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The 3 wave-band digital alarm clock radio.

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If you want to take advantage of all the new radio transmissions, the BBC strongly advise that you have a 3 wave-band radio.

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This, combined with numerous other sophistications, makes the Auritone digital clock radio a really amazing value at £19.95. (+£1.45 p&p).

(The reason we can offer it at this price when others can't is simply that we buy in bulk).

SOLID-STATE MINIATURISATION.

Only the advent of the space programme could make possible the incredible miniaturisation of complex electronics required to pack all of the features that this alarm clock-radio brings you into its sleek elegant casing.

SPECIFICATION	
RADIO	Solid-state, three waveband, traversing tuning dial. AM (Medium Wave) 515-1630 KHz. FM (VHF) 87.5-108 MHz. LW (Long Wave) 155-285 KHz.
CLOCK	Light-emitting display, with variable resistance control for gradual adjustment from dim to very bright.
ALARM	Continuous tone electronic.
CASING	Black, impact resistant moulding.
POWER SUPPLY	Mains 240 volt AC. Integral transformer.
DIMENSIONS	10¼" long; 5½" deep; 2⅝" high. Weight: 3lb 2oz.

It incorporates an AM/LW/FM three wave band radio of exceptional clarity and tone; an LED (light-emitting display) digital clock that uses the frequency of the mains current for accuracy; and a 4 junction electronic alarm system.

And, linking all three features, is a push-button console on top of the casing giving you fingertip control to make this clock-radio a truly luxurious addition to your bedroom.

It will automatically turn its radio on at any time you pre-select (there's an electronic alarm, if you prefer),

to wake you up gently with your favourite radio station.

It will bring you music while you fall asleep at night, and then will turn its radio off automatically.

It brings you the precise time on its glowing display (not the cheaper flip-over numerals), and a touch of a button shows you the time the alarm is set for.

It gives you the luxury 'snooze' facility, when the alarm (or radio, if selected) sounds in the morning, simply press the 'snooze' button, and automatically the alarm fades gently away, only to call you 10 minutes later.

PUSH-BUTTON CONTROLS.

This alarm clock-radio has been designed to allow you to control its functions even as you lie in bed. The push-buttons are located on top of the casing for easy, no fumble access.

SNOOZE. Gives you an extra 10 minutes lie-in after the alarm (or the alarm/clock, or just the radio, depending on which you've selected) sounds.

Press, and the alarm fades gently away, and calls you again automatically after 10 minutes.

SLEEP. Press when you're ready to go to sleep and the radio comes gently on-and will automatically turn itself off after any time you select, from one minute to fifty-nine minutes.

ALARM. Press, and instantly the display changes to show you the time the alarm is set for. Release, and it returns to real time.

SECONDS. Displays seconds when depressed. Release, and normal time is shown.

FAST AND SLOW. To make setting the right time on the clock particularly simple, these two buttons allow you to change the real time or the alarm time, without affecting the setting of the other. Press 'fast' and the figures change rapidly through the hours and minutes. Press 'slow', and they change more slowly to allow you to stop it at exactly the right time.

When the 'alarm' button is pressed, they change the alarm time without affecting the real time.

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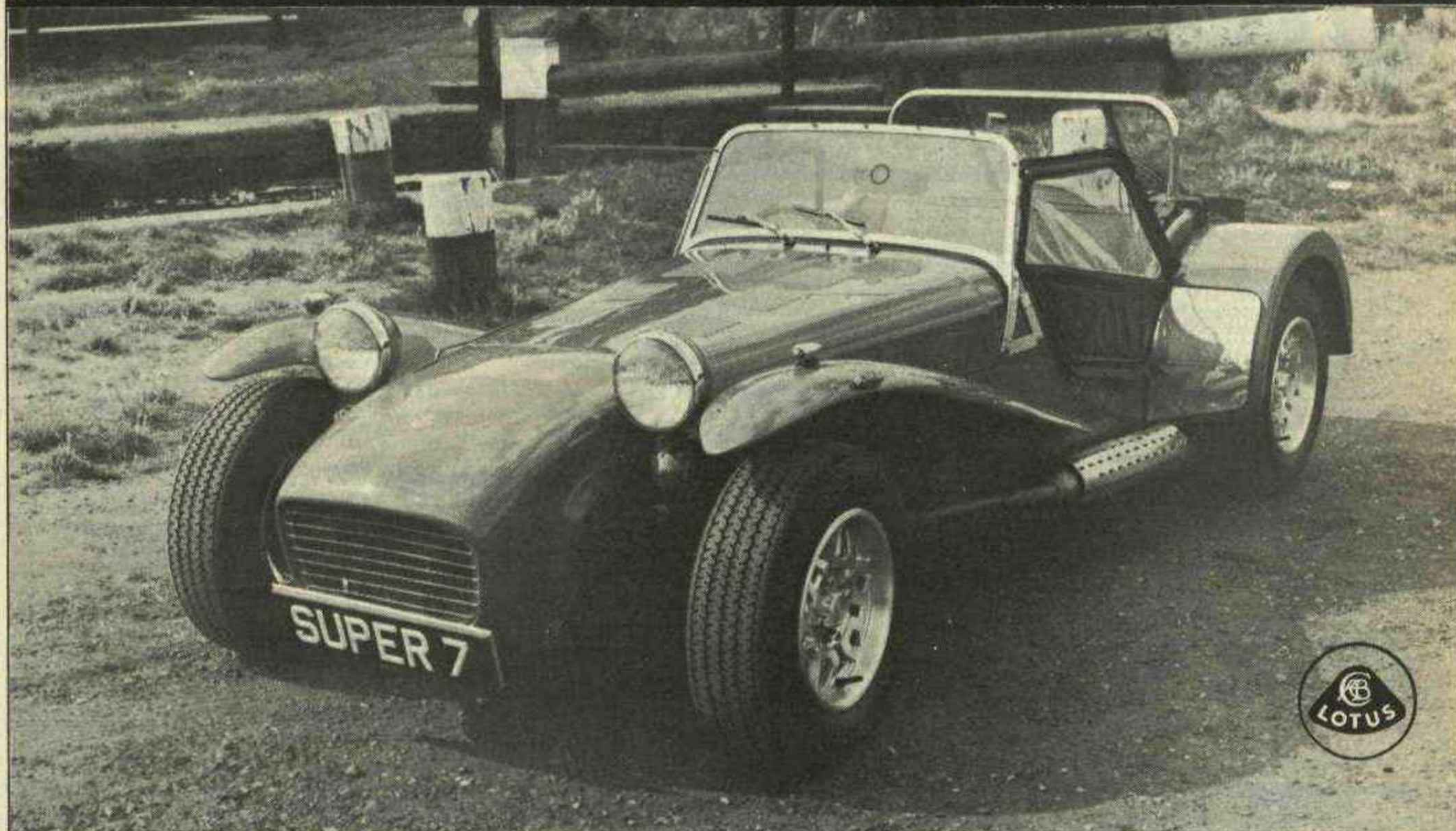
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- 1976 3000M, blue metallic, extras £4,050



SEVEN DIARY

The following is a list of dates and places where Sevens may be seen on display or in competition during the next month.

- June 3 David Bettinson at Mallory Park.
- June 7 Seven Club, White Hart, Godstone.
- June 7/8/9 Shell Oil Stand, South of England Show, Ardingley.
- June 10 Lotus Open Day, Hethel.
- June 12/13/14 Shell Oil Stand, Three Counties Show, Malvern.
- June 17 David Bettinson, Snetterton.
- June 18/19/20/21 Shell Oil Stand, Royal Highland Show, Edinburgh.
- June 24 David Bettinson, Brands Hatch.

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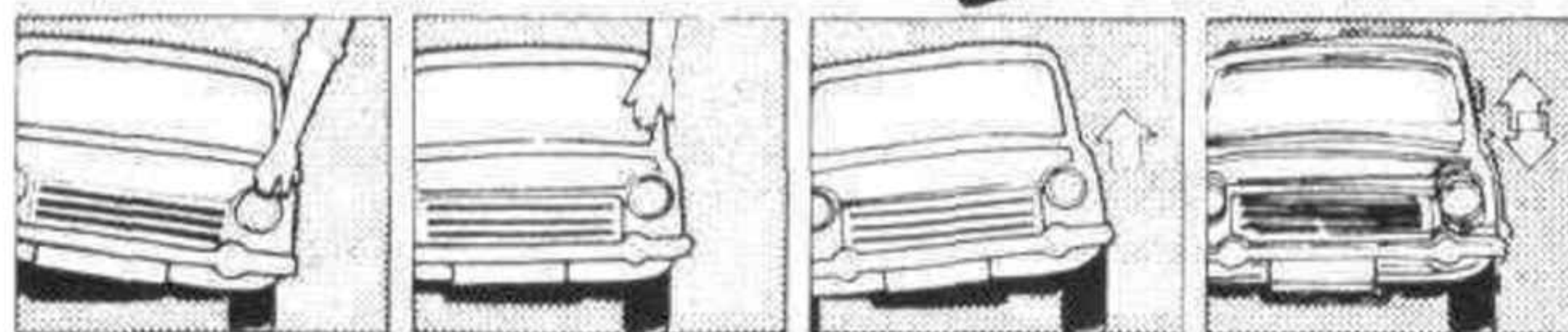
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 1975 Scimitar GTE, Auto., electric windows, etc. £3,395
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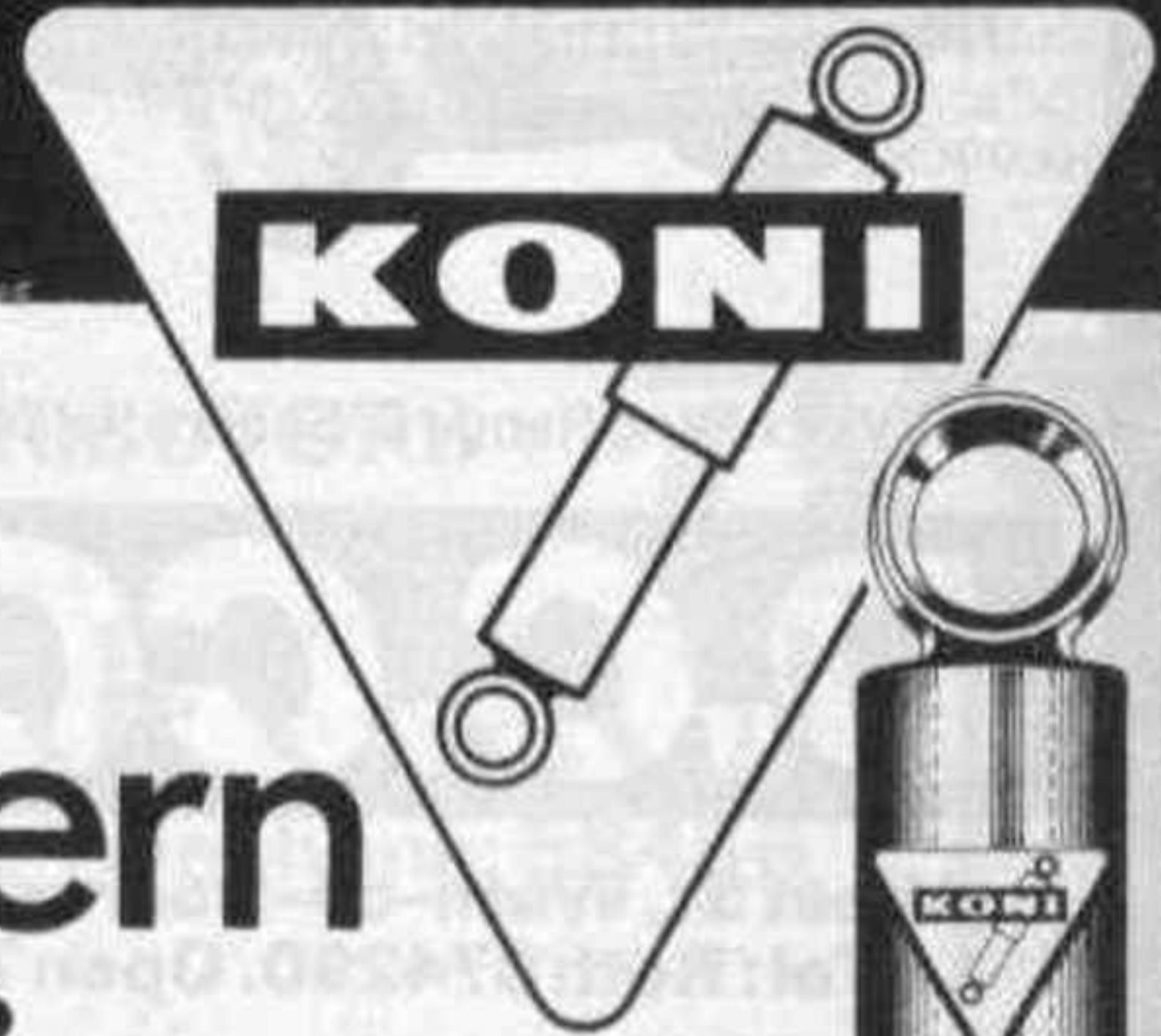
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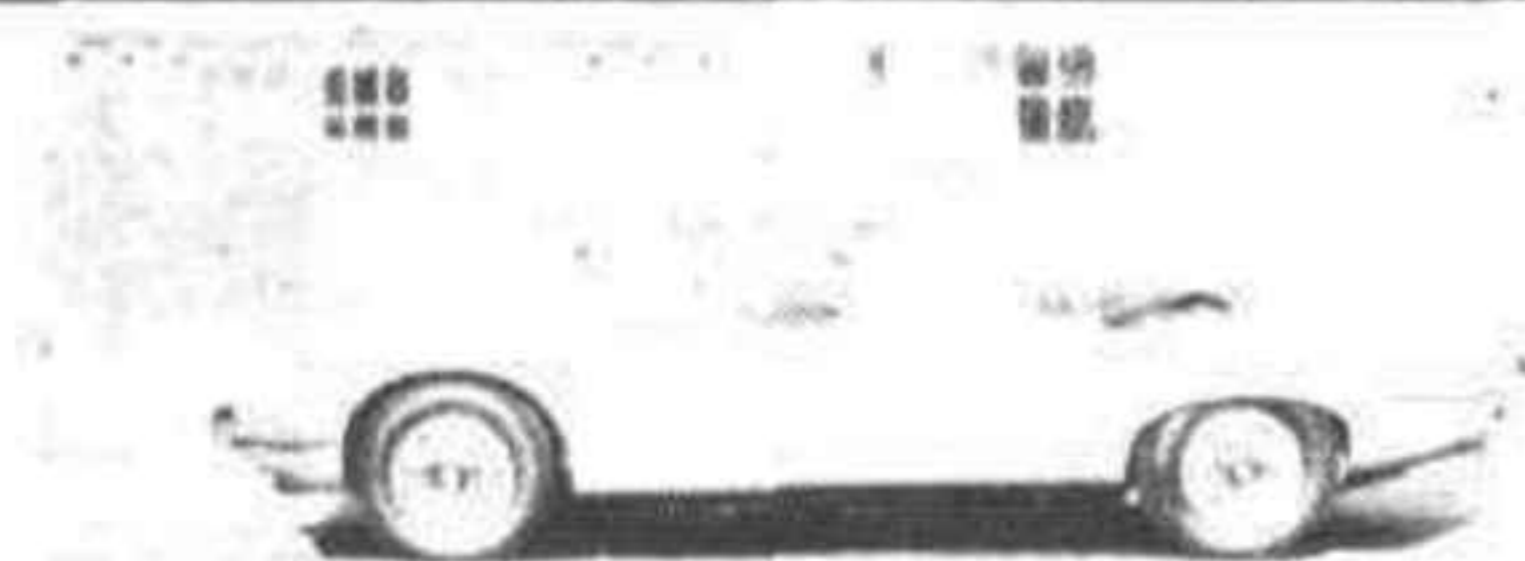
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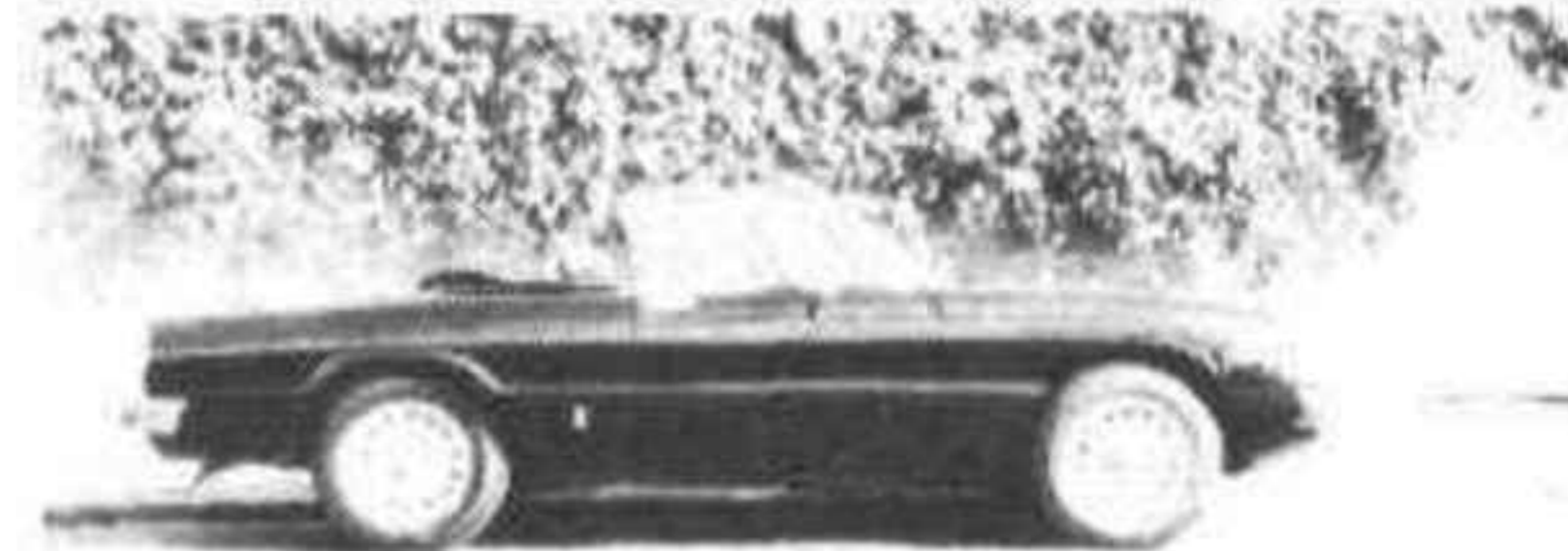


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Just press the pushbutton and the Tissot turns into an elaborate stopwatch accurate to one-fifth of a second. The Tissot's minute totaliser dial records time elapsed in minutes while the large centre hand records split-second timings. Ideal for recording lap time! And, naturally, while using the stopwatch, the Tissot's hour, minute and second hands keep going to give you overall time.

Measures speed

The Tissot's special Tachymetre enables you to record the speed of vehicles or other moving objects — or even the output of a machine! The watch's TPM scale is arranged so that, using the stopwatch hand, you can obtain speeds by multiplying the TPM reading by a base unit. So you can easily record the speed of a car in m.p.h.

Measures distance

And how about this for versatility — the Tissot has a Telemetre scale based on the speed of sound which enables you to calculate distances! By recording with the stopwatch the time between 'seeing' a sound and hearing it, the Telemetre gives



the distance (in kilometres) between you and the sound's source.

All-round reliability

The Tissot, set in a satin-finish case with a stainless steel back, has fully-jewelled Swiss lever movement for superb reliability and precision. It is water-resistant, shock-proof, anti-magnetic, has a luminous dial and comes complete with a strong black leather strap in a smart presentation case. Naturally, the Tissot is covered for a full year by the maker's own international guarantee.

An unbelievable watch at an unbelievable price of just £27.50. And if you don't believe that this is below half the normal price, then check for yourself at a local high-class jeweller — the Tissot's model number is HZ 91013 and the normal retail price is £57.50

To send for your Tissot Chronograph watch, simply complete the coupon and post today with your cheque. Your Tissot will arrive within 21 days, and if you are not completely satisfied just return it within 30 days and Alfred Jones, Jeweller of Warwick, will refund your money in full.

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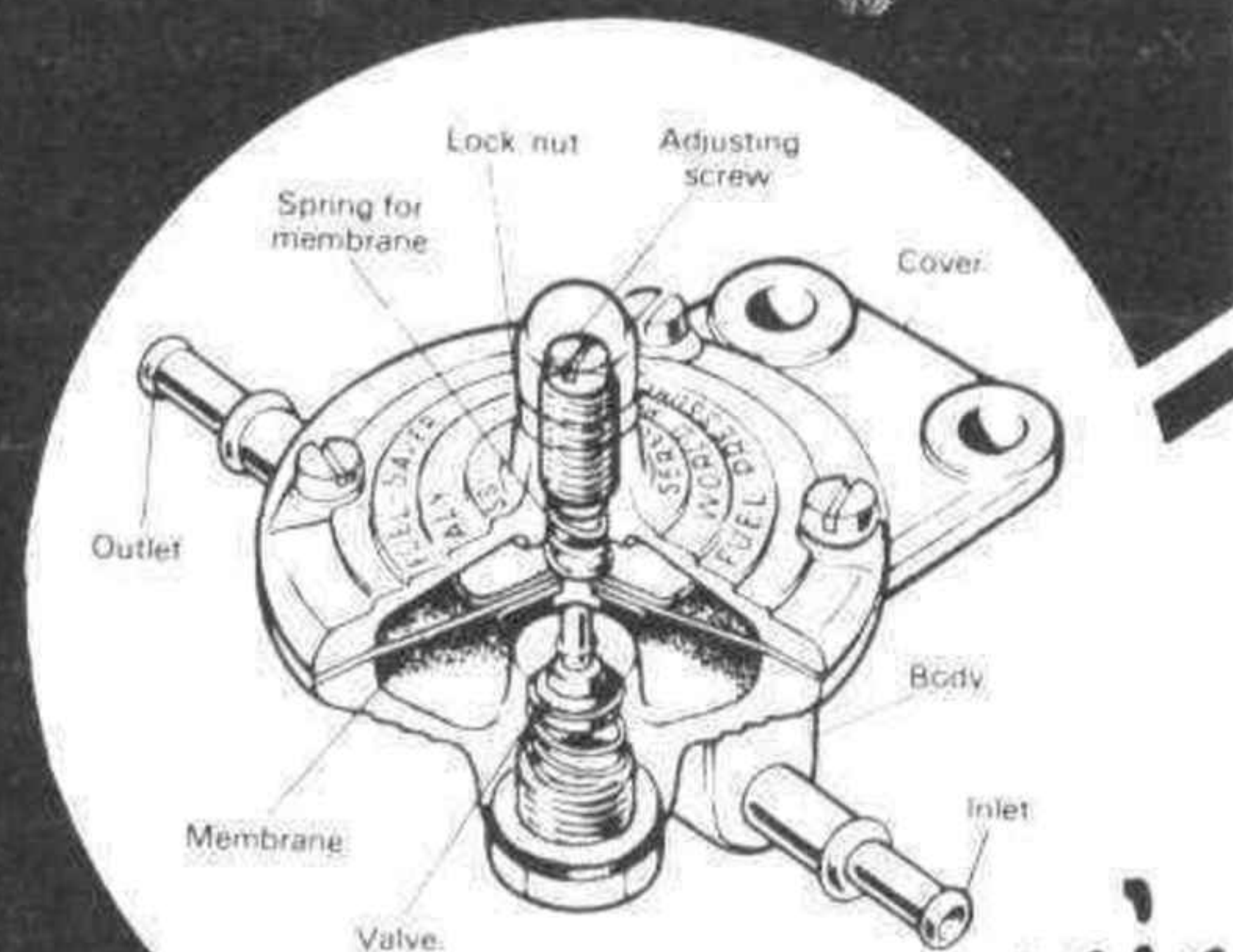
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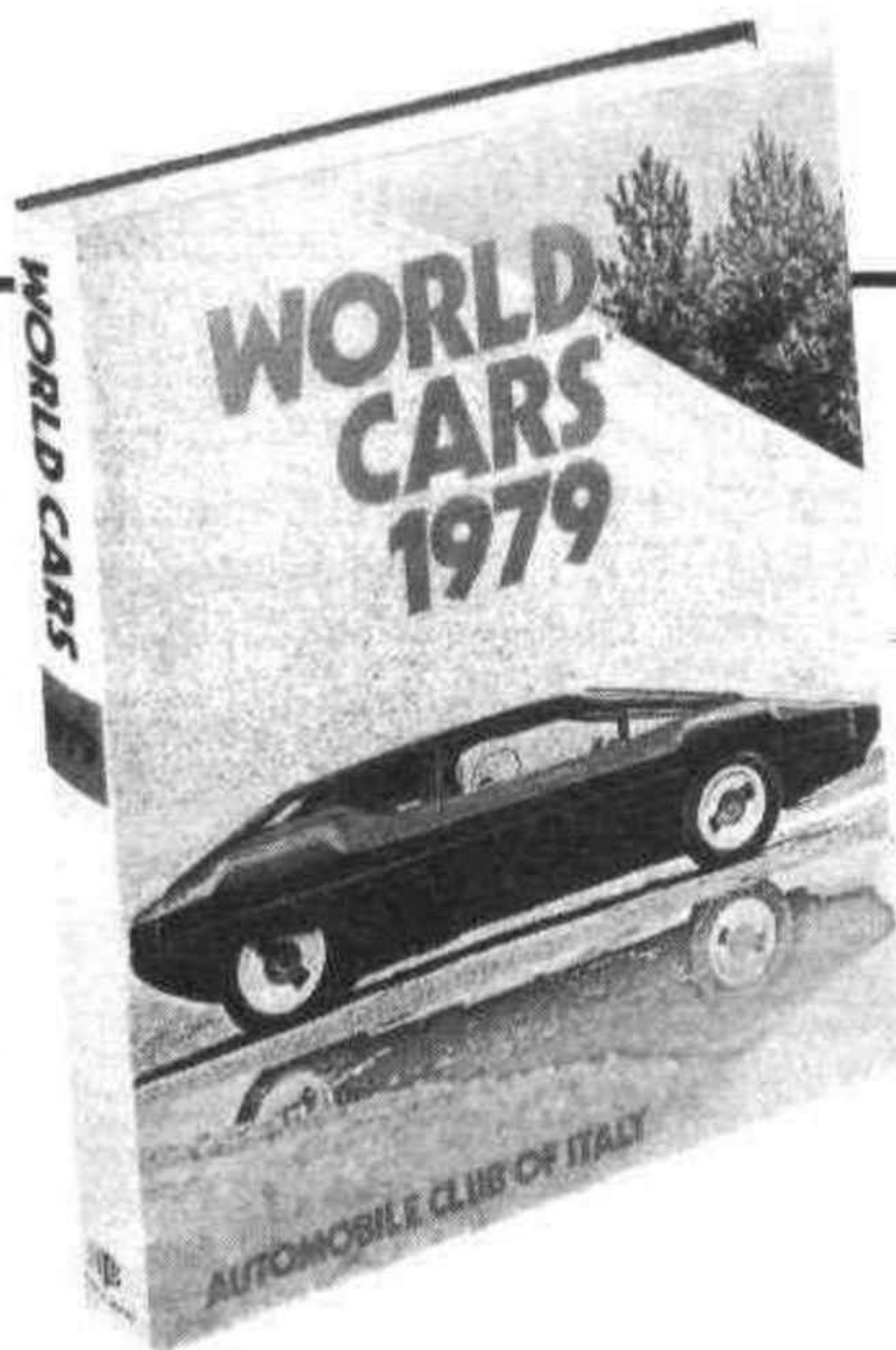


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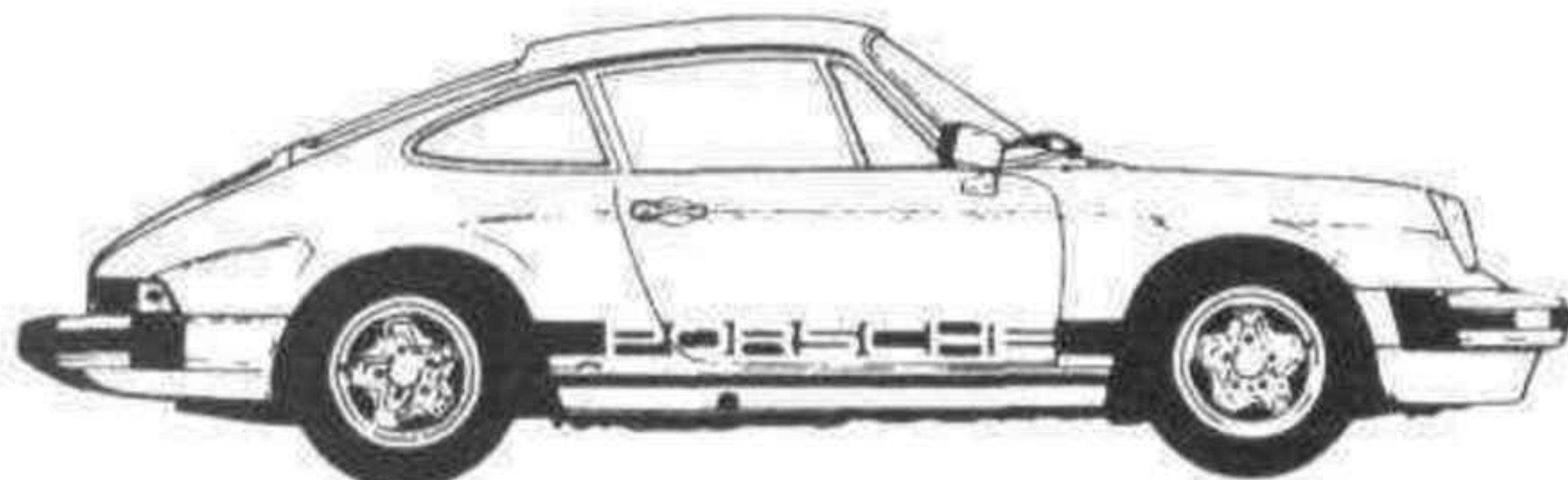
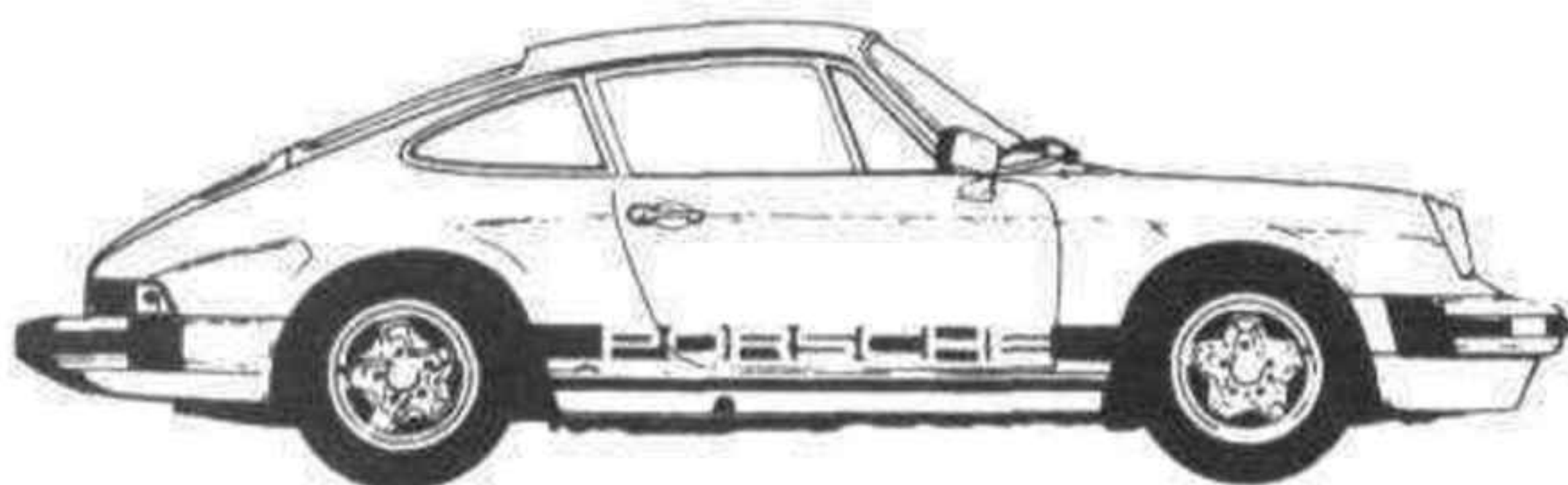
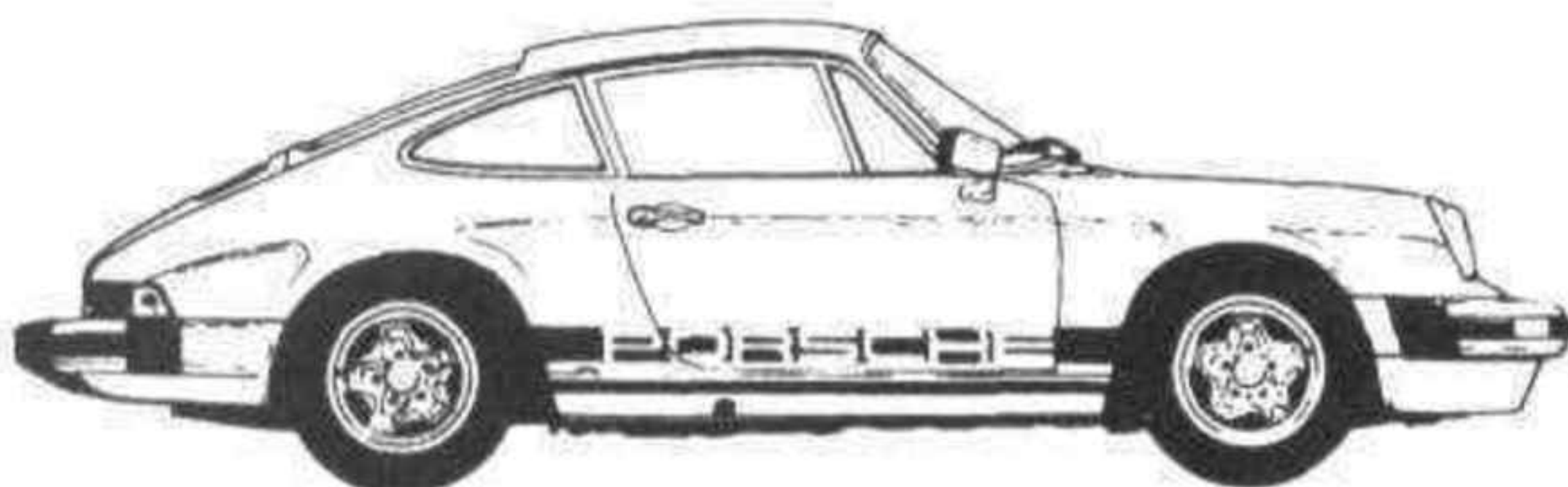
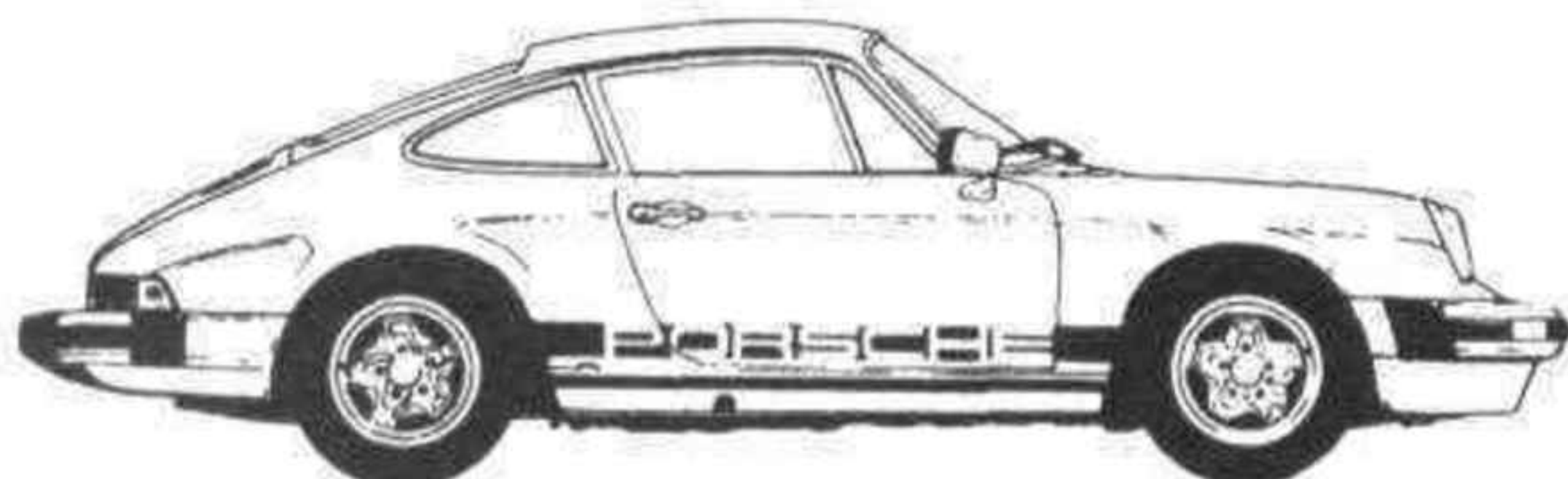
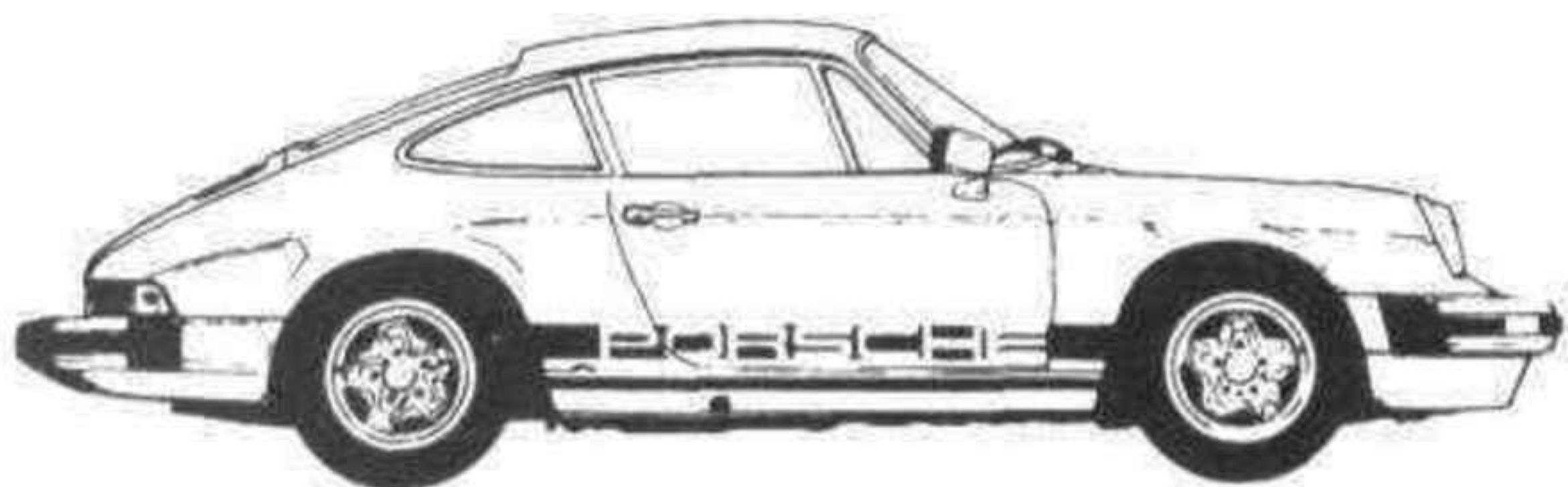
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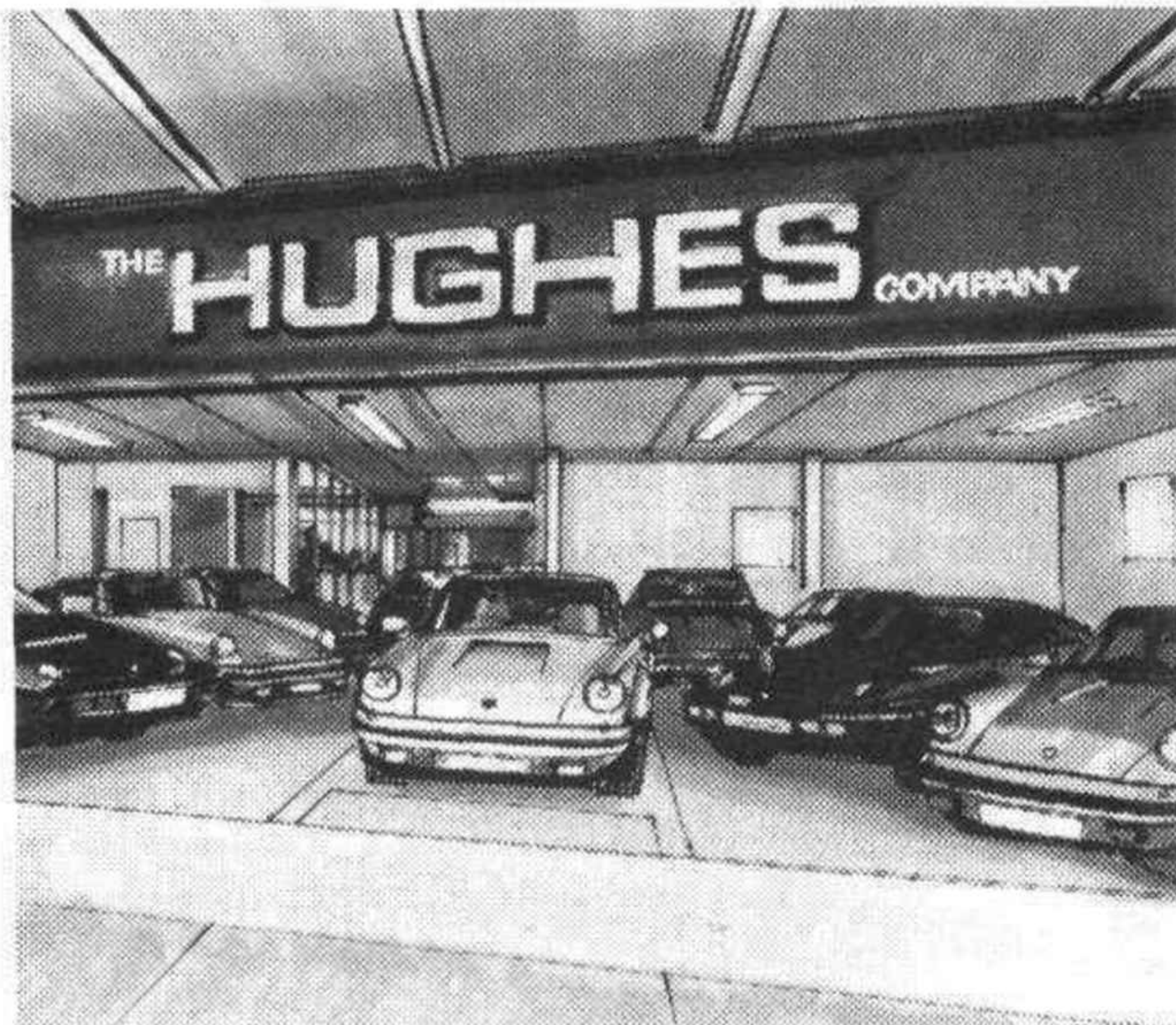
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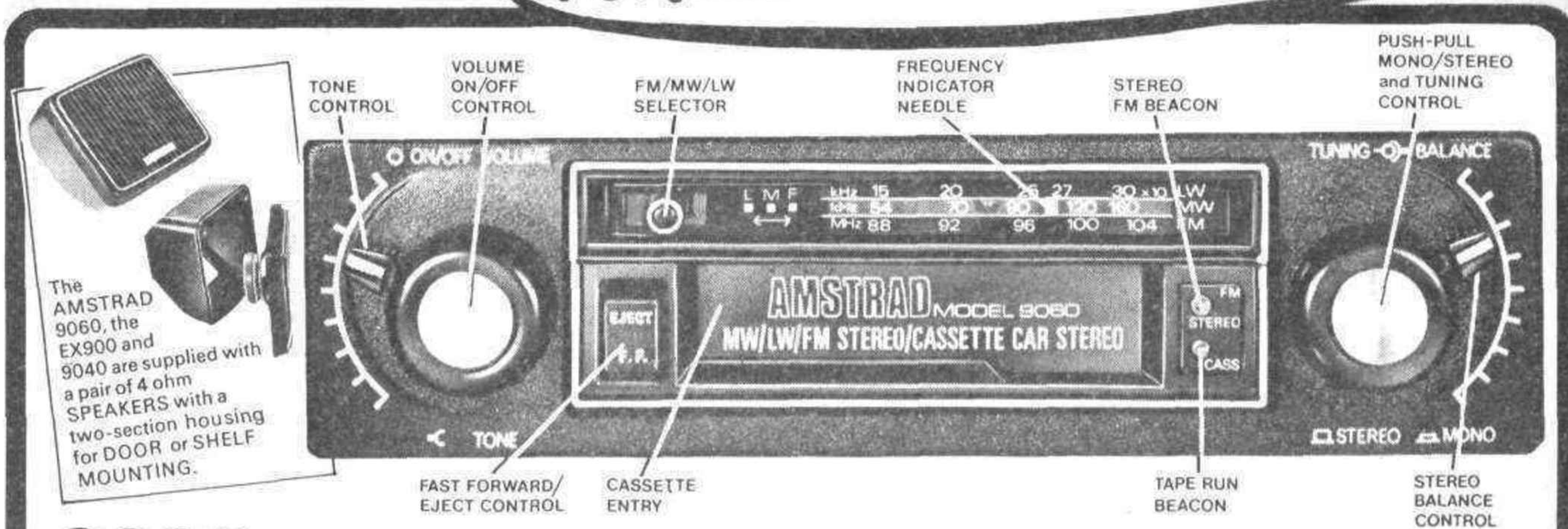
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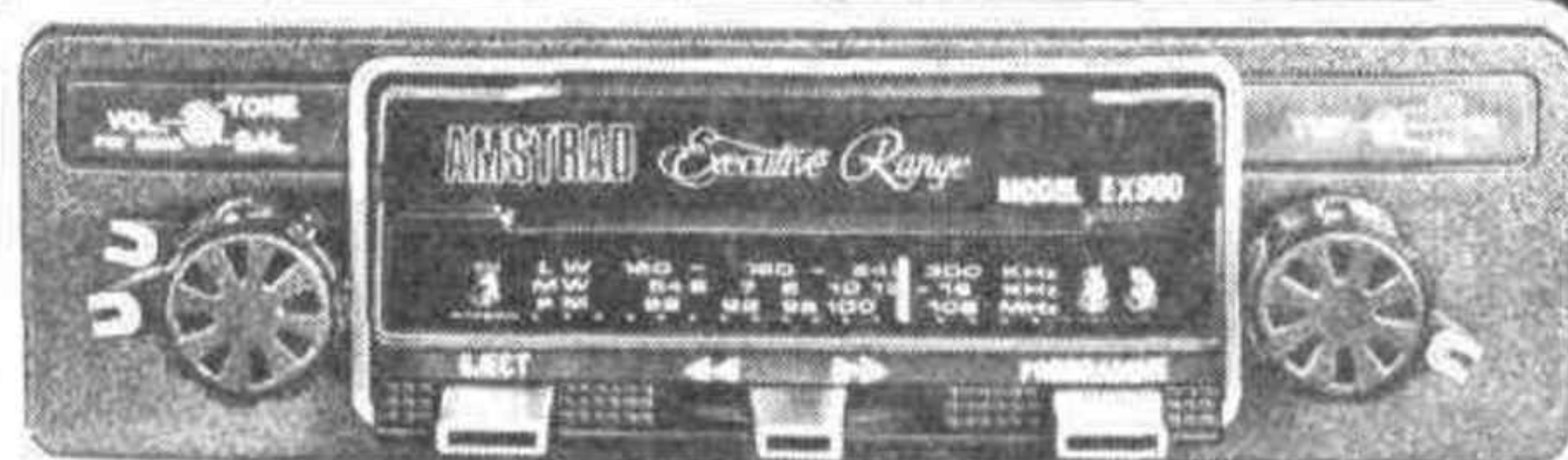
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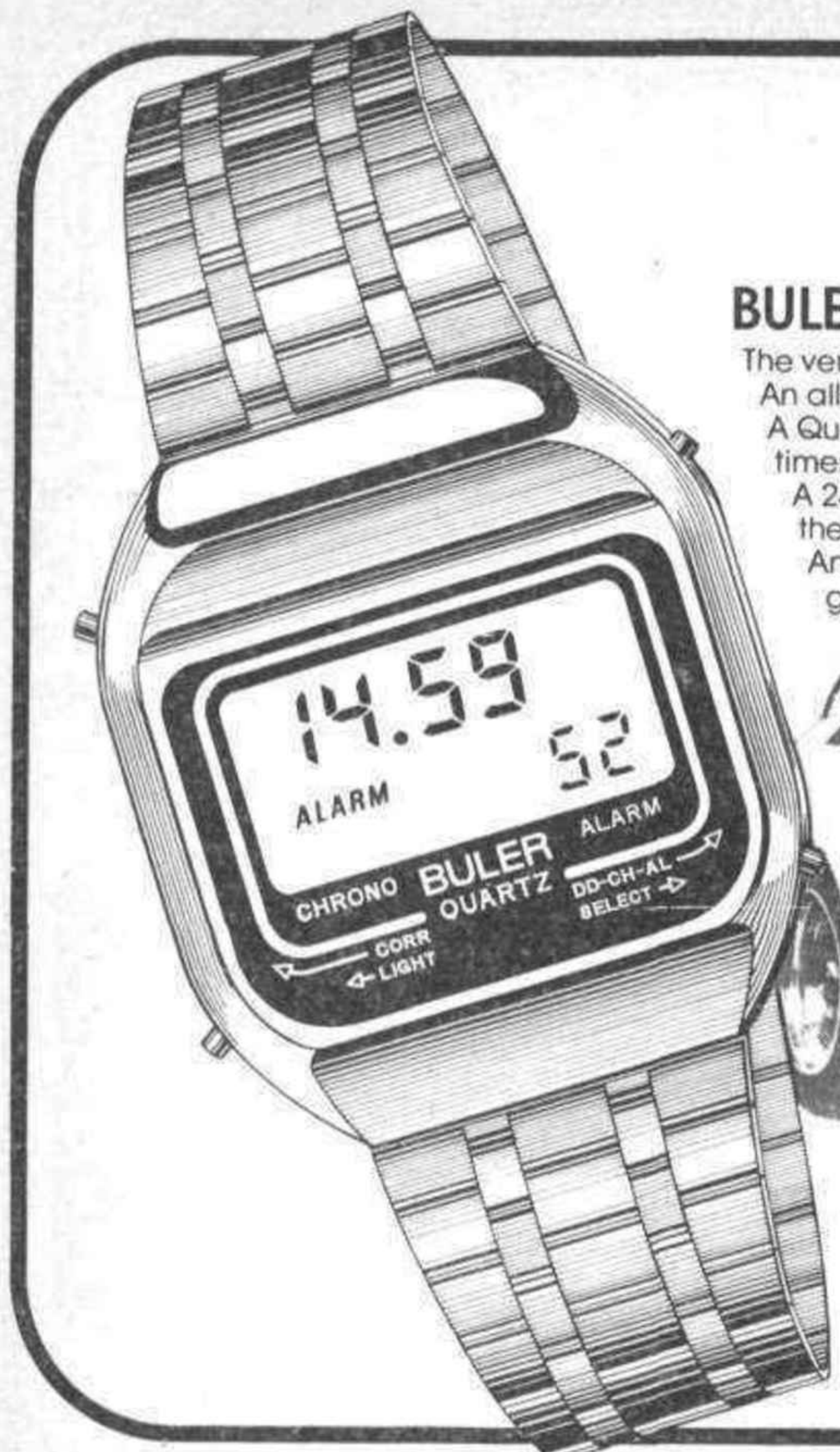
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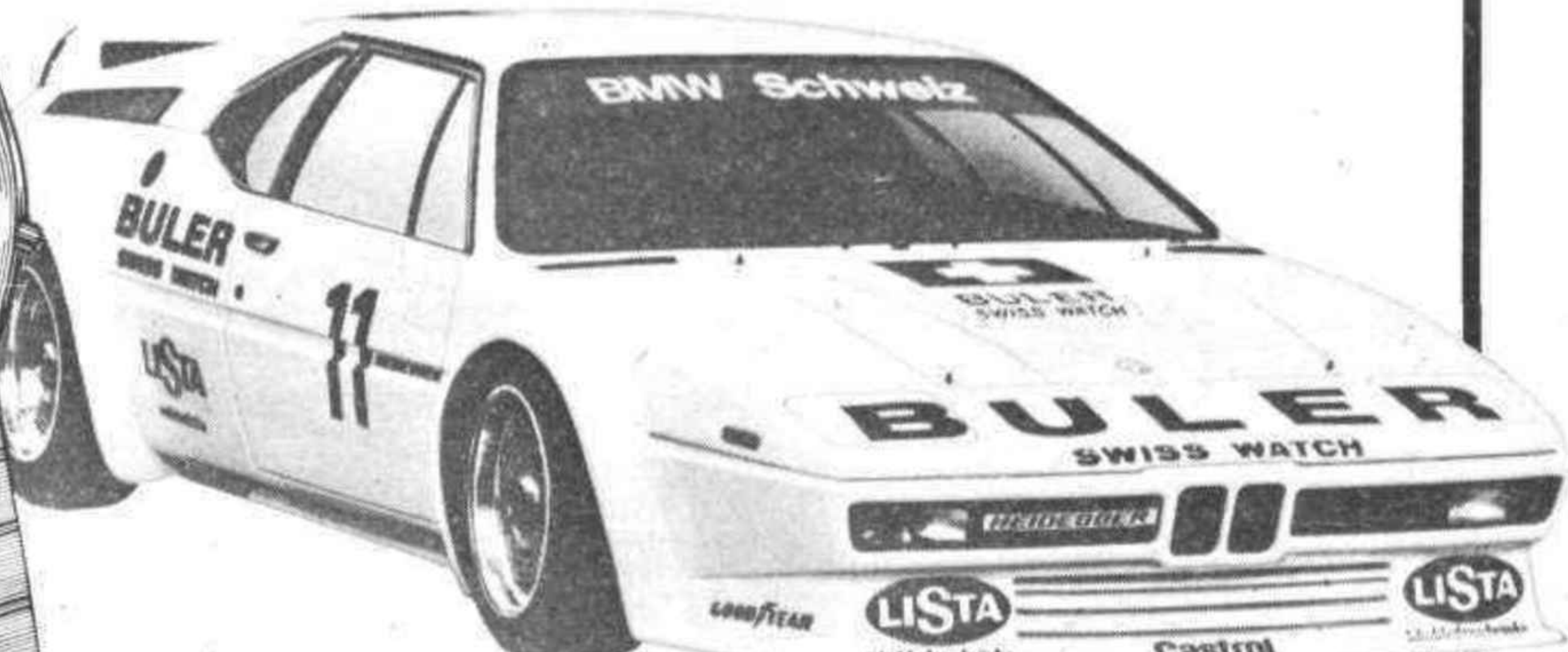
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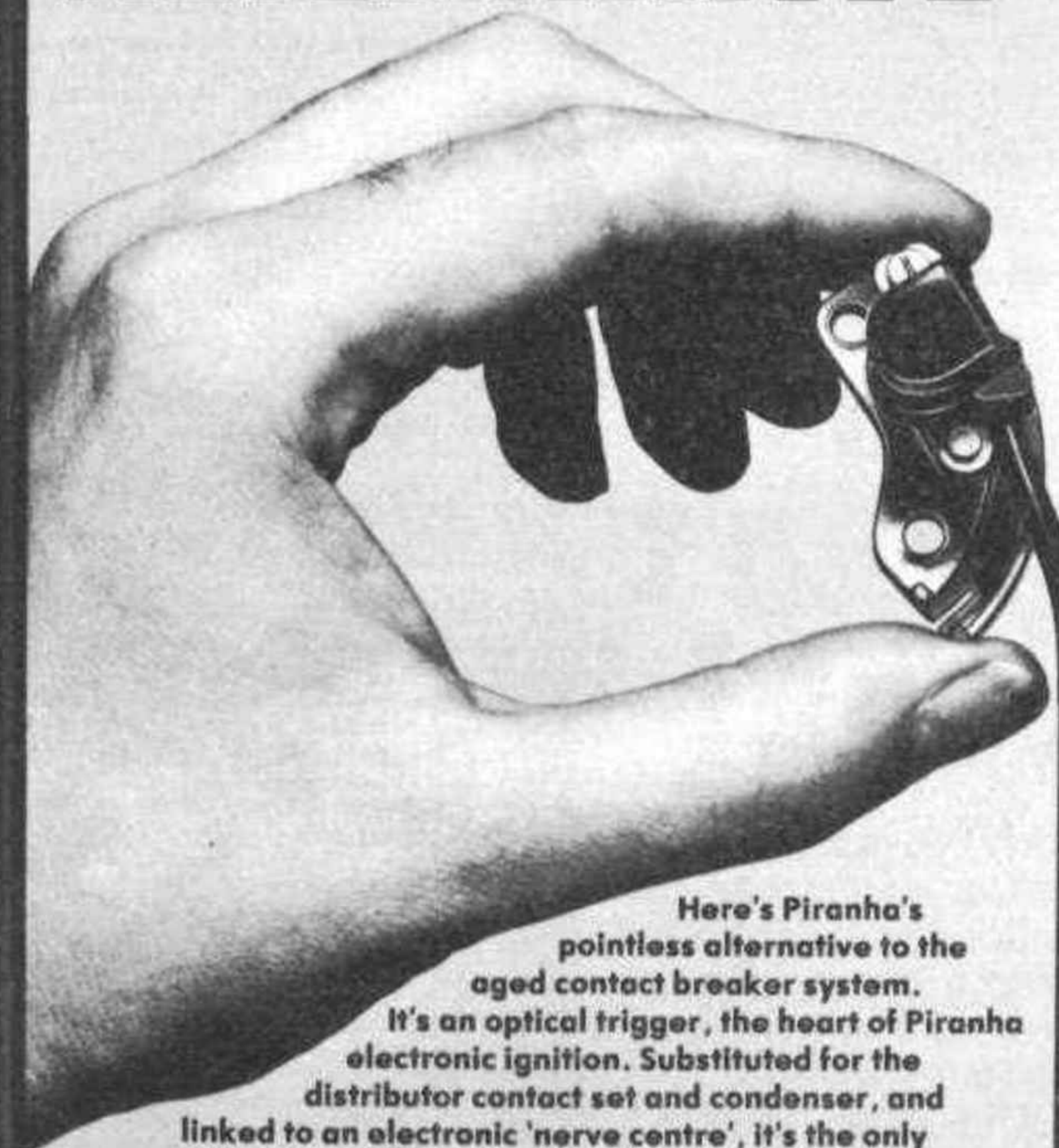
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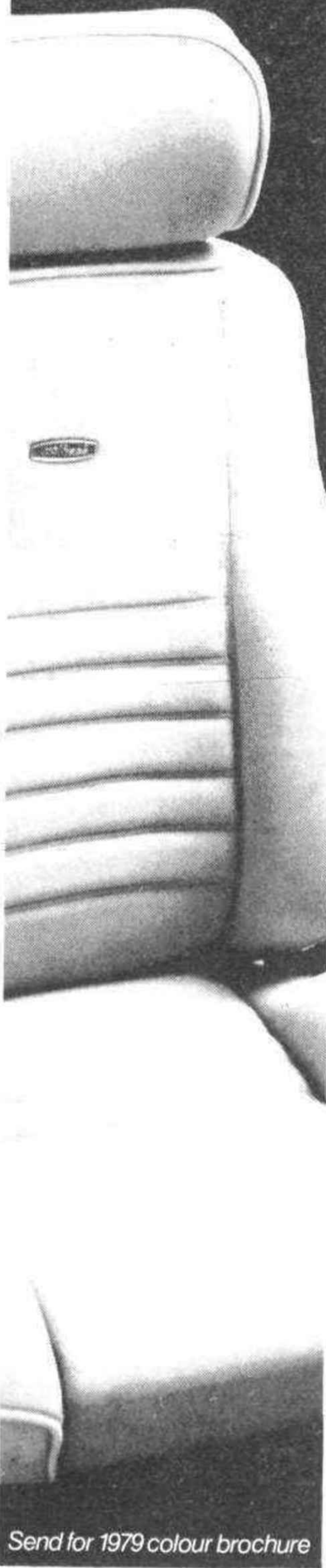
* Motor, w/e March 24th 1979.

