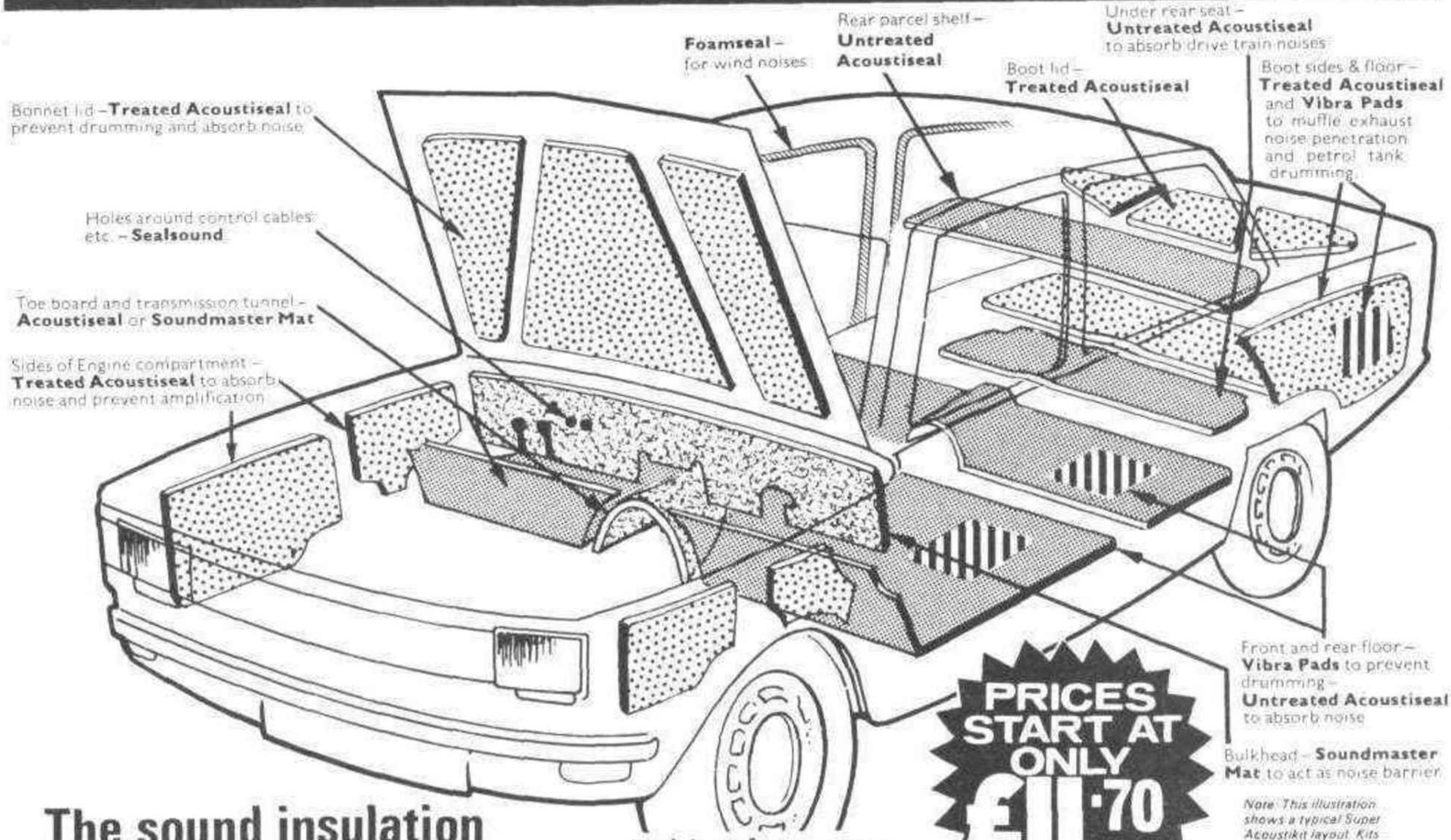
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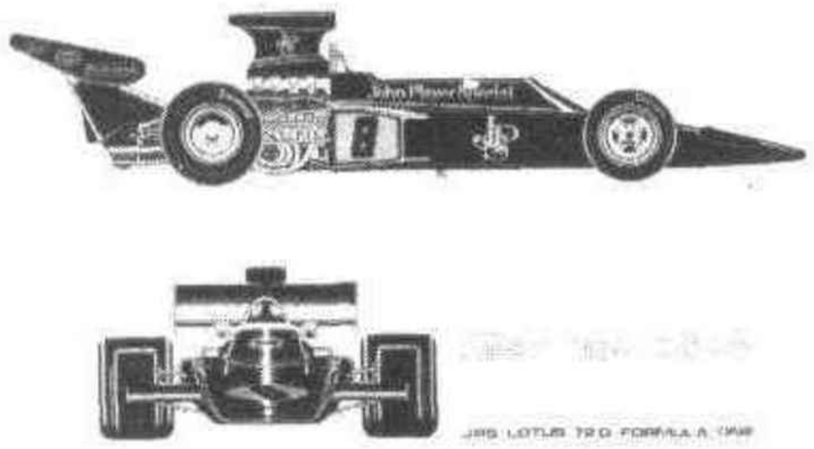
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BROUGH SUPERIOR Saloon 1937. Part restored. Extremely rare and potentially valuable motor. Highest offer secures. & Alvis TA21 1952. V.g.c. 061-928 6504 after 6 p.m. (58919

FOR SALE—continued

FORD ROCHDALE. 1950s Ford Popular chassis with glass body. Not the "Olympic" but an earlier version. Built only four years ago, from new parts, car has done less than 100 miles but is now lacking engine—Ford 100E. Interior fitted out to modern specifications. Ideal for enthusiast wants to spend some time and work to have a unique two-seater coupe. Offers: Dave Taylor 051-426 6232. (58937

1933 AUSTIN 6S Sport (Nippy). New hood, etc. Requires engine repair. Phone Hindhead (Surrey) 4300 for details and offers around £500. (58811

CLAN CRUSADER—sun roof, Cosmics, tape player, £900. Tel: Sandbach STD (09367) 5493. (58967

TRIUMPH TR4A 1967. 22,500 miles. Leather seats, overdrive, radio. Immaculate condition, must be best available. £950. Phone Christchurch 4872. (58960

SUNBEAM TIGER 260 1965. Body/mechanics o.k. Tax, MoT. Good m.p.g./performance h/s tops. Immaculate. £490 o.n.o. R. Jones, 599-1923, Dagenham. (58968

1956 MK. VIII JAGUAR. Superb condt. no rot. Partial respray, engine just overhauled. Must be one of the best of its type. Will supply photos on request. 20 m.p.g. at least on average. For further details ring 061-338 2800 or 3107, ask for Eddie. Will negotiate around £750. (58935

MG F2. RARE two-seater Magna Sports. Good chassis, running gear and chrome, body tatty, modern engine but original possibly available. Offers around £350. 21 Long Meadow, Skipton. Tel. 2972. (58934

FOR SALE—continued

1964 MORGAN 4/4. Roadworthy but bodywork needs attention. Offers. Telephone Slough 41421 (evenings or w/ends). (58953

NORTH AMERICAN enthusiasts take note: emigration forces sale 1971 Jaguar XJ6, LHD, overdrive, 2.8 brown.1967 Maserati Quattroporte, also LHD, air conditioning, black. Would bring either. Write for details: Mike Tinne, Fairweather, Blagdon, Bristol. (58958

MG-B ROADSTER "K". O/d, undersealed. V.g.c. One owner, leaves for USA. Reluctant sale, £810 o.n.o. Tel: Kings Langley (Herts.) 65228 (evenings). (58926

LOTUS ELAN FHC. Bermuda yellow. J reg. Extremely well maintained all bills available. History known, new clutch, steering components, brakes, mains and big ends, water pump, etc. 55,000 miles. Really excellent condition throughout. Price £1,145. Phone: Glyn Garth 393 evening (Anglesey). (58923

LOTUS CORTINA "H" regd. 1969. All white. Must be one of the finest examples in the country. 58,000 miles. Complete engine rebuilt at 54,000 miles. Garage maintained. Must be sold. £485 o.n.o. Tel: Churchdown 713823 (Glos.) (58910

PORSCHE/CORVAIR Special. Bill Thomas Corvair racing engine, Judson, Porsche 356C gearbox, suspension, discs, wide Goodyear racing tyres. Presently mounts lightweight Dune-Buggy body. £1,000/offer or exchange Bentley Special, Historic Racer, Sporty Wraith. Dr. H. Kelley, 77 Flowerhill Road, Huntington, New York, USA 11743. (58208F

MGA'S, T, TYPES, OR ANYTHING INTERESTING WANTED STAINES 55388

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FOR SALE—continued

ROLLS-ROYCE 1939 Park Ward Limousine, £1,975. Aston Martin DB5. 1965. 5 speed. £895. Exchange considered. Chesterfield 850559. (58913

LOTUS CORTINA twin cam, Crayford convertible. Very good condition 1969. Registered Dec. 1968, £550. Phone Blackpool 43855 exchange considered. (58908

NOV. 1972 LANCIA 1.6 HF. 16,000 miles. Radio, wonderful condition. £1,525 o.v.n.o. Weobley (Hereford) 321. (58932

SPITFIRE 1971. Red/black interior, five Cosmics ZX tyres, hard/soft tops, twin spots, w/mirrors, tow bar, air horns, taxed. MoT. £550. Shaftesbury 3151. (58907

LOTUS ELITE comprehensive stock of spares carried for 1959-65 models. Full complement of Coventry Climax FWA/E spares. CWO or COD 25p extra. World wide distribution service. Ken Pearce Racing Division, Market Street, Wellington Telford TF1 1DX, Salop. Telephone 3694. (58920

HILLMAN MINX Saloon 1939. One previous owner. 41,000 miles. Beautiful condition throughout, sound mechanically. Taxed June, MoT December. Original handbook and tool kit. Offers: Gloucester 35759 evenings. (58921

1964 ROVER 95. Two owners, 48,000 mls. genuine. Radio, superb condition. £450. 1958 Rover 90. One owner. 70,000 miles. Truly immaculate. £275. Greenwood 061-445 2342 Manchester. (58916

TUSCAN V6, 1971 (J). Immaculate 42,000 mls. Cirrus white, with perfect black interior. Motorola radio. Motolita wheel. Watchdog alarm, overdrive, new dampers and exhaust system. 125 m.p.h., 25 m.p.g. overall. Engineer owned. £1,095 o.v.n.o. Telephone 01-686 0222 (Wallington) evenings and weekends. (58914

FOR SALE—continued

MONSTER DAIMLERS! 1924 Sleeve-valve eight cylinder. Tapestried interior, excellent order bodily and mechanically. Fascinating workmanship surpassing Rolls-Royce of period. A real jewel of a motor car, utterly original in all aspects. £2,500. Also 1934 Daimler of same style but o.h.v. straight eight. Good working order, £1,500. Same owner eleven years. Pembroke 43733 office, Manorbier 288 evenings. (58360

SCIMITAR AUG. '72. GTE Automatic. Shetland blue, tain interior. Alloy wheels, stereo radio/cassette, sunroof. £1,750 o.n.o. Also Bristol 407 1962. Maroon. Avons. Beige hide, owned for last seven years. Good. £875 o.n.o. Taylor 11 St. Helens Hove Sx BTN 0273 414668. (58475

TRIUMPH SOUTHERN CROSS Sports 2-seater, 1935. Climax-type 4-cylinder engine. Generally very sound condition, but not much interior trim and has not run for several years. £475. Brockenhurst 3545. (58929

LOTUS 7 SIII December '68 Ford 1600GT engine, twin choke Webers, Piper head, £985 o.n.o. Would consider exchanging for sports car. Phone: Office hours (not Thursdays) Coventry 88172; or Home Fillongley 41176. (58918

1954 CITROEN 15. Aztec green, metallic. Owner-serviced and garaged throughout. Collector's item. £800. Box 4687. (23084

JENSEN 541R 1960. Crimson with good leather interior. Present owner nine years and 136,000. New head block, pistons, clutch, crank ground all balanced by Holbay 36,000 ago. New springs, dampers, kingpins and exhaust. Good tyres, around 20 m.p.g. any speed. Total mileage 176,000. £675 o.n.o. Cooke, Wellway, Finchingfield evenings Gt. Bardfield 415. (58983

FOR SALE—continued

DELLOW 1953. Sports 2-seater. Very nice example, re-upholstered, re-painted, new instruments. £425. Telephone Gerrards Cross 84859. (58998

SILVER WRAITH, 1951 Park Ward. See page 169 "The Elegance Continues". Black, ivory panels. Indicated 80,000 probably genuine. £2,950 o.n.o. Lydd 20547. (58999

1971 BMW 2800. White/black vinyl roof. Blue cloth trim. Average mileage. Webasto. Push-button radio, electric aerial. Director's car. Immaculate. £1,600 o.n.o. Rustington 3216, 9 a.m.—5 p.m. (59000

1924 BULLNOSE MORRIS, 2 seater with dickey; rear wheel brakes only, hood and side screens. Professionally restored throughout, including extensive renewal of timber and panel work. Complete mechanical overhaul. New battery and tyres. Price £3,000 o.n.o. or would accept part ex. on similar motor vehicle (MG TA, Morgan, HRG etc.). Tel: Boldon (Co. Durham) 5801, day; or Newcastle on Tyne 863193, evenings. (59001

ARMSTRONG SIDDELEY Sapphire 1954. Black over light grey. Outstanding appearance. Low mileage. MoT November. Runs on 2-star. Must be seen. £545 o.n.o. 021-458 7366. (59003

MORGAN 4/4 2-seater, brand new and unregistered. Red with wire wheels, alloy body and spotlights. Offers over £2,500. Box No. 4697. (59004

1909 HUMBER, VCC dated, extensively restored, including re-trim, in Burgundy red hide, new hood, new BE tyres throughout, in first-class mechanical order. 5 seater open touring. Tulip black body. Price £7,000 o.n.o. Possible part exchange taken on Rolls or Bentley. Tel: Boldon (Co. Durham) 5801 day; Newcastle on Tyne 863193 evenings. (59001

FOR SALE—continued

SCIMITAR GT 1967F. White, o/d., radio, HRW, almost total rebuild 10,000 miles ago. Engine, gearbox, brakes, suspension, new steering, batteries, Cinturatos starter, clutch. In excellent condition throughout. £550 o.n.o. Horton, Odiham (Hants) 2633. (58985

ALFA ROMEO 1750 GTV. Metallic blue/tan, 46,000 miles. Beautiful example of this fast, economical car. 1970, £900. 01-697 3525 evenings. (58986

MERCEDES 230 SL Coupe convertible, 1964. Off white/red interior. Radio, immaculate condition throughout. £1,300. 722578 or Devizes 4388. (58988

SUNBEAM TALBOT Alpine Mk. 1. Magnificent concours condition. Completely rebuilt and finished in Mercedes metallic red. Retrimmed in black with white piping. Tonneau cover to match, rechromed. 1,500 miles since complete engine rebuild by Turners of Wolverhampton. Offers over £1,550. Walsall 23463 daytime; 22544 after 7 p.m. (58989

MG TC DEC. 1949. Beaulieu concours winner. Original engine and running gear. One of the last 12 built. £2,000. Checkendon 681229. (58990

JENSEN CV8 Automatic. Low mileage, Regal red with beige hide interior. A superb example of this appreciating asset. £1,000 o.n.o. Ratcliffe Hill Bark Farm, Frankby, Wirral. Tel: 051-677 1330. (58991

LOTUS SUPER SEVEN 1969. Immaculate condition, taxed and tested. Broadspeed head + twin 40DCOEs alloy wheels etc. £800 o.n.o. Colchester 79242. (58992

COLLECTOR SELLING 1929 Invicta high chassis tourer 3-litre. Attractive body with trunk, and a 1937 BMW very original r.h.d. Sensible offers please: 01-937 6676 daytime. (59007

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1939 AUSTIN 8 h.p. Good running order. Stored 11 years. £200. Phone Market Deeping (0778) 342264. (58656

TRIUMPH ROADSTER 1947 1800 Almost completely rebuilt. Receipts available. £600 o.n.o. Phone: Burntisland 2489. (58655

FERRARI 1971 365 GTC. 20,000 miles. Concours condition. Superb example of this beautiful rare marque. £4,950. V12 E-type or Porsche possibly taken in part exchange. Porter, The Glebe, Ross-on-Wye. Tel: Ross 3855. (58653

1965 LANCIA FLAVIA coupe. Extremely smart original condition. Pastel blue/tan leather. £525. High Wycombe 26719. (58651

FORD CORTINA Super Savage GXL V6. 1971. FMV 1J. Tax, tested, radio/stereo, rubber mats throughout. Engine rebuilt, mileage 400 miles, spot lights, sunroof, colour yellow. £1,200. Tel: Maldon, Essex 52421. (58650

1958 MG MAGNETTE ZB. Black. 77,200 miles, good condition, MoT 1976, two owners £200 o.n.o. Phone: Porlock 685. (58652

1962 LANCIA APPIA Sport Zagato. Restored to high standard. Resembles Aston DBZ. £1,000. High Wycombe 26719. (58651

1934 ASTON MARTIN 1½-litre Mark 2 short chassis. Colour green. Runs and drives well, bodywork sound but needs painting. £2,500. 1929 Lancia Lambda 27.6 h.p. 8 cylinder overhand cam, short chassis. Torpedo type body, colour red. Requires some painting. £5,000. Ring: 061-483 5296 or 1574, after 6 p.m. and at weekends ring Wilmslow 22343. (58648

