

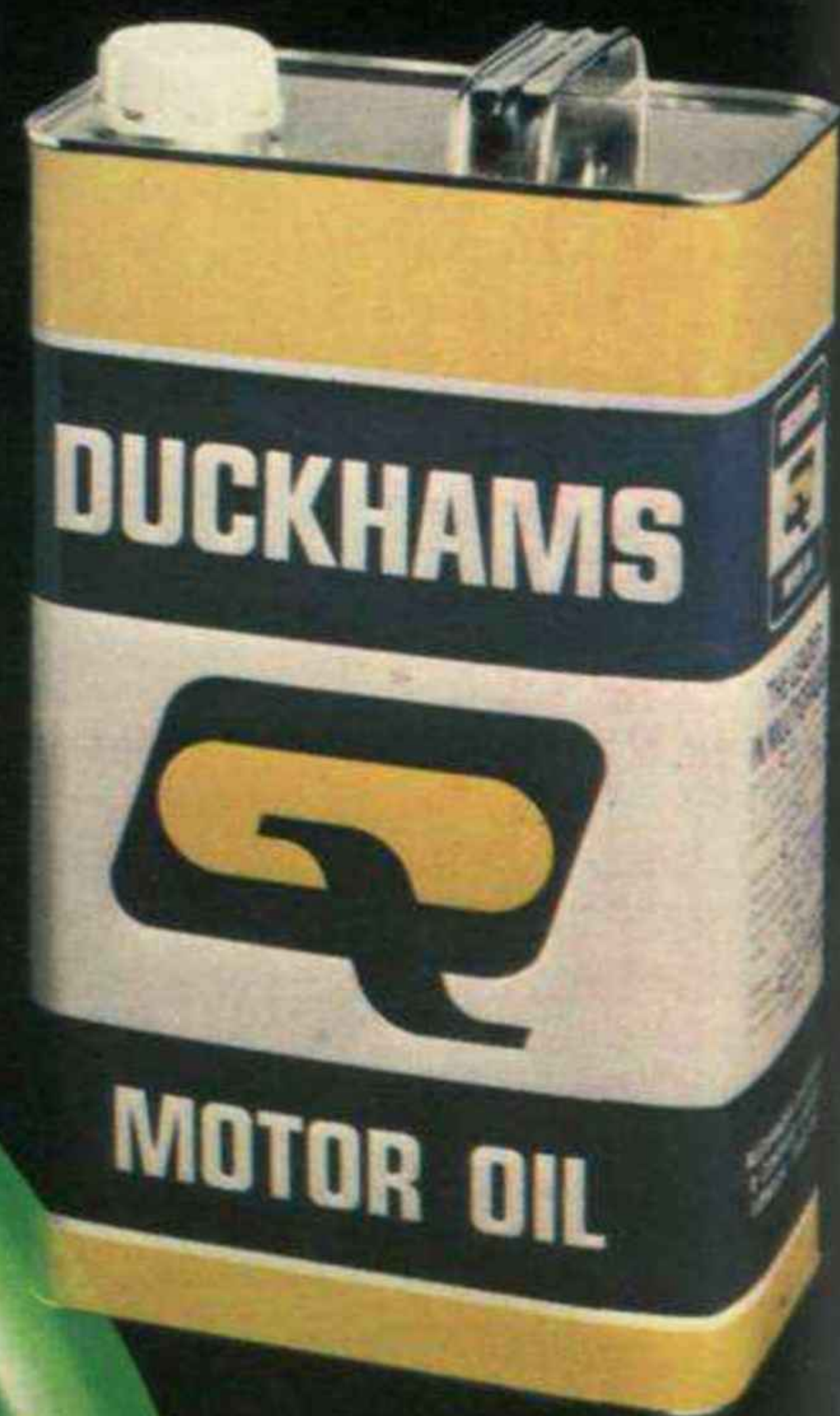
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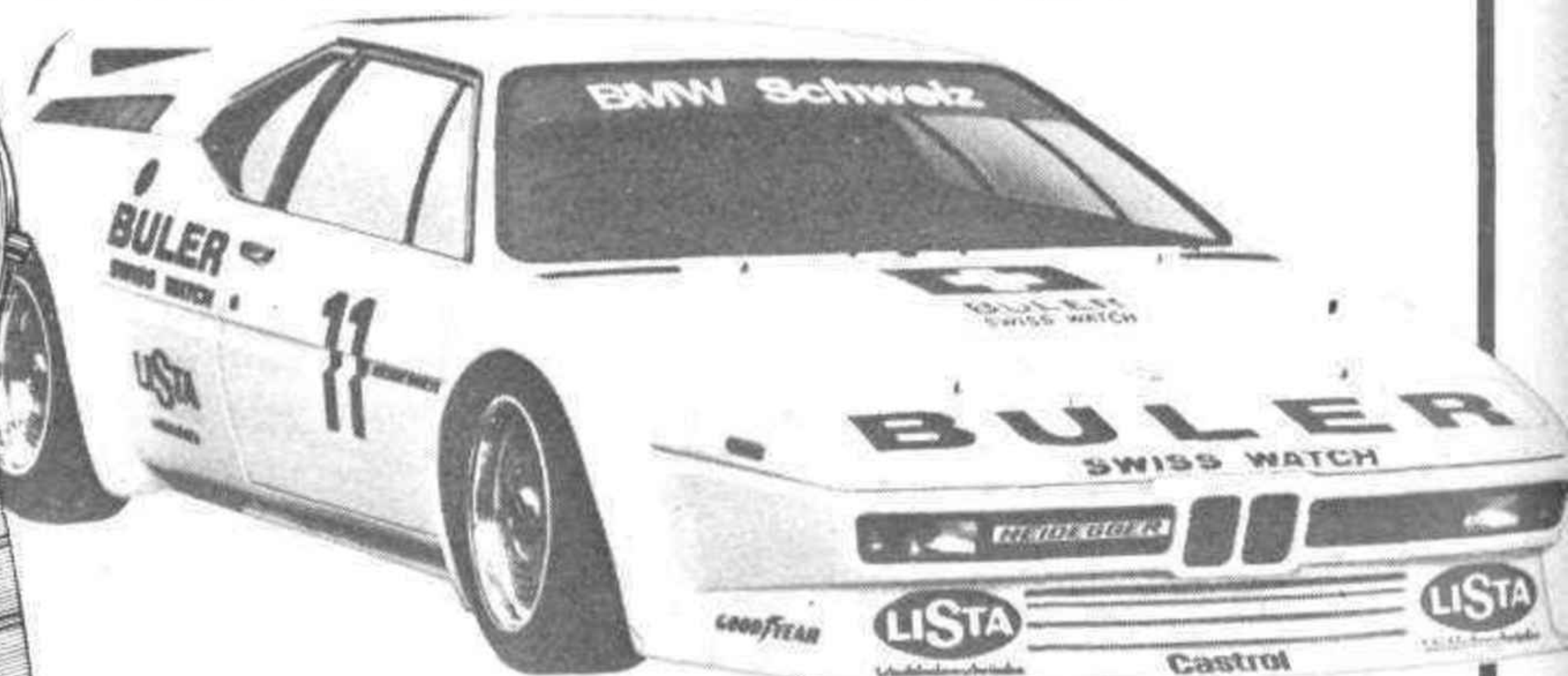
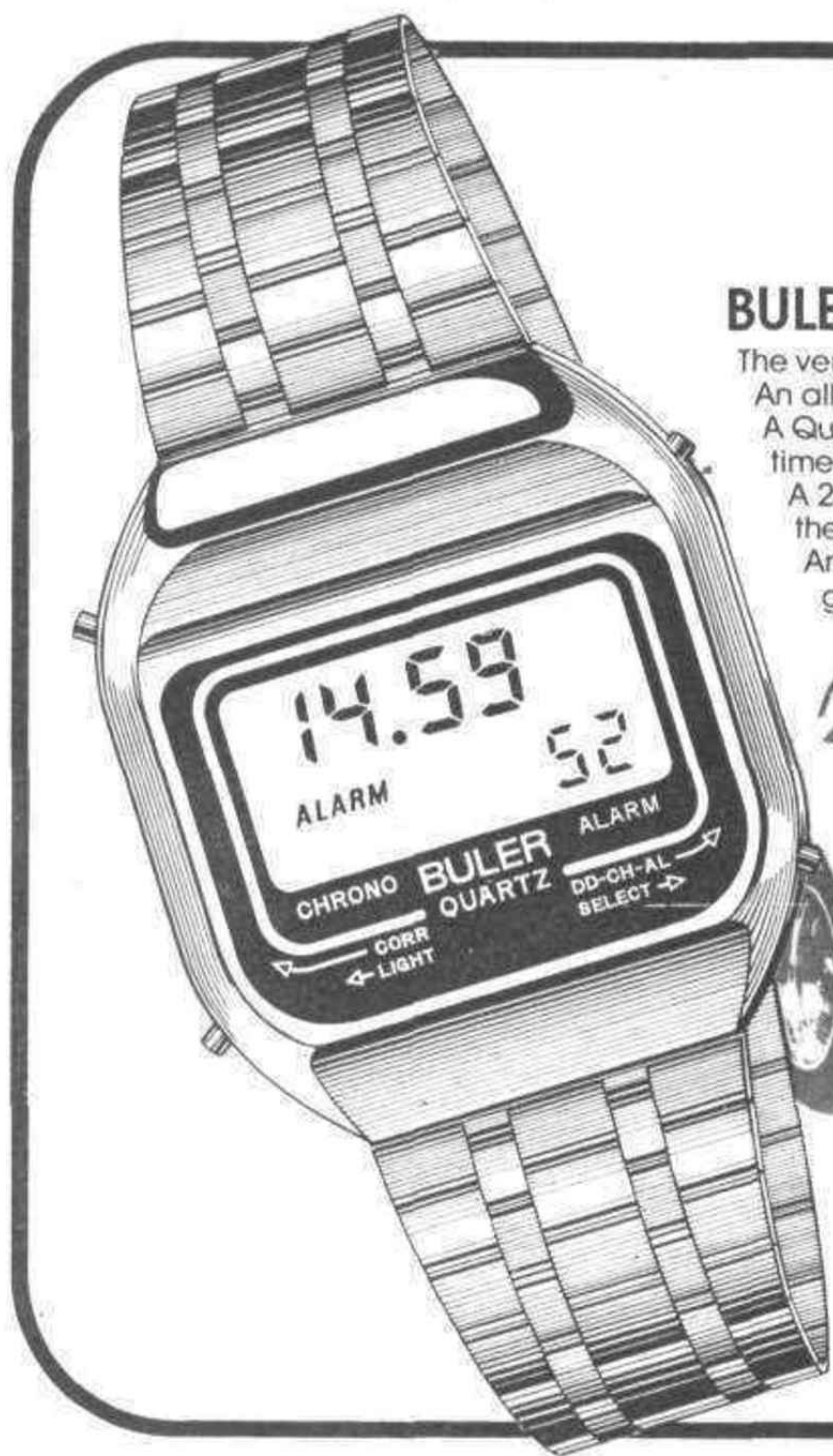
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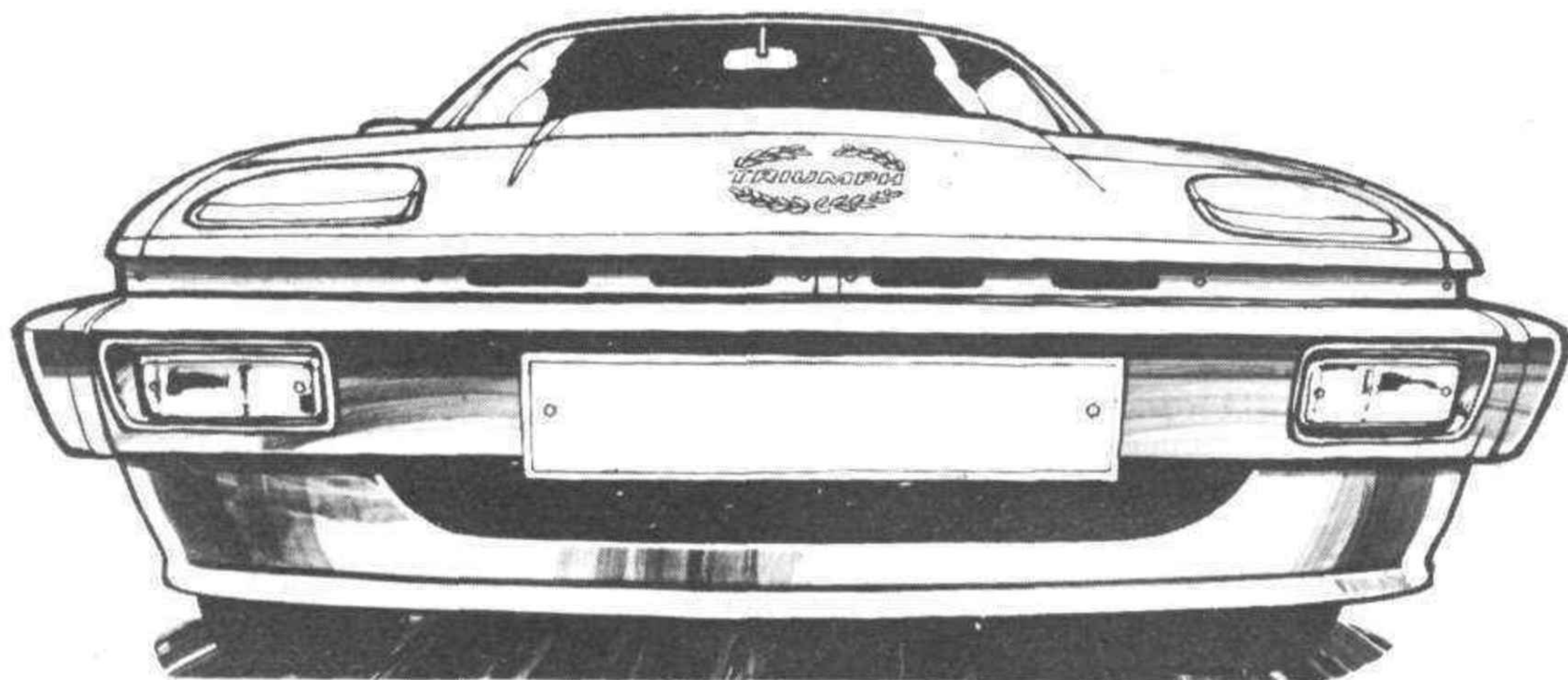
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1978 Elite 503. White, vinyl roof, PAS, air conditioning, radio/cassette, 5,000 miles, one owner. £11,250

1976 Elite 503. Gunmetal, 21,000 miles, air conditioning, PAS, one owner. £7,250

1977 Esprit. White, one owner, supplied and serviced by us, 20,000 miles. £7,995

1978 Esprit. White, one owner, supplied and serviced by us. £9,450

1978 Esprit Series 2. Metallic bronze, one owner, 7,000 miles, supplied and serviced by us. £10,450

MASERATI

1975 Khamsin. Metallic blue with beige hide, 13,000 miles, superb car. £15,250

1978 Merak SS. Metallic blue with velour trim, 7,000 miles, one owner, supplied and serviced by us. £14,950

1976 Merak SS. Metallic silver with velour trim, 20,000 miles. £10,950

FERRARI

1976 Dino 308 GT4 2+2. Yellow with black cloth, air conditioning, 20,000 miles. £10,950

1978 Dino 308 GT4 2+2. Metallic blue with cloth trim, air conditioning, wide wheels, radio/cassette, one owner, 9,500 miles. £15,250

1977 Dino 308 GTB. Red with black leather, 20,000 miles. £13,950

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1977 Reliant Scimitar GTE. Automatic, black with beige cloth, radio, power steering, one owner, 12,000 miles. £5,950

1977 Fiat X1.9. Metallic red, 18,000 miles, radio/cassette, superb example. £3,195

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1977 BMW 320A. Auto in blue, vinyl roof, radio, HRW £4,999

1975 BMW 2500. Auto, white, PAS, sunroof, tints £4,299

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1976 DATSUN 260Z 2 + 2. Metallic blue, o/drive, radio, all/whls £4,899

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1977 LOTUS Eclat 521. Mint green, radio, alloy wheels £7,999

1977 LOTUS Elite 501. White, all/whls., radio, 9,000 miles only £8,499

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1978 LOTUS Elite 504. Auto, white, PAS, air/cond., tints, 7,000 miles only £11,499

1976 LOTUS Elite 504. Automatic in red, PAS, air-conditioning, alloy wheels, radio/tape, etc. £7,499

1978 LOTUS Eclat 521 Sprint. White, radio, 5 speed £9,999

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1975 MGB GT. White, tan interior, overdrive, HRW, etc. £2,349

1976 MGB GT V8. Black, overdrive, tinted windows, radio £3,999

1978 RELIANT Scimitar GTE. Auto, yellow, PAS, tints, Wolfrace wheels £6,799

1978 RELIANT GTE. Auto, white, PAS, tints, el. winds., radio, etc. £6,749

1976 RELIANT GTE. Auto, Beaujolais red, PAS, radio, etc. £4,499

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Taimar. In gold, sunroof, oatmeal trim. List

Convertible. In BRG, black trim. List

Convertible. In red, black trim. List

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Alfa Romeo 2000 Spyder 1976. White, 30,000 m. £3,950

Alfa Sud Ti 1978. Red. £2,975

77 Scirocco GLS. 25,000 miles, sunroof, alloy wheels. £3,675

75 BMW 2002 Tii. Met green, 36,000 miles, T reg. £2,975

TR7 1977. 5-speed, sunroof, 1,900 m., red with black. £2,975

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Fiat X1/9, 1977. Red, 24,000 m., excellent condition. £2,875

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TVR Taimar. 1979, our demonstrator, 4,000 m. £7,450

BMW 320i 1977. Polaris silver, 24,000 m. £5,275

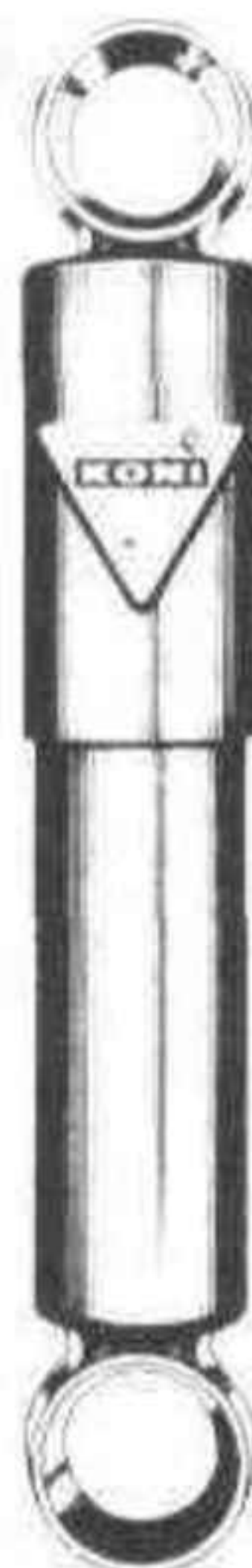
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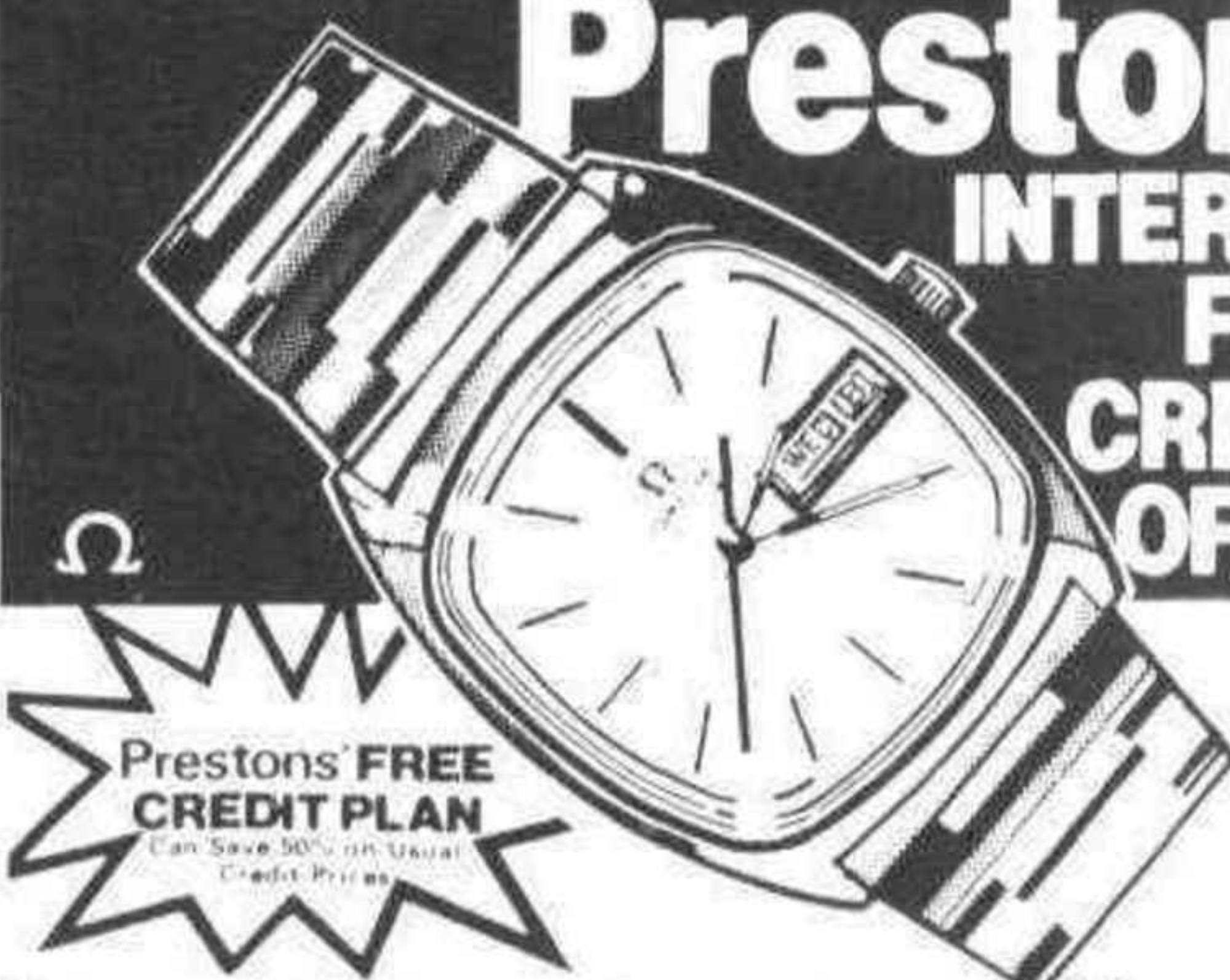
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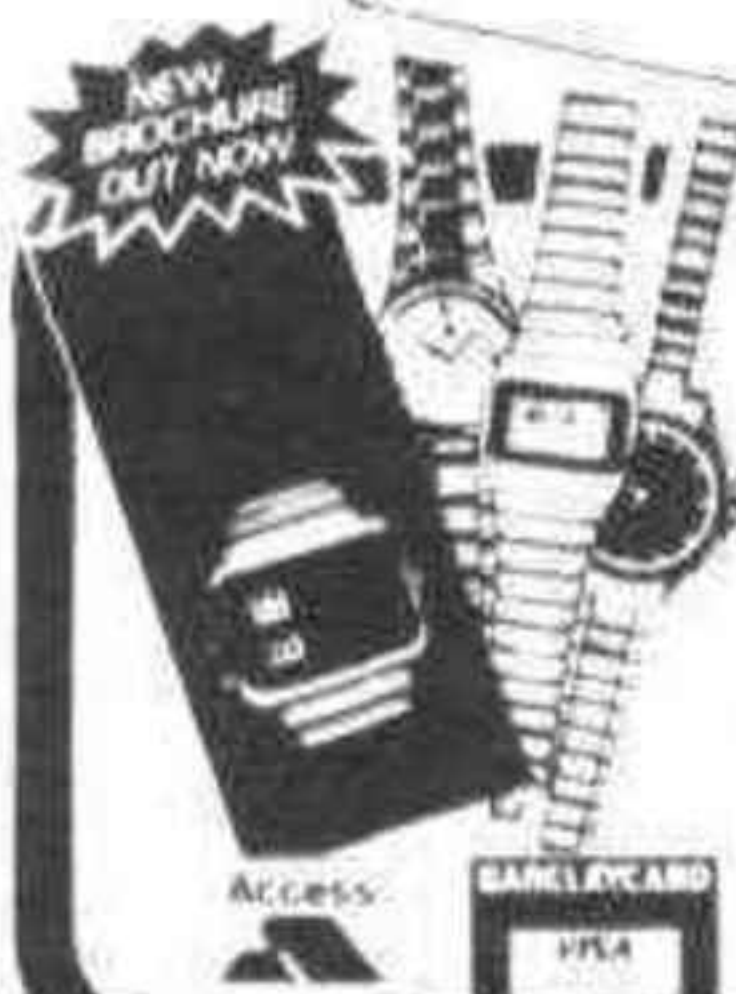
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1978 MG-B GT. White, stripped cloth interior, 7,000 miles, radio, Sundym, HRW, overdrive, 1 lady owner	£3,765
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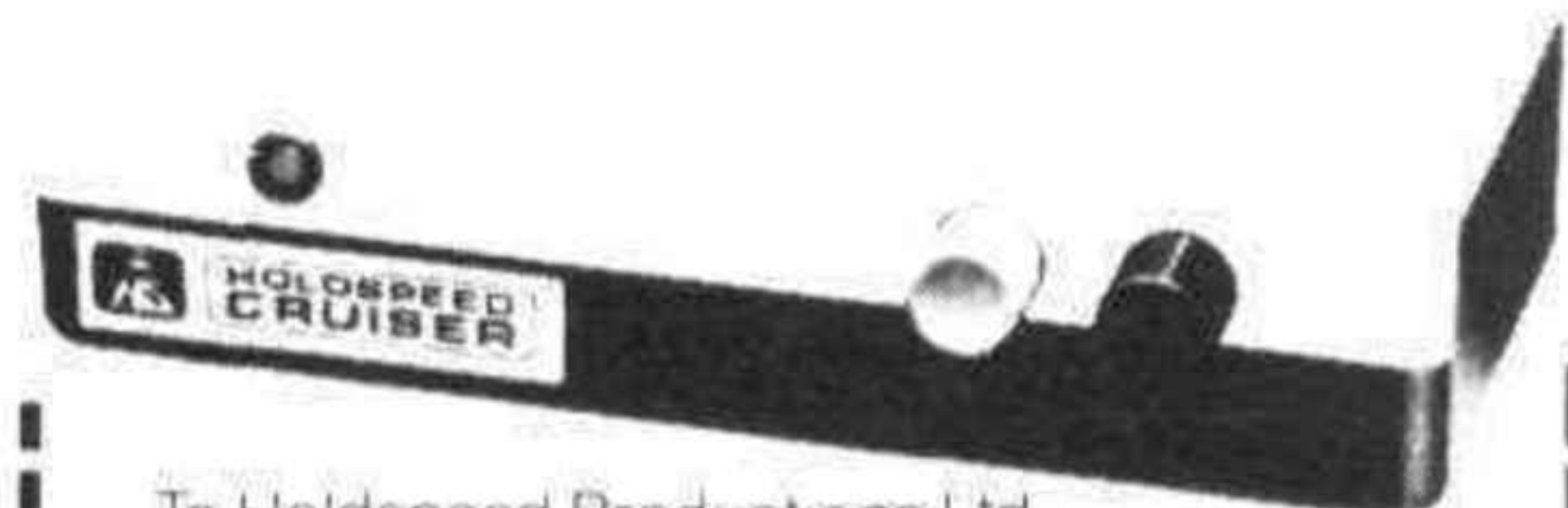
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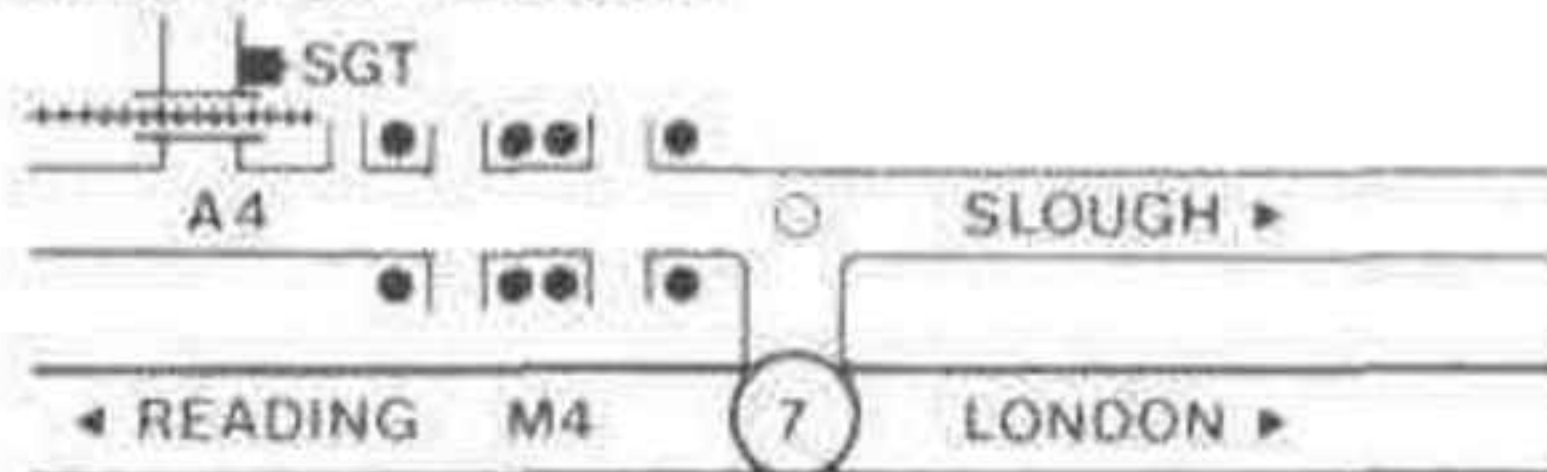
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| 1978 ALFA SPIDER. Blue with red cockpit, radio stereo, 3,000 miles, Momo alloy wheels..... | £6,950 |
| 1976 LOTUS ELITE 503. Lagoona blue metallic with marcasite trim, Philips 860 radio/stereo..... | £6,950 |
| 1975 LOTUS ELITE 502. Regency red, oatmeal trim, radio/stereo, air conditioning..... | £5,950 |
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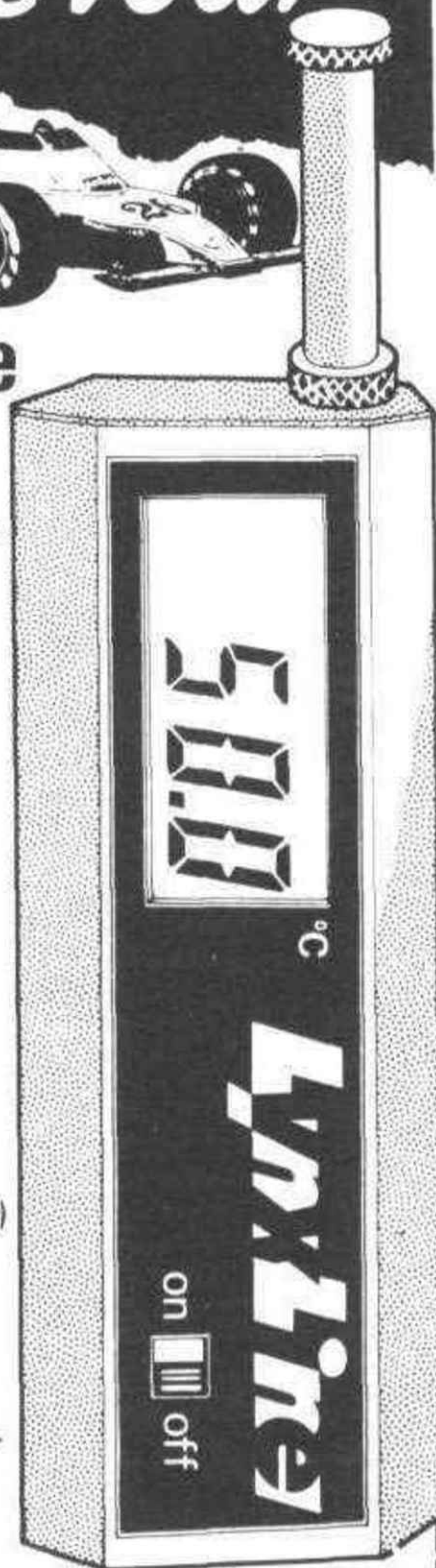
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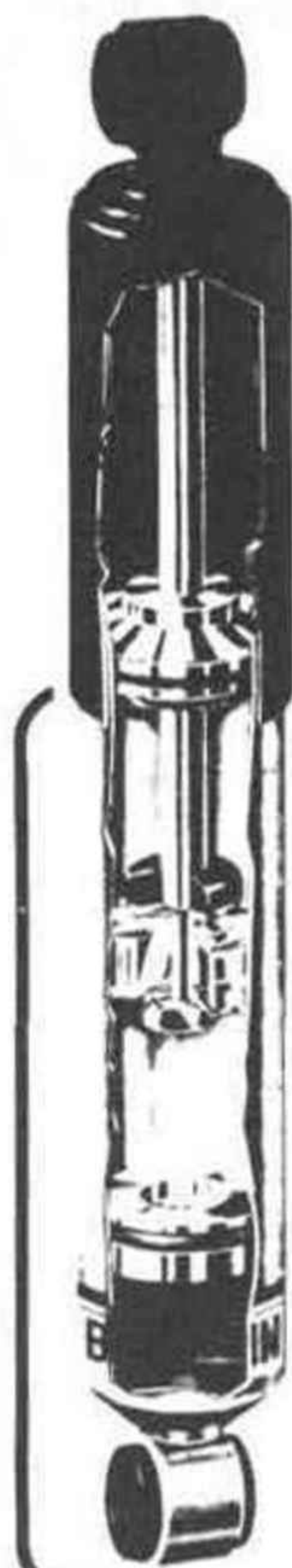
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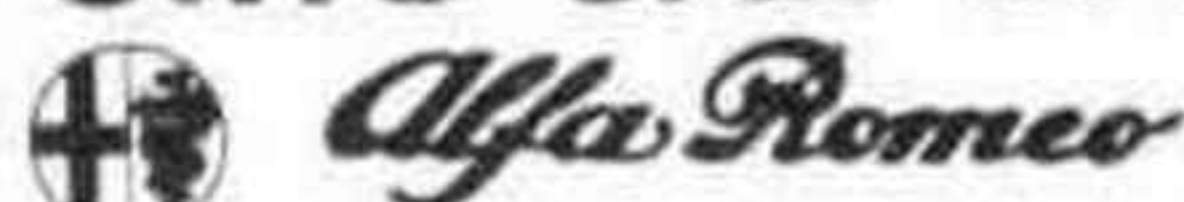
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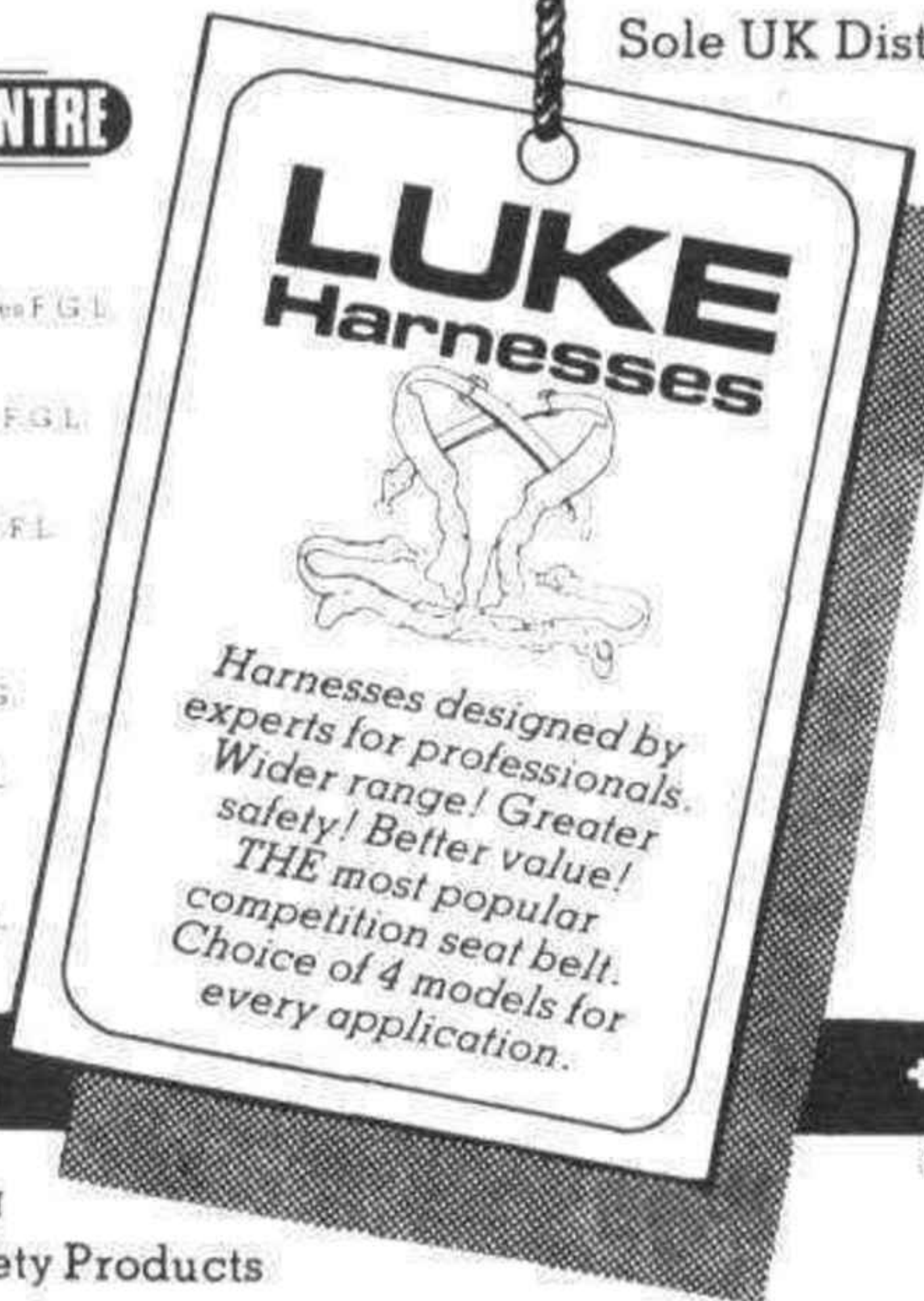
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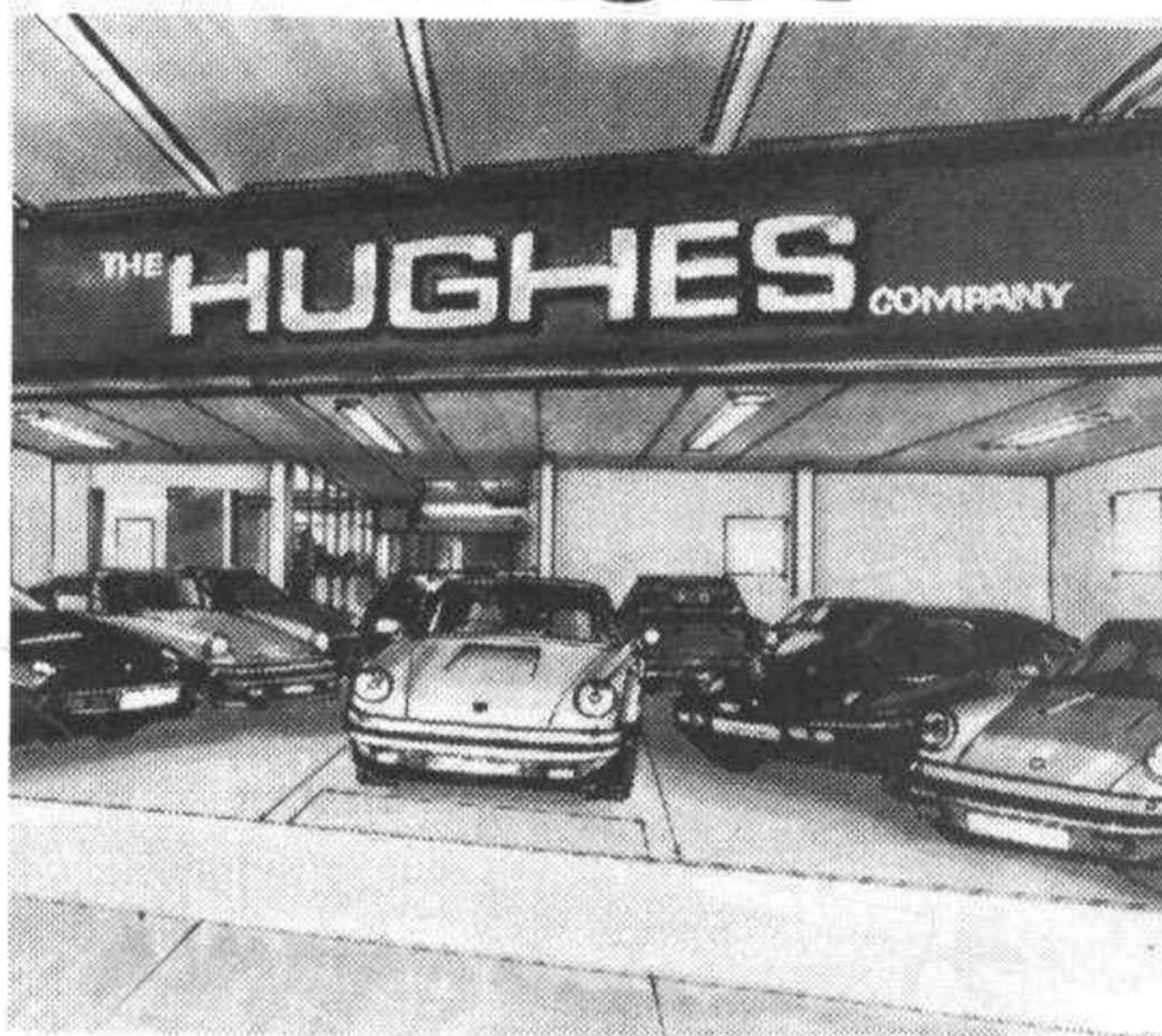
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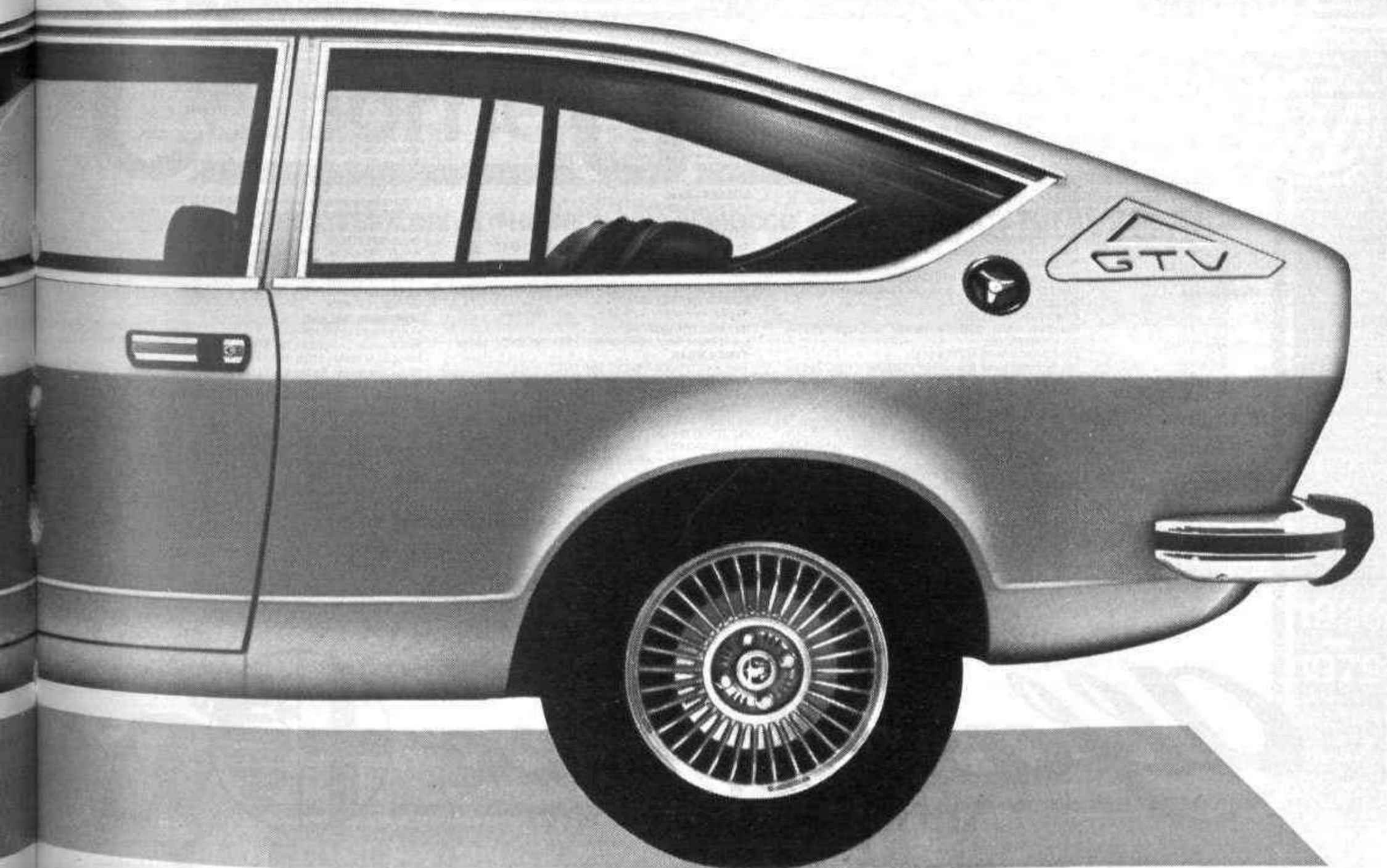
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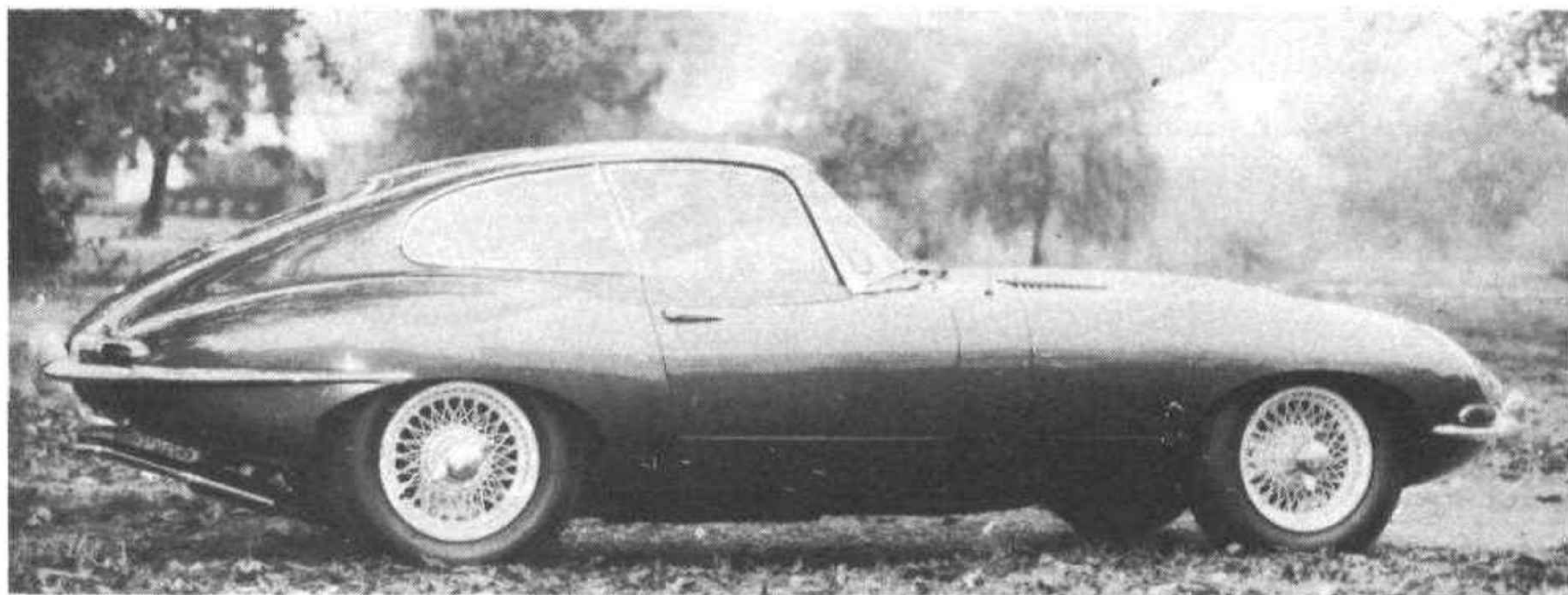
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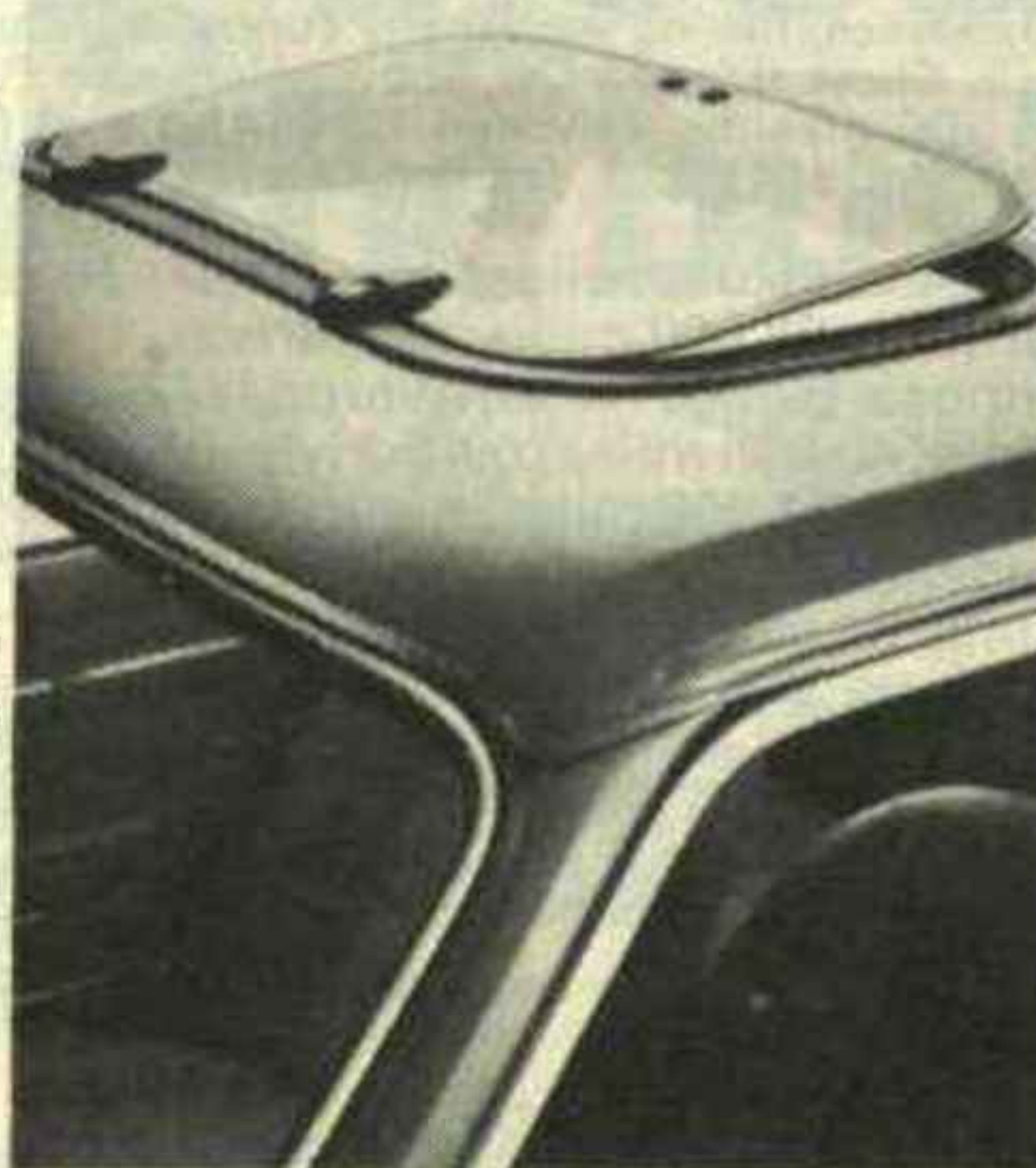
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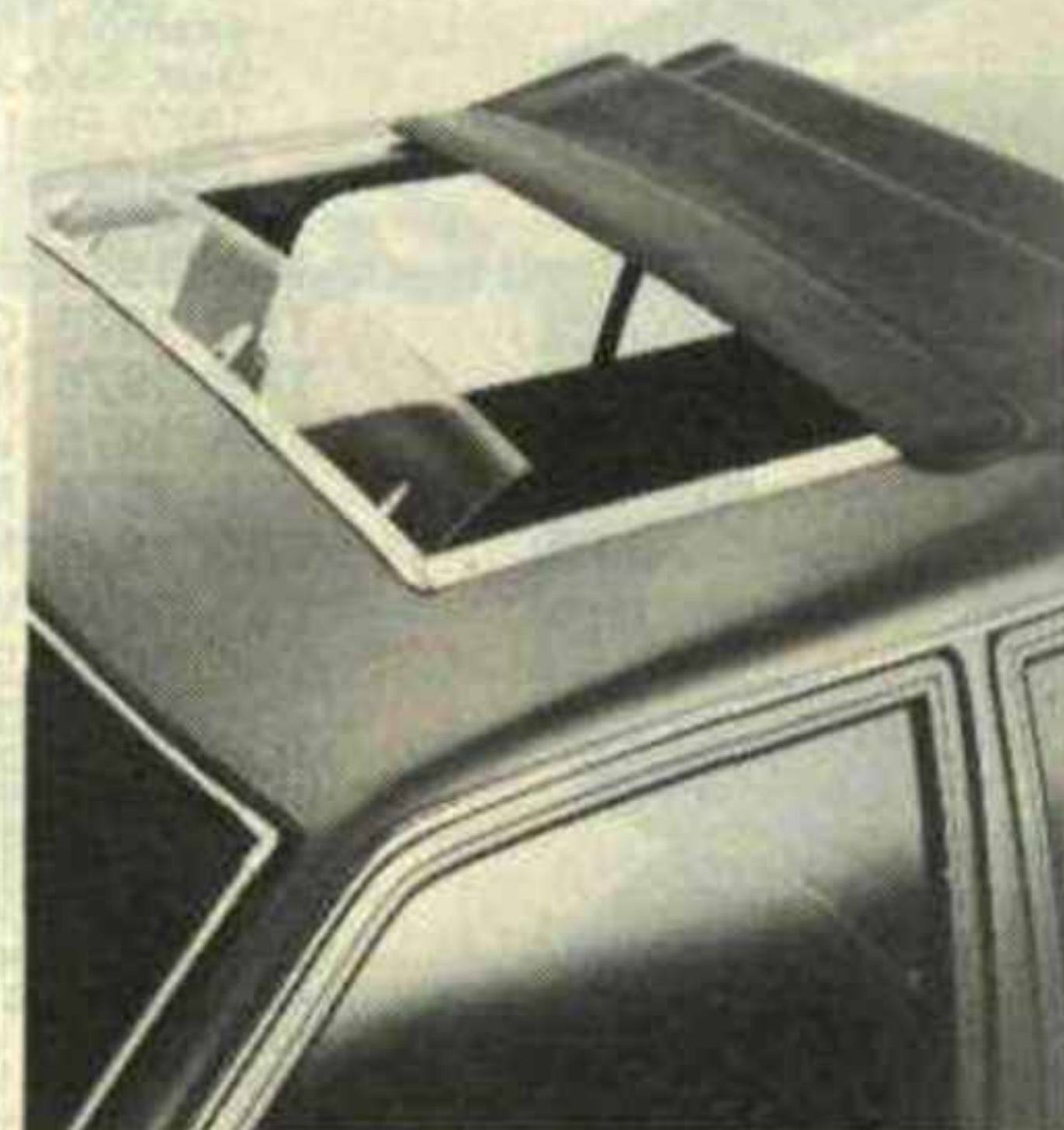


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FRONT COVER PICTURE: JEAN-PIERRE Jabouille's win with the Renault RS11 in the Grand Prix of France at Dijon-Prenois was appropriately Renault's first Grand Prix victory since Ssisz won the 1906 Grand Prix of France for the French automobile manufacturer.

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MATTERS OF MOMENT

■ RENAULT AND THE FRENCH GRAND PRIX

Since the adage that "today's racing-car is tomorrow's tourer" lost some of its authenticity, F1 racing has been mostly show-biz, with profitable financial pickings for the constructors, organisers, entrants and drivers. The excitement, the drama and the technical quality of the cars have not diminished. But some people dismiss modern GP cars as all looking alike, conducted by invisible supermen. Anyone who reads MOTOR SPORT's Race-Reports and Notes-on-the-Competing Cars knows that present-day F1 cars differ in subtle but important ways. However, a return to identification with makes, instead of with mainly Ford-Cosworth-engined hybrids, would inject fresh interest into this costly and intense promotion. Renault's victory at Dijon was a start.

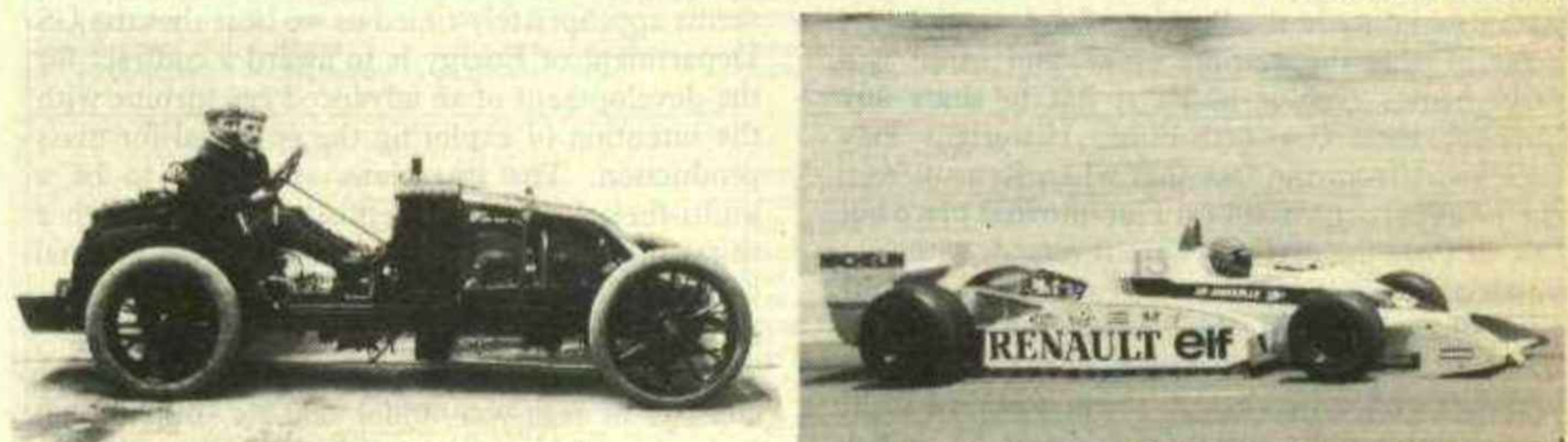
While the hybrid participants are hot after sponsorship-finance, Renault, Ferrari, Alfa Romeo who are showing interest (and whose engines power the Brabhams), and Lotus, as manufacturers of production cars, must surely set their sights on the research and publicity benefit of winning F1 races. It would be a good thing if the F1 circus was again to become make-versus-make racing. So we were delighted with Renault-Elf's victory in the French GP and its very exciting near-second-place there, followed by second place in the British GP — the first turbo-charged car to win in F1. One can buy anything from a Renault 4 or a Renault 5 to a Renault 30TX, but Williams, who won the Silverstone race, do not make a road-equipped car, although if there were no roads to drive on one might fly with the Saudi-Arabian Air Line . . .

It was also fitting that Renault should have won the French GP again, because they won the first race of the series, in 1906 at Le Mans, when it was by far the most important in the calendar. Whereas it took Jean-Pierre Jabouille just over 1 hr. 35 min. to win the race this year, 73 years ago François Ssisz had to battle for two days and 770 dusty miles to gain Renault their victory.

Even though they haven't won a French GP between '06 and '79, Renault had achieved racing successes before 1906. For instance, they won the Paris-Vienna in 1902, the year before Marcel Renault, taking part in the sport he enjoyed best, was killed in the ill-fated Paris-Madrid race. Renault engaged in long-distance record-breaking in the vintage years, took the Turbine-Car record to over 190 m.p.h. in 1956 (see page 1131), won the Le Mans 24-Hour race last year, and now their 1½-litre V6 Turbo-charged F1 cars have beaten the 3-litre opposition, perhaps losing the British GP because of appallingly-confused pit-work and, in this race, inadequate tyres.

Already the cry has gone out that turbo-charging is unjust and that there should be a restriction on the blower pressure of these cars. No doubt D.S.J. will comment about this in the appropriate place, if he sees fit. Our immediate reaction is that to extract maximum power from a racing engine is a legitimate aim, that the Renault engines comply with the F1 Formula current until 1981, and nothing which restricts engineering advances should intervene. When the Formula was devised, mechanically-driven superchargers may have been visualised, whereas a turbo-driven blower absorbs less power. It could be argued that, in the past, 3-litre and later 4½-litre normally-aspirated engines took on the blown 1½-litres, or 2½-litres against the hypothetical blown 750s under another Formula. However, F1 engines are now required to use normal petrol, whereas in former times the blown engines had the benefit of high-content-alcohol fuels. This should be sufficient surely to keep interfering hands off Turbo-Renault development? A different argument is that if turbo-charged engines become the prevailing power in F1 racing, costs will soar

Continued overleaf



73 YEARS APART. — The 13-litre four-cylinder Renault on the left won the 1906 French Grand Prix at Le Mans, driven by Ssisz, in 12 hr. 14 min. 07 sec., an average of 63.0 m.p.h. The 1½-litre V6 Turbo-charged Renault on the right won the 1979 French Grand Prix at Dijon, driven by Jabouille, in 1 hr. 35 min. 20.42 sec., an average of 118.90 m.p.h. Both used Michelin tyres.

Motor Sport Fixture List for August

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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
Aug. 4th	BRSCC, N.	Aintree Circuit	Liverpool	Race Meeting R	14.00
Aug. 4th	Arbroath & Dist. MC	Bathing Pool, Arbroath		Arbroath Stages - R	10.00
Aug. 4th	Vale of Gohli MC	Nantyrhwch Forestry		H.G. Bryer & Sons Ltd. Stages - R	11.00
Aug. 4 5th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	World Championship for Makes (INT)	12.00
Aug. 4 5th	Vauxhall Motoring Group - Wirral	Vauxhall Motors Limited, Ellesmere Port, Wirral	117 379/2788/2	Y Ddrang Goch Rally - R	—
Aug. 4 5th	Grimsby MC	Grimsby Motors Ltd., Victoria Street, Grimsby	113 271/2098/2	Grimsby Motors Clubman Rally - C	23.31
Aug. 5th	Santamonica Team	Misano	Italy	European Formula 2 Championship (INT)	—
Aug. 5th	Hyllinge MS	Knutstorp	Sweden	European Formula 3 Championship (INT)	—
Aug. 5th	Nederlandse Autorensport Vereniging Zandvoort	Zandvoort	Holland	European Touring Car Championship (INT)	—
Aug. 5th	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting Vandervell British Formula 3 Championship R	14.15
Aug. 5th	BARC	Croft Autodrome	Darlington	Race Meeting - R	14.45
Aug. 5th	750 MC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting - R	14.00
Aug. 5th	Astra MC	Lydden Hill Circuit	Canterbury, Kent	Festival of Motor Sport - R	14.00
Aug. 11th	BRSCC, NW	Oulton Park Circuit	Tarpotley, Cheshire	Race Meeting - R	14.00
Aug. 11 12th	West Hants & Dorset CC	Blackmore Vale Service Station	183 835 243	Moonfleet Rally - R	23.00
Aug. 12th	OASC	Osterreichring	Austria	Austrian Grand Prix (World Championship round 11) (INT)	—
Aug. 12th	Stockholms Sportvagnsklub	Kinnekuile Ring	Sweden	European Formula 3 Championship (INT)	—
Aug. 12th	BARC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (Vandervell British Formula 3 Championship) (INT)	14.00
Aug. 12th	NSCC	Cadwell Park Circuit	Louth, Lincs.	Race Meeting - R	14.00
Aug. 12th	750 MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting - R	14.00
Aug. 12th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Festival of Speed - C	12.30
Aug. 12th	Welsh Counties CC	Ministry of Defence Property on Myndd Epynt		Halewood Rally - R	08.30
Aug. 12th	Aberdeen & Dist. MC	Fintray House	Dyce, Aberdeen	Hill-Climb - C	14.30
Aug. 12th	HDLCC	Whittington Inn, Kinver	Stourbridge, West Midlands	Autotests	10.30
Aug. 18th	Lanarkshire CC	Pier Car Park, Dunoon	63 175765	Andrews Heat for Hire Rally - N	10.31
Aug. 18 19th	Clube Sports da Madeira		Madeira	Tour of Madeira (European Rally Championship) (INT)	—
Aug. 19th	BRDC	Donington Park Circuit	Derby	European Formula 2 Championship (INT)	13.30
Aug. 19th	OASC	Salzburgring	Austria	European Touring Car Championship (INT)	—
Aug. 19th	SMRC	Ingliston Circuit	Edinburgh	Race Meeting - R	14.00
Aug. 19th	WECC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting - R	14.00
Aug. 19th	HDLCC	Loton Park, Alberbury	Shrewsbury	Hill-Climb Guyson BARC Hill-Climb Championship	12.15
Aug. 24 26th	Jyvaskylan Suurajot		Finland	1,000 Lakes Rally (World Rally Championship) (INT)	—
Aug. 25th	Bentley DC	Silverstone Circuit	Towcester, Northants	Race Meeting - R	13.30
Aug. 26th	Stichting Autoraces Nederland	Zandvoort	Holland	Dutch Grand Prix (World Championship round 12) (INT)	—
Aug. 26th	BRSCC - EA	Snetterton Circuit	Thetford, Norfolk	Race Meeting - R	14.00
Aug. 26th	BRSCC - M	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting - R	14.00
Aug. 26th	VSCC	Cadwell Park Circuit	Louth, Lincs.	Race Meeting - C	13.15
Aug. 26/27th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford	Race Meeting (Aurora British Formula 1 Championship) (INT)	13.00
Aug. 27th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (Vandervell British Formula 3 Championship) (INT)	13.30
Aug. 27th	BARC	Thruxton Circuit	Andover, Hants.	Race Meeting - R	14.00
Aug. 27th	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wilts.	Race Meeting - R	14.00
Aug. 27th	DDMC	Croft Autodrome	Darlington	Race Meeting - R	13.30
Sept. 1st	Tynemouth & Dist. MSC	Europa Lodge Hotel	88 322685/2	Lindisfarne Rally - N	08.30
Sept. 2nd	Ente Autodromo Pergusa	Enna	Italy	European Touring Car Championship (INT)	—
Sept. 2nd	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting - R	15.00
Sept. 2nd	750 MC	Snetterton Circuit	Thetford Norfolk	Race Meeting - R	13.00
Sept. 2nd	Astra MC	Lydden Hill Circuit	Canterbury, Kent	Festival of Motor Sport - R	14.00

MATTERS OF MOMENT

continued from previous page

and entries thus diminish, as happened when Delage dominated the 1½-litre Formula in 1927. One expects, however, that rather than drop out altogether, members of the FOCA would give up some of their expensive motor-homes and jet-setting, in order to buy the required power packs . . .

Back to the theme of make-v-make racing, this is already apparent in F1, to some degree. Renault is in winning form, the Ferraris are entered as Fiat-Ferraris, Alfa Romeo is showing interest, with its engines in the Brabhams and, tentatively, a car bearing the marque name, and Lotus is a make-name, even if in F1 it has to share any honours with Cosworth-Ford. Historians may take heart from the fact that when Renault won the 1906 French GP it beat Fiat into first place but that in 1907 the placings were reversed, with Fiat beating Renault. After the war Fiat became triumphant by 1922, Alfa Romeo by 1924, and the Alfa Romeo/Ferrari battles of the post-WW2 years are well remembered. There is again a slight aura of inter-make competition about F1, which we hope will become more powerful. But it would be nice if Renault-Elf were to run under the blue of France, not in a hue that suggests to older

followers of motor racing that they are Minervas . . .

Of the Williams-won British GP, it can be said that BBC-TV gave very good coverage, even though unduly concerned with Championship-points prospects of the back-markers. We noted that commentator Jackie Stewart drew attention to Michelin shortcomings against Goodyear's performance on this occasion; but Michels were good enough for 1st, 2nd and 3rd at Dijon and 2nd place at Silverstone . . .

Return of the Turbines

OUR ARTICLE on turbine cars (page 1131) seems appropriately timed as we hear that the US Department of Energy is to award a contract for the development of an advanced gas turbine with the intention of exploring the potential for mass production. The intentions are for it to be a multi-fuel, low exhaust emission turbine with a thirst one-third less than a conventional internal combustion engine.

Bubble car exhibition

THE SURREY Micro-Car Collection, which consists of post-war under 600 c.c. bubble cars and other little economy vehicles will be on view to the public between August 11th and 19th inclusive, from 6 p.m.-9.30 p.m. on weekdays, 1 p.m.-6 p.m. at weekends, at the Methodist

Hall, Beddington Gardens, Wallington, Surrey. Such petrol savers as Messerschmitt, Isetta, Bond, Gordon, Peel, etc., numbering some 27 different makes and models will be on show.

ERA Club reformed

THE ERA Club formed originally in 1935/36 to support the ERA team which was upholding British prestige in voiturette racing, has now been reformed so that it will have a wider basis than just an annual dinner. All those interested in the ERAs, as well as owners who are still racing these cars, are now welcome to join the reconstituted club, of which Raymond Mays, CBE is the patron and A. F. Rivers-Fletcher, Founder of the original ERA Club, is the President. The annual subscription is £2 and the Honorary Secretary and Treasurer is Guy Sporrin, Arden Grange, Tamworth-in-Arden, Warwickshire.

Brands Hatch Six Hours

PORSCHE will be all out to maintain their supremacy in the Manufacturers World Championship in the Rivet Supply Six Hours race at Brands Hatch on August 5th. The March-built BMW M1 prototype, spurned at Le Mans, is entered for Winkelhock, Grob and Edwards. The field will have a host of privateer Porsche 935s. Entries from most of the major teams were still anticipated at the time of writing.

The British Grand Prix

Williams all the way

Silverstone, July 14th

IT WAS all sunshine and peace at Silverstone over the period of the Grand Prix, the sun was shining, everyone was affable and there were all the ingredients for the best possible British motor racing garden party. There was everything on four wheels, from long, long ago to the very instant when practice began, and all sizes from 250 c.c. Karts to 520 b.h.p. Formula One cars and from ERAs to 917 Porsches; there was something for everyone and everyone seemed to be there, some 25,000 on the Friday practice day and another 75,000 were said to have joined them for race day on the Saturday.

There were three things uppermost in people's minds as the cars assembled in the pit lane for the first practice session on Thursday morning. The memory of the fantastic last lap in the Grand Prix of France at Dijon, the speed of the Renault twin-turbocharged cars in that race, and the speeds that Alan Jones had recorded in unofficial practice at Silverstone the week previous. There were two schools of thought on the pushing-and-shoving and elbowing that Arnoux and Villeneuve indulged in at Dijon, which the whole world seemed to have witnessed thanks to skilled French television operators. One school was bubbling with enthusiasm and saying "wasn't that terrific stuff", while the other was "tut-tutting" and saying it was dangerous and should be discouraged. Niki Lauda was leading a little crusade among his Drivers' Safety Committee to have the two miscreants reprimanded and even punished (isn't that awful, it sounds like Stewart and the GPDA all over again), while some of his colleagues were saying "nonsense, we all do it when the heat is on". After the Dijon race the winning Renault engine was stripped and measured just to stop any nasty people suggesting that it was a 2.1-litre Le Mans engine, so everyone was keyed up to see if the Renaults could repeat their speed on the Silverstone airfield circuit; and speed was the operative word, for in tyre testing Lauda had gone round in 1 min. 13.30 sec. (144 m.p.h.) which had rocked everyone back on their heels, until Alan Jones came along and took the Williams round in 1 min. 12.99 sec. (nearly 145 m.p.h.), saying there was more to come. All this added up to excitement, and a huge crowd began to head towards the home of British Motor Racing, three days before the event.

The practice arrangements had returned to the new format of 1979, after the slight diversion at Dijon, so it was one hour of untimed testing on Thursday morning, ready for an hour-and-a-half of timed practice in the afternoon; and the same arrangement on Friday. There were 26 entries in the vast Silverstone pit lane, of which two were going to be forced to be non-starters thanks to rules and regulations, which seemed a bit silly in view of the wide open spaces afforded by the airfield circuit. Among the cars were 2½ new ones and one different one, the odd half being the remarkable job the Tyrrell team did on 009/6, the car that crashed on Pironi at Dijon. The entire front end had been torn off, almost back to the cockpit, so a new front half had been bonded and riveted on to the undamaged part. The two new cars were the McLaren M29 and Wolf WR9. The McLaren was a complete re-think, mostly using the thoughts of other successful teams, like Ligier, Lotus and Williams and the resultant M29



British Grand Prix winner Giancarlo ("Clay") Regazzoni in the Williams FW07/002 turning into the Woodcote "chicane".

was lighter, shorter and smaller than the unfortunate M28 and its derivatives. While the Williams uses a "secret" heat-exchanger to cool the oil, rather than a conventional radiator, and has it hidden away on the left of the monocoque within the side-pod, the M29 has its "secret" heat exchanger on the right-hand side. This first new car, M29/1 was for Watson, while Tambay continued to use his uprated M28 until a second new car is completed. The Wolf WR9 has its major changes around the rear end, the object being to gain more clear space for the air to exit from under the side-pods. The major components to be moved were the rear brakes, previously mounted inboard on each side of the differential housing; they are now hub-mounted and hidden away within the rear wheels and this meant new

rear suspension members and a general re-design of the layout of the back of the car, though no fundamental changes were made to the rest of the design. This WR9 was brand new and untried, whereas the new McLaren had done some testing the previous week. The "different" car was what appeared to be a new Merzario from Arturo's small team, but what was in reality one of the Kauhsen cars that appeared so briefly early in the season. Using the basic Kauhsen WK the Merzario chaps had produced themselves a new car.

For the rest it was the mixture as before, successful or otherwise, except for Team Lotus who returned to square one. Both Andretti and Reutemann had a Lotus 79 as their first arm, with the first Lotus 80 as a spare car for the American

ENTRY								
No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	79-4	Cosworth V8	Hewland	Goodyear	Martini Essex Tissot
2	Lotus	C. Reutemann	Lotus	79-5	Cosworth V8	Hewland	Goodyear	Martini Essex Tissot
3	Tyrrell	D. Pironi	Tyrrell	009-6	Cosworth V8	Hewland	Goodyear	Candy Appliances
4	Tyrrell	J. P. Jarier	Tyrrell	009-3	Cosworth V8	Hewland	Goodyear	Candy Appliances
5	Brabham	N. Lauda	Brabham	BT48-02	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Foods
6	Brabham	N. Piquet	Brabham	BT48-03	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Foods
7	McLaren	J. Watson	McLaren	M29-1	Cosworth V8	Hewland	Goodyear	Marlboro Castrol
8	McLaren	P. Tambay	McLaren	M28-2C	Cosworth V8	Hewland	Goodyear	Marlboro Castrol
9	ATS	H. J. Stuck	ATS	D2-03	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	J. Scheckter	Ferrari	312T4-039	Ferrari flat-12	Ferrari	Michelin	Fiat Agip
12	Ferrari	G. Villeneuve	Ferrari	312T4-038	Ferrari flat-12	Ferrari	Michelin	Fiat Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5A-1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS11	Renault V6 t/c	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS12	Renault V6 t/c	Hewland	Michelin	ELF
17	Shadow	J. Lammers	Shadow	DN9-2B	Cosworth V8	Hewland	Goodyear	Samson Shag
18	Shadow	E. de Angelis	Shadow	DN9-3B-2	Cosworth V8	Hewland	Goodyear	—
20	Wolf	K. Rosberg	Wolf	WR9	Cosworth V8	Hewland	Goodyear	Olympus-Texaco
22	Ensign	P. Gaillard	Ensign	MN09	Cosworth V8	Hewland	Goodyear	—
24	Merzario	A. Merzario	Merzario	A2-04	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	J. Ickx	Ligier	JS11-01	Cosworth V8	Hewland	Goodyear	Gitanes-ELF
26	Ligier	J. Laffite	Ligier	JS11-04	Cosworth V8	Hewland	Goodyear	Gitanes-ELF
27	Williams	A. Jones	Williams	FW07-003	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Williams	G. Regazzoni	Williams	FW07-002	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	Arrows	R. Patrese	Arrows	A2-1	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A2-2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Lotus	79-1	Cosworth V8	Hewland	Goodyear	Carta Blanca Beer

Spare Cars		
1	Lotus-Cosworth V8 80-1	— Used by Andretti Friday a.m.
2	Lotus-Cosworth V8 79-3	— Used by Reutemann Fri. a.m.
3	Tyrrell-Cosworth V8 009-1	— Not used
5	Brabham-Alfa Romeo V12 BT48-04	— Used by Lauda in practice and the race
7	McLaren-Cosworth V8 M26-3C	— Not used
9	ATS-Cosworth V8 D2-02	— Not used
11	Ferrari flat-12 312T4-037	— Used by Scheckter Thursday p.m. and Villeneuve Friday p.m.
15	Renault V6 t/c RS01	— Used by Jabouille Friday a.m.
17	Shadow-Cosworth V8 DN9-1B	— Used by Lammers Friday p.m. also used DN9-3B-2 Friday p.m.
18	Shadow-Cosworth V8 DN9-4B	— Not used
20	Wolf-Cosworth V8 WR7	— Used by Rosberg in practice and the race
22	Ensign-Cosworth V8 MN08	— Not used
24	Merzario-Cosworth V8 A2-03	— Used in practice by Merzario
26	Ligier-Cosworth V8 JS11-03	— Used by Laffite in practice
27	Williams-Cosworth V8 FW07-001	— Used by Jones for practice and race
29	Arrows-Cosworth V8 A1-05	— Used by Patrese Friday p.m.
31	Lotus-Cosworth V8 78-4	— Not used



Jacky Ickx drove a good race in the Ligier JS1101 to finish sixth.

and another Lotus 79 as spare for the Argentinian. The order was Andretti 79/4 and 80/1; Reutemann 79/5 and 79/3. Brabhams had the same three cars as in the previous race, with BT48/02 for Lauda and BT48/03 for Piquet, both cars being fitted with the carbon-fibre disc brakes, whereas the spare car BT48/04 was using normal steel discs. Ferrari were ringing the changes on their T4 cars, with Scheckter in the car that Villeneuve raced at Monaco (039) and Villeneuve in the car that was the spare at Monaco (038), with the same spare car as used at Dijon (037), needless to say, all rebuilt from stem to stern with all new components, engines, gearboxes and so on. The flat-12 engine characteristics can be changed slightly by using different exhaust pipe lengths and diameters, and they were set up for higher power, lower torque characteristics for the sustained high speeds of Silverstone. The Ligier team were using three cars, Laffite in 04, Ickx in 01 and the spare 03, while Frank Williams' team were as normal, with Jones in 003, Regazzoni in 002 and the original FW07 as the spare. Arrows had altered the rear end of the new A2 design slightly, by fitting an aerofoil between the side plates at the rear, giving it in effect a double-aerofoil, like the Lotus 80/1.

On the driver front there were no changes, and quite remarkably there were only two British drivers in the British Grand Prix, and they both came from overseas. There wasn't an Englishman in sight. The drivers came from America, Argentina, Austria, Brazil, Belgium, Canada, France, Finland, Germany, Holland, Italy, Mexico, Switzerland, South Africa, Australia and Northern Ireland, but none from England. A sad state of affairs.

In these days of everyone "doing good" and anything exciting and enjoyable being stopped, it was the time to go out into the open spaces of Silverstone and watch at Stowe and Club corners, for in two years' time when the Grand Prix returns to Silverstone those corners may not exist. In testing, the latest Goodyear tyres and the road-holding of the better cars was allowing the drivers to take Stowe corner in top gear, after lifting off briefly (or so we were told in the papers). One driver/car combination was truly impressive, and that was Alan Jones in the Williams FW07. He came down Hangar Straight at close to 170 m.p.h., lifted right off at the end so that the overrun knocked an instant 30 m.p.h. off the speed, turned into the corner and floored the throttle and the Williams came out of the corner at about 155 m.p.h. and fairly hurtled down to Club corner, where he did the same. Most of the others were lifting off and hesitantly opening the throttle, some were changing down a gear and others were almost out of the corner before they opened the throttle. Because the Williams was so nicely balanced going into the corner, and all the way round it, Jones was able to be super-confident

and you could visibly see the four tyres clinging to the road while the mass of the car and the driver wanted to fly off at a tangent under the effects of centrifugal force. It was something well worth seeing, whereas the Ferraris looked awful and were not worth watching, except to appreciate that perhaps they are not very good on high-speed corners due to insufficient downforce from their aerodynamics. This is the first time we have seen the T4 on a circuit without any slow corners or the need for low-speed acceleration. It could not have been anything to do with the Michelin tyres because the Renaults were looking quite good. Two drivers who were very courageous in lesser cars, were Rosberg in the Wolf and Stuck in the ATS.

While this test session was at its height Lauda came down Hangar Straight with a cloud of oil smoke coming out of the back of his Brabham-Alfa and cruised quietly by, and the next thing was that Scheckter's Ferrari spun off right in the middle of Stowe corner and landed up backwards in the catch-fences, bending the rear aerofoil. He restarted the engine and drove off slowly back to the pits wondering what had happened! Meanwhile the same thing had happened to Alan Jones at Copse corner, and Scheckter had actually seen the Williams spinning off in his mirror. Earlier the engine in the new McLaren had blown up, so Watson's progress was stopped and the McLaren mechanics were well under way with an engine change before the test-session finished.

From 12.30 until 2 p.m. the time-keepers were on the job to record everyone's movements and things began to get very exciting. Jones was using the spare Williams, while his own was checked over, and Scheckter was using the spare Ferrari. Watson was back in the M29 with a fresh engine fitted and Lauda was soon changing from

PRACTICE TIMES			
No.	Driver	Thursday p.m.	Friday p.m.
1	M. Andretti	1.14.64	1.14.20
2	C. Reutemann	1.14.07	1.13.87
3	D. Pironi	1.16.31	1.15.28
4	J-P. Jarier	1.15.63	1.16.19
5	N. Lauda	1.13.92	1.13.44
6	N. Piquet	1.13.47	1.12.65
7	J. Watson	1.14.45	1.13.57
8	P. Tambay	1.16.23	1.15.67
9	H. J. Stuck	1.17.44	1.17.99
11	J. Scheckter	1.15.30	1.14.60
12	G. Villeneuve	1.14.90	1.14.92
14	E. Fittipaldi	1.17.68	1.16.68
15	J-P. Jabouille	1.13.27	1.12.48
16	R. Arnoux	1.13.29	1.13.67
17	J. Lammers	1.19.22	1.16.66
18	E. de Angelis	1.15.82	1.14.87
20	K. Rosberg	1.15.35	1.14.96
22	P. Gaillard	1.19.18	1.17.07
24	A. Merzario	1.19.57	1.23.61
25	J. Ickx	1.16.76	1.15.63
26	J. Laffite	1.15.04	1.14.37
27	A. Jones	1.11.88	1.12.13
28	G. Regazzoni	1.14.32	1.13.11
29	R. Patrese	1.15.83	1.15.77
30	J. Mass	1.16.48	1.16.19
31	H. Rebaque	1.17.32	1.17.62

BT48/02 to BT48/04, but it wasn't helping him to keep up with his young Brazilian team-mate. The scene at Team Lotus was so sad that it is best to draw a veil over it, and it was pointless to ask what was the matter, as some people were doing, because if Colin Chapman and Nigel Bennett knew they would do something about it. The new Wolf was giving trouble in its fuel system, so Rosberg was out in the spare one, and Laffite was concentrating on the newer of the Ligier cars, which he had not liked at Dijon. Regazzoni's progress stopped when the skirts on his Williams went wrong, and as Jones was out in the spare that was that. The Australian was really making good use of the spare Williams, and finding it as good if not better than his designated car. He was way out in a world of his own, lapping at under 1 min. 12 sec., the point at which the programme speed table stopped! He was down to 1 min. 11.88 sec. and feeling really happy about it, with no complaints and really enjoying the whole business. His average speed for that shattering lap was 146.84 m.p.h., with a brief maximum down Hangar Straight of 168-170 m.p.h. Progress towards the ultimate of cornering at the same speed as you go down the straight was being made.

In a different class were the rest of the runners, led by the two Renaults of Jabouille and Arnoux at 1 min. 13.27 sec. and 1 min. 13.29 sec. respectively. Then came the two Brabham-Alfas with Piquet at 1 min. 13.47 sec. and Lauda at 1 min. 13.92 sec. After that the times (as shown in the accompanying table) were over 1 min. 14 sec. which was over 2 sec. off the time of the Williams, and it was difficult to take any of them very seriously. It wasn't for lack of trying for many of the drivers put in over 40 laps of practice during the hour-and-a-half. Down at the end of the field the runners were nearly 8 seconds off the pace of Alan Jones, and we are often told that racing is too close these days. So the first day of this high-speed Grand Prix ended with Jones proving himself to be right when he said there was more to come after his private test-session, and the Renaults were maintaining the performance they had shown in Dijon. Of Lauda and his Driver Safety Committee we heard no more.

On Friday the weather was getting distinctly warm, and it seemed unlikely that speeds would improve. During the morning test-session Andretti tried the Lotus 80, but there was not too much enthusiasm around the Lotus pits. Jones and Scheckter were back in their original cars, though the Australian was beginning to wonder why, as the spare car had gone so well and felt so good. Before the end of the morning, with the rising air temperature the water and oil temperatures on the Williams were getting a bit too close to the optimum for comfort, so the aluminium water radiators were changed for brass ones, the slight weight penalty being worth it for peace of mind over temperatures. Among some of the teams who were trying to keep up there seemed to be a lot of front-spring changing going on, but none of it looked like getting them into the 1 min. 12 sec. bracket, though it might have helped to make the situation look a little less depressing, or helped to ease the drivers' brain-pain, especially as Regazzoni was beginning to get up with his team-leader, and James Hunt told us long ago that "Regga" was over-the-hill. Scheckter's Ferrari damaged its engine and instantly a change was begun, the work going so quickly that it was ready to go again with a new engine by the time the afternoon session began at 12.30. Every time the Brabham-Alfas broke, and they seemed to do it regularly, "little Bernie"

closed the doors of the garages and made his chaps work in the dark! All very secret. Apart from oil leaks, one of their troubles seemed to be the titanium exhaust pipes breaking, which was interesting because Lotus had replaced lots of suspension components on the 80 with steel parts because the titanium parts kept cracking. Interesting study for the metallurgists here.

With the ambient temperature quite a lot higher it was pretty certain that "Jonesey-boy's" pole-position was safe, but everyone was keen to get closer to it even if there was no hope of improving on it. The depressing part for most teams was that the Williams was turning in lap times on full petrol tank and hard racing tyres that they could not match on soft "short-life" tyres and five gallons in the tank. There was almost an air of disbelief along the pit lane, but nobody could argue with facts and all the teams' time-keepers had the facts. Practice had barely been running half an hour when everything went quiet and it was reported that Patrese had shot the Arrows A2 into the fences at Becketts, so there was a pause while it was retrieved, the damage being slight, but it meant he had to continue practice in the old Arrows A1. While this had been happening the new Wolf was playing up with an electrical fault, so Rosberg switched to WR7 and Jones switched to the spare Williams while the fuel was drained and measured from FW07/003. Villeneuve went out in the spare Ferrari, and generally was far from happy, and it was strange to see him return to the pits and have no Ferrari engineer to greet him and plug in the radio communication. Eventually the Michelin engineer went and spoke to him! Mr. Ferrari having said that Scheckter could be World Champion this year it looked as though the team harmony was being interrupted.

In his usual way, of getting on with his job quietly, Piquet was third fastest, behind Jones and Jabouille, but his progress was stopped when an exhaust manifold pipe on the left side broke in two. The car was hidden away from prying eyes and the word put out that the Brabham team had used up all its quota of Goodyear qualifying tyres. Jones was so happy with the spare Williams that it was agreed that he should race it, with a brand new works Cosworth engine fitted for the occasion. No matter what people say, if you prove your worth to the world you get help from the right people and Frank Williams was enjoying the full support of Cosworth and Goodyear, while needless to say the full support he has been receiving from Saudi Arabia was being repaid in full. While nobody can guarantee a race result, for there are so many things on a racing car to go wrong, Alan Jones and the Williams was a foregone winner of the British Grand Prix, for no other car/driver combination had approached his practice times, but even a short 200-mile Formula One race is a long way when you come to actually do it.

As always the British GP (Garden Party) at Silverstone was a very long day of activity, for many it was 5 a.m. to 11 p.m. and during all that time there was to be a brief hour-and-a-half for the GP (Grand Prix), the rest was splendid entertainment. We had already had a Formula Three race qualifying for the big Vandervell-sponsored race on Grand Prix day, and also another round in the BMW publicity Procar race, which Lauda won and the crowd expressed their disapproval of B. C. Ecclestone Esq., by booing when he appeared at the prize-giving. Saturday was fine and dry and the air was full of helicopters, static balloons, performing aeroplanes, men on parachutes, you name it, it was up there. On the ground there were saloon

cars racing, Formula Three cars racing, old cars racing, exotic cars parading, drivers from the 1949/50 British Grand Prix era displaying that they could still drive, wining and dining, drinking and eating, and all the other things that happen when you get 100,000 motor racing enthusiasts together in one field. It was all very orderly, very enjoyable and a credit to the Royal Automobile Club who start the affair off, and the thousands of willing helpers from motor clubs all over the country who help to keep it all going. It really was a splendid day, but there was the serious business of the 68-lap British Grand Prix to attend to.

As is customary there was a 30-minute test-session in the morning in which teams made final decisions, or not as the case may be. The Wolf team had settled to run WR7 as the new car was still misbehaving, Alan Jones settled to race FW07/001 and it had the very best Cosworth DFV in it, Lauda was to race the Brabham T-car, while Laffite was going to race the Ligier T-car but changed his mind at the last moment and decided to use JS11/04. Poor Jabouille was in trouble for he meant to use this half-hour to try his Renault on full petrol tank on different tyres

and decide which ones would give him the best chance of holding on to the Williams from his position on the front row of the grid. His Hewland gearbox played up and he never got out on the track, so he had to guess at his choice of tyre to suit the Renault on full tank. Stuck was standing by as first reserve and his hopes rose when the Ensign was towed in with a broken engine. As the start was not due until 3 p.m. there was plenty of time for the Ensign team to install a new engine, so all 24 starters were ready to leave the pits at 2.30 p.m. after the aeroplanes had filled the air with aerobatics and paraffin fumes.

One by one, in no particular order the twenty-four cars left the pit lane and went round the circuit to form up on the starting grid, and Rosberg took the opportunity to nip back into the pits for a final adjustment to the spare Wolf, before doing another warm-up lap. After what seemed to be a very long wait Alan Jones led them off on the pace lap and they returned to await the red light and then the green light for the off. Regazzoni made a super start from the second row and arrived at the first corner going almost too fast, and without really meaning to he elbowed his way past Jones and into the lead, with Jabouille in the Renault third. He was still leading on the other side of the circuit, but then Jabouille went round the outside of him as Alan Jones went through on the inside and from first Regazzoni was suddenly third and all was in order. The first lap saw the order Jones, (Williams), Jabouille (Renault), Regazzoni (Williams), Piquet (Brabham), Lauda (Brabham), Andretti (Lotus) — having made an incredible start from the fifth row, Arnoux (Renault), Laffite (Ligier), Villeneuve (Ferrari), Reutemann (Lotus) and the rest, but nothing was settled and there were about to be a lot of changes of position.

The first thing that happened was that Piquet over-cooked it at the Woodcote chicane and spun off, which left Lauda leading a pretty desperate bunch who could see the leading trio disappearing into the middle distance. Jones and Jabouille were away on their own, Regazzoni was a lonely third and Arnoux, Villeneuve, Andretti and Scheckter were trying to get by Lauda. The World Champion did not get the chance for the Lotus destroyed a wheel bearing and he was out after only three laps. The other three went by the Brabham and soon pulled away and at five laps the race had settled down. With no strain at all Alan Jones was pulling out an enormous lead, while Jabouille soon realised he had chosen the wrong type of Michelin tyre, for not only could he not keep up but they were wearing too quickly. Regazzoni was sitting comfortably in third place and Arnoux was leading the two Ferraris who looked anything but comfortable. Laffite was having a ding-dong with Lauda and Jochen Mass had got his Arrows well into the mid-field bunch. His team-mate Patrese was anything but happy, for he had already been into the pits after starting late.

The Williams was going like an Inter-City 125, but faster, and looked so smooth and confident that it made you wonder what was wrong with all the others. Jabouille was falling back dramatically and it was only a matter of time before he stopped to try some different tyres, and Regazzoni was sitting pretty to take over second place. Sure enough, it happened on lap 17 and we had the impressive sight of the two neat white and green Saudi Arabian backed Williams cars in first and second places in the British Grand Prix. Renault's hopes were not dashed, for Arnoux was in a pretty strong third place, having outdistanced the two Ferraris and Laffite was leading the rest of the

STARTING GRID	
15 J. P. Jabouille (Renault V6 t/c) RS11 1 min. 12.48 sec.	27 A. Jones (Williams-Cosworth V8) FW07/001 1 min. 11.88 sec.
28 G. Regazzoni (Williams-Cosworth V8) FW07/002 1 min. 13.11 sec.	6 N. Piquet (Brabham-Alfa Romeo V12) BT48/03 1 min. 12.65 sec.
5 N. Lauda (Brabham-Alfa Romeo V12) BT48/04 1 min. 13.44 sec.	16 R. Arnoux (Renault V6 t/c) RS12 1 min. 13.29 sec.
2 C. Reutemann (Lotus-Cosworth V8) 79/5 1 min. 13.87 sec.	7 J. Watson (McLaren-Cosworth V8) M29/1 1 min. 13.57 sec.
26 J. Laffite (Ligier-Cosworth V8) JS11/04 1 min. 14.37 sec.	1 M. Andretti (Lotus-Cosworth V8) 79/4 1 min. 14.20 sec.
18 E. de Angelis (Shadow-Cosworth V8) DN9/3B-2 1 min. 14.87 sec.	11 J. Scheckter (Ferrari flat-12) 312T4/039 1 min. 14.60 sec.
20 K. Rosberg (Wolf-Cosworth V8) WR7 1 min. 14.96 sec.	12 G. Villeneuve (Ferrari flat-12) 312T4/038 1 min. 14.90 sec.
4 J. P. Jarier (Tyrrell-Cosworth V8) 009/3 1 min. 15.63 sec.	3 D. Pironi (Tyrrell-Cosworth V8) 009/6 1 min. 15.28 sec.
8 P. Tambay (McLaren-Cosworth V8) M28/2C 1 min. 15.67 sec.	25 J. Ickx (Ligier-Cosworth V8) JS11/01 1 min. 15.63 sec.
30 J. Mass (Arrows-Cosworth V8) A2/2 1 min. 16.19 sec.	29 R. Patrese (Arrows-Cosworth V8) A2/1 1 min. 15.77 sec.
14 E. Fittipaldi (Fittipaldi-Cosworth V8) F5A/1 1 min. 16.68 sec.	17 J. Lammers (Shadow-Cosworth V8) DN9/2B 1 min. 16.66 sec.
31 H. Rebaque (Lotus-Cosworth V8) 79/1 1 min. 17.32 sec.	22 P. Gaillard (Ensign-Cosworth V8) MN09 1 min. 17.07 sec.
Did not qualify: 9 H. J. Stuck (ATS D2/03) 1 min. 17.44 sec. 24 A. Merzario (Merzario A2/04) 1 min. 23.61 sec.	

field, the tail-enders already being lapped by Alan Jones. The Renault pit stop was a disaster, and with four new tyres Jabouille got all tangled up in the wheel-nut spanner air-line and tore the nose cone apart as he roared off. He was back at the end of the lap for repairs, but they took a long time and he kept the engine running and one of the turbo-chargers overheated and seized and that was that.

Scheckter had taken his rightful place ahead of his team-mate on lap 14 but it wasn't going to do him much good, as they could not even see the leading Williams, let alone hope to catch it. Alan Jones was really coasting along, even though he was lapping in the 1 min. 14 sec. bracket and he was running with nearly 1,000 r.p.m. in hand. Regazzoni was having to keep a wary eye in his mirrors and watch his pit signals, as Arnoux was going very consistently behind him, though there was no one else to worry about. Lauda was unhappy with the Brabham brakes and after being passed by almost everybody of no note he gave up. By 20 laps Jones had lapped Lammers, Gaillard, Fittipaldi and Rebaque, and shortly after he lapped Tambay, de Angelis, Ickx, Pironi and Jarier in quick succession. Watson had the new McLaren in seventh place but then had to stop for a tyre change on the left-front; he then did an impressive climb back up through the tail-enders to regain his position.

At half-distance Jones was still in full command and everything was running smoothly, Regazzoni was still second and had got the measure of Arnoux, who was still third, but Laffite had got his Ligier among the Ferraris; everyone else had been lapped by the flying Williams. A great cheer from the crowd accompanied Laffite when he overtook Scheckter, and then Reutemann disappeared into the pits as his Lotus felt odd and he thought it might be a slow puncture. It turned out to be a deteriorating skirt, on which the ceramic rubbing bits had broken up, so he went on his way. As Alan Jones came down to Woodcote corner to complete his fortieth lap, with everything seemingly in order, there was a bang, a cloud of smoke and that was the end of his super Cosworth engine and the end of his race. You could imagine his feelings as he coasted into the pits with a certain victory snatched away from him by a mechanical failure. For the Williams team as a whole it was heart-breaking, but they were consoled by dear old "Regga" now solidly in the lead, for Arnoux in the Renault could do nothing about him. Laffite's joy at being third did not last long for his engine went sick and after stopping at the pits to make sure it wasn't something simple like a wire off somewhere, he retired with internal engine damage. At the same time Rosberg fell out when the Cosworth engine in the Wolf went sick with trouble in its fuel-injection system, so we had a rather depleted field with only four cars on the same lap, and all this had let Jarier into fifth place, though a lap behind, and Watson was sixth. Patrese came into the pits to report a rumbling vibration in the back of his Arrows, set off again and promptly had the gearbox break.

At 50 laps Villeneuve was brought in and all four tyres were changed for a softer and stickier type and he set off again, but he had lost his fourth place and was no longer causing Scheckter to keep an anxious eye in his mirrors. Before the race ended Villeneuve was back into the pits again, ostensibly with fuel-vaporisation problems, but it had been clear that he was going no faster on the change of Michelins and he retired in a very unhappy frame of mind. Round and round



Keijo Rosberg in the Wolf WR7 leading Carlos Reutemann in the Lotus 79/5

went Regazzoni, followed consistently by Arnoux, but Scheckter was losing speed dramatically, his tyres worn thin and his engine not running cleanly. On lap 56 Regazzoni lapped the Ferrari, and smiled to himself hoping that Enzo Ferrari and James Hunt were noticing, and then a cheer went up as the blue Tyrrell of Jarier took away Scheckter's third place, and an even louder cheer as Watson's new McLaren passed the stricken Ferrari on their last lap. Pironi had lost contact with his team-mate when he had to stop and change a blistered tyre, and Tambay ran short of petrol before he got the chequered flag for his seventh place. Elio de Angelis had been black-flagged because his rear aerofoil was coming adrift and he stopped at the pits for repairs, and this together with a one minute penalty for jumping the start put him behind his Dutch

team-mate, even though he had been well ahead of him at the start.

To say that Regazzoni's victory was popular with the crowds would be an under-statement, the cheering, waving spectators poured onto the track as the swarthy Swiss made his lap of honour beaming from ear to ear under his heavy black moustache, and well he might. He knows as well as anyone that he is not the world's greatest Grand Prix driver, nor ever will be, but he does know he is a good solid racing driver who keeps at it and enjoys it. The Williams team didn't know whether to laugh for Regazzoni or cry for Alan Jones, it was all too much and to win the British Grand Prix was almost more than Frank Williams ever dreamed of. It had been Frank Williams and his little team all the way, and it was fully deserved. — D.S.J.

Results:
BRITISH GRAND PRIX — Formula One — 68 laps — 4,718 kilometres per lap — 320,824 kilometres
Warm and Dry

1st :	G. Regazzoni (Williams FW07/002)	1 hr. 26 min. 11.17 sec. — 223.37 k.p.h.
2nd :	R. Arnoux (Renault RS12)	1 hr. 26 min. 35.45 sec.
3rd :	J. P. Jarier (Tyrrell 009/3)	1 lap behind
4th :	J. Watson (McLaren M29/1)	1 lap behind
5th :	J. Scheckter (Ferrari 312 T4-039)	1 lap behind
6th :	J. Ickx (Ligier JS11/01)	1 lap behind
7th :	P. Tambay (McLaren M28/2c)	2 laps behind — not running at finish
8th :	C. Reutemann (Lotus 79/5)	2 laps behind
9th :	H. Rebaque (Lotus 79/1)	2 laps behind
10th :	D. Pironi (Tyrrell 009/6)	2 laps behind
11th :	J. Lammers (Shadow DN9/2B)	3 laps behind
12th :	E. de Angelis (Shadow DN9/3B-2)	3 laps behind — 1 minute penalty
13th :	P. Gaillard (Ensign MN09)	3 laps behind

Fastest Lap: G. Regazzoni (Williams FW07/002) on lap 39, in 1 min. 14.40 sec. — 228.32 k.p.h. (141.87 m.p.h.) (new record).
Retirements: N. Piquet (Brabham BT48/03) accident, on lap 2; M. Andretti (Lotus 79/4) wheel bearing failure, on lap 4; N. Lauda (Brabham BT 48/04) brake trouble, on lap 13; J. P. Jabouille (Renault RS11) turbo-charger trouble, on lap 22; E. Fittipaldi (Fittipaldi F5A/1) engine trouble, on lap 26; A. Jones (Williams FW07/001) engine failure, on lap 40; J. Laffite (Ligier JS11/04) engine trouble, on lap 45; K. Rosberg (Wolf WR7) fuel injection trouble, on lap 45; R. Patrese (Arrows A2/1) gearbox, on lap 46; J. Mass (Arrows A2/2) gearbox, on lap 57; G. Villeneuve (Ferrari 312T4/038) poor handling, on lap 64.

24 starters — 13 finishers

Silverstone Snippets

AMONG the drivers from past British Grand Prix events were Phillipe Etancelin, Luigi Villorosi, Raymond Mays, Baron de Graffenreid, Bob Gerard, John Bolster, Tony Rolt, Duncan Hamilton, T. C. Harrison, George Abecassis, David Hampshire, Stirling Moss, Roy Salvadori, Geoff Richardson, Cliff Allison, and no doubt many more we didn't see.

The parade of exotic cars displayed by the one-make clubs was mouth-watering. There were Ferraris, Maseratis, Aston Martins, Porsches and Jaguars; something for everyone.

Sir John (Jack) Brabham was the guest of honour of the BRDC, and as we said many years ago, old Black Jack will always be welcome back in the motor racing scene.

The Historic race, for all manner of cars from 1931 to 1960, saw an impressive line up of 35 cars on the grid with a good scrap for the outright victory between Willie Green in Bamford's Dino 246 Ferrari, Lamplough in a P25 BRM and Halford in his Lotus 16, with de Cadenet joining them until he spun in his Tasman Aston Martin DBR4 single-seater.

Sad part of the day was when Gerry Marshall went on his head in his Triumph Dolomite in the saloon car race, knocking himself about rather severely.

No doubt that the Grand Prix of France at Dijon encouraged a lot of people to attend the British Grand Prix at Silverstone. Let us hope the RAC have sent a little gift to the Dijon organisers in appreciation of the overflowing coffers.

VSCC at Shelsley Walsh

(July 7th)

THANKS to the generosity of the Midland Automobile Club the vintage lads have a meeting of their own on the fast and steep slope of Shelsley Walsh, resurfaced this year. There is always a garden-party atmosphere at this meeting, punctuated by exciting noises and smells and some heroic deeds through the famous Esses. This year the car park gathering saw a special enclosure for Frazer Nash and HRG cars, to honour the memory of Archie Frazer-Nash and Ron Godfrey. A huge turn-out of the "chain-gang" can always be expected for such an occasion, many of them just back from the rally to Bolzano in the Italian Dolomite mountains, and a goodly number took part in the hill-climb. A very good turn-out of HRG cars was a pleasant surprise, and all those who came in suitable cars from either faction were entertained to a luncheon by Forward Lubricants, a branch of the well-known Newton Oil group.

Unplanned, but welcome nevertheless, was the happy atmosphere that made the meeting a "Basil Davenport Memorial Meeting", for all three of his racing cars were present, as well as his touring GN, the incomparable B. H. Davenport having made sure his cars went to good homes before his death. The BHD has been owned for some time by R. H. C. Parker, the touring GN by Jack McEwan, the post-war 2-litre Spider with HRG chassis by Harry Johnson, the son of an old school-friend of B.H.D., and the original and immortal 1½-litre Spider is retained by the Davenport family and was lent to Ron Sant for this occasion, so Basil must have looked down from on high with great pleasure to hear all his engines running at Shelsley Walsh.

In spite of there being fifteen Frazer Nash entries in Class 1 Nickalls beat the lot with his Lagonda Rapier special. Among the big sports cars there were some fast runs, Jones recording 40.4 sec. with his 2½-litre Riley special, and Felton an excellent 40.9 sec with his standard 8C Alfa Romeo, but everyone was put to shame by Tim Llewellyn's handling of the big blue 8.3-litre

Bentley special, who did both his runs under 40 sec. (a good bogey time for any pre-war car at Shelsley), his best being 38.5 sec. An interesting newcomer in the Racing Cars up to 1,500 c.c. class was Farquhar's latest Riley, this being the Brooklands model on which Billy (band-leader) Cotton started serious racing in the early thirties. It was nice to see "Jumbo" Goddard and his Australian friend Warriner sharing the ex-Fane single-seater 'Nash that held the Shelsley record in 1937, and Gunn and Hurst were going really well in the ex-Dennis Evans Sprint 750 c.c. MG.

In the open pre-war class a very determined Moffat did two terrific runs in 36.9 and 36.7, but a piston collapsed in the 2-litre ERA engine as he finished the second run. Footitt was equally determined and scored an excellent 37.7 sec., with the chain-driven Cognac Special and Preston (Bugatti Type 35B) and Black (Maserati 8CM) were good to watch and fast. Fastest time of the day went to M. C. Chapman with the Ecurie Ecosse Lister-Jaguar single-seater built for the 1958 Monza 500-mile race. In the class for post-war Historic cars David Llewellyn ran his 250F Maserati, a rare sight indeed for Shelsley spectators, and did well to record 37.9 sec. with a car not designed for sprint hill-climbs.

Terminal speeds across the finish line were interesting, and debunk the oft quoted 110 m.p.h. that Raymond Mays was said to be doing in the 2-litre ERA R4D. The beam timing caught Chapman at 90 m.p.h., the 250F at 87 m.p.h.,

Moffat 85 m.p.h. and Black at 82 m.p.h.

A nice touch to a very pleasant meeting was the segregation in the car park of ancient and modern. All pre-war cars were lined up together, while post-war customers had to fend for themselves. There was a fine array of Bentley, Rolls-Royce, Alvis, Lagonda, MG, Wolseley Hornet, Talbot etc., and that together with the Frazer Nash and HRG gathering offered the spectator a splendid afternoon.—D.S.J.

Results

1st	M. C. Chapman (Monza Lister-Jaguar, 3.8-litre).....	35.44 sec.
2nd	H. Moffat (ERA R3A 2-litres s/c).....	36.70 sec.
3rd	R. Footitt (Cognac Special, 2-litre).....	37.70 sec.
4th	D. Llewellyn (Maserati 250F).....	37.70 sec.
5th	B. Gray (Hardy Special V-twin, 996 c.c. s/c).....	38.11 sec.
6th	W. Black (Maserati 8CM, 2.9-litre s/c).....	38.40 sec.
7th	T. Llewellyn (Bentley 8.3-litre).....	38.50 sec.
8th	I. Preston (Bugatti 35B, 2.3-litre s/c).....	38.70 sec.
9th	D. H. Day (ERA R14B, 2.2-litre s/c).....	39.00 sec.
10th	J. Majzub (Appleton Special 1.5-litre s/c).....	39.30 sec.

No one else broke 40 seconds.

Class Results

Class 1 (Pre-1941 road equipped sports cars up to 1,500 c.c.):		
1st:	P. Nickalls (Lagonda Rapier)	43.2 sec. (Record).
Class 2 (Pre-1941 road equipped sports cars 1,501 c.c. and over):		
1st:	T. Llewellyn (Bentley 8.3-litre)	38.5 sec. (Record).
Class 3 (Pre-1941 racing cars up to 1,500 c.c.):		
1st:	B. Gray (Hardy Special V-twin)	38.11 sec.
Class 4 (Pre-1941 racing cars 1,501 c.c. and over):		
1st:	H. Moffat (ERA R3A 2-litre)	36.7 sec. (Record)
Class 5 (Edwardian cars and non-front wheel brake cars):		
1st:	R. Wicksteed (Alvis 12/50 SA)	48.5 sec.
Class 6 (Post-war Historic Racing Cars):		
1st:	M. C. Chapman (Monza Lister-Jaguar)	35.44 sec. (Record) — F.T.D.

Capt. George Eyston, O.B.E. An Appreciation



Capt. G.E.T. Eyston, prolific breaker of records of all kinds, including the L.S.R.

I FIND it very hard, and sad, to believe that Capt. G. E. T. Eyston has died. He was 82, and active to the last, as befitted this powerfully built, athletic engineer who made high-speed motoring his profession. Eyston was the record-breaker extraordinary, from long-duration runs in improbable cars such as Singer and Riley Nine saloons, to being the first driver to exceed 100 m.p.h. and do 100 miles in the hour in a 750 c.c. MG to taking the Land Speed Record on three occasions, the last at 375.5 m.p.h. in 1938 with his 73-litre, seven-ton, 4,500 h.p. Rolls-Royce-powered Thunderbolt. He tamed the difficult 8-litre sleeve-valve Panhard-Lavassor single-seater to capture the World's one-hour record with it at over 130 m.p.h. and with this and other cars held that coveted record four times, the World's 12-hour record three times, and the 24- and 48-hour records twice each.

I once asked George whether he felt sour that a knighthood had escaped him, when Sir Malcolm Campbell and Sir Henry Segrave had been so rewarded. He smiled and said quietly, "No, I regard my *Legion d'Honneur* as the equal..." Eyston was essentially a gentleman, immersed in motor racing when this was a gentleman's pursuit. He dabbled early on with aeroplanes and racing

motorcycles, returning to the air later in life, to take his seaplane "ticket" on a float-equipped DH Moth and retain his pilot's licence to the age of 70. His family had been established in Berkshire for hundreds of years. Enlisting in the Public Schools and University Battalion when war broke out in 1914, Eyston was commissioned in the Dorsets, transferred to the Royal Field Artillery, and became ADC to General Wellesley. Mentioned in Dispatches and gaining the MC, Eyston was wounded in 1917 but returned to France to serve on the Staff. After the Armistice he resumed his education, at Trinity College, Cambridge, where he read engineering and was Captain of the First Trinity Boat Club, etc.

Deciding on a life of motor racing and record-breaking, Eyston became also a Director of many leading companies, including Burmah and Castrol. The practical side of his work was looked to by his friend and partner Ernest Eldridge. Eyston was later responsible for the Powerplus supercharger.

He had driven a GN out to watch the French GP in 1921 and he soon took up motor-racing with Aston-Martin and Bugatti cars, also racing Aston-Martin-powered boats on the Thames. That was the start of a long and remarkably full career, during which records innumerable were broken, at Brooklands, Monthéry, Pendine and Utah. Sunbeam, Bentley, Hotchkiss, Alfa Romeo, Lea-Francis, Maserati, OM, Halford Special and Chrysler, etc., figured in George's curriculum, apart from those makes already referred to. He was a good racing driver as well as a highly experienced and tough record-breaker, winning a British Empire Trophy race with the MG Magnette "Humbug", winning at Boulogne and at La Baule, in his Bugatti, and finishing first in several Brooklands short-handicap races, etc., as well as being highly placed in some of the leading Continental road-races. This took him to South Africa and Czechoslovakia. The Brooklands 120 and 130 m.p.h. badges, the AIACR Gold Medal, and the Segrave Trophy

Continued on page 1143

Silverstone GP Supporting Races:

Formula 3 — 20 laps — 94.36 kms.		
1st	M. Thackwell (March-Toyota).....	29 min. 16.61 sec. 193.41 k.p.h.
2nd	C. Serra (March-Toyota).....	29 min. 22.53 sec.
3rd	K. Acheson (March-Toyota).....	29 min. 22.99 sec.
4th	T. Boutsen (March-Toyota).....	29 min. 52.89 sec.
5th	N. Mansell (March-Triumph).....	29 min. 56.97 sec.
6th	M. Roe (Chevron-Toyota).....	29 min. 57.29 sec.
Fastest Lap: K. Acheson (March-Toyota) 1 min. 27.06 sec. — 195.19 k.p.h.		
British Saloon Car Championship — 20 laps — 94.36 kms.		
1st	G. Spice (Ford Capri).....	34 min. 52.47 sec. 162.36 k.p.h.
2nd	C. Craft (Ford Capri).....	34 min. 53.58 sec.
3rd	B. Muir (Ford Capri).....	34 min. 56.22 sec.
4th	J. Buncombe (Ford Capri).....	34 min. 59.13 sec.
5th	C. Vandervell (Ford Capri).....	34 min. 59.39 sec.
6th	J. Allam (Ford Capri).....	35 min. 15.42 sec.
Fastest Lap: C. Craft (Ford Capri) 1 min. 43.21 sec. 164.59 k.p.h.		
Class winners:		
A	G. Spice (Ford Capri)	
B	R. Greenslade (Triumph Dolomite)	
C	R. Lloyd (VW Golf GTi)	
D	R. Longman (BMC Mini 1275 GT)	
Historic Car Race — 12 laps — 56.6 kms.		
1st	W. Green (Ferrari Dino 246).....	20 min. 41.54 sec. 164.18 k.p.h.
2nd	B. Halford (Lotus 16).....	20 min. 44.13 sec.
3rd	R. Lamplough (BRM P25).....	20 min. 45.59 sec.
4th	A. de Cadenet (Aston Martin DBR4).....	20 min. 56.88 sec.
5th	R. Bond (Aston Martin DBR4).....	21 min. 02.33 sec.
6th	S. Moss (Maserati 250F).....	21 min. 19.09 sec.
Fastest Lap: A. de Cadenet (Aston Martin DBR4) 1 min. 41.83 sec. — 166.82 k.p.h.		
Class winners:		
A1	Hon. P. Lindsay (ERA "Remus")	
A2	W. Green (Ferrari Dino 246)	
B1	R. Pilkington (Talbot Lago 4½-litre)	
B2	M. Morris (Jaguar D-Type)	
B3	R. Bell (Lister-Jaguar 3.8-litre)	

Book Reviews

"Mini" by Rob Golding. 208 pp. 9¾" × 7¾"
(Osprey Publishing Ltd., 12-14 Long Acre,
London, WC2E 9LP. £6.95.)

The Mini, British Motor Corporation's original Morris Mini Minor, now on the eve of its 20th birthday, deserves this book. The most popular of Britain's little motor-cars, the Mini was a quite remarkable technical breakthrough, conceived by that genius, Sir Alec Issigonis, who perpetuated an engineering layout since almost universally copied by so many design teams working on the World's modern small cars.

The late Laurence Pomeroy gave us an excellent technical and development story of his friend Issigonis' clever concept, in "The Mini Story", and later Peter Browning covered admirably the competition exploits of those astonishing works Minis, in a book of that title. What Rob Golding has done is to give the complete story between two covers, with a whole host of pictures of Minis of all ages and types, in all manner of situations, for enthusiasts of these front-drive "minibrics" to feast their eyes on. The text goes into it all — the Mini's creation, how it was launched and the market thinking behind it, the advent of the Cooper and Downton Minis, the competition scene in the Mini context, the automatic-transmission development, the tyres for Minis, the special versions, and the very many variants on the production theme, even unto vans. The author also deals with the pre-production and post-production models, and there is the first published picture of the ADO 74, shelved as too expensive in 1974, and a picture of the 9X, Sir Alec's o.h.c. replacement, frozen by the BMC/Leyland merger. Information is also included about the forthcoming Mighty Mini intended to go into production next year. Golding also shows that, in his view, the Mini never made a penny for its manufacturers.

The pictures make the book, in a light-hearted context; the text tells all, even to Appendices giving details of production figures, specifications, dates of mod. introductions, Mini Clubs, etc. A trifle "journalise" in places, this is definitely the book for all Mini-fans and the author's description of a Mini being driven by Timo Makinen or Paddy Hopkirk on a rally stage in Wales is truly breath-taking!—W.B.

"Sigh For A Merlin" by Alex Henshaw. 210 pp.
8¾" × 5½". (John Murray, Ltd., 50, Albemarle
Street, London, W1X 4BD. £6.95)

There are now a great many books about Rolls-Royce, covering the motor-car and aero-engine aspects of this great British Company. In this 75th year of the meeting between the Hon. C. S. Rolls and Henry Royce that sparked it all off, here is another contribution to the aviation side of the picture. It is no dull technical tome, this book by Alex Henshaw who was so well known as a successful racing and record-breaking pilot of Percival Vega Gulls before the war, and who was a dashing young man of that now lost era. In this long-awaited account, a book already in its second printing, Henshaw tells directly, simply, and in excellent prose, with no punches pulled, of how he became a test-pilot of Rolls-Royce Merlin-engined Supermarine Spitfires during the years of World War Two.

In this role, one so vital to Britain's survival, Henshaw became Chief Test Pilot at Castle Bromwich, the giant Spitfire shadow factory on the outskirts of Birmingham. This was, to put it mildly, not exactly the best place from which to test the fastest and most effective of British fighters, and the adventures were numerous. But the undefeatable, indefatigable and indestructible Henshaw was responsible for over 37,000 test flights, not only of Spitfires but of Lancasters and other important aeroplanes powered by Rolls-Royce engines, more than 12,000 of which were delivered to RAF Squadrons. The test pilots flew from dawn to dusk, often in "impossible" weather conditions.

This very readable and enjoyable book covers it all, in a crisp, unselfconscious manner, even to this now confident and very senior young man referring to his father as "Dad". Some of the Spitfires that he and his co-pilots managed to save intact in horrific forced-landings, or the wrecks from which they escaped, are quite incredible, as the photographs confirm. The personalities of those days and the conditions under which they served come over very well indeed. This is autobiography, not a technical work, and all the better for that. It includes a map of Castle Bromwich aerodrome at the appropriate time and a summary of flying there from June 1940 to January 1946.