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Hoopers of Bristol Ltd., 1 Maypole Square, Church Road, Hanham, Bristol. Bristol 676563
V.M.W. Motors Limited, 253 Badmington Road, Coalpit Heath, Nr. Bristol. Winterbourne: 778271
Atlantic Garage, Manilla Road, Weston Super Mare. W.S.M. 26208
- BEDFORDSHIRE**
Auto Technique, Unit C, Kingsway Industrial Estate, Luton. Luton 414000
- BUCKINGHAMSHIRE**
The Aylesbury Tappet, 48 Buckingham Street, Aylesbury. Aylesbury 85359
- CLEVELAND**
Dixon & Roy, Billingham Road, Norton. Stockton on T. 551541
- DORSET**
Wey Valley Service Station, 680 Dorchester Road, Upwey, Weymouth. Upwey 2683
F. English Limited, 339 Poole Road, Bournemouth. Bournemouth 762442
- ESSEX**
Mowatt Motor Engineers, Pound Lane, North Benfleet, Wickford. Basildon 726225
Tricentral Limited, Robjohns Road, Widford Industrial Est., Chelmsford. Chelmsford 64111
Kings Head Garage, High Road, North Weald. N. Weald 2545
Fernbank Service Station, Montrose Mtrs. Ltd., Epping New Road, Buckhurst Hill. 01.504.1324
Trio Auto Services (Romford) Ltd., 91, Albert Rd, Romford. Romford 62369
- GLOUCESTERSHIRE**
Motorworthy City Speed Centre, 58 Kingshold Rd. Glos. Gloucester 20784
- HERTFORDSHIRE**
Tucker-Peake Cars, High Street, Stevenage. Stevenage 54361
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Jordan & Co., (Hull) Ltd., Witham, Hull. Hull 24131
- KENT**
The Drive In (Silencers) Ltd., 178 Rainham Road, Gillingham. Medway 51955
J.W. Speedparts, Jack Whitehead Ltd., Southlands Road Garage, 249 Southlands Road, Bromley. 01.460.7382
Downham Auto Spares, 446 Bromley Road, Downham, Bromley. 01.697.4419
- LANCASHIRE**
Rally Equipe Bolton Street, Bury. 061.761.1178
- LEICESTERSHIRE**
Roberts & Brooks, 1309 Melton Rd., Syston, Leicester. Leicester 609966
- LONDON**
Turnpike Motors, 20a High Street, Hornsey, LONDON N.8. 01.348.1246
Chris Montague Carb Co., 380 Finchley Rd. LONDON NW2 2HP. 01.794.7766
Macedo Motors, 14-16 Pembroke Mews, LONDON W8 6ER 01.937.4090
- GREATER MANCHESTER**
Robell Cars, 257 London Road, Hazel Grove, Stockport. 061.4832283
- MERSEYSIDE**
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Lawrence's Garage, Wilton Street, Lozells, Birmingham. 021.554.3018
C. & E. Motors Ltd., 200 Fletchamstead Highway, Coventry. Coventry 77222
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Autocare, 29 Quebec Street, East Dereham. E. Dereham 5651
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Hartwells of Oxford Limited, Oxford Rd., Kidlington. Kidlington 4363
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Boundary Garage, 161 Goldsworth Road, Woking. Woking 73539
Mitcham Motors, 472 London Road, Mitcham. 01.648.3865
Alfista Motors, 219 Gloucester Rd. South Norwood, Croydon. 01.689.7154
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J. Heathcote & Co., Hope Street, Thornhill, Rotherham. Rotherham 65032
Motorist Mecca, 148 Michelgate, York. York 24017
Heeley Bridge Garage, Broadfield Road, Sheffield. Sheffield 52404
C. C. Racing Developments, West End, Kirbymoorside. Kirbymoorside 31867
- NORTHERN IRELAND**
Motor & Sport Limited, 15 Donegall Pass, Belfast. Belfast 33357
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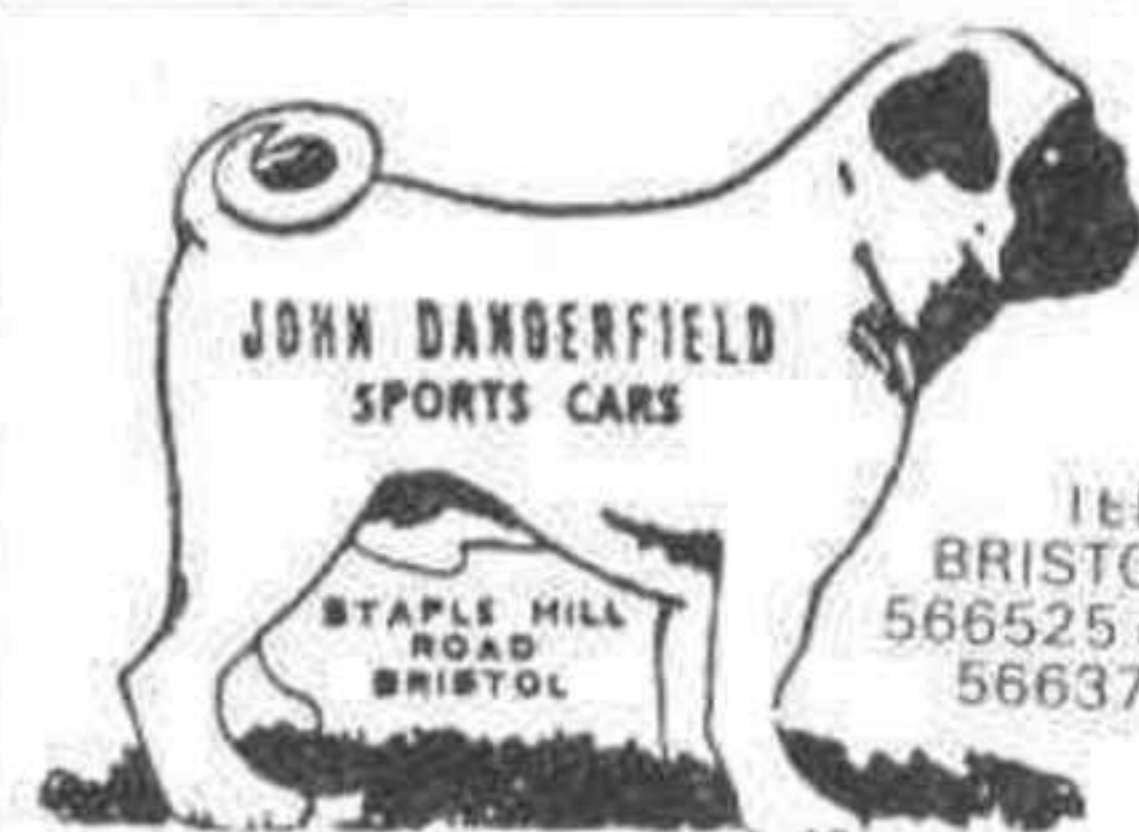
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NEW

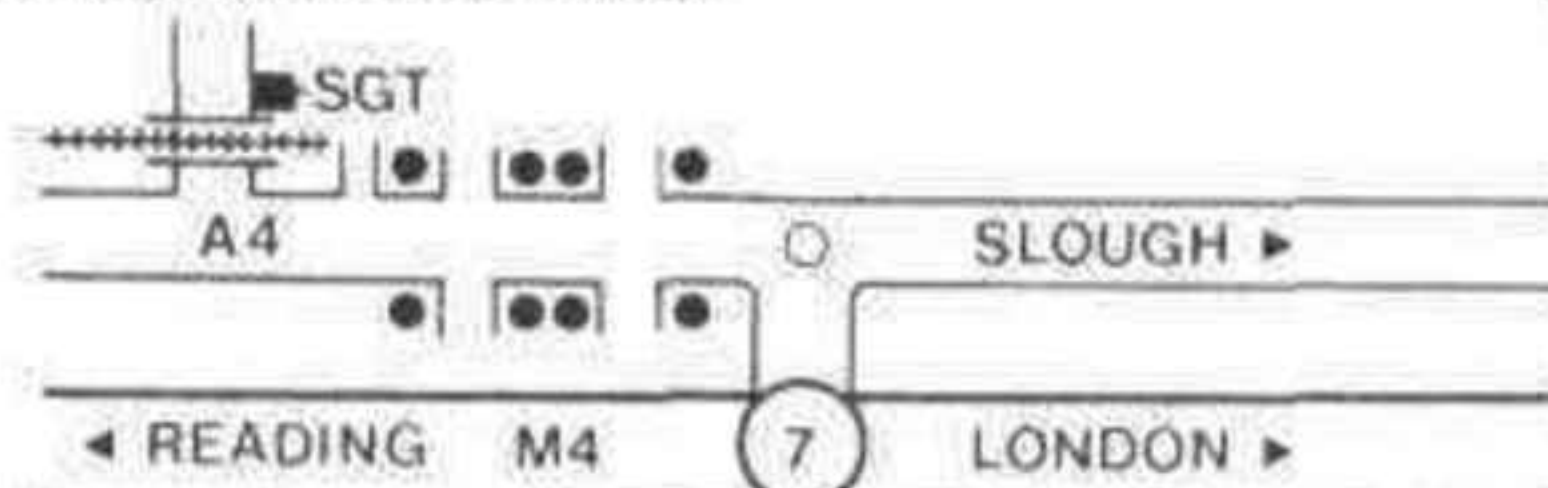
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NEW. TVR Convertible 'S'. Onyx brown, in Reynard metallic, beige hood
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NEW. TVR Taimar. In gold, brown model band, sunroof.
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NEW. Lotus Eclat 521. In black, red leather trim
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NEW. Lotus Esprit S2. In bronze, champagne leather
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NEW. Lotus Elite 501. In white, black vinyl roof, black leather trim
List
NEW. Lotus Eclat 521. In gold, champagne leather trim
List

1978 Lotus Esprit, in yellow, brown/beige, Marcasite trim, radio **£9,495**

1978 Scimitar GTE, overdrive, in russet, beige cloth trim, radio, one owner, 8,000 miles **£6,495**

1977 (S) Scimitar GTE. Auto, in Sierra tan, tan cloth trim, Wolfrace wheels, radio/cassette, one owner, 17,000 miles **£5,695**

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1978 Triumph Stag. Overdrive, in red, black trim, hard and soft tops, radio, alloys, one private owner **£6,095**

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Renault 16 TX. 1 owner, auto., met. blue, 1976. **£2,675**

NEW TVR

Taimar in gold. List
Taimar in met. blue. List
Convertible in gold. List
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USED TVR

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TR7, 1976. White, 1 owner, 26,000 m., radio. **£2,675**
Fiat X1/9, 1977. Red, 24,000 m. **£2,950**
Fiat 128 3T, 1977. 1 owner. **£2,375**
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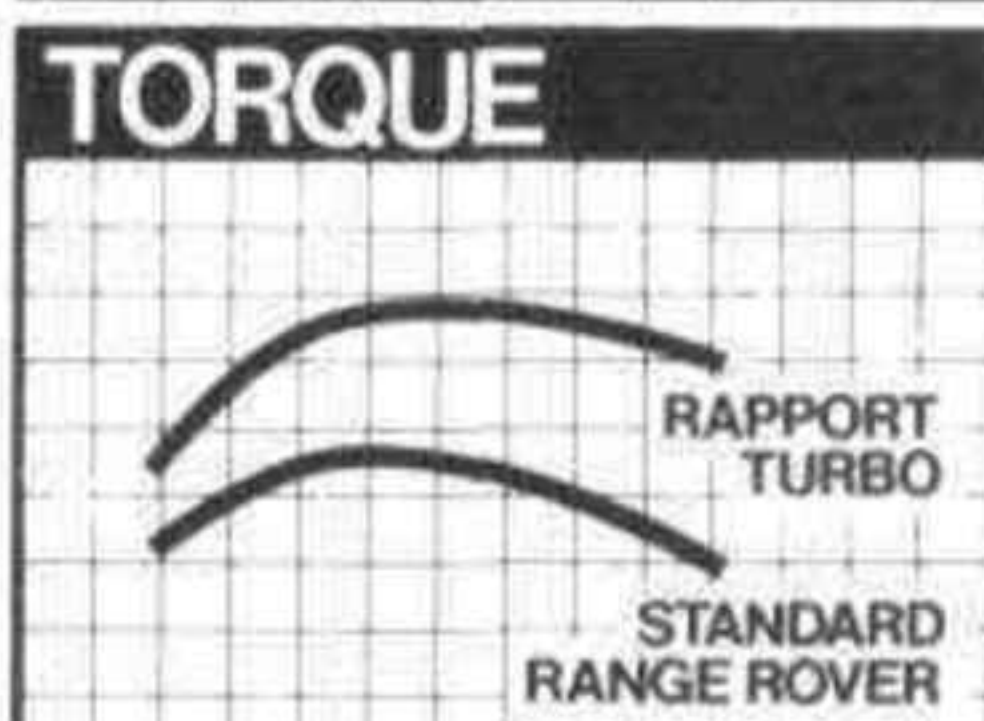
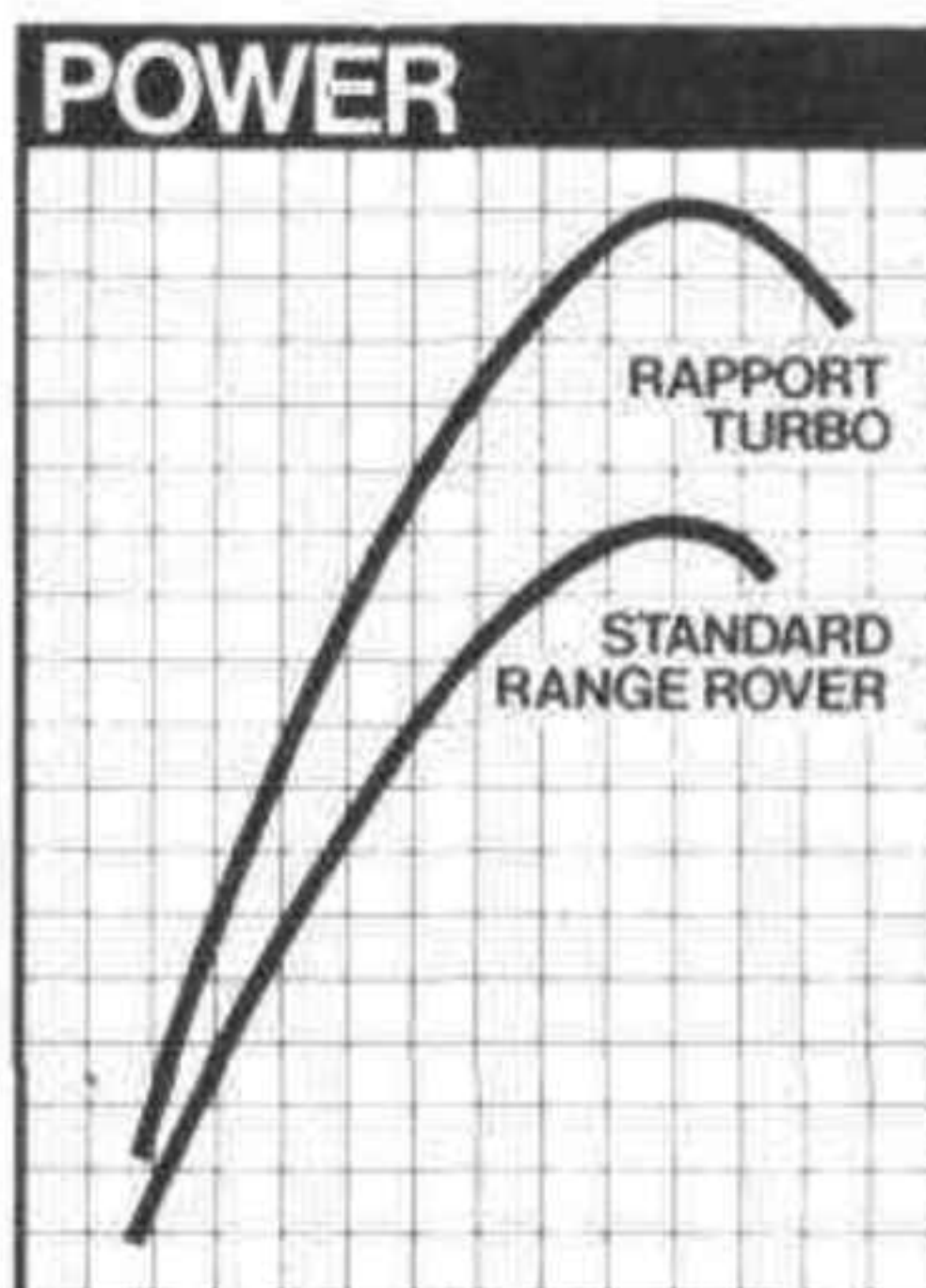
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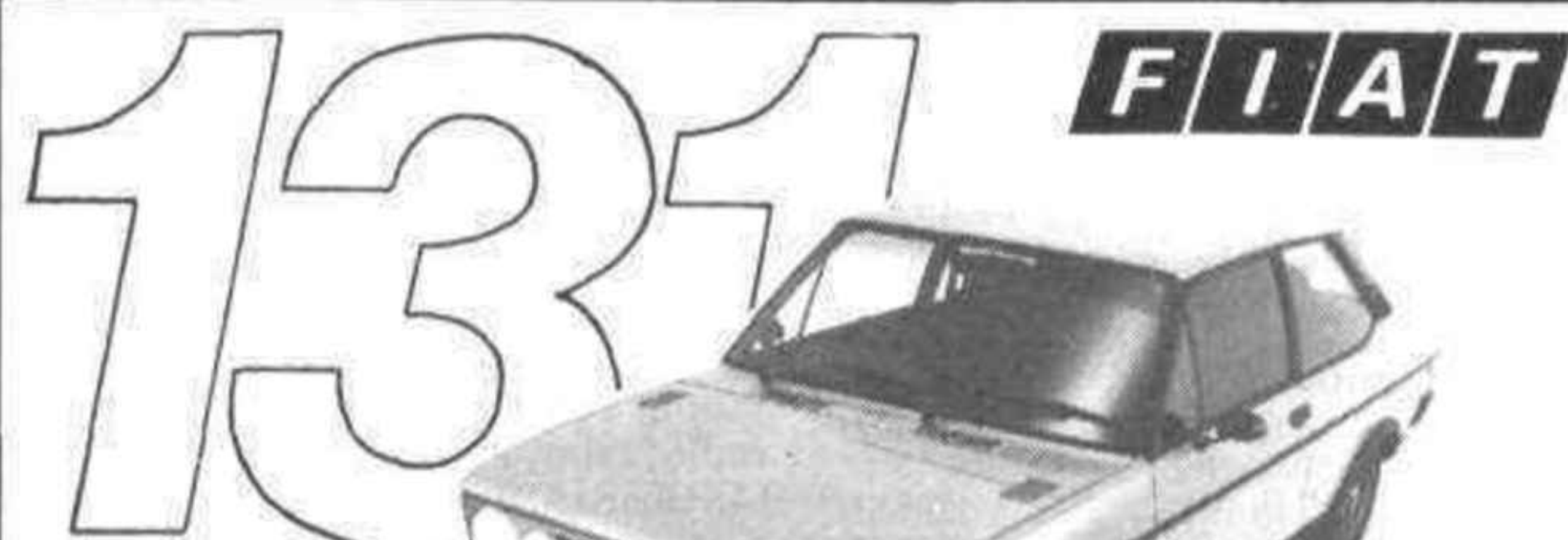


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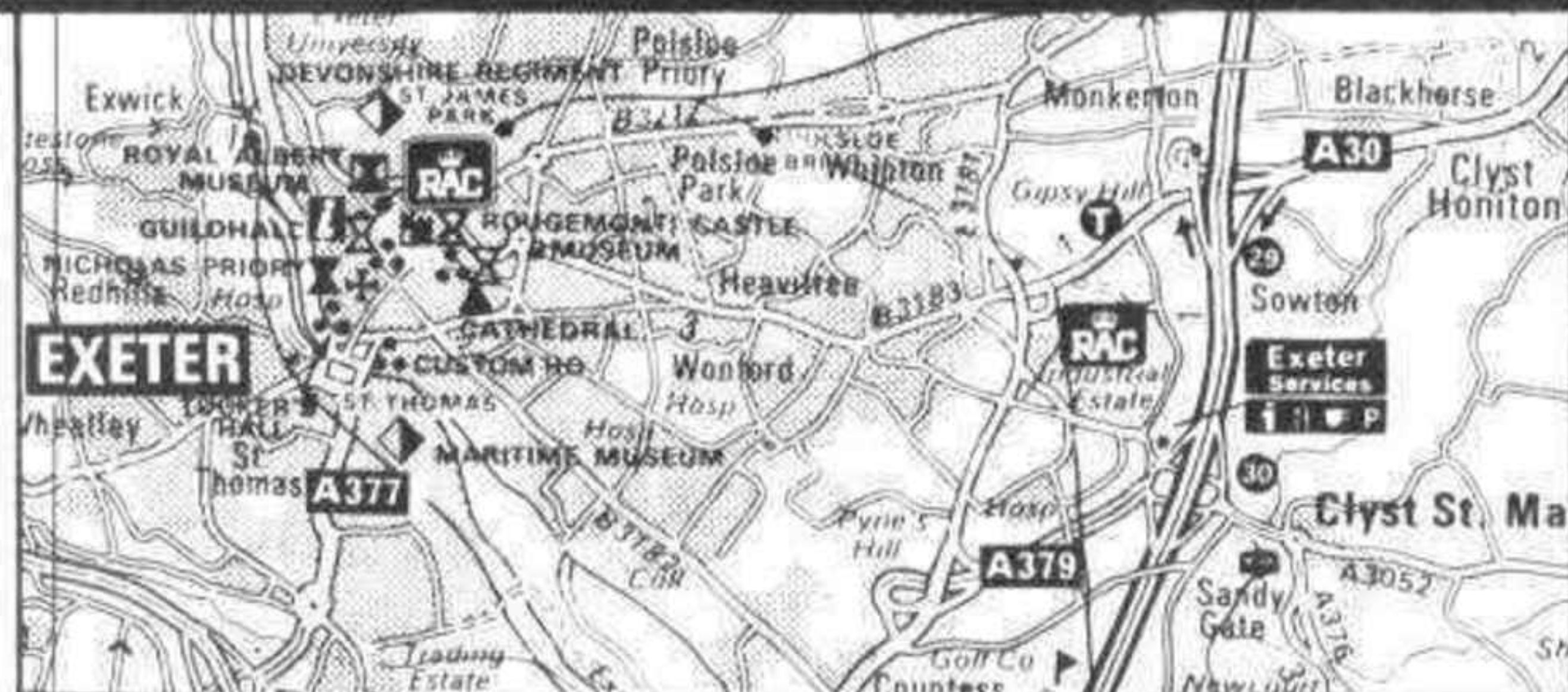
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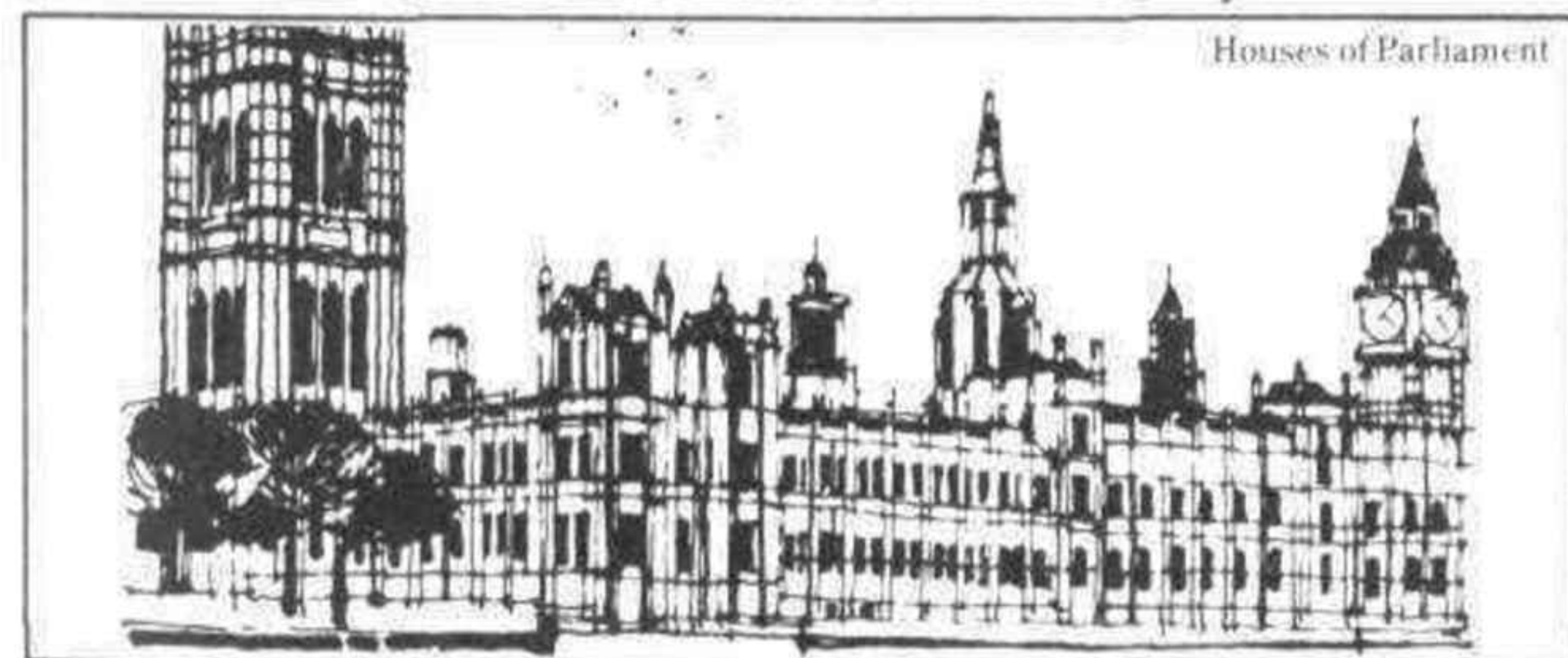
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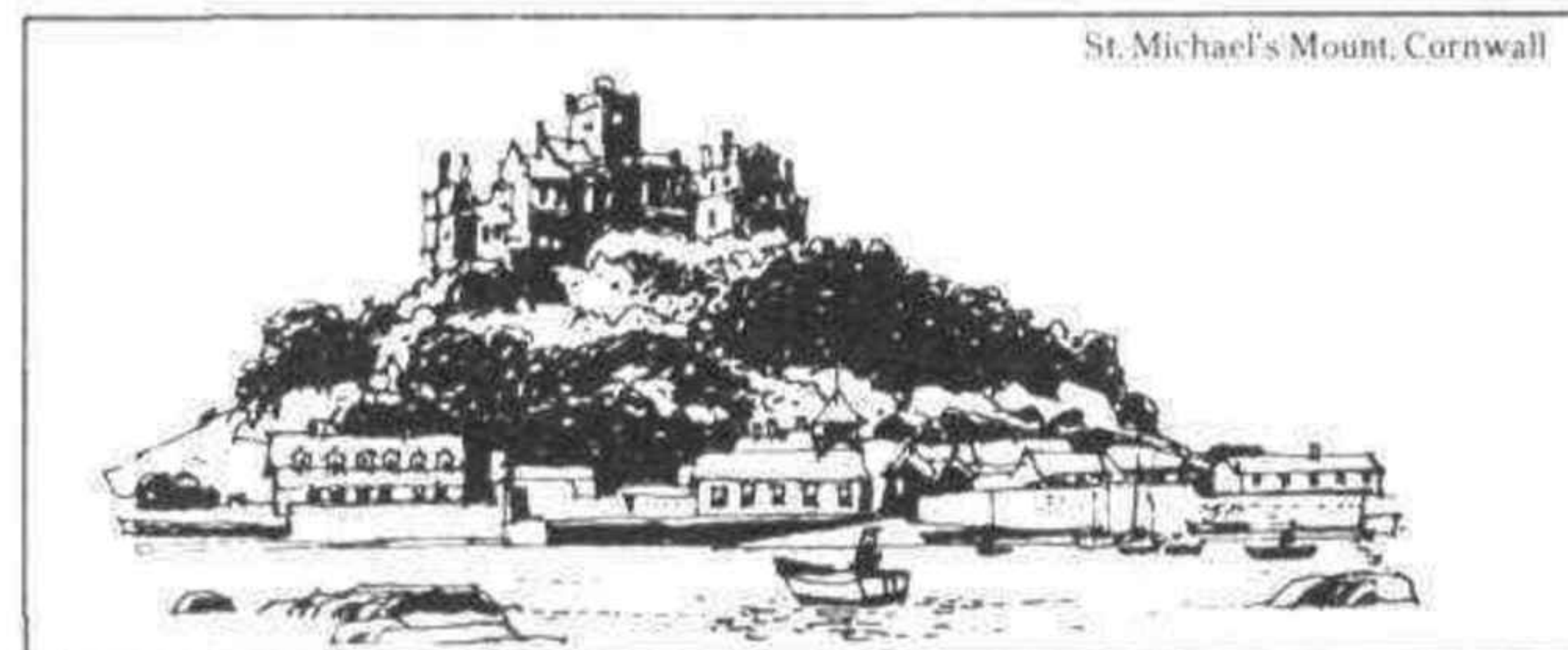
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To begin with, we have unashamedly spoiled the driver and his passengers. (In particular, it is our belief that if a driver lacks for nothing, he will feel more relaxed and alert, especially after long journeys.)

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The steering wheel is adjustable, the windows electrically operated and the driver's seat can be adjusted for both height and tilt.

In terms of performance, especially on major roads, the Gamma is a thoroughbred Lancia. The powerful 2.5 litre boxer engine gives impressive acceleration when you need to overtake, with a smooth 5 speed gearbox, as well as a top speed of over 120mph. Like every Lancia,

the Gamma has front-wheel drive for impeccable handling and roadholding on the twists and turns of winding country roads.

Steering is power assisted and should you meet a flock of sheep en route, dual system brakes provide exceptional stopping power. Which means that the Gamma handles like a car half its size.

Finally, we feel certain that the restrained elegance of the Gamma Berlina will not go unnoticed in the traffic jams around town.

You will be relieved to know that this car carries a very sensible price tag which will not deter even the most austere of financial directors. (You might mention too, that the new 12,000 mile service intervals practically halve servicing costs.)

If you would like to test drive the Gamma Berlina,

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The Lancia Gamma Berlina. £7,135.83*



MOTOR SPORT

VOL LV

No. 6

JUNE 1979

Fifty-fifth year of publication
Publication date first of the month

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FRONT COVER PICTURE: BRIAN REDMAN leaps from the works long-tailed Porsche 936 as Jochen Mass settles in for another stint at the wheel during the Silverstone 6 hr. race. The 936 was in a performance class of its own and looked the certain winner until this Le Mans winner destroyed itself in a monumental accident.

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MATTERS OF MOMENT

■ OUTLOOK UNCERTAIN

Although motoring remains one of the most enjoyable relaxations, within the limits set by its ever-increasing cost, legal restrictions, and the pleasure-decreasing aspect of more and more road congestion, not improved by an increase in crawling "mimsers" who are presumably trying to save fuel, when they are not downright frightened of the machinery of which they have charge, its future seems uncertain — just as properly conducted, top-scale motor racing is the finest of all sports but is also afflicted at present by an uncertain future.

Our claim made in last month's Editorial that there may well be a trend towards smaller, petrol-thrifty cars, even to the extent of a sort of inverted-snobbery as to who can own the best makes and models, or even modified vehicles, in this economic category, is strengthened by recent happenings. We have stopped at petrol stations when far from home, on business journeys, to be told that we can only have a small allocation of the essential fluid. In our nearest towns garages have been displaying notices such as "Regulars Only", "No Petrol Until Thursday", or even simply "Closed". This is an alarming situation, because there is little point in owning a car unless it can be operated freely. In peace-time no one is going to tolerate lightly a return to war-time rationing. This petrol shortage seems to have come into being from May 1st, when garages were notified without warning that they might receive short and/or delayed supplies — bad for the garages, bad for us. Shell have been among the worst offenders. They tell us that the Iranian cut-back is the cause but claim that they have maintained a 100% on-stream delivery compared to last year, the shortages being due to the rise in demand. Car-owners, and householders, are, it seems, burning more liquid fuel. It is not generally realised that in Ireland, where they are experiencing an economic miracle, the licence-fee on cars of under 2,000 c.c. has been abolished (along with the proposed Wealth Tax and domestic rates) but that on cars over that size it is set very high, to encourage conservation of petrol. With the aforesaid shortages at the pumps in Britain and mile-long queues reported at Irish petrol stations, we do appear to be in an age when there may soon be more enjoyment in watching the fuel-gauge than the tachometer (not rev-counter, please, although we had one of these on our bicycle). Certainly we have unpleasant reminders that our fun is dependent on Middle East politics.