SORE REAR forces sale immaculate MG-B GT 1970. MoT Feb. '76. New clutch, w/wheels, o/drive, reclining seats, h/rests, Astrali racing s/wheel, separate ammeter, fuel/oil/water/vacuum gauges, transistorised clock, c/lighter on central console. Quick sale to relieve pain. £850 o.n.o. Phone Tenterden 2203. (58641

RS1600. SEBRING RED. M registration. R.M. 10,000. Custom Pack and fitted radio. Never raced or rallied. One careful owner. A car in new condition price £1,750. Phone Brynmawr 310428. (58639

JAGUAR E-TYPE Roadster. 1968. Dark blue. Many extras including hard-top, tonneau, radio, tinted screen. Over £350 spent in last six months on brakes overhaul, new clutch, etc. Only £695 o.n.o. Cardiff 28475. (58592

MASERATI 3500 GTI 1963. 3 owners. Recent engine gearbox rebuilds, new clutch, excellent body and interior. Used daily. £650. Might p/ex. modern car or WHY. Bedford (0234) 44454. (58595

AUSTIN HEALEY 100-6 2+2, LHD. 1958. Recent new steel wings, over £500 spent on rebuild. Overdrive, wires, hard and soft tops, etc. Excellent condition throughout. £575. Bedford (0234) 44454. (58595

FOR SALE—continued

DAIMLER CONQUEST 1953. Finished in black, two owners, excellent example. Offers around £450. Tel: Freethorpe 670 evenings. (Norwich area) (58695

1500 c.c. MG 1300, 5-speed box, twin SUs, servo brakes, Cosmic wheels, "H" reg. £470 o.n.o. Tel: 0451 20419 (Glos.) (58692

ASTON MARTIN DB2-4 Mk. III, 1959. Finished in Rolls-Royce black pearl. Twin exhausts, overdrive. Over £500 spent. £850 o.n.o. 01-979 0423. (58697

1948 RILEY 1½-litre. Superb and original. Truly immaculate exterior with new roof. Dark green cellulose respray. 90% rechromed. Good interior. Mechanically excellent. Stored winter. £650. Rushden (Northants) 55874. (58698

HEALEY 300 Mk. III 1965. O/d, wire wheels, boot rack, etc. Bills available for major engine overhaul. Genuine reasons for sale. Will haggle around £900 for this interesting motor car. Tel: Market Deeping 342375 (STD 0778). (58690



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FOR SALE—continued

JENSEN INTERCEPTOR Convertible. Rare Crimson 4-litre 6-seat DHC. Leather upholstery. Mechanical overhaul 2,000 miles ago. Aluminium body, 4-speed + overdrive, tow bar. Offers around £1,000. Tel: Cosham 81111 (work), Portsmouth 832363 (home). (58791

PORSCHE 912 1967. E Reg. Yellow, black interior, 5-speed box, MoT, new tyres, belts, etc. Not used last 18 months. Exchange interesting Mini or similar value. £925. Tel. 0734 883259, Reading. (58789

MG-B ROADSTER. "H" registration. Absolutely immaculate throughout. Unmarked white paintwork. Body completely rust-free and straight. Perfect chrome. Excellent black trim with leather seats. Recent hood. Full and half tonneaux, wires. Excellent mechanical condition and drives as tight as the younger GT which replaces it. Used as second car and superb all round. £595. Knowle 6345 (Warks.) (58807

FOR SALE—continued

MG NB 4-SEAT MAGNETTE 1936. Requires restoration. Engine, body sound, very original. £595. 01-460 2356. (58942

NEW UNREGISTERED Jaguar 2+2 Custom-built. Receipts for over £1,800 worth of new parts, including new body. Two years of own labour to build this beautiful Jaguar to my own specification. Finished in Mercedes Silver, Sundym glass, tan trim. Sensible offers invited around £1,875. Phone: Paignton 59650 anytime. (58809

ISOTTA-FRASCHINI Tipo 8A Touring limousine by Salle. Immaculate. Substantial price required. Also for sale: 5-bed Devon thatched long house—circa 1550 2-bed cottage and 1-bed annexe attached. A listed property, in all about 3 acres. Garage—3 car barn—workshop (lots of storage and parking space. 2 miles sea. Reply: Whiteaway, Home House, Coombeinteignhead, Newton-Abbot, Devon. Tel: Shaldon 3200 evenings. (58805

FOR SALE—continued

ENTHUSIAST REDUCING collection. Two immaculate motor cars. Lagonda 16/80 Sports Saloon 1933. Very pretty car with cycle wings and wonderful detailed fittings, all in chrome, concours condition. Asking £2,750 (cost of rebuild today). Offers considered. Mini Cooper 1275 "S" 1972 (last available). Downton Touring Conversion from new. HRW, Blaupunkt radio, electronic ignition, Halogen lights, rust-proofed undersealed from new. Never scratched, dented. All original. 25,000 miles. Asking £1,295. Full history. Roy Spiers, "Oak Trees", Stevens Lane, Claygate, Surrey. Tel: Esher 64032. (58803

JAGUAR XK150 1959. Fixedhead. In need of restoration. Offers: Lincoln 65242. (58799

DERBY BENTLEY 3½-litre chassis and engine parts, no cylinder head or rad. Also 20 h.p. and 20/25 h.p. RR parts. SAE for list. Mallalieu Eng., Station Rd., Abingdon OX14 3LD. (58793

FOR SALE—continued

RS1600 1973. 28,000 miles. Black. Custom Pack. 6 in. Revolutions. Absolutely immaculate throughout. No sensible offer refused. May p/ex. for 71-72 B-GT plus cash. Tel: Ripley (Derbys) 811117 evenings. (58647

1964 TR4. Overdrive, surrey top, new gearbox and 125 b.h.p. engine, in pristine condition throughout. £550 o.n.o. Shrivenham 782708. (58646

1923 VAUXHALL 23/60. Very rare Landauletta by Vincent of Reading. This car is immaculately and totally original and in perfect working order. Indicated mileage of under 50,000 miles probably genuine. The car has a division, carpets and trim are totally original and immaculate. Andersen, 25 Lord Chancellor Walk, Kingston, Surrey. 01-949 2938. (58645

BRISTOL 405 DROPHEAD Coupe for sale. One of 48 made. Ring: Standen 01-828 9501 evenings. (58634

JENSEN CV8 MK. III Automatic 1966. In exceptional condition. 40,000 miles. Metallic blue. History from new. £1,200. Kidderminster 700487. (58635

LOTUS ELAN +2S 130/5 1973 (M reg.). Only 50 specially built to full JPS specifications. Black/gold. 15,000 miles. 36 m.p.g. Showroom condition. £2,350. 01-954 0814. (58631

TR5 1968. Good condition, taxed, MoT. Red. £495 o.n.o. Shrewsbury 55791 daytime. (58638

LAGONDA M45 CHASSIS and all mechanics. Restoration part complete. All parts available except body. Many spares included. Offers for whole lot circa £1,000. Viewing in Herts. Box No. 4682. (58640

FORD MEXICO. Registered May 1971. Sunset. One owner. Excellent condition. Well maintained. £695. Telephone Netherbury (Dorset) 333. (58594

SS100 L936 SUPERB CAR finished in BRG with tan leather trim. Engine completely rebuilt and still to be run in. £8,800. 01-504 1898. (58596

1935 HUMBER TWELVE. Very good condition. MoT 1972. Not used since. £295. 1934 Morris Van, part restored, new tyres, radiator, silencer, brakes, etc. £99. "One Way Cottage", College Lane, Hook Heath, Woking, Surrey. (58597

1925 LAGONDA 12/24. 4-seater Tourer. Very rare and rather nice example of a usable vintage car. Re-trimmed in leather. Recent hood and sidescreens. £1,750. Tel: 0734 883644. (58795

1934 WOLSELEY 9 Tourer. Special body by Whittingham and Mitchell. Extremely rare car. Engine and bodywork extensively rebuilt, rechromed, retrimmed, rewired, etc. MoT. £1,000 o.n.o. (Manchester) 061-881 8697 evenings. (58784

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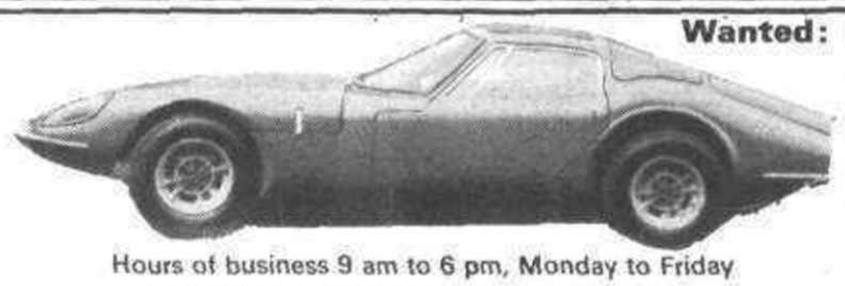
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BARKER 4-STR., 2½-litre aluminium drophead coupe, with 3-position hood. Recellulosed into pearl grey, rechromed, new hood, carpeting, etc.



2-SEATER ALUMINIUM ROADSTER. Recellulosed China white, rechromed, retrimmed, new hood, screens, tonneau; new interior, finished in blue.

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FOR SALE—continued

ALFA 2600 BERTONE SPRINT, 58,000 miles only, 1963. Resprayed in original white. Brown leather seats. Excellent mechanical condition and fast. Last owner 6½ years. Room forces regretful sale, £650. Walsall 23463 daytime; 22544 after 7 p.m. (58989

1933 MORGAN JAP, water cooled engine, 3-speeder family model, MoT, taxed, £750. Worcester 422320. (58993

AC ACECA BRISTOL 1957 bought for rebuild but plans have changed. Offers about £800. Tel: 04427 71192. (58994

E-TYPE 1967 F, DHC, CWW. Original blue. MoT, taxed, P/B radio. Properly maintained. Almost concours, new clutch, recently. Nothing to spend £775. Phone: Diss 3704 Norfolk. (58995

RARE MG-A TWIN CAM FHC 1960. Much restored. Following renewed: dynamo, starter, batteries, lights, wheels, Pirelli Cints, brake calipers, petrol pump, silencer, radiator, hoses, horn. Four new wings and beading, headlining, sound proofing, carpets, 99% rechrome, resprayed Italian racing red. Full working instrumentation. New MoT, just serviced, taxed year. Must be one of the best on offer for less than cost of rebuild at £850. No offers please. Sevenoaks (0732) 61502. USA prospects, price CIF East Coast USA approx. $2,500. Box No. 4688. (58997

1936 FORD 8Y SALOON. Concours condition, private sale, £600 or better offer or building work. Phone Dronfield 417728. (59005

HUMBER HAWK 54 1966 LHD, one owner car. 60,000 original miles, 4 new G800s (Whitewall). Will exchange for immaculate Austin A40 Mk. 2 1968, LHD or RHD. FOB, £500. Contact Harry van Bakel, Elandsgang 1, Eindhoven, Holland. Tel: 040-117142. (32111

JAGUAR XK120 Roadster 1950. Immaculate. White/black, £1,850. Part exchange considered. Further details 01-504 4027 home; 01-554 8211 business. (59166

FROGEYED SPRITE 1961. Recon. engine/gearbox. New tyres, battery, hood, tonneau, MoT. £225 offers. Havant 71878. (59140

LOTUS SEVEN Series 4. May 1974. Big valve twin-cam, 4,000 miles only. Fastidiously run-in and maintained. Alloy wheels, oil cooler, heater, air horns, etc. Growing family forces sale. New price over £2,000. £1,475 o.n.o. 828 8717 or 651 1024. (59139

HEALEY 3000 "F" regd. 40,000 miles, red, o/d., radio, MoT, Taxed, tonneau, £1,200. Part exchange considered. Stubbington (Hants.) 4558 (59138

BMW 30 CSL Lightweight Coupe 1973. Extras include: Sundym glass, electric windows, metallic paint, stereo/radio. Immaculate throughout. £3,895. Might p/ex. Welwyn 4113. (59137

FOR SALE—continued

ALVIS TD21, Reg. 1963. Manual saloon. Alice blue, matching interior, new front wings, resprayed, rechromed, new tyres. This car is in mint condition. First to see will buy. £950. Phone 021-429 6970. (59170

MG-B GT 1972. Overdrive, cloth trim, HRW servo brakes, Cibie headlamps. Really outstanding condition. £1,095. Welwyn Garden City 24668. (59165

1930 ROLLS P11 chassis, complete. All instruments, bonnet, running. Exc. value. £1,950. Box No. 4691. (59164

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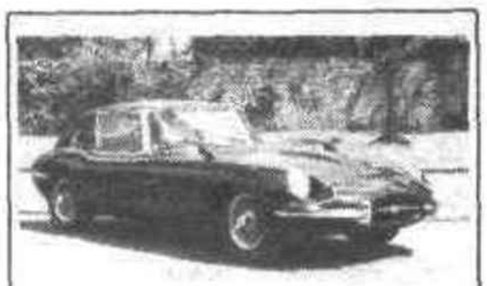
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£1,645. MG-B roadster, 1974. 'N' reg., white with tan trim, overdrive, Targa hardtop and soft top, p.-b. radio, 6,500 miles.

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£1,095. MG-B GT, 1971, bronze yellow with black trim, fitted overdrive, radio, tape player, h.r.w. etc.

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1934 PACKARD Super 8, Brooklands Replica 2-seater. Polished aluminium body by Lavassor. Black pinned leather seats, new outside exhaust, carpets, hood, tonneau, rewired. Needs small amount of detail work. £600 o.n.o. or swop large Limmo or Saloon. WHY, H. Johnson, 46 Downs Road, Enfield, London. 01-363 1866 after 7 p.m. (59152

MG-B GT "M" REG. White, 14,000 miles. One owner, o/d., radio, HRW, immaculate. £1,700. Bedford 870094 (59151

SOVEREIGN (XJ SERIES) 2.8 1970, "J" registered. Little used specimen, 28,000 recorded miles. Approximately 7,000 on new engine. Dark green with matching hide. PAB, p.a.s., HRW, etc. New tyres. Private sale, bargain £1,100. Part exchange considered. Telephone 01-997 7358 (London). (59150

HOTCHKISS 686 SALOON. Good mechanics, fair interior, body needs work on fenders and hood, brightwork needs replating. Price £650. Send £1 for 4 colour pics. to Ti. C. Posma, 26 Baarnseweg, Bilthoven, Netherlands. (59149

LOTUS SEVEN 1973 1300GT. 13,000 mls. Yellow, Rostyles wheels, £960. Liverpool area 051-426 2747. (59136

ALFA ROMEO ALFETTA. "N" reg. Beige, vinyl roof, triple coach line, spots, radio, HRW, 9,000 miles, LHD. £1,850. Liverpool area 051-426 2747. (59136

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RILEY 1½ RME 1954. 10 months MoT, 3 months tax. A really good one at a modest price, £325. West Coker 2774. (Somerset). (59148

ROLLS-ROYCE Silver Wraith Touring Limousine 1950 by H. J. Mulliner. 65,000 miles. New full-flow engine fitted at 30,000 miles. Beautiful original condition. P.100 headlamps, electric division, cocktail cabinet, fitted Astrakhan rug and other refinements. Regal Red body, matching upholstery. Best offer over £3,500. Phone owner: Christchurch 73386. (59146

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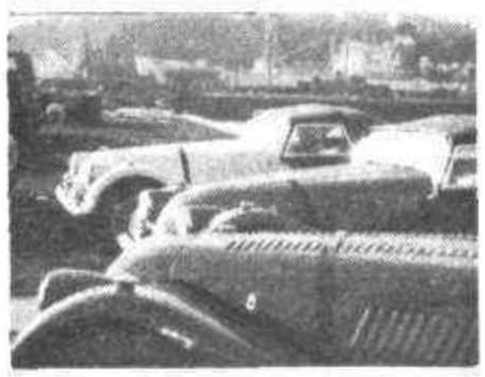
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SCIMITAR GTE 1971 (Sept.). Overdrive, tape player, new tyres, MoT March 1976. Taxed August, £1,450. Phone: Derby 49203 extension 355 days. (59046

AUSTIN 12/4 1930. Doctor's coupe, completely original, one owner Jaguar Mk. II 2.4 1967. Immaculate interior and chrome, low mileage. Collector's cars. Combined price £1,500. Fraser's Filling Station, Annan Road, Dumfries. Telephone Collin 644. (59036

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VERY RARE 4¼-litre Bentley, 1937, with special aluminium saloon body by "Cockshoot". Low mileage, long periods of storage. Bargain at £1,700. Full details and photos etc., ring G. Cox, Derby 880466 or 880052. (59052

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SCIMITAR 1974. "M" registration. Capricorn blue, manual overdrive, sun roof, fog and spot, 18,000 miles, £2,800 o.n.o. Hudson, Newdigate (Surrey) 279. (59048

MORGAN 4/4 COMPETITION, 1970. Tangerine. Excellent condition. Wire wheels. Immobiliser, etc. £1,290. Telephone: Dorking 81931 evenings. (59035

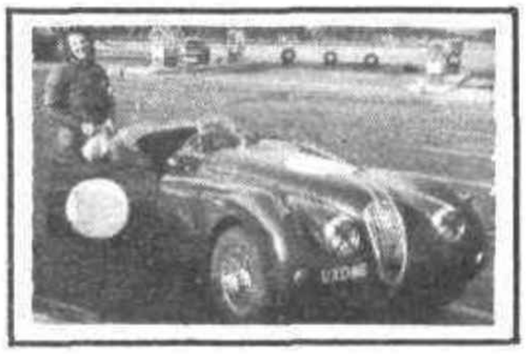
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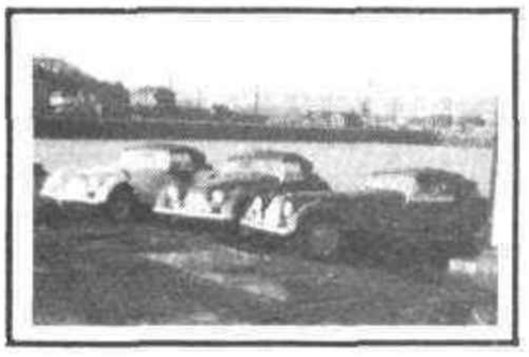
I understand that at this time of year your stock of second hand cars is naturally low but I am considering living in France after my holiday and I would be interested in either of the two **Morgans** you have for sale namely **1973 Morgan 4/4** two seater, orange, luggage rack, bucket seats, door handles, louvred bonnet and **1974 Morgan 4/4** two seater, red, louvred bonnet, bucket seats, rear bumper.