Alex Henshaw comes over as a man who preferred the country, and his horses and Labrador dog to urban life. He was a superb pilot and had a great reputation for some of the most skilful aerobatics of all time, notably those involving really low-level flying and rolling at ground level and I am glad that he describes how he did this in Spitfires, of which, of course, the book covers his flying of all the different marks, and also of the Walrus amphibian. What a splendid contrast! There is a hint that one day Alex Henshaw will write of his pre-war racing and record-breaking activities notably with the Essex Aero Racing Team — may it be soon. Meanwhile, you can enjoy this excellent book. The appreciation by Lt. Comdr. J. K. Quill, OBE, AFC, who was Vickers-Armstrongs' Chief Pilot at Supermarines throughout World War Two, has for some reason been relegated to the book's dust-jacket. — W.B.

"A Clubman at Brooklands" by A. C. Perryman.
127 pp. 11" × 8". (Haynes Publishing Group,
Sparkford, Yeovil, Somerset, BA22 7JF. £4.95).

For those of us who cannot have too much of Brooklands, here is a fresh treat! It is the detailed, personal story of how the amateur rider, A. C. Perryman, enjoyed himself before the war, from 1931 with aged motorcycles, and from 1934 onwards racing in Clubmans' meetings at Brooklands, with some grass track and speed-trial riding and a holiday visit to the TT thrown in for good measure. Less technical than the rather similar book about Francis Beart, this one has also been edited by Jeff Clew, and if at times there is a feeling that he has "padded-the-tapes" in this context, this does not detract from the Perryman story, which so admirably captures the spirit and the atmosphere of those BMCRC and other Club days at the old Track.

One example, when asked how to make a Velocette go really quickly, Les Archer said simply "you do two things, you sit on it and you open it right out" . . .

I said of the Morgan 3-wheeler racing book that some of the pictures in it almost reek of burnt castor oil and the crackle of exhausts, and it is true

also of the Haynes book, illustrated with so many fine photographs, some from Dr. Joe Bayley's great collection. Some of those showing views from the public enclosures bring back much spectator nostalgia and there are some fine shots of the more imposing, later Brooklands motorcycles, especially of the supercharged 490 c.c. Norton of Miss Shilling, Ben Bickell's blown 500 c.c. Ariel-4, and the blown Triumph Twin. The author rode Ariel, Excelsior, and Velocette machines, but the pictures are by no means a monopoly of these.

Altogether, this is a most entertaining book, by a man who is one of those lucky people who can somehow make the hours stretch out — apart from his competition motorcycling he has made two magnificent 5"-gauge LBSC passenger-hauling locomotives, being an ex-railway apprentice.

By including reproductions of speed certificates, pre-war advertisements, etc., relevant to his Brooklands story, his book is guaranteed to bring on a nice fit of the nostalgics to all those who love motorcycles or knew Brooklands; the attack which BMCRC members will suffer will be extra severe! It is full of delightful anecdotes, such as the one about the careless lap scorer, Ebby and Baragwanath. Those concerned with historical accuracy, however, will not be pleased to find that on page 5 Les Archer is described as the first man to do 100 miles in the hour on a British track, whereas on page 20 this honour is attributed to C. W. G. Lacey. — W.B.

"The Automobile Treasury of Ireland" by
Finbarr Corry. 208 pp. 10" × 7½". (Dalton
Watson Limited, 76, Wardour Street, London,
W1V 4AN. £10.50).

There have been books about veteran and vintage cars and the advance of the automobile in Africa, Australia and New Zealand, etc. and now we have this one, about the old-car movement in Ireland. The first part of what is essentially a pictorial record of high quality is devoted to history, the latter, larger section of the book ("The Treasure"), to individual cars in Ireland, from veteran down to pre-WW2 makes and models, while the last pages of the book are devoted to old cars exported from Ireland.

The historical part is rather disappointing, being very brief. Although several of the pictures are of racing cars, many of which I have seen previously, these stop with the 1903 Gordon Bennett races; perhaps the author thinks enough has been done about the TT, but the Ards Tourist Trophy was such an important race that it should surely be essential in a book about motor racing in the Emerald Isle? A few reproductions of period advertisements are included and the book's end-papers consist of cartoons about a motor show. The more important part is that dealing with Irish car manufacturers and their products.
W.B.

* * *

Those interested in aviation history will find excellent coverage of all manner of Naval flying machines of all kinds and periods, including airships, in the well-illustrated book "Wings Over The Sea", by David Wragg, which is published by David & Charles of Brunel House, Newton Abbot, Devon at £7.50. This is a reasonable price for a book so well endowed with good pictures and with a full supporting text — I like especially the shot of the Convair Sea Dart prototype taking

Continued on page 1141

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A SECTION DEVOTED TO OLD-CAR MATTERS

On Welsh Roads in the 1920s

I HAD long been of the opinion that in the beginning motoring came late to Wales, where the roads are mountainous, the lanes narrow, and wealth less apparent than in more prosperous England. Even in the nineteen-twenties, wet Welsh Wales seemed mysteriously remote to a small boy taken there from London for summer holidays. As the Great Western express plunged into the extended bowels of the Severn Tunnel and in the compartments you plunged for the window strap, lifting the glass against the ingress of smoke and soot, this sense of remoteness was increased; we seemed bound for another world. Met at Cardiff for the eight-mile drive to our destination by a chauffeur-driven Overland tourer or Austin Twenty landaulette, glances would be cast by Welshmen at the train as they might today look at Concorde, and if there were traces of wet on the carriages it would be noted that bad weather had been encountered on the way by these strange travellers from over the border.

Thus did a motor-obsessed youngster enter this gentle land of hills so often misted in soft rain, and of small, dark folk whose language was as foreign as their appearance, and gravel country lanes along which passed singularly few motor vehicles. Because of their scarcity, all the more interest was taken in those that were encountered; envy was felt for the young bloods who actually went by at a good lick on noisy motorcycles, the different makes of which I and my friends were easily able to distinguish. The overall impression, had one given it thought, would have been, in those distant nineteen-twenties, of a land not over-provided with motor transport, and what there was of it hampered by twisty roads with frequent blind corners that restricted pace, few garages from which the Mex spirit could be collected in the two-gallon tins, unexpected cross-roads, blind like the lanes that ran between the hedges, at which bulb horns would occasionally blow, rear-wheel brakes squeal, and a close-shave, or even an accident, occur.

We children would wait indoors patiently for the rain to cease, rain typical of Wales, often a persistent drizzle that would be ignored by the coat-scorning farm-hands and others, but would cause some inconvenience to those peering through opaque windscreens or struggling to erect the hoods of primitive touring cars. Then, perhaps in the feeble evening sunshine, we would go out, hoping to see something interesting on those narrow, flinty lanes, meanwhile amusing ourselves by bending any convenient stick into the shape of racing handlebars and rushing about, appropriate sounds issuing from our lips, pretending we were riding racing motor bikes. (If Peter Ustinov does not mind admitting that in his youth he regarded himself as an Amilcar, why shouldn't I admit to this childish practice?)



REMOTE RADNORSHIRE — Even the hunt, starting from the Rock Park Hotel in the spa town of Llandrindod Wells seems to have been a comparatively quiet occasion in the 1920's, with only one car in attendance, and that from outside the county. (Photo by courtesy of the Welsh Tourist Board.)

In South Wales there were more cars, of course, than had penetrated to the Mid-Wales agricultural area and to mountainous North Wales, stronghold of the horse. Even so, it was possible to drive into Cardiff in the 1920s and park easily and unmolested anywhere in the main street. Remembering these things, I have often wondered how many motor vehicles there were, running about the more backwoods parts of Wales in those times. Recently, by a stroke of good fortune, I have come close to finding out, having been able to study some records of licensing in the district of Radnor for the year 1921.

Radnorshire is where I am now happy to reside, although with considerable enlargement of its boundaries it has been renamed Powys. Although the inevitable and regrettable "improvements" are practised here as elsewhere — road straightening, widening of country lanes, and the by-passing for example of New Radnor — the sense of "remoteness" remains. Admittedly the one-time boast that there were no traffic-lights in Radnorshire is no longer true, because these have sprouted in the otherwise largely unchanged town of Rhayader; but they are only of the pedestrian



This brass-radiator Model-T Ford is said to have been the first motor vehicle in the Beguildy Valley. It was photographed at Gwernerin Farm where it served for many years. (Photo by courtesy of Mr. W. Rogers.)

variety, to prevent the summer holiday crowds from being bowled over by the enormous transporters which now pass through on their way up from South Wales to the industrial towns of the North, finding the clock-tower at the picturesque cross-roads tiresome to negotiate — that cross-roads in this rather French-style town at which the locals still pass the time of day, propped against the occasionally sun-warmed



An FO number plate from a 1924 Cluley, owned by the editor, showing how few cars were in Radnorshire even at this date.

walls of the shops. In 1921 the confines of Radnorshire were to the Elan Valley in the West, to Knighton in the East, to around Clyro in the South and hardly as far as Newtown in the North. It was, as I have said, a sleepy, peaceful shire, with the smallest population of any county in the land (which thankfully remains true today), a county devoted to sheep-farming, where the farmers were more likely to use sturdy Welsh ponies, popular now with trekking holiday-makers, to get about on, than buy the new-fangled motors. (Not all that long ago I met a retired farmer who claimed to have brought the farm-tractor into Radnorshire. It was still in his barn and it turned out to be a much later Fordson than I had expected . . .)

So, not expecting many motor vehicles to have penetrated to this shire by 1921, I spent far more time than perhaps I and my tired old eyes should have done, analysing the aforesaid tax-records. They relate to vehicles first registered in 1921. This might suggest that only new vehicles are recorded and that to obtain a correct total of those in use at that time we need to know how many pre-war vehicles were still in service. In fact, such vehicles are included, I think because, although number plates had been compulsory since 1903, so that vehicles must have been registered by then, it was in 1921 that the new Road Fund licence-discs were first issued, these having to be displayed on the vehicles. At the same time new-type log-books

came into use, so that already-recorded vehicles would have to be re-registered. (I believe this "first-registered" date in the new log-books confuses some historians, who assume this to be the date of manufacture or first-usage of a car, whereas pre-war vehicles can be entered as registered in 1921.)

When it first numbered motor vehicles in December 1903, Radnor CC was allocated the letters FO. At the time I do not suppose the implication was apparent, but seeing them now tends to amuse — Cardiff was hardly better treated, being given the letters BO . . . If my assumption is correct, namely that these 1921 records cover *all* vehicles in use up to that year, not just the new ones, and if I have done my sums correctly, it seems that by December 1921 there were only 590 mechanically-propelled vehicles registered in Radnorshire. There may have been a few which escaped the net. But, officially, that was the total, it appears. Compared to the figure of 845,799 for the country as a whole by the summer of 1921, my belief that Mid-Wales was not over-ridden by motors at this period is upheld; and that total of a mere 590 cars, lorries, motorcycles, tractors and steam vehicles goes right up to December. Northern Ireland had more than ten times the number . . . Broken down, there were 332 cars and tricars, 241 motorcycles, and 17 heavy goods vehicles and tractors with FO registrations.

Looking at these records of 1921, it is interesting to see how many pre-war vehicles were registered then, so presumably still in use. The oldest number recorded is FO 3, carried by a Ford. Its h.p. rating suggests a Model-T and as these were not current until 1908 at the earliest, it must be assumed that cars did not arrive in Radnor until about then, or that the number was transferred. This Ford was last registered in 1924 in Herefordshire, incidentally. Only four other vehicles with FO registration numbers of below 100 survived the Armistice. These were a 3½ h.p. Phoenix Trim (FO 25), that ended its days in Wolverhampton, a Ford lorry (FO 50) still used in Rhayader up to 1927, a five-seater taxi (FO 86) for which the make is ambiguously given as "hackney limousine", that moved on to Huddersfield, and a 3½ h.p. Triumph motorcycle (FO 99), in use in Glamorgan, also until 1927.

Taking stock of these vehicles by makes, I was not in the least surprised to find that the most popular by far was the Ford. There were 181 of these, including the goods versions. A very large number, as with other makes, were registered as hackneys or goods vehicles, either because it was less expensive that way, as a Welshman would soon discover, or because railways were few and far between (fortunately, the "Great Little Lines" remain today a tourist attraction) and so there was great scope for hackney carriages, and goods-hauliers, of which I imagine ex-Servicemen became owners in Radnor as they did over the country as a whole. Indeed, the trend was prominent — all manner of makes were used as taxis, including both the Crossleys registered, five out of the seven Buicks, the only Lanchester (which was of 38.1 h.p., so presumably a pre-war example), and an Austin 20 owned by the father of the person who is currently rebuilding my 1924 Calthorpe. An amusing aspect of the new RAC horsepower rating for taxation purposes was the varying figures ascribed to Fords which must all, I assume, have been Model-Ts of 22.4 h.p. Due to numbers not taken up, etc., the last 1921 issue was FO 1088, allocated to a Model-T Ford.

The next most-frequently encountered make to



A feature of this year's Brooklands Reunion was the use of part of the Byfleet Banking by many of the cars present. D.S.J. in Robbie Hewitt's 4½-litre Lagonda is seen following Russ Turner's ex-Birkin, lap-record holding 4½-litre Bentley single-seater.

The Brooklands Reunion

HELD ON June 24th, there was a new aspect to the Brooklands Society's Reunion this year, motorcycles and cars being demonstrated on the Byfleet banking, or rather over about a third of it, from the Fork to the break where it was cut away to safeguard aeroplanes taking off from the WW2

Ford was the Overland. There were 48 of these. Willys-Overland had good agents, notably the Automobile Palace in Llandrindod Wells. Third place was occupied by Wolseley, with eight registered; one was of six RAC h.p., so possibly a veteran. Indeed, the h.p. ratings suggest many to have been pre-war models still in use in 1921. For instance, that six h.p. Wolseley, and a 30 h.p. of the same make. I think, too, that the 17 h.p. Leon-Bollée of the Duff-Gordon family may have been a pre-war 14/20, while a 7.5 Peugeot implies a 1913 or so Bébé. There was also an old 21 h.p. Flanders that was in use for a very short time indeed. Others of these 1921-registered vehicles, however, were not last-taxed until into the 1930s, although quite a number had moved out of Wales pretty soon, their original owners perhaps finding horses more to their liking . . .

Continuing to browse, other interesting items came to light. Such as a Model T-Ford fire-engine taxed by Presteigne UDC in 1921 which was still in use up to the outbreak of war. VSCC members rallied to that town in 1938, so they may have seen it; but it would have seemed fairly commonplace in 1939. Two Aveling & Porter steam rollers, of 10 and 12 tons, respectively, were in Council use, as was a Hallford lorry, one of them going to Surrey by 1941. Then there were a few unusual registrations, such as a Horstmann goods vehicle, a Vulcan Showman's caravan, and a 3-ton Thornycroft proudly claiming to be a Show Special. There was a lone 40/50 Rolls-Royce, car number TB 40, which went to Autowrex of Leeds as a breakdown-crane. But there is evidence of enthusiasts, who would now be called collectors, later finding some of the old vehicles. For example, a 1¼ h.p. JES motor-bicycle was re-registered in 1967 and a 6 h.p. Matchless had turned up in Bolton by 1964. Some of the new 1921 models found their way to remote Radnorshire, like two of the flat-twin Rover Eights, and a couple of 11.9 Beans, and two Morgan runabouts, an AC Sociable, and a Castle

runway. The parading vehicles thus ran in a clockwise direction, rather as if they were thinking in terms of an International Trophy race . . .

The popularity of this largely social gathering was apparent when we drove in at the Oyster Lane or Byfleet (Industrial) side, to park on
Continued overleaf

Three were among the 1921 cyclecar registrations. Puzzling makes include a Parker and a Dennis-Portland taxi.

Of the motorcycles, that we youngsters tried to emulate, top popularity was shared by Triumph, Douglas, and Enfield and Royal Enfield in the ratio 36:34:32. Among the bigger machines there were two 7/9 Indians and one Harley-Davidson of that power. Makes that confuse me include Bordesley, Butterfields, ASL, Premier, Camplings (?Campion), Hughes & Davis, Vallois, 1½ h.p. Smith, Neal-Dalm, and a Walton Eng. Co. However, the new licence-forms were proving difficult to fill up, and some entries were either deliberately flippant, or referred to home-built bicycles, witness: "Motoritis", "Dispatch Rider's", "Marston" and "Thrasher". I suppose we could get a breakdown of entirely new makes used in Wales by going through the 1922 registrations. For the present, however, I have had enough; I must now walk the dogs, along lanes in which it will be a surprise, even in these late-1970s, to meet a single motor vehicle. — W.B.

The 1921 Radnorshire registrations looked like this:

CARS: Ford 181; Overland, 48; Wolseley 8; Bunk 7; Rover 6; GWK, Arrol-Johnston, Sunbeam and Humber 5 each; Darracq and Cubitt 4 each; GMC, Standard and Austin 3 each; AC, Minerva, Belsize, Studebaker, Oakland, Calcott, Crossley, Scripps-Booth, Morgan, Singer and Bean 2 each; Peugeot, Austrian-Daimler, Essex, Cadillac, Angus-Sanderson, Parker, Cluley, Oldsmobile, Citroën, Castle-Three, Calthorpe, Horstmann, Charron, Dennis-Portland, Maudslay, Leon-Bollée, Metallurgique, Flanders, Napier, De Dion Bouton, Lanchester and Daimler one each. A great many of these were registered as hackneys or goods-vehicles.

HEAVY-GOODS VEHICLES, TRACTORS, ETC.: International 3; Aveling & Porter steam-rollers 2 each; Selden, Riker, Thornycroft, Hallford, Samson, Overton, Robey, Peerless, Fowler, Fordson, Vulcan and Jarrett one each.

MOTORCYCLES: Triumph 36; Douglas 34; Enfield & Royal Enfield 32; BSA 18; Premier 16; Rudge & Rudge Multi 11; Connaught 9; Hudson & New Hudson 7; Clyno 6; James 5; Bradbury 4; Levis, Matchless, Sunbeam, Bradbury and Indian 3 each; FN, Motosacoche, P & M, Edmund, Ariel, Rex, Francis-Barnett and OK Junior 2 each; Omega, Phoenix, Zenith, Bordesley, Kynock, Minerva, JES, New Imperial, Swift, Hazlewood, Seal, Kingsbury, Peugeot, AJS, Scott, Veloceite, Brown Bros., Harley-Davidson, Hobart and Rover one each, plus the "unknowns" referred to in the text.

the runway itself. This provided ideal accommodation for the very large assembly of visitors' cars and morons like ourselves who had come in modern vehicles — the official estimate was 4,000 people, including children. This year the Weybridge (Brooklands Road) entrance of British Aerospace was out of bounds and at the last minute the intended Clubhouse lunch for VIPs had to be transferred to what was surely the old Press box, beside the Campbell ERA sheds in which other visitors could obtain lunch. However, it all worked quite well, and the Paddock was full of cars of every possible variety. The VCC had been invited to display some of its pre-1914 machinery, of the kind that would have brought race-goers to Brooklands in those untroubled days. This added to the variety and brought some elegant 40/50 Rolls-Royces, including John Bolster's 1911 Ghost tourer from Kent. One of the most interesting was the lofty English Vehicle Company electric-car, steered by l.h. tiller and driven by two big motors on its back axle. It ran silently about, like those Royces, which during the banking demonstration sounded notably a little quieter than a Renault landaulette that was amongst them . . .

The historic Clubhouse forecourt having been put out of bounds, the more exciting racing cars were lined up in front of it. These exhibits included Rob Walker's Delahaye, in the care of Eoin Young, second in that contest in 1939 at the Track to decide which was the fastest road car, although it was not quite a sports-car on this 1979 occasion, being minus its front wings, one of which had been squashed by a recalcitrant lady-driver's Mini the day before. No matter, it made a fine ascent of the Test Hill, with D.S.J. as passenger, scorning the stop and restart. Other historic cars in this line-up were de Cadenet's Tipo B *monoposto* Alfa Romeo, Stafford-East's 200 Mile Race G. N. Akela, a FWD Alvis, the 1931 "Double-Twelve" Maserati, a 1935 Le Mans Lagonda, Russ-Turner's famous Birkin blower-4½ Bentley single-seater, an ex-lap record holder, other Birkin Bentleys, a 1934 TT MG Magnette, Easdale's 1750 Alfa Romeo, an improbable looking Wolseley Hornet McEvoy and many other Bentleys, including a 6½-litre two-seater. It was nice to see End's Wolseley Moth single-seater and that side-valve AC two-seater standing side by side, both typical Brooklands light-cars, even if they do have replica



C. Willoughby's 1920 side-valve Anzani-engined AC with replica Brooklands body.



A. Hartley's 8C Maserati in company with I. Easdale's 1932 supercharged 1750 Alfa Romeo, above. Monica Whincop's Fiat 501, below.

bodies. Good, too, to see Michael May arrive in the Alvis Silver Eagle he raced there before the war. The motorcycle fraternity had their own paddock across the way, in which had assembled a magnificent display of racing machinery, including some very potent racing Morgan three-wheelers, one the ex-Martin Soames' job. As to the non-racing occupants of the Paddock, these rivalled almost any *Concours d'Elegance* show for interest and completeness. The Railton OC had put on its own show, and picking out just a few of the great concourse of cars, I noted a very early Alvis tourer, a 1919 Sunbeam Sixteen tourer which I think I once owned when living in Harrogate during the war, the ex-Major Pitt Alfonso Hispano-Suiza two-seater, a rare 1920s 16/50 twin-carburettor side-valve Benz, a blower-4½ open Bentley with a Ki-gass pump on its scuttle, examples of 12/24 and fixed-head FWD Citroën coupé, a Trojan, a familiar Austin 20, Heal's 3-litre Twin-Cam Sunbeam, . . . but, if continued, the list would be nearly endless.

As starting-time approached I was given my customary run up the Test Hill in Dudley Gahagan's ex-Fawcett Type 57 Bugatti James Young convertible, in company with Society President T. A. S. O. Mathieson and Mr. and Mrs. Alan Hess, after which the flood was let loose up this steep 1909 gradient. To refer to all those who ascended it is again impossible but it was fortunate that a public-address system had been laid on, because the £1 souvenir programme was devoid of a list of "competitors", while the intended Press room and VIP interview lounge in the Clubhouse had had to be abandoned. Astonishingly, the RAC insisted on scrutineering of those cars using the Test Hill and the brief piece of the Byfleet banking, and crash helmets had to be worn . . . It is very true that the magic atmosphere that was Brooklands race track in this part of the Surrey landscape can still be sensed, but the old carefree days have departed . . .

Going in to lunch I was delighted to find myself sitting next to Mrs. Violet Hindmarsh, whose husband was well-known as a racing driver, notably of Lagonda cars, and who as Miss Cordery drove a Silver Hawk and did those



long-distance runs at the Track in 3-litre and 4½-litre Invictas, including 30,000 miles in 30,000 minutes, etc. Opposite T.A.S.O. was entertaining the Mayor and Mayoress and soon Sammy (S.C.H.D.) and Sue Davis joined us, making the nostalgia complete. To reiterate, a full list of all the Brooklands persons who came to the Reunion is not on, for fear of omitting important names. But Kaye Don, Esson-Scott, Charlie Martin, Pat Driscoll, Windsor Richards, Cyril Posthumous, Stanley Sedgwick, Billy Rockall, Arthur Dobson, Charles Mortimer, Rivers-Fletcher, Eric Beart, H. T. H. Clayton, Mrs. Ventora, George Abecassis, Robin Jackson, the Bellamys and many more celebrities were either met or reported to be present, while George Harvey-Noble was rightly the guest of honour. And, of course, all the Society officials . . . my apologies to anyone whom memory has failed to encompass.

After some delay and a wetting from a passing thunderstorm, the banking thrash happened, opened by Perryman's ex-Brooklands 1930 KTT

Velocette and Keys' 1931 Norton. The utmost praise is due to those who have slaved so hard and voluntarily, led by John Wall, to rid this historic concrete from weeds and rubbish. After the veterans had come past, Sir John Briscoe's 1911 Coupé de L'Auto Delage, unfortunately very sick indeed with what sounded like slipped timing, the faster stuff was released. They came in pairs, mostly at very discreet speeds, filmed by TV for a show released that same Sunday evening. I think Rivers-Fletcher in his TT replica Speed 25 Alvis went as high up the old banking as anyone, but a 3-litre Bentley had a good try. In the absence of a list of runners, the commentary had to be relied on by the patient onlookers, who were put behind the aerodrome road, from which we used to be permitted to view the much faster racing, from parked cars, with no fence, only the ditch, between humans and the track. Those carefree days . . . However, the 1979 runs may have been rather a sad parody but were fun nevertheless.

Further thoughts about those 1922 Grand Prix Sunbeams

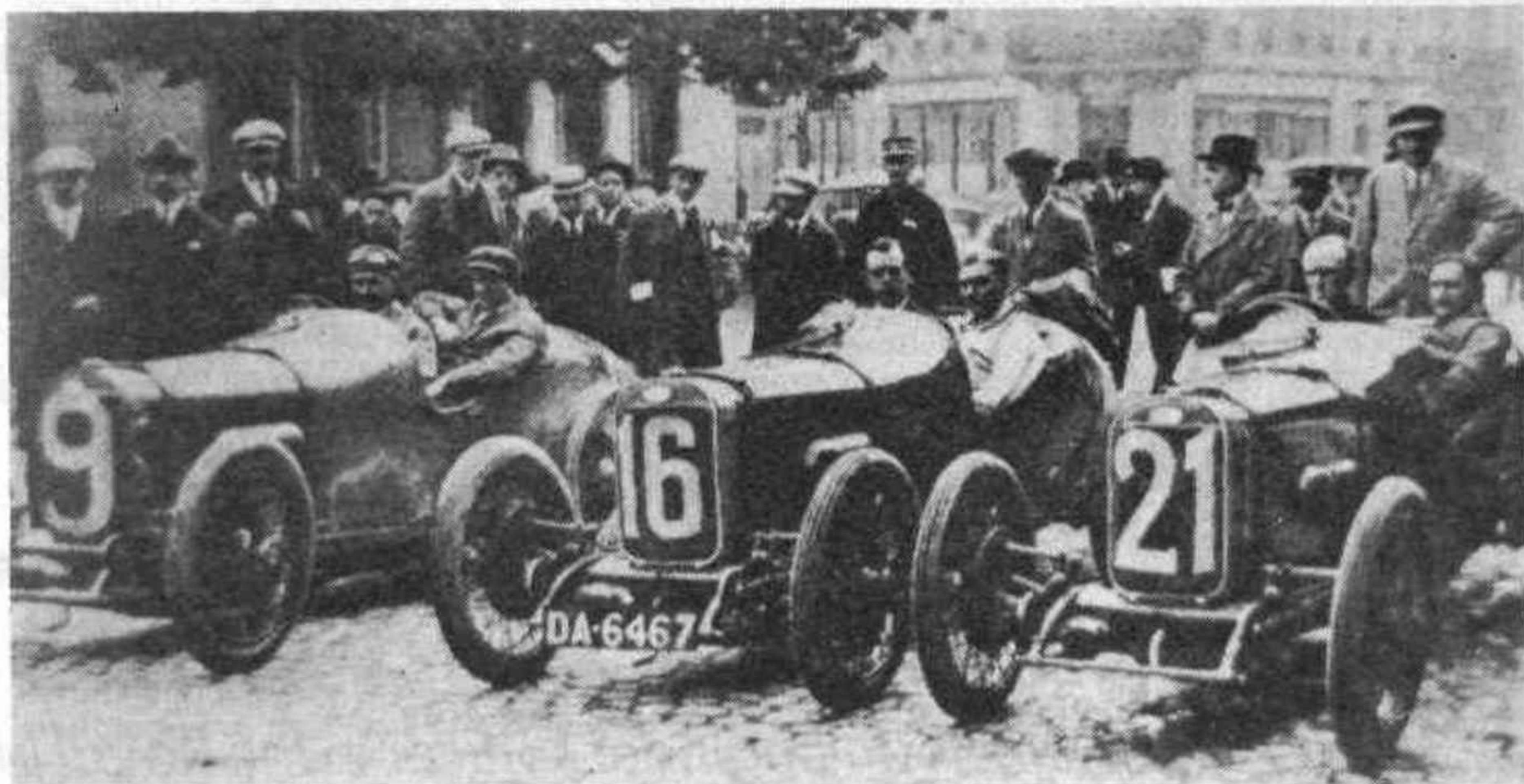
BY WRITING-UP Bill Lake's splendid 1922 GP Sunbeam in the June issue I have let myself in for some more sorting-out of the Sunbeams, or an attempt to do this, when I had hoped the last had come of that, after I had done a difficult-to-research article on which 1924 GP Sunbeam was which, back in 1973. The difficulty seems to be that everyone would like to own the car Segrave drove in the Grand Prix at Strasbourg 57 years ago, even though he, like his team-mates, retired from that race with valve trouble.

Before getting embroiled in that, let us look again briefly at the cars themselves. I think some confusion may have been created between these 1922 four-cylinder Sunbeams and the 1923 six-cylinder cars, because it is known that some parts of the latter were used for the similar but supercharged 1924 GP Sunbeams, so that the identity of the 1923 team cars, from which came the first British winner of the French Grand Prix, was lost. I am not so sure that there was any such usage of parts from the 1922 cars, when the Bertarione-designed 1923 cars were being built. Bill Lake suggested that as his 1922 car hasn't the original brake servo on its gearbox that this might be due to the entire back-axle assembly from these cars having been transferred to the 1923 racing chassis. I have since realised that whereas open propeller shafts and Hotchkiss drive were used in 1922, the 1923 GP Sunbeams had torque-tubes. So it seems unlikely that the older axle and transmission assemblies would have been any use

Jenks drove the de Cadenet *monoposto* Alfa Romeo, Peter Hull had Chris Mann's Targa Florio car of this make, and once or twice someone would actually overtake his partner. Jumbo Goddard was allowed to use his Turbocharged 156 m.p.h. 8-litre Bentley on which Brooklands' Scrutineer the late Hugh McConnell would no doubt have cast his beady eye, and it would have been nice if more Brooklands' outer-circuit cars like "Babs" and the Barnato Hassan and the Napier Railton, etc. could have been there. However, Peter Horne, who restored the last-named for the Midland Motor Museum, was present, D.S.J. kept pace with the Birkin Bentley single-seater in Robbie Hewitt's 4½-litre Lagonda, and John Ebblewhite, son of a famous time-keeper and grandson of the immortal "Ebby", admitted to being quite overwhelmed by the interest still shown, on his very first visit to the ancient Motor Course. Incidentally, the ladies exhibited commendable enthusiasm, Robbie

Hewitt entering three cars, her 3-litre Lagonda, 4½-litre Lagonda Le Mans team-car and CGSS Amilcar, Monica Whincop her pre-war 1,100 c.c. HRG and stark two-seater Fiat 501.

The big attendance alone shows the interest that Brooklands still generates. With many old railway branch-lines being reopened and extended and a move to refloat the first iron battleship at a cost of some £6,000,000 — and did I hear that the National Trust has spent £400,000 on *Discovery* and that £2,500,000 has been spent already on *Warrior*? — it really is about time that the whole of Brooklands was restored to the motoring and aviation communities. But with a membership of 1,714 subscribers and just over £7,200 in the kitty at the time of the last AGM, the Brooklands Society has a long way to go. And if its annual Reunion looks like a money-spinner for this most commendable ambition, it seems that organisational costs absorb more than half the profits. — W.B.



The three 1922 GP Sunbeams lined up before the race at Strasbourg. On the left of the picture is Jean Chassagne, in the centre K. Lee Guinness and on the right Major H. O. D. Segrave. This photograph was presumably taken after Segrave had had the body of his car repainted, hence the shine. The significance of the number plate on the car in the centre will be apparent from the text.

for the 1923 cars. Louis Coatalen of Sunbeam's, whose love-of-his-life these racing cars were, was apt to say that the racing-car of today was the touring car of tomorrow and then correspondents in the contemporary motor papers would write to enquire why, if this was so, he used Hotchkiss drive on his touring car but torque-tubes on his racers, differentials on one but not on the other, overhead camshafts for racing, push-rods for his touring cars, etc. or *vice versa*.

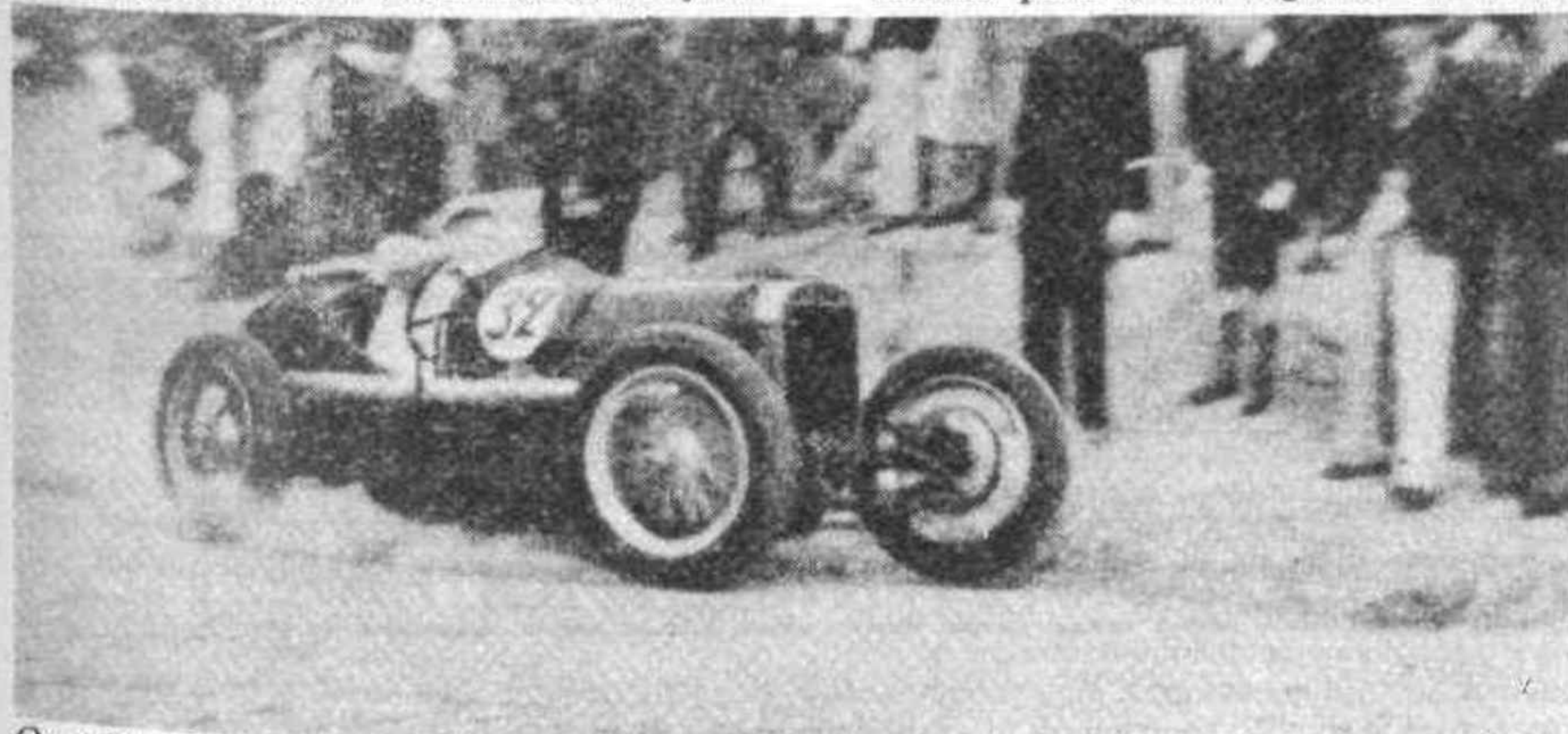
Another point is that Segrave's car for this

Strasbourg Grand Prix was supposed to be recognisable because, to accommodate his tall frame, the seat had been moved back a trifle. The staggered seats were moulded to the fuel tank and Mr. Geer has pointed out that if Segrave's driving-seat was moved back some major work must have been done, inasmuch as the tank was on cast-alloy brackets let into the chassis frame. Bearing on this, Mr. Lake says the fuel tank on his car is very old, not a new one made when the car was rebuilt, but that it does not hold anything like the 60 gallons I quoted for the tanks in 1922. That was the gallonage given in contemporary Press descriptions of the cars but whether this implies that a smaller tank was used for Segrave's car I do not know.

Then there is the question of who designed these 1922 racers. They are definitely of Ernest Henry concept and that great Sunbeam authority Anthony Heal says Henry was most certainly responsible for them, although he was not employed at Wolverhampton for the purpose. He writes as follows:—

Dear Boddy,

I read with interest your article on the 1922 Grand Prix Sunbeam, but I was surprised that, despite the considerable amount of research that has been done during the last ten years and the number of articles that have been published, you still seem to entertain some doubts about the authorship of its design.



One of the 1922 GP Sunbeams seen at a pre-War hill climb in Australia. It is thought that this was probably the spare car which caught fire at Strasbourg.



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To: Captain D. Pentreath RN, Officer Entry Section (894WEO1), Old Admiralty Building, Spring Gardens, London SW1A 2BE.

I would like to know more about Engineer Officers other Officer Specialisations.

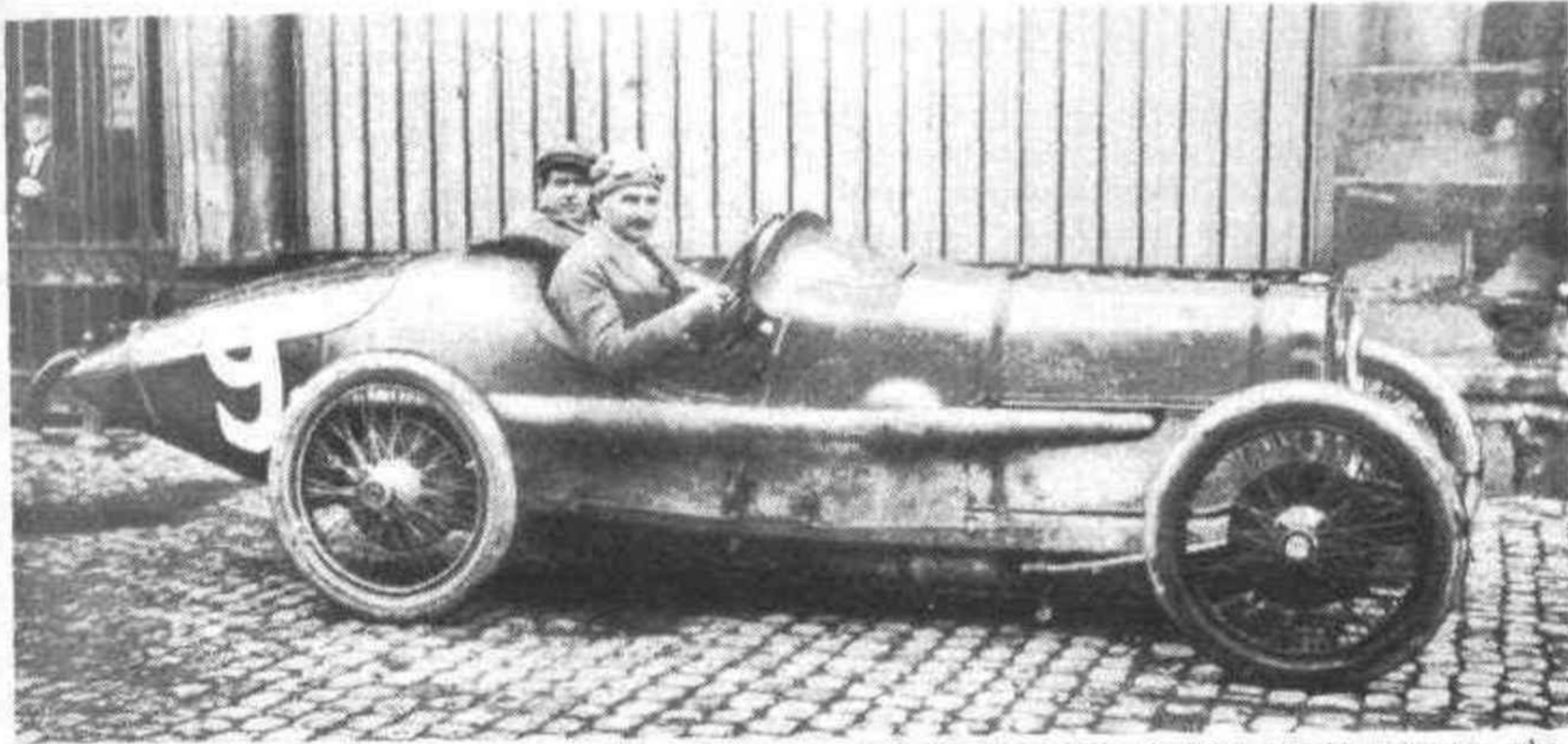
Name _____ (Enquiries from U K residents only)

Address _____

_____ Date of Birth _____

School/University _____

THE NAVY WILL USE TALENTS YOU DON'T EVEN KNOW YOU HAVE.



Chassagne before the Strasbourg race. Though his car had the lowest competition number amongst the Sunbeams the competition numbers were drawn by lots so this was not necessarily Sunbeam number 1.

It is true that Ernest Henry did not move to Wolverhampton, but did the design in Louis Coatalen's office at Suresnes. The liaison between Henry and the Wolverhampton factory was maintained by Jean Chassagne. H. Wilding, of the Experimental Department, also visited Henry in Paris to discuss matters with him.

You mention several notable authorities who subscribe to this view. To them you might add Harry Mundy, Paul Frère and Griff Borgeson. The first derived his information from H. Wilding himself while Frère and Borgeson have confirmed it with ex-colleagues of Ernest Henry in Paris.

Yours sincerely,
Anthony S. Heal.

Now no one respects Mr. Heal's knowledge of, and enthusiasm for, Sunbeams of the vintage years more than I do. The only comment I feel obliged to make is that Mr. Griffith Borgeson, whom Heal mentions as supporting the theory that Henry actually put pencil to paper on behalf of the 1922 GP cars, is that in his authoritative study of Ernest Henry Borgeson visited that designer's son, who informed him categorically that his father would have nothing to do with Coatalen and Sunbeam's after the crib which had taken place of his 1913 twin-cam racing Peugeot engine when the 1914 TT Sunbeams were in the offing. (*Automobile Quarterly*, Vol. XI, no. 3 — "The Charlatan Mystery" — see also *MOTOR SPORT*, July 1974.) To that I added the comment that by 1922 the Sunbeam Experimental Department, from whence stemmed the racing cars, should have known enough about the Henry-type twin-cam, multi-valve cylinder head to have been capable of making another such an engine without outside help. . . . However, unless Mr. Borgeson backs me, I will bow to Anthony Heal and accept that Henry drew these cars in Paris, especially as he told me the other day when we met at Brooklands that, far from Henry never wishing to have any association with Sunbeam's, he was in the Sunbeam pit at Strasbourg, although he was pretty cross about Coatalen's alterations to the valves of the Sunbeams, which caused all three to retire, with the blame having since been placed on Henry by those who think he was responsible for the design, but was slipping into incompetence in his old age. Which to some degree is true, of other than the valve-cotter aspects of the cars.

We come now to the difficult, possibly after this passage of time, impossible, matter of trying to decide who drove which of the surviving Sunbeams at Strasbourg. Bill Lake's has Reg. No.

DA 6436 and the others (with a spare car) to have carried the numbers DA 6466, DA 6467 and DA 6468. It must be assumed that the first or prototype Sunbeam was completed some time before the others, and registered first, as happened with the 1924 Sunbeam GP team-cars, which were registered DA 8079, DA 8666 and DA 8667 respectively. In this case the prototype was apparently ready even earlier than in the similar situation in 1922. It has been easier to ascertain who drove these latter cars, the prototype was driven by Dario Resta in the Grand Prix but Segrave used both DA 8666 and DA 8667 in events after 1924 and I do not think anyone knows for certain which he drove in the GP; DA 8667 became Kaye Don's famous "Cub".

If this identification difficulty existed in 1924, it is even more apparent when looking back to 1922. The idea seems to be current that Segrave would have been given the No. 1 car of the team. But would he? After winning the 1923 French Grand Prix for Sunbeam's at Tours he was the great driver in everyone's estimation. This was hardly so in 1922 when he was very much the junior member of the team. He had been with Sunbeam's then for only one full season and had only won one *voiturette* long-distance event, the 1921 200 Mile Race at Brooklands in a Talbot-Darracq for them. What is more, Coatalen had intended Lee Guinness to win that race, as he had intended Guinness to win the 1921 *Voiturette* Grand Prix at Le Mans, from René Thomas and Segrave. This puts the perspective on Segrave's place in the STD team at that time. I would have thought that at that time Jean Chassagne would have been Louis Coatalen's No. 1 driver, especially in a race to be run on French soil, with Kenelm Lee Guinness, who had won the 1914 TT for Coatalen, No. 2, and new-boy de Hane Segrave No. 3. This is pure speculation. But if it were so, Chassagne would presumably have had the first car. Apart from the gap in the registration numbers, there is evidence from pictures of the state of the 1922 team-cars within the Wolverhampton factory and of an unpainted car used for early Press pictures, that one car was finished well ahead of the others. Incidentally, I believe that whereas the others had a bulge in the o/s of the scuttle to accommodate the driver's right foot, this one hadn't, although this is apparent in photographs of the car Segrave drove in the Grand Prix. It has been said that at first r.h. gear levers were used, later altered to central gear levers, in spite of this being a further restriction on space in the cramped cockpits of these narrow cars. If my assumption is correct, we can list the cars thus:—

DA 6436 — Chassagne
DA 6466 — Guinness
DA 6467 — Segrave
DA 6468 — spare car (?)

However, it might be assumed that the first car would be the team-hack, especially as we have pictures of it being used by Segrave (in the IoM) and by Guinness (at Strasbourg) for practice. If this were so, we have to rewrite the table thus: DA 6466 — Chassagne, DA 6467 — Guinness, DA 6468 — Segrave, DA 6436 — spare car (?). I have put a "?" after spare car because some authorities only refer to three cars having been built.

Now there is some photographic evidence that the second assumption may be correct. Three cars were obviously lined-up for the cameras, not long before the race, because whereas two are relatively dirty, Segrave's is clean and shining; indeed, one historian has pointed out that this was because he had sent the body into Germany to have it repainted. Most exasperatingly, two of the Sunbeams carry no number plates, but Guinness' does — DA 6467. If we reckon there were four cars and that DA 6436 was the practice-hack, if Guinness is in his correct car, which is almost certain, wouldn't Chassagne have had DA 6466 and Segrave DA 6468? (I can think of no likely reason why only Guinness' Sunbeam still bears its Reg. No. plate in this picture, and am open to suggestions . . .). Much of the foregoing is borne out by a letter I have just received from Paris:—

Sir,

I was greatly interested in your excellent article in the current issue describing the 1922 Grand Prix Sunbeam, a splendid piece of restoration and a most desirable car in every way.

There is little, if any doubt, that Ernest Henry did, in fact, design this Sunbeam for Segrave; in his famous book "The Lure of Speed", he states on page 114 that the cars were designed by Henry and he should have known, being No. 3 in the team that year for the Grand Prix. Furthermore, Robert Laly, whom I knew well, and who was Jean Chassagne's mechanic, confirmed to me as recently as the summer of 1972 (he died in December of that year) that these cars were the work of Henry and that he and Chassagne came over from France to carry out tests and trials, at Brooklands, on the first car and to get it, and the two others into raceworthy condition for the Grand Prix.

In the early "seventies" Henry's grandson paid a visit to Britain and spent some time with that great Sunbeam enthusiast, and expert, Anthony Heal. I understand that he brought with him a quantity of photographs of cars designed by his grandfather, including several of Chassagne and Laly at Brooklands with the 1922 Grand Prix Sunbeam. Laly's comments about the car were that it was no match for the Fiats at Strasbourg being 7 to 8 miles an hour slower, but faster than the Rolland Pilains, Ballots and Bugattis.

I don't think that Henry was ever employed by STD group. I am inclined to the view that he was commissioned by Coatalen to design a car for the Grand Prix, for an agreed fee, and that the cars when built were prepared and put through their paces by Chassagne and Laly under the supervision of Captain J. S. Irving the chief engineer of the Sunbeam Racing Department. Chassagne, incidentally, was an absolute expert in the preparation of racing cars and had been in the Sunbeam team at Lyon in 1914 and was to be No. 1 driver at Strasbourg in 1922.

During the Easter holidays of 1926 my brother and I used to go round to visit the Sunbeam

Showrooms in London, at the corner of Princes Street and Hanover Square, to feast our eyes on one of these cars which was for sale and which I think eventually became the property of J. S. Spencer, who won a race at the BARC Easter Meeting that year, averaging 91.8 m.p.h.

Some four years later, in May and June 1930, Alastair Miller had another of these cars for sale and I am almost certain that this was the one raced by Eggar in 1930 and 1931. That they were tractable and made good road cars is borne out by a letter that appeared in *The Autocar* the same year from the Hon. Jock Leith who used his for touring whilst employed near Fort William in north-west Scotland.

In recent years many claims have been made that such-and-such a car was driven by so-and-so but at this stage in time I think it is virtually impossible to say who drove what car with any degree of certainty, except in a very few instances for engines, chassis, etc. were changed around as and when it suited the racing department concerned to do so. Let it be borne in mind, also, that firms involved in racing when building a team of, say, three cars, would probably produce at least six or more of all the essential parts, and one might well come across chassis No. 2 with engine No. 5 and back axle No. 4 and only those employed in the racing department concerned, or the actual records kept there, could state with any authority the history of each particular car and any modifications, or changes made to it.

Paris T. A. S. O. MATHIESON

I would like to think that we now have solved this particular conundrum. Alas for tidy thinking, the car numbers (as distinct from Reg. Nos.) do not tally; I feel inclined to find a way out by suggesting, as I did before, that the Reg. Nos. must have been changed about. There is also that Segrave plaque on the dash of Lake's car, which says it is car No. 1, and it bears Reg. No. DA 6436. On the other hand, Guy Griffiths tells me that the car he had and which he raced was stopped one day by Lady Segrave when he was driving it through Kingston-on-Thames — she was in an American coupé which Guy thinks was a fixed-head De Soto — because she recognised it as the Sunbeam driven by her late husband. Now you may think that the lady would have recognised it as the *type* of car, but not the *actual* car raced by De Hane, were it not that she was able to give Guy several items that pointed to this being Segrave's actual car, the most significant being that when the bodies were removed from all the team-cars (obviously at Strasbourg, while the mechanics were altering the axle-ratios, which is when the fastidious De Hane had been able to have the one from his car repainted) Segrave had got his mechanic to stamp his initials "H.O.D.S." on the chassis frame where the driver's seat fitted, to ensure that he got the same car in the race as he had practised in. Fascinated, Guy looked at his car, and there were those initials, roughly marked with a centre-punch. The Reg. No. of Griffiths' Sunbeam — DA 6486. Of course, the mark could have been copied by others. But as presumably only Lady Segrave and Moriceau knew of them, this is unlikely.

The ownership sequences which Bill Lake and Paul Grist tried to work out thus require some revision. Griffiths bought his car from the Hon. Jock Leith, who had just acquired a Type 35 Bugatti from Symes of Byfleet, as well as using the ex-Zborowski two-seater Boulogne Hispano Suiza as an exciting road car. Guy sold his Sunbeam to Ken Burness. He is certain that it went later to

Grosscurth and then to Mrs. Cooney, when it was re-registered EVB 998.

Cameron Millar has car No. 3, engine No. 3 which he has always believed to have been the Chassagne car. It is the one Tegryd Jones used on the road, and was bought from Breen, re-registered CHX 882. The Allen car was no. 2, engine no. 2, the other Terry Breen Sunbeam, and it will be remembered that Philip Mann had DA 6468 on the Sunbeam he raced in VSCC events. If anyone can sort that out, I shall be interested! Without wishing to be dogmatic or offend anyone, I append a possible solution but it has many omissions.

Car No. 1 (DA 6436)

Segrave's GP practice car and at Brooklands? Believed to have caught fire. Now in Australia (see *MOTOR SPORT* January, 1938, page 25) with incorrect engine?

Car No. 2 (DA 6466)

Chassagne in GP?, Terry Breen, Allen Bros., Philip Mann (DA 6468), M. D. Geer.

Car No. 3 (DA 6467)

Guinness in GP?, Terry Breen, Tegryd Jones (CHX 882), Cameron Millar.

Car No. 4 (DA 6468)

Segrave in GP?, The Hon. Jock Leith, Guy Griffiths, Ken Burgess, Major Johnson, Mr. and Mrs. Cooney (EVB 998), Roger Hancox, Colin Crabbe, Paul Grist (DA 6436), Bill Lake. N.B. I know that Cameron Millar thinks his is the Chassagne car but I do not think he is dogmatic about this. It is tempting to think of Leith having bought car No. 1, as we know this caught fire at Strasbourg and there was evidence of a fire when Leith bought his Sunbeam. However, any racing car can catch fire, so this is not conclusive. Last month's correspondence says it was No. 4 car. However, if the last registered of the team was thought of as the spare one, this could fit the actual Segrave race car.

Reverting to which driver drove which Sunbeam in the Grand Prix, this is a problem that may never be solved. Manufacturers used to allocate numbers to their team-cars, particularly in pre-1914 times, and put their top driver in car No. 1. Thus in the 1906 French GP Szisz was in Renault No. 1, Edmond in Renault No. 2, Richez in Renault No. 3. In the 1912 GP Jules Goux was in Peugeot No. 1, Georges Boillot in Peugeot No. 2, but in 1913, after Boillot had won the previous year's race, he had Peugeot No. 1, Goux Peugeot No. 2, Delpierre being in Peugeot No. 3. Mercedes gave Mercedes No. 1 to Poege in the 1908 Grand Prix, Salzer being in Mercedes No. 2, Lautenschlager in Mercedes No. 3. But after the last-named had won this race, for 1914, the next Mercedes appearance, Lautenschlager was in car No. 2, Director Seiler getting No. 1, Salzer No. 3, Frenchman Wagner No. 4 and the Belgian agent Pilette No. 5. That year, in the Peugeot team, Boillot retained No. 1, Goux was in car No. 2. At least it was possible then to say who was regarded as the No. 1 team driver! It seems that Coatalen followed this form, if you study the following list, showing how his drivers were graded in pre-1914 races, based to some extent on results obtained (in brackets) but also on nationality and place of race, perhaps:—

1912 GP		
Car No.	Driver	
1.	Rigal	(5th)
2.	Callois	(R)
3.	Resta	(4th)
4.	Medinger	(9th)

1913 GP

Car No.	Drivers	
1.	Callois	(R)
2.	Resta	(6th)
3.	Chassagne	(3rd)
4.	Guinness	(R)

1914 GP

Car No.	Driver	
1.	Chassagne	(R)
2.	Resta	(5th)
3.	Guinness	(R)

1914 TT

Car No.	Driver	
1.	Guinness	(1st)
2.	Resta	(R)
3.	Guinness, A.	(R)

It should be mentioned that race numbering did not denote the status of team-drivers, as starting orders were drawn by ballot, although prior to 1912 teams had been grouped together for this purpose. However, in that 1922 French Grand Prix at Strasbourg the Sunbeam drivers were listed in the order Chassagne, Guinness, Segrave, although their cars were numbered 9, 16 and 21, respectively. So, as a final thought, if the prototype car was No. 1, Chassagne would have had No. 2 (DA 6466?), Guinness No. 3 (DA 6467 — as in the line-up picture!) and Segrave No. 4 (DA 6468). The Reg. Nos. tie-in with those on Geer's Sunbeam and on the ex-Griffiths' car, but not with that on Lake's, if his is the Sunbeam Segrave used in the Grand Prix. Anyone care to come in? — W.B.

Just after the article was finished the following letter arrived from Mr. Lake, who owns the 1922 GP Sunbeam registered DA 6436:—

Sir,

I am sorry that Mr. Geer, in his July letter, takes exception to the common belief that my car was Segrave's. He is, of course, quite right in saying that it does not matter too much as it is the pleasure of ownership that is important. However, all the evidence does seem to point to mine being Segrave's car and to help sort it out, here is the strength of it.

Although the photo reproduction in *MOTOR SPORT* was not totally clear, the original is and the car being unloaded at Douglas carried DA6436. This is an earlier number than the other three, so it is likely to have been on chassis No. 1. This is also probable as, being the first car built, it would be the one most likely to be taken to the Isle of Man.

It is accepted, I believe, that because of his height, Segrave had his car modified, with the seating moved back and a centre gear change fitted. So it seems unlikely that he would practise in any car other than his own.

There is also a photograph in the July 14th issue of *The Autocar* for 1922 showing Segrave in his car after practice in Strasbourg and the Registration Number is visible on the tail. It ends in 6 and has what is almost certainly a 3 before it. It is not clear, however, although it certainly does not look like a 6 which is the only other possible figure if Mr. Geer is right.

Turning to the car as it is now, Paul Grist bought it carrying EJB 998, with the log book showing chassis No. 4. (Hence Leith's understanding that his car was No. 4.) However during the rebuild, when the paint was removed, both front dumb iron tips were seen to be stamped "No. 1.22". I think I am right in saying

that the factory stamped all the GP cars in this way, the last two figures representing the year.

I don't see that this can be argued with, and it would be very interesting if other owners scraped enough paint off to see their own numbers.

Other parts of the car are mixed up with those from other chassis, as so often happens with racing cars. The front axle is stamped No. 2 and the gearbox No. 3, I think. The engine has a seemingly original brass or bronze plate on the offside engine bearer saying "Engine No. 1", but on the nearside is stamped "No. 2", with a line through it, "No. 4" next to it, also crossed out, and "No. 1", so make of that what you will!

The aluminium plates on dash and bulkhead were made and fitted during the rebuild. It was also then that the car was re-issued with DA 6436.

The MOTOR SPORT article was misleading about the petrol tank, because it had not been moved back in the frame as stated but simply reduced in size, where it protrudes in front of the filler to enable the seating area of the body to be further in the rear. The tank is original as far as is known, and certainly very old. There is also the matter of the bisected bulkhead mentioned in the article and in Segrave's book.

From all of this I think everyone must agree that the car is No. 1 and that the Registration Number is correct. I am also personally satisfied that No. 1 was Segrave's car but will look forward to learning of any other evidence, in support or to the contrary.

Whilst writing, could I correct a small fault in the article that was entirely my fault? Archer helped in the engine-rebuild with the supply of some parts, mainly pistons I think, but the rebuild itself was carried out by Paul Grist and his merry men.

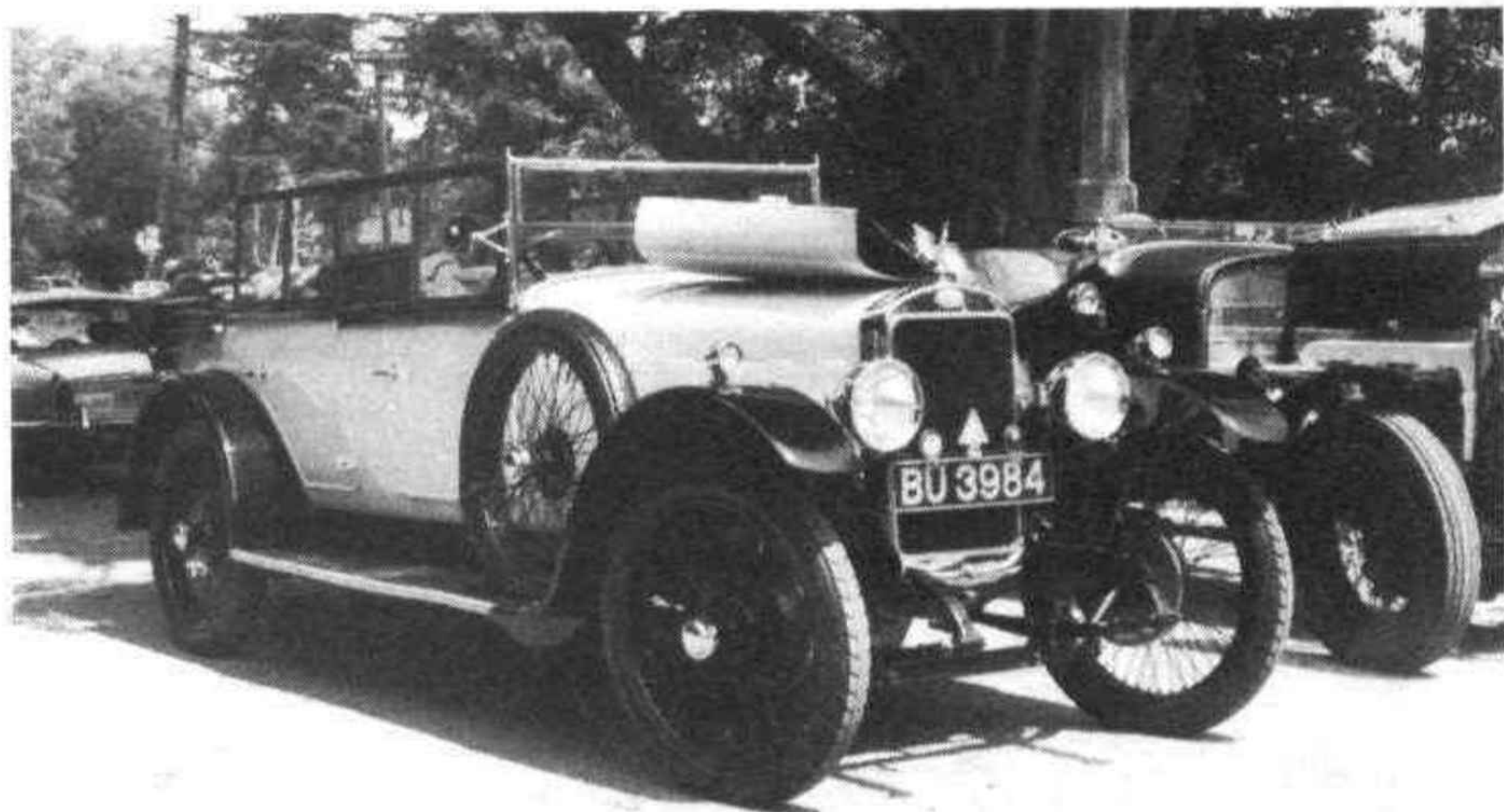
East Grinstead BILL LAKE
[As a barrister says to M'Lud when he would like to continue but can see that it might confuse the issue, I rest my case. — Ed.]

Sunbeams (and Talbots) at Wolverhampton

(July 1st)

IT MUST have been back in the 1950s, when my wife was running the STD Register, that I conveyed the idea of taking members' Coatalen Sunbeams back to their birthplace in that Midlands town. We did this annually for many years, with excellent relationships with the then-Chief Constable and the Wolverhampton constabulary, even to the extent of John Rowe of Rootes being allowed to run the 1924 2-litre GP Sunbeam "The Cub" on the public roads in stripped-for-racing trim. The event has continued since without a break, I believe, but I had not attended it since 1976. So it was nice to go again this year, with my 1922 8 h.p. Talbot-Darracq which, in the interim, has been made rather more presentable than before.

Not having driven the little car for many years, I had to learn all over again. But after we had realised that coil ignition was not responding to a tired battery and had been loaned another by the Midland Motor Museum, and I had rediscovered that by pulling out a sort of tuning-fork protruding from the dash, I could make the belt-driven dynamo charge, we got along very well. Indeed, the wheels never stopped between Bridgnorth and Wolverhampton in what is thought to be the first production Talbot-Darracq of this kind, and the only example remaining. It was soon parked in the familiar terrain of the Castlecroft Hotel, long the headquarters of this rally, where cricketers perform their art on the



Jack Kay's 1925 Sunbeam, one of the 14/40s at the STD gathering, returned to its birthplace from Lancashire.

greensward, a fitting backcloth to vintage motor cars.

In spite of petrol problems and the high cost of pleasure motoring, a fine display of STD products had assembled, for the enjoyment of a happily large number of old employees from "The Sunbeam" (factory), led by 96-year-old Mr. Mitchell of the Racing Department, and others. Oldest vehicle present was Charles Lynam's 2¾ h.p. de Dion-engined 1901 Sunbeam Mabley. He had driven this strange device from Leicestershire and was awarded the splendid Rootes Trophy for winning the Age/Distance competition. Runner-up was Hugh Harrison's 1924 14/40 Sunbeam tourer, all the way from Yelverton in Devon, but losing on age marks. However, it was very immaculate, and won the D'Arcy Clarke Trophy for best under-bonnet condition, which I was asked to judge with Max Hill, who had come in his O.M. The runner-up here was John Kaye's 1925 14/40 Sunbeam tourer, close-run by Bruce Dowell's huge 1928 Sunbeam long-25 fabric sports-tourer, its engine with single Zenith hanging from a great stretch of exposed inlet manifold very impressive indeed, as was the fully-stocked dashboard, but it was all a little over-brassed for the judges. Bruce had just met the person who put the special body on the car; he bought the chassis for £5 and sold the completed Sunbeam for £25 in order to buy a bag of golf clubs. Someone remarked that if the fuel shortage worsens, other old cars may be exchanged again for golf clubs and the like . . .

Which reminds me that one Talbot 65, a bogus open-bodied 1934 car, was advertising itself for sale at over £5,000. The only Twin-cam 3-litre present was Frank Selwyn's sports three-seater, those seats brass-edged. There were the expected dignified closed Sunbeams, like organiser Jeremy

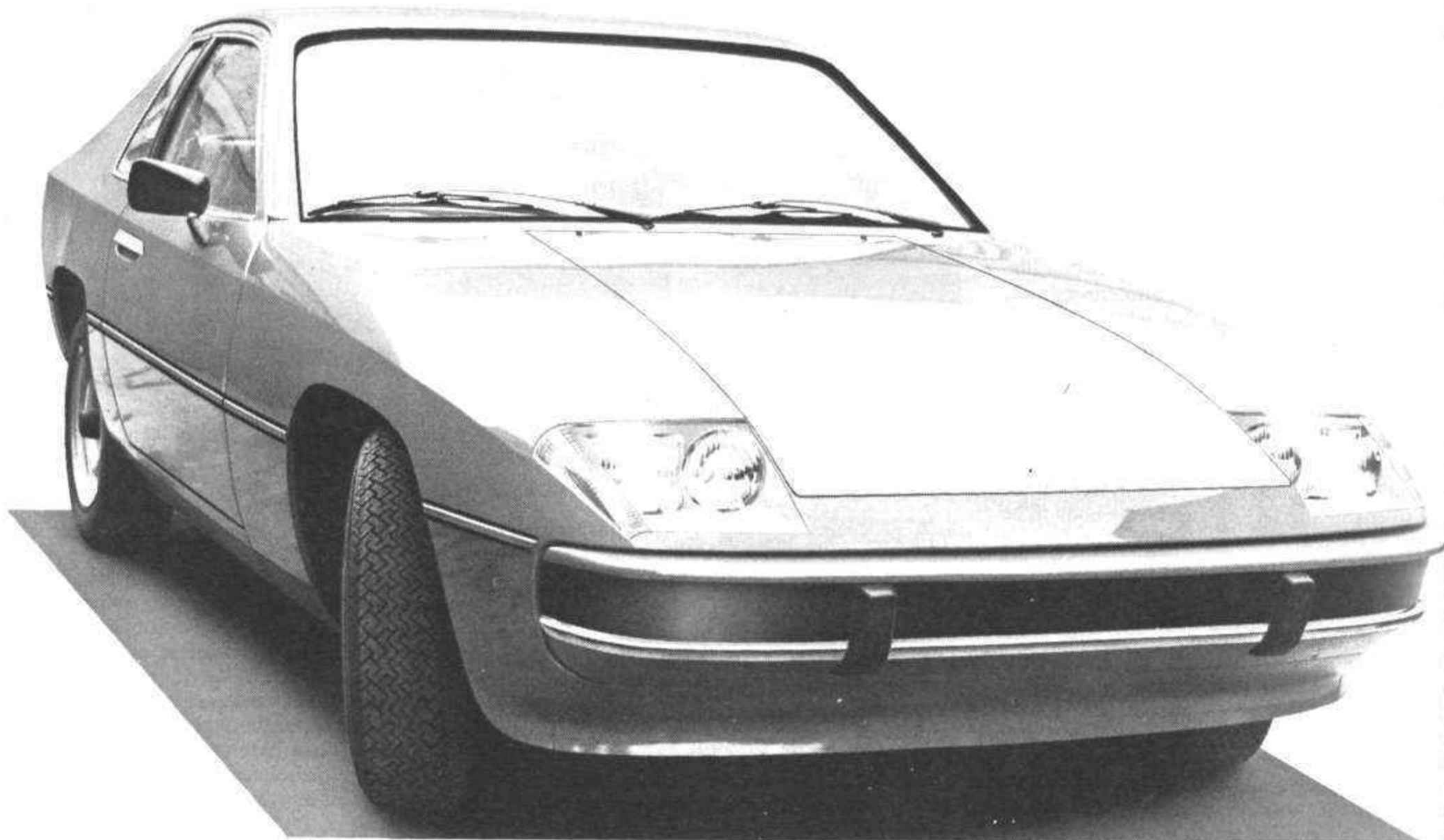


The editorial 1922 8 h.p. Talbot-Darracq made another journey to Wolverhampton.

Grammer's very original blue 1928 Sixteen saloon, rescued from a field, Don Abbey's sombre but very clean 1930 20.9 h.p. Sunbeam, Dr. Phelps' 1931 18.2 h.p. Sportsman's Coupé, a car used by its owner for business and possessing hydraulic brakes (and I recall how very good these 1931 Sunbeam anchors are), Ben Yates' 1928 Mulliner-bodied 20.9 saloon with a slight vee screen, and W. E. Barrot's recently-restored 1930 16.9 h.p. two-tone fixed-head coupé with dummy hood-irons.

Second oldest Sunbeam to attend was Mrs. Mary Foster's 1912 12/16 tourer, found in a farm shed in 1959 after working there during World War Two, with L-head engine having exposed valve stems. Very imposing was John Logue's 1927 long-25 sports-tourer Sunbeam, another with a World War Two history, in which it was used, after its landaulette body had been removed, as a CD staff-car and later as an ambulance. It was bought for £100 ten years ago and rebodied by Dudley & Heath a few years later. It was displaying photographs of racing Sunbeams encountered on a visit to New Zealand but I didn't see one of the 1922 GP car alleged to be out there . . . Of the supporting Roesch Talbots, most of them were smart saloons but A. C. Hull had brought a 1935 model Darracq-bodied on a Sports-105 type BA chassis, and Peter Moores had three cars present, his ex-Esplen Brooklands 1930 open Talbot 90, his very rare 1923 12/30 six-cylinder Talbot two-seater, and his well-known 1921 24 h.p. Sunbeam landaulette which had recently officiated at a wedding. In all, there were some 30 cars present, which, after lunch, set off to visit what is left of the old Sunbeam factory in Villiers Street. Unfortunately the expected Police escort this year failed to materialise and consequently the delays at junctions and traffic lights to the convoy were such that we decided to turn back when the Talbot-Darracq began a fit of the stalls and didn't want to recommence on the handle, a matter of carburation adjustment to obtain some slow-running. It seemed more prudent under these circumstances to get the Rover 3500 out and go in search of canned-gasoline. In consequence we missed seeing the Mabley break its driving-belt outside the Sunbeam works — it apparently has an absolute life of some 100 miles. But it was quickly repaired. Back at the Castlecroft, the prizes as aforelisted were presented by the President Mrs. Winifred Boddy,

continued on page 1133



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WILL THE TURBINE-CAR EVER SURFACE?

The Editor Recalls Some Attempts to Get Rid of the Reciprocating Engine

WITH the Turbo-cars very much in the news and the hum of gas-turbines in aeroplanes a familiar daily sound, it seems odd that all attempts to market a pure turbine-car have so far come to naught, although Chrysler listed one for a while. The Wankel rotary engine is to be found under the bonnet of a 1979 Mazda which you can purchase as it once was in NSU models, and, as I have just observed, exhaust-driven turbines to drive superchargers of piston-engines are becoming increasingly the in-thing. But in spite of much highly commendable experimental, and some development, work, the true turbine has only once, to my knowledge, been installed in a car available on the open market (the Chrysler). That has not been for want of trying, as I hope to show.

During the last war Germany investigated the possibilities of using gas-turbines instead of piston-engines in her heavy tanks and special military vehicles. The ability of the gas-turbine to consume low-quality fuels in a unit giving a power/weight advantage must have seemed attractive. Especially as there were some additional benefits, like a simple installation, saving time and cost in its manufacture, easy to maintain and dispensing with a complicated transmission system. If the economy-objective heat-exchanger was not used, the gas-turbine could be expected to be less vulnerable than a piston-engine and much easier to install and remove. Alas, dust was the enemy of the turbine in military usage, for the turbine draws in some ten times the weight of air that is required by a piston power unit, causing rapid wear factors.

It seems that German authorities, looking for a 1,000 h.p. unit, tried five different schemes. There was also a private-venture 320 h.p. turbine intended for vehicle installation. The end of the war came too soon to exploit any of these, but a BMW combustion chamber was made for one of them. So it was in Britain, and at the Rover Company of Solihull, that the next advances were



The first Rover turbine car, which covered the two-way kilometre at 151.965 m.p.h. and the two-way mile at 151.196 m.p.h., World's Records.

made. Rover's had been entrusted with developing the pioneer Whittle jet-propulsion units and they later made aircraft turbines until Rolls-Royce took over, because Rover's were required to manufacture tank engines. They had



A Rover turbine in situ, above. One of the most interesting Rover turbine projects was the T3, below.



already produced a straight-through combustion system superior to the former reverse-flow pattern, in conjunction with Joseph Lucas Ltd. After peace had again broken out, Rover's got down to a vehicle gas-turbine unit. It was intended for the production Rover 75 chassis, to replace its six-cylinder piston-engine. The turbine measured 34" x 20" x 18", weighed 475 lb. (a saving of some 300 lb. over the complete piston-engine and gearbox), this weight including the turbine's built-in 20:1 reduction-gear. This two-shaft turbine ran at 55,000 r.p.m., later reduced, and it developed about 100 b.h.p. This was a significant break through, especially as Rover's were sufficiently confident to submit their first gas-turbine car — JET 1 — to an RAC officially-observed test. This took place at MIRA on March 8th, 1950. The test was not concerned with speed, as such, but in the course of it the turbine Rover attained more than 85 m.p.h. at a compressor-turbine speed of 35,000 r.p.m. and it accelerated from 0-60 m.p.h. in 14 seconds, smoothly and with no objectionable noise or other factors, although there was no silencer. The turbine "lit-up" at 10,000 r.p.m., and to attain idling speed took 13.2 seconds, the Rover moving off in a total of 16.6 seconds. The day after this convincing baptism the car was driven at speed on Silverstone circuit — it was a most enthralling open two-seater version of "Cyclops"-Rover 75, with two aeroscreens and decked quarters under which cover lived the mysterious turbine. Someone should make an external replica of it!

To Rover's eternal credit, development work was continued and just over two years later the same car with the same standard chassis except for newly-adopted Girling disc brakes, was taken out to the Jabbeke motor race in Belgium to establish the very first gas-turbine class records. A new single-chamber turbine running up to 39,500 r.p.m. compressor speed and developing 230 b.h.p. on the test bench, had been installed. The final drive ratio was 17.745 to 1, in conjunction with 4.875 reduction gearing and a 3.64 to 1 back-axle ratio. The driver held the compressor speed to 37,500 r.p.m. and covered the two-way kilometre at a mean speed of 140.433 m.p.h. and

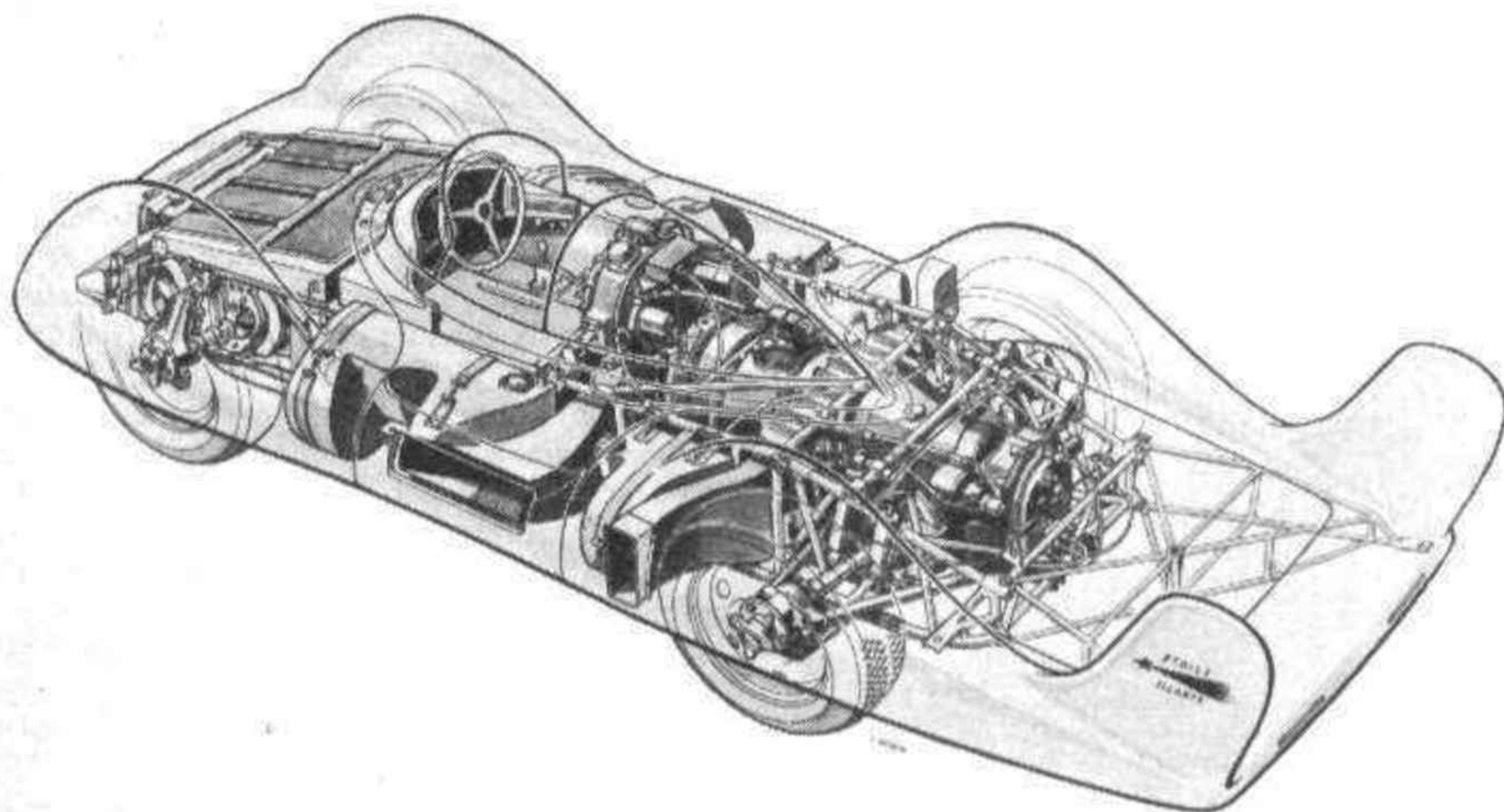
the two-way mile at a mean speed of 137.403 m.p.h. These were officially-observed World's records. Next day, realising that the Rover T8 turbine was giving ample power, the car's axle-ratio was raised to 3.275 to 1 and the aforesaid speeds were increased to an official 151.965 m.p.h. and to 151.196 m.p.h. respectively. Impressive!

If we gloss over gas-turbines developed about this time for commercial-vehicle installation, such as the Barr, White and Leach Contrax, and the first successful lorry of this type, the American 10-ton articulated Kenworth powered by a Boeing 502 gas-turbine, which was followed by a prototype French Laffly turbine-powered 10-tonner, these actual lorries appearing in 1950 and in 1951, respectively, we can pass to further gas-turbine car experiments and demonstrations.

Here I must digress backwards in order to commend the initiative of the British Automobile Racing Club, which in September 1946 had offered an award of not less than £1,000 for the first car with a non-reciprocating prime mover (of other than steam, electricity or direct-air propulsion) to win a 30-mile race at Goodwood at not less than 60 m.p.h. Joseph Lowrey, ever ingenious, had hoped to borrow and enter the



Austin's Sheerline Turbine, TUR 1, of 1955.



A cut-away drawing of Etoile Filante, the experimental Renault turbine car of 1956.

Rover turbine record-car but this never happened and apparently no race would have been held for just a lone runner, anyway. (I should not have reminded you of this, perhaps, because all I have to do is to borrow a Mazda RX-7, persuade a few NSU Ro80 owners to join in, and I might have £1,000 in my pocket — except that Goodwood as a race-course is now closed. . . .)

The next gas-turbine car to appear seems to have been a Gregoire-Hotchkiss exhibited at the 1952 Paris Salon, powered by a 100 h.p. SOCEMA triple-combustion-chamber unit fed by a centrifugal compressor. This drove via a 5:1 reduction gear and a propeller shaft to a disc clutch, Cotal electro-magnetic gearbox and a Telma electro-magnetic brake, all behind the driving seat, in an assembly on the de Dion back axle.

By this time General Motors, Ford and Austin had shown interest. A Chrysler experimental project with a 370 h.p. turbine appeared in 1954, its kerosene-burning single-stage unit having a nozzle temperature of 815 deg. C and running modestly at around 13,000 r.p.m. and lighting-up at only 3,000 r.p.m., to idle at 8,000 r.p.m. The

drive was to a de Dion back axle via a two-speed-and-reverse gearbox. This cigar-shaped job was run at the GM proving ground. Chrysler used a heat-exchanger and claimed a fuel consumption the equal of a piston-engine, and an ability to run on anything from gasolene to heavy oil. Their 32" x 33" x 28" single-stage power turbine was in series with the compressor turbine, drove through a 2:1 gear, and saved 200 lb. when installed in a Chrysler Belvedere sports coupé, for which a reverse gear was added. I remember driving one of these turbine Chryslers on Surrey roads. Also in 1954, the Austin Motor Company put a 125 h.p. turbine with heat-exchanger into a Sheerline saloon, for experimental evaluation. It used a three-stage turbine driving a two-stage compressor, then a separate power turbine. That year Fiat, not to be outdone, had shown a rather

Etoile Filante's driver (can anybody identify him?) after raising the World's gas turbine record to 191.2 m.p.h. at Bonneville.



luridly styled and lined turbine coupé at the Turin Show. It had a rear-mounted two-stage compressor/two-stage turbine set up, producing some 200 b.h.p. at a compressor speed of 22,000 r.p.m. No gears were used apart from the down-step, so there was two-pedal control. The chassis had a de Dion back axle, a tubular frame, all-round independent suspension and was given a tunnel-tested body with tail fins. As there was no heat-exchanger fuel consumption was double that of a piston-engined car. The air intake was in the nose, the exhaust duct in the rear, pointed upwards as on the Rover. Turbine nozzle temperature was some 800 deg. C. This sleek Fiat was demonstrated at Turin Airport before the Show doing 135 m.p.h.

In 1955 — Jubilee Year — Austin demonstrated their Sheerline Turbine, TUR 1, before a large assembly of employees and guests on a disused airfield, of which our picture is a reminder, although it was still a closely-guarded secret, and Rover showed their civilised T3 turbine coupé at the Earls Court Show. In 1956 Renault entered the turbine arena. With a very well-streamlined, all-enveloping racing single-seater *Etoile Filante*, powered by a Turbomeca, built largely of duralumin and magnesium alloys and weighing 950 kg., this was really an experimental vehicle. I saw it do some demonstration laps at a Continental circuit before a Grand Prix and at the Bonneville Salt Flats it took the World's gas-turbine record to 191.2 m.p.h. It is now in the Renault Museum in Paris.

The greatest breakthrough to date came in the years 1963 and 1964, at Le Mans, when the gas-turbine Rover-BRM ran in this classic race. As a formula to equate its power unit with a piston-engine could be agreed, it ran first as a demonstration, driven by Ginther and Graham Hill, who coped nobly with the new techniques demanded and not only averaged 93.2 m.p.h. for the 24 hours, but finished in 7th place, tying with an AC Cobra. In 1964 the Rover-BRM wasn't sufficiently ready to give another such convincing demonstration before race-goers, but in 1965 it fully vindicated the delay. Now equipped with a heat-exchanger to reduce its thirst for paraffin, the car was driven by Graham Hill and Jackie Stewart as a normal Le Mans competitor. It finished the race in 10th place, was 3rd in its class, having averaged 98.88m.p.h. It was managed by Wilkie Wilkinson and used fuel at the rate of 13.52 m.p.g. (176½ gallons of paraffin) for the 2,370.7 miles covered. It would have done even better, no doubt, had not the compressor developed trouble and the jet-pipe temperature overheated. As it was, this remarkable Rover-BRM did not need a tyre change, consumed only three pints of oil, and in ten pit-stops required only a change of back brake pads. If driving was no easy task, due primarily to turbine-lag when the throttle was closed, clearly no reliability problems remained.

Enough has been written to show that the gas-turbine car is no freak. So it is rather astonishing that it has yet to surface as a commercial proposition. The closest Mercedes-Benz, those talented engineers, have come to it publicly is with the Wankel-powered C-III. Although the Wankel rotary engine and the turbochargers have to some extent made the grade, the pure turbine has not. But that 1965 Le Mans performance by the Rover-BRM, aided by an American heat-exchanger (when, incidentally, the car was 9th in the Thermal Index contest and the first British car to finish the race) makes me proud to run a Solihull-engineered car.—W.B.



The greatest day for turbine cars: Graham Hill driving the Rover-BRM he shared with Ginther to 10th place in the 1965 Le Mans 24 Hour Race.

VEV — continued from page 1129

the Pride of Ownership Cup going to Ben Yates, with Frank Selwyn and Bill Barrot the runners-up. The new Walter Coombes Trophy, presented by John Coombes in memory of his father, who handled publicity for Sunbeams in the 1920s, was awarded to Roger Carter for his long and invaluable work for the Register. He had come up from Devon in his faithful 1934 Sunbeam Twenty tourer, and John Coombes had come from Glasgow to see the award presented and was returning that evening... To conclude an enjoyable rally, the Talbot-Darracq took me willingly the 75 miles home, with but one petrol-pause. — W.B.

V-E-V Miscellany — Brooklands has been used this year for driving-tests, not only by the VSCC but last month by the ACO. Incidentally, the June issue of the latter's magazine *Action* carried an article on the differential of the gearbox-in-back-axle AC models. To qualify the requirements for membership of the energetic Morris Register, full members are required to own Morris vehicles of a type manufactured up to 1940; this lets in the Series M10 and Series E8 cars that were made up to 1948. There is, we hear, a move afoot to include side-valve type MM Morris Minors, the MO Oxfords, and the very rare MS Morris Sixes, inasmuch as these were the last genuine Nuffield cars. The Register has an excellent journal, organises meetings, etc., and details are available from the Enrolment Secretary, Arthur Peeling, 28, Levita House, Chalton Street, London NW1. Following our reference in the June issue to the Avon Tyre Museum at Melksham, it is good to learn that it does include a picture of the 11-litre Wolseley Viper racing car, creation of Sir Alastair Miller, Bt., on which Kaye Don once tested Avon tyres. It is amusing to note that in 1927 Avon were asking for offers for the old racer, which was unsold, because I was offered it around 1931 by Miller himself, for £25, on sound tyres — alas, funds then did not permit me to buy it and garage it at Brooklands, so that it could be used for evening joy-rides round the Track, as other more affluent folk took their girls up in aeroplanes. Does anyone know the eventual fate of the old

car? A reader in Argyll reports that two pre-1914 cars have been salvaged from a derelict garage and asks for information relating to them. They are a Clement-Talbot number 5012, Reg. number CT 4K requiring engine and clutch parts, and a car carrying a tax disc for a 16 h.p. Rhodia, dated 1922. This has the radiator and bodywork missing. The carburetter is a Holley, the electrics are by Eisemann, and the four-cylinder power unit with unit gearbox has its cylinders in two blocks. Rumour suggests that it may have been a vehicle supplied from America to France for military use during the 1914-18 war. Letters can be forwarded.

On the Vauxhall front, a 1934 model BY Big Six that has been in almost constant use since new exists in Doncaster, work is being done in Western Australia on a T-type 20/60 Hurlingham, and what of the appearance in the VSCC Oulton Park parade of one of the now almost extinct sleeve-valve 25/70s, this one being A. T. Craven's S-series 1926 saloon? One of those clockwork P2 Alfa Romeo tin-plate racing car models turned up at a Christie's sale in June, its value estimated at £300 to £400 — we remember that when they were brand-new they sold here for 35/- (£1.75). The National Stationary Engine Rally at Beaulieu takes place over the week-end of August 4th/5th. Alastair Pugh's 1928 Frazer Nash Anzani was flown to America recently by British Caledonian's TexaCargo freight service, so that its owner could drive it the 380 miles from Bangor to Boston as part of America's fuel economy drive. It is not the only vehicle to take part in fuel economy drives, but probably the first vintage one — although how using petrol in this way helps economy is an unexplained mystery. The Frazer Nash was credited with doing 27 m.p.g., and inevitably the hand-out from the BCA office mentioned that it is now worth "in excess of £10,000". It was purchased in 1949 for £149. A reader tells us that part of the name Hampton can still be seen on the factory building in which these cars were once made, at Dudbridge, on the junction of B4066 and A46. A letter from Dyfed asks for information about a circa 1916 24/30 Wolseley, of which we have heard previously. It languished in a scrapyards near Cheltenham for many years, went to Romsey in the 1960s, and has now gone to

Continued on page 1137

RALLY REVIEW

The International Rally of Brazil

ALTHOUGH an immense amount of excitement and pleasure is generated by the established classic rallies of the world, the appearance of a new event is just as much of an attraction and it is with considerable anticipation, even curiosity, that people well accustomed to the near-institutional status of Acropolis, RAC, Safari and others go along to see for themselves a rally which is taking place for the first time.

So it was with the International Rally of Brazil in June. A vast country in which admirable rally roads exist in abundance, Brazil has hitherto held only small rallies in which mathematics and riddle-solving play big parts in finding a route and driving along it with almost total regularity, just as they did in the time-speed-distance rallies which was all the USA had before a group within the SCAA introduced special stages.

A few years ago several rally-minded enthusiasts from Portugal, including some who had driven in the former TAP Rally, went to live in Brazil where they soon discovered the nature of Brazilian rallies and determined to introduce events of a more competitive nature.

Under their influence, the Automobile Club of São Paulo, with the co-operation of the national club and government departments and the backing of various sponsors, produced a rally on the broad lines of a European event. Furthermore, after just one small trial exercise they applied for international status, got it, then jumped right in the deep end by putting the event up as a candidate for inclusion in the World Rally Championship.

In the meantime, wheels began turning within wheels as a certain amount of lobbying was done to produce favourable reactions from the FISA, and the astounding result was a declaration by that august body that the 1980 World Championship would have not twelve events as in 1979, but ten, six of them in Europe, one in North America, one in Africa, one in the Pacific area and one in South America. It seemed that even before the first international rally was held in Brazil the door had been opened to World Championship status for its second running, for there were no events in that continent which appeared to be more suitable, although another in the Argentine had applied to join the series in 1980.

It is a condition of acceptance in the World Championship that a rally shall have been held twice before and have been favourably inspected by one of the FISA's closed-shop panel. The announcement that a South American rally *will* be included in the 1980 championship seems to have been more than a little premature and certainly presumptuous.

The new organisers of a new rally are bound to make mistakes and there should always be a great deal of tolerance in the minds of those who judge it. When the Brazilian Rally is viewed as a new event, then it must get favourable reports, for it is as unfair to expect smooth expertise from novice rally organisers as it is to expect perfect landings from a glider pilot seated for the first time at the controls of a big jet.

However, the usual criteria did not apply in this case, for the Brazilian Rally was not just any event being run for the first time, it was a dress rehearsal for probable championship status in



Jochi Kleint pulled up to 9th place on the 24 hours of Ypres after a navigator's error sent him down to 26th place (Photograph by Hugh Bishop).

1980, and viewed in that light it can only be seen as nowhere near the standard of other events in the series.

It was most unfortunate that the Brazilian organisers chose to attempt a gallop before mastering the trot, for they would have found it far easier to have progressed slowly along the full course rather than to have sprinted along a short-cut. The ambition to get big too soon has been the downfall of many, outside rallying as well as within it, and we recall the disastrous consequences of the USA's Press on Regardless Rally getting World Championship status just a year or two too soon. Had they waited just a little longer, and gathered a little more experience, that event could well be still in the championship now.

Starting and finishing at São Paulo, and with night stops at Rio de Janeiro and Campos do Jordão, the three-day event ran only in the daytime for the organisers could not guarantee the absolute closure of special stage roads by night. As it was, non-competing cars strayed on to stages by day, but we heard of no accidents resulting.

Apart from the Portuguese driver Carlos Torres who shipped his Ford Escort RS2000 from Lisbon, the only non-Brazilian entries of any consequence were those of Fiat. Not only did they send two 131 Abarths for Markku Alén and Walter Röhrl, but they provided lady drivers for a team of Fiat 147s (the model number of the Brazilian made 127) fitted with engines running on ethyl alcohol fuel. Brazil already retails fuel with up to 20% alcohol content, and research has resulted in engines burning 100% alcohol obtained mainly from sugar cane. It was to further this research, and to publicise it, that these alcohol-fuelled 147s were driven in the rally by Marianne Hoepfner, Anna Cambiagli and Maurizia Baresi.

Fiat's involvement ran deeper than just putting entries into the event. Included in the list of sponsors were Oliofiat and Pirelli, and there was no doubt that the operation was part of Fiat's endeavours to prise from Volkswagen part of its lucrative Brazilian market. Both companies have factories in Brazil, but the German firm has a head start and one can find all manner of VW-based, rear-engined vehicles in Brazil, including a

mass-produced copy of a T-series MG, complete with fake radiator grille and octagonal badge.

That the two works Fiats won the rally goes without saying. Indeed, Alén and Röhrl said afterwards that they had no intentions of fighting with each other, and as it turned out they had no need to fight with anyone else either. In fact, both drove at no more than about 70% effort from start to finish.

When asked what they thought about the rally as a prospective World Championship qualifier, their co-drivers merely laughed. One of them felt that he should claim a fee from the organisers for instructing officials at various controls around the route. On this showing, it was certainly not up to World Championship standard.

Whilst we wish the Brazilian organisers every success with their rally in the future, we would advise them against seeking championship status as prematurely as in 1980. If the FISA does choose this rally to be one of next year's qualifiers, that will be irrefutable proof that the inspectorate system is either totally ineffective or based on attributes other than merit. — G.P.

24 Hours of Ypres

THE DAYS have long gone when British competitors used to travel in great numbers to foreign events, and nowadays there are very few who would even consider venturing outside these islands unless a generous sponsor is prepared to foot the bills. However, Belgian events have become immensely popular in the last few years and when the recent 24 Hours of Ypres took place in that country over 30 cars journeyed from Britain, many of their crews having realised that it was cheaper, for southerners at least, to tackle a rally just across the channel in Belgium than one in the North of England or Scotland.

Alas, their fortunes were not particularly high. Russell Brookes rolled his Escort and Tony Pond his Sunbeam, the latter when trying to recover from the penalty of clocking in eight minutes early after his co-driver had misread a figure on their time card.

The rally was won by French driver Bernard

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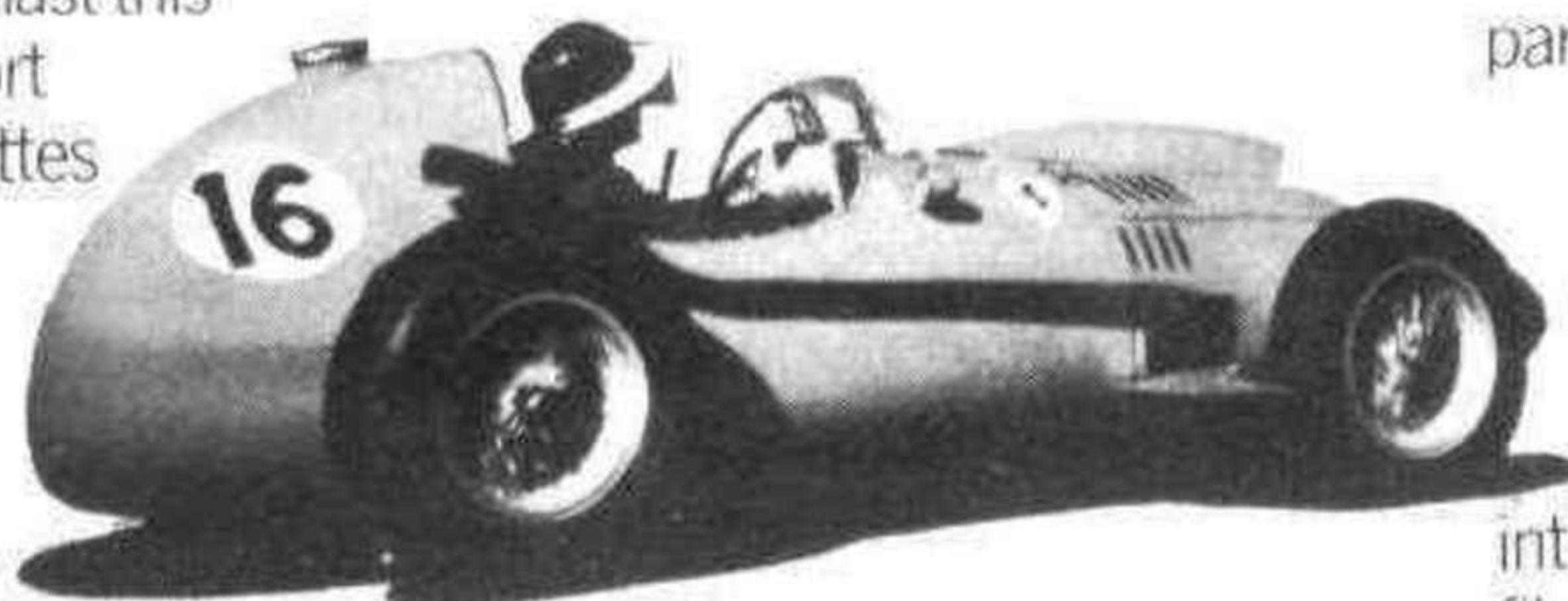
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24 Hours of Ypres		
1st	B. Beguin/J.-J. Lenne (Porsche Carrera)	5h. 46m. 27s.
2nd	H. Delbar/W. Lux (Porsche Carrera)	5h. 50m. 02s.
3rd	"Gustavson"/G. Van Oosten (Porsche Carrera)	5h. 57m. 59s.
4th	P. Snyers/D. Colebunders (Ford Escort RS1800)	6h. 00m. 34s.
5th	B. Nelson/R. Cole (Ford Escort RS1800)	6h. 05m. 02s.
6th	G. Colsoul/A. Lopez (Opel Kadett GT/E)	6h. 07m. 28s.
7th	"Eldis"/"Rossi" (Ford Escort RS1800)	6h. 08m. 46s.
8th	J.-M. Jacquemin/M. Destat (Chrysler Sunbeam)	6h. 12m. 47s.
9th	J. Kleint/G. Wanger (Opel Ascona)	6h. 14m. 23s.
10th	I. Snoeck/Bontridder (Opel Kadett GT/E)	6h. 16m. 51s.

Scottish Rally

DUE TO printing schedules we were unable last month to mention June's Scottish Rally, but since this fine event should not be allowed to pass unmentioned, we do so this month.

Admirably supported by a whole string of Europe's leading drivers and factory cars, the Scottish Rally began in Glasgow, remained just for the day in southerly parts of Scotland and then moved northwards to its traditional stamping ground within daily reach of the Spey Valley, where its base was at Aviemore.

The best entertainment, whether in racing or rallying, seems to come when the lead changes hands several times, and in this respect the Scottish Rally provided exceptionally good value. Rough roads invariably result in component failures, whilst the flinty, abrasive surfaces produced an abundant crop of punctures, mainly through sidewall failures as drivers were imprudent enough to put their cars sideways over the sharp stones.

Mikkola led from the start but put his Escort off the road for eleven minutes; the fine Finnish driver Henri Toivonen suffered electrical failure and was disqualified for having his car push-started on a stage in the wrong direction; Tony Pond looked every inch a winner in his Chrysler Sunbeam but sadly lost it all on the final day when his wiring loom burnt out; Blomqvist was troubled by punctures on his f.w.d. Saab Turbo, and even needed a replacement turbocharger after severe overheating; Waldegard put his Escort uncharacteristically off the road; Jean-Pierre Nicolas' Sunbeam engine blew up and Roger Clark's Fiesta, a car by no means in the same competitive class as the leaders', was delayed almost to his maximum by a blocked fuel line.

Leading British driver at the end was Malcolm Wilson who took second place in his Escort, ahead of Per Eklund's Triumph TR7, whilst fourth place went to German driver Jochi Kleint in his Opel Kadett. Kleint is one of the very few Central European drivers who can do well on special stages without practice and without pace notes, an ability no doubt due to his sojourn in South Africa a few years ago, when he drove regularly in the secret route events which are run in that country.

Scottish Rally		
1st	P. Airikkala/R. Virtanen (Chevette)	4h. 44m. 30s.
2nd	M. Wilson/T. Harryman (Escort RS)	4h. 50m. 02s.
3rd	P. Eklund/H. Sylvan (Triumph TR7 V8)	4h. 52m. 12s.
4th	J. Kleint/C. Wanger (Opel Kadett)	4h. 58m. 28s.
5th	A. Cowan/J. Syer (Escort RS)	5h. 02m. 43s.
6th	H. Mikkola/A. Hertz (Escort RS)	5h. 04m. 16s.
7th	S. Blomqvist/B. Cederberg (Saab 99 Turbo)	5h. 04m. 20s.
8th	E. Sanders/R. Ridden (Escort RS)	5h. 04m. 42s.
9th	T. Brise/B. Rainbow (Opel Kadett)	5h. 09m. 43s.
10th	R. Brookes/P. White (Escort RS)	5h. 11m. 15s.



Pregliasco's Autodelta Alfa Romeo GTV went well on Ypres until the engine seized (Photograph by Hugh Bishop).

A Bright Light

WE HAVE been trying a most useful hand lamp of quite extraordinary intensity, powered from a car battery via the cigarette lighter socket. The American-designed Nite Tracker II boasts 200,000 candlepower, the sealed-beam, 100-watt lamp in a 5 1/4 in. lens equating to the same power as an aircraft landing light. The concentrated narrow beam, capable of piercing smoke, rain, fog and snow has a range as far as the eye is likely to wish to pick up detail, but turns night into day for close-up work. Made from high impact polyethylene, the housing is shock-resistant, water-resistant, scratchproof and virtually non-corrosive. The pistol grip houses a lockable, trigger switch, said to be quick enough for Morse code, though we have had no call for this. A 7 ft. cord with cigarette lighter adaptor retracts into the handle; we felt this was too short, but found a suitable extension with socket and crocodile clips to work directly from the car battery. This extension had come with an electric tyre pump, but a similar crocodile clip 10 ft. extension, or a 15 ft. cord with cigarette lighter plug are available as extras with the Nite Tracker.

This powerful lamp offers multifarious uses — rally service crews should find it an ideal piece of equipment. It weighs 2 1/8 lb., is 10 1/4 in. long and costs £15.99 plus £1.00 P&P from Fossemal Ltd., Broadway Lane, South Cerney, Cirencester, Glos.

Tricycles

RELIANT Robins and occasional Morgans are not the only specimens of the tricycle breed to be found on our roads. At Easter we saw a front-drive Berkeley three-wheeler in Rhayader, and a lady perched on one of those Ariel tricycles, on her way into Hereford. — W.B.

Another Citroën Announced

LATEST version of the Citroën GS theme is the cumbersome-sounding GSX-3 with a 65 b.h.p. version of the 1.3-litre boxer engine.

Price in the UK will be £4,046 and the standard specification includes a sunroof, tinted glass and a rear spoiler.

Performance is said to incorporate extra flexibility and a 0-60 m.p.h. time of under 15 seconds.

Porsche win Commander's Cup

TWO PORSCHE 924s set two new British national speed records in class E (up to 2,000 c.c.) at Snetterton recently and won the Commander's Cup for the greatest distance covered at the Norfolk circuit in 24 hours.

The two 924s prepared and entered by Porsche dealers Gordon Lamb Ltd. and AFN Ltd. established, respectively, class records for 2,000 km. and 24 hours also beating the previous 24-hour British record for cars of unlimited capacity.

Gerry Marshall, Tony Lanfranchi, Roy Pierpoint and Chuck Nicholson set the 2,000 km. record at an average speed of 75.94 m.p.h. For AFN Ltd., Tony Dron, Andy Rouse and Win Percy completed 704 laps of the 2.7-mile circuit in 24 hours, averaging 77.31 m.p.h. for 1,855 miles.

Both cars in the run had to be standard production models on road tyres. The Porsche crews chose Pirelli P6 ultra-low profile tyres.

Fuel Crisis and Motoring Sport

THE RAC British Motor Sports Council reports that it is keeping a very close watch on the current energy situation in relation to all forms of motoring sport and is creating a small Specialist Committee to study what action should be taken for the future.

* * *

Those who like to drive out to see and perhaps travel on steam railways will find a pocket-sized directory of these lines useful. Such has been prepared by BP Oils with the help of the Association of Railway Preservation Societies. This "Guide to Steam Trains in the British Isles" lists 65 privately-run railways and steam centres. It is available free on receipt of a s.a.c. to ARPS, Sheringham Station, Norfolk NR26 8RA, mentioning MOTOR SPORT.

VEV—continued from page 1133

Wales. The engine appears to have been attacked with a sledgehammer and is virtually beyond recovery, so another Vickers-built 24/30 or a 30/40 or 50 h.p. Wolseley engine is sought, of the kind used in boats and military vehicles as well as in cars. Other parts needed to restore this Wolseley are the aluminium bulkhead, a Rudge wheel or centre (895 × 150), instruments, etc., and any information about the car's history would be appreciated. A gearbox case, steering column and a sound radiator have already been found for it, so the restorer sounds to be in earnest — W.B.

A Daimler Item

BRIAN SMITH, author of that definitive Daimler history and that great study of the Royal Daimlers, kindly sent me a photostat of a booklet called "Hints on Driving", which was issued by the Daimler Company Ltd. ("By Appointment") in, I would think, the middle of the vintage period. It was written obviously with Daimler publicity in mind, yet does not exactly mince matters about the difficulties a novice can encounter when faced with driving a car for the first time, or with very little experience.

The Daimler was a dignified motor-carriage, scorning any clue as to its make on certain models, deigning the fluted radiator sufficient identification, being a Royal car, and so on, but it was also a complicated car to service and to drive, which is probably why this booklet was issued. It came out before the great Daimler breakthrough of the fluid flywheel and self-change gearbox and was aimed at any ladies who might find themselves brave enough to get behind the steering wheel of one of these cars. It was published, indeed, just after "smooth, light single-plate clutches" had been adopted by Daimler. The gear lever was in the centre, "in order to facilitate entrance to the driver's seat from the off-side" (I wonder how many would-be lady drivers knew which was the o/s).

The writer made it quite clear that maintenance of Daimler cars was covered in a separate series of manuals. This one was simply about driving — "Owing to the ease with which they are steered and controlled, no less than to the perfect safety inherent in their quality of design and construction, Daimler cars are ideal for ladies to learn to drive." The writer was quite honest, however, about not churning the starter if lack of sparks or fuel was the cause of non-starting. The Daimler carburetter was made to sound superior to "a crude carburetter consisting of a petrol pipe in an induction pipe" (did the ladies understand?); indeed it was said "in a sense to possess an intelligence of its own" in anticipating, in compensating for too hasty prodding of the accelerator by the driver. Its primer and sliding-sleeve system was illustrated. There were ten stages in starting up a Daimler, commencing with getting the gear lever into neutral.

The detailed descriptions of how the strength of an accelerator spring had been determined by experience to give just the right degree of firmness, how the accelerator was connected to the lubrication system to enable more oil to be fed to the engine on hills (no mention of clouds of blue smoke aft), and how the Daimler carburetter had been designed "after years of experience" to respond to a driver's foot movements, are good publicity in themselves. The "economy lever" was explained (it was connected to the carburation water hot-spot and you could adjust the water-valve to suit the terrain). The ignition lever was apparently of less importance, its setting being "a matter for discretion" and for "the

pleasure resulting from using it properly". The "igniter" (shades of Dr. Lanchester) was illustrated.

Steering and the problems of keeping a Daimler out of the ditch got a chapter to itself, beginning: "... the car virtually steers itself, and is guided, like a horse, more by pressure than by movement". What I find of especial interest is the chapter devoted to gear-changing. Not only is double-declutching explained in very simple language but first, note first, the novice was encouraged to practise changing cogs without using the clutch, which I have always thought to be advanced driving. Do this, says the book, at 20 m.p.h. on a clear road, changing up and down every few yards for half-an-hour. The thought of timid lady drivers progressing thus, crunching sounds emerging through the haze of blue smoke, is a disturbing one... It is also interesting that when descending steep hills a driver was encouraged to engage a low gear and *switch off the ignition*. The more timid among the ladies may not have enjoyed being told to practise steering with one hand, in order to be able to use the other hand for operating the brake lever, or for signalling (presumably after all else failed). Incidentally, on a Daimler the foot brake, operating on the wheels, was the service brake. The link between the Daimler Company and Daimler Hire was emphasised by the quote about the latter's drivers "having a tradition not only that they must avoid accidents on their own account but that they must never let their cars be in a position where careless people can run into them". Break with tradition and get the sack, presumably! There was a plug

Vintage Postbag

"Those Chronic Straight-Eights"

Sir,

I must rise to John Oldham's comments on the straight-eight Lanchester. It is true that individual cars varied in the silence and sweetness of their engines. I remember the firm themselves telling me that their 1930 London demonstrator was one of the worst they had produced! While the one I owned from 1931-1939 (engine number 8074) was beautifully quiet, as well as marvellously smooth running. The one I have owned since 1941 was never, in my ownership, so quiet and smooth; but even now I am frequently unable to hear the engine on the tick-over.

The petrol consumption of the former car, weighing 45 cwt., was 12½ m.p.g., with 13½ on long runs. The present one 43 cwt. did not drop to 11½ m.p.g. until over 30 years old (with its present non-standard carburetter it does 12½).
Godmanston W. STUART BEST

Sir,

Your article "Those chronic straight-eights" was of considerable interest, particularly your opinion that the Lanchester was a "very fine straight-eight". This is confirmed by contemporary opinion, thus *The Motor* road test of January 7th, 1930 spoke of a "fast car of exceptional merit" a "really high grade vehicle (which) develops nearly 100 b.h.p. smoothly and entirely without vibration, the road performance is equal to that of many sports cars but is devoid of any of the disagreeable features usually associated with the highly efficient racing or sports machine".

Concerning refinement and silence, *The Motor*

for six-cylinder engines, which called for less frequent gear changing, and novices were warned not to drive too close behind other cars in case of running into them — "In some parts of America, where motoring is occasionally a procession, so crowded are the roads at certain hours, it is not uncommon for the brake mechanism to be connected to a signal-lamp at the back of the car..."

I am indebted to Brian Smith for this glimpse into the mind of the Daimler Company and historians may care to be reminded that in those days this illustrious Company had a London Wholesale Centre at Chapter Street House in the Vauxhall Bridge Road, and London Service and Repair Depots at Highgate Hill and The Hyde, Hendon. The telegraphic codes were "Unpassable, Holway" and "Daimladepo", that of Daimler Hire "Daimlerdom". — W.B.

The VSCC August Race Meeting

THE LAST VSCC race meeting of the year and the final round of the 1979 MOTOR SPORT Brooklands Memorial Trophy Contest will be held at the pleasant Cadwell Park circuit in Lincolnshire on August 26th, starting at 1.15 p.m. It is for pre-war cars only, which will be no loss, if previous years' standards of racing and entries are maintained. One of the short races will be for GN and Frazer Nash cars. The main events will be the 10-lap Pre-War Allcomers' scratch race, the Spero Trophy, and the 10-lap Williams Trophy race for two-seater GP cars which the Bugattisti hope to win from the Milanese supporters! — W.B.

continued "mention has already been made of the quietness in operation and general refinement of the whole chassis, so that there is no need for us to elaborate the point. Suffice to say that, mechanically the engine is extremely quiet throughout its whole range of speed, and the only indication when travelling at high speeds that the engine is pulling hard is a very slight induction roar. This however is not in any wise unpleasant, as it has a low pitched note. The mechanical silence will be realised when it is stated that as soon as the throttle is closed one has the impression that the engine has stopped running, despite the fact that the unit may be turning over at anything between 2,000 r.p.m. and 4,000 r.p.m." High speeds meant 80 m.p.h.

Whilst the custom of the period was to praise test vehicles wherever possible there appears little doubt as to the mechanical silence of the Lanchester engine. A brief study of the design shows how the silence was obtained: the o.c. drive consists of a vertical shaft terminating in a hardened steel parallel worm gear (thermal expansion thereby being accommodated very simply) driving a bronze wheel on the camshaft. The point of contact of these gears is liberally lubricated by a jet of oil whilst an oil bath provides lubrication on starting. The single camshaft runs in five generous bearings and is fitted with a harmonic damper to minimise torque reversal loads. The cams operate via rockers mounted on eccentric bushings thereby providing simple and easy adjustment of clearances. The entire assembly is enclosed in a cast aluminium cambox whose thickness would be sufficient to dampen any residual noise; its rigidity is such that no gasket is needed to effect sealing.

The point of this lengthy description is to place in context the comment made by Mr. John Oldham that the Lanchester was "far too noisy being overhead camshaft". Whether this opinion is Mr. Oldham's own or that of the apparent final

arbiter of engineering excellence, his Mother, is not clear. It is evident, however, that the opinion is not supported by facts. The two straight-eight Lanchester engines I have heard running are extremely silent.

Similarly the Lanchester in the opinion of "Mother" had a difficult gearbox. *The Motor* tester reported "At the same time the gearbox and clutch are as refined in operation as the rest of this notable chassis, the gears being particularly quiet and the clutch exceptionally smooth during both engagement and disengagement. As the free-member is light in weight — the Ferodo friction rings are incorporated in the flywheel and pressure plate — gear changing is simplicity itself, and does not call for the driver to be particularly careful in estimating the relative speeds of the meshing pinions. It is possible to change down from top to third at over 50 m.p.h. without making a sound, if one double-declutches and gets the relative speeds of the meshing pinions only approximately correct. The change from third to second is just as simple."

My own straight-eight Lanchester gearbox is just as simple to use.

Evidently Mrs. Oldham had distinctive views on motor vehicles. Whilst in no way disparaging her preference for the Hupmobile, the outstanding feature of this car was its Americanism; it was a simple side-valve machine with little pretension to excellence as exemplified by the higher quality European cars. This view of the Hupmobile 8 is shared by a good friend of mine who owns one. The fuel consumption of both cars is 12-15 m.p.g.

Perhaps the points above are not of wide interest but would the Editor care to settle the issue by testing a Lanchester straight-eight? Ten survive from the 125 produced.

Mr. Oldham's penultimate point referring to the demise of Lanchesters, is accurate as far as it goes, but the immediate cause of the company's failure was the bank calling in the overdraft of £50,000. It is interesting to note Mr. Oldham's more favourable view of the later 4.5-litre Daimler straight-eight, as this car had a cheapened push-rod version of Lanchester's earlier engine.

Camlingay

BEN YATES

Vintage Pedal Cars

Sir,

As a regular reader of *MOTOR SPORT* for about thirty years, I have noticed periodically references to Child's pedal cars. I enclose two photographs which I think may be of interest. The Lines Bros' Vauxhall was given to me for Christmas 1933. At that time this was one of the largest pedal-cars in the district. It had leather seats, a small Klaxon horn, and glass fold-flat windscreen. The end came about 1938, when a back wheel collapsed. The second photograph, also of myself, age four, was taken at Blackpool in 1932 (the car belonged to a photographer by the name of Charles Howel). Would this be a model of "Bluebird"?

[Yes. — Ed.]

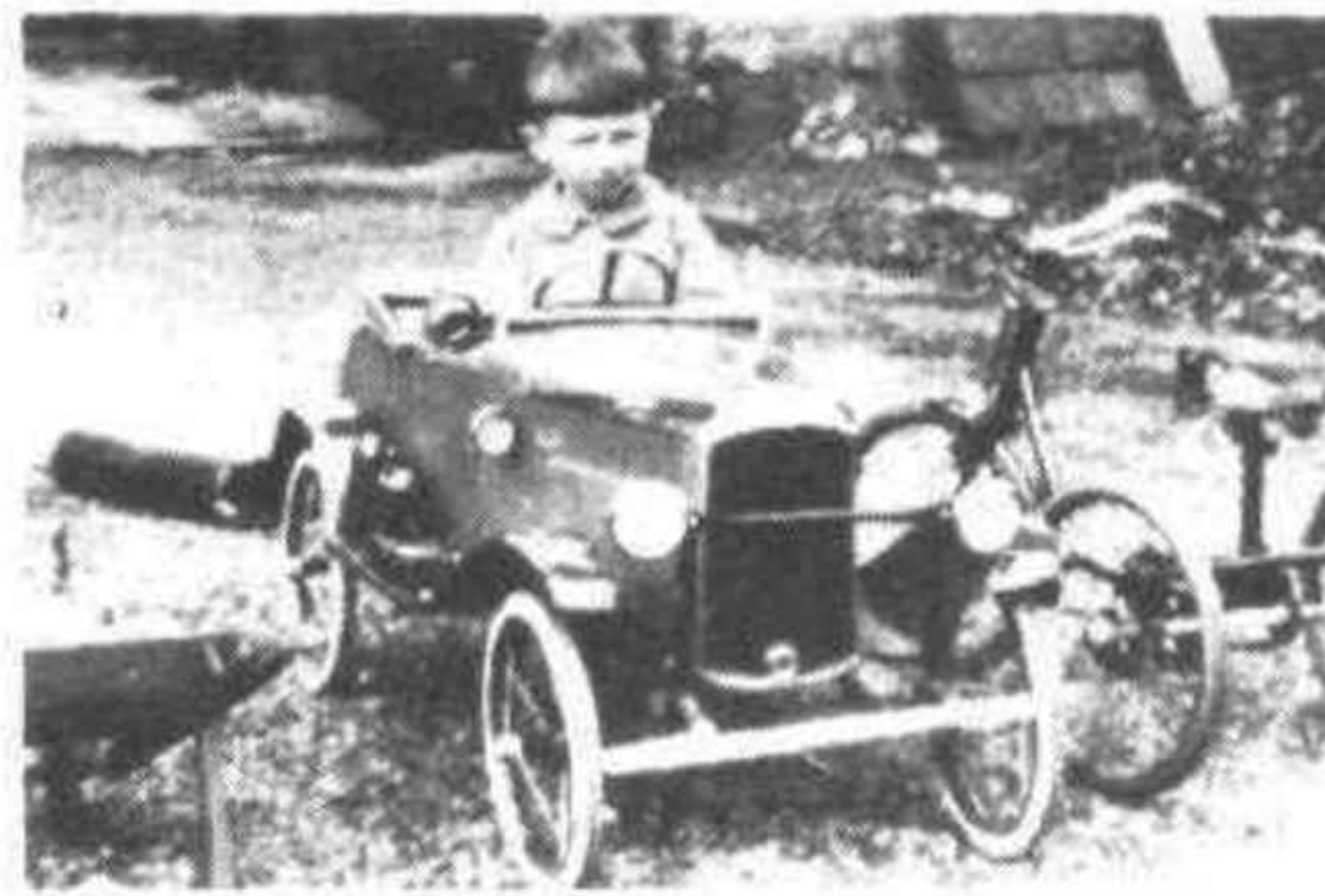
Buxton

T. B. ASH

A Problem Solved

Sir,

In reply to Mr. Steven P. Dickinson's letter in your May issue. The Sunbeam photographed was the property of the late Betty Firth and was a gift to her from her parents on the occasion of her twenty-first birthday in 1923. The two-seater with long pointed tail was painted pale blue and was a "one-off". Miss Firth and her family lived in Wood Lane, Headingley, Leeds and she and the



Happy days! A young Reader Ash at play. See "Vintage Pedal Cars".



car were constant visitors to the Headingley Golf Course. The family business is Firth's of Dewsbury. How do I know all this? I am an old friend of the family.

London, SW1

J. B. HEPWORTH

Autovia Facts

Sir,

I read your review of Michael Frostick's new book "V8" with interest, as I was awaiting my copy from my local bookseller.