If our predicted enforced enthusiasm for little cars comes about, fortunately there are manufacturers ready to meet it, in spite of their claim that no worthwhile profits are made on such cars. There is the Renault 5 Gordini (£4,149), Ford have their Fiesta 1.3S (£3,277) and the Alfasud 1.5ti (£3,600), Fiat XI/9 (£4,757) and Peugeot 104ZS (£3,134), etc. are reminders that more economical motoring need not be too dull. In this economy-car field, it is significant that Citroën have given their flat-twin engine a new lease of life and that Fiat not only still make their Tipo 126 air-cooled vertical-twin but offer it in "De Ville" form and are now importing a limited edition of even more deluxe "Black & Silver" 126s, priced at £2,029.95 each. If the smaller cars refuse to be snubbed, and indeed look like becoming the "in-thing" in the near future, it can be said that not only the petrol famine (which has nothing to do with that scare-idea of a petrol-less universe) but speed-limits will encourage them. A weekly contemporary has published the depressing news that the Government may be contemplating the purchase of large quantities of hand-held radar-guns, with which to enforce speed-limits. It is obvious that such law enforcement extracts large quantities of fine money from those caught in such lotteries. This money may go towards financing the increased Police pay — and do not read us wrongly, the Police have earned this and richly deserve it. Such trapping in no way reduces accidents. So one can only hope that the Brand New Government, so convincingly elected, will have none of this costly nonsense.

Finally, it isn't only petrol supplies which are slowing down in this busy modern age. Although we haven't heard from them, we have extracted the information (see our April Editorial) that there is no longer any benzole in the National Benzole Company's petrol. Nor has Esther Rantzen yet told us how her production-car "motor race" is conducted (see our April Editorial) which gave Japanese cars such a big boost on TV. Perhaps PR is drying up, too?

■ FOR A GOOD CAUSE

THE MOTOR and Cycle Trades Benevolent Fund's Lynwood Veteran and Vintage Rally takes place at Sunninghill, Ascot on June 30th. Kay Petre will present the prizes. The Rally raises funds towards the cost of running the Lynwood home for the disabled and elderly. Entry forms from Paul Finn, BEN Lynwood, Sunninghill, Ascot, Berkshire. — W.B.

Motor Sport Fixture List for June

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
June 3rd	ADAC-Zentrale e.V. ADAC-Mittelrhein e.V.	Nurburgring	Germany	World Championship for Makes (INT)	
June 3rd	ASAC Basco Bearnais	Pau	France	European Formula 2 Championships (INT)	
June 3rd	STMSC-Sektion Knittelfeld des STAMK	Osterreichring	Austria	European Touring Car Championship (INT)	
June 3rd	RAC	Donington Park Circuit	Derby	Gunnar Nilsson Memorial Formula 1 Trophy Race (INT)	
June 3rd	BARC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (R)	14.00
June 3rd	BARC (LH)	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (R)	14.15
June 3rd	RMC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (R)	
June 3rd	BARC (LH)	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (R)	
June 3rd	RMC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (R)	
June 4th	Nederlandse Autorensport Vereniging Zandvoort	Zandvoort	Holland	European Formula 3 Championship Aurora British Formula 1 Championship (INT)	
June 9th	Mid-Cheshire MRC	Aintree Circuit	Liverpool	Race Meeting (R)	
June 9/10th	Automobile Club de l'Ouest	Le Mans	France	Le Mans 24 Hours (World Championship for Makes) (INT)	
June 9/10th	Cramlington & Dist. MC	Jennings Tractor Depot		Mad Hatter Rally (C)	23.30
June 9/12th	Royal Scottish Automobile Club	Blythswood Square, Glasgow		Scottish Rally (European Rally Championship) (INT)	18.00
June 10th	Midland AC	Shelsley Walsh Hill	Worcester	RAC Hill Climb Championship (N)	11.30
June 10th	ADAC-Wurttemberg e.V.	Hockenheim	Germany	European Formula 2 Championship (INT)	
June 10th	Automotoklub Brno	Brno	Czechoslovakia	European Touring Car Championship (INT)	
June 10th	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting / Vandervell British Formula 3 Championship (R)	14.30
June 10th	NSCC	Croft Autodrome, Fawkham	Darlington	Race Meeting (R)	
June 10th	NSCC	Croft Autodrome	Darlington	Race Meeting (R)	
June 10th	Donington Racing Club	Donington Park Circuit	Derby	Race Meeting	
June 15/17th	ASA Antibes		France	Antibes Rally (European Rally Championship) (INT)	
June 15/17th	Donegal MC	Ballyraine Hotel, Letterkenny	Donegal	Donegal Rally (European Rally Championship) (INT)	
June 16th	VSCC	Oulton Park Circuit	Tarporley, Cheshire	Richard Seaman Trophies Historic Car Races (C)	
June 16/17th	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Production Car Night Races (R)	
June 17th	Ente Autodrome Pergusa	Enna	Italy	European Formula 3 Championship (INT)	
June 17th	BARC	Cadwell Park Circuit	Louth, Lincolnshire	Vandervell British Formula 3 Championship (R)	14.00
June 17th	Owen MC	Curborough	Lichfield	Sprint and Concours (C)	
June 17th	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (R)	
June 17th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (R)	
June 17th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (R)	
June 17th	Border MC - Finningley	Hemswell Airfield, Lincolnshire		Kingsforth Trophy Rally (C)	09.01
June 23rd	AMOC	Silverstone Circuit	Towcester, Northants	Race Meeting (R)	
June 23/24	Escuderia Orense		Spain	Orense Rally (European Rally Championship) (INT)	
June 23/24th	AC di Pavia		Italy	Rallye del Giooco (European Rally Championship) (INT)	
June 23/24th	BARC	Donington Park Circuit	Derby	Aurora British Formula 1 Championship (INT)	14.00
June 23/24th	Sheffield & Hallamshire MC	Sheffield		Jackson 79 Rally (C)	
June 24th	AC di Palermo	Enna	Italy	World Championship for Makes (INT)	
June 24th	AC Milano	Monza	Italy	European Formula 3 Championship (INT)	
June 24th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (R)	
June 24th	750 MC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (R)	
June 24th	Lincoln MC & CC	Cadwell Park Circuit	Louth, Lincolnshire	Race Meeting (R)	
June 24th	Rochester MC TEAC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (R)	
June 29/July 1st	AC Targa Florio		Belgium	24 Hours of Ypres (European Rally Championship) (INT)	
June 29/July 1st	AMK Skoda		Czechoslovakia	Skoda Rally (European Rally Championship) (INT)	
June 30th	BARC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Aurora British Formula 1 Championship (INT)	14.00
June 30th/July 1st	Northumbrian MC	Newtown Street, Duns		Jim Clark Memorial Rally (N)	18.00
July 1st	FFSA	Dijon	France	French Grand Prix (World Championship, round 8) (INT)	
July 1st	BARC	Silverstone Circuit	Towcester, Northants	Vandervell British Formula 3 Championship (R)	15.00
July 1st	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (R)	15.00
July 1st	DDMC	Croft Autodrome	Darlington	Race Meeting (R)	
July 1st	Hagley & DLCC	Loton Park	Alderbury	BARC Hill Climb Championship (R)	12.15
July 1st	Bugatti OC	Prescott	Cheltenham	Summer Hill Climb (C)	11.00

World Records for the Mercedes-Benz C111

FIVE new World Records, including the absolute World Record for closed circuits, fell to the experimental Mercedes-Benz C111 Mark IV during testing of a new aerodynamic shape at Nardo in Southern Italy on May 5th. The new records stand to Dr. Hans Liebold, head of the car pre-testing department at Daimler-Benz, Stuttgart. He raised the closed circuit record to 403.9 k.p.h., easily breaking the previous record of 355.9 k.p.h. set in 1975 by Mark Donohue with a Canam Porsche 917 on the Talladega circuit, Alabama.

For this exercise the C111 dispensed with its record-breaking turbocharged five-cylinder diesel engine in favour of a twin-turbocharged V8 petrol engine developing 500 b.h.p. at 6,200 r.p.m.

The tests were primarily intended to study the effects of aerodynamic design features and spoilers at speeds of more than 400 k.p.h. (248

m.p.h.). Also being studied was the effect of lightweight construction and tyres with a low rolling resistance (Michelins).

The other four World Records, all in the FIA listings, whilst the closed circuit record is not, are (previous records in brackets):

320.615 k.p.h. over 10 km. (283.101 k.p.h.)
335.454 k.p.h. over 10 miles (282.673 k.p.h.)
375.670 k.p.h. over 100 km. (316.484 k.p.h.)
367.396 k.p.h. over 100 miles (319.835 k.p.h.)

Cover Price

Further increases in the cost of raw materials and wage increases in the printing industry leave us with no alternative but to increase the cover price of MOTOR SPORT to 50p, commencing with the July issue. We do so very reluctantly, with regard to our readers' pressured pockets, but hope that we shall be able to maintain and indeed improve our standards of interest and value for money. MOTOR SPORT continues to cost less

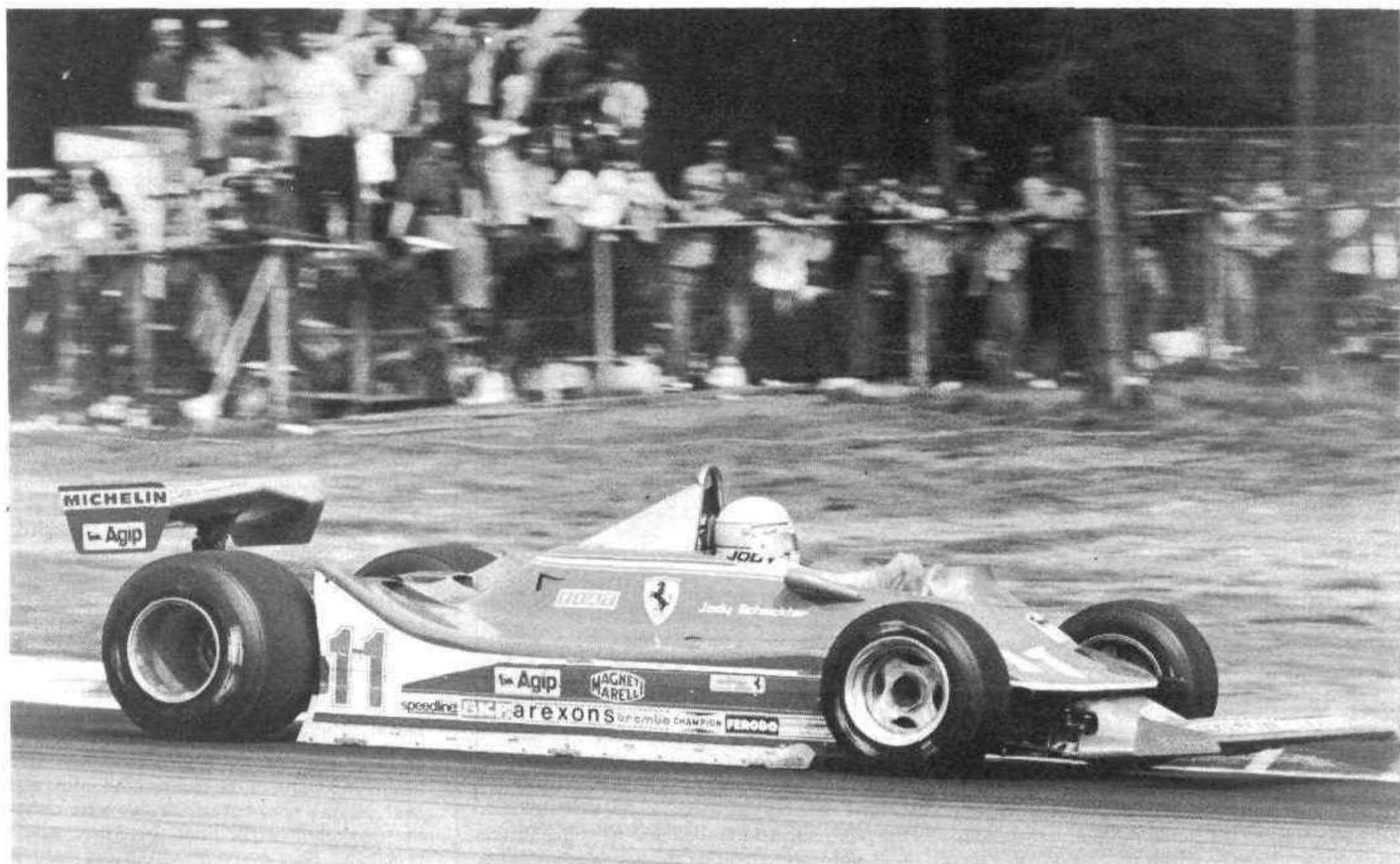
than the price of a packet of 20 cigarettes and not much more than the price of a pint.

A Bovine Sunbeam?

WE ARE aware that Bill Lake's GP Sunbeam is started with the aid of Ki-gas, not Ki-grass (page 831). This is the sort of printer's error which can occur when pages are rushed into print without the editorial staff being allowed to read proofs . . . —C.R.

Stolen Morgan

THE ESSEX Constabulary are searching for a stolen 1934 Morgan Sports, registration number LJ 9820, chassis number D/1024, colour maroon with beige upholstery. This bowel-back three-wheeler was engine-less when misappropriated; it is normally powered by an o.h.v. water-cooled Matchless V-twin. The front brakes have been converted to Morris 8 hydraulic. Det. Con. Johnson, telephone Rayleigh 775533, is dealing with the case.



Scheckter's win put him into the lead of the World Championship, jointly with Laffite.

GROTE PRIJS van BELGIE

Some good driving

Zolder, May 13th

THE LITTLE Zolder circuit, which is situated in the sandy scrublands of north east Belgium, not far from the Dutch border, is not the most attractive place even when the sun is shining. In the drizzling rain on Friday morning when testing and practice was due to start for the Belgian GP it was bleak. One point in favour of the Zolder track is that it does not have the air of an autodrome or racing stadium; as artificial and permanent circuits go it is quite good, like a very miniature Nurburgring. Just as our own Oulton Park is an artificial road-racing circuit, compared to Silverstone which is an airfield circuit, and Brands Hatch which is a stadium, Zolder can rate as a road-racing circuit.

There was not a great deal of enthusiasm for the hour-long test session on Friday morning in the drizzling rain and the Wolf and McLaren teams did not venture out, the former due to a possible shortage of wet-weather tyres and the latter because they were still finishing off their cars. The previous week both Goodyear and Michelin had held tyre-testing sessions at the circuit, during which Depailler, fresh from his Spanish GP victory, had had a slight accident in the Ligier and John Watson had had a major accident in the McLaren M28/1B and demolished it. The Colnbrook team salvaged what parts they could and built them on to the monocoque of M28/2, so that when it arrived at Zolder and was completed it became M28/2B. The third of the M28 cars was undergoing the same treatment at the factory so

Tambay was having to make use of M26/7 "dragged out from under the bench."

Team Lotus were out in force, with Andretti's Lotus 80/1 improved in many details, with shorter nose cowling without the "skirts" under it, and new body panels along its length. A Mk. II Lotus 80 is on its way, with the centre of gravity moved forwards and with shorter side pods. Reutemann was still using a Lotus 79 and quietly getting on with the job, while both drivers had a spare Lotus 79 standing by. After making it clear to Jody Scheckter that he was supposed to be number one in the Ferrari team, and as such he should be winning races, the team provided him with a brand new car for Zolder, number 312T4/040, while his small sparrow-like team-mate took over 039, which Scheckter had raced in Spain. The blue Tyrrells of Pironi and Jarier had the word Candy painted on them, to do with a big bag of gold put into the Tyrrell coffers. The Ecclestone team had a brand new BT48, number 04, for Lauda, not fundamentally different from the others, and Lauda's usual car BT48/2 became the team spare, Nelson Piquet keeping to BT48/3.

Renault had fitted double-caliper brakes to the front of their new car, RS10/01, which Jabouille was driving again, while Arnoux retained his usual earlier car. Some of the lesser teams were in trouble before the meeting began, Team Ensign had done a major revamp on MN09 but were held up for fibreglass work for new bodywork, so bundled their two old cars, MN06 and MN08, into the transporter and set off. Fittipaldi sent

their Copersucar sponsored F6 back for a complete re-appraisal and EF was using his "old faithful" F5A/1 with nothing as spare. Ligier had hoped to finish another JS11 car in time for this meeting, but time ran out, so Laffite and Depailler were in their usual cars, and the rest of the teams were unchanged since Spain, though most of them had been working non-stop on detail improvements, tidying up and minor modifications. The ATS team were at it with hacksaw and file, altering the aerodynamics on the newer of their two cars.

Of particular interest was the first appearance of the works Alfa Romeo experimental car AR177/001. Fundamentally this is the car that was on test all last year, and which certain loud-mouthed people said would never race. Since its inception it has undergone a number of total redesigns, to keep pace with progressive thinking, and it arrived with present-day features such as inboard-mounted suspension units, aerodynamic side-pods with sliding "skirts", flush fitted side radiators and total enclosure of the mechanical components. It was still using the old flat-12 Alfa Romeo engine, with the Alfa Romeo/Hewland gearbox/transmission as developed for Gordon Murray and his Brabham cars. Painted Alfa Romeo red this car was being run by Carlo Chiti and engineer Marelli from Autodelta, which is the competition department of the State-owned Alfa Romeo firm. When first projected it was being developed on Pirelli tyres, but somewhere along the line a change was made to Goodyear tyres, and the American firm were doing everything to keep Alfa Romeo happy. The driver for this first works Alfa Romeo entry in today's scene was little Bruno Giacomelli, last year's Formula Two Champion, and to see an Italian Racing driver in an Italian racing car is to

ENTRY								
No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	80.1	Cosworth V8	Lotus/Hland	Goodyear	Martini-Essex Tisot
2	Lotus	C. Reutemann	Lotus	79.2	Cosworth V8	Hewland	Goodyear	Martini-Essex Tisot
3	Tyrrell	D. Pironi	Tyrrell	009.1	Cosworth V8	Hewland	Goodyear	Candy
4	Tyrrell	J. P. Jarier	Tyrrell	009.3	Cosworth V8	Hewland	Goodyear	Candy
5	Brabham	N. Lauda	Brabham	BT48.04	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalet Foods
6	Brabham	N. Piquet	Brabham	BT48.03	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalet Foods
7	McLaren	J. Watson	McLaren	M28.2B	Cosworth V8	Hewland	Goodyear	Marlboro-Castrol
8	McLaren	P. Tambay	McLaren	M26.7	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	312T4.040	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	F5A.1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS10.01	Renault V6t/c	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS01.03	Renault V6t/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	Cosworth V8	Hewland	Goodyear	—
20	Wolf	J. Hunt	Wolf	WR8	Cosworth V8	Hewland	Goodyear	Olympus/Texaco
22	Ensign	D. Daly	Ensign	MN08	Cosworth V8	Hewland	Goodyear	Theodore Racing
24	Merzario	A. Merzario	Merzario	A2.03	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	P. Depailler	Ligier	JS11.03	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
26	Ligier	J. Laffite	Ligier	JS11.02	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
27	Williams	A. Jones	Williams	FW07.001	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Williams	G. Regazzoni	Williams	FW07.002	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	Arrows	R. Patrese	Arrows	A1.06	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A1.05	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	Scaini
36	Kauhsen	G. Brancatelli	Kauhsen	WK.005	Cosworth V8	Hewland	Goodyear	Autoverleih Schors

Spare Cars		
1	Lotus-Cosworth V8 79/5	— not used in practice. Used by Andretti for race
2	Lotus-Cosworth V8 79/4	— not used
3	Tyrrell-Cosworth V8 009/4	— not used
5	Brabham-Alfa Romeo V12 BT48.02	— used by Lauda Sat. p.m.
9	ATS-Cosworth V8 D2.02	— not used
12	Ferrari-flat 12 312T4.038	— used by Villeneuve Sat. a.m. and p.m.
15	Renault V6t/c RS01.02	— not used
18	Shadow-Cosworth V8 DN9.3B	— not used
20	Wolf-Cosworth V8 WR7	— used by Hunt Friday p.m.
22	Ensign-Cosworth V8 MN06	— used by Daly Friday p.m.
24	Merzario-Cosworth V8 A1B.1	— not used
25	Ligier-Cosworth V8 JS11.01	— used by Depailler Sat. p.m. and for race
29	Arrows-Cosworth V8 A1.04	— not used
31	Lotus-Cosworth V8 78/4	— not used

see happiness. At the end of the hour test-session the Alfa Romeo engineers reported "no problems", but stressed that the car was purely experimental and was being used to get the team into the rhythm of racing, before coming out with an entirely new car.

The Ensign team had plenty of work to do as MN08 sprang a serious oil leak, and MN06 was far from ready, and the Ligier team had the gearbox in bits on Depailler's car. McLaren got their cars finished and Wolf brought out WR8 for the timed practice in the afternoon. The track was still very wet, though the drizzle had stopped and it was pretty obvious that the first rush of cars would soon dry out a path round the circuit. In consequence, while most drivers set off on wet-weather tyres, one or two stayed in the pits with their cars on "slicks", waiting for the right moment to join in, and gambling on the rain returning after they had put in a quick lap on the dried-out line. It didn't quite work out like that as

the rain returned too soon and saw some drivers well and truly caught on the wrong foot. Wet or dry Villeneuve seemed to be well in the groove and it caused no surprise to find him fastest at the end of the timed hour-and-a-half, but Jabouille in second place with the latest Renault caused a few eyebrows to rise. As always, Laffite was well up with the Ligier, but his team-mate Depailler was late coming out and missed the driest moments. Hunt was in trouble with disappearing rear braking power and by the time WR8 was wheeled away and replaced by WR7 the dry moment had passed. A completely erroneous time for Giacomelli in the Alfa Romeo had everyone twittering a bit, but it was later corrected. Even so, it wasn't going badly and seemed very trouble-free for a beginning. Once again Piquet was only the flicker of an eyelid behind Lauda, with the V12 Brabham-Alfas, but the damp conditions made the overall scene a bit inconclusive.



A good start: Giacomelli, in the debut race of the "purely experimental" Alfa Romeo 177, made the seventh row of the grid with no dramas.

With only about one hour gone the drizzle returned in earnest and everyone gave up and covered everything with tarpaulins, all except Hunt who flogged round on his own in WR7. When he stopped Villeneuve went out on "wet" Michelins, and then Pironi joined him, the Ferrari and the Tyrrell having the track to themselves. When they stopped the whole business of practice faded quietly away and everyone hoped Saturday would be dry.

Friday night prayers were answered and Saturday was dry though overcast, but at least some serious testing could take place in the morning preparatory to the now all-important hour-and-a-half in the afternoon, during which time positions on the grid would be decided. The rather tight confines of the Zolder circuit usually make a position near the front of the grid all-important for any hope of victory. During the morning Villeneuve tried the spare Ferrari (038) and found it quite to his liking, while Andretti spent most of the time patiently waiting while Chapman and the Lotus mechanics struggled to re-tighten the rear end of the Lotus 80 where it had come undone deep within the mechanical conglomeration behind the engine: instant accessibility on the Lotus 80 is not its strong point.

By the time the afternoon session was due to begin everyone was wound up tight and rearing to go. Just to keep everyone from getting too keen (or desperate) the scrutineers had a "Go-No-Go" gauge at the pit lane exit, which checked the height and width of the rear aerofoil. Most teams were playing safe, but one or two were right on the maximum height limit, but there were no problems. That everyone was trying hard was evident by the number of spins during the afternoon, most of them harmless, some causing a little damage, but none very serious. Brakes were being used to the maximum, engines always on peak power, and some exciting diving-through at the last moment when a fast runner was on an all-out lap and caught up with a slower car. The tempo was high but the lap times were not slowing it due to a freak phenomenon with the track surface that was not responding to the available grip of a "sticky" short-life qualifying tyre; a bit less for the Goodyears than for the Michelins. It is doubtful whether a lesser-driver can really justify hard, soft or super-soft tyres, but the top bunch of drivers who can really benefit were finding their difference in lap times negligible and many were totally confounded by making their best laps on hard rubber. It was the

Practice Times			
No.	Driver	Friday p.m.	Saturday p.m.
1	M. Andretti	1:24.60	1:21.83
2	C. Reutemann	1:26.41	1:22.56
3	D. Pironi	1:25.55	1:22.85
4	J-P. Jarier	1:25.82	1:22.68
5	N. Lauda	1:24.65	1:22.87
6	N. Piquet	1:24.96	1:21.35
7	J. Watson	1:26.60	1:24.37
8	P. Tambay	1:29.57	1:25.69
9	H. J. Stuck	1:28.50	1:24.62
11	J. Scheckter	1:24.62	1:22.09
12	G. Villeneuve	1:24.06	1:22.08
14	E. Fittipaldi	1:28.48	1:25.18
15	J-P. Jabouille	1:24.42	1:24.02
16	R. Arnoux	1:26.23	1:24.33
17	J. Lammers	1:27.72	1:24.76
18	E. de Angelis	1:29.23	1:25.48
20	J. Hunt	1:28.05	1:22.55
22	D. Daly	1:32.96	1:27.83
24	A. Merzario	1:29.37	1:25.92
25	P. Depailler	1:27.47	1:21.20
26	J. Laffite	1:24.52	1:21.13
27	A. Jones	1:26.92	1:21.59
28	G. Regazzoni	1:24.57	1:22.40
29	R. Patrese	1:27.63	1:23.92
30	J. Mass	1:27.79	1:25.08
31	H. Rebaque	1:26.79	1:23.63
35	B. Giacomelli	1:27.15	1:23.15
36	G. Brancatelli	1:34.48	2:11.75

Starting Grid

26 J. Laffite (Ligier-Cosworth V8) JS11.02 1 min. 21.13 sec.	25 P. Depailler (Ligier-Cosworth V8) * JS11.01 1 min. 21.20 sec.
6 N. Piquet (Brabham-Alfa Romeo V12) BT48.03 1 min. 21.35 sec.	27 A. Jones (Williams-Cosworth V8) FW07.001 1 min. 21.59 sec.
1 M. Andretti ** (Lotus-Cosworth V8) 79.5 1 min. 21.83 sec.	12 G. Villeneuve (Ferrari flat-12) *** 312T4.039 1 min. 22.08 sec.
11 J. Scheckter (Ferrari flat-12) 312T4.040 1 min. 22.09 sec.	28 G. Regazzoni (Williams-Cosworth V8) FW07.002 1 min. 22.40 sec.
20 J. Hunt (Wolf-Cosworth V8) WR8 1 min. 22.55 sec.	2 C. Reutemann (Lotus-Cosworth V8) 79.2 1 min. 22.56 sec.
4 J-P. Jarier (Tyrrell-Cosworth V8) 009.4 1 min. 22.68 sec.	3 D. Pironi (Tyrrell-Cosworth V8) 009.1 1 min. 22.85 sec.
5 N. Lauda (Brabham-Alfa Romeo V12) BT48.04 1 min. 22.87 sec.	35 B. Giacomelli (Alfa Romeo flat-12) 177.001 1 min. 23.15 sec.
31 H. Rebaque (Lotus-Cosworth V8) 79.1 1 min. 23.63 sec.	29 R. Patrese (Arrows-Cosworth V8) A1.06 1 min. 23.92 sec.
15 J-P. Jabouille (Renault V6tc) RS10.01 1 min. 24.02 sec.	16 R. Arnoux (Renault V6tc) RS01.03 1 min. 24.33 sec.
7 J. Watson (McLaren-Cosworth V8) M28.2B 1 min. 24.37 sec.	9 H. J. Stuck (ATS-Cosworth V8) D2.03 1 min. 24.62 sec.
17 J. Lammers (Shadow-Cosworth V8) DN9.2B 1 min. 24.76 sec.	30 J. Mass (Arrows-Cosworth V8) A1.05 1 min. 25.08 sec.
14 E. Fittipaldi (Fittipaldi-Cosworth V8) F5A.1 1 min. 25.18 sec.	18 E. de Angelis (Shadow-Cosworth V8) DN9.3B 1 min. 25.48 sec.

* 25 Time recorded in Ligier JS11.03
 ** 1 Time recorded in Lotus 80.1
 *** 12 Time recorded in Ferrari 312T4.038

Did not qualify:
 8 P. Tambay (McLaren-Cosworth V8 M26.7)
 1 min. 25.69 sec.
 24 A. Merzario (Merzario-Cosworth V8 A2.03)
 1 min. 25.92 sec.
 22 D. Daly (Ensign-Cosworth V8 MN08)
 1 min. 27.83 sec.
 36 G. Brancatelli (Kauhsen-Cosworth V8 WK 005)
 1 min. 34.48 sec.

same for everyone, but the result was that the overall average time was not as good as anticipated. The casual observer would never have known.

Team Ensign had got MN08 repaired for Daly, the oil tank having split the previous day, but now all their efforts faded when the engine blew up. Hunt was back in WR8 and looking quite good, but Watson in the M28B McLaren simply wasn't in the running, while poor Tambay in the M26 was merely wasting time and effort. Villeneuve was still happy with the spare Ferrari and Scheckter was happy in the brand new one. The two Ligiers were doing it again, the drivers matching each other's times and forging ahead of the field, but there was a sharp pointed red nose not far away from them. It was a Brabham-Alfa Romeo V12 and it was driven by Nelson Piquet!



Jones' Williams pulls away into the lead from the two Ligiers. His brilliant drive was ended by an obscure electrical fault.

The new Williams cars were going well and Alan Jones was well up near the front, while Regazzoni was not far behind, while both Ferraris were in there with the best of them, but not dominating. Strangely the Renaults had got left behind in the mad, desperate rush of the afternoon.

The Ligier team's smiles faded when Depailler had a huge spin off into the protecting fences and damaged his car badly, so that he had to continue practice in the spare car, which was the original prototype JS11. Unfortunately the Frenchman did this right in front of Alan Jones who had to take violent avoiding action, putting his Williams over the kerbs which wrecked the "skirts" on the left hand side. He returned to the pits, where both "skirts" were hitched up and fixed and he carried on without the theoretical maximum advantage of "ground effect." In this condition he made his best lap of the afternoon at 1 min. 21.59 sec., against Laffite's best of 1 min. 21.13 sec., and felt confident that with everything working properly on FW07/001 he could have snatched pole-position.

Well before practice was finished Lauda gave up with the newest Brabham, feeling that the engine was down on power, and he transferred to the spare car, BT48/02. However, he didn't do many laps as he didn't like the handling of it. Meanwhile his young team-mate was really in the groove and firmly on the second row of the grid, with every possibility of getting on the front row when a water leak sent the temperature gauge



"Go-No-Go".

soaring up and that was that. In a mad rush he was fitted into Lauda's number one car, the brand new BT48/04, and sent off again, but time was running out and it was all to no avail. With practice nearly over there was suddenly a great commotion at the first corner, when Andretti and Mass collided and both cars went off the track. When the furore of the afternoon subsided and the Lotus 80, the Arrows and the Ligier were brought in by the breakdown trucks, the furious pace of the afternoon was indicated, yet nobody was near the times of last year due to the track-surface/tyre phenomenon.

The Lotus 80 had suffered damage to the left-front corner, the front pick-up point for the lower wishbone being torn out of the monocoque and the outer end of the top rocker-arm being torn apart. The Arrows suffered a severe bending of the right-rear suspension and the Ligier had suffered a damaged monocoque. There was plenty of work going on in the paddock late on Saturday night. The corner of the Lotus was cut away and some skilled work with tin-snips, pop-rivet gun and welding torch saw a repair effected, while the Arrows mechanics rebuilt the rear end of their car for Jochen Mass. The Ligier team decided that Depailler would use the spare car for the race, and set-to to give it the full race preparation.

When the starting grid was sorted out from the practice times it was seen that everyone had made their best time in the Saturday session, which was not surprising, but the positions of certain drivers in the 24-car line-up were surprising. The two Ligiers occupied the front row, with Laffite on pole position, which we have become used to, but close behind them were Piquet and Jones, in Brabham and Williams, respectively; then came Andretti (Lotus 80) and Villeneuve (Ferrari), with Scheckter (Ferrari) and Regazzoni (Williams) behind them. The two Williams car being so well placed was an encouraging sight for the "Frank Fans", of which there are a great number. Hunt (Wolf) and Reutemann (Lotus 79) were next, the Englishman showing a bit of his old enthusiasm, and the Argentinian beginning to feel the lack of a Lotus 80. In eleventh and twelfth places were the Tyrrell-twins, Jarier and Pironi,



The lanky Stuck had a good drive, spoiled by a pit stop, in the ATS. Here he heads the two Arrows early in the race.

while the remaining twelve runners were hardly likely to figure high in the results. Lauda was looking as if he was "doing a James Hunt" and giving up, while the two Renault drivers had been plagued with loss of boost-pressure from their turbo-chargers. Alfa Romeo were well satisfied with Giacomelli's performance for a first time out, and Rebaque was well pleased with himself. Watson was down amongst some strange company and poor Tambay headed the non-qualifying group, made up of Merzario, Daly and Brancatelli.

On Sunday morning things looked good, the weather was fine and dry and it was getting nice and warm. In the morning warm-up half-hour Andretti tried the repaired Lotus 80 and also his Lotus 79/5 and after some deliberation decided to race the Lotus 79. Depailler was settled to race the spare Ligier and Villeneuve returned to his original Ferrari, number 039. There was nothing to choose between the two cars and there had been less wear and tear on the later one. Everyone else was in their designated car and Tambay was standing by hopefully, as first reserve, but it was in vain. An estimated crowd of 75,000 packed the banks and the sandy wooded enclosures and watched the drivers taken round on a parade lap in open-top saloon cars. When they climbed into their racing cars and left the pit lane to drive round to the starting area, all 24 were ready for the 70-lap race. One odd thing was that the Brabham team had their two cars on different types of Goodyear tyres, those on Piquet's car being much against the wishes of the Goodyear technicians who were convinced they would not last the distance. The stop-go characteristics of the Zolder circuit were making brake temperatures run hotter than was comfortable and many teams had added extra lengths of flexible ducting to try and get more cooling air to the discs. When the starting time of 3 p.m. approached the 24 cars set off on their warm-up lap, led by Laffite, and arriving back at the start drew up in their grid positions. The red light came on, changed to green and the race was on, Depailler getting the jump on his team-mate with Jones hard on the tail of the leading Ligier. Laffite hung momentarily and Piquet was by into third place before the first corner. At the end of lap 1 it was Depailler, Jones, Piquet, Laffite, Andretti, Regazzoni, Scheckter, Villeneuve, Reutemann and Hunt. Into the chicane on the back straight on lap 2 Scheckter and Regazzoni collided, the

Ferrari continuing but the Williams being left with a flat left-front tyre and being hit in a rear wheel by Villeneuve's Ferrari which was close behind. This took the front aerofoil off the Ferrari and broke a wheel, and by the time the French-Canadian had limped round to the pits and had a new nose-piece and aerofoil fitted and a new wheel, he rejoined the race in last place, almost a lap behind the leader. There then began the heroic drive of the day as he lapped faster than the leaders and started to work his way up through the field.

Depailler continued to lead, with Alan Jones hard on his tail and Laffite got by Piquet; the young Brazilian was running his own pace and not trying anything stupid with his more experienced adversaries, but the tyres were not working out at all well. Scheckter was driving hard from the word go and passed Andretti on lap 4 and on the next lap he barged his way by Piquet in a most unruly fashion, giving the Brabham-Alfa Romeo an almighty thump on the left-rear tyre as he did so. Andretti passed the Brabham on lap 7 and on

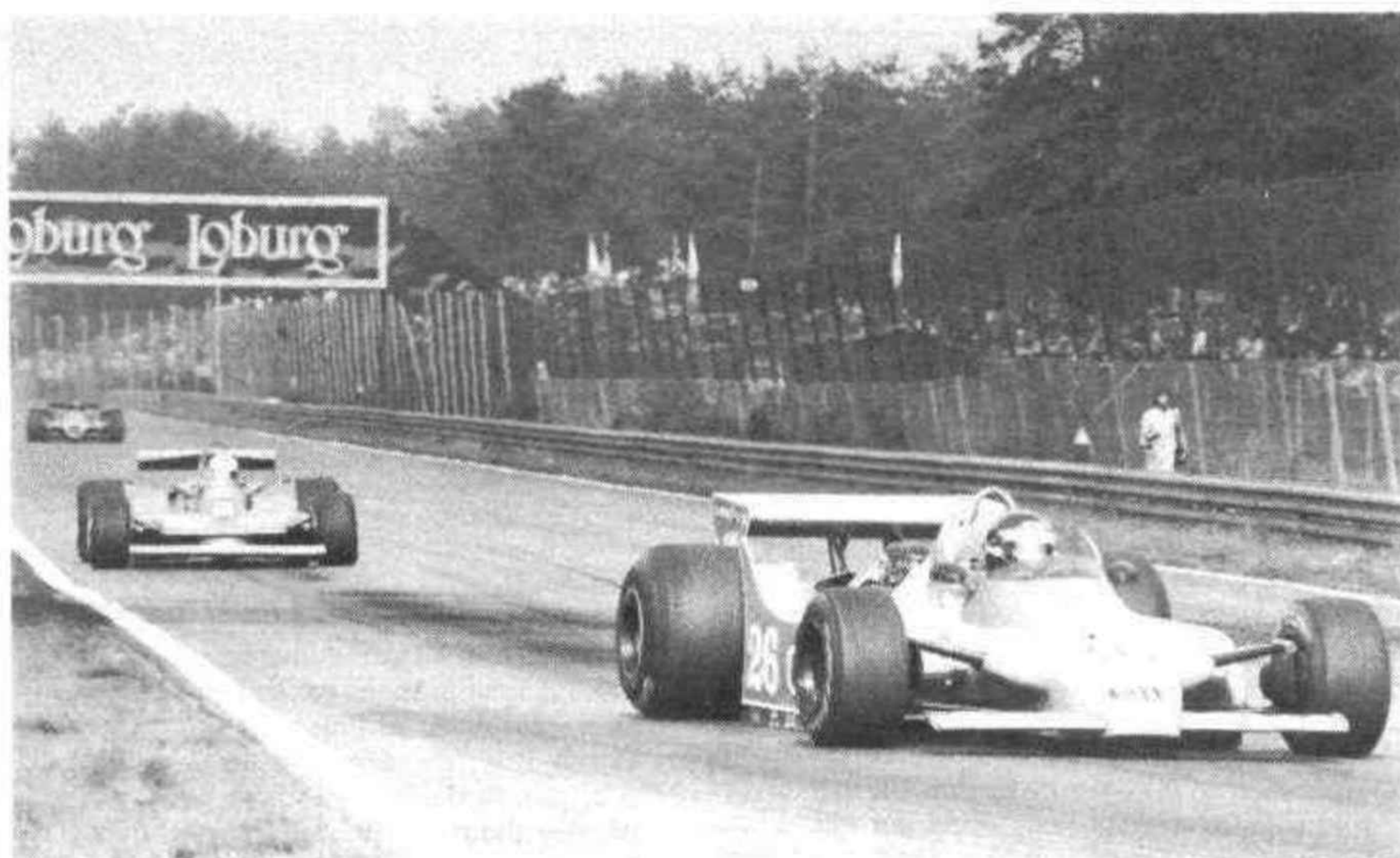
the next lap Piquet stopped at the pits for a more orthodox set of tyres, the delay dropping him down to twenty-second position, one place ahead of Villeneuve. Jabouille stopped at the pits to report low turbo-charger pressure and on lap 11 Reutemann was in the pits unexpectedly with the left-front tyre coming up in bubbles. With a new tyre on he rejoined the race in next to last place and we now had three hard racers making up for time lost through misfortune. Piquet had already passed Lammers and Arnoux, while Reutemann and Villeneuve were not yet in sight of the tail of the field.

During lap 12 Alan Jones had a tentative go at passing Depailler, but it came to nought, and starting lap 13 he made another attempt under braking for the left-hand corner after the pits. Depailler sat it out with him and the Williams was forced to run wide and while the Australian sorted himself out Laffite nipped by into second place. Undeterred Jones continued to press the two blue and white cars with his green and white Williams FW07 and it was a spirited trio out in front. In fourth place Scheckter had them in sight, while Andretti was a lonely fifth, but behind him Hunt had his Wolf sandwiched between the Tyrrell twins and was giving them a bad time. There was a fair gap before a dispirited Lauda appeared, unable to shake off the attentions of Stuck with the ATS. Either Lauda and the Brabham were going awfully badly, or Stuck and the ATS were going extremely well, the truth lying somewhere between the two. Then came the two Arrows, with Patrese leading Mass, the Alfa Romeo, Watson and Fittipaldi with Piquet lining himself up to overtake his fellow Brazilian. Reutemann and Villeneuve had yet to make contact with the tail-enders while de Angelis had a quick pit stop and rejoined the race more or less in the same place, but a whole lap behind. He was in behind the red Alfa Romeo works car and had not gone many laps before he and Giacomelli fell over each other and ended up in the sand.

At the front of the race the Ligiers were running into an unusual phenomenon that the drivers later blamed on the Goodyear tyres. Without warning the cars would lose adhesion at the front going through some corners and they



Villeneuve's heroic drive back through the field was hampered for ten laps by the arrogant young Italian Patrese, whose baulking tactics against the Ferrari in Arrows No. 29 are shown clearly here.



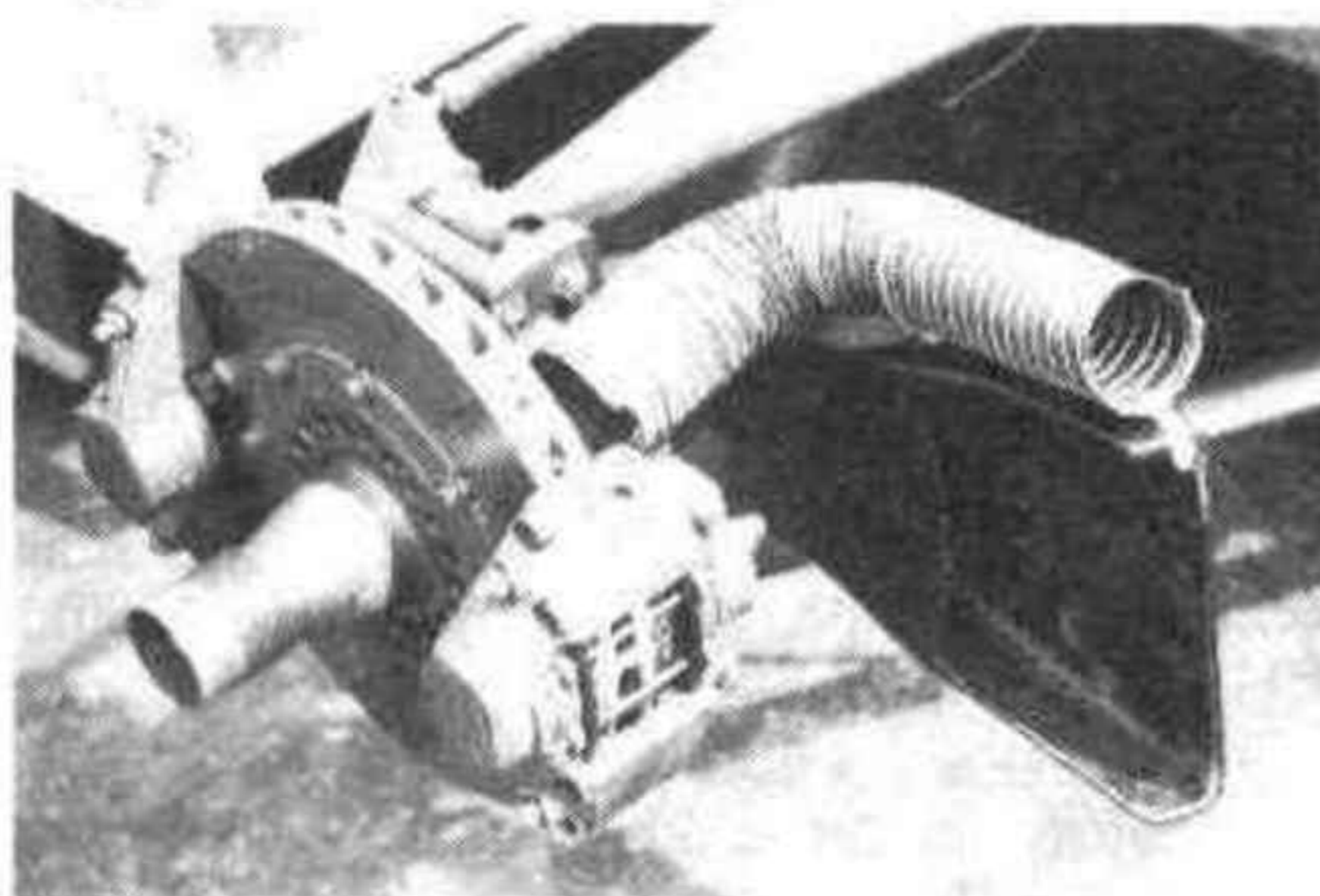
Scheckter, trying all he knows, relentlessly hauls in Laffite on lap 54. Moments later he was through into the lead.

had to lift right off to regain control. It happened first to Depailler and Laffite went by into the lead, then it happened again and Jones was by into second place. When the phenomenon overtook Laffite the Williams was by into the lead, looking very secure with Alan Jones in full control, his Goodyear tyres giving no problems at all. Scheckter was still in fourth place on his Michels and the rest of the Goodyear runners were following comfortably, so it rather looked as though it was the Ligier chassis and suspension rather than the tyres that were causing problems. On lap 22 Lauda's Brabham began pouring out oil and smoke and he kept going for another lap, lubricating the track liberally. A lap later and Piquet came to rest on the back of the circuit with engine trouble so Alfa Romeo's fortunes sank to zero. Andretti was having a bad time with fading brakes, the pedal going further and further down before anything happened. It finally got to the point where his right foot was pushing the brake pedal so far down that it was taking the accelerator as well and after a couple of exciting moments arriving at corners with the brakes on and the throttle open, with the throttles winning the battle, he gave up.

The Williams and the two Ligiers were neatly spaced out and it didn't look as though the French were going to be able to do anything about the British. It looked as though Frank Williams' long overdue victory for his Saudi Arabian sponsors was at last going to happen as half distance approached and Jones looked to be in complete control of the situation. The French cars were dropping back and Scheckter was beginning to sit up and take notice. Villeneuve was consistently lapping faster than anyone and now moving up places steadily, disposing of Lammers, Arnoux and Fittipaldi without easing his pace, and even overtaking Reutemann who was driving a hard and consistent race after his tyre trouble. Hunt got the better of Pironi and pulled away from the two Tyrrells, though the Wolf was swooping about a bit under heavy braking. Even so he was driving hard and closing on Scheckter's Ferrari very visibly. With retirements, Stuck had moved the ATS up into a good ninth place, ahead of Patrese's Arrows and Watson's McLaren, but the German's good drive was spoilt by a pit stop on lap 35 when a rear wheel gave trouble and had to be changed, this dropping him to next to last, behind Fittipaldi, but he did not give up. Jochen

Mass had long since gone when he spun on the slippery surface, ending up on the grass verge with a stalled engine, unable to restart.