Awaiting your reply,

Yours sincerely, Monsieur Punter

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NOVA "M" REGISTERED, 1974, 2.2-litre Autocavan engine. Professionally built. Very fast. Must sell as fourth endorsement looming. Price around £1,500. Jackman, 77 Steepdene, Lower Parkstone, Poole. Phone Bournemouth 24954. (59058

BIG, BLACK AND BEAUTIFUL, that's my 1950 Austin taxi. Under 25,000 miles from new. Long MoT and tax. Any trial or inspection welcomed. Offers: Chilcott, Tiverton 3225 (day), 3636 (evenings). (23124

GILBERN 1800GT. Handbuilt, fibreglass body, MG-B mechanics, four-seater, wire wheels, overdrive, white with black trim. Excellent condition, £600. (Boldon) Tel: 07833 4708. (59175

ALFA ROMEO 1300GT Junior, Oct. 1970. 41,000. Luxurious 103 b.h.p., five-speed performance with great economy, in truly superb condition. Tax 1976. Long MoT. Recent clutch tyres, exhaust, battery bills. Definitely recommended, £800 o.n.o. Stone (Staffs.) 3307. (59177

MG 1¼ YB SALOON. Two owners, 61,000 miles. Original log book in very sound and genuine condition, ideally suited and worthy of top-class restoration. Taxed and tested till Nov. £250. But would prefer to p/ex. for TD or TF in restored condition. Tel: York 59631. (59176

FIAT 125, 1969. Excellent condition. Radio, ZXs, taxed, tested. Must sell. £400 o.n.o. Tel: Crick 822177 (Nr. Rugby). (59179

KESTREL 22 FT. four-berth Bilge Keel Sloop, fitted Yanmar diesel. Full inventory. Little used. New 1973, cost £2,200 ex-VAT. Exchange with free mooring (South Coast) for interesting car. Dino, Porsche, Mercedes coupe—WHY. Box 4692. ((59189

ROLLS-ROYCE 25/30 1937 Arthur Mulliner Continental Sports Saloon. Beautiful car in original order. Fitted suitcases, two previous owners. Also 1937 25/30 Limousine by Rippon Bros. divisions, occasionals—handbook, mascot, tools. Good order throughout. Saunders, 12 Newmarket Rd., Cringle Ford, Norwich, Norfolk. (59198

XK150 FHC 1958. Excellent original condition. All original equipment. Low mileage £1,400. Stourbridge (03843) 73174. (59186

BMW 2002, 1972 INKA. Emigration forces reluctant sale of this vehicle. Two owners and 46,000 miles of comfortable motoring. Guaranteed 35 m.p.g. Absolutely no rust. Offers around £1,200. Tel: 0772 632757. (59184

FORD V8 PILOT 30 h.p. Dark blue. Very good example. Numerous spares included. Offers. Cardiff 64760. (59196

1935 ALVIS SILVER EAGLE DHC. Bodily sound. Reasonable running order. New batteries. Tyres legal. Interior very good. Needs new radiator cowl. Phone 061-439 1362 (Cheshire). (59183

SS 1½-LITRE JAGUAR. First registered July 1946. One owner from new. Guaranteed 23,000 miles. 100% original. No rust, no body rot. Properly laid up for last 13 years. Lavender grey. Red leather underbody. Red leaded when new. Used only on dry roads. This unique car is ready for restoration. Further details and offers Tel. St. Annes (0253) 724114. (59181

DAIMLER BARKER SPECIAL D/H coupe, 1951. Mechanics good all round. Two-tone dark blue/grey, new grey lined hood and fitted carpets. MoT, £950. 01-735 2004. (59182

TR3A. OVERDRIVE, MoT. Above average hard/soft tops, £325 o.n.o. Bateman, Reading 84986 or Thatcham 62555. (59180

BRISTOL 407. Very good condition except that engine needs replacement or extensive repair. Offers: 0735 22 3198. (23137

ROLLS-ROYCE Silver Cloud III, 1964. Shell grey over Astral blue. Webasto sun roof, Sundym, electric windows, good history with original log book. Really exceptional. £3,750. Southampton 69582 evenings. (59193

JENSEN HEALEY. White. Feb. 1973. One owner, boot rack. Excellent condition £1,150 o.n.o. Phone Cockermouth 3126. (59194

ALFA ROMEO 1750 SPIDER 1968. Cream, brown stripe. Radio, elec. aerial, hard-top. Beautiful condition. £750. Lychett Minster 2374. (59192

MG-A TWIN-CAM engine required, also any twin-cam parts. R. W. Green, 30 Church St., Braunston, Nr. Oakham, Rutland. Ring Leicester 825712. (59191

PORSCHE 911T, 1969. 49,000 miles. Black, sunroof, stereo, aluminium wheels, tinted windows. £1,595. Farningham 862484. (59200

DAIMLER BARKER Special Sports. Partially restored. Engine, steering, brakes overhauled. Hard top, but no hood or front wings. Rest all good. £150 to clear. Ring: 0283 790364. (59199

AUSTIN HEALEY 100/6. 1959, 2.6-litre. Red, o/drive, hard-top, wireless. Excellent all round condition. Stored for last six years except for occasional summer use. £750. Phone: Kenilworth (0926) 54910. (59198

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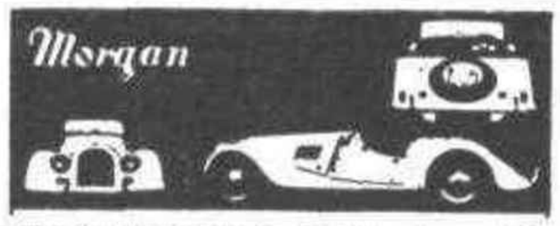
Morgan's, MG-B's, V8's E-type V12 Roadsters, Jensen-Healey's, Triumph Stags.

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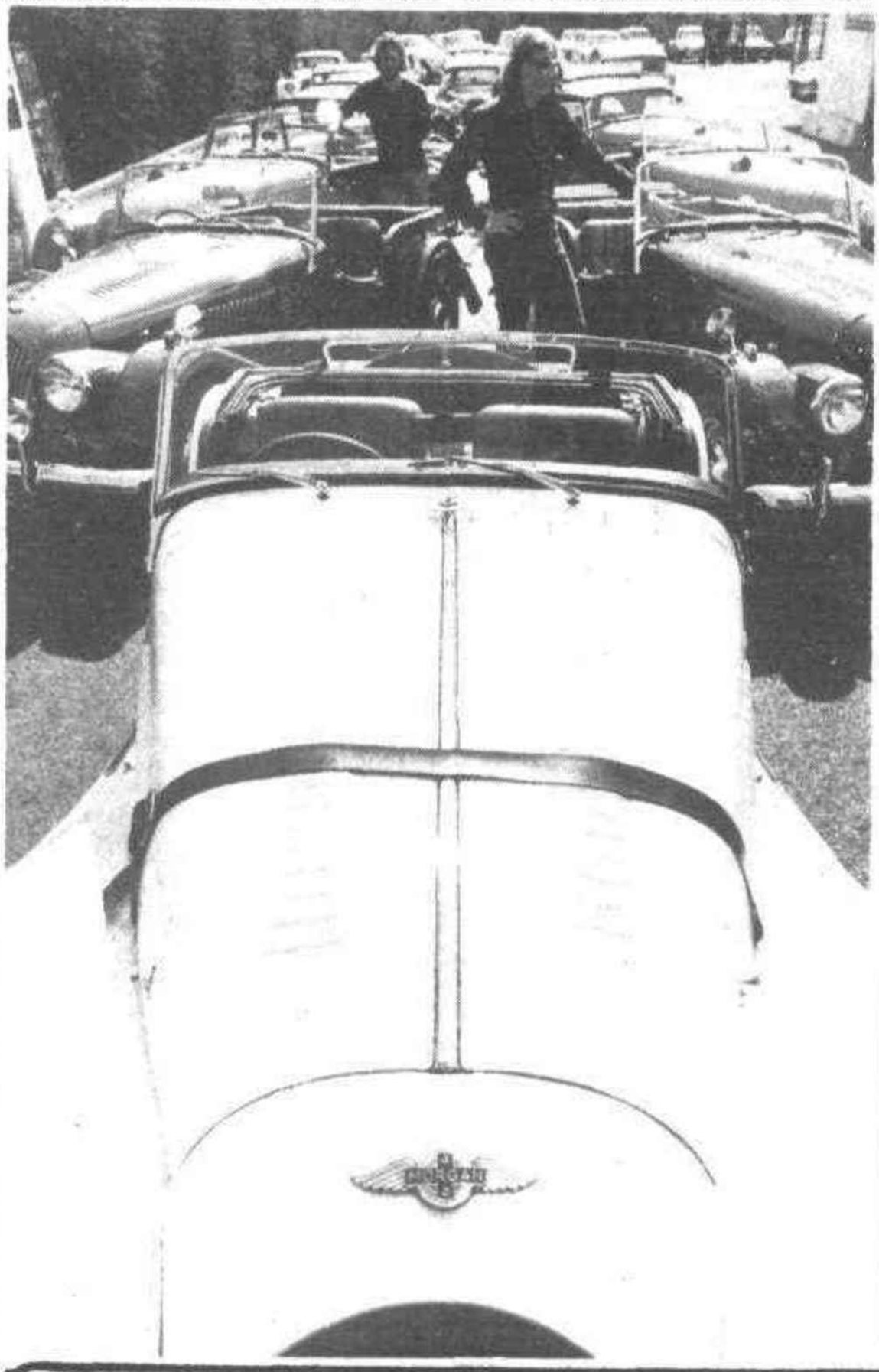
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John Britten



If not afraid of looking *passé*, buy a car with a wooden chassis. **Morgan Plus 4 2-seater,** 1963, yellow, wire wheels. **Morgan Plus 8,** 1974, Royal ivory, red leather, luggage grid, reclining and folding seats, spare wheel cover, rear bumper, one owner. **Morgan 4/4,** 1973, indigo blue, interior done out in brown leather, rear bumper, air cleaner, Plus 8 spotlights, tonneau, one owner. **Morgan 4/4,** 1957, KF blue, 1600 engine, wire wheels, 1600 engine and many extras including quickly detachable (but slowly attachable) hardtop. **Morgan Plus 8,** 1972, Post Office red, Rover box, one owner. **Morgan Plus 4,** 1955, indigo blue, been to Greece, slope-tail. **Morgan 4/4 4-seater,** 1969, black, wire wheels, red leather interior. **Morgan 4/4,** Nov. 1968, orange chrome, wire wheels, has had but two owners. **Morgan 4/4,** 1974, deep Brunswick green, bucket seats, wire wheels, rear bumper, headrests, bonnet strap, badge bar, wheel cover, air cleaner, one owner. **Morgan Plus 8,** 1972L, golden yellow (a lovely colour), grid, radio cum stereo, rev. lights, exterior door handles, bumper, strap. **Morgan 4/4,** 1970, red, wire wheels, bumpers F and R, air horns. **Morgan 4/4 4-seater,** 1973, brown, not seen it but am told it's "pretty basic". **Morgan Plus 4,** 1954, light racing green, cream dials and knobs which in those days were thought to be made from "dried milk". **Morgan 4/4,** 1970J, orange, wire wheels, bucket seats, tonneau, louvred bonnet (these louvres are punched by hand, one at a time). **Morgan 4/4,** 1974, signal red, wire wheels, Plus 8 spots, rear bumper, luggage grid and a registration number that is free from dating letter, has letters before numbers, and would suit any purchaser by the name of Oswald D. Macpherson. **Morgan Plus 8,** 1969H, flame red, Klaxon, and the inimitably tuneful Moss box with its extra-close ratios. **Morgan 4/4,** 1971, yellow, louvred bonnet. **Morgan 4/4 4-seater,** 1973M, yellow, wire wheels, grid, one owner. **Morgan 4/4,** 1973, (4-seater), white, derisory mileage. **Morgan 4/4,** 1972, yellow, bucket seats, tonneau, one owner. **Morgan 4/4 4-seater,** yellow, wire wheels, grid. More Morgans expected soon including a V-twin 3-wheeler and a supposedly tatty '64 4/4. A few other nice cars including **Jensen Healey,** 1973M Bahama blue, radio. **Lotus Seven,** 1961, yellow and silver, extensively updated/rated with 1500GT unit, Fish carb., disc brakes, full foul weather equipment, l.r.s.w., rollover bar, Avon radials, front bumper. **Austin Healey Sprite Mk. IV,** 1968, blue, wires, radio, l.r.s.w. **TVR Vixen,** 1968G, blue, wire wheels, we believe there will be a great revival of this stubby, purposeful, 1600 c.c. GT car and we intend to be in forefront of same. Hope to have several in stock within the next few weeks. Feelers already out. **Mini 1000,** 1972L, black tulip, Mamba alloy wheels, flared arches, wipe 'n' wash rear window, full recline GT4 Corbeau driver's seat, air horns, custom dash, 8,000 cautious miles.



NEW MORGANS: Still lengthy waiting period, teenagers must order now in order to receive new Morgan before too late. Please call in for consultation/test drive/brochure/prices/delivery information. **NEW JENSEN HEALEY.** Latest models now available with 5-speed box, 16-valve twin cam engine, alloy wheels, impact bumpers and luxury



interior trim. ARKLEY SS kits £160+ VAT to convert any old Spridget to a beautiful traditional-styled sports car. The Arkley is now in its 6th year of production and we have sold more in the first three months of the year than ever before. Eligible for mod-sports racing, of course. On the circuits this season may be seen the JOHN BRITTEN ALL-BRITISH RACING TEAM with its two prodsports Mitsuki-Morgans, the sponsors being the photographic importers Lotus Instruments who sell Mitsuki telephoto and wide angle lenses for single lens reflex cameras. The team may be seen at Mallory Park this month. All our late second-hand cars have thorough workshop inspection and service, fresh oil and filter, defective exhausts, batteries, steering joints, brakes etc. etc. discarded and replaced with new, written guarantee, triple road test before delivery to cus-



tomer. Ask to see our job card for any car. We accept suitable cars for servicing; discount on labour charges to Morgan enthusiasts. Must prove enthusiasm by arriving with hood down, regardless of weather. The Morgan book, an indispensable *vade-mecum*, £4.50 post free. Morgan T-shirt, ordinary and "John Britten Racing Team", for callers only. All that's left of an old Plus 4, *viz.* the TR



engine with ancillaries, ran extremely well when last running, car was subsequently squashed by lorry, £50. Plenty of Morgan spares including shopsoiled Plus 8 front wings and bonnet. And a shopsoiled MG-B bonnet lid. We operate the Morgan Personal Export scheme by the way, just another of our rarely advertised but frequently applauded services. But if already resident abroad and remaining in the same country please see your local Morgan agent. Our rural garage is one mile from the A1, please phone for arrival instructions. Open to 7pm weekdays, 6pm Sats., closed Sundays and Bank holidays.