I was disappointed. Firstly no photograph of an Autovia, merely the well-known artist's impression rendered in the 30s and if I am not mistaken used by yourself in the series "Fragments on Forgotten Makes". Then, no picture of Riley or Autovia V8 which is surely more interesting than a picture of a Standard V8 in the Raymond Mays Special described in the text as "from which its general similarity with Ford can be seen".

Secondly, how can an author who one can assume to have done some research into the subject come up with a well used pitfall, claiming the Autovia engine to consist of two 1½-litre blocks. If he had ever bothered to examine an example of each he would not make this inaccurate statement.

Thirdly, to quote, "They also offered a rather more clumsy looking limousine — of which at least one was made." Of the 50% of production I have so far traced, five were limousines, three limousines having survived to my knowledge.

Fourthly, "with the coming of the Second World War the project folded". Untrue. The receiver was appointed on March 16th, 1938.

I know I have just picked points out of a mere 11 lines of text which I happen to know to be incorrect. It is a pity that historical accuracy is a victim of commercial journalism.

Southport

N. W. PLANT

Autovia Car Club

V-E-V Odds & Ends. — In the annual Vintage Motor Cycle Club's Banbury Run the Feridax Trophy was won by Fred Body's 1911 Champion, the Sheldon Trophy by Trevor Innes' 1927 Walker Bull Pup, the Twycross Trophy by James Groves' 1914 BSA, the James Groves Memorial Trophy by David Roberts' 1914 Royal Enfield and the Opposite Class Trophy (to the Feridax) by Ray Carter's 1928 AJS. There was a special gathering of Frazer-Nash and HRG cars at this

year's VSCC Shelsley Walsh hill-climb and the programme was a special Basil Davenport commemoration issue. After the event members of the "Chain Gang" took a meal on a Severn Valley steam-train while riding from Bridgnorth to Bewdley and back. Which reminds me that anyone interested in this kind of non-motoring travel, who is on the road between Bridgnorth and Wolverhampton, really should try a ride on the Hilton Valley 7¼"-gauge line, once a gentleman's private-estate railway but now open to the public on Sundays, until September 30th. Proceeds go to charity, there is no waiting about, the car-park is free, and you cannot begrudge 20p. for a mile-long ride behind a model steam locomotive, one of which dates back to 1925. The Daimler & Lanchester OC is giving up a losing battle to restore a post-vintage Daimler ambulance although its Historian owns a fine ex-Royal Daimler Hooper DK400 limousine, also post-vintage, dating from 1954. But the STD Register is, I believe, doing its best with its Roesch Talbot ambulance. The Morgan 3-Wheeler Club's July *Bulletin* contains an article about tackling Prescott speed hill-climb in a three-wheeler and *Wings*, the newsletter of the Vintage Austin Register, for the same month, carries some interesting production figures for Austin Twelves, showing some 80,000 produced in 13½ years. It is interesting that saloon bodies did not become really popular until about 1929. The newsletter also refers to the LAP overhead-valve conversion that was offered for Austin Twelve, Morris, and Fiat cars in the vintage years and asks if any have survived. Those Inter-Register contests still take place, between some of the one-make Clubs, the next one due being the Alvis Register's Driving Tests on August 19th. The best vintage Austin at the Vintage Austin Register's Ashover Rally was a 1928 12/4 Windsor saloon owned by A. Fox and the distance award went to a 1929 Open Road 12/4 Austin from Sussex. The best non-Austin vintage car was judged to be K. Beevers' 1929 16/50 Humber. —W-B.

Brooklands Items

FRESH ITEMS relating to the ever-fascinating topic of what went on at Brooklands will, it seems, never quite fade away. For example, from "A Clubman at Brooklands" by A. C. Perryman — see "Book Reviews" in this issue — we are reminded that between 1922 and 1939 when the Track closed, the BMCRC awarded 183 Gold-Stars for laps at 100 m.p.h. or over and two Double-Gold-Stars for laps at 120 m.p.h. and over, and that the smallest machine to qualify for the former was of 250 c.c., in 1933. These Gold-Stars compare with the 84 special 120 m.p.h. badges and the 17 special 130 m.p.h. badges awarded to car drivers by the BARC in the same period (three-wheelers counted as motorcycles). The Foreword to this book is by Les Archer who, Perryman says, won more motorcycle races at Brooklands than any other rider. He, too, recalls some interesting Brooklands facets, such as his twin-sisters taking long-distance records of up to four hours there with a 100 c.c. Atom-JAP in 1930, when they were only 14 years old, and of how the Archers took their racing motorcycles to Brooklands from Aldershot in 1927 in a box-sidecar attached to a belt-drive 4¼ h.p. Quadrant, which was later replaced by a Model-T Ford van. This is the very stuff that made the old Track so endearing. Incidentally, it seems about time someone persuaded the Archers to give us *their* autobiography. —W-B.

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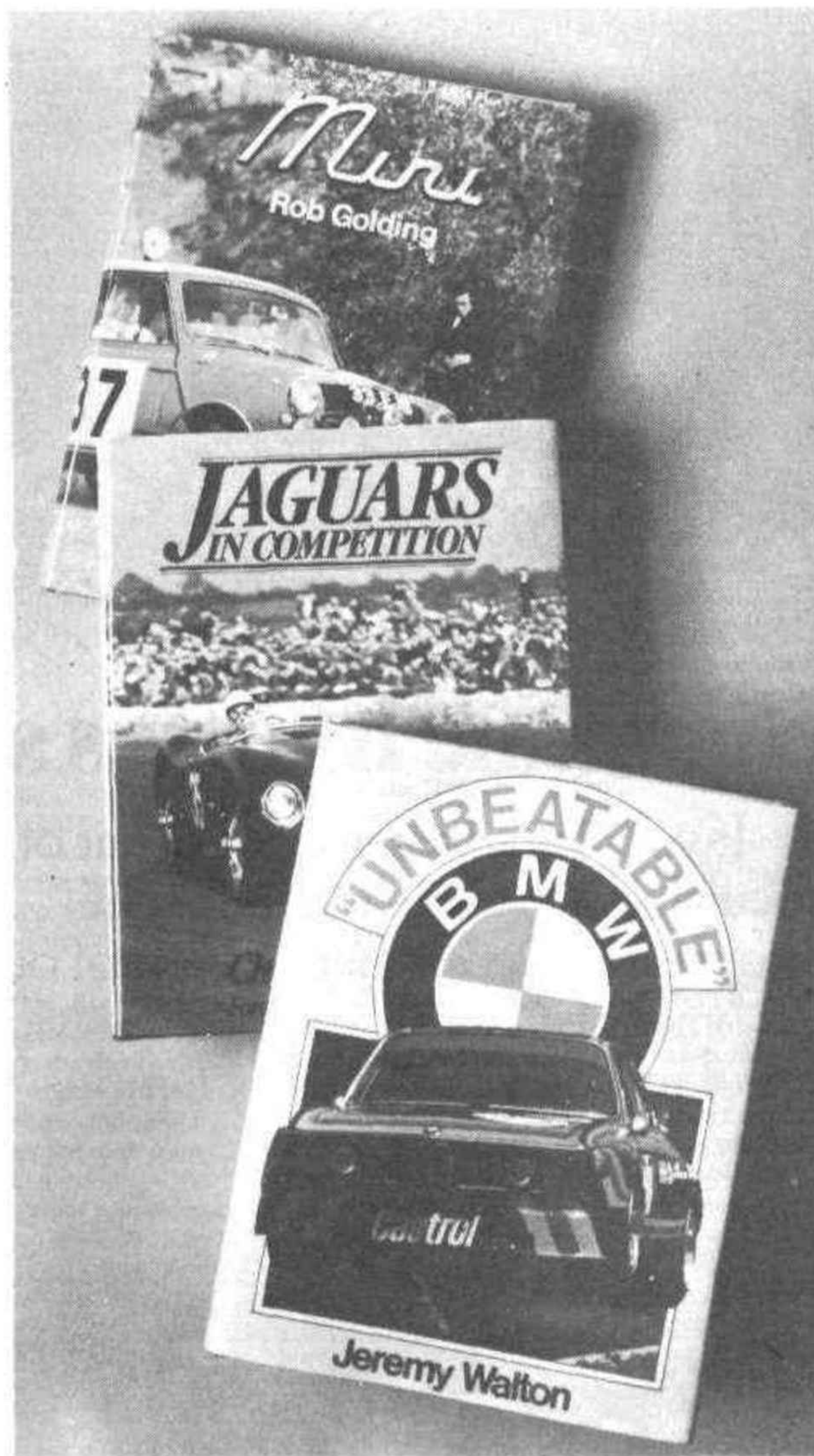
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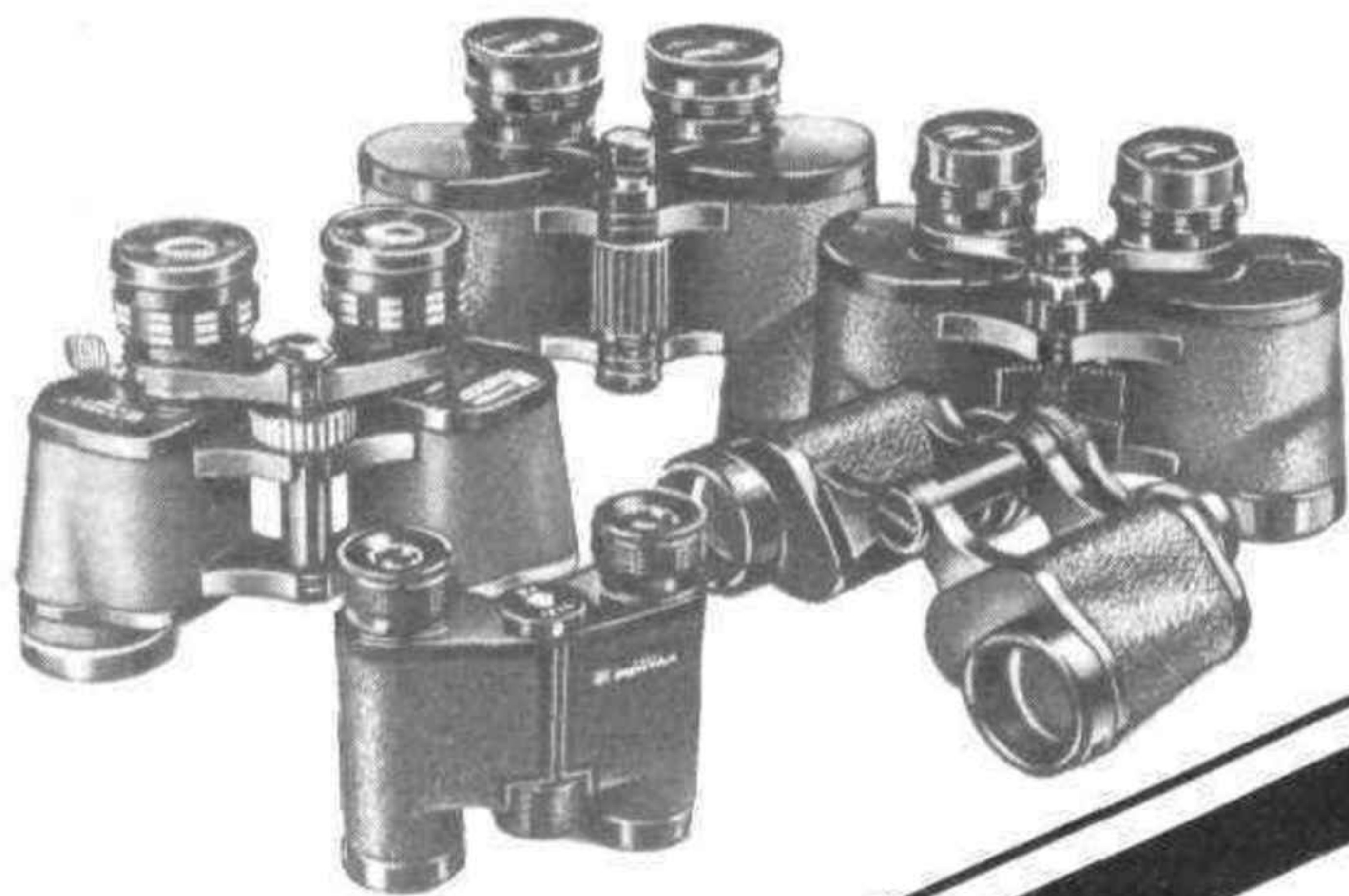
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BOOK REVIEWS — continued from page 1120
off. The account runs from the first faltering steps
with Naval aircraft to the Nuclear Navy. — W.B.

* * *

In last month's stop-press review of "The Rolls-Royce Twenty" by John Fasal we inadvertently said that the list of every 20 h.p. Rolls-Royce ever made, which is just one part of this incredibly-detailed work, ended with the last 20/25 h.p. Rolls-Royce car — we should have said that it ended with the first 20/25, because this is a book about the earlier cars and the Company that made them, and there would have been some 3,500 additional entries, had the list covered 20/25s as well as 20s. Also, in praising the very high standard of production which Burgess & Son Ltd. of Abingdon devoted to this remarkable book we described them as its publishers. The author points out that they are more accurately its printers, as he did the work of publication himself.

W.B.

Miniatures News

FROM LESNEY comes another of those once-so-popular "Matchbox" miniatures, a tiny model of the Renault 5TS, very appropriate in this time of petrol famine. As its makers remark "A charming model for the boulevards, n'est-ce pas?" The little thing is No. MB-21 in the new "Matchbox"-75 series, but no price is quoted. It seems that the series is to be revived with 75 such miniatures, running on Superfast wheels. The 5TS is 2½" long and has an openable hatchback.

W.B.

* * *

"The Models of Gerald Wingrove". 109 pp. 9¾" × 12". (Eyre Methuen Ltd., 11 Fetter Lane, London, EC4P 4EE £13.50).

It is unquestioned that Gerald Wingrove is the outstanding maker of static model-cars at the present time. His work has been well publicised, and we believe he is doing a book of model-car plans. We hear also of another deluxe book covering all kinds of car models, in the publishing pipeline. This coffee-table book is devoted to large colour pictures of these Wingrove models, with a picture of the real car often unnecessary, so accurate and detailed are the models! After an informative lead-in, describing his career and his methods that have been practised and polished to achieve these results, the book covers his work in these highest-grade colour plates, with engineering drawings, plans and pictures of the full-size cars to off-set them, together with many black and white illustrations of parts, tools, etc.

The models thus depicted are too numerous to list here but range from a 1911 Type-C Russo Baltique to 1975 a Tipo 312 Ferrari in the 1/15 and 1/20-scale models, and from a 1909 40/50 h.p. Rolls-Royce to a 1963 GTO Ferrari in the 1/32-scale models. This means extremely detailed car-models ranging in length from six inches to 15 inches. All the Wingrove top-subjects are, of course, included, such as the Model-J Duesenberg that was his first fancy, the 1924 ex-Dubonnet Tulipwood Hispano-Suiza, and the 4½-litre blower Bentley, down to 1970s F1 racing cars. If you fancy yourself as a painstaking perfectionist, feast your eyes on these models through the pages of this book; and you might then contemplate the work that went into making the body for the Tulipwood Hispano-Suiza model! Wingrove used pear-wood, secured with 13,000 brass pins, and has reproduced both types of mudguards this car was equipped with at different times. — W.B.



A familiar face with a thriftier heart.

The Renault 5GTL

An Enjoyable Way of Saving Petrol

IT WAS fortunate that a Renault 5GTL came up for road-test over the Brooklands Reunion week-end, in view of the panic over petrol supplies. It took me home from Acton to Wales in a creditably short time, proving able to cruise along with the rest of the traffic on the M40, when it has a low-cacophony-factor for a 1.3-litre car. The Renault 5 — "Le Car" — is fun, but also very practical, with its three-door body and folding back seat. The seats are exceedingly comfortable, the torsion-bar suspension soaks up bad roads (and ground clearance is excellent), yet it allows quick cornering under controlled roll, from not over-light but very taut rack-and-pinion steering and the disc/drum brakes are more than adequate, as I found in a frontal country-lane emergency. Controls are simple, the somewhat notchy but conveniently long gear lever now growing out of the floor. The clutch is light. The two-speed wipers functioning independently of the ignition. One odd item is that once the passenger's door has been locked it remains so until unlocked externally with the key. There is no lockable oddments storage but the front doors have deep bins. Heating, de-misting and cold-air feed gain high marks.

I suppose you could persuade the GTL up to over 80 m.p.h. but it isn't really that kind of car. More important, it accelerates adequately, especially considering its deliberately long-legged gearing. In conjunction with a detuned version of the Renault 5 push-rod-o.h.v., five-bearing engine, of 73 × 77 mm. (1,289 c.c.), this is to give economy of fuel, the topic of the moment. The GTL engine gives 42 b.h.p. at 5,000 r.p.m.,

compared to 64 b.h.p. at 6,000 r.p.m. from the 5TS, and this 42 b.h.p. is two less than the 956 c.c. 5TL develops. The GTL also has final drive gearing and the bigger tyres that represent 19.6 m.p.h. per 1,000 r.p.m. in top cog, against figures of 17.2 for the TS and 14.7 for the TL. Even so, it pulls away from 30 m.p.h. in top. The carburettor is a Solex SE1 single-choke, instead of the TS' twin-choke Weber. But the c.r. is 9.5 to 1, as for the TS. All this adds up to very real petrol-thrift.

Ever since I had the 5GTL I have been rechecking the m.p.g. figures I obtained, they are so impressive. Overall, coasting a bit downhill to help matters, I got an astonishing 48+ m.p.g. The worst was 41.8 m.p.g. and the average, over varied driving conditions, was 46 m.p.g., on threestar, moreover. As the tank holds 8.3 gallons, if you can fill it up, you can cover some 360 or more miles without anxiety. Useful! No oil was consumed in 800 miles but to remove the dip-stick I had to remove the spare wheel.

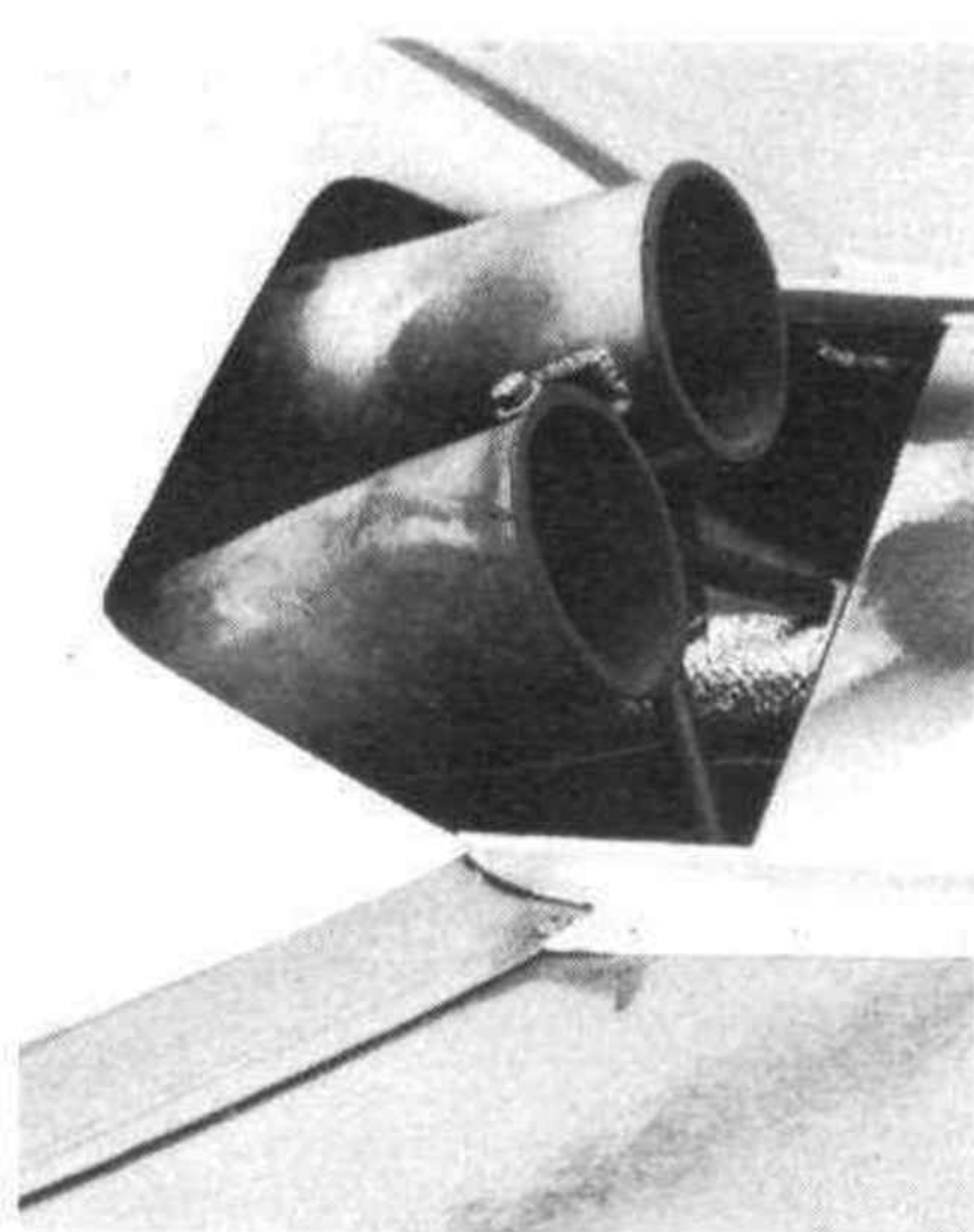
"Le Car" is too well known and established for me to say more. I suppose you could argue whether the ideal small car is to be found among the Renault 5 range, or whether the Ford Fiesta, VW Polo or VW Golf offer more, or seem more like real cars of conventional appearance. But from the viewpoint of the fun factor, and taking account of its modest price, its good bad-road ride, its ruggedness, and its unruffled performance, apart altogether from its extraordinarily good fuel-conservation, this Renault 5GTL, the front-driven car with the in-line engine, a style that obviates off-set pedals at the expense of nowhere to park one's right foot except under the clutch pedal, has a great deal going for it. The present price is £3,184.35 and a "greaseless" chassis, 10,000 mile servicing intervals, and a 12-month unlimited mileage warranty represent additional economy factors. — W.B.

FORMULA ONE TREND OF DESIGN

Exhaust Systems

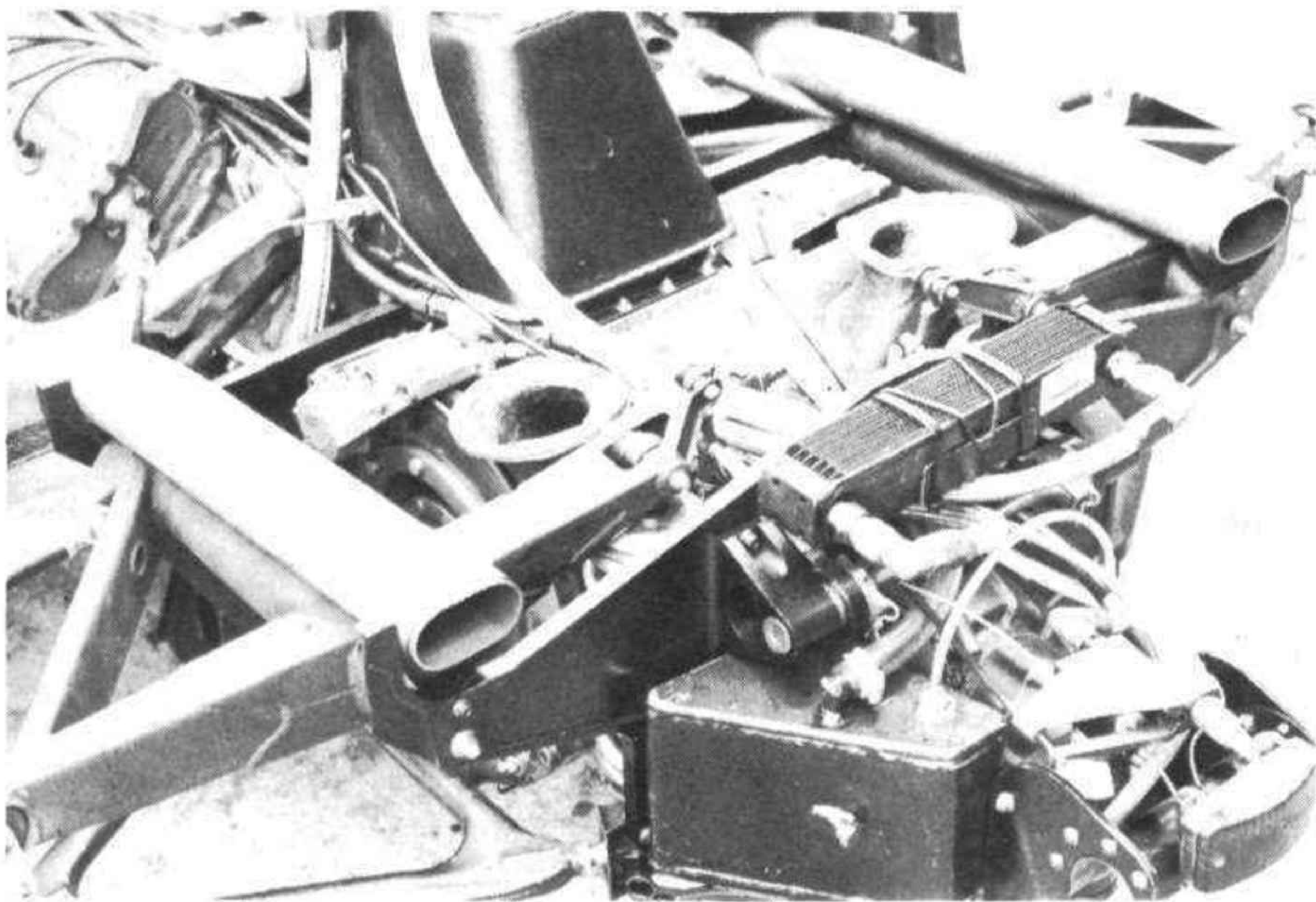
IN THE early days of racing engines, when most of them were supercharged, the exhaust gases were more or less left to their own devices to find their way out into the atmosphere, a simple tail pipe leading them away from the cockpit area, especially with front engined cars. When superchargers were discouraged and interest turned to normally aspirated engines a lot of thought was given not only to the ingoing charge, in the form of ram-pipes and air boxes, but also to the outgoing gases, and exhaust pipes took on a special art. Tuned lengths and diameters to take advantage of pressure-drop and pulsations were found to give better engine breathing and encourage higher revolutions per minute. Using one cylinder to help another one also proved important and exhaust system design was closely related to firing orders. Today the science of exhaust pipe tuning is a very exact one, and presents few problems, the main ones involving space, weight, and the dexterity of the pipe bender.

Since the interest shown in air flow over, or under the racing car, the exhaust system has taken on a new importance, not for its own sake, but for the sake of the air-flow and its interruption by the pipework. A close look at today's Formula One cars will show very little similarity in design or layout, every designer having his own ideas on how to get rid of the exhaust gases without disturbing the air flow over or under the car. On those cars using the Cosworth V8 engine there are seven distinct differences of opinion. Basically they all conform to the system whereby the two exhaust valves to each cylinder feed into a single manifold pipe, and the four pipes each side join into a single tail pipe, with the convolutions of the four manifold pipes made such that they are all the same length between the valves and the junction with the tail pipe. Each bank of cylinders



The classic Cosworth layout ends in two short tail pipes close together above the differential housing, as on the Williams illustrated.

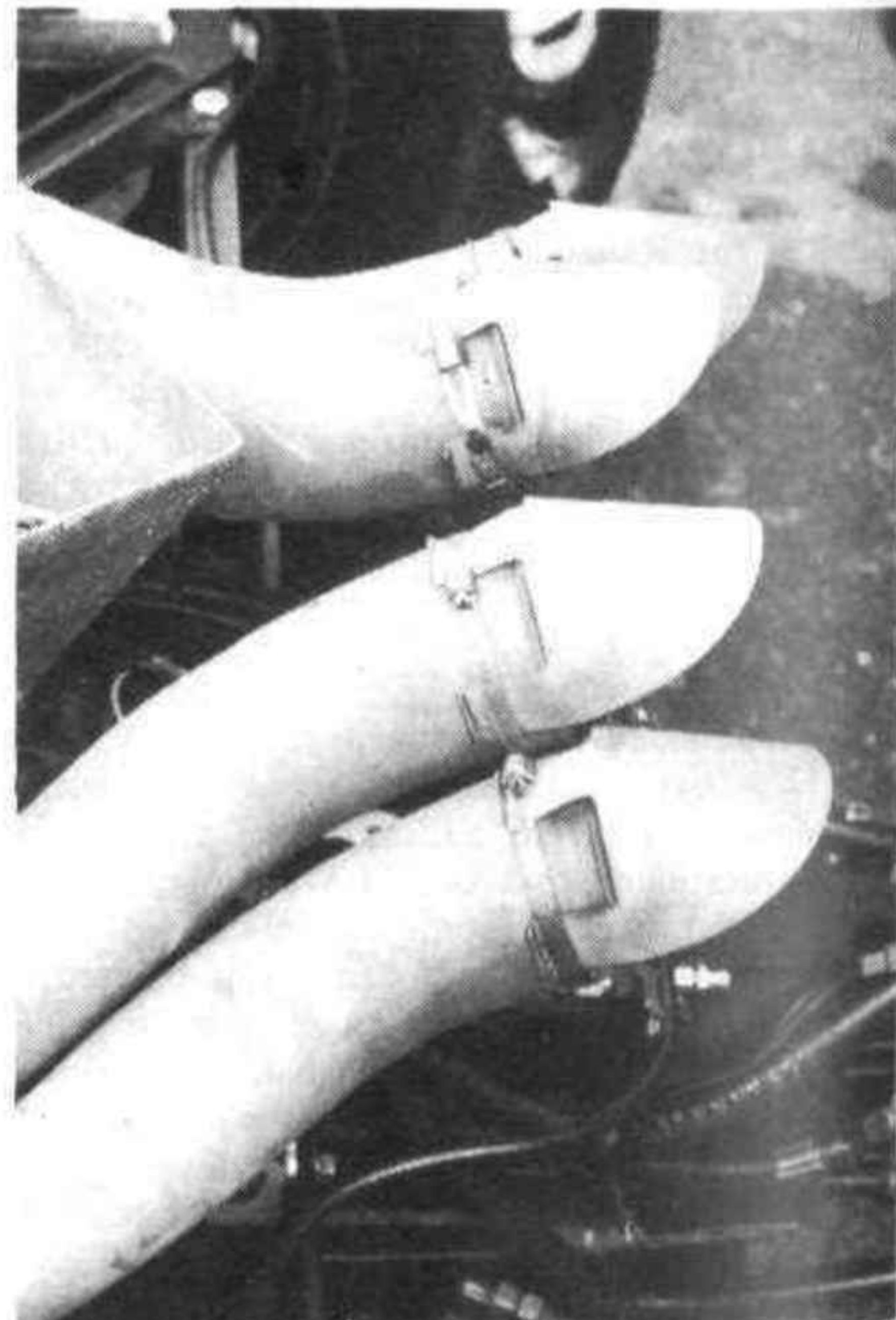
carries the same layout, and before the advent of under-car air-flow the tail pipes found their way out through the rear suspension members to protrude out the back on each side of the gearbox. When Harvey Postlethwaite and Colin Chapman started work on their clean-air-under-the-car theory the first obstruction they removed was the exhaust system. This they did by curving the "header" pipes upwards around the cylinder head and then in to the centre of the car, where the four pipes joined, and the tail pipe then protruded rearwards close to the centre-line of the car. This layout was used on Wolf WR5 and WR6 and on the Lotus 79. It was a very neat and effective system which allowed a lot of air to flow under the car on each side of the engine and has been copied on the Tyrrell 009, the ATS, the Williams FW07, the Ligier JS11 and the Merzario, all of them having the two tail pipes close together above the differential housing, with individual variations as the angle at which the pipes point rearwards. The



The flattened tail pipes on the Wolf fit snugly over the rear suspension.

Tyrrell and Williams point upwards at an angle of about 30-degrees, while the Ligier point rearwards almost horizontally. The Lotus 80 has a similar configuration but with the two tail pipes pointing almost vertical. Some designers are conscious of the blast from the pipes and its effect on the flow of air across the tail, others do not bother.

On the 1979 Wolf, the McLaren M28 and the latest A2 Arrows the right and left systems are kept entirely apart. From each cylinder head the four "headers" curl up and over, join into a tail pipe and then run rearwards. The Wolf WR7 and WR8 have elliptical section tail pipes that rest on top of the rear suspension cross-beams and are almost invisible to the casual glance, the whole system being concealed beneath the honeycomb upper body panels and the tail pipe not extending beyond the cross-member. The McLaren M28 uses a similar layout, but with a circular tail pipe and it merely lays across the rear suspension members. The A2 Arrows has its tail pipes



The V12 Alfa Romeo engine uses a cluster of tail pipes above the differential housing, with deflectors clamped on the ends.

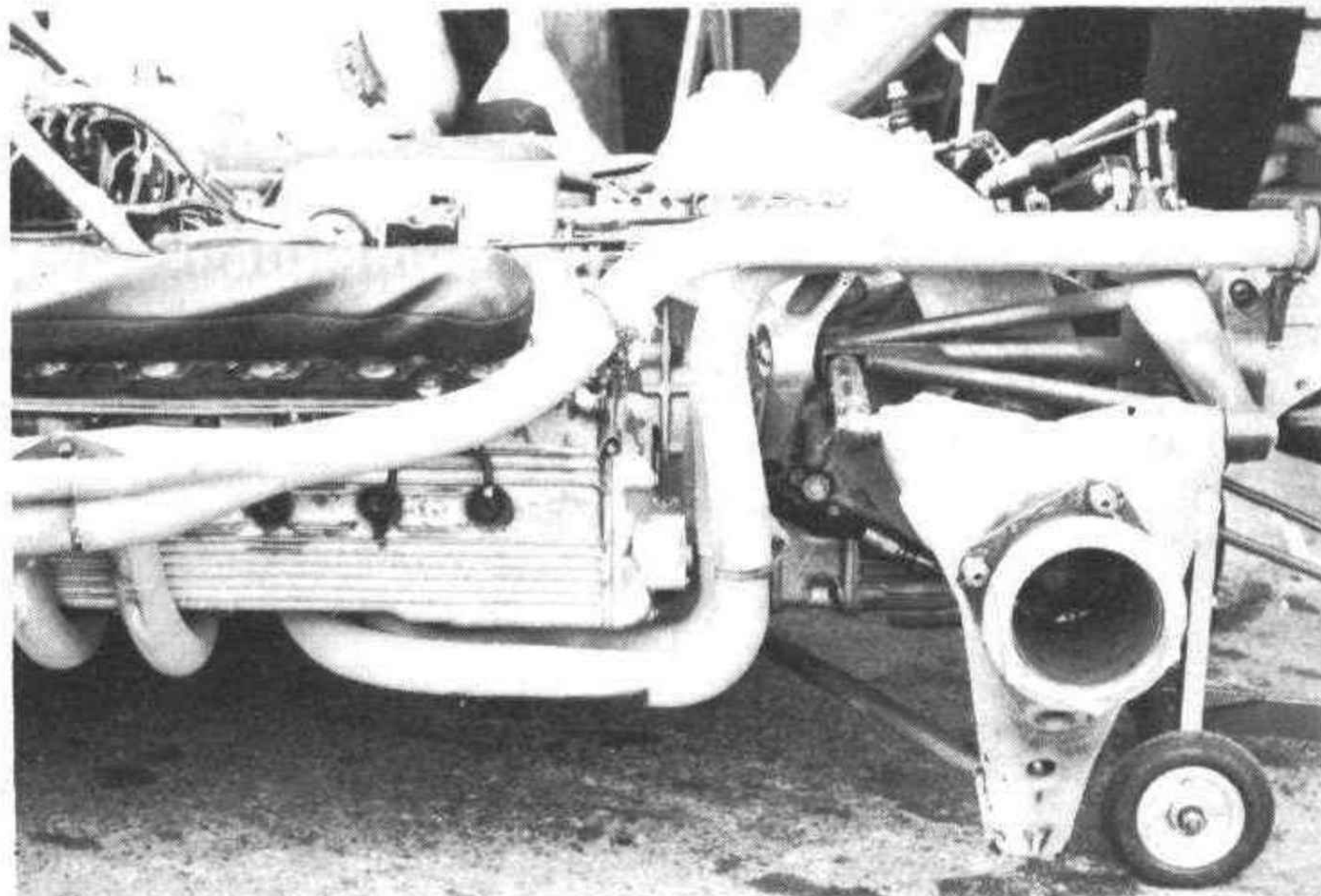
protruding through the body panels and pointing upwards at quite a steep angle. The ill-fated Fittipaldi F6 of Ralph Bellamy took a unique and novel approach, with the "headers" joining together inside the side-pod and the tail pipe running forwards and then turning at a right-angle to protrude through the side of the pod. The old F5A Fittipaldi which was designed on the pre-ground-effects principles, has the tail pipes running rearwards through the rear suspension members at a low level, and the Shadow DN9 has a similar layout.

The three 12-cylinder engines in Formula One, namely the flat-12 Ferrari, the flat-12 Alfa Romeo and the V12 Alfa Romeo have only one thing in common and that is four tail pipes, each fed by three cylinders. The T4 Ferrari is a masterpiece of intricate pipe work, especially when it is born in mind that the exhaust ports are underneath the engine, as on the flat-12 Alfa Romeo. The Ferrari uses four small diameter tail pipes, two on each side of the car, curling up and over the transmission. With all four systems having the same tuned length it results in two seemingly long

tail pipes from the rear half of the engine and two seemingly short tail pipes from the front half of the engine, each pipe being served by three cylinders. The short pipe on the left is served by cylinders 1-2-3 and the long pipe by cylinders 4-5-6, and similarly on the right-hand bank. The flat-12 Alfa Romeo engine was not concerned with serious ground-effects so the four tail pipes end in megaphones, under the rear suspension, two on each side of the gearbox and the "headers" are like the Ferrari in groups of threes. The V12 Alfa Romeo engine was conceived principally to encourage air-flow under the car and through the side-pods, so the exhaust system was important. Still in groups of threes to a tail-pipe the pipes on each side curl up and over and turn in to the centre of the car and then turn rearwards to form a cluster over the gearbox, pointing slightly upwards and at the pillar supporting the rear aerofoil. At Dijon these tail pipes were fitted with deflectors held on by clips, to take the hot gases away from the rear aerofoil.

Entirely on its own is the V6 Renault-Gordini engine, for it uses its exhaust gases rather than disperse them regardless. Each bank of three cylinders, like all the other engines with two exhaust valves per cylinder, feeds into a large-diameter tail pipe which is fed into the turbine part of a turbo-charger installation. Having driven the turbine the gases then exhaust out through another tail pipe which ends in a megaphone, to encourage extractor effect. The wastegate, or blow-off valve of the compressor unit has its own tail pipe and this runs parallel and to the outside of the main exhaust system also ending in a megaphone. The result is that the Renault presents four tail pipes pointing rearwards over the gearbox, two large-diameter ones emitting exhaust gases and two small-diameter ones emitting highly compressed air when the turbines generate more pressure than the system wants. On the first two twin-turbocharger cars all four pipes ended in megaphones, in a shape that encouraged the gases to rise upwards; the third car has the pipes ending in very shallow megaphones.

All these configurations aimed to get the pipes out of the under-car air-flow have brought about additional problems such as the ability to



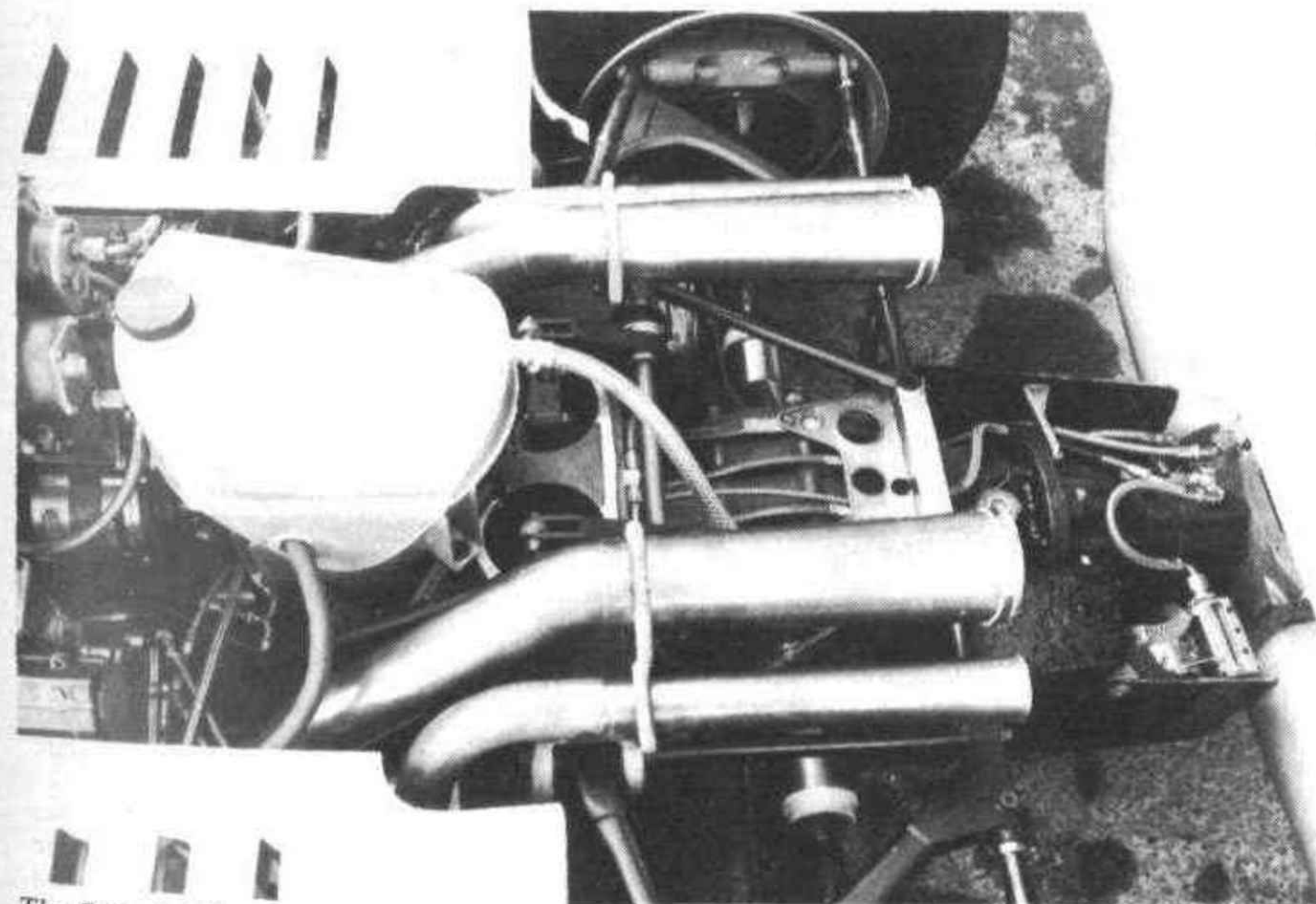
This view of the left side of a T4 Ferrari, minus the rear wheel, shows to advantage the intricate pipe work.

assemble the system, let alone make it, but the main one has been heat dissipation, especially on those that have the pipes totally concealed within the bodywork. Fortunately aircraft heat-resisting aluminium foil does a good job and everything is lined with this, but even so you still get the smell of burning fibreglass in the pits occasionally. The Ferrari and Alfa Romeo engines use Titanium tubing and sheet for their exhaust systems, to negate the handicap of four more cylinders than the Cosworth, but it costs a lot of money. The V12 Alfa Romeo also holds each "header" on with a single stud situated between the two exhaust ports of each cylinder, in another weight-saving detail. The art of bending exhaust pipes is a highly specialised one and the current crop of Formula One cars gives the specialist pipe-bender the opportunity to demonstrate his art to a very high order. — D.S.J.

CAPT. G.E.T. EYSTON —
continued from page 1119.

were among the more important awards to be won by "G.E.T." and he also got *The Light Car Cup* for the 1½-litre hour-record in a Bugatti.

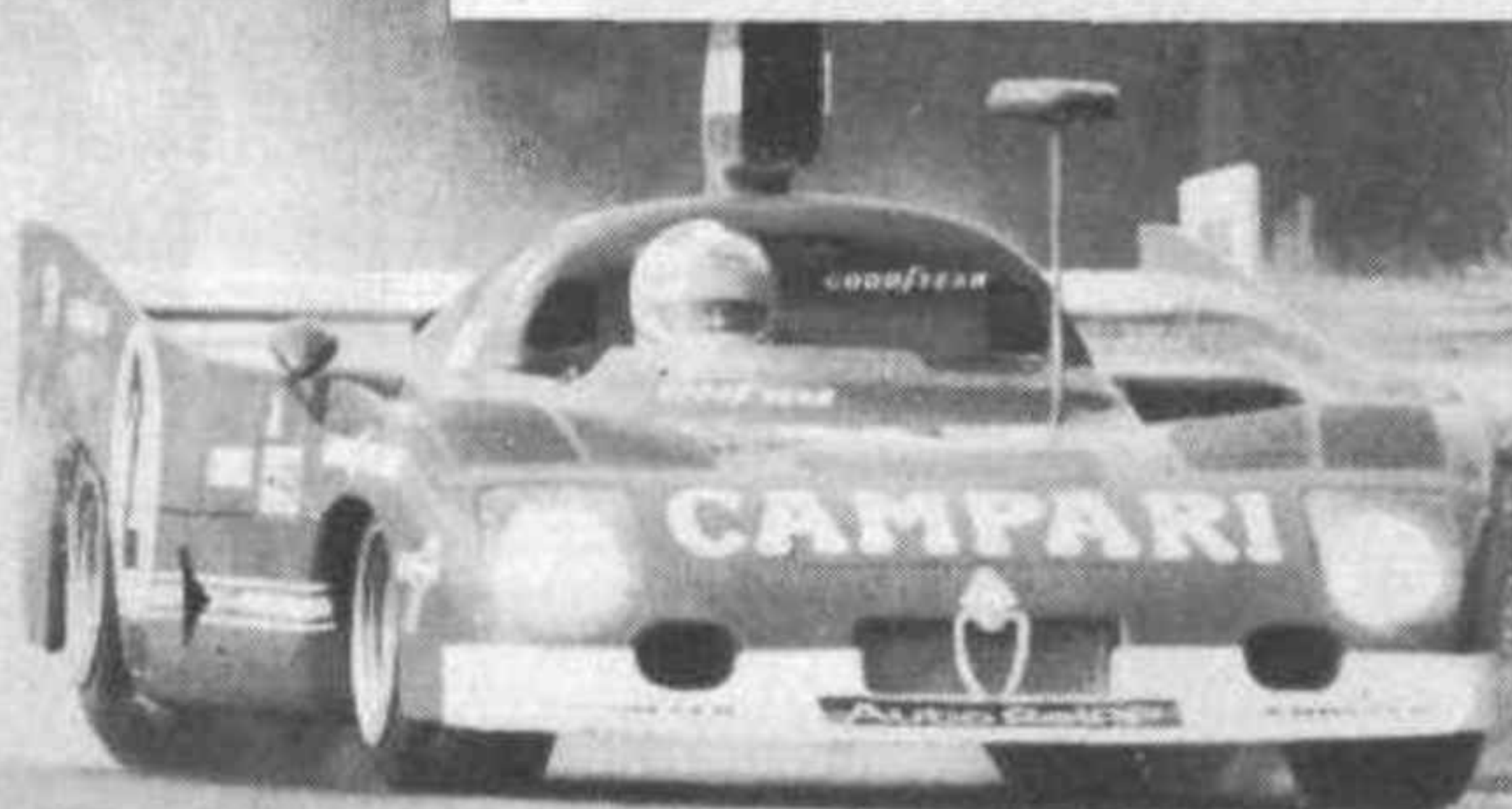
Eyston's long career defies the space I have at my disposal, but an interview with him was published in *MOTOR SPORT* for October, 1974. He will be remembered as among the most versatile and successful racing men of them all. In spite of a very busy life, George Eyston was the perfect gentleman, well-dressed, softly spoken and modest, courteous but firm in dealing with fools. For relaxation, he was a sailor (of Olympic class), an accomplished deep-sea angler, a distinguished oarsman, and a pilot. He was not only a Chevalier of the *Legion d'Honneur* but he was awarded the OBE in 1948 and he was a Knight of the Sovereign Order of Malta. After giving up active high-speed work Eyston master-minded record bids for MG at Utah until 1959. His last drive in anger had been in 1952, when he averaged nearly 121 m.p.h. for 12 hours in the unblown 1½-litre MG EX179 — at the age of 57. Not only was Eyston responsible for much of the engineering that went into MG and other record-cars, including his own creations, but before that he had been Engineering Consultant to Chrysler, in the evolution of the "Super-Power" streamlined sports saloon, for instance. He had been a pioneer in the diesel-engine record-car field, first with the 'bus-engined AEC, with Chrysler chassis, from which stemmed his special "Speed of the Wind" and "Flying Spray" exploits, using Ricardo-diesel and Rolls-Royce aero-engines. In many of his record bids little Bert Denly was Eyston's co-driver and off duty they would go fishing together, until quite recent times. On the road Eyston ran MG and Bentley cars, etc. A great man in every way, the picture I like best of Eyston is of him smartly dressed with his wife and two daughters, every inch the dutiful family-man and gentleman, even in the midst of a worrying near-400 m.p.h. piece of motoring. No one in the least like him can ever again enrich friendships or enhance the motor-racing scene. — W.B.



The Renault V6 engine has two large and two small pipes over the rear suspension.



Derek Bell discusses the cars he has driven in competitions



A CAREER that starts with a Lotus Seven on the 13th of March, 1964 and continues with unabated enthusiasm in 1979 will obviously encompass a variety of racing machinery and a disregard for superstition. In 37-year-old Derek Bell's case substitute for "variety" the word "plethora" and, forgetting our usual conservative use of the English language, see if we can slip in the generally over-used "amazing" as an apt adjective.

Rather than give a résumé of Bell's driving life in the usual racing season manner, we thought it would be more interesting to hear Bell's opinions of some of the cars he has driven in that time, the good, the bad and the others. Since the fair-haired Sussex driver has conducted cars from Ferrari, Porsche, Renault, Brabham, McLaren, Lotus, Aston Martin, Jaguar, BMW, Surtees, Alfa Romeo, Lola, March, Chevron, and the many permutations on the Mirage theme, we had no shortage of conversational material! In fact the real trouble was leaving things out, so there are plenty of other cars that Bell has driven, but that we did not have space for, preferring to concentrate on this articulate man's impressions of the more noteworthy machinery.

Bell's reputation, rather like that of David Hobbs and Brian Redman, is solidly based on his sports car achievements. To the national press his win at Le Mans is the most important result from those racing miles, but to Derek single-seater racing was the over-riding passion, and one is constantly reminded how near he was to that final breakthrough in Formula One. When the chance came, it never all quite came together, and one is left with an enigmatic career that comes so close, yet finally misses Bell's aim. So one initially looks for bitterness. Then it is apparent that Bell's real passion is racing as a sport. His enthusiasm is still undimmed today; who also would go lawnmower racing with such infectious joy — "You can always stop off for a drink and join in later," he laughs. A remark that may cause consternation to Stirling Moss who apparently regards these grass-cutting forays as the most prestigious events of his now full racing season!

Our interview was conducted partly at Goodwood, where Bell took time off from his ambassadorial BMW role to take us out lapping in one of the County Championship 323i saloons. Always nice to see the subject at work, though when we got on the straight I did not have to remind Bell that the power was not quite the same

as Porsche's 917, which he first drove under wet conditions at that same track. From Goodwood we trundled the writer's faithful Ford along in the awesome wake of Bell's wide-wheeled BMW 633 CSi, wondering if admittance would be granted to the private estate beside the sea that is Bell's home.

No need to worry. The place positively bounds with odd wildlife, akin to motoring writers. Every so often Derek's modern home was ravaged by their small pet monkey. Then we had to look out for four kittens and two dogs, including a large St. Bernard. Taking a sun-lounger some 50 yards from the beach I reflected on the arduous assignments that MOTOR SPORT provides.

To business: some idea of the cars we discussed can be had from the fact that the evening was well advanced by the time we had ranged from Clubmans racing in Britain through Formula Three, Two, One and international sports car racing, plus a résumé of the main protagonists in the Jaguar-BMW saloon car battles of 1976-77.

Speaking the weekend after Le Mans, where this year's Mirage-DFV failed to make the finish, despite gallant efforts in the pits, Bell looked back to his first racing car. "I had a little experience because I had been to the Jim Russell school and had a few racing lessons while I was studying at agricultural college. Russell had said that I could be guaranteed a future driving for a factory, but I didn't think a lot of that; I was guaranteed a future managing the family farm.

"When I was back at the farm a bloke came around trying to flog me some machinery. We got on really well and I ended up going into partnership with him to buy the Seven from a chap in Selsey. It had the 1500 Cortina engine, two twin-choke Webers, a Cosworth type camshaft and was balanced: all the usual mods. For my first race, a handicap, the rain was hammering down and everyone kept falling off. I started off about halfway down but I was ahead at the end."

Suitably braced with the knowledge that selling his Healey 3000 road car had been a worthwhile sacrifice, Bell raced the Lotus as often as he could afford to. Looking back at that car and comparing it with more recent Clubmans formula cars that he had been invited to test Bell laughingly said, "I can't believe the cars were that bad! It was all pretty basic stuff, but much the same as today's Clubmans cars in feel — it's just that current

Clubmans cars have wings and tyres that allow them to do the same things at higher speeds. Lots of good practice at opposite lock motoring!"

Bell was primarily occupied with working on the farm still. Although he led the Clubmans Championship that year he was destined not to take the title owing to some characteristic Bell twist of fate: what he does remember clearly is going to Aintree. "The tyres were pumped up to about 40 lb. each for some reason and I spun on every lap of practice. They had to black flag me!"

Former Chrysler competition mechanic John Upton helped with the maintenance of the Seven and it was he who recommended to Derek's step-father that further encouragement be given to Bell's racing. Derek thought they would buy a saloon, but it turned out to be a Lotus 22/31 Formula Three car! Again he won his first race with that machine but commented: "It was BMC 1-litre powered following Stewart's success in the Coopers, and now times had changed, the Cosworth Ford was the thing to have. I reckon we were 15 b.h.p. down." During the season a Ford engine was acquired and Bell "raced it every weekend I could, doing 'clubbies' all over Britain. The car was sturdy and reliable and we had a lot of success for the £1,300 that it cost! My best memory of it was beating Jackie Stewart's F3 record from the previous year at Goodwood.

"My downfall was Lotus though. At the end of 1965 I sold the car well and, after a test session at Goodwood, I committed us to having a new Lotus F3 for 1966. It was the most awful car I have ever had! It blew up wholesale and kept seizing its cheap shock-absorbers . . . but we did build up our own engines using a Ford head and iron crank purchased from the local dealers. I used over 9,000 r.p.m. trying to keep up with the others and the whole engine used to fly apart! Using that sort of revs gave me a smell of the aces, but at the time I thought I would never be able to drive like Gethin and Courage . . ."

Untypical cunning saw Bell do a lot of races in Britain that year to scoop up a Grovewood Award, so despite his unhappy memories of the Lotus 41, he had attracted some attention.

In 1967 Bell was back in Formula Three European style with a Brabham BT21 which he remembers as, "a good middle of the road car, it was not bad at anything, whereas the Lotus was hopeless on slow corners. The Brabham was easier to drive and to look after, a typical Tauranac design. The engines Westbury built were super, but I am sure he kept the real flyers for himself. I ran the tweaky down-draught manifolds, with the chopped-up Weber twin-choke carburetter, only toward the end. It was quite a job keeping those engines on 10,000 r.p.m. all the time with four-speed gearboxes — it taught me a lot more about gear ratio selection, I can tell you."

Bell has a fond faraway look in his eyes when he describes participating in some of the races — "Regga always chose me to have his accidents with!" Then there were the six-car dices with demon out-fumbling manoeuvres to recall, such as "Regga" flying over Jausaud and Jabouille and competitors finishing with no external bodywork at all . . . those were the days! In fact Bell recalls one international based on team performances from nations like France, Britain and Holland where the winners were there solely because the team survived the inevitable warfare out on the track.

"At the end of the year my step-father reasonably said he had had enough. He let me have the car, truck and spares, but I must sell them, attract enough sponsorship to do Formula

Two. I ordered a brand new Brabham BT28-FVA. We were committed to about £10,000 with a spare FVA motor, and I started to write . . . and write . . . and write. Must have been 100 companies I contacted trying to get sponsorship. The best result I had was from Avis: they sent me a 'we try harder' badge!"

The first team Brabham was sold for £2,500 and Bell's family stepped in to fill the breach so that Derek could enjoy "the best-balanced car I have ever driven. The power right, the chassis matched it, and so did the brakes. Superb — that model still says to me all that was best about Formula Two. Straight away the 220 b.h.p. felt right, and that was stepping out of a Formula Three which had 119 b.h.p. at best.

Naturally Bell recalls his first race with the car, but then so do many with a knowledge of motorsport because Bell was appearing at Hockenheim, April 7th, 1968. Bell recalled, "I had breakfast with Jimmy Clark and Graham Hill on race morning at our Spyer hotel. I did not know them well, just a new boy listening eagerly, but a mechanic had told me they had been having trouble with Jimmy's car: they had even tried to sort out an engine misfire on the road!

"I had been faster than Clark in practice — but I knew there must be a reason. At breakfast Clark told me to watch out when I came up to lap him . . . to give the car a wide berth, because the engine was cutting out in mid-corner and the back kept kicking out of line. At first I thought he was just joking with me, there could be no way that I

would lap Jim Clark. Well, we did the race and I noticed toward the end that there was a road car parked at the edge of the track. I did not know it, but Jim Clark had been killed. I still think the engine must have cut: it was wet and the car was sliding around even in the dry, so it must have been a handful even for Clark . . ."

Bell subsequently finished third at Thruxton and the Nurburgring and became a sought-after driver. Through Keith Ballasat at Shell Ferrari approached and even Colin Chapman commented on his progress. In fact Bell was sitting in a Lotus turbine waiting to go out at Silverstone, after having tried Colin's automatic road car, absolutely ready to go and put in some practice laps, when Graham Hill had to commandeer the car following a failure. So near . . . the story of Bell's progress.

The much-publicised link with Ferrari is still minutely remembered by Bell. "At Maranello they showed me all round the place, then presented me with a drawing of a racing seat. I had to indicate where I wanted the padding to go. I did so and that was filed away as 'my seat'. They even asked me what sort of gear lever knob I wanted . . . I could only recall ever driving with one like the Brabham had!

"The V6 Dino Formula Two car I drove at Monza in testing to get a Ferrari contract against eight others (including the Brambillas) was a really interesting car. The engine was smooth, very smooth, with no 'kick-in-the-back' performance at all, not much better than a

Cosworth. The car itself felt stiffer altogether and the gearbox was adequate rather than sensational; the engine had not got a lot of bottom end power so you had to use the box.

"I had three outings in the Formula One car of 1968 as well, but I really remember the first one where the Old Man was watching me at Modena. It was pouring with rain and it was bound to be interesting since Forghieri only told me when I arrived that there were no wets — just intermediate tyres! Mauro Forghieri also said that, if I crashed, 'you will never drive a red car again: maybe you will drive a green one, but never red!'"

Bell recalled the same smooth flow of power from the Ferrari V12 as from its small V6 cousin in Formula Two guise but commented, "The engine was really progressive, a lovely unit, but not really powerful, the brakes and the chassis were the strong points.

"Another thing I remember about it is the gearbox: it jammed as I had also had in Formula Two while leading for Ferrari at Zandvoort. Apparently I changed gears too quickly for the box — they said it was a problem they had not had since the days when Phil Hill used to drive for them. The gearchange was sequential with a gate to prevent you accidentally getting first. When the box jammed in F1 I was jammed in a Cooper-Maserati sandwich with Pedro in front — who was not famous for using his mirrors — and Jochen Rindt behind at the Oulton Park Gold Cup."

It was with irony that Bell recalled that race for he had driven the Cooper-Maserati V12 himself when pondering between an offer from that company and Ferrari earlier in the season. "The Cooper-Maserati was the first F1 I drove, and that was at Silverstone. Quite honestly it was a big brute, reminiscent of the Jaguar XJ! It did nothing really badly, it was just big and heavy.

"They offered me £5 for a three-year contract to drive that car! It sounds ridiculous, but on reflection I could have done it and somebody might have picked me up from there, just like Jochen managed.

"Just after that test was my first meeting with Enzo Ferrari. I went to Maranello one evening. Nobody was in the workshops, the production road cars were sitting still with no workers on them either. About 100 yards away the silence was broken with the footfalls of Ferrari himself. He wore a white jacket, gloves, and had a raincoat over his arm. To see this silver-haired man surrounded by his cars in the silence was impressive. We spoke some French together, but he also had an interpreter. I got the impression that he really had a high opinion of Jochen Rindt, but could not get hold of him, so he was asking me to say that Jochen was not a very good driver anyway . . ."

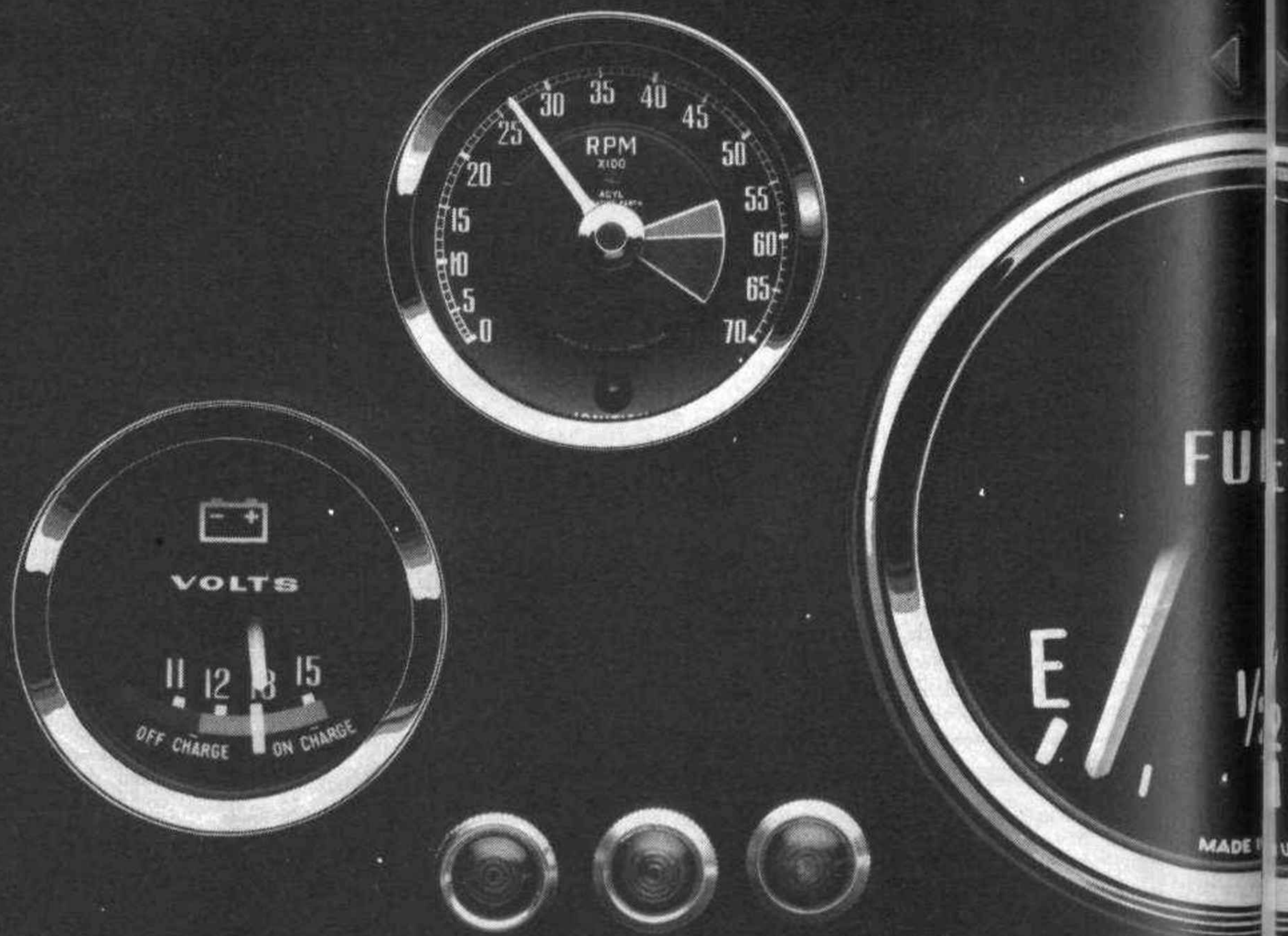
As we now know the Ferrari contract was to do little more than put Bell in the limelight. He remembers testing a GT40 that year for John Wyer: "It had no side windows and a huge steering wheel, but I thought it was a lovely car, easy to drive and predictable."

"In 1969 Enzo said I was not experienced enough to drive the sports car at Le Mans, but would not release me from my contract. By 1970 I was in a Ferrari 512S at Spa Francorchamps doing my first sports car race for Ecurie Francorchamps. I should have been frightened out of my brain, but I liked the track. There was no real impression of speed though the car would be getting on around 200 m.p.h. The thing about it was that dreadful heavy steering, but it was stable through those fast corners. The car was no



Sports cars have been a major part of Bell's career. The heading picture shows him scoring his 1975 Spa victory during Alfa Romeo's World Championship year. The Gulf-Mirage (above, leading Schuppan's sister car) won Le Mans for Bell in 1975 too. Below, Bell driving the 1968 Ferrari V12 Formula 1 car at the Gold Cup.





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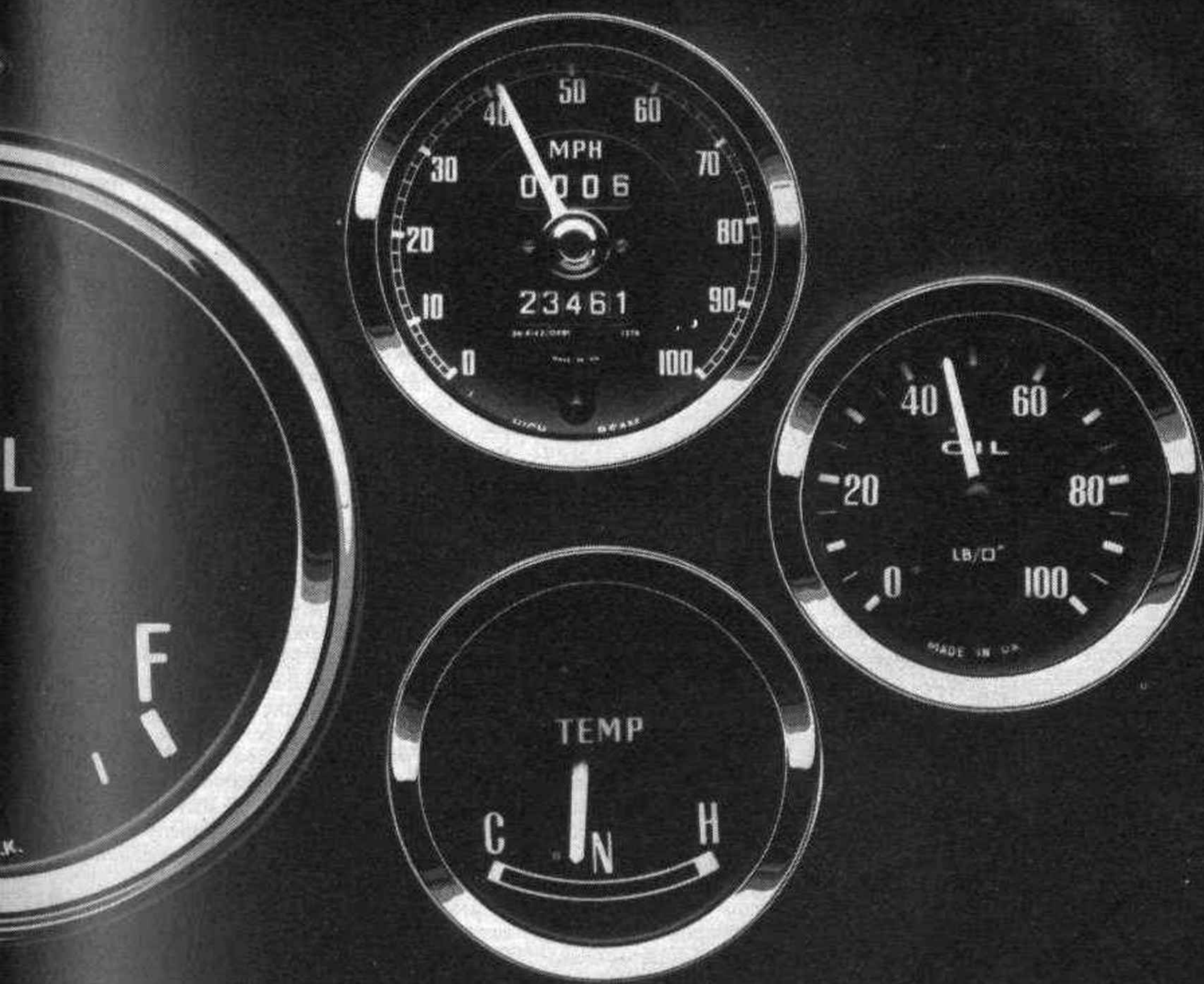
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Bell undertakes preliminary trials of the 1979 Wolf.

match for the 917 though: it was slower and heavier to drive as well, with an incredibly noisy engine compared to the Porsche."

Naturally Bell remembers being co-opted into the factory team at Le Mans in 1970 too. "I was paired with Ronnie Peterson. We could really have done with some advice as to how we should pace ourselves on lap time, but nothing was said and we all went out and drove our own way until that monumental shunt. I remember Reine Wisell was groping along at about 180 m.p.h. in the middle of the road and seeing Regga's car up on the guardrail showering out sparks: we lost four Ferrari 512s in that pile up! Even with the long tails the Ferrari was not as quick as the Porsche in a straight line at Le Mans, but you got the impression of sheer speed all right! I noticed that when we went for the record-breaking run with Horne's Ferrari 512 at 201 m.p.h., or something, for you had to work quite hard to keep it all lined up — at Spa it had not been a problem because the body was different."

Conversation then naturally moved to the Porsche 917s Bell had driven for JW-Gulf in 1971. He started as number 2 to Siffert, but by the end of that tragic season both Rodriguez and Siffert were dead and Bell was a lead driver. "It was not an easy car to drive, but it was better than the Ferrari. The Porsche was more flexible, all round better, though I did not like having my feet up under the headlamps!

"The engine made a lower 'vroommy' type of noise rather than shrieking like the Ferrari. I did a test programme with different types of tail on the car and, even at lap speeds of around 160 m.p.h. at Spa, there was just no feeling of acceleration: you just poured on more and more power with that 5-litre engine and the car kept wanting to go faster at the top end. It was a sophisticated sports car that was much less tiring than the Ferrari to drive and gave less impression of speed.

"The other major difference was in the synchromesh gearbox. This used to get a bit tatty around the edges when Seppi had been racing Pedro for a couple of hours, but Porsche always blamed me . . . until we got to a round where Gijs van Lennep had to share the car (Watkins Glen) and the box was still in the same state." Talking to former JW Automotive mechanic and the man

who currently looks after Lauda's Brabham in Formula One, Ermanno Cuoghi, I was told that the Porsche's slightly slower change, because of the synchronising delay, did intrude a bit on Siffert's Formula car/motorcycle racing gearchanging style.

Bell's memories of the various Mirages are often hilarious and encompass one test outing before he had signed his JW contract. "I had been doing my best to impress Wyer himself, who was sitting in his Mustang on one of the corners at Silverstone watching. Suddenly I lost the whole plot, spun around and started sliding straight for Wyer's Mustang. I sat there thinking, please God, wake-up! Move yourself! Then JW found Drive and scrambled off. Imagine wiping out your boss, and his road car; not many drivers get my opportunities . . . !"

The Mirage, whether V8 by Cosworth, V12 by Gurney-Weslake, open or closed, seemed to Derek, "Awful, awful. First thing every morning I would take it out and plunge into the Silverstone fields. I just kept spinning it everywhere. That V12 engine was smooth, but not competitive enough, but the chassis was a bastard.

"Once I tied it down on the dampers and springs like a kart at a Silverstone test day. Went out and did a time faster than Rollinson's F5000. Feeling quite pleased and then went straight into a bank." Again John Wyer was watching and Bell chuckled as he recalled his own next action, "I got out into the road and started to clear the mess up. Put all the bits in one pile . . . hid some of the damage with a wheel that had survived. Wyer came towards me and said very softly in that voice of quiet authority, 'Don't worry dear boy . . . we saw it all,' and nothing further was said!"

Bell's experience of sports cars and Formula One could fairly be described as wide by the time he drove the Mirage-Cosworth V8s in 1972 and 1973 as team leader. In years dominated by first Ferrari's 312P and then the Matra 660 series, Bell did win at Spa, but said: "In general the chassis could not compare with a Matra or a Ferrari. The engine was all right, of course, and there was little difference in feel between them and Formula One, though we used 500 r.p.m. or so less for long races.

"The Mirages compared to a Formula One feel

a little heavier and less agile, but that's always the case in sports cars where you have softer springs, so the car is bound not to feel as taut as a Grand Prix machine with a Cosworth at the back. The car was, and still is, comfortable: I know that because the car I used at this year's Le Mans was the same one that I raced at the 24 hours, when I won, in 1975. Best thing about the cars is that they never, ever, break chassis parts."

Alfa Romeo did not contest Le Mans in 1975, but Derek was part of the team that pulled off a no-opposition World Championship for the Milanese concern. "That flat-12 is one 'helluva' engine," he enthused, "it never had a failure and I used to rev it like crazy to 13,000 r.p.m.! I won at Spa in that car against Ickx in the rain: in fact it was a good year for me because the Alfa also won in Austria and Watkins Glen, and then there was Le Mans in the Mirage too." At one of the races Bell got his race car and the spare around faster than anyone else: "In the race Pesca (Henri Pescarolo) had to hand out boards showing me how I was doing. Chiti would not tell us if there was an Italian closing in! I did the same thing for Henri when I was in the pits . . ."

Of the Renault-Alpine V6s with their turbocharged 2-litre engines Bell simply says, "an absolute delight. The car was so easy and light to drive. The team really thought about what they had to do and I have more respect for Renault as an outfit than anyone I have worked for . . . they think of everything. Perhaps the most difficult problem was getting the turbo engine to stay together for 1¼ minutes on the Mulsanne, especially when you took your foot off at the end. I was just sorry I was never able to win for them, though the car was harder to drive fast in 1978 because the leading one had properly ventilated discs and we did not, so I thought Jarier and I did well until it broke.

"Looking back at the testing they did I am not surprised they won Le Mans and are doing well in GPs now. Once we ran 22 hours at Ricard, loaded up the car and took it off by air to a research centre at Ohio. There we did another 18 hours around an enormous eight-mile oval with a layout to simulate the corners at Le Mans so far as gear ratios went. On the banking we were going through from first gear to a terminal speed of 212 m.p.h.!

"There was not much feeling of acceleration. I suppose it is like a Porsche 936 versus a 935: the 935 with 3-litres or so does give you a feeling of acceleration, but with only 2-litres and quite a heavy, sturdy car the Renault felt smoothly together. The 935? I can honestly say I regard them as outstanding experiences. With up to 740 b.h.p. I found that it didn't make any difference whether they were single or twin turbo cars — they were the competition cars I have had least control of! They are so fast in a straight line, just incredible.

"For six months after the Renault effort, when I knew they would not be going back to Le Mans, I was depressed. I just could not face going back with another team, there would just never be a team like that again. From pit layout to the comfort and feeding of the team, they were the best."

Back in the Formula car world, Bell remembers the 1970 season and the Tom Wheatcroft Brabham BT30 with special affection. "We ran the car in association with Tom under Church Farm Racing Team colours and it was superbly managed by Mick Earle. I have always been lucky with the people who have worked with me on the racing side, in fact I still think I have had some of the best mechanics in the business.

"The car was super, but what I really remember about the year was the opposition! Regazzoni and Cevert were in Tecnos, and their engines really shrieked away: in the end Regga beat me by three points in the European title, but we fought for it all the way to the Hockenheim final.

"The other thing I remember about that and other seasons in Formula Two is that, for me, there were two drivers I really admired. At the time the king was Jochen Rindt and I never saw anyone with such fantastic car control. My proudest moment came at the Nurburgring when I was chasing Jochen and thinking what a hopeless task it all was. At the end of the race he came up and told me not to push him so hard . . . 'You are going too fast,' he laughed at me," recalled Bell.

At the close of a good season Bell also appeared in the Surtees TS7-Cosworth V8 at Watkins Glen for the US Grand Prix. He liked the car a lot — "It was magnificent to drive, like a Formula Two with a Formula One engine." In the race Bell finished sixth, determined to record a finish in a GP car to "make myself credible," as he says somewhat sadly today, feeling that he was letting people through but hating to make excuses.

Bell looks back with wry amusement on the fact that he said he would never drive a Formula 5000 car, "but I had to eat my words in the end," he says cheerfully enough. Were the American V8-engined single-seaters as bad as he feared, I asked. "Nearly," he said adding amiably, "They went like mad in a straight line with a Chevrolet in the back, but you could certainly feel what a great lump of iron was in there . . . and the engines were so 'thumpy' in feeling compared with a pure Formula One or Two racing car. You gain on flexibility compared to a Formula One, but most of the ones I drove overheated and none of them went really well at the top end."

In his Formula One forays Bell certainly tackled an enormous variety of machinery, some of it of technical rather than winning interest. Prime amongst this category was the 1969 outing in the British GP with the factory 4-WD McLaren. Bell commented, "The car had no real development behind it. The theory was that 4-WD would make us quicker into corners, as well as offering the obvious traction advantages. It didn't work out that way of course, and they stuck massive wings on it. I did not want such big wings, but who was I to argue? The result was it understeered like hell and was not very quick in a straight line either.

"There was a fair amount of tug through the steering wheel, but the big problem was trying to balance the braking split front to rear and match it with the power bias front to rear. At the end of the Hangar straight the idea was to go in deeper, but we couldn't: however, the car did come out of there quite well.

"From the driver's point of view I found it was impossible to get along with the handling. With your foot off the throttle it would slowly understeer: bang the power on again and the tail would not come out. If you did get the tail out it was after being really brutal with the car, and that was no way to get a good lap time.

"Bruce said to me afterwards, 'will it work?' I said it would not and it was a museum piece."

The other technical novelty was the 1972 Tecno flat-12 Grand Prix machine. "It was, without question, the worst Formula One car I ever had to drive," said Derek. "The chassis was just heavy and the preparation was not up to scratch. David Yorke actually stopped me racing it once at

Clermont Ferrand when he saw the mechanics welding up around the 7/8 in. bolts that located the engine and chassis together!

"That programme was really my downfall, I should have been driving with Reutemann at Brabham if Martini had not decided they must back an Italian company. Funnily enough the basic engine was quite good . . . one of the Italian journalists told me that Mauro Forghieri of Ferrari actually did the design, but nobody knows the truth. For me, it was just a disaster and ended any real hopes of doing well in Formula One."

Bell did drive a Surtees TS16 in 1974 but reflected he should not have done it. "The car felt quite nice in testing but the chassis just was not good enough. John had a lot of problems at the time, and the brakes failed once. We just could not go testing to sort the troubles out, though God knows I asked often enough for testing time." It was a miserable time indeed, for the car could not qualify for the races Bell was entered in and Carlos Pace showed what he thought of the situation by leaving during the season.

Once again Bell resolved not to get further involved with Formula One, but that did not stop him driving the cars. He commented of the Penske driven in the British series: "It was better than the Surtees, at least!" Even this season has



Bell's first saloon car race was the 1973 TT; he shared victory with Harald Ertl in this Alpina BMW CSL.

seen him out in the latest generation of ground-effect GP machinery, for Wolf "rang me up at 11.30 one night and asked me to go to Donington the next day to shake down James Hunt's car. I was terribly excited about it all. The car was so smooth to drive in the corners and so well-braked with the latest twin-caliper layout. The ground-effect just seems to stick the car on the road: if it does break away everything happens a bit quickly though, I can tell you!"

Aside from winning in the British Formula One series with that Penske, Bell's Formula One performance came at the wheel of Robin Herd's original March Formula One design, the 701, which he drove in 1971 for Wheatcroft. "The car was just not good enough by then as Stewart and company had discovered the previous year," Bell felt, before adding: "It was interesting to drive because the monocoque made the feel so much stiffer than the Formula Two March I had also driven for Frank Williams. The 701 was better at Ontario, because it was smoother there." In neither case did the drive do Bell's career much good.

I asked about the Brabham BT26 that Bell drove in the Tasman series for Wheatcroft: "Funny that, because it used a 2½-litre version of a DFV that had been bought from JW-Gulf. I did try in 1969/70 with that car and even had Chris Amon try it: he said it was awful, all over the road. When I got home we swapped it over to Goodyears, instead of the Dunlops we had used in

the series, and it went 2½ sec. a lap faster! However we had a lot of engine troubles on that Tasman effort, so it really turned out very badly.

"The previous year I had been 'down under' to do the Tasman with the Formula Dino Ferrari equipped with the 2.4-litre version of the V6. That car was a honey, about 270 b.h.p. and all of them delightful to use! Chris Amon actually won the series in the other factory Dino and we had some good races against the high-wing Lotuses. It must have been a good car, I even managed to beat Jochen with it once!"

In recent seasons Bell has been seen in a number of saloon cars, including the 24-valve BMW CSL "Batmobile" in which he won the 1973 Tourist Trophy with Harald Ertl. He talked of that successful machine in comparative terms with the Jaguar 5.3 coupé run by Broadspeed for Leyland in an attempt to break BMW's domination of the European Touring Car Championship.

"Ah, the proverbial chalk and cheese! The Jaguar was quick, not as fast as was said at the time of course, but certainly able to run over 150 m.p.h. which, in 3,300 lb. of car, took some stopping. We had the power steering taken off, and it was pretty heavy to drive and it also lost wheels in race and test trim! It did not lose a

wheel on me, but I don't think I ever drove it flat-out, except the first few laps of the 1976 TT when Gunnar Nilsson was chasing me in the BMW. Whenever we came to a corner Gunnar was all over me, it was a smashing few laps.

"The BMW was a properly developed car. I think Leyland were short-sighted in stopping the development of the Jaguar. They got keyed-up about winning, but just running the car all over Europe was a tremendous filip to the morale of the dealers and the public loved it: I still get letters asking for pictures and stickers from that 1977 season now.

"Saloon car racing in general is very difficult. The style is completely different to formula cars, I just cannot get used to rolling through about 90 degrees before it slides: I always think it's going to tip over." With a wicked gleam in his eye Bell says he knew when he had arrived in touring car racing — "It was at the 1973 TT when I was quicker than anyone in my first session with a saloon. Barrie Gill wanted to talk to me, and he does not talk to losers!"

From his beautiful seaside home with the BMW nestling comfortably within the garage and a Range Rover looking rugged outside, Bell can comfortably laugh at the ups and downs of a sport that has provided him with such varied driving experience. When I left he was still mulling over the ingredients needed to make a forthcoming lawnmower race, promoter D. Bell, a thundering success. That is enthusiasm . . . —J.W.

The Grand Prix of France

A great Renault victory

Dijon-Prenois, July 1st
ON ALTERNATE years the Grand Prix of France takes on a green and pleasant atmosphere, when it is held at the little Autodrome near Dijon, in the Bourgogne region. The pleasant countryside which surrounds the circuit is in direct contrast with the arid, dusty countryside which surrounds the Paul Ricard Autodrome, the other home of the Grand Prix of France. The Dijon-Prenois Autodrome does not have a lot to offer, but what it does offer is good; there are two very fast corners, one falling away downhill at its end, the other diving down into a dip and climbing steeply out of it, while the main straight is long enough to get fully wound up, but is hard work as it is approached by quite a steep hill, so that engine torque is more important than engine power. The pits are spacious enough but are set so far back from the main straight, with a vast grass area between, that passing cars are of academic interest to those in the pits and team personnel have to do a lot of running to-and-fro. As far as spectators in the main grandstands are concerned the pits might just as well be non-existent. However, the undulating part of the circuit is so well provided with natural banks, and so much of the action can be seen, that the vast majority of spectators throng this area.

There had been the usual tyre-testing sessions some time before the event, and with the lull caused by the cancellation of the Swedish Grand Prix all the teams were well armed and ready for battle. The Lotus, Ligier and Shadow teams had four cars apiece, while Tyrrell, Brabham, McLaren, Ferrari, Renault, Williams and Arrows had three cars each, all of which meant that space was at a premium. There were some new faces in new places and some old ones as well, for Hunt and Daly had opted out of the Formula One scene, the former to go and play squash and the latter to return to Formula Two until such time as a better car than the Ensign came his way. Depailler was totally out of action after a hang-glider accident so this meant that three replacement drivers were needed. The Finnish driver Keijo Rosberg took over the Wolf vacated by James Hunt, while the Ensign team were offered the French driver Patrick Gaillard. After much speculation about who would drive the second Ligier the offer went to Jacky Ickx, the very experienced Belgian who opted out of Formula One some time ago because he could not stomach the razz-me-tazz and commercialism of Formula One in the Seventies. Everyone else was in their rightful place and after a four-week lay-off from the actual business of racing as distinct from testing and experimenting, interest was running high. The Renault team had attempted two full-length, 80-lap, sessions on the Dijon-Prenois circuit with their twin-turbo cars, and were quietly confident that they were going to be competitive. Team Lotus had a Mark 2 version of the Lotus 80 and appeared to be making progress with its aerodynamics, though Reutemann had lost all interest in the new car and was sticking to the Lotus 79. The Tyrrell team had built a brand new 009 to replace the one crashed at Monaco by Pironi, and Ferrari had built another T4, number 041, which Villeneuve was to use, Scheckter retaining the car with which he won at Monaco. The Ligier team were out in force, with four cars, and the Arrows team were proudly displaying their two brand new cars, the A2 models, which

were different from everyone else though not necessarily better. Merzario's injured hand had mended and Giacomelli was looking happy in the works Alfa Romeo.

Just when everyone was satisfied with the new practice arrangements, of a testing hour in the morning and a timed hour-and-a-half in the afternoon, the French reverted to the old system of 1½ hours timed on Friday morning and one hour timed on Friday afternoon, followed by 1½ hours untimed on Saturday morning and a hectic single hour timed on Saturday afternoon. The reasons for this change were a bit obscure, but involved contracts, the BMW publicity races, and the letter of the law, which was all rather petty and we'd be better off without such silly wrangles.

It was cool and cloudy on Friday morning with a niggling wind blowing all the time, but everyone was out in the pit lane and ready to go, except for the new Renault RS12 which was having its gearbox attended to after a brief test at Montlhéry the day before. The Renault team confidence was soon confirmed when Jabouille started making the running and was hammered home almost as soon as Arnoux went out in the brand new car, for he was up the front as well. Andretti was not at all happy with the new Lotus 80 and soon changed to the old one, while Alan Jones had to take to the spare Williams when the engine in his own car went sick. The Ligier team were in a muddle, having set up Laffite's car for the latest Goodyear front tyres, only to find they had done it all wrong, so while it was changed he went out in his spare car. The works Alfa Romeo tried a new nose cowl, with a chisel-shaped centre piece and fins, but later reverted to the old full-width nosepiece.

The times being put up by the Renaults were throwing everyone into confusion, and speed

traps near the start/finish line indicated that they were not that much faster than the other front runners, so clearly they were reaching their maximum earlier and certainly not losing out around the twisty back part of the course. The twin-turbo layout appeared to have provided a wider torque spread as well as better pick-up, and the handling of the new series cars was more than adequate. By the end of the morning the two Renaults were in a class of their own, with Jabouille fastest with 1 min. 07.41 sec. and Arnoux second with 1 min. 07.96 sec. The nearest to the two French National cars were Villeneuve with his new T4 Ferrari with 1 min. 08.18 sec. and Piquet with the Brabham-Alfa with 1 min. 08.19 sec. Then came Alan Jones with 1 min. 08.23 sec., to lead the Cosworth-powered cars. It was not without significance that the fastest three cars were on Michelin tyres.

The new Arrows had a lot of small problems to sort out, both works Lotus cars were right out of the picture, as were the Tyrrells, and Lauda was eyeing his young number 2 in the same way as Scheckter was eyeing his number 2. Rosberg was doing the sort of mid-field times that was expected of him, and Ickx was doing a better job in his "come-back" than was anticipated.

During the lunch-break the underside of the nosepiece on the Lotus 80/2 had to be patched up and reinforced with fibre-glass as it had been wearing itself away along the straight, suggesting quite a good down-force being applied to the front of the car. The afternoon session saw very little change in the overall scene, the Renaults repeated their morning times, with Arnoux the faster, but not quite as fast as Jabouille's morning time and nobody else was in the same bracket, or even looked like getting into it. Reutemann was in trouble with Lotus 79/4 as an electrical short in a wire on the steering column kept blowing the spring-loaded automatic fuse, so he abandoned the car and took out 79/5. Andretti on the other

ENTRY								
No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	80/2	Cosworth V8	Lotus/Hewland	Goodyear	Martini/Essex/Tissot
2	Lotus	C. Reutemann	Lotus	79/4	Cosworth V8	Hewland	Goodyear	Martini/Essex/Tissot
3	Tyrrell	D. Pironi	Tyrrell	009/6	Cosworth V8	Hewland	Goodyear	Candy Appliances
4	Tyrrell	J. P. Jarier	Tyrrell	009/3	Cosworth V8	Hewland	Goodyear	Candy Appliances
5	Brabham	N. Lauda	Brabham	BT48/04	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Foods
6	Brabham	N. Piquet	Brabham	BT48/03	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Foods
7	McLaren	J. Watson	McLaren	M28/3C	Cosworth V8	Hewland	Goodyear	Marlboro/Castrol
8	McLaren	P. Tambay	McLaren	M28/2C	Cosworth V8	Hewland	Goodyear	Marlboro/Castrol
9	ATS	H. J. Stuck	ATS	D2/02	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	J. Scheckter	Ferrari	312T4/040	Ferrari flat-12	Ferrari	Michelin	Fiat/Agip
12	Ferrari	G. Villeneuve	Ferrari	312T4/039	Ferrari flat-12	Ferrari	Michelin	Fiat/Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	FS11	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS11	Renault V6 t/c	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS12	Renault V6 t/c	Hewland	Michelin	ELF
17	Shadow	J. Lammers	Shadow	DN9/2B	Cosworth V8	Hewland	Goodyear	Samson Shag
18	Shadow	E. de Angelis	Shadow	DN9/3B-2	Cosworth V8	Hewland	Goodyear	—
20	Wolf	K. Rosberg	Wolf	WR8	Cosworth V8	Hewland	Goodyear	Olympus/Texaco
22	Ensign	P. Gaillard	Ensign	MN09	Cosworth V8	Hewland	Goodyear	Theodore Racing
24	Merzario	A. Merzario	Merzario	A2/03	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	J. Ickx	Ligier	JS11/01	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
26	Ligier	J. Laffite	Ligier	JS11/04	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
27	Williams	A. Jones	Williams	FW07/003	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Williams	G. Regazzoni	Williams	FW07/002	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	Arrows	R. Patrese	Arrows	A2/1	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A2/2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Lotus	79/1	Cosworth V8	Hewland	Goodyear	Carta Blanca Beer
35	Alfa Romeo	B. Giacomelli	Alfa Romeo	177/001	Alfa Romeo flat-12	Alfa Romeo	Goodyear	Scania/Agip

Spare Cars		
1	Lotus-Cosworth V8 80/1	— Used by Andretti Friday a.m., Sat. a.m. and p.m. and for race
2	Lotus-Cosworth V8 79/5	— Used by Reutemann Fri. p.m.
3	Tyrrell-Cosworth V8 009/1	— Used by Pironi Sat. p.m. and for race
5	Brabham-Alfa Romeo V12 BT48/02	— Used by Lauda Sat. a.m. and p.m. and for race
7	McLaren-Cosworth V8 M26/7	— Not used
9	ATS-Cosworth V8 D2/03	— Used by Stuck Sat. a.m.
11	Ferrari flat-12 312T4/037	— Used by Scheckter Sat. a.m.
15	Renault V6 t/c RS01	— Not used
17	Shadow-Cosworth V8 DN9/4B	— Used by de Angelis Sat. p.m.
18	Shadow-Cosworth V8 DN9/1B	— Not used
20	Wolf-Cosworth V8 WR7	— Not used
25	Ligier-Cosworth V8 JS11/02	— Used by Ickx for race
26	Ensign-Cosworth V8 JS11/03	— Used by Laffite Friday a.m. and p.m., Sat. a.m. and p.m. and for race
27	Williams-Cosworth V8 FW07/001	— Used by Jones all Friday a.m. and p.m.
30	Arrows-Cosworth V8 A1/05	— Not used
31	Lotus-Cosworth V8 JS11/02	— Not used

hand stuck with the new Lotus 80 all afternoon. Laffite was back in his own car, but preferred the feel of the T-car, and Jones was still in the spare Williams, and was easily the fastest of the Cosworth runners.

The end of the day saw the Renault team even quieter and more confident, with both their cars on the front row and over half-a-second quicker than the next car, which was Villeneuve's Ferrari. The whole scene at the front of the grid was changing before our very eyes, with new faces in new places, Lauda being the first of the "old hands" in sixth place. Of the 27 cars that practised only 24 were going to take the start, so the last three on the Friday list had something to aim for. These were Merzario, Gaillard and Patrese, the last-named not getting to grips with his new Arrows like his German team-mate, who was in twentieth position.

On Saturday morning it was still cool and overcast, and though warm by English standards it was not as hot as the Bourgogne should be at the end of June. The hour-and-a-half test-session saw many teams trying out their spare cars, Scheckter taking 037, Andretti in 80/1, Lauda in BT48/02 and Laffite in JS11/03 as well as JS11/04. Jones had a new engine in FW07/003 and Rosberg was still happy with the Wolf WR8, the spare car not being used. Everyone was getting set for the final hour, those near the front determined to get into the select Renault time-bracket, while those at the back were out to try and not be there. The Wolf was being tried without nose fins, and proving quite stable and Jones was in great form, the Williams handling beautifully and going well, but then trouble struck. Half-way round a lap when Jones put the brakes on, the front ones stayed on. A small return valve in the master-cylinder had stuck preventing the fluid from returning from the calipers and the Williams arrived at the pits with the front brake discs glowing, the calipers and hubs nicely heat-treated and once the wheels stopped revolving everything went solid. It was the end of practice for Alan Jones, for though the spare car was got ready time had run out. Time was also running out for Tambay, whose McLaren broke its engine before the morning was finished, so that the McLaren mechanics had to get really stuck in and change the engine before the afternoon session began. The Williams mechanics had to fit complete new assemblies to Jones' car, uprights, brake discs, hubs, calipers, the lot.

During the previous day some of the drivers

Continued on page 1161

PRACTICE TIMES				
No.	Driver	Friday a.m.	Friday p.m.	Saturday p.m.
1	M. Andretti	1.11.08	1.10.67	1.09.35
2	C. Reutemann	1.09.96	1.13.43	1.09.36
3	D. Pironi	1.09.70	1.08.95	1.10.78
4	J-P. Jarier	1.09.85	1.09.38	1.08.80
5	N. Lauda	1.08.45	1.09.40	1.08.20
6	N. Piquet	1.08.19	1.08.73	1.08.13
7	J. Watson	1.09.97	1.11.56	1.11.04
8	P. Tambay	1.11.10	1.10.92	1.11.40
9	H. J. Stuck	1.12.10	1.12.54	1.11.75
11	J. Scheckter	1.08.58	1.09.25	1.08.15
12	G. Villeneuve	1.08.18	1.08.55	1.07.65
14	E. Fittipaldi	1.12.90	1.11.12	1.10.61
15	J-P. Jabouille	1.07.41	1.07.88	1.07.19
16	R. Arnoux	1.07.96	1.07.45	1.10.55
17	J. Lammers	1.12.10	1.12.11	1.11.14
18	E. de Angelis	1.12.34	1.12.30	1.12.23
20	K. Rosberg	1.10.66	1.10.15	1.10.45
22	P. Gaillard	1.14.29	1.14.03	1.13.00
24	A. Merzario	1.14.95	1.12.23	1.12.05
25	J. Ickx	1.10.82	1.09.68	1.10.00
26	J. Laffite	1.08.95	1.10.45	1.08.55
27	A. Jones	1.08.23	1.08.27	1.08.73
28	G. Regazzoni	1.09.97	1.09.01	1.08.65
29	R. Patrese	1.13.89	1.12.88	1.10.70
30	J. Mass	1.14.08	1.11.89	1.11.14
31	H. Rebaque	1.12.25	1.12.40	1.11.97
35	B. Giacomelli	1.11.79	1.11.02	1.10.59

Notes on the Cars at Dijon

WITH THE cancellation of the Swedish GP the Formula One teams had quite a long respite, and while some fitted in a lot of test driving, others built more cars, or new cars. Team Lotus had four cars in the pit lane, a pair of Lotus 80 models for Andretti and a pair of Lotus 79 models for Reutemann. The Lotus 80/1 was the car already raced and modified, while Lotus 80/2 was a new car, only test run, and with so many modifications that it was virtually a Mark 2. The whole underside of the car has been reshaped, the suspension members have been angled backwards, to move the centre of gravity forwards, the nose has been reshaped, and the

upper aerofoil at the rear has been dispensed with. The sides of the car are still in the form of an elongated ess, which still makes the sliding skirts quite a problem, but they still run to the very end of the car. In testing this new car showed a tendency to "porpoise", a phenomenon caused by the air flow under the car, but further alterations to the aerodynamics eliminated this undesirable characteristic. While Andretti was happy to continue with the development of the Type 80, Reutemann was disillusioned and was keeping out of the way until the Type 81 was designed! In the meantime he had Lotus 79/4 as his race car and Lotus 79/5 in reserve, Team Lotus being virtually divided into two separate camps, through *force majeure*.

In the Tyrrell team Pironi's crashed car from Monaco was replaced by a brand new car, 009 6, to the same specification, with Jarier using 009 3 and 009 1 as the team spare. The Brabham-Alfa Romeos had undergone a lot of test work, with encouraging results at Silverstone, and the most notable alteration was the shortening of the side-pods, removing a fair chunk from the front end. The four exhaust tail pipes had little cowls attached to them to deflect the gases downwards, away from the rear aerofoil. The cars have caught up with the rest of the world by providing the driver with controls to alter the anti-roll bar settings. Lauda was still with BT48/04, Piquet with BT48/03 and the communal spare was BT48/02. A fourth car was nearing completion back at the Chessington factory.

While work was proceeding flat out on a totally new design at the McLaren factory, the existing cars were updated and Tambay's car was brought up to the C-specification that Watson had used at Monaco. Watson was in M28 3C and Tambay was in M28 2C, and in case of dire emergency M26 7 was available. As well as doing a lot of testing the Ferrari team had built another T4 car, this one being 041 which Villeneuve was using. Scheckter retained 040. Fittipaldi was still limited to his sole remaining car, F5A/1, the Bellamy designed F6A not reappearing.

In the Renault camp there was an air of satisfaction after a great deal of test running with the new twin-turbo-layout cars, and a third car was completed. Since their inception the Renault chassis numbering has been reworked and the twin-turbo, "ground-effect" cars are numbered 10, 11 and 12. René Arnoux had the brand new RS12, it having done only a few miles on test at Monthéry, while Jabouille had RS11. The original twin-turbo car RS10 was a stand-by for the lanky team leader. The new Renault numbering is RS10 (formerly RS10/01), RS11 (formerly RS10/02) and the third car is RS12 (which would have been RS10/03 in the old sequence).

Like many teams the Shadow team found having one spare car for two drivers was always causing problems, so they took the time-off period to build a new DN9B, number 4 in the series, not counting rebuilds around damaged components from the regular three cars. Lammers had DN9/2B as his race car with DN9/1B as his spare, while de Angelis had DN9/3B-2 to race and the new car DN9/4B as his spare. The former three cars had dispensed with their aerodynamic "chimneys" just in front of the rear wheels, a riveted panel covering the place where they had been. The new car was built without these vertical tubes rising up from the side-pods.

With Hunt leaving the Wolf team their major problem was adapting WR7 and WR8 to

Continued overleaf

STARTING GRID

16 R. Arnoux (Renault V6 t.c.) RS12 1 min. 07.45 sec	15 J. P. Jabouille (Renault V6 t.c.) RS11 1 min. 07.19 sec
6 N. Piquet (Brabham-Alfa Romeo V12) BT48/03 1 min. 08.13 sec	12 G. Villeneuve (Ferrari flat-12) 312T4/041 1 min. 07.65 sec
26 N. Lauda (Brabham-Alfa Romeo V12) BT48/02 1 min. 08.20 sec	27 J. Scheckter (Ferrari flat-12) 312T4/040 1 min. 08.15 sec
26 J. Laffite (Ligier-Cosworth V8) JS11/03 1 min. 08.55 sec	27 A. Jones * (Williams-Cosworth V8) FW07/003 1 min. 08.23 sec
4 J. P. Jarier (Tyrrell-Cosworth V8) 009 3 1 min. 08.80 sec	28 G. Regazzoni (Williams-Cosworth V8) FW07/002 1 min. 08.65 sec
1 M. Andretti (Lotus-Cosworth V8) 80/1 1 min. 09.35 sec	3 D. Pironi ** (Tyrrell-Cosworth V8) 009 1 1 min. 08.95 sec
25 *** J. Ickx (Ligier-Cosworth V8) JS11/02 1 min. 09.68 sec	2 C. Reutemann (Lotus-Cosworth V8) 79/4 1 min. 09.36 sec
20 K. Rosberg (Wolf-Cosworth V8) WR8 1 min. 10.15 sec	7 J. Watson (McLaren-Cosworth V8) M28/3C 1 min. 09.97 sec
14 E. Fittipaldi (Fittipaldi-Cosworth V8) F5A/1 1 min. 10.61 sec	35 B. Giacomelli (Alfa Romeo flat-12) 177/001 1 min. 10.59 sec
8 P. Tambay (McLaren-Cosworth V8) M26/2C 1 min. 10.92 sec	29 R. Patrese (Arrows-Cosworth V8) A2/1 1 min. 10.70 sec
30 J. Mass (Arrows-Cosworth V8) A2/2 1 min. 11.14 sec	17 J. Lammers (Shadow-Cosworth V8) DN9/2B 1 min. 11.14 sec
18 E. de Angelis (Shadow-Cosworth V8) DN9/3B-2 1 min. 12.23 sec	31 H. Rebaque (Lotus-Cosworth V8) 79/1 1 min. 11.97 sec

* Time recorded in Williams FW07/001
 ** Time Recorded in Tyrrell 009/6
 *** Time recorded in Ligier JS11/01
 Withdrawn: 9 H. J. Stuck (ATS D2/02) 1 min. 11.75 sec
 Did not qualify:
 22 P. Gaillard (Ensign MN09) 1 min. 13.00 sec.
 24 A. Merzario (Merzario A2/03) 1 min. 14.95 sec.

Reflections in the Bourgogne

IT WAS very pleasant reflecting on the 1979 Grand Prix of France, for the quiet villages, nice hotels, good restaurants and unspoilt rural nature of the area around Dijon-Prenois is one of the nicer parts of France, as far as I am concerned; though there are people who prefer the hustle and bustle and commercialism of the south coast resorts near to the Paul Ricard circuit.

Naturally the overwhelming reflection to be seen in the green pastures was the impressive win by Jean-Pierre Jabouille and the twin-turbo charged Renault 1½-litre, against the long-standing expertise of the 3-litre engines from Cosworth, Ferrari and Alfa Romeo. That Jabouille was well in the running from the start was no great surprise, for he has had the Renault V6 up near the front a number of times, and those who were in South Africa recall the opening laps of the Grand Prix this year (in fact, both sets of opening laps showed the Renault to be impressive). That Arnoux came through with such force was a bit of a surprise, for up to now he has not shone brilliantly, though it must be admitted he has not had much opportunity. Those who have seen him in Formula Two in the past reckoned he was a good fighter, and the Dijon event proved this. Being impressive in Formula Two does not necessarily mean a driver will be good in Formula One, and there is a long list of hopefuls who have shown promise in the lesser Formula and come to nought in the big-boys class. Villeneuve has shown from the start he is a fighter, and his whole attitude to the French race was just typical of the man. In practice the Renaults were clearly superior, and a lot of famous drivers more or less gave up, but not the French-Canadian, he tried all he knew to match the French cars. Before the start he was determined as ever that he was going to get

NOTES ON THE CARS — continued from page 1151

accommodate Rosberg, and the Ensign team were starting all over again with the Frenchman Gaillard replacing Daly, though MN09 had undergone further alterations to its suspension geometry, in an attempt to make it handle a bit better. The Ligier team were out in force, with four JS11 cars and an old JS9 on show in the public enclosure. The four team cars were designated as follows: JS11/01 for Jacky Ickx, replacing the injured Depailler, JS11/02 as the test and experimental car, JS11/03 as the team spare, and JS11/04 (as yet unraced) for Laffite. Frank Williams' crisp-looking FW07 cars were assembled in logical order, with Jones in 003, Regazzoni in 002 and the original car 001 as the team spare.

The Arrows team had once again done an enormous amount of work and built two entirely new cars to a totally new design by Tony Southgate. If there was a prize for effort without success the Arrows team would win it hands down. The A2 design broke new ground on many points, but principally was "different" in its approach to aerodynamics and "ground-effects". In contrast to the Arrows A1 the monocoque was fat and chunky, but a clean air-flow into the side radiator openings and under the side-pods was

between the two Renaults, from the second row, as soon as the green light came on. He did better than that, he got ahead of both of them. And did he go in those opening laps? It was a joy to behold. On the very fast corner on which I was watching he had his outside wheels right to the edge of the tarmac on every lap, while never once letting his tyres touch the loose gravel beyond. The exciting closing stages where he and Arnoux banged their tyres against each other and pushed and shoved in a most spirited fashion was a good example of their judgement and skill. Lesser mortals try the same thing and spin off or get tangled up in each other. Afterwards they were both grinning and saying it had been fun, but admitting that it was a bit dicey and that they could have spun off. They didn't spin off and it was by judgement not luck. It was really refreshing to see the two of them laughing and shaking hands afterwards, with no bitching, no moaning, no recriminations. A really keen bit of racing, which fortunately the whole world seems to have seen thanks to the skill of the French Television people who seemed to know what was going on and what people wanted to see. Let's hope Ecclestone and Mosley don't try and put the price up in the future and frighten the Television people away.

That last minute drama took away a lot of the glory from Jabouille, the winner, which was unfortunate for the lanky Frenchman is not a great seeker after personal publicity, unlike some drivers who don't win races. But even with the glamour and fuss he was more than satisfied for he knew he had done a good job, but what was more important it was the culmination in the faith that he has had in the turbo-charged Renault project from the start, and the faith that Renault have had in him. Over the past two years he has suffered greatly in his efforts to get the Renault to front and has always been remarkably philosophical about the trials and tribulations, never once suggesting that his "career" and his "prestige" were being undermined by the failings of the car. Some drivers cannot wait to get out of a team if the car behaves badly, and some never wait for a car to become fully sorted out. The quiet

afforded by no front aerofoils in the conventional manner, the nose cowling being somewhat bulbous. The upper suspension members are enclosed in aerodynamic sponsons with adjustable trailing edges, and these flow into the upper surface of the side-pods. Side-skirts are fitted between the wheels on each side of the car, and a second skirt on each side, mounted inboard, runs along the rear of the car, from the engine to the tail. The engine (Cosworth V8) and gearbox (Hewland) are slightly canted up at the rear to provide more exit area for the air under the car. There is no rear aerofoil as such, it being incorporated in the tail of the car between the very large side plates that run down to the ground behind the rear wheels. Tiny rear-view mirrors are mounted high on thin stalks, one each side of the cockpit, making the car look like some strange insect. If the new Arrows is not better than the other Cosworth-powered cars at least it is different. In case of emergency the team had the older car A1/05 previously raced by Jochen Mass as a stand-by.

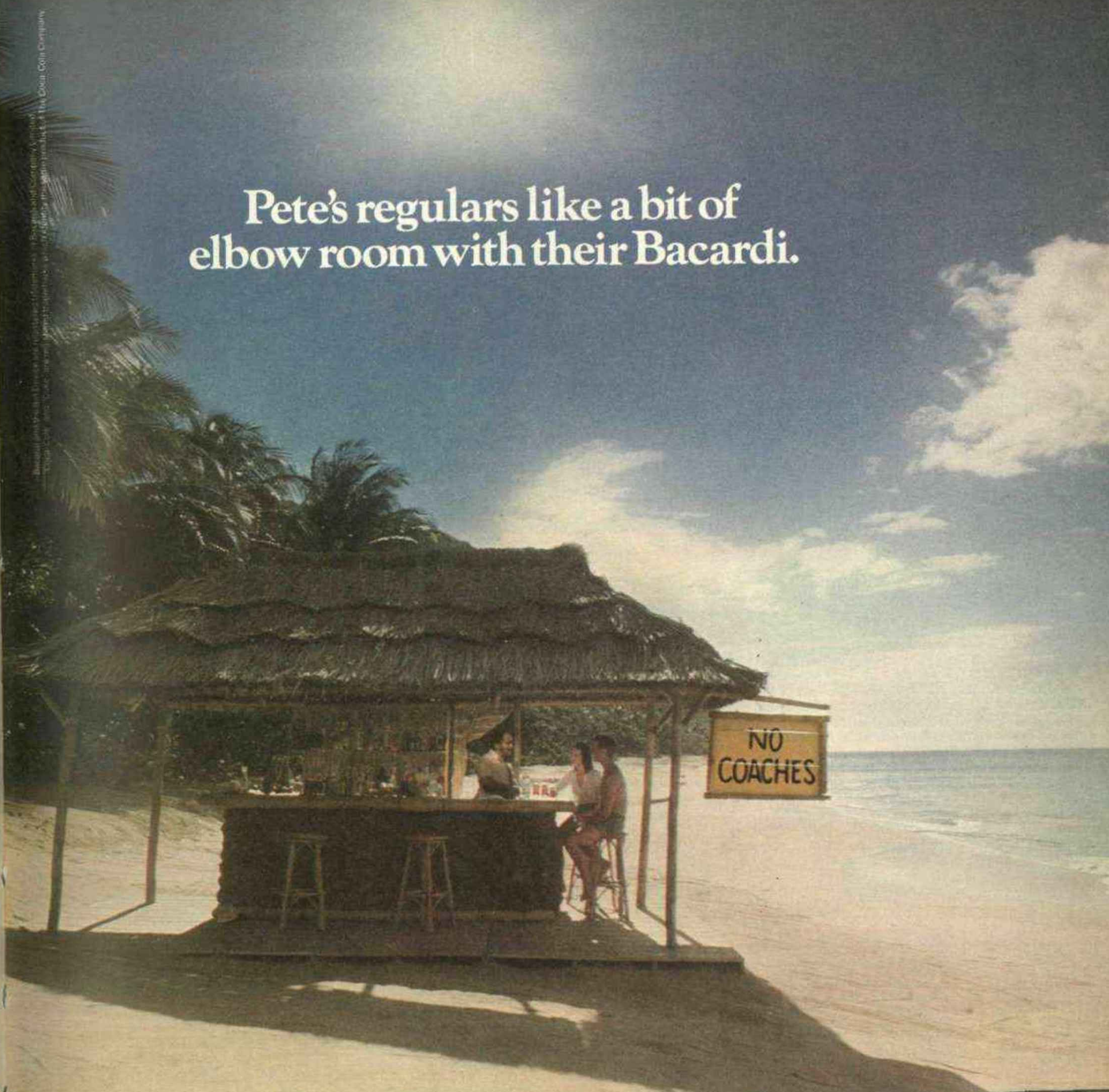
Alfa Romeo reappeared with their experimental car, for Giacomelli to drive once again, still using the flat-12 engine and trying a different nose cowling of the wedge-with-fins layout, though they found the original full-width nose was better. The remaining entries of ATS, Merzario and Rebaque all had their usual cars. — D.S.J.

Jabouille is a good example to a lot of drivers in Formula One; his success has been earned.

With the Cosworth V8 completely overshadowed in practice and in the race, there were those who were once more ready to write Duckworth and Cosworth Engineering off as being finished. We shall see. Equally there are those who have once again written off Colin Chapman and Team Lotus, but that has been done before as well. The Brabham team and their Alfa Romeo engines are another matter, for once both cars failed to finish, this time through driver error, but not wholly so, for the cars were not helping their drivers much. I happened to be standing opposite to where Piquet went off, and for many laps previously his Brabham looked awful, though afterwards he would not countenance that it was the fault of the car and said that its antics probably looked far worse than they felt to him. He did admit that the transition from understeer to oversteer (the point M on the basic handling curve, for those who know what we are talking about) was not very good and was too sudden. The corner on which he crashed was the long fast one leading to the main straight. On a right-hander you come over a brow, plunge steeply downhill still turning right, go down into a dip and climb steeply up as the corner finishes. This means that as you get into the corner you suffer enormous weight-transference to the front and as you finish the corner the weight-transfer is on to the rear wheels. It was as the weight transferred to front wheels that the Brabham tried to flick its tail out, and every lap Piquet was correcting a vicious tail slide just as he got to the steepest part of the corner. The ideal is for the initial understeer to change to oversteer gradually through the corner so that as the rear wheels tried to slide out you would reach the bottom of the dip and the weight-transfer to the rear wheels would assist your grip. Villeneuve's Ferrari was doing this to perfection, as were many others. The Brabham's handling was made to look all the worse by the fact that Alan Jones was following closely in the nicely balanced Williams FW07. On the fateful lap on which he crashed Piquet had the rear wheels slide out faster and earlier than he was anticipating, possibly due to tyre wear, and it caught him out. He came into my view sliding gracefully through 180°, and went backwards into the catch-fences. It was interesting to conjecture what would have happened if the run-off area of dust and gravel had not had all those catch-fences in it, for the car was at a very shallow angle to the armco rails and it might just possibly have spun to a stop without hitting anything, in which case Piquet could have gone on racing. As things are today you don't get much chance to go on racing once you have spun off for the sea of catch-fences are almost guaranteed to wreck the car. You cannot legislate for the mild accident, only the ultimate one, and Pironi's practice accident needed all the catch-fences available, otherwise he would have been badly hurt against the iron rails. I wonder why they don't have something more resilient than steel on the edge of the run-off area? Lauda's Brabham did not look so unhealthy while he was racing, but this may have been due to the fact that he was not going as fast as his young team-mate. Quite often the difference in lap times between a car being good or bad on its handling, is very small. It is a bit like test-driving; a good steady test-driver seldom teaches you anything about your car for it is not until it is driven at the absolute limit that you find out how good or bad it is. There are probably very few designs that have

Continued on page 1185

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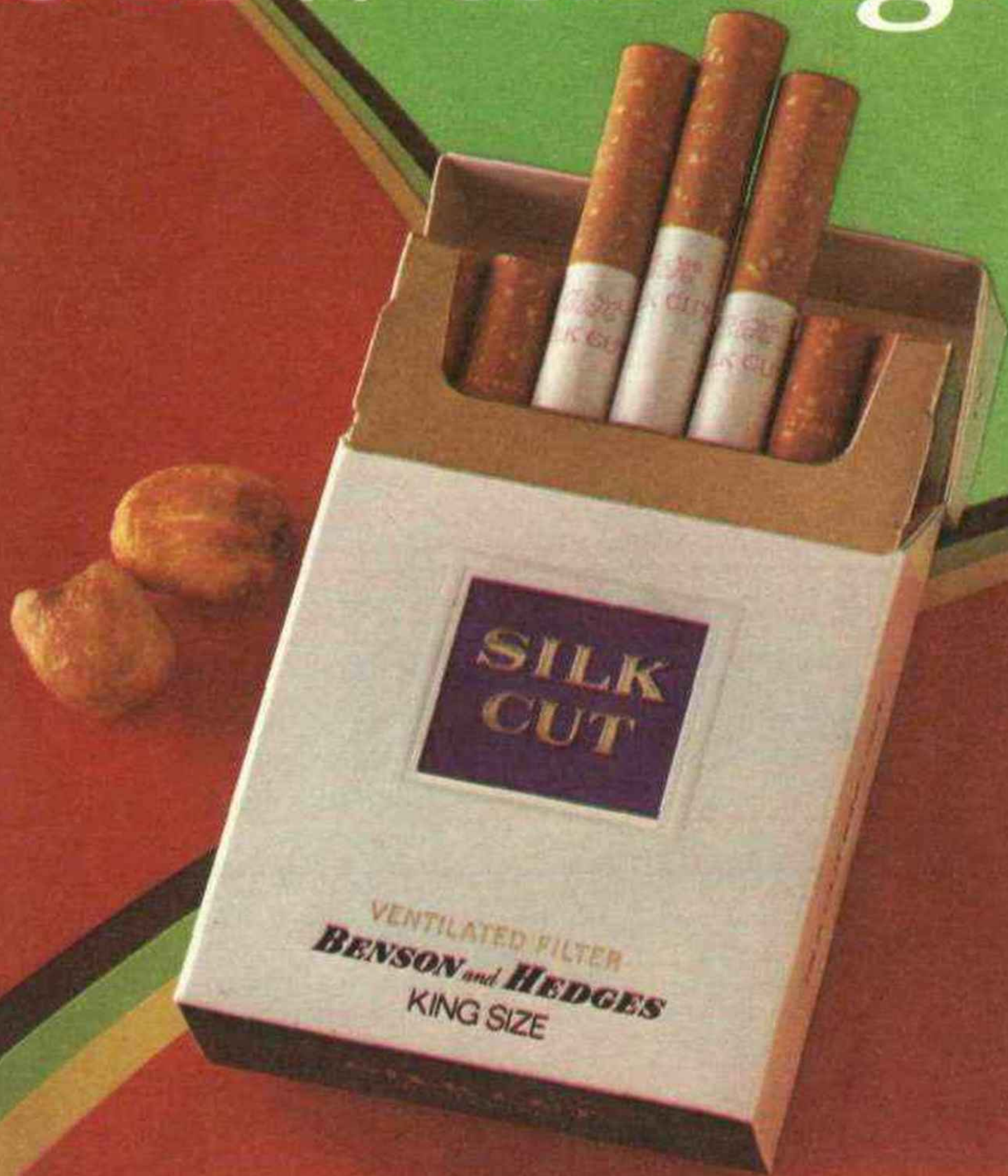
FORMULA TWO ROUND UP

Recent winners in the FIA's European championship have reflected just how wide open the 1979 title chase is turning out. At Pau in France Eddie Cheever's Osella (above) scored its second win of the season while at the Hockenheim round it was Englishman Stephen South in an ICI March-BMW (right) which raced away to win both heats. At Mugello in Italy Brian Henton scored the first win for the Toleman team's attractive Hart-engined Ralt RT2. From eight races there had been six different winners.