By lap 40 all seemed settled when without warning the green and white Williams failed to appear. A groan went up from all the Williams supporters when the loudspeakers announced that



Extra flexible ducting on the Williams front brakes.

Jones had stopped. An obscure electrical failure had cut-out the injection pump and the ignition and the engine just stopped. It was really sickening. This put Depailler back into the lead, with Laffite second, Scheckter third, Hunt fourth and Jarier and Pironi fifth and sixth. Hunt's joy only lasted half a lap for he spun on the entrance to the back straight and damaged a rear wheel against the barriers. As marshals went to his aid Jarier arrived, took violent avoiding action, and slid across a kerb, destroying the left-hand "skirt" on the Tyrrell. He stopped at the pits but nothing could be done so he had to continue at a slower pace, seeing a certain fourth place disappear. By now Villeneuve was up behind Patrese in the

Arrows but the arrogant young Italian wouldn't let the Ferrari by and indulged in some silly blocking tactics. It took Villeneuve nearly ten laps to deal with the stupid young Italian, being very careful not to tangle with him. Once by, the Ferrari just disappeared into the distance from the Arrows, and Patrese then had Reutemann in his mirrors, but even idiots don't try it on with the swarthy Argentinian.

While this was happening there was drama at the front when Depailler got caught out by the Ligier's sudden understeer trick and he went straight on into the barriers round the first corner after the pits. This smashed the right-front suspension and left Laffite back in the lead, but by now Scheckter was trying all he knew and closing on the French car. What had been a possible second place for the South African now took on the possibility of victory so he doubled his efforts, and by 50 laps was closing fast. There was nothing Laffite could do as the Ferrari loomed larger in his mirrors and on lap 54 Scheckter was by into the lead, to the accompaniment of loud cheers and flag waving from the Ferrari fans. Villeneuve was now in a remarkable fourth place, from a desperate last, and Reutemann was fifth, these two men being shining examples of real racing drivers. Villeneuve was still pressing on hard and caught and passed Pironi, to move up into third place and on lap 63 he made his fastest lap, which was the ultimate lap record.

Barring accidents the last four laps were obviously going to be routine for everyone was neatly spaced out, the order being Scheckter (Ferrari), Laffite (Ligier), Villeneuve (Ferrari), Pironi (Tyrrell), Reutemann (Lotus), Patrese (Arrows) and Watson (McLaren). The unfortunate Stuck was a lap behind, but had got ahead of Fittipaldi and Lammers (Shadow) and Jarier (Tyrrell) were bringing up the rear. Scheckter took the chequered flag after a hard and determined drive, Laffite followed but Villeneuve failed to appear. The Ferrari ran out of petrol within the last half a lap, so from a secure third place little Gilles Villeneuve had to watch the others go by and relegate him to seventh place, officially one lap behind the winner, but in actual fact part of the way round lap 70.

It had been a race of bitter disappointment for a lot of drivers and a lot of teams, notably Jones and the Williams team. Depailler and Ligier, Team Lotus, and Brabham. The Ferrari team hardly knew whether to laugh or cry; another gallon of petrol would have made them totally happy, but obviously a Ferrari flat-12 engine had not been driven as hard for so long, as Villeneuve did following his second lap pit stop, so it was hardly surprising that the fuel consumption was more than they'd known before. The 75,000 spectators must have gone home well satisfied with the excitement and action of the 1979 Belgian Grand Prix, even if many of them were disappointed with the result. — D.S.J.

Results
BELGIAN GRAND PRIX — Formula One — 70 laps — 4.262 kilometres per lap — 298.34 kilometres — Warm and dry

1st:	J. Scheckter (Ferrari 312T4 040)	1 hr. 39 min. 59.53 sec. — 179.018 k.p.h.
2nd:	J. Laffite (Ligier JS11.02)	1 hr. 40 min. 14.89 sec.
3rd:	D. Pironi (Tyrrell 009.1)	1 hr. 40 min. 34.70 sec.
4th:	C. Reutemann (Lotus 79.2)	1 hr. 40 min. 46.02 sec.
5th:	R. Patrese (Arrows A1.06)	1 hr. 41 min. 03.84 sec.
6th:	J. Watson (McLaren M28.2B)	1 hr. 41 min. 05.38 sec.
7th:	G. Villeneuve (Ferrari 312T4/039)	1 lap behind
8th:	H. J. Stuck (ATS D2.03)	1 lap behind
9th:	E. Fittipaldi (Fittipaldi F5A.1)	2 laps behind
10th:	J-P Jarier (Tyrrell 009.3)	3 laps behind

Fastest Lap: G. Villeneuve (Ferrari 312T4/039) on lap 63, in 1 min. 23.09 sec. — 184.658 k.p.h. (New Record)

Retirements: G. Regazzoni (Williams FW07 002) accident, on lap 2; J-P. Jabouille (Renault RS10.01) turbo-pressure failure, on lap 14; H. Rebaque (Lotus 79.1) broken drive-shaft, on lap 14; J. Mass (Arrows A1.05) spun and stalled, on lap 18; E. de Angelis (Shadow DN9.3B) accident, on lap 22; B. Glaromelli (Alfa Romeo 177.001) accident, on lap 22; R. Arnoux (Renault RS01.03) turbo-pressure failure, on lap 23; N. Lauda (Brabham BT48.04) engine failure, on lap 24; N. Piquet (Brabham BT48.03) engine failure on lap 24; M. Andretti (Lotus 79.5) brake trouble, on lap 28; A. Jones (Williams FW07.001) electrical failure, on lap 40; J. Hunt (Wolf WR8) accident, on lap 41; P. Depailler (Ligier JS11.01) accident, on lap 47.

24 starters — 14 finishers

Reflections in the Woods

AT THE end of each season the members of the International Racing Press Association vote for the most amiable Formula One driver and the most friendly Formula One team, and the winners receive the Orange Prize in the form of a large coloured cartoon drawing by a French artist. There are also Lemon Prizes for the opposite numbers but not everyone is in agreement with this idea. For the second year running Mario Andretti has received the journalists' Orange Prize, almost by unanimous vote. Without question Andretti is the true professional and doesn't need a PR man to speak for him. He has lots to say and he says it pretty clearly for anyone who wants to listen. Few people disagree with Andretti's views on racing and all its facets and when he has something to say it is usually worth listening to. Jackie Stewart was a great talker but his words often upset people, and like a politician he could be caught out by someone recalling what he had said a year or two before. Not so with Andretti, he doesn't talk just for the sake of talking, and seldom says anything without reason.

There is a drivers' lobby which seems to consist of Niki Lauda, James Hunt and Jody Scheckter (though no-one seems quite sure about this) who are demanding another second-gear *chicane* to be put in the Zandvoort circuit on the fast swerves at the back of the circuit. When Andretti was receiving his Orange Prize the day before the Belgian race at Zolder he was asked about this demand on Zandvoort. He professed to liking Zandvoort, but had to admit that it needed tidying up in certain areas to keep abreast of today's ever increasing cornering speeds. He put it very succinctly when he said that circuits always needed improving if only to keep the danger-factor constant. He said he was prepared to race and live with an acceptable danger-factor, but there was no excuse to let that factor increase. By inference he was saying it was almost impossible to reduce the danger-factor while power and cornering speeds increase and progress, so let us try and keep it constant. To try and make motor racing safe, as some people suggest, is irrational thinking. There is no way that driving a racing car to its limit can be safe, but it can be made less dangerous and indeed has been made so over the years, thanks to agreements between designers on construction principles. When someone asked if there would be a driver-boycott of Zandvoort if the proposed *chicane* wasn't built, Andretti was emphatic. "Boycotts do nobody any good, I wouldn't go along with that."

Discussing his practice accident with Jochen Mass he freely admitted to making a driver error, but not a driving error. On the previous lap he had overtaken Mass, while trying for a fast lap, or "flyer" as they are called. He wasn't going for another "flyer" as he knew there were other cars ahead of him which he would catch within the space of a lap, which would spoil his rhythm. Instinctively he knew just how much "free-space" he needed ahead to make a "flyer" worthwhile and it wasn't there so he eased off starting the next lap to let the "free-space" build up. Mass was obviously not thinking along these lines and was pressing on as hard as he could. Andretti saw Mass in his mirrors, catching up fast and clearly going to catch up as they went into the left-hand corner after the pits. Keeping a central-towards-left line into the braking area



"... BMW Circus Act ..."

Andretti expected Mass to charge down on the right-hand side, and take a normal line into the corner. Mass assumed Andretti was still travelling fast and would take the normal line, so headed for the left of the Lotus 80 as it loomed up rapidly. As Andretti turned into the corner he looked in his right-hand mirror and was surprised not to see Mass in it. The Arrows was on the left of the Lotus and its right-rear wheel hit the Lotus left-front and they both went off, fortunately with not too much damage. Even so it resulted in the Lotus 80 not racing, and possibly not winning for it should have been ahead of Scheckter on the starting grid, in row three and Scheckter won the race from row 4.

On Saturday afternoon, after Formula One practice, there was a race called the BMW-M1-ProCar event. BMW, I understand, having a BMW car and a BMW motorcycle; the M1 is the exciting mid-engined 6-cylinder racing coupé built in limited numbers by BMW, but ProCar has me confused. The BMW concern decided to take part in Silhouette Formula "production" car racing, along with Porsche and their 935 derivatives. The mid-engined M1 coupé was conceived but by the time it was born the rules had been modified, requiring a fixed number of cars to be sold before the basic model could be used for a racing version. BMW were left with an expensive project under way with no end result because no-one would buy such a car for long-distance racing until the prototype was race-proved. Last year at Hockenheim Jochen Neerpasch of BMW and Max Mosley schemed up a "circus-act", involving the members of FOCA, aimed at utilising the M1 coupés being built, coining some more sponsorship money into the world of Formula One and getting BMW a lot of publicity on the Formula One scene.

The idea was to promote a series of races at most of the European Grand Prix meetings, to be held after the last practice session, in which all the contestants used identical BMW-M1 coupés. The first five Grand Prix drivers in the results of Friday's Formula One practice would each take an M1 coupé and the rest of the field would be made up of private-owners who had bought a car or found sponsors to buy one for them. There was bonus money promised to anyone who could stay in front of a Formula One driver. Reaction to this *fait-accomplis* by Neerpasch and Mosley was very mixed. Some thought it would be amusing and fun, until they looked at a racing version of the M1 and realised it was a 150 m.p.h. lethal racing device. Others who had close ties with manufacturers didn't reckon to support anything that was giving free publicity to BMW, and many didn't agree with the idea of taking part in such an event on the eve of a World Championship Grand Prix. The suggestion that the race be held *after* the Formula One event was not at all popular with the BMW publicity department. Ken Tyrrell, in his usual way, proclaimed loudly that if BMW wanted to get in on the world-wide publicity of

Formula One, they should build a Formula One car and join in.

From Hockenheim last year to Zolder this year this Pro-Car Circus stunt got under way with various modifications to the rules and on Friday afternoon while setting qualifying times for the Grand Prix, the drivers were also qualifying to take part in the BMW race, or so Neerpasch and Mosley thought. After Friday's practice the top five drivers were Villeneuve, Jabouille, Laffite, Regazzoni, and Andretti, and problems immediately arose. The M1 coupés were all running on Goodyear tyres, and there was no way that Michelin were going to agree to any of their contracted drivers taking part in a race on Goodyear tyres. That ruled out Villeneuve and Jabouille, the Renault team also not favouring the idea of their driver doing a publicity stunt for BMW. This brought Scheckter into the five, but he was barred for the same reason as Villeneuve, and next on the list was Lauda, and then Piquet, both Goodyear runners and employed by Max Mosley's friend Ecclestone so all was well. Laffite treated it as a bit of a lark, as did Regazzoni, while Andretti disapproved of it being the afternoon before the Grand Prix but took part to honour his Goodyear contract.

Hans Stuck, de Angelis, Giacomelli and Lauda had already made deals with sponsors to have cars bought for them to take part in the whole series, irrespective of what they did in Formula One practice, and Lauda accepted the position as one of the "chosen five" rather than a "regular" as that way he was in the front half of the grid, the rules putting the F1 drivers ahead of the private owners on the grid. Of the nineteen entries, seventeen actually started the 20-lap race and seven finished, which was not very good publicity for BMW with broken-down M1 coupés all round the circuit. Nobody did anything stupid and nobody got hurt, which was fortunate, but it does seem a rather dodgy "circus-act". For what it is worth de Angelis won from Hezemans, Regazzoni, Kelleners, Quester, Lafosse, Manhalter and Schuetz, the others all fell apart. I still don't know what Pro-Car means — perhaps it should be Con-Car!

For one team, namely Lotus, the Zolder meeting is a joy for it is such an easy trip from Hethel. An hour from the Lotus factory to Felixstowe, a pleasant boat trip to Zeebrugge and a couple of hours on the motorway through Antwerp and they are there. During the season the transporters cover as much as 50,000 miles around Europe and Scandinavia and most teams get the opportunity for an easy trip at some time in the season. Ligier are on the doorstep of Dijon-Prenois and the French GP, Ferrari have an easy trip to Monza and the Italian GP, Shadow, Arrows and Rebaque have an easy trip to Silverstone for the British GP, and Tyrrell and Brabham are fairly close to Brands Hatch. Sweden is a long haul for everyone.—D S.J.



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Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

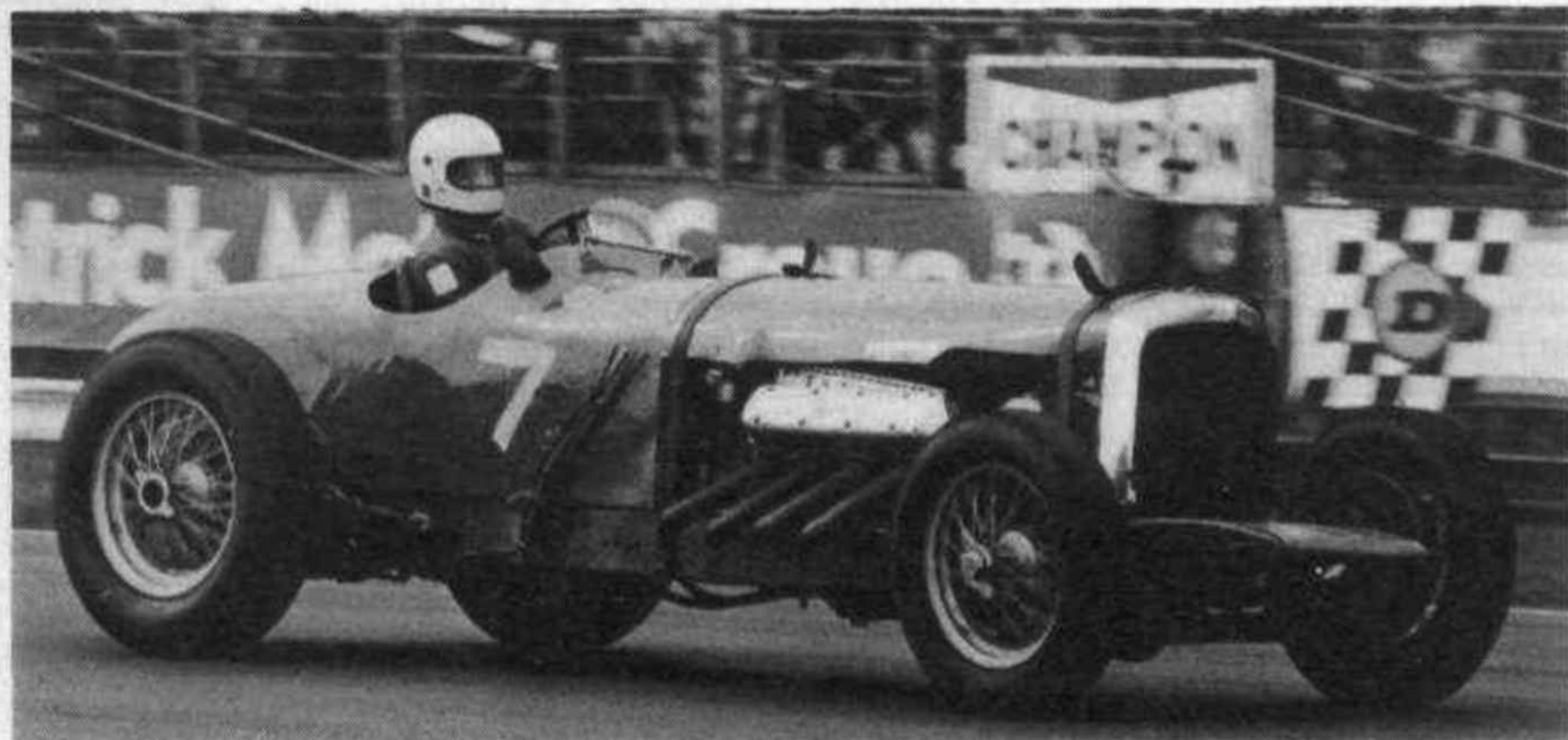
The Itala Trophy

Silverstone, April 21st

SINCE THIS event was run off at Silverstone the VSCC Donington Meeting has happened (see elsewhere), so only a brief report is called for. The entry was down by 14 on 1978, totalling 152, and spectators did not seem quite so numerous. Morley's 24-litre Bentley-Napier was the largest car racing. It has been lightened by some 2½ cwt. by deleting all extraneous electrics, which necessitates a push-start. The front springs are now somewhat lighter too, but the original back-axle torque-chain on the near-side is retained. The well-used Firestone back tyres were again in use and the radiator is now set further back, enhancing the giant's appearance. Peter was saying he really needs a higher axle-ratio than 2.4 to 1, because the Napier Lion engine goes so quickly to 2,800 r.p.m., which is 400 r.p.m. over the recommended limit.

In the High-Speed Trial Elder delighted us by circulating fast and securely in an immaculate 1922 Morgan Standard-Popular 3-wheeler, even if he failed to qualify by six laps. He then drove the runabout home, or anyway out of the Paddock — stout work! He is the first to take advantage of the admission of 3-wheelers into this form of racing; in spite of which, there seems a growing tendency to favour *four-wheeled* Morgans, following Roger Richmond's lead. For example, Stuart Gordon had brought from Scotland such a device, comprising a yellow 1931/2 water-cooled o.h.v. JAP-engined Morgan now with *two* back wheels, each shod with a 5.00 x 15 tyre, on a solid back axle with single, central chain-drive. Spencer had his 12/50 Alvis out again, which he has endowed with dry-sump lubrication, using a rectangular oil-tank under the near-side chassis side-member.

Before the Meeting we had a fine display of



Morley's massive 24-litre Bentley-Napier, having shed weight, led the Itala Trophy Race until several lost "pots" in the Napier Lion engine forced Morley to accept second best to Llewellyn's 8.3-litre Bentley.



Freddie Giles' GN Salome, left, snakes off the grid in the Itala Trophy Race ahead of Howell's Sunbeam, Liddell's Straker-Squire and the rest. The front runners are out of the picture.

nostalgic aerobatics by Doug. Bianchi, in the Supermarine Spitfire that the Hon. Patrick Lindsay (who owns it) had flown in from Booker to Silverstone. In the Itala Trophy 10-lap scratch race the Bentley-Napier led for four laps before losing the power of one bank of cylinders. This enabled Llewellyn's blue 8.3-litre Bentley to go ahead, pursued by Moffatt in Wall's Type 35B Bugatti until a broken air-line cut its fuel supply. The Bentley-Napier recovered somewhat towards the end, and closed to within 0.9 sec. of the winning Bentley at the finish. Llewellyn averaged 76.62 m.p.h., with the luckless Moffatt lapping fastest, at 78.33 m.p.h. Stewart's 4½-litre Bentley was third, and the indomitable Straker Squire, well known to MOTOR SPORT readers, vanquished the Alvis Aston-Martin and Riley opposition to again win the Lanchester Trophy. Neve's 1914 TT Humber non-started.

Morley came out again for the 10-lap Pre-War Allcomers' scratch race but was penalised for quick-starting, otherwise he would have been placed 5th. As it was Bill Morris in the ERA R12B "Hanuman" ran comfortably away from Lindsay, who was driving his ERA R5B "Remus", having taken Donald Day's entry, and they finished 8.2 sec. apart, Morris averaging 79.62 m.p.h. Brian Classic was a poor third in ERA R2A, Peter Mann having lost his opportunity of this place by

spinning at Woodcote a lap from the end, after a fastest-lap at 81.76 m.p.h. Summers' Maserati 6C was discovered to have trouble with its front wheels as it was pushed out, Hampson's ERA was without a crankshaft, Gahagan's K3 MG had a split blower-drive casing, Millar's 8CTF Maserati needed a tow-start, got away late and was never impressive, Majzub's Appleton Special retired, and Margulies' 4 CL Maserati (his rare San Remo 4CLT non-started) and Colborne's 4CM Maserati were never in the picture.

Passing to the Allcomers' 10-lap scratch race, Bruce Halford was never challenged, winning in his Lotus 16 at 87.26 m.p.h. and doing fastest lap of the day, at 89.20 m.p.h. He was followed home 27.5 sec. later by Chapman in the Monza Lister-Jaguar, with third place going to Macpherson's Cooper-Bristol, a drive that won him the Crompton "Driver-of-the-Day" Award. He passed Pilkington's Talbot-Lago and Chris Mann's 250F Maserati in the closing stages of the race.

There were the usual supporting 5-lap handicap and scratch races, the winners of which are given below. Hine in a 4½-litre Lagonda led in the MOTOR SPORT Brooklands Memorial Contest with 31 points at the close of play but the aggregate points to date are given in the report on the VSCC Donington Meeting. — W.B.

Results:

Itala Trophy Race:

1. D. W. Llewellyn (1926/30 8,300 c.c. Bentley) 76.62 m.p.h.
2. F. P. Morley (1929 24,000 c.c. Bentley-Napier)
3. R. M. Stewart (1922/28 3/4-litre Bentley).

Pre-War Allcomers':

1. W. R. G. Morris (1936 ERA R12B), 79.62 m.p.h.
2. The Hon. P. Lindsay (1936 ERA R5B).
3. B. Classic (1934 ERA R2A).

Allcomers' Race:

1. B. H. Halford (1959/60 2,475 c.c. Lotus 16), 87.26 m.p.h.
2. G. J. Chapman (1957 3,781 c.c. Monza Lister-Jaguar).
3. R. J. S. Macpherson (1953 1,971 c.c. Cooper-Bristol).

First 5-lap Handicap:

- A. C. Smith (1936 MG PB), 55.35 m.p.h.

Second 5-lap Handicap:

- D. R. Hine (1937 Lagonda LG45), 65.85 m.p.h.

Fourth 5-lap Handicap:

- K. J. Booty (1929 Riley 9), 59.58 m.p.h.

Fourth 5-lap Handicap:

- B. Summerfield (1930/36 Avon-Bentley), 70.03 m.p.h.

5-lap Scratch Race:

- R. J. B. Smith (1932 Frazer Nash Nurburg), 69.79 m.p.h.

Fastest lap of the Meeting:

- Halford (Lotus), 89.20 m.p.h.

For the first time the VSCC divided the cars in the programme into their recognised classifications of Standard, Modified, Special or

Hybrid. "Standard" implies a car is virtually unaltered since it was first built, not a standard model in the catalogue sense. If the number of Mods., Hybrids and Specials is a tribute to the industry of the Club's members, it was rather startling to find that the only cars listed as Standard at the April races to have been an Austin 65, the winning PB MG, Farquhar's ex-Dixon Brooklands-model Riley 9, the racing Alvises of Wicksteed (who was cornering fast enough to just about lift a front wheel) and Benfield, the sand-racing s.v. Riley, the 1924 GP Aston-Martin, the T.T. Humber which wasn't there, Middleton's 4½-litre Bentley that raced with erect windscreen, one Alfa Romeo, two of the ERAs, Millar's Maserati, three Aston Martins, Pilkington's Lago-Talbot, an absent Type A Connaught, an HRG, an Alvis Speed-20, a Super Sports Frazer Nash and that's it, out of this big entry!

Among all the miserable Maseratis, Black did well to get his 8CM home 7th in the Allcomers' Race. But where were all the Bugattis?

* * *

"Rusty" Russ-Turner was racing his two-seater Birkin blower-4½ replica, a car confused with his single-seater Birkin Bentley in the IPC Bentley book, incidentally. It needed a large Bedford transporter to convey it home.

Booty's winning long-tailed Riley 9 wore both pre-war BARC and Brooklands Aero Club badges. Tedham's Austin 7 is based on the modified Chummy run at Le Mans in 1933 by Metchim/Masters and about which there has been considerable comment in MOTOR SPORT recently. It was nice to see Tim and Marjory Carson among long-term VSCC personalities in the Paddock. — W.B.

Another Rolls-Royce Item

MANY PEOPLE must remember how, fifty years ago, HM King George V was taken from Buckingham Palace to Bognor to convalesce after his illness, the journey being accomplished successfully by a Daimler ambulance. It was a 1924/5 model and was accompanied by four or five Daimler motor-carriages. The ambulance ran at about 27 m.p.h., except over bad surfaces, when speed was decreased to about 10 m.p.h. HM the Queen drove ahead of the ambulance, which her Daimler passed at the Merton Spur of the Kingston By-Pass road, having come via Wandsworth and Mitcham, so as to receive the King at Craigweil House, Bognor. The whole journey passed without a hitch and was regarded as something of a triumph for motor transport in 1929. The aged Daimler ambulance had extra batteries to supply a heater and weighed some three tons but, although at one point it slowed to a crawl while the Royal invalid received nourishment, and probably never exceeded 30 m.p.h., it covered the 64 miles in almost exactly 2 hr. 50 min. The Queen's Daimler left just after the ambulance but got to Bognor and was in places driven "at a good speed", taking about 2 hr. 20 min. for the journey.

What is not so generally remembered is that a Rolls-Royce back-up ambulance was also used. It was a 40/50 of about 1912/13 vintage, even to artillery wheels with, apparently, detachable rims. It would be interesting to know who supplied this and what became of it. — W.B.

Nuvolari and Brooklands

MY ATTENTION was drawn by Eoin Young to the nonsense the Renault PR office, presumably in Paris, made of Nuvolari and Brooklands in a recent hand-out. This statement said that, in what

would have been the mid-1920s, the great Italian driver was timed at 143 m.p.h. on Brooklands, in a Hispano-engined Gordini-Special. This is such utter twaddle that I need say no more about it. It caused Eoin Young to become interested in whether Nuvolari had ever competed at Brooklands. He referred to my "Brooklands bible", as he generously calls it, a new revised edition of which is due to appear soon, I am told, which, he says, carries only one mention of this greatest of all racing drivers, in regard to a race in which he was entered but didn't start.

In fact, my book refers *twice* to this happening to Nuvolari. In 1932 he was entered by the Scuderia Ferrari to drive a 2.3-litre Alfa Romeo in the BRDC 500 Mile Race, but neither this car, No. 38, nor No. 39, a sister Alfa Romeo for Baconi Borzacchioni, appeared. In 1933 the Earl of Howe entered his Type 51 Bugatti, painted green with silver and green wheels, but with his racing colours as a waist-line, for the Mountain Championship race at the October BARC Meeting. He was down in the programme as both entrant and driver but an arm injury could have caused him to withdraw so there was great excitement when Nuvolari practised in the car. "The History of Brooklands Motor Course" carries a rare picture of him doing this, in helmet, goggles, and an overcoat. Alas, after this it was said that urgent business had called him to Paris that evening and he never re-appeared. It was Piero Taruffi who then took over the Bugatti.

Things went badly for Taruffi because, after Rose-Richards' Bugatti had hit Sir Malcolm Campbell's 4-litre Sunbeam and rendered it immobile on the Members' banking, so many flags were waved and so many people invaded the course, that Taruffi, who was leading, slowed down, either because he was a gentleman or because he thought the race was about to be stopped. It wasn't so he opened up again. Whitney Straight's 2½-litre Maserati and Mays had passed him, and then Raymond Mays' white (actually cream) Riley stopped right in his path, after a spin. Taruffi actually came to a standstill, it was reported.

However, he then drove so well that he finished in second place, two seconds behind Straight. What is more, he lapped only fractionally (1½ sec. or 0.87 m.p.h.) below Straight's lap-record for the circuit. The signalling muddle had caused him to lap at only 60 m.p.h. for that fateful circuit against Straight's 71.39 m.p.h. on that lap. If this had not happened Taruffi would unquestionably have won, as his s.s. lap was done at 68.15 m.p.h., compared to Straight's 64.60 m.p.h. What is more, he not only lapped as fast as

Straight's twin-rear-tyred Maserati but the Bugatti's best lap was fractionally faster.

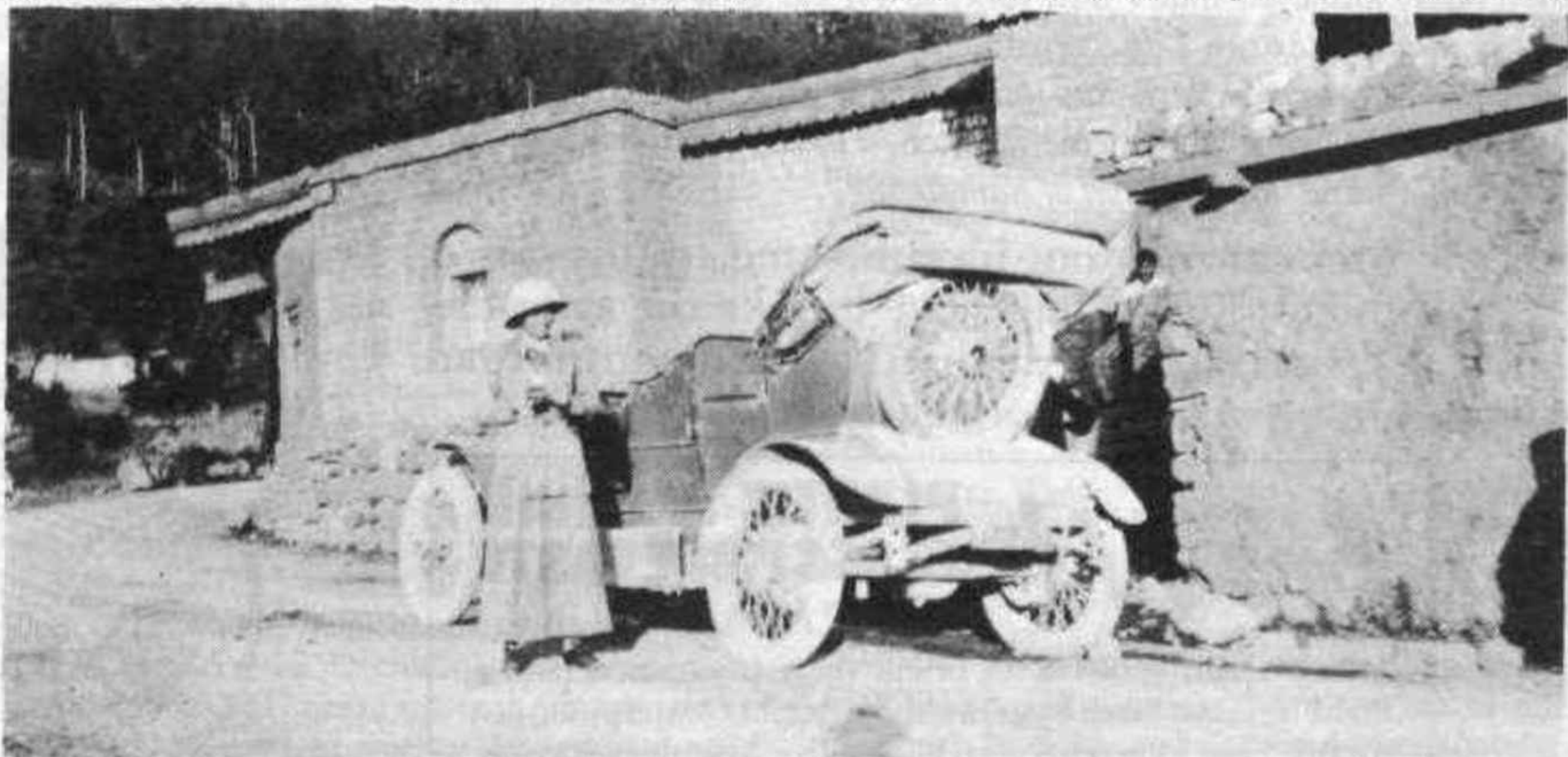
Taruffi wasn't down to drive in any other races, so it has to be assumed that, being at Brooklands at that time, he took a last-minute opportunity to do so. It is probable that he and Nuvolari were over here for the London Motor Show. The million-dollar question is why Nuvolari stood down. He may have had urgent business to attend to in France, perhaps in connection with the London or Paris Motor Shows or even with Ettore Bugatti, for he was looking for a change of mount at about this time. It could have been that he disliked the short, artificial Brooklands' Mountain circuit. It could hardly be that Howe's Bugatti did not come up to expectations, in view of the way it performed for Taruffi. It might have been that Nuvolari, at the height of his fame, was unable to come to an acceptable financial arrangement with the Brooklands authorities (the first prize was £40).

Now I suppose we shall never know. This was presumably the only time Nuvolari came to this country, as distinct from Ireland, to race; it would be interesting to know where he stayed and what car he was driving at Weybridge in, if it wasn't one of the Earl Howe's. It wasn't the rain, which caused the October Meeting to be postponed for a week that deterred him, because he practised on the Thursday before the postponed fixture. — W.B.

Nothing New . . .

I SEEM to remember a stunt being performed not all that long ago, at Brands Hatch, wherein cars were drained of all the oil in their sumps and then set to lap the circuit to advertise the "oiliness" of a well-known make of engine oil. Well, there is practically nothing new under the sun and stars. I was reminded of this when Mr. G. T. Davies of ROC Lubricants Ltd., of Salford, kindly remembered my interest in everything to do with the old Brooklands Track and sent me a little booklet which his Company, formerly trading as Germ Lubricants Ltd., had issued to advertise a similar feat performed with Germ oil before the war.

The title of this little booklet is "The Brooklands Trial" by an Eye-Witness. The cover picture is of two Austin Saloons, Reg. Nos. respectively AOJ 844 and AOJ 845, which were used for this Germ Oils' publicity run, photographed standing side-by-side on the Track with the Members' bridge in the background. This particular booklet seems to have been issued to Greaves Cotton & Co. Ltd. of Bombay, or actually to its Madras depot. There must have



This photograph was sent to us by Dr. R. G. Woodsend of King's Lynn. It shows the car his mother-in-law used in India in 1912. Is it a Napier?

Could any body filler stand up to this?



"Yes" says rally cross driver Bruce Male, **"Plastic Padding type Elastic does"**

Bruce Male regularly drives his Mini in rally cross competitions. *'I hardly ever leave a circuit without the car having a dent or two. And I always repair body damage with Plastic Padding type Elastic.'*

'When I was competing at Snetterton recently and chasing the leader, I spun and somersaulted into mid-air. The car was very badly damaged and I was lucky to get out of it unhurt. When I examined the car, I discovered to my amazement that those parts of the body-work which had previously been repaired with Plastic Padding type Elastic were still intact! I didn't know any body filler could stand up to this sort of hammering.'

Your car may not be subjected to this sort of treatment. But it does have to take the everyday shocks and vibrations caused by bumps in the road, slamming of doors, bonnet, bootlid, etc.

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'a glass fibre kit in a tube'

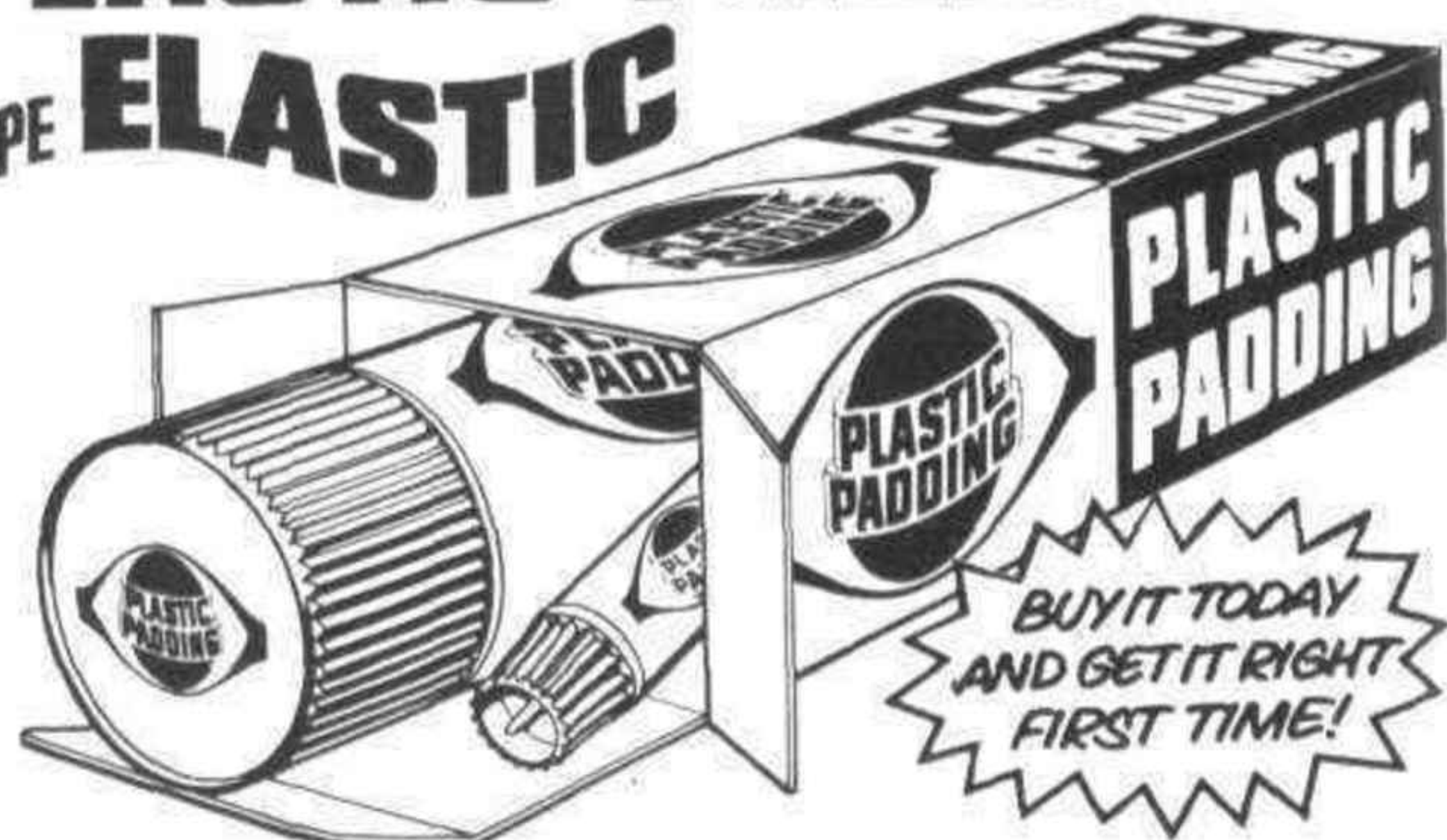
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been some clever PR stuff involved, because the back cover is of a picture showing trucks with drums of Germ oil at Bombay docks; they appear to be Bedford and Morris-Commercial vehicles. The stunt itself, which was supervised by Prof. A. M. Low, was to take these two new Austins, which were late-model Ten/Fours, run them in for rather more than 500 miles, then drain their sumps, while hot, remove their oil-filters, and see how far they would run on Brooklands lubricated only by the remaining oil-films. The point was that one car had been run-in on standard-grade Germ, the other on another make of "first-grade motor-oil". They were towed onto the Track, started on the starter-motors, and the test commenced.

"Eye-Witness" scrambled into "an old Riley" which was to lead the procession at a speed of 30 m.p.h. and an observation car followed each of the oil-less Austins. A photograph shows the Riley to have been a Kestrel saloon, possibly the property of Hugh McConnell, the BARC Scrutineer, who might have been associated with such a project. One of the supporting cars can be seen to have been a 12/50 Alvis saloon. The first Austin to stop, on the "other-maker's oil", did so after 9.6 miles. The Austin which had been run-in on Germ might have gone further if the gradient on to the Members' banking hadn't impeded it; it had done 16.0 miles when it came to rest. The cars were towed back for Prof. Low to examine their engines; it was said that new engines would be fitted to enable the cars to resume normal duties.

Before this, Germ oil had been subjected to similar tests in Java and in South Africa, the Ford used in the latter test running oil-less for 41 miles out of Cape Town before seizing-up, and that included climbing the Sir Lowry Pass, a test observed by the East African AA. I am told that the same Germ lubricants, now known as ROC oil, are still used in large quantities but by Industry rather than in the automotive field. Those members of the Austin Ten OC who run similar Austin Tens to those which figured in this Brooklands test may care to know this and those especially keen on the old Track may even wish to try to obtain supplies for the cars they now run.

W.B.

V-E-V Miscellany. — A 1923 Gwynne Eight fire-engine which had been laid-up since 1965, after working, it was said, on one of HM the Queen's estates on the Isle of Wight, was acquired by a Cardiff motor-dealer last year for an antique dealer, who has sold it to a Texan millionaire for an undisclosed sum. It was said to have done 40,000 miles and to be complete with its six-foot ladders and hoses; a gas-mask was found behind the driver's seat. A reader whose father used to fly FE2bs takes us to task for saying these war-time aeroplanes were Rolls-Royce-powered. Apparently they had 120 and 160 h.p. Beardmore engines; it was the FE2d that had the R-R engine. The remains of an air-cooled Franklin have been found on a Caribbean island and could be acquired for a nominal price by anyone who would meet the transport costs of removing it. If anyone requires a Moss gearbox from a 1936-1970 Morgan reconditioned we have the address of someone who has undertaken such work for the Morgan Motor Co. Letters can be forwarded. A return visit for those who organised a vintage run in Normandy last year for members of the Brighton & Hove MC will take place on June 2nd-3rd, in association with Brighton's Resort Services Department. The Mayor of Brighton will start the Run from the Royal Pavilion at 9 a.m., and the route will be over the Sussex Downs to

Copthorn, for lunch at Effingham Park Conference Centre, which has its own vintage-car collection. Cars will then return to Eastbourne, and on the Sunday the traditional *Concours d'Elegance* will take place on Madeira Drive, Brighton. A 1923 Palladium is expected to take part, a car we have not seen in action for some years. If the correspondent who required data on a 1911 Siddeley-Deasy will give us his address, we have letters to forward to him. From the Journal of the Pre-'50 American AC we learn that a member is restoring a Packard Super-Eight, that in Scotland a Model-T Ford is being restored by a member who has a 1924 Chrysler, and that in Holland another member of this Club has unearthed a rare 1934 Ford V8 pick-up, which he intends to restore after finishing the 1929 Ford Model-A Tudor saloon on which he is now working, a car said to have been used regularly by its original owner until he reached the age of 86. There is also news of a 1935 Plymouth five-window coupé imported from the USA to the Bristol area. This year's Peter Black Memorial Rally for up-to-1940 cars is scheduled for June 10th, run by the Shipley & DMC. The start and finish will be in Keighley, details from: N. Kershaw, 12, Regent Drive, Skipton, N. Yorkshire, BD23 1AY. Late entries up to June 9th. A 1913 Girling three-wheeler has been put back on the road in New Zealand. Some further details are to hand about the modified ABC two-seater we illustrated last month. It was apparently a 1922 model converted to water-cooling in 1926 by Henry Blake of Fakenham, who increased the capacity to 1,500 c.c. and also converted the braking system to hydraulic operation. Apart from the special body, the radiator is said to have been that from the 1914 DFP raced at Brooklands by Birkin. The ABC had run some 64,611 miles. Mr. Blake also kept a 1934 Talbot 65. — W.B.

Harry Edwards — Criminologist

HARRY EDWARDS is the very capable Editor of the *Morris Register Journal* and the Historian of that enthusiastic and well-organised Club. But until I had read the Spring 1979 issue of the aforesaid *Journal*, I did not realise that Harry is also a very able criminologist. He has proved that this is so by a very capable article therein, about the murder case of 1927, in which PC Gutteridge was shot dead by a car thief. The reason for this story appearing in the *Morris Register's* magazine is that the murderer used a stolen flat-radiator 11.9 h.p. Morris-Cowley tourer which was bought by a Billericay Doctor in October 1926. It was registered TW 6120 and fitted with Barker lever-operated dipping headlamps. The car was stolen from the Doctor's garage on the night of September 26th, 1927 and when it was apprehended by PC Gutteridge on a lonely road at Howe Green, as it was being driven by a roundabout route to London, the policeman was shot and killed. The Morris was abandoned in Brixton but it wasn't until January 1928 that the murderer was found and brought to trial.

Harry Edwards has recounted the events of the case in a most fascinating manner, with emphasis on the deserted roads of those times, when individual cars would be recognised by their engine note, etc., and the general motoring atmosphere of the 'twenties. Not only that but on behalf of the *Morris Register* he has photographed the place where the Doctor's house stood, the place on the old B175 road where the murder took place, the cottage from whence the first help was obtained and the Constable's grave at Brentwood, and from the Essex Constabulary he has obtained

excellent pictures of the Morris-Cowley, one of which shows slight damage inflicted when the escaping driver ran into a tree in the fog.

Some interesting items of motoring interest emerge from this case. One is the accurate record of daily mileages kept by the Doctor. Then, before the thieves were disturbed, they are reported as having intended to steal a Raleigh car. As Edwards points out, the Raleigh three-wheeler didn't go into production for another six years, so one wonders if this was a mis-typewritten in the case proceedings for a Riley? Among the cars obtained by the accused was another rare make, an Angus-Sanderson, those stolen including a Vauxhall and a Singer from Tooting and a Buick from Haringey. The Morris was presumably returned to the Doctor but is thought to have been broken-up some time before 1939. Why the Constable should have been so brutally dealt with, when the thieves could presumably have driven on, is a mystery within the mystery his murder caused for some time.

Harry Edwards has not only written-up the case admirably but in an earlier issue of the *Morris Register Journal* he covered the Rouse murder, in which a Morris Minor saloon was burned out. Edwards has discovered that the first vehicle on the macabre scene was a Morris Minor van. All this makes me wonder whether anyone will write a book about cars in murder cases, or at least one about Court cases for which cars, including racing cars, have been responsible. One book about a murder case prominently featuring a car is "The Burning of Evelyn Foster" by Jonathon Goodman (David & Charles, 1977) reviewed in *MOTOR SPORT* when it was published — the car being a Hudson Super Six. Those who wish to read Harry Edwards' article will have to join the *Morris Register* and to obtain full benefit from this they should also purchase a pre-1941 Morris car. Incidentally, Mr. Edwards would no doubt appreciate family pictures of Morris cars taken before the war, for use in the *Register's* admirable magazine. His address is: Wellwood Farm, Lower Stock Road, West Hanningford, Near Chelmsford, Essex CM2 8UY.