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RILEY RME 1½-litre 1954. Magnificent condition. Black coachwork with West of England cloth interior. 42,000 miles. Taxed/tested, many spares. Offers around £625. Further details: phone Sutton-in-Ashfield (Notts) 4647. (59208

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ROLLS-ROYCE 1931, 20/25 Saloon by James Young. Bodywork, chrome and interior all in first-class condition. Mechanically excellent, taxed, new MoT. £2,850 o.n.o. Nottingham 606987. (59207

ASTON MARTIN June 1933 Le Mans model. Beautiful condition. Offers wanted. For arrangements to view write Cohen, Jackson Scott & Simon, Solicitors, 8 Albert Road, Middlesbrough, Cleveland. (59209

LOTUS +2S 1970 (J). White. Very nice condition. Much money spent recently. £1,250. Lincoln 791080. (59206

HEALEY 3000 Mk II. Riviera blue. Excellent body, new hood, wire wheels, overdrive. £600. Triumph Roadster 1949. Sound, no expensive work needed. Any offers? Also spare TR3A engine £30. 021-353 1135. (59205

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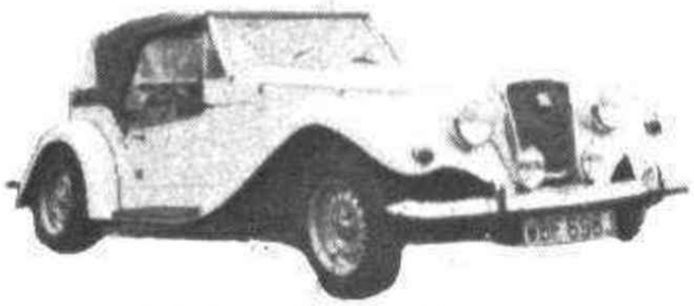
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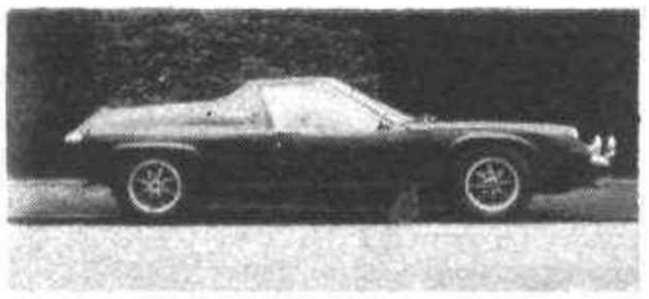


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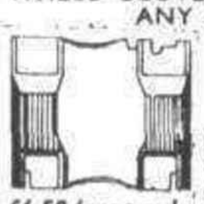
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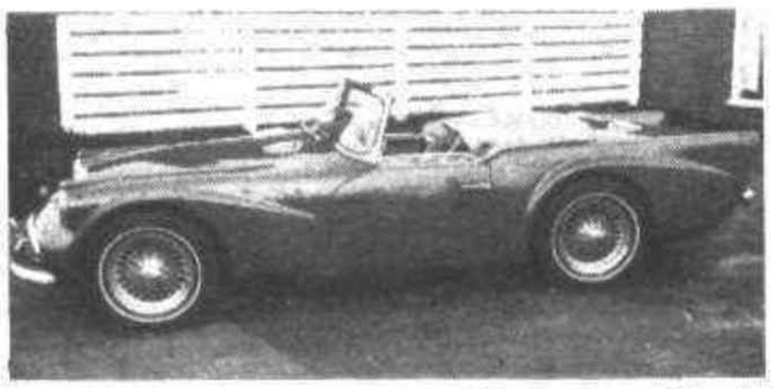
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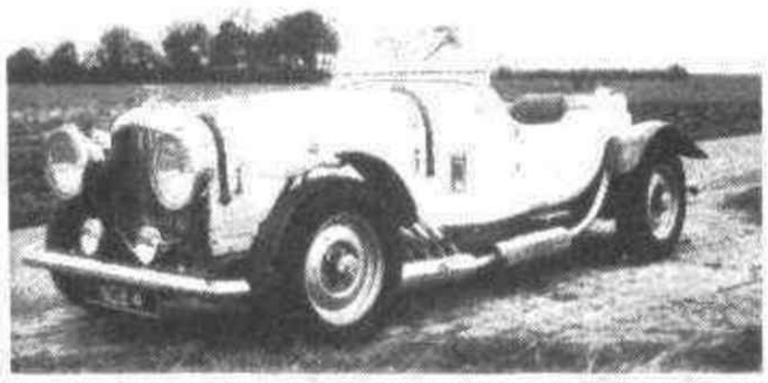
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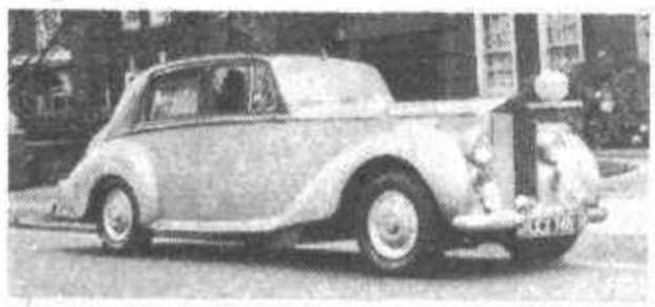
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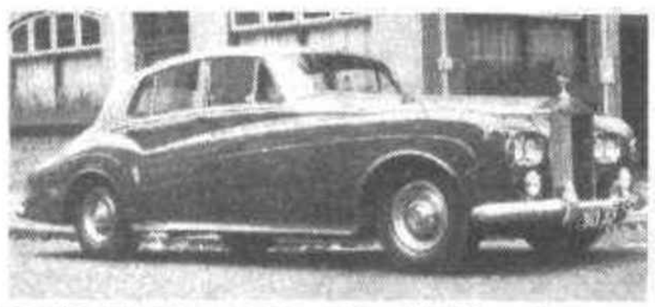
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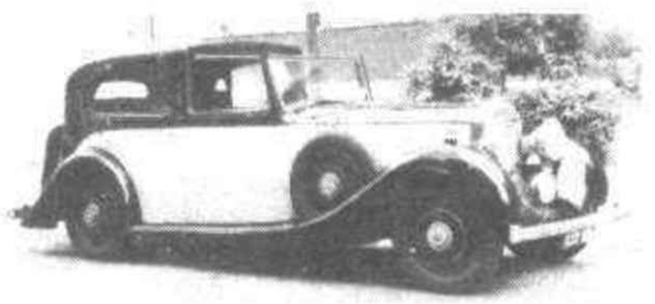
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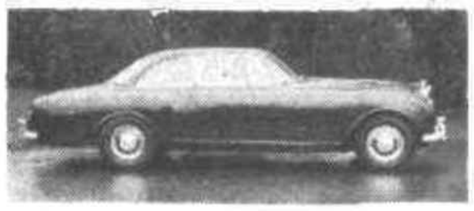
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AUSTIN HEALEY 3000 Mk. III 1966. Silver blue. New engine (not yet run in), MoT, taxed. w/w, XASs, o/d, tonneau, boot rack. £950. 01-540 0730 day; 01-946 5747 evenings. (23181

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XK150 3.8 FHC 1960. CWW. O/d. 53,000 recorded miles. Well maintained example in superb condition throughout. This vehicle is not a rebuild, nor is it likely to be so for very many years. It is therefore a true investment at £1,850. Phone 021-706 3194/7818. (59357

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STAG "M", 8,000 miles, as new; air conditioning, electronic ignition, 30 m.p.g. Manual/overdrive. £2,799 or interesting part-exchange with £1,000 plus cash. Leatherhead 73119. (59376

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M.G.-B GT, 1971, finished in white, o/d., radio, h.r.w. A really nice example, offered at..... **£1,095**

M.G.-B GT, 1971, left-hand drive. This Federal specification car is finished in bronze yellow, fitted wire wheels, radio, o/d., etc., and is offered at **£1,095**

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TRIUMPH Spitfire, 1973, finished in mimosa, fitted with detachable hard-top and a radio. A one-owner car which has covered only 12,000 miles from new and offered at **£1,095**

TRIUMPH GT6, 1972, finished in magenta, fitted radio, o/d., cloth interior; 19,000 miles from new. Offered at **£1,295**

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ALFA ROMEO 2600 SPRINT 1965 Berlina. 5 speed gearbox, electric windows, extensive mechanical and bodywork, re-sprayed. Long MoT. £345 o.n.o. Tel: 01-464 6184 (Bromley) evenings or weekends. (59378

SPRITE 1972K. Excellent condition, 20,000 miles, w/wheels, tonneau, taxed, tested. Very economical. £600. Woking 5475. (59379

TVR 1600 M, 1973. Burgundy. Sunroof, heated rear window. 17,000 miles, very economical. Reluctant sale. £1,450. Phone: 021-704 1046. (59380

ALVIS TD21. Reg. No. 23 CVT. Resprayed maroon. New wire wheels, new Cints. £600 spent over last two years. Price £850. Also Bristol 400 Maroon, in generally very nice condition. £850. 021-474 4918. (59381

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1951 MG TD. Full professional rebuild including rebuilt engine and gearbox, fully recon. chassis inc. brakes, tyres, etc. New trim, resprayed original almond green. Immaculate original condition. Reason for sale—owner emigrating. £1,850 o.n.o. Tel. Berkhamsted 2718. (59385

SUNBEAM TALBOT 90 Mk. IIA Convertible 1953. New MoT. Rare classic, largely restored. Reluctant necessary sale, £600. Phne Lavington (038-081) 2388 evenings/weekends or Bristol 611548 daytime. (59387

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CITROEN BIG 15 1954. Reconditioned engine, sound underneath, but bodywork needs attention. Year's MoT £200 o.n.o. Sevenoaks 54801. (59407

CAPRI 3000 GXL 1973, in absolutely mint condition. Low mileage. Host of extras including sun roof. Sapphire blue. £1,295 o.n.o. See also "Exchanges" this issue. Tel: 0222 703536. (59412

CONCOURS MG-B 1964. Black with red trim. 29,000 miles from new. One owner. W/w, o/d., Radiomobile. Also offered—superb Triumph Vitesse 1969. Valencia blue with black trim. Both absolutely original and probably without equal. Full details and history telephone Firth—home, Derby 810990; works, Loughborough 63123. Consider deal Lotus +2S. (59340

AUSTIN BIG 7 1938. MoT, good condition. Two owners from new. Many spares including engine and gearbox. £220 o.n.o. Tel: 0482 631778. (59337

JAGUAR XJ6 2.8 Automatic 1969. Very good throughout. Years MoT. Radio. Mechanically overhauled within last year. £795. Consider part exchange. Normandy (Surrey) 3153 evenings. (59339

DAIMLER CONQUEST Saloon 1956. Unused past three years. Low mileage since mechanical overhaul. Needs exhaust and battery. £25. Normandy (Surrey) 3153 evenings. (59339

1968 ALFA ROMEO Spyder 1750. Very good condition. Red/black hood/interior. £625 o.n.o. Tel: Saddleworth (045 77) 2319. (59332

1951 PORSCHE 356. One of earliest in country. Complete and mainly original. Absolutely no rust. Yeovil 21405. (59411

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TR4A 1966. Hard/soft tops. Four new wings, new sills and tyres. Property of VSCC member and concours winner. Long MOT. £350 o.n.o. Macclesfield 25847 (business hours). (59335

MK. I HEALEY 3000 BT7. New family arrival forces sale. Engine, gearbox rebuilt 1974. All brkae pipes, cylinders, discs, servo renewed. Over £300 recently spent on parts. Wires, overdrive, excellent h/s top tonneau, seat belts, Konis, Carello Halogens, Cinturatos, new aerodynamic rollbar (not fitted). £550 o.n.o. Epworth (Nr. Doncaster) 872034. (59348

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DAIMLER SP250 DART. Must go after 6 years to make room for Morgan. 1960, BRG. New hood and tonneau. Short tonneau. Original apart from leather s/wheel and 5J rims. MoT Sept. '75. £495 o.n.o. Tel: Pewsey 2214 (Wilts.). (59430

ALVIS TD21 1961. O/d, w/w. Mechanically good, body rather untidy so only £200. Edge, "Ashcroft", Old Bolingbroke, Spilsby, Lincs. Telephone East Kirkby 327. (59397

MG-A 1959 DHC. BRG. Tax. MoT. Recent steel wings, partial retrim. Almost-new hood. Phone Nottingham 251231. (59440

1935 ALVIS FIREBIRD Sports plus spares. Excellent mechanics, £495. 1932 Lanchester plus spares, £195. Phone 021-474 2386. (59439

AUSTIN SEVEN Saloon 1933. Completely rebuilt, in superb condition. £750. Phone: Chaddesley Corbett 442. (59432

GINETTA G15 1973. Yellow. Low mileage, many extras. Sunroof, Cosmics, alternator. House forces sale. £1,050 o.n.o. P. Harris, day Harlow 26851 Ext. 2256; evenings Bishop's Stortford 722224. (59436

LOTUS +2S 1969 "H". 39,000 miles. Superb condition throughout. £1,000. Tel: Grateley 319. (59390

FORD Y-TYPE 1933. 4-door saloon in outstanding original condition. Beautiful coachwork. MoT. Offers? Woodseaves 461 (Stafford). (59404

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MG-D SERIES 1931/2. 847 c.c. OHC engine wanted. M, C, J1, J2, PA or Morris Minor OHC engine would suit. Bere Regis 498. (59438

WOLSELEY 6.90 1958. Complete overhaul. Overdrive, towbar, radio, Michelins, seat belts throughout. Two-tone grey. Terrific car. MoT. Genuine bargain, £275 o.n.o. Cheltenham 53990. (59402

LANCIA FULVIA 1600 HF Lusso, June 1972. Metallic silver, HRW, 8-track/radio, £1,150. Phone 01-992 7689 evenings. (59399

BROUGH SUPERIOR 1933 SS80. Bentley and Draper rear suspension. Castle forks, petrol tube single-seater side car. Was completely original and now restored. Stoved and chromed and in 1st class order throughout. Offers over £900 by letter only to "Tudor House", Eton Wick, Windsor, Berks. All letters answered. (59398

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TVR VIXEN 1600 S2, 1970 J reg. White, alloys, sun roof, p/b radio. £850. Chard, Kenilworth (0926) 57474 (office). (59389

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300 S/L GULLWING Mercedes 1955. Fully restored including paint, leather, mechanics. £7,500. Realistic part exchange considered. 061-224 5878. (59395

SUNBEAM TIGER 1965. Hard and soft tops. Good specimen. Too fast for wife. Would part exchange something more usable. £595. 061-224 5878. (59395

1926 RED LABEL Bentley 3-litre Speed Model. Black open tourer by Vanden Plas. Concours. Offers around £10,000. Private sale. Tel: Burnley, Lancashire 24891. (59396

ALFA ROMEO 1600 Spyder 1967. White. Beautiful condition throughout. New MoT. H/S tops, tonneau, Blaupunkt, workshop manuals. Many spares. £395. Caterham 47285. (59405

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1971 JAGUAR 'E' f.h.c., beautiful example in sable with tan trim, chrome wheels, Motorola; replacement clutch (April '74) **£1,695**

1971 JAGUAR XJ6 4.2, sable/beige, overdrive, radio, h.r.w.; one owner, certified mileage, superb condition **£1,595**

1970 'H' JAGUAR 'E' roadster, red, chrome wire wheels; new clutch/tyres/battery Jan. '75; radio; exceptional condition **£1,495**

1969 Model JAGUAR 'E' 2+2 coupe, red/black; new clutch Dec. '73; h.r.w., wire wheels, radio **£1,195**

1966 LANCIA Flaminia 3c 2.8-litre V6, imported 1972, very pretty 2-door Superleggera Touring coachwork, 2/3 seats, silver grey/red; classic car **£995**

1973 'M' MG-B GT, damask red/navy, one owner, overdrive, h.r.w., servo, Rostyles; confirmed mileage 14,341 ..... **£1,545**

1973 MG-B, white/navy, one owner, overdrive; confirmed mileage 16,292 ..... **£1,265**

1972 (June) MG-B GT, bronze yellow/navy, one doctor owner, confirmed mileage 18,802; overdrive, h.r.w., headrests, servo, mirrors **£1,365**

1972 MG-B GT, harvest gold/blue nylon, 18,584 miles, overdrive, headrests, stereo, h.r.w., fog/spot, Sundym glass, servo **£1,345**

1972 MG-B GT, bronze yellow, overdrive, sun-roof, radio, wire wheels, h.r.w. **£1,245**

1972 MG-B Automatic, bronze yellow, one owner, rack, mirrors, tonneau **£995**

1968 MG-C GT, yellow/black, rare automatic model, chrome wire wheels, radio; rather a nice example **£695**

1972 ROVER 3500 automatic saloon, one owner, full service history since new, headrests, h.r.w.; Mexico brown/tan **£1,245**

1966 SUNBEAM Alpine Mk. V, rare one-owner example, overdrive, tonneau, fog/spot, new black hood just fitted; blue with black **£495**

1966 SUNBEAM Alpine GT, hard-top, overdrive; white/red **£325**

1973 'M' TRIUMPH TR6, French blue, hard-top, overdrive, stereo; one owner, confirmed mileage 24,646 ..... **£1,295**

1972 GT6, sapphire blue/grey, radio, h.r.w.; very nice condition **£925**

1971 TRIUMPH GT6 Mk. III, maroon/black, overdrive, h.r.w., 5-p.b. radio, leather wheel; two owners only, exceptional throughout **£875**

1971 TRIUMPH Spitfire Mk. IV, saffron/black, two owners **£695**

1966 TRIUMPH Spitfire, B.R.G./black, taken in P/E for our '71 Marcos; tidy throughout **£245**

1971 TVR Tuscan V6 coupe, beautifully finished in all black, fitted for stereo, mag. wheels; rare 3-litre model **£995**

1971 VOLKSWAGEN 411 LE, fuel injection, red/black; two owners, confirmed mileage 37,351, h.r.w.; superior condition **£745**

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GORDON-KEEBLE, 1964. An excellent two-owner example of this rare and appreciating marque. Condition bears out the reputed 39,000 miles. Finished in White with black trim. Fitted 8-track stereo/radio.
BENTLEY Mk.VI, 1948. Fitted aluminium razor-edge coachbuilt body by Freestone and Webb with sliding sunroof. Finished in Black with grey hide interior and carpets. An extremely good original example, reputed mileage 117,000 and definitely well worth inspection.
JAGUAR XJ6, 4.2, 1971. Finished in Silver Grey with black vinyl roof, red coachline and red leather trim. Fitted electric windows, heated rear window, power-assisted steering, radio.
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LOTUS 6 1954 Chassis No. 4A. MG engine rebuilt 1974. Immaculate condition. Red coachwork. Fast, economical and rare car. £750. Details: Loxwood 752070. (59429