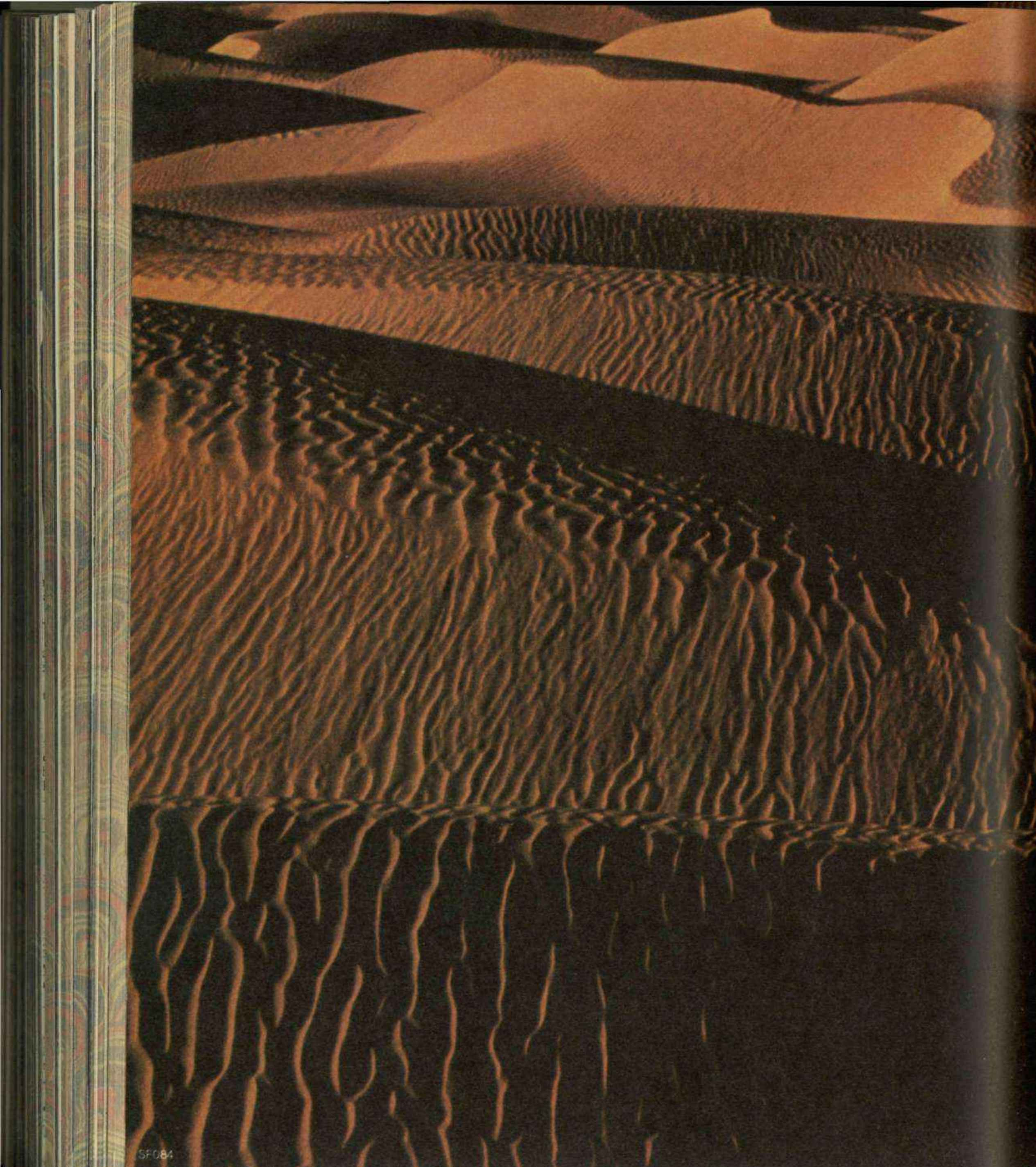


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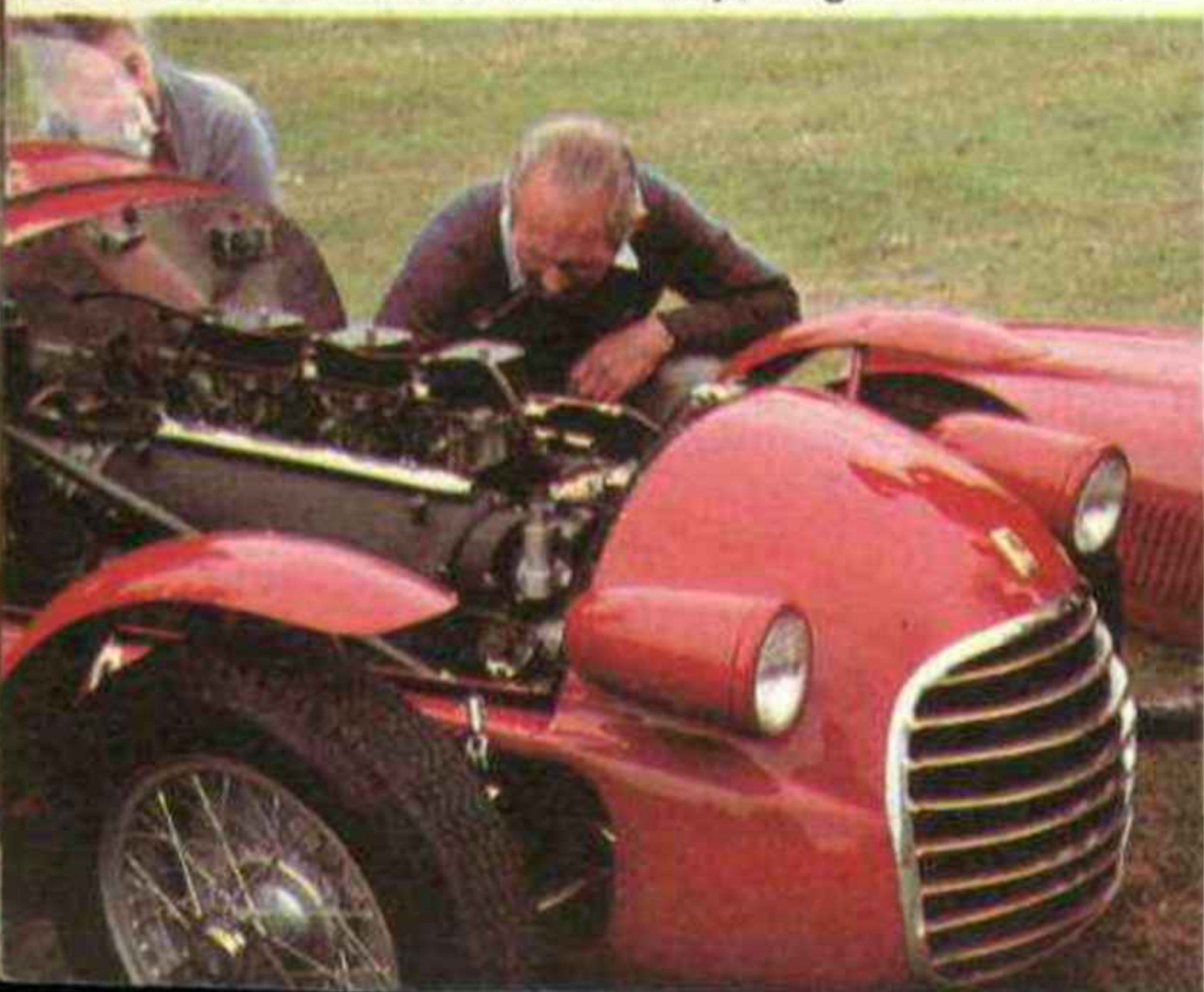
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Jabouille's winning Renault chasing Villeneuve's leading Ferrari. Scheckter's T4 lies third with Piquet putting on a brave display in the Brabham behind.

The Grand Prix of France

continued from page 1152

had been suffering from the effects of G-forces on their necks round the two long fast corners, and Rosberg and Ickx had head-restraints made up to hold their helmets in place, while the Renault drivers were thinking of doing something similar. Quote of the weekend must surely go to Andretti, who was anything but fast with the Lotus 80. When asked about the effects of G-forces in high-speed cornering, he said he just wished his car would generate enough G-force to give him a pain in the neck!

Due to the reversion to the old system of practice everything now hung on the final hour. Lauda was sticking to the spare Brabham as it felt better than his own car, Piquet's car had some last minute work done on its gearbox internals, Tambay's McLaren was half-way through its engine change, Andretti abandoned Lotus 80/2 in favour of Lotus 80/1, the newer car needing some re-thinking on its aerodynamic underside. Laffite had settled on JS11/03 as it felt better than the newer Ligier and Jones was in FW07/003 with all new front parts. Jarier's Tyrrell was in trouble with sheared driving studs on the left rear hub and when everyone had started practice mechanics were still drilling out the broken bits. He eventually went off with only five driving studs instead of the full complement of six. The Shadow team were running their new car for de Angelis, and the Arrows were improving but suffering from having the wrong springs at the back. Merzario was out of the running quite soon, with engine trouble in his own car.

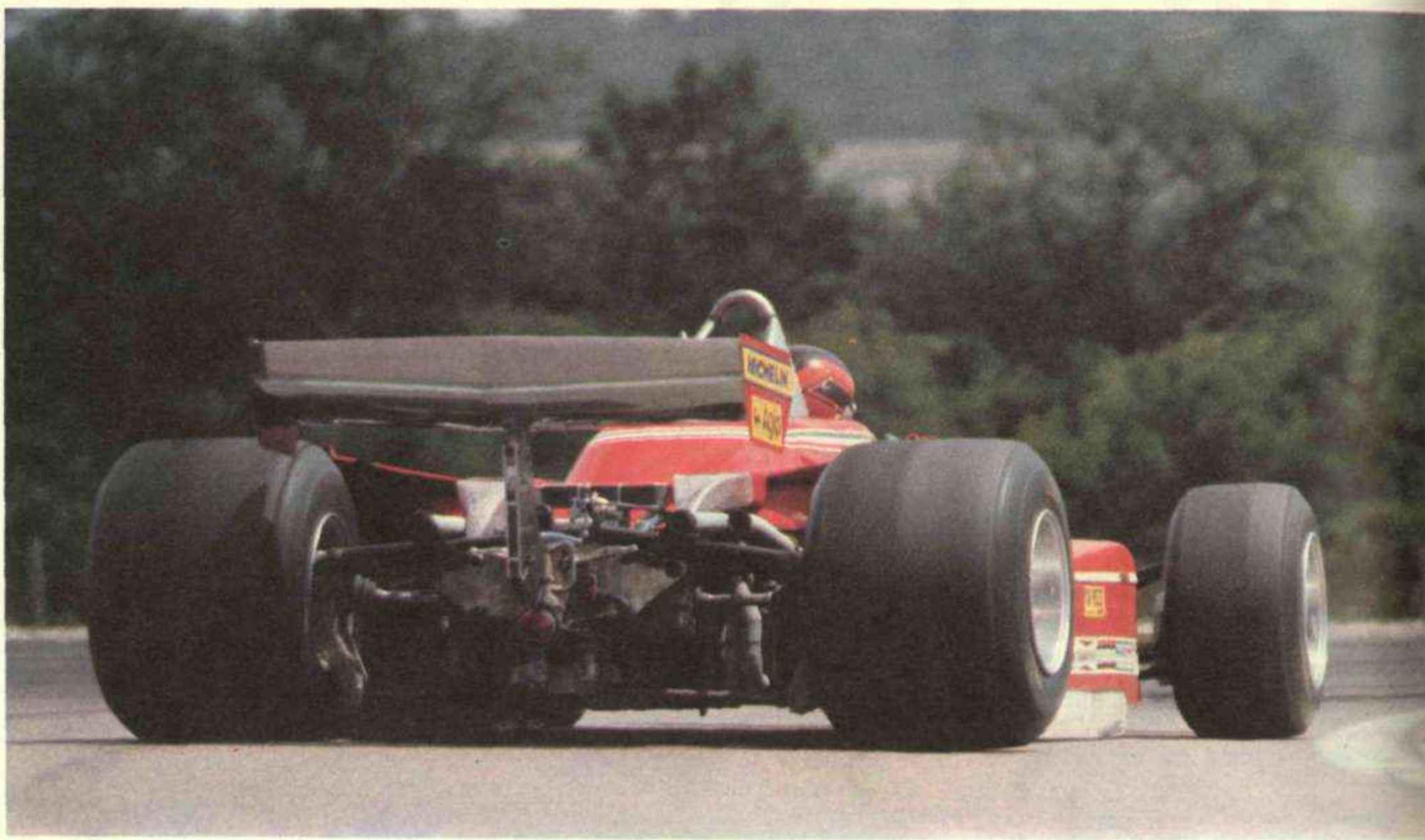
Jabouille was still setting the pace, but before Arnoux could join him the engine in RS12 went sick with trouble in the valve gear, and that was

the end of his practice. While many drivers seemed to have given up all hope of challenging the turbo-charged Renaults, two drivers were definitely out to give them a run for their money. These were Villeneuve and Jones, and the Williams driver was really giving it all he knew, with good results. Just when he was fully wound up and heading for a sub-1 min. 08 sec. lap there was a cloud of dust on the last corner and Pironi went off into the catch-fences with a rear wheel missing from his Tyrrell 009. The whole front of the car was ripped off and by a miracle the driver escaped totally unscathed. The well-wound-up Jones arrived on the scene as yellow flags started to wave and at the end of that lap his time was 1 min. 07.99 sec. For four laps the yellow flags were out and everyone slowed down, and then practice was stopped with 27 minutes of the crucial hour gone. The problem was that the wrecked Tyrrell was right in the line of fire of anyone else going off on the fast downhill right-hander, and all the catch-fences were down anyway.

For an hour everyone twiddled their thumbs in the pits while catch-fence repairs were done and the remains of the brand new Tyrrell 009/6 were brought in on a breakdown truck. This respite allowed the McLaren mechanics to finish off Tambay's engine change, and for Jarier's mechanics to fit a complete new hub to the left-rear of his Tyrrell. When practice restarted Regazzoni roared off and ran over the left nose-fin of his team-mate's car, which delayed the Australian a few minutes while a new one was fitted. Villeneuve was now going harder than ever, determined to try and split the two Renaults, especially as Arnoux was *hors-de-combat* and relying on his 1 min. 07.45 sec. of yesterday to keep in on the front row of the grid. Jabouille had stopped all arguments by recording 1 min.

07.19 sec., which firmly established him on pole-position. Villeneuve eventually did 1 min. 07.65 sec., close to the Renaults, but not close enough. While "Jonesey-boy" was getting himself wound up tight again his Cosworth V8 went on to seven cylinders and he came into the pits. While his mechanics were investigating, the engine went "Pop" and a cloud of white smoke from the exhaust indicated a valve through a piston. Once again the spare Williams was readied, but it was too late, the hour was up and practice was finished. In the final minutes Rosberg disappeared with the Wolf WR8 and was towed in afterwards, the trouble being a broken rotor arm in the ignition distributor. It was announced by the Stewards of the meeting that Jones and Rebaque had made their fastest laps while the yellow flags were out, and in consequence the four lap times involved for each driver were scrubbed. This did not affect Rebaque as far as the grid was concerned, but it did knock Jones off the second row. His next best time was 1 min. 08.73 sec. in the final hour, so that his grid time came from his 1 min. 08.23 sec. recorded on Friday morning, which meant that he was on the fourth row of the grid. Even so he was still the first Cosworth V8 user, but he wasn't in the true position: he should have been in with the turbo V6 and 12-cylinder cars.

Ickx was in the middle of the grid, having made a very reasonable impression, and Giacomelli had qualified the works Alfa Romeo quite comfortably. The three unfortunates were de Angelis (Shadow), Gaillard (Ensign) and Merzario (Merzario), but then Gunther Schmidt the owner of the ATS team raised a small cry of protest and withdrew his car from the race. The trouble was that Goodyear had given one of Stuck's special tyres to Lauda, as they were very short of "sticky"



An exciting combination: Villeneuve at work in the Ferrari.

qualifying tyres. This withdrawal meant that de Angelis could start, from the last position on the grid, and Rebaque moved across to the penultimate position.

On Sunday morning the skies were very grey, which was just what the Renault team and Michelin had been praying for, as ambient temperature was all important to the turbo-charged 1½-litre V6 Renault engine, and to the wear rate of the racing Michelins. There was a half-hour warm-up when everyone had a final check that all was well. Jones had a new engine in his Williams, the Lotus 80/2 was well and truly abandoned, Laffite was in his T-car (JS11/03) and the test-car (JS11/02) was being readied in case of emergency. Pironi had no choice but to use Tyrrell 009/1 and Lauda soon stopped with BT48/02 as its new engine was down on r.p.m. With plenty of time in hand before the 2 p.m. start (the French always insist on a proper lunch period) the Brabham mechanics set about installing another engine for the team-leader.

Before the racing cars left the pits to drive round to the grid the drivers were taken on a lap of honour in a vast fleet of all the latest Mercedes-Benz cars, though one or two drivers seemed to be missing! In good time the twenty-four starters left the pits, but only twenty-three arrived on the grid! Ickx had made a nonsense changing gear on a corner and had spun off and smashed a front wheel. He abandoned the Ligier and got a lift back to the pits, where he was put into the Test-car (JS11/02) which he had never sat in before, and away he went to do another lap and join the grid. (Strictly against the civil-service rules, but it was a Ligier and this was the French GP.) Eventually the twenty-four cars

The Gitanes lady must have been a bit disappointed with Ligier at Dijon. Here her giant poster surveys a gaggle including Reutemann's Lotus 79.

set off on their parade lap, led by Jabouille in the yellow and black Renault, with his chirpy little team-mate alongside him. Behind the two cars from the Regie-Renault were Villeneuve (Ferrari) and Piquet (Brabham-Alfa) while in row three were two very sour-looking "prima-donnas" each having to look at the back end of their number 2 driver's cars. Scheckter was behind Villeneuve and Lauda behind Piquet. In row four were the first of the Cosworth-powered cars, Jones (Williams) and Laffite (Ligier) and then the rest of the runners, the two works Lotus ignominiously in the middle of the grid.

Jabouille did a good job in leading the field, and they all arrived back on the grid, paused, the red light shone, then the green and the 80-lap Grand Prix of France was under way. The Ferrari of Villeneuve made a searing start from the second row and he not only split the two Renaults before the first corner, but led them, with Scheckter hard up behind. Poor Arnoux in his first start from the front row did not get off too well and as the field streamed into the first corner he stayed out wide and "the-world-and-his-wife" went by. Before the end of the first lap Villeneuve was long gone, driving at 9¾-tenths on that opening lap to



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The Arrows A2 "Doodlebug" for Jochen Mass was something different in GP styling, though not dramatically fast upon its debut. Below, Arnoux and his Renault, recovering ground after the start, and about to pass Jarier's Tyrrell.



Jarier who had equalled Villeneuve's drag-race start.

The red T4 Ferrari of the French-Canadian was going at an unbelievable rate, and using every inch of the circuit, smoothly and tidy and precise, Villeneuve put out an incredible lead. Arnoux was down in ninth place, behind Jones and Laffite, but was looking quite unflustered and settling in to redress the situation. By lap 3 Arnoux had passed Williams and the Ligier, and they had swapped places anyway, with Jones pulling away from the blue and white car. On the next lap Arnoux passed Lauda, and catching Jarier took a longer. Meanwhile Villeneuve was pulling away from Jabouille at a second or more a lap, though the Frenchman did not seem perturbed. He was comfortably ahead of Scheckter and Piquet, and Jarier was being warned about the approaching number 2 Renault. There was little he could do and Arnoux powered past on lap 7 and set his sights on Piquet's Brabham, which he caught on lap 11. Jones was also into this hard-driving strategy and caught Lauda and Jarier in quick succession and by lap 12 the order was Villeneuve, well in front and going hard, Jabouille quickly weighing up the situation, Scheckter trying to hang on to the pace, Arnoux, Piquet, Jones and Jarier. After quite a gap came Lauda, dropping back all the time, Laffite doing his best with a very well balanced Ligier, Regazzoni, Pirro, Rosberg, Reutemann, Watson, Fittipaldi, and Tambay, with Andretti heading for the pits with failing brakes due to a fluid leak from a union in the front system. Giacomelli, Patrick Rabaque, de Angelis and Mass brought up the rear, with Lammers way behind after a pit stop to cure a misfire. Everyone was still racing.

Arnoux was soon up behind Scheckter's Ferrari and on lap 15 he went by, while Jones was desperately looking for a way by Piquet's Brabham. The Alfa Romeo powered machine was doing nasty things in the middle of the fast bend before the pits, flicking its tail out at just the wrong moment, which was keeping the young Brazilian on his toes and making him work harder than he should have done. One of the skirts on Mass's Arrows was coming adrift and he was dropping further and further back, to be passed by Villeneuve on lap 15.

At 20 laps, or quarter-distance, the leader Ferrari and second place Renault were still out on their own, while Arnoux was in a certain third place. Scheckter, Piquet, Jones and Jabouille followed, with Regazzoni next up having passed Laffite and Lauda. Ickx had stopped twice to change first the front tyres and then the rear tyre on his untried Ligier and was now down at the back, with only Lammers and Andretti behind him. As Lauda spun off on lap 24 and could not restart, Jabouille began to close up on the fly. Villeneuve, the steady progress of the Renault being uncanny. Jabouille was soon behind the Ferrari, but not quite close enough to attack, as they were lapping slower cars it looked though the situation was "stalemate". This battle went on for lap after lap, first Jabouille getting baulked by a slower car, then Villeneuve, and on, so that the situation was still the same at half-distance, 40 laps. This had pulled them well clear of Arnoux, who in turn was well away from any competition. Scheckter had slipped back, having been passed by Piquet and then by Jones. The Australian still hanging on to the Brabham-Australia and watching it twitch through the corners from close quarters. Ickx suddenly disappeared when his engine blew up and Andretti was despairing of ever getting going with the Lotus 80. At 44 laps

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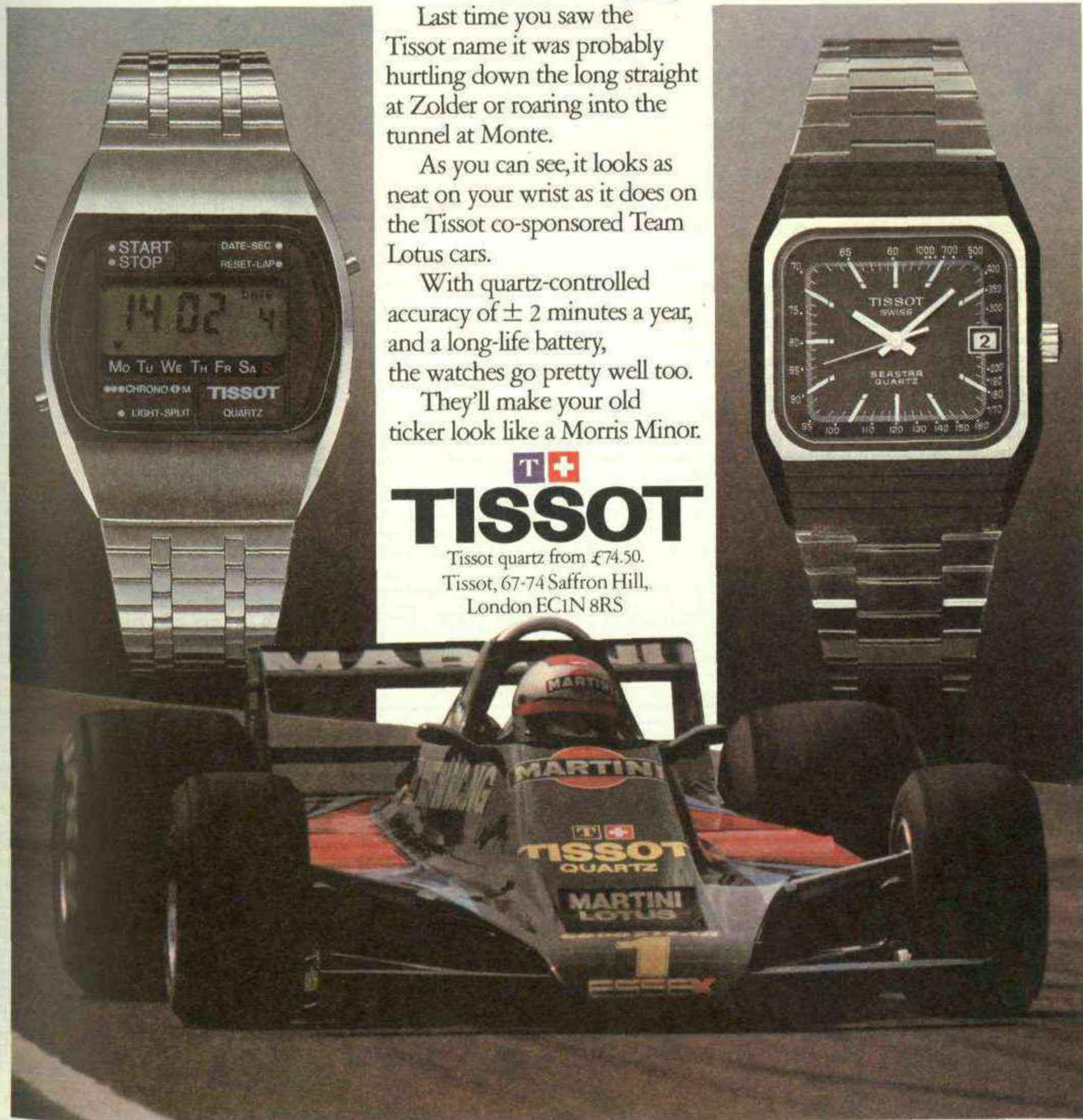
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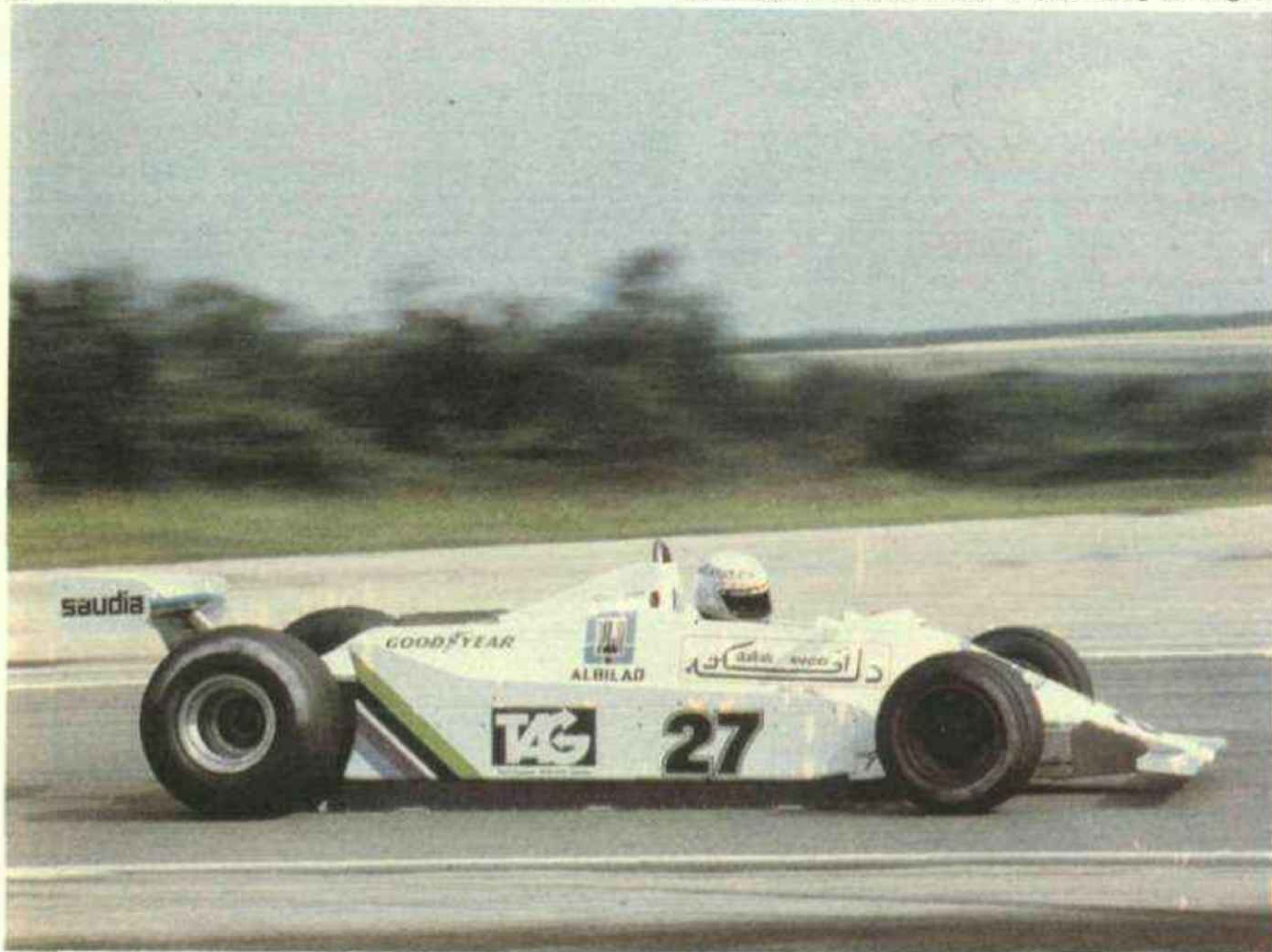


Now a potent force in Grand Prix racing, Formula Two graduate René Arnoux and the twin turbo Renault.

get clear of the Renaults. Jabouille had done a first-class job of getting away and was holding second place, followed by Scheckter, Piquet and Jabouille was making it very clear that he wanted the lead, but Villeneuve would not oblige. As Rosberg held him up briefly out of the last corner, he shot by on the wrong side, with the Renault right behind him. On lap 46 Villeneuve came up to lap de Angelis and as he eased to go by him on the wrong side, Jabouille was hard on the Renault's power and drew alongside to pass the Ferrari up the straight, and lap 47 saw the 100,000 crowd wild with delight as a French driver in a French car led the Grand Prix of France. Having got by, Jabouille gave it all he'd got for a lap or two, and left Villeneuve a bit

breathless, so that at 50 laps there was a sizeable gap between the two cars. On lap 52 Andretti disappeared quietly, giving up the unequal struggle, while on the next lap Piquet disappeared noisily in a shower of stones and dust as his Brabham-Alfa went backwards into the catch-fences on the last corner, leaving Alan Jones to sail past into fourth place. Although Piquet blamed himself for losing control, the car had been acting so peculiarly all the race, that it is remarkable that he caught it as many times as he did.

Villeneuve's desperate efforts to get away from the Renault in the early stages had naturally taken toll of his tyres and brakes, and knowing he could no longer hold Jabouille, he eased his pace slightly



and concentrated on conserving his Michelin rubber and Ferodo brake pad material, to make them last to the end of the race. His team-leader was very disgruntled about the whole affair and before he suffered the ignominy of being passed by Jarier in the Tyrrell he pulled into the Ferrari pits for a new set of tyres. This left the Tyrrell in fifth place, but Regazzoni was thinking it would be a nice place to be and was pressuring the blue car heavily. Providing everything on the leading Renault kept going Jabouille looked to have victory in his grasp, but he was far from happy, not only worrying about the reliability of the mechanical components, but his brakes were wearing and needing more and more pressure to be effective. This was causing him great pain in his right leg, as he had to push harder and harder on the pedal, and the overall strain was beginning to tell on him. Fortunately there was no way that Villeneuve could repeat his early efforts without using up his tyres and brakes, and second place was his sole interest, but it was far from certain for Arnoux was closing up rapidly, responding nobly to signals from the Renault pits.

With ten laps to go there now started a memorable battle for second place, so fierce and competitive that the leader of the race was totally overlooked. By lap 71 Arnoux was right behind Villeneuve, and still there on lap 72. On the next lap they lapped some slower cars and the Ferrari got through while the Renault didn't. Lap 75 and they were together again, but Villeneuve was not giving in, but on the start of lap 78 the Renault was alongside the Ferrari and took the lead. But it wasn't over, for Villeneuve is not one to give up. He was back in the lead on the 79th lap, but Arnoux was proving to be just as tenacious. Side by side they started the last lap, side by side they went into the first corner, side by side they came out of the first corner. Neither man was going to give way and they threw caution to the winds, rubbing their tyres against each other as they dived into the twisty back leg. Villeneuve got inside at the far hairpin, Arnoux was in front again as they climbed out of the dip, but the

Fourth place was the reward for Alan Jones in the Williams.



Villeneuve's Ferrari scatters Rebaque's private Lotus and the interesting Alfa Romeo flat-12 of Giacomelli.

Frank Williams with sixth place, only one second away from the Tyrrell. As the dust of the winners settled and the rest of the runners came in it was seen that Reutemann was missing from tenth place. The front brakes on the Lotus 79 had failed on the seventy-eighth lap and he stuffed the nose of his car under the back of Rosberg's Wolf. While the Wolf went on the Lotus stopped with a crumpled nose and the right front wheel pointing sharp right.

A grumbling Scheckter finished seventh, after his stop for fresh tyres, and John Watson also stopped for fresh tyres for his McLaren which lost him a place to his team-mate. Rebaque had run non-stop in his private Lotus 79 and had nicely vanquished the two new Arrows. Giacomelli brought the works Alfa Romeo to the finish after stops to look at the gearbox and change tyres. Pironi had yet another Tyrrell component break on him, this time in the rear suspension.

It had certainly been a Grand Prix of France to go down in history, being won by the French, but the race for second place revived the interest of all the Formula One disbelievers. All races cannot be good, but you should watch all races so that when one is good you don't miss it. — D.S.J.

Renault engine gave a hiccup as he accelerated and the Ferrari was instantly alongside. Over the brow of the hill they went, still rubbing tyres, but with the Ferrari on the advantageous inside for the long fast final bend. Down the last dip they were virtually touching, nose to tail; up the hill the Renault pulled out and as they disappeared over the brow and raced for the line they were side by side again. The Ferrari got the verdict by an official quarter of a second, and while it had all been happening Jabouille had quietly won the Grand Prix for France, creating so many "firsts" that it was bewildering. First Renault victory in a Grand Prix since 1906, first-ever Grand Prix victory by a turbo-charged engine, first Grand Prix win for Jean-Pierre Jabouille, and so on. It was a worthy moment for the wholesale consumption of Moët Chandon champagne. The lanky Frenchman was completely exhausted and had to be helped from his car, his right leg really suffering from the effort required on the brake pedal. Almost punch-drunk by the enormity of the whole affair poor Jabouille would have preferred to have gone and lain down, rather than give himself over to the delirious French crowds. Being a national hero was almost more than the quiet Frenchman could bear and he looked dazed and "shell-shocked" for quite a time after winning. The two little "whizz-kids" in second and third places were grinning all over their faces, having thoroughly enjoyed their last lap rough-and-rumble, saying it had all been good fun, though they realised it could have ended with them both spinning off. But they were racing in real earnest for second place and that over-rides all other thoughts, until afterwards.

It had been a Renault joy-day with a vengeance, and Arnoux was well content with being third to such a hard racer as Villeneuve, while the little French-Canadian was the hero of the 3-litre establishment, with his hard-driven fourth place, and he was Goodyear's white hope, for three cars ahead were all on Michelin tyres. Jarier completed yet another worthy race for the Tyrrell team, with fifth place, and good old Regga scored again for

Arnoux, Jabouille and Villeneuve after an epic French Grand Prix.

Results

FRENCH GRAND PRIX — Formula One — 80 laps — Dijon-Prenois — 3.8 kilometres per lap — 304.0 kilometres — Overcast and cool

1st:	J-P. Jabouille (Renault RS11)	1 hr. 35 min. 20.42 sec. — 191.315 k.p.h.
2nd:	G. Villeneuve (Ferrari 312T4/041)	1 hr. 35 min. 35.01 sec.
3rd:	R. Arnoux (Renault RS12)	1 hr. 35 min. 35.25 sec.
4th:	A. Jones (Williams FW07/003)	1 hr. 35 min. 57.03 sec.
5th:	J-P. Jarier (Tyrrell 009/3)	1 hr. 36 min. 24.93 sec.
6th:	G. Regazzoni (Williams FW07/002)	1 hr. 36 min. 25.93 sec.
7th:	J. Scheckter (Ferrari 312T4/040)	1 lap behind
8th:	J. Laffite (Ligier JS11/03)	1 lap behind
9th:	K. Rosberg (Wolf WR8)	1 lap behind
10th:	P. Tambay (McLaren M28/2C)	2 laps behind
11th:	J. Watson (McLaren M28/3C)	2 laps behind
12th:	H. Rebaque (Lotus 79/1)	2 laps behind
13th:	C. Reutemann (Lotus 79/4)	3 laps behind — not running at finish
14th:	R. Patrese (Arrows A2/1)	3 laps behind
15th:	J. Mass (Arrows A2/2)	5 laps behind
16th:	E. de Angelis (Shadow DN9/3B-2)	5 laps behind
17th:	B. Giacomelli (Alfa Romeo 177/001)	5 laps behind
18th:	J. Lammers (Shadow DN9/2B)	7 laps behind

Fastest Lap: R. Arnoux (Renault RS12) on lap 71, in 1 min. 09.16 sec. at 197.802 k.p.h. (new record)

Retirements: N. Lauda (Brabham BT48/02) spun and stalled, on lap 24; J. Ickx (Ligier JS11/02) engine failure, on lap 46; M. Andretti (Lotus 80/1) brake and handling trouble, on lap 52; N. Piquet (Brabham BT48/03) accident, on lap 53; E. Fittipaldi (Fittipaldi F5A/1) engine failure, on lap 54; D. Pironi (Tyrrell 009/1) rear suspension; C. Reutemann (Lotus 79/4) accident, on lap 78.
24 starters — 18 finishers





THE BRITISH GRAND PRIX Jones (No. 27) takes the inside line at Stowe on the first lap to out-brake Saudia Williams team-mate Regazzoni and Jabouille's Renault for the lead, above left. Already the field is split into two halves, with the Williams,

Renaults and Brabhams setting the second half into Becketts on the left. McLaren and de Angelis' Shadow on the left to right, Jarier on his way to





the pace. Villeneuve, Ferrari No. 12, leads the pack; Arnoux, Renault No. 2, above right, hounded by Watson's McLaren, ahead of a lowly-placed Scheckter. Below, a pleasing third place for Tyrrell; Watson

giving the new McLaren M29 an encouraging debut in fourth place and second-placed Arnoux proving that Dijon was no flash in the pan for Renault. In the centre, a happy Regazzoni flanked by Arnoux, left, and Jarier.





SILVERSTONE HISTORICS WILLIE GREEN had to work hard for victory in the Lloyds and Scottish Historic Championship race in the oversteering JCB Ferrari Dino. A battle royal saw the lead change as many as four times a lap. Above, Robs Lamplough's BRM P25 heads Green and Alain de Cadenet's Aston Martin DBR4 at Woodcote. Bruce Halford's Lotus 16 came through to second in the closing stages when the Aston spun, slowing Lamplough. Competitors from the 1949 British Grand Prix, in a parade to mark its 30th Anniversary, included John Bolster in ERA R5B Remus, below right, Bob Gerard in ERA R14B, right, the partnership which finished second in 1949, and T. C. Harrison and David Hampshire, the latter fourth in ERA R1A thirty years ago, who shared a Monza Alfa on this occasion.





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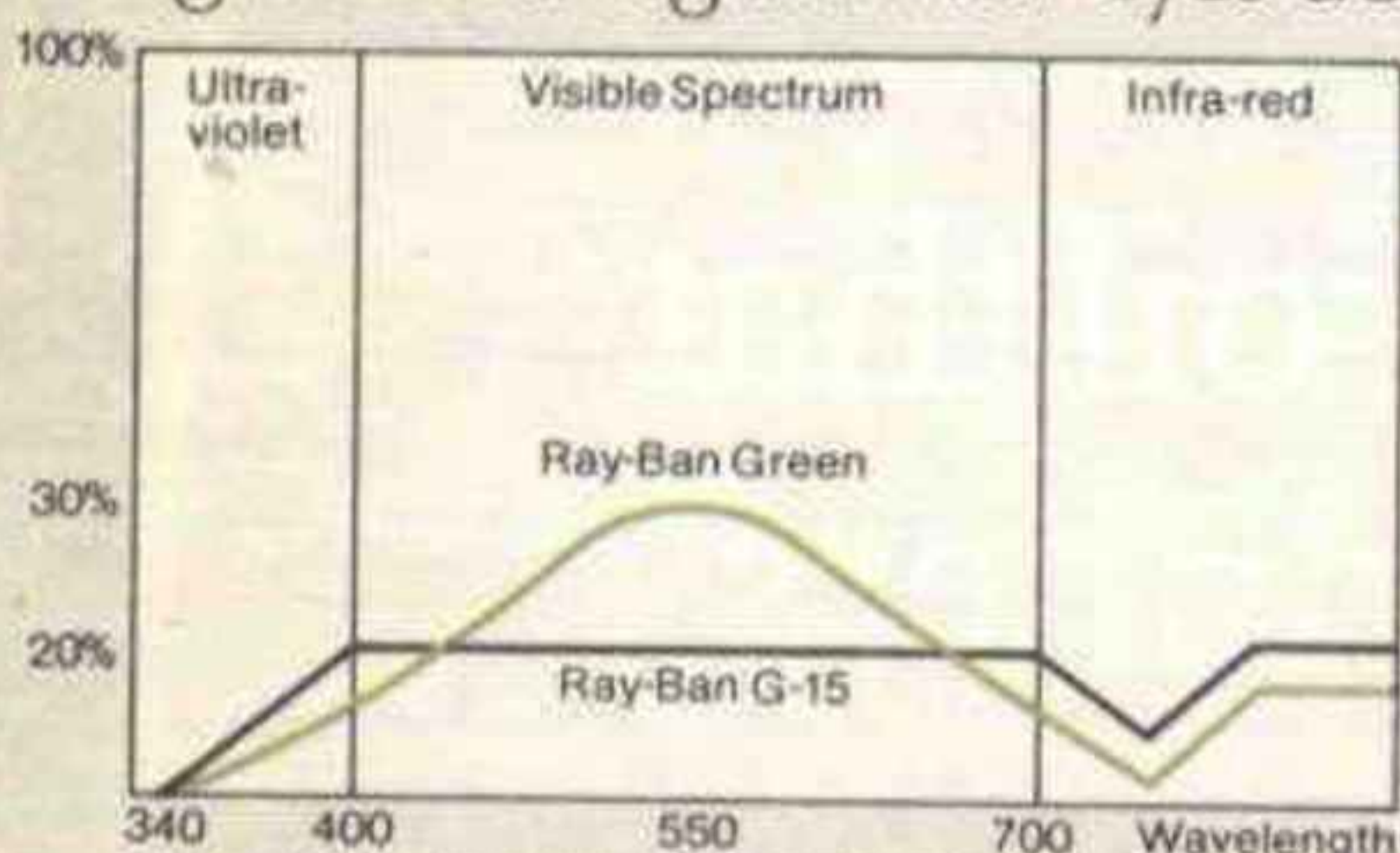
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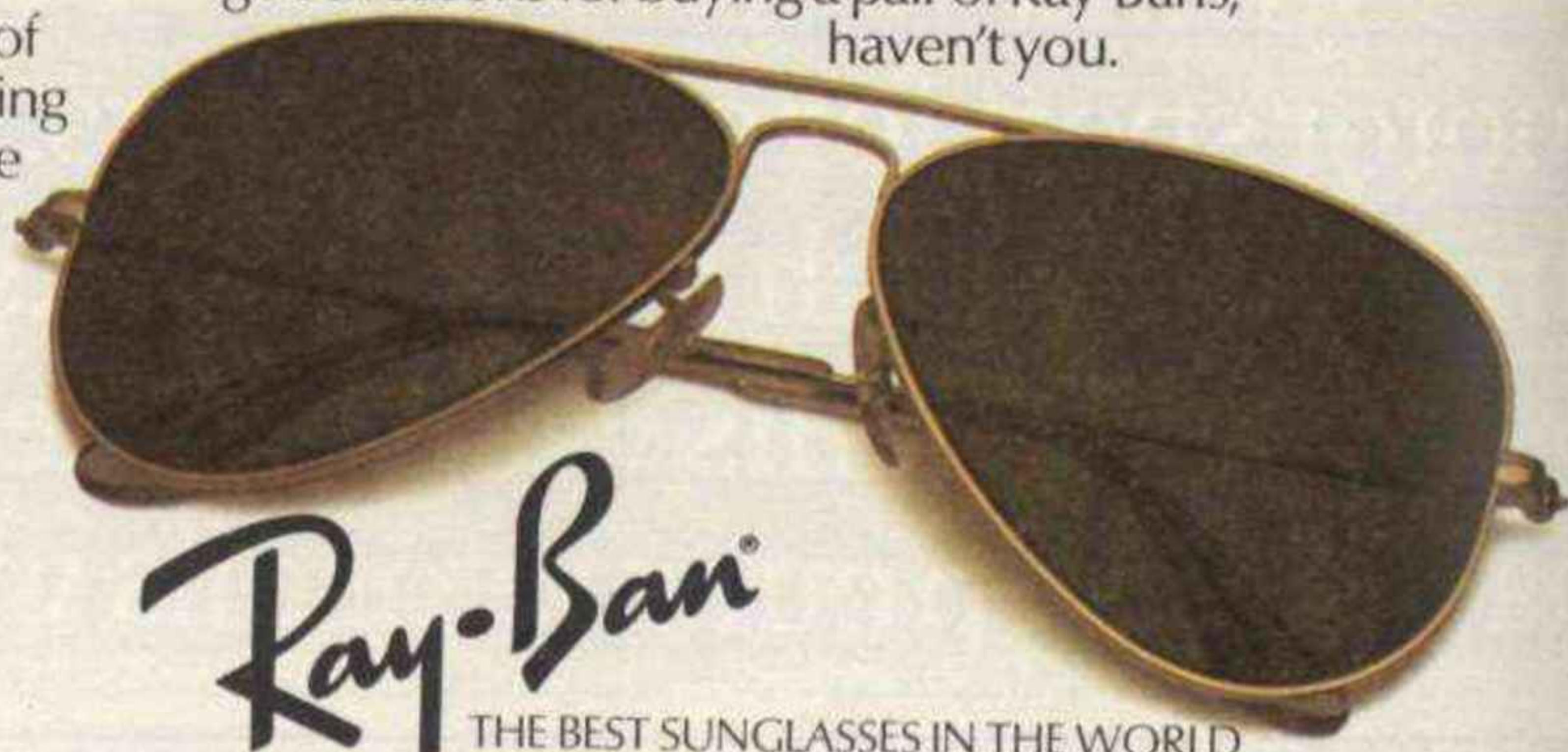
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On the road with a CanAm Lola

"WHAT HAVE we here," asked the men in blue, examining in amused disbelief the improbable apparition of a blood-red CanAm Lola parked at the side of the A10. They couldn't have been more surprised if a flying saucer had landed in front of their 200,000-mile-old Rover. I squirmed in the driver's seat, thankful for having seen them before they saw me and hoping that the Lola's owner Rod Leach had covered every detail in the rule book during this monster racing car's conversion for road use. Fortunately the two policemen turned out to be friendly characters, who had flagged me down more out of curiosity than any over-zealous exercise of the law. Having satisfied themselves at a glance that all the essentials were present and correct they concentrated conversation on the Lola and the longevity of police Rovers. Would that all traffic policemen were so pleasant!

Had this little incident had more serious consequences I could have blamed reader Barrie Crowe, whose sarcastic jibe in our letters pages at Rod Leach's boast of a 50 mile road journey in his 1968 CanAm Lola T160 Spyder brought a swift response from Leach in our January correspondence columns and an invitation to me to try this awesome machine.

Part of Leach's private collection, not one of his sales stock, this road-going Lola is regarded by its enthusiast owner as something of a temporary novelty. He agrees with my sentiments that one day it ought to be, and probably will be, converted back to racing trim, for which purpose he has all the necessary bits, including a full-race, fuel-injected, 5.4-litre, 500+ b.h.p. Chevrolet V8 engine to replace its relatively "cooking", 300+

Our photographer suggested the caption "Hello, hello, hellola," but we thought that wasn't quite MOTOR SPORT...

b.h.p., 5.3-litre Chevrolet V8.

Chassis number SL160/9, this Lola actually ran in the 1968 CanAm series, though pedantic details are in short supply. The story has it that this was the Chuck Parsons Simoniz Special, a successful car by T160 standards that season, though that isn't much of a boast, for the model was disappointing in a season when McLarens totally dominated this SCCA Group 7 Championship, won by Denis Hulme with a 7-litre M8A. Eric

Broadley verbally cringed when I asked him about the T160 over the telephone. In spite of a bevy of top class drivers, such as Andretti, Savage, Gurney, Posey, Scott and Parsons, the T160 could finish no better than 9th (Posey) and 10th (Parsons) in the Championship. Lola had to persevere until 1977, when Tambay won the Championship in a T333CS, to repeat Surrtees' victory with a T70 in the first CanAm series in 1966.





A formidable beast at large on a dual carriageway. Note the newly-fitted headlights.

All sorts of V8 engines were fitted to T160s in 1968 in desperate and unsuccessful efforts to break the dominance of the 7-litre alloy block Chevrolet engines in the McLarens, Parsons tried both 7-litre and 6.1-litre Chevrolet engines. Posey ran 7-litre and illegal 7.2-litre units, Gurney and Andretti experimented with Ford's all-aluminium 4-cam Indianapolis V8s, there were attempts with 5-litre and 5.3-litre Gurney-headed Ford engines, and others tried small-block Chevrolet engines.

Leach has no record of when his T160 received its small-block Chevrolet racing engine, but it certainly ran this after it joined the "fleet" at the Quaker State Racing School in 1971/72. The School eventually sold SL160/9 to a private owner in South Carolina, who carried out the bulk of the road conversion, including the engine change. Leach acquired the car in late 1977.

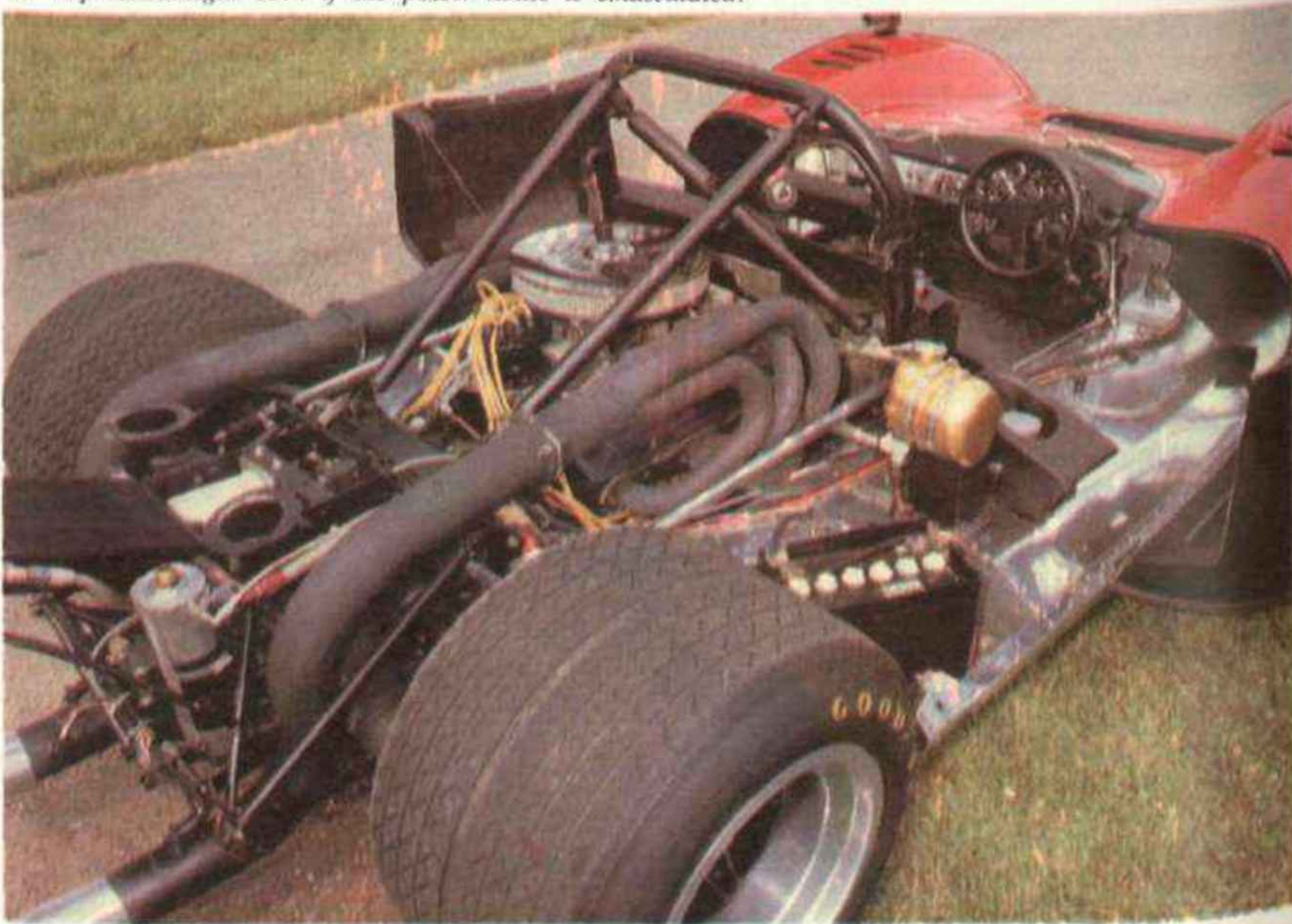
The new owner found himself with a very grubby, immobile machine painted in a hideous red, yellow and purple chevron colour scheme. Allen Seymour of Winchmore Hill, who specialises in a very fastidious form of concours-standard car valeting painstakingly removed all the filth to produce a magnificent finish throughout the chassis. This revealed the car to be in extremely good and original shape, with no sign of damage to the tub. Brian Angliss of AutoKraft resprayed the well-preserved glass-fibre body sections and sorted out the inoperative engine, replacing the Autolite carburettor with a 650CFM Holley on an Edelbrock manifold and fitting a dual point Mallory distributor. The well-worn multi-plate racing clutch made way for a single-plate diaphragm item.

Most of the modifications for road use were fitted in the USA, including very efficient silencers fixed into the massive racing exhaust manifolds; except on full song this Lola is discreetly quiet. The brilliantly simple handbrake hinged horizontally from the right-hand cockpit side pulls down the footbrake pedals by means of cable and pulleys. With the four-pot aluminium calipers clamping the pads on to all four 12 in. x 1.1 in. ventilated discs this has to be one of the most efficient handbrakes in the business and is legal because the hydraulic system is split. A tiny

160 m.p.h. speedometer is driven by cable from a curious split-pin device at the back of one front hub. A short windscreen wiper operates on the vestigial screen, while windscreen washers are tucked into the duct behind the radiator; the idea is that they squirt vertically until the water meets the air-flow over the nose. Sidelights and wipers but no headlights were on the car when Leach acquired it. Motorcycle headlamps sprouting on brackets from the radiator duct were fitted as a temporary measure, as shown in our January issue. Since then Angliss has faired rectangular Escort headlamps very neatly into the wings.

In all other respects the car remains pure, original Lola racer, right down to the magnesium wheels, suspension, brakes and brake ducting, coolers, five-speed Hewland LG 504 gearbox, catch tanks, 25 gallon bag tanks in each sill and Aeroquip pipework. Part of the T160's problems

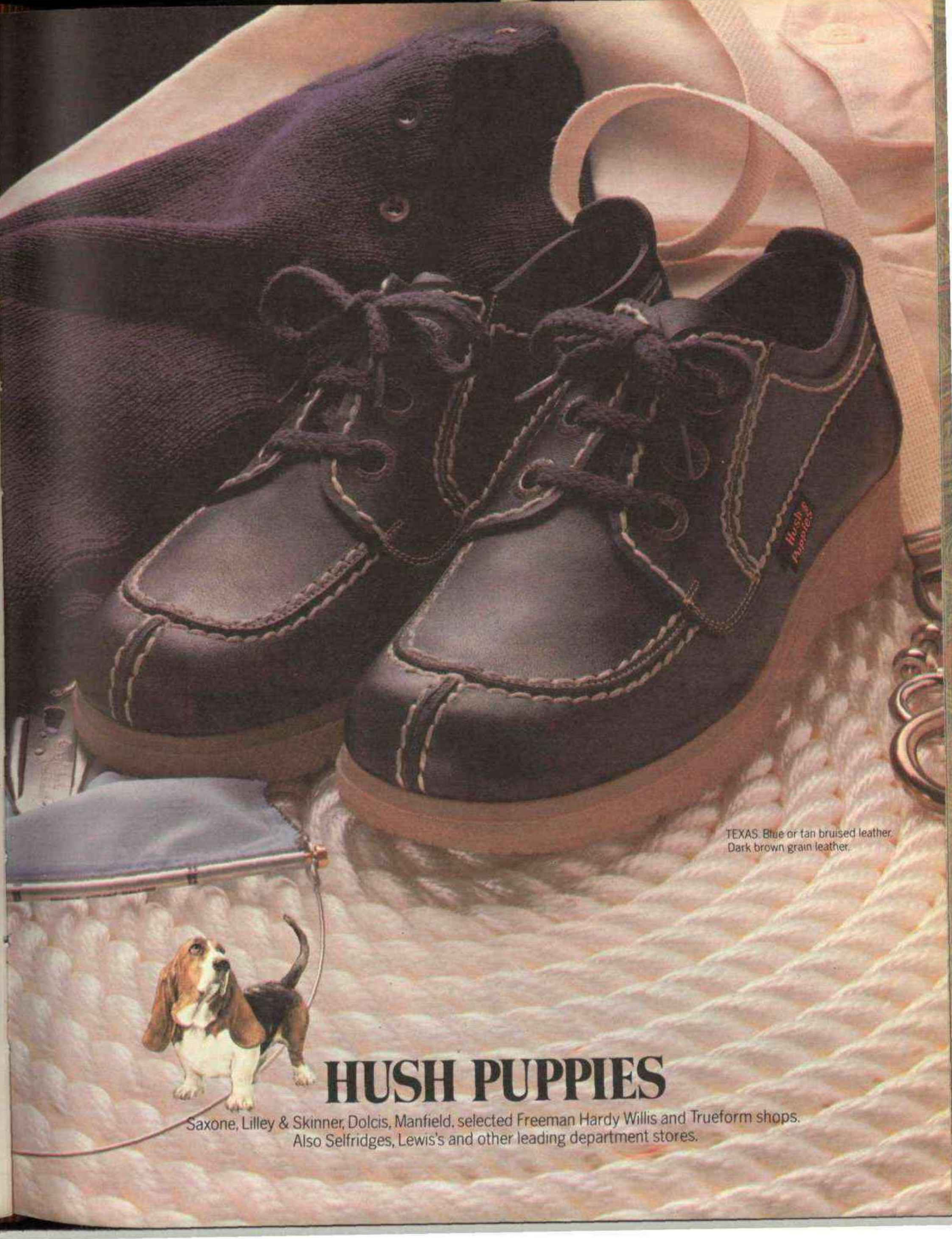
An impressive sight even if the power house is emasculated.



revolved around aerodynamics and front and rear body sections were changed during the course of the 1968 season. This car seems to have been brought up to date for the 1969 season with that year's improved T162 bodywork, or it may be that the panels were developed for the T160 late in the 1968 season; CanAm information is hard to find. A rear wing came with the car, but is impractical for road use. The 9.5 in. front rims and 17 in. rear rims are shod with Goodyear Blue Streak Sports Car Special tyres, wet weather "racers".

Barrie Crowe may have been cynical about Rod Leach's 50-mile journey, but I for one wouldn't dare to venture so far; this is far too conspicuous a car for any serious journeys, as my meeting with the Hertfordshire Constabulary proved. I restricted myself to a brief drive around Leach's Hertford Heath locality. Though a dauntingly big car to look at, the driving seat seemingly feet away from the flanks, it seemed to shrink once on the move. And I certainly knew I was moving, the air-flow rammed directly into my face by the little screen with a force that felt enough to drag off my cheeks. Pebbles peppered through the louvres in the tops of the wings and charging past lorries was a painful business. Emasculated may be, but over 300 b.h.p. in 1,425 lb, with very little drag, gives a performance which few road cars can hope to match, the thrust in the back relentless. Talk of roadholding and handling is academic, the chassis potential so far beyond the possibilities of the engine and road conditions. The Goodyears simply bit harder into the tarmac as more power was applied and there was no need to call on the quick steering for correction. The brakes were awe-inspiring, even though not warmed up. A CanAm Lola driver had two brake pedals, operating on the same fulcrum, just in case more pressure was called for. This Lola's worst feature was an abominable gearchange via the long lever on the right hand sill; the Hewland had obviously seen better days. Surprisingly, the ride was good, the engine placid, though loath to fire at low revs.

All in all Leach's Lola is not the most ideal of road cars, though it's certainly exciting. "It's b.... silly really," he admits, but what would the world be without eccentricities. — C.R.



TEXAS: Blue or tan bruised leather.
Dark brown grain leather.



HUSH PUPPIES

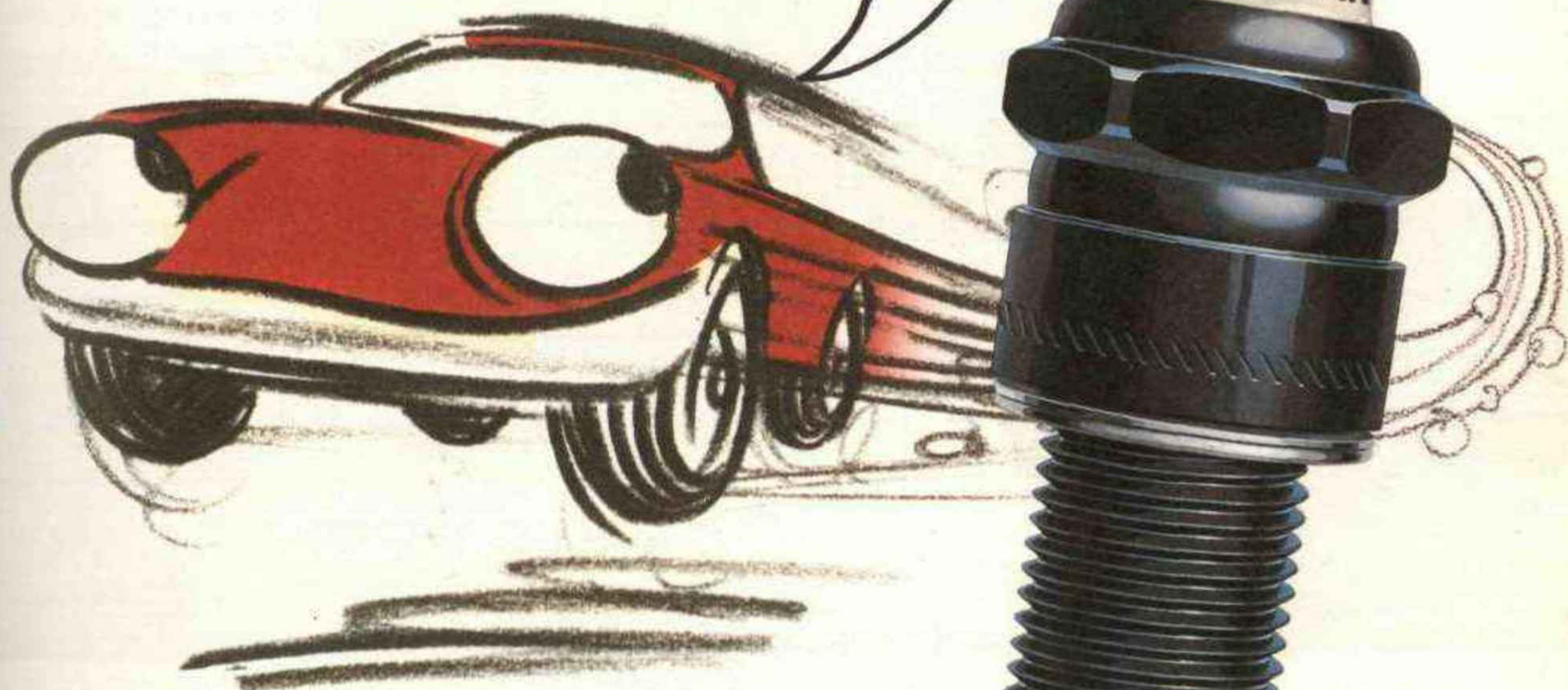
Saxone, Lilley & Skinner, Dolcis, Manfield, selected Freeman Hardy Willis and Trueform shops.
Also Selfridges, Lewis's and other leading department stores.



VSCC DAY AT SHELSLEY WALSH Young A. G. Smith (top left) drove Dick Smith's Frazer Nash on this "chains-and-dogs" occasion. (Above top) Harry Johnson's post-war 2-litre "Spider II", with HRG chassis and FWB, was there to pay tribute to the late Basil Davenport. One of the "shared" Frazer Nashes was the well-known "Patience" driven by its owner, Tony Jones and Jim Whyman, VSCC Competitions Secretary (immediately above). Below, Hamish Moffatt is seen on his way to breaking the pre-1941 Class Record, in the now 2-litre, ex-Charles Martin ERA R3A.



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TO DRINK TOO MUCH
TILL I WAS FITTED WITH
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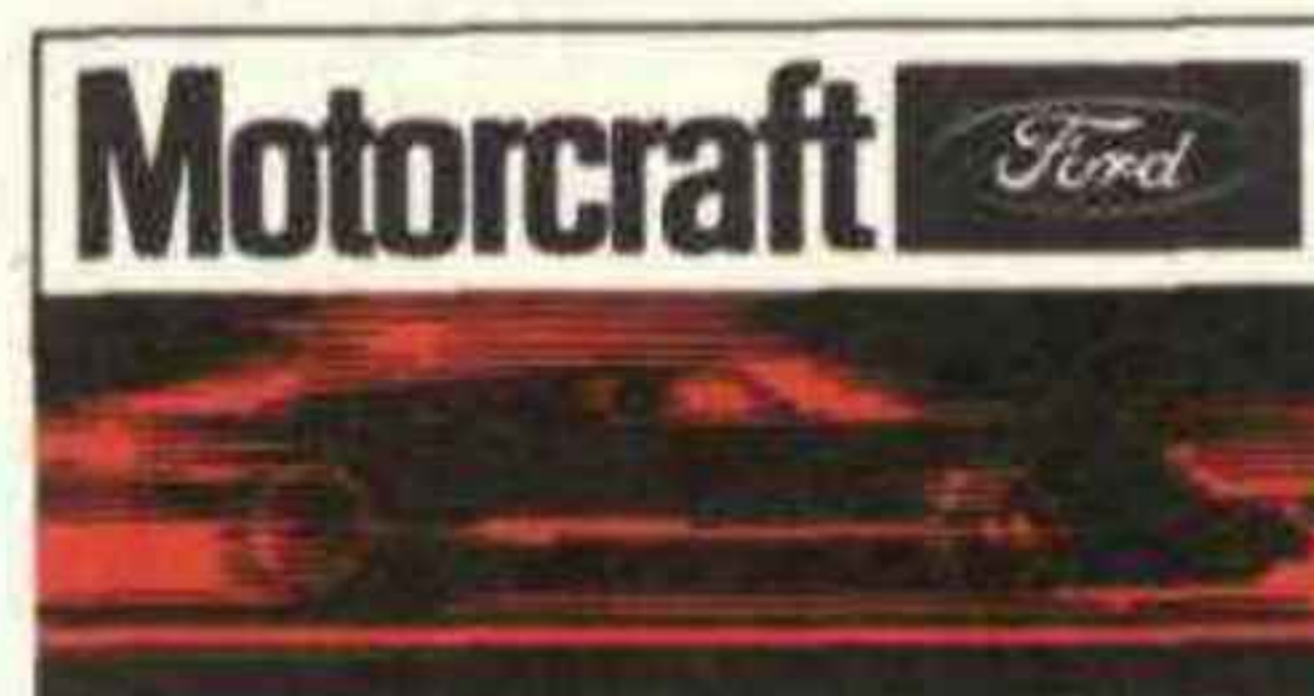
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BACKED BY FORD



"Not sure about his lunch,

liked his scotch."



HUNDRED
PIPERS
FINE SCOTCH WHISKY
from

J. & F. Gibson



MOTH RALLY

THE FAMOUS GROUSE MOTH RALLY from Hatfield to Scotland on June 30th, sponsored by whisky distillers Matthew Gloag and Son Ltd., commemorated the 50th anniversary of the DH Gipsy Moth Reliability Tour. 55 various types of Moth aircraft started; 55 completed the assignment. A good show! Some of the participating Moths are shown on this page. The RAF Tiger Moth, top left, exemplified the classic trainer, after the Avro 504, in which so many pilots learned to fly. George Aird piloted this Dragon Rapide, above, with David and Cherry Cyster and Ivan and Heather Randall as passengers. The Hornet Moth from the Shuttleworth Trust, left, was flown by Garry Jones, co-piloted by G. Schwam, a Tiger Moth owner from the USA. The immaculate Tiger Moth, bottom left, was owned and flown by Dutch doctor Cees Schoonbeek, with Fritz Dissel as co-pilot. Below, as the pilots saw it—a view of a Tiger Moth's cockpit.



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The Equipe.

It looks like it moves and moves like its looks.

The powerful 1750 transverse overhead cam power unit has twin carbs and five forward gears and develops 90 bhp at 5,500 rev/min.

Which simply means 0-60 mph in 10 secs.

And a top speed of 100 mph.

Sports car performance in anybody's language.

Standard features include alloy road wheels, low profile Michelin 165/70-13 radials, halogen headlights, front and rear foglamps, tinted glass,



NOW EVEN

metallic paintwork and a matt black front spoiler designed to maintain stability at higher speeds.

And that's only the outside.

The interior features alloy spoke steering wheel, tachometer, clock, push-button radio, inertia-reel front seat belts and unique cloth seating in racing check.

See the Equipe at your nearest Austin Morris showroom.

But you'd better be quick because the Equipe is a Limited Edition that's going to move like its looks.

Vroom, vroom.

Allegro Equipe 

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VROOMIER



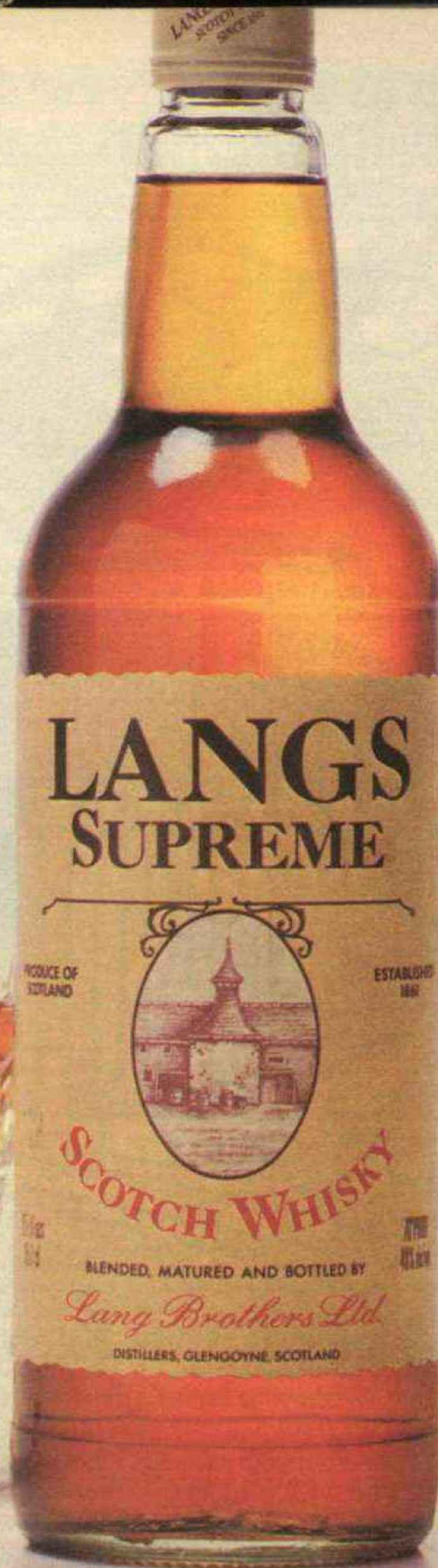


SCOTTISH RALLY Dust was not as much of a problem in Scotland as rocky, abrasive road surfaces and punctures were almost inevitable for those who indulged in too much sideways travel or ditch-hooking, as the practice of getting additional favourable camber from the rims of ditches is called. The lead changed hands several times, and the man who eventually inherited and kept it was Pentti Airikkala (above) in his Vauxhall Chevette. Both Henri Toivonen (left), son of controversial 1966 Monte-Carlo winner Pauli Toivonen, and Britain's Tony Pond (below), in Escort and Sunbeam respectively, drove cracking, if not winning, pace but succumbed to niggling but vital failures.

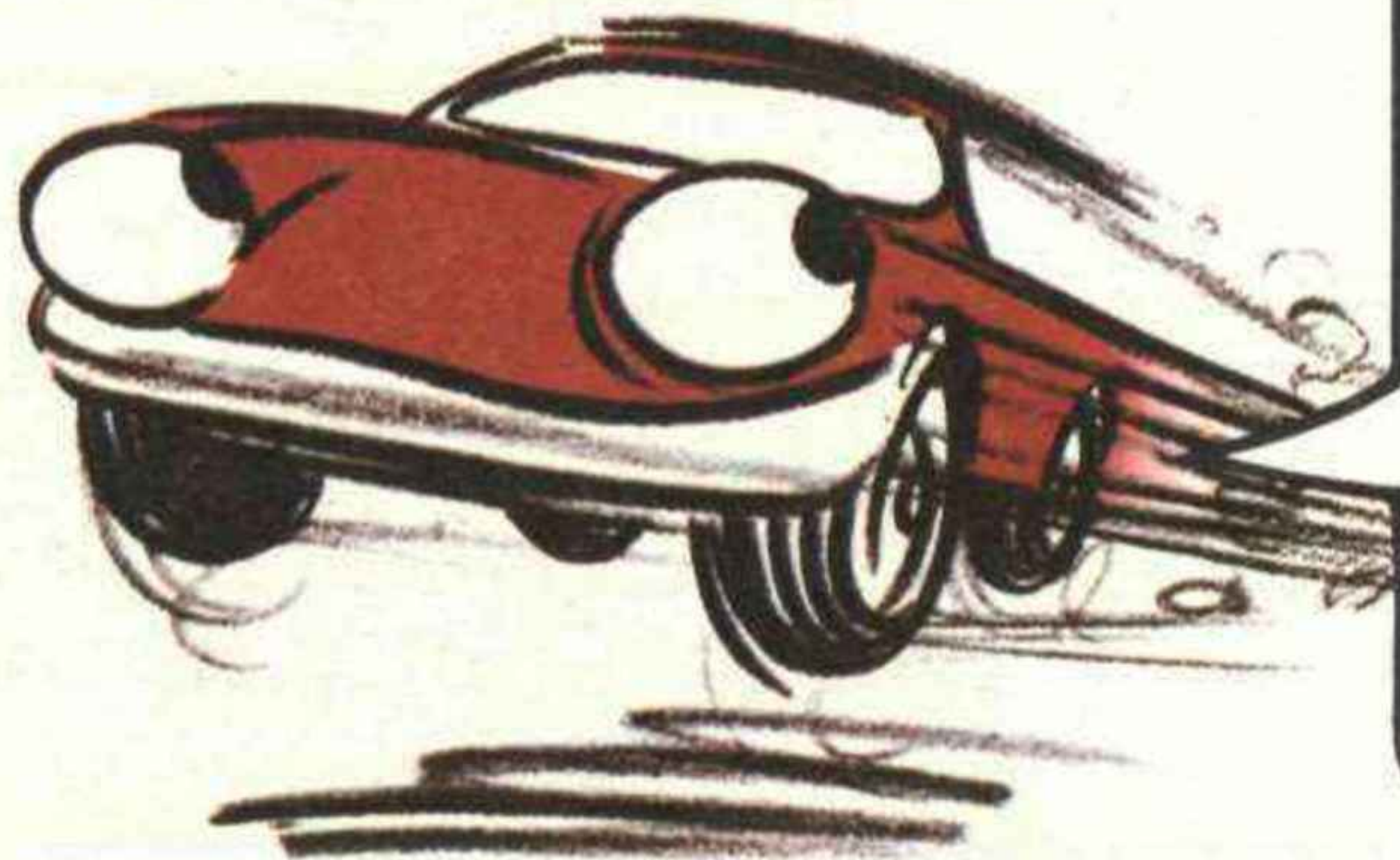


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FOR AIR AND HAD
TIRED BLOOD TILL
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BACKED BY FORD

been driven to their limit, in spite of what the drivers tell the engineers when they stop. Trying to set up a car for a driver who is 10% off the pace of possibility always seems a futile occupation, but you see it happening all the time, mainly because the modern racing car has got all these variables to play with so you might as well play with them!

It is not often that you get a chance to see an engine blow-up before your very eyes, but this happened on Saturday afternoon. Standing by the Williams' pit I saw Alan Jones approach with his Cosworth DFV running on seven cylinders. The mechanics changed all eight plugs, started the engine, but it was still on seven cylinders. Leaving it at a fast tick-over they checked the eight exhaust pipes with a special chalk-stick and just as they found that it was the front cylinder on the left bank that was not working a fine whirl of neat petrol began to climb up the inlet trumpet on that cylinder, whereas it should have been going down the trumpet. One of the mechanics saw this and just as he pointed at it there was a "plop" from the engine and a puff of white smoke and neat petrol shot into the air from the inlet trumpet, while a cloud of white smoke came out of the exhaust pipe on that side. The engine was switched off very quickly, for the head of a valve had broken off and gone through the piston. This was later confirmed by the Champion sparking plug engineer who examined the plug and could see minute signs of valve material imbedded in the body. It was an expensive demonstration of an engine blowing-up, which I cannot recall having seen happen at such close quarters before, but I could not help thinking of what it must be like when a similar thing happens at 11,200 r.p.m. rather than at 1,200 r.p.m., and just behind your left ear when you are driving a racing car.

The relaxed atmosphere of the Dijon-Prenois circuit seemed able to absorb the now regular wrangles between the International Federation and the Formula One Constructors, but they were there nevertheless. The BMW race-series was once again the main arguing point, and the FISA told the FOCA that as the series had never been officially recognised by the FIA and was not being run to FIA statutory rules, especially as regards practice times and grid positions, it only counted as a publicity event. In consequence the French time-keepers were forbidden to do any timing during practice or the event. They said it could take place as a Show or publicity parade for BMW, purely as an arrangement between BMW/FOCA and the circuit owners. There was even a suggestion that official marshals would be told not to get involved, but this did not happen. The FOCA suggested that such a move would make them withdraw all their members from the scene, but somehow that seemed like a bluff, for the serious racing teams were by this time really hard at it after a day of practice. Personally I could not see Colin Chapman telling his lads to pack up and go home, nor Mauro Forghieri and the Ferrari team, nor Gerard Larousse and the Renault team. Little Bernie's Brabham team might have done what they were told by the "obergruppenfuhrer" but not many more. The shop-steward can only push his workers so far; after that...

The BMW M1 race, or Pro-car event, or Show took place with the time-keeping by the Brabham staff and it was a high speed processional advertisement for BMW and all those firms who had been talked into buying a car. Nelson Piquet won it, and if anyone did pass anyone I missed it!



For many laps the handling of Piquet's Brabham-Alfa looked awful.

One's views of this series and the in-fighting it is causing between Bernie and his boys and the International Federation depends on many things, but one point that must not be overlooked is the possible outcome of an accident. If a driver kills himself in one of these 180 m.p.h. racing coupés we shall regret it, but accept the fact that he was racing and knew the risk. If the car goes into the crowd and kills spectators then it is another story altogether. All manner of legal systems go into action and one can easily imagine a good legal man asking some very pertinent questions about the activity. If it came out in court that (a) the series had not been officially recognised as a championship, (b) that the cars did not really conform to existing rules, and (c) that the races were not being run according to accepted FIA practice, whereby the fastest car in practice takes pole-position on the starting grid, it would not look good for the overall motor racing scene. It would give the legal and lay mind that those in charge of International motor racing were not responsible people. In France (and probably Italy and Germany as well) this could sound the death-knell for racing as we know it, for the French and Italians have been very twitchy ever since the 1955 Le Mans catastrophe and the 1957 Mille Miglia accident. As has been said by many, if BMW want to cash in on the publicity glare of Formula One racing why don't they build a works team and take part?

Calling in at a Renault-Elf garage for petrol on the way back for Dijon (£1.50 a gallon!) I was surprised to see no sign whatsoever of the Renault victory in the Grand Prix of France, no publicity, no advertising, no banners, in fact you wouldn't have known they had won. This was on Tuesday morning and I can only hope the Renault publicity service got underway eventually. Daimler-Benz, who seldom do anything wrong, used to have their victory posters on the way the evening of the race. They were all set and ready for printing before the race and the moment the results were published they were filled in on the posters and next morning all their agents could proclaim another victory for Mercedes-Benz. Perhaps they were more sure of winning. The week before the Grand Prix Renault had run two full-length tests on the Dijon circuit, though Jabouille had to give up with fatigue after 63 of the 80 laps, and small mechanical fault stopped Armoux at 73 laps. One thing was certain and that was that neither driver had any problems about knowing the way round the little circuit. After the

race Michelin were smiling happily and pleased to have a Renault on Michelins first and a Ferrari on Michelins second, for the two entirely different characteristics of the two cars, one a turbo-charged 1½-litre and the other a flat-12 normally aspirated 3-litre, they thought the tyre wear and consumption analysis was going to teach them a lot.

Just in case anyone is confused about this turbo-charging business and confuses it with supercharging it should be pointed out that a turbo-charger, for the turbine and compressor are a combined unit unconnected with the engine other than by the exhaust gases passing through the turbine, which in turn drives the compressor which then delivers the compressed air to the inlet valves. A supercharger is a mechanical pump driven directly from the engine, by shaft, gears, chain, belt or similar mechanism and relies on part of the power of the engine to drive it. Before the days of fuel injection, a carburettor supplied a mixture of air and fuel to the inlet port of the supercharger which then compressed the mixture above atmospheric pressure and sent it on its way to the inlet valves. Supercharged engines always used to win Grand Prix races until the rules were changed and put such a big handicap on them that nobody bothered to exploit the system anymore. It must be admitted that supercharging had just about reached the limit of development by this time, which was 1954, but the exhaust-driven turbo-charger unit has revived the idea of putting fuel/air mixture past the inlet valve under pressure, rather than relying on atmospheric pressure to do the job. The technical rule makers decreed that a ratio of 2:1 was about right between the unsupercharged engine and the supercharged one, so that without a compressor device you could have an engine of 3-litres capacity, but with one you were limited to 1½-litres. Some thought this was too heavily weighted against the compressed engine, and with a mechanically driven supercharger this would seem to be true, but the exhaust driven compressor unit has now shown that the ratio is about right. Ferrari has a 1½-litre V6 engine on the test-bed with exhaust driven turbo charging, and Cosworth know quite a bit about the subject having developed their smaller DFX engine with turbo-charging for Indianapolis-type racing in America. It is too early to suggest we might be heading for a new range of Formula One engines, but it could get interesting. — D.S.J.

Letters from Readers

N.B. -Opinions expressed are those of our Correspondents and MOTOR SPORT does not necessarily associate itself with them. -E.D.

That Spitfire

Sir,

I write to take you to task over your excellent article "A Rolls-Royce Occasion" in the July issue. Purely in the interests of assisting the maintenance of your usual very high standard of correctness and accuracy I must comment on the photograph of the Spitfire and the underlying caption which are not compatible.

The caption correctly states that Spitfires with Merlin engines won the Battle of Britain in 1940. These were of Marks I and II and were fitted with three-blade variable pitch propellers. However your photographs depict a very different machine; a 1944 Mark XIV in fact, fitted with the Griffon engine of some 2,050 h.p. coupled to a five-blade propeller which I believe rotated in the opposite direction to that of the Merlin powered machines. The Griffon variant is easily recognised by the extended nose, some 2' 9", the bubble hood, two unsightly bulges over the exhaust stubs on the engine cowling and by the enormous propeller spinner. I personally think that all these modifications to the appearance spoil the lines completely and make it look more like a product from Messrs. Curtis than Supermarine. While on the subject of appearance surely the *gloss* paint finish and Rolls-Royce in foot high lettering is not very warlike although I notice the example in the Mitchell Museum in Southampton has a similar highly polished look about it. In passing I will say that this museum is a must for all flying bods as the photographic history of the Supermarine is alone worth the visit. Usual disclaimers.

Please keep up the splendid work which makes MOTOR SPORT the most absorbing magazine for me.

Dibden Purlieu

P. C. JACKSON

Sir,

I have been an interested reader of MOTOR SPORT for quite a number of years and I found the article in the July edition on Rolls-Royce engines very absorbing. However, I find I must have to correct you on a mistake you have made regarding the Spitfire depicted on page 967. You state that this particular aircraft was powered by a Merlin engine and participated in the Battle of Britain. In actual fact this aircraft which carries 130 Squadron markings, is a MK XIVE and as such is powered by the more powerful Griffon engine. The Mk. XIV did not enter operational service until January 1944 when 610 (County of Chester) Squadron became the first squadron to be so equipped.

Leeds

G. PURNELL

[I should have known better! Thanks to all those aircraft enthusiasts who have put me right. — Ed.]

A Staunch Supporter

Sir,

In the June issue you write of the reluctance with which you have to increase the price of MOTOR SPORT from 40p to 50p. Looking through my back numbers I see that you first had to do this sort of thing in Volume 4, No. 1 Oct. Nov. 1928, increasing the price of MOTOR SPORT from 6d to 1/-.

Have no fear, we are all with you, despite the wretched inflation! Our, not so small, world of rabid enthusiasts owe your team a debt we can never repay. I feel this deeply, having been a

regular reader, and very occasionally a contributor, since July 1925, before you changed the name from *The Brooklands Gazette*.

Your change from 6d to 1/- I was able to accommodate because in 1928 I left school, and was in receipt of the princely salary of 9/6 a week from Bentley Motors Ltd. as an apprentice. Had the increase been made the previous year I would have been very stretched to find such money from my schoolboy's pocket money, but somehow or other I am sure I would have coped.

Things do not change, they just develop a little. It is still a sport, well most of it is, at least the amateur part of it. That leads me to a new milestone in speed hill climb history, the magnificent new Ladies record at Shelsley Walsh by the diminutive Joy Rainey. Last year the Bugatti Owners Club awarded Joy the prestigious Elizabeth Junek Trophy for her performances in the Prescott hill climbs, now Joy joins the greats. How pleased Elizabeth will be.

Carry on MOTOR SPORT team, "The Bodd", "Jenks", and the young "coming men". I salute you, as one who writes for the complementary (not opposition) motor journals.

Kington

A. F. RIVERS FLETCHER

"E" for Enthusiasm

Sir,

I would like to echo your correspondent D. Howard's comments about the E-Type by citing my own experience with these exceptional motor cars — or, more precisely, one of the several I have owned and enjoyed.

Last November I took my 1961 E-Type roadster on a 2,000 miles business trip through Holland and Germany; a trip that I had been relishing for some time. The freedom on the autobahn is the natural haunt of the Jaguar, rather than the wide open spaces in this country with their ridiculous speed limits — but that's another letter!

The anticipation of my trip was somewhat tinged with trepidation; I would be taking a 17-year-old car on a test of prolonged high speed motoring. My memory took me back to previous adventures with a then 27-year-old 4½-litre Bentley which had a somewhat disconcerting habit of stripping her cross shaft gears when hard pushed. At this point I should add that the trip was in the nature of a final bedding-in, after a mechanical rebuild. The car is the 165th built and of course had many of the disadvantages of the very early cars that Mr. Howard mentioned. I decided I could live with the flat floor, but not the brakes and so modified these to the Series II type. I was fortunate that the Moss gearbox had been replaced with the later model and decided that Koni shock absorbers were a worthwhile investment because I believe the standard shockers go soft quickly causing the uncertain feel that a second hand E-Type often has. Apart from these modifications, I kept the car completely original, since I wanted to compete in standard production class events.

So after 5,000 miles running in, I set off to give her a good blast. To my mind the trip was of interest for various reasons and was completely uneventful apart from the old girl locking me out late at night when I was giving her liquid refreshment! Why do Jaguar doors intermittently lock themselves? When she was eventually persuaded to let me in, she wouldn't start;

nothing serious, her starter cable had merely vibrated loose.

How did the outdated motor car perform? I found that cruising at 120 m.p.h. was effortless and safe — thanks to the impeccable road manners of continental drivers, and all of course on dual carriageways! Petrol consumption averaged 19.7 m.p.g. From Hamburg to Dusseldorf I put 97½ miles into the first hour and 170 into the next two; and the average was only set by the traffic conditions — not the car. On only one occasion was I passed when a Porsche 928, or "1978 Car of the Year" appeared on my tail and age pulled over for youth. The challenge proved too great and once this modern fraulein was past us, the elderly couple set off in pursuit! At around 140 m.p.h. the Porsche pulled in and let me by. We remained in convoy until the Porsche turned off and always I was able to pull away. At that time I hadn't read the road test on the Porsche and so was surprised to see that both acceleration and top speed of my 1961 motor car was better. Neither did I know that the Porsche engine was bigger and its petrol consumption worse! I confess that I was thankful that the autobahn was straight, since I fear that a twisty road would have meant a totally different story!

One reviewer has called the Supercar, as it has been dubbed, "dull". This adjective could never be applied to an E-Type! Seriously, in the early E-Types, Sir William Lyons produced a truly remarkable car that can still, in good condition, hold its own with most modern exotica — nearly two decades later. Unfortunately the later E's were hampered by orientation to the American market with resultant loss of performance.

This I think is what D.S.J. was driving at, combined with the ridiculous price asked for zero or low mileage cars. These presumably only change hands as investment articles and therefore no one gets to drive them.

I have certainly no qualms about using my car regularly on the roads, driving it to race meetings, competing as hard as my nerves will allow and then driving home.

Finally, for the price of one Porsche, I could have three of my E-Types and still have money left over to run them for a year!

Hartley Wintney

DEREK GREEN

Donald Campbell

Sir,

As author of the books describing Donald Campbell's last project and subsequently his biographer, the letter from P. S. Knight (July issue) on the subject of "The LSR Debacle" interested me greatly. For any reappraisal, however much belated, of the events leading to the shabby treatment of Campbell's achievements must be a useful exercise.

Like John Pearson who was with Donald at Lake Eyre I too followed closely the day-to-day activities at Coniston, and it seems to me that with possibly a few exceptions we both reached the same conclusions.

Perhaps I did have one advantage in that not only did I follow with interest Donald's career on land and water, but I also knew the man under whose ever-present shadow he followed that career. I refer of course to his father, first known to me as Captain Campbell and later as Sir Malcolm. Southport, the town of my youth, was a venue much visited by Malcolm and his rivals Kaye Don and Segrave, and I basked in the reflected glory resulting from my own father's friendship with these men.

World record breaking, in Campbell senior's day, brought world-wide acclaim and glittering

prizes. It was just bad luck that Donald came on to the stage at a time when the world was occupied with other matters. He also lacked some of his father's carefully acquired charisma. There were in fact two Donald Campbells; the one who (especially after his savaging by the Australian Press) faced cameras and Press with a certain defensive arrogance, and the other who, with close friends and in congenial atmospheres, was a most delightful fellow.

And it was this touch of arrogance that occasionally triggered off hostile Press reaction and general unpopularity in certain quarters. I remember my publishers asking a certain one-time well-known racing driver to contribute to the Foreword to my first book, and his reply — "No thanks — I couldn't stand the chap Campbell!" When he later telephoned saying that he would do it, for £500, we had the pleasure of telling him that the one who knew Donald best of all was writing it — dear old Leo Villa. It seems that personal animosity is easily cast aside if it is made worth while.

The thrust versus drive decision was certainly an odd one, if not a nonsense. It would seem that the FIA was bulldozed by the Americans into making a hash of it. The FIA's definition of an automobile for the purposes of the LSR was "A land vehicle propelled by its own means, running on at least four wheels not in line with each other, which must always be in contact with the ground; the steering must be assured by at least two of the wheels and the propulsion by at least two of the wheels". When Breedlove and other American jet-speed contenders (having completely ignored Campbell's fine 403.10 m.p.h. record at Lake Eyre) came out with such comments as "Who the hell are the FIA — if they don't like our car they can do the other thing — We got the record", the FIA seemed to shuffle around and came up with two LSR categories, whereby those cars with driven wheels were to be termed "automobiles" and those with jet-power "Specials". But how many engines and transmissions will ever be designed and built again in pursuit of a record for the former category?

During the search for the ultimate WSR the transition from prop-driven to jet-propulsion evolved quietly and without such fuss. Jet power was at once accepted as the logical successor, and although the aficionados of prop-drive rightly regard theirs as a distinctly different class, the WSR (if the world has any paraffin left!) must inevitably be held in future by those who can either afford or can find the sponsorship to design and build craft on jet-power — and can successfully pilot the craft.

As one of the few who watched as Bluebird killed her pilot I still do not think that Donald's early return and consequent meeting with his previous wash was the main cause of the crash. Certainly it would be a contributing factor, but Bluebird the hydro-plane, now ageing and designed for speeds around 250 m.p.h. became in fact an aeroplane, when a speed which I believe must have been in excess of 300 was reached. The 5,000 lb. thrust of the Orpheus combined with the configuration of that beautifully designed hull reached, at that speed, Bluebird's limits. Her natural element then became the air.

Prior to the disaster the general atmosphere around the makeshift and sagging boathouse was, to say the least, somewhat unenthusiastic. There had been the Heath Robinson-ish tying of sandbags to Bluebird's hull, the fitting of lead to her hull, and a now lengthy story of mishap and poor weather conditions, all of which made press irritation (in this day and age) result in snide

remarks, and the banner erected by a newspaper which afforded modest sponsorship seemed to symbolise the spirit of the project, sagging as it did, well down into the water. Donald's remark to me, when, on a shopping expedition with him on Christmas Eve 1966, I told him of the book I was writing on the project, also reflected his own mood at that time. "Make it pro-Campbell old boy, and you have my blessing!". If ever a man needed moral support, it was Donald Campbell at that time.

I only hope that Donald's would-be successor, the much younger Tony Fahey, will not be tempted into saying too much too soon. Publicity, especially when sponsorships are being sought, is essential, but it should be carefully considered publicity. I have Tony's letter before me, written some four years ago, in which he quietly and modestly stated that "he had some capital available and would like to have a shot at the WSR". He sought introductions at that time, which I was able to arrange for him, resulting in his membership of the Windermere Motor Boat Racing Club — under whose auspices he soon proved his skills with prop-drive — and subsequently to his meeting with Leo Villa, who later described him as "Campbell's natural successor". I have the feeling that Leo was right. But already the media are preparing to sharpen their pencils and their teeth, one particular section, even before British Pursuit is built or tested, having referred to Fahey's "Steptoe-ish" background. What the devil does a man's background matter if he can do the job?

Reverting, before closing this somewhat lengthy missive, to Donald Campbell, perhaps the oddest, but by far the nicest tribute paid to him was that of the current WSR holder, Australian Ken Warby. In May of this year he came to Coniston, rowed quietly across to a spot approximating that at which Campbell died, and without any flurry of publicity, placed flowers on the water. A simple gesture from one sportsman to another and one which, in a sense, cancelled out some of the unpleasantness of the Lake Eyre project.

Ambleside

ARTHUR KNOWLES

North Sea Oil

Sir,

Whilst the opinion expressed in the editorial of the July edition relating to North Sea oil may seem very logical, it is hardly a reflection of reality. The UK has a massive investment in its petrochemical industry which is geared to handle heavy ("black") crude such as is obtained from the Middle East. This is refined to produce light fractions such as petrol and DERV but is also the source of heavy hydrocarbons which form the basis of our plastics and allied chemical industry.

Thus it is perhaps fortunate that the light high-grade crude emanating from the North Sea is more valuable as an export rather than as a raw material for vehicle fuel. We can still buy "black" crude for less than we sell our home-grown crude and it is this economic factor together with the by-product benefits that dictate the decision to import oil and export our own.

Look at the gas industry after the discovery of gas in the North Sea. Coke used to be a cheap domestic fuel produced as a by-product of coal-gas. Now coke production has dwindled until it barely meets the needs of steelmaking, and we are now highly dependent on supplies of natural gas not being exhausted — the means of producing large quantities of coal gas having long since been dispersed. Already the gas industry is saying it cannot cope with the additional demands

imposed on it by the shortfall in oil production. Where does it end?

As far as transportation is concerned, the best long-term solution lies surely in external combustion processes which can utilise a wide variety of low-grade fuels efficiently. Steam can avail one of maximum torque at stall whilst consuming coal — or paraffin — or even peanut butter — now there's an idea for Jimmy Carter!

Meanwhile I've got a few vintage and veteran motorcycles to amuse myself with whilst everybody else argues the toss.

Hamilton

MARTIN SHELLEY

Those GP Sunbeams

Sir,

Appreciation of your piece on the Strasbourg Sunbeam is spiced with dreams of a race in which all three British-based cars appear on the same grid. Cameron Millar is vigorously tackling some problems of logistics in a mechanical rebuild and hopes to put the car to its proper use as soon as he can. It would certainly complete the spectacle to have the Geer car join the battle with those of Lake and Millar and prove which is currently the champion, whether it was originally driven by Segrave or not.

Knebworth

IAN WALKER

Sunbeam Talbot Darracq Register

Stock Car Racing

Sir,

As an avid reader of your incomparable publication for many years, I feel compelled to take you to task for an obvious weakness in your copious knowledge of motoring sport, viz. your mention of Stock Car Racing on page 86 in the June issue.

Stock Car Racing is NOT Hot Rod Racing — the only similarity is that both run on short oval circuits and grade drivers by roof colour! Stock Car Racing in this country is very much alive and well, in fact 1979 is the sport's Silver Jubilee Year, and is being celebrated by a Grand Prix race series sponsored by the *Daily Mirror*. So what is Stock Car Racing? In this country the sport is controlled by the British Stock Car Racing Association (BriSCA) promoting national full contact racing on short oval circuits in two classes: *Formula One*: The senior class, featuring unlimited power purpose-built single-seat specials with bumpers! Most star drivers running race-tuned 454 cu. in. Chevrolet motors. As you imagine with 20+ car grids on 1/4-mile (or less) stadium ovals this class is fast, heavy and spectacular and is the most popular with race fans: *Formula Two*: 1,300 c.c. power limit, again purpose-built single-seaters with bumpers, resembling 1/2-size versions of the senior cars, mostly powered by full-race Ford pushrod motors (no o.h.c. superchargers or turbochargers allowed). This formula (originally intended as a "cheap" alternative to Formula One) has enjoyed a resurgence of interest over the last two seasons and is now very fast with plenty of use of the bumper.

Drivers in both formulae are graded (by roof colour) according to ability and race points gained during a season, which is divided into monthly grading periods, and on race grids novice drivers start at the front with stars at the back.

The sport has an increasingly large and active following and boasts two publications, *Stock Car Supporter* run by the Supporters Association, and *Stock Car Monthly* published by Autographics of Nottingham. I enclose a sample issue of the *Supporter* and *Stock Car Monthly 1978 Annual* (please return the latter to me if possible) — these will give you a much better insight into the sport than I can by letter.

In closing may I suggest that you and/or your MOTOR SPORT colleagues pay a visit to Stock Car Racing BriSCA style? I am certain that every stadium promoter and all supporters would give you a warm welcome and am sure you would thoroughly enjoy the experience. Who knows, we might achieve the distinction of meeting reports and car/driver profiles in MOTOR SPORT!! To this end I enclose a copy of the 1979 season fixtures, plus details of all circuits staging BriSCA real Stock Car Racing.

"Jallop contests in farmer Giles' fields" — how dare you, Sir!

My own transport consists of Cortina 2000S, Mini 1000, plus my fair weather "toy", an early, original Vitesse Six convertible.

High Wycombe

IAN G. BIRKS
BSCRSA, Member 1314

The Rolls-Royce Presented to King Ibn Saud

Sir,

It was with great interest that I read Mr. A. J. Wood's letter from Jeddah in the June issue, as I was personally involved with this car in Saudi Arabia, and the memories came flooding back. Churchill presented the car to King Ibn Saud after Yalta, reputedly for services rendered during the war, but somebody did not do their homework properly.

For my sins, I was Chief Engineer of a firm based in Jeddah during the late 1940s and had the responsibility of looking after the Rolls for a period. It was indeed a P3, with a fantastic body carrying a throne centrally in the rear compartment, in place of the normal seats. Very wide running boards enabled bodyguards (complete with ancient rifles, swords, daggers, etc.) to ride alongside and protect His Highness during a journey. It is true, however, that the great King himself could not ride in the front with r.h. drive, as sitting on the left denotes inferiority in those parts, and so the car was handed over to his brother the Emir Abdullah. I had the honour of knowing this gentleman personally, and I was rewarded for my work in due course by the traditional present of a gold watch.

It was a complicated and difficult machine to maintain with limited facilities, and I did all the work on the car with my own hands, since with the native labour available there were risks of a mistake being made with grave consequences — beheadings and lashings were then the norm for serious offences! However, all went fairly well, but I was glad when the time came for me to consign the car to Rolls-Royce in the UK for a complete overhaul — probably around 1950. I remember watching it swaying alarmingly, carried athwartships on the deck of a tiny sambuké (dhow) as it was rowed out to the awaiting cargo vessel lying off Jeddah, and I was very relieved when I saw the ship's derrick lower it safely on board, instead of dropping it in the drink. I remember then seeking the privacy of my own mess and thankfully downing a stiff straightener — no open distillation and selling of booze in those days! As I returned to Africa soon afterwards, I never saw the car again — I wonder what happened to it?

I have not read David Hawarth's "The Desert King", but obviously for me it is a "must". The British were a very small and select band in Saudi Arabia in those days, and the British Legation tended to be the focal point of our lives — the late Cyril Ouzewan being a most helpful and popular figure. Unfortunately he was afterwards murdered, by a mad pilgrim I believe (not a Saudi). I also remember St. John Philby (father of

Kim), his house, Beit Philby, near to Eve's tomb, the lagoon, and the coral reef with the wreck of the "Asia" permanently stuck on it. Happy days — but this is a motoring magazine.

Colwyn Bay

F. H. BOTHAMLEY

A Couplet

Sir,

Further to the couplet by Dr. M. J. Shackleton Bailey regarding Lancia I feel it might more aptly be put

"What is a modern Lancia?
Tis a Fiat only rustia."

The facts being that we had a new Spyder in March 1978 delivered rusty. After considerable argument, Lancia had it re-sprayed in October 1978 and now, in June 1979, we are once again driving a rust box.

Ingatstone

P. HATTON

Putting Things Straight

Sir,

I was most interested in Mr. Allan Grant's letter in the July issue. Roy Clarkson's Ford V8 looks rather like a Greyhound tourer — one of a number of special bodies available on the 1932/3 Model 18. J. A. Driskell the BNC exponent used one in trials and rallies. Sydney Allard never had anything to do with these cars and it was FGP 750 the 1939 "Tail-wagger" that he crashed at Prescott. Of the Scottish V8s I remember A. K. B. Clarkson (Roy's brother) and J. G. R. Watson who had a McCulloch-blown version, amongst many others.

To Mr. Hemming in the same issue I would point out that Nuvolari came to Silverstone to drive in the "Daily Express" Production Sports Car Race — not an all XK 120 race.

I can well imagine your excitement and enthusiasm at seeing all those Bugattis and that it was this that caused these few small errors in your report. I know that you know that Prescott opened in 1938, that Ventoux and Galilier are body styles (by Gangloff) and not coachbuilders, and that Peter Stubberfield may have held his class record for 14 years but never held the course record at Prescott.

Was it John Piracleau who conducted "The Times" road tests?
Stockport

DAVID L. GANDHI

Economy Motoring

Sir,

I was mortified that you failed to mention the Reliant Kitten in your June Editorial on the subject of economy cars ["The Kitten Kraze" was mentioned in May. — Ed.]. Reliants have been getting some stick recently, so I hope you will be as fair-minded as usual, and print this. This British car has sadly failed to "catch on" with the buying public, probably because it is too expensive. But its all-round performance makes the other models you mention look pretty weary. As a country doctor my cars get a hard life. "Module", my first Kitten, was purchased in December '75, and I decided to part with him in February this year after some 60,000 miles and while he was still worth something.

"Module" was fantastic. The exhaust pipe broke just below the manifold a day or two after the guarantee ran out so I made a new one with larger bore pipe and straight-through silencer. He would then make 80 in third, so I fitted a tachometer and found that this represented 6,000 r.p.m. plus a few. In second he would pull 6,500 quite happily = 60 m.p.h. — it came up in 14 seconds. "Module" once put 81 miles into an hour on an autobahn not a million miles from Penrith, but always gave 55 m.p.g. while

poodling round the lanes on my rounds. "Module" survived numerous little crunches but *a posteriori* and otherwise, was severely run over by a bread van, and was only rolled once. Contrary to the dismal tales that fibreglass cars fall apart in accidents, the little chap down the road wot slapped some more of the fibrous substance on the place, stuck it together, rubbed it down a bit, and blew on some of the Volkswagen Poli yellow he had left over from a previous job, and "Module" was back in business, briskly. When the wife of our vicar had her baby I was told that the exhaust note was audible for a full five minutes. Well, that was 6½ miles, as I made the 13 miles to the hospital in 10½ minutes — timed by the patient!

"Module" did look a bit like Joseph's coat of many colours, and to be absolutely honest he was falling apart, so I bought another Kitten. "Tablet" was a bit disappointing at first, although there is no doubt that there are a lot of detail improvements. But when I drove him from Gstaad to Calais, 525 miles, in 8 hours 4 minutes, I was rather more impressed. And then last week-end I made a little tour of the Midlands, Yorkshire, and Essex on Vintage motoring errands, and discovered that he was achieving 57 m.p.g., with which I am well pleased. I included several stretches of Motorway at and around the legal limit.

As petrol prices rise I am delighted I stayed with Reliant. You might cram seven kids into a twin-cylinder Citroën but you certainly could not into a Fiat 126. "Tablet" regularly performs the school run. The Reliant formula is lightness, and simplicity to the point of crudeness. It gives the economy of the continental "cyclecars" and performance superior to the Fester and Polio and others of that ilk, and is cheaper. So perhaps, Sir, you would help me give another little shout for Reliant and the Home Team, in your excellent magazine.

Robertsbridge

Dr. R. ELLIOT-PYLL

Part Exchange

Sir,

I feel that the following may be of interest to your readers, in view of the current advertising by Renault of the 30TX.

I own a 1978 Renault 30TS which has done 14,000 miles and is in good condition. The new cost of this car is approximately £7,000 with extras as fitted.

I wanted to part exchange the car for another Renault and so went to Renault's retail outlet in the Old Kent Road. I was offered the princely sum of £3,500 for the car. On querying this I was told that, "We normally sell this car to companies and high depreciation does not matter."

So my advice to prospective Renault 30 owners must be, beware unless you want to throw half the purchase price of the car away within one year.

It seems Renault do not value this car as much as they tell us we should, to quote from their advert. — "This is luxury you can AFFORD!"
Rye

N. J. TAYLOR

A Poor Attitude

Sir,

On two occasions during the past six weeks I have booked my car into different garages to have a minor malady seen to. On both occasions I have got it there by 9 a.m., as requested, only to ring up at 4 p.m. to be told that it hasn't even been looked at yet, and can I leave it overnight.

Is this attitude common to most garages these days, or am I just unlucky?