The Avon Tyre Museum

THE AVON Tyre Museum at Melksham, Wiltshire, is now open. Those interested in this aspect of motoring will find there tyres, promotional literature, old advertisements, newspaper clippings, photographs and tyre-sections, to quote the Avon Company. The Museum was opened by Tony Mitchard, Chairman of Avon, and the exhibits were set up by Service Manager Derek Trigg and his team. The Curator is a retired employee, Harold Plant. The exhibits are not confined to Avon products. Indeed, the oldest is a single-tube bicycle tyre made in Manchester in the 1880s. The purpose of the Avon Museum is to show the rapid changes made in the tyre and vehicle industries along the years. Avon is associated with Kaye Don's win for Lea-Francis in the first Ulster TT, and with later Aston Martin racing appearances, as well as with motorcycle racing. I look forward to visiting this new Museum, if only to see if it has a picture of the 11-litre Wolseley Viper racing car which at one time is said to have been used, probably by Kaye Don, for testing Avon tyres. — W.B.

"Babs'" Gearbox

FURTHER TO the item published last month under this heading, we have heard from "Babs'" keeper, Owen Wyn-Owen, that he is of the opinion that the gearbox in this famous ex-Parry

Thomas LSR car is that which was in the car originally, when it was Count Zborowski's Higham-Special, and not a gearbox designed for the car by Thomas. This means that it would be the ancient 200-h.p. Benz gearbox that Clive Gallop, who planned the layout of the Higham-Special in 1923, used for expediency. Gallop's story of how the first Benz gearbox he installed broke-up as the car was being reversed out of Zborowski's Higham workshop and how he was dispatched to Mannheim to obtain the last available spare gearbox, confirms that a Benz box figured in the original specification. It seems that when Rod Banks referred to Peter Hooker Ltd. making a new clutch and gearbox for "Babs" he may have been mistaken, unless the latter were internals for the old Benz box. Thomas certainly used his own clutch for "Babs", the engine being moved back 3 $\frac{3}{8}$ in. in the chassis, which was perhaps possible because of this more compact new clutch.

The fact that when Wyn-Owen examined the gearbox in the long-wheelbase 200-h.p. Benz four-seater in the Birmingham Museum of Science and Industry, albeit only from beneath the car, it appeared to differ from that in "Babs" can probably be explained by the fact that at one time the gearbox in this Benz also broke up, I think after it had been raced at Southport, and thus the original box may no longer be in the car. I recall that it was for the purpose of providing this particular Benz with a replacement gearbox that Chitty-Bang-Bang I was towed North from Brooklands, with the idea of using its box in the Benz, circa 1935. The chassis of Chitty was destroyed in thus removing the Mercedes gearbox, and although I believe the box was afterwards found unsuitable for the Benz, this all points to some changes having been made in the transmission of the Benz at this time.

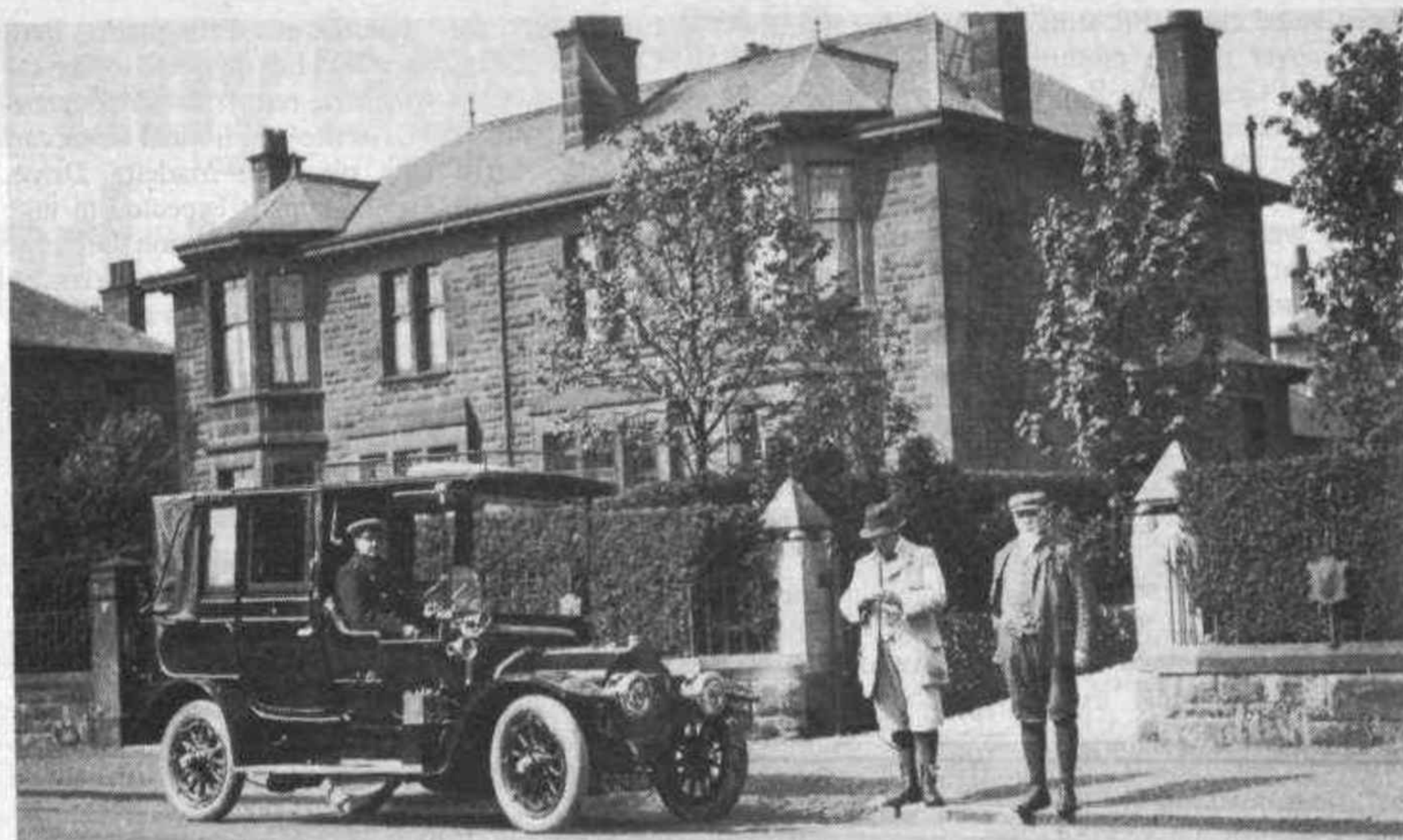
Incidentally, apart from "Babs", Wyn-Owen is restoring his other, nicely-contrasting, cars, such as a Morgan 3-wheeler and a recently-acquired 1929 Austin 7 Gordon England Stadium two-seater. — W.B.

Another Anniversary

THOSE WHO appreciate how well the Irish celebrate motoring anniversaries will be interested to know that the Irish Motor Racing Club is planning to commemorate the 50th anniversary of the Dublin Grand Prix, which falls on the week-end of September 15/16th. The main race at the meeting will be for Formula Atlantic cars but it is hoped to include two for historic cars, which those concerned say "always look at home among the trees and gas-lamp standards at the unique Phoenix Park circuit". It is also expected that personalities associated with the pre-war Irish GPs will be invited. The person to contact is Brian Palfrey, at 170, Woodlawn Park, Firhouse Road, Dublin but while the Irish postal strike is on letters may be addressed to Brendan Lynch, 17, Hereford Road, Acton, London W3.

Rolls-Royce Armoured Cars

FROM *The Bulb Horn*, journal of the VMCC of America, comes an article by Alec Ulman on this subject, this time wholly in favour of this essentially British undertaking. He writes of the 1919-1920 expedition run under the code-name "Norperforce". While much of this is already well-documented, some interesting items arise. For instance, a diagram shows the ingenious manner in which the spokes of the twin rear wheels used on Rolls-Royce armoured cars were laced and some advertising matter refers to back axles failing on what were obviously Model-T



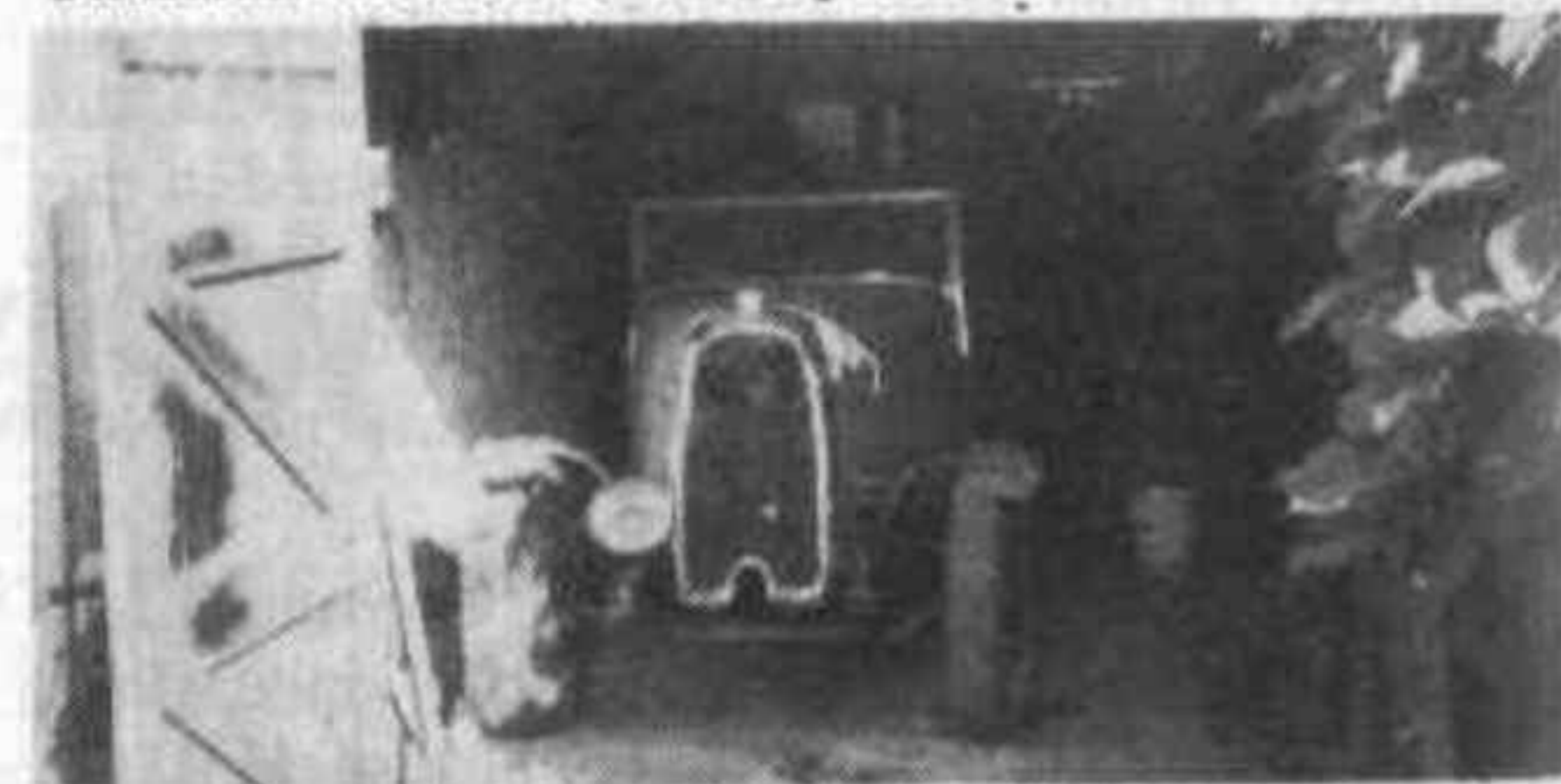
A peaceful Edwardian scene sent to us by a Glasgow reader. The car, possibly a taxi, is thought to be a Wolseley-Siddeley and the plaque on the house railings, on the right of the picture, may have been a fire insurance plaque.

Fords, used as tenders and fitted with Vickers machine-guns. Thirteen axles failed on twelve Fords, and in one case a spare axle was flown out by the RAF, on this journey from Jerusalem to Baghdad, under Lt-Col. C. D. V. Cary-Barnard, CGM, DSO, commanding No. 2 Group, Tank Corps. He quoted a cruising-speed of over 45 m.p.h. from these old Ghosts which weighed close on four tons each with their armour-plate and equipment, which sounds more realistic than the desert cruising-speeds of 70 m.p.h. quoted by Lawrence of Arabia, especially as these armoured cars had lowered gear ratios.

These by-then-elderly 40/50 h.p. Rolls-Royces did have some troubles, one being abandoned but they made the outward journey in 28 days, the return in 18, in spite of the Fords delaying them with a broken back axle and the reverse gear of another jamming after a hasty retreat, Ulman is right to recall the splendid service they gave on these "Norperforce" expeditions, the second of which came into being early in 1919 under the overall command of Brig. General Bateman-Champion. Incidentally, I note that one very well-informed motor-book reviewer has said, after reading the Lloyd Rolls-Royce trilogy, that he is confident "that there is really no more left to tell in the Rolls-Royce story up to 1945", except for a simple explanation of R-R aero-engine development. I think he may be in for a surprise later this month. — W.B.

V-E-V Odds & Ends. — A reader has sent us a brochure about Watson lorries, for whom the agents during the 1920s were Prossers of Glasgow, who are today BLMC dealers. These 3 $\frac{1}{2}$ -4 $\frac{1}{2}$ -ton lorries were made at Newcastle-on-Tyne by Henry Watson & Sons Ltd., and seem to have been of conventional type, although the 115 x 140 mm. 5.8-litre four-cylinder engine had a five-bearing crankshaft stamped from the solid in 55-ton steel and the side valves were of tulip shape. There were two wheelbase lengths, 13 ft. and 14 ft. 6 in., the latter for charabanc bodies. Fuel thirst was quoted as 7 $\frac{1}{2}$ m.p.g. and apparently a Watson passed its War Office test, which included carrying four tons up a 1 in 4 gradient, as many were supplied to the War Department. The Railton OC has been exposing in its *Bulletin* some of the high prices asked for used cars of this make,

such as a 1946 drophead coupe offered in Texas at a price more than twice as high as when it last changed hands in this country, a poorly-rebodied two-seater that was once a long-wheelbase Stratton saloon priced at more than four times the cost of acquiring a Railton chassis and putting a decent body on it, and a Series III Fairmile for sale in the USA for well over five times the price asked here for a 1936 two-door Ralalah. The Club now has 148 members, has issued a new list of members and their cars and has some Brough-Superiors among recently-enlisted recruits, also a Railton Berkeley tourer once owned by Lee Guinness. Another member's Ralalah tourer tows a period caravan.



The straight-eight Hampton that was in the Bristol area in the 1960s.

In the article last month on straight-eights a Clyno was wrongly captioned as a Hampton but a straight-eight Hampton was being rebuilt in the Bristol area 17 years ago and we wonder where it is now? A reader has sent us a copy of an article written by the celebrated John Prioleau of the *Daily Mail* in the vintage years, in which he describes his visit to the Packard factory in America at a time when they were making "the 38 h.p. and 48 h.p. six-cylinder cars", at the rate of about 3,000 a year, in monastic calm. Prioleau refers to the tolerances at "half-of-one-thousandth-of-an-inch" adhered to at the Packard factory, or twice the accuracy he had observed at mass-production plants, and he said each Packard took something over two months to build. American machine-tools predominated but they did use a British balance for weighing pistons and con-rods. Interesting, but on the whole a superficial article. The Daimler & Lanchester OC's 15th National Rally takes place at Knebworth House on June 10th, entering the grounds of Knebworth House from the A1(M), Stevenage turn off. — W.B.

Vintage Postbag

Bentley Facts

Sir,

Oh dear! Those Bentley production figures again. I thought I had laid all this to rest in "All the pre-war Bentleys — as new" when I wrote that the figures (which I summarise below) superseded all those previously published and must, I think, stand unchallenged for all time. The statement was based on the research work I did in the course of compilation which included, *inter alia*, an examination of all the available Works records of each individual chassis.

The cars produced totalled 3,037 made up as follows:—

3-litre		
Experimental cars	3	
First production cars — 9'9½" wheelbase; l.c. engine; single Smith carburetter	194	
Tourist Trophy cars	3	
Tourist Trophy replicas	68	
Indianapolis car	1	
Standard production cars — 10'10" wheelbase otherwise same as first production cars	765	
Speed Model — 9'9½" wheelbase; h.c. engine; twin SU carburetters	512	
Speed Model on 10'10" wheelbase	1	
100 m.p.h. Model — 9' wheelbase	17	
100 m.p.h. Model — 10'10" wheelbase	1	
Light Tourer — same as first production cars	39	
Models not ascertainable from Works records	18	1,622
4½-litre		
9'9½" wheelbase	9	
10'10" wheelbase	656	665
4½-litre (Supercharged)		
Birkin cars	5	
Production cars	50	55
6½-litre		
Standard — 11' wheelbase	21	
11'6" wheelbase	1	
12' wheelbase	97	
12'6" wheelbase	243	
12'8½" wheelbase	1	
Speed Six — 11' wheelbase	4	363
11'6" wheelbase	121	
11'8½" wheelbase	32	
12'8½" wheelbase	24	
Not ascertainable from Works records	181	545
8-litre		
12' wheelbase	35	
13' wheelbase	65	100
4-litre		
11'2" wheelbase	39	
11'8" wheelbase	11	50
		3,037

and for the sake of completeness, Rolls-Royce Ltd. manufactured 1,619 Bentleys at Derby between 1933 and 1940 as follows:

3½-litres	1,177
4¼-litres	1,234
Mk.V	11
	2,422

Incidentally, the source of all the production figures quoted by "W.O." in his books, was the table I compiled in 1955 from the best information available to the Club at that time and published on page 3 of "The Technical Facts of the Vintage Bentley". These figures have been updated from time to time during the last twenty years as research has progressed, but no further research is contemplated!

With respect, I consider it an unrewarding task trying to allocate production numbers to particular years, for the reason that "dates of production" are capable of several interpretations. Bentley Motors manufactured completed chassis which were then sent to various coachbuilders for bodywork to be mounted; then each car

underwent a final test before being sold, when the guarantee was issued. The latter date, being that on which a complete car left Bentley Motors, is the one most carefully recorded and generally regarded as determining the date of the car. There are grey areas surrounding even this yardstick — some chassis remained at coachbuilders for many months — years in some cases; there is no record of completion dates of coachwork on chassis sent to dealers abroad — many have never been heard of since; 13 chassis and cars were destroyed in a fire at the Gurney Nutting works in 1924; and so on.

An interesting point I would mention in passing, is that several chassis which were incomplete when the Company went into liquidation, although delivered after 31st December 1930, are deemed by a ruling of the VSCC made many years ago to be Vintage Bentleys on the grounds that the design was pre-1931 and the component parts were already in existence.

I am sorry I have no idea how many 4½-litre Bentleys were manufactured with the "heavy" crankshaft — actually 75 lb. against the standard 47 lb. — but we could look at this some time. Long Crendon

STANLEY SEDGWICK
President, Bentley DC

[We are grateful to Stanley Sedgwick for clearing that up. As to the supercharger used by Ray Fedden on an experimental sleeve-valve aero-engine rig, we have now remembered that Rolls-Royce Ltd. did experiment with blowing a Derby-Bentley, so the supercharger we referred to may have been this one and not one from a Villiers-blown 4½-litre. But it would be interesting to know what make of supercharger was used on a 4¼-litre Bentley by the works. — Ed.]

A "Tank" GP Bugatti

Sir,

Your report in "Books for Christmas" on "French Cars from 1920 to 1925" (December 1978 p. 1778), brings the following recollections to my mind: Having attended many Grands Prix de l'ACF since 1922, I have the clue of the question concerning the photograph of a 1923 "tank" GP Bugatti on a plinth, published in this book.

This picture was taken, as far as I can remember, in front of the building of the then-daily Parisian newspaper *Le Matin*, on the pavement of which the car was exposed for a few days. This daily belonged to the Bunau-Varilla family, long-time customer and friend of Ettore Bugatti: a member of the family was a chemistry engineer, who gave his name to the pharmaceutical industry. One can suppose that E.B., to whom grand gestures were customary (which did not exclude advertising breakthrough at the same time), donated the very car which had performed reasonably at Tours, to be sold, by auction, to the profit of pharmaceutical research. As no prospective buyer appeared, it was shortly afterwards announced that E.B., always a "grand seigneur", had bought his car back, at a high price for the time as I remember, for 100,000 frs.

The French daily *L'Auto* published several articles on the matter between July and September 1923. Someone searching in that direction would certainly obtain the final clue on that interesting question.

Riorges, Roanne ROBERT KALTENBACH
A Ninety Mercedes

Sir,

I am enclosing three photographs of a Mercedes taken prior to 1936 outside of a hangar on the north side of Heston Aerodrome.

The hangar was at that time used by Jersey Airways Ltd. for overnight maintenance of their DH84, 86 and 89 aeroplanes. The late Lew Lisle was the Ground Engineer in charge at that time, and it was he who gave me the photographs.

This to me seems to be a wonderful piece of machinery and it would be very interesting if you or any of your readers know its history and ownership.

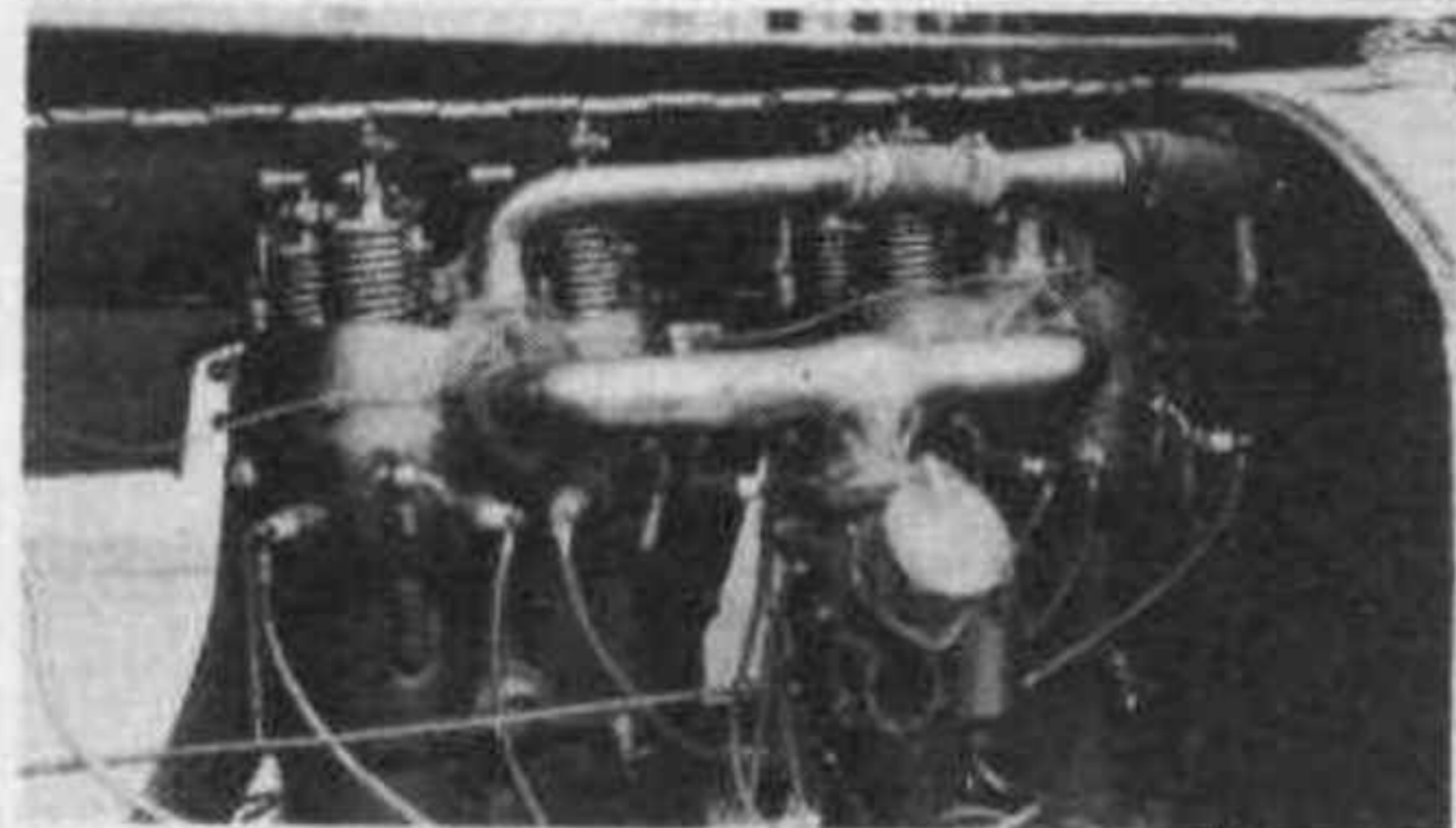
In passing, the commercial-vehicle partially shown on the left side is a Guy petrol bowser used for refuelling the JAL aeroplanes by Zwicky hand pump.

Winscombe

W. T. DANN
LAE 2779



Two of the Mercedes pictures referred to by Mr. Dann.



[This is very interesting to me because in the 1930s I used to see this 1912/13 Ninety Mercedes making its way late at night into London. This was at a time when the traffic returning from the coast on a summer evening used to get itself terribly tangled up where the trams changed over from overhead to track pick-up at the top of the hill between Streatham Common and Streatham High Road. I used to watch with amusement as novice drivers ran back into the vehicle behind when trying to restart, and so on. If one was patient, late in the evening, usually passing everything else, well over on the "wrong" side of the road, would come this great chain-drive Mercedes two-seater. I understand that it was owned by a pilot called Blythe and I presumed that he was returning from Croydon Aerodrome. See also letter in MOTOR SPORT, May 1973, et al. — Ed.]

"The Invincible Talbot-Darracqs"

Sir,

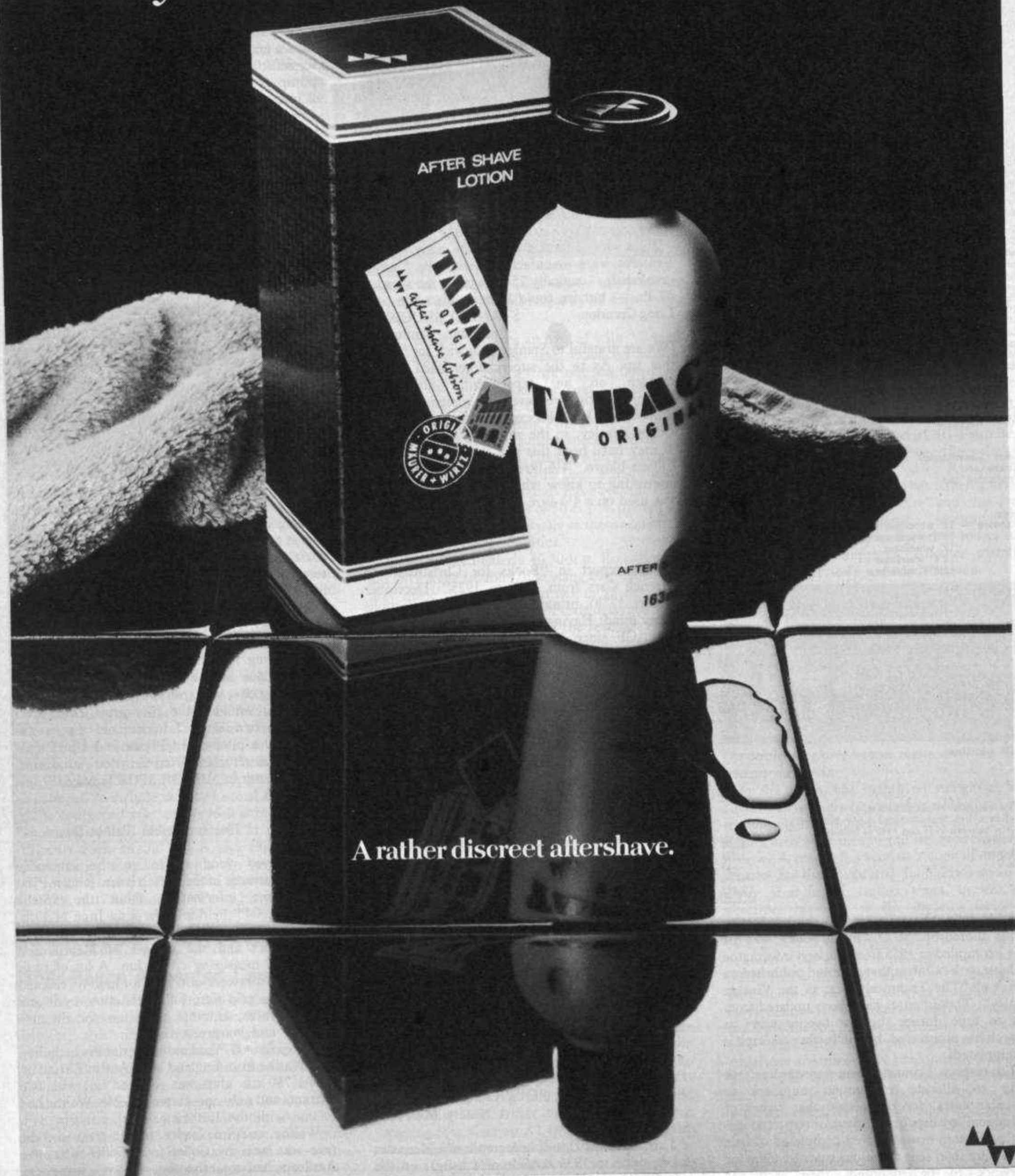
I enjoyed your article on the invincible Talbot-Darracqs in the March issue. It seems you want some information about the "Swiss Voiturette GP" held in Geneva on June 14-15th, 1924. The course was almost triangular (between Le Bouchet and the villages of Meyrin and Mategnin) measuring c. 9.5 km. A lot of races took place this week-end both for motorcycles and cars. If the grid were full in the motorcycle and side-car races, entrants were few for the two cyclecar and voiturette GPs.

The cyclecar GP had only five starters including Mr. Waithe from England in an Austin 750 c.c. (in fact a 750 c.c. class was foreseen but with two entrants and only one starter... Mr. Waithe had to run with the 1,100 c.c. cars).

Waithe, one-time leader, had to retire and the race was won by Collet in a Collet after two Amilcars had to retire too.

The voiturette GP had only six starters, also the

Try a touch of Tabac Originality.



A rather discreet aftershave.



two works Talbot-Darracqs for K. L. Guinness and D. Resta to drive. One Fiat 501SS for the Swiss driver Mario Lepori, two Bugattis for Grecco and Banchetta and one Chiribiri driven by de Joncy.

Without serious opposition the race was a walk-over for the TD team. Guinness was leading for ten laps. The two Bugattis had to retire early. From 11th to 20th lap Resta was first but had to visit the pits to change a shock-absorber (the job was done in a little more than 3 min.) at the finish K. L. Guinness was first averaging 113 km./hr. for the 43 laps., Resta was second with the other Talbot 3 min. back and Mario Lepori was third (11 min. 30 sec. in arrears) with his 501 SS Fiat. (Later in 1924 Lepori performed well, still with the 501SS, in the Klausen hill climb finishing 5th overall behind three Mercedes works cars driven by Otto Merz 1st, Caracciola 3rd, and Kluge 4th and behind Rützler's rapid Steyr (2nd).) At Geneva the top speeds were measured and one of the Talbots was timed 180 km./hr. Quite fast for 1,500 c.c. cars in 1924! Excuse me for my approximate English.

Gennecy

ERIC PERRIN

Non-30/98 Vintage Vauxhall Register

Sir,

I refer to your comments in "V-E-V Miscellany" in the March edition and would like to correct a misunderstanding about the present position of affiliation bodies available for all Vauxhall owners.

David Marsh continues to be Registrar of the 30/98 Register (which deals exclusively with 30/98s). Mr. Ron Shier is secretary of the Vauxhall Owners Club and this caters for all post-1930 Vauxhalls (although vintage models are also eligible and welcomed for membership). John Price who founded the Vauxhall Register in 1972 has recorded the ownership of all vintage and veteran Vauxhalls other than the 30/98. As he has just sold his 14/40 Princeton Tourer so that he can pursue other vintage interests, he has handed over this responsibility to me.

May I therefore take this opportunity, on behalf of members of this Register past and present, to express our thanks to him for all his enthusiasm and efforts over this period (which goes back to 1966). At the same time, may I invite any reader of MOTOR SPORT who has any such eligible Vauxhall, who has not yet communicated with us, to let me know instead, at the address below?

83, Finborough Road, MICHAEL APPLEBEE
London, SW10

"Those Chronic Straight-Eights"

Sir,

I found your article on the Straight-Eight absolutely fascinating and it has prompted me to write you this letter. I think perhaps there is a grain of truth in what Lord Montagu says about Straight-Eights assisting to bankrupt their makers, but as I think you already know, my Mother and the Thomas family generally, of which she was a member, were all tremendous motoring enthusiasts and my Mother in particular was absolutely "sold" on the Straight-Eight engine when she was introduced to the Hupmobile Straight-Eight Series E, in the autumn of 1925.

Mother was always trying out new cars and as the various models built by British makers were introduced she went for a demonstration run on them and then almost invariably compared them unfavourably with the Hupp 8. She summed up what she thought simply as "The British do not know how to build a Straight-Eight". This was said over the luncheon table after that morning

when she had been trying out a Beverley-Barnes; she simply had not got a good word to say for it. It was heavy to drive, it lacked acceleration, and was, to use her words, "Very woolly".

The big 35 h.p. Sunbeam was too large and much too heavy; it was really intended as a chauffeur-driven limousine or landaulette. Both the Wolseley and the Hillman were terrible. She did not think much of the Lanchester Straight-Eight either; it was far too noisy and the fuel consumption of about 11 m.p.g. was almost down to that of the 40/50 Rolls-Royce New Phantom, with a difficult gearbox and heavy steering.

I think the Hillman Straight Eight was one she disliked most; it was curious it was so bad, as the "Fourteen" was considered a good car in its class, it was well appointed and very roomy and comfortable, in this respect perhaps better than the Austin Twelve Windsor, it was certainly far better looking than the Austin and had the advantage of the petrol tank at the rear, but it was a plodder, the Austin had the edge on it for performance, there were three Hillman Fourteens amongst the staff at Oundle when I was there in 1933-1936.

Mother became fascinated with the Straight-Eight as follows: In the summer of 1920 she took me in her Light Thirty Daimler to Skegness after my Father was re-called to rejoin his regiment in India. Whilst at Skegness she met and became very friendly with Alan Chorlton and his wife Louise. Alan Chorlton had a Belsize (he was chief designer to Beardmore and was a brilliant engineer). In June 1922 my Mother bought her first Austin, a 20 h.p. Ranelagh 4-door coupé, on the recommendation of her elder brother Lionel Beaumont-Thomas.

When in 1925 four-wheel brakes began to appear in large numbers, Mother, like my grandmother with her Lanchester 40, was seriously concerned about the stopping power of the back-wheel brakes on the Austin and through Jack Withers, who had a motor business in Osnaburgh Street and with whom she was on very friendly terms, she tried out a 3-litre long-wheelbase Bentley with saloon body by Harrison. I was with her when she tried the Bentley; I think Jack Withers held an agency. Mother was disappointed with the Bentley. It had to be rowed along on the gear lever and lacked the flexibility of the Austin 20 and although it had four-wheel brakes, it would not run slowly in top like the Austin. I know it was only 15.9 h.p. against 22.4 h.p. for the Austin, but Mother did not take this into account; she did not like the hard springing or the noise of the Bentley.

Not long afterwards Alan Chorlton returned from America where he had been on a prolonged trip. He told Mother the car of the future was the Straight-Eight. He had been using a Hupmobile whilst in the USA and as soon as an agency started in Britain he said he was going to buy one, which he did. He took Mother to Plymouth in it and all thoughts of the Bentley went straight out of the window, Mother was sold on the Hupp. They came home via Lyme Regis and the Hupp went right up out of the town on top gear all the way.

I can well remember the first time I saw the Chorlton's Hupp, after Mother had borrowed it. I thought it absolutely hideous. It was very high for its length, looked terribly boxy, and had huge solid disc wheels. The front of the roof-line curved down over the windshield to protect the eyes from the sun. It was the perfectly standard American sedan, finished in velvet-type upholstery, with an exhaust-fed heater, which operated in the rear of the car, just in front of the

back seat.

Mother loathed the interior trim, as her clothes stuck to it, and shortly after the agency commenced and chassis started to be imported, she decided to have the best of both worlds, the Hupp chassis with English coachbuilt saloon body by Victor Broom of Rochester Row, Camden Town. Our first Hupp, delivered May 1926, was a far better-looking thing than the Chorlton's car, ours had a vee windscreen and the body could have graced any R-R or Daimler; it looked thoroughly British, had two bucket seats in front, was trimmed in maroon leather throughout with real mahogany woodwork, and was finished outside in maroon and black. It was the first of the five Hupps which Mother would run over the next nine years. Mother was constantly looking to see if anyone built a better Straight-Eight than Hupp, but she said she could never find one, the only one was the Packard Custom Eight or de luxe Eight chassis, but these were 39.2 h.p. and too large for her needs, being very much bigger than the Hupp 8.

I must confess that I do not quite understand your remark that "Lord Montagu reminds us that of the big three in America it was only Chrysler who listed an 8-cylinder car in the Vintage Years". I have just checked in "70 Years of Chrysler" and confirm that my thoughts are correct on this; it was 1931 when Chrysler first brought out an 8-in-line, at the same time as Buick did so. Undoubtedly the best British Straight-Eight was the Daimler, but this did not appear until 1934, some time after the other concerns had either become defunct or given up in-line 8s. By this time we had no longer a Hupp, when the aerodynamic models appeared Mother thought them hideous, I still agree with her, I remember I disliked the first one I saw, so when changing it was Whitney Straight who suggested a Graham Straight Eight Custom Sedan with supercharger, which we took delivery of in January 1935 to replace the last Hupp.

This Graham was a fine car. I drove it many miles. It was I think in actual fact a 1934 model as it was so much better looking than the genuine 1935 models which came later. It had remarkable acceleration and when road-tested by *The Motor* it lapped Brooklands at 92 m.p.h. It gave wonderful service. I had a soft spot for the Minerva 28/30 Speed model, but Mother was not interested in this as she was anti-sleeve-valve. She tried the big Renault and said it was built on American lines, but was a great lump of a car and was not so good as the Hupp, but she was thinking of something to drive herself.

Of all the cars she tried and talked about there was one which she absolutely detested and that was the Armstrong-Siddeley. She never had a good word to say about them. I can remember on one occasion my Mother was going down to Highfield School, Liphook, to see my brother. As usual our governess (still alive at 94) was to accompany her, she would not go without the chauffeur, who was ill, so she decided to hire from Daimler Hire, but they were fully booked up and so she hired a car from Harrods, who had a fleet of Armstrong-Siddeleys with bodies by Watson of Lowestoft. It was a 30 h.p., which overheated going up the Devil's Punchbowl. After taking my brother out to lunch at Moorlands Hotels, Hindhead it broke down and Mother had to return to London by rail. She was furious over it and it confirmed her opinion of Armstrong-Siddeleys; not long after Harrods disposed of their hire fleet.

Reverting to the Lanchester Straight-Eight, I

Continued on page 810

INTERVIEW

The Schoolboy Who Sold Manuals to Adults

BEHIND every classified advertisement there must be a story, but it is unusual to find that two lines in MOTOR SPORT's "back-page bible" have literally been the foundation of an Anglo-American publishing empire. That is what happened when Sutton Valence schoolboy John Haynes offered our readers *Suggested Designs, Modifications and General Information on Building a 750 c.c. Special. Written and drawn by J. Haynes.*

About 250 people replied to that offer, paying five shillings apiece to contribute to a total sell-out within 10 days. Today that same Haynes, exuding bouncy confidence borne upon the production of 2½ million motoring books a year, presides over a business that stretches from its home in Somerset to Los Angeles, via Leeds.

The principles are still the same. The author works with those taking a vehicle (80% cars, the rest motorbikes) apart and reassembling it in the workshops, with photos taken at all appropriate points. In the old days Haynes did it all himself, preferring to illustrate rather than photograph.

Surprisingly, though the principle has taken Haynes to the position of being the second largest motoring publishers in the World, the idea of actually taking vehicles apart "in-house" and fully describing the process has not been adopted by others. Thus it remains a strong selling point in the English-speaking countries where the manuals, and a growing range of the now Haynes-owned G. T. Foulis general motoring books, are sold. Some of the titles are also available in Dutch and German.

* * *

The schoolboy did not turn into a publishing prodigy overnight. "The Seven manual carried on for years through the late fifties," John Haynes remembers, "but I was in the RAF serving on the transport administration side before I produced a successor in the shape of a book about Ford specials. I thought people would get fed up with this man Haynes so I changed my name to G. B. Wake!"

A customary broad grin of all-engulfing mirth interrupted our conversation before Haynes recalled how the books were marketed by the Services-closeted author.

"My father (Harold) had recently retired to

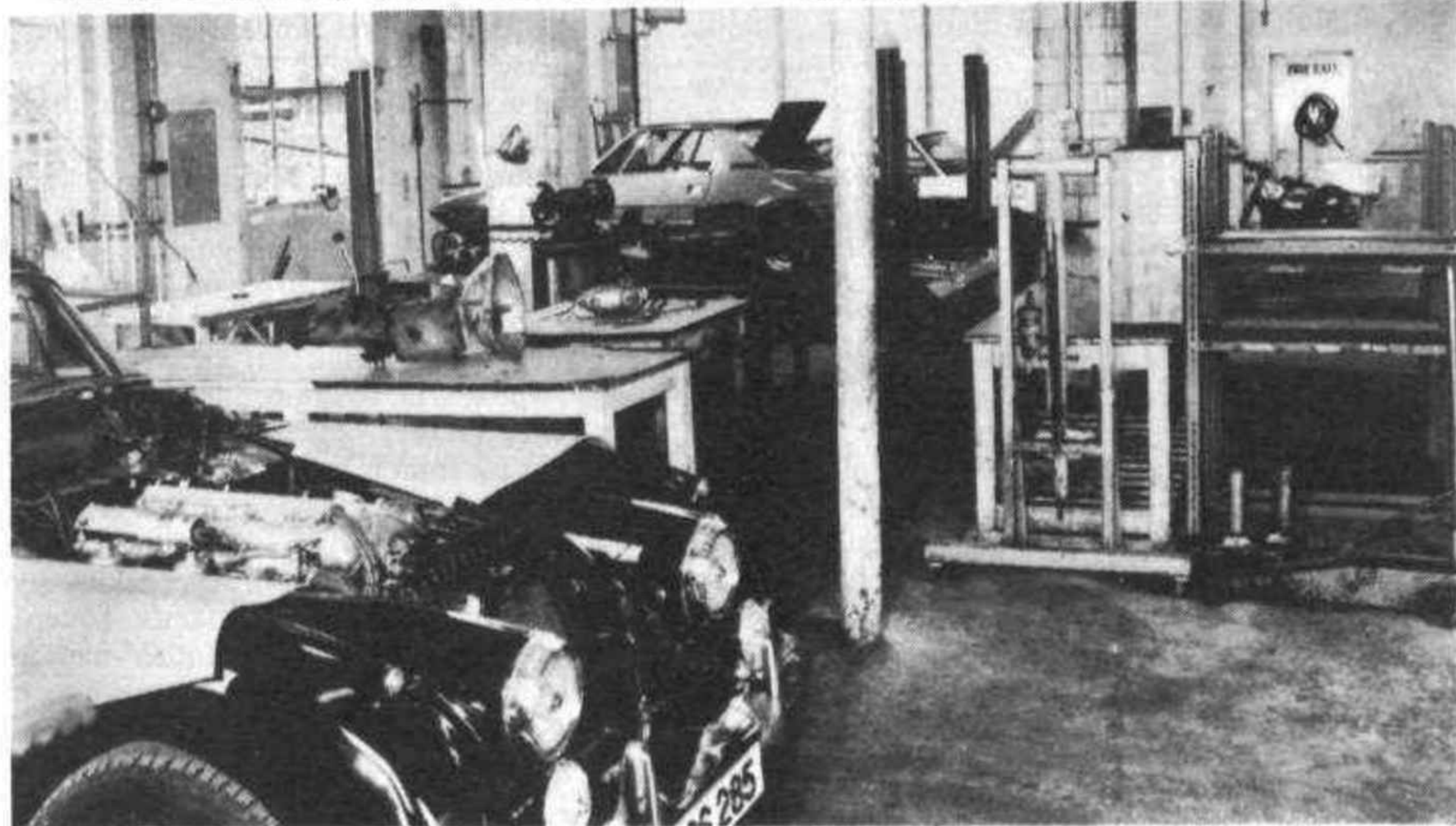


John Haynes

Yeovil and he ran the mail order book business from the back of his garage. The company was formally started on May 18th, 1960."

Still in the RAF John Haynes started racing an MG-A "around 1962, which gave us a bit of practical experience for a B-series tuning manual I suppose! Then I had a Lotus Seven with Cosworth Formula Junior engine and Hewland 5-speed gearbox, which I wrote off at Goodwood in 1963. Then there was the ex-Pat Ferguson Elva Courier: I put a new B-series racing motor in that which gave us the satisfaction of seeing the chequered flag first on occasion." Haynes has never really given up competition driving, though today there are only rare appearances in the brutal TVR Tuscan 5.7 Holman and Moody V8 in either sprints or hill-climbs. The company has sponsored both the RAC Sprint and Hill-climbing series, at present supporting the Leaders Championship. "We also sponsored David Harris and his Macrae; as soon as he got our sponsorship he dropped from twice Champion to runner-up," Haynes quipped.

By 1965 Haynes was serving out in Aden and living in a fourth floor flat. "A friend had a Frogeye Sprite which I said I would help him strip and rebuild. I felt the standard of workshop



Part of the spacious Haynes workshops in the old dairy at Sparkford, with a Fiat X1/9 coming under scrutiny in the background. The XK150 is one of John Haynes' personal collection of 15 cars.

manuals was abysmal and so I decided to combine the exercise with one written and illustrated by myself.

"I was on Air Movements at the time which meant shift work with a couple of days off afterwards, which was quite convenient." Not so easy was lugging the components of the Sprite upstairs for attention, difficulty highlighted by temperatures approaching, and sometimes surpassing, 110 degrees! An Asahi Pentax racked up "at least 500 shots on that Sprite — and I have still got it and use it today! In fact I worked out that we have something like 4½ miles of film in the Haynes archives today," Haynes pointed out proudly, though I should make it clear that the boss has invested in some new photographic equipment for his staff. There are also five illustrators, headed by cutaway specialist Terry Davey whose work is almost as familiar as the Haynes trademark around the buildings that sprawl over the present 4½-acre site.