HARDTOP ASHLEY GT Fastback for Midget II. BRG. Superb £30 o.v.n.o Wimborne 5530. (59421

XK150 FHC 1958, 3.4. O/d. Good condition. BRG. £650 o.n.o. Upton-on-Severn 2752 after 6 p.m. (59422

LOTUS SUPER SEVEN 1965. Weather equipment, heater. Used every day. £385 o.n.o. Phone Bristol 48668. (59420

TRIUMPH TR3A 1958. White, hard/soft tops, tonneau, wire wheels. Good overall condition. Enthusiast's investment at £520. Phone 01-504 3276 evenings and weekends. (59419

1972 "L" REG. Gilbern Invader Mk. 2. Estate car. Genuine 19,000 miles only. Wine red with black interior. Overdrive, HRW, combined radio and tape player. Possibly last one made. £1,475 or offer. Crawley (Sussex) 27289 after 6 p.m. (59418

ALFA ROMEO 1750 GTV Super. Bertone body '69. Dark blue, 5-speed gearbox. Very good condition. Sun roof, electric aerial, radio and stereo tape recorder. Very fast car. £850. Ring: Horbury 4159 or 4672. (59417

TRIUMPH TR3A 1959. Excellent condition. Previously rebuilt on new chassis, reupholstered, recarpeted, recovered side screens, etc. etc. Sunbeam Tiger 1965, 4.2 V8, goes like the clappers. Magnesium alloy wheels. Both cars good value with long MoT. For sales patter and haggle ring Tavistok 2087, 8 a.m.—8 p.m. (59415

FORGEYE SPRITE 1961. All complete and all steel. Everything works. £200 o.n.o. Telephone Plymouth 54252 evenings. (59444

AUSTIN HEALEY Mk. III 1967. O/d, w/w. 7,000 miles per annum. Not a rebuilt car, but entirely original except 4 new wings and 4 new w/w. The car looks and drives as new. Meticulously maintained. Interior, boot, hood, hood bag and tonneau virtually as ex factory. Concours winner last year. Taxed and tested. Healey blue. Around £2,100. Derby 840080. (59416

JENSEN INTERCEPTOR II 1971. Sage. Air conditioning, stereo/8-track. Exceptional condition. One driver 37,000 miles. £2,500 o.n.o. or part exchange. Phone weekdays 01-248 6931; evenings/weekends Haslemere 2650. (59445

MORGAN: Rare opportunity to acquire rare motor car. 1968 +4 DHC. Black. 23,300 miles. Good condition. Offers over £1,900. Bromsgrove 77649 evenings. (59426

AUSTIN HEALEY 3000 Mk. III 1967. BRG with black leather interior. Fully balanced 200 b.h.p. works modified engine. Triple Webers head, manifolds, etc. Overdrive 2/3/4th. 72 spoke works w/wheels, tonneau cover, hood cover, adjustable steering, radio, etc. Considerable time and money has been spent on this collector's piece to make this a superb investment. Reluctant sale at £1,350. HP possible. Telephone: Caterham (Surrey) 42444. (59428

1949 MORRIS MINOR, taxed, MoT. Genuine 21,289 miles by one fastidious owner. Original log book absolutely unmarked throughout. Service history, etc. Offers please. 021-707 2141 or 0564 822413. (59425

MORGAN +4 1963, 2138 c.c. Two-seater, wire wheels, expensive—but the best always is. £2,000. Box No. 4699. (59414

GINETTA OWNERS: Why not replace your late model, low mileage G15 with new, unused banknotes? I want a first-class G15, so why not get in touch? Ring Chorley (Lancs.) 4187 or write Yates, 56 Firbank, Euxton, Chorley, Lancs. (59433

FOR SALE—continued

WINGHAM CABRIOLET by Martin Walter Ltd. on Hillman model 80. Excellent condition, new hood, four door, convertible from within the car in 10 seconds. Aero blue. Six cylinders. IFS. One previous owner. A rare car. Concours winner and grand touring. £1,500. Epsom 21855. (59421

UNBEATABLE BMW seeks severer master than present lady owner tootling from Sussex/London. 2002Tii. Mileage 18,000, 1973. Devilish black. Overpandered extras: stereo radio unit (Blue Spot), t/windows, sliding metal roof, Minilite wheels, Michelin tyres, HRW, headrests, leather/sponge wheel. £2,300. Tel: 042-484 477. (59449

ASTON MARTIN DB6 Automatic 1967. P.a.s. Black with tan interior. Motorola p/b radio. £550. Engine overhaul 4,000 miles ago. Probably as fine an example as can be found for the year. £1,295, no offers. Private sale but exchange might be considered. 01-460 2106. (59448

TRIUMPH GT6 May 1973. 16,000 miles. One owner. Sunroof, tow bar, Radiomobile stereo cassette. Separate p/b radio. £1,275. Freshwater 3297. Can be seen Lymington/Southampton area. (59446

BENTLEY S1 1957. Power steering, sand over black, maroon leather. Good history. Maintained by leading Rolls agent. New MoT. Genuine car in beautiful condition. £1,650. Southampton 69582. (59441

FORD THUNDERBIRD, 28,240 miles, 1966. Automatic. Condition absolutely perfect. Metallic blue cream interior. Power operated seats, windows, etc. Radio. £875. Phone: Penshurst 304 Kent. (59432

JAGUAR 1958 2.4 Automatic, 43,000 miles only. Reluctant sale by inflation-beaten rector. Very good condition. £350. Tel: Weedon 40487. Away 1-8 April. (59454

1967 TR4A, Low mileage, good condition. New hood, ZX tyres. 12 months MoT. Taxed August. £400 o.n.o. Telephone Congleton 3354. (59450

AUSTIN SEVEN Pearl Cabriolet 1935. Taxed, tested. Good reliable, running order. £295. Matlock 3505. (59452

ALFA ROMEO 1300GT Junior. First registered late 1972. Low mileage, low petrol consumption. Good performance. £1,100 o.n.o. Emigrating. Phone evenings Walsall 38795 Mon-Thurs. Ruthin 2122 Fri-Sun. (59431

ALVIS TC21/100, Grey Lady Saloon. Black and beautiful. In excellent condition mechanically and bodily. New wings recently fitted. Offers: Luton 36090. (59172

AC ACECA, 1955 AC engined car. White coachwork. Red hide interior, mechanics good. £900. Marlow (Bucks) 4494. (59167

E-TYPE FHC 1967, Dark metallic green. £725 (see exchanges). Tel: 01-886 9698. (59489

SUNBEAM TIGER 1965. Blue with hard top. In good condition. Recently undergone a brake overhaul, fitted with new tyres, battery, starter motor and regulator box. This is a sound motor car and must be an investment at £340. Rickmansworth 72182. (59485

BENTLEY VI 1947. Eye-catching exterior. Black/primrose with gold coach lines. Interior original brown and attractive sunroof. HMV radio. Drives superbly. Mechanics A1. Year's MoT. Good investment £900. Ring: Tranter, Garston (Herts.) 74562. (59487

AUSTIN HEALEY 3000 Mk. III July 1967. Only 32,700 miles from new. A magnificent and unspoilt example in Meadow Green with black trim. £1,295. (01).452 0757. (59486

TVR 3000 "M" November '73. Burgundy. Sunroof, new Avons, special exhaust system, folding seats, etc. This car is in mint condition. Overhauled engine, 6 month Ford warranty. The family gets too big, the car too small. Offers around £1,750. Phone: Whitney 4948 daytime, or Freeland 881436 after six. (59478

ALVIS TD21 Park Ward Saloon, 1960. Mechanically excellent. Recent engine overhaul, new gearbox, radiator, battery, disc brakes fitted. Sound coachwork in Alvis silver-grey, red interior. W/w. Motorola radio, seat-belts. £575 o.n.o. Show Newcastle or London 0632 482427. (59479

FOR SALE—continued

R-TYPE BENTLEY (1954). Automatic. Imperial maroon. Well restored. Investment £2,250. 061-652 4703 (business hours). (59480

1970 ALFA ROMEO 1750GTV. Completely original and immaculate. One previous owner. Meticulously maintained by Alfa agents. £950. Consider p/ex. Mini. Tel: Oakley (Beds.) 3606. (59482

MG NA MAGNETTE 1935. Dismantled for restoration. Original, almost complete. £450 Move Forces sale. Box 4705. (59413

1961 ROLLS-ROYCE Silver Cloud II. Absolutely immaculate throughout, painted in Embassy black, unmarked grey interior. Much recent history including £1,500 recently spent at main agents, genuine low mileage of 77,000 from new. £3,500. 01-262 1631 daytime; 01-348 4517 otherwise. (23213

1925/6 FIAT 501B Model Tourer. Very rare car, believed only example in this country. Much recent work carried out, which includes a complete respray. New hood and screens, complete engine rebuild by well known vintage specialist and six new tyres. £1,950. No offers. 01-348 4517 evenings/weekends. (23213

MORRIS 10/4 SALOON 1934. Partially restored, engine professionally rebuilt, finished to high standard. Body in need of completion and further work needed. Car otherwise complete. £310. Phone Stapleford (Wilts.) 329. (59501

SUNBEAM MK. III 1956. Low mileage, 2 owners, complete tool kit and handbook. Reluctant sale. £395 o.n.o. 5 Greenhill Close, Colehill, Wimborne, Dorset. (59502

TRIUMPH GT6 1973. French blue. 13,000 miles, overdrive, sunroof, Sundym, radio, occasional rear seat, HRW. £1,195 o.n.o. Will part exchange for newish Mini 1275 GT. Tel: 01-352 4720. (59494

ASTON MARTIN DB6 December 1967. Automatic. Tankard gold. 57,000 miles. In really beautiful condition throughout. Must be one of the best in Britain. It really has to be seen. £1,600 o.v.n.o. Phone Wakefield 79014. (59508

MERCEDES 230SL Coupe/Convertible, automatic, p.a.s., radio, 1966 registration, 82,000 miles, superb condition. *Private sale, £1,750 o.n.o. Henderson-Russell, The Old Rectory, Yarmouth Road, Thorpe, Norwich. Telephone Norwich 33050. (59507

FIAT 124 SPORT 1400 c.c. 5-speed. White. sun roof. Ziebart. 1969. Reg. 1972 K. 34,000 miles only. Exceptional. £780 o.n.o. 01-883 2698 (evenings) after April 3. (59112

FERRARI DINO 246. July 1971. Metallic silver in truly first rate condition. Must be the equal of many later cars and can hardly depreciate much further. Radio, stereo and electric windows. Worth every penny at £2,600 o.n.o. or exchange with any necessary cash adjustment for Lotus Elite or possibly Elan +2 130/5. Morrison. Phone: 01-693 7166. (59505

ENTHUSIAST'S CPI Triumph TR5 PI 1967. Collector's item. Ring Nottingham 234944 after 6 p.m. (59504

TR5, VALENCIA BLUE, Overdrive, roll bar, new hood. Realistic price £460. Headley Down (Hants.) 2260. (59503

MG-B 1971, White. O/d, radio, 34,000 miles only. Outstanding condition. Ziebart rustproofed. £850. 0904 20491 (York) evenings. (59499

1971 MERCEDES SPORTS 280SL. Never used. Just run-in at 22,000 miles. Hard and soft tops. Power steering. A fantastic classic car. Virtually the last one made. Left hand drive. Rome plates or GB plates —whatever you want. Mid-blue metallic. This car has been kept as an investment for re-sale and is brand new. Thinking around £4,500. Ring Bill Gallant, London 01-242 8223 (day) or Hornchurch 53940 (night), or write or telegram to Penthouse 392 Haynes Park Court, Slewin's Lane, Hornchurch, Essex GB. (59492

JAGUAR E-TYPE 4.2 FHC. May 1967. Two owners, 54,000 miles believed genuine. Gun metal grey/blue interior. Chrome wires, SP Sports, Konis, sunshine roof, HRW, MoT. Company car forces sale of this rare specimen, £895. Tel: 0424 420368. (59498

FOR SALE—continued

JAGUAR MK. 7, 1954, ROB 990. Two owners (one for last 20 years), 62,000 miles genuine. Extensive bodywork, repairs and resprayed original grey. Very good condition. Garaged. Two new spare tyres. MoT. Collector's car. £650. Tel: 0424 420368. (59498

LOTUS EUROPA. Hermes conversion. 1565 c.c. Federal specification. Black. Cosmics, electric windows, Autovox stereo. December 1970. 26,000 miles, 120 m.p.h. or 35 m.p.g. MoT, tax September. £355 extras, hence £1,125 o.v.n.o. Birmingham 021-422 5052. (59496

ALVIS TD21 Drophead. Manual. Wire wheels, rust free, new hood. Superb example. £750. 01-852 5505. (59509

1929 PHANTOM II. Superb running order. Twin sidemounts, mascot, handbook tools, P100s, etc. New touring coachwork nearing completion. £3,000 "as is", or will complete. J. Weston, Brink Farm, Buxton Road, Macclesfield (22920) Cheshire. (59493

DAIMLER SP250 1963. Full record of history. Many extras fitted. MoT until July. £895. Tel: Coalville 34665. (59500

JAGUAR 3.4 SALOON 1965. Manual, overdrive, 33,000 miles, Gunmetal, red leather interior, no rust. Exceptional condition throughout. £495. Tel: Heathfield 2881 (days). (59506

MG-B SPORTS 1970 (J). One owner. Immaculate. Many extras. 30+ m.p.g. £740 o.n.o. Credit available. 4, Chelford Close, Penkridge, Stafford. Telephone Penkridge 2970. (59495

BENTLEY S1 Standard Saloon. Year's MoT. Good history, private sale. Offers please to: Henderson-Russell, The Old Rectory, Yarmouth Road, Thorpe, Norwich. Telephone: Norwich 33050. (59507

1957 BENTLEY Flying Spur. Superb condition. Coachwork, upholstery, chassis completely restored 18 months ago. Magnificent appreciating asset. £5,250. Diegeler 01-987 1277. (23211

GORDON KEEBLE Ferrari. Red, sunroof, radio, etc. £2,100 o.n.o. Tel: Leicester 706801 for details. (59511

TRIUMPH GT6 Mk. II 1969. "H" reg. Wire wheels rear seat, Wedgwood blue. V.g.c. £500 o.n.o. Stone (Staffs.) 078 583 4621. (59510

MORGAN NOV. 1974, 4/4 4-seater. £500 worth of extras include wire wheels, luggage rack, underseal, reclining seats, leather upholstery, 4,000 miles. £2,600. Condition as new. Phone Wellington (0952) 54246. (59512

1956 AC ACE. Brand new CLB (AC) engine fitted approx. 4,000 miles ago. Little used since. £800 spent with ACs (not including engine). Excellent throughout. £2,200 o.n.o. Tel: 01-940 2752 (day; 01-940 1321 (after 8 p.m.) (59513

ROLLS-ROYCE 1930 Park Ward limousine. Good all round condition. Excellent mechanics, MoT, tax. £2,650. Runfold (Surrey) 2676. (59514

XK150 ROADSTER 1959. Superlative. Rare car. Mechanics completely rebuilt by Jaguar specialists. All bills. Bodywork, hood and interior good. £1,750 o.n.o. Lacey 01-935 3133/5336 (day); 388-4367 (evenings). (23214

MG MAGNETTE ZA 1956. 33,000 original miles. Owned by one family since new. Good condition. For sale to enthusiast. £350—£400. Kelshall 333 (Herts). (50528

BUGATTI and MERCEDES
1937 BUGATTI Type 57 Stelvio d.h.c.
1922 MERCEDES Targa Florio 1.5 blown racing car.
Both 100% restored.
Also **Bentley Radford estate.**
For details contact: **Paul Kunkel, 89 Pavilion Road, London, S.W.1 Tel.: 235 6945**

SPITFIRE 1971K. White, o/drive	£795	**SPITFIRE Mk. 4, 1974.** Mimosa, h/top, radio, 9,000 miles	£1,265
SPITFIRE 1971K. Damson, 31,000	£765	**SPITFIRE Mk. 4, 1974.** French blue, 5,000 mls.	£1,225
SPITFIRE Mk. 3, 1970J. White	£595	**SPITFIRE Mk. 4, 1974.** Pale green, 7,000 mls.	£1,195
SPITFIRE 1969. White	£485	**SPITFIRE Mk. 4, 1973.** French blue, o/drive	£1,075
SPITFIRE 1968. White, w/w, h/s tops	£465	**SPITFIRE Mk. 4, 1972.** 'N' regd., blue, 24,000	£895
SPITFIRE 1968G. White	£425	**SPITFIRE Mk. 4, 1971K.** 'K' regd., h/top	£795
MG Midget, 1971. Bronze yellow, w/w, 33,000	£625		
MG-B GT 1971. White, o/drive, 30,000	£985		

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FOR SALE—continued

ALFA ROMEO 1750 GTV 1968. Sunshine roof, stereo. Many extras. Gearbox just rebuilt. Well maintained and in good condition, £725 o.n.o. Tel: Naphill (Bucks) 2099. (59515

PEUGEOT 504 "K" Reg. Maroon. 31,000 miles. One careful owner—absolutely superb. This motor car is 100% genuine. Don't let the low price put you off. £1,175. Saddleworth 4235. (59518

TR6 1973. Bright red, low mileage, undersealed, radio, extras. This beautiful sports car is offered in absolutely superb condition for £1,250. Hildenborough 3323 home; Tonbridge 62825 office. (59521