Wimbledon

JOHN DORMAN

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FOR SALE

BMW 2002 Lux. "P" reg., metallic blue, tinted windows, Blaupunkt radio/stereo, spotlights, immaculate, £2,600. Tel: 01-673 1919. (21386)
MORGAN 4/4, 2-seater. All usual extras, delivery mileage only, reasonable offers accepted. Box No. 6107. (34816)
PORSCHE 928, 1979. Oak green, green interior, 2,000 miles, £24,000. Tel: 0431 37979 Mrs. Williams. (34642)
TRIUMPH STAG, 1977 "S" reg., 28,000 miles, camino, automatic, electric windows, hard and soft tops, power steering, 1 owner, perfect condition, £5,250. Tel: Mr. Lowe 01-937 8100 (office hours). (34697)

FIAT 130 COUPE 1972. 36,000 miles only. Rare manual 5-speed model. LHD. Good order throughout. All usual extras £2,250. Windsor 63654. (34842)

MG-B GT 1976. European export version, left hand drive (duty paid in UK). Red, 27,000 miles, overdrive, sunroof, stereo, antirust, in very good condition. £2,550. Apply 01-941 0838 evenings. (34843)

LANCIA FULVIA 1.6 HF, Mendoza blue, radio/cassette, electric aerial. Good example of this rapid machine £1,650. Day 01-499 8692; evening 01-228 8250. (34844)

VANDEN PLAS Princess DS7, 1957. Rare, good-looking Bentley-like car, reconditioned engine and gearbox, resprayed. Must be seen £995 o.n.o. Tel: 01-346 7874. (34846)

PORSCHE 2.7 Carrera RS, 1974. 68,000 miles. Original specification, M.o.T. £9,500. 01-866 7110. (34847)

LHD 1982 E TYPE Roadster. Totally rust-free, having just been imported from Las Vegas. Blue, white top, tinted glass, M.o.T., UK registered £5,500. Bishops Waltham 2958. (34848)

JAGUAR 3.8S Types: One manual, w/w, PAS, radio, M.o.T. £1,000. The other automatic, M.o.T., 62,000 miles believed genuine. Silver with beautiful red trim £800. Also Daimler 250, with superb body and beautifully rebuilt engine £375. Bishops Waltham 2858. (34848)

TRIUMPH STAG N Registered, manual, o/d, hard and softops, Sienna brown with tan interior, electric windows, radio/cassette, recent new engine £2,450.00. P/ex. 01-207 1598. (34849)

MORGAN +8, 1973. Yellow, black interior. One of the last 185 b.h.p. engined cars. Roll bar, 34,000 miles, one of fastest +8 available £4,750,000. P/ex. 01-207 1598. (34849)

RILEY 1.5, 1961. 1 owner, 65,000 miles, Damask red/fawn leather, interior good, sound mechanically, all bills kept, body requires attention. Just acquired new car, hence no M.o.T. offers. Tel: Llangybi (057045) 340. (34851)

ALFA ROMEO Spyder 2000 1976 "P". Blue with red trim, 37,000 miles, service history. Very good condition. Stereo radio/cassette, alarm £3,900, 0993 871934 (Nr. Oxford) evenings. (34852)

AUSTIN HEALEY, BN1, 1955. Expensive restoration completed. Truly a beautiful motor car £2,500. 01-670 7129. (34854)

VOLVO 123T. Original example of the best 120 series Volvo made. Documented history, carefully maintained £1,000. P/ex pre-war Riley. Glos 720386. (34855)

GILBERT INVADER MK II. Gleaming white with red interior, "specialised engine", overdrive, MoT June 1980. Must sell £1,800 o.n.o. Tel: Cwmbran 5396 (after August 6th). (34856)

ELITE 502 'N' Reg., immaculate condition, 42,000 miles, usual extras £4,550 or nearest offer. 01-599 2911. (22442)

MG-B Roadster, genuine 7,000 miles from new — yes, 7,000! Finished in black, immaculate. Must be the best 73 in the country £2,000. Tel: 0702 354457. (2241)

SINGER 4 AD, 1950, 90% restored, very sensible offers telephone 0702 354457. (22441)

OPEL REKORD Coupe, 1973. Red, black interior, vinyl roof, alloy wheels, radio, stereo, 42,000 miles, maintained regardless of expense. A rare superb looking car in immaculate condition. Must be good value at £1,650. Tel: 0406 363241. (34857)

1951 XK 120 Roadster. Re-advertised because of financial default of buyer last month. Specification: 3.8-litre engine, fitted C type head with triple Weber carbs & straight through exhaust. BRG chrome wire wheels. Subject to recent chassis up rebuild. A very fast, competitive car in excellent condition. Phone: Saul, 01-229 4416 or 0458 42930 evenings. (34845)

1988 MK III MIDGET 1275GT. New soft top, new carpets, oil cooler, taxed to Sept., tested October £550 o.n.o. Wickersley 4264. (34859)

RELIANT SALE 1930 Rover Ten — £1,950. Also 1933 Wolesey Wasp — £1,550. Come and see them and you will buy. Bedford 711236, evenings 720221. (34860)

MG TC 1968 black. Well maintained, not restored. Present ownership 25 years, stored for 15. Mileage 65,500. Registration NVL 248. Also Carte Grise Zone Franche Pays de Gex. Divorce settlement forces sale, £5,000. Box No. 6074. (34861)

"TILLY" — Yellow Janson Healey TLY66m, 48,000 miles, fair condition, full M.o.T., taxed £1,450. Foster, Wigton 2481. (34875)

FOR SALE—continued

AUSTIN 7 RUBY, 1935. Excellent condition, re-whoistored, Chromed, engine overhauled £1,750. Witham (Essex) 513689. (34862)

SCIMITAR GTE, December, 1976. Russet red, 30,000 miles, manual/overdrive, radio/cassette, sports wheels, power steering, tinted glass, electric windows. Directors car — immaculate condition, regularly serviced and valetted £4,500 o.n.o. Rossendale 4061 (business) Rossendale 4284 (home). (34863)

JENSEN INTERCEPTOR SP Series III, 1972. Mustard, olive leather, 7.2-litre V8 now fitted with standard carburettor but high compression engine. Air conditioning, radio/stereo, guaranteed 36,000 miles, one owner, truly outstanding condition. Probably one of the finest in existence, therefore £6,950. Fawley (Hampshire) 0703 897277. (34864)

LOTUS SEVEN S111, 1969. Aluminium and BRG, rebuilt 1600 GT just fitted, new exhaust, tyres, seats, carpets and fibreglass panels, taxed, M.o.T. June 1980. Offers around £2,000. Phone Wiltshire 27693 day 061 428 5872 evening. (34866)

JUBILEE MODEL MG-B GT, 1975 "P" registered. Immaculate condition inside and out, 13,000 miles only, one lady owner, full service history £2,950. Phone Sheffield 584525 day 302111 evenings. (34867)

ALFA ROMEO 1600 GT Junior, 1973. Dark blue, 29,000 miles guaranteed genuine. Radio, stereo/cassette, new tyres and exhaust. Superb appreciating vehicle £1,750. Wimborne Dorset (0202) 885893. (34868)

1923 TALBOT 10/23, 4-seater tourer in beautiful condition, very original, perfect mechanics, hood and sidescreens, rare and very attractive. M.o.T. finishes 30th July. Offers over £5,500.00 invited. Tel: Camelford 3507 (Cornwall). (34869)

DB5 VANTAGE, 1968. Automatic, PAS, gold with cream interior, 64,000 miles and serviced at Newport Pagnell since new. Will be tested, serviced and checked over by the agents before delivery £4,250. Tel: Sheffield 586234 evenings. (34870)

TRIUMPH TR4, 1965. 59,000 miles, much money recently spent on new wings (steel) all round, new hood and carpets, etc., M.o.T., immaculate throughout £1,395. Bransgore 72492 (Dorset). (34871)

MORGAN +8, November, 1977 "S". Ivory/brown leather, rust protection, luggage carrier, spare wheel cover, headrests, badge bar, 12,000 miles. Emigration forces sale £8,200. 01-427 1149 daytime 01-953 8670 evenings. (34872)

BMW 3.0 CSL, 1973. This lightweight coupe is in excellent original condition throughout and is finished in white with black interior. All usual refinements including radio and stereo. Definitely an appreciating classic £4,750 o.n.o. Tel: Mr. Unsworth 01-373 5066. (34951)

STAG M REG. One owner, year's M.o.T., new engine, stored last four years, original green log book, excellent condition, power steering, overdrive, hard and soft tops, Sundym electric windows, alloy wheels, XAS tyres, £3,000. Tel: 01-531 1922, 79 Wallwood Road, Leytonstone. (34952)

1937 HUMBER 'Twelve', Engine fully reconditioned, new tyres and chrome, coachwork resprayed, needs further work to complete. Offers around £950. Tel: Otton 871. (34953)

TVR TAIMAR, July 1978, red, cream band, sunroof, halogens, as new £5,775 o.n.o. Tel: Mansfield 57550. (34955)

MG J2 (1933), Sound original mechanics, good body, Aberystwyth 612098. (34954)

1968 JAGUAR 3.4 Mk II, low mileage, two owners from new, VGC, superb investment, reasonable offer accepted. Phone Coppull (Lancashire) 792332. (34957)

BMW 2002 auto, 1972. 68,000 miles, one owner, full service history, silver, navy sunroof/trim £1,500 o.n.o. 01-730 3426. (34956)

PORSCHE 914, 1972. 65,000 miles, 5-speed, alloy wheels, HRW, radio, MoT, orange. £1,250 o.n.o. Tel: Amptihill 405209 evenings. (34907)

3100 RS CAPRI, 1974 (N). Yellow with sunroof, recent engine rebuild and stage 2 modifications giving 160 b.h.p. Radio cassette, mechanically sound, excellent bodywork. Tame company car forces reluctant sale of this rare beast. £1,750 o.n.o. Tel: 0832 877430 (Newcastle). (34908)

TRIUMPH STAG, Automatic, "P" reg., hard and soft tops, white, 22,000 miles, 12 months MoT, radio and cassette. Many new parts plus extras. Immaculate condition, genuine offers only please. Tel: Rawdon (0532) 505583 after 5 p.m. (34911)

MORGAN 4/4, 1978 (S), 4-seater, 2,800 miles only. Aluminium body and wings, door handles, reversing lights, locking filler cap, luggage rack, special paint, dark blue with red leather interior, hood and tonneau. Offers around £6,500. Tel: 078 18 2525 (nr. Stoke-on-Trent). (34913)

PEERLESS, 1959. This is a really good one, £1,600. Tel: Harsington 834 for details. (34914)

AUSTIN HEALEY 3000, 1961. Engine, gearbox rebuilt. New wings, tyres, exhaust, chrome, just needs finishing. £1,800. Tel: Southport 31942 (7-9 p.m.). (34915)

SUNBEAM ALPINE Series V GT, 1966. Overdrive, dark blue/pale blue interior, new radials, good condition, MoT, taxed, £550. Tel: Congleton 71308. (34916)

MERCEDES 190SL, 1960. H/S tops, suitable for restoration, mainly bodywork required, interior good £1,500. Tel: 07982 2648 (evenings). (34917)

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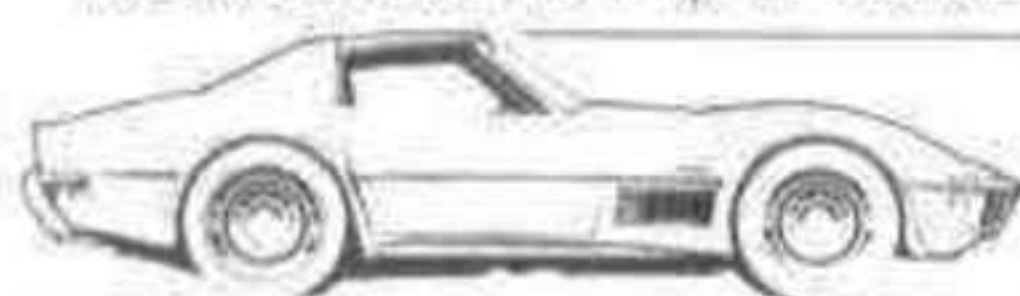
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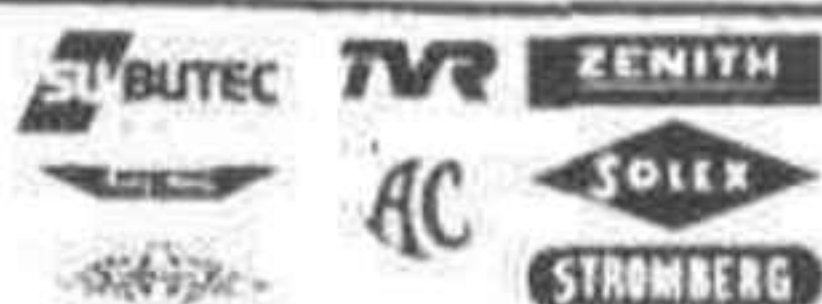
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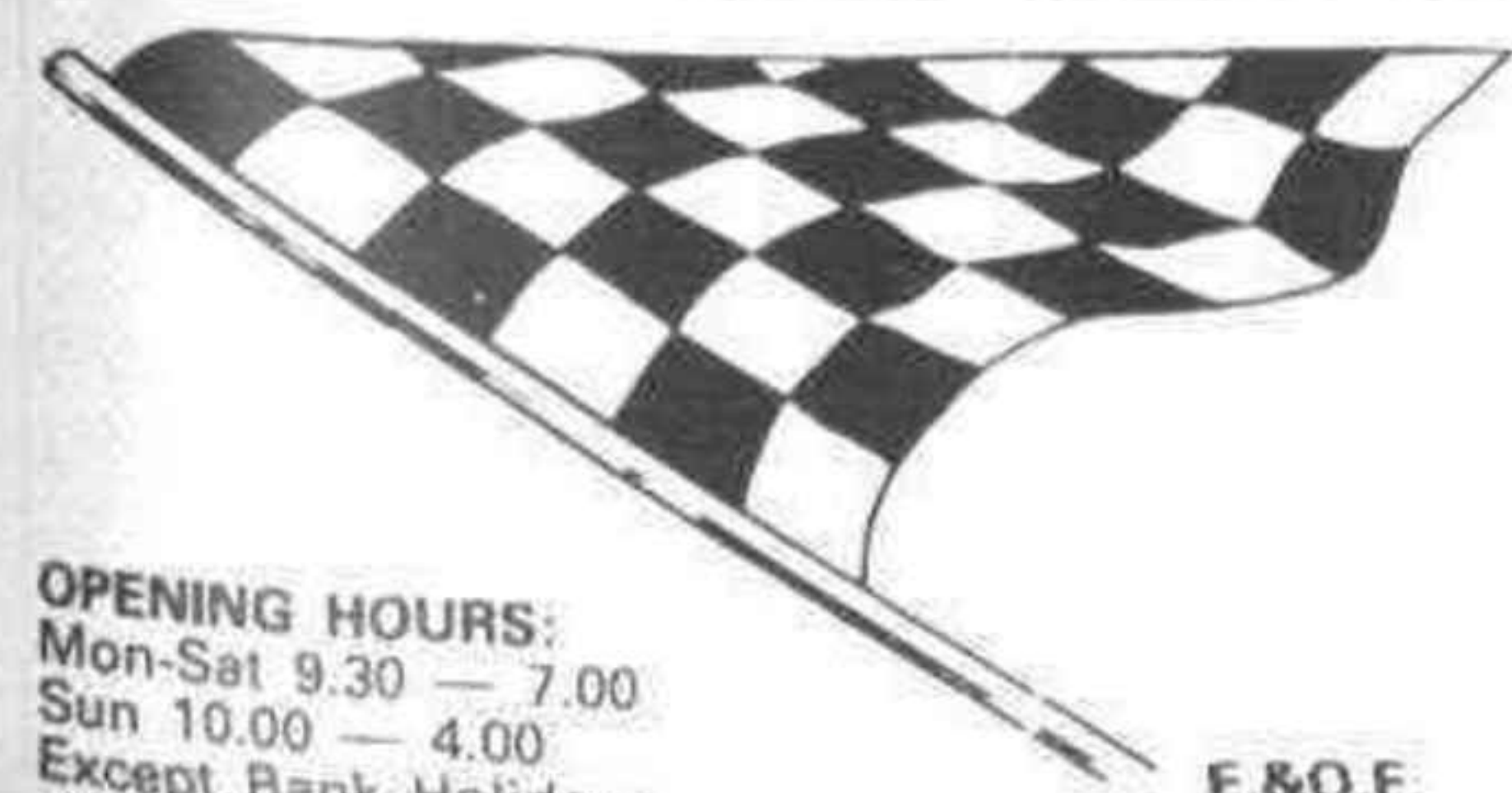
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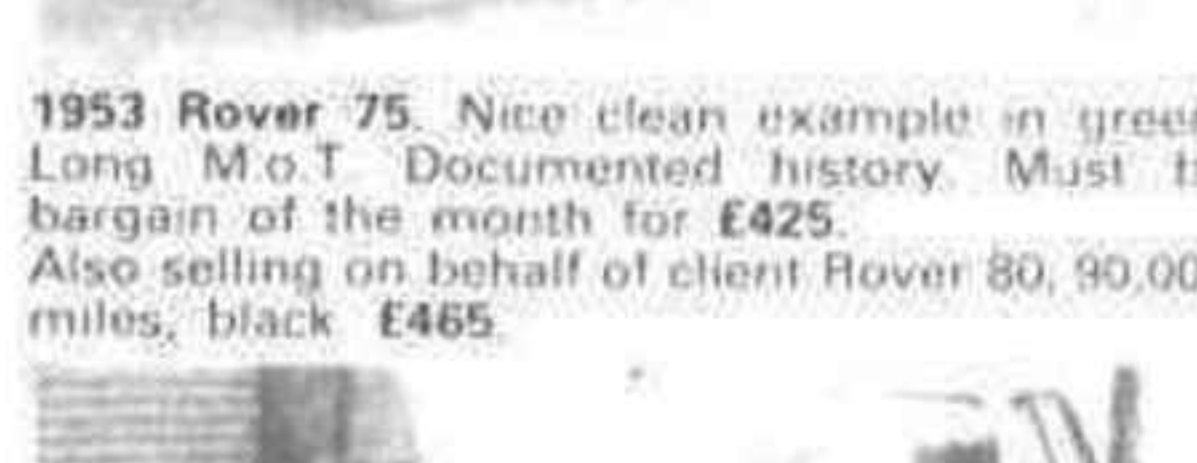
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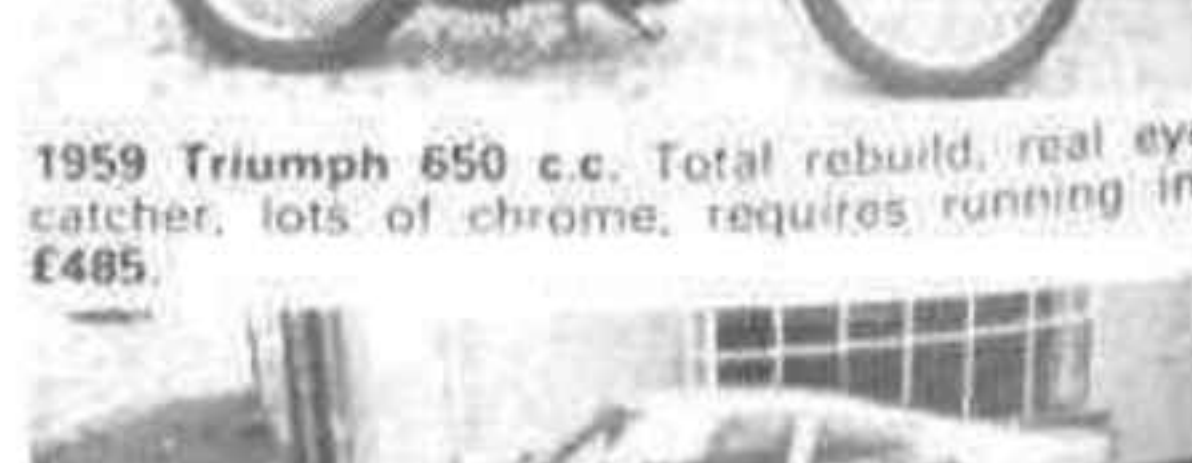
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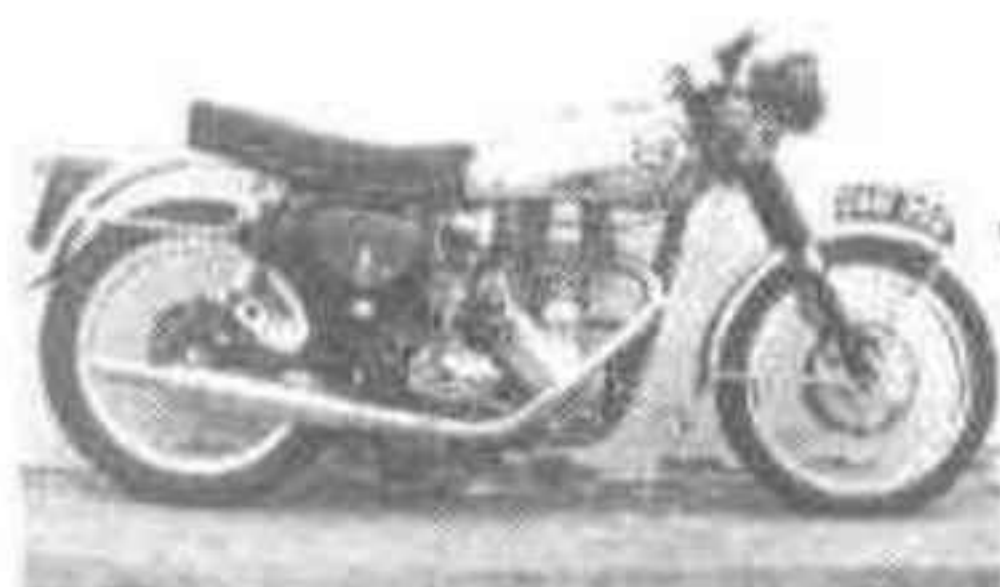
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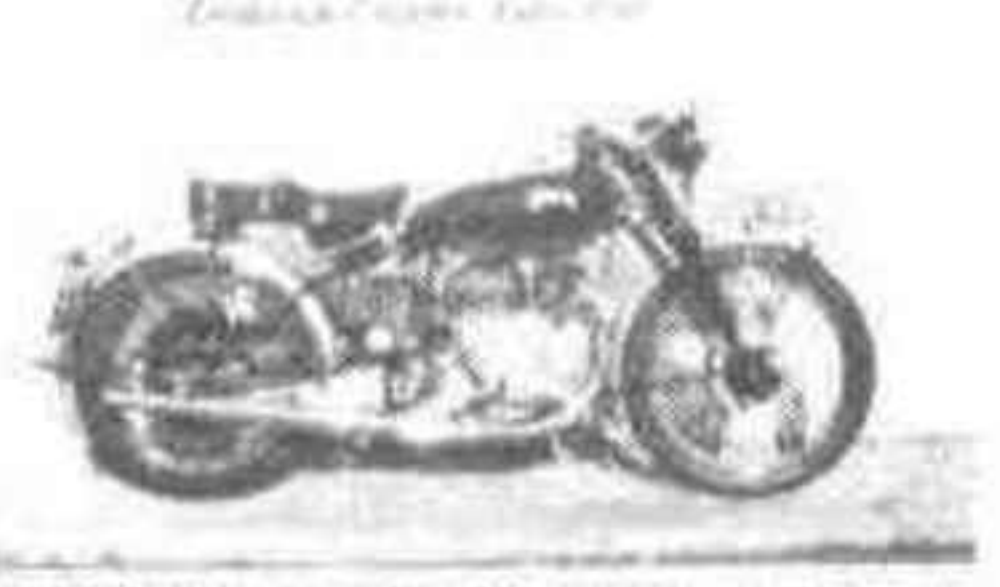
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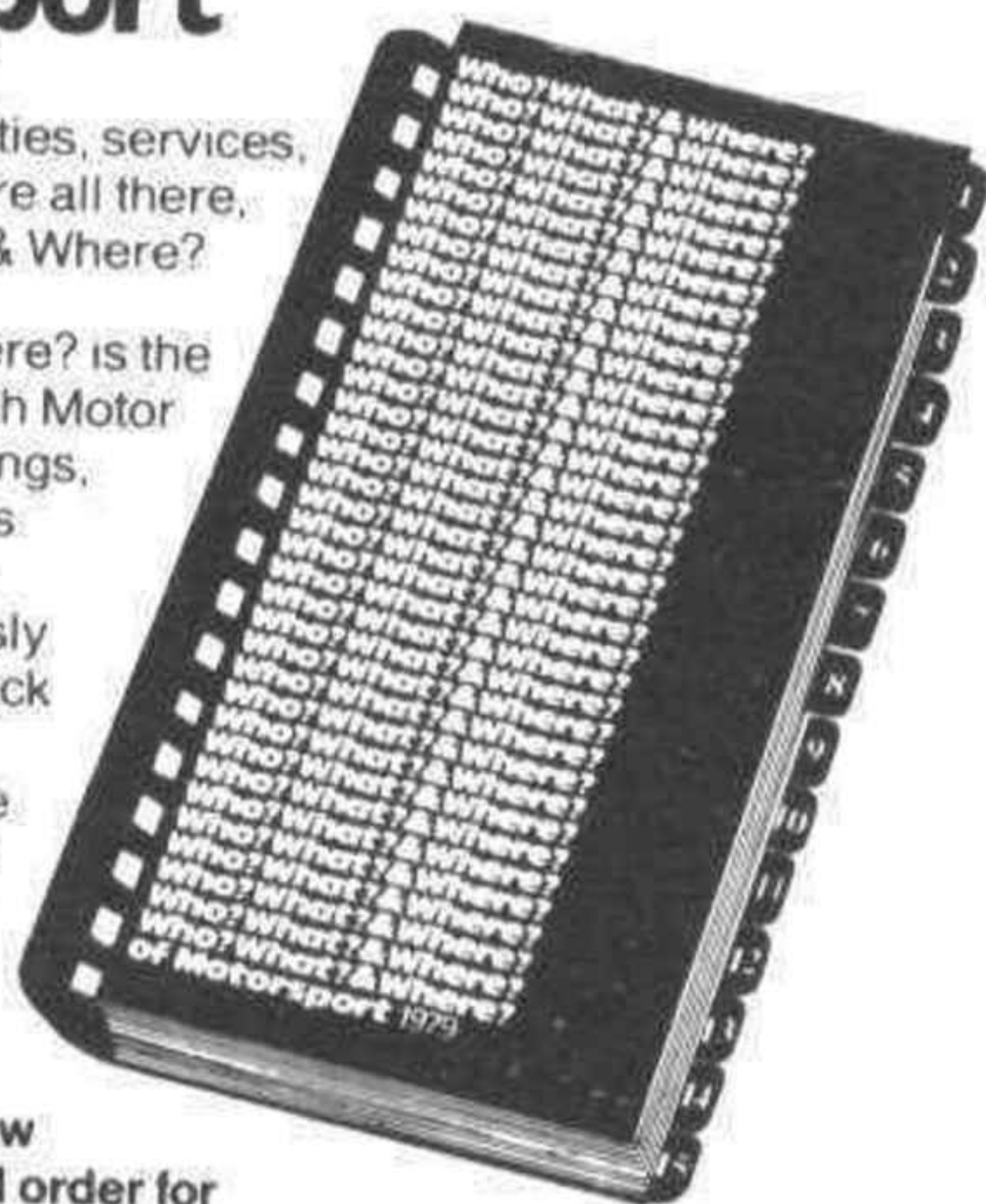
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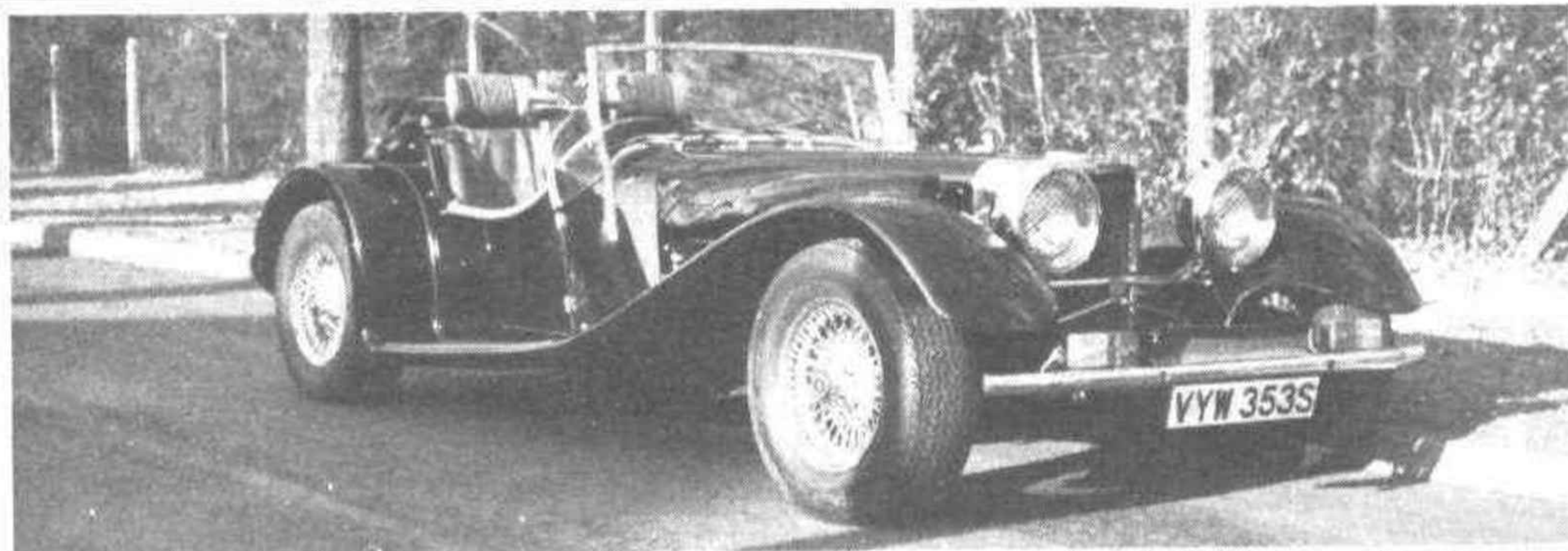
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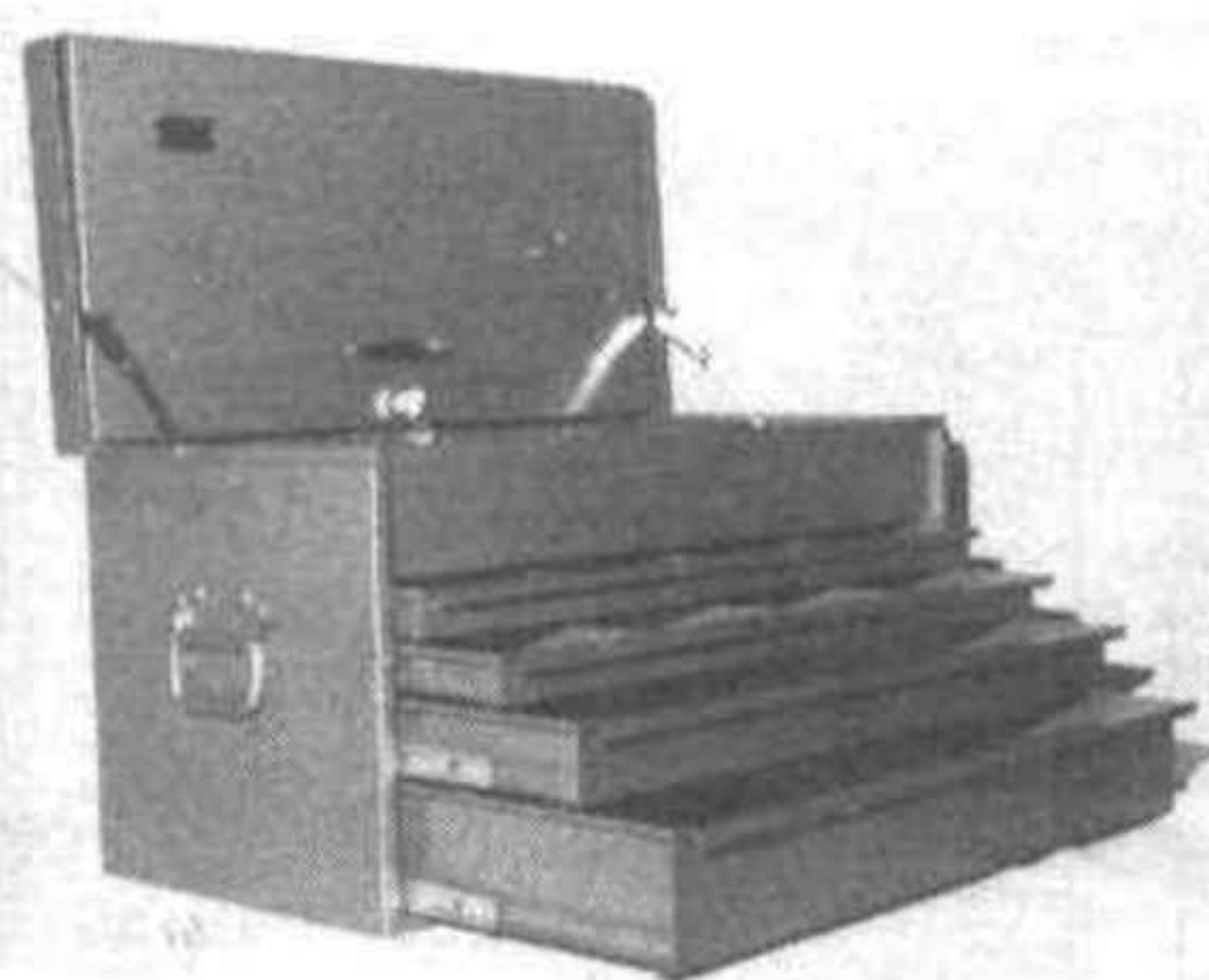
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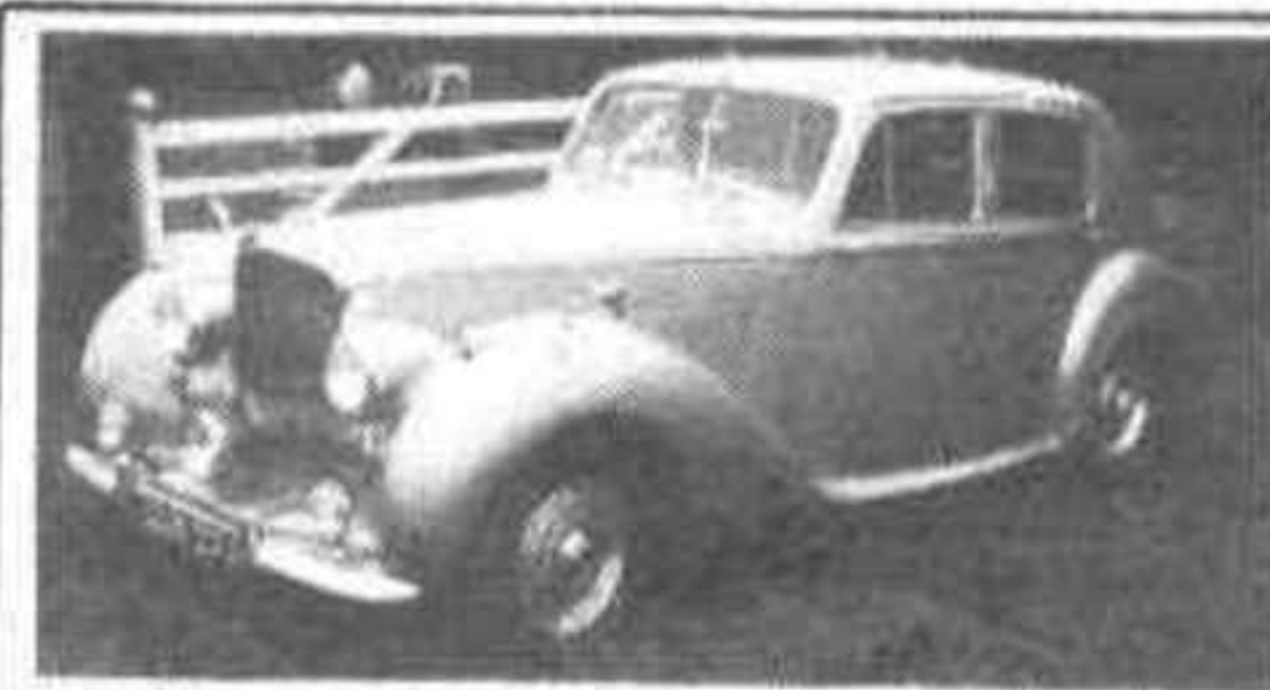
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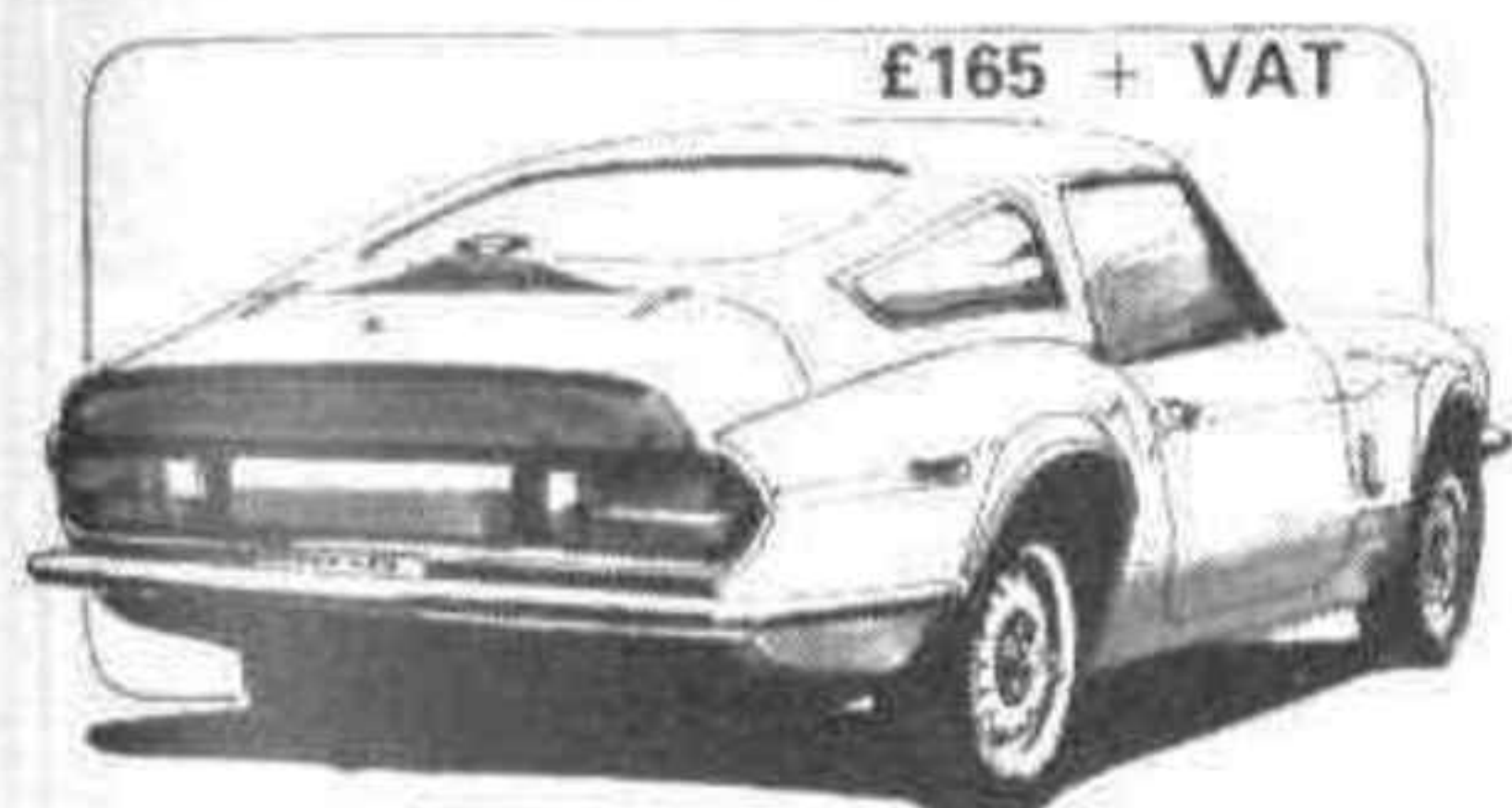
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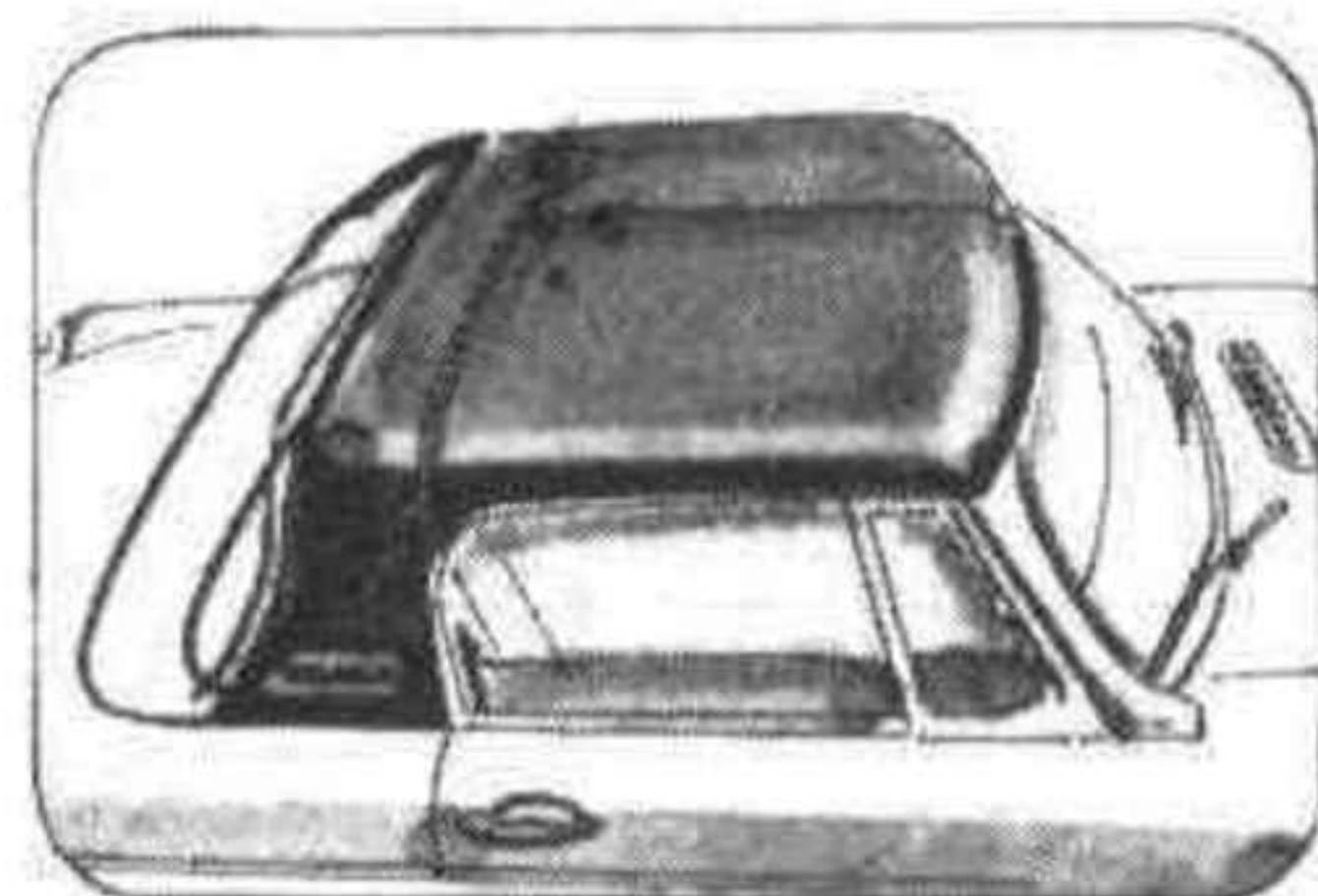
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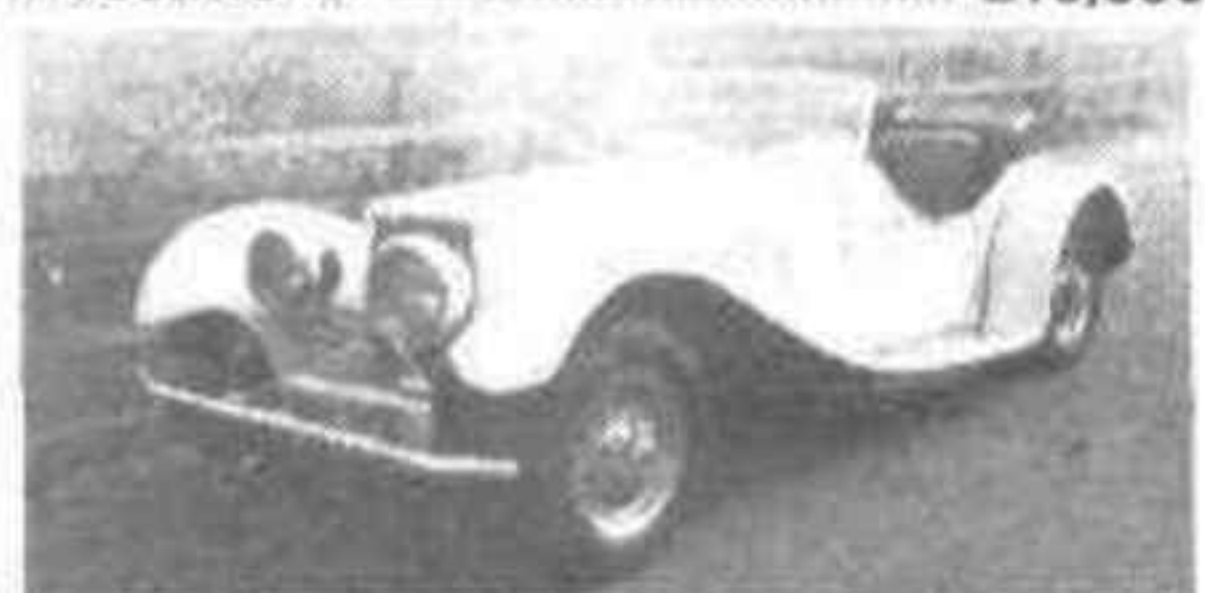
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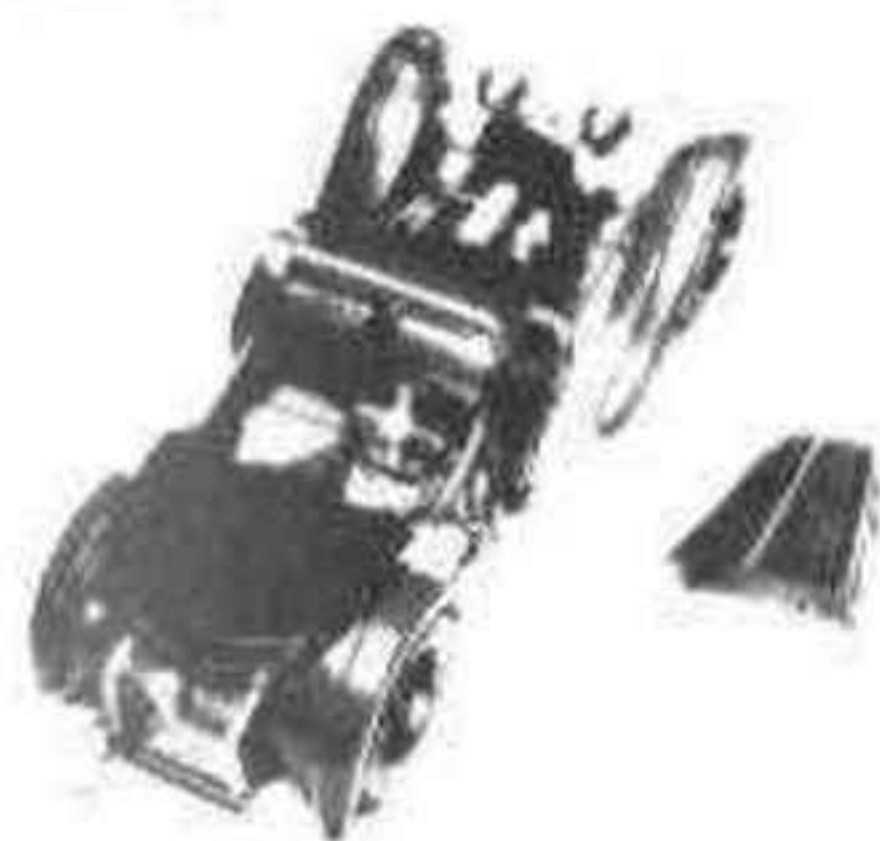
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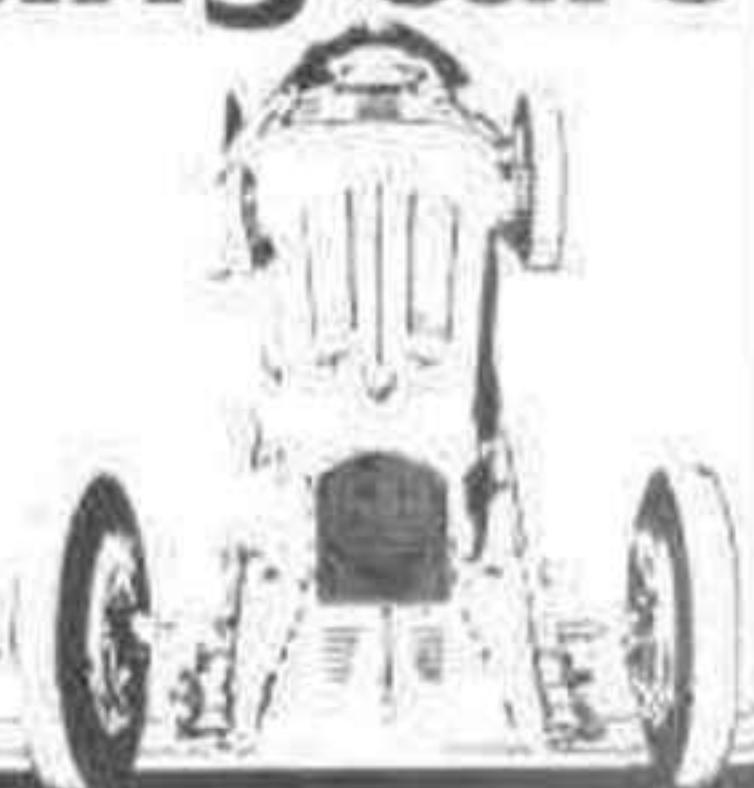
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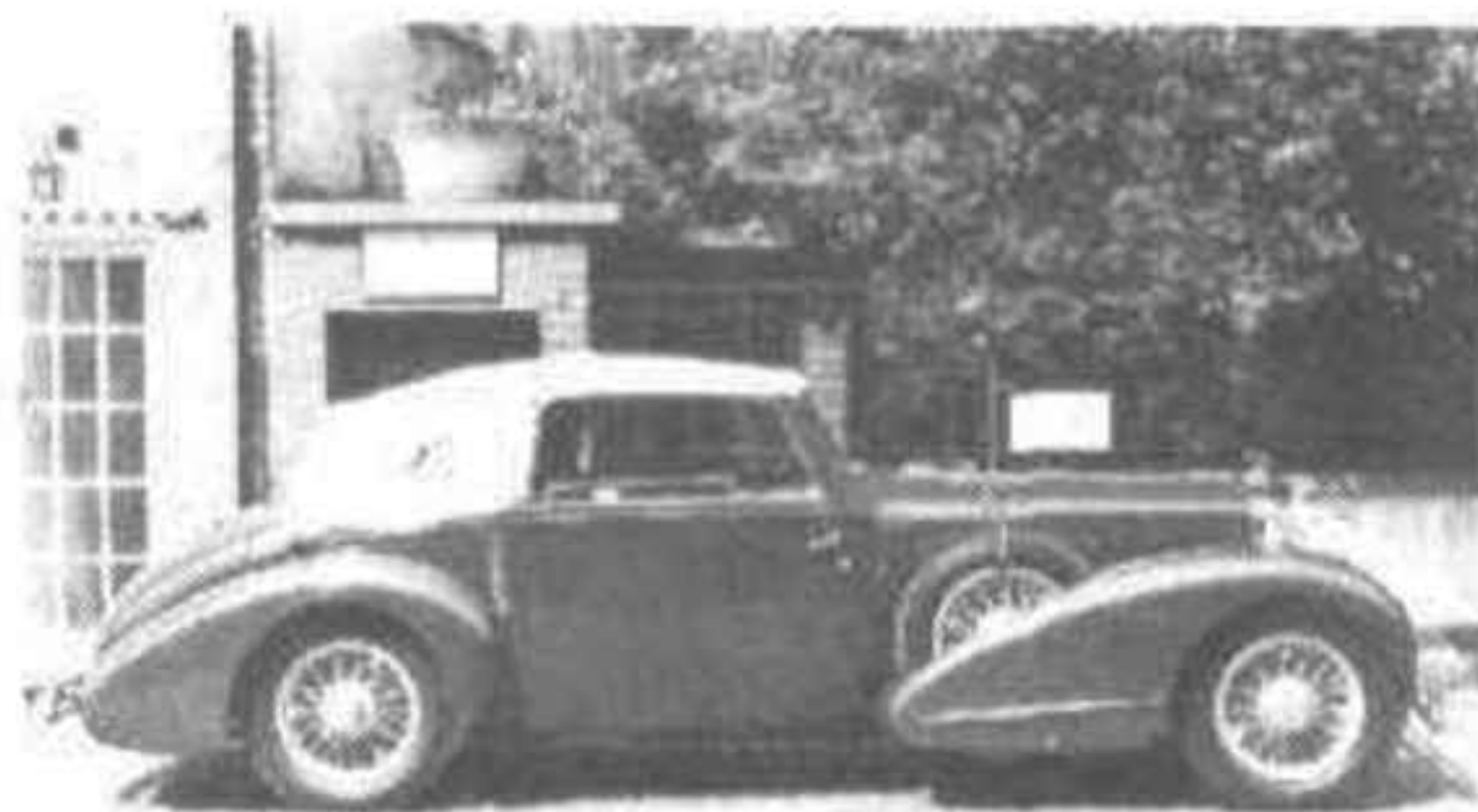
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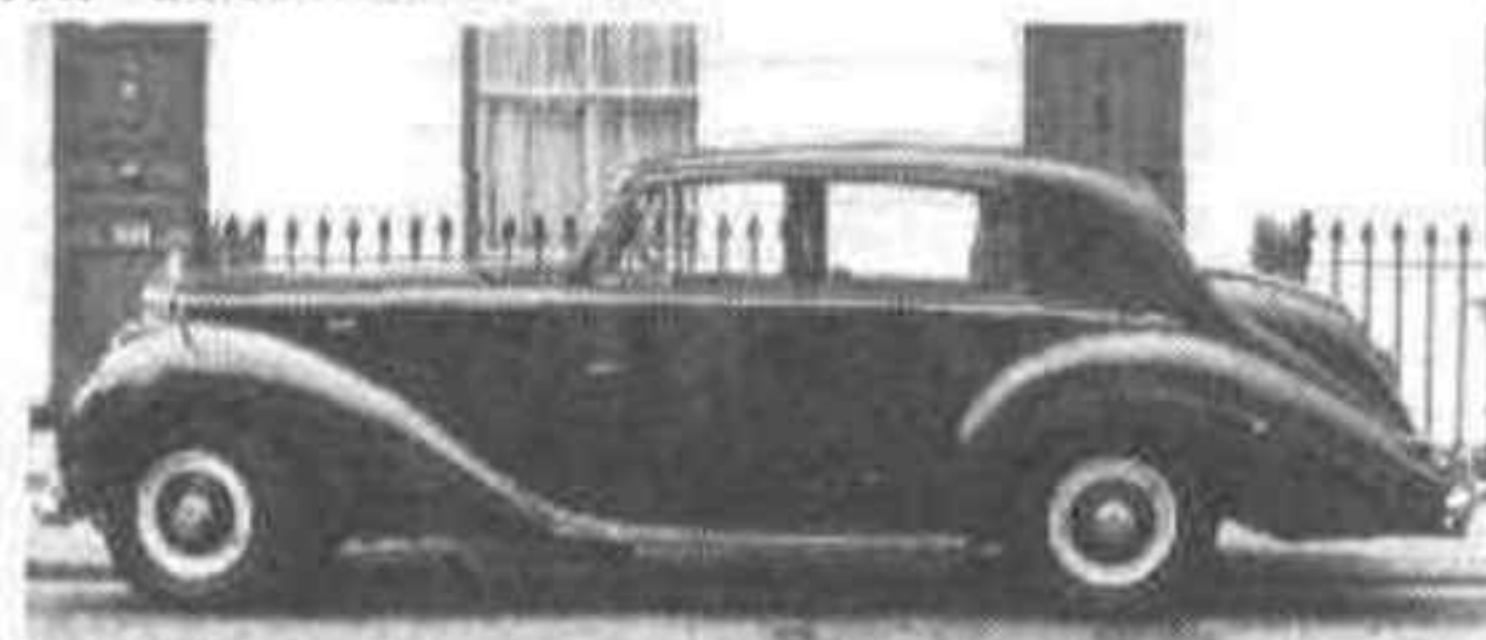
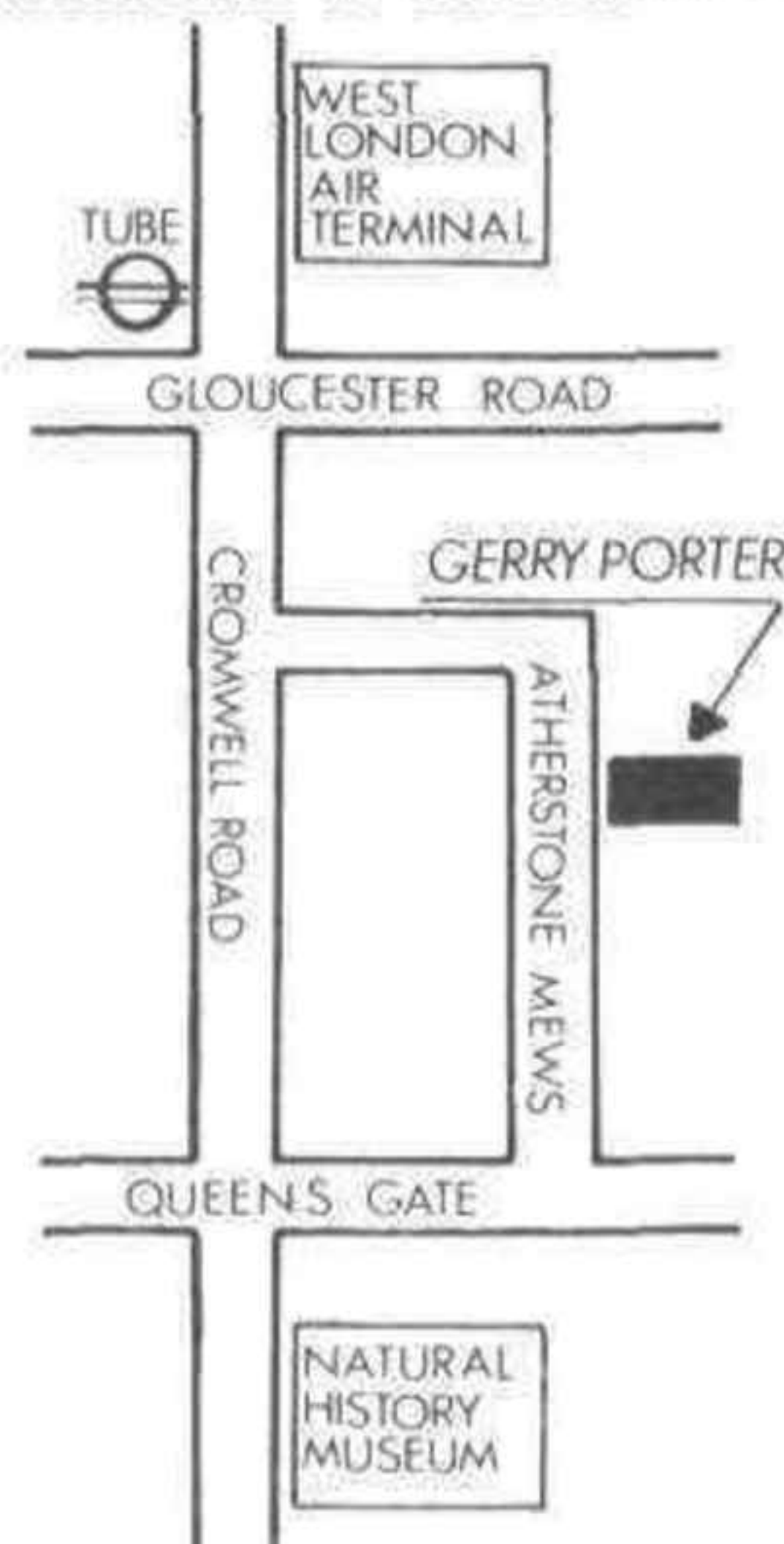
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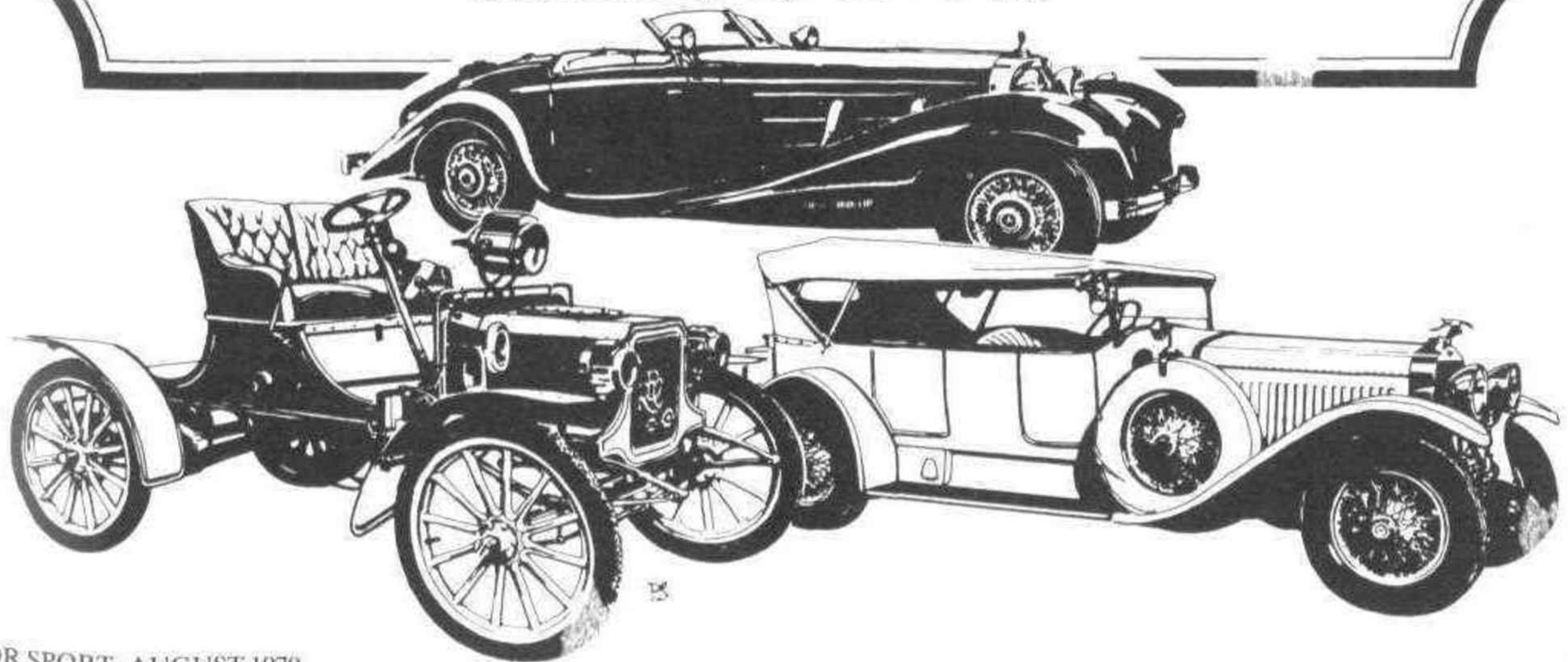
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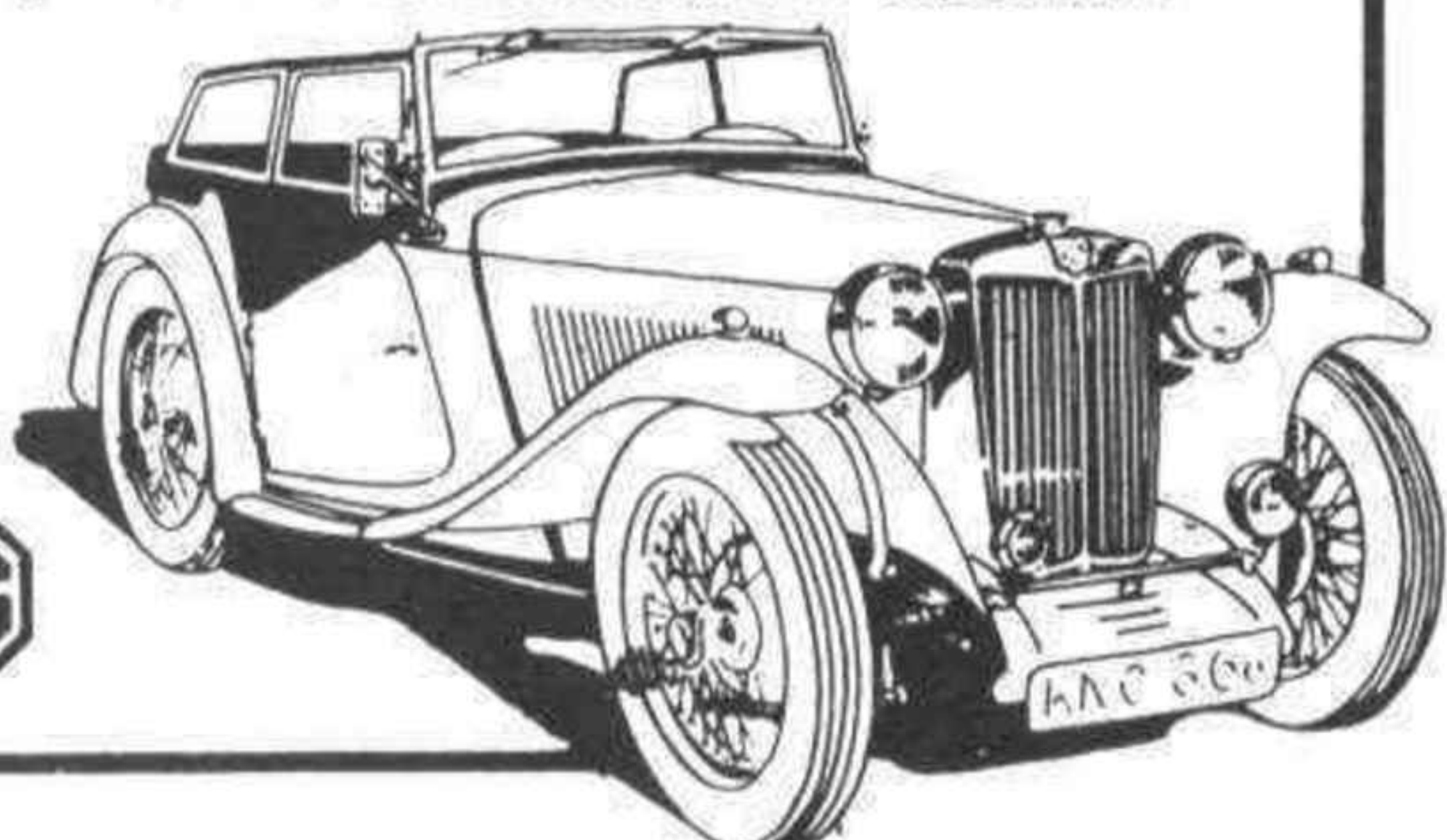
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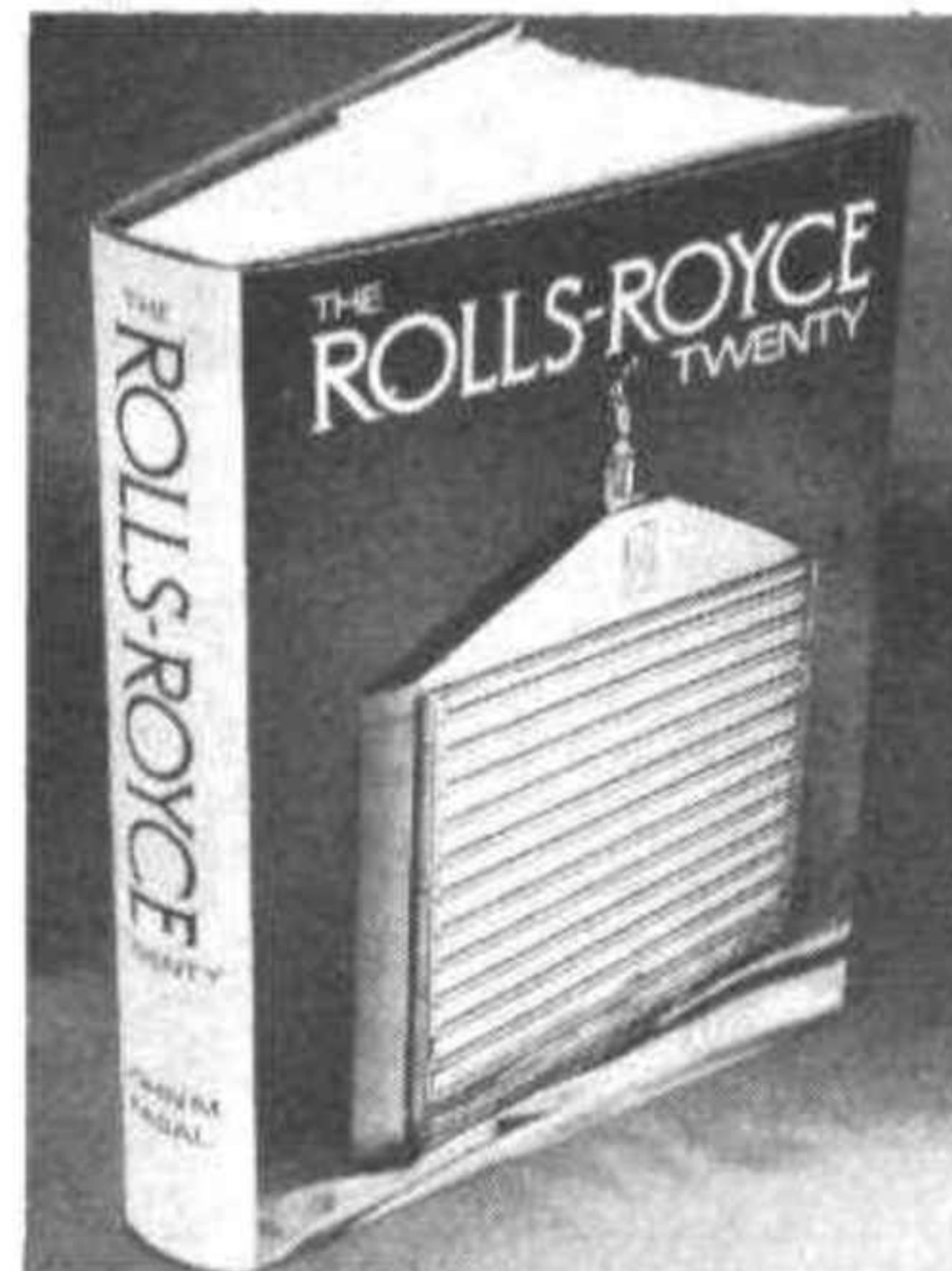
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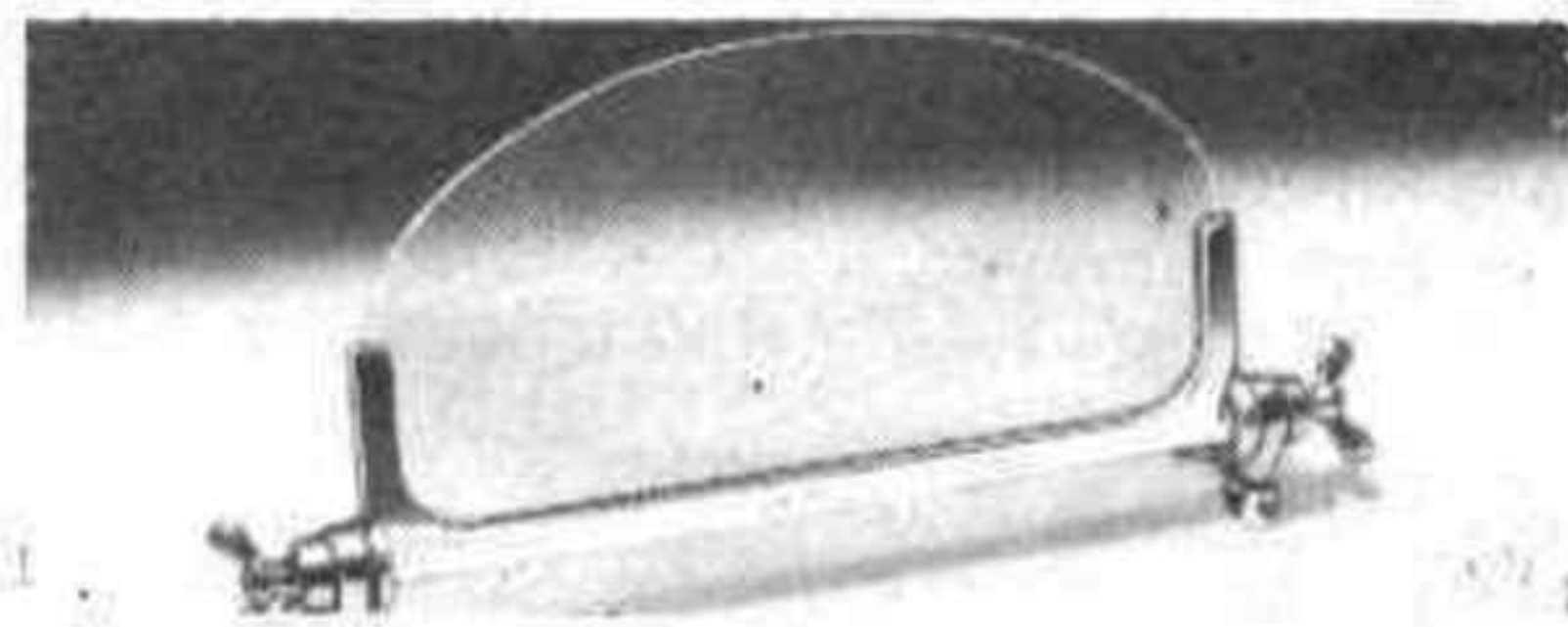
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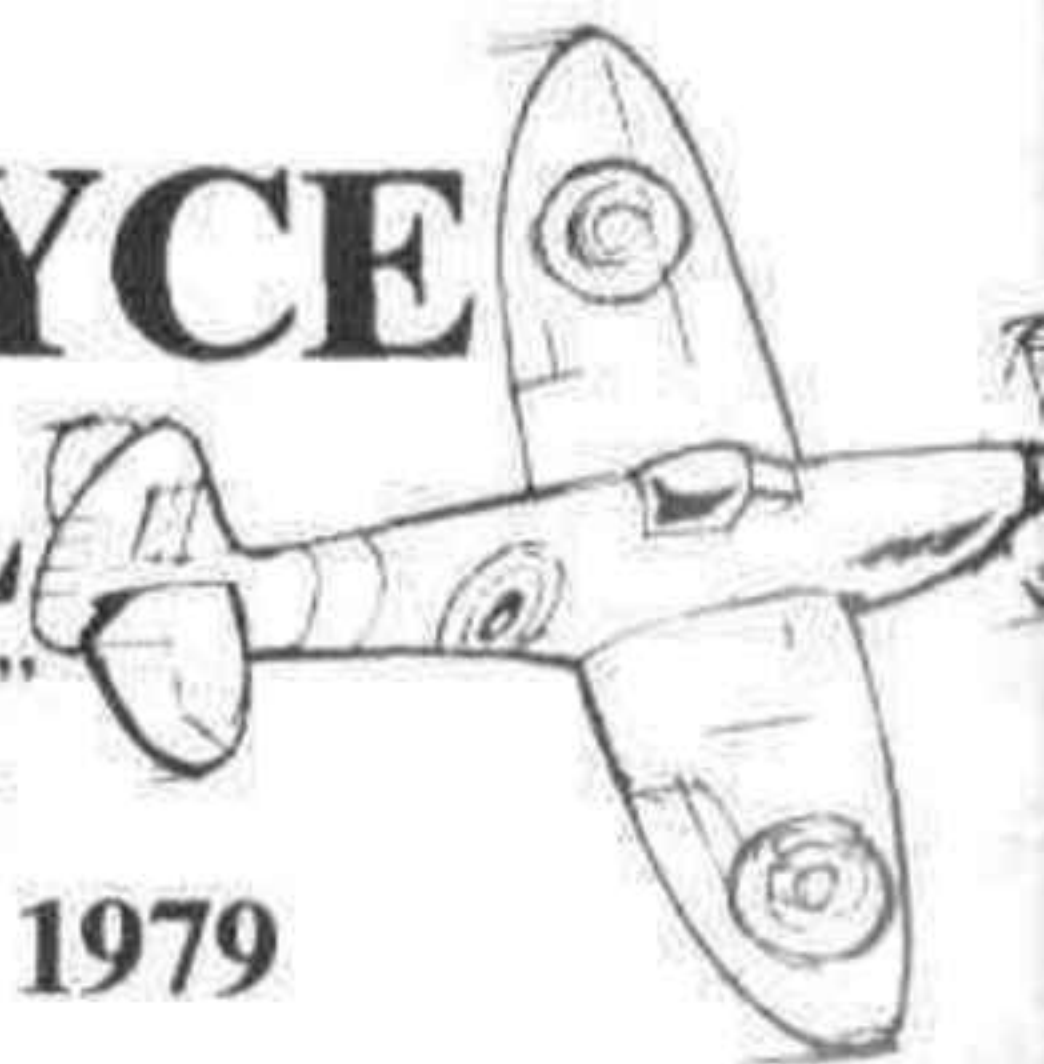
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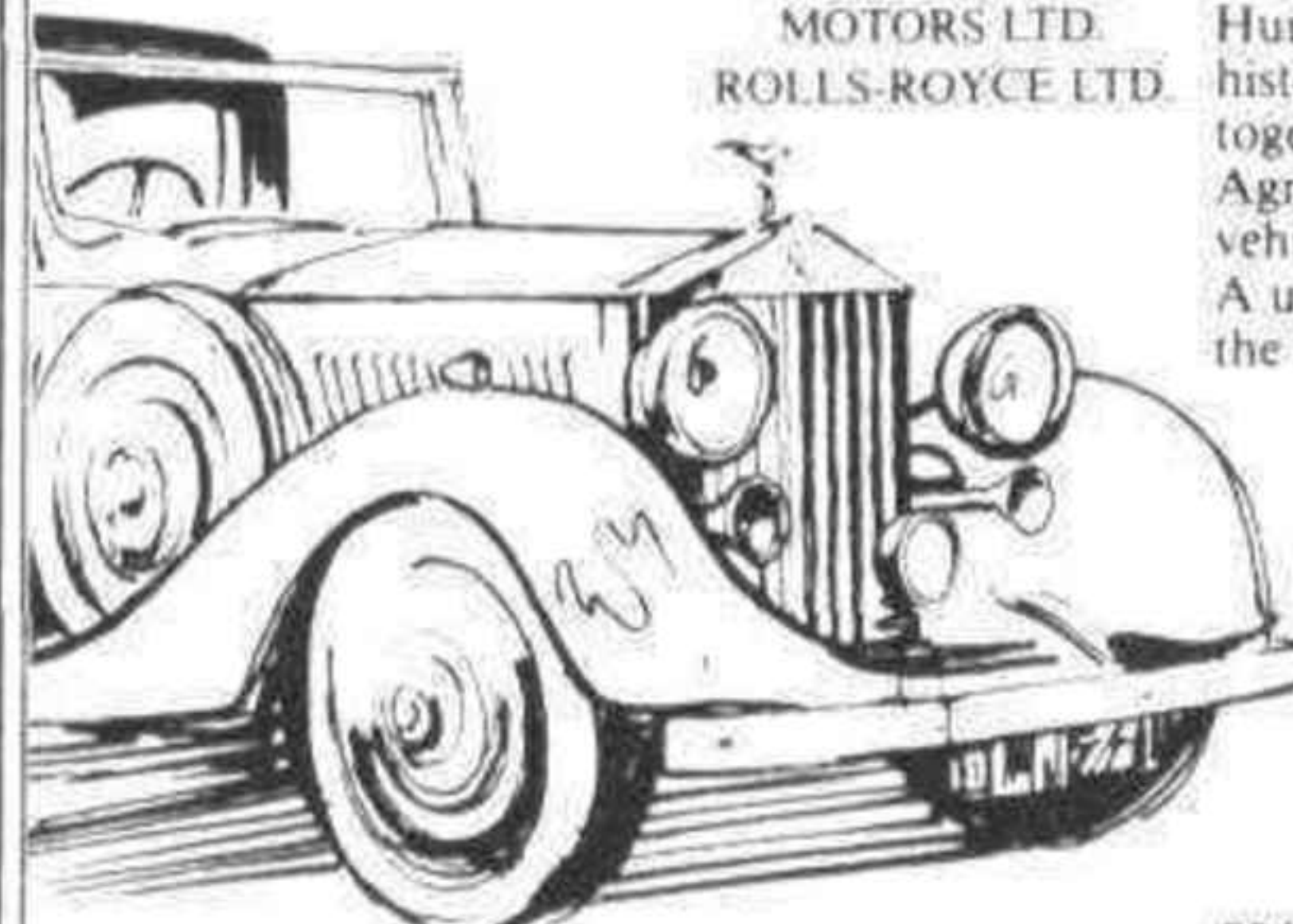
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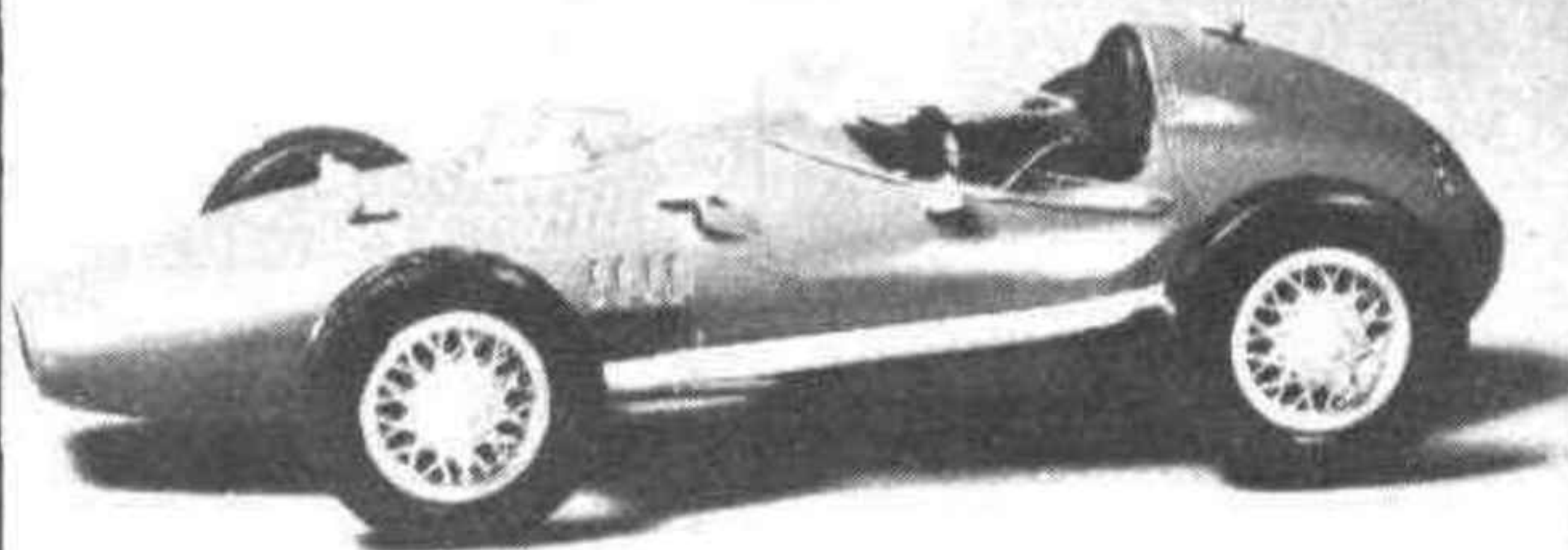
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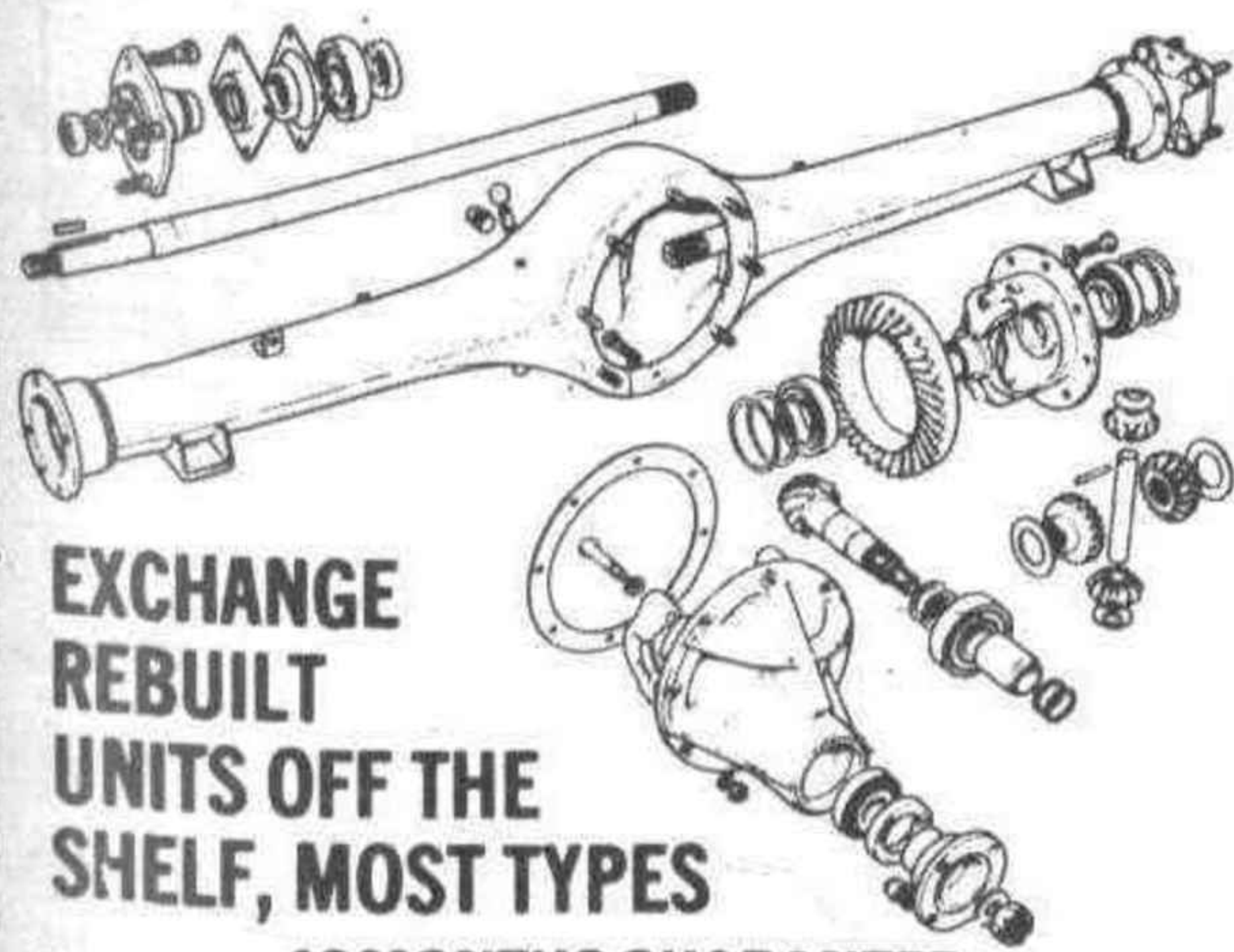
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Most up-to-date Waxoyl Rust Inhibitor contains naturally charged electrical properties, sets Waxoyl apart from rival systems. Micro Inhibitor molecules resemble tadpoles. 'Tails' cut through dirt, grease, oil with magnetic speed. Chase out air moisture rust from metal pores never to return. 'Heads' lock-in, seal-off surfaces with water repellent skin. Amazingly high tenacity even on damp surfaces. Never cracks, or peels off as do chemically active types which, as you may have seen, often oxidise and disintegrate, expose metal to devilish air moisture rust attack. Nor does Waxoyl exhaust itself with time. In fact, benefits existing seals! Magnetic molecules fill 'broken gaps', 'Creep' across bare metal, reknit skin torn by flying grit etc. Waxoyl holds 'Showroom' condition!

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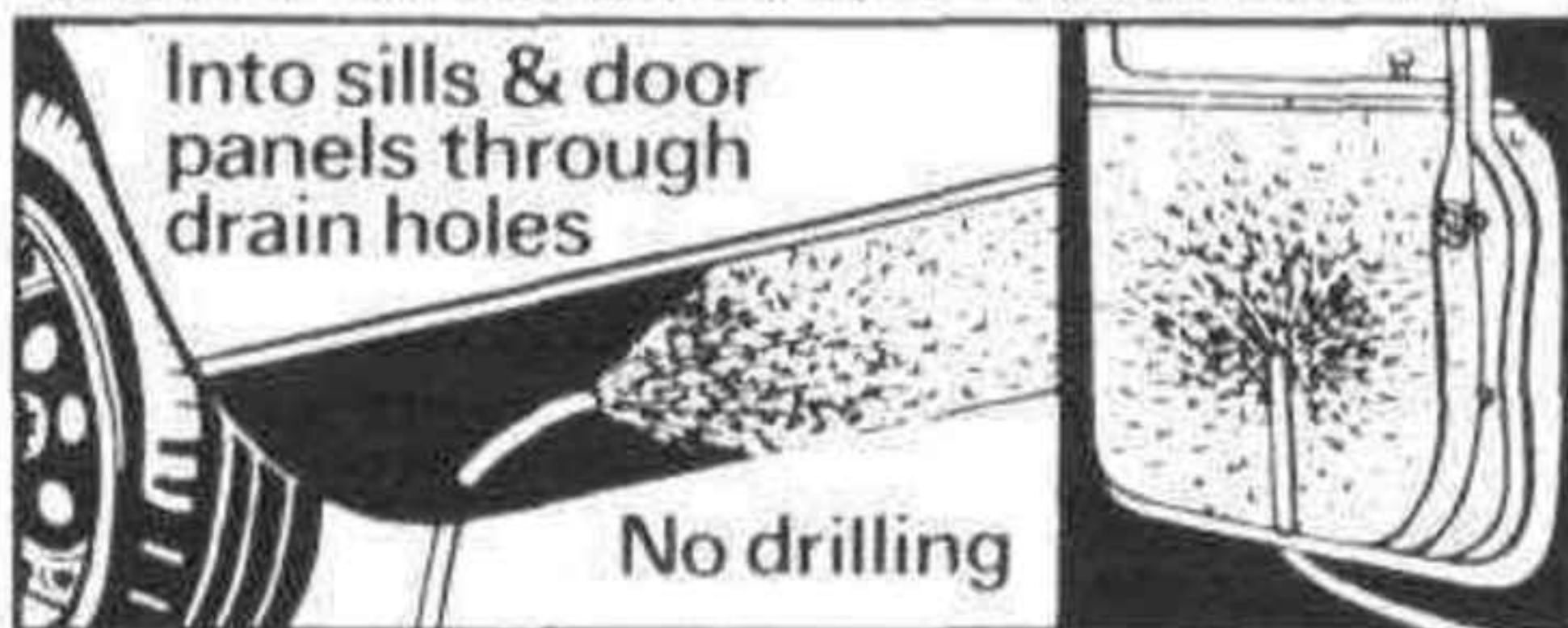
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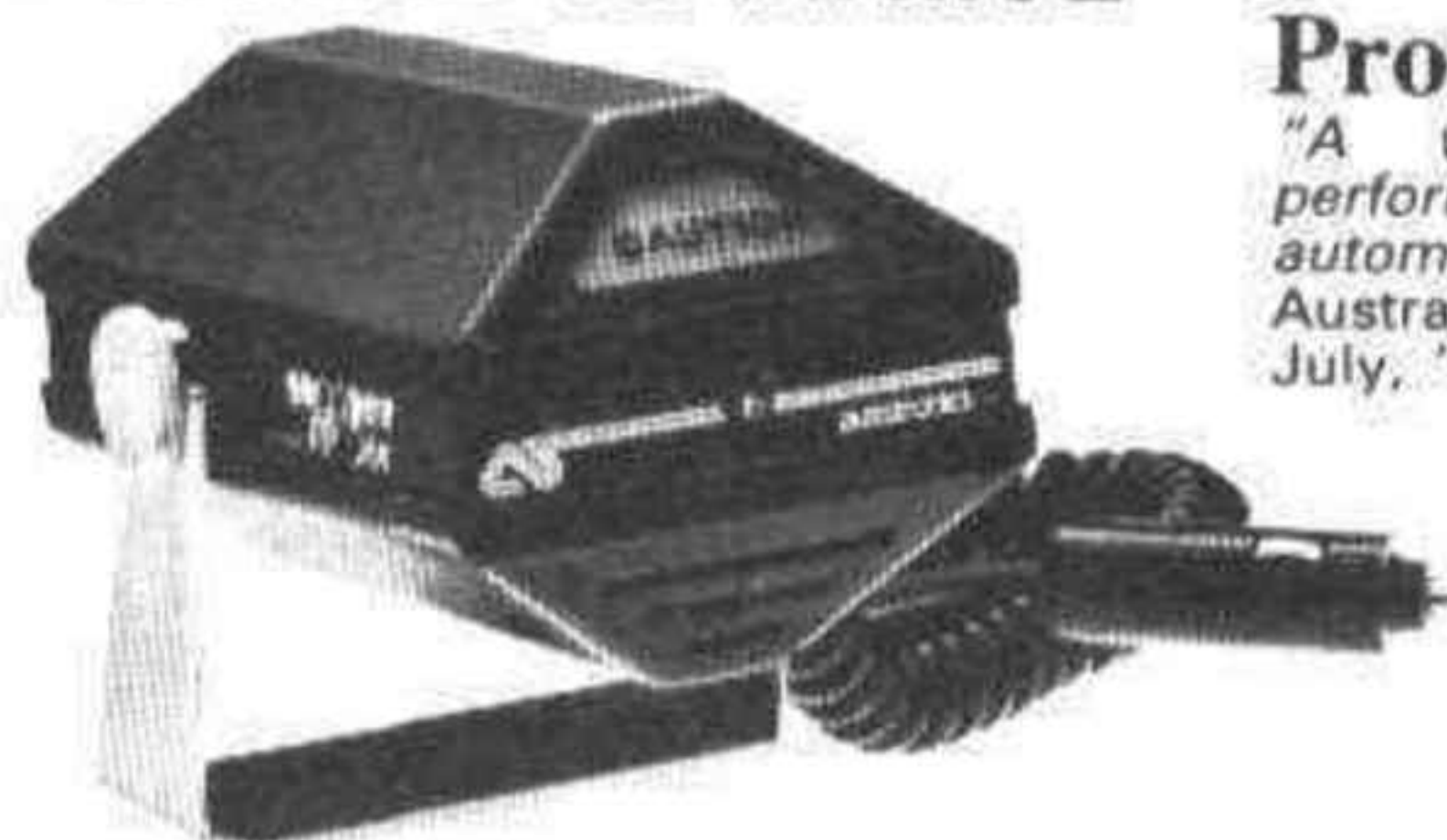
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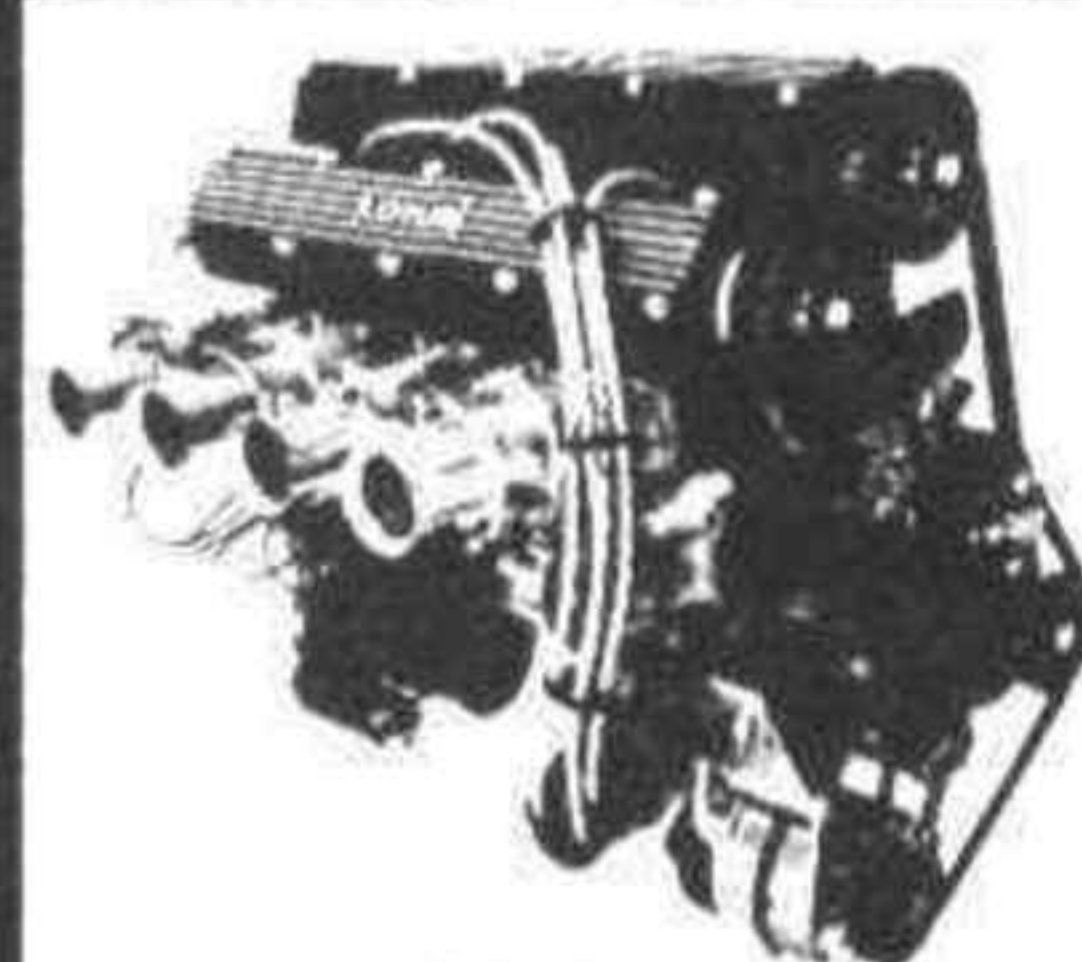
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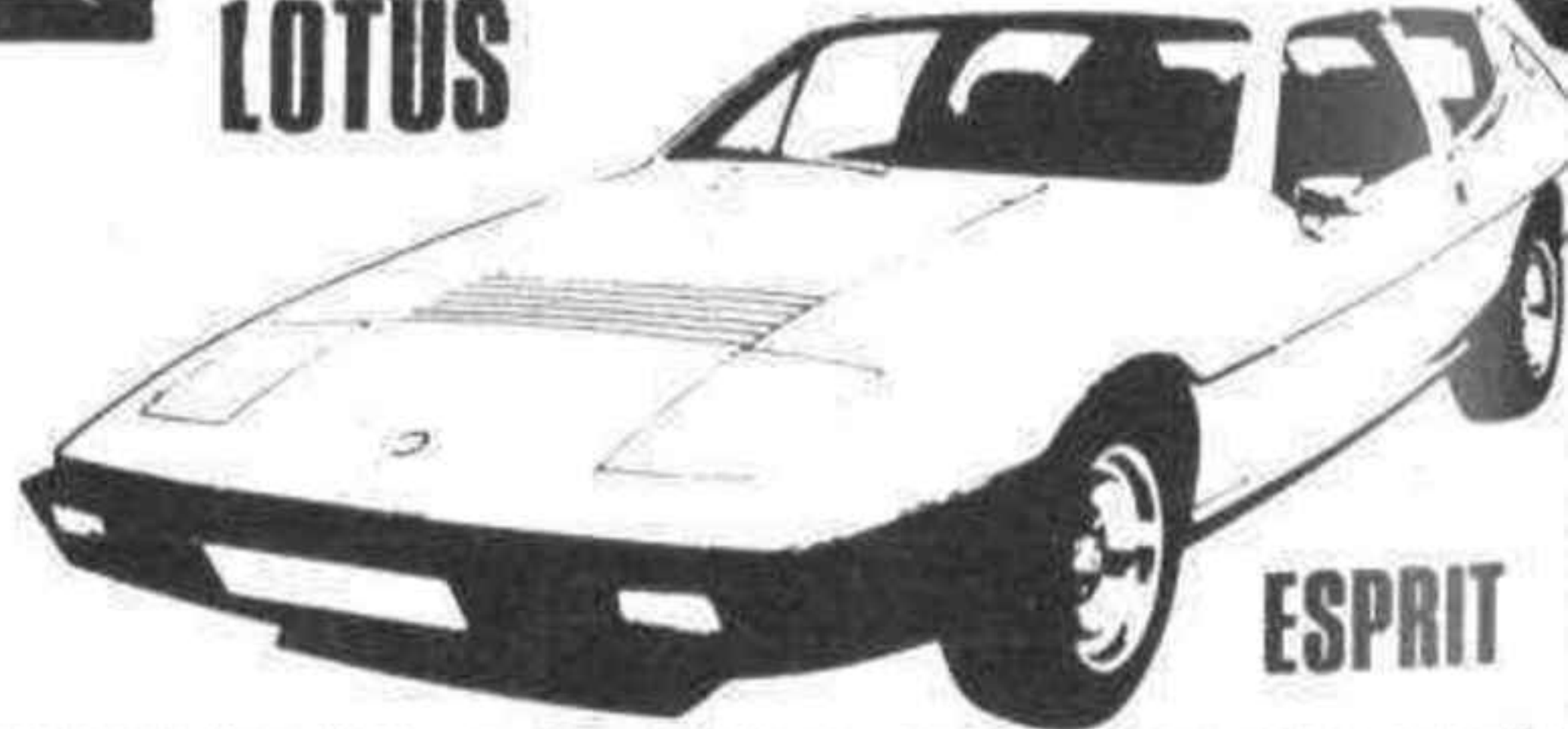
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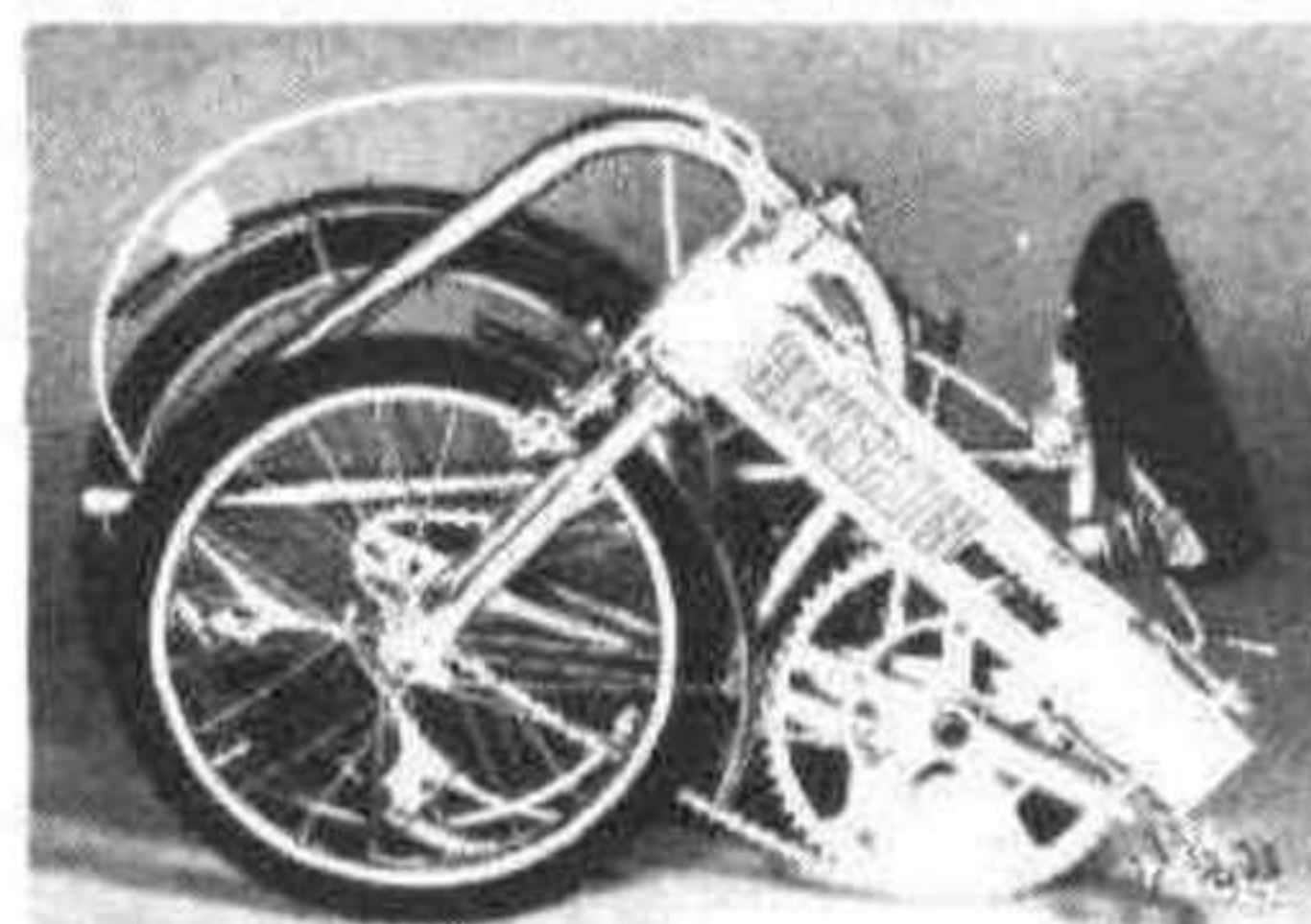
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1936 ARMSTRONG SIDDELEY 17 h.p. Tourer, 4/5 seater, aluminium body by Maltbys, rare and beautiful £3,500. 1949 Alvis 7A14, 3-litre prototype, sole survivor of only three built. Restored, tax, M.o.T. £1,950. Luton 27450. (34892)

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MORGAN A.30, 1956. M.o.T. May 1980. Collectors car, original log book, discontinued project £200. MG-B Roadster, 1971. White, M.o.T. Nov. 1979, taxed, overdrive. Rostyle wheels, radio/cassette £925. Brighton (0273) 24597 (evenings). (35063)

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ASTON MARTIN DB6 Vantage, manual, 1970. Personalised registration, 52,000 miles £9,000. Available after July 16. Box No. 6109. (35127)

TURBO ROVER 3500, 1977 manual with Janspeed twin turbo conversion. "Motor Sport" road tested in April edition and called the car sensational (copy available). Extras include modified suspension, wide wheels, rear wiper, towbar, sunroof, stereo radio/cassette, the ultimate "Q" car. £5,500 o.n.o. Reason for sale, delivery of new Rover Turbo. Telephone Rushden 4592 after 6 p.m. (35132)

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- £3,595 TRIUMPH TR7, 1978. Tahiti blue with tartan interior, Philips radio cassette, 12,000 miles.
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3000S CAPRI. 1977, white, vinyl roof, sunroof, undersealed, 26,000 miles, immaculate. £3,250 o.n.o. Telephone day Waybridge 49141, evenings Woking 4726. (35871)

E-TYPE. 1962, 3.8, f.h.c., carmen red, re-upholstered, long M.o.T. and taxed, w/w, believed 68,000 miles. Any trial. Very nice car. £2,950. Phone. 061-941 3889. (35981)

ASTON MARTIN DB 2-4 Mk. III. In perfect condition having just been completely renovated in our workshops. Truly one of the nicest we have seen. A sacrifice at £6,250 o.v.n.o. High Wycombe 712214. (35869)

1933 ROLLS-ROYCE 20/25. Virtually complete restoration project. Offers around £3,500. 021-643 9717. (35867)

190 SL MERCEDES. 1962, in exceptional condition, all refinements hard and soft tops, tonneau, left hand drive, self seeking Blaupunkt, stereo tape. £4,250. Phone Steyning (Sussex) 814565. (35875)

SPARTAN 2-LITRE. Excellent condition, black/ivory, wire wheels, 16,000 miles. Greatest care taken to maintain vintage style. Fully carpeted, with leather trim and Spitfire bucket seats. Many extras including electric fan and stoneguards GT6 engine, gearbox, overdrive. Modified spartan chassis. All mechanical parts checked, stripped and rebuilt where necessary. Built October 1977 by professional formula 2 and 3 racing car builder. Offers over £2,500 or exchange for good Europa. Phone Apley Bridge 4041 after 6 p.m. or weekends. (35873)

1958 MG Magnette ZB Varitone. Good running order and condition. Spare gearbox, head and carbs, etc. M.o.T. April 80. £600 o.n.o. 0702 218425 Southend. (35983)

MORGAN 4/4. 4-seater. Nov. 1976. Red, black trim, reclining seats, wire wheels, 25,000 miles. £4,550. Tel: 061-681 1685 (Daytime). (35868)

PORSCHE TURBO L.D.H. 1977 T Registration. Finished in black with red leather upholstery. 24,000 miles only. Cassette/radio. Excellent condition. Can be viewed in London area. £15,500 for quick sale. Tel: Knowle, Warwickshire 4124. (3591)

DAIMLER EMPRESS 1952. Special Sports, rare aluminium sunroof model, needs restoration. REME rebuilt. Engine available to purchaser (standard bores). Sensible offers. Inspection by arrangement. Billing, Springfield, Wykham Gardens, Banbury, Oxon. (34628)

SUNBEAM TIGER 260. 1965, two previous owners, full service history, bodywork/mechanics excellent, h/s tops, dark blue, long M.o.T. £1,450 o.n.o. must sell, going abroad. Worcester 0905 641729. (35877)

MG VA SALOON—Reg. No. DRY 71. 1939 first registered 1940. Rebuilt engine, body requires restoration, although very complete, no time to finish £1,250. Ring day 01-477 3195. Evenings 061-430 5064. (35998)

1922 TALBOT 2-seater touring and dickey. Very attractive vintage car. Requires restoration. First offer of £2,250. Well worth viewing. Tel: 074-788 871. Best time late evening or write A. Booth, "Kestrels", Banwick St. John, Shaftesbury, Dorset. (35997)

MARK 6 BENTLEY 2-seater special. Almost completed. Rebuilt engine and many new parts. Moving house. Must sell. Sensible offers over £11,000. No time wasters please. Teevan. 01-366 7093. (35996)

1955 HUMBER HAWK Saloon. One owner. In immaculate condition, current M.o.T. Prestige motor car. Offer invited to close estate, Harn and Crabtree, Cardiff (0222) 29383. (35851)

AUSTIN 12-4. Two-seater with dicky, 1928. In need of some work. £1,800. (35966)

AUSTIN DEVON Sports 1951. rare Jensen bodied, four-seater open touring. M.o.T., licensed, drive away £1,500. Phone Dumfries 5936. (34598)

PORSCHE 356A. 1958. Roadworthy when stored seven years ago. No M.o.T. but basically sound. Excellent for complete restoration or would return to road with little work. Reluctant sale. Sensible offers please. Tel: Norwich 56584 (except August 23rd to September 8th). (35961)

LANCIA BETA HPE 2000 Feb. 1977. brown with gold coach stripes and gold interior. Guaranteed 13,500 miles only. Managing director's car (sole owner). Maintained irrespective of cost. Steel sunroof, electric windows. Blaupunkt stereo radio cassette player plus all usual extras. Taxed until Jan. '80. Garaged. Reason for sale, impending arrival of Opel Monza £4,250 o.n.o. Tel: 01-445 4839 (evenings and weekends) or 01-959 0277 (office hours). (21388)

SM CITROEN M registered. 39,000 miles, metallic blue, excellent condition. Serious offers only 01-637 9997 daytime. (35965)

XK150 S 3.8. Engine and gearbox with overdrive, triple carbs, starter and dynamo. Run only under laboratory conditions, has yet to be fitted into a car. This unique unit is offered at £1,000. Tel: Winkfield Row (034 47) 3137. (35963)

MG-C ROADSTER. H/s tops, w/w, o/d, drive, Spax, stereo, etc. M.o.T. April. Nice car £1,275. Tel: Theydon Bois (Essex) 3391 (evenings). (35968)

LOTUS ELAN S4 SE. 1970. Recent reconditioned engine, gearbox, many other new parts, superb original yellow. £1,995. Tel: 060 874 200 (S. Works). (35969)

MG-B GT V8. 1974 Ziebart rustproofed, 25 m.p.g., average. Excellent order throughout. Taxed and tested £2,000. Newark 892553 (Notts). (35972)

BMW 30Si, 1973. Road tested at 132 m.p.h. 0-60 7.4 secs. Still the best driver's car ever made in its class. Absolutely superb cond. Major engine check over last 4,000 miles. Radio stereo, wood rim steering wheel, new 7 series wheels with new Michelin XDX tyres. Tiger green with grey velour. £3,950. Tel: Cutnall Green 226. (35967)

FIAT X19 Sports "R" Reg. metallic orange, 19,500 miles, usual extras, including radio £2,850. Tel: Brighton 55 3451. (35973/4)

FOR SALE—continued

MGB ROADSTER. 1966. W/wheels, o/d, excelle bodywork, many new parts. M.o.T. November 85. o.n.o. Tel: Whittington (0543 432706). (359)

MG MAGNETTE ZB Varitone. 1958 Registration TB Present owner 11 years, original specification undersealed, recent M.o.T. Excellent condition £6,000. Tel: 01-304 3527. (359)

BENTLEY 1938. 4 1/4-litre Park Ward sports saloon black/grey. For details ring Ashted 72950. (359)

BMW 525. 1974 "M" registration, metallic turquoise excellent condition, 45,000 miles only, tax and M.o.T. £2,895 o.n.o. Finance possible. 0602 303773 office. 0602 303593 home after August 4th. (359)

ROVER 80. 1961. Two careful owners. Towbar, tax and tested £500 or offer. Cheltenham (0242) 67 2430. (359)

DELLOW MK II. 1952. Totally rebuilt 1976 using modern Ford eng., gearbox, rear axle, steering and hydraulic brakes. Professionally resprayed and upholstered. Looks immaculate and original but very nippy and competitive. MCC Triple winner in first year £2,850. Tel: Glyn Jackson on Histon 251 evenings/weekends. (359)

HISTORIC MG. Single-seater special. Well known successful car. Class record holder. Original 750 c.c. O-type engine, two stage blown. Appearance similar to 250F Maserati. Offers invited. Details Tel: Maston 061-432 0630 evenings. (359)

MASERATI KHAMSIN. Unique opportunity to acquire a really mint example of this exotic marque. A conditioning, electric windows, power assisted steering. Chairman's car. Carefully used. Looks and runs like new. Approximately 500 miles since complete check and service by UK Maserati distributors. Metallic maroon, inside champagne leather/suede, 11,070 miles, 1975 P registration. Considered by many the most beautiful car ever created, must be seen by any person seriously considering a Khamsin £14,500. Write: Chairman Office, R. Robinson Limited, The Old Pound House, London Road, Sunningdale, Ascot, Berkshire. Tel: Business Ascot 26133, private Maidenhead 27572. (359)

TR6. 1972. 43,000, blue/grey, overdrive, s/h top tested, taxed, good condition. Offers. Tel: Wigston 30683. (359)

MG-C. Registered 1/8/70, 75,000 miles, BRG, M.o.T. June 1980, radio, soft top and tonneau, good condition, body needs some attention including new silks—hence realistic price £750. Doncaster 5054 evenings. (359)

CONVERTIBLE MINOR 1000. 1969. Attractive car, white, black hood, two owners £1,350. Tel: 041 655803. (359)

PET MG-B Roadster for sale to good home. Early example, blue/blue. Original and immaculate chrome underside and box sections Waxoiled and oil sprayed each year, not used in winter. All suspension replaced. She goes well, stops well, and looks good standing still. Leather seats, wire wheels, overdrive full tonneau, offer around £1,250. Phone no. Crosshills 33437 (Yorkshire) available after 8 August. (359)

MG-B ROADSTER. 1969 (H). Hardtop, wires, new batteries, tyres, brakes, exhaust. Radiomobile. Reluctantly offered at £695. Sunderland (0783) 7033 after August 5th. (359)

LOTUS ELAN S4SE, FHC. 1969. Left hand drive. Ex-factory demonstrator in light blue. Stored over five years now refurbished and mechanically rebuilt. Offers in the region of £1,500 for quick sale. Would export. Tel: 0632-523717 (business). (359)

BMW 1800 TI Sebring. 1965. First RHD model imported, 27,000 genuine miles. This car has been on display in car showroom since 1968. Excellent order superb investment. Offers required in the region £1,295. Tel: 0632-523717 (business). (359)

230 SL. Blue Mercedes, manual, hard/soft top. Rebuilt fuel injection, engine, gearbox, radiator, etc., bil available. Same owner 11 years. Beautiful collector car, first offer over £4,250. Leeds 39111 or Harrogate 74200. (359)

MG TC. 1947. Immaculate condition following a 3 year rebuild by its present MGCC owner of 10 years. Engine modified to Stage III (Stage II head, 1 1/2 carbs, half race cam and Derrington manifold). 11 wheels fitted to match performance. All original engine parts available together with numerous other spares £5,250 o.n.o. Phone Nottingham 267457. (359)

TR4A. Overdrive, Surrey tops, wires. Maintained superb working order. 33 m.p.g. on trips abroad. Immaculate and original, taxed, M.o.T. £1,550 o.n.o. 1978 2650. (348)

1972 BMW 2500. Agave, PAS, HRW, radio, excellent condition throughout, new exhaust, long M.o.T. 53,000 recorded miles. £1,750. Tel: Havant (Hants) 484895. (343)

BUGATTI 1927 43A. very original, owned by enthusiast. Superb order mechanically and body. Six original type wheels, all weather equipment upholstered in blue Connolly hide. Expensive. Offer. Tel: 021-552 2731, 021-454 0667 (home). (360)

LANCIA BETA 1600 Saloon Series 2. June 1978, brand new M.o.T., excellent condition, only 23,000 miles, dark blue, radio. £1,895 o.n.o. Sunbury 82456. (360)

7 H.P. Jowett 1927 short two-seater plus Dicky model. Restored 1974, well maintained since. Historically known. Taxed, M.o.T. £4,300. Coxtie Green 732 (Essex). (360)

LOTUS ESPRIT. May 1978, 9,000 miles on immaculate silver coachwork, radio/stereo, electric ignition, usual extras. £3,300. Finance or lease arranged. Phone Mike, Camborne (0209) 715990. (360)

MORRIS MINOR Convertible. Cream, beautifully restored to superb condition. Maintenance records. M.o.T. May 1980. Offers around £1,200. Fowlme (STD 076 382) 665. (360)

MORGAN 4/4 4-seater. April 1977, royal ivory black leather upholstery, wire wheels etc., used as second car, 8,000 miles. £5,450. Tel: Great Tew (060883) 607. (360)

LOTUS ELAN Sprint. FHC, 1972, top class condition inside and out, green over white, sunroof, radio, everything original. Many new parts, rear wheel bearings, coupling pads, recent engine rebuild. £2,750. Esher 66048 (Surrey). (360)

RILEY MONACO. 1932. 10 months M.o.T. black and red coachwork. Used regularly. Interior, chassis, body very good condition. Engine requires work. £2,000. Tel: 0582-66675. (360)

JAGUAR 5.3, COUPE. One owner. Low mileage. Second car. Registered April 1978. Squadron built with biscuit trim. GKN alloy wheels. Quadrophon etc. GM 400 gearbox. Very rare, appreciating asset. One of only 100 to this spec. Private sale. £12,000 o.n.o. Work hours: 051 227 3314. (360)

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- 1977 Alfa Romeo Spyder Veloce 2-Seater Drophead. 1 lady owner, 4,091 miles only, radio/cassette, electric aerial, Ziebarted £6,555
- 1973 BMW 3.0 Si, maroon/grey velour, owned by us since Oct. 76, approx. £400 spent 31.7.78, new radio/cassette just fitted, power steering £2,495
- 1963 Bentley series III, two tone green, personalised number, local owner last six years £7,545
- 1967 Cadillac De-Ville, met. green, 40,609 miles, ex late Paul Getty £3,255
- 1979 Chevrolet Corvette Split-roof coupé, L82 engine, extras too long to list here, Blue with silver factory pinstripe, oyster leather, 250 miles only £11,350
- 1977 Chrysler Avenger GLS 1600, brown, one owner, 22,925 miles £2,395
- 1977 (Oct.) Datsun 260Z 2+2, met. aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio £5,445
- 1968 Daimler Sovereign, beige/tan, automatic, P.A.S., radio £1,595
- 1954 Daimler Conquest Century 2½-litre, black, 18,474 miles, original log book shows two owners, first one for 21 years £1,995
- 1974 Jaguar 4.2 XJ6, Dark blue, one owner, new engine just fitted by us, total bill £980, Air cond., sunroof, radio, electric windows, P.A.S., automatic £4,445
- 1970 Jaguar E-type 2+2, automatic, sable/tan, 67,620 miles, chrome w.w., radio, Webasto £3,995
- 1967 Jaguar 420 automatic, dark blue, approx. £500 spent by us, brakes, carbs, exhausts timing chains, etc £895
- 1977 Lancia Beta HPE 2000, Red, 29,788 miles, radio, 5-speed, electric windows, rear wiper, sunroof £4,155
- 1974 Lotus Elan +2 130/5, blue/ivory, sunroof, 8 track/radio £3,575
- 1969 Lotus Elan 2+2, Red/black, last owner 9 years, 47,212 miles, history since new, must be seen to be appreciated £2,195
- 1971 Mercedes Benz 280SL, LHD, White/black, hard and soft tops, manual, PAS, radio £4,495
- 1978(T) MG-B GT, Green/orange, stripe, one owner, 5,944 miles £4,125
- 1978 MG-B, Damask red, 169 miles only, stored from new until 19.4.79 £3,845
- 1977 (Model) MG-B GT, green, one owner, 28,149 miles, tinted £2,995
- 1977 MG Midget, yellow, 11,000 miles £2,145
- 1977 MG-B, Green, one owner, 14,079 miles, overdrive, hard/soft top £3,145
- 1977 Model (12.2.76) MG-B GT, White/tan, overdrive, 33,877 miles, radio, etc £2,775
- 1976 MG-B GT V8, Harvest gold, 14,726 miles, chrome wheels, tinted, overdrive, etc £4,545
- 1976 MG-B GT, Red, chrome Rostyles, overdrive, tonneau, choice of 3 £2,495
- 1976 MG-B GT V8, Tundra, 26,767 miles, overdrive, tinted, sunroof, radio/cassette £4,395
- 1976 MG-B GT, Citron, overdrive, wire wheels, Sundym, sunroof £2,865
- 1976 MG-B, Red/black, overdrive, headrests, tonneau, radio, 28,871 miles £2,825

- 1975 (74 model) MG-B GT V8, bracken tan, tinted, fog/spot light, overdrive, radio £2,995
- 1975 MG-B GT (Anniversary Model) limited number made, only 33,345 miles, usual extras £2,995
- 1975 (74 chrome bumper model) MG-B GT, Grey mirage/black nylon, overdrive, tinted, radio, rear fogs £2,445
- 1975 MG-B GT, Tundra/tan, sunroof, radio, overdrive, new clutch just fitted by us, sold by us to last owner £2,595
- 1975 MG-B GT V8, Grey mirage, 27,128 miles, usual V8 extras including radio/cassette £3,775
- 1975 (P) MG-B GT V8, Red/black, 22,943 miles, sunroof, radio, overdrive, tinted, headrests £4,215
- 1975 MG Midget, Rubber bumpers, 1,491 c.c. engine, green/tan, radio, Choice of three from £1,395
- 1974 MG-B GT, White tan, overdrive, radio, two owners only £2,245
- 1974 MG-B GT V8, Chrome bumper model, 27,074 miles, Damask red, chrome wheels, overdrive, radio/cassette, two owners £2,995
- 1974 MG-B GT V8, Chrome bumper model, 25,275 miles, Harvest gold/black, recent £150 radio/cassette, sold by us to last owner £3,295
- 1974 MG-B GT, Auto, Damask red, 18,130 miles only, sunroof, Here when ad. appears £2,175
- 1974 MG-B GT, Citron/black nylon, overdrive, tinted, radio/cassette £2,175
- 1973 MG-B GT, automatic, white, headrests, radio, rear fog lamps £1,995
- 1973 (Oct) MG-B GT, damask red, overdrive, radio, HRW, mirrors £1,865
- 1972 MG-B GT, Teal blue/tan nylon, tinted, overdrive, stereo/radio £1,645
- 1977 Morris Marina 4-door 1.3 Super, brown, one owner, 18,687 miles £2,045
- 1977 (Sept.) Porsche 924 "Lux", All black, sunroof, tinted glass, alloy wheels, 9,700 miles, one owner £7,845
- 1976 Renault 16 TX, Auto, one owner, 37,735 miles, roof rack, central locking, electric front windows £2,395
- 1977 (R) Triumph TR7, yellow, green trim, one owner, 25,851 miles £2,775
- 1977 Triumph Stag Convertible, racing green, tan trim, one owner, electric windows, radio, P.A.S., overdrive, alloy wheels £4,995
- 1977 (Oct.) Triumph TR7, green, one owner, 16,368 miles, 5-speed, sunroof, headrest, Sundym £3,295
- 1976 Triumph TR7, red/blue nylon, electric aerial, headrest, Sundym glass, 20,540 miles £2,545
- 1974 Triumph TR6, Green mallard, hard top, radio, overdrive, 26,204 miles £3,195
- 1973 Triumph GT6, Magenta/blue cloth, engine rebuild 2.6.78 £460, overdrive, HRW, AM/FM radio, Sundym, stereo £1,695
- 1972 Triumph TR6, Hard top, damson (wants painting), one owner only, modified to Strombergs, original invoice with car £1,695
- 1979 (Reg.) Volkswagen SP2 2-door coupé (made in Brazil), Blue, one lady owner, 4,065 km only £2,645

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RAM'S HEAD
COCKEREL

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SMALL DRAGONFLY

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FALCON
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VITESSE (LEANING NUDE)
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FOR SALE—continued

AUSTIN HEALEY 3000 BN7. The rare two-seater, excellent condition, wire wheels, overdrive, rebuilt carburetors, re-trimmed, Whitewalls, new shock absorbers, A.H. Club member, used regularly and reliably. No paupers, gawpers or touring comedians this time please. £2,750. Tim James (0604) 858891 (Northampton). (36071)

MG-B GT V8. 1975 (P). 26,000 miles, red, Sunroof, O-drive, rustproofed. Radio. Immaculate condition. £3,950. Winchcombe (Glos) 602849. (36072)

TRIUMPH TR6. 1971. Signal red. Black hard/soft top. Complete mechanical overhaul, including new fuel injection system, new gearbox, clutch, tyres, shock absorbers, carpets and fitted radio. Taxed and 12 months M.o.T. maintained by enthusiast and can only be described as immaculate. Only used in summer months. Reason for sale: arrival shortly of a Mercedes. Hence £2,500 o.n.o. for quick sale of this fast appreciating marque. No time wasters please. Tel: 0385-780353 (Office hours) Wideopen 3157 (evenings). (36074)

LANCIA 2000 I.E. Sedan. 'M' Reg., electronic fuel injection. AF 5-speed. White, electric tinted windows, electric aerial, new steel radials. Well loved and looked after, fast-appreciating classic saloon. View near you. £1,050. Tel: 029 96-269. (36075)

MARCOS 3-litre Volvo. Low mileage (34,000) sunroof, electric windows, immaculate condition. £3,500. Tel: 01-213 7702 office hours. (36076)

MINOR CONVERTIBLE. Old English White, full M.o.T., taxed. Extensive rebuild. £850 o.n.o. Scimitar GTE. J Reg. taxed. M.o.T. June 1980. £950 o.n.o. Four Rostyle (1800E) wheels £40. Tel: 061-456 7927 or 061-439 2055. (36077)

ASTON MARTIN DB5 Manual. White, black leather, electric windows, radio, drives well, long M.o.T. £3,750. Milton Keynes (0908) 510394. (36078)

1967 MORRIS Minor 1000 Saloon. 18,900 miles and one owner from new. Blue/grey with blue interior. Mint, as new first class condition throughout. Offers over £1,600 please. Denham (Bucks) 3871. (36079)

XK140 JAGUAR D.H.C. 1956, wire wheels, O.D. Very good bodywork, mechanics and hood. New M.o.T., taxed. £2,850. Lincoln 50228. (36080)

AUSTIN 7 RUBY. 1937, engine reconditioned, body in excellent condition. Offers in region of £1,350. Tel: 049 12 4282 (evenings). (35992)

1930 Rare vintage Grossley Super Six limousine. Good condition, 4 new tyres. £5,000. 1932 Morris Minor Saloon. Nice original car. £1,450. Box No. 6115. (35971)

LOTUS ELAN S3 S/E coupé. Yellow, 1967, good condition, taxed, MoT. £1,350. Dunfermline (0383) 35548 evenings. (36139)

MG-B GT 1978. Immaculate condition, pageant blue, grey striped seats, radio, overdrive, tints, must be seen. £3,525 o.n.o. Phone: 0536-520546. (36138)

DROOP SNOOT Magnum 2,300 c.c. N reg. Immaculate condition. £1,595 o.n.o. Phone: 061-308 3177. (36137)

DAIMLER DOUBLE 6. regd. Dec. 1976. Fuel injection, electronic ignition, air conditioning, tinted windows, quadraphonic radio/cassette. 27,000 miles, superb condition. £7,000 o.n.o. Ring: 0509-880824. (36135)

LANDROVER MK II 4-cyl. LWB. Hardtop, unused since expensive, professional rebuild from chassis in June. £1,850 or p.ex. Good Mk.I SWB. Full details: Box No. 6119. (36132)

FOR SALE—continued

LOTUS EUROPA. 1971 S2. Low mileage, radio/cassette, MoT, yellow with black interior, excellent condition. £1,795. 051 652 1481. (36134)

MG TD. 1950. British Racing Green, red interior, re-trimmed as original, new hood, sidescreeens, carpets, ash frame and body, engine and mechanics extensive overhaul last 1,000 miles, concours condition, and superb car to use, show or keep. £5,400. Tel: Leeds 579977 day or 502745 evenings. (36133)

1974 JAGUAR "E" TYPE V12 Roadster. Regency red with black interior, immaculate and fully equipped (air conditioning, stereo cassette radio, luggage rack, tonneau cover, wire wheels, etc.) US specifications LHD, 32,000 miles. £6,500. Phone Mr Gray (days) 01-629 9222 extension 4178, (evens) 01 262 9237. (36131)

MG-B GT V8. 1975. Harvest gold, 35,000 miles; superb condition, new shocks, tyres. £2,700. Ring: Egham 2509 evenings. (36129)

LOTUS 14 Elite. A total re-manufacture to the highest standards, un-run. Serious offers please. 0980 862373. (36128)

ASTON MARTIN 1958 2/4 MK II. Excellent condition, MoT, taxed. £5,995. Also 1954 Mk I, needs tidying. £2,600. Salisbury. Phone: Reed 098064 633. (36127)

ARROL JOHNSTON. 1920. Model A, 15.9 h.p. Engine in running order, new tyres, body in need of some restoration but basically sound, original log book. Offers over £6,000 considered. Box No. 6118 c/o Motor Sport magazine. (36126)

JAGUAR XK150. 1957. FHC. Almost completely restored, Jaguar red, re-upholstered in oatmeal Connolly hide, overhauled w/wheels, new body panels, rechromed, excellent mechanically, a complete car. £3,000. Sorry to part. Phone: Redcar 482180 (Cleveland). (36125)

VOLVO 1800 ES. One owner, genuine 24,000 miles, immaculate showroom condition, new stainless steel exhaust and two new tyres fitted, must be seen. Telephone: 0298-81 2443, preferably after 6.30 p.m. (36124)

TRIUMPH STAG 1976. Very good condition, soft and hard top, o/d, tinted electric windows and stereo radio. Bargain at £3,250 o.n.o. Would consider motorcycles, old or new or transit van in part exchange. Phone: Bob Fortune, Darlington (0325) 67645 or after 6 p.m.: Kirkby Fleetham (060984) 349. (36123)

JAGUAR 3.4S. sports saloon, 1968. Manual gearbox, 56,000 recorded miles, superb condition throughout. £1,550. Bellstone Gate, Corscombe, Dorchester, Dorset. (36121)