Haynes left the RAF in August 1967. He had completed "18 books or so," by the time he left and knew that was what he wanted to do. Haynes was a Flight Lieutenant by this stage, but one of his vivid memories of the period was of his father's mail order premises at St. Michael's Avenue in Yeovil. Haynes laughs when he looks back: "We called the business the Sporting Motorist's Bookshop. Most days you could see somebody running up and down the avenue looking for a bookseller."

A proper shop was found at Lower Odcombe, not far from Yeovil. The terraced premises had a Rotaprint 30/90 in the back and a stitching machine, left by brother David Haynes who was returning to the RAF. As today all the printing processes, as far as possible, were owned by Haynes. "I was horrified by what printers would charge, so I was often out at the back around 10.30 at night, still turning the handle and determined to do it my way."

It was not long after that the Haynes, by which I mean Annette his wife as well, for she had been working on the typesetting since 1963, had moved to their present home in West Camel. Adjoining the house was a barn — "I will never forget loading our printing presses up to the barn from a lorry by human chain," says Haynes. They had been extremely fortunate in obtaining local permission to use part of their home for this purpose: today it houses part of Haynes' 15-car collection, but the gigantic steel reinforcing girders remind them what a super multi-purpose home they had.

A former Unigate dairy became the final step in the tale so far as a headquarters for Haynes was concerned. The village of Sparkford is one of many to straddle the A303 artery to the West of England, but if you take it slowly going over the stone-walled railway bridge you will probably manage to slow sufficiently before turning in sharply to the left and the present premises. Too fast and you are liable to collect John's bright red XJ-S ("I love it, but the torque converter did fail at 5,000 miles," he says reflectively) or the main shop/reception area's plate glass window.

Subsequent landmarks in the company's growth included the July 1973 acquisition of G. T. Foulis at Henley. This was an important buy for Haynes personally as he felt the company, established in 1928, "had earned enormous respect for books like the Phillip Smith Design and Tuning work and Hans Tanner's Ferrari title. Miles Marshall wanted to retire from the business and I wanted to expand my interests in motoring beyond the handbooks and workshop manuals.

"Incidentally, you can see what a small world

motoring is from the fact that, as we moved G.T. Foulis down here, the premises were let to Julian Berrisford." The former Alvis "duckback" driver was then setting up his own motoring advertising/PR business.

America came right for Haynes "in 1974, after two disastrous false starts with American publishers trying to distribute our wares. The first one failed (fortunately we had ECGD cover) and the other could not sell our books!" They chose a site near Los Angeles, that warehousing and sales establishment at Newbury Park run by 12 staff now and accounting for "a substantial number of sales as a proportion of the 10 million books we sell annually. In fact I see much of our future growth coming in US dollars for there are 250 million in the population and 19-20% of all sales are the imported cars in which we specialise." It seems certain that Haynes will progressively go into the domestic American car manuals in an effort to take the coveted "Biggest motoring publisher in the World," title.

If Haynes do get to the top I would not like readers to think that it was a question of just straightforward hard work and application. As with anything else in human endeavour there has

the next 8-10 months and 400 titles ready for distribution.

* * *

The heart of the business must remain the step-by-step manuals and handbooks — especially in days when handbooks are becoming wider spread in their coverage and less informative.

How do Haynes carry out the workshop manual side today? The first basic question is to secure the car. I was mildly surprised to find that they do no "demon deals" with manufacturers over the release dates for new models. Though there is a significant percentage of buyers who never intend working on their cars, Haynes generally let demand build up for the model in question before launching accompanying literature; this applies especially at the top end of the car market where the car has to filter down through the first, second, and possibly even third owners before any element of DIY enters into its life.

American models feature largely in their life today, so I was not surprised to see the American version of Chevette awaiting attention alongside the railway line at Sparkford. This model, like the Chrysler Horizon, shares little but the basic facts

water-cooled two-stroke triples to rotary and more conventional car engines? I asked how the procedure went from his viewpoint?

"The cars take about a fortnight to work on. We strip down to the last nut and bolt, calling out the author and the photographic people when it gets interesting! However, the bulk of the manual work is done when the car is back on its way together, because that is what you really need a manual for."

Cars in for the treatment when I called also included a Toyota Starlet and the Golf LD diesel. The Toyota coloured our conversation slightly as I asked what the most complex strip-down tasks were?

Brian replied, "Well, we did the Land-Rover transmission once! Then, there was the Porsche 911. That made us think a bit. Is the quality there for all that money? Yes, I would say it is; certainly a lot of thought has gone into the Porsche design."

Turning to the simplest jobs I gained the feeling that there were so many mass-production cars produced along the easy servicing lines these days that they were all much of a muchness when it came to their workshop session at Haynes. However, Brian picked out, "My favourite for simplicity is the Toyota. The Starlet engine has quite a lot in common with the A-series BMC so far as the head goes, but you have to remember the bottom end is a five-bearing layout. With the Japanese stuff we find that if it is meant to fit as a sliding fit, then it does — no need to resort to the big hammer in other words."

I queried that the American cars must be ever more complex with the emission-enforced equipment installed? "No, they seem to be getting the hang of it all now. This Chevette has not even needed air injection, though it has pretty well everything else."

"I went over to the States for four weeks concentrating on the Chevrolet LUV pick-up. As we worked our way through I realised it was not a Chevrolet at all, you can still tell when the Japanese have been at work! In the same way I can tell if a car is European in origin without being told, but it would now be harder to tell French from German or Italian within Europe."

"When it comes down to it most cars have pistons that go up and down, crankshafts that go round and round, and so on."

"That is why I enjoy working on something different. The Golf diesel is interesting, but I don't like the idea of small diesel engines and look forward to seeing how they look at 50,000 miles." That was an astonishing coincidence, for exactly the same remark was made at the Peugeot press conference to launch the 305D . . .

Brian voted the Mazda RX3 gearbox the easiest to work on. "It is assembled in two halves for the casing; you split them and the whole gearbox is lying on the bench looking at you! I replaced the third and fourth synchromesh on my own Mazda in under two hours and quite enjoyed working on it." Quite some admission, for such an activity in one's spare time at this job definitely comes into the busman's holiday category.

Brian was also fascinated by the Mazda rotary engine. "It's a very nice unit. I admired the fit and finish and think there is a long way to go with rotaries, especially as I can see no reason why they should not be run on paraffin." I gathered they had proved this to their own satisfaction . . .

Naturally Horsfall is looking forward to the arrival of the twin rotor RX7 sports car in the workshops. In the meantime I asked about recent sports cars they had worked on: what were his impressions? It turned out that the last pair were

Continued on page 807



Author and photographer record the assembly details of a Honda Accord engine.

to be a degree of hardship and some measure of good fortune in overcoming the setbacks. The Haynes assimilation of Foulis was rather more ambitious than might appear to the casual reader, for the essentially serious, low run, smaller profit general motoring books had to be assimilated within a production schedule for the successful workshop publications. In other words it was rather like trying to produce Porsche 911s and Chevrolet Impalas on the same line.

Now the Foulis line seems to be prospering and invigorated by the change, but at the time there were many who thought the confident Haynes had simply taken on too much. Haynes himself commented, "We were getting into a very serious branch of publishing. When we did a book on the Rolls-Royce Phantom neither we, nor the editor in charge, knew about the subject as we did with the manuals. Now we do employ people who know the areas we are involved in, notably Jeff Clew on the motorcycle side."

Now they expect Foulis books to provide 15% of their total output. At present they have around 100 titles awaiting publication across the board in

of engine and transmission layout and floorpan with its European cousin. How did Haynes get hold of the car? Well, they do not buy in through their American operation, though there is no reason why John Haynes should not pick up an exceptionally interesting model while spending three months of every calendar year in Los Angeles. No, a little British ingenuity is applied to gaining the latest American models in the UK. Haynes write to the commanding officer at a USAAF airbase of their choice and offer an acceptable Haynes staff car for a fortnight or so in exchange for the car they are interested in! It always seems to work, though how Americans get on with manual transmission and RHD was not passed on to this reporter.

Over 200 vehicles have passed through the hands of John Horsfall in the Haynes workshops for manual strip and rebuild purposes. However, that is just the tip of the iceberg as Jeff Clew told me: "He also looks after staff cars — I have never known one break down on the road."

Talking to Mr. Horsfall I wondered how many mechanics get the chance to turn from

Book Reviews

"The Le Mans 24 hours Race — 1978" Edited by Christian Moity and Jean-Marc Teissedre. 159 pp. 12½" x 9¾". (Menoshire Ltd., 49, Churchfield Road, W. Acton, London W3 6AY. £14.95)

Last year's Le Mans race was a memorable occasion, with Renault making their bid to overcome Porsche domination with their turbocharged Renault-Alpine A443s and succeeding. The drama, the tenseness, the technicalities and the mechanical tragedies of this unforgettable event are set out magnificently in this Edita-SA book, which is fully up to the standards set by this publisher's annual "Automobile Year". It is all there, in clear black-and-white pictures and in superb colour plates. The captions are to the point, unspoiled by journalistic imagination and I regard the double-spread colour picture of the victorious Renault being brought in with the gendarmes pushing back the enthusiastic spectators one of the finest motor-racing photographs of all time.

The pictures of the winners, Didier who had to be revived before making his triumphant appearance on the balcony, and Jaussaud, overcome with emotion as the Marseillaise is played, are as dramatic as the historic occasion and throughout the book everything of importance is recorded in excellent pictures, many in full colour, on the best art paper, and accompanying story. This is thus a remarkably effective and covetable record of a great motor-race. The other participants, the technicalities, the circuit, the preparations, Le Mans itself, the AOC, the historic cars which raced again, Moss in a Maserati 250F, it's all there, in the de luxe format and production favoured by Edita-Sa. From scrutineering to the victorious Renault outcome, it's a complete, beautifully-presented record, which every Renault follower and most motor-racing enthusiasts will wish to possess. Paul Frère writes of the technical significance of the race, the cars in the various groups are not overlooked, and there is an hour-by-hour progress report in picture and tables. Nor are the post-race celebrations forgotten, the appearance of the Renault and the winning drivers in the centre of Paris being duly recorded. The classified results in full, lap-speeds, the pit-stops and the reasons for these, a leader-board chart, here is the complete record of Le Mans, 1978, the race in which Jabouille's Renault was radar-timed at 224.9 m.p.h. and did 228 m.p.h. in practice along the Mulsanne straight, and lapped at a record speed of 142.445 m.p.h., a race involving 55 cars, 155 drivers, 326 mechanics, 27 time-keepers, 130 radio-operators, 155 firemen, 291 policemen, 615 medical staff, 896 marshals, 905 CRS, 1,100 crowd controllers, 1,277 gendarmes, not to mention one Goodyear balloon, 13 TV stations, 20 radio stations, 29 Press agencies, 258 magazines or newspapers homing on the race, 2,175 journalists on Le Mans duty and 200,000 spectators. Or so this book tells us. To whet the appetite before attending this year's 24 Hues du Mans, I can think of nothing better. — W.B.

"V8" by Michael Frostick. 112 pp. 9½" x 7". (Dalton Watson Ltd., 78, Wardour Street, London W1V 4AN. £5.75)

Having written my article about some of the lesser

straight-eight-cylindrical cars for the April MOTOR SPORT and about some aspects of the Ford V8 for the May issue, I was amused to find this book about vee-eight cars in general in the review list. It is the second in the National Motor Museum Trust's Beaulieu Books picture-coverage, and a rather specialised field is generously surveyed. The pioneer vee-eights such as the 1903 Paris-Madrid Ader racer and the Rolls-Royce Legalimit are there, as is the 200 h.p. Darracq of 1905 which covered a flying kilo, at over 117 m.p.h. on its 22½-litres, and the 1906 Adams and Antoinette vee-eights.

The earlier American cars of this engine type, such as the Daniels, the celebrated Cadillac and the King, Cole and Lincoln of the early 1920s get good coverage. The 1920 Guy V8 is depicted as a touring car and its ingenious engine illustrated but the contemporary Talbot-Darracq V8 has been relegated to a reproduced advertisement for it, at the end of the book. However, the De Dion Bouton V8 which was notable in the field is in its rightful place and thereafter all manner of well-known vee-eight-cylinder cars, from Alfa Romeo, Allard and Apperson to Zil III, are pictured and written up, mainly by way of long picture-captions. Separate chapters are devoted to the Ford V8 in its earlier forms and as a competition job, including the cars with Ford-Cosworth DFV GP engines. So plenty of competition cars are there, among the Daimlers and the Rolls-Royce Cloud IIIs, etc., and this is an amusing "browsing house" of the rare, the unusual and the better or very well known. I am glad to see that the Leidart, Raymond Mays, Standard V8 and Autovia are not forgotten in searching for more surprising examples of this breed and that a whole page is devoted to the Ford badge and the V8 motif which is rightly Ford's. It is interesting, too, that Frostick says that the popular idea among other historians that the Ford breakthrough was in finding a way, via Sorensen, to cast a V8 block in one piece isn't true. He attributes the Ford breakthrough to being able to mass-produce such V8 power units, but I would suggest that one was very much tied in with the other, and that the pre-Ford examples of one-piece vee-eight blocks by General Motors in 1929 and by Lancia with the Dilambda are not particularly relevant. There are some good shots of Ford Specials and Allards, etc., in trials and rallies, including one of a member of the Ford V8 "Jabberwock" team, in this book which includes appropriate military vehicles, commercial vehicles and even a launch powered with two (or sometimes three) of the older side-valve Ford V8 engines. But in saying they never took to the air Frostick is wide of the mark, because I recall at least two aeroplanes in which the Ford V8 was used.

A specialised book but an interesting one. — W.B.

"The Component Contribution" by Alan Baker. 172 pp. 9½" x 6". (Hutchinson Benham, 3, Fitzroy Square, London W1P 6JD. £7.50)

This book, by Alan Baker, BSc(Eng), ACGI, FIMEchE, looks at the contribution the Motor Industry and allied industries have made to internal-combustion engine technology; he is a writer well qualified to do this. The book's chapter titles are self-explanatory: "Automotive reciprocating power-units", "Aircraft reciprocating power units", "Industrial, marine and locomotive diesels", "Rotary engines" and "Areas of common interest", each suitably sub-divided. The products of renowned companies from AC Delco to Zenith are met with in considerable detail in this "new-slant" book

and there is much in it for historians as well as for students and engineers to absorb. — W.B.

"Tuning and Maintenance of MG Cars" by Philip H. Smith. 180 pp. 9¼" x 7". (J. H. Haynes and Co. Ltd., Sparkford, Yeovil, Somerset BA22 7JF. £5.95).

This is a reprint under the Foulis Motoring Book banner of Philip Smith's classic work of 1952, in an improved format with revised illustrations. It deals with the overhead-camshaft engine cars 1929-1936 and T-series push-rod engine cars 1936-1954 and is an essential "bible" for owners of those cars, its contents as relevant and accurate today as in 1952. Some of the current MG racers have wrung further power out of the remarkable push-rod XPAG and XPEG engines and developed means of enlarging their capacities, but Smith's basic premises survive.

Smith deals thoroughly with the theory and practice of maintenance, repair and performance tuning. Additionally, the hard covers enclose a wealth of information on chassis, suspension systems, gearboxes, electrical systems and many other mechanical components.

Nobody who owns one of the relevant Abingdon models should be without this. — C.R.

"The Jaguar Driver's Year Book 1978" compiled by Paul Skilleter. 120 pp. 12" x 8½". (Brooklands Books, Holmerise, Seven Hills Road, Cobham, Surrey. £6.00).

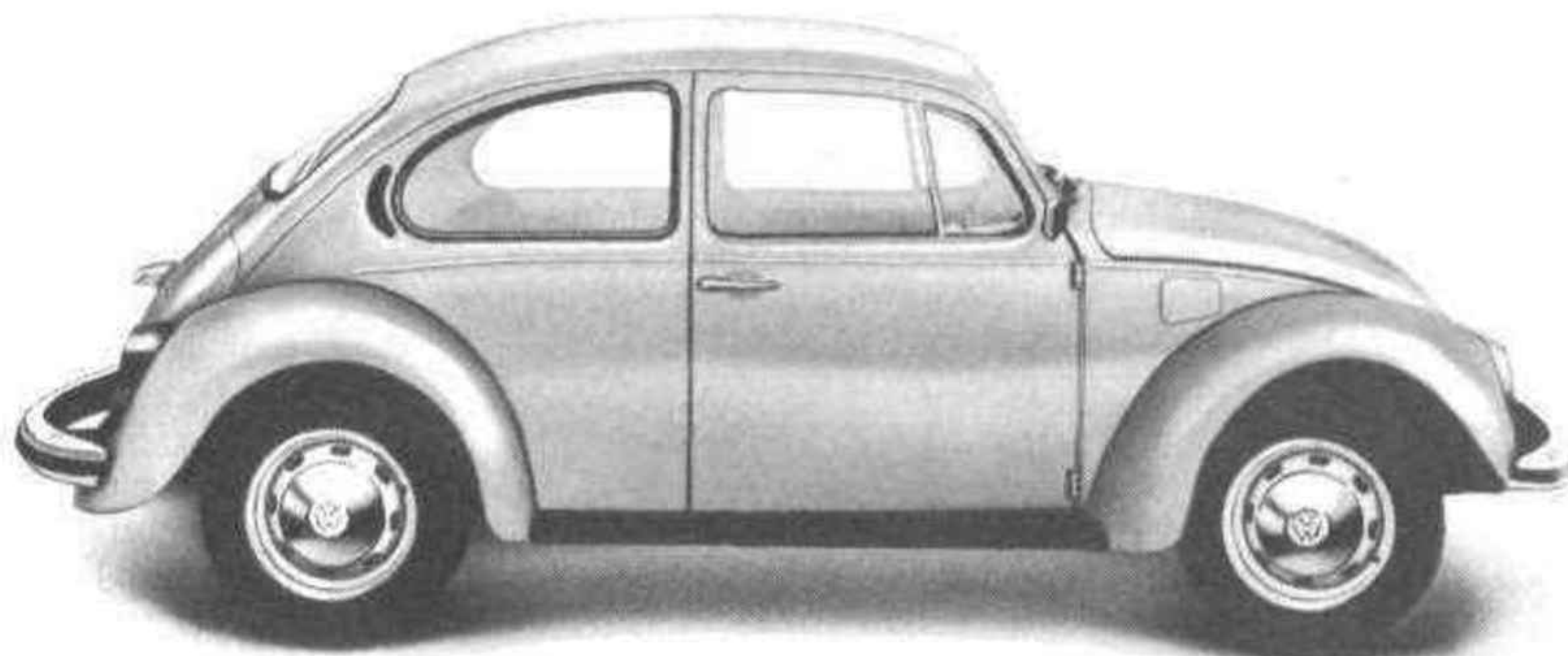
This is the second series of Skilleter's Jaguar Driver's Year Book, a theme which he has now followed up with a similar Austin-Healey annual. Brooklands Books is an associate company of Magpie Publishing, who publish the excellent Skilleter-edited Jaguar Driver Magazine for the JDC, £6.00 may seem a lot of money to see pages and pages of often similar Jaguar photographs (232 b. and w., 4 colour plates), which is what a casual glance suggests. Not that dyed-in-the-wood Jaguar enthusiasts are likely to object... In fact this Jaguar book has much more than that tucked away amongst the illustrations: a ten-page article on how to "Stop the Rot" in an E-type; a track test of a racing E-type and a Classic Saloon racing Mk VII; a most useful directory of services and parts suppliers for obsolete Jaguars; an "Identifile" listing and illustrating every SS and Jaguar model ever made; and a pictorial review of Jaguar events and activities at home and abroad in 1978 are just some of the contents. — C.R.

"The Jaguar XK" by Chris Harvey. 246 pp. 10" x 8¼". (The Oxford Illustrated Press Ltd. £15.00).

The latest in Chris Harvey's series (earlier books dealt with the E-type, MG T-types and Big Healeys) deals with this classic series of Jaguar sports cars, which by virtue of its famous straight-six engine and C and D-type racing derivatives was to do so much for the standing of the British motor industry and British motor racing across the world. It is a subject which has been well chronicled many times, but Harvey has managed to find some different angles, conveyed in his usual bouncy, enthusiastic, easy-read style. That it does cover new ground — or at least cover old ground in an alternative fashion — is conveyed by the name of the picture researcher, Paul Skilleter, who would not have collaborated in a book which paralleled too closely his "Jaguar Sports Cars", arguably the standard work on the subject. However, it is a bit "clubified" in parts, much like Skilleter's Year Book, above.

Harvey re-tells the story of how Lyons, Heynes, Baily and Hassan designed the XK

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engine during wartime fire-watching sessions, that Jaguar's current MD Bob Knight was responsible for chassis work when the team designed the car to wrap round the engine after the war and credits the late Harry Weslake for gas-flow development on the cylinder head. Lyons "leaned heavily" on the Bugatti 57SC Atlantique coupé for XK 120 styling inspiration, Harvey reaffirms.

Harvey dishes out a mixture which includes a tribute to the XK, chapters on production and "extra-special" XKs, contemporary road test reports (including W.B.'s comments), constructive sections on the models' strengths and weaknesses, restoration, modifications and interchangeability of spare parts, *concours* cars, Jaguar specials, comments from owners abroad (a bit trite some of this) and an interesting chapter of comparisons with contemporary rivals. As a self-confessed XK enthusiast he falls into the trap of becoming too eulogistic at times.

One-marque book prices seem to be hitting the ceiling and this one, at £15.00, is no exception. C.R.

* * *

Dunlop have sponsored a British version of the guide to Relais Routiers, long established in France as the traveller's friend in the quest for good, low-priced meals and accommodation. Published in paperback by Collins at 95p, the first edition is available now through W. H. Smith and other leading booksellers.

* * *

Another essential handbook for the Continental motorist is the RAC Continental Handbook, the 1979 edition of which has just been published at a cost of £4.50. Copies are available from RAC offices.

* * *

The major influence of Bedford on the 'bus and coach industry over almost 50 years is recorded in a new publication from Vauxhall Motors, "Bedford Buses and Coaches Since 1931". A partner to the general history of the Bedford range, published in October 1978 to coincide with the production of the 3-millionth Bedford commercial vehicle, the latest booklet contains over 100 photographs to illustrate the text, which traces the development of Bedford p.s.v. chassis from the first 14-seater introduced in 1931. Copies of both booklets are available free of charge, mentioning MOTOR SPORT, from the Public Relations Department, Vauxhall Motors Ltd., Luton, Beds.

* * *

Tony Hogg's book "Thunderboating with Bill Muncey", reviewed previously, is now available from Patrick Stevens Ltd., Bar Hill, Cambridge CB3 8EL for £5.95.

* * *

Those wishing to know where the summer's and autumn's traction-engine rallies are held may like to know that the National Traction Engine Club has again issued a fixture-list of the approved rallies. This costs 10p but is probably intended for members. However, if those non-members requiring one care to send this sum and sufficient for postage to NTEC's Sales Officer, A. G. Wilson, 7, Welton Road, Daventry, Northants NN11 5PP, referring to MOTOR SPORT, this should be available.

* * *

Michael Ware's main interest apart from motoring — he is Curator of the National Motor Museum — is Britain's waterways. In his series of "Historic Waterways Scenes" the first book

covers inland navigations. It will suggest some fascinating exploration expeditions by car, even if its 141 pictures, rather misty as befits the subject, do not take in road transport, apart from a few shots of traction-engines towing boats to the water or testing the strength of a bridge over the Rochdale canal (actually the Grove Bridge at Milnrow), a near vintage 'bus, probably a Leyland, outside the Canal Tavern near Derby, and the owner of a Lanchester 21 saloon, circa 1924, looking at the 475 ft. long, 28 ft. high iron aqueduct at Edstone near Stratford. The publishers are Moorland Publishing Co., Market Place, Hartington, Buxton, Derbyshire SK17 0AL, and the price is £5.50.

* * *

I have not enjoyed the light-hearted and spectacular racing once called stock-car racing since I went to a meeting at Aldershot Stadium many years ago. Incidentally, after the racing the public were allowed to see how quickly they could lap the dirt course, which knowing how strict the RAC is, astonished me. This bumping-and-boring sport was quite different to American Stock-Car racing and is now known as Hot Rod racing, over 1/4-mile or shorter tarmac ovals, with no *deliberate* shunting off the track of one's opponents allowed — I suppose we must leave that to "Jallop" contests in farmer Giles' fields. There are now Hot-Rod ovals at Ipswich, Ballymena, Aghadowey, Crewe, Buxton, Newton Abbot (very short), Brands Hatch, Skegness, Wisbech, Bovingdon, Hednesford, Wimbeldon, Cowdenbeath, Ringwood, Yarmouth, Eastbourne and Aldershot. This class of racing was introduced here in 1963 by Bill Morris and Motor Racing Publications consider it of sufficient importance to have published a well-illustrated, soft-cover, 50-page magazine-size book about it, by World Champion Barry Lee and David Gordon, Features Editor of the *Ealing Gazette* and an authority on this facet of motor-racing. This "Guide to Hot Rod Racing" costs £1.80. — W.B.

Cars In Books

A READER drew my attention to "Letters From a Traveller" by Pierre Teilhard de Chardin (Collins, 1962). Father Teilhard was a Jesuit priest and a leading palaeontologist and geologist of his time. He was attached to the Citroën Central Asian Expedition, popularly known as the "Yellow Expedition", which was intended to demonstrate the adaptability of the Citroën tracked-vehicles which had already proved their worth in the "Black Expedition" of 1925, which crossed the Sahara to Madagascar. There was also the wider objective of reopening to economic exchanges the ancient silk route across the vast depression of Central Asia. The "Yellow Expedition" of 1929 had covered the Near East, Persia and Western India to Pamir, the climax of the test, and its second party which had crossed the Central Asian steppes and deserts joined the first at Kashgar and returned with it, the hard way, to Peking, i.e., Paris to Peking.

The author describes the horrific journey in a lucid and matter-of-fact way. There are not many references to the vehicles, and no pictures of them, but there is an interesting mention of the expedition being held up while replacement tracks for the Citroën-Kegresse tracked vehicles were obtained from Russia, not from Paris as one would have expected. This need for replacements occurred when 90 miles out of Peking in April 1931 "the rubber of the caterpillar tracks, burnt apparently during the crossing by the tropical sun, began to collapse. They had to wait for spare tracks from Siberia but the priest described the

equipment as otherwise impressive and the morale of the team, which included engineers, scientists, two doctors, a painter, a cinema photographer, the reporter Georges and a staff of mechanics, astonishing. Resuming, 500 miles were covered between May 12th and May 22nd, in spite of a snowstorm and a sandstorm. By June 16th they had covered the 750 miles to Suchow. The final 750 miles of the difficult journey was delayed due to local fighting and what was intended to take six months took twice as long. There were places where "no automobile had ever been along the route (to Aksu), which would be impossible for wheeled vehicles. The caterpillars took us over the rocky passes, marshes, rivers and sands." In the Gobi desert there was the choice of risking frozen radiators when they stopped at night in a temperature of -20 deg. to -30 deg. or running short of fuel if the engines were kept running. Later the convoy, which included trailers towed by the Citroëns, was fired on by bandits. Incidentally, I rather like the priest's description of these Citroën-Kegresses, "Climbing on to the caterpillars as though I were mounting a camel . . ." It seems that the engineer in charge of the expedition was Brull and that it was recorded by the historian Le Fèvre, should any Citroën enthusiast care to follow up. — W.B.

Miniatures News

LAST NOVEMBER we referred to the Revell kit for constructing a very-detailed 13 1/2 in.-long model of a 1934 Rolls-Royce Phantom II with Gurney Nutting bodywork. This kit has since been assembled for us by an amateur but skilled model-maker, who reports that the kit makes up into a large and quite impressive model, and that this does not involve too much fiddly work. The instructions issued with the Revell kit were found to be quite clear, except when it came to fitting the steering track-rod, when those given were misleading. Instructions about how to paint the model were lacking, which was considered a pity, as those unacquainted with how to get good results might not obtain a first-class finish on a Rolls-Royce model which merits such treatment. Otherwise, an excellent model and a recommendation for buying Revell kits.

Grand Prix Models of Radlett have come up with another very alluring historic car miniature, with Brooklands and TT associations, available in kit-form or as a finished model. No. 68 in the series, this is a miniature, 3 3/16" long, of the 1922 3-litre twin-cam TT Vauxhall. It makes a striking model, with its twin rear-mounted spare wheels, its slightly "oversize" grey-rubber tyres, its typical Vauxhall fluted radiator and bonnet, and its conical scuttle-cowls. It is complete with outside exhaust pipe, fuel-filler, undershield, front shock-absorbers, instruments, seats, pedals, and even the bulb horn, long outside hand-brake lever, and the pressure pumps which characterised this complex Vauxhall racer. Those who are building-up a collection of Brooklands' models will welcome this latest addition to other models in this category, such as Chitty-Bang-Bang I, the Birkin blower-4 1/2 Bentley single-seater, etc., and the ERA, P3 Alfa Romeo, Salmson, GP Bugatti and other models by the same manufacturer, to the same scale, that cover the Brooklands scene. The Vauxhall metal kit comes with building instructions and a history of the car. It is available from Grand Prix Models, 173/175, Watling Street, Radlett, Herts.

At a recent Christie's sale a Dale La Follette model of Parry Thomas' "Babs", 13" long, came under the hammer. — W.B.

New cars at Jarama

MECHANICALLY THE European season of Grand Prix racing got under way in fine style (see page 837) and there were four new designs in the paddock plus one half-new design. With Ligier, Tyrrell, Brabham, Ferrari, Fittipaldi, Wolf and Ensign already with new designs the 1979 season is fast becoming a classic from an engineering point of view. The new Lotus 80 had already made a brief appearance in practice for the Race of Champions at Brands Hatch, while the new Williams FW07 had been displayed statically in the pits at Long Beach.

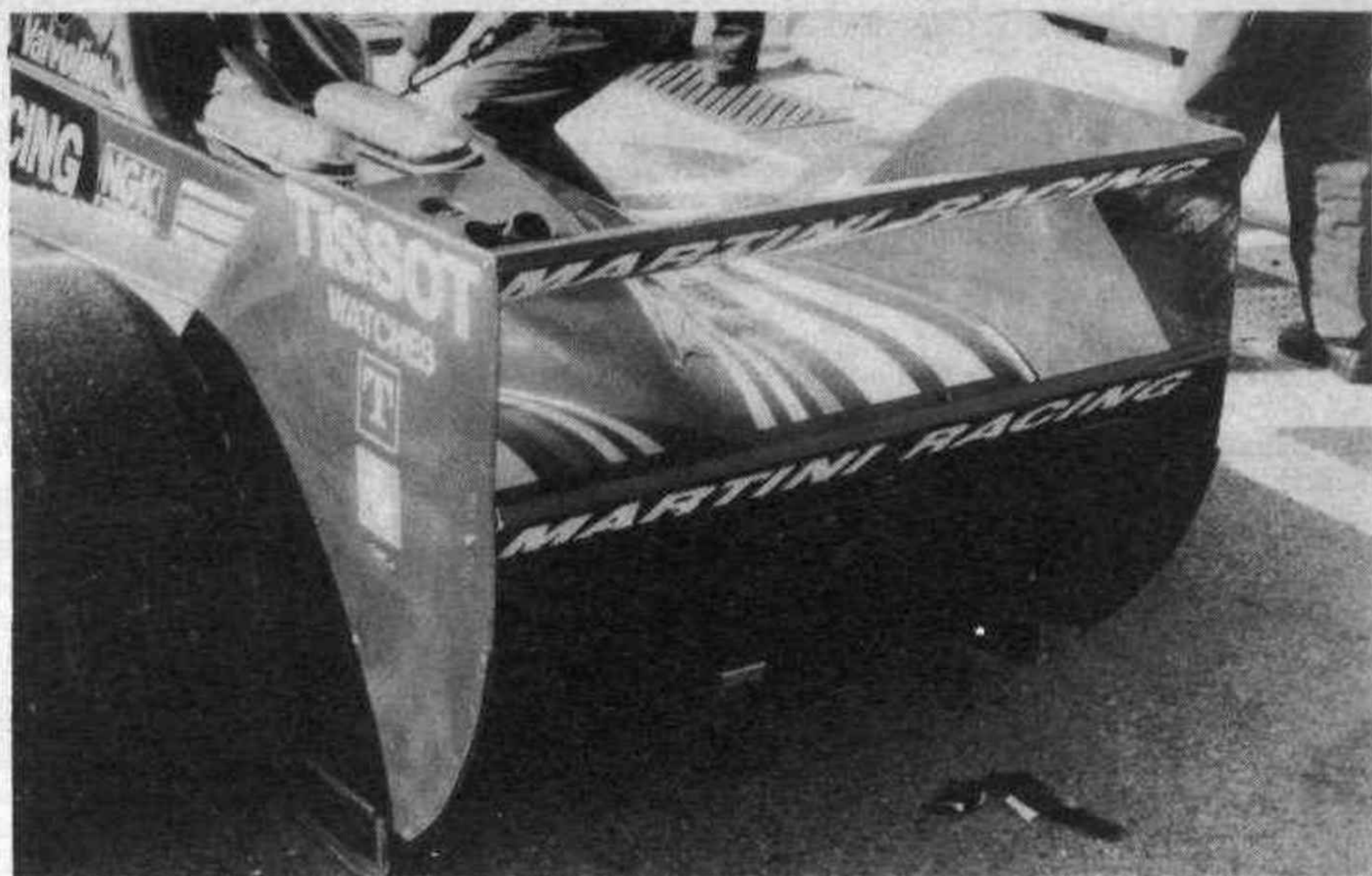
Lotus: The Type 80 follows the successful Type 79 only in its basic principles, little or nothing being interchangeable between the two models. The aerodynamic conception is the next step forward in endeavouring to make maximum use of the air passing under the car, and to move its centre of effectiveness further back. The slim monocoque retains the single petrol tank behind the driver layout, and water radiator on the right of the cockpit and oil radiator on the left. The Type 80 also retains the long rocker-arm-operated inboard-mounted coil-spring front suspension and the inboard mounting of the rear suspension units. The side-pods of the body have a distinct curvature on them, instead of the slab sides of the Type 78 and the vertically-sliding "skirts" run from just behind the front wheels to the extreme tail of the car, passing under the rear drive-shafts. Linkage systems operating on each end of the skirts are controlled by small tension coil springs, and the "skirts" themselves slide up and down in the side walls of the side-pods, on tiny rollers. In addition to these long side "skirts" there are similar "skirts" under the long thin nose ahead of the front bulkhead. These "skirts" seal the nose of the car to ground and air passing under the front of the nose is encouraged to exit upwards through an opening in the upper surface of the nose, this

HAYNES — continued from page 803

Triumph's 1500 Spitfire and TR7. Brian Horsfall would not comment on the TR but was quite relieved to see the 1500 Spitfire carried on with the safer independent rear end of recent years — "I used to rally a Triumph Herald coupé on three or two wheels," he remembered.

I shall not describe the processes in the manual beyond that point, for the gathering of the manuscript, photography selection, production of pages and final assembly within soft or hard covers is similar to the labours we perform every month to produce MOTOR SPORT. Suffice it to say that the best part of nine months is also needed to produce each new Haynes offspring and that 150 staff are employed at Sparkford to take the books from typescript and negative to glossy new books in Haynes cartons. As ever, every process is carried out on site and Haynes has invested about half a million pounds in the past three years to make sure of having modern equipment to stay competitive with his rivals.

As I looked around John Haynes' personal collection of cars I thought of the 5/- booklet in its orange soft covers that started it all. The idea is still the same: pack in as many facts and illustrations as possible to actually help somebody do the job from your own first-hand experience. Like the monocoque, aerofoils, wide tyres and ground effect, the idea is simple . . . it is making it work that counts! — J.W.



Lotus 80: The vertically sliding "skirts" run to the extreme rear of the car.

opening having an adjustable trim tab across it. Unfortunately Formula One rules forbid the use of transverse "skirts", otherwise one across the rear of the nose would make life at the front a lot easier. It will be appreciated that the problems of keeping the nose-cowling parallel to the ground under acceleration and braking is not easy and it is in this area that the Type 80 has been causing problems. In the original conception of the car the down-force afforded by air-flow through the nose was going to make the use of nose-fins unnecessary, giving two advantages, one being less drag at the front, and the other being improved air-flow into the radiator openings and under the side-pods. When this all becomes effective the total down-force will allow the removal of the rear aerofoil. Because of the problems with sealing the nose-cowling the car has been running without the nose "skirts" and using conventional fins on the nose, with a small aerofoil at the rear at the top of the side-plates.

At the rear, fibre-glass mouldings surround the gearbox and final-drive unit completely, as well as the upper suspension arms so that only the elliptical section lower wishbones and the thin drive-shafts are in the path of the air exiting out the back from the side venturis; even the inboard rear brakes are all within the shrouding, as are the suspension units. The whole rear end of the Type 80 is completely new, designed around a Lotus designed casting which contains the clutch housing, the oil tank, the crown-wheel and pinion housing, and the gearbox housing in that order. The conventional Hewland casting for the final-drive and gearbox is split longitudinally, opening in two halves; the new Lotus one splits transversely on the centre-line of the rear axle, the gearbox housing being in the rear half, with an end cover, the oil tank and clutch housing in the front half. This casting itself is a joy to behold. The rear disc brakes are mounted "inboard" on each side of the final drive, and have double calipers at the top, to keep things out of the way down below, the aim being to make the mechanical layout as slim as possible under the car. Cooling air to the outside of the discs is fed from a duct in the side of the car through tunnels moulded into the fibre-glass rear-end shrouds, while sunken ducts in the centre of the car feed cold air to the inner faces of the rear discs. The rear hub uprights have fabricated bearing

carriers, with castings bolted fore-and-aft to take the suspension pick-up points, and are totally concealed within the wheels. Throughout the car steel components are made in titanium, making it the most expensive Lotus racing car to come from Hethel, but the weight is right down to the legal limit, and without all the aerodynamic fibre-glass mouldings the car would be well under the 575 kg. (1,265 lb.) limit.

Lotus 79 features such as anti-roll bars front and rear controlled and adjustable from the cockpit, low-percentage limited-slip differential, wheel movement and geometry, weight-distribution and balance have all been carried forward onto the Lotus 80. Team Lotus are confident that when the new car is over its teething problems it will give them the same advantage they enjoyed last year with the Lotus 79. After all, the crop of 1979 cars that have appeared this season have only just kept pace with the Lotus 79, some slightly better, some not as good.

Renault: By the end of last season the Renault design team under Francois Castang had two avenues to follow, the first the further development of their turbo-charged 1½-litre V6 engine, the second the aerodynamic route indicated by Lotus. On the engine side they explored the development of a twin turbo-charger layout, one to each bank of three cylinders, an avenue already well explored by Porsche, and on the aerodynamic side they could do little but follow the Lotus 79 route. A completely new chassis was designed, known as the RS10, and this has the now conventional side-pods with air passing under them and sealed by longitudinal sliding "skirts". The one-piece rear aerofoil of the RS01 is retained, which has top and bottom aerofoil sections, and in line with Lotus principles the suspension units are mounted inboard out of the air-stream. As it appeared in Spain the RS10 was using a single turbo-charger layout, re-arranged to keep the megaphone exhaust tailpipe and the waste-gate tailpipe in the centre of the car above the gearbox.

In discussing the turbo-charged V6 Renault engine, with its four overhead camshafts driven by exposed toothed-rubber belts, there is a tendency to forget that it is only half the capacity of the Cosworth DFV, the V12 Alfa Romeo and

the flat-twelve Ferrari engines. At 1,500 c.c. (or 1½ litres) against 3,000 c.c. (or 3 litres) the addition of turbo-charging from the exhaust has to make up a lot of difference, and everything is running at very tight limits. The turbo-charged sports car engines are allowed by regulations to be 2.1 litres and many people think that Formula One engines should be allowed to be 2,000 c.c. (or 2 litres), though the 3-litre engine designers do not support this view. When the Formula One Renault engine is on full song it is undoubtedly the most powerful engine in the field, and on maximum speed time-traps at most circuits the Renault is invariably fastest, but at the expense of reliability. The Renault engineers could reduce the amount of turbo-charging and aim for reliability, but the car would be a lot slower and the engineering aspect would be lost. Anything can be made reliable if it is made slow enough, which is not the point of motor racing.

Williams: When Patrick Head designed the Williams FW06 for last season, following the then conventional wedge shape, he came up with a very neat and tidy car, limited in its sophistication, but remarkably effective. This year he has followed the Lotus 79 route and once again come up with a neat and tidy design. Some designers can apply themselves to a project, produce a good answer, but be oblivious of the aesthetics of the final package. Other designers can do the same thing but instinctively, without conscious thought or compromise, end up with an aesthetically pleasing package. Patrick Head is one of the latter and the FW07 follows the FW06 in this end result, even though there is no similarity in the designs. The new car has the air-flow under the side-pods, sealing by sliding "skirts" and a smooth upper surface. The rear end, with its inboard suspension units operated by rocker-arms has been designed around the latest Hewland gearbox, the FGB, which incorporates larger pinion bearings, stronger casing with stiffer ribs and thick walls at critical points, all aimed at coping with the continual inverse in torque and b.h.p. that Cosworth Engineering keep extracting from the DFV design.

The FW07 retains the rear aerofoil mounted on a central pillar rather than the latest trend of the aerofoil being mounted between two side plates, and during practice for the Spanish race experiments were tried with the nose-fins removed. FW07/001 which Alan Jones drove had done some running in California after the Long Beach race, but only to get all the systems

functioning properly, the Ontario circuit not encouraging any progress with handling qualities. FW07/002 driven by Regazzoni went to Spain direct from the factory, without turning a wheel, and that both cars showed such good promise straight away suggests that Patrick Head knows what he is doing. Until Villeneuve had some new and softer tyres fitted to his Ferrari during the race, and established a slightly artificial new lap record, Alan Jones was holding the lap record, at a time when Andretti (Lotus 80), Reutemann (Lotus 79), Scheckter (Ferrari T4), Lauda (Brabham BT48) and Jarier (Tyrrell 009) were all trying hard.

Kauhsen: The small, bearded, German entrepreneur Willy Kauhsen, from Aachen, has been in motor racing for many years, driving and winning in long-distance racing with Porsche cars, as well as running the works Alfa Romeo 33TT flat-12 sports cars towards the end of their life. Now he has moved into Formula One with a car of his own construction, using Cosworth V8 power and Hewland transmission and following the general design trends of 1977 with a smattering of 1978. He has come into Formula One at an unfortunate time, for not only is the technical pace extremely hot, but the rules and regulations have been tightened stringently. Anyone not already established in Formula One and wishing to join in for 1979 had to show a measure of their sincerity and integrity by depositing a bond of \$30,000 (about £15,000) with the FISA, returnable at the end of the season providing the team had fulfilled its obligations to take part in all the races. Willy Kauhsen achieved more notoriety than his car did, when his cheque for \$30,000 was returned by the bank "dishonoured". Before Spain he applied again and this time the cheque did not "bounce" so he was allowed in, but the FISA imposed a fine of \$30,000 for the original misdemeanour, no doubt caused unintentionally by "deals" and "negotiations" between Kauhsen and sponsorship sources. The simplest lie in the business world is "... the cheque is in the post ..." and it seems likely that this was the root cause of the trouble.

After all that what can one say of the Kauhsen car, except that it was not very impressive to look at, nor did it go very well in the hands of the inexperienced Brancatelli. We'll just have to wait and see. There were two cars in the paddock, WK/004 which spent most of its time in bits, and WK/005 which caught fire when it was first started up and then gave numerous minor troubles so that it never looked like qualifying.

Kauhsen says 001, 002, and 003 were prototypes that have been scrapped.

McLaren: When Gordon Coppuck showed us his newly designed M28 McLaren at the end of last year, he explained that the concept was to get the maximum amount of air to flow under the car, along the "ground-effect" route. To this end he had designed the M28 with a very wide track, and narrow as possible monocoque, and in order to keep the track/wheelbase ratio the same as on his previous cars, the new car had a very long wheelbase, using a long spacer between the Cosworth engine and the Hewland gearbox. The overall effect was a very big car and, inevitably, a heavy car.

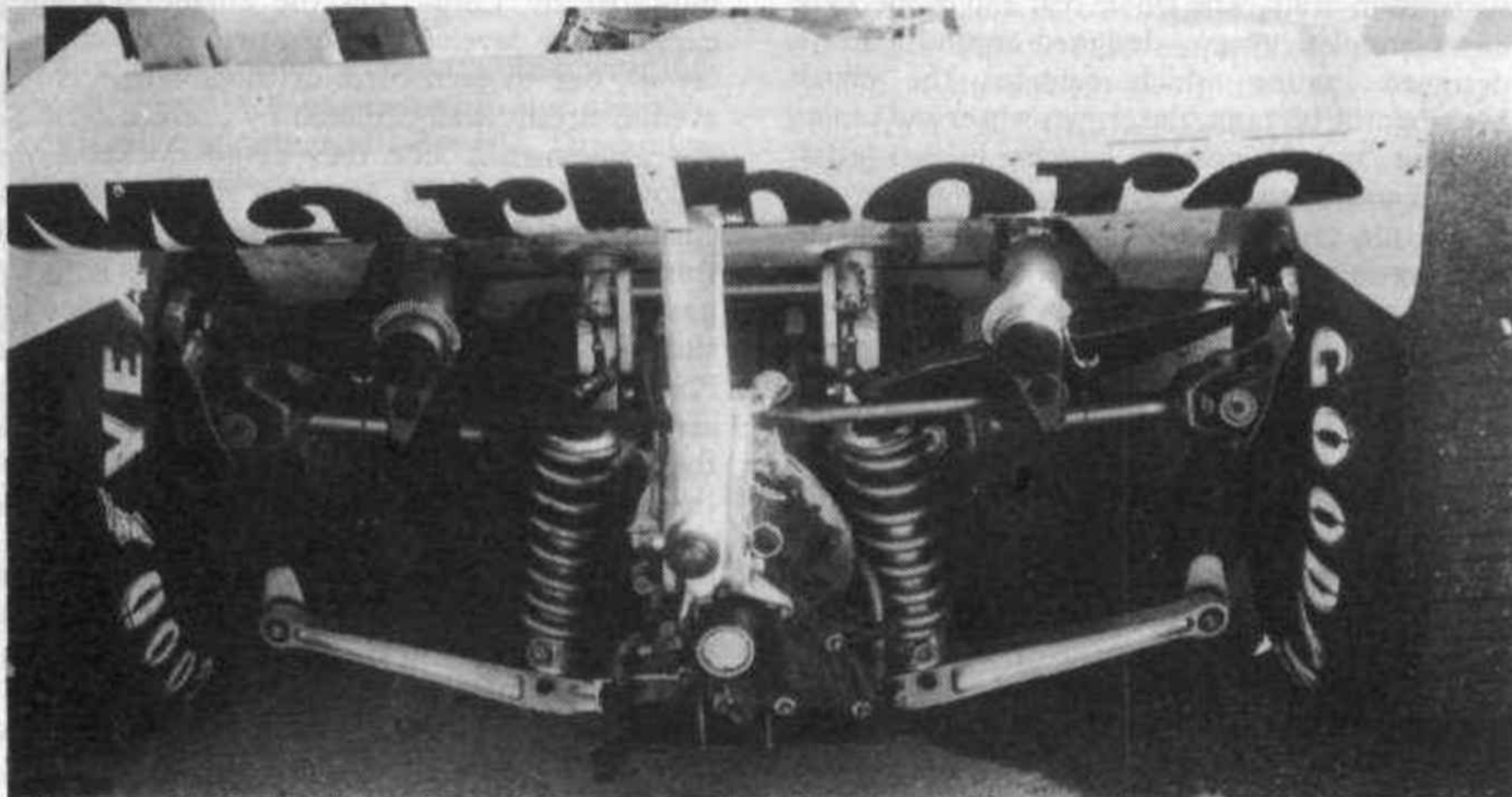
At the design stage the team was going to be led by Ronnie Peterson, a driver renowned for his ability to drive anything hard and fast, no matter whether the design was good, bad or indifferent. His untimely death in the Monza accident robbed the McLaren team of one of their anticipated parameters, and as substitute they took John Watson. The Ulsterman is a nice driver and a good driver, but not of the Peterson breed, so when the team started testing the M28 they were a bit at sea in analysing the results. Watson is a driver who can drive fast when everything is to his liking, but lacks the analytical engineering know-how to explain or get exactly what he wants. The Petersons of the racing world have a natural genius for driving fast regardless of the feel of the car and do not profess to impart much information to the designer, other than tangible results in lap times.