VERY SPECIAL Fairthorpe EM factory-built, extensively modified. Offers in excess £200. SAE details: Gibbs, Rose Cottage, Hollington, Long Crendon, Bucks. (59527

LOTUS +25 130 1973 (M). Lagoon blue, silver roof. Brand alloy wheels, radio, HRW, 30 m.p.g. £2,075. Consider p/ex. TR6 or similar. Phone Storrington (Sussex) 3253. (59529

JAGUAR MARK EIGHT Automatic. Sound but needs respray. Spare engine and gearbox £250. Also body to suit MG M-type. Tanner, Shalford Green 724 (Essex). (59530

JAGUAR XK150 S FHC 1961. Regularly used and maintained. Condition excellent. Widow selling husband's car. £1,150. Phone Penshurst 304 Kent. (59523

TVR VIXEN, June 1970. Sahara yellow. MoT until December, mileage 68,000. Good performance with 30+ m.p.g. £800 or reasonable offer. Ring Whitehaven (Cumbria) 5315 evenings. (59525

MG-A 1600 MK. 1 1959. Professionally rebuilt throughout regardless of cost. Perfect. £850. Details: Phil Champion, 01-940 2088 evenings. (59526

KARMANN GHIA VW 1500. White coupe, 1970. Recent MoT, tow-bar, radio, 29,000. Coventry 501245, £530. (59531

1939 DAIMLER Straight 8. 4.5-litre, Model V. Aluminium bodied limousine. Coachwork by Hooper. Originally Exeter Mayoral carriage. Overall condition fair. Could do with a respray. Some mechanical attention needed. Interior fabrics rather worn. Very unusual, £950 or near offer. Mr. B. Mackley, 20 Bicton Street, Barnstaple, North Devon, EX32 7DY. (59532

JAGUAR MK. 9 1960. Full MoT. Black in excellent condition throughout. Also Jaguar Mk. 7 1955, in daily use. Spent a fortune on both cars, £900 the pair or £500 each. Ring 047384 416 after 7 p.m. Suffolk. (59533

JENSEN CV8 Mk. III 1966. Sun roof, stereo, tow-bar, stainless steel exhaust. Excellent condition, £895. Tel: 01-658 6632. (59490

LOTUS EUROPA twin-cam, specially finished in metallic green with gold coachlining and oatmeal trim. Lotus alloy wheels. Radiomobile stereo/radio, electric aerial, etc. Maintained by Lotus enthusiast and absolutely immaculate throughout. £1,375. 01-529 2809. (59491

MERCEDES 190SL 1959. White/black hood, chocolate hardtop. Original fawn leather interior. Cinturatos, radio. MoT, etc. Only two owners. This car has been maintained since 1963 by Managing Director of well-known coachbuilders. £975. Phone: Pratt, Watford 25816 office. (59535

WANTED

ASTON MARTIN Convertible, Lamborghini Miura, Ferrari or Mercedes Convertible, LHD preferred. Offers for similar cars considered. Write/send photographs to: W. Joenes, Ormonde House, 8 Eaton Gate, London, SW1W 9BJ. (57897

MAGNIFICENT monsters, rotten wrecks, surplus spares wanted by members worldwide. Details/price please: Vintage Transport Club, 14 Broadway, SW1. Tel: 01-834 9225. (19891

JAGUAR PARTS wanted, all models from about 1960 onwards. All parts of interest: engines, gearboxes, final drives, accessories, body shells, panels, seats, wheels, suspension or WHY? E-type, S-type, late Mk. 2, Mk. 10, 420G, XJ6 of particular interest. Also complete cars suitable for wrecking. Also as above: Land Rovers Series 3. All replies answered. Box 234, GPO Brisbane, Queensland Australia. (53205

LOW DISTINCTIVE registration number urgently wanted. 051-428 1517. Evenings preferred or write P.O. Box 5 Liverpool L25 6JS. (54348

WANTED: VINTAGE Lagonda, Alvis, Delage, or similar sports car. Good condition. 01-828 7449. (21402

CHAIN DRIVE chassis of large capacity wanted, cracked or blown up engine considered. Steer, Old Slaughterhouse, Aldeburgh, Suffolk. (56480

WANTED: Riley Brooklands, Sprite, Kestrel, WHY? Roesch Talbot, Bristol 403 also required. Details, photographs and price to Box 4546. (F56921

WANTED: MG TA, TC, TD, TF or any pre-1939 model either in outstanding condition or suitable for restoration. Price up to about £2,000. Please phone 01-521 0520 day. (57597

URGENTLY REQUIRED privately "Motor Sport", "Veteran and Vintage". Price and details please: Terry Wills, 1 The Paddocks, Thornbury, Bristol. (57717

MAYFLOWER: I wish to buy the soundest Triumph Mayflower in the country. Must have good history and be subject to any inspection including AA or RAC. Excellent price offered for the right car. Please write with accurate description to Box No. 4683. (58645

ALFA 1300GT junior engine required. Must be fairly low mileage and reasonable. Tel: 0253 722479 day. (58235

WANTED: Low mileage Morgan Plus 8 in first-class condition. Kirbymoorside 31325 (Yorkshire). (58329

WANTED: MORGAN 4/4, 70-72, 2 or 4 seater. Cash. Please phone after 6: Stratford-on-Avon 66964. (58365

WANTED PRIVATELY: Spitfire 1973. O/d. Brown. Hard top pref. Must be in good condition. Box No. 4701. (59370

PREVIOUS OWNER of the following: Morgan Aero, Frazer Nash, Austin Chummy, MG "T", dearly wants to purchase vehicle to relive his impecunious days. Please help. Box 4702. (59363

ZB MAGNETTE WANTED in excellent condition. Preferably one owner, low mileage vanitone. 3 Melton Avenue, Walton, Warrington, Cheshire. (59356

FROGEYE SPRITE. Top price for the best offered. Abbott, 12 Lindale Ave., Flixton, Manchester. (59309

WANTED—continued

OPEN LAGONDA or Bentley Tourer. Substantial cash price offered. Must be in good condition. Gausden, 17 Bracebridge Road, Sutton Coldfield, West Midlands 14. Phone: 021-308 1078. ((59322

TWO 18 x 2 beaded edge tyres and tubes needed to complete restoration of Stafford Mobile Pop Scooter. Frith, High House, Main St., North Anston, Nr. Sheffield. (59343

WANTED: AUSTIN Healey 3000 Mk. I, II or III. Must be a runner and have sound body/chassis. Peter Winstone. Telephone: Cardiff 31649 (day); Barry (Glamorgan) 4848 (evenings). (59346

ALVIS FIREFLY DHC. Front wings wanted urgently. Two MG J2 crankshafts for sale. Phone: Leiston, Suffolk 830 645. (59300

BUGANTICS WANTED. Any of volume eleven or earlier. Some copies available for exchange. Box No. 4703. (59303

LHD-356, 230SL or other pre-67 Sports. Realistic cash price for good example. 01-727 7972 evenings. (59232

JAGUAR E-TYPE 4.2 Series 1 Roadster. Must be in absolutely mint condition. I repeat, mint condition. Please don't waste my time or yours with anything else. Immediate cash available for the right car. Tel: Hertford 54369 or write with full details to Morris, 33 Valeside, Hertford, Herts. (59163

RILEY KESTREL, Sprite preferred. 12/4. Must be in good original condition. Good price paid for right car. Phone: Richards 01-449 2831 evenings. (59217

WANTED: 1954/55 RILEY 1½ RME or 1953 2½ RME Saloon. Excellent original condition. No corrosion or resprays. Guaranteed genuine mileage under 60,000 from new. Original engine and log book essential. Write Box No. 4704. (59187

AUSTIN HEALEY 3000: 1 pair of as new steel rear wings, front bumper. Herstmonceux 2372. (59185

WANTED—continued

WANTED URGENTLY: 2 Halford friction shock absorbers, 5 blade, length 10 in. for a 1928 4½-litre Bentley. Tel: (0926) 35811 daytime; (0926) 35388 evenings. (59190

ENTHUSIAST REQUIRES old or tatty interesting or unusual sports or racing car. Condition unimportant! Best payment! Telephone 01-385 1805 (Kensington) now! (58657

WANTED FOR 10 HP 4 cyl. Mono block "Star" circa 1911-14, honeycomb radiator, parts, any information. Please reply to: R. Ellis, Unit 2, 71 Crisp St., Hampton, Victoria 3188, Australia. (58649

WANTED: ANY MERCEDES 500K or 540K parts, particularly cylinder head. Good price paid. Majzub, St. Leonards Grange, Beoley, Nr. Redditch, Worcs. (58658

WANTED: All running cars 1920—1955, prefer distinctions. Write with picture: PO Box 198 Eindhoven 4500 Netherlands. (58633

WANTED: ENTHUSIAST requires old or tatty Rolls-Royce 'Silver Dawn' or 'Silver Cloud'. Any condition! Best payment. Telephone: 01-385 1805 (Kensington) now! (58657

STAG HARDTOP wanted urgently. Phone Stoke-on-Trent 512130. (58144

WANTED: MG-A twin cam, not and rust-free. Mechanically good. C. S. Campbell, 13 Barratt Crescent, Attenborough, Beeston, Notts. (58136

SPITFIRES/SPRIDGETS urgently wanted for cash or part exchange. Boughton (022-775) 223. (22881

WANTED: Somebody to respray my 1970 Alfa Belina at reasonable cost. Low mileage, some rust, no damage. Garaged West London. Box No. 4651. (53766

WANTED: Big 15 or Light 15 Citroen. RHD would be preferred, sound mechanics, fairish body. Tel: 01-902 0890 (Wembley). (58598



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WANTED—continued

EARLY THIRTIES small to medium-sized low mileage saloon in show condition. Detailed offers and pictures to TI, C. Postma, 26 Baarnseweg, Bilthoven, Netherlands. All letters answered, pics returned on request. (59149

TR4A AND 5s always wanted. Frederick Charles Cars Limited, Gulson Road Garage, Coventry. Telephone 27518. (56122

PRE-WAR SPORTS CAR urgently wanted for personal use by enthusiast. Any condition or type considered. Please write: 50, Manor Rd., Smethwick, Warley, Worcs. (59006

CAR TRAILER. Must be professionally built, two-wheeled to carry up to 16 cwt. Prefer overide brakes. Also must have complete light and indicator systems. Duly, 6239 Eppstein/TS Goethe Str. 1, Germany. (59037

INTERESTING QUALITY CAR to replace/exchange + cash my well maintained 1970 GTV Alfa Romeo Haywards Heath 55113. (58963

AMERICAN CAR 1925-1940. Must be sound and in good running order. Send full details and price required. Box No. 4685. (58911

BROOKS OR SIMILAR type trunk wanted urgently. Collected anywhere. Please state size, condition, price. Charles Norton, 75 Lr. Clanbrassil St., Dublin 8. Phone: Dublin 755044 business hours. (58915

SUNBEAM TIGER 4.2. Wanted desperately radiator and bottom hose—also other parts. Ring D. Taylor, 051-426 6232. (58922

AUTOMOBILE YEAR. Numbers 1-12 inclusive and Number 17. Goodridge, Collins Rd., Totnes, Devon. Tel: (0803) 862007. (58931

PEUGEOT 403, 65-66 Model wanted in July, in top condition. Replies airmail to: PO Box 5542, Nassau, Bahamas. (58945

ALVIS SPEED 20 urgently wanted. Any condition from poor to exceptional. Absolutely best cash price and home offered. Please help private Danish enthusiast. Will collect as soon as possible. Send description and price to: E. Kristensen, Aaleklistevej 234(II) 2720 Vanlose, Denmark. (58969

BENTLEY 3½ DERBY Sports Saloon urgently wanted. Any condition from poor to exceptional. Absolutely best cash price and home offered. Please help private Danish enthusiast and VSCC member. Will collect as soon as possible. Send description and price to E. Kristensen, Aalehistevej 234(II) 2720 Vanlose, Denmark. (58969

JOWETT JUPITER, any condition considered. Details to Jones, Glasfryn, Rhewl Mostyn Holywell, Flintshire. Telephone Mostyn 268. (58814

XK150 DROPHEAD up to £800 for good example. Details to: Prince, "Farmstead", Newgate, Cottingham, East Yorks 0482 849691. (58802

WANTED: "AUTOMOBILE YEAR" Vols. 1 to 6, 10 & 17 or full set. Wheeler, Swansea 41834, Port Talbot 4810. (58796

DKW F12 (2 stroke) pistons and crankshaft or WHY urgently wanted. Phone 061-723 5628. (59497

ROLLS-ROYCE, Landaulette, Sedanca or other open coachwork, for private cash buyer. Thomas, 1 Heatherlands, Rise Road, Ascot, Berks. Ascot 21063. (59517

PRE-1950 "MOTOR SPORTS" wanted by enthusiast to complete collection. Please telephone 01-941 0798 (59516

BUGATTI WANTED by enthusiast. Also any Bugatti parts, catalogues, handbooks, Bugantics, etc. Box No. 4655. (57538

GINETTA G15 wanted. Must be "M" regd. and immaculate. Cash waiting. Byfleet 42733 (59306

URGENTLY REQUIRED for Mark 9 Jaguar: Spats for rear wings and driver's side front wing. Also genuine Mk. 9 manual. Ring 0632 629059 evenings. (23198

INTERESTING CAR with driver for wedding Bromley, Kent, August 16th, 1975. Haggle over renumeration. Box 4698 (59443

MORGAN THREE-WHEELER wanted. Must be V-twin. Any condition or parts welcome. Also reward for information leading to successful purchase. 8 Silverton Grove, Astley Bridge, Bolton. Phone: Bolton 58368 (59391

LAMBORGHINI MIURA SV or low mileage P400 wanted by enthusiast, offering immediate but fairly limited cash. Will travel to view. Bryan Reid, Mayne Ave., Bridge of Allan 0786-83 2020 evenings only. (59453

WANTED: LAGONDA Rapier engine and any other parts, axles, etc., to complete, rebuild wheels, instruments, anything at all. Also MG six-cylinder OHC engine parts or complete car. Desperately wanted—will pay high cash price. Box No. 4696. (23178

MISCELLANEOUS

CHARMING 17th CENTURY thatched cottage, 4 bedrooms, bathroom 3 reception, kitchen, garage, garden, inglenooks, bread ovens, oak beams. Restored throughout. Freehold, detached. £17,000. Vintage car taken part exchange. Midlen, 35 Abbotsham Road, Bideford, N. Devon. Phone 5220. (59524

RILEY BROOKLANDS/Gamecock gearbox. Offers. 4 x 16 in. rebuilt wire wheels with Riley centres and as-new Cinturato 550 Sprite crossflow head £25. Sprite twin inlet manifold c/w carbs £25. Vertex NV4 magneto £15. Lot of Riley handbooks and sales literature. Box 4707 (59576

MISCELLANEOUS—continued

ORIGINAL OPENING windscreen for Rolls 20 Tourer, complete with glass and wiper motor, £40. R. Brown, Peasemore, Newbury, Chieveley 505. (59519

"SPEED", complete bar one copy, bound in original easibinders, offers. Also some duplicates, "Cars & Motor Cycles" Montagu, 1928, 3 vols. £30. "The Book of the Motor Car", Rankin Kennedy, 3 vols. £15. Also "Motor Sports", "Bugantics", and VSCC Bulletins. Box 4706. (59516

FIVE 18 x 4 50/500 RIMS with four covers 1 louvred chassis valence, offers. Wanted: 19 x 4.50 tyres. Watford 22634. (59520

VARIOUS VINTAGE and post vintage Austin Seven registrations available. Phone Tideswell (Derbyshire) 633. (58637

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105 "MOTOR SPORT" magazines 1962—'72. Lovely examples. Offers: Harpenden 5626. (58703

MG-A SPARES: Simon Robinston, Burns Farm, Dacre, Harrogate, Yorkshire. Tel: (042-372) 519 Darley. (58702

VINTAGE AND VETERAN bearings remetalled, cylinder boring and sleeving. Crankshaft grinding, etc. Enquiries invited. Saunders, 3 Meadsway, Gt. Warley, Brentwood, Essex. Telephone: Brentwood 221692. (58801

UNF BOLTS & SETS (most plated, HT hex head), ¼ in. & 5/16 in. dia. ½ in.—2 in. long with nuts, 100 assorted, £3.25p, p.pd. BSF 3/16 in.—⅜ in. dia. ½ in.—2½ in. long, with nuts, 150 assorted, £4.50p p.pd 5 lbs. mixed UNF/UNC/BSF bolts, nuts, washers pins, s-tap screws, etc. ⅛ in.—⅜ in. dia. ¼ in.—3 in. long, £3.50p p.pd. E. A. Clare, 25A Lenton Road, Nottingham. (58917

LONDON: Small workshop; 4 large lock-up garages; coach-house and large yard plus modernised 3 bedroom house. Quiet road in Southfields, SW18. About 5 miles from Piccadilly. Only £35,000 freehold as cash is urgently required. Telephone Taylor at Muckhart 331 (Perthshire) or write Box number 4686. (58909