JAGUAR 240 Mk II. sports saloon, 1967. In superb original condition. Warwick grey coachwork, red interior, carefully maintained, all bills, taxed and tested, a sound investment. £1,595. 0732 50072 (Sevenoaks, Kent). (36120)

BMW 3 OC SL lightweight coupé, 1972. Immaculate, Polaris silver, Alpina wheels, mechanically excellent, all usual extras including AM/FM stereo radio/cassette, new tyres, exhaust system. £4,650. Telephone: Wisbech (0945) 2055 evenings. (36118)

AUSTIN 7 PEARL CABRIOLET. 1935. Fully restored to a very high standard including interior. This rare car with pram irons and unique variable hood has been finished in original colours. Reliability proven. New M.o.T. £2,750. Tel: Swanley 69775 Kent. (36118)

FOR SALE—continued

"E" TYPE 2+2. 1967. Carmen red, sunroof, CWWV, radio, etc. MoT February 1980. £2,750 o.n.o. 01-888 1282 ext. 16. 01-360 0737 evenings. London. (36117)

MG-A MK II. Fixed head. 1961. tartan red, cream leather seats, interior. Original, absolutely concours classic. Genuine 32,000 miles. Tel: Oxford 730659. (36172)

MG-B GT V8. Superb. As new condition. Rustproofed. Sunroof. 28,000 miles. Must be one of the best available. Private sale, but 18 months warranty. £3,950. Good quality estate car considered in part exchange. Tel: Bath (0225) 834306. (36171)

ASTON MARTIN DB 2/4 Drophead. Offers: XK Jaguar 140's. Offers. Tel: day 0455-38347, Night 0455-220250. (36170)

CORVETTE STINGRAY. 1966. Classic shape, manual, power steering/brakes, convertible, resprayed, reconditioned engine, 350 b.h.p., M.o.T., outstanding investment. Offers. Tel: Aldershot 25971. Reading 597357. (36168)

JAGUAR MARK II. 1966. 2.4 Manual/overdrive. Unused since respray, new silts, brakes and steering overhaul 12 months Mo.T. Offers over £1,000. Rawcliffe. Tel: Wensleydale (0969) 22630. (36169)

MG-C GT. 1969, white, wires, tax and M.o.T. This car is in beautiful condition with only 35,000 miles, second car. Offers around £1,650. Tel: Wrexham 266679 after 6 p.m. (36167)

1952 JAGUAR XK120 Drophead finished in white with blue leather seats. Excellent condition. Tel: Hastings 752751 (office hours). (36166)

MG-B V8 GT. 1973M. Maroon. Recent XAS tyres. Rebuilt g/box. Under warranty. £400 recently spent. Usual V8 extras. Generally v. good condition. £2,300. Consider cheaper, smaller car p.ex. Must sell. House extension planned. Tel: 0492 75178 North Wales. (36164)

MG-B GT V8. Feb. 1977. This immaculate car having covered only 19,500 miles from new, by one professional owner, is offered with a full service history, new tyres, electric aerial, 10-months tax, probably the best example of this classic car available. £4,500. Tel: Colne (Lancs) 862431 after 6.8.79. (36163)

BMW TURBO 2002. 1975. 41,000 miles only. A superb car in excellent condition which combines phenomenal performance with economy. £4,250 o.n.o. H.P. arranged. Can be seen in London or Birmingham. Tel: 021-475 8553. (36162)

1935 MORRIS OXFORD 16/6. Stored nine years after regular use. £250, no offers. Serious enquiries s.a.e. full details: Box No. 6123 (Devon). (36161)

1924 CITROEN CLOVERLEAF 2-seater tourer, yellow and black, boat-tailed body, new tyres, hood, upholstery, carpets, nickel plating, etc. Complete restoration from chassis up, 95% complete. £2,750. Tel: 01-440 9456. (36160)

POPULAR SIT-UP-AND-BEG. 1954 M.o.T. Needs good home. £295 o.n.o. Tel: 0305 784369 evenings (Weymouth). (36159)

1935 TRIUMPH Gloria 6 saloon. Complete. Some restoration done. Current M.o.T. Best offer after 10 August. Tel: Rugby 72863 (evenings). (36158)

MG MIDGET. 1975. Aconite with tan trim. Low mileage, an attractive vehicle in excellent condition. £1,500. Tel: Radlett 5773. (36154)

AUSTIN HEREFORD. 1952. Excellent condition. Large quantity of spares and extras. Offers. Tel: 01-463 7241 day, 01-650 0836 eve. (36152)

FOR SALE—continued

FERRARI 365 GT 2+2. 1973. 72,000 miles, silver-g blue upholstery, air conditioning, stereo/radio. £9 o.n.o. Tel: day 0625 527261, evening 061 4302125. (36151)

JAGUAR 240. 1969. Excellent condition, B.R.G. L tax, M.o.T. History. £1,500 o.n.o. Tel: 01-733 3458. (36150)

1939 MG 2.6-litre WA model saloon. The most luxurious car ever to come out of Abingdon, and of only half a dozen left in existence. This car has been the subject of a painstaking professional restoration over the last two years. It is now available for sale and open to substantial offers. A large quantity of important spares could be included in the sale. Serious enquiries to: Marlborough 53341. (36149)

PEUGEOT 204 COUPE. 1969. Bronze, new camshaft serviced excellent order. £690. 01-460 7241. 01-650 0836 eve. (36148)

MERCEDES 230 SL. H/soft tops, auto, pistee personalised plates, dark green, cream interior, excellent condition. £4,500. Tel: Burntwood 74666. (36147)

AC ACE BRISTOL. 1963. 1000D2 engine. Subject year rebuild. Enquiries to Middlebrough (0315830). (36146)

ASTON MARTIN DB 2/4 Mk. J 3-litre V8 engine. Immaculate condition. Offers in region of £3,500. Middlebrough (0642) 315830. (36145)

BUGATTI TYPE 35. Opportunity to acquire Grand car requiring restoration. New body, some engine parts missing. ASA 1,000 c.c. Baby GT Fer Beautiful Fixed GT Coupé in original condition. Stewart, 83 Duke St, London W1. Tel: 01-499 3322. Financial Manager Answer Service 01-629-8322. (36144)

MG-B GT. Late '74. 31,000 miles; sunroof, new ty exhaust, radio, other extras. Regularly serviced. £2,350 o.n.o. Tel: 061-442 7279. (36143)

OPPORTUNITY to purchase or exchange your wanted vehicle for superb classic Corvette Sting. Although 13 years of age she has been little or never bumped, and well cared for. This is the classic shape and although fitted with the "small" engine will attain 140 m.p.h. anytime. A very rewarding eye-catching motor car. Asking price £4,750 o.n.o. 0202 (Bournemouth) 700200. (36142)

MORRIS MINOR 1000. 1968. 2-door saloon. Traffic blue. 12,800 miles from new. 1979 MMOC National Concours winner. Genuine enquiries only. £1,975. 061-428 6250 (Manchester). (36141)

AUSTIN HEALEY 3000. Mk. II, 1962, fully restored including new wings, silts, exhaust, clutch, h Pirellis, re-trimmed, year's M.o.T. £2,950. Tel: (0482) 43796. (36140)

TRIUMPH TR7. Yellow with black interior, 5-sp gearbox, stereo cassette player, only 17,000 miles very good condition. Taxed until October 1. £2,900. Phone Coningsby 42217. (36139)

1963 (SERIES III) Sunbeam Alpine Tourer (soft top). This is a re-advert due to time-waster. Please phone for further details. Tel: Bolton 43723. (36138)

BMW 328 SBARRO REPLICA. A copy of 1936 B 2-seater sports model Mille Miglia winner. Believe only one of its specification in country. Finish silver with black leather upholstery. A real cr puller. Registered late 1977. The car has covered, than, repeat, less than 3,000 miles. Cost today excess of £14,000. Offers in excess of £6,500 considered. Tel: Mr. Lambert, Reading 55373. (36137)



HERTFORDSHIRE SPORTS CARS LTD

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MG-B GT V8 'P' Reg. White, very good condition £3,499

MG-B GT 'T' Reg. Red, very low mileage, one owner £4,250

MG-B GT 'S' Reg. Blue, very low mileage, one owner £3,899

MG-B GT 'S' Reg. Blue, low mileage, well maintained £3,750

MG-B GT 1975. Green, very good condition £2,699

MG-B GT 1975. White, good throughout £2,699

MG-B GT 1974. Citron yellow £2,250

MG-B GT 1972. Bronze, sunroof £1,699

MG-B 1971. Blue, excellent condition £1,299

Midget 1978. Yellow, low mileage, one owner, immaculate £2,499

Midget 'R' Reg. Sand yellow, superb throughout £2,199

Spitfire 1976. Blue, good condition £1,999

TR7 'R' Reg. White, beautiful condition £2,699

TR7 'P' Reg. Red, very low mileage, outstanding condition £2,599

TR6 'N' Reg. Yellow, very good condition £2,899

E-Type 2+2. Auto, blue, 1973. A well cared for vehicle £5,500

E-Type F/H 1969. Auto, yellow, fantastic for year £3,950

E-Type F/H 1968. Manual, white, Jaguar Concours winner, complete history of rebuild, an investment vehicle £6,999

Ford RS2000 'S' Reg. White, low mileage, one owner £3,899

TVR 3000S 1978. Convertible, white coachwork, low mileage, one owner, super example £6,599

TVR 3000M 1977. Silver coachwork, sunroof, one owner, beautiful condition £4,999

Porsche 911E 1974. Blue, v.g.c. £6,950

Stingray Splitroof 'T' Reg. (1976). Silver/grey £6,950

Morgan 4/4 1600 1972. Blue, one owner £3,950

Dolomite Sprint 'N' Reg. Magenta, v.g.c. £1,999

Fiat X19 1978. Green, low mileage, v.g.c. £3,750

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74 4/4 2-str Met. green

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FOR SALE—continued

MG-B GT. Absolute specimen, virtually unused, genuine 28,000 miles, "M" reg., all extras. £2,150 o.n.o. 01-658 3193 evenings (Beckenham). (35239)

TVR 2500M. late '72. Light green, excellent condition. 2nd owner, 58,000 miles, radio, MoT, taxed. £2,000. Home: 01-767-1489, work: 01-229 0103. (35240)

LANCIA FLAVIA. Zagato aluminium body, 1967, 1,800 c.c., twin Webbers, v.g.c., full history, immaculate. £1,595. 02432 (Pegham) 2579. (35241)

BMW 2000 Tilux (F). Dark blue/grey leather cloth, good condition for year, recent new front wings and panel. Sorry to part but have just bought CSL £750 o.n.o. Addy, "Suffolk Beams", Wainfleet Rd., Boston, Lincs. 65200 home, 62454 business. (35244)

1968 JAGUAR 420. auto, Ivory with blue leather interior, 37,000 miles and in very fine condition indeed. £1,750 o.n.o. Tel: Norwich 29215 or 45526 evenings and weekends. (35234)

ROLLS-ROYCE Silver Shadow 1973 Midnight blue/blue interior, Everflex roof, usual refinements, 1 owner, complete documented history, excellent condition. Registration No. FJD 1L included £15,350. Tenworth-in-Arden (05644) 2271. (35337)

TRIUMPH convertible Special. Based on 1970 13/60, full Vitesse Mk 2 bodywork conversion, silver wire wheels, redesigned dashboard incorporating additional instrumentation, recarpeted throughout. Concours condition, finished in brilliant spotless signal red, Kenigwa fan, lively engine and all mechanics in excellent order, being maintained regularly by perfectionist £1,200 o.v.n.o. For further details, please ring Romsey (0794) 513400. (35335)

HEALEY 3000 III, 1967. Metallic blue/white, w/w, Motorola, new XAS Michelins. £1,000 spent in last 18 months £3,000. Havant (0705) 486103. (35332)

MG ZB Magnette, 1967. Black, maroon interior. After extensive work in exceptional condition. Long M.o.T., many spares, workshop manual included £1,200. Waterlooville 55904. (35331)

RS2000, Feb., 1977. Black, Lumenition, taxed Jan. 1980, 1 owner, offers. Phone office hours Coventry 87172, home Coventry 415171, Mike Pegg. (35329)

LEA FRANCIS 14 h.p. saloon, 1947. Tired but driveable. One owner. Original receipt and handbooks. Reigate 48997. (35330)

1959 three cylinder Auto Union. All complete and original good runner. Service history. No M.o.T. Need space for racing. Give away at £175. Can deliver. (35328)

MGA for restoration, 1958 roadster complete log book, non gear £350 or exchange motorcycle. Holywell 713448. (35326)

ASTON MARTIN DB5, 1964, 5-speed ZF, personal No. plate, chrome wires, new bumpers, tyres, carpets. In beautiful condition. Good home wanted £4,850. Cockfield Green 234. (35340)

DAIMLER 2.5 V8 auto, 1965. 45,000 miles (documented). One elderly owner for 12 years. Truly superb £1,875. 028 482 234. (35340)

CAPRI 3-LITRE, GT XLR, 1972. Motorola, one owner, genuine 39,000 miles, original, exceptional condition £1,500. Tel: 0628 (Maidenhead) 31873 evenings. (35341)

BMW 2002. A modern classic for £850. Early 1969 example, M.o.T. April 1980, always serviced. A budget Bea-Em, Chris Mason, 20 Knappton Close, Moor Park, Strensall, York YO3 8ZF. Tel: (0904) 490891 (home) or 28556 (business). (35350)

FOR SALE—continued

JAGUAR V12 E-Type roadster. Manual transmission, only 28,000 miles, 2,000 miles in last two years. 1973 model, registration JEP 41. Fitted new black mohair hood, bright red with black leather interior, chrome wire wheels, Ziebart undersealed, head rests, stereo, new exhaust system. An excellent investment £7,000 o.n.o. Telephone 0493-750800. Norfolk. (35342)

MG YB saloon. Running and plated. Needs silencer, seat, interior trim and painting £750 or offer. Frampton Mansell 370. (35343)

PANTHER LIMA, 1978. Yellow and black, 7,500 miles, spoiler, wire wheels, laminated windscreen, tonneau £5,500 o.n.o. Hallett, Rose and Crown Inn, Cop Hill, Slaithwaite, Huddersfield, Yorkshire 844410. (35344)

WOLSELEY 6/110 Mk. II, 1964. Rare manual overdrive, 2 owners, genuine 69,000 miles, known history, many new parts, radio, immaculate 1975. Telephone Snitterfield (078 985) 329 evenings. (35345)

ASTON MARTIN DB6 manual. Very low mileage, immaculate metallic blue with blue interior, chrome wire wheels, fitted factory steel electric sunroof, electric windows, completely original specification with many extras, stainless steel exhaust system, heavy duty rear springs. Now for sale as roadster restoration completed £6,750 for a potential concours winner. Tel: 0525 60927. (35348)

BMW 2002 touring, 1972. Black with tan interior, original factory specification includes Ti engine and 5-speed gearbox, steel sunroof, BMW mag wheels, etc. This is a unique machine having a fantastic performance with estate car capacity £2,250. Tel: 0525 60927. (35348)

ALFA ROMEO 1750 GTV. J Reg., recent M.o.T., white, sunroof, radio, good condition £775. Tel: Silchester (Nr. Reading) 700683. (35353)

SUNBEAM 21 sports saloon, 1935. Only known original. Some restoration needed. Offers over £1,500. Tel: Grimsby 825845. (35351)

1949 MG TC. Rebuilt as original. M.o.T., taxed, best offers. Phone Draycott 2834. (35352)

COOPER S G Reg. One year since garage rebuild, 1,310 c.c., balanced engine, alloy, laminated screen, white and Brooklands green, all roof £1,300 o.n.o. J. Slaymaker, 20 Jeremy Close, Wool, Dorset. (35446)

AC ACE/BRISTOL required by private buyer. Phone Wolverhampton 761254 (evenings). (35448)

LANCIA FULVIA 1.3S 'M' registered, metallic blue, 29,000 miles. Smart car. Phone 0592 873245 (evenings/weekends). (35449)

TVR TAIMAR. Finished in black and gold, 8,000 miles, sunroof, radio/stereo, etc. 1977. Immaculate and guaranteed £5,999. (Part exchange and H.P. can be arranged.) Phone Cannock 5361 day. (35450)

1959 ROVER 60. Good running order, carefully driven, service history, M.o.T. Feb. 1980, aluminium body, white, red leather. Wings need attention otherwise excellent condition. Laid up since March. Genuine selling reason. Good investment £850 o.v.n.o. Hayle 753722 after 7 p.m. (35451)

1924 3-LITRE Bentley saloon No. BS94. Speed model, engine still running in. Perfect throughout £19,000. Tel: Shorne 2514 Kent. 01-854 3181. (35454)

ASTON MARTIN DB Mk. III. Red with black leather upholstery and tan trim. First registered 10.6.58 and used personally by Sir David Brown and John Wyer. Sold to present owner in 1959. 38,840 miles, MoT and licenced. £5,750. Eric Thompson, Gosden Farmhouse, Bramley, Guildford, Surrey. Tel: 0483 892103. (35494)

FOR SALE—continued

1933 RILEY Grebe replica. Very fast, successful VSCC competitions car. 6-cyl. engine rebuilt. Road equipped, spare engine, etc. £6,000. Tel: Shorne 2514 Kent. 01-854 3181. (35454)

ASTON MARTIN DB4. Red, sunroof, tan leather interior, wires, aluminium body, superb condition. £5,700 o.n.o. Tel: 021-356 2408 or Worcester 821263. (35492/3)

SAAB V4. 25th Anniversary Model. Metallic silver, sunroof, radio/8-track stereo, one of only 300 built, immaculate. £2,500. Tel: (0535) 602750. (35498)

1969 VOLVO P1800 Sport Coupé. Red, good body and mechanics, long MoT. £1,350 o.n.o. Tel: 021-426 2335. (35338)

1962 GILBERT GT. Genuine 55,000 miles, 2-owners, resprayed, retrimmed, chassis restored, fibreglass body, easily obtained Ford-BMC mechanicals, 35 m.p.g. £2,000 o.n.o. Must appreciate, cannot rust. Thomas Llantrisant 226271 (office). (35597)

MORGAN THREEWHEELER V-twin, 1938, MX2, A/C, o.h.v., Super Sports. Superb condition throughout. £4,000. Tel: 01-998 7017 (Greenford). (35598)

ROLLS-ROYCE, 1926 Phantom I, vee-windscreen, Windovers limousine. Restored 1970/72 little used since. Tel: Huddersfield 652993. (35599)

FORD RS 2000, 1978(S). Yellow with black vinyl roof. In A1 condition, with average mileage. Private motoring, no rallying. Twin speakers, fog lights, new tyres, new exhaust system. Taxed and year. £3,750. Tel: Polperro 72866 afternoons or evenings. (35599)

1929 MERCEDES Benz Tourer Mannheim 3.7 litre. New paint, electrics, chrome, tyres, leather, carpets, MoT, etc. Any reasonable offers? Part exchange for smaller sports car (post or pre-war) W.H.Y. Must be sold to pay for project, Tanglewood Lodge, Common Road, Stanmore, Middlesex. Tel: 01-950 1019. (35591)

1800E. Low mileage, 1970, engineer maintained, recent respray, metallic gold, tan interior, teletyre rustproofed from new, stainless steel silencer, radio, first class order. Offers over £1,200. Tel: 082921 353 (Cheshire). (35592)

DELAGE DB, May 1930, i.e. just vintage, restoration almost completed. Engine has done 17 miles after meticulous rebuild. VDP 4-seat aluminium bodywork by a famous coachbuilder to a magnificent standard. New hood, screen, paint, upholstery. Vacuum brakes and coil ignition make this a safe and delightful car to drive, very fast, similar in looks to 4 1/2-litre Bentley. Tel: Bere Regis (09297) 341. (35594)

SUNBEAM TIGER, 1965. Hard/soft tops, red, just restored professionally to near concours condition. Almost new engine and accessories, totally reliable mechanics. £2,500 is a give away price for a truly superb machine. Tel: Barnsley (0226) 5336 anytime. (35596)

LOTUS ECLAT 521. Red, 5-reg., excellent condition, one owner, non-smoker, 18,000 miles. £7,400. Tel: Poynton 71083 evenings. (35597)

ASTON MARTIN DBS V8 automatic, 1973. Excellent condition. Tel: 061-338 3102 evenings. Mottram 62298 daytime. (35598)

ASTON MARTIN DB2 drophead coupé. Retrimmed and resprayed, new hood, etc. Superb condition. Tel: 061-338 3102 evenings. Mottram 62298 daytime. (35598)

ASTON MARTIN 1974. One owner, air conditioning, automatic, metallic gold with white interior. 39,000, ex show car. £8,500. Tel: Westerham 83087. (35601)

FOR SALE—continued

INNOCENTI MINI hatchback 1275. R-reg., 13,800 kms, green, grey cloth, stereo, radio cassette, £2,200 including £600 spare parts. Tel: Oxford 777398 days, Stanford-in-the-Vale 230 after 5.45 p.m. (35599)

ALVIS 16 H.P., 1937, 4-seat tourer, fawn and green cellulose, tan hide. Recent complete rewire and decoka, 10 months MoT. £4,000. D. James, "St. Donats", Eaton Bishop, Hereford. (35600)

4 FOU on Anglia, blue, 1958, mileage believed under 40,000, body good, taxed end-August. £450. SPR 383 on Ford Popular deluxe 100E, blue, 1962, engine needs attention, body good. £350. New Milton 611935. (35603)

MORGAN 4/4. Brand new 2-seater, red, with extras. Delivery mileage only. £5,500 o.n.o. Tel: 0265 4411 Monday-Friday 9.00-5.00. (35604)

BUICK 8.90. NA series engine and gearbox. 1933. £250. Titchfield 41223. (35605)

DAIMLER V8 250 Auto F Registration. Excellent condition, 79,000 miles, one owner. £1,500. Telephone 0905-51208 (Worcester). (35606)

JAGUAR XK120 D.H.C. 1954, rad, M.o.T., £10,000. Telephone Sudbury, Suffolk, 72247 (day time). (35607)

MASERATI 4700. A fantastic thoroughbred, 4-seater V8 Sports Coupé. A very rare car, h/h drive. Can only be appreciated when seen. Reg. No. SLJ 293R. Serious enquiries only. £7,250. Tel: Wimbome (0202) 885370. (35608)

ISO RIVOLTA IR300. 1965 Coupé. Bertone body, 5.3 V8 engine. Borrmani rims. Fully restored. Finished in Ferrari red with black leather interior. Tax. M.o.T. £3,000. Tel.: (office hours) John Kubicki (01) 637 2771. (35590)

FERRARI 275 GTB. Long nose, drysump, concours conditions, silver grey, black leather, left hand drive, two owners, 59,000 kms since new, never raced, never accidented, fully factory inspection and recellulosed 6,000 kms ago, bills available. Manual book, original tools, etc. Swiss import duty paid. Price S FR80,000, no offers please. Imbon Bonvin, Garage des sports, Rue de la Industrie, Sion, (Valais) Switzerland. Phone 027 233 303. (35490)

SUNBEAM RAPIER, 1964. Mechanically excellent. Bodywork tidy. £650. Tel.: 08893 3458. (35584)

1962 JAGUAR 3.8 MkII. Manual overdrive, wire wheels, silver, blue/grey trim, 29,080 miles only, garaged many years. £4,500 o.n.o. 01-455 1733. (34411)

CHEVRON B27. F. Atlantic rolling chassis and FT200 gearbox, many spares, wheels, bodywork, gear ratios. £1,950 o.n.o. 01-586 7149. (34411)

JAGUAR MK II, 1966. Red, auto 3.4, radio, reg. no. YFF4, lovely condition. £1,650 o.n.o. Watford 26108. (33399)

FERRARI 250 LM replica. Believed only one of its kind and can only appreciate having now been refurbished. Serious enquiries to 0262 850848 (Yorkshire). (34310)

BUICK SKYHAWK, 1976. 2+2. Low mileage, one owner, V6 automatic, PAS, air cond., excellent condition, unique, fast and reliable. £2,800 o.n.o. Stratton-Audley 428 evenings. (35571)

PORSCHE 911E, 1971(K). Red, 66,000 miles, very lively 2.2 engine, Koni, tinted glass, electric windows, Carrera front spoiler. £4,100. 01-363 1047 (W), 01-367 2617 (H). (35532)

PORSCHE 911T, 1969 "S" alloy wheels, bright green, tax, MoT, excellent condition. £2,700. Southampton 30430 day, 581071 eve. (Pie £1,000 car or less.). (33141)

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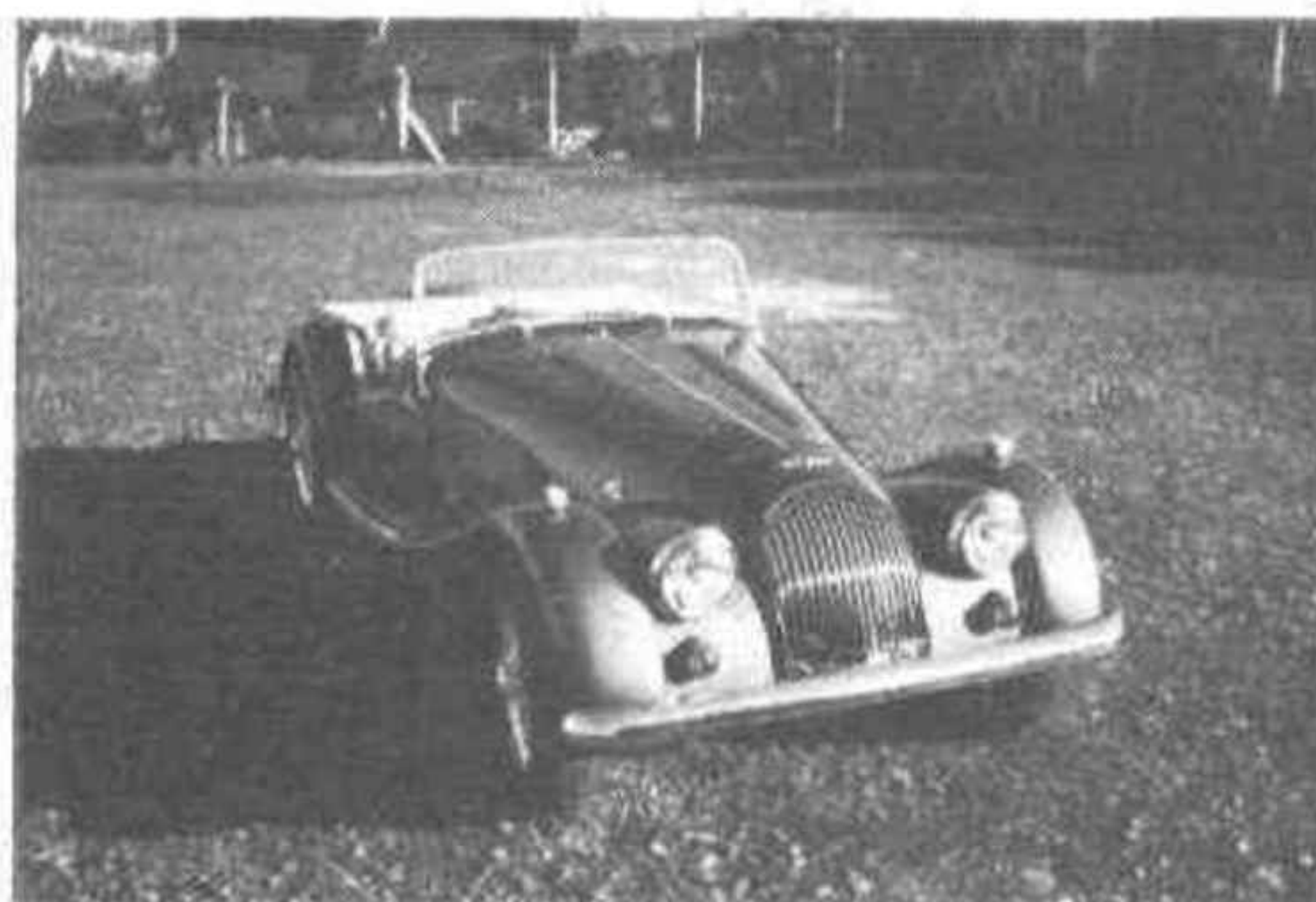


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The summer weather has produced feverish Morgan activity. The stock is changing every day but we currently have here or coming soon, the following. **1978 4/4 2 seater,** green, wire wheels, stone leather trim, luggage rack and roll bar. **1977 4/4 2 seater,** blue with red leather trim, wire wheels, immaculate at only 3,000 miles. **1978 4 seater** in brown with wire wheels. **1974 4 seater** in dark blue with leather trim, reclining seats and a tow bar. **1974 Plus 8** green and nice condition. **1971 4 seater** blue with wire wheels. **1969 2 seater 4/4** black with wire wheels. **1968 +4 4 seater,** a rare car these days in good condition with wire wheels. We also have a **1967 Healey 3000 1974 TR6** and a **1963 3.8 Jaguar Mk. 2.**

BOOKS. Morgan First and Last £7.95, More Morgan £7.95, Morgan Sweeps the Board £9.95, Morgan Sports £1.95, Four Wheel Morgan £5.45, Morgan T Shirts £3.50, Sweat shirts £6.00, Morgan badges 75p, Morgan key fobs £1.20, Morgan etchings £8.00, Morgan umbrellas, Morgan bedspreads £9.50, Morgan ties £1.75. All prices include p. & p. (UK only).



The London Morgan Distributors



Writing this copy a day before the British Grand Prix, the general consensus in Reece Mews is a Ferrari victory; we shall see. Whilst on the subject, lookout for a black Morgan +8 circulating at Brands Hatch in the World Championship of makes 6-hour race on August 5th! A 1978 Morgan +8 resides in the showroom finished in coffee and cream coachwork, stone leather interior and a mere 2,500 miles. "As new" would be the way to describe this car. £8,250.

A 1969 Morgan +8 will of course delight the traditionalist, with semi crash Moss gearbox, and debatably the quickest engine of all. We have a blue and black example. Hazy details at present but no rust. £3,650.

1977 Morgan 4/4 2-seater, charcoal with red leather interior, wire wheels, excellent condition. £5,500. Many 4-seaters populate the showrooms at present, including a 1974 Morgan 4/4 seater, white, wire wheels, reclining seats, mint condition with only 25,000 miles. £4,750.

1974 Morgan 4/4 4-seater, signal red, spotlamps, wire wheels, luggage rack, last owner plays the electric fiddle; (no, nothing to do with cracking open electricity meters), excellent condition. £4,650.

1972L Morgan 4/4 4-seater, canary yellow, reclining seats, radio/tape, luggage rack, recent new engine, spotlamps etc., new hood and sidescreens.

Yet another Morgan 4-seater. 1977, blue, wire wheels, reclining seats (a must in 4-seaters) excellent condition, 13,000 miles. £5,750. We are offering some splendid Morgan umbrellas to cope with 'L'été Anglais,' in red, blue and green. Also Morgan bedspreeds, a must for anyone with a single bed, and plenty of imagination, red and blue again. Wind deflectors, aeroscreens, vintage maplights (new), horns chrome luggage racks, plus all parts in stock. Our 1968 +4 Drophed coupé has just been retrimmed in red leather, which sets off the black coachwork beautifully. This car has done 45,000 miles from new, and if you missed it at Knebworth MOG 79, see it at Reece Mews SW7.

morris Stapleton Reece Mews, London SW7 01-589 6894

FOR SALE—continued

1965 MK 2 Jaguar 3.8. Manual with overdrive, HRV, taxed and MOT. This car is in superb condition throughout. £1,350. 051-648 2939. (35673)

GINETTA G15S. 1973. 20,000 miles. 998 c.c. recently overhauled, revolutions, flared arches, quick and eye-catching, excellent condition. £1,100. Leabrooks 4986. (35659)

MG TD2 1953. Burgundy red cream hide, absolutely mint condition throughout, private sale. £5,750. 0742 79896 (office), 0298 871654 (home). (35660)

ROVER 95, 1963. MoT, tax, brakes overhauled, bodywork good, mechanically sound, rear seat needs attention. £600. Phone Westbury (Wilts.) 864504. (35657)

E-TYPE 3.8 FHC, 1963. Totally rebuilt over past 2 years. This car is in superb condition, finished in bronze with red interior, personal number plate, MoT. £3,500. Tel: 01-732 1079 or 01-693 9462. London. (35661)

TRIUMPH TR3A. Completely renovated from chassis upwards, all steel body, wires, overdrive. Consider offers around £3,000. Reluctant sale due to house purchase. Pooley 01-650 3345. (35662)

ALFA ROMEO 1967 Giulia Sprint GT. 12 months MoT, good condition, fitted wide alloy wheels, with new tyres, new exhaust system, good runner. £1,250 o.n.o. Tel: Overton-on-Dee 591. (35666)

JAGUAR E-TYPE, 1961. Chassis No. 889011, the eleventh fixed head coupé built. Restored, but very original and immaculate. Serious enquiries only, please, offers over £8,000. Tel: Alfriston (Eastbourne) 870668 evenings. (35667)

ALFA ROMEO 2000 GTV, 1975. Mustard, v.g.c., professionally maintained. £1,895 o.n.o. Rufford (0704) 822578. (35668)

A35 4-DOOR Saloon. Blue, two families owned from new, present owner 10 yrs., always one of two cars, good working order, MoT and tax 1980. £540. Reading (0734) 690564. (35670)

GORDON KEEBLE. Superb example of appreciating classic. No. 42 of only 99 produced. Tremendous power 140+ m.p.h. full four-seater Grand Tourer. Formerly owned by John Woolfe. Completely restored over the last five years including new 5.3 V8 engine, new interior in beige leather and dralon, coach painted in metallic brown, new chrome work and new alloy wheels, 4-speaker radio stereo. Unique investment opportunity, offers over £5,500 only. English (042 53) 2482, Burley, Hampshire. (35603)

AVENGER TIGER. Good condition, 1972, low mileage, taxed, tested. £950. Phone St Ives (Cambs.) 69855 evenings. (35693)

TRULY SPLENDID 1963 Mark 4 Sunbeam Rapier. One owner and only 6,000 miles from new, spare unused, fitted with p/b radio, fog and spot. 12 months MoT. Underserved from new, this car is in absolutely magnificent condition in resplendent green. It is not a 'tarted-up' rust heap, but a genuine beauty with the inherent quality of craftsmanship and finish associated with the name Sunbeam. £2,850. Biggin Hill 72318, weekends please. (35689)

JAGUAR E-TYPE V12 Roadster Manual. L reg. British racing green, tan interior with tan Mohair soft top. £300 stereo, electric aerial. 32,000 miles only, this car is totally original and in concours condition both bodily and mechanically. Genuinely reluctant private sale. £7,950 o.n.o. Phone Rowmansgreen 24294 (Nr Hatfield), may also be viewed in Kent. (35687)

FOR SALE—continued

AC SHELBY Cobra left hand drive. Genuine 7-litre 500 h.p. car with full modifications including special fly wheel housing. Extra wide knock-off alloy wheels with Goodrich 10-ply radial tyres. Modified free-flow exhaust, soft top, hard top, tonneau cover and side screens. The car is finished in metallic green with "snakeskin" silver centre band, and has been the subject of considerable expenditure during the last few years and consequently is in excellent order throughout. For further details please contact the advertiser at 061-928 6518. (35690)

BMW 733i Manual, S Reg. Immaculate, one owner, under 16,000 miles, metallic Reseda Green with 1-glass, alloy wheels, central locking, sunroof etc. A gift at £10,750 for a car that is only just run in and would now cost nearly £16,000 new. Ring Nottingham. 53124. (35684)

FERRARI 275 GTS Spyder. Perfect concours condition. Sell at £25,000 or exchange for road racing car, i.e. Lola T70, Iso Bizzarini, McLaren, DB4 Zagato, Mirage etc. Zapworth 2322 evenings. (35696)

1971 GILBERT Mark II Invader, 29,500 miles, overdrive, alloy wheels, electric windows and aerial, offers around £2,000. Phone Stamford 2945. (35692)

LOTUS ELAN S2, DHC. Rebuilt on new chassis, new gearbox, shock absorbers, etc., requires attention to trim only. £1,200. Kinver 2665. (35680)

MERCEDES 350SE, "S", 29,000 miles. 1974. This car is one of nine manual RHD cars imported and is in as new condition. £7,750. Wanted, Porsche 928. Tel: Evenings Wentworth 3274, day Egham 7511. (35676)

MAY 1976 Jaguar XJS, Auto, PAS, signal red tinted glass all round, company chairman's own personal car, 40,000 miles, immaculate condition. £7,950 o.n.o. Tel: (office) Peterborough 83316 (or home) Stamford 782699. (35677)

1969 MERCEDES Benz 280SL Auto PAS, electric metallic blue, tinted glass all round, tonneau cover absolutely immaculate condition, 88,000 miles from new, full service history. Bargain £8,950. Tel: (office) Peterborough 83316 (or home) Stamford 782699. (35677)

MORGAN +8, September, 1977. Immaculate with leather upholstery, 30,000 miles, regularly and exclusively serviced at Morgan works. For sale at end of August, when owner, who is 85, is taking delivery of new +8. Ring 0283 840345. (35676)

COLLECTOR'S ITEM — Rover 105 R. One of the few, a 1957 Rover 105 R (automatic Rover drive transmission), mechanically perfect, new tyres and battery, one previous owner, full history maintained. MoT'd until April 1980, mileage in region of 66,299. Paintwork in very good condition. Photograph available if required. Tel: Tomrose 20609 (Ross-shire). (35695)

TVR VIXEN S3, 1971. Agra competition engine 1,650 c.c., BRG, good condition. Exchange for Lotus 7 or £1,650. Ring 021-744 8419. (35675)

ALFA ROMEO Spyder 2000, 1976. R reg, dark blue, red trim, 2,400 miles, Alfa alloy wheels, radio cassette, Konis, Ziebart, carpets, good tyres. £4,400. 01-606 8801 or 073 087 298 (Hampshire) evenings. (35674)

ASTON MARTIN DB2 4, 1957. Ex works car, and also formerly owned by Tony Brooks, original condition, running order. £2,750. Lincoln 50228. (35672)

MG PA 1934, Original mechanics and condition, needs some work. £2,150 o.n.o. Lincoln 50228. (35672)

FOR SALE—continued

ROVER 3500 Automatic. Uses cheap LPG or petrol, 600 miles fuel range, 1976, white/black sunroof, 4 Denovo and 5 unused Cinturato, power steering, one owner. £3,400. Cobham (Surrey) 4066. (35673)

GILBERT INVADER Mk II, K Reg. Flame red, 140 b.h.p., all the usual refinements plus sunroof. £2,350 or sensible offer. Phone Leicester 0533 715101 (weekends), Hitchin 0462 812153 (weekdays). (35694)

MG-B ROADSTER "M" reg. Blaze, overdrive, Rostyles, tonneau, low mileage, excellent condition. £1,495. Chipping Sodbury 319057 (near Bristol). (35671)

AUSTIN SEVENS. Ill health causes reluctant sale of two 1936 Rubys, renovated and maintained in first class condition. Both are family's pride and joy. Full MoT. £2,000 each. Coventry 442050. (35808)

E-TYPE Jaguar fixed head coupé. First registered 1971. Complete body renovation recently completed, all chrome been renewed. Chrome wire wheels. Truly a car for the connoisseur. £6,000. Tel: Mr Matthews, Derby 46589 business or 792713 home. (35789)

TRIUMPH TR6 ROADSTER, 1971. Damson with light tan interior. Fitted with overdrive, Radio, air horns, high density rear lamps. Hair and full tonneau covers. £1,650 o.n.o. Tel: 0772 36328. (35912)

MG-B ROADSTER, 1969, squeezed out by Lancia Fulvia, house extension and baby, in good condition, one year's MoT tax. £890. Tel: Ogbourne St. George 282 (N. Wilts). (35913)

MG-B GT, 1975 (P) "Jubilee Model". One owner, 23,000 miles. All extras. Exceptional condition throughout. £3,250. Tel: Midhurst (Sussex) 2977. (35803)

TRIUMPH 2000 ROADSTER, 1948, beautiful concours car must be seen to appreciate. MoT. Taxed. Phone for details. Hythe (0703) 843697 Hants. (35804)

FERRARI 308 GTB. A beautiful 1977 i.h.d. car with only 640 genuine miles on the clock. Used only three times since purchased. It is immaculate. First two services undertaken, all teething faults removed. Deep metallic blue, beige leather upholstery. Radio/stereo. Plus air conditioning, XWX tyres. It's as good if not better than new and £5,000 cheaper than a new one. £15,500. 01-467-7788. (35805)

1961 "FROGEYE" Sprite, hard top, runner, needs work, lack of space and time forces sale. £225. 021-353 9019. (35806)

1968 DAIMLER Sovereign 420 (pre-XJ6). Just completed total renovation, full MoT. All original and superb in golden sand with red leather. Low mileage. 2 owner car. Rare collector's model. £1,500 o.n.o. Ian Forrest-Holten, Cranfield, Beds. Bedford (0234) 750591. (35811)

1927 LEA FRANCIS 12/40 Vulcan 4-seater saloon 4ED Meadows engine. Wire wheels. Rebuilt, retrimmed. 5 new tyres. Very good order. Reliable lively performer at present in everyday use. 12 months tax and MoT. £6,500. Hill, Manor House, Westhay, Somerset. Tel: 04586-617. (35923)

1976 MG-B GT V8. Two owners. Blue with sunroof, radio cassette. Local car 10 months warranty. Excellent condition. Mileage 51,000. Hence £3,850 o.n.o. Would consider part exchange for 1972 to 1974 Triumph Stag. Tel: Huxtable, Taunton 85862 (Evng.) Bristol 294056 (Day). (35813)

ALFA ROMEO 1750, Saloon, K Reg. Excellent condition, Taxed, MoT, radio. Must sell, Alfetta arrived. £580 o.n.o. 0277 215135. (35876)

FOR SALE—continued

BRISTOL 401, Immaculate example, expensive respray in original Bristol metallic green, front seats recovered in Connolly hide, new Wilton carpets history available, 87,000 miles, engine overhauled, new clutch, photos available, 12 month's MoT. £3,950 o.n.o. Tel: Wivelcombe 23840 (Somerset). (35814)

VINTAGE MORGAN three wheeler 1930, super sports aero, 2 speeder beetleback JAP 10/40 ohv v twin superb. £4,500 o.n.o. Rugby 832184. (35811)

AUSTIN BOX SALOON, 1934, in very nice condition fitted with hydraulic brakes for safety. Private reluctant sale. £1,900. Warwick 498515. (35808)

LOTUS SEVEN S2, 1967, 1500 GT, metallic resprayed nosecone, silver aluminium body, retrimmed throughout, rosewood dashboard, new hood. Recently rebuilt engine. 2000E gearbox. Only reason for sale, have bought new Caterham Seven. Price commensurate with condition. £2,750 or part exchange for DB5 Aston Tel: Stratford-on-Avon 5651. (35815)

LOTUS ESPRIT, 1977, S Reg'd, Oxford blue, marcasite interior, stereo, 13,000 miles, pristine condition. £7,550. Crawley (0293) 21199. (35961)

JAGUAR V12 E-Type 2-2, 1973, outstanding rest coachwork with black leather interior, manual sunroof, radio cassette, 37,000 miles. £8,000. 01-366 1368. (35854)

LOTUS ELAN Plus 2 130S, 1974, low mileage, excellent condition. £3,500. Chichester (0243) 785704. (35855)

COLLECTOR OF 20 years wishes to dispose of part of collection. All good machines many of them rebuilt 1920 Sunbeam 3/2 Combination. £2,750. 1923 1,000 c.c. Enfield Combination. £2,000. 1923 8 h.p. AJ's Combination. £2,250. 1925 8 h.p. Enfield Combination. £1,000. 1920 Triumph H. £1,600. 1927 Triumph Ricardo. £1,100. 1927 Raleigh 134 h.p. £1,000. 1925 BSA Racing Trim, £900. 1932 BSA Sloper, £800. 1951 Matchless 350. £275. 1930's BSA M23. £250. Ring Graham Galliers on Shrewsbury 54980 private and 52808 office. (35964)

TRIUMPH TR4, 1962, white. Fitted hard top and wide mag wheels. Much work done on body and engine suspension etc. Bargain price for quick sale. £995. Phone Thame 4943 or 5354 John Fitzgerald. (35855)

LOTUS 51A. Single seat racing car. Professionally adapted for road use, but still retains its originality. Fabulous to drive, good throughout. Engineer enthusiast owned and maintained. Taxed, MoT, very impressive. £1,650. Phone Lincoln 810676. (35862)

VAUXHALL SPORTSHATCH, 1976 R Reg. Fully rustproofed, one owner, Piranha ignition, Konis at front, stereo (194 only made), must soon be a collector's car, yet very practical to use. £2,695. Tel: Drayton (Oxon) 608. (35861)

BENTLEY CONTINENTAL SI Flying Spur, 1959. Rare four light example. A real classic. £12,250. Dr Sainsbury, Manor Farm, Castle Eaton, Swindon, Wilts. Kempford (028581) 453. Trade. (35971)

LOTUS ELITE 503 available with only 6,000 miles and in faultless condition. Superb metallic brown paintwork, refrigeration, electric mirrors, stereo etc. "T" reg. will accept £10,950 (cost today over £16,000) or consider p.ex. Please telephone evenings 0202 (Bournemouth) 700200. (35855)

TRIUMPH STAG. P Registered, light blue, hard-top, automatic, radio, tinted glass, 29,000 miles. £3,295. 01-366 1368. (35856)

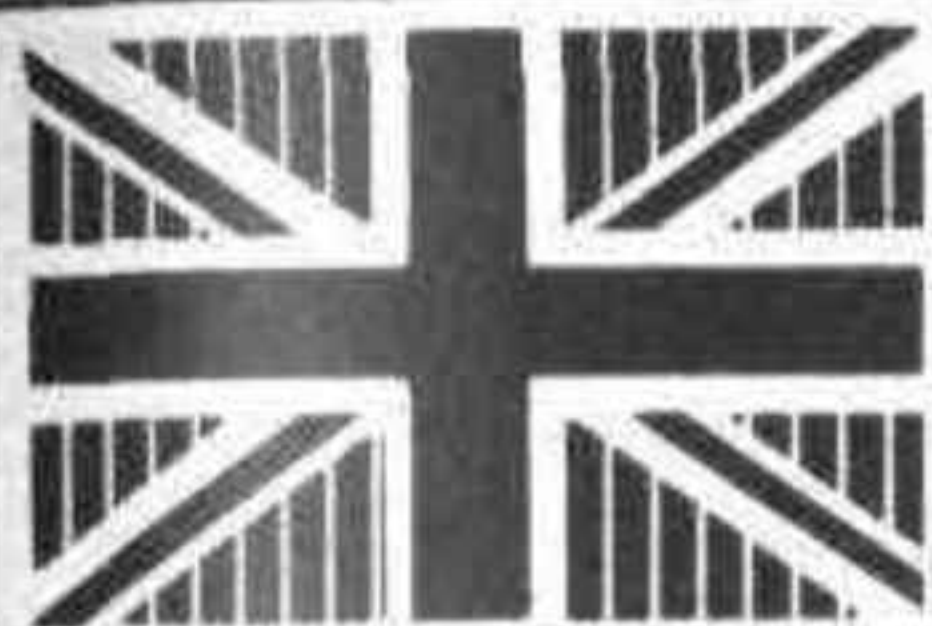
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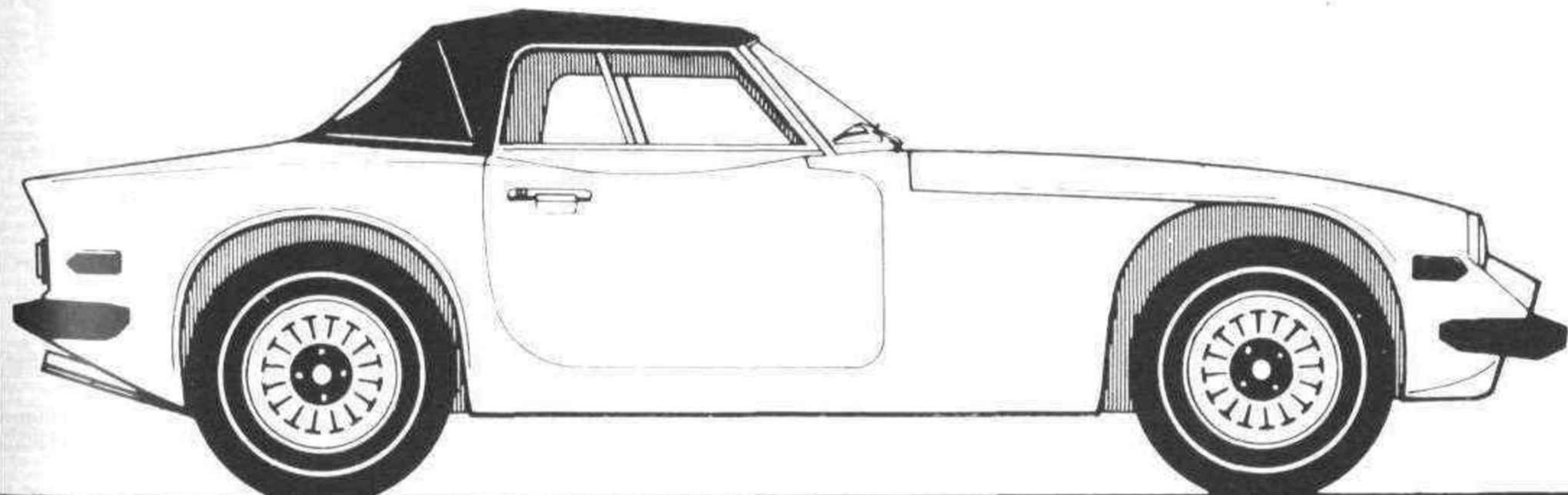
sportshire

Reece Mews, London SW7 01-589 6894 01-589 8309





John Britten



Well, we're still here, we didn't get the sack but we find ourselves lumbered with doing this advertisement again — come back J.B., all is forgiven! So here we go with the continuing saga of simple, everyday, garage folk:

Set against the rural background of Arkley we have our usual comprehensive stock of second-hand Morgans, beginning with a '73 4/4 2-seater in a beautiful shade of black, born in the month of November and carefully reared by a gentleman in Hertfordshire who took particular care to clean behind its wire wheels. '72 4/4 4-seater in signal red with a luggage rack, just arrived having been abandoned by its owner, who is now fixed up with a newer model. Looking for someone with a kind heart who prefers a more experienced, mature drive. While on the subject of our more aged residents, our '56 +4 4-seater is also looking for a good home in her twilight years. Tastefully finished in silver with black wings, and with her four spoke Brooklands steering wheel, she can still show the young 'uns a thing or two. Making his presence felt in the community is a '77 4/4 2-seater in a dashing shade of French blue with wire wheels and leather seats which, together with our '78 4/4 2-seater in golden yellow with black leather reclining seats and wire wheels, have gained a reputation as being the young tearaways of our inhabitants. Amongst the more staid

wire wheels and the registration number MEB 777, which the last owner was very sorry to part with, but red tape and officialdom kept him from transferring this to his Renault. We now take the opportunity to introduce some of our younger members, for example a '78 T-registered 4/4 4-seater in Bugatti blue with wire wheels, reclining seats and a good number of extras, previously lived in Surrey being doted upon by its fastidious owner, and a '78 T-registered 4/4 4-seater in deep Brunswick green with alloy body, rustproofing, previously owned by an executive of a large toy firm. Last but not least, having just returned from the beauty parlour after undergoing some titivation, is a '74 4/4 4-seater in deep Brunswick green with wire wheels, radio and one bucket seat, thus allowing the passengers easier entry to the rear seats. We now move on to some of our more sophisticated models in the sensuous shape of a collection of TVR's — pride of place going to a '78 Taimar Turbo in charcoal with silver model band, Wolfrace wheels and maintained for the previous owner by our very able mechanics, led by Vernon Francis, our Workshop Manager (it doesn't seem that long ago that he was here as a car cleaner — look out J.B.!). Following close on the Taimar's heels we have a '78 Taimar in red with a black model band and below average mileage. Sophisticated this car may be but it

steering wheel — and an old favourite of ours on its fourth visit here and very spritely for its age. On display at our premises we have the ultimate Arkley in black with gold pinstripes, 8" cobra alloy wheels, to show everyone what can be achieved with a little

engineer just rebuilt by Robert Grove our Lotus specialist. **New Morgans** — delivery continues to elongate and is reaching the stage now where if you want your son to have a Morgan for his 21st birthday you will have to put his name down at conception!



application and an MG Midget. We also have the return of a gold Arkley this being a '74 Midget converted in rather humorous circumstances by Nyshal and refreshed by being in private hands for the last few months (the Arkley, not Nysha). J.B. has decided that he would rather keep his International Harvester and so he is selling his Golden Eagle Jeep J10 pickup truck instead. This comes with a V-registration, white with gold eagle and stripes, 5.9 V8, dual range Quadratic permanent FWD with locking third diff., automatic transmission, brushguard, beige denim trim, power steering, tilt steering wheel, step bumper, roll cage, 10.15 AT Tracker tyres, nominal mileage. Reason for sale — cannot squeeze wife and children in. We have a few odds and ends filling out the yard. A TR7 Nov. '77 in maroon, one owner, 18,000 miles, sunroof and radio, taken in part exchange for a Morgan and only £2,750. An MG-B GT '72 L-registration in blaze with overdrive, sunroof and radio, at £1,395. A '71 (K) Lotus Elan Sprint FHC in yellow, 54,000 miles,

New TVR's — we have recently had a run on our stock of new TVR's presumably August 1st registration and are currently left with one new 3000M in blue with neutral vinyl roof and radio/cassette, electric windows and neutral model band, for immediate delivery but we have several convertibles and Taimars in the pipeline for early delivery. **Arkley SS kits** — for once we have a situation where we are ahead of ourselves and have plenty of kits in stock. Having sold Nysha's Mini out from under her we could do with a suitable old banger preferably with three doors but anything considered! **Morgan pedal car** in stock, red with black bonnet strap. We are open six days a week till 7 o'clock, except Saturdays when we close at 6 so do come and see us or, to put it another way, we have the cars if you have the money. **STOP PRESS:** 1979 August, 4/4 2-seater in deep Brunswick green with wire wheels, luggage rack, door handles and rustproofing has just miraculously appeared on the scene, please phone Chris for more details.



members is a '68 +4 4-seater in British Racing Green with wire wheels, who speaks with a North Country accent, having lived in Leeds before travelling south, and has struck up a firm friendship with our '68 +4 coupé in deep Brunswick green and wire wheels, which is our most revered resident. Peeking cheekily out of the showroom to observe the activity in the yard is a '70 +8 in black with chrome luggage rack and the ever so cherished number 3 GTD, looking all the better for its recent facelift. Two gleaming glacier white +8's can be seen comparing each other's finer points — the older ('76) of the two having alloy bodywork as opposed to the younger's ('78) 5-speed gearbox. Looking very flashy with his gleaming grille catching the sunlight is a '73 4/4 4-seater with light blue body and dark blue wings — this Flash Harry is also showing off his unique boot to the other 4-seaters. Fresh back and breathless from a road test is a golden yellow 4/4 2-seater, resplendent with

was born and bred in the country and has yet to experience the bright lights. Some of our more knowing TVR's include a '77 Taimar in green with neutral model band, sunroof, radio/cassette and 16,000 careful miles, a '77 Taimar in white with sunroof, radio/cassette and one wise owner who had overdrive fitted when he purchased the car new from our good selves. We also have a '77 Taimar in brown with a neutral model band, Wolfrace wheels, radio/cassette and sunroof — given a lot of TLC by previous owner. A trio of stunning 3000M's graces us with their presence. A '73 in silver with sunroof, radio and a mere 45,000 miles, a '74 in black with oatmeal trim, Wolfrace wheels and radio, serviced by aforementioned mechanics, and the latest arrival a December '77 in red with black vinyl roof in the most immaculate condition, having been owned by the most fanatical enthusiast and only having covered 10,000 miles in his expert hands. A '70 TVR Vixen in silver with alloy wheels, leather



JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

Westune



"The best range of
New & Used Alfa's in
the North"

NEW ALFETTA 2000 GTV. Red, Periwinkle blue, Le Mans blue.
NEW ALFETTA 2000L. Red, silver metallic.
NEW GIULIETTA. Dutch blue or black with LAW.
NEW SPRINT. Maltese green.
NEW SUD SUPER. Choice of colour.

1978 (T) SPRINT 1.5 in coral, T/C conversion. **£4,195**

1976 (R) Alfetta 1.6 in Red. One owner. **£2,295**

1978 SUD 5M in Dark blue. One of our staff cars. **£2,650**

1977 (NOV) SUD Ti 1.3 in coral **£2,695**

1977 'S' SUD 'L' in red. **£1,895**

1976 (OCT) 2000 GTV in black, cloth trim. **£3,795**

1975 2000 SPIDER in English green, radio, 57,000 **£3,195**

1975 2000 SPIDER in White, radio, two owners, 33,000 **£3,425**

1977 2000 SPIDER in Dark blue, radio, 23,000, superb **£5,395**

1976 ALFETTA 1.8 GT in piper yellow. **£3,250**

1975 2000 GTV S/E in Dutch blue, alloys, radio/stereo. **£2,595**

1974 2000 GTV in White, one owner, low mileage. **£2,195**

1972 SUPER. Red **£895**

1977 LANCIA 2000 HPE S2. Dark blue. **£3,995**

1973 2000 GTV in Silver, sunroof. **£1,725**

1977 ALFETTA 1.6 in Dutch blue, one owner, low mileage, Ziebart. **£2,995**

1978 ALFASUD 5M in orange, radio. **£2,595**

1977 ALFETTA 2000 GTV. Choice of red, olive, metallic or ivory. **from £3,995**

1977 ALFETTA 1.8 in dark green, radio, Ziebart. **£3,195**

1977 'S' TR7. Maroon, Ziebart, radio. **£2,895**

1976 AUDI 100 'S' COUPE. Brown metallic, sunroof. **£3,695**

**CROWN LANE,
HORWICH, BOLTON**
Tel: 68621

OPEN MONDAY-SATURDAY
CLOSED SUNDAYS

FOR SALE—continued

LE3 ON ROVER 3-litre Coupé. 1965, excellent condition, 50,000 genuine, M.O.T. May, taxed Feb. 1980, P.A.S., auto, dark blue, light blue interior. £2,600. Tel: Worthing 0903 37610 evenings, weekends. (36188)

1968 FERRARI 365 GT 2+2. A very good specimen. £8,250. Tel: Brentwood 216801. (36186)

JAGUAR 4.2 COUPE. Air conditioning, Auto., P.A.S. Black vinyl/black. Radio cassette, elec. aerial. A rare, one owner car, 1976 P Registered. 39,000 miles. £5,500 o.n.o. Tel: Naphill (024024) 3384. (36177)

E-TYPE 3.8. F.H.C. in immaculate, original condition, recently imported from Hong Kong, r.h.d., recorded mileage 30,000, £6,250 o.n.o. Tel: 01-730 0028. (36187)

JAGUAR MARK II 3.4. In Sherwood green. Wire wheels and overdrive. One owner from 1961 to 1976 and unused since. Guaranteed 53,000 miles only. Excellent condition throughout. Ashtrays never used, everything in perfect working order. Classic lines uncluttered by mirrors, etc. New M.O.T., and full service just completed. £2,250. Tel: Painswick 813689 after August 5th. (36185)

MORGAN +8. Dark blue. Black interior. 20,000 miles from new. 1974. 4-speed box. Limited slip differential. Undersealed. Always garaged. Luggage rack. Immaculate car. £5,750 o.n.o. Owner living abroad. Tel: London 262 7050 or 042 127 3352. Personal Reg. No. included. (36142)

DATSUN 260Z. 1978. Finished in aubergine and gold. Black interior. Performance conversion which includes deep front spoiler, sports wheels. Electronic ignition. Kenlow fan triple Dellorto carbs. Manifolds etc. Still returns approximately 20 miles a gallon. Webasto sunroof. Spots and rear fog lights. Self seeking radio and stereo. Electric aerial. Car as new. £6,550, might exchange V12 E-type convertible or similar. Tel: office hours Swindon 37762 or evenings Faringdon 21413. (36141)

PORSCHE CARRERA 3-LITRE SPORTS COUPE. 1976 R Reg. Continental orange with dark blue interior. Full sport pack including electric mirror, electric windows and roof, front and rear spoilers. Eight and nine inch wheels. 25 miles from new. Full service history. 24,000 mile service just completed. New fuel injection system and tyres just fitted. Stereo and electric aerial. £14,450 or might part exchange. Tel: office hours Swindon 37762 or evenings Faringdon 21413. (36141)

AUSTIN TEN 1938. All original. £750. For details, phone Romford 63636. (36182)

JAGUAR E-TYPE Series 1 2+2. 1966. Silver blue, low mileage but in regular use by present owner for nearly ten years, original green log book and one previous owner. MoT until March, genuine sale. Best offer over £2,250. Evesham 6036. (36181)

ALFA ROMEO Spider, June 1978. Owned by Alfa-owners' club member and in superb condition; 6,000 miles, fully undersealed from new, Momo alloy wheels (plus original wheels). Philips stereo cassette-radio, electric aerial, navy coachwork, red interior. £6,250. Tel: Waltham Cross (97) 28338 (day), 01-445 9314 (evenings). (36180)

1985 ASTON Martin DB5 Drophead. This car was originally owned by Tony Hancock and is in absolute showroom condition. Paintwork is dark olive green with black leather interior, standard engine fitted with 5-speed manual gearbox £13,250. O'Rorke, 01-629 1105 (day), 01-603 4206 (evenings). (36179)

LOTUS ELAN +2. 1969. Taxed, tested, radio/stereo, very good condition. Offers, Mitchell 051-630 4119. (36178)

SCIMITAR 3-LITRE. 1967. MoT, May 1980, taxed, overdrive, sunroof, radio, low mileage. £675. 07415 82253 (S. Yorks). Away 3rd-6th August. (36176)

E-TYPE JAGUAR 2+2. Nov. 66. 23,300 miles only, fixed head, original owner, documented service record, original pale primrose, not resprayed, black leather interior, C/W wheels. £5,000. Bembridge 3188. (36150)

JAGUAR MK II, 1964 3.8-LITRE. Very good condition, metallic blue, £800 spent, overdrive, radio. £1,650. Telephone: 01-204 5242. (36173)

1954 SILVER Dawn. Pristine condition, history available, private sale by RREC member. £14,000. Box No. 6120. (36175)

MINI COOPER S. 1965. One owner, 49,000, in very good condition. £725. Phone: Caerleon 420650 any evening. (36293)

JAGUAR E-TYPE, 1964 3.8. Plus spares. £4,000. SAE, King, Butt Lane, Snaith, North Humberside. (36292)

JAGUAR E-TYPE V12 2+2. 1972. 63,000. Old English white with black trim, chrome wheels. Recent clutch, radiator, exhaust, etc., excellent condition. £4,250. No offers, possible p/exchange. BMW 2002 Lux Automatic, 1974. Chamonix with blue velour trim, blue vinyl roof, XAS tyres, superb. £2,200. Newark 892524 (day), Lincoln 52620 (evenings). (36290)

MORGAN 4/4, 4-seater. 1975. Orange aluminium body, excellent condition, one owner, full documentation. £4,750. Tel: 0323 (Sussex) 870691. (36289)

JAGUAR 3.4S. 1967. Auto., electronic ignition, MoT Jan., 67,000 miles, metallic silver blue in good unrestored condition. £875. Harwich 4096 (Essex). (36288)

FOR SALE—continued

1971 JAGUAR E-type. 4.2, Series II FHC. Red, CWW, very good condition. £5,000. Hemel Hempstead (0442) 833290. (36287)

XJS, 1976. Regency red, automatic, 38,000 miles, excellent condition, "Autoguard" guarantee (8 months), £8,290, part exchange considered. Keighley (0535) 605445 (daytime). (36286)

1934 STANDARD 10 h.p. saloon. Last MoT 1974 — garaged since, suitable for restoration, spares included. Must sell quickly, all offers considered. £200 sec. es. Windsor 63694. (36284)

ALFA ROMEO Montreal. 1974. The Bertone dream car in farina red, electric windows, superb. £3,950. Tel: Northampton 22811 (day). (36283)

AUSTIN HEALEY 3000 Mk II. Recent complete restoration, original Ruddspeed, disc brakes front and rear, triple Weber, 6-branch exhaust, Koni 72-spoke wires, overdrive, soft and hardtop, tonneau, leather seats, etc. Numerous spares including engine, gearbox, rear axle, beautiful and rare. £5,000. Genuine private sale. Stoke-on-Trent 516767. (36282)

TRS. 35,000 miles from new, immaculate order, maintained by fuel injection specialist. Offers over £2,000 Maidstone (0622) 36429. (36280)

JAGUAR S-TYPE Saloon. Automatic 3.4, 1965. Sherwood green with green interior, recent MoT, paintwork and tyres, one owner for 12 years, original tool kit unused, looks and drives almost as new. £1,850 o.n.o. Stevenage 811955. (36279)

RELIANT SCIMITAR GT. 1968. Metallic blue, Kentlowe, radio, cassette, new clutch, front suspension completely overhauled, engine overhauled, much admired car complete with recent history and manual, MoT June 1980. £1,425 o.v.n.o. Bone, 7 Westlake Close, Othery, Somerset. Telephone: Burrowbridge 607. (36278)

SUNBEAM ALPINE Series V convertible. 1968. One of the last made, white, good condition, hard top, overdrive. £595. Silverstone 857032. (36277)

COLLECTOR'S ITEM. 1952 Alvis Healey. The last of the real Healeys, only 25 made. Chassis no. G504, Reg. MOC300 Wyatt, 43 Newlands Park, Dearham, Maryport, Cumbria CA15 7ED. (37387)

FIAT X19, registered April 78. 5,800 miles only, original owner regrets sale due to new husband needing cash, immaculate, can deliver anywhere. £4,500. Tel: 072-686 0515. (36275)

TR4A. 1967. White with red trim, overdrive fitted, Surrey tops hard and soft with boot luggage rack, no fibreglass panels, sound mechanics; recarpeted, manual and parts list included. MoT Feb. 1980, any trial. £700 o.n.o. Newcastle 0632 858839. (36274)

VOLVO 1800E, late 1971. 30,000 miles, metallic gold, leather tan interior, cassette, one of the last, must be seen to be convinced of its quality. £2,100 o.n.o. Phone: Abson 2075 or 2270. (36273)

JAGUAR MKII 3.4, 1968. Complete overhaul top and bottom, new auto box, exhaust, tyres, battery, tank, brakes, electronic ignition, etc., bodywork in very good condition, maintained regardless of expense as company director's second car, drives beautifully. Price: £1,700. Telephone: day — 01-949 6011, evenings — 01-641 4301. (36272)

RARE LHD 1953 Mki Zephyr (square shape). Taxed, tested, new brakes, tyres, in daily use as working car. £450 o.n.o. 7 Heigham Road, Norwich 618742. (36270)

LANCIA FULVIA 1.3S, M registered. 32,000 miles only, MoT until June 1980, red, classic car in good condition. £1,775 o.n.o. Tel: Elmley Castle (Worcestershire) 395. (36268)

ALFA-ROMEO ALFETTA 1.8 GT Coupé. 1975 (P). Le Mans blue, 36,000 miles, velour trim, Radiomobile, rustproofed, immaculate, one previous owner. £2,475 o.n.o. Tel: 029-589 276. (36262)

TRIUMPH STAG April '77. Director's car, excellent condition, usual extras. £4,600. Tel: McKenzie, 061-456 7674. (37378)

1970 E-TYPE 2+2. Excellent condition throughout, taxed, tested, radio, towbar, must sell due house purchase hence best realistic offer secures, photo available. 051-342 5019 (Wirral). (36266)

PORSCHE 911 SC T reg. (Sept. 1978). 12,000 miles, light metallic blue, Blaupunkt radio/cassette. Disqualification causing sale, offers invited. Tel: Reading (0734) 54475 daytime. (36261)

ALFA ROMEO Spyder 2000 M. Low mileage, MoT, taxed, new battery, brakes and suspension with stereo cassette-radio and electric aerial, engine extensively overhauled and serviced, bodywork also restored top showroom condition in Alfa red and undersealed, absolutely concours condition. Price: £2,850. Phone: 01-348 9262 ext. 23 day. (36265)

FIAT 130 Pinniferina Coupé, October 1973. Superb low-mileage example. Metallic silver-grey with blue velour interior. £2,575 o.n.o. Tel: 029-589 276 (Farnborough, near Banbury). (36262)

LANCIA SPIDER Convertible, 1976. 1,600 c.c., rosso, extras, beautiful condition, company car forces reluctant sale. Hence £3,000, no offers. Phone Marlow 6991 (day), Bourne End 24899 (evenings). (36263)

ALFA ROMEO Spider 2000 1974. Dark blue, low mileage, outstanding condition. £2,950 o.n.o. Tel: 01-720 0603. (36391)

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1977 GTE o/drive. Russet red, tan cloth interior, tint glass, Wolfrace wheels, one owner, 24,000 miles. **£5,250**

1976 GTE o/drive. Pale blue, tan cloth, 31,000 miles, full service history. **£4,350**

1976 GTE o/drive. Beaujolais red, blue cloth trim, Wolfrace wheels, Webasto sunroof. **£4,450**

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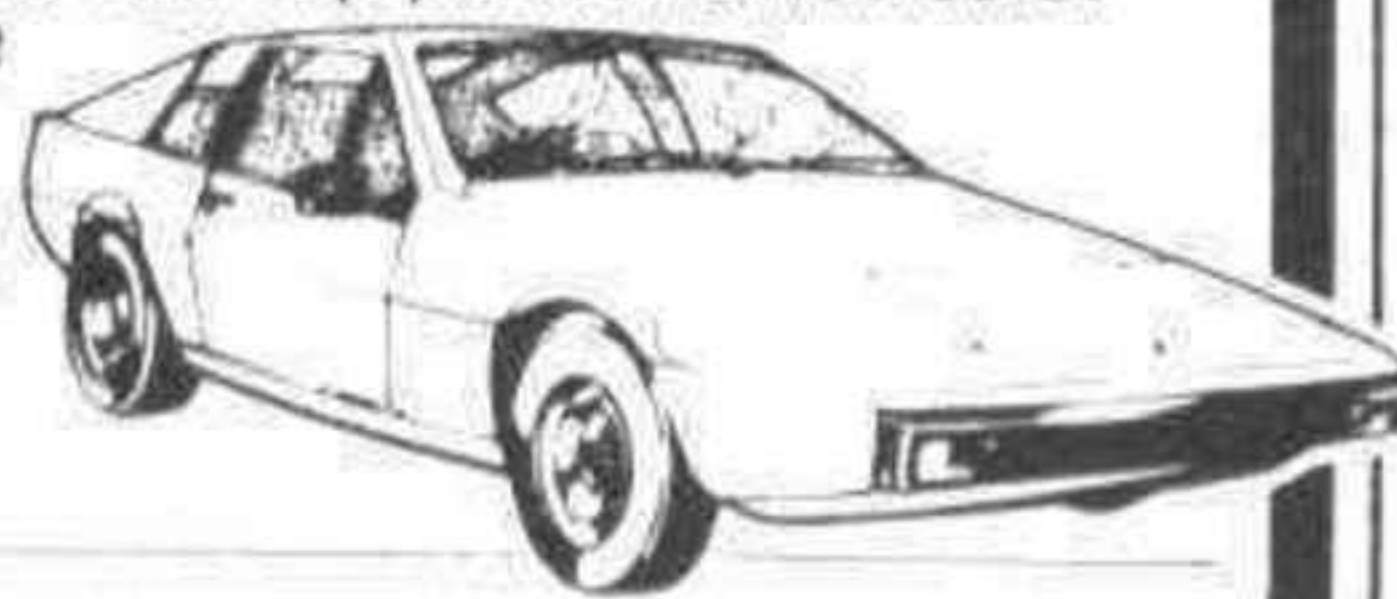
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FOR SALE—continued

JAGUAR 420, 1968. Superb condition and completely original throughout, royal blue with grey hide interior, genuine 47,000 miles, chauffeur driven, maintained at Henlys, automatic, PAS, HRW, Radiomobile, not a restoration. £2,850. South Chard 20893. (36387)

MORGAN 4+4, 4-seater, 500 miles, May 79. First service just completed, reclining seats, luggage carrier, factory underseal, bonnet strap. £6,775 o.n.o. Phone: 061-485 6051. (36386)

ROLLS-ROYCE 20/25, 1931, chassis no. GPS16 with James Young touring limousine bodywork. Engine just completely overhauled together with starter motor, dynamo, clutch and prop shaft. Rewired to original spec., external chrome parts replated, bodywork not restored but in good order, colour: black over primrose yellow. £7,500 o.n.o. For further details phone Woodborough (Notts) 3395 evenings and weekends only. (36389)

TRIUMPH DOLOMITE Sprint "R" 31,000, superb condition, two careful owners, new parts, warranty. £2,750. Radstock 32410. (36392)

DUE TO HOUSE purchase I am forced to sell my cars. My December 1978 Alfaetta 1.8 saloon. Red, 35,000 miles, service record, one previous owner, taxed till November, cassette/radio, £1,775. My wife's Lancia Fulvia Coupé, 1972. Radio, white with black interior, taxed till October. I dread to think how many hours I have spent in restoring this little car to its present condition. Definitely a classic. £1,200. Mr. Dutton, tel: 01-578 3810. (36393)

JAGUAR MK I, 3.4, Manual, overdrive, restoration commenced, sound bodywork/chassis. Interesting opportunity. Horndean 592506 evenings. (36394)

1978 LANCIA Monte Carlo. In metallic green with beige cloth upholstery, 11,000 miles, radio-stereo. £5,280 o.n.o. Phone Mr. Robertson on Port Dinorwic 670546 except Sunday. (36395)

MARCOS 2LV4, 1970. Red, steel chassis, Marcos wheels, stainless exhaust, stereo, exceptionally good condition. Glenfarg (05773) 270. (36396)

ASTON MARTIN DBS V8 or DBS6. Both cars are in beautiful condition, AMOC member owned. The difference is purely absolute ultimate performance of the V8, and relative economy (20 m.p.g. + 140 m.p.h.) of the DBS6. £4,950 and £4,500 respectively. Tel: Wallingford (0491) 36390. (36397)

ASTON MARTIN DB5. In lovely condition, AMOC member owned, engine just rebuilt. £4,500. Tel: (0481) 36390. (36397)

TR6 OCT 74. Overdrive, soft/hard top model, 32,000 miles, reg. no. KFL111, Amstead auto reverse radio/cassette, Mimosa, excellent condition. £2,650 o.n.o. Mr Mitchinson, 65 Chesnut Ave., Billericay, Essex, Tel: 52573. (36399)

TVR TAIMAR, 1978. Silver with matt black coachband, black sunroof and interior, Wolftrace wheels, Panasonic radio/cassette, Sundym glass and all the usual TVR extras. Because of genuine urgent sale this low mileage, well maintained example for sale at £5,895. Phone: Stamfordham (Northumberland) 220. (36400)

VOLVO P1800S, 1966. White, good condition, sadly outgrown. Offers over £1,000 invited. Long Compton 322. (36398)

PANTHER LIMA. Silver Jubilee Model, one of only thirty made, June 1978. Only 5,000 miles from new, immaculate throughout, 1 careful owner, finished in two tone silver, special Jubilee colours, black interior, all extras. £5,500. Tel: 025885 241. Sturminster Marshall, Dorset. (36405)

FOR SALE—continued

DATSUN 240Z, M reg. 39,000 miles, black and gold coachwork, stereo cassette, Wolftrace wheels, newish tyres and exhaust, very attractive car, must be one of the best available. £2,395. Tel: St. Austell 5044. (36401)

TRIUMPH DOLOMITE Sprint, 1976. LHD, overdrive, radio, excellent condition, one owner, 34,000 miles, 1,000 miles since major overhaul, bills available, full service history. £2,200. Tel: Guildford 69639. (36407)

MG-B GT V8, 1975. Bracken, overdrive, sliding roof, 23,000 miles, immaculate. £3,650. Tel: Crewkerne 75126. (36408)

MATRA SIMCA Bagheera, P reg., 3-seater sports saloon. Finished in silver grey with black and orange Pierre Cardin designed luxury interior, tinted windows, HRW, combined radio/tape player, recent major overhaul including completely new factory engine and clutch unit, taxed, long MoT. £2,450. Private sale but HP can be arranged. 0222-398208 or evenings 0222-499214. (36409)

BMW 2002 Ti Lux, 1975. Fjord blue, tinted windows, blue velour interior, rear foglights, scintillating performance with 32 m.p.g. touring, absolutely immaculate, 56,000 miles. £2,595. Halifax 61334. (36410)

LOTUS SEVEN Series IV. Yellow, 100+ b.h.p., excellent. £2,500. Tel: Walton on Thames 20047 evenings/weekends. (36412)

ASTON MARTIN DBS6, auto, 1972. 59,000 miles, para. no., silver/blue, engine and suspension overhauled, history. £5,000 or exchange "bread and butter" car or car plus m/cycle. 01-444 0397. (36091)

MG TC 1947. Red, outstanding example of the best looking of the post-war MGs, restored three years ago and in perfect running order. £6,750. Phone: Wellingborough 224971 office hours. (36403)

HEALEY SILVERSTONE 'E' Type. Very good original condition, finished red with black trim, stored many years, all bills available, must be seen, private sale. Offers over £8,750. Northwood (Middx.) Tel: 21683 evenings and weekends. (36413)

ROVER 3500, 1975 (IP). White, brown vinyl roof, tan interior, 37,000 miles, PAS, automatic, tints, plus extras, very good condition. £2,700 o.n.o. Tel: 051 724 5111 after 6 p.m. (36414)

VOLVO 1800E, September 1970. Red, black interior, low mileage, good condition, cassette/radio, 11 months MoT. £2,000 o.n.o. Tel: 01-428 4858 after 7:00 p.m. (36437)

RILEY KESTREL Big Four Blue Streak, 1937. Fine original specimen, host of spares available, substantial offer required. Tel: Wombourne 896362 (office) near Wolverhampton. (36436)

BMW 3.0 CSI fuel injected manual gearbox coupé. 1975. Beautifully gleaming red paintwork with excellent grey velour trim. Radio, electric windows, Alpina wheels, very powerful yet refined and economical. Priced at £5,475 but might consider sensible part exchange, cash either way. Please telephone Lapworth 2646 (daytime) or 2456 (home). (36435)

TRIUMPH ROADSTER, 1949. Completely restored by original owner and in outstanding condition, fully recorded history. £3,850. Tel: Iwer (0753) 654408. (36434)

MORGAN +8, 1976. Black with black interior, 12,500 miles only, used as second car. Extras include set of Wolftrace with XWX 500 miles, roll bar, oil cooler, radio with electric aerial, bonnet strap, luggage rack, absolutely immaculate. £7,995. Tel: 0726 822-218. (36432)

FOR SALE—continued

PORSCHE 911T Lux, 1971 (July). Outstanding condition throughout, almost totally unmarked in white/black, electric roof, tints and aerial, documented service history from new, bills from 15,000 miles, 3 owners, 68,000 miles guaranteed, green log book. Tremendous performance with carburettor economy. House purchase forces most reluctant sale of bachelor pride. £4,500 o.n.o. Tel: Bridgend 3039 (S. Wales). (36433)

PORSCHE 911 Lux, 1977. Electric sunroof and windows, red with white pinstripes interior, radio/stereo cassette, full service history, excellent condition. £11,200. Tel: 01-935 1041 or 01-370 4351. (36431)

JAGUAR E-TYPE roadster Series 1 1/2, 1968. This car has been the subject of an extensive rebuild over the past two years, and has had very little use since. Work has included the fitting of a new bonnet, a complete engine rebuild, and suspension and steering overhaul. White with new duckcloth hood, hardtop, twelve months MoT, only minor detail work needed to make concours. Nearest £4,495. Full details tel: Bromsgrove 31424 (day) or Upton Snodsbury (Worcs.) 766 (evenings). (36430)

1950 MORGAN 4.4 Series 1. Flat-rad, 2-seater, standard special engine, taxed and tested, nice car but not immaculate, hence £2,600. Tel: Sheffield 308248. (36428)

JAGUAR E-TYPE V12 roadster, 1st registered August 1973, manual, white/red trim, 26,000 miles, service history, excellent condition. £8,250. Tel: 06077 4453. (36429)

FROGEYE SPRITE. Completely stripped/rebuilt last three years, warm 1-litre engine, H.S. tops, steel and fibre bonnets etc. AH club member requires sensible offers around £900. Tel: Bristol 835305. (36426)

LOTUS ECLAT, 1976. Yellow/tan trim, tinted glass, 5-speed, radio, etc. £6,450. P/ex. MGB, 260Z, etc. Tel: St. Annes (Lancs.) 0253 727654. (36424)

ALFA ROMEO Alfetta 2000 GTV, Nov. 1977. LHD, one owner, air conditioning, alloy wheels, electric aerial, inertia reel belts, anti-theft alarm, red, blue trim, 31,000 miles, excellent mechanical condition, fastidiously cared for. £4,000. Tel: 0703 786552 (evenings). (37536)

1948 BENTLEY Mk VI. One previous owner and 63,000 miles from new. Original car, very good condition. Offer over £4,000. Tel: Selsey 4051 or 5097 (W. Sussex). (36423)

MASERATI 3500, 1963. Convertible, very rare and believed only 1 of 2 in country. RHD, genuine 48,000 miles, all history and original log book. £8,500. Tel: Cadnam 2275. (36422)

TR4, 1963. Excellent original condition, stored several years, hard and Surrey tops, MoT June 1980, taxed Nov. 1979. Prime investment at £850. Tel: 051-608 2496. (36421)

LOTUS SUPER Seven, Series II, 1964. Yellow and silver, 16,000 recorded miles, completely restored to original condition including rebuilt Cosworth 1,500 engine, 45 DCOE's, polished ports and chambers give phenomenal acceleration. A truly historical vehicle and probably the finest example of a Series II in existence. Offers around £4,300. Tel: 01-722 2147. (36420)

DAIMLER V8 250, 1967. Genuine 39,000 miles, used only during summer months by sole previous owner. Absolutely immaculate, still sounds and drives like a Daimler should. Investment £2,250. Tel: 01-504-2064. (36447)

FOR SALE—continued

TRIUMPH RENOWN, poor condition 1 1/2-litre Jaguar engine and chassis components. Offers. Tel: Rayleigh 742299. (36418)

1966 SUNBEAM Alpine MoT one year, edgy but interesting to enthusiast. Good tyres, spare engine and gearbox. £475. Binks Halfway, St. Jidgey, Wadebridge, Cornwall. Tel: Wadebridge 2524. (36417)

TR6, Maroon, July 1970, below average mileage, new 185 x 15 tyres, overdrive, regularly serviced, superb condition and usual extras. £1,400. Tel: Mersham 2468 (Surrey). (36416)

1959 MG-A 1500 c.c. convertible, Tartan red, good all round condition, bodywork immaculate, new hood. £1,700. Tel: Felixstowe (03942) 4621 (Suffolk). (36415)

JAGUAR 3.4 "S", 1967. Manual, overdrive, silver, tinted laminated windscreen, new battery, clutch, tyres, exhaust system, etc. MoT to May 1980, beautiful condition. Price, a realistic £750 o.n.o. Just off the Great North Road near Stamford. Moore. Tel: Oakham 812134 or 55600. (36444)

TR5 G-REG. Wires, overdrive, new XAS's, Kenlowe, totally rebuilt injection, very rare car for £1,500 o.n.o. Tel: Bishops Cleeve (0279) 813190. (36442)

ESCORT RS 2000, T-reg, 7,500 miles, immaculate condition custom trim, undersealed, HP and part exchange available. Tel: Weybridge 52991/42686. (36441)

1952 AUSTIN A40 Somerset saloons (2 cars). For spares or renovation, plus 5 brand new tyres. £150 o.n.o. Tel: Northampton 845291. (36440)

COLLECTOR MUST sell either — Alvis TD 21 drophead, 1960. Mint condition throughout, red with ivory leather and new beige hood, nine years maintenance regardless of cost at the Red Triangle Garage, must be the finest on offer. £6,000 or Jaguar 3.4S, manual, overdrive, one owner from new. 1966, excellent original condition, 49,000 miles, complete documentation from new, original logbook, unused toolkit, no rot. £2,000. Please telephone 01-398 1073 (Surrey). (36439)

JAGUAR XK 150 DHC, 1959. BRG. certified mileage. 47,000, original engine excellent mechanics, extremely rust free body. More details telephone 01-504 2064. Price £6,650. (36454)

MG TC. Excellent restoration, long MoT, little mileage since rebuild, dark blue. £4,250 o.n.o. Tel: Guildford 77221 (evenings). (37564)

MERCEDES 220SE, saloon, 1965. Excellent condition, MoT, taxed. £495. Estate car considered in exchange. Tel: Newington Kent 842726 (evenings). (36450)

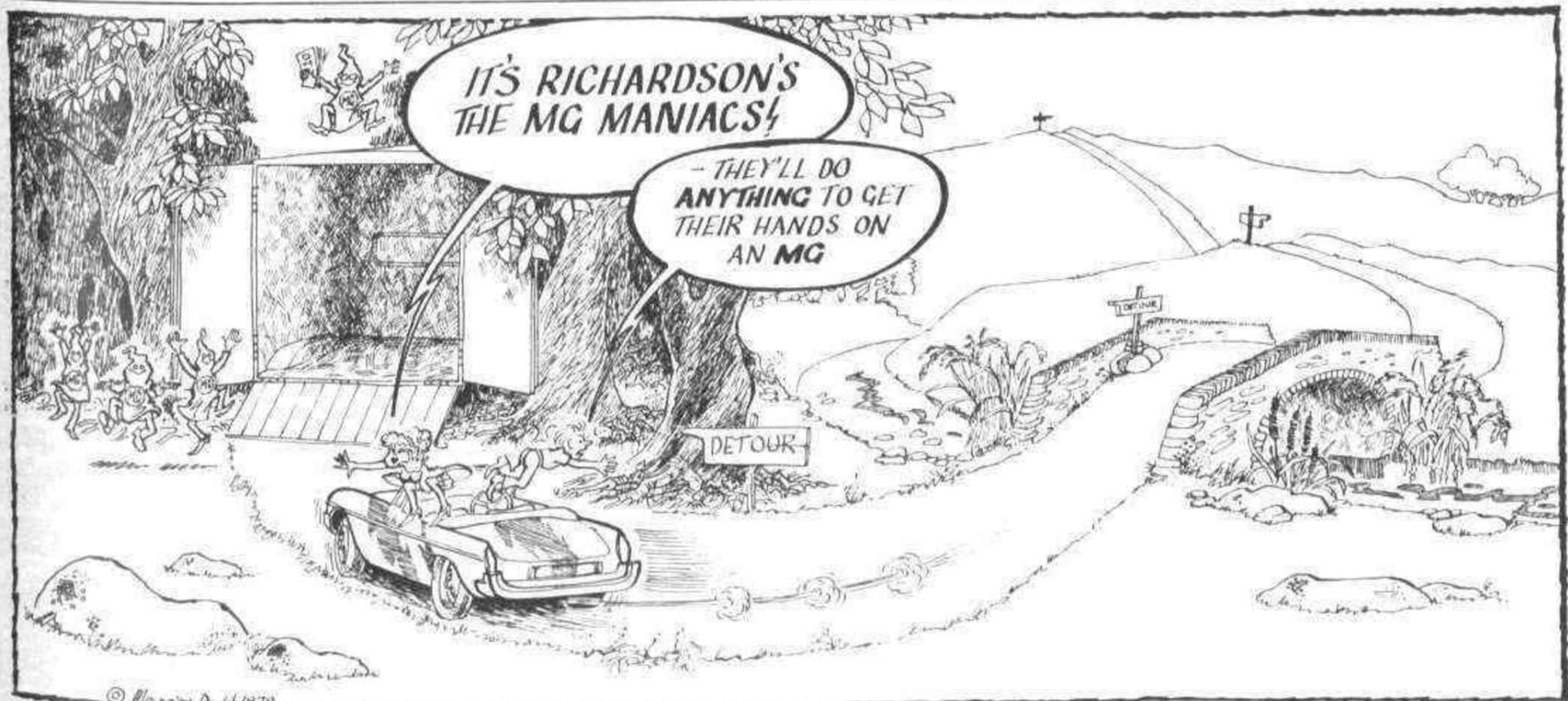
1935 BENTLEY 3 1/2-litre Park Ward sports saloon. Actual Olympia show car for 1935. Full history and 70,000 possibly genuine. Stored many years and requires some restoration. Tel: Coningsby 42578 or Winceby 600. (36542)

T-REG 1979 Panther Lima, 3,500 miles, like new, 3 months old, all extras including wire wheels. £6,500 o.n.o. Tel: Sheffield 28176. (36451)

TWIN CAM Austin single seater pedal car. Sound condition, but requires rebuild. £150. Tel: 021-353 3728. (36449)

LOTUS 7, 1962. Super Seven, 1340 Cosworth. Excellent condition, kept as original specification, reluctant sale due to growing family. £2,750. Enquiries after Aug. 10th. 0229-21286 (Cumbria). (36544)

MORGAN +8, Oct 77. 9,500 miles, used only in summer, Regency red with stone leather, aluminium body, undersealed. £6,800. Ashwell 2402 (home), Hitchin 2551 (office). (36546)



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- S Reg. 260 Z 2+2**. Blue metallic, under 10,000 miles by one careful owner, superb condition. Reg. No. TAK 66S. **£6,295**
- T Reg. 260 Z 2+2**. Red, black vinyl roof, one owner, pristine condition. Reg. No. YHE 1T. **£6,495**
- S Reg. 260 Z 2+2**. Yellow, black interior, one owner from new, 12,300 miles. Reg. No. SAK 11S. **£5,995**
- 79 240 K GT Auto**. Silver, black vinyl with sunroof, power steering and windows, very low mileage. **£6,195**
- S Reg. 280 C Auto/Power**. sunroof, gold, beige interior, low mileage by one owner. Reg. No. TAK 775. **£5,295**
- T Reg. 160 J SS5**. Blue, metallic sunroof, 2,000 miles only, as new condition. **£3,695**

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- 1949 AC saloon**. Rough condition but running. £375. Also old stationary engine £25. Tel: 061-480 8364. (36446)
- THE MOST** elegant Daimler, 1951 Special Sports DHC, body by Barker. Black over fawn with beige interior and hood. Last owner 7 years, extensive history, much cherished and in excellent condition. £5,750 negotiable. Bristol 411 Mk IV, May 1974. Gunmetal beige, fastidiously kept and possibly the best available. 33,000 miles, refrigeration, electric sunroof. £10,500 negotiable. Private sale by HP, or leasing can be arranged. Tel: 01-499 9380 or 01-778 8719. (36456)
- ROVER 95**, 1963. Reg. No. VFC 7. 79,000 miles, 2 owners, mechanics and interior very good, some bodywork needed. £400 o.n.o. Tel: 021-744 1540. (36449)
- LANCIA BETA Coupé 2000**, 1977. S reg. 13,000 miles, brown, electric windows, one lady owner. £3,650. Amersham 4750. (36549)
- TRIUMPH TR4 Dove**. Many new parts included, might break, space needed. £250 cash. Southport 68672. (36550)
- FIAT X19**, R reg. Metallic blue, tinted windows, alloy wheels, one lady owner. This excellent sports car used only occasionally, hence genuine 9,750 miles. £2,950 o.n.o. Tel: Wheathampstead, Herts. (058283) 2577. (36551)
- LOTUS ELAN Sprint**, 816 valve, soft top. This is "R" registered and genuine 19,100 miles. Two owners, new starter and ring, immaculate green and white paint, tonneau. Isle of Wight. £3,800. 0983 522581. (36552)
- TVR TAIMAR 1977**. White with brown coachband, oatmeal trim, 14,000 miles, sunroof, radio, alloy wheels, tinted glass, immaculate. £5,250. Telephone: Macclesfield 25094. (36553)
- ASTON MARTIN DB2**, 1952. Vantage engine, BRG, good condition throughout. £3,900 o.n.o. Tel: Histon 3570. (36554)
- BENTLEY S2**, 1960. Shell grey, low mileage, full history, immaculate coachwork and interior. £6,850. Llandudno 49137. (36543)
- MERCEDES 220S**, 1964. LHD 4-door saloon. Registration No. 98 DJJ, gleaming black original paint, cloth trim, 1 year MoT, rare car. Offers over £1,000. Ashstead (Surrey) 72821. (36548)
- LOTUS ELAN S4**. Special equipment, DHC, big valve twin cam, radio, superb condition. £2,250. Abingdon 21818 after 5 August. (37647)
- AUSTIN A35**, 4-door, gleaming black, red interior, 31,000 recorded, superb original condition, a real gem. £875. Bournemouth 0202-700249. (36538)
- JAGUAR MK. IX Saloon**, in excellent condition, two previous owners since new (1959), black/red leather, automatic, PAS, sunroof, a showpiece. £2,400. Farnham Common 4611 (near Windsor). (36539)
- 1934 WOLSELEY Hornet sports**, 4-seat classic open tourer. Present owner seven years since professional restoration, red/black interior, beautiful condition, very rare and attractive investment. £5,950. Farnham Common 4611 (near Windsor). (36539)
- MG MIDGET Mk I**, 1,275 c.c. engine with 731 cam, reground crank, new clutch, wishbones, front dampers, etc. MoT Nov. Some rust, hence £175. Galea, Biz, St. Albans 52295. (36540)
- BMW 2002 Cabriolet**, 1973. Beige cloth interior, alloy wheels, 45,000 miles, special reg. no. £2,500. 01-504 4027 (London). (36541)
- ALFA ROMEO GT 1.6 Junior**, 1973. Dutch blue, beige trim, 2 owners, guaranteed 68,000 miles with full Alfa servicing history, in outstanding condition. £1,450. 025-125 3398 (Surrey). (36542)
- LANCIA 2000 Coupé**, 1973. Low mileage example in excellent mechanical condition. Taxed, new tyres, radio with electric aerial, metallic paintwork in two shades of gold. £1,500 o.n.o. 01-948 4741. (36533)
- PEUGEOT 604 SL**. Stereo cassette, electric roof and windows, cloth interior, manual, lots of luxury and durability left at r.m. 55,000, R reg. £2,750 o.n.o. Slough 22459 or 01-948 4741. (36533)
- 3-LITRE BENTLEY 1924**. Chassis no. 689. Totally original condition, Sievwright open tourer bodywork, built in jacks, headlamp dimmer, FWB, beaded edge tyres etc., concours winner 1978, maroon and black with original brown interior. This car was laid up for 40 years, and is now for sale or exchange for interesting post-war sports. Tel: 0695 422203 Lancs. (36534)
- SS90**. Full chassis-up restoration, finished in BRG with beige leather and matching carpets, black weather equipment. For the uninitiated an SS100 looks like an SS90 except that the 90 has a vertically mounted sparewheel, smaller headlights and a 2 1/2-litre sivalve engine. Only 23 90s were produced by SS Cars Ltd., this one being first registered in July 1935. Chassis no. 249490. Asking £24,500. Replies after August 6th to David Barber, Semere Green Farm, Pulham market, Diss, Norfolk, Dickleburgh 361. (36535)
- ASTON MARTIN DB4**, 1962, Series V. CWW, HRW, o'drive, excellent example with many new parts. £6,500. Details Draycott (Derbys.) 2794. (36536)
- ALFA ROMEO 2000 GTV**, 1975. 45,000 miles, white with black interior, new clutch, XAS tyres, Ziebarted, taxed and MoT until March 1980, average condition. £1,850. Tel: Stratford-on-Avon 293061. (36530)
- ALFA ROMEO 1750 GTV**, "J" reg. Red, new clutch/brakes; lovely original condition, excellent mechanics, garaged. 01-223 9619. (36531)
- 1932 RILEY Nine Monaco Plus-ultra fabric panelled saloon**. MoT, sound. £1,500. 1937 Morris Eight Series I, two-seater tourer. £1,200. Widgery, Hampton Dene, Hereford. Tel: (0432) 3373. (36537)
- TRIUMPH GT6**, 1973. 22,000 miles only, white, Sundym, cloth trim, overdrive, head restraints, radio, stereo, Ziebarted from new and full Waxoyl treatment of all cavities, including chassis, totally rust free, SAH dual exhaust and 6-branch extractor manifold, fitted new Serck oil cooler system with thermostat, works spoiler. New Wolfraice polished wheels and low profile wide tyres, rear fog lights, used as second car in fine weather only, many new parts, much money spent, maintained to highest standard by enthusiast, engine oil changed every 2,000 miles. Mint condition throughout, hence £2,300. 061-338 6587 evenings. (36532)
- MG-A 1600**, 1960, drophead. Red, engine overhauled, new clutch, year's MoT, bodywork beautifully restored, all metal, re-chromed, good tyres, new brake pipes etc., 1st class work throughout. £2,400 o.n.o. Tel: Dinnington 2109. (36527)
- MG-C GT**, 1970. Rebuilt, all metal, new clutch, kingpins, long MoT, good interior, rechromed and superb finish in mineral blue, good tyres, very sound reliable car and good investment at £1,395 o.n.o. Tel: Dinnington 2109. (36527)

FOR SALE—continued

- 1970 MARCOS 3LV6**. Steel chassis, new engine exhausts, electronic ignition, overdrive, sunroof, electric windows, Marcos alloy wheels, stereo, radio-cassette, electric aerial, 12 months MoT. Own abroad. Beautiful example of this rare car at real price. £2,400, HP available. Wigan 401274 daytime. (36538)
- MG-B GT V8**, 1973(M). Low mileage, very good condition, o'd, radio, tints, alloy wheels, teal b. £2,450. Phone after six, evenings, 051-548 1331. (36539)
- COLT SAPPORO**. Red, with Jan Speed conversion registered 1979, vinyl roof, sports wheels, 4,000 m only, immaculate condition. £5,750. Telephone: Wadhurst 2675. (36540)
- MORGAN 1600 4/4 two-seater**, June 1979, 13,000 miles, many extras, leather upholstery, alloy body, undersealed, spot lights, luggage carrier, etc. £3,600. Brentwood 228660 (evenings). (36541)
- LAGONDA TICKFORD Saloon**, 1957. Maroon, grey, nice original condition, low mileage, appreciating item, taxed and MoT. Offers on £2,000. Box No. 6128. (36542)
- TR6 ROADSTER**, 1974. "N", absolutely immaculate throughout, 31,000 miles, faultless French b. paintwork, black interior, SAH Stage II conversion (head, cam, exhaust manifold, recalibrated meter unit), overdrive, John Aley roll-bar, radio stereo, d. mirrors, headrests, halogens, air horns, new XA. Just serviced and MoT. First TR enthusiast to v. will buy £3,400. 01-352 1650 (after 7 p.m.). (36543)
- FERRARI 275 GTB 2 cam**, 1964. Actual car featured in Classic Car, Oct. '77. Chiaro Rosso-Black upholstery, Borrani wire wheels. Much recent work, new clutch re-built suspension. £17,500. Ashstead 72788 (Surrey). (36544)
- ALFA OPPORTUNITY**. Giulia Sports D/H coupe registered March, 1967. 67,100 miles. Careful maintained. Offers around £1,750 to Hartland (023-379). (36545)
- TRIUMPH GT6**, 1974. Magenta with black cloth trim. Pristine condition, tints, HRW, h-rests, radio cassette, undersealed from new, 32,500 miles. 1 year's MoT, taxed to February, 1980. Purchase house forces sale of this very special car. Nearest £2,100 secure. Watlington (Oxon) 2749. (36546)
- 1964 DAIMLER SP250**. Black, tan interior. Present owner eight years, 30,000 miles since new engine, gearbox, brakes, rear axle and suspension. Undersealed chassis, stainless steel exhaust, lin. mohair hood completely wind and waterproof. Superb condition throughout of body, mechanics a trim. Concours winner and absolutely reliable transport. Immaculately maintained. Original logbook, handbook, partsbook, manual and m. tools. £3,750. Tel: 01-254 9734 evenings a weekends. (36547)
- TRIUMPH GT6**, 1973. White/black interior, 55,000 miles. £1,395 o.n.o. Huntingdon (0480) 811398 after p.m. (36548)
- TR7 "T" reg.** 2,800 miles, red, 5-speed, Goodyear G800 wide tyres, tinted glass, heated rear window covered by manufacturer's warranty, undersealing, saving of £1,270 on current price. Price £4,200. Bournemouth 0202 707013. (36549)
- 1939 MORRIS 12/4 Series III**. Overhauled, restored, resprayed, recent MoT. Little further attention required. Large quantity spares included. £750. Disposal arising from tragedy. Telephone 0780-5381. (36550)
- PORSCHE 914 SC**, 2.0-litre Targa, 1973 (M), metallic blue, tartan cloth interior, fullest specification, AF serviced, totally immaculate, investment £2,900 o.n. Tel: 01-935 6286 or 348 5101 x 60 (office). (36551)
- TVR VIXEN S3**, 1971. VGC, many new parts including engine, 1,650 c.c. Economical and fast £1,650 w. haggle. Phone 021-744 8419. (36552)
- PEUGEOT 504 cabriolet**. Blue, special aluminium wheels, radio/cassette, 1972, taxed, long MoT. £3,500 or offer. Harrogate (0423) 770077. (36553)
- 1966 LOTUS Elan fixed head**. Taxed, 12 months MoT, red, gold and white. Professionally resprayed. £300 spent on cylinder head, plus other bills. Superb condition. £1,525 o.n.o. Phone Peter 082 93 2080. (36554)
- TVR 3500 V8 Vixen**. House purchase forces sale. Rebuilt with vast number of extras. Overdrive and Jaguar differential give economical high speed touring. Offers near £2,000. Oxford 340075. (36555)
- MGA 1600 Mk II coupe**, 1961. Superb condition inside and out. Old English white, luggage rack, taxed and new MoT. £1,665. Tel: Nailsea 6651. (36556)
- FERRARI Daytona**, 1973. Red, 23,000 miles, air conditioning, stereo, superb order. £22,000. Sherborne (Dorset) 4982. (36557)
- MG-B GT V8**, 1974. Attractive Aconite bodywork contrasting dark tan interior, sunroof, overdrive, tinted glass, Cobra alloy wheels, radio, 32,000 miles recorded. Extremely good condition throughout. £2,750. HP/PX telephone Hertford (0992) 57473. (36558)
- ALFA ROMEO Alfesud Ti 1.5**, September 1978 in metallic green, mint condition. £3,200. Ring Wickersley 8897 after 6 p.m., from the 12th of August, for further details. (36559)
- ROVER 75**, 1956. Smoke blue with blue interior. Fitted with freewheel, original condition, history known, 24,000 miles. £1,700. Tel: Lowestoft, Suffolk (0502) 82601. (36560)
- AUSTIN HEALEY 3000**, 1961. Overdrive, wide wire wheels, hardtop. All in really good order. Must sell to make room for Lotus Elan. Around £2,000. Silsoe (06639) (Bedfordshire). (36561)
- FERRARI DINO 246 GT**. Immaculate condition, yellow/black interior, fully rustproofed and recently serviced, 36,000 miles, service history. £9,750 o.n.o. Tel: 01-660 3899. (36562)
- ROVER 75 P4**, 1959. Finished in beige and Mexico brown, individual front seats, looks smart and runs very well. £595. 01-574 7423 (Southall). (36563)
- ALFA ROMEO Spider 1750**, L reg., superb condition, Radiomobile, 8-track stereo, new hood, clutch, battery. £1,750. 061-643 8825 evenings. (36564)
- PORSCHE 911E**, 1970. Low mileage, Turbo spoilers, 4 new Dunlop supersports, new Konis, new clutch, resprayed, stereo/radio, electric windows, Mono wheel. £2,999 o.n.o. 01-405 3434 work, 01-223 0551 home. Mr. Barratt. (36565)
- STAG JUNE**, 76. 28,000 miles, hard/soft top, yellow, four new tyres. £3,950. Cambridge 832582 (home). Saffron Walden, 23535 ext. 259 (office). (36566)
- AUSTIN 7 Ulster**. Complete rebuild. Many rare sports bits. Austin 7 Club Chairman's own car. Tel. for details 021-704 1904. (36567)
- MORRIS MINOR convertible**, 1960. Reg. number 2068 K. Good condition, tested until Feb. £300. 021-454 0550. (36568)

FOR SALE—continued

FOR SALE—continued

RILEY RME, 1954. Black, stored 5 years, excellent body/chassis, potential concours car for enthusiast (1950), also masses of spares at negotiable price. Tel: 061-962 5049. (36625)

COOPER "S" Mk III, 1970. Magenta, vinyl sunroof, flares, Magna alloys, Dunlop low profiles, full dash, Bilover seats, etc. Excellent condition. Almost totally re-built during present 5-year ownership. £1,350. Maidenhead 25311. (36627)

MARCOS 1800. "G" reg. Poor man's Ferrari. Must be most undervalued car in world. Many new parts, respray requires completion therefore £1,395 o.n.o. or part exchange for late 3-litre up to £4,000. Graham, Sunderland (0783) 56932 or 76452. (36628)

TVR 3000M. Overdrive, 1976. Vinyl sunroof, Walfrace, Motorola, etc. Special colours, only 18,000 miles, absolutely superb. £4,300. Exeter 71507 evenings. (36633)

MG-B, M REG. 43,000 miles, overdrive, radio, tonneau, excellent condition. £1,600 o.n.o. 021-449 5871. (36634)

ASTON MARTIN DB III. New tyres, M.o.T., stainless exhaust, good condition. £5,000. 4 chrome wire tyres £200. "East Lodge", Upper Bristol Road, Weston-Super-Mare. (36635)

1926 FORD Model "T" coupe. Two speed rear axle, black, new upholstery in original grey cloth, recent complete engine overhaul. Exceptional condition throughout. A fine example. £4,795. 01-398 7720. 01-399 6633 (office). (36636)

MORGAN 4/4. Two-seater, 1976. Red, superb condition, 10,500 miles, many extras. £5,800 o.n.o. Phone 01-464 7403 evenings. (36637)

LOTUS ELAN F.R. S4. H reg. A really lovely car in exceptional condition throughout. £1,495. Tel: 01-889 1385. (36638)

E-TYPE ROADSTER, 1971. Red with black trim. \$2,000 miles. Chrome pressed wheels. Excellent original, well maintained, un-restored car with exceptional mechanics and body. £5,950. Tel: Hertford 50137 (North London). (36640)

DELAGE, 1913. 2-seater Runabout Model R. Ballot engine, 4 cylinders, 12 h.p., original brass Ducollier acetylene and oil lamps, carbide generator and built horn. Completely restored. Licensed and M.o.T. Telephone No. (034-286 541) (Preferably at weekend). (36639)

MG-TF 1250. 1954. Old English White. Green interior. Black Hood, Tonneau 1/2 tonneau. Concours condition. Comprehensively rebuilt recently. Any inspection invited. £6,500 o.n.o. Tel: Exmouth (03952). (72293)

LOTUS ELAN S4 SE DHC. 1970. Excellent condition, very original, fully documented history. Far below average mileage. Three owners (two families). £1,895. Tel: Glaisdale (094787) 518. (36658)

PORSCHE 911S 2.7. 1974. Electric sunroof, electric tinted windows, rear wiper, radio-stereo with Dictaphone. Bitter chocolate tan cloth trim. Outstanding condition. House purchase forces reluctant sale. Offers over £7,000 invited. Welwyn 4113. (36654)

DAIMLER V8. 2 1/2 litre saloon, 1964 model. In opalescent blue, dark blue leather interior. Radio, Konis, XASs. Original tool kit still unused. An immaculate cared for car in its original condition. £2,750. Tel: York 410612. (36657)

MG J2. Dismantled, few parts missing, cycle wing model. For sale £1,000 or p/exchange for pre-war saloon, preferably Austin. Tel: Spalding 4050. (36659)

LOTUS ELITE, 1962. Series II, ex-Jim Clark road car. ZF-Box, 15,000 miles since new body and rebuild. For details write Mears, 39 Durham Way, RAF Wytton, Huntingdon, Cambs. (36660)

MG PA, 1934. engine rebuilt, new upholstery, MG Reg. No. 1 year's M.o.T. Tel: Farnham (Surrey) 72259. (36656)

SPLIT SCREEN MINOR, 1956. excellent original condition, two previous owners. Tax October, M.o.T. December. £325. Tel: 01-670 2672. (36661)

MORGAN 4/4 4-seater, 5 Reg. 8,000 miles. Red aluminium body and wings, wires, tonneau, folding reclining seats, luggage carrier, towing bracket. £8,500. Tel: Bolton 45386. (36662)

1931 AUSTIN SEVEN 2-seater. (tourer) Professionally restored two years ago. £2,500. Tel: Swindon 750526 after 7 p.m. or at weekends. (36663)

VANDEN PLAS Princess 4-litre R. Genuine 41,000 miles, beautiful appearance, 2 tone beige, immaculate interior, taxed, M.o.T. Offers around £1,000. Tel: Shrewsbury (0743) 68368. (36675)

MG MAGNETTE ZB, 1958. Good condition. Taxed and tested until December. Some spares and workshop manual included. £750 o.n.o. Tel: 0937 843771 (office hours). (36674)

LOTUS CORTINA MK 2. Ermine white/black trim. Original and unspoilt, radio, electronic ignition, Witter towbar, Cibie lights. Outstanding example, service history from 1972, taxed, M.o.T. by main agents. £950. Tel: Bognor Regis 28618 evenings, weekends. (36665)

ROLLS-ROYCE CLOUD III. Full J. Barclay history. Two owners, 98,000 miles, astral blue, exceptional condition. £13,950. Tel: (0480) 66638. Cambridgeshire. (36666)

1938 MORRIS 8. Tourer Series II. Fully restored to its original state; excellent condition. Offers around £2,200. Tel: Belton (Nr. Uppingham) 655 after 6 p.m. (36667)

SCIMITAR GTE MANUAL, 1974. Beaujolais, 36,000 miles, usual extras. Above average condition. £2,750 o.n.o. Tel: Much Hadham 3198 evenings, weekends. (36671)

LOTUS ELAN S4 SE, FHC. M.o.T. 1 year, only 35,000 miles. Yellow and black, mint condition. £1,850 o.n.o. Tel: Frickford Heath 391 856. (36668)

LOTUS ELAN -2 S130. 1972. Maroon. Recent major overhaul. Maintained regardless of expense. Best price over £2,500. Tel: 01-352 3354 evenings. (36669)

E-TYPE SERIES I 2-2. Stored for two years. Bills for over £1,000 for mechanical work. Rear sub-frame overhauled, front brakes renewed, engine re-built. Also new exhaust fitted. Requires new sills and one door skin plus respray. £1,650 cash. Tel: Leeds 576683. (36670)

1928 HUMBER 9. Fabric Saloon. Good condition, original fabric and upholstery. Colour Humber mole and black. £2,550 o.n.o. Tel: 024356 (Sussex) 494. (36676)

1973 V12 E-TYPE 2-2. Azure blue, 28,000 recorded miles. Automatic and power steering. Chrome wheels, Sundym in exceptional condition. £6,250. Part exchange considered. Finance arranged. Tel: 022779 3860 (Kent). (36694)

1958 DAIMLER DART SP260. Finished in red with black hard top. Renovation of body and interior making a very desirable car. £2,250 part exchange considered. Tel: 022779 3860 (Kent). (36694)

FROGEYE, 1959. All steel, almost totally original and as such quite remarkably sound. Many wearing parts renewed. £800. Spalding 0775 3426. (36577)

LOTUS SEVEN SERIES IV, 1970. J Reg. 1600 GT, white. £1,750 o.n.o. Tel: Cranleigh (048 66) 2343. (36578)

1961 ROVER 100. 7195 BY and 932 MYA. Each worth you consideration. Gough, The Cottage, Borough Post, North Curry, Taunton. Tel: Taunton 86901 (daytime). (36592)

ROVER 100. 1962. Aluminium panels, overdrive, excellent interior, good engine and reasonable bodywork. £250. Tel: 029573647 (Banbury area). (37693)

TRIUMPH SPITFIRE, 1977. S, Red, 21,000 miles, one owner, good condition. It must go. Hence £2,295, offers considered. Price. Tel: 033523 269 (Derby). (36596)

1959 ROVER 90. Black with immaculate red interior. Two owners from new, genuine 70,000 miles T & T until 1980. Sold with some spares, P4 enthusiast only please. £550. Tel: 0454 775937 (Avon). (36598)

GILBERT GT 1800. 1965. Long M.o.T. white, black interior, radio, fog spot, recon. w.w. Stage 1 head, new shockers. £795. Tel: 01 868 3397 3599. (36595)

1932 ALVIS SPEED 20 S.A. Vanden Plas 4 str. tourer. New M.o.T. v.g.c. 1974. Dolomite, o.d. T & T, excellent condition. Genuine 36,000 miles. Sensible offers or exchange vintage open preferably Riley. Tel: Standport 376. (36596)

MASERATI MISTRAL DROPHEAD RHD. 1967. 3.7 litre. Rare opportunity to purchase one of the most beautiful Maseratis. Hundreds of hours and thousands of pounds spent in the last 18 months including meticulous engine rebuild by Bossio Blue Cream. 43,000 miles. Believed genuine. A super car and definite investment. Serious offers to Woolley (Herefordshire) 321. (36597)

BMW 2000 C AUTOM. 1969. Leather interior, LHD, low mileage. 1st owner, completely original and unbelievable condition. P. St. 2,500. Tel: office hours 32-31 37-74 58 (Belgium). Willing to deliver. (36599)

TR6, 1975. P Reg. Hardtop, tonneau, new clutch, exhaust. Super investment, serious offers. 0442-61446 evenings after August 4th. (36593)

MORGAN -8. December 1973, 35,000 miles, royal ivory, red leather upholstery, reclining seats, Lucas electronic ignition. Immaculate condition. Must sell as new Morgan due. £5,250. Tel: 021-458 1256. (36594)

BULLNOSE MORRIS, 1923. 4-seater tourer, extremely rare model, immaculate condition. £7,800 o.n.o. Held in family for past 17 years. Tel: Basildon 412300. (66596)

1955 MG TF, 1500 c.c. superb condition, green with beige interior, new hood, s-screens and tonneau, wire wheels, Reg. No. ROG 99. £5,800 o.n.o. Tel: 062785 3445 (Kent). (36597)

LANCIA FULVIA S3 RALLYE. 1976. Dark brown fully rust treated, excellent condition. One owner. £2,250 o.n.o. Tel: Isleham (Suffolk) 661. (36591)

JAGUAR 3.8 Mk. 2, 1961. Gunmetal grey, red interior, MoT March 1980, engine, clutch and sills changed, stored 10 years, very good condition. £1,200. Tel: Luton (0582) 52837. (36646)

LINCOLN CONTINENTAL Mk V. Corner, 1977 (T reg.). Dove grey with matching leather. Every option including power moon roof, refrigeration, cruise control, AM-FM 8-track GB radio, gold mascot, lambs wool over-rugs, etc. 14,500 miles, genuine 16 m.p.g., absolutely magnificent, truly the American Corniche. £8,950. Tel: Southport (0704) 33214. (36647)

DATSUN 260Z, May 1978. Metallic silver, black interior, stereo plus all extras, 14,000 miles. Director's car, serviced by original dealer from new. £4,995. Tel: Marlow 74067. (36648)

ALMOST 4 kids and 5 years on -8 arrives. Reluctant sale as family won't go. Royal ivory, brown leather, XWX, beautiful example. £9,250. Tel: Hertford 57504. (36649)

MORRIS MINOR 1000 convertible, 1957. Major restoration work done, runs perfectly, very smart in red, long MoT. £750. Tel: Blakesley 546 (Northants). (36652)

MERCEDES 280SE, 1973. l.w.b., left-hand-drive, excellent condition. £4,000. Tel: 082 624 685. (36641)

AUSTIN HEALEY 3000 Mk III, 1967. 38,000 miles, BRG coachwork, black interior, overdrive, wire wheels, absolutely immaculate unmarked motor car, mechanically perfect. £4,300. Tel: Brossingham (Norfolk) 615 after August 6th. Before August 6th Tel: Axbridge (Somerset) 732504. (36643)

VITESSE Mk II, 1969. Overdrive, undersealed, two owners, fastidiously maintained, in genuine most exceptional original condition. £925. Tel: Chieveley 492 (Berkshire). (36645)

MG-B GT V8 (M reg.). Damask red complete re-spray. June full specification inc. radio. Absolutely original/immaculate condition. Full history bills. Second owner, MG enthusiast last 4 years since 13,000 miles. Taxed long MoT. £3,150. Tel: Banbury (0295) 2844. (36653)

TR4, 1963. W/W surrey top, MoT one year. Recently rebuilt, owner emigrating, well worth seeing. £1,450. Tel: David Christie 01-837 2108 (office) or 01-223 1671 (home). (36654)

1963 SINGER Nine. Tourer just imported from Ceylon. Running but needs some restoration. Offers invited. Tel: David Christie 01-837 2108 (office) or 01-223 1671 (home). (36654)

1961 JAGUAR E-type roadster, chassis number 151 flat floor. Exceptionally sound original condition, 3 owners only, new hood and carpets. £5,000. Tim Frost, Abbotswood, Belbais, Romsey, Hants. Tel: Cadnam (042 127) 2437 (office) or Romsey (0794) 513237 (home). (36655)

1971 BRISTOL 411 Mk II, 400 cu. ins. high performance engine, Minilite wheels, long range fuel tank, new Konis and Avons. Probably the fastest road going Bristol ever. £6,450. Tim Frost, Abbotswood, Belbais, Romsey, Hants. Tel: Cadnam (042 127) 2437 (office) or Romsey (0794) 513237 (home). (36655)

FERRARI 308 G14 2-2. reg. Doc. '78. Metallic light blue, wide wheels, air conditioning, all leather interior with rear seats converted to luggage carrier. Sunroof, Ziebart, radio cassette, 3,500 miles. £18,000. Tel: 01-460 9121 (office hours). (36656)

LOTUS ELITE SII, 1962. White, 9 year rebuild from ground up. Stage 2. LS diff. full history, showroom condition, a real investment, host of spares. Offers to W. D. Hewitt, 6 Rigby Drive, Greasby Wirral, Merseyside L49 1RE or telephone 051-678 8005 (evenings) or 051-263 3559 (days). (36630)

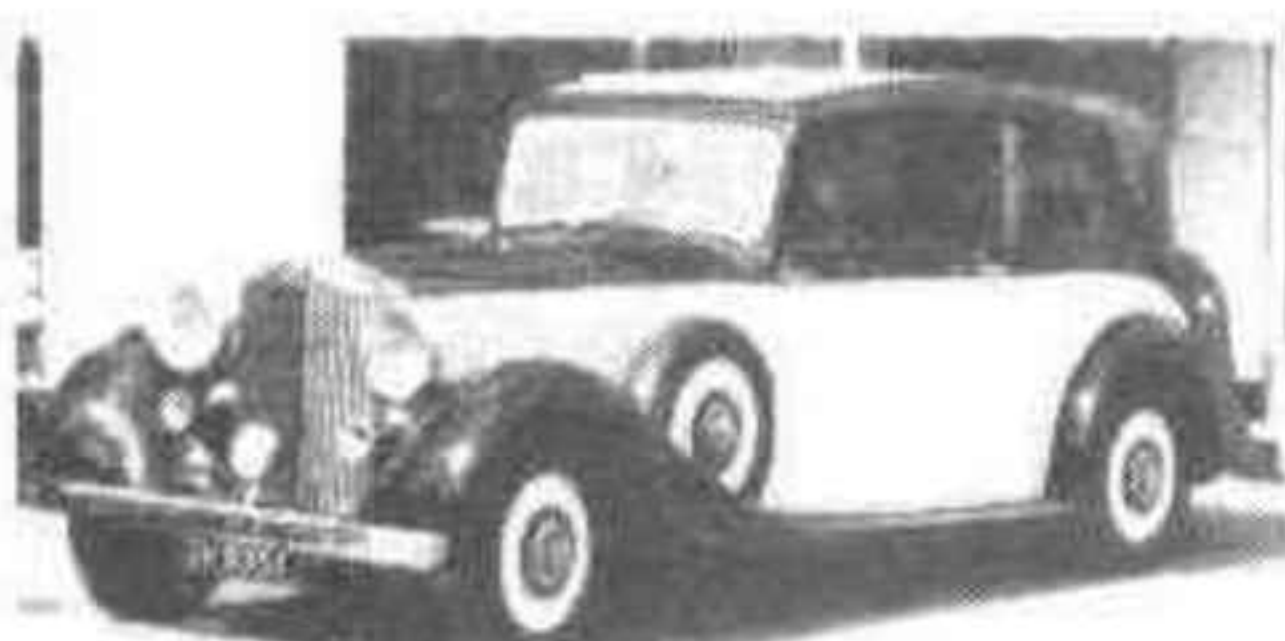
E-TYPE roadster 3.8 Series I, Red, w.wheels, 12 months MoT, body in beautiful condition, no rust, best offer over £3,000. Tel: Pontyodkin 467. (36681)

CAPRI II 3.0S, 1977. Roman bronze, 32,000 miles. PAS, alloy wheels, tinted glass, radio, cassette. £3,450. Tel: Chippingham 3778. (36678)

Straight EIGHT



FERRARI 365 BERLINETTI BOXER 16,000 miles, service history, radio stereo. Red, black hide interior, air conditioned. (Illustrated)



ROLLS-ROYCE PHANTOM III 1937. Hooper bodied limousine. Black over yellow. Centre division, twin side mirrors, etc. (Illustrated)

BENTLEY S2 STANDARD STEEL SPORTS SALOON 1961. Shell grey over ming blue. 35,000 miles, main agents, service history, very nice example. £6,250

BENTLEY S3 CONTINENTAL 2 DOOR 1963 by Mulliner Park Ward. Absolutely beautiful. Garnet with beige hide. £18,950

PORSCHE 911 2.7 TARGA 1975. LHD, metallic green, radio stereo, T Reg. £7,950

MERCEDES 280 SE 3S CONVERTIBLE 1971. Stack headlights, magnificent, white with black hide interior, automatic, PAS, radio stereo, electric tinted windows. Mercedes type alloy wheels. £13,950

JAGUAR 3.8 Mk. 2, 1961. Gunmetal grey, red interior, MoT March 1980, engine, clutch and sills changed, stored 10 years, very good condition. £1,200. Tel: Luton (0582) 52837. (36646)

DATSUN 260Z, May 1978. Metallic silver, black interior, stereo plus all extras, 14,000 miles. Director's car, serviced by original dealer from new. £4,995. Tel: Marlow 74067. (36648)



MG-B GT V8 1976. Tahiti blue, black trim. 2 owners, very beautiful. £3,995.