It would be unfair to say the M28 was a design-disaster, but the results from Watson and his inexperienced team-mate Patrick Tambay were very depressing. In an attempt to salvage something from the despondency, team-boss Teddy Meyer, instigated a major redesign on M28/1, the prototype car. It was stripped to the bare monocoque and rehashed with reduced track and wheelbase, the aerodynamic shape was clearly influenced by the Ligier and the rear suspension was redesigned. With the long wheelbase spacer between the engine and gearbox there was room for the coil-spring/damper units to be mounted "inboard" in this area. With a shorter spacer the suspension units had to be moved back behind the gearbox and all the suspension arms and operating levers had to be redesigned. As the whole project had to be done in the minimum of time much of it was machined from solid lumps of duralumin, rather than fabricated from sheet steel or titanium. The end result was not very elegant. The result on the track was entirely inconclusive, Watson being little faster than Tambay in M28/3 to the original design. Unkind observers suggested that a squib up the driver's backside would have been cheaper and less time-consuming! — D.S.J.

Morgans versus the rest

WHAT sounds like an exciting speed-trial with a difference is due to take place at Long Marston on July 8th, when three and four-wheeled Morgans of any age will be competing against motorcycles, sidecar-outfits and light cars and cyclecars made before 1965. The Meeting is open to the VSCC, VMCC, the Vincent OC, the National Sprint Association, the Octagon CC, the 750 MC, the MGCC, the Velocette OC, and the Association of Combined One-Make Car Clubs. This sounds like a sprint in the full pre-war tradition! Those who wish to enter should contact Graham Chivral, 188 Todmorden Road, Bacup, Lancs right away. —

W.B.



McLaren: Much of the revised rear suspension was machined from solid lumps of duralumin because of the shortage of time.

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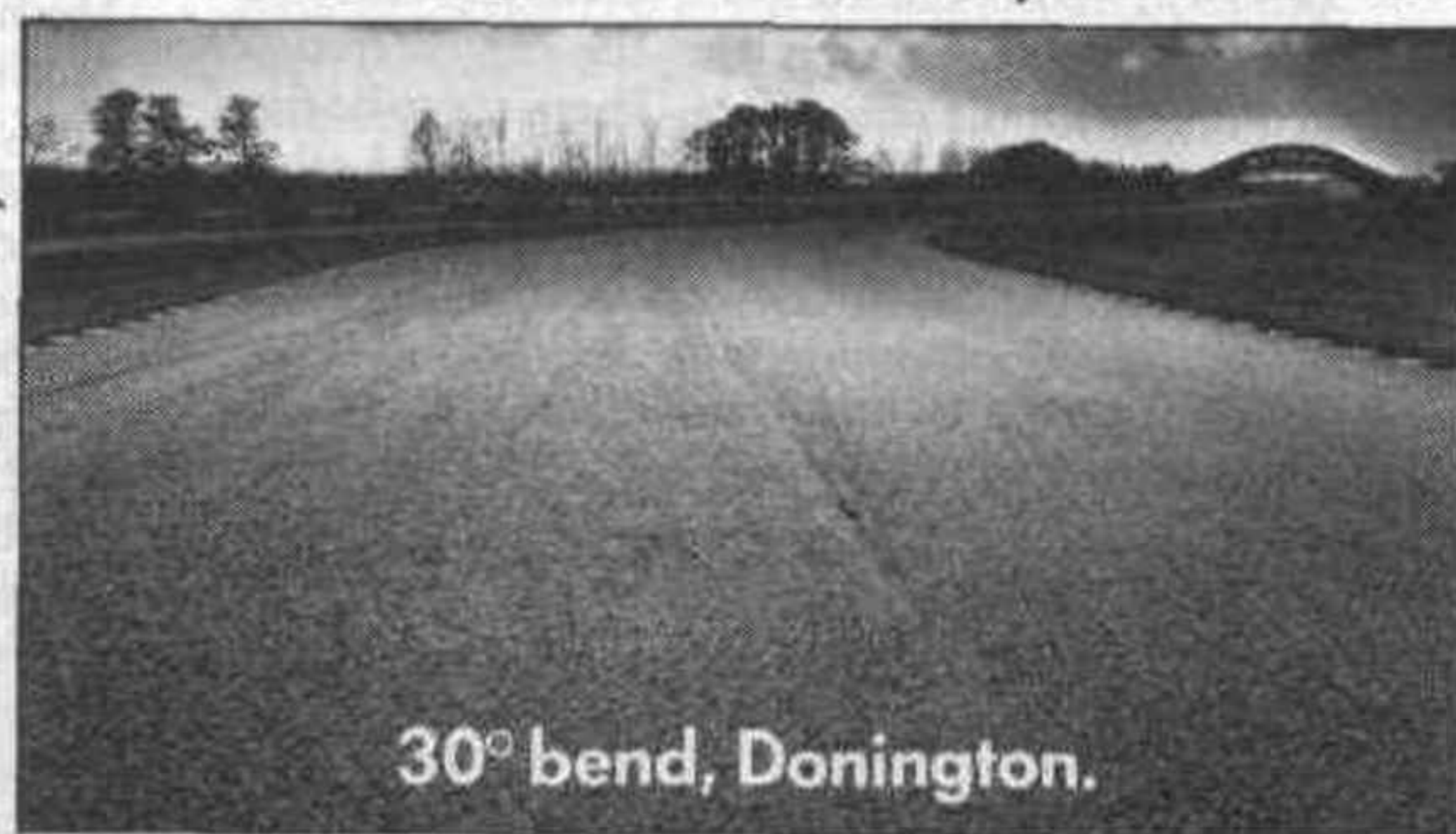
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Continued from page 801

do not think this model broke the Company; it was simply the financial aspect of the time, with the World slump, and the fact that the Lanchester was a luxury car made and sold in very small numbers and the concern had nothing to fall back on. Personally I did not like it. It was far too noisy, being overhead-camshaft.

Jersey JOHN OLDHAM

* * *

Sir,

I was very interested in the above article and although I remember many of the "exotic" makes, I bought in the 1950s a 1935/6 Railton with a very "bread and butter" side-valve engine, with single Carter carburetter. There was no trouble with the engine at all. Ever-faithful starting, with exhaust hot-spot and automatic choke. I had occasionally to dismantle the carburetter to clean out carbon from the gauze to the thermal coil. Whatever the journey it averaged 18 m.p.g on cheap petrol and if the consumption started to fall, resort to cleaning the gauze to the thermal coil as mentioned above cured this.

The compression ratio was, I believe, only 4½ to 1 and thus the engine could be easily started up by hand on the few occasions this was necessary.

Thanks to a good power-to-weight ratio the car had outstanding performance in its day — 0-60 in just over 11 seconds. Was it a 4-4 crankshaft? I never saw it, but I seem to remember the firing order began with "one" and ended with "eight". What was the appeal? — undoubtedly "graceful arrogance". Somebody is always reminding me of the Railton — "what a lovely car — never forget it". With many thanks for the information and pleasure I receive from your excellent publication. Southampton GERALD L. ADAMS

[I have been gratified by the interest my article has aroused, but it was about the less-successful straight-eights, not the good ones. — Ed.]

Chitty III

Sir,

Reference pages 41 and 307, I was interested in the identity of the engine in Chitty III. Bill Selby's photograph which you reproduced was compared with those of Mercedes engines in "Janes All the World's Aircraft, 1919" which indicate that it was a 180 h.p. Mercedes. The cam/rocker box design is similar, six plugs only are visible of the dual ignition system and the

OBITUARIES

Rodney Clarke

IT IS WITH sadness that we have to record the death of Rodney Clarke, in the middle of May after a short illness, at the early age of 62. Clarke was the driving force behind the Connaught sports and racing cars that brought a high standard of design and manufacture into the British motor racing scene after the 1939-1945 war. With financial backing from Ken MacAlpine, of the renowned building family, Rodney Clarke brought the Connaught into being originally as a private venture for MacAlpine. It was so successful that a short series of Formula Two and Formula One Connaughts were built for sale and the marque achieved lasting fame when Tony Brooks won the Siracusa GP in Sicily in 1955. Clarke hoped this success would encourage some of the big motor manufacturers we had at the time to provide support for the future of Connaught, which MacAlpine was finding a financial strain. While everyone was full of praise and congratulations for that famous victory their enthusiasm ended there. It was a slightly bitter and resentful man who eventually had to wind up

camshaft-driven air pump with vertical stroke is visible adjacent to the dashboard, i.e. above the steering box.

Incidentally a 200 h.p. Mercedes was also listed of the same capacity of 14.78 litres but this is identified by a duplex air pump of horizontal stroke. The 200 h.p. engine has a compression ratio of 5.73 to 1 as against 4.64 for the 180 h.p. engine. I have enjoyed your articles since *Brooklands Gazette* days and trust that they may long continue.

Kalk Bay, Capetown

M. W. GAZE

A Decayed Delage

Sir,

I thought you may be interested in the enclosed photo taken recently for your "Tailpiece". It is of a 1928 Delage Type DM Weymann-bodied saloon which was found on a farm in Kent after standing in the open for 22 years! Trees had to be cut down to get it out of a copse that had grown around it. It is said to have once been the property of the French Ambassador in 1928 and it has been in the ownership of a lady since 1937 to recently. In the photo it is on its way to my home for restoration by me, this being my third Delage restoration.

Sutton

FRANK ANNETT,

Secretary, Delage Section, VSCC

7th Ceskoslovensko Veteran Car Rally

FROM PRAGUE we have received details of the above rally, the "Tatry 1979", which takes competitors through some beautiful East Slovakia, with visits to places of interest in the High Tatras, the Pieniny Region and the Slovak Paradise. It takes place from September 29th to October 5th, but note that entries close on June 15th. Cars and three-wheelers (but not sidecar outfits) are welcome, and will be divided into Veteran, Vintage, Classic (our p.v.t.) and pre-1956 Sports-Car classes. A navigator must be carried and a photograph of the car entered is required with the entry form. There are to be five rally stages, of 80-180 km. each. Hotel and other accommodation can be arranged. This sounds like the basis of an unusual holiday, and those interested can just about make the entry deadline (which extends to July 15th for confirmation) by contacting the organisers, Z. O. Svazarmu CSR, Veteran Car Club, PO Box 139, 728 39 Ostrava I, Czechoslovakia, by air-mail.

the Connaught concern before it was ruined financially and to watch all his effort to put a British racing car on the International map, go under the hammer at a public auction.

From then on Clarke withdrew entirely from the racing field and concentrated all his effort on business activities in land, property and the motor car retail trade.

A. W. Von der Brecke

WE REGRET to learn of the death at the age of seventy-two of A. W. Von der Brecke, well remembered for his successful appearances at Shelsley Walsh with the Wolseley Moth-engined Becke-Powerplus. He then joined the Riley Company in the early 1930s as Competitions manager and accomplished works racing driver. In later years he was with Esso until his retirement.

Leslie Cresswell

THE WELL-KNOWN motoring artist Leslie Cresswell died recently. For many years on the staff of *The Motor*, he had a fine reputation for his sectional drawings of racing cars and their engines, particularly in Pomeroy's Grand Prix Car volumes.

VSCC at Oulton Park

THE VINTAGE SCC has its race meeting at Oulton Park on June 16th this year, the main events being the Richard Seaman Vintage and Historic (pre-war) races and the Allcomers' race, all over 16 laps from scratch, with shorter supporting races. There will also be the big assembly of immaculates, competing for the *Cheshire Life* and Martini Trophies. Spectator admission to this day of splendidly varied and nostalgic racing costs £2 per adult, £1 per child, with an extra £1 from those who wish to watch from the grandstand or Paddock. Racing will commence at about 13.15 hours. — W.B.

Oh Dear!

SEVERAL captions were prepared for the V-E-V pages in last month's MOTOR SPORT and in the Editor's absence the wrong one was put under the top picture on page 641, which depicts Bill Wallace's Standard Canley two-seater, not Hill's Triumph Super Seven. And referring to the caption to the Ford V8 on page 618, we know that there were three, not two, of these Ford coupés in the famous "Jabberwock" team, driven in pre-war trials by Norton, Loader and Koppenhagen.

* * *

We are now informed that the Peter Black Memorial Rally for up-to-1940 cars, as mentioned in V-E-V Miscellany, has been postponed until Sunday, July 8th.

DH Moth Rally

TO COMMEMORATE the 1928/1929 Gipsy Moth Reliability Tour, when a Gipsy I engine was flown 51,000 miles in DH Moth G-EBTD with only routine servicing, after which replacement parts cost a mere £7.2.11d., the DH Moth Club is holding an ambitious rally for DH Moths, Tiger Moths and such Moth variants as Puss, Leopard, Hornet and Minor, on June 30th/July 1st. Sponsored by the distillers of "The Famous Grouse" scotch whisky, Matthew Gloag & Son Ltd., the aeroplanes will assemble at Hatfield on the Friday and will be flagged off in groups on the Saturday, to fly to Strathallan in Scotland, where a Moth-orientated air display will be held on the Sunday, followed by a dinner at St. Andrews. Refuelling stops en route will be at Hucknall and Sunderland. To date more than 50 Tiger Moths, ten Hornet-Moths, two Jackaroos and lone examples of Puss-Moth, Leopard-Moth, Gipsy Moth and Moth-Minor have been entered; the Gipsy should be the start-up but the entire rally promises to recapture the spirit and adventure of the pre-war Club flying-days. Praise be to it! Details from: The DH Moth Club, "Tangmere", 16 Thatchers Drive, Maidenhead, Berkshire, SL6 3PW.

VINTAGE TAILPIECE



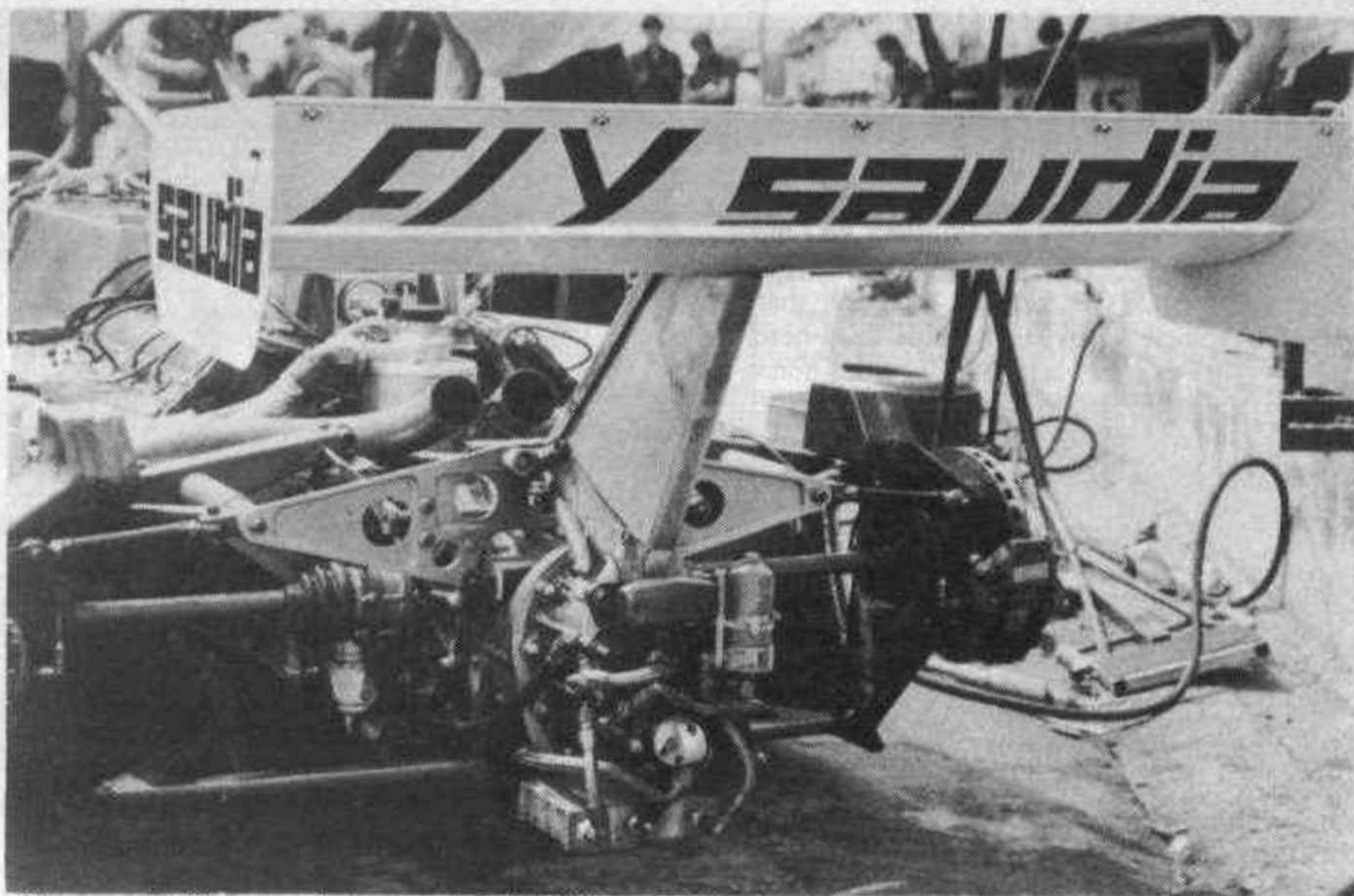
The Delage as found in Kent.

Formula One Trend of Design

Rear aerofoils

THE USE of upside-down aerofoils to provide an aerodynamic down-force on a racing car has been with us for a long time now, and the orthodox layout is to have small canard-fins on each side of the nose cowl, or a full-width aerofoil ahead of the nose, to assist the adhesion of the front wheels and a full-width aerofoil at the rear to assist the rear wheels. Looking at the rear aerofoil there is a diversity of opinion among designers and the variations make interesting study. Early beginnings were small aluminium sheets across the rear of the car, which later developed into driver-controlled, or automatically controlled aerofoils which eventually rose to absurd heights above the rear of the car, mounted on tall thin pillars; the aim being to get the aerofoil into "clean" air outside the cars turbulence. Legislation and commonsense eventually came to a compromise over the design of rear aerofoils, their height, width and distance behind the rear wheel centre line being fixed at certain maximum dimensions. This compromise, arrived at after consultation between the FIA technical committee and the Formula One car constructors, is accepted willingly by everyone.

There are two basic schools of thought among designers, the aerofoil mounted on a central pillar and the aerofoil supported at each end on a vertical plate. The single central pillar mounting is the most popular, for both aerodynamic and constructional reasons. With the driver's head on the centre-line of the car and the inlet ports of V8 or V12 engine also close to the centre-line behind his head, it is reckoned that the air-flow along the centre-line is inevitably disturbed so a central-pillar mounting for the rear aerofoil could help to stabilise the air-flow out of the back of the car. Aerofoils must be fixed while the car is in motion, but can be adjustable by team members at the pits. In its simplest form the rear aerofoil provides more down-force at the expense of more drag and vice-versa, the settings being a



The central pillar mounting as used on the Williams FW07.

compromise between down-force and drag to suit the circuit conditions. A central pillar mounting offers an easy solution to an adjustable hinge arrangement and can be mounted on the gearbox casing or from a framework incorporated in the rear suspension layout. Those Formula One designers who favour the central pillar mounting, either by an elliptical section fabricated pillar or by a pair of thin duralumin plates offering minimal frontal area, are Ferrari, Williams, Ligier, Brabham, McLaren, Shadow, Arrows, ATS and Ensign.

The opposing school of thought believes that the air across the top of a Formula One car should have as clear a run as possible off the back of the car. To achieve this the aerofoil is supported at each end on thin vertical plates so that there is an unobstructed area above the gearbox. Before total-enclosure of the rear of the car arrived on the scene the best system was to mount the vertical plates on the ends of a large-diameter thin-gauge cross-tube which was mounted on the gearbox housing. This large tube could also be used as a

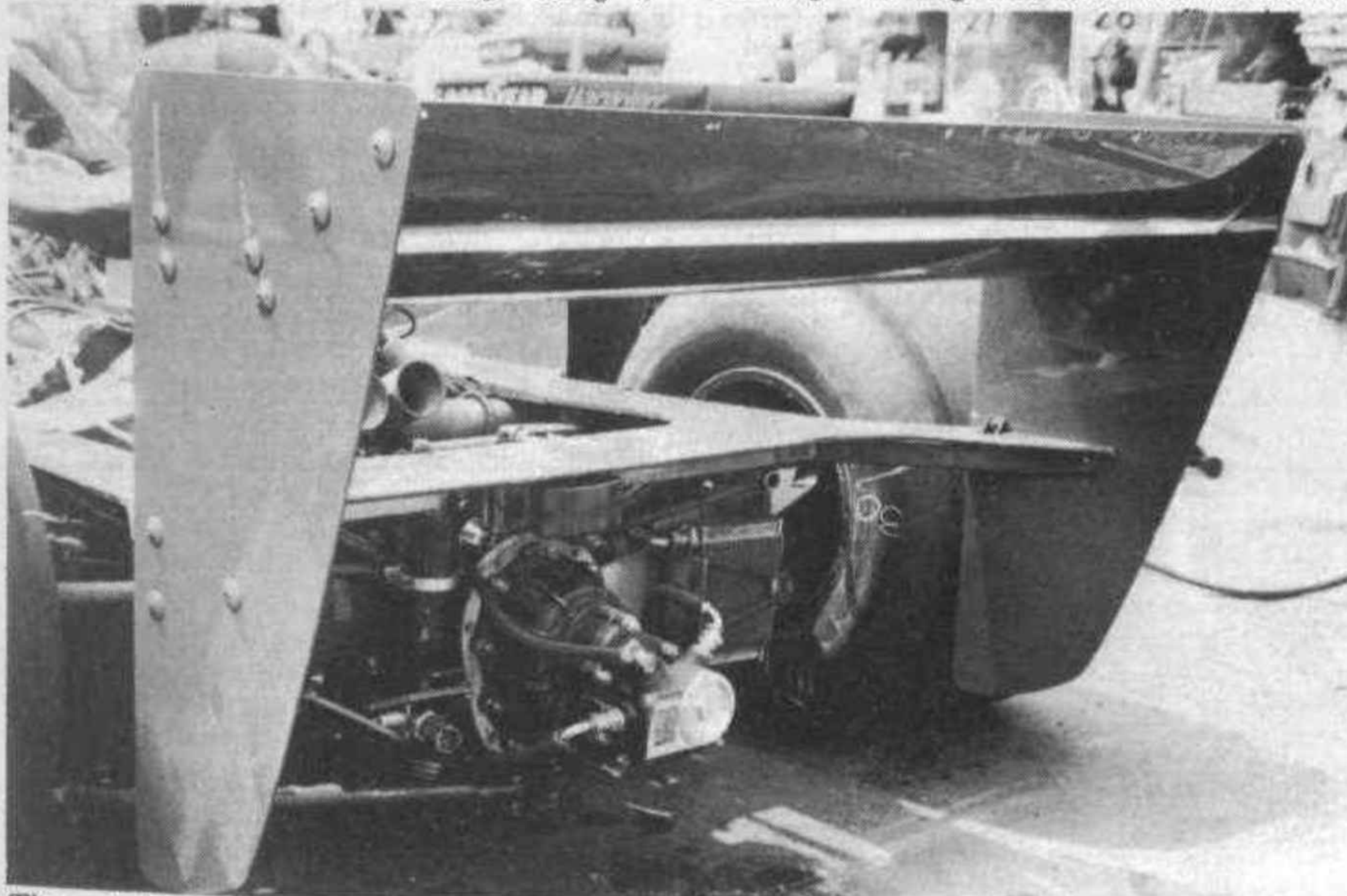
catch-tank, having all the breather pipes from engine, oil tank and gearbox fed into it. Adjustment of the aerofoil was done by pivoting the front on the side-plates, with graded holes and pins to locate the rear, the side-plates being fixed rigidly. Wolf and Fittipaldi used this system last year, and the 177 Alfa Romeo still uses it. With the advent of the ground-effects designs and their all-enveloping bodywork a better solution was to make the end plates as part of the bodywork. This system is used by Lotus, Wolf, Tyrrell and Merzario, the Lotus 80 having an adjustable trim-tab between the side-plates on a level with the rear bodywork, with an aerofoil across between the tops of the side-plates.

Renault favour the end plate mounting principle but have a system all their own which no-one has followed. The aerofoil is attached to the tops of side-plates, but these side-plates run down to the lower level of the gearbox and then turn inwards to form another aerofoil across the lower part of the car. This results in a rectangular shaped structure, with rounded corners, and it is attached to the gearbox at its lower central point. It is an end-plate design utilising a central mounting.

No two aerofoils are exactly the same, all the Formula One designers having their own aerodynamic ideas, some using a slotted aerofoil, others using single levels, others using double levels, but all are endeavouring to increase the down-force on the rear tyres for increased cornering power, without losing too much on the straights due to aerodynamic drag and tyre rolling resistance. — D.S.J.

Stratford to Birmingham Vintage and Veteran Rally

ON JUNE 24th the Stratford to Birmingham Vintage and Veteran Rally, similar to that which preceded the Motor Show last year, and sponsored by P. J. Evans Limited, with Lombard North Central and Shell (UK) Limited takes place. The start will be from the Stratford Hilton Hotel at 11.30 a.m., competitors being flagged-off by the Mayor of Stratford. The Lord Mayor and Lady Mayoress of Birmingham will be present when the cavalcade arrives in Birmingham at about 12.30 p.m., for a parade which will commence at 2 p.m.



The end plate mounting as part of the bodywork, as used on the Tyrrell 009.

ROAD IMPRESSIONS

The Triumph TR7

As expected . . .

ONE OF THE few records the Triumph TR7 has set to date is that it has taken longer to obtain an example for a MOTOR SPORT road test than any British vehicle I can recall. This fixed-head Leyland sports car was launched into the home market in May 1976, by when the Americans had enjoyed (or otherwise) its company for 14 months. We were fobbed off so many times with requests for a road test car that in the end we gave up bothering. A chance remark to JRT's conscientious Public Affairs man Richard Foster when W.B. and I visited JRT's headquarters in the Jaguar plant at Allesley a couple of months ago happened to coincide with the arrival of one of the first Coventry-built TR7s on the Press Fleet. And so, as they say, here we are.

By now the controversial TR7 must be old hat to most readers, hence these brief impressions rather than a full road test. In any case there are some more interesting derivatives on the way, the first of which, the long-awaited convertible, was launched at Los Angeles Auto Expo last month (see page 818). I described the original American version of the TR7 in the February 1975 issue of MOTOR SPORT and published unenthusiastic driving impressions from the Press Launch in the June 1976 issue — re-reading them gives me some idea of why Leyland were in no hurry to provide a test car!

TR7 production ceased for the whole of last summer because of the prolonged strike at the Speke, Liverpool plant and its subsequent closure. Production recommenced at Triumph's Canley, Coventry, plant at Motor Show time last year. A letter from Jeff Herbert, Managing Director of Rover Triumph Cars, informs me that this production shift enabled over 200 manufacturing and product improvements to be incorporated.

Externally, the Canley cars are distinguished by gross TR7 badges on the nose and boot lid, the former surrounded by a hideous laurel wreath. The body styling is otherwise unchanged. Much more consequential, the Canley cars incorporate JRT's single-rail shift five-speed box as standard, this being identical, even in ratios, to the Rover SD1 unit. In five-speed guise the TR7 incorporates a version of the SD1 axle, fitted with



Canley-made cars are distinguished by the massive laurel wreath badge.

9" x 1 3/4" drum brakes. Cars with the Borg Warner Model 65 automatic gearbox option (£219) use the old Triumph axle fitted with 8" x 1.5" drums. Both models have 9.75" front disc brakes. Five-speed models run a 3.9:1 final drive, automatics 3.27:1, and while the former is fitted with 185/70SR13 tyres (Michelin XVS on the test car) the automatic retains the old four-speed car's 175/70SR13 tyres.

Other obvious improvements incorporated in the Canley cars include a revised cooling system, a hot air flap valve in the carburettor air intake, sealing of the headlamp lift motor against water and dirt, extra padding in the seats, anti-chip coating on the sills and in the wheel arches and a re-organised fuse-box.

In other major respects the TR7 is unchanged since I described it in 1976. The in-line, slant-four engine is a variation on the Dolomite theme, using the 1,998 c.c., 90.3 mm. x 78 mm. Dolomite Sprint block topped by the single-overhead camshaft, eight valve cylinder head from the 1,854 c.c. Dolomite. Fitted with twin SU HS6 carburettors and with a 9.25:1 compression ratio it develops a reasonable 105 b.h.p. at 5,500 r.p.m. and 119 lb. ft. torque at 3,500 r.p.m. The projected Dolomite Sprint engined car, which we saw rallying before the exciting Rover V8-engined versions appeared, may be launched instead of a V8 model in Europe.



The attractive and well-appointed interior is the TR7's best feature.

Front suspension is by McPherson strut with coil springs and an anti-roll bar, and the live rear axle is located by a four-link system comprising lower longitudinal trailing arms, upper semi-trailing radius rods, coil springs, telescopic dampers and an anti-roll bar.

Appearance? That's very much a matter of opinion. I've yet to meet anybody who likes the very heavy treatment at the tail end of Harris Mann's wedge design, though most people like the nose, with its commendably quick acting pop-up headlights. Some of the detail sheet steel work is pretty abysmal, but the interior is neat and well-appointed, save for crude gauze demister vents. The attractive, plaid-trimmed seats are most comfortable, with adequate fore and aft and back rest adjustment and though the steering column, with its small, padded-rim wheel, is fixed the driving position is good. Leg and shoulder room is plentiful. The pedals are widely spaced and the throttle pedal flimsy, but on this particular car I was at least able to heel-and-toe — well, toe-and-side-of-foot. The clutch foot has a neat rest. Most major functions are controlled by those familiar and always excellent Triumph column stalks, that on the left taking care of two-speed plus single stroke wipers and washers, that on the right headlamp dip, flash, wipers and horn. Slide-switches high on the big centre console look after lights, rear window demister, foglamps if fitted and hazard warning. The recessed, black-faced Smiths instruments, including a tachometer red-lined at 6,500 r.p.m., 140 m.p.h. speedometer, water temperature, volts and fuel gauges and a small clock are of commendable clarity. The air-mix heating and ventilation system is the best I have found on any sports car.

The concept of a strict two-seater with the rear bulkhead immediately behind the seats perforce restricts stowage space, though Triumph's designers have made the best of a bad job, accommodating oddments trays and a deep trough for cigarette packets and so on in the great expanse of fascia top, wells in the rear window shelf, a fair-sized, lockable glovebox and a lidded locker between the seats. The boot, reasonable in size for a sports car, is restricted front to rear by the 12-gallon tank and in depth by the underfloor spare wheel. Both the boot lid and bonnet are self-propping. Most things under-bonnet are readily accessible, though the heater air duct has to be unclipped to minister to the distributor at

Continued on page 815

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Mikkola was total master of the Welsh, leading from the first stage onwards.

RALLY REVIEW

The Welsh Rally

THERE ARE several reasons, some apparent and some obscure, why international rallies in Britain's forests are popular among many of Europe's leading professional drivers. It was the RAC Rally which first gathered a large following, not forgetting the equally popular former London Rally, and when the forest roads found favour with foreigners they very quickly realised that there were other events in Britain which used the same forest stages, or similar ones.

Thus the Welsh Rally and the Scottish Rally began to attract at least some of the overseas visitors who regularly appeared on the RAC Rally, some because they liked the competitive and rhythmic nature of the forest roads and some because their shrewd team managers felt that any opportunity to drive on British forest roads should not be missed as it would provide valuable experience in readiness for the big plum at the end of the year, the RAC Rally.

The RAC then provided additional attractions by upgrading several British national events to international and allowing foreigners to contest the British National Championship provided they held British competition licences. That was an unrealistic situation, but it changed when an Open Championship was created to supplement the National, and each of its qualifiers attract many of those professionals who are regarded as potential winners of the RAC Rally itself.

That Open Championship, sponsored by Sedan Products Ltd., holds considerable interest, for it attracts such names as Blomqvist, Airikkala, Nicholas, Mikkola, Toivonen, Alén, Lampinen and Eklund as well as the leading British drivers, and as one of its qualifying rounds the Welsh Rally picks up a very healthy entry list indeed.

So much for the apparent reasons; now for one not altogether appreciated generally, but most important for competitors nevertheless.

Practice is not allowed prior to rallies in Britain, save for a few exceptions, and it is totally forbidden on all forest roads. However, pace-notes made in advance provide an immense advantage, and one cannot blame competitors for seizing every opportunity to record information about roads in order that they may be faster, and safer, on their next encounter with those roads. In the past, foreigners have often claimed that British drivers have the advantage on the RAC Rally because they are able to practise

surreptitiously. In the case of forests this is not true, but it isn't always contempt which is bred by familiarity. It also engenders a knowledge which can be stored ready for future use, and it is this chance to stock the memory which makes British forest events so attractive to those who want to do well on the RAC Rally.

The same forests are used by many rallies, but not always the same roads, and it would be foolhardy to expect detailed pace-notes made during one event to hold good for the next. But there is a limit to the number of road permutations possible, and if notes are made on enough events, sooner or later an entire forest network will be covered.

At one time people relied on memory and it was an advantage for a driver to have a partner who had plenty of forest experience and who could draw from his memory to warn the driver of hidden hazards and to tell him when he could go flat over a blind brow. But some memories weren't as reliable as their owners claimed, and blatant note-making has become more common, though we hasten to explain that this is done during actual rallies, not during any reconnaissance trips made quietly in advance.

On the Welsh Rally we saw evidence of properly written pace-notes being used by some competitors; what is more, we saw cars with tape

recorders beside the co-drivers, and one of the was man enough to admit that he was recording pace-notes during the Welsh and other rallies: that they could be written out and used during the RAC Rally. Of course, making notes during legitimate journey along a forest road appears to be no breach of any regulation; using those notes in a subsequent rally is quite another matter.

The entry list for the Welsh Rally included formidable string of leading European drivers plus a few from beyond such as John Buffum from the USA and Jim Donald all the way from New Zealand. The manufacturers represented were Ford, Vauxhall, Saab, Fiat, Triumph, Chrysler, Datsun and Opel, all of which added to the prospect of some fierce competition.

However, it turned out that one man alone stood out above all others, and when Hans Mikkola made fastest time on the first stage in his Ford Escort, he took over the lead and kept it right through to the end. Others were faster on some stages, but only when the experienced Mikkola knew that his advantage was sufficient to allow him to ease off fractionally. After a winning comes from getting as close as possible to the absolute limit of adhesion without actually crossing it, and when Mikkola was able to widen slightly his very narrow margin of safety, he did so.

Blomqvist was slowed by punctures in his Saab Turbo, Airikkala stopped towards the end when his Chevette's distributor driveshaft failed, Alén got no further than the first stage when his Ford broke a driveshaft, Elsmore lost the gears, one on one, from his TR7 V8, whilst Brookes put up with all manner of troubles in his Escort including a bent axle, broken water pump, sticking throttle and loss of brakes, but he picked up magnificently towards the end and overhauled Wilson to take second place.

The whole event was to have 35 special stages but two were cancelled as they were too wet and slippery, another because the directional arrows put up by the organisers did not survive the wind and the incessant rain of the first night, another because the telephone cable link between flying finish and stop line had not been laid out in harm's way; when leader Mikkola came along, the Escort took the cable with it and from that moment there was confusion in the timing.

The incident happened at one of the stages where some competitors felt that the stopping



Brookes overcame numerous harassing problems to finish second.



Welcome encouragement for Chrysler's Sunbeam rally project came from Pond's fifth place overall.

distances were inadequate. It's all very well to decide upon a distance and to tell marshals to separate the two controls by that much, but if the approach is downhill and around a fast bend, then the distance should be increased. In this case, the destruction of the vital cable led to a small queue of cars at the finish until it was decided that any hope of carrying out any timing should be abandoned. As cars added themselves to the tail of the queue, so an inadequate stopping distance became even shorter, and of course the inevitable happened.

Around that fast, downhill left-hander came Toivonen in his Escort, very sideways on the

slippery dirt, with the tail of his car being held well out to the right. He had kept the power on until the moment he crossed the flying finish line, then started to brake as hard as he dared when out of line. But he was quite unable to stop the car in the distance he had available and he sailed straight into the back of the last car in the queue, Lampinen's TR7, pushing it into the back of Pond's Sunbeam.

The rear bodywork of the TR7 was severely battered, and not only was its oil reservoir split but the spare wheel was punctured. Lampinen laughingly suggested afterwards that there can be very few other drivers indeed, perhaps none, who

TR7 —

Continued from page 812

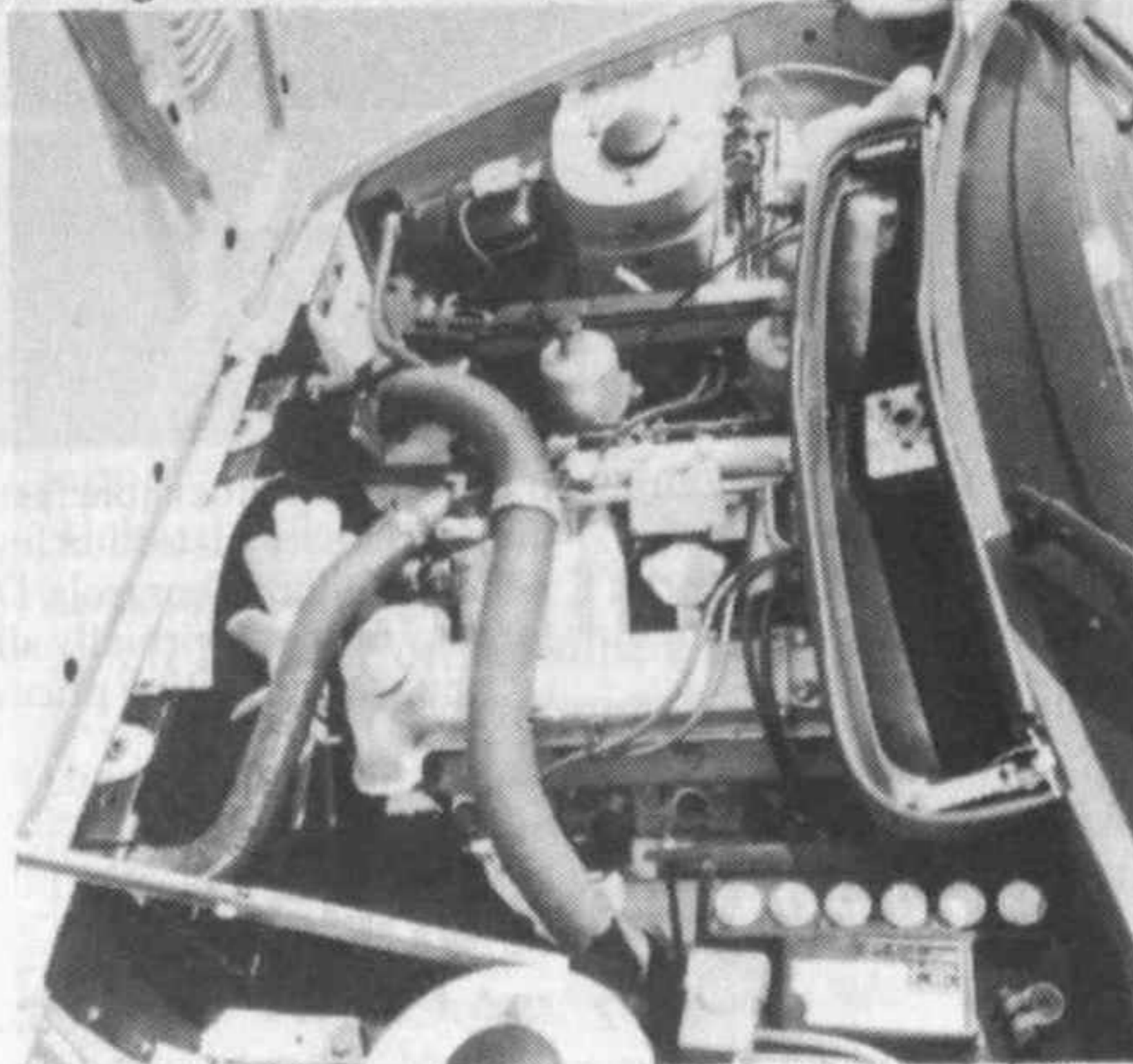
the rear of the engine, which sits well back into the bulkhead area.

In general appointments and comfort the TR7 comes much nearer to saloon car quality than most sports cars and in that respect is easy to live with. Unfortunately its general performance and behaviour is more akin to a soft saloon car than the generally accepted idea of a sports car; it lacks the crisp sparkle, the *joie de vivre* so essential to add character. True, it accelerates from 0-60 m.p.h. in a little over 10 sec. and will push 110 m.p.h., but its manner of doing so is not very inspiring. It's a very buzzy, fussy sounding car when coerced into working hard, the flat-sounding underbonnet orchestra accompanied by transmission whine, especially in second gear.

Sympathetic body boom periods occur from about 4,000 r.p.m. upwards and mild vibration at high speed suggests that the propshaft balance problem which afflicted early TR7s has not been entirely solved. A worse aspect of this vibration is that the rear view mirror vibrates sympathetically to the extent that a motorway patrol car would have "gonged" you before its jam-sandwich paintwork was recognised. This is one good reason for regulating cruising speed to 70 m.p.h. or less: another reason is that the TR7 is quieter below that... The engine feels as soft and lifeless as it sounds, lacking the sharp edge to encourage the driver's enthusiasm. On the credit side, the 5-speed gearbox is a big improvement over the old 4-speed, at least as far as I can remember from that Press Launch. The old manual car had gearing too "tall" for the engine's power, illustrated by speeds in the lower gears at 6,000 r.p.m. of 44, 66 and 93 m.p.h. The three lower gears of the low-axle-ratio five-speed car are

more advantageously stacked at 34, 54 and 80 m.p.h. A nice, light and precise gearchange was one of the test car's more commendable characteristics.

Memories of a very exciting afternoon's motoring round the lanes on the Press Launch led me to expect at least a satisfactory standard of handling from this 1979 test car. Either my memory is at fault or something — maybe the larger section tyres — has adversely affected the handling, which left me quite unimpressed. Our sister journal *MOTORING NEWS* described the TR7's imprecise cornering characteristics beautifully: "Like trying to aim a long-barrelled shot-gun — it keeps waving about." Roadholding is good and the TR7 can be thrown into a corner quite fast, but once in there it gets quite flustered, wallowing and pitching and difficult to "place" accurately. This is not helped by lack of feel through the rack and pinion steering, which is



The TR7's eight-valve, 2-litre, slant-four delivers 105 b.h.p.

have punctured their spare wheel during a rally.

All of this, of course, would not have happened had the stopping distance been greater and that vulnerable telephone cable tucked well out of reach of sliding cars.

If one asks competitors what they consider to be the main difference between the Welsh Rally and the Scottish Rally they are very likely to make an initial suggestion that the Scottish is when the sun shines and the Welsh is when it doesn't. It isn't always like that, of course, but very nearly, and the first two days of the Thursday-to-Saturday Welsh Rally took place in an endless downpour which made the going very slippery indeed, visibility extremely poor and the comfort of marshals almost non-existent. But whilst racing wilts under such conditions, rallying thrives on it, and the whole was a brisk competition through a fine selection of forests, scattered though they were.

The traditional Cardiff start and finish meant that some sixty-odd miles had to be covered before the first stage, and another fifty back to the finish, but much of what went between was well worth the effort, although we do gather that for 1980 the organisers are considering moving the start to somewhere nearer the scene of most of the action. — G.P.

WELSH RALLY

1st:	H. Mikkola/A. Hertz (Ford Escort RS)	3h 25m 53s
2nd:	R. Brookes/P. White (Ford Escort RS)	3h 30m 27s
3rd:	M. Wilson/T. Harryman (Ford Escort RS)	3h 31m 01s
4th:	J. Taylor/P. Short (Ford Escort RS)	3h 32m 31s
5th:	T. Pond/M. Peters (Chrysler Sunbeam)	3h 32m 39s
6th:	H. Toivonen/B. Harris (Ford Escort RS)	3h 34m 08s
7th:	J. McRae/M. Nicholson (Vauxhall Chevette)	3h 34m 44s
8th:	S. Blomqvist/B. Cederberg (Saab 99 Turbo)	3h 35m 43s
9th:	J. Donald/D. Tucker (Ford Escort RS)	3h 38m 13s
10th:	T. Kaby/B. Rainbow (Triumph TR7 V8)	3h 39m 24s

118 starters, 81 finishers

otherwise nicely geared and has a remarkable lock. The general feeling is of underdamping. Bumps upset the TR7 quite badly, whether in a straight line or in mid-corner. Suspension bump-thump is pronounced, especially from the rear axle, which bottoms all too easily; indeed at times it and the car felt to be trying to take their separate ways, surprising from what in theory appears to be a well-located axle. I suspect that one of the test car's rear dampers was below par, which cannot have helped.