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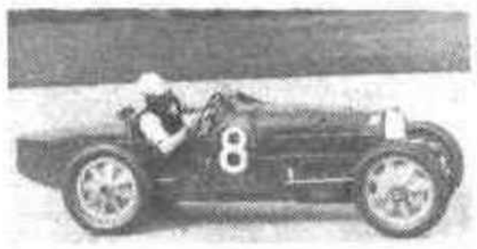
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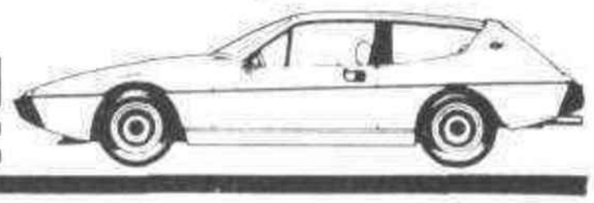
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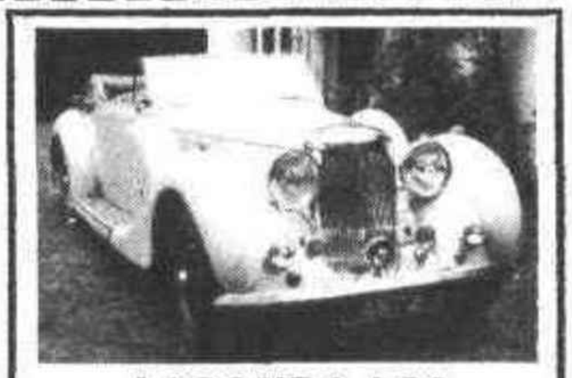
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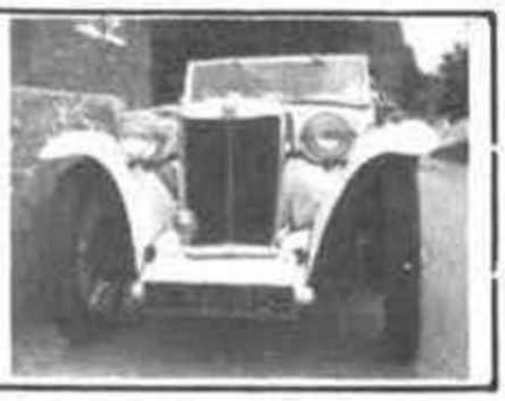
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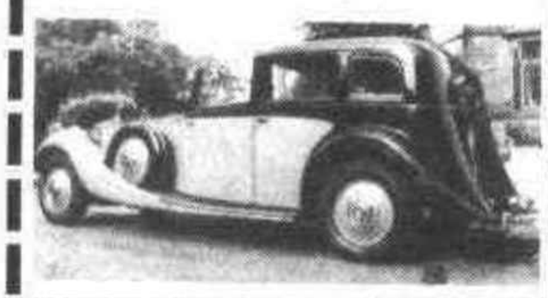
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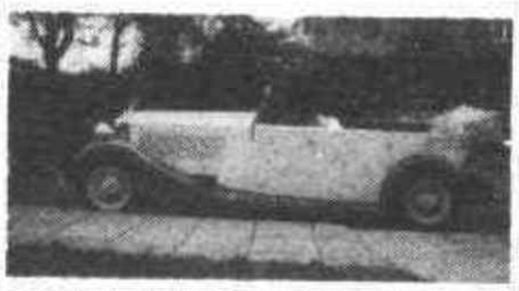
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1935 Rolls-Royce Phantom II Sedanca-de-Ville by Gurney Nutting. This car is depicted on page 91 of 'Elegant Rolls Royce'. Twin side-mounted spares, coachwork in black over shell grey. Interior, front compartment black leather, West of England cloth to the rear. Speedometer reading 42,000 miles, believed correct. Complete original toolkit all stamped Rolls-Royce. A superb specimen.



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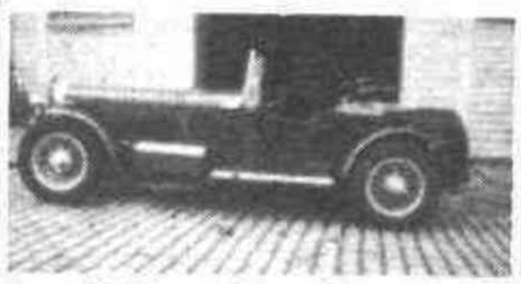
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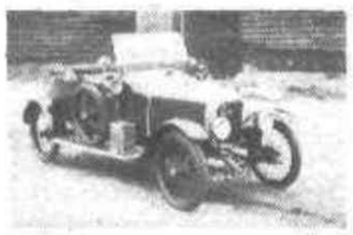
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1949 JAGUAR XK120 ALLOY ROADSTER LHD; most of the rare 120s (of which only 200 were made) have some ripples and dents in the body panels, and rot in the wood frame; this example has none of either and is quite exceptional throughout, even having the commemorative plaque signed by the (then) Chief Engineer still on the dash — 97 pts.



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1961 A/HEALEY 3000 Mk. I; just imported from the Channel Islands where it has spent all its life; 29,000 m. warranted: all extras — 98 pts.

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1927 HISPANO-SUIZA H6B 37-h.p. open sports tourer by Carlton. Coachwork now being rebuilt.
1935 ASTON MARTIN 1½-litre Mk. II L/C open sports 4-seater. Coachwork now being rebuilt.
1923 ROLLS 20 open tourer by H. J. Mulliner.
1926 ROLLS 20 open tourer by Hooper.
1925 BENTLEY 3-litre Speed Model sports tourer by V.D.P.
1929 ROLLS P.II owner-driver saloon by Windover.
1937 LAGONDA Rapide 4½-litre sports tourer.
1939 LAGONDA LG6 4½ d.h. coupé.
1952 ROLLS Silver Wraith limousine by Park Ward.
1952 BENTLEY Mk. VI sports saloon.
1953 BENTLEY R-Type sports saloon.
1954 ROLLS Silver Dawn sports saloon.
1937 BENTLEY 4½ open 4-seater by Carlton.
BENTLEY Mk. VI 4½ special sports 2-seater.

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1931 DELAGE D8 sports tourer by Vanden Plas. This very rare Delage (the last time I had a D8 in stock was 25 years ago) possesses some of the best lines ever seen on a Vintage Sports Car, and is the only known swept-wing Vanden Plas-bodied example of a D8. (The fabric VDP coachwork is original and not replica.) It is fitted new all-weather equipment, f/flat w/screen, twin aero-screens, stoneguards on all lamps, and many extras. This superb Classic has been owned for many years by a director of an Engineering Company who has maintained it to a very high standard, and at the moment the coachwork is now being fully restored to show condition.

1925 ROLLS Silver Ghost (one of the last built) with unique full landaulette coachwork by Hooper. It has been restored to its original 1925 condition in burgundy lined in gold with black wings, black leather top, button-type upholstery, etc. It is fitted with a unique bow-fronted wind-down glass division and many original interesting fittings. It is complete with a detachable rear trunk with three fitted suitcases, original lamps, twin sidemounts, etc. This is a very fine example of an original bodied Ghost.

1937 ROLLS Phantom III sports sedanca de ville by Gurney Nutting. This very pretty Rolls is in beautiful condition in two-tone grey, red leather interior, twin sidemounts with custom-made covers, miniature opera lamps, cocktail cabinet, etc. It has been owned by a well-known collector who has maintained it to the highest possible standards and has done under 5,000 miles since an extensive engine and mechanical overhaul. (This Rolls is expected in stock in the next few weeks.)

1938 ROLLS Phantom III 7-passenger touring limousine by H. J. Mulliner. Fitted face-forward occasional seats, silver vanity fittings, full tool kit, etc. It is in near new original condition and even the carpets are the original. It must be one of the lowest mileage Phantom IIIs that exist, as since new it has only covered the average mileage of a 1973 model.

1938 LAGO TALBOT 4-litre drophead coupé by Figoni & Flaschi of Paris. This was the personal car of John Bland who rebuilt the mechanics, and is the only example of its type in the U.K. The coachwork is now being completely rebuilt as new by Panthers, and should be completed in two/three months.

1937 DELAGE D670 drophead coupé coachwork designed by Chapron of Paris. Now being restored to mint condition, and should be completed in about three months.

1931 ASTON MARTIN 1½-litre Bertelli Le Mans 2-seater sports. This very well-known Aston is the only one of its type that now exists (its coachwork is original and not replica). It has done a very small mileage since being completely rebuilt as original in mechanics and coachwork, etc. It has its complete documented history and has been featured in Profile and other books.

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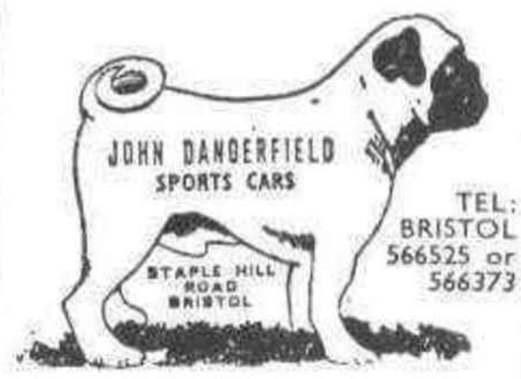
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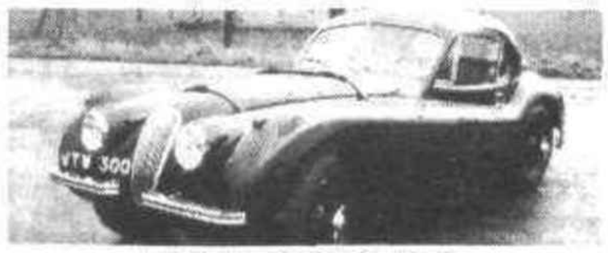
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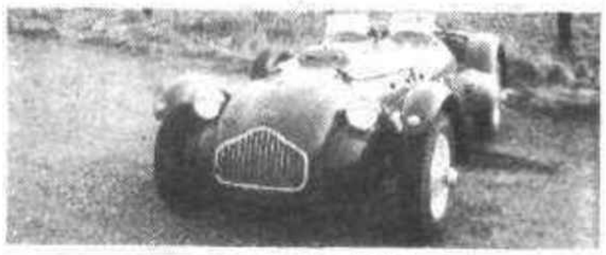
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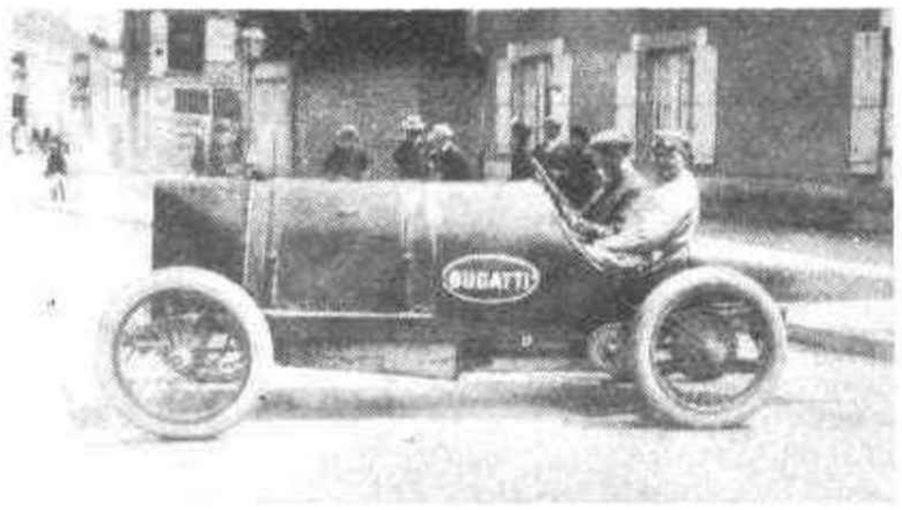
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1936 BENTLEY 3½-litre Freestone & Webb "Top-hat" saloon.
1935 ROLLS-ROYCE P.II Freestone & Webb sedanca-de-ville.
1950 BENTLEY Mk. 6 Mulliner saloon.
1968 JENSEN FF, four-wheel drive.

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1959 ROLLS-ROYCE Silver Cloud I Standard 4-door sports saloon, the last of the series, with high compression engine and powered steering. Virtually a one-owner car which has just undergone extensive servicing and coachwork renovations, and is now in quite exceptional condition throughout. Finished in dawn blue with contrasting natural hide trim and carpet.

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1956 SI BENTLEY Continental convertible. Nicely finished in regal red with twin headlight conversion. Contrasting beige hide interior, black power-operated hood, mechanically good but needing detailed attention to make *concours*.

1929 W.O BENTLEY 4½ 4-seater open touring car with 2-door 30's Vanden Plas coachwork, very sound and extremely original trim, with hood and side curtains, body finished in racing green with silver wheels, fold-flat screen etc. Mechanically very good and extremely potent, a nice usable example realistically priced.

1953 R-Type BENTLEY standard 4-door owner-driver sports saloon. This excellent example fitted with manual transmission is in outstanding order in all respects. A major mechanical overhaul has been recently completed including engine suspension, brakes and exhaust. Coachwork is virtually unmarked and finished in dawn blue. The interior trim is in blue grey Connolly hide. New carpets and all woodwork repolished make this probably the nicest manual Rolls currently on offer.

1964 S3 BENTLEY standard 4-door sports saloon, painted in dawn blue over Tudor grey with blue/grey hide interior trim. Recent extensive mechanical work completed. An excellent example in all respects.

1970 ROLLS-ROYCE Silver Shadow 2-door coachbuilt Mulliner-Park Ward, finished in unmarked Seychelles blue with black hide trim and carpeting. Recorded mileage of 47,000. Fitted full refrigeration and Sundym glass. An outstanding example of this series.



1929 ROLLS-ROYCE 20/25. Smallish classic-shaped "D" backed limousine with very vintage-styled coachwork by Cockshoots of Manchester. Features include twin side-mounted spares, split "V" type windshield, original klaxon and boa horns, face-forward fold-away seating etc. Exterior cellulose in Embassy black with gold coach lining and scrollwork. Interior trim in brown hide throughout. Mechanically first rate. Elegant and economical vintage motoring can still be enjoyed in this type of car.



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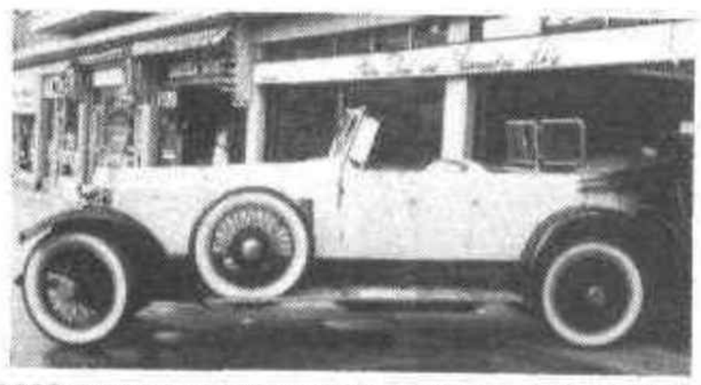
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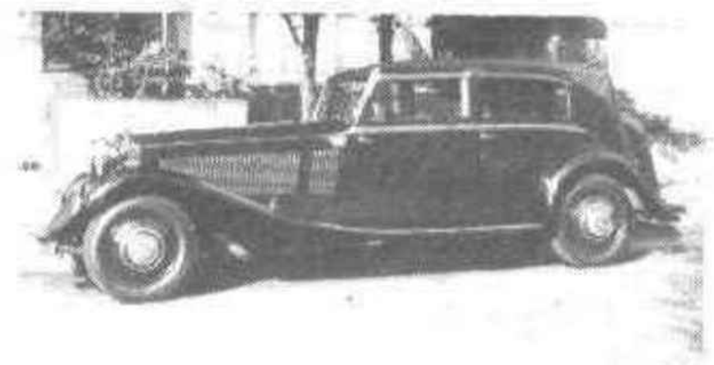


1965 ROLLS-ROYCE Silver Cloud III two-door saloon by H. J. Mulliner/Park Ward. Coachwork in white with black hide interior and black carpets. Red lambswool over rugs, stereo. Three owners, 77,000 miles.

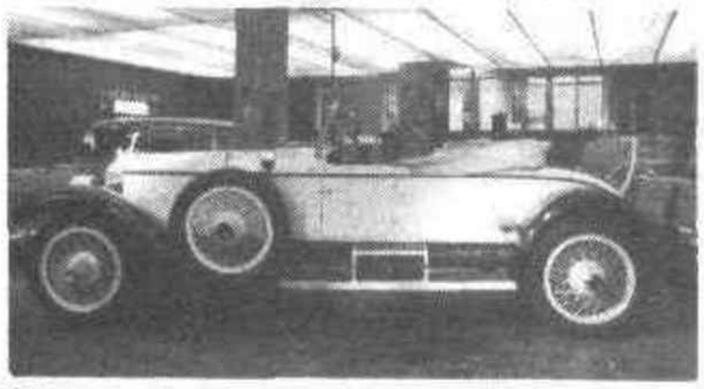
Convertible also available.



1923 ROLLS-ROYCE Silver Ghost open tourer by Hooper. Restored to *concours* condition. Coachwork in Old English white with black wings, black folding canopy, and red hide. Equipped with Auster rear screen.