MG-B 1976 but 1977 model. Tahiti blue, sun roof, one owner, 23,000 miles. £3,295.

CAPRI 2-litre Ghia Auto., 1976, one owner, low mileage, white. £3,695.

ESCORT RS 2000, 1978, one owner, cherry red, low mileage. £3,925.

SCIMITAR GTE, 1976, manual, overdrive, Wolfrace wheels, one owner. £4,375.

NEW SCIMITAR AND CHRYSLER CARS ALWAYS IN STOCK

WE SPECIALISE IN LEASING ANY CAR FROM A MINI TO A ROLLS

WOODFORD NEW ROAD WOODFORD GREEN ESSEX

01-504 0017



JENSEN INTERCEPTOR CONVERTIBLE late 1974. N registration. Gleaming old English white, track hide. Automatic, PAS, electric power hood, radio stereo, whitewall tyres etc. (Illustrated)



BENTLEY "R" TYPE 1954 automatic, magnificent black cellulose, beige hide, original tools and handbook, sunroof and radio. A superb example. (Illustrated)

MONICA 1973 4 DOOR GRAND TOURER. Royal blue with beige hide, LHD, automatic, PAS, electric windows, electric door locks, radio stereo, air cond., etc. A good example of this incredible classic. £6,995

BMW 3.0 CSA. Metallic green, beige velour interior, electric sunroof, electric windows and alloy wheels, radio, etc. £3,350

DAIMLER V8 250 1968. Metallic burgundy with red hide interior, automatic, PAS, one owner, service history, 47,000 miles. £1,795

INTERCEPTOR II 1971. Air con., tinted glass, sun roof, black, radio/stereo. £3,195.

PORSCHE 911S, 1973. Electric sun roof and windows, tinted glass, two owners, superb condition. £6,250.

JENSEN INTERCEPTOR Mk. 3, 1973, one owner, black with cream interior. £4,550.



ROVER 3500S, 1975. PAS, sunroof, many extras. £2,695.



JAGUAR 420, 1967, dark blue, 2 owners only, full history. £2,295.

D K ENGINEERING

FERRARI 250 GT Lusso, 1964. LHD, in sound but unrestored condition. The last but one built. For sale as is or restored to our normal standard. basic price £12,000
 JAGUAR XK 120 Roadster, 1960. Chassis and body restored to a high standard, requires engine, gearbox and painting. £2,700
NEW ARRIVALS
 FERRARI 250 GT SWB Rare opportunity.
 FERRARI 365 GT C Chiaro Rosso. One of the finest known.
 Wanted any Ferrari V12 engine
 Note — We are expanding our workshop facilities and would be pleased to discuss Ferrari maintenance or restoration work for all models with any potential customers
 Full leasing facilities available, interesting Jaguars and Ferraris always available part exchange possible, similar cars purchased.



Telephone David Cottingham on Northwood 25435 for details or write to 24, Davenham Avenue Northwood Middx.

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1977 Aston Martin DBV8. Black/red interior, 1 owner, 23,000 m., all extras. £17,750
 1969 Aston Martin DB6. Silver/black interior, manual, PAS, 53,000 miles. £5,750
 1978 Jaguar XJ 4.2. LHD, manual with o/d, 1 owner, 300 miles, air conditioning, electric windows, finished in greensand, as new. £7,850
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1930 FORD MODEL 'A'

Finished in brown and beige with tan cloth interior. Totally restored by Canadian Vintage Car Club Member and in superb order throughout. Reputed 28,000 miles from new. New M.o.T. and duty paid. £4,950

Telephone Stevenage 813215 (Herts).



1936 VAUXHALL Tickford DHC, Body built by Salmons of Leighton Buzzard

Completely restored, including reconditioned engine, new hood, re-upholstered, original Rolls-Royce quality paintwork and re-chromed. Since restoration this vehicle has not been on the road, hence condition is accordingly. Current MoT for 12 months. £3,500 o.n.o.

Tel: Rodney Bentley, Sheffield 29281.

FOR SALE—continued

MG TF, 1954. Excellent condition, with new upholstery and re-chromed throughout, a very good road car. Offers around £4,000. Finance arranged if required. Contact Mr. Small, 935 Leeds Road, Bradford BD3 8HD. Tel: Bradford 663391. (36680)
 LOTUS ELAN Sprint, FHC, L reg., excellent condition, black/gold, full history. £2,195 o.n.o. Tel: Stowmarket 76306 (near Ipswich, Suffolk). (36677)
 MG-C, 1968. Black, manual with overdrive; leather interior, radio, soft top, wire wheels, good all round condition. £950. Tel: 01-944 1863. (36676)
 ROLLS-ROYCE Silver Shadow, 1973. Caribbean blue, blue vinyl roof, whitewall tyres, registration no. UFY 1. £16,500 or £15,750 without number. Lamborghini Espada III, 1972. Bright yellow, serious offers please. Tel: 069 188 335. (36674)
 E-TYPE JAGUAR 3.8 roadster. Concours winner, BRG, reg. no. MCV 1. £6,950. E-type Jaguar 3.8 coupé, silver-sand, cream hide trim, chrome wires, tinted glass, immaculate. £6,950. Part exchanges considered. Tel: 04302 2077 (office) or 0401 50332 (home). (36673)
 LOTUS EUROPA Special, L reg. '73, VGC. £2,975 o.v.n.o. Tel: Brighton 592203 after 6 p.m. (36672)
 1975 JENSEN-HEALEY 5-speed. Low mileage, good mechanical condition. £2,400. Tel: Holmes Chapel 37036 after 4 p.m. (36671)
 MORRIS TRAVELLER 1000. Sound working order, excellent woodwork, 1960; MoT until October. £250. Tel: (Fembury) 089282 2042 (Kent). (36669)
 MUSTANG II Ghia in white/black vinyl roof. Automatic 2.8; V6, LHD, PAS, anti-theft alarm, remote controlled mirrors, Blaupunkt radio, 4 good Michelins, new spare. Modest mileage for M-reg. Taxed and MoT until May 1980. £2,000 or close offer. Tel: Alan Haskell, Exeter 57266 (9 a.m. to 5 p.m.) or 73591 (evenings and weekends). (36670)
 MG-C GT, H reg. Overdrive, wire wheels, recon. engine, new clutch, king pins, front suspension, steel wings and sills, respray. A very fine example of appreciating model. £1,650. Tel: Maidenhead 23270. (36667)
 DOLOMITE SPRINT automatic, 1977. Lady owner, 24,000 miles, excellent condition, genuine reason for sale. £2,600 o.n.o. Tel: 061-736 6013. (36665)
 ROVER 80, 1960. Taxed, tested, good all round, Guild member. Tel: Framingham Earl (Norfolk) 2373. (36664)
 ALFA ROMEO 1750 GTV. Reg. UK 1973 (68-69 manufacture), 58,000 miles. Present owner from 9,000. 5-speed, stereo radio, dark green, tan trim, reclining seats, belts. Offers to: Kaye, Bridgwater 4927. (36661)

FOR SALE—continued

1963 JAGUAR 3.8 Mk 2. Manual, exceptional condition only 53,000 miles. 100% original car, immaculate, must be seen. Offers over £3,000. Tel: Maiden Bradley 530. (36663)
 GILBERT INVADER Mk. II, 1972. VGC, 50,000 miles, sunroof, radio/cassette player, foglamps, recent clutch and Pirellis. £1,750 o.n.o. Tel: Bristol 513210. (36662)
 MORRIS 1000 convertible, 1964. Grey with red hood, excellent original condition, sensible offers invited. Tel: Heath Taunton (0823) 412691. (36660)
 TRIUMPH TR6, 1970. Red, H-S tops, good condition throughout, good service record, 5 months test. £900 o.n.o. Tel: Chesterfield 451762 after 6 p.m. (36659)
 JAGUAR MK. II 2.4 automatic, 1963. 10 months MoT, original log book, retired owner can no longer maintain this beautiful car to reap benefit of its fast appreciating value. First offer over £1,050. Tel: Ringwood 3985. (36659)
 MORGAN 3-WHEELER, 1935. F type. For full details write to 112 Inmans Road, Hedon, North Humberside or leave a telephone message at Withersoes (09642) 2110. I am looking for about £2,500 but I am a very flexible person in this respect. C. Western. (36657)
 MG-C GT, 1970. Overdrive, wire wheels. Very good condition, blue/black, M.o.T. £1,000 o.n.o. Wiltshire 526777. (36659)
 DAIMLER SP250. "C" specification. Exceptional, fine example of the marque. Wheels rebuilt with 185/70 VR15 adjustable S.A. Brake ignition switch, many extras. Burgundy with black hard-soft tops, tonneau £2,600. Tel: 01-889 4742. (36651)
 1966 V8 DAIMLER. Engine, brakes rebuilt, resprayed, new tyres, exhaust. Taxed October, M.o.T. June 1980. £850. Exeter 50184. (36660)
 VERY GOOD Fulvia 1300. Engines, gearboxes, glass, interior trim, wheels complete, after 6.00. Jeff, 0274 670788. (36659)
 LANCIA 1600 HT, L registered. Above average example with Dellorto carburettors, new tyres and battery, silver grey metallic with black moquette upholstery, radio, etc., 4,700 miles. £1,700. Tel: 01-889 4742. (36652)
 GT6 Mk. III, 33,000 miles, mimosa, sunroof, new gearbox and clutch, excellent condition. £1,675 o.n.o. Tel: Papworth St. Agnes 682 or Canterbury 66877. Dr. Karani. (36741)
 1965 ASTON Martin DB5. Aquamarine, believed 61,000 miles from new. All tools, new clutch. Or 1961 Aston DB4, primrose, generally in good order though not used for some time. Would like to sell one of them. About £3,900 each. Tel: 0925 76 3742. (36739)

FOR SALE—continued

SCIMITAR GTE, 1973 (M). Manual, overdrive, 64,000 miles, excellent order throughout. £2,250. Tel: Chishall 382. (36748)
 MG-B ROADSTER, 1975. Virtually as new, seldom used, hard top, radio, stereo etc., taxed, tested, conveyance fees force sale. £2,250 o.n.o. Tel: Swindon 0793 46625 (days) or 38290 (evenings). (36747)
 PORSCHE 911SC, 1978. Perfect condition, silver, taxed. £13,950. Tel: Farnborough (Kent) 50478. (36746)
 LANCIA 2000 HPE, Silver, 1977. 26,000 miles, all extras, Endrust, excellent condition. £4,200 quick sale. Tel: Helensburgh (0436) 2282. (36745)
 JAGUAR MK. II, 1965. Collector selling two exceptional cars, both top specification 3.8, wire wheels. One automatic, one manual, O.D., HRW, reclining seats. £1,250 each. Tel: Glasgow 041-427 1104. (36743)
 1950 Mk. VI Bentley. Taxed, tested April 1980, sound condition, full history, present owner 12 years. £3,000. Tel: Leeds 755406. (36742)
 VINTAGE MG M type 2-seater sports. Fully restored to original specification to an extremely high standard with many new parts, covered 1,900 miles since rebuild. Offers. Tel: Mansfield 28756 after 6 p.m. (36734)
 LOTUS 7, 1960. Superb condition, new competition engine, clutch, lights, tyres etc. Twin DCOE Webbers. £2,995. Would take MG-B or TR in prep. Tel: Silverstone 857042. (36735)
 CONVERTIBLE TRIUMPH Herald 13.60, J-reg. Blue/tan interior, low mileage, original bills etc, excellent condition. £925 o.n.o. Tel: Ingatestone (02775) 3072. (36749)
 MG-B GT, 1973. Teal blue, sunroof, overdrive, 8-track radio, HRW, halogens, Selmar alarm, taxed and tested, 47,000 genuine miles. £1,625 o.n.o. Reg. no. FOX 892L. Tel: 01-527 2516. (36750)
 1954 RILEY 1.5 litre. Very original car, engine recently overhauled. £2,000 o.n.o. Tel: Winscombe 2232 (Avon). (36736)
 990 FMB is a grotty Frogeve Sprite with metal bonnet. Partly restored, towable condition, much work done, much needs doing. First £300. Tel: East Marden 232. (36443)
 MERCEDES 230SL Sports, 1966. Hard and new soft top, engine, steering, servo, exhaust, front wings, pale blue, appreciating asset. Sacrificed at £3,995. Tel: 01-570 6196. (32978)
 TR6 MK. II, 1973 (M reg.). New engine, clutch, etc., yellow, radio, immaculate. £1,995. Tel: 01-570 6196. (32978)

FOR SALE—continued

BRISTOL 405, 1958. 2-litre, silver grey with leather, very good condition throughout, one owner last nine years, MoT June '80. Tel: Wellingborough 623234. (36722)
 ALFETTA 1.6 GT, July 1977. One owner, red, 23,000 miles, Ziebart, 5-gears, immaculate. £3,200. Tel: 3135. (36721)
 TR6 — connoisseur's car. 1974, hard top, overdrive only 14,000 miles from new by one very car owner; used as second car, pimento with black trim, garaged; immaculate throughout; MoT; tax undersealed; radio; many extras hence £4,000 o.v.n.o. Serious buyers only tel: 01-428 4770 (Pine Middx.). (36720)
 VITESSE CONVERTIBLE, 1971. Overdrive, Vales blue, XKH 888J, one owner, Ziebarted from new, stainless steel exhaust, Taxed and MoT March tonneau, hood cover, radio. £750. Tel: John K. 0482 633116 (North Ferriby, North Humberside). (36719)
 LANCIA, 1978 Beta 2000 coupé. Specially finished silver, electric windows/aerial, sunroof, 9,000 miles one owner, superb. £3,995 HP available. Tel: Fawcett (0703) 897277 (Hampshire). (36718)
 BENTLEY 3/2-LITRE Park Ward Saloon. Basic sound, offers after inspection or consider exchange. Rolls 20 25. Tel: Stoke-on-Trent 512130. (36717)
 MG TD, 1953. Agate red, new ash frame, tank, seats, carpets, hood, tonneau covers. Extensive eng overhaul. £3,750 o.n.o. Tel: St. Asaph 0745 5823 (evenings). (36716)
 JAGUAR Mk 1 1/2 E-type roadster, 1968. Signal radio, cassette radio, hardtop, beautiful condition, prop of chief engineer. £4,500. Tel: Hyde (near Manchester) 081-368 1275. (36715)
 AUSTIN HEALEY 3000 Mk II for restoration. Hard top, soft tops, one new wing and outer sills. Offers. Tel: 061-766 4575. (36714)
 TWO GOOD homes sought for '46 Austin Ascot & '49 Daimler DB (1,800 c.c.). Modestly priced. 1 Wintertonbourne 772261 (Bristol). (36713)
 1961 TVR Grantura Mk 2, 12 months MoT, good running order. £950 o.n.o. Tel: Scunthorpe 762870. (36712)
 MG-B ROADSTER, M-reg. Excellent condition, overdrive, Kenlowe fan, electronic ignition, rad cassette, lady owner. £1,450 o.n.o. Tel: Barnsley 782307. (36711)
 AUSTIN CAMBRIDGE, 1958. Collector's car, one owner, current MoT, original major units, very suitable for restoration. £550 o.n.o. (Iard, 11 Mannes Road, Plymouth. Tel: 0752 60429. (36710)



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HENDON WAY MOTORS

1976 LOTUS Elite 503. Beige, 20,000 miles, one owner.

1975 (Series) LOTUS Europa Special. Met. blue, 30,000 miles, alloys, oatmeal, Sundym.

1975 (Series) LOTUS Europa Special. 5-speed, JPS, 33,000 miles, oatmeal, alloys, Sundym, radio/stereo.

1975 (Series) LOTUS Europa Special. 5-speed Roman purple, 27,000 miles, oatmeal, alloys, Sundym, radio/stereo.

1975 (Series) LOTUS Europa Special. 5-speed, Roman purple, 24,000 miles, oatmeal, alloys.

1973 LOTUS Europa Special. 5-speed, white, 34,000 miles, oatmeal, alloys, Sundym, radio.

1973 LOTUS Europa Special. 5-speed, Met. blue, oatmeal, alloys, Sundym, radio, 29,000 miles.

1973 LOTUS Elan Sprint. DHC, white, 29,000.

1973 LOTUS Elan Sprint. DHC, white, 36,000.

1973 LOTUS Elan Sprint. FHC, red/white.

1973 (Series) LOTUS Elan Sprint. DHC, red.

1972 LOTUS Elan Sprint. DHC, red/white, orig.

1972 LOTUS Elan Sprint. FHC, yellow.

1977 MORGAN Plus 8. Silver, 12,000 miles.

1972 MORGAN Plus 8. Silver, superb.

1978 MORGAN 4/4. 2-seater, royal blue, 2,000.

1978 MORGAN 4/4. 2-seater, red, wires, 10,000.

1976 (Series) MORGAN 4/4. 2-seater, red, wires.

1977 (Series) MORGAN 4/4. 2-seater, black.

1973 MORGAN 4/4. 2-seater, white, 30,000 miles.

1973 MORGAN 4/4. 2-seater, blaze, wires.

1972 MORGAN 4/4. 2-seater, blue, 35,000.

1960 MORGAN 4/4 plus 4. 2-seater, Super Sports Special, cream, leather, wires, full history.

1978 (Series) MORGAN 4/4. 4-seater, brown, 12,000 miles.

1976 MORGAN 4/4. 4-seater, red, wires, 6,000.

1972 MORGAN 4/4. 4-seater, BRG, wires, 21,000.

1979 (Series) FERRARI 400 GT. Auto, celeste, one owner, 8,000 miles, radio/stereo, air cond.

1978 FERRARI Dino 308 GT4. Brown, one owner, 13,000 miles, radio/stereo, air cond., leather.

1974 FERRARI 246 GT. White, one owner, 29,000 miles, radio/stereo.

1974 (Series) FERRARI Dino 246 GT. Red, 28,000 miles, factory flares, radio/stereo.

1973 FERRARI Dino 246 GT. Blue, 48,000 miles, full service history, radio/stereo.

1972 FERRARI Dino 246 GT. White, 37,000 miles, radio/stereo.

1974 (Series) JAGUAR E-type V12 Roadster. Manual, white, hardtop, 20,000 miles.

1974 (Series) JAGUAR E-type V12 2+2. Auto, primrose, Sundym glass, radio/stereo.

1970 JAGUAR E-type 4.2 2+2. Manual, sable, full history.

1977 PORSCHE Turbo 3.0 Coupe. Guards red, 15,000 miles, electric sunroof, Blaupunkt radio.

1977 (Series) PORSCHE Carrera 3.0 Targa. 25,000 miles, one lady owner, white, full history.

1974 PORSCHE 911 S Targa. White, 48,000 miles.

1974 PORSCHE 911 Targa. LHD, 41,000 miles.

1973 PORSCHE 911E. Brown, 43,000 miles, new engine.

1977 (Series) MG-B GT. Blaze, 8,000 miles, Ziebart.

1975 MG-B GT. Blaze, low mileage, radio/stereo.

1971 MG-B GT. Blaze, low mileage, radio.

1974 (Series) ASTON MARTIN DBS V8. Royal blue.

1972 ASTON MARTIN DBS/6 Vantage. 5-speed, celeste, 47,000 miles.

1966 ASTON MARTIN DB6. 5-speed, metallic.

1973 BMW 3.0 CSL Coupé. Met. silver.

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE—continued

MORGAN 4/4, K-reg, one owner, only 55,000 miles, excellent condition, blue, wire wheels. £4,200. Tel: 089 276 509 (near Tunbridge Wells) weekends. (36751)

JAGUAR V12 E-type 2+2 FHC. Taxed, radio, current ownership 3 years, 56,000 miles. Offers over £6,000. Tel: 01-898 1937 or 01697 4849. (36755)

MASERATI INDY America 4.7. 5-speed, bronze, beige leather, air conditioning, l.h.d., 2 owners and only 38,000 miles since new. The Indy was road tested at 164 m.p.h. This car is absolutely immaculate repeat immaculate, the most beautiful car ever built. £6,500. Tel: 09323 47853 (August 1st-3rd.) 04582 344 (August 4th-14th). (36756)

1962 E-TYPE FHC. 73,000 recorded miles. Chassis 747, original logbook. This car is the basis of a concours motor car, currently having some panels replaced and a complete respray in original metallic silver grey. New MoT, rebuilt brakes, recent vinyl retrim, new CWW, new tyres. When finished, absolutely no corrosion. Attractive registration 888 RYA. Private sale offered at £4,000. Tel: Aldershot 21765. (36759)

1973 TR6 (latest version). Magenta/black, 33,000 miles from new, factory hardtop, tonneau and hood unused, overdrive, radio, new tyres, complete exhaust system and fuel pump, immaculate original condition. £2,500 HP available. Tel: 051-236 6066 (office hours), 051-334 9292 (after 5.30 p.m.) Mr. Sheldon. (36760)

MG-C GT. 1969. Good condition, 68,000 miles, 12 months MoT, taxed, sunroof, HRW, overdrive, wire wheels, 2 Town & Countries. £1,500 o.n.o. Tel: Bradford (0274) 43966. (36762)

MG-A DHC. White. 1960, very good condition, MoT and tax, new batteries, good radial tyres, nice personalised registration. £1,200 o.n.o. Tel: Bayford 473 (Herts.). (36763)

ALVIS 12/50 T.J. Tourer, 1931. Completely dismantled. Some work done, straightforward rebuild. Best offer over £2,000. Replies to Box 6132. (36752)

1975 LOTUS Elite 503. Many extras, fully maintained, reconditioned engine/gearbox — not yet run in, and in splendid condition. MoT till March, fast but economical, full 4-seater. Private sale at £4,550 o.n.o. Tel: Newark 830331 (evenings) or Mansfield 24661 (office hours). (36738)

ALFA ROMEO 1600 GT Junior, 1973. Guaranteed 31,000 miles, one elderly lady owner, excellent condition. Just had £200 spent, new exhaust, tyres, etc. 12-months MoT, HRW, 5-speed box, future collectors item. £1,195 or consider p.ex. Deganwy, North Wales. Tel: 0492 83687. (36771)

FOR SALE—continued

MORGAN 4/4 2-seater, 1979. Delivery mileage, aluminium bodywork, wires etc. Full details on request. (Lancs.) Serious enquiries to Box 6130. (36758)

MORGAN 4/4 2-seater. Wires, louvres, lightweight aluminium body and wings. 1979 with delivery mileage. Tel: 061-973 1264 after 6.00 p.m. for details. (If Ansefone, leave message). (36758)

GINETTA OWNER/enthusiast wishes to purchase other models of the marque. Details and price to Box 6131 or tel: (0473) 50882. (36761)

BMW 2002 Ti, 1974. 49,000 miles, service history, rust-proofed from new, radio, cloth upholstery, immaculate throughout. £2,150. Tel: 068 481 350 (Glos.). (36775)

MORGAN 4/4 2-seater. Excellent condition, late 1976, wire wheels, radio, reclining seats, ivory with blue trim. £5,250. Tel: Horwich 66028 (days) or Adlington 480359 (Lancs.) Evenings. (36774)

ROVER 3.5 coupé, 1972. Very nice, needs slight body attention otherwise perfect. Silver birch over burnt grey, tan interior. £2,000 o.n.o. Dorking area. Tel: Oakwood Hill 485. (36773)

TR4(A), 1967. Signal red, long MoT, excellent mechanical body order, new hood/carpets, beautiful car, one owner for past six years. £1,500. Tel: Portsmouth 591171 (evenings). (36770)

VOLVO 188ES, 1973. Automatic, red, black leather trim, radio, 89,000 miles, exceptionally well maintained throughout. £1,995. Tel: 070 683 4722 (Bacup, Lancs.). (36769)

MG TD, 1953. Blue, MoT until June 1980, some spares and workshop manual. £4,500. Tel: Woking (04862) 71546. (36768)

SAAB 95L Estate, Feb. '77 R-reg. One owner 36,000 miles, fraewheel, radio/cassette, spots, towbar, roofrack. £2,500. D. Rens, 48 Lansdown, Stroud. Tel: 3259, evenings 2871. (36765)

LOTUS EUROPA twin cam special 5-speed, 1974 M-reg, Tins, alloys, radio, white with black, 36,000 miles, as new condition, regularly serviced, full MoT, devon car, two owners. £3,795 p.ex. considered, finance arranged. Tel: Plymouth 23438 (office). (36767)

1923 HUMBER 8-18 chummy tourer. Mole with black wings, attractive, original, very good condition. £3,950. Tel: 0795 872577 (Kent). (36766)

MARCOS 3-LITRE, 1970. Excellent condition throughout, engine completely rebuilt, resprayed yellow, radio, sunroof, electric windows, alloys, overdrive. Tel: Cheddington 661454. £2,595 o.n.o. (36780)

FOR SALE—continued

VERNON-DERBY, 1929 sports, Riley "9" engine/gearbox, excellent order, new tyres, MoT in regular use. £4,500. Tel: Ledbury 3677. (36782)

RILEY, 1933 Mentone. Excellent, rebuilt engine, new clutch, trim, resprayed, MoT. £3,000. All for sale due to "new" vintage car. Tel: Ledbury 3677. (36782)

1925 PEUGEOT type 172R 2-seat cabriolet. Complete with hood, sidescreeens, spare wheel and luggage rack, 10 months MoT and running. £2,550. Tel: Dowsbury 484665. (36776)

MORRIS 8 tourer, 1936. 4-seater, garaged each winter since new. Excellent body, engine, hood and tyres, MoT. House extension forces sale. £1,880. Tel: Marlow 3092. (36778)

JAGUAR V12 E-type roadster, 1973. Manual, tax, MoT, superb example. £6,500 o.n.o. Tel: Dunstable 61376. (36779)

ASTON MARTIN DB6. Automatic, PAS, metallic sage with tan interior. Very good condition throughout, engine sweet and quiet but oil pressure low hence £3,950 o.v.n.o. Tel: Richard Goode 01-388 2051 (days). (36781)

BRISTOL 401. Quite superb in every way. £1,500. Recellulose in Bristol red from bare aluminium, complete new interior in Connolly hide and Wilton carpet, mechanically excellent, valuable registration, regretful sale through changed circumstances. £3,950 o.v.n.o. Tel: Richard Goode 01-388 2051 (days). (36781)

1946 MG TC. MoT till 11-79, totally rebuilt and restored. An exceptional example of this very sought after car. £4,650 o.n.o. Tel: 01-370 1169 (evenings). (36789)

MG-B GT V8. Late 1974 N-reg, 49,000 miles, sunroof, stereo tape radio, rust-proofed, overdrive. Owner emigrating so quick sale. £2,750. Tel: Luton (0582) 881341. (36788)

ALFA ROMEO 1600 GT Junior. Red, Nov. 1975, Ziebart, Armagiare, radio, excellent condition, future classic for £2,150. Tel: Pill 4236 (Bristol). (36787)

TRIUMPH STAG, T-reg, late 1978, 9,000 miles, one of the last built, Stag production finished 1977. Stored late 1978. Still under warranty, investment. Best offer over £7,000 end of month. Tel: Bromsgrove 73774. (36783)

BENTLEY VI, 1947/8, 4 1/4 litre, needs rebuild, offers over £800, seems OK mechanically. Tel: 021-353 7640 (evenings). (36786)

BMW 2002 Ti (The quick one), "M" registration, 57,000 miles, white with black flash, full length sunroof, radio. Lady owner for past 3 years. Superb motor. £2,195. Phil Watts, Andover 51600. (36827)

FOR SALE—continued

COOPER S 1275 Mk. II, 1971. Aqua marine with black sunroof, tinted glass, twin tanks, alloy wheels, bodywork in original manufacturer's condition, new pistons, new gearbox, balanced crank, 43,000 miles since new, full documented history available. This Cooper S is one of the last few remaining in this original condition, MoT 12 months. Genuine reason of house purchase forces sale by lady owner at £2,250 o.v.n.o. Mrs. Mackay, 142 Lutterworth Road, Nuneaton. Tel: Nuneaton 383005 or Kenilworth 57474 during office hours. (36784)

DAIMLER SP250, 1963. Stripped to chassis rebuild. Virtually new everything, never used in rain, resprayed, reupholstered and much more. MoT, taxed. Present owner 5 years. £2,750. Tel: Bournemouth 422055. (36785)

BOTH CAN exchange 406D. BMW 1600 looks 1602 67 type LHD. £330. Volvo 144DL 67 type LHD. MoT, reg. '79, radio. £395. No offers. Tel: 01-385 6342 (London). (36792)

1929 ROLLS-ROYCE Phantom II. Running rolling chassis virtually complete and very sound. £6,500 o.n.o. Tel: 061-485 1873. (36791)

DAIMLER V8, 1964, 2.5-litre, automatic, silver, 77,000 miles, taxed, tested, mint condition. £1,600 o.n.o. Tel: Gloucester 413044 or Newent 820028. (36790)

MG ATLANTIS, 1971. Red, black interior, tuned 1600 GT, 3.4:1 axle, 110 m.p.h., 34 m.p.g., immaculate. £850. Tel: Cheltenham 28213 (Gill). (36790)

MERCEDES BENZ 300SE coupé, 1967. Blue/grey interior, electric sunroof and windows, truly outstanding condition, owned by enthusiast. Reluctant sale at £2,500. Tel: 01-486 8733/01-373 1180 (evenings). (36793)

BMW 2002 Turbo, S-reg, white with stripes, Mahle wheels, mint condition, low mileage. The best £4,750 o.n.o. Tel: Sudbury (Derbys.) 306 evenings. (36794)

SPEED 6 Vintage Bentley, 2-seater, triple SU P100 DB, good paint and upholstery and tyres. £18,500. G. J. Schuetz, P.O. Box 265, Route Four, West Woodstock, Vermont 05091, USA. Tel: no. Area Code 802 457 3671. (36795)

BENTLEY Mark 6, 1951 4 1/4 litre, good mechanics (£650 recently spent), body interior scruffy, MoT. £2,000 o.n.o. Brentwood (0277) 221600. (36797)

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PORSCHE 912, 1970. Chocolate, 5-speed, 911 wheels, one owner. 45,000 miles. AFN serviced. 34 m.p.g. Tax MoT superb. £3,250. 01-302 4891. (36828)
PORSCHE 911S, 1970. White, LHD, ex Vire Elford, factory fitted 2.4S engine, new XW's, h. exchangers, Stuttgart serviced. Tax MoT. Immaculate. £4,250. 01-302 4891. (36828)
BETA HPE 1600, 1976. Excellent condition, sunroof, burglar alarm, new MoT, private sale. £3,250. Barnfield (Middx.) 4620 after 8 p.m. (36867)
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FOR SALE—continued

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JAGUAR E-TYPE Roadster, 1972, manual, c.w.w. blue, 45,000 miles. Nearest offer to £5,150 secure. Tel. Paul Morris (day) 0538 383201 (evening) 0538 382992. (3683)
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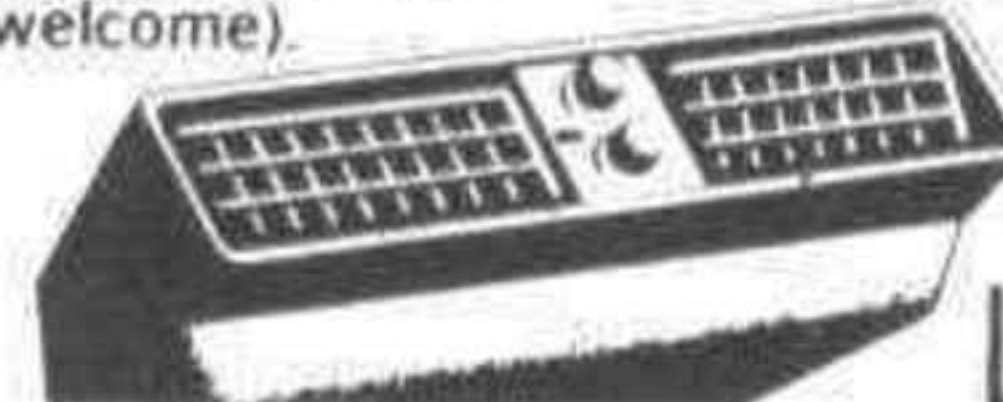
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1971 (K) Mini Cooper S Mk. 3, one owner, 36,000 miles, very pristine condition £3,250. Tel: 01-951 1533.

FERRARI 308 GT4, mid-76, 29,000 miles, black with red leather, air conditioning, outstanding condition. £10,950. Tel: Northwood 25435.

BENTLEY Sill, 1965, 91,000 miles with extensive service history, astral blue with blue/grey upholstery, £9,500. Tel: Great Dunmow (0371) 810604 or (0371) 810669.

BENTLEY B1 Continental by James Young, 1958. Finished in black with red leather. Extremely attractive and in excellent condition throughout. £14,500. Tel: Great Dunmow (0371) 810604 or 810669.

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DELAGE DI, DM or DB tourer or coupe, Lagonda 2-litre, DM or other sporting type. Private VSCC buyer. Write 17 Bracebridge Road, Four Oaks, Sutton Coldfield, West Midlands, B74 2SB. Phone 021-308 1078. (36825)

PORSCHE 356B, C, SC or Carrera in concours condition. Tel: Wimborne (0202) 891784 or 888249. (36545)

PRIVATE COLLECTOR moderately financed desires to purchase one of the following in good original running order: large Edwardian/Vintage tourer or saloon; 1957 era Mercedes 300SC coupe or convertible; Bentley or other wooden bodied estate; Bentley Continental, or Vintage motorcycle with sidcar. Prefer to view vehicles in the South or in Ireland. Please submit photographs, full description and price in first correspondence. Reply Motor Sport Box Number 6113. (35863)

ALLARD hub caps urgently needed please. Mr. Juniper, 8 The Briars, Sarratt, Herts. (Kings Langley 68960). (35664)

ROLLS-ROYCE Phantom or Twenty chassis wanted, cash paid or would consider vintage Rolls saloon if reasonably priced. Nudd, Hemmington House, Shardlow, Tel: Derby 792177 anytime. (35489)

JAGUAR MARK NINE. Must be immaculate. Arriving England August 28. Call 01-539 3199. Prior correspond, call John Graves, 2675 Castillo Circle, Thousand Oaks, California 91360. Tel: 805-492-6028. (35918)

BOOKS on motor racing wanted, particularly pre-War and early post-War publications. Please send offers to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (35679)

EARLY FIFTIES racing special, prefer alloy body, Ford or Austin, need not be road-equipped. Box No. 6122. (36189)

WANTED Morgan - 8. New car considered if sensible price asked. Imminent house move so genuine sellers please write (all replies answered) giving full details to Box No. 6121. (36184)

ALVIS SPEED 20: Four-seater tourer. Full details and price to Box No. 6116. (35984)

WANTED—continued

EARLY BRASS RAC badge to replace one stolen from my 1911 Daimler Wilson, The Grange, Moyallon, Portadown, N. Ireland. Tel: 0762-83-385. (35447)

RILEY KESTREL saloon 1932-38 required. Must be complete and original otherwise condition unimportant. Write, Shore, Meadows, 23 St. Johns Avenue, Ryde, Isle of Wight. (35635)

MAGNIFICENT MONSTERS, rotten wrecks, in-betweens and surplus spares wanted for club members all over. Send details, price, Vintage Transport Club, 14 Broadway SW1. Tel: 01-834 9225. (31393)

NIKON, Canon, Pentax, Olympus, or Minolta SLR required. Would consider complete outfit. Please phone Simon on 01-431 0447. (33971)

WANTED. High gear crown wheel and pinion for 1956 Ford E93A. (4.4:1. or 4.7:1). Also close ratio gearbox sought. Phone Eugene, Swindon 764158. (34179)

DUTCH MUSEUM wants any interesting vehicle, prefer prestige cars in running order. Cash available. Distance no objection. Photograph to PO Box 198 Eindhoven, Netherlands. (32859)

WANTED BENTLEY Continental. Any model considered, good condition preferred. Excellent price paid. Tel: Wood & Krailing (Lancia) Ltd., Theydon Bois (849) 3831. (28353)

HIGH PRICES paid for old toy and tin metal cars, trains, figures, boats and aircraft. Tel: 01-733 7358. (26944)

URGENTLY WANTED. Roll-Royce and Bentleys. High price paid. Phone now 01-302 5570. (25257)

ROLLS-ROYCE Silver Dawn wanted for immediate cash. Tel: Uppingham 2674 (evenings). (33310)

ROLEX OYSTER, Cosmograph, Explorer, Submariner, GMT or Omega Speedmaster required. Please phone Simon on 01-431 0477. (33971)

MASERATI 300S engine complete or block and cylinder head only. Richard Crump, Grooms Barn, Bulls Cross Ride, Waltham Cross, Hertfordshire. (34332)

LANCIA LAMDA parts wanted. Bosch ZU4 Magdyno and cylindrical wiper motor, radiator, Zeiss headlamps, tools, engine parts, handbook, WHY. Replies to Box 6102. (34339)

URGENTLY WANTED V12 E-Types, d/heads. High price paid. Phone now 01-302 5570. (25257)

PRE WAR saloon or tourer wanted. Austin, Morris, Singer, Riley, Rover, etc. Tel: Warwick 42186. (34880)

FERRARI car wanted. Any condition. Cash waiting. Buyer calls. Tel: Stamford, Lincs 0780-4312. (34779)

MG TC TD or TF required by enthusiast. Any condition. Immediate cash payment. Distance no object. Also interested in TA or TB. Tickford. Tel: Brownhills 5550 (West Midlands). (34912)

MORGAN three wheeler, early model with exposed engine, preferably restored. Tel: Lieutenant Peter Sargeant, Aldershot (0252) 24431 Extension 645 (evenings). (34932)

£30 PAID for Smiths dual temp./fuel gauge in good working order as fitted to LG.45 Lagondas. Tel: Hornby 21320. (34929)

THE FOLLOWING magazines wanted urgently: Car 1976-1979, Autocar 1970-1979, Cars and Car Conversions 1976-1979, Motor 1975-1979, Autosport September 1976-1979. Please phone Northwood 24552 or write to Dowdeswell, 24 Duck's Hill Road, Northwood, Middlesex HA6 2NR. (34203)

BENTLEY wanted. Pre-war tourer, DHC preferred, saloon considered. Luton 27450. (34892)

TVR WANTED: Early 1600M or S3/S4 Vixen. Will travel to view. Newcastle upon Tyne 813120. (34874)

MG TF or similar, or old racing/sports racing car(s) wanted in exchange for my excellent Aston Martin DB 2/4 Mk. I, 1955. Phone Leicester 737802. (35237)

JAGUAR XK140 desperately wanted to convert disc to spoke wheels 1 set spined hubs plus 4 brake drums to suit. Alternatively XK150 hubs plus disc brake parts to suit. Tel: Farnham Surrey (0252) 722160. (35242)

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Or do we say "Bazookas!" — So what if PROPER motoring IS more expensive? — We'll just have to ensure that we ENJOY it more!! Therefore, theme for the month is this — shake off the Gloomdooms — get out into the Sunshine, buy yourself a SPORTS car and ENJOY it — it's not agin the law, after all!! — Not yet!

- TVR TAIMARS** — 2 off — brace of Blackpool beauties! Charcoal grey or squadron blue with metallic silver coachbands and sunroofs. Varied specifications. Both absolutely elegant. **£8,900 and £8,760** respectively
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- MG-B GT V8 (1976)**. Tundra green/overdrive, tan interior with headrests. Buy of the month. **£3,495**
- MG-B GT V8 (1976)**. Tahiti blue with black vinyl top and sunroof. **£3,100**
- TRIUMPH STAG (1977 "S" reg.)**. One of the final few, H&S tops, tan interior, overdrive. Supersmooth in white/tan interior. **£5,950**
- PIPER GT P2 COUPE**. Futuristic looking, sci-fi crowdstopper in yellow, 1600 GT crossflow engine, removable roof panel, alloy wheels, radio/cassette. **£2,150**
- RELIANT SCIMITAR GTE (1974)**. Manual/overdrive, blue/tan, 37,000 miles. **£2,950**
- MG-B ROADSTER (1975)**. Citron yellow, overdrive, black bumpers. Superb condition, rustproofed from new. **£2,550**
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- DAIMLER SOVEREIGN LWB**. 4.2-litre, light blue, 36,000 miles, one owner. **£5,850**
- MG MIDGET (1977)**. Primrose yellow, lady owned, super little car. **£2,195**
- PONTIAC FIREBIRD (1968 manufacture, "S" reg.)**. 22,000 miles, silver grey, Hurst manual box — "four on the floor" 400 cu. in. **£5,950**
- SPARTAN 1300 e.c.** Approx. 4 months old, an immaculate and beautiful car. Two-tone metallic blue, luxury interior — first class detail work under the bonnet. Instant show car! **£2,650**
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WANTED: Lotus Elan Sprint, DHC, private buyer seeks immaculate example, cash waiting. Tel: Cardiff (0222) 810023. (34454)

TRAILER WANTED to transport ton car preferably four wheeler. Ward, 67 Tiddington Road, Stratford on Avon. (34597)

WANTED: Early FIA pattern type Helibrand 7'7 1/2" wheels. Have three, one missing. Tel: Copthorne 713011. (34807)

ASTON MARTIN DB 4/5/6: Very good mech, order, no rust but needing attention. Max price £2,500. Tel: 045 387 3646. (34793)

WANTED motor Sports, April, May, July, September 1972; April 1971; December 1970; March 1966; March 1962; February 1961; February 1952. Phone Leicester 862517 evenings. (34790)

WANTED — pre-war tourer or saloon, in running order, prefer under two litres. Great Missenden 5140 (STD 02406). (34621)

PERFORMANCE car specialist urgently requires all models especially Lotus Elan, Europa, +2s, Escort Mexico, RS2000, Cooper S, TR6, TVR, pre-1974 Porsche, MGs, etc. Immediate payment, distance no object. Tel: Hertford (0992) 57473. (34827)

TALBOT 90 or 105, Speed 20 or 12-50 Alvis, in any restorable condition. Tel: 04353 2044. (36757)

WANTED BY enthusiasts: Vintage Tourers and Pre-war Classics, bikes etc. Fair prices paid. Phone: Peter 08293 2080 or 056581 2847. (36612)

ROLLS-ROYCE: Pre war, wanted. In fair condition and running. Up to £10,000 cash available. Telephone: 061-766 4576. (36731)

AC ACE Bristol. Two or more 15" wire wheels, any competition parts, and information. Please telephone Worcester (0905) 620870. (36772)

MG SPORTS cars wanted for restoration. 1929-1955. £1,000 minimum paid for complete original cars, dismantled or not; more paid for original, driveable or MOT'd cars. Phone Nottingham 702111, daytime. (36726)

MG LITERATURE required: Manuals, sales brochures, parts lists, handbooks, 1925-79. Morland, King's Cottage, Somersham, Ipswich 831628. (36730)

WANTED by enthusiast, a restorable pre-war car. Anything considered. Replies to Box No. 6129. (36406)

WANTED URGENTLY: Rolls-Royce or Bentley. Any model or condition. View anywhere. Top price paid. Tel: (0480) 66638 Trade. (36566)

"PAIR 21" wire wheels, 52 spline fitting to suit 1925 Vauxhall 14.40; Watford F04 magneto coupling; side lights; other spares desperately needed. 63, Cobnar Rd., Sheffield 8. (36573)

WANTED: 1954-55 Riley 1 1/2 RME. Truly immaculate, original condition, guaranteed genuine low mileage. All replies answered. Write Box No. 6127. (36595)

LAGONDA TOURER M45, or MGA SA Tickford in concours condition. Private buyer willing to pay right price for right car. No dealers. Full details to: MAES, Kleine Heide 11, 2130 Brasschaat (Belgium). (36599)

AUTOCOURSE: 1950's and 1960's parts and full years wanted. Tel: 01-226 1200 ext 22, 01-464 7083. (36438)

BROOKLANDS GAZETTES: 1920s Motor Sports. Good money for good copies. Complete run considered. Also good copies of vintage motoring books. P.O. Box 3, East Horsley, Surrey. (37382)

4 1/2 LITRE engine for 1938 Lagonda LG45 saloon. Tel: Scarborough 512376. Box No. 6126. (36445)

ALVIS 1959-1966 Drophead Coupe. Any condition considered. Tel: 01-467 0933. (36419)

MG MORGAN, Riley, Singer Le Mans or similar required whole or dismantled for restoration. Tel: Doncaster 770243. (36406)

MISCELLANEOUS

80 sq ft of prime 10-year-old 3" and 2" plank ash. Also half built barrel-sided tourer body (Coachbuilder built) for a RR 20, Bargain at £250, or will split. Aluminium bulk-head with brass air vents from a RR 20 tourer £30. Fold down 41" single pane wind-screen with wiper motor and side stays suitable for Bentley or Rolls Tourer £75. Mather, 39 Davenport Road, Hazel Grove, Stockport, Cheshire. Tel: 061-456 4529. (36740)

MG J2, 1933. Suitable as special, no engine and gearbox, complete new body £675. Phone Nottingham 702111, daytime. (36724)

INTERNATIONAL XK day, Sunday 2nd September at Dodington Park, M4 A45 junction 18 near Bristol. Gates open at 10.30 a.m. and attractions include concours, Jaguar spares stalls, children's adventure land, house carriage museum and distance awards. Why not come to an informal Bar-B-Q on Saturday night? Please bring your own food. Overnight camping will be permitted. (36607)

MERLIN ENGINE Piston Ashtrays, polished £8.50 plus p&p. Plus numerous aircraft instruments, etc. Phone Peter 08293 2080. (36612)

PORSCHE PORSCHE! Porsche! The Porsche Welding specialist for 911/912 chassis, sills and torsion tube repairs, new floor sections made and fitted. Years of experience working exclusively on Porsche enables me to say no Porsche is beyond help, no job too big. For expert advice phone Harefield 3470 (Middx.). (36629)

MG PB ENGINE: New crank, pistons, clutch, cam, rockers, valves, Cu. gasket Remetalled, lightened and balanced. Fitted PA gearbox complete, carbs, starter, oil pump, part dynamo. Best offer over £1,000. Tel: (0458) 72467 (Somerset). (36642)

AC ACE spares including unused grill, rear brake drums, king pins and suspension bushes and 100D2 gaskets and valves. Used uprights, wishbones, 16" w-wheels and Michelin tyres plus many other parts. Prefer to sell as one lot. Offers to Peter Jaye 090868 5318. (36651)

AUSTIN A40 Pedal car. Red, grey trim, never used. £250. Tel: Newport (Salop) 811362. (36668)

BROCHURES for sale from 1980-1979 AC to Wolseley, much exotic. Ring Worthing (0903) 20921. (36679)

GULLWING MERCEDES (triple model) (Auto Dux) of the Prototype 300SL Gullwing; plus two original Gullwing sales brochures and one leaflet in folder. All in fine condition. Price £60 the lot. Tel: 01-834 3166. (22977)

MOTOR MAGAZINES: Around 400 assorted, 1962 onwards. Mainly Autocar, Motor, CCC. £10 the lot. Buyer collects Hunt, 01-202 7942, evenings. (36524)

MOTORING books for sale. Many good titles. Large SAE please. Terry Willis, "Highways", Thornbury Road, Alveston, Bristol. (36427)

OPEC Car Transportation and Recovery. Fully insured, any distance. For competitive, specialist service, contact Opec. Tel: Wigan 34141. (36455)

MISCELLANEOUS — continued

OLD SIZE tyres. Riley 1 1/2/2 1/2 litre spares and motoring literature. Tel: 061-928 2944 after 7 p.m. (36136)

"SPEED" magazines for sale, 26 issues 1936-1938. Absolutely superb condition. Offers please. Terry Willis, "Highways", Thornbury Road, Alveston, Bristol. (36122)

ROLLS-ROYCE: 1 long hub 20 wheel, 25/30 Wraith head some repair needed, 4 1/4 Bentley head some repair, 20/25 block 3 1/2 in. bore, 20/25 block 0.37 oversize some repair needed, early 20 carburettor, 20/25 carburettor, P11 exhaust manifold, 3 20/25 wheels, Ghost starter, dynamo for 24 Ghost, Ghost magneto as new, 20/25 block 3 1/4 in. +0.30, P1 exhaust manifold, P1 new hot spot and inlet manifold, 20 block perfect. Ring 01-399 8099 office hours, Esher 633222 after 7 p.m. (36119)

MERIT GP models wanted, made or unmade. Especially Vanwall, BRM, 4CLT Maserati. Reply with phone. Box No. 6114. (35964)

EOIN YOUNG can now consider purchase of complete collections of motoring books or fine copies of single valuable motoring titles, prewar or postwar. Bentley and Bugatti titles always required. P.O. Box 3, East Horsley, Surrey. (37382)

AMERICAN car parts, old and new. Fast service and reasonable prices. P.O. Box 172, White Marsh, Maryland, 21162, USA. (36264)

PORSCHE: Hard to find restoration parts, many unavailable in UK. Also performance modifications and accessories, all models. P.O. Box 172, White Marsh, Maryland, 21162, USA. (36264)

BROOKLANDS/DONINGTON programmes, prewar Motorsport, Speed, Lyndon, Iota (bound/unbound). Many other books, magazines, programmes. Large s&e for list. Also wanted single copies. Motorsport 1925 to 1929 Cars Illustrated 1960 to 1964, Grand Prix Year 1967 (Stanley), biographies (Benoist, Rosemeyer, Von Brauchitsch, Oldfield, Horn), Histories (Novi, Kurtis Kraft), Programmes 1950s (Davidstow, Gameston, Charterhall, Snetterton, Turnberry, Winfield, Aintree, Douglas, Ibsley, Foreign, F1 2) and F5000 (USA, Canada, Australia, Mondello). Send details (prices or exchange) Duncan, 19 Brutell Avenue, Wimbledon, London SW20 0ST. (36295)

RADAR DETECTORS: Snooper XK and Super in stock. J. S. Ramsbottom & Co. Ltd., Coney Lane, Keighley (0535) 605444. (36286)

AUSTIN 7, Morris 8, Rover and other pre-war pistons, also rings. Some valves, liners, steering parts and road springs. Ford E93A gearbox. Cycle thread and other taps and dies, some left hand. All new. Used Renault 4 drivetrain and set of Alfa Junior seats. Box No. 6124. (36291)

MG PARTS: Set of new MGA valves, E10. Set of TA/TB brake shoes, offers. Some pre-war pistons. Box No. 6125. (36291)

COMPLETE SET of motor racing and motor cycling personalities past and present (some framed). Drawn by Salton. Offers to C. E. Moy, 4 Stone Cottages, Stratton Audley, Bicester. (36411)

PENNINE TOWING for all recovery and transportation work. Fully insured. Cheapest rates. Farnworth (0204) 76364. (33967)

NEW LAMPS from old. For the complete restoration or car headlamps, sidelamps, spotlamps, etc., contact the experts. Also fully restored items for sale when available. Your old lamps taken in part exchange. P100's, spotlamps, long trumpet horns currently in stock. We also wish to purchase high quality horns in need of restoration. Overseas enquiries welcomed. Silver Firs, Sandy Lane, Aylmerton, Norfolk. Tel: West Runton 366. (33962)

VINTAGE AUSTIN REGISTER 7th Ashover Vintage Rally, autojumble, August 12th. Entry forms: Frank Smith, Marshbrook, Butts Road, Ashover, Derbyshire. (33569)

HERONGATE MOTOR COMPANY: The Rover People, specialist repair and servicing for p.4s, 60s, to 110s; also 3.5s, 3500s, 2000s. We carry large stocks of parts for those models, on parts we can offer a postal service. Tel: (0277) 810098 Brentwood, Telex 99336. (Export enquiries welcome). (33365)

CLASSIC JAGUAR ASSOCIATION: Dedicated to the SS, SS-Jaguar, Mk. IV, Mk. V & XK Series. Bi-monthly News & Technical Bulletin. Parts sources, restoration tips, literature, swap meets, etc. Membership Chairman: Rick Zolla, 1138 Dorset Lane, Costa Mesa, Calif., 92626. (91067)

DUST SHEETS: Heavy quality, cotton covers. Sizes: 15' x 10' £16; 17' x 10' £18; 19' x 11' £21; 20' x 12' £24; 24' x 12' £29; plus £1.35 postage (Europe £3.50). From Hornby Smith, 22A Lancaster Mews, London W2. Tel: 01-402 3214. Telex: 8954793 G. (34424)

GUEST HOUSE or self catering flats accommodation in Georgian country house, Norfolk, 2 miles from sea, broads, adjacent Caister Castle Motor Museum. "The Cannons", West Caister, Great Yarmouth. Telephone 728557. (34414)

MOTOR MASCOTS for sale, want Vulcan and Rolls. 06793 3327. (34418)

CAR RECOVERY and delivery by trailer. Local, national, continental; singles, doubles, Cartrek, Esher 62785 (Surrey). (32901)

PORSCHE PORSCHE! Porsche! The Porsche welding specialist for 911/912 chassis, sills and torsion tube repairs. Exclusively Porsche for expert advice. Phone Harefield 3993 or 3470 (Middx.). (32790)

TRIMMING UNDERTAKEN: Single seats to complete re-trim, hoods made to measure. Connolly's service, Rusper (Sussex) 234. (32812)

MASERATI CLUB for owners and enthusiasts of the marque. Officially recognised by the factory. Details from the Secretary/Treasurer, Michael J. Miles, The Paddock, Salisbury Rd., Abbott's Ann, Andover. Tel: Abbott's Ann 312. (25255)

MOTORING LITERATURE bought, sold and exchanged. For a large selection of motoring handbooks, magazines and books, please call Thursday, Friday, Saturday at Vintage Motorshop, 500 Bradford Road, Batley, Yorkshire, Batley 470773. (26005)

DELLORTO CARBURETTORS spare parts, everything available. Enormous stocks. Prompt despatch. Export anywhere. Dellorto Concessionaires, 13 Bould St., Reading 598955, Telex 847786. (24072)

CARS TRANSPORTED with utmost care anywhere, anytime at reasonable rates. Veteran, vintage and race meetings attended by appointment. Brent Recovery Service, 01-864 6389 (Harrow). (29147)

CASTLE ASHBY VINTAGE/CLASSIC Sale & Autojumble. Mike Carter's highly successful and much-enjoyed event of last year will be repeated this year on Sunday September 2nd. Stall bookings now being accepted. For details of how to sell your car best in the autumn, write or phone Mike Carter. Sales Ltd., 14 Broadway, SW1 01-828 6306. (31122)

MISCELLANEOUS — continued

MG CAR CLUB: Activities for all models, 1924 to current production! Around 10,000 members and some 60 centres worldwide. Extensive UK activities, full race, mid competition, concours, touring and social. Approx. 80 local monthly meetings nationwide. Technical advice, support and certain discounts. International monthly magazine, 49 years of experience. MGCC, 67 Wide Bargate, Boston, Lincs. Tel: (0205) 64301, Ansafone. (31391)

VINTAGE TRANSPORT Club a unique, highly useful service for all enthusiasts-restorers, Membership £5 p.a. includes discount at Mike Carter's Auctions/Autojumbles etc. s&e. full details: 14 Broadway, SW1. (31393)

CAR TRANSPORTATION and recovery. Specialised service nationwide. Immediate quotation. Personal attention. C. E. Ltd., Crick, Northants (Junction 18 M1/M6) Tel: 0788 815981. (28733)

GILBERT OWNERS Club (est. 1963). For details of the club and its technical sporting and social activities contact: the Secretary, M. S. Bonnie, Bucklers Hard, 55 Hempstead Road, Kings Langley, Herts. (28738)

DAIMLER DART spares list. David Manners, 17 Hagley Rd. West, Birmingham B17 8AL. 021-429 1433. Call by appointment only. (25425)

COIL SPRINGS: Road/race/rally. Any car/spec. Escort, Fiesta, Chevette, Sunbeam. Any spec. Also Lotus, Elite/Elan+/2/Europa. Front and rear Aston, AC, Bristol, Clan, E-type, Gilbern, MG, Piper, Marcos, TR, Tiger, TVR. Plus 2 1/4" dia, racing springs. Sheffield 583569 night/442676 day. (34600)

AMERICAN LICENCE Plates in mint condition. All states. Only £2.50 each. We pay postage. Money and orders to: Zap Enterprises, 5 Royal Exchange Square, Glasgow G1 3AH, Scotland. (35333)

SALES SERVICE spares special offers up 20.9.79 200/250/280 stack H-lamps complete £70.00 (RRP £148.00) 200/50/40/20 S/4S/B H-lamps £49.00 (RRP £71.60). Alloy wheels £72.00 (RRP £117.00) S/4S/8 wings £60.00 (RRP £83.81). Also all-type floor pans, seal door skins lights 20/30% off. Crash repairs specialise recondition exchange engines, starters, radiators, pumps, injectors, alternators, gaskets, storage, international 24-hour recovery. GT, 165 Windmill Road, Croydon, London (UK). Tel: 01-689 4269. (35327)

MG-B OWNERS: Replacement Rostyle wheel "MG" motif badges now available separately. At 60 pence each (£2.00 for four) or complete in the S/S wheel centre at £2.00 each (£7.50 for four). They are excellent value, brand new and as original equipment. Prices incl. p. & p. for U.K. Will also fit V8s and Midgets. Cash with order to: David Price, 11 Colleton Drive, Twyford, Berks. (34858)

1935 AUSTIN Ruby kit — dismantled but complete, chassis largely reconditioned, many new parts. Offers. Cheltenham 517406. (34873)

B.S.A. B.33 motorcycle, 1955. 500 c.c. Excellent condition, approx. 5,300 miles. Offers: Phone Burntwood 4284 (day). (35061)

MOTOR SPORT: Original bound volumes by Motor Sport, 1963 to 1967. £8 each. Tel: 021-449-6855. (35068)

BOLTON AUTOJUMBLE and Fleamarket, Saturday, August 11th in the Drill Hall, Silverwell Street, Bolton. Vintage vehicles, spare parts and militaria, railwayana, etc. (largest event of its type in the country). 10 a.m. to 5 p.m. Alan Whitehead, Pool Fold Farm, Church Rd., Bolton. Phone Bolton 491763. (35079)

WALLIS AUTOGYRO, powered hang glider, precision parachutists, aerobatics in a Zlin, Stampe and Pitts, together with several famous historic aeroplanes, are planned for the Shuttleworth Collection's flying display on Sunday, 26th August at Old Warden Aerodrome, off the A1 near Biggleswade, Beds. Gates open 11. Flying 2. Entry: Car and passengers £4. Others: Adult £1; child 50p. Send SAE for times of buses from Bedford and Biggleswade stations and save precious petrol. (35080)

ROLLS-ROYCE Phantom II Radiator, nickel, genuine Silver Ghost mascot, luggage rack for Ghost or PI, parts book and handbooks for PI, offers, 1, Heathlands, Rise Road, Ascot, Berks. Ascot 21063. (35087)

BROUGH SUPERIOR S.S. 80 motor cycle, concours, 1936 model £1,800. VELOCETTE Thruconcours condition £1,400. Phone Symons Otterburn 20247. (34188)

ROLLS-ROYCE spares. Phantom II chassis with front, rear axles (less torque-tube), springs, brakes, sound wheels (8), all pre-1927. 20 h.p. rear axle, early front axle with hubs and w/centres. All unrestored but sound. Offers — preferably for the lot, as space urgently required. Mansfield 511668. (34884)

IMPORTANT COLLECTION of old motoring sales brochures circa 1924. Including: Bugatti, Fraser Nash, Armstrong Siddeley, AC, Amilcar, Italia, Sunbeam, Bianchi, Senechal, Fiat, Matis, Wolseley, Austin, Crosley, Riley, H.E., Pick, Belsize, Bean, Crouch, Horstman, Calthorpe, Deemster, Rhode, American cars; Pontiac, Buick, Cadillac, Chevrolet, Oakland. Motorbikes: Norton, AJS, Hudson, Sunbeam. Substantial offers for complete collection or may split. Will photocopy any brochure, send £2.50 to Kenning, Hetherington Cottage, 158 Charlton Road, Shepperton, Middlesex. Phone Sunbury-on-Thames 88660. (34903)

MORRIS 10 or MG TA engine and gearbox £280. Southport 31942 evenings. (34942)

MG TA tonneau, unused original design. Tel: Plymouth (0752) 701001. (34940)

ROLLS-ROYCE P2 water pump £20. Tel: Plymouth (0752) 701001. (34940)

ALFETTA GTV 1.6 and 2000. Set of 5 genuine Alfa alloy wheels £150. (34900)

BENTLEY SI engine, 1957 E500 o.n.o. Luton (0582) 24142 20931. (34909)

RECHROMED, RESPONDED, rebuilt, 16" XK120, 140, 150 & 15" E-type Series 1, 2, 3 wire wheels. From £65 exchange. Also Aston Martin, etc. 0222 751081. (34948)

MOTOR SPORT, 1966-74. Immaculate E10. Collect. Phone Gamlingsay (Cambs) 50728. (35235)

1930 HUMBER catalogue, J2 carbs, Lanchester 10 9/B. Offers Box 61100. (35133)

VINTAGE spares on offer. Riley side change box, Sunbeam rear hubs (worn), windscreen frame, Austin 6 steering column, twin-choke Zenith, tank, etc. 0229-52553. (35133)

RESTORATION by expert specialising in post-war racing cars. Tel: Buckingham (028 02) 2970. (34815)

HUMBER HAWK parts. Large selection in good condition for 1953 to 1956 models. SAE for list or state requirements. Box 6106 (Middx.). (34696)

B & D valve prefacers, choice of new and used. £230-£375. (34777)

MISCELLANEOUS — continued

MOTOR SPORTS, 15 years 1964 to 1978, 3 missing. Also some to 1959. Offers Sheffield 361512. (3657)

AUTOJUMBLE COLLECTORS' Fair at the Rhod Centre, Bishops-Stortford, Herts, on October 21st. B& refreshments, etc., opens 11 a.m., entrance £5 children and OAPs 25p. Stalls-£6, additional stalls each, organised by Enfield and District Veteran Vehicle Trust, c/o G. Baker, 103 St. Joseph's Road, Edmonton, N9 8NU. 01-804 2113. (358)

ARE YOU BANNED from driving temporarily unable to drive? Our chauffeur service will take you and your car anywhere in the UK or Europe. RAC-licences driver, 24-hour personal service, rates negotiable. "Rev-no-Drive" 051-632 2880. (358)

BENTLEY SI spares: 2 steel front wings, fully repaired and as new; 2 brand new India Super tyres 820 x 6-ply; 1 new oil filter (£250 the lot). Apply: Bond, 71 Mary's Gate, Tickhill, Doncaster. Phone: (01743) 743313. (350)

25/30 WRAITH head for sale. Needs some repair. Esher 63222 after 7 p.m. or 01-399 8099 office hours. (356)

PRE-WAR RADYOT licence holders! Half a dozen available. Other pre-war stock includes coils, bull-plugs, etc. Radyot sliding interior mirror, studio screen frame mirror, valves of various sizes and most interesting automobilia. Clargo, Eaton Bray 220160. (359)

MOTOR SPORT 1963-1979 adverts removed for issues. £15.50. Will deliver 25 miles. Featherston, Romford 87660. (359)

ASSEMBLED 'POCHER' models, Rolls £180. A Spyder £170. Few Dinky's, etc. £25.00. 'Combi' £18.00. MG PA clutch £35.00. Allette horn £4.00. Paulerspury (0327 733) 666. (359)

NEW HIGH tensile bolts, nuts, washers in assort packs. BSF or UNF threads. SAE please for leaflet. E.A. Clare, 25A Lanton Road, Nottingham. (359)

THE DAIMLER & Lanchester Owners' Club cordially invites all members to their Northern Rally to be held at Harewood House, near Leeds, Yorks, on Sunday September 2nd, 1979. Details from Yorkshire Secretary, K. E. Beales, 71 Main Street, Shadwell Leeds LS17 8HL. Tel: Leeds 663455. (359)

2 TICKETS, Pitts Grandstand, British Grand Prix Silverstone, 14th July. £15 each (reduced). Competition prize. 65 Read Road, Ashted, Surrey. (353)

SELLING A CAR? Try Automart at Beaulieu's famous Autojumble. September 8th-9th. Ring 0590-612445 for details. It's so simple. (353)

MILITARY VEHICLES, selected Second World War associated items; weapons, books, etc. are to be sold at auction by Sotheby's on Saturday September 1, 1979 at the Warham War Museum, near Horsham, Sussex. Entries will be accepted until August 11. Enquiries to Joanna Dinsdale, Sotheby King & Chasemore, Pulborough, Sussex. tel: (07982) 2081. (353)

VINCENT SIDECAR connections. £25 o.n.d. Buyer collects. Surrey/Sussex border, Crawley/Ex Grinstead. Write Box No. 6112. (354)

AC OWNERS if you own an AC or are interested we not join? Monthly magazine, meetings, sports, "Concours", dinner dance, film shows, etc. Details from membership secretary, 4 Portsmouth Rd, Camberley, Surrey GU15 1LA. (234)

SCINTILLA VERTEX four-cylinder clockwise magnet as new. McLeod, 10 Limetree Avenue, Croydon. Telephone 0270 584595. (354)

ROLLS-ROYCE Phantom I spares: cylinder head (iron), blocks, radiator, dynamo, starting handle, wheels, discs, starting carburettor, rocker cover, wheel spanner, pair ball shaped CAV headlamp (early) Huddersfield 652 993. (355)

BOOKS on motor racing for sale including many rare classics. Send SAE for list to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (355)

MOTOR SPORT 1951-1958 complete, in binders. £1. Buyer collects. Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (355)

MOTOR SPORTS unbound 1963-1978 inclusive. E. Kettering 81335 after 6 p.m. Buyer collects. (355)

EXCHANGES

PROFESSIONAL SWIMMING pool builder (over 100 pools installed in England) would consider any class car in full or part payment for a pool. Average pool price complete, size 17' x 32' heated £5,000. Tel: Leisure Pools, Sheffield 0742-369575. (282)

LOTUS 2-2S 1305, 1973 "M" Metallic green oatmeal trim, mags, 8-track Radiomobile, service history, genuine 46,000 miles £2,750, finance arranged, exchanges/offers. Stamford, Lincolnshire 0780-4312. (347)

SITUATIONS VACANT

TIME SERVED fitter wanted with good knowledge of machine shop techniques, preferably from the motor industry, to join vehicle restoration business in the north west. Experience with veteran and vintage vehicles would be an asset. Apply in writing giving full details of previous experience to: Ollerton Engineering Services Limited, Samsbury Mill, Goosefoot Lane, Samsbury Bottoms, Preston, Lancs. PR5 0RN. (3605)

APPLICATIONS are invited from persons who are experienced and skilled in the preparation, repair/tuning of high performance cars, to manage/undertake the specialised conversion of sports cars. Applicants must essentially be capable of undertaking reliable work of the highest standard of their own initiative including the blueprinting of in-line and V8 engines for road and race application. The position is based in the Leeds area and relocation expenses will be paid as necessary. We offer job satisfaction and opportunity for advancement. company vehicle will be provided and the salary negotiable. Send full details of qualifications, direct career to: R. A. Morey, Managing Director, Tralex Ltd., Cardiff Road, Reading, RG1 8HW, Berkshire. (3615)

TRIMMER: We have space available for self-employed trimmer on a rent-free basis. Must be able to produce top quality work. Hampshire Highgate, NG, 01-340 0929 office hours. (3555)

SITUATION WANTED

UNIVERSITY graduate (24) seeks sales position with career prospects in sports/classic car firm. Fluent German. Replies and further details A. W. S. Dalziel, 101 Brookdene Avenue, Oxhey, Watford, Herts. (361)

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On September 4th, 5th, 6th, 10th, 11th and 12th. Hundreds of 'once only' bargains in addition to our full stock on display. Details now available on request. Refreshments, tickets free but in advance to enable us to assess numbers.

We shall be buying at Beaulieu on Stall M17 on September 8th and 9th and distributing our Book, Magazine, Marque, Motorcycling, etc and other lists.

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(opposite The Bull Hotel)

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First registered May '61, one lady owner from new, genuine 35,000 miles, 100 D2 engine, original log book, fully documented service history, original handbook and sales brochure (from '60 Motor Show, where car was ordered), complete tool kit, mostly unused. Personalised registration number, MoT current. Completely original in every respect, finished in metallic light blue, with black leather interior. Offers telephone (074783) 365/323 (office) or 389 (home).

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Stages 1, 2 and 3 engine tuning, fully rebuilt engines, gearboxes, overdrives and rear axles, stainless steel heavy duty exhaust systems and tubular headers, bodywork, GTE Bib spoilers. SAE for list
Quotations and advice gladly given

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Greens Norton, Towcester, Northants.**
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1976 Daimler 4.2 Sovereign, automatic, PAS, radio-stereo, electric sunroof, air conditioning, Sundym electric windows, central locking. **£6,595**

1974 XJ6 Series 2 Jaguar. Sable with tan leather, electric windows, radio, vinyl roof and usual extras, regularly maintained and no rust. **£3,495**. Choice of two.

1976 504 family estate, auto., 34,000 miles, blue with blue vinyl roof, radio, rear wash and wipe. **£3,495**.

1976 Triumph Stag. Auto, hard and soft tops, red with beige interior, radio/stereo, one lady owner and only 26,000 miles since new.

1974 Rover 3500. Mexico brown, auto., one owner, 59,000 miles. **£2,295**.

1977 Peugeot 604 SL, auto., refrigeration, stereo radio, one owner, 20,000 miles. **£4,995**.

1972 Peugeot 504 GL. Red, radio, sunroof. **£1,195**.

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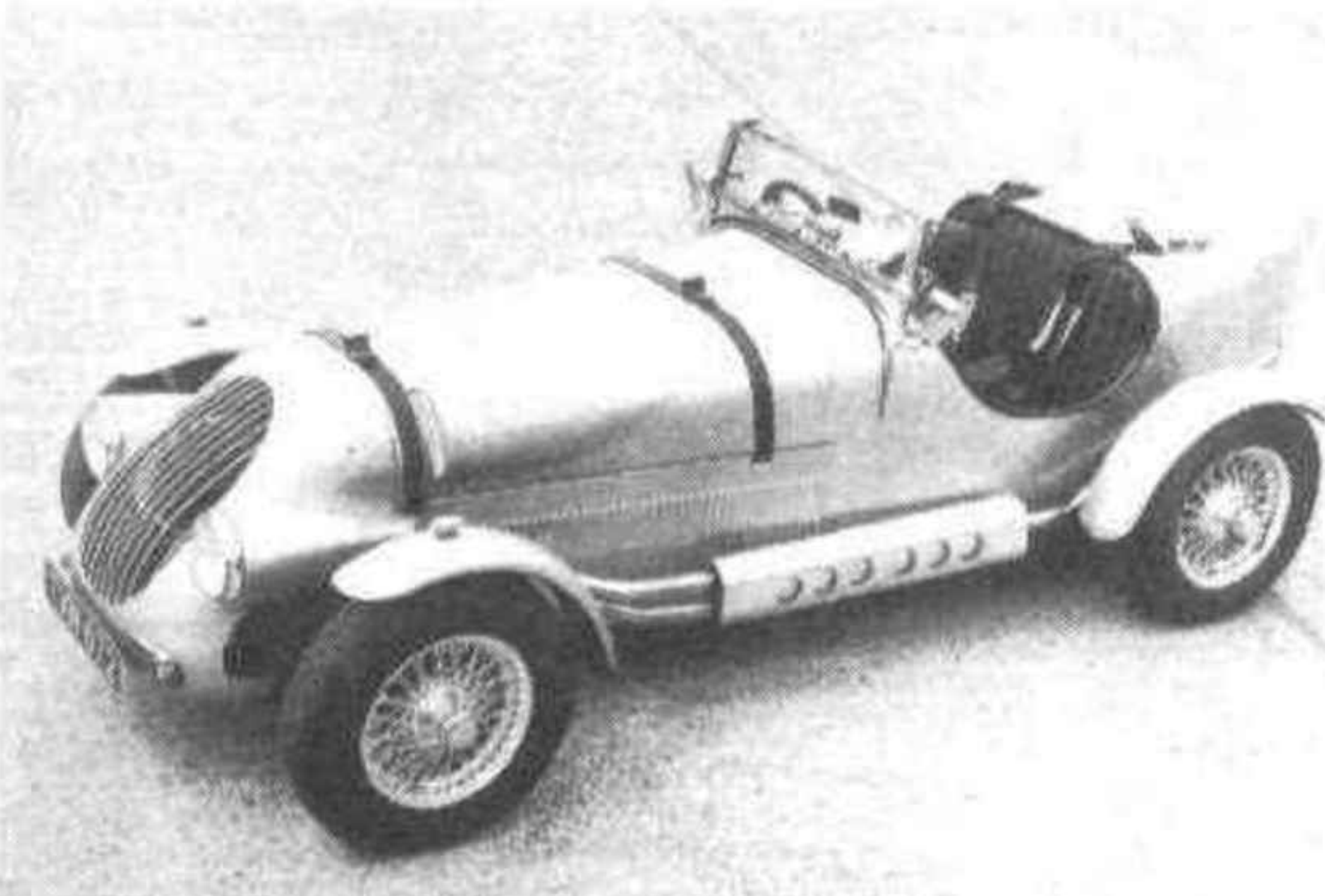


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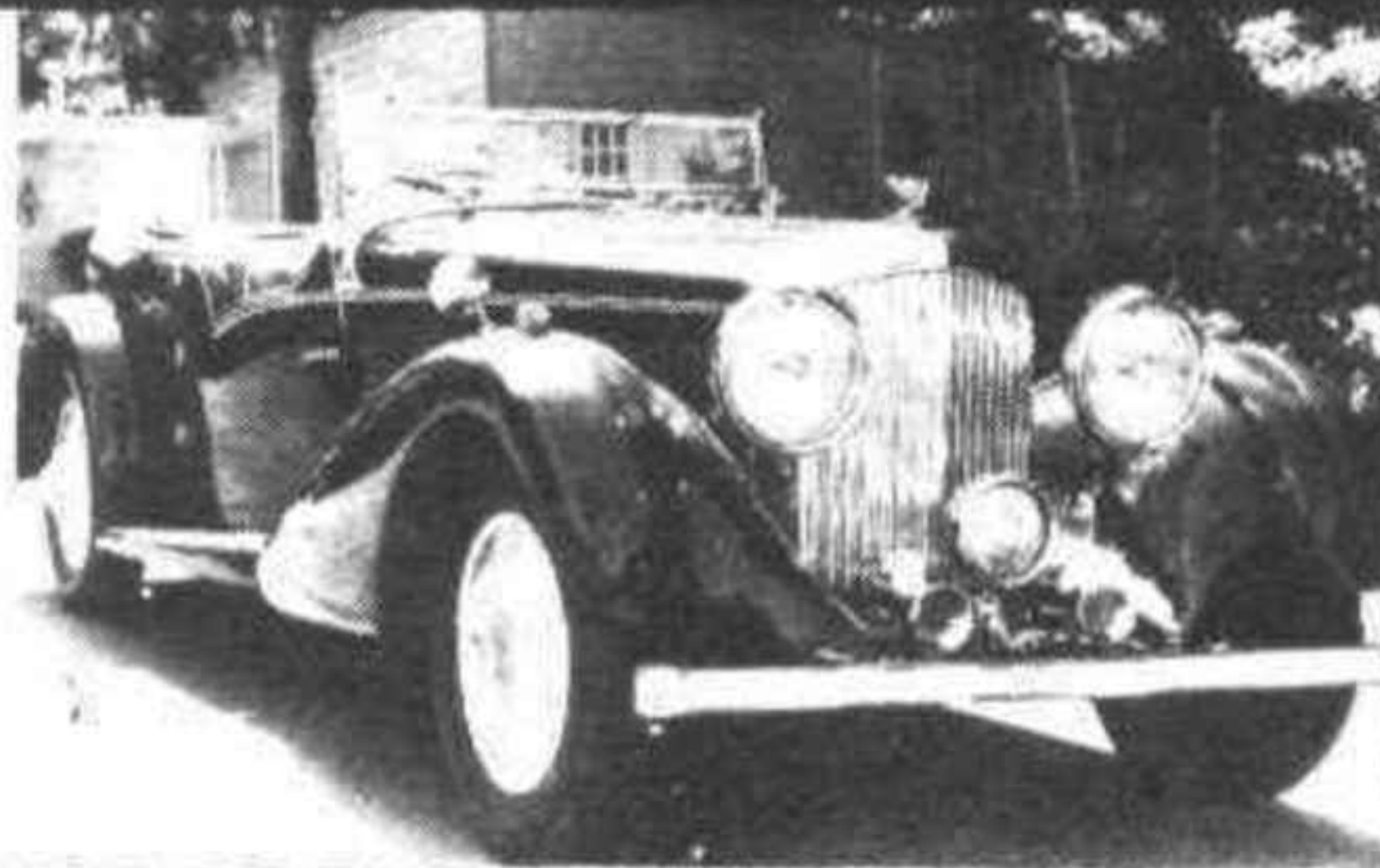
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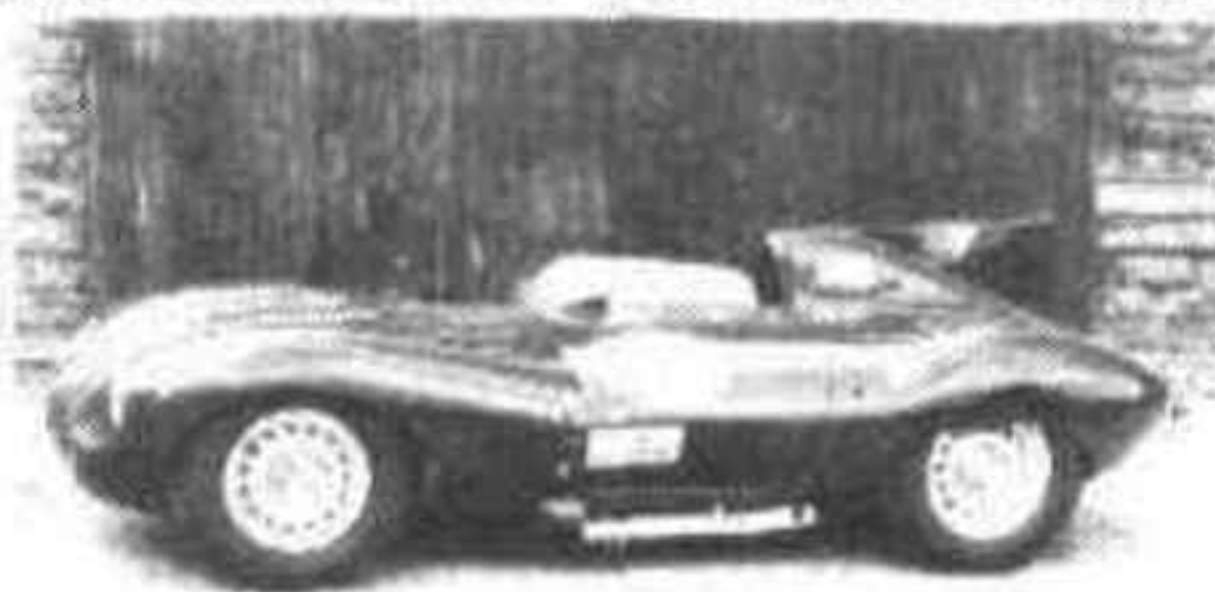
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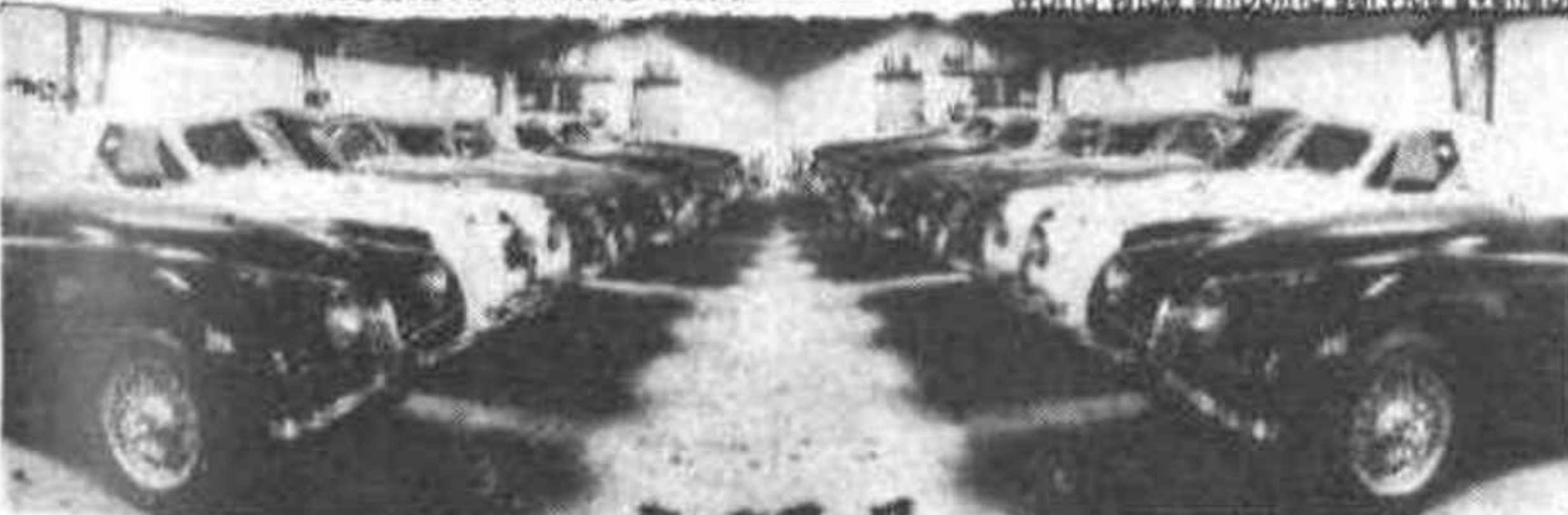
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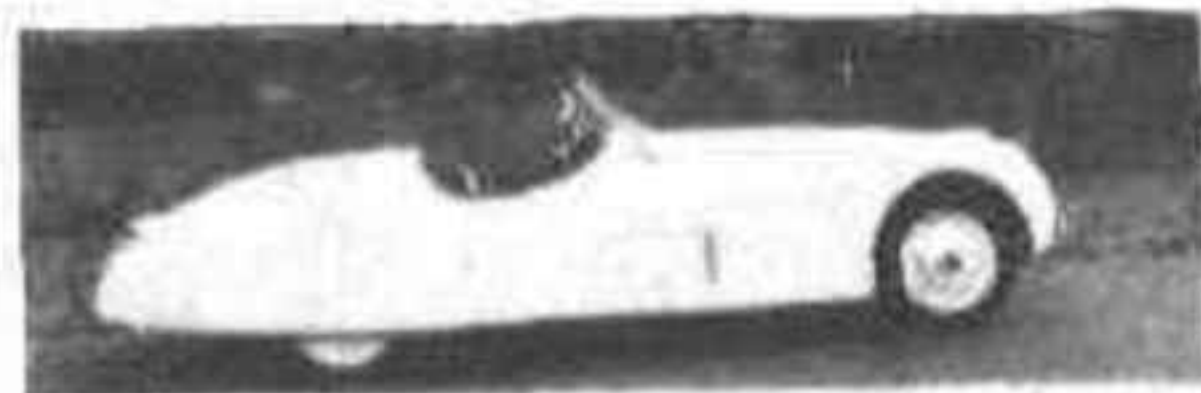
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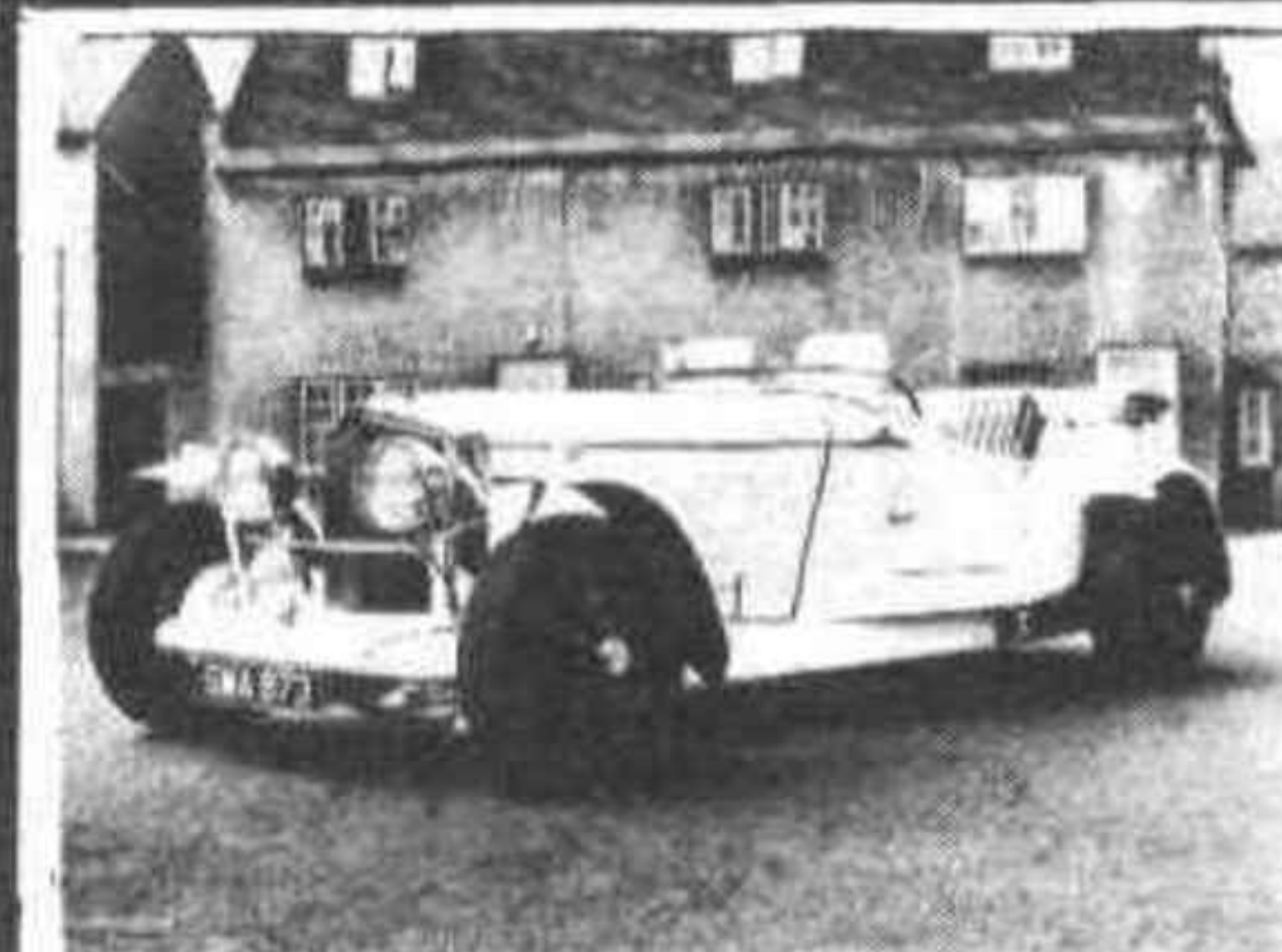
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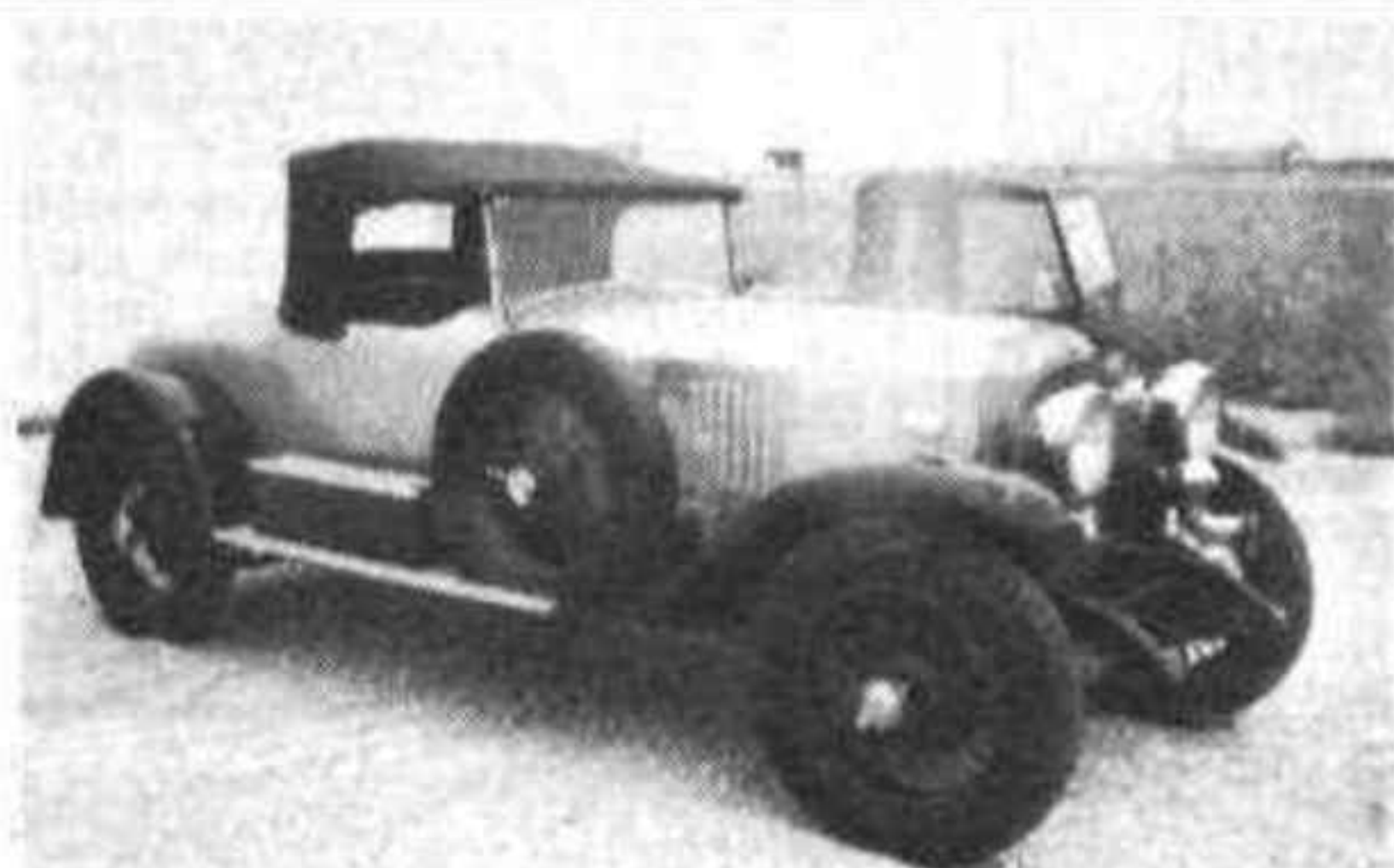
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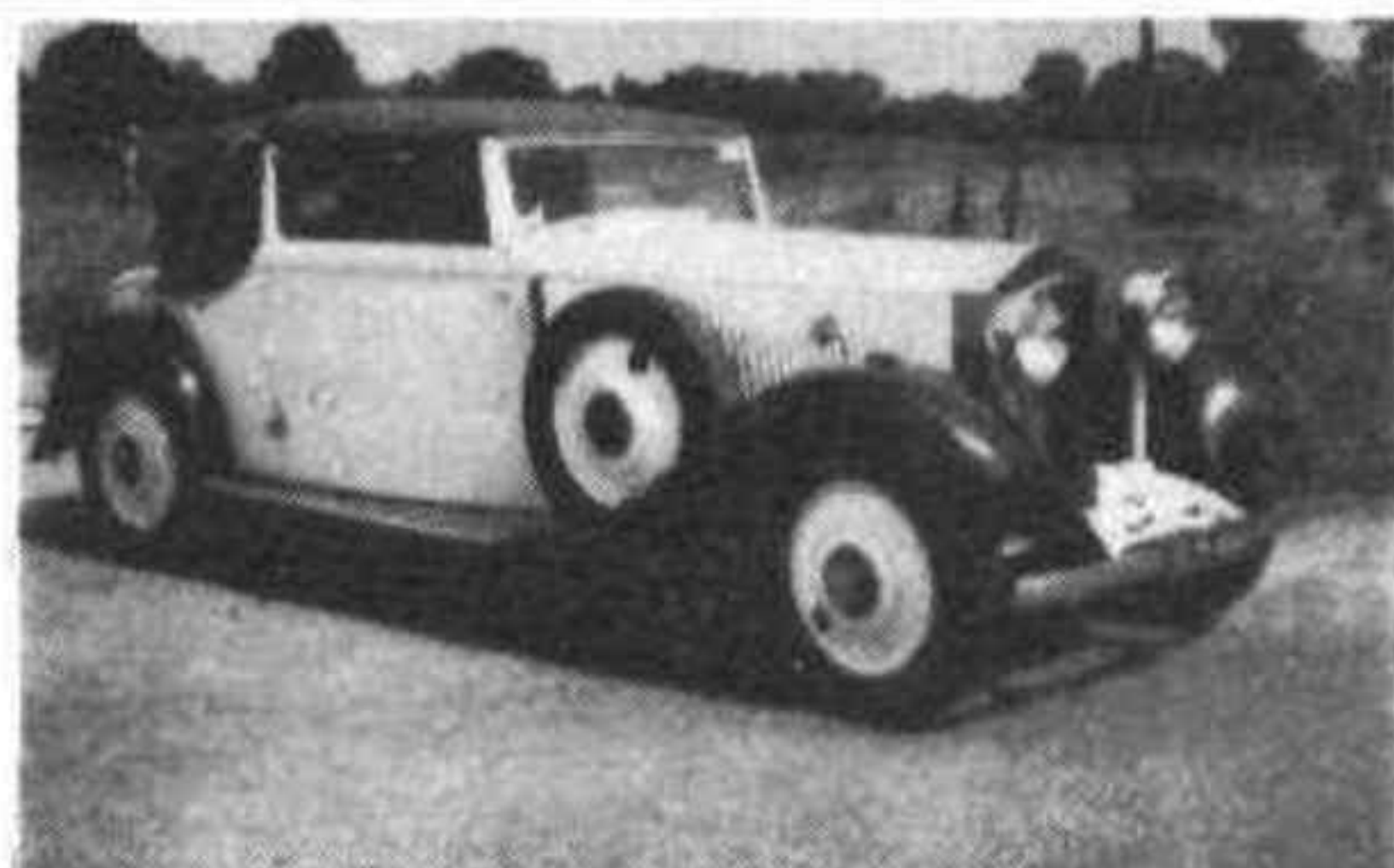
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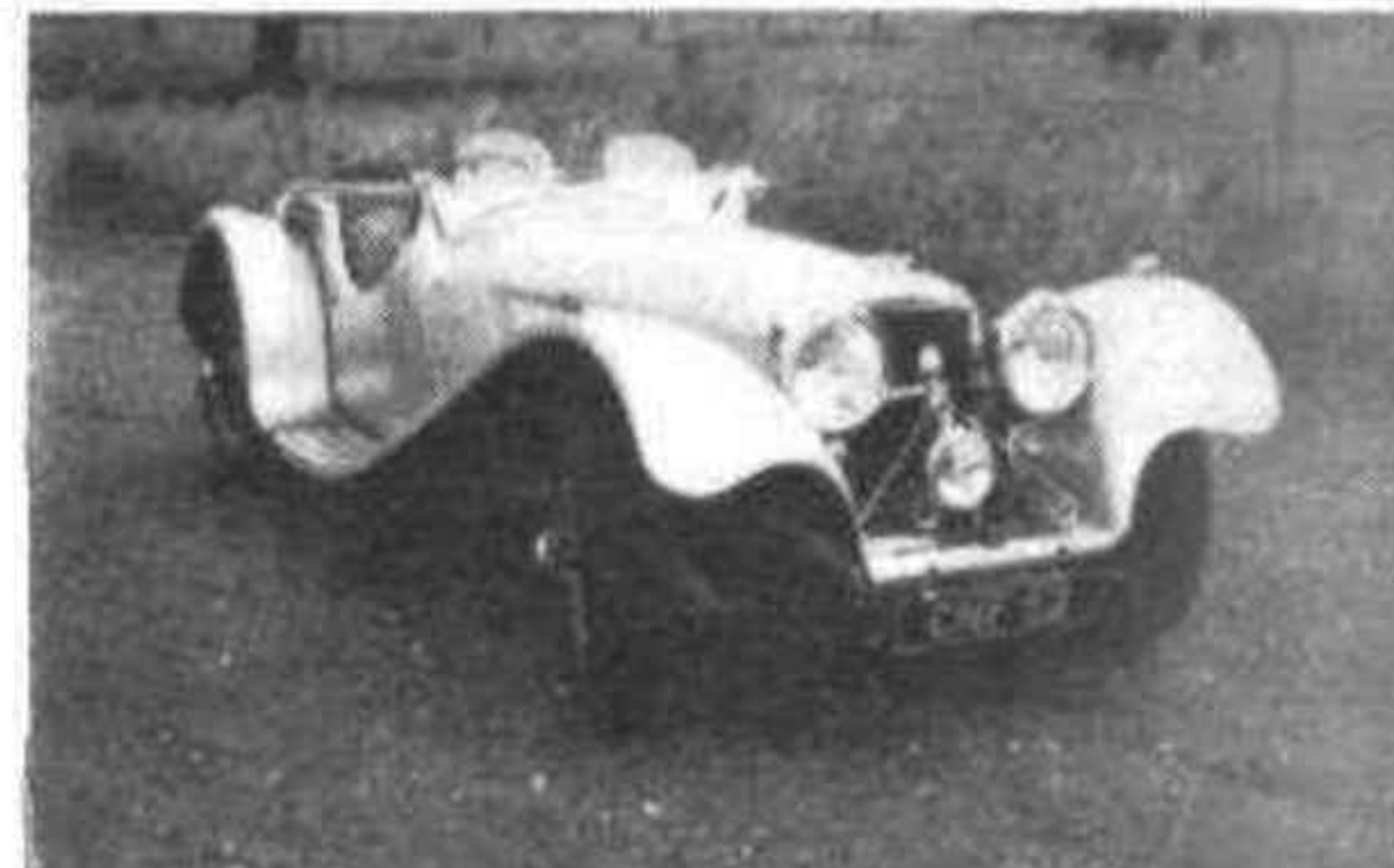
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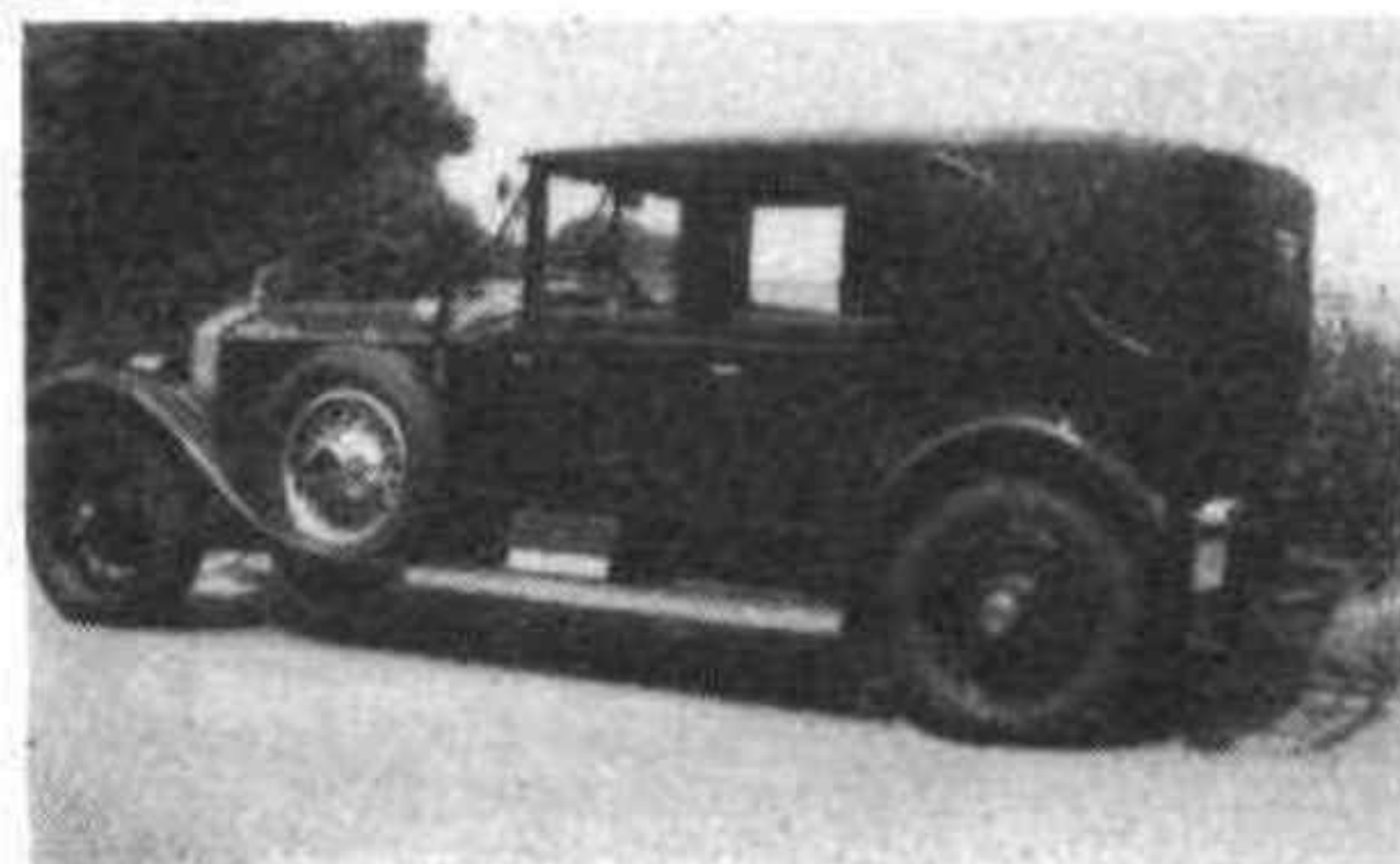
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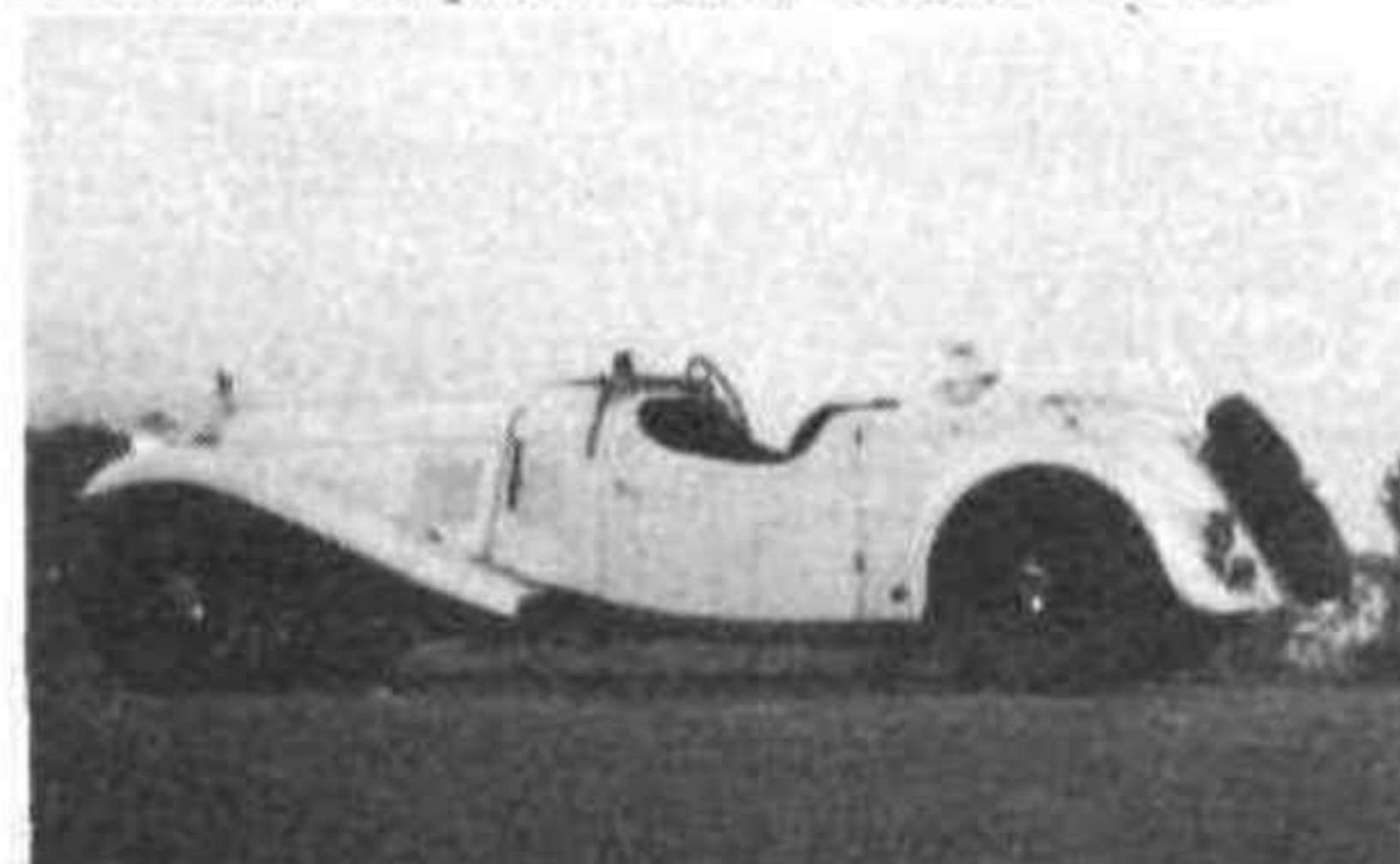
ROLLS-ROYCE 20/25 DROPHEAD COUPE. Bodywork by Park Ward. Original order.



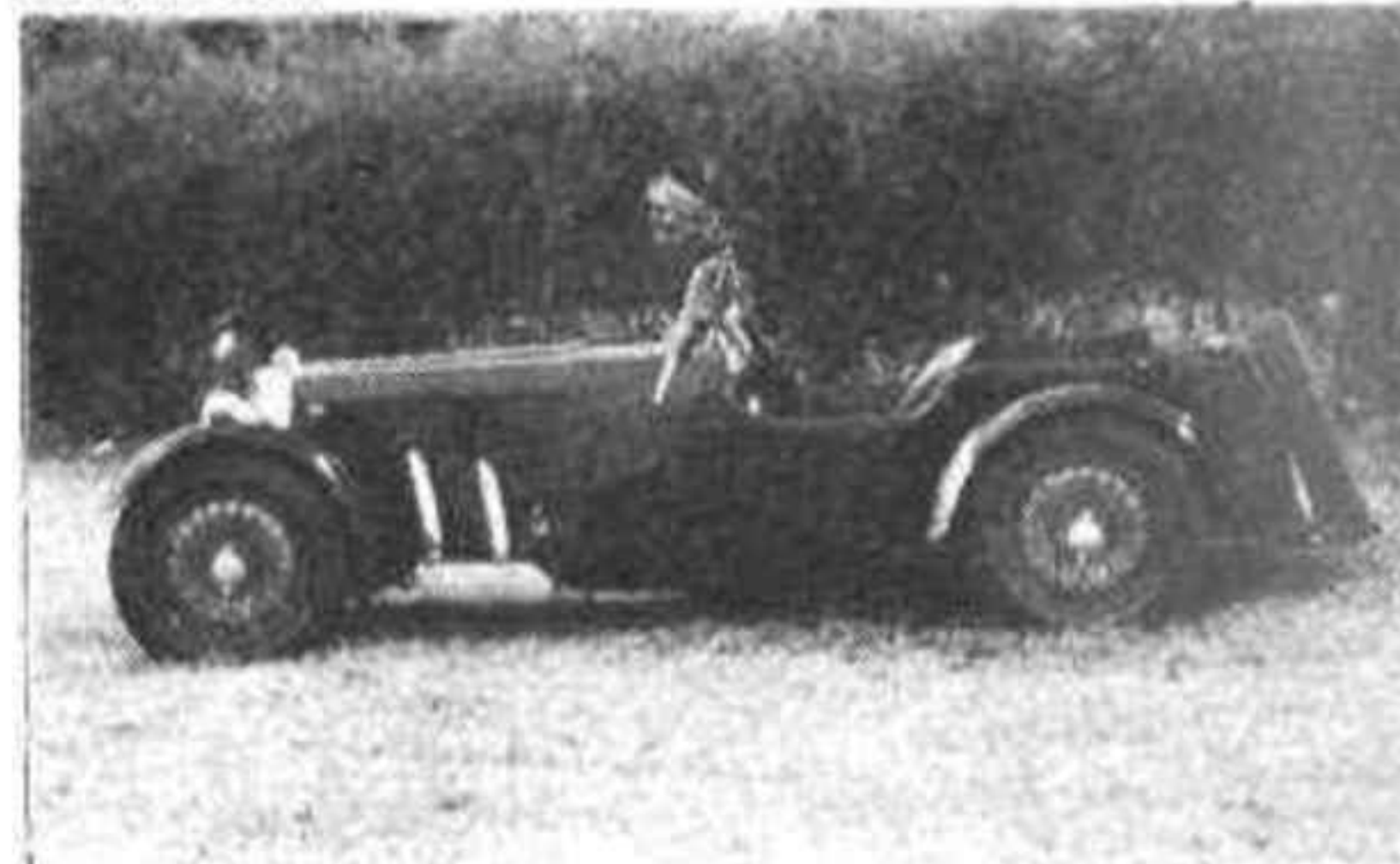
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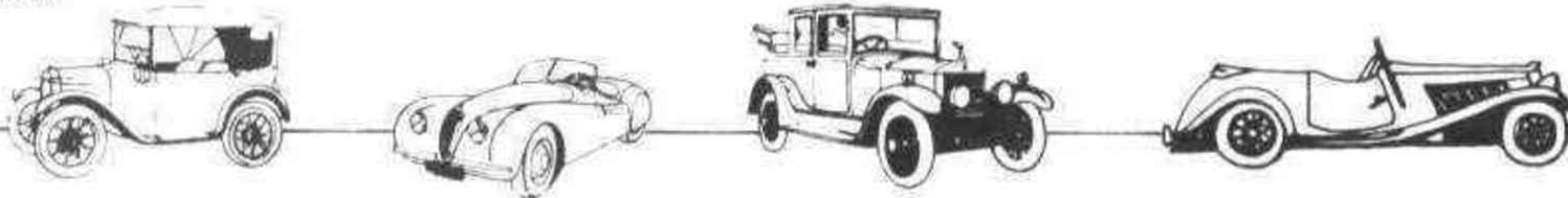
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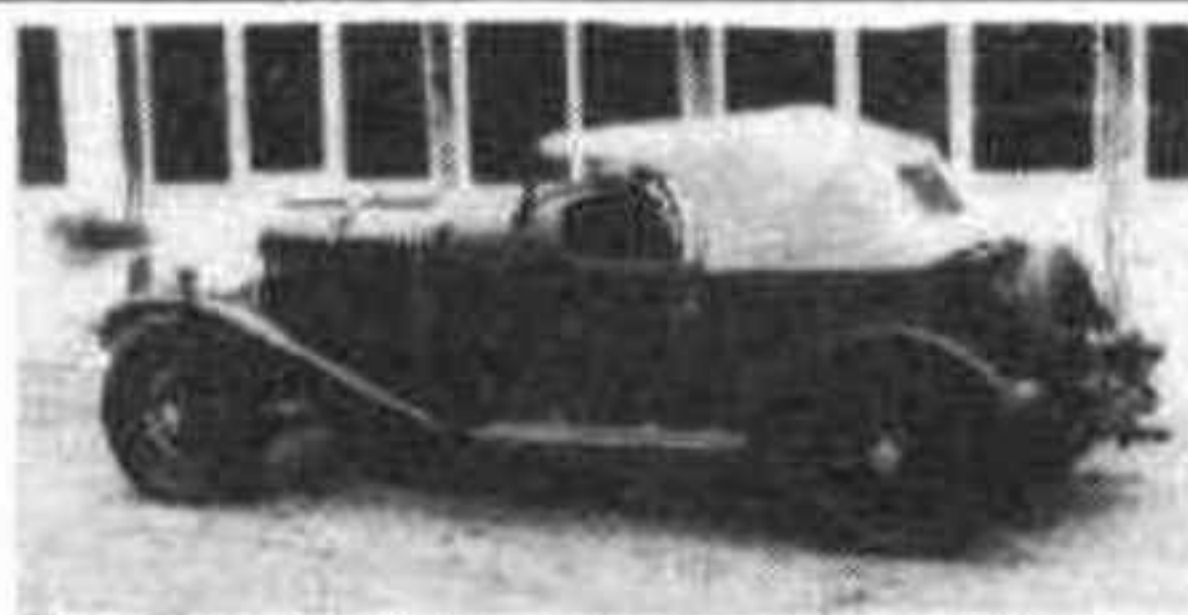
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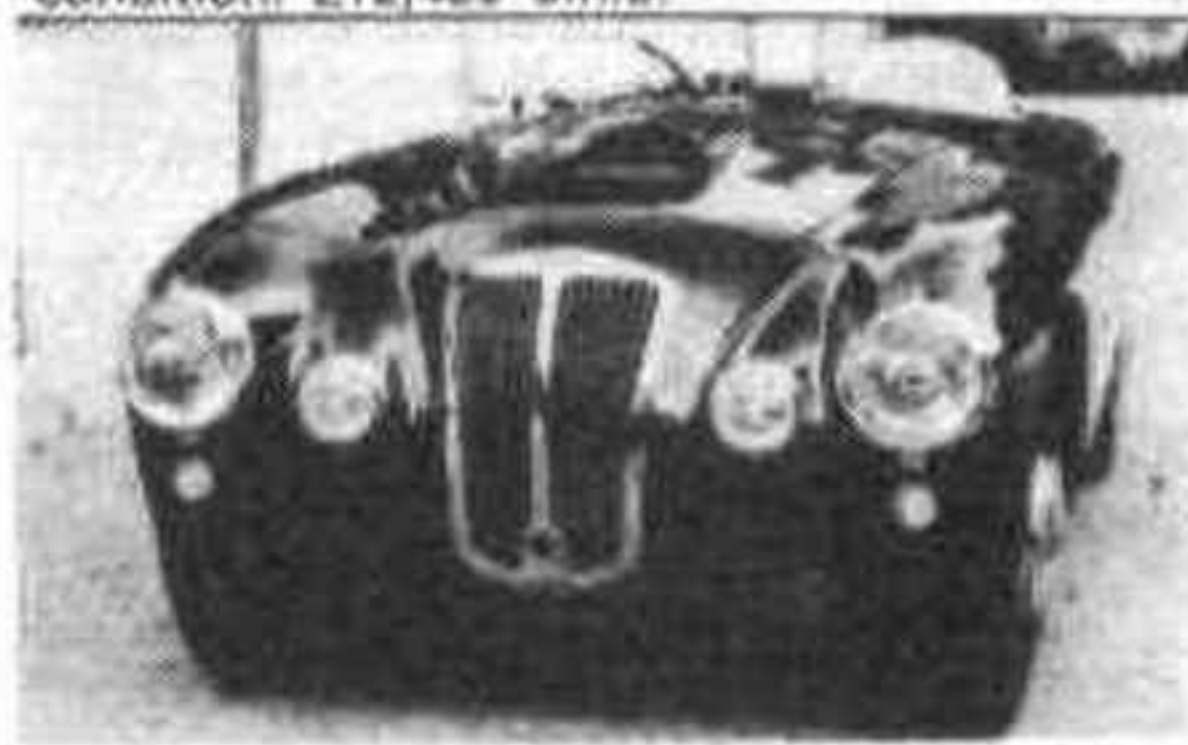
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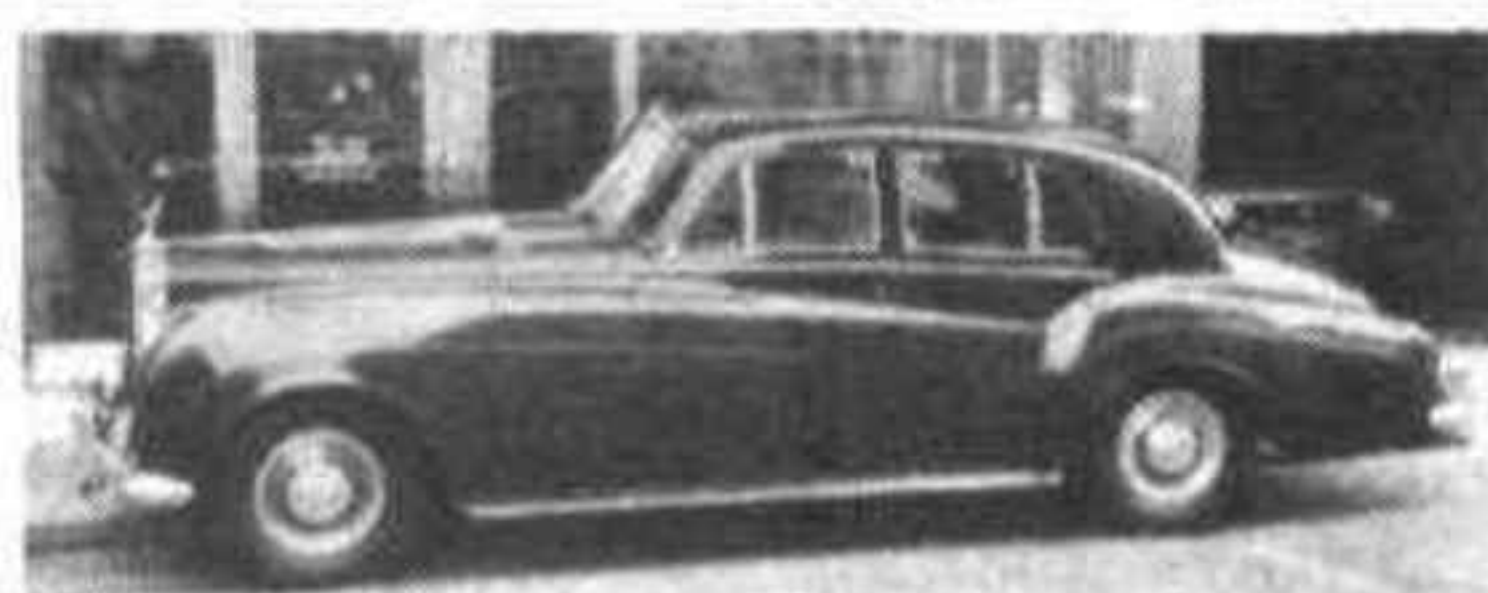
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407 1962, BRG/grey (illus.), £3,200 o.n.o.
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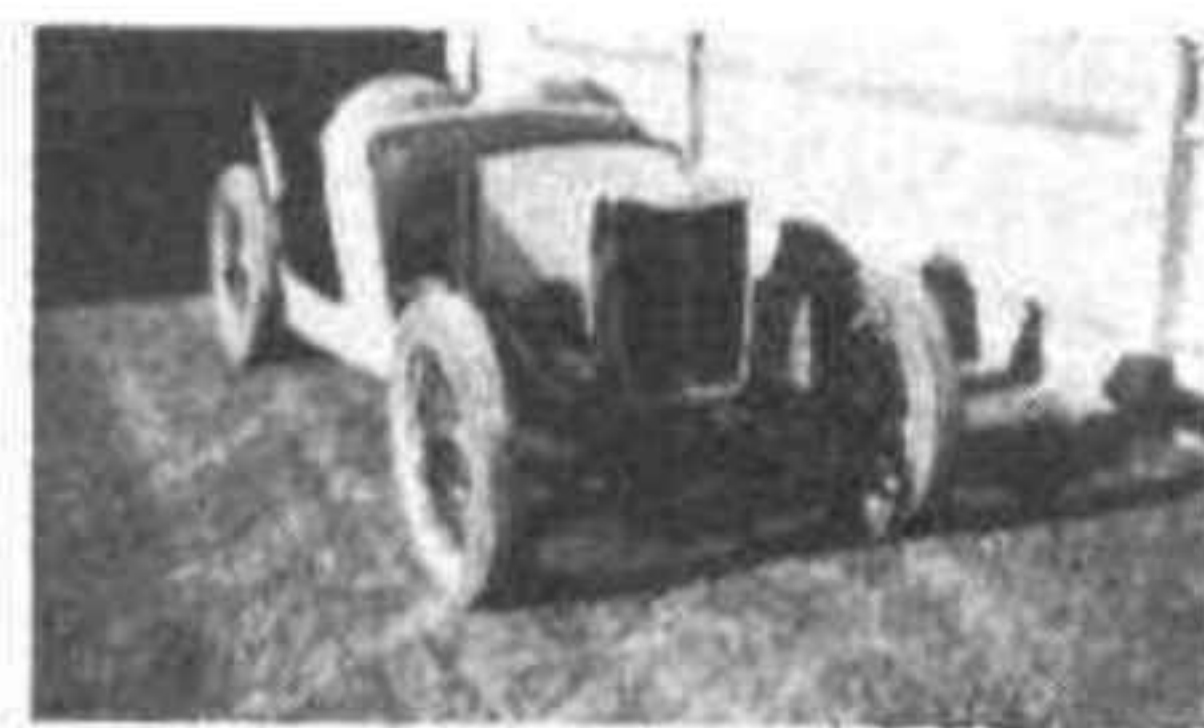
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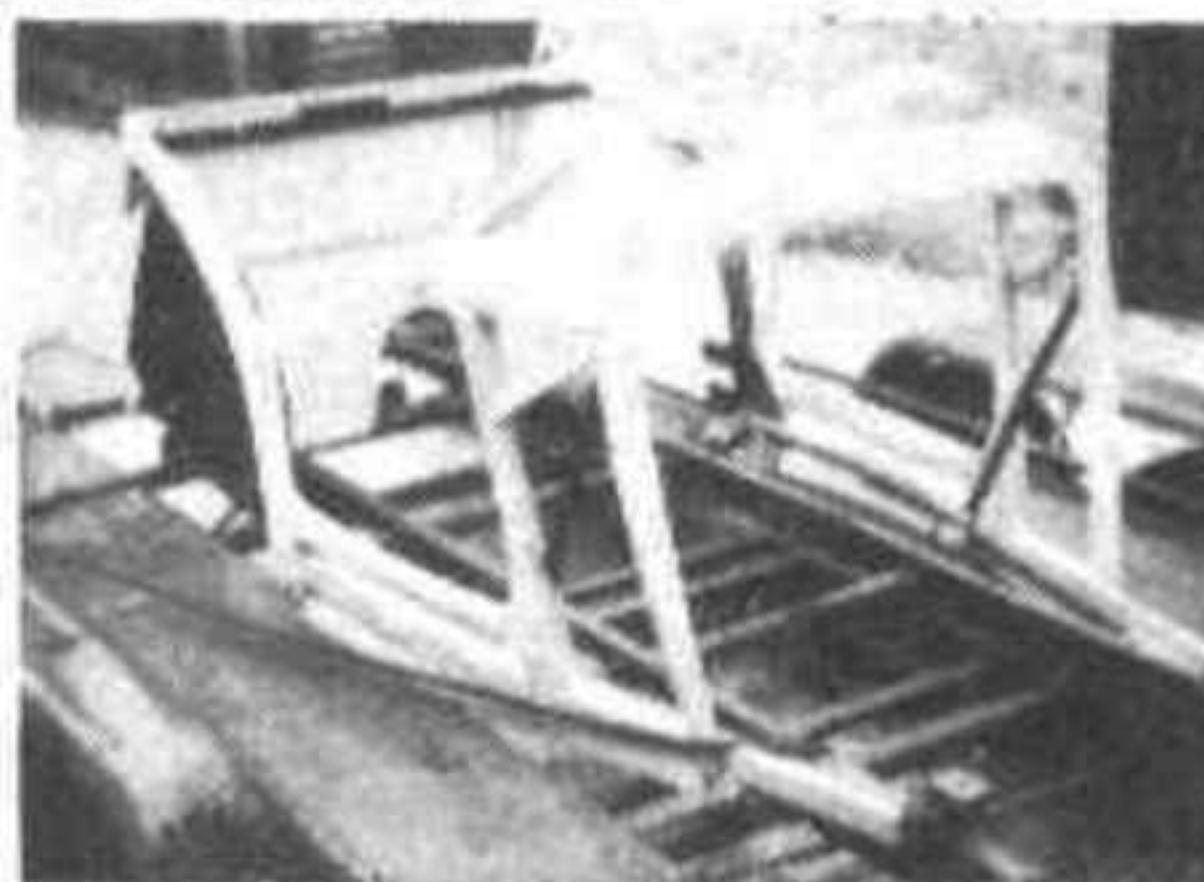
MG PB 1936 2-seat

• Few of the PB series come up for sale now. This is PB 0702 and is complete (all but carburettors) but dismantled. PB engine rebored with new pistons. Excellent un-tampered original body, good wings, bonnet, etc., 2 gearboxes, 2 radiators.
• A special offer at £1,975.



MG PA 1935 2-seat

• Fully restored car with Shorrock supercharger (not now fitted, but complete with fittings and carburettor).
• Excl. engine, very fast and reliable. New red upholstery and all new weather equipment. Taxed, MoT — drive home. £4,250.



J2/F2/L2 ASH FRAME BODY KITS (incl. doors).

• 3 only kits left now in stock £395 + VAT.
• 1 only fully constructed frame with all ply panelling (illus.) PLUS DOORS (not illus.) £495 + VAT.

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• Not running but all up and together and needing restoration.
• Very sound and above all one of the most original we have been able to sell. £3,350.



1939 MG TA TICKFORD DHC

• A very original example for restoration. Complete in good order and running engine, the original for car.
• All Tickford fittings in excl. order — £2,975.

MG J2 1934 (not illus.)

• A sound running genuine car. Well restored some years ago and a very good investment. £3,500.

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J Series Instruction manual £10 each
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O/seas £2.50 each

TA/B Service parts lists (illustrated) £1.50 each
PA/B Service parts lists (illustrated) £7.50 each
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L/K manual & parts list (photocopies only) £5.00 each



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1956 FERRARI MONZA Sports racing car less engine. Another very rare restoration project. This car would make a superb road/racing car fitted with a V12 250 GT motor. Reasonably priced at **£11,750.**

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1936 Bentley 4 1/4-litre Thrupp & Maberly cabriolet in basically sound condition having been in store many years (bottom page 201 Green Book). A car with great potential and outstanding lines. **£9,250**
1937 Bentley 4 1/4-litre Sports Saloon by Mann Egerton. Finished in maroon. With very little work could be a very fine example. **£5,250**
1951 Bentley Mk VI 4 1/2-litre finished in black with beige interior, 2 owners, 127,000 miles. Main agent maintained, a very smart and presentable example. **£3,550**
1952 Bentley Mk VI 4 1/2-litre saloon finished in silver grey with red interior, recent respray and new carpets, a very eye-catching example. **£3,750**
1952 Bentley Mk VI 4 1/2-litre by H. J. Mulliner. Sports saloon finished in black/grey with grey interior, a very sound example. (Centre page 262 Green Book.) **£3,650**
1953 Bentley R-type Sports Saloon by James Young. A car with good history, in sound condition having been in titled ownership for many years. (Top page 256 Green Book.) **£3,850**

Wanted: Parts or information for Rolls-Royce, Bentley, Hispano Suiza H6 and Straker Squire, Westover Farm, Goodworth Clatford, Andover, Hampshire. Telephone: ANDOVER 3843

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equipment with Velcro sidescreen seals has resulted in reasonable freedom from draughts and a degree of comfort in cold weather. She has an aluminium coachbuilt body with robust fibreglass wings the moulds for which were taken from an original set for total authenticity of line. Traditionally upholstered and trimmed in best cream colour Connolly hide to match her distinctive cream and black coachwork. This magnificent

and unique vehicle is virtually a new car and it is one which combines all the nostalgia of a more romantic motoring age with the practical

considerations of handling, comfort and availability of spares. It has covered less than 500 miles since completion, is open to AA engineers inspection and thorough trial, but the price is firm at **£15,000.**

Robertson, Trago Mills, Liskeard, Cornwall.
 Telephone Dobwalls 20584.



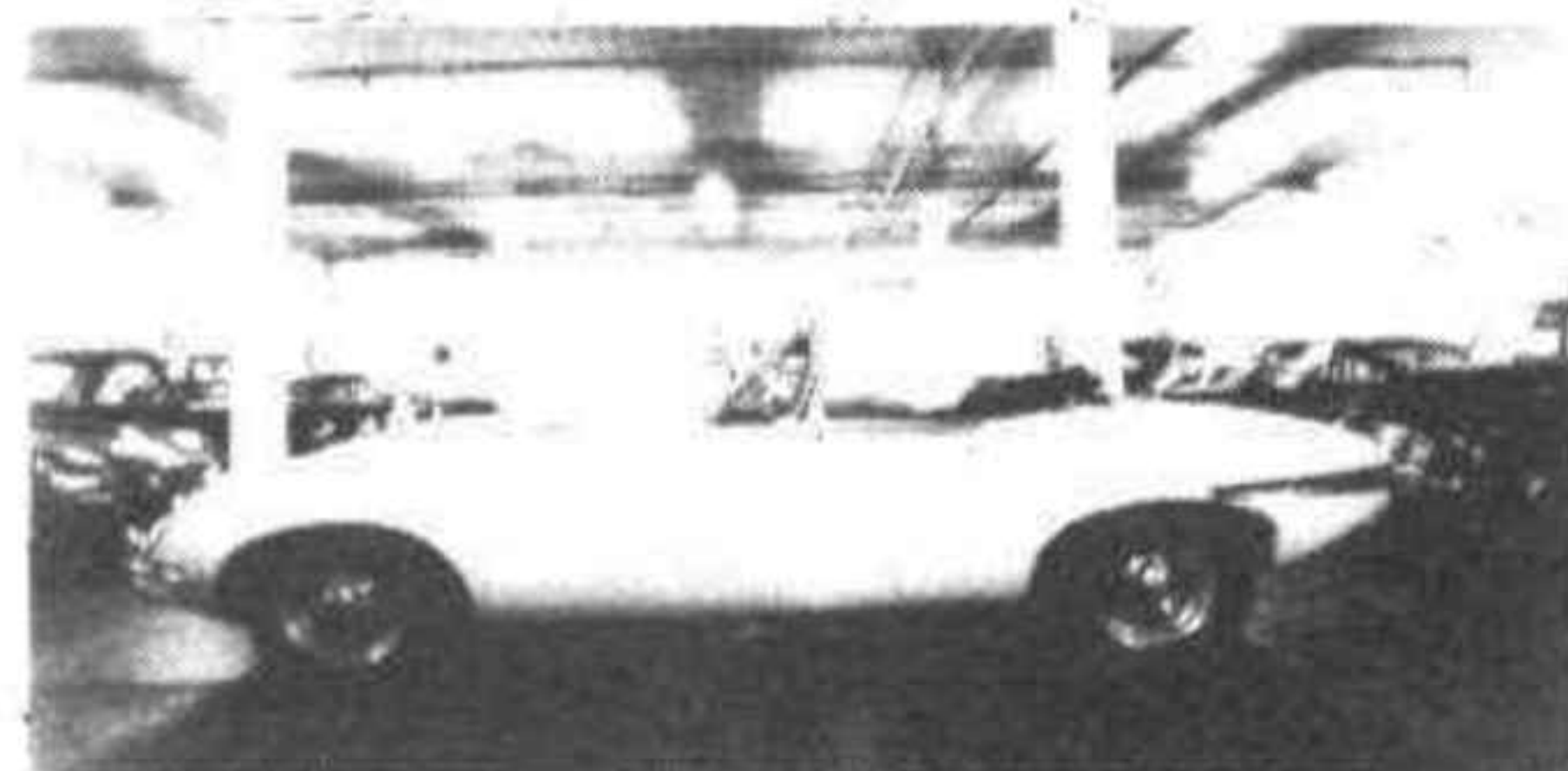
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1965 ASTON MARTIN DB5
 1968 JAGUAR 420, grey
 1968 LOTUS ELAN +2S
 1970 JAGUAR 'E' FHC
 1957 JAGUAR 3.4 MK I
 1961 ALVIS TD21 D/H
 1959 ROVER 100, mint



1974 ASTON MARTIN V8, manual, white with blue trim, choice of seven.



1969 JAGUAR E-TYPE ROADSTER, primrose yellow with black trim, choice of 5 plus three early models.



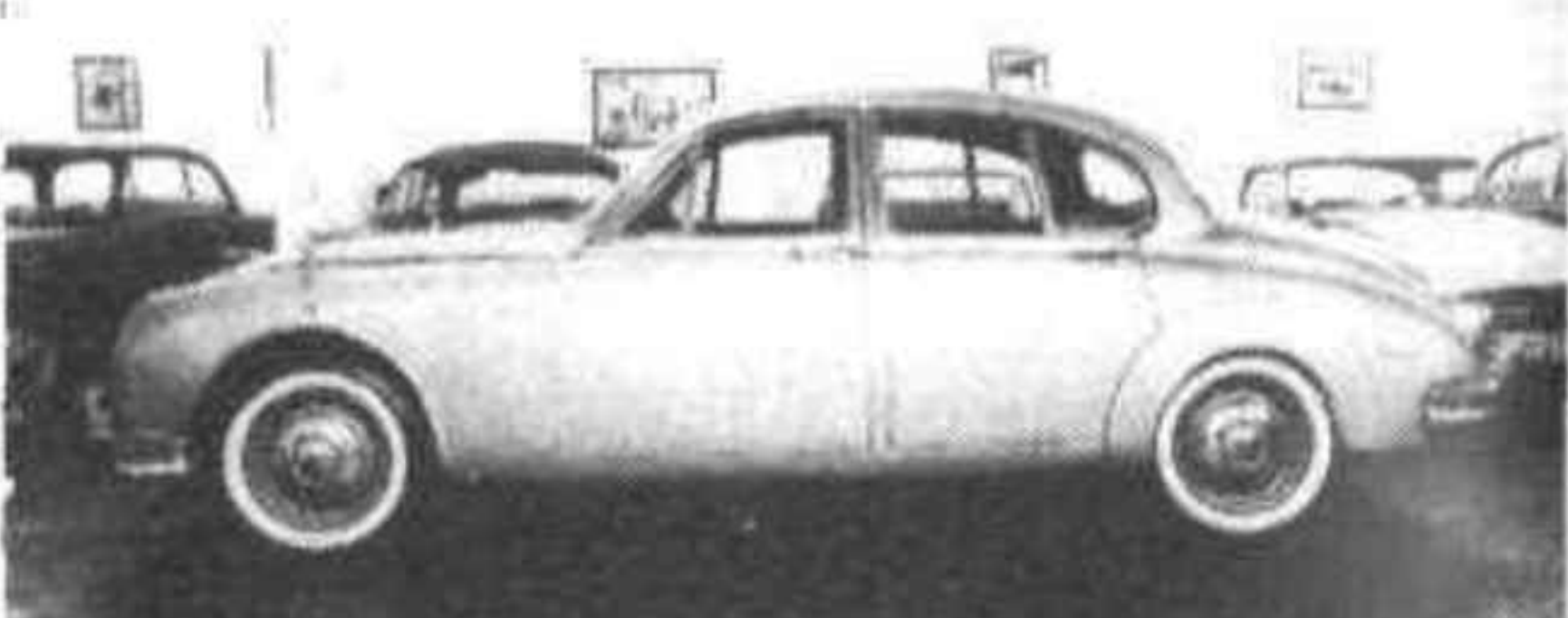
1973 ROLLS-ROYCE CORNICHE, fixed head, Brewster green with beige trim and black Everflex top.



1965 AUSTIN HEALEY 3000 MK III, blue over white with blue trim, choice of 6 plus 5 earlier models.

1963 BENTLEY SIII
 1955 BRISTOL 405
 1960 JAGUAR XK1505 D/H
 1972 DE TOMASO MANGUSTA, RHD
 1963 JAGUAR 3.8 MK II
 1968 MERCEDES 300 SEL
 1957 DAIMLER CONQUEST
 1954 SUNBEAM TALBOT
 1968 JAGUAR 'E' 2+2 AUTO
 1963 ROVER 3-LITRE
 1949 BRISTOL 400, GOLD
 1934 ALVIS SPEED 20
 1967 JAGUAR 3.4 S
 1949 JOWETT JAVELIN
 1960 DAIMLER SP250 DART
 1955 BUCKLER SPORTS
 1950 BENTLEY MK VI
 1959 AUSTIN HEALEY SPRITE
 1949 ARMSTRONG SIDDELEY
 1950 ALVIS TB14 ROADSTER
 1969 JAGUAR 'E' ROADSTER
 1967 MASERATI QUATROPORTE
 1958 JAGUAR XK150 FHC, red
 1959 ALVIS TD 21 COUPE
 1965 AUSTIN HEALEY 3000
 1964 FORD CAPRI GT
 1956 JAGUAR MK VII M
 1951 LANCIA ARDIA
 1972 MASERATI BORA, LHD
 1973 BMW 3.0 SI
 1972 AC 428 COUPE
 1957 MG MAGNETTE
 1931 ROVER TOURER
 1952 MG YB SALOON
 1967 CORVETTE STINGRAY 327
 1937 ROLLS-ROYCE PIII
 1969 VANDEN PLAS LIMO
 1956 JAGUAR XK140 FHC
 1961 AUSTIN HEALEY 3000
 1935 ROLLS-ROYCE PII
 1966 BRISTOL 409 BRG
 1957 MORGAN +4
 1972 ASTON MARTIN DBS VANTAGE
 1937 VAUXHALL 14 DeLUXE
 1970 MGC GT, blue
 1953 BRISTOL 403
 1950 ASTON MARTIN DB 2/4
 1966 JENSEN CV8
 1968 BRISTOL 410
 1966 SUNBEAM ALPINE

1961 JENSEN 541S
 1960 MERCEDES 190SL
 1928 AUSTIN ULSTER
 1934 FORD MODEL 'Y'
 1956 LAGONDA TICKFORD
 1964 RMB GENTRY
 1955 AUSTIN HEALEY 100/4



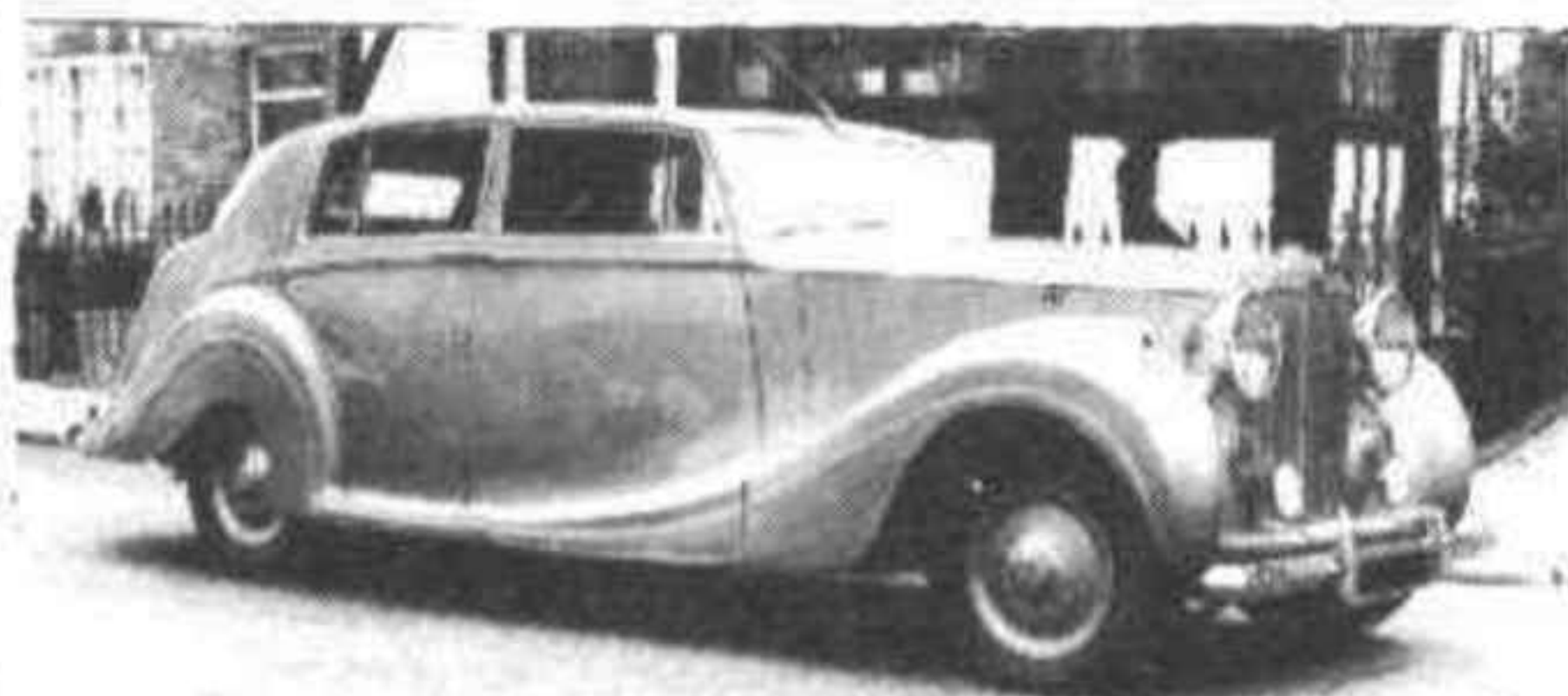
1963 JAGUAR MK II 2.4 Manual/overdrive, golden sand, tan trim, choice of 14.



1967 ASTON MARTIN DB6 MK I Volante, silver with blue trim, choice of 3.



1960 BENTLEY SII CONTINENTAL Flying Spur by H. J. Mulliner, dark blue with beige trim, outstanding example.



1950 ROLLS-ROYCE SILVER WRAITH by H. J. Mulliner. Superb in golden bronze with tan trim, a beautiful example.



1960 ALVIS TD21 CONVERTIBLE, red with tan trim and hood, choice of 6 plus 5 fixed heads.

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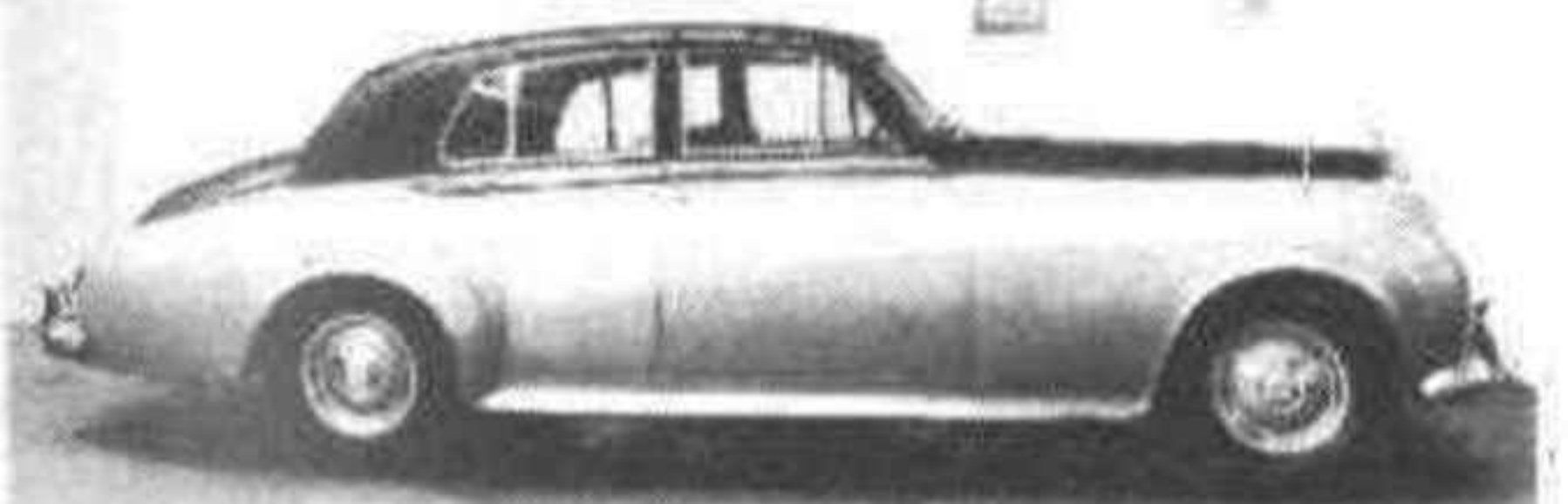
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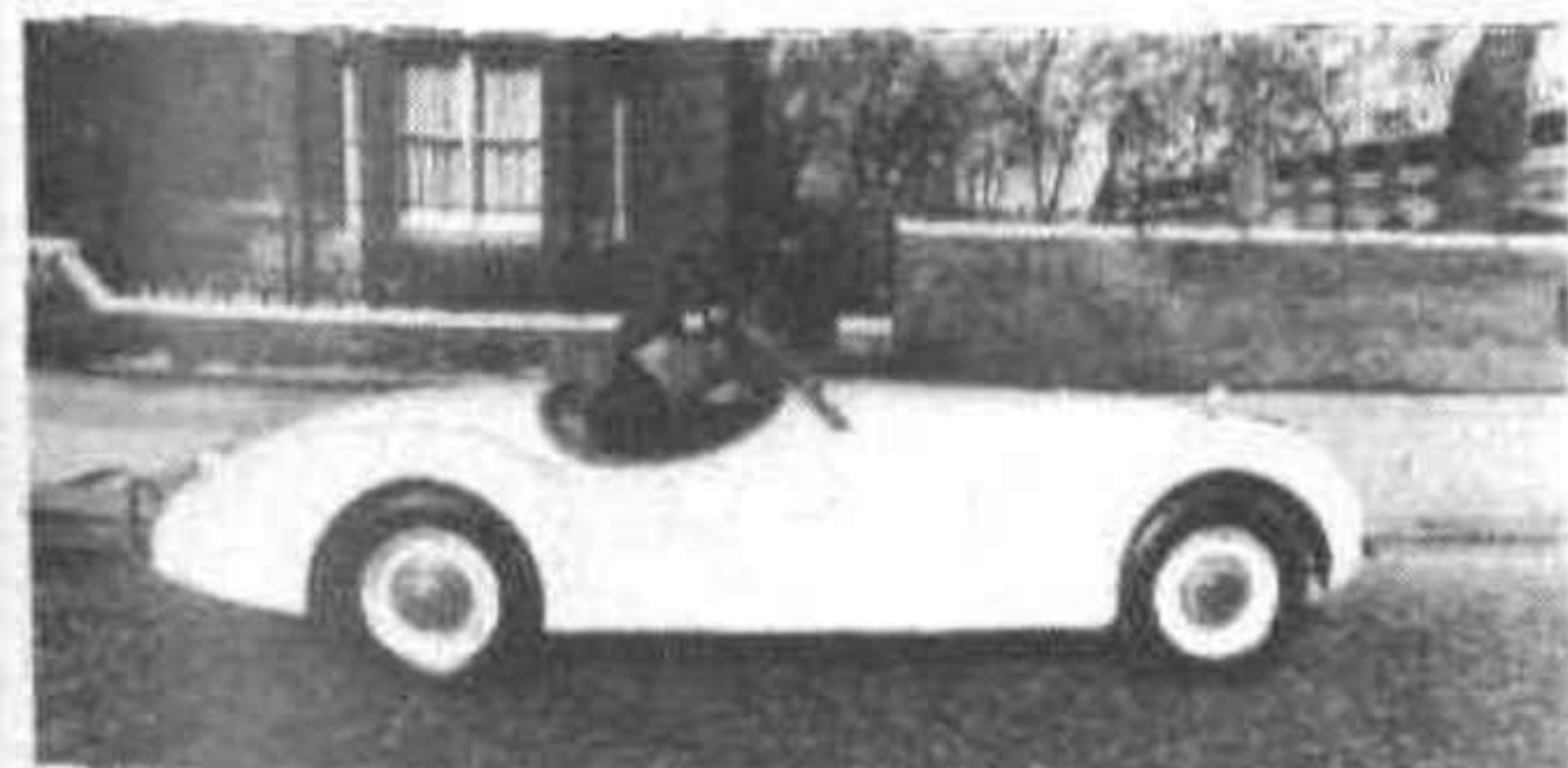
1960 DAIMLER DART, B.R.G.
 1977 ASTON MARTIN V8, MANUAL
 1959 ZODIAC FARNHAM ESTATE
 1952 AC 2-litre SALOON
 1971 CITROEN MASERATI
 1956 JAGUAR MK VII M
 1970 LOTUS ELAN +2S



1955 TRIUMPH TR2, red with beige trim, fitted hardtop, choice of 3.



1961 BENTLEY SII SALOON, midnight blue over Seychelles blue, red trim, choice of 3 plus 4 SIII Models.



1951 JAGUAR XK120 ROADSTER, white, red trim, lhd. Tax paid + XK150 convertible lhd.



1933 ROLLS-ROYCE 20/25 Sedan de Ville, blue and cream with cream trim, choice of 3 other 20/25 models

1967 ASTON MARTIN DB6
 1959 BENTLEY SI HOOPER
 1959 JAGUAR XK150 D/H LHD
 1961 ALVIS TD21 D/H
 1961 JENSEN 541S
 1950 BENTLEY MK 6
 1971 DAIMLER DS420 LHD
 1954 BENTLEY 'R' HOOPER
 1922 DODGE SEDAN
 1964 BENTLEY SIII
 1933 ROLLS-ROYCE SEDANCA
 1960 BENTLEY FLYING SPUR
 1971 JENSEN INTERCEPTOR
 1948 ROLLS SILVER WRAITH
 1935 BSA SCOUT
 1930 HUMBER 16/50 TOURER
 1949 ROLLS WRAITH SEDANCA
 1951 JAGUAR XK120 LHD
 1937 ASTON MARTIN TOURER
 1931 ROLLS-ROYCE TOURER 20/25
 1953 JOWETT JUPITER
 1935 BENTLEY 3½ AIRLINE
 1955 AUSTIN HEALEY 100/4
 1909 ROVER SINGLE CYLINDER
 1960 JAGUAR XK150 'S' D/H
 1927 MORRIS COWLEY COUPÉ
 1948 ALVIS TA14 ESTATE
 1938 CITROEN LIGHT 12
 1961 LANCIA APPIA ZAGATO
 1967 BRISTOL 409, red
 1966 GORDON KEEBLE
 1970 ROLLS SILVER SHADOW
 1948 MG YA SALOON
 1970 AUSTIN COOPER 'S'
 1960 BEARDMORE TAXI
 1957 ROLLS-ROYCE SCI
 1976 PORSCHE 924, LHD
 1968 DAIMLER V8 MANUAL, CWW
 1963 ALVIS TD21 COUPÉ
 1963 AUSTIN HEALEY 3000
 1973 JENSEN INTERCEPTOR SP
 1971 ROVER V8 COUPÉ
 1956 SUNBEAM ALPINE ROADSTER
 1967 JAGUAR 'E' TYPE 2+2
 1965 JAGUAR MK II 3.8
 1959 BENTLEY SI, silver
 1969 JAGUAR 240, red
 1964 BENTLEY SIII, gold
 1973 JAGUAR V12 'E' D/H
 1967 ASTON MARTIN VOLANTE

1973 JAGUAR V12E 2+2
 1928 ROLLS-ROYCE 20/25
 1933 VAUXHALL ROADSTER
 1964 ROVER 110, green
 1969 JAGUAR 420G
 1950 DAIMLER DB18 D/H
 1968 ASTON MARTIN DBS VANTAGE



1958 AUSTIN HEALEY 100/6, blue over white, choice of 5.



1974 BMW 3.0 CSI, dark blue, ivory trim, manual, steel s/roof, lhd.



1950 ALVIS TB14 Roadster, B.R.G., off white trim, in superb order throughout.



1966 SUNBEAM ALPINE SPORTS, black with tan trim, hard top, mint condition, choice of 3.



1973 JENSEN INTERCEPTOR SP, red with black trim, choice of 5.

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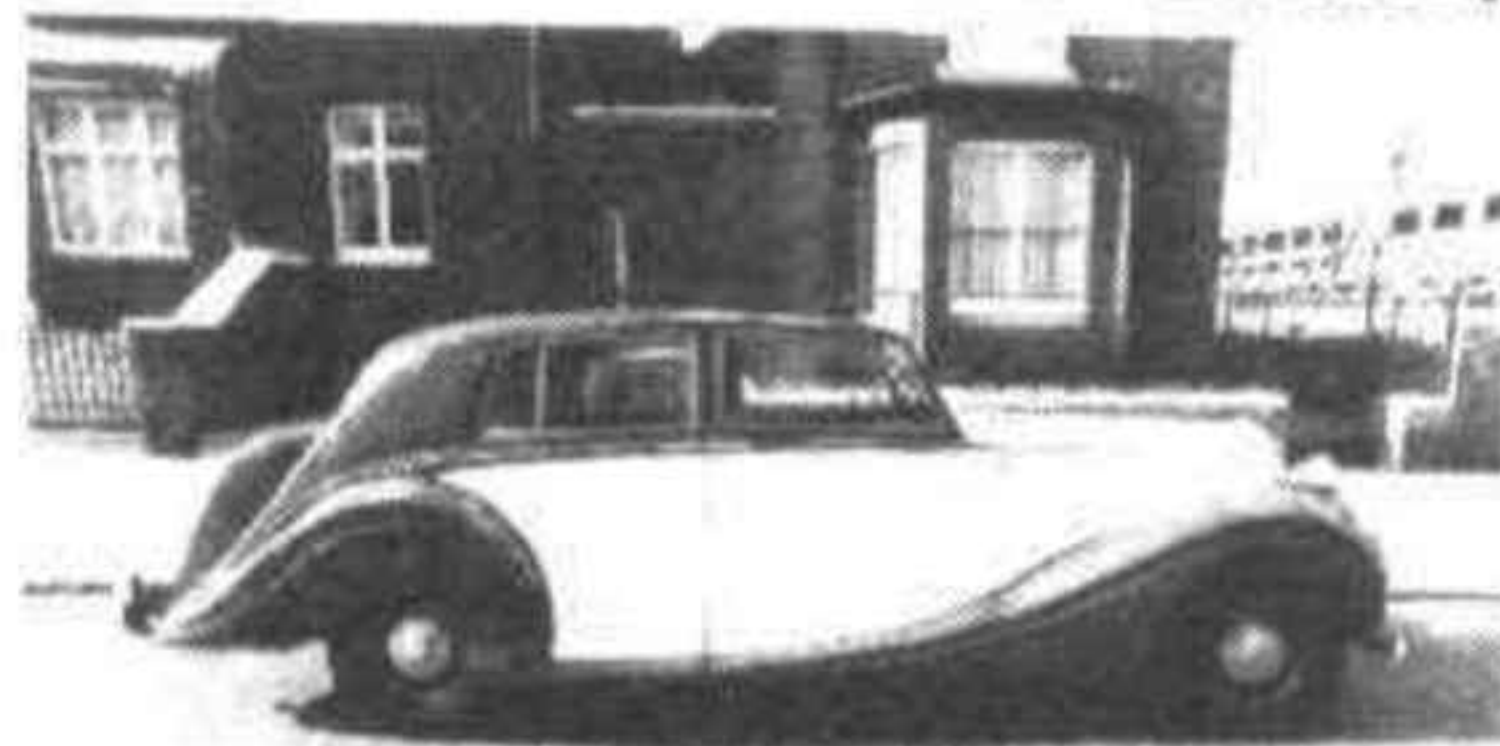
The recent rise in VAT must make second hand cars even more attractive to the shrewd buyer, especially the type of cars that we can sell you, which will appreciate in value.

Some of the cars listed below may well be sold by the time of the auction, so pop in to our showrooms anytime during the week and pick yourself a VAT free investment.

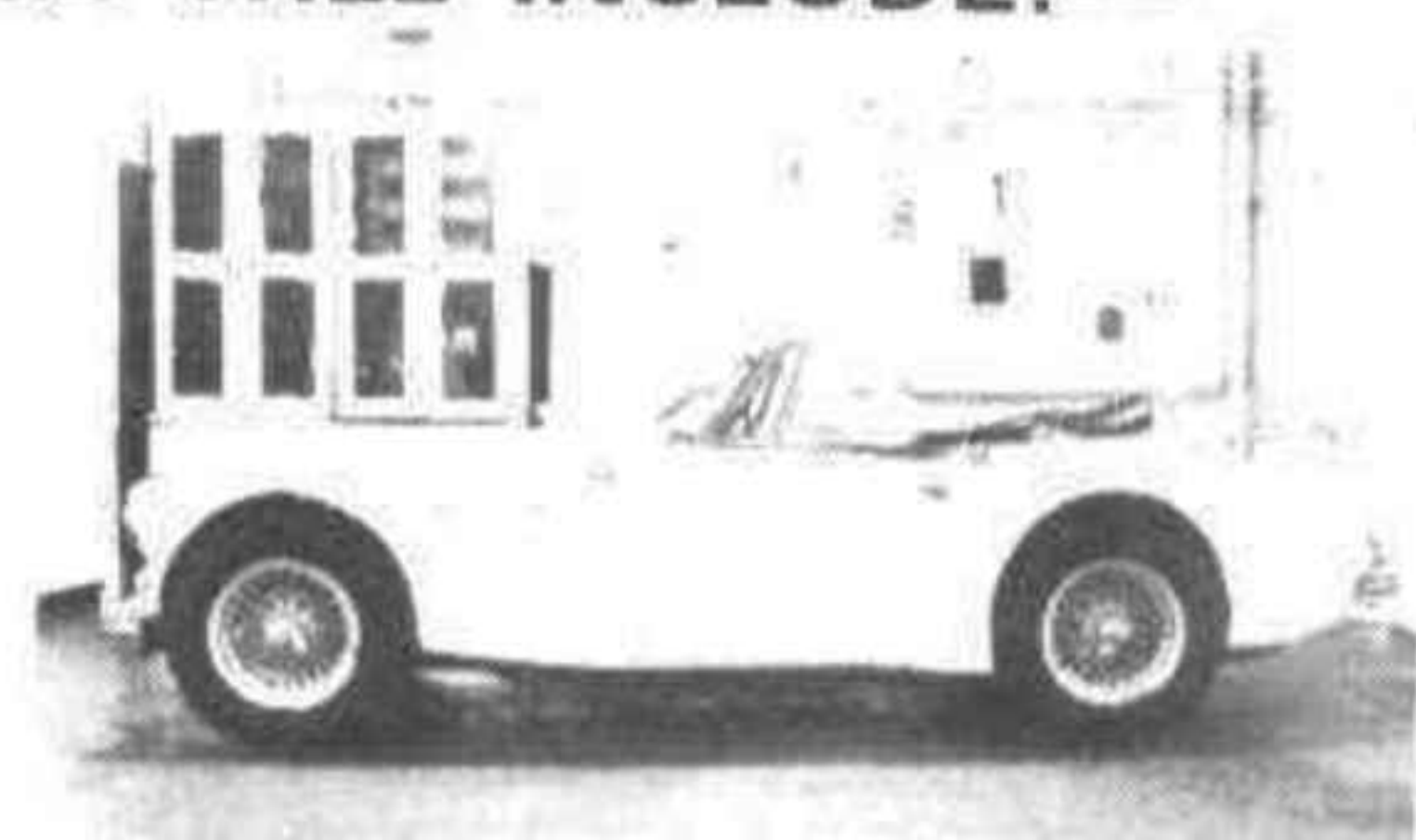
AS USUAL, WE WILL BE OFFERING OVER 250 CARS, THESE WILL INCLUDE:—



1974 Jaguar V12 "E" type Roadster



1948 Rolls-Royce Silver Wraith by Mulliner



1967 Austin Healey 3000 Mk III



1968 Ferrari 365 GT 2+2



1949 MG TD



1975 Bristol 411

1953 AC Ace
1975 Jensen Interceptor
1967 Austin Healey 3000 LHD
1937 Rolls-Royce P111
1931 Rover Tourer
1972 Maserati Bora, LHD

1959 Bentley SI
1977 Aston Martin V8
1973 Jaguar V12 E D/H
1956 Rolls-Royce SCI
1960 Daimler Dart
1951 Bristol 401

1971 Alfa Montreal
1950 MG TD, black
1960 Beardmore Taxi
1970 Rolls S/Shadow
1951 Lancia Ardia
1970 Mini 1275 Cooper "S"

If your car does not sell in the first auction it is entered, simply leave it in our showrooms on our consignment service until the next auction!

But do not forget that early consignment will allow us to give your car maximum publicity.

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SUMMERTIME BLUES (AND GREYS)!

A marvellous weekend was recently enjoyed around Silverstone, where the AMOC held the 30th St. John Horsfall Historic Races (June 23rd). Marred only by appalling weather for the 'Summer (?) Concours' on the Sunday, after which I had to negotiate 100-odd miles of spray-logged M1 in an open Cobra; the previous sunny two days' activities were more than adequate compensation. I was able to fulfil a 2-year-old ambition to trundle the Lola T160 Can-Am Spyder round lots of test laps at Silverstone, and then drive it back to the hotel at Crick on the road, our display of 'historic' machinery seemed to be much appreciated in The Paddock on Race Day; and the Ginetta G10 (see below) and same Lola T160 were awarded 1st and 2nd places in Class in the Summer Concours mentioned above. A bright interval in a hitherto grim year!



1960 EX WORKS TRIUMPH TRS LE MANS — 929 HP; The last member of the Team Prize-winning Le Mans Two, and the only example ever likely to be offered on the open market, total originality to the last nut and bolt, with superb presentation — better than at Le Mans 1960/61; M.O.T.'d and taxed, and obviously eligible for (Group 1) Historic events, full colour article in *Thoroughbred and Classic Cars*, July '79, 90 pts. *Photo.*



1964 EX WORKS GINETTA G10 V8; Another unique sports racing car, being the outright winner of the International Sports Car Race at Brands Hatch (1965), total restoration and development to the ultimate achievable standards over the past 3 years; 3rd in Class in a round of the 1979 Classic Sports Car Championship and Class winner at the AMOC Summer Concours; taxed, M.O.T.'d and suitable for any road usage — whilst being the fastest accelerating road car I've ever driven (incl. 7-litre Cobras), with full GT 40 spec. engine (289 c.i., c. 430 b.h.p.) — 97 pts. *Photo.*



1964 AC COBRA '289' MK 2 — RHD — 82 LIA; a beautiful example of the best-looking Cobra model; c. 38,000 miles, with lots of desirable features — chrome wires, Weber carbs, twin servos, hard-soft tops, etc., absolutely superb in silver with black interior. — 91 pts. *Photo.*



1977 (S) FERRARI 512 B/BOXER; 1 owner, 11,000 miles, all options incl. air-cond. and the best-looking colour scheme of metallic blue with cream interior, all as new.

1965 AC GHIA WILLMENT COBRA '427' GT — RHD; Willment's own 200 m.p.h. 'Ultimate Road Car', using one of the three '427' Mk. 3 Cobra chassis (CSX 3055) supplied to Ford Advanced Vehicles Ltd.; full Holman and Mooney 450+ b.h.p. engine; all-alloy body by Ghia, built in 1953; luxury interior in suede/leather with electric windows, etc.; a unique and famous Cobra with extremes of docility, power and cornering! — 91 pts. *Photo.*



1966 FERRARI 275 GTB/2 CAM — LHD; many people's favourite Ferrari; the long-nose, torque-tube 275GTB; 2 owners and 28,000 miles only, recent £5,000+ engine rebuild due purely to an unfortunate mechanical accident; silver with as-new black/red interior — 91 pts. *Photo.*



1972 DE TOMASO MANGUSTA — RHD — TES 64; one of only approx. 3 R.H.D. examples in the UK of this beautiful mid-engined GT, modified 289 c.i. Ford V8 gives around 175 m.p.h. in 5th gear (ZF box); 2 owners, 19,000 miles only; red with black grey interior, air-cond., elec. windows, etc. — 91 pts. *Photo.*

1956 CORVETTE SPORTS — LHD — MIK 550; a splendid, restored example of this very rare model, with hard-soft tops, etc. — 88 pts.

1969 MERCEDES 300 SEL 6.3 SALOON — YVX 42H; an active member of the Mercedes Owners Club recently endorsed my opinion that this could possibly be the finest example of this marvellous 5 seater 4 door Cobra in the UK; 45,000 miles only, with every conceivable option incl. elec. roof and air-cond., etc.; original dark green with oatmeal leather/carpeting, all in simply astonishing condition, my own family car for eighteen months, offered only because I have now acquired a 290SE convertible — 93 pts.

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ROLLS-ROYCE, 1976. Silver Shadow. Four door sports saloon elegantly finished in peacock blue over blue mink with contrasting light tan hide trim, recorded 22,000 miles.



BENTLEY, 1965, SIII. Series Standard four door sports saloon, finished in shell grey and tudor grey with blue grey hide trim, recorded 84,000 miles, electric windows, all tools, etc., an outstanding example of this classically styled model.



ROLLS-ROYCE, 1970. Silver Shadow four door sports saloon finished in Seychelles blue with powder blue hide trim, full refrigeration, Sundym glass, recorded 82,000 miles.



ROLLS-ROYCE, 1952. Silver Wraith long wheelbase touring limousine with classic semi-razor edged coachwork by H. J. Mulliner, sedately finished in ebony with tan hide trim. Fitted with P100 lamps etc., mechanically excellent.



BENTLEY, 1956, S1 Series standard four door sports saloon, ex-property of famous entertainer, extensively restored and mechanically first class, finished in pearl over tudor grey with grey hide trim.



ROLLS-ROYCE, 1968, SILVER SHADOW. Four door sports saloon elegantly finished in smoke over pewter with contrasting tan hide trim. An excellent example of the early series.

BENTLEY, 1967, 'T'. Series four door sports saloon sedately finished in pearl grey with tan hide trim; all the usual refinements, mechanically first class just fully serviced.

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1938 Daimler Light Straight Eight. Pillarless Sports Saloon by Vanden Plas. Black and cream, cream leather interior. Original and immaculate. Believed approximately 20,000 miles from new.



1924 Citroën Cloverleaf 2-seat Tourer. Right hand drive. Maroon and black, very original and attractive, excellent running order.



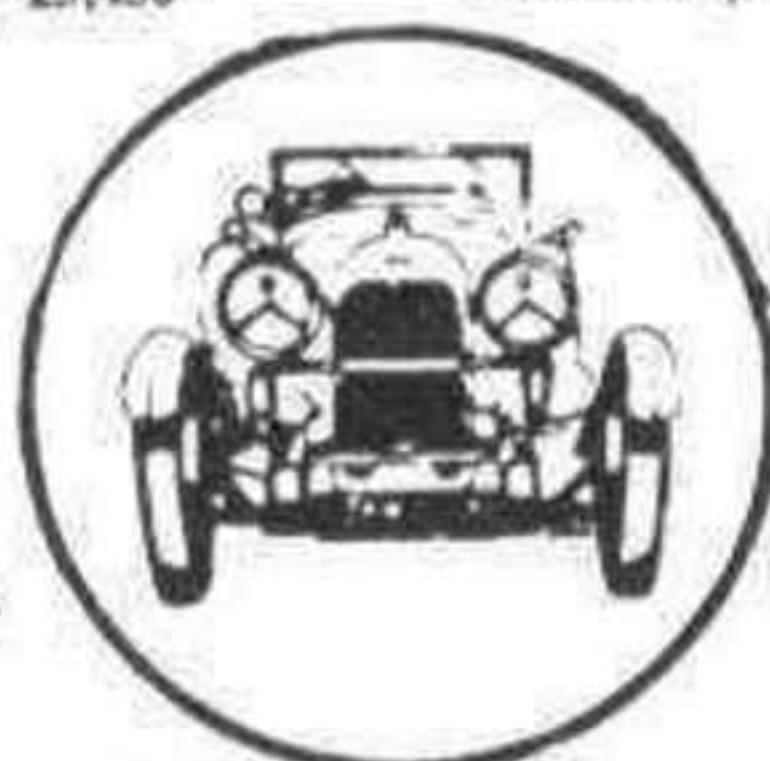
1952 Bentley R-type. Very original in dark green. Complete with original tools, handbook, radio and carpets. Condition suggests that the recorded mileage of 65,000 may be correct. £5,450



1937 Kaiton Straight 8. Black. In good running order, very original, coachwork by Carbodies.

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1954 Rolls-Royce Silver Dawn Automatic. Black pearl over shell grey, red interior, genuine mileage 77,000, probably the nicest Silver Dawn in the UK. (Photo)

1928 Rolls-Royce 3 Position Drophead Coupé. Bodywork by Southern Coachworks, in black, interior upholstered in new Connolly hide, one owner last 20 years. Chassis and bodywork in concours condition.

1971 K Rolls-Royce Silver Shadow 4-door. Regal red, red interior, recorded mileage 58,000, immaculate condition, service history.

1968/69 Rolls-Royce Silver Shadow. Midnight blue/beige interior, 63,000 miles, immaculate.

1965 Bentley S3 Continental Mulliner Park Ward. History, regal red, beige interior, beautiful condition.

1975/6 P Daimler Vanden Plas 4.2 LWB Saloon. Squadron blue, 37,000 miles, one owner.

1971 K Mercedes Benz 250 Sc Coupé. Metallic whisky, white trim, PAS, electric sunroof, manual gearbox, genuine mileage 25,000, absolutely superb.

1963 Rolls-Royce Silver Cloud III. Pine green, refrigeration, 3 owners, 69,000 miles.

1954 Bentley 'R'-Type. Tudor grey, blue interior, gen. mileage 71,000.

1953 Bentley 'R'-Type. Shell over Tudor grey, blue 100,000 miles, superb condition.

1961 Bentley SH. Sage and smoke green, red interior, 79,000 miles from new.

S Reg. MG Midget. Black, tan interior, radio, recorded mileage 18,000.

1979 March Land Rover Safari. LWB, 12-seater, 6-cyl., petrol, o/drive, freewheel hubs, deluxe seats, towbar etc.

1970 Morris 1000 Traveller. 18,000 miles.

1939 Morris 8 Series E Saloon. 55,000 miles.

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AND BENTLEY
ALL OUR CARS IN SUPERB CONDITION

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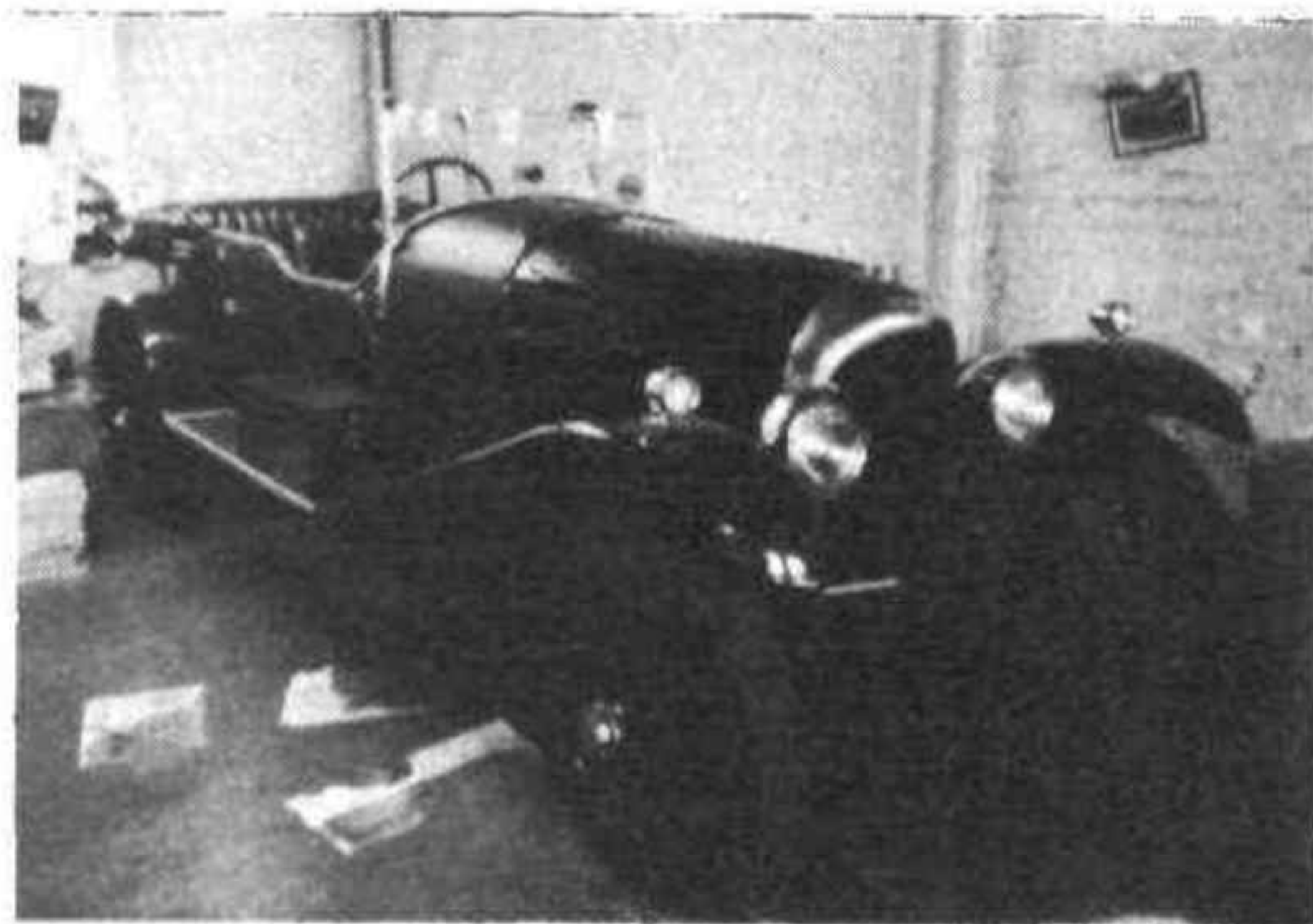
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1925 BENTLEY 3-LITRE OPEN SPORTS 4-SEATER

This Bentley has only done a few thousand miles since stripped to the chassis and extensively rebuilt in mechanics and coachwork, etc., by leading vintage Bentley specialists. Its new Vanden Plas type coachwork (by Tony Townsend) is indistinguishable from an original fabric bodied V.D.P. sports tourer, and is very attractive in British Racing Green with new pleated green leather interior, black hood, hood bag and full length tonneau cover, etc., and fitted outside handbrake, battery and tool box, new tyres, etc. complete with bills and full details of its rebuild, etc.

Other investment classics expected in stock or being fully restored, include

1929 Bugatti 1½-litre Type 40 GP T sports/racing 2-seater
1928 Bentley 4½-litre open sports 4-seater by V.D.P.
1930 Minerva 5.9-litre landaulette by Victor Broome
1927 Rolls-Royce Phantom 1 dual-cowl open 5/6-seater tourer

1938 Bentley 4¼-litre open 2-seater boat-tailed sports Speedster
1955 Jaguar D type XK120 open sports 2-seater roadster
1955 Jaguar XK 140 fixed head coupe (very low mileage)
1957 Bentley S1 Continental 2-door fastback coupe by H. J. Mulliner

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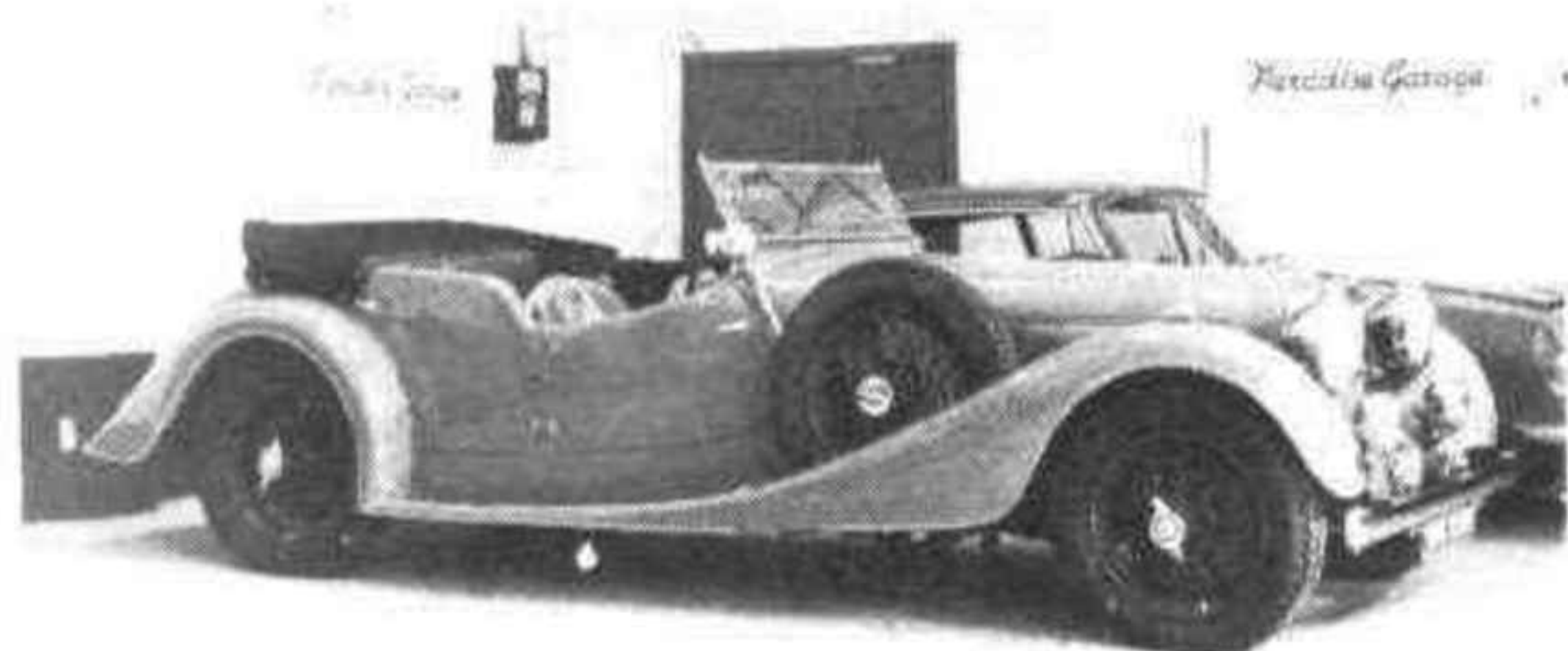
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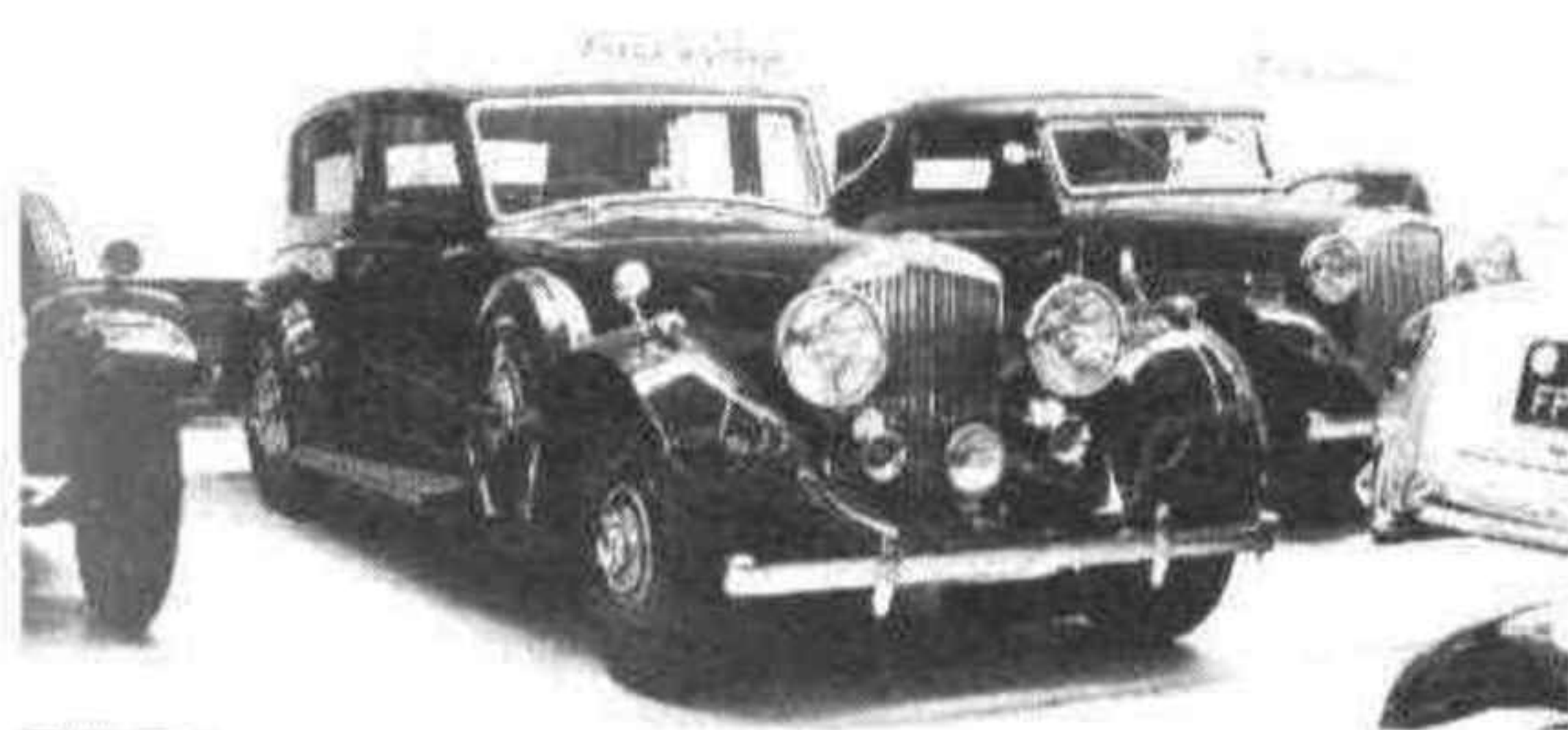
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1938 LAGONDA LG6

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1927 Sunbeam 2-seat with Dickey
1973 Jaguar V12 Roadster



1952 BENTLEY. COACHWORK BY GRABER



1934 SINGER LE MANS

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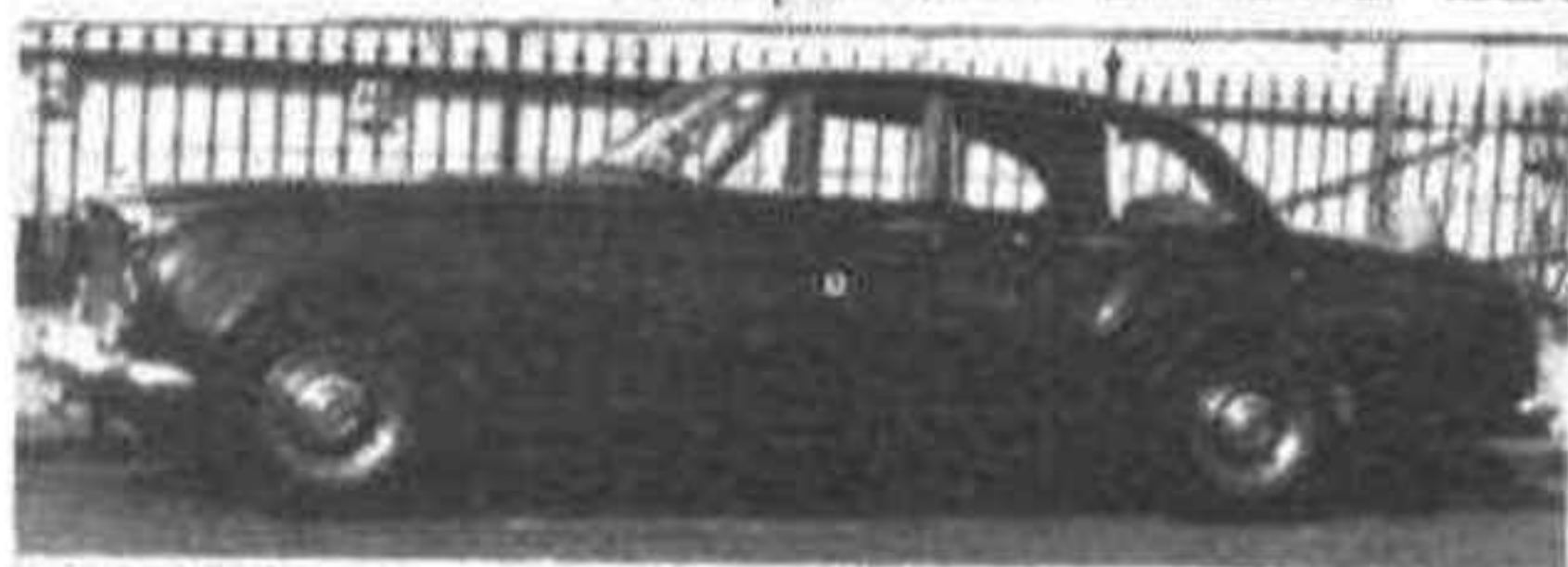
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Bentley H. J. Mulliner 1949 Mk. 6 Very nice original low mileage condition, solid and no rot. Black over shell grey with dark blue interior and carpeting. £6,750

1978 Unregistered New Bentley Corniche Coupé. Left hand drive, for immediate delivery. Highland green, beige interior with Cumberland stone tarpeting. Dark green Everflex roof £39,500

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1971 T Type Bentley. Larch green/green interior. 43,000 miles, one owner. Beautiful car.

1954 R Type Auto in restored condition. Very nice car.

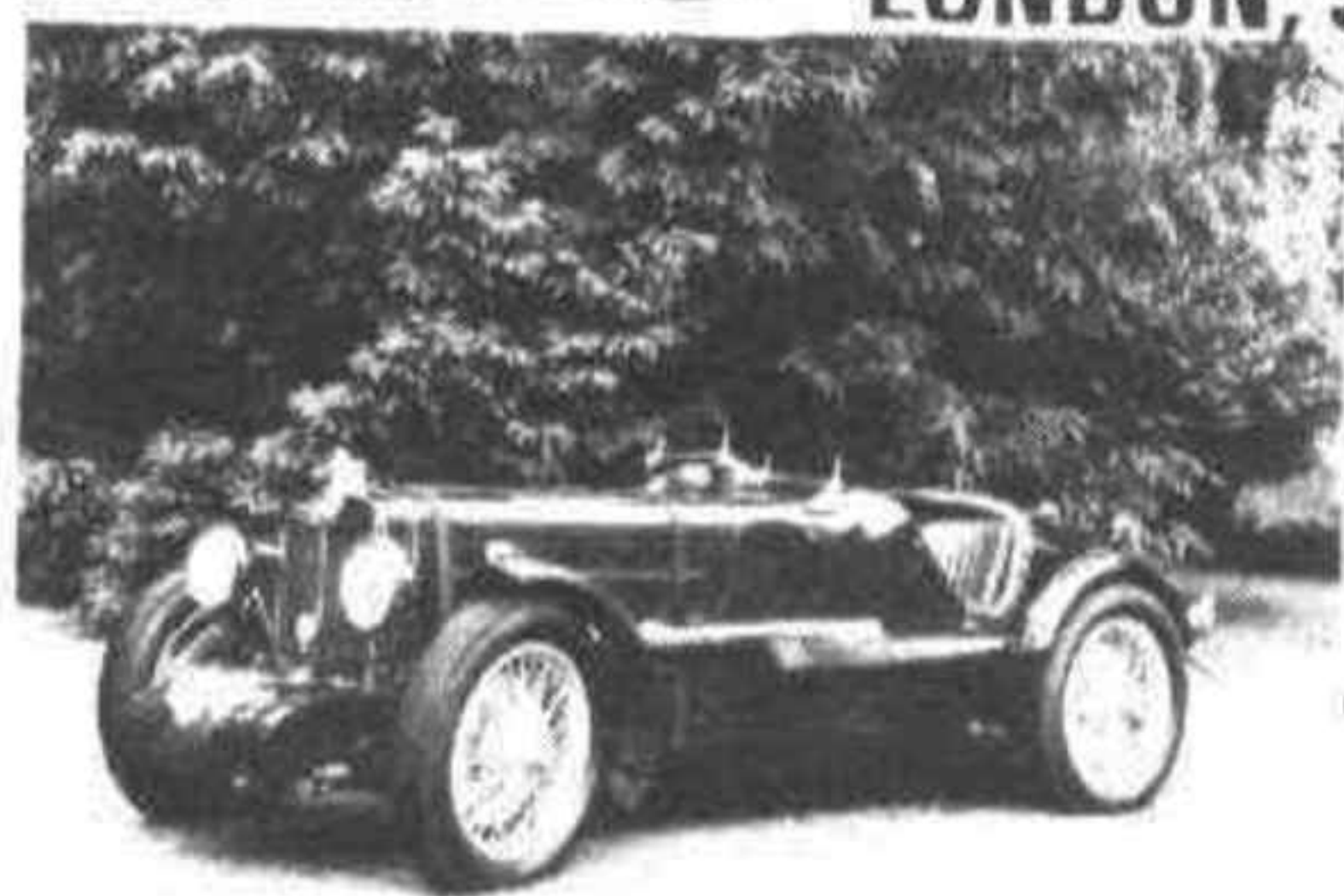
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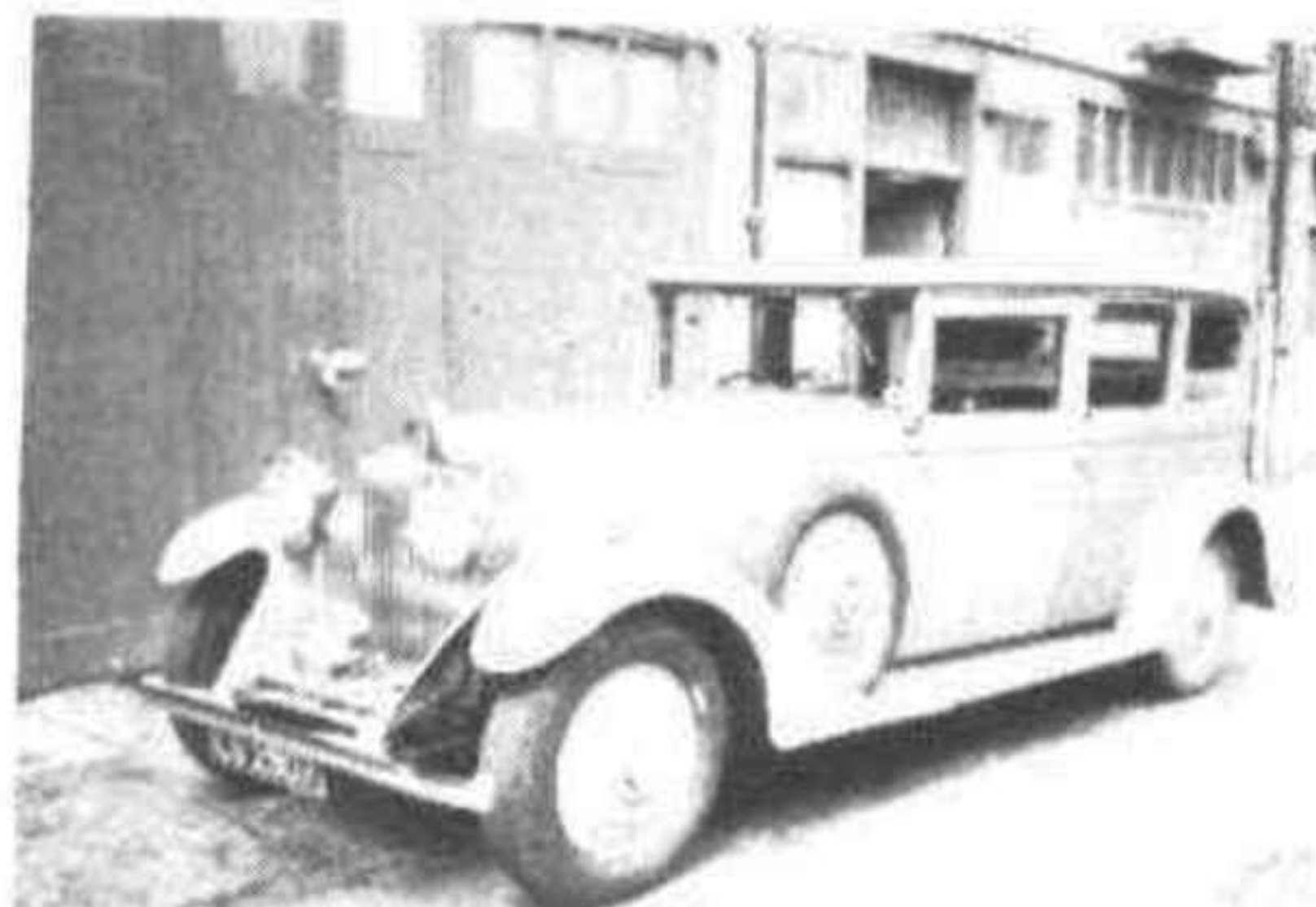
1931 BENTLEY 8-litre SEDAN COUPÉ as built by Brian Morgan in 1955. Known as the B.D.M. Less Duesenberg engine.



1933 MG K3. Competition two-seater. Chassis 3011. The famous Whitney Straight/Dick Seaman car winner of many International events. In fine condition.

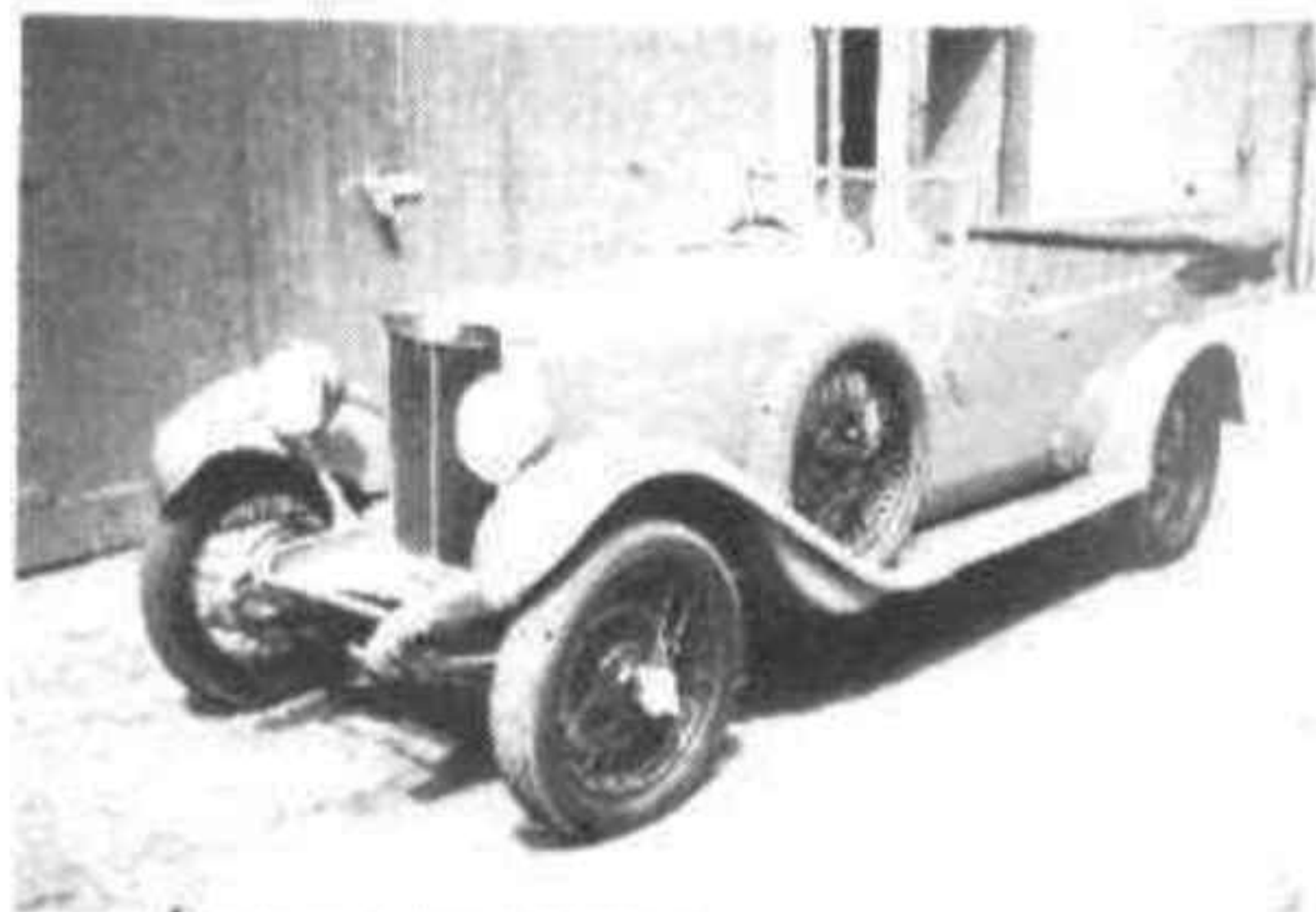


1928 BROOKLANDS RILEY two seater.



1932 ROLLS-ROYCE 20/25 LIMOUSINE by Hooper. Exceptionally attractive example.

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1929 MG 18/80 four-seater tourer.

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1935 BENTLEY two-seater fixed head coupé.

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1924 ROLLS-ROYCE 20 touring saloon by Brewster.

1938 ROLLS-ROYCE 25/30 Sports Saloon by Thrupp & Maberley.

1928 LEA FRANCIS 1½-LITRE two-seater with Dickey.

1928 BUGATTI TYPE 40 2/3-seater.

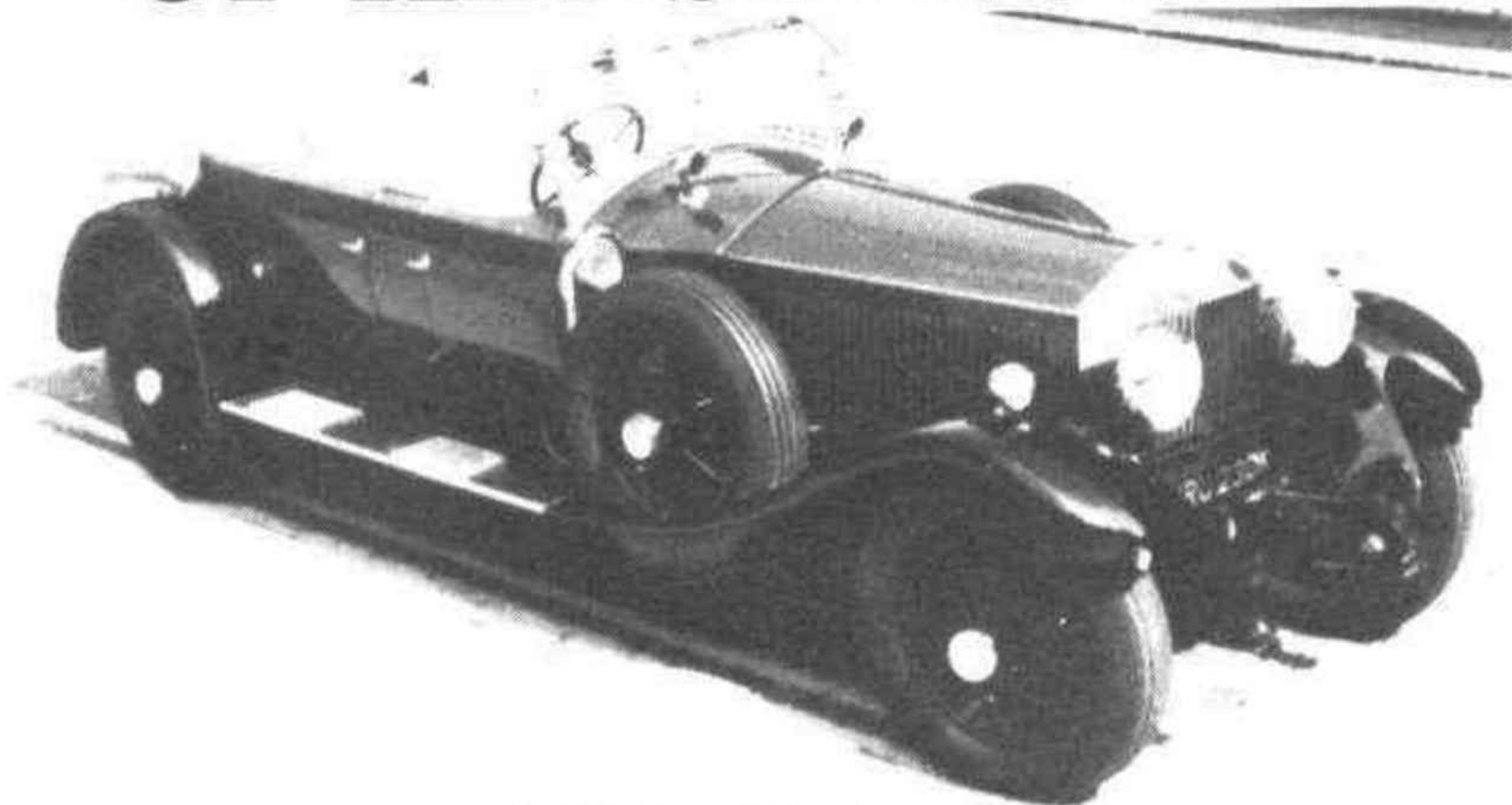
1928 ALFA ROMEO 1500S twin OHC sports two-seater.

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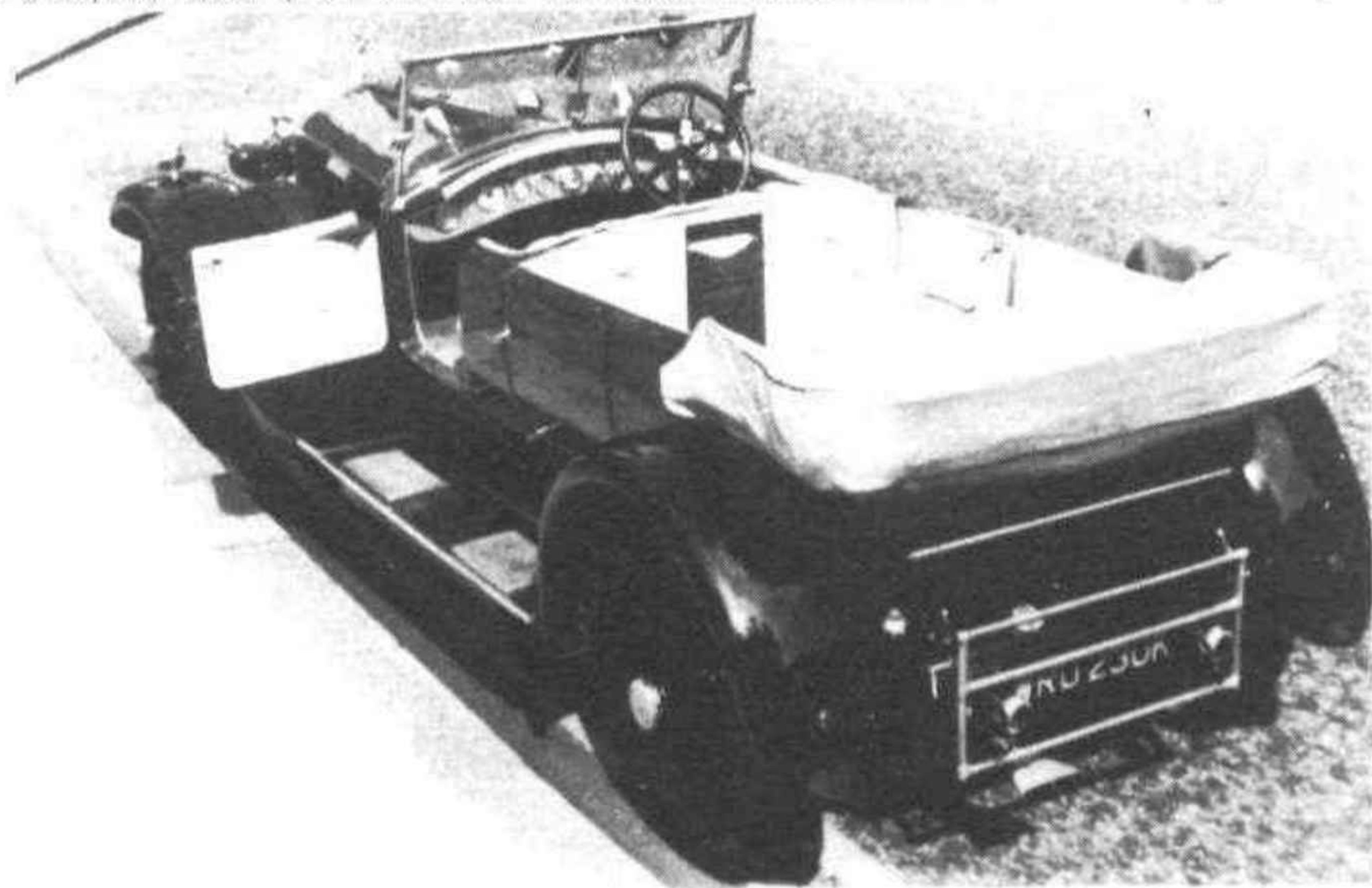


1926 ROLLS-ROYCE Phantom I Open Tourer by Hooper

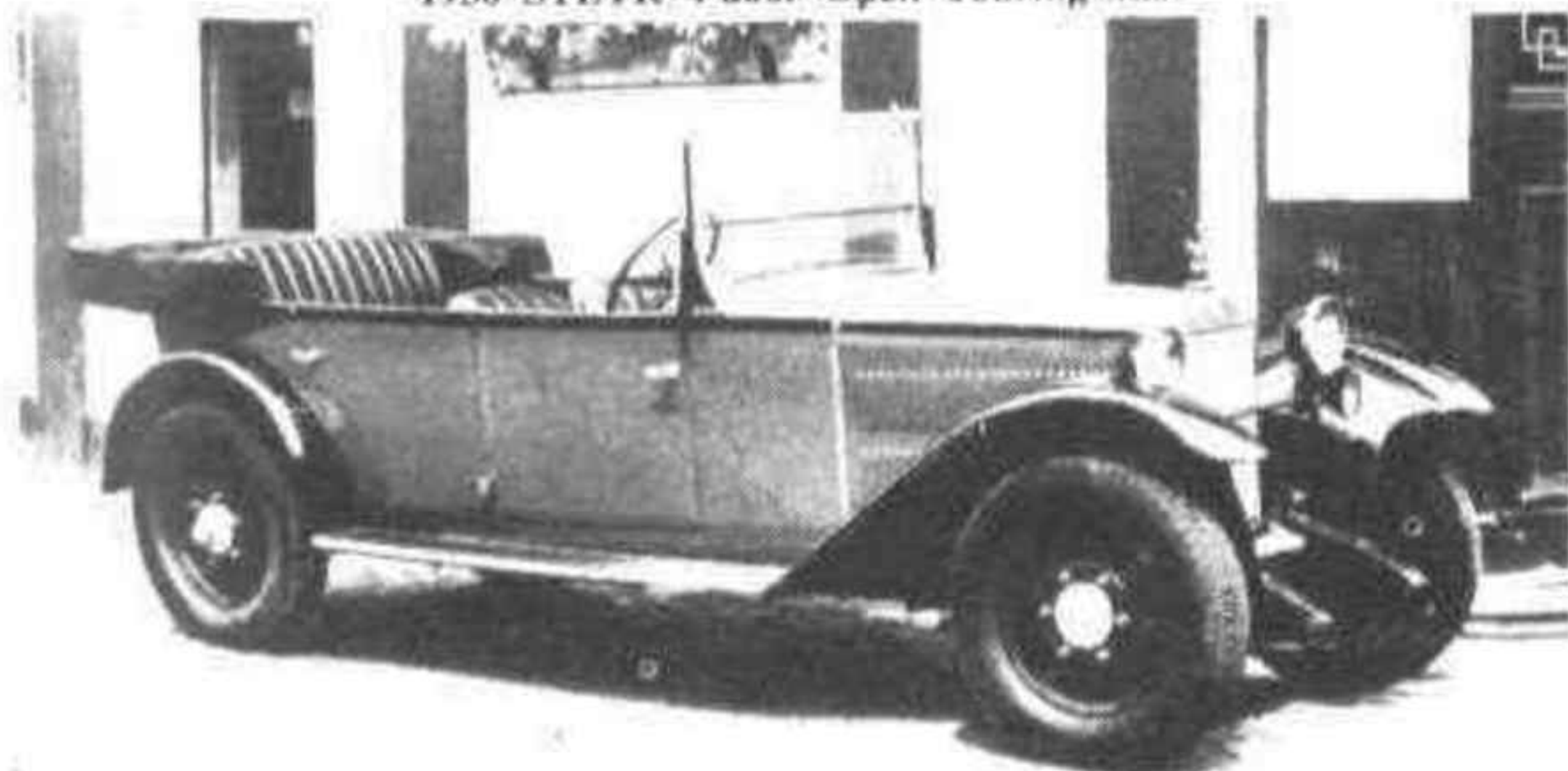
Two views of our magnificent 1926 Rolls-Royce Phantom I Open Tourer by Hooper. This ex-Indian car was in superb low mileage condition when we originally sold it six years ago. We have been fortunate enough to re-purchase it from our client. It is painted chocolate brown with black wings with beige Connolly hide and matching carpets, hood and side screens.

Attractive features include marine-type scuttle ventilators and superb aluminium dashboard and elaborate instrumentation. Grebel headlights with Barker dipping system. Rolls-Royce tools are fitted in elaborate green beige-lined running board tool tray.

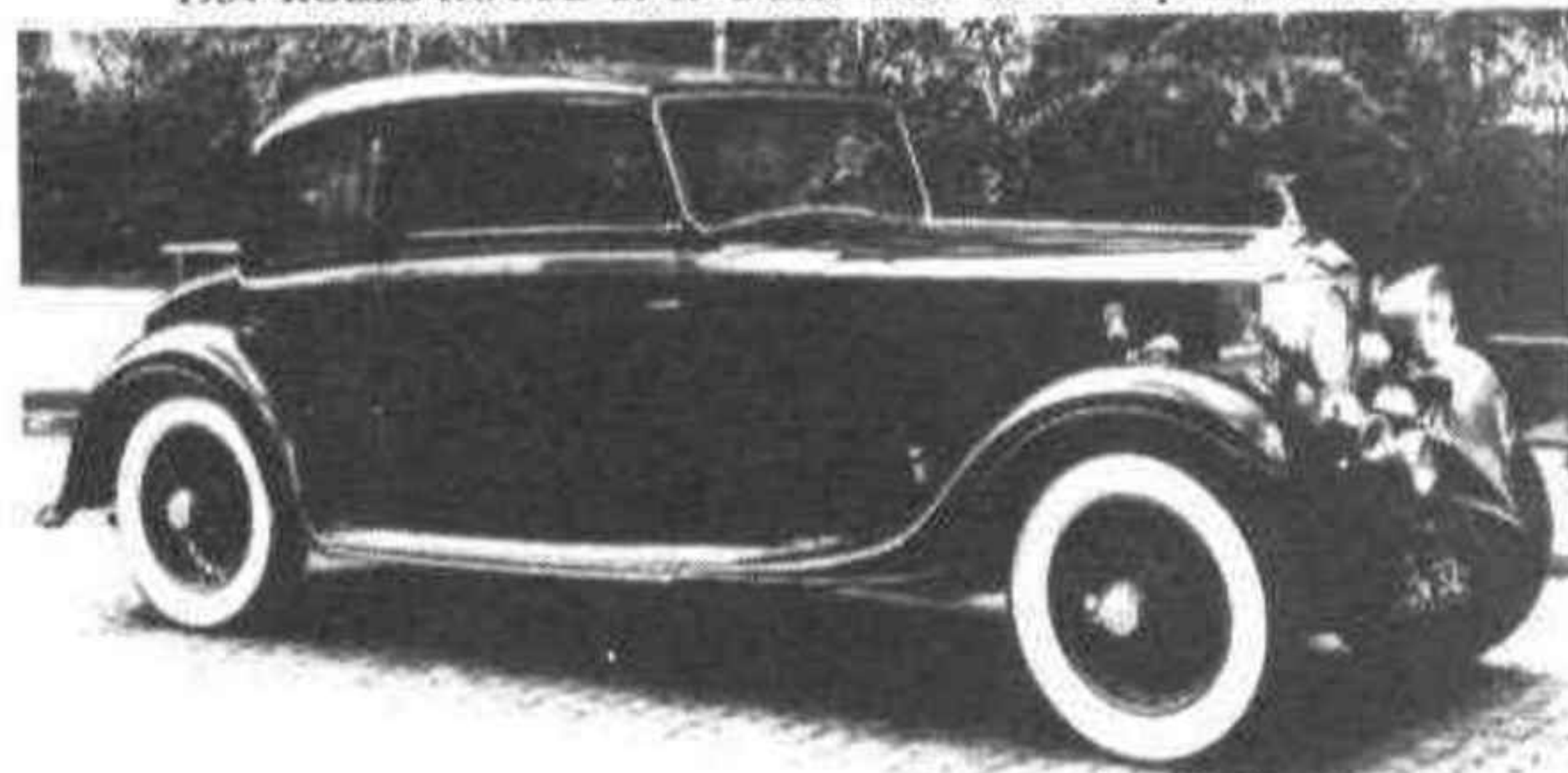
Mechanically, the car is completely beyond reproach, with unusually light steering, unworn gearbox and transmission and a very quiet and powerful engine.



1930 STEYR 4-door Open Touring Car



1934 ROLLS-ROYCE 20-25 2-door fixed head Coupé by Carlton



This model XII six-cylinder 1.5-litre is a high quality small vintage tourer in excellent condition. Painted red with black trim. We also have available a Steyr type XX, taxi landaulette of the same vintage.

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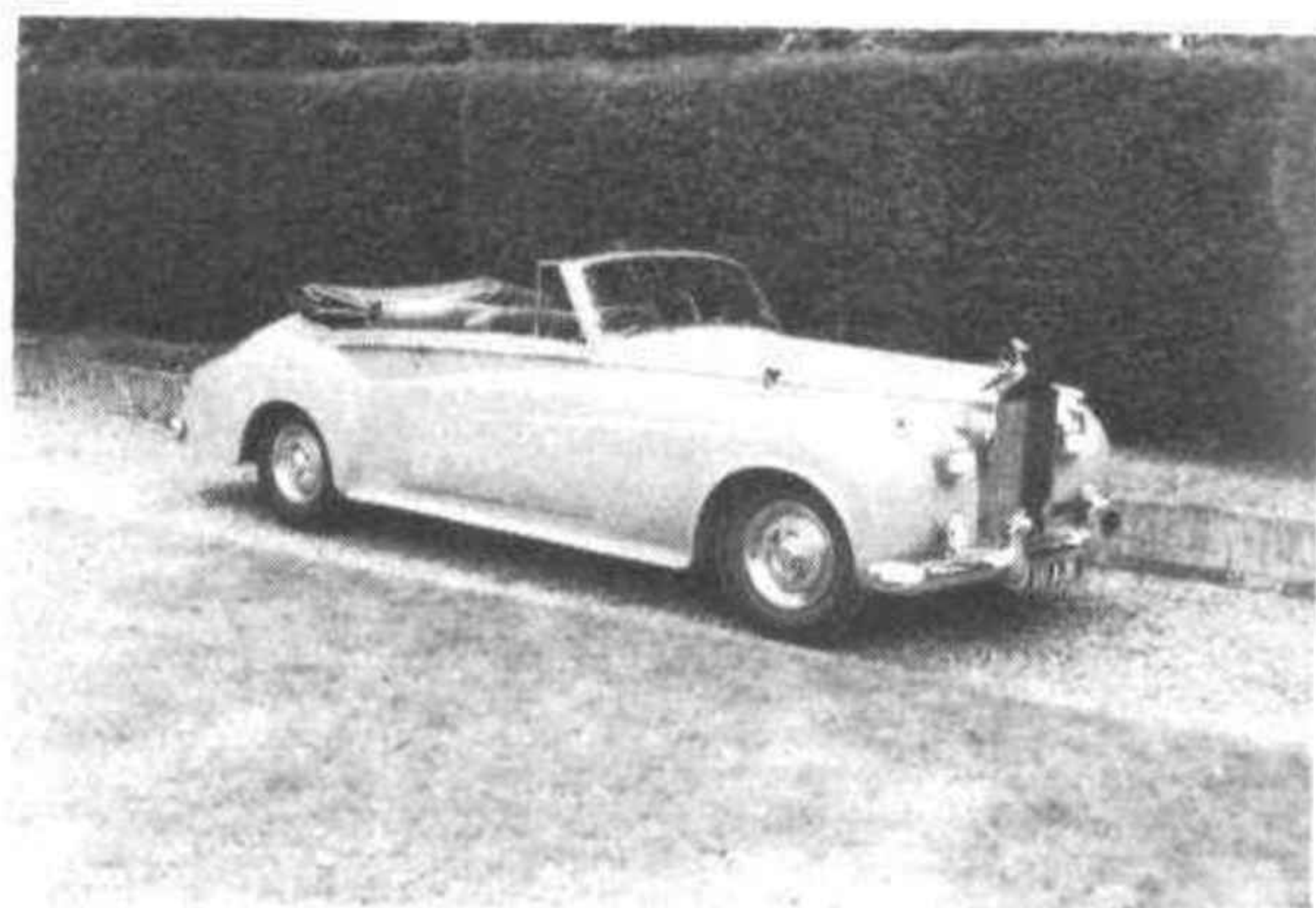
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1961 ROLLS-ROYCE Silver Cloud II convertible. A delightful example finished in "special grey" with blue/grey leather upholstery and matching carpets. One family ownership since new and recording only 59,000 miles. Power hood.

For further details of this and our sale at BAD HOMBURG on September 1st, please contact Jeremy Collins on 01-629 6602. Entries for Bad Homburg include Mercedes-Benz 300SL, Stoewer 8-cyl, Rolls-Royce, Railton "Lightweight" Special, Armstrong Siddeley and others.

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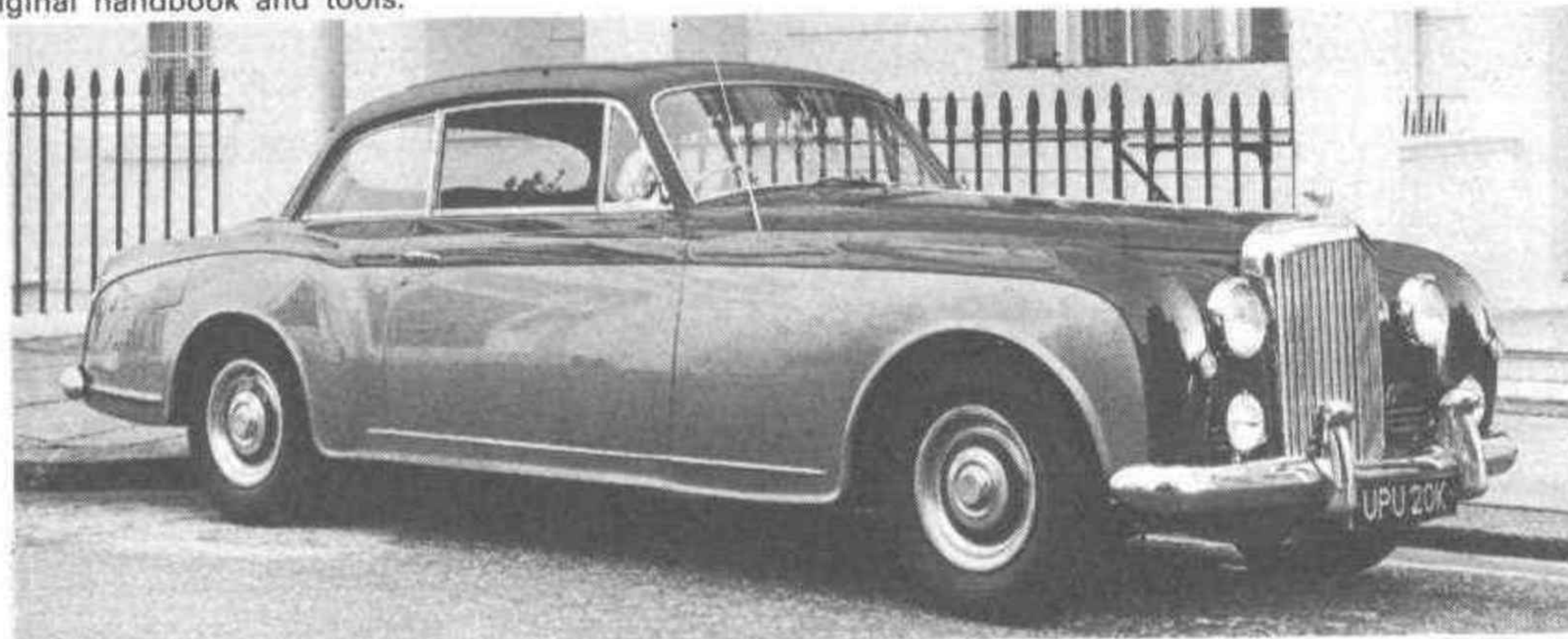
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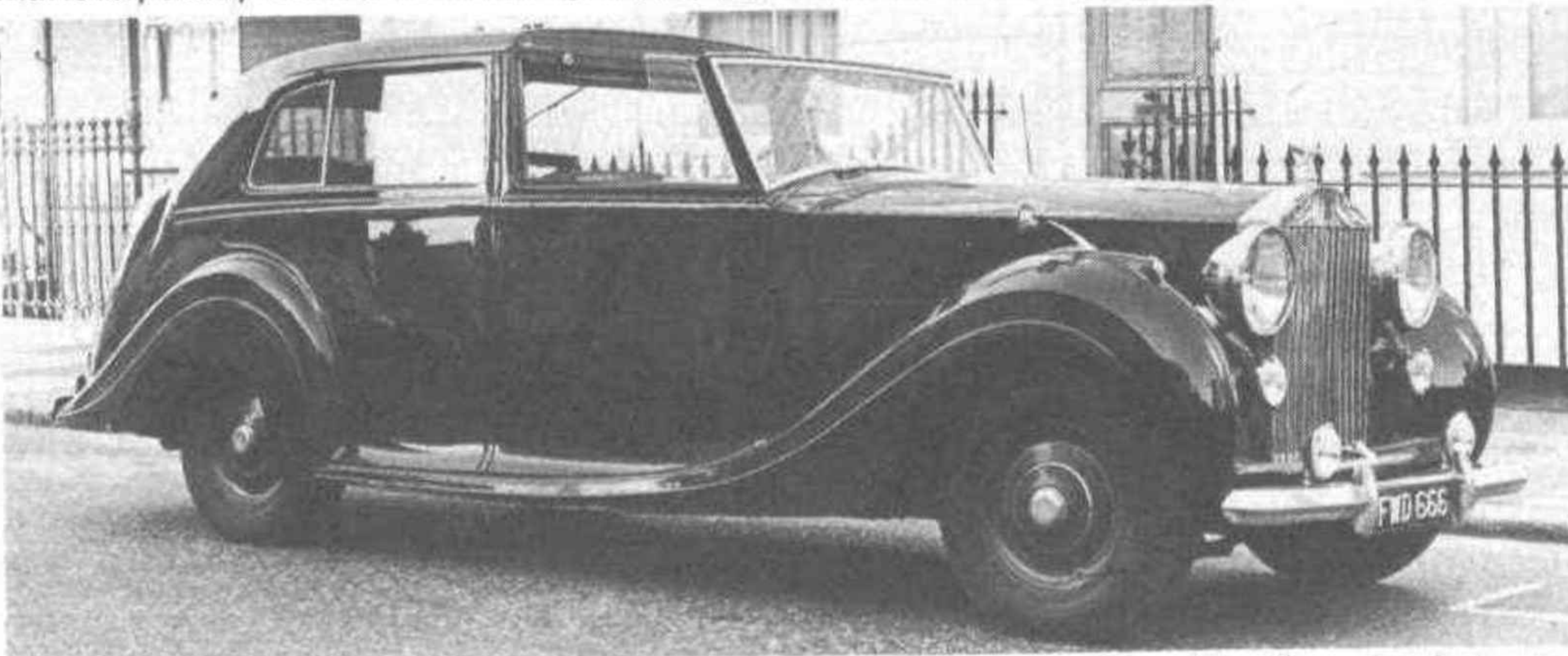
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1965 ROLLS-ROYCE Silver Cloud III Continental by H. J. Mulliner. Pristine example of the highly desirable 'Cloud III Spur' finished in Brewster green with beautiful beige hide interior. Only 92,000 miles and 4 careful owners from new, and complete with original handbook and tools.



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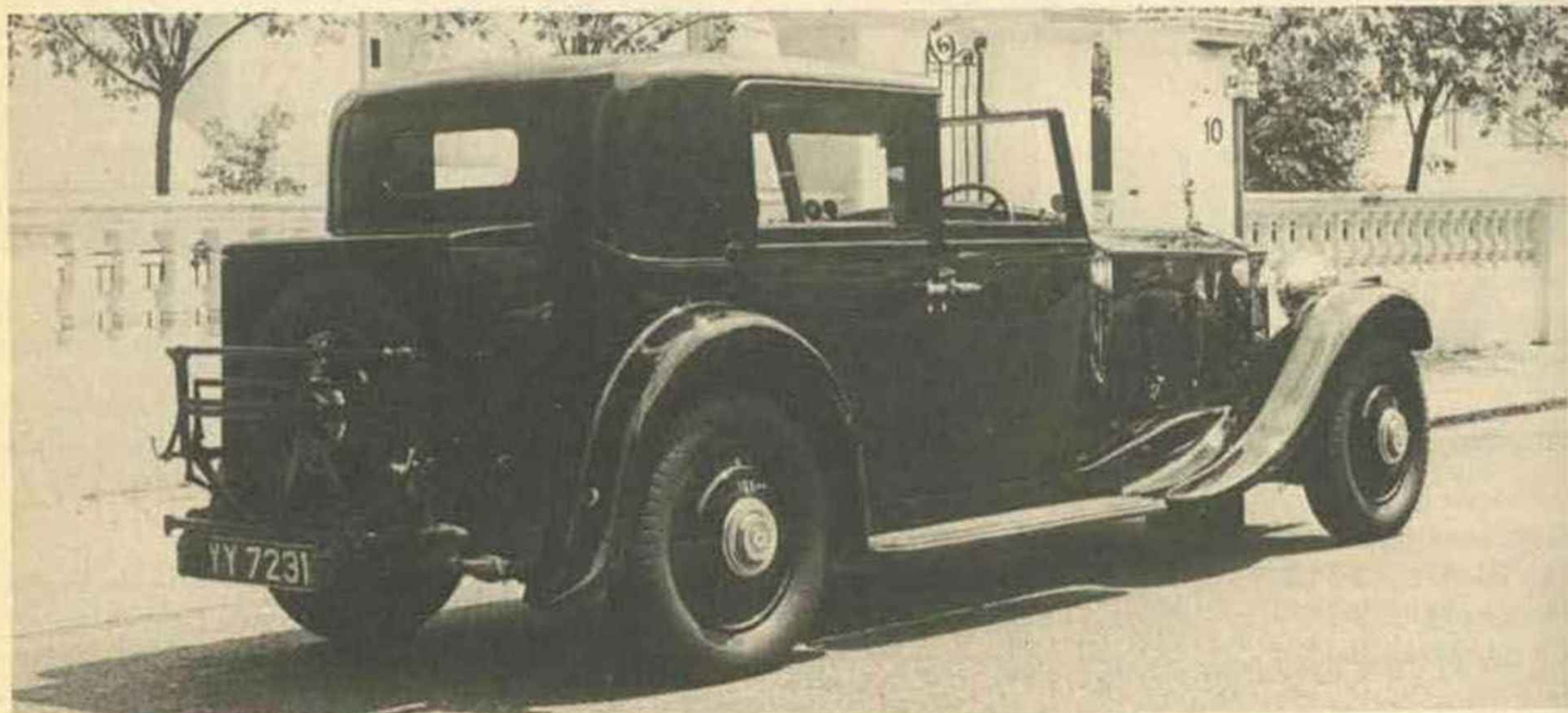
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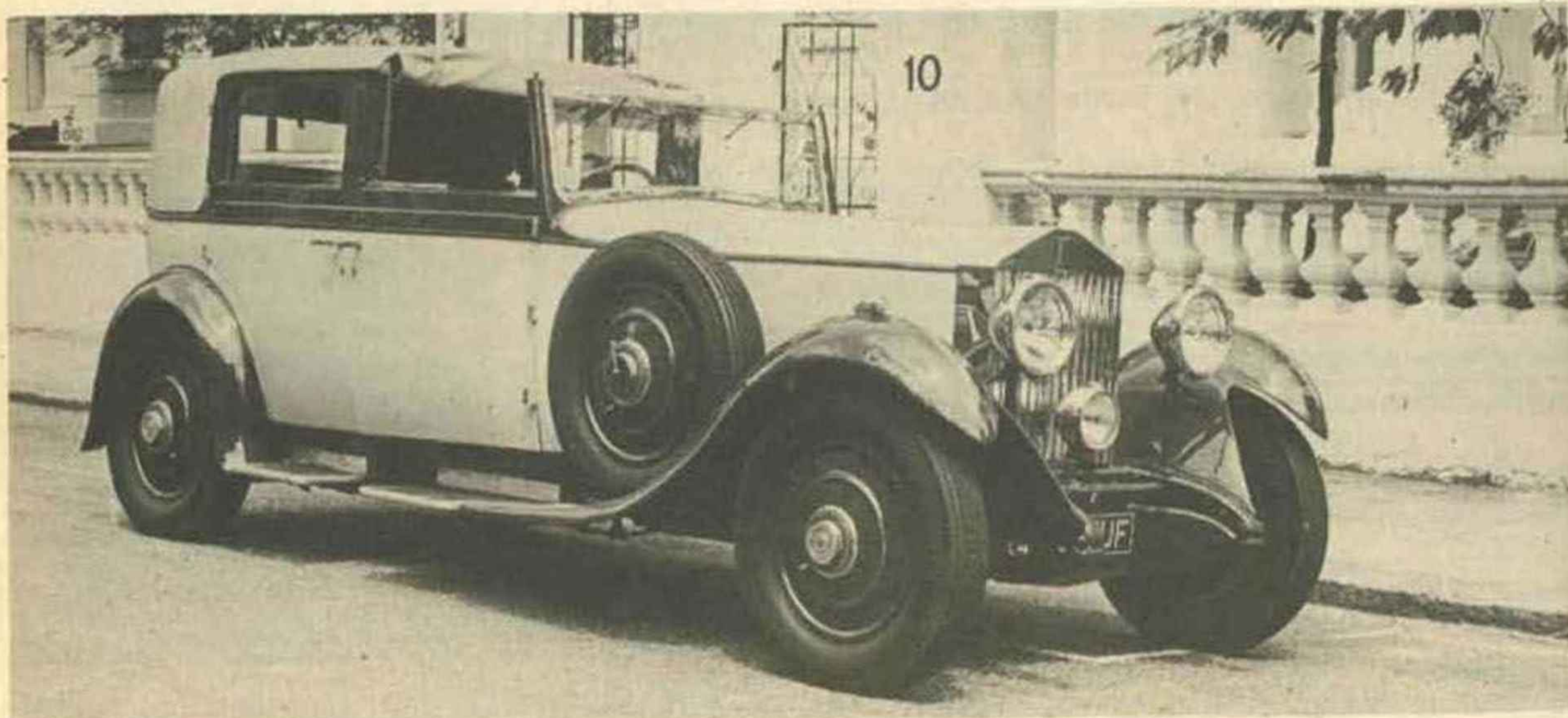
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1932 ROLLS-ROYCE PHANTOM II Sporting Sedanca by Thrupp and Maberly. The stupendous, and almost entirely original condition of this car is a credit to its former chauffeur, who has maintained it from delivery for the one owner and 43,000 miles. Equipped with many special and nicely detailed fittings.



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Jensen Interceptor Mk III in tawny brown metallic with black vinyl roof. Black leather trim, inertia seat belts, fitted stereo radio cassette player, air conditioning, HRW, electric windows, electric aerial, fitted radial tyres whitewalled, on sports alloy wheels. Centre locking. Again this fast appreciating vehicle is in lovely condition for year at £6,750

Brand new (1979), just arrived from America, Corvette Stingray in metallic silver with black leather trim. Latest spec, music, including sloping rear screen, split detachable glass roof, tinted glass, electric windows. The LB2 economical model, that looks a dream £12,500

Jensen Interceptor, in white with black trim, private registration No. included (DDO 9). A very much sought after, appreciating vehicle, in fine order throughout. On sale at £5,750

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S Reg. CX2400 Pallas C-Matic with Econo cruise, in Royal blue with matching trim in fabric, fitted Hitachi radio cassette player, one owner, 21,000 miles from new. This vehicle is fitted with every conceivable extra and is in first class condition throughout at £4,475

P Reg. Alfa Romeo GT 1600 Junior, in silver with gold coach line, black trim, HRW, radial whitewall tyres fitted all round, this very sporty little car has had one lady owner from new, and has only done 14,000 genuine miles. All service history available. This 5-speed sports is in superb condition at £2,850

Aston Martin DB5 Vantage Auto, in metallic green with gold coach line, tan leather trim and tan carpets as new, to match. Air conditioning installed, fitted radio stereo with four speakers and electric aerial, electric window, with tinted glass also heated rear window, twin speed wipers. Also fitted with superb chrome wire wheels with radial whitewall tyres, this single headlamp model of this fast appreciating vehicle has covered only 39,000 miles from new which the previous owner has had stored for some time, who was a keen Aston enthusiast. The car is in beautiful condition throughout and is a certain collector's item at £7,950

BMW 3.0 CS, in blaze with black vinyl roof, fabric trim in beige with fitted head restraints, tinted glass, HRW, rear fog lamps, electrically operated windows, fitted radio stereo cassette player, automatic transmission, inertia seat belts, private number available with car. Whitewall radial tyres fitted onto alloy sports wheels. This fabulous car is on sale at £3,575

1974 Datsun 260Z in white with black trim, radio, mag, alloy sports wheels with radial tyres. This very much sought after vehicle is a fine example of a sports car at £2,695

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A selection of seven MG-B GT's & Roadsters to choose from £1,875, TR6, Spitfires, MG Midget, and TR7's also available. Cars arriving daily. Please ring for details.

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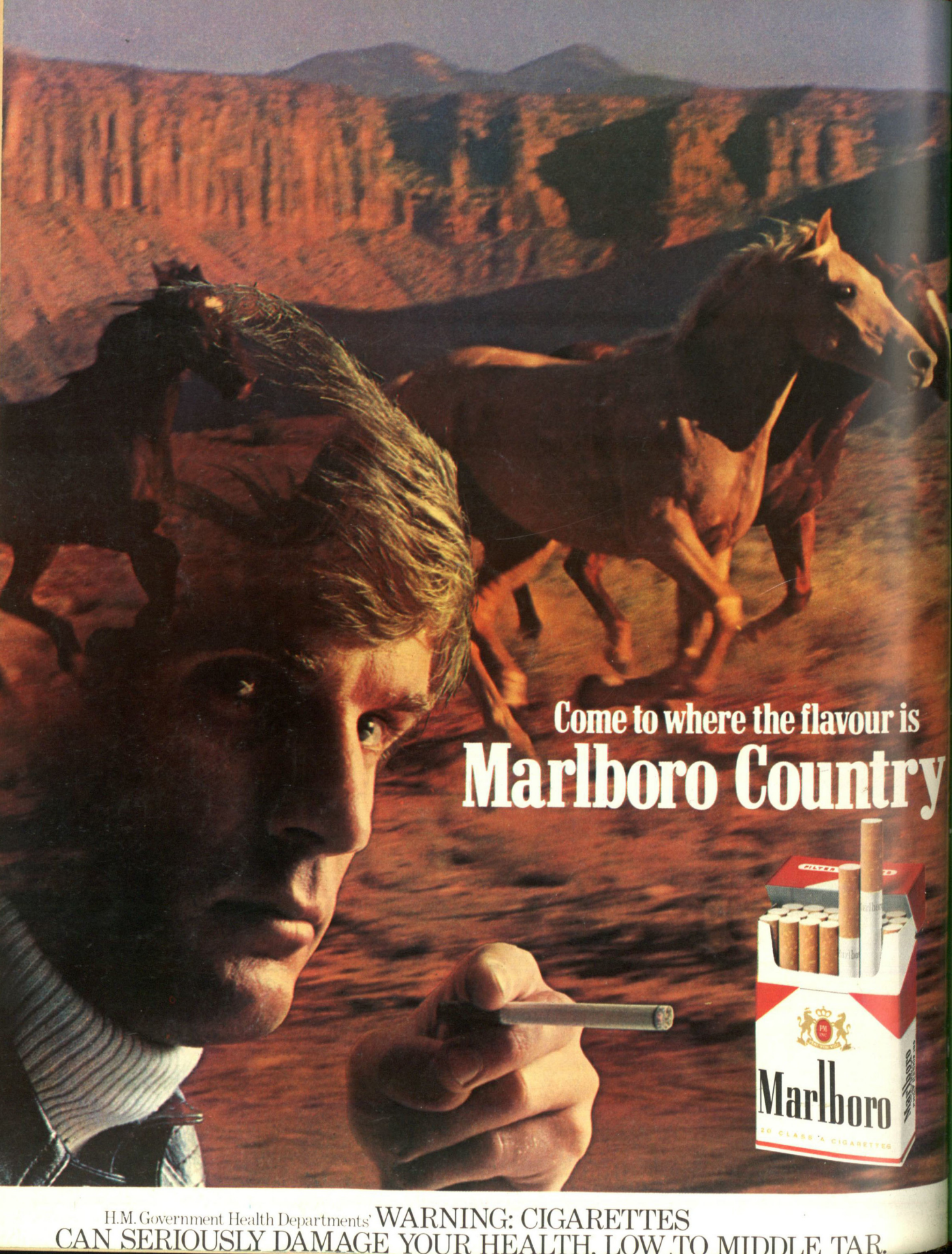
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