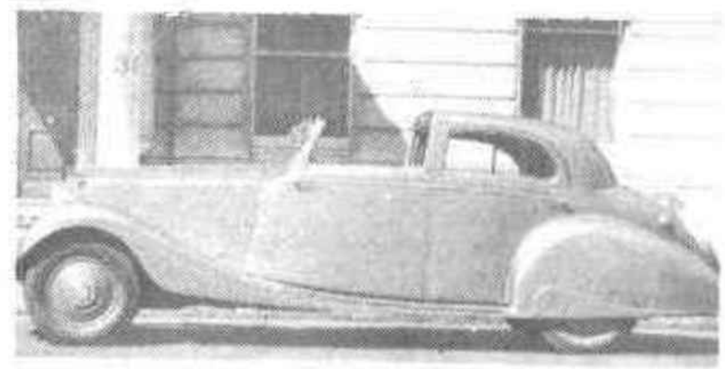
1934 ROLLS-ROYCE Phantom II touring limousine by James Young. Burgundy with black wings and gold coachlines, black leather to the front with beige 'West of England' cloth to the rear seating, and beige carpeting. Sideways-facing occasional seats and wind-up division. 76,000 miles from new.



1923 ROLLS-ROYCE Silver Ghost Springfield 'Piccadilly Roadster' by Brewster. Right-hand drive, four-wheel brakes. Coachwork in primrose with black wings. Equipped with dual side-mounted spare wheels, rumble seat, detachable trunk, tubular bumpers and drum headlamps. Believed mileage of 34,000 miles only.



1965 BENTLEY S3 Continental convertible by H. J. Mulliner/Park Ward. Regal red with beige interior and hood. Stereo. 69,000 miles only.



1938 ROLLS-ROYCE Phantom III sedanca de ville by Gurney Nutting. Tudor grey with grey interior. 59,000 miles from new, two owners. Totally original. Illustrated on page 94 of 'Those Elegant Rolls-Royce'.

1964 BENTLEY S3 Continental 4-door Flying Spur, by H.J. Mulliner/Park Ward. Probably the finest Flying Spur available having just been repainted in silver chalice, and rechromed throughout, black interior, 86,000 miles from new, with extensive mechanical history, truly immaculate in every respect.

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1954 Rolls-Royce Silver Wraith limousine.
1958 Bentley S1 (with power).
1960 Rolls-Royce Cloud II.
1954 Bentley 'R' Type (automatic).



ROLLS-ROYCE 1961 SILVER CLOUD II.
Sand over sable with a beige hide interior. Three owners from new with a recorded mileage of 82,000 miles. Complete with all tools, handbook etc., cocktail cabinet and many extras. A detachable division and smoker's companion. A very interesting example.



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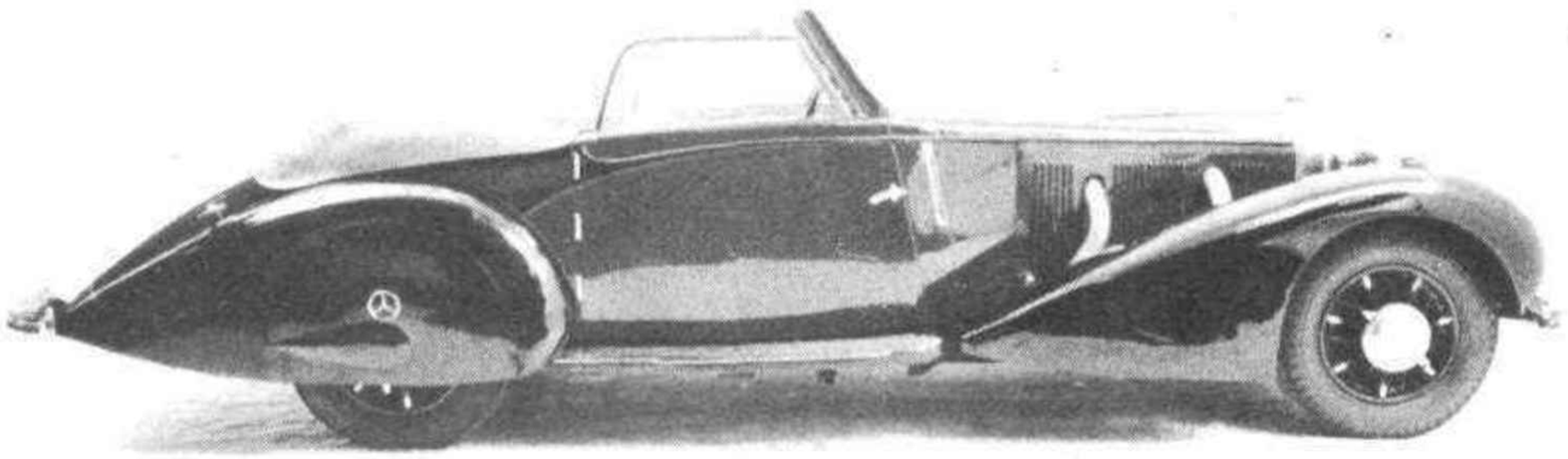
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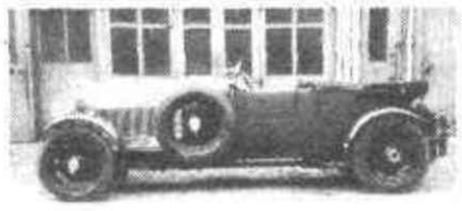
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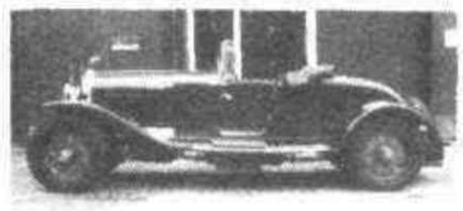
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1931 LAGONDA 2-litre supercharged low chassis, 4-seater, recently restored.



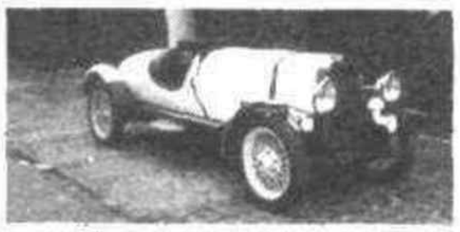
1930 DELAGE D8S fitted Vanden Plas replica body, 35-gallon tank, fully restored.



1928 BENTLEY 4½-litre 2-seater with dickey, "D" gearbox, Alfin brake drums, McKenzie maintained, excellent example.



1928 LANCIA Lambda 8th series, fixed-head coupe.



1931 ALVIS 12/60 TK sports racing. 2-seater.



1924 AC "Empire" 12 h.p. 2-seater with dickey, repainted, excellent order.

1929 BENTLEY 6½-litre close-coupled saloon by Barker.
1927 BENTLEY 3-litre short chassis speed model, 2-seater.
1937 BENTLEY 4¼-litre Park Ward sports saloon.
1953 BENTLEY "R"-type saloon, synchromesh gearbox.
1927 VAUXHALL OE 30/98 Velox 4-seater tourer.
1929 AUSTIN Chummy 4-seater tourer.

1927 ROLLS-ROYCE Phantom II barrel-sided tourer by Wilkinson.
1927 ROLLS-ROYCE 20 sedanca cabriolet by Barker.
1930 ROLLS-ROYCE 20/25 drophead coupe by Harrington.
1935 ROLLS-ROYCE 20/25 sedanca de Ville by Barker.
1931 MG Magna Jarvis-bodied 2/4-seater sports.

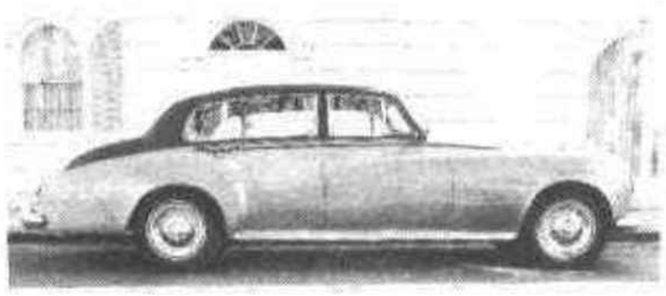
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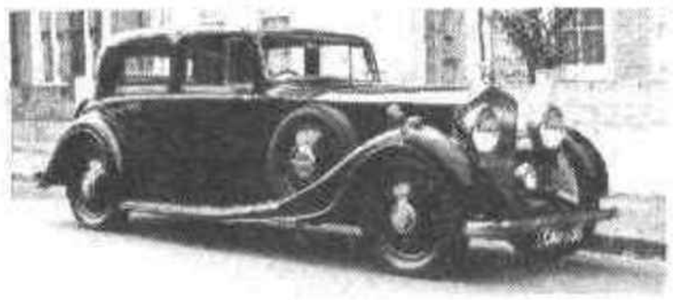
1964 ROLLS-ROYCE Silver Cloud III L.W.B. saloon, 44,900 miles recorded from delivery. Finished in black over sand, with light tan hide. Powered divider and windows.



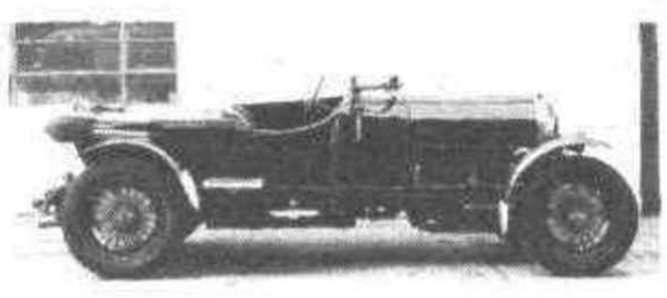
1962 BENTLEY S2 Continental 2-door all-alloy saloon by H. J. Mulliner. Silver with smoke blue hide. A fine example of a very rare model.



1958 ROLLS-ROYCE Silver Cloud I L.W.B. saloon by James Young. Tudor grey with cream hide, powered windows and glass divider.



1936 ROLLS-ROYCE 20/25 sportsman's saloon by H. J. Mulliner. Black over burgundy with original maroon hide interior and fine veneer cappings. Most carefully maintained throughout its life and equipped with sliding sun-roof.



1927 3-litre BENTLEY short-chassis Speed Model. British Racing Green with red hide interior. May be bought as is, in very fine mechanical order, or fully restored and equipped with long wings.



1936 ROLLS-ROYCE sedanca drophead coupe. Fully re-finished by us in sage over smoke green with dark green hide interior. One of very few Rolls-Royce chassis bodied by Coachcraft Limited when new.



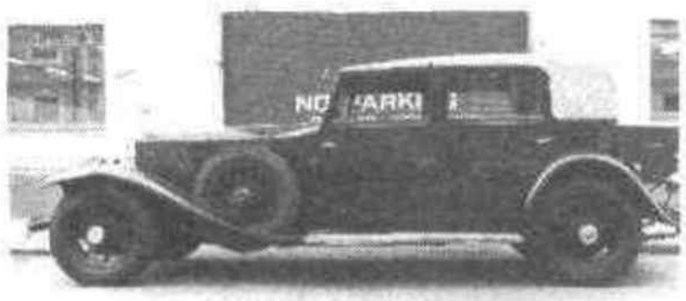
1961 BENTLEY Continental S2 by Mulliner/Park Ward. An excellent one-owner car recording only 49,000 miles and finished in mist green with cream interior, with power-operated folding top.



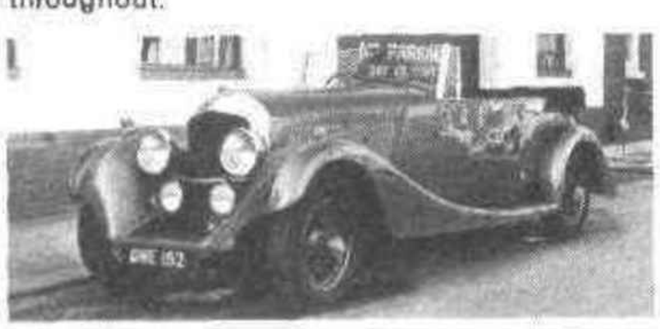
1937 ROLLS-ROYCE Phantom III divided saloon with coachwork by Hooper. Royal garnet over black with West of England cloth to the rear compartment. Equipped with many special fittings and features. Most beautifully restored throughout.



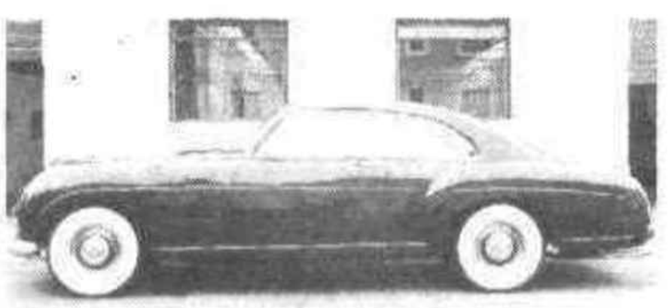
1958 BENTLEY Continental S-type by H. J. Mulliner. Automatic transmission and power-assisted steering. Mexico brown with deep red hide interior (matching leather headlining) and fine veneer cappings.



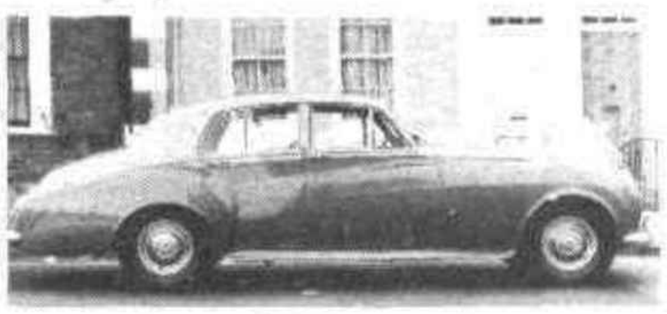
1931 ROLLS-ROYCE Phantom II. A **British-built** chassis, series AJS with **LEFT-HAND DRIVE,** with a handsome Brewster body. Now being restored in our own coachworks; equipped with glass partition, occasional seats, twin side-mounts and detachable rear trunk. Colours not decided at press-date.



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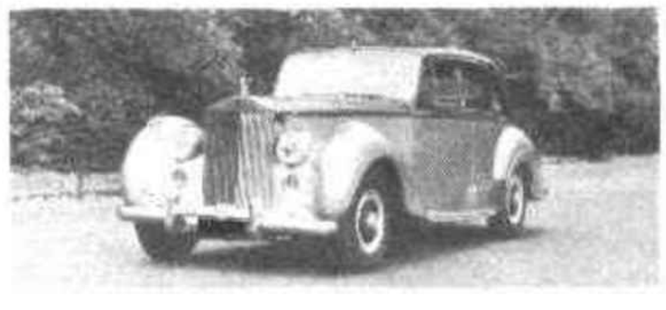
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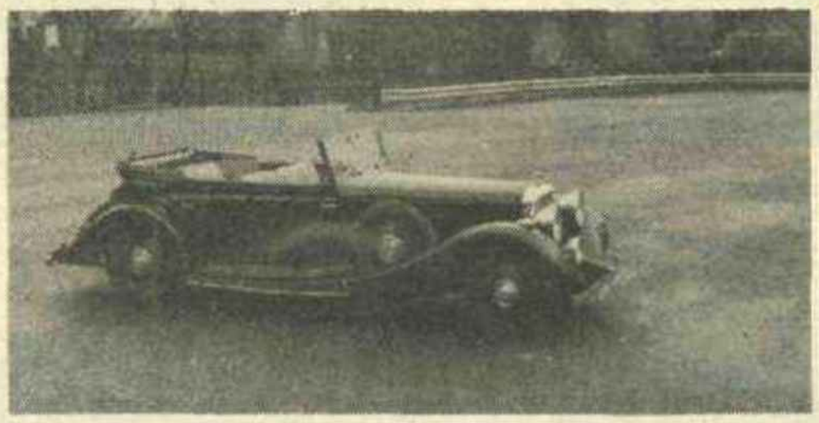
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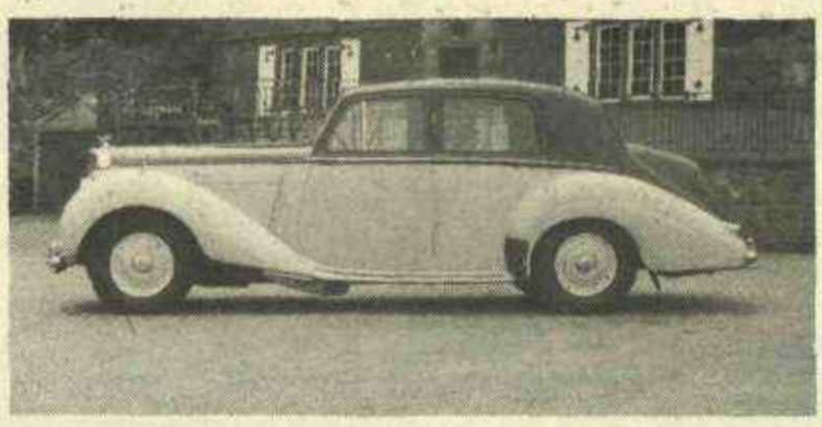
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BENTLEY S2 Continental, James Young 4-door sports saloon, dove grey with red leather, 71,000 miles recorded. A most elegant special coachwork car in superb condition. **£4,950**

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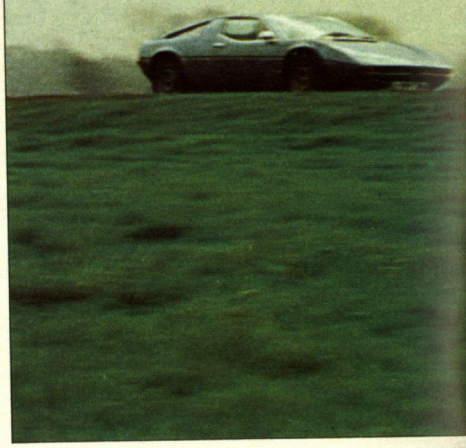
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