Part of the excitement of the Press Launch cars, or at least the two I drove, was an unbelievable lack of brakes, the crowning glory of which was when we rolled into Henley High Street with them on fire! On the day a Triumph engineer denied that there was anything wrong with them, but I understand that subsequently they were discovered to be using the wrong pad material. Brakes, or the lack of them, have been a major problem on the TR7s run in prodsports racing. I'm thankful to report that this Achilles heel is not so apparent on the road in this latest car with larger rear drums, although strangely I found them more efficient at high speed than at lower speeds. The front discs occasionally launched into a grating chorus and the nose — which can't be seen from the driver's seat — dipped heavily under braking.

I still don't know quite what to make of this strange motor car. It is neither a saloon car nor a sports car in behaviour, yet it has only two seats in a very attractive and comfortable interior. It is an easy enough car to drive when pottering around and reasonably quiet when so driven, but drive the TR7 like the sports car Leyland proclaim it to be and it becomes fussily unpleasant. For £4,995.90 the enthusiastic driver would be far better off with an RS 2000 or a Mirafiori Sport, plus a bit of change. "Posers" might choose the TR7. — C.R.

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Excellent stereo cassette deck incorporates long-life tape heads, electronic tape speed control, auto-stop with LED

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Suggested selling price £138.32 incl. VAT AT 12½%.



Simply years ahead.

PHILIPS

The VSCC at Donington

Bill Morris wins the Nuffield and Shuttleworth Trophies

THE VINTAGE SCC having held the very last meeting at Donington Park before the war, it had to wait until this year to return there. It was a day of great expectations, with the Nuffield Trophy Race — a pre-war Donington ERA preserve from 1934 to 1939, and England's first long-distance road race — the main feature of a very full programme. In the event too many non-starters, a poor attendance, and from our viewpoint the impossibility of seeing anything of the cornering, or of the pits, from the Pressbox, with the cars far away in the enormous, clinical Paddock, caused a preference for other venues. However, the weather was delightful and there was but one accident, when David Llewellyn proved so keen for his 4½-litre Bentley to resume racing after it had gone off at Park corner that it rammed the luckless 4½-litre Bentley tourer of A. S. Judd. The cars were damaged but the drivers were not.

The VSCC had done its best to increase the nostalgia of the occasion by inviting pre-war personalities to attend. We heard that Bob and Joan Gerard did so. Clive Windsor-Richards drove a parade lap in John Rowley's 30/98 Vauxhall Wensum, Anthony Heal was using his 3-litre Sunbeam as a course-car, with K. C. Radburn, who used to race a Salmson, with him (and later the Princess had a ride). G. Fenn-Wiggin was able to ride in the 1924 200 Mile Race Alvis he once owned, and Clarke was riding in St. John's GP Bugatti. Cecil Clutton was present, but, alas, the 1908 GP Itala's back axle had decided to lock up after practice. D. B. Tubbs was doing part of the commentary — I went to Donington with him before the war, in his blown M-type MG Midget — and Princess Charlotte Hohenloe-Langenburg, who had presented the Shuttleworth Trophy, to commemorate Richard Shuttleworth winning the first Donington GP in 1935 in his Alfa Romeo, was watching the racing.

This opened with a 4-lap scratch race, won by Kerr's Le Mans Aston Martin, which was chased by Warne's K-type MG, with Hutchings' Ulster Austin way behind. Seber's alloy-bonneted Wolseley Hornet was fourth. Another interesting runner was Dawson's Vernon-Crossley, which finished the race with its Brooklands' "can" trailing on the ground.

The 8-lap scratch contest for the John Holland and Tim Birkin Trophies was a runaway victory for Ron Footitt's Cognac Special, although on the final lap Tim Llewellyn's 8.3-litre Bentley was just about in sight of the much smaller car, and being in the first Bentley to finish, he took the Bentley DC's Birkin Trophy. Footitt averaged 68.54 m.p.h. and was actually lapping quicker than the "heavy-metal", at 70.75 m.p.h. Farquhar's Riley 9 won its category. The Bentley-Napier obviously couldn't cope with Donington's many corners, coming home fifth, behind Ian Stirling in the Norris Special and the Ghosh's Vauxhall Rowley Racing special. It was in this race that the shunt occurred.

A four-lap handicap followed, won by Smith's blown J2 MG from Quartermaine's venerable 30/98 Vauxhall, by perhaps ten lengths, with Barker's replica V12 Le Mans Lagonda, which made fastest lap at 65.73 m.p.h., third. This led to the big race for pre-war racing cars, the Nuffield and Shuttleworth Trophies contest, over 12 laps of the 1.95-mile circuit, from scratch. As if to confirm tradition, three ERAs were on the



Always won by ERAs, the Nuffield Trophy tradition was continued by Bill Morris in Hanuman.

front row of the grid — Bill Morris', the Hon. Patrick Lindsay's, and Peter Mann's. Lindsay started well and led for the first two laps, but he then waved Morris by, as the magneto of "Remus" was once again playing up. That gave Bill in the blue ERA "Hanuman" an absolute walk-over (he was saving "Romulus" for Monaco). He won at 73.85 m.p.h., winning both the Trophies. "Hanuman" had won the real Nuffield Trophy race in 1938. Lindsay had set fastest lap of the race at 76.92 m.p.h. before he retired, a new record for pre-war cars. With Marsh's ERA third, Black's 8CM Maserati and Majzub's Appleton Special had been in the picture, Margulies' 4CL Maserati passing the Appleton on lap six but retiring a lap before the end. Mann had spun on lap two but then came through the field impressively, to clinch a poor second place, from Marsh whose plugs were suspect, with the Appleton coasting over the line in fourth position.

That excitement over, we saw Dalton's PB MG Special win a four-lap handicap, from Cookman's 1½-litre Riley Special and Askey's "limit" Alfa Romeo. David Roscoe's scratch 4.3-litre Alvis Special lapped fastest in this one, at 68.28 m.p.h. Tony Jones retired, after a fine start, in the Frazer Nash "Patience" and Simon Phillips was a non-starter in deference to the red oil-warning light showing on his 328 BMW. Firth's LG45 Lagonda also retired.

This brought us to the 12-lap race for Historic Racing Cars. The 1959 P25 BRM had been brought out of the Donington Collection for Neil Corner to conduct. Tom Wheatcroft, as enthusiastic as ever, came to see it win. So it was a shock when Vic Norman rocketed away from the front row of the grid in his ex-Fangio Lightweight Maserati 250F, leaving Chapman in the Monza Lister Jaguar a poor second and Corner as yet scarcely in the running. It passed Norman on lap two, and as the Maserati dropped back, Corner took second place. These three naturally ran right away from Lindsay who had secured some sparks for "Remus" and had the pre-war ERA in a masterly fourth place. It took Corner until the seventh lap to get into the lead, after which he drew right away, winning at 81.53 m.p.h. and lapping at 85.00 m.p.h. on his best circuit. Richard Pilkington was going very well indeed, as he usually does, in the Talbot Lago, closing right up on Lindsay on lap nine and taking him on lap 11, only for the determined Patrick to re-adjust the matter on the last lap, in a frightfully close finish. So they ran home — 1959 2½-litre BRM, 1957 3.8-litre Lister, 1957 2½-litre Maserati, 1936 1½-litre supercharged ERA and 1950 4.4-litre Talbot Lago, etc.

After which Nev Farquhar's ex-Dixon Riley 9 ran away with the 8-lap Class Handicap race for

the Geoghegan Trophy, from Horton's road-equipped Type 43 Bugatti, after Elwell-Smith's Aston Martin had fallen back. It was nice to see Dutton's water-cooled Aero Morgan three-wheeler running well in this and other races, although the VSCC had hoped for hotter cars from the three-wheeler fraternity. The 4-lap scratch race for the Flying Lady Trophy presented by Rolls-Royce Motors Ltd., who were hosting the Meeting, was a runaway win for Dolton's successful MG, from Hine's big LG45 Lagonda replica and Fairley's TT replica Frazer Nash. Howell's Special then upheld "chain-gang" honour by winning a handicap from scratch (Freddie Giles' GN "Salome" was non-competing, with bevel-box maladies), from Walton in the A-type Connaught racer, third place being a "photo-finish" affair for the Talbot Lago, this time from the "limit" mark, from Felton's 2.6-litre supercharged Alfa Romeo. The last handicap was rather fun, with Cooper running a smart standard Austin 7 Chummy, windscreen erect, which his wife used as her shopping car, as it was quicker than his Sima-Violet cyclecar, and Orttewell keeping the top up on his 1930 twin-cam Alfa Romeo coupé, as this apparently makes it go more quickly. To no avail, as Johnson's Colmore Frazer Nash carried it off, Hutchings' Ulster Austin 7 being second and Black's nice 1922 Bentley third. Nigel Arnold-Forster had had to wait until now to unleash his amazing 1912 chain-drive 5-litre Bugatti. Although tending to starve itself on r.h. corners, it went splendidly, but a fastest lap of 59.71 m.p.h. was not quick enough for a place. After which we drove away in the restful Rover 3500, thinking what a thrill it had been pre-war (those Donington Grands Prix, won by the Auto-Unions!) and wondering whether the VSCC will hold this pleasant social interlude again, next year. — W.B.

Results:

- John Holland Vintage Scratch Race:**
 1st: G. R. Footitt (Cognac Special), 68.54 m.p.h.
 2nd: T. C. Llewellyn (Bentley) Birkin Trophy.
 3rd: A. I. Stirling (Norris Special).
- Shuttleworth & Nuffield Trophies Pre-War Scratch:**
 1st: W. R. G. Morris (ERA), 73.85 m.p.h.
 2nd: P. A. Mann (ERA).
 3rd: C. P. Marsh (ERA).
- Historic Racing Cars' Scratch Race:**
 1st: E. N. Corner (BRM), 81.53 m.p.h.
 2nd: M. C. Chapman (Monza Lister Jaguar)
 3rd: V. Norman (Maserati)
- Class Handicap:** A. N. Farquhar (Riley), 62.25 m.p.h.
- Flying Lady Trophy Scratch Race:** A. D. Dolton (MG) 64.68 m.p.h.
- 4-lap Scratch Race:** J. G. B. Kerr (Aston Martin), 56.11 m.p.h.
- First 4-lap Handicap:** P. Smith (MG), 61.03 m.p.h.
- Second 4-lap Handicap:** A. D. Dolton (MG), 62.96 m.p.h.
- Third 4-lap Handicap:** A. I. Stirling (Norris Special), 65.38 m.p.h.
- Fourth 4-lap Handicap:** D. Johnson (Frazer Nash), 56.96 m.p.h.
- Fastest lap of the day:** E. N. Corner (BRM), 85.00 m.p.h.
- Leading Positions to date in the 1979 MOTOR SPORT Brooklands Memorial Trophy:** D. R. Hine (Lagonda) 44 points; Bill Morris (ERA) 36 points; I. Stirling (Norris Special), and B. Summerfield (Avon-Bentley), 26 points each; R. J. Hutchings (Austin), 22 points. *Next round:* Oulton Park, June 16th.

NEW CARS

Mercedes Estates

MERCEDES-BENZ have rounded off their range of "compact" cars with the introduction to the British market of the T-series of estate cars, based on the familiar W123 chassis. Although private companies have converted Mercedes saloons to estate cars in the past, this is the first time that M-B have produced an estate car version themselves.

Three models are to be offered in Britain, the 240TD with 2.4-litre, four-cylinder diesel engine, the 280TE with 2.8-litre, DOHC six-cylinder fuel-injected engine and the 250T with 2.4-litre, SOHC carburettor engine. The 240TD and 280TE go on sale immediately, the 250T is expected in September.

Mechanical specifications are identical to the saloon equivalents, except that an automatic hydraulic self-levelling control device is fitted to the independent rear axle. This employs a sensor to monitor the overall load and the load on the rear axle. Soft coil springs and self-supporting spring struts are fitted instead of the standard shock-absorbers and coil springs of the saloon and coupé models. An engine-driven oil pump extracts oil from a reservoir and pumps it through pressure lines to a valve which is controlled by the anti-roll bar on the rear axle. When the car is unladen the pressurised oil remains in the reservoir. As soon as a load is taken aboard, however, oil is fed into the spring struts. The more oil is pumped into the struts the greater the pressure in the gas compartments, thus keeping the car level. Larger pistons are fitted in the rear disc brake calipers to adjust the amount of braking power to the specific weight distribution of the estate car layout.

We tried the complete range during a test session based on Goodwood House and were soon convinced that this really is the best-engineered estate car in the business. So many estate cars feel and sound hollow and tinny from within; this Mercedes is so quiet and solid in feel that one becomes oblivious of the vast cavern in the rear. It really does drive just as well as the saloon equivalent, a car which in 280E form we have previously rated very highly indeed, especially in terms of power-steering, handling and braking. In fact if anything we thought that these unladen estate cars rode a shade better than the saloons, thanks, presumably, to that clever self-levelling



The impressive and expensive Mercedes-Benz T-series estate in 280TE guise.

device.

Within the same wheelbase and overall length as the saloon, the estate car will carry articles up to 31" high and 112" long. The normal payload is 560 kg., but 240TD and 250T models can be ordered with a 700 kg payload specification. The one-piece rear door opens upwards with concealed, gas-pressurised struts to ease opening. A washer/wiper system is fitted to the rear screen. The 280TE's rear bench seat is split $\frac{1}{3}/\frac{2}{3}$ to increase versatility, a sensible arrangement which can be specified as an extra on the other two models. There is an extra storage space beneath the floor and a rearward-facing children's seat is offered as an option.

Mercedes' research showed a tremendous growth in the UK estate car market over the last few years — an increase of 13%, to 190,000 in 1978, of which 21,000 were over 2-litres, a 72% increase over 1977 — and they intend to cream off the top end of this market with these Bremen-built models. With prices starting at £9,795 for the very pedestrian diesel (available with manual or automatic gearboxes — the six-cylinder cars are automatic), £10,995 for the 250T and £12,995 for the 280TE, they are in a rarified quality and price area of their own: until now, the top status estate cars have been Volvos, Citroëns and Grenadas. Our own view was that the 133 b.h.p., 110 m.p.h. 250T was the best value and sure to attract the highest demand, though the 185 b.h.p., 121 m.p.h. 280TE is a very desirable motor car.

Potential customers should put in their orders quickly, before these estate cars build up a queue

as long as that for other Mercedes in Britain, up to four years' delivery being quoted on S-class cars! — C.R.

The Fiat Strada

FIAT's unusual-looking Strada is now on sale in Britain and we went down to Cornwall recently to sample the delights of country and car.

Known as Ritmo throughout the rest of Europe, this practical little three or five-door, front-wheel-drive hatchback is offered with 1,300 (the 65) or 1,500 c.c. (the 75) versions of the transverse-mounted, OHC, 128 engine, with power outputs accurately reflected by the model



The Fiat Strada 75CL.

designations. Luxe or Comfort Luxe interior trims are available on 65 models (CL only on the 75) and an astonishingly comprehensive range of standard equipment even includes stereo radio. A five-speed gearbox is standard on the 75 and optional, in place of four-speed, on the smaller-engined car. Automatic transmission is available only on the 75.

Suspension is by McPherson strut all round, using coil springs at the front, a transverse leaf spring at the rear. We found the nicely-balanced 65CL to handle superbly round the Cornish lanes, a bit rubbery and rolly-polly in Renault 5 fashion but tauter and more responsive with very safe tuck-in characteristics when lifting the throttle in mid-corner. The 1,300 c.c. engine felt willing to rev its heart out via the five-speed box, giving very commendable performance (Fiat claim a maximum speed of 93.2 m.p.h.). It stopped well via disc and drum brakes, was comfortable in seating and ride, and spacious.

Strangely, a 75CL tried subsequently was less pleasing in its handling and felt over-g geared compared with the 65 (it has a 3.588:1 final drive against the smaller car's 3.765:1). Against the clock it would have proved quicker, but the sweeter revving 1,300 engine and gearing combination was more satisfying. The 75 will almost break the 100 m.p.h. barrier.

The Strada's looks may be peculiar, but at least they give it distinctive character. At prices between £2,900 and £3,600 it's not bad value and is sure to catch on. — C.R.



Topless at last! Triumph launched the TR7 convertible at Los Angeles Auto Expo in May. It will go on sale in North America shortly — the UK must wait until trans-Atlantic demand is being met. Mechanically the convertible is identical to the TR7 tested in this issue, but has structural changes for rigidity. The manually operated soft top has a zip-out rear window plus quarter windows. From this angle it looks much prettier than the fixed-head — we haven't seen the tail. V8 versions of both models can be expected in the US — but not Europe — later this year.



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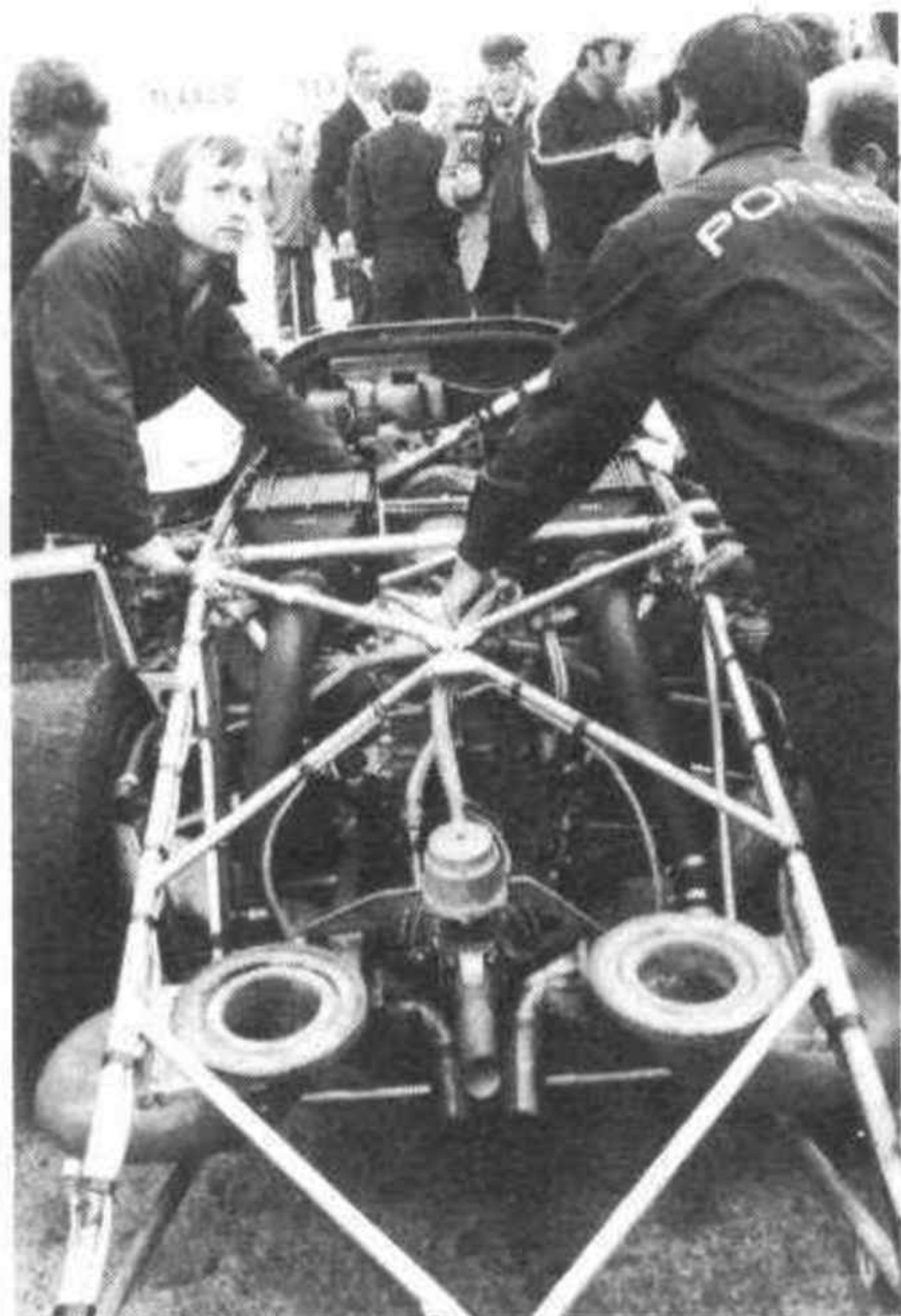
Endurance Racing Survey

Dijon and Silverstone

PERHAPS the most surprising thing about the World Championship for Makes these days is the tremendous contrast that can emerge between one round and another. The third round of the championship, at Dijon in Eastern France on April 22nd, was one of the duller long-distance races one could wish to avoid, despite a full grid of varied machinery, and was watched by a suitably small crowd. The fourth round, on the other hand, which took place at Silverstone on May 6th, was full of interest and drew a reasonable audience of 11,000 spectators, despite having a far from full grid and a decidedly patchy line up of the Group 4 and 5 cars that can score points in the championship.

The problem with the French meeting was that it was dominated from beginning to end by one, almost ancient car, with no sign of a challenge from any quarter and very little of great interest further back in the field. That one all-conquering car was a Porsche 908/4 entered by Reinhold Joest's Liqui-Moly team, and driven by Joest himself, Volkert Merl and Mario Ketterer, all of them from Germany. The 908 series dates right back to 1968, a venerable design indeed. The 908/4 cannot claim quite such a long vintage, however, having first appeared in 1975 as a turbocharged and necessarily much modified derivative of the 908/3. Even so, with its 908 based spaceframe chassis, it is hardly a modern competition car yet Joest was comfortably quickest in practice at Dijon, and with his co-drivers led every minute of the race's six hours to win at a canter by four laps.

Second, by a massive fourteen lap margin over the next car home, was the Georg Loos entered Porsche 935 shared by Jacky Ickx, Bob Wollek



The sting in the Porsche 936's tail.



Redman in the long-tailed Porsche 936 shared with Mass. The pair dominated the Silverstone race until a mystery accident with Mass at the wheel destroyed this Le Mans-winning car.

and Manfred Schurti, who earned Porsche another full score in the World Championship as the best placed Group 5 crew. Third was another 935, driven by Germany's Dieter Schornstein and Edgar Doeren, while fourth was a similar if older car driven by Claude Haldi and the agonisingly slow Herbert Lowe, both of them Swiss.

One novelty in the Group 5 ranks was a 2-litre Lotus Esprit financed, built and driven by English sports car enthusiasts Richard Jenvey and David Mercer. Alas, the Lotus was not blessed with a happy debut: after only five laps it was suffering low fuel pressure, and after 19 more hesitant laps it dropped out with piston failure.

The interest at Silverstone lay not so much in the racing itself, which was nothing particularly special, but in some of the machinery that came on to the 25 car grid. Thanks to its position in the calendar and the fast, open nature of the circuit, the Silverstone Six Hours benefits from being an ideal "warm up" race for anyone contemplating tackling Le Mans in earnest.

Consequently, the field for this year's Rivet Supply sponsored event not only contained a works Porsche 936 and Alain de Cadenet's latest Le Mans contender; it also saw the worldwide racing debuts of the brand new Japanese Dome Zero RL (another car intended primarily for Le Mans), the works Lancia Beta Montecarlo Turbo, and Robin Hamilton's unique twin-turbo Aston Martin V8, very extensively revised from the single-turbo "prototype" first raced two years ago.

The 936 brought by the Porsche works team for Jochen Mass and Brian Redman to drive wasn't just "any" 936 (not that there are more than three) — it was the actual car that won the Le Mans 24 Hours in 1976 and 1977. Now sponsored by Essex Petroleum of Monaco and repainted white, red and blue, the long-tailed car was otherwise unchanged since last year's 24 Hours of Le Mans. Unused since then, it was immediately the quickest car on the track when practice began, and Mass's best time of 1 min. 20.13 sec., set in the first session on the Saturday morning, was easily the fastest sports car time ever seen at Silverstone. Indeed, it was good enough to capture pole position by a full 5.5 sec., an overwhelming margin of superiority.

Second quickest was the better of the two Gelo

Porsche 935s in the race, John Fitzpatrick putting the car he was to share at the start with Hans Heyer onto the outside of the front row before its engine went lame. Behind the 580 b.h.p. Group 6 factory Porsche and the 700 b.h.p. Group 5 Gelo Porsche came the two 3-litre Cosworth DFV propelled Group 6 sports-racers, the de Cadenet and the Dome. A very new car indeed with only a few testing miles to its credit in its native Japan, the Roland sponsored Dome Zero RL looked very striking with a narrow track, a low canopy top to the cockpit, and enormously extended tail fins. Driven by Chris Craft and Gordon Spice, the car was initially troubled in practice by excessive understeer, spongy brakes and top-end misfire, cured by a complete change of ignition system before the race. It gradually improved, however, and by the end of practice was third quickest, albeit 7.6 sec. slower than the works Porsche.

The best part of a second slower was Alain de Cadenet's 1979 Le Mans car, basically similar to his 1978 steed but improved in several detail respects. With Frenchman Francois Migault as his co-driver, Alain started the race from the outside of the second row, despite a whole succession of problems throughout practice including a fire, broken throttle linkage and dreadful handling.

Fifth fastest was the second Gelo Porsche, down to be driven in the opening stages of the race at least by Bob Wollek and Manfred Schurti, but handicapped by somewhat erratic handling. Beside it on the grid was the Doeren/Schornstein 935, and then one came to the little Lancia, looking quite startling in its matt black and white paintwork and the smallest engined car in the field with its turbocharged, 370 b.h.p. 1,425 c.c. four-cylinder power unit. Despite missing a lot of practice because of a broken throttle linkage and later a fuel injection problem, the Montecarlo circulated in a fine 1 min. 30.28 sec. Naturally, Riccardo Patrese was the man who set the Montecarlo's time, his co-driver Walter Rohrl taking time to acclimatise from rallying to racing.

Further back on the grid, the heavy (27 cwt.) twin-turbo Aston Martin occupied eleventh place, thanks to the efforts of Derek Bell, and the Jenvey/Mercer 2-litre Lotus Esprit was alongside in twelfth place.

What's On

THE 750 Motor Club celebrates its 40th anniversary with a commemorative rally at the Crystal Palace National Sports Centre on Sunday, June 10th. Attractions on the top straight of the old racing circuit will include a static display, concours for all classes, driving tests and an Autojumble. The rally is open to all Austin models up to and including the A35 as well as examples of 750MC racing and trials cars. Entry forms are available from Nick Morgan, Rally Secretary, 41, Bourne Vale, Bromley, Kent (01 462 3110).

* * *

On the same date, the Melbourne Loop at Donington Park will be hosting a Marcos and Kit Car International Rally. Concours and driving test for Marcos and other makes — including members of the Ford GT40 Club — are on the programme.

* * *

The Gunnar Nilsson Cancer Treatment Fund and local Lions International Charities will benefit from the annual Lotus Open Day on June 10th, when Colin Chapman will open the gates at the Hethel factory to members of the public. The factory itself will be open to visitors and other attractions will include an RAF air display, display of Formula One Lotus cars, trade stands, a concours d'elegance, tombola, *et. al.* Last year's event raised £8,500 for charities from an attendance of 25,000 people.

* * *

Enthusiasts for MGs should find plenty to feast their eyes on at the MG Car Club's Northern Annual Concours and Gymkhana at Thoresby Hall, in the heart of Sherwood Forest, near Ollerton, Newark, on July 1st.

* * *

HRH Prince Bertil and HRH Princess Lillian of Sweden will attend the Gunnar Nilsson Memorial Trophy Meeting at Donington on June 3rd and the Prince will address the crowd about the Campaign. As mentioned last month, the BRDC-organised meeting will include the Gunnar Nilsson Challenge, in which Grand Prix cars and drivers will compete against the clock over five laps and a 30 lap Gunnar Nilsson Memorial Trophy Race for BMW M1 Procars — assuming sufficient can be nailed back together after their Zolder and Monaco performances.

* * *

The Riley Register's twenty-fourth annual Coventry Weekend takes place on June 30th/July 1st, based on the Coventry Euro Crest Hotel. The first day's activities include a navigation rally and a dinner-dance. The second day sees a parade from the Bull at Meriden via the old Riley works to the hotel, where a celebration lunch will be followed by a concours.

* * *

Ferraris from all over Britain and Europe will be converging on Honington Hall, Shipton-on-Stour, Worcs. on June 10th, for the Ferrari Festival organised by the Ferrari Owners' Club. It is anticipated that the greatest number of Ferraris ever assembled in one place will be on view to the public, who can gain admission for £2 per car. This really should be a feast for tired eyes.

* * *

The Shuttleworth Collection will be staging another flying display at Old Warden on Sunday, June 24th.

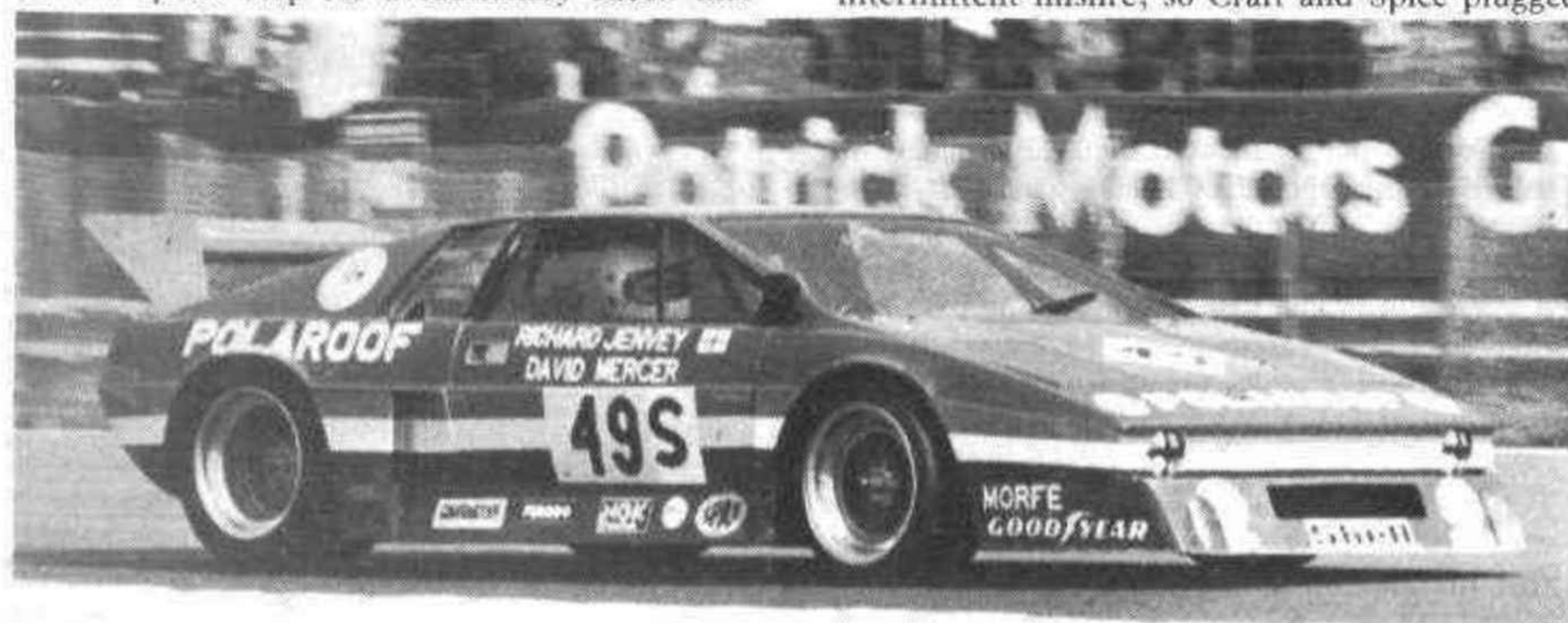
When the cars broke away from a rolling start, Fitzpatrick's scarlet 935 won the sprint up to Copse Corner, the Porsche team having put Redman rather than Mass in their car for the opening stint. Even so, Redman's 936 whistled past the 935 as soon as they reached Hangar Straight, taking a lead he and Mass would hold unbroken for the next five hours. Gradually Redman got into his stride, although the race was 27 laps old before he lapped de Cadenet, whose car, resplendent in traditional British Racing Green, had relieved Fitzpatrick of second place as early as the eighth lap.

Nothing, it seemed, was going to touch the leading Porsche, and its lead stretched ever longer the older grew the race. Then three and three-quarter hours after the start, Redman screamed down to Stowe at around 180 m.p.h. to find his brakes had failed. Partly due to a brake imbalance problem undetected in practice, the factory Porsche had worn its rear pads down to nothing; the fluid had escaped and momentarily caught fire. With masterly reactions, Redman half spun his wayward steed to a halt, barely clipping the catch fencing but ripping the 936's rear bodywork. Immediately he set off for the pits again, where fourteen minutes were to pass before Mass could take the car back into the race. Before the incident, he and Mass had enjoyed a 12 lap advantage over their closest rivals, but after the delay that margin was down to two laps, and with another quick stop for a cautionary check that

Georg Loos entered Porsche fell completely out of contention when a turbocharger failed, costing it over 40 minutes in the pits; its recovery to an eventual fifth place in the hands of Fitzpatrick and Schurti was the most exciting sight of the final two hours.

The de Cadenet, having run second to the works Porsche for much of the first three hours, lost touch with the leading Gelo shortly after half-distance when a routine change of brake pads took more than ten minutes. In the final hour it lost more ground with electrical problems that flattened two batteries and gave it a misfire, but de Cadenet and Migault struggled in second nevertheless, seven laps behind the winners at the flag. Still more distant third and fourth places after unspectacular runs went to the 935 of Doeren and Schornstein (delayed by a broken fan-belt) and the first Group 4 car home, the French Porsche Carrera of Jean-Pierre Delaunay and Cyril Grandet.

Delayed during the first hour by almost unmanageable understeer and a couple of tyre changes intended to overcome it, the Dome recovered to fifth place by the two-hour mark in spite of badly fading brakes, Craft and Spice pumping the centre pedal between corners. Then they began to lose gears as well, so soon after mid-distance the Japanese car came in for an hour-long stop while its gearbox was rebuilt. After that, the car ran quite well, despite an intermittent misfire, so Craft and Spice plugged



Jenvey's pretty Lotus Esprit was dogged by trouble. lead became a scant one lap.

Then, however, Mass began to stride away from the Gelo Porsche and the de Cadenet in second and third places, and it seemed the result was beyond question. But with exactly an hour to go, the front wheels of the leading 936 suddenly, and for no obvious reason, began to lift off the road as Mass accelerated up from Abbey toward the bridge before Woodcote at over 170 m.p.h. As his car swung broadside under the bridge at fearsome speed, Mass spun it deliberately into the barriers, sliding the car into the sleeper fence to lose momentum before coming to rest at the very entrance to the Woodcote chicane, where he leapt out from the crumpled wreck unharmed.

With the 936 out of the race, the Gelo team's 935 shared by Fitzpatrick, Heyer and Wollek was handed victory on the proverbial plate. In the first hour it had been delayed first by having to refuel after only 45 minutes, ten minutes earlier than should have been necessary, and secondly when its engine cut out at Becketts. After a few moments' investigation, Fitzpatrick saw that the external master switch had been knocked off, and with a flick of the finger he was back in the race. Apart from puffing smoke from its exhausts on gearchanges and a suspicion of a small oil leak, the car then ran faultlessly to the finish. The second

on gamely to the end to finish twelfth, one place better than the Aston Martin. Driven entirely by Derek Bell and Dave Preece in the race, the big thirsty V8 was in the pits every half hour for its tanks to be replenished and its oil breather catch tank to be emptied, and a rapid lap or two would leave it devoid of braking effect for several minutes. Yet at least Robin Hamilton's smoky, thundering monster made it to the finish, albeit last.

That, at least, was better than the efforts of either the eye-catching Lancia or the exceptionally pretty Esprit. The Montecarlo's racing debut lasted a mere four laps before it retired with a blown head gasket, itself the legacy of very poor pre-race preparation. Either someone failed to secure the water radiator cap properly, allowing it to blow off during the opening lap, or a mechanic forgot to fit it altogether. Either way, it was not a very glorious return to international racing for a company with its roots steeped in the traditions of competition. The Lotus went lame even earlier in the race, crawling into the pit road after only two laps with a serious distributor fault. It restarted, but broke down again out on the circuit, and after completing a handful more laps one at a time it was disqualified for receiving outside assistance away from the pits. — J.C.T.

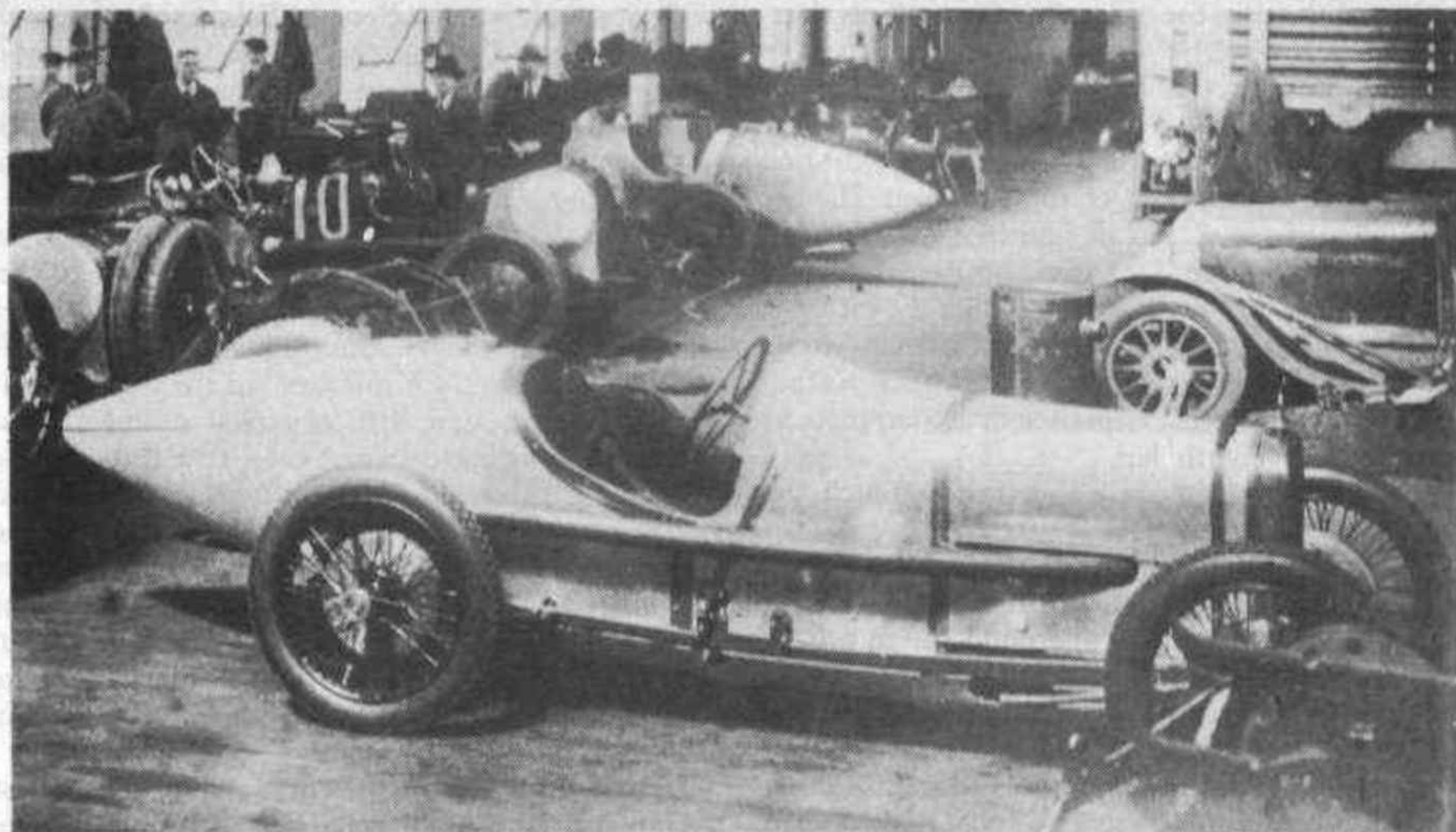
Bill Lake's 1922 Grand Prix Sunbeam

The Editor Enjoys a Drive in This Delightful and Splendidly-Rebuilt Vintage Racing Car

WHEN I heard that Bill Lake had acquired the ex-Segrave 1922 GP Sunbeam so ably rebuilt by Paul Grist I knew that some day I must beg a drive in it, because it is an interesting part of the Wolverhampton Sunbeam heritage and as Bill sets very high standards for all his historic cars, I knew the old racer would be in immaculate condition. When I eventually made the visit I was not disappointed; indeed, I was pleasantly surprised at how very enjoyable this old Sunbeam is to drive, and indeed, to contemplate . . . The day before my visit it poured with rain, reminiscent of the weather conditions at Strasbourg which faced Segrave when he set out to drive this very car in the French Grand Prix, 57 years ago. Fortunately, on the day chosen for us to examine and photograph this aged but very game motorcar, it only snowed. . . .

The Sunbeam Motor Car Company, under the enthusiastic guidance of Louis Coatalen, was the leading, in fact, almost the only, British firm to actively engage in top-class motor-racing immediately before and after the First World War. Prior to the holocaust the race-keen Coatalen had some notable successes. But in 1921 his Henry-type 3-litre straight-eight racing cars, which ran as Sunbeams, Talbots or Darracqs as was convenient to the new STD combine, were ill-prepared and it wasn't until the 1922 TT in the IoM that their cost was justified. Chassagne won the TT (another wet race) at 55.76 m.p.h. for the 302 miles in one of these year-old GP Sunbeams, although his team-mate Segrave retired, with magneto failure and Lee Guinness' car had clutch trouble which prevented it from starting. After this the prevailing 3-litre formula was altered to a maximum of 2-litres, and Coatalen had to build a team of new cars. He chose a four-cylinder engine, again of twin-cam, four-valve-per-cylinder Henry type, a design concept he had favoured ever since he prepared new cars for the 1914 TT and GP races.

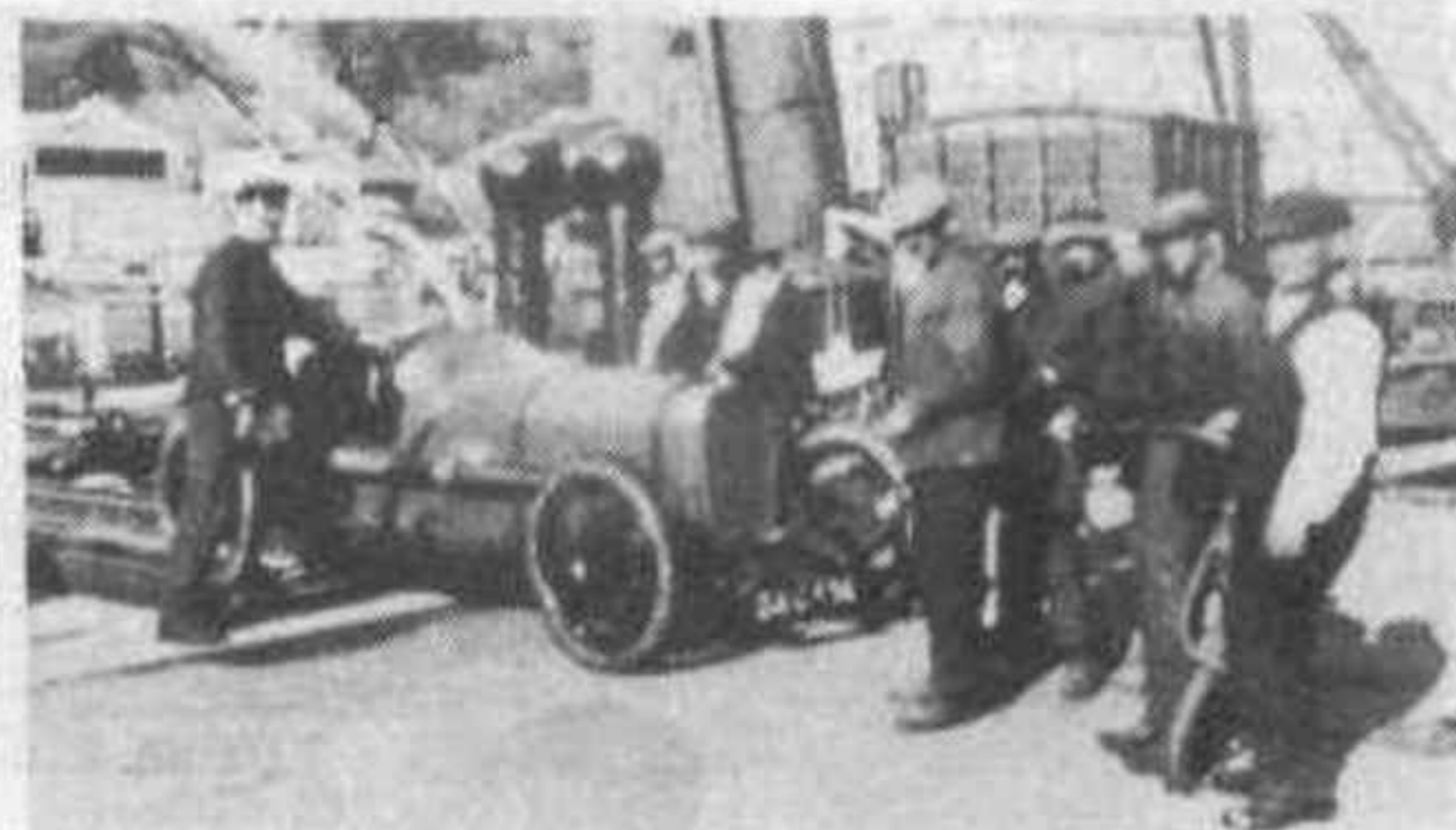
There has been much controversy as to whether Ernest Henry, instigator of the Peugeot twin-cam



IN PREPARATION — A scene in the Sunbeam Experimental and Racing Department at Wolverhampton, with the first of the 1922 GP Team-cars, now owned by Bill Lake, in the foreground and the TT Straight Eights on the left of the picture, with, beyond these, an Indianapolis Sunbeam.

multi-valve cylinder head, came to Wolverhampton in 1922 to work for Coatalen, whether he merely supplied drawings, or whether, in fact, he had no direct association with these new 1922 GP Sunbeams. Griffith Borgeson, who has painstakingly researched the life of Ernest Henry, and has defended him against the accusation, entirely unjustified in my opinion, that he stole Hispano Suiza drawings of the twin-cam concept and sold them to Peugeot, was told by none other than Henry's son that Henry never went to Sunbeam's, for they copied his engines and he was bitter about this and would never go near that Company. It is quite definite that Coatalen based his 1914 racing-cars on Henry's successful 1913 Coupe de L'Auto Peugeot. The story that he actually commandeered one of these cars, unknown to Peugeot's, had it brought to England, and dismantled in his house near Wolverhampton so that his draughtsmen could copy it, seemed too close to a fairy tale. Until, that is, I met Mr. A. P. Mitchell, who was a Sunbeam employee at the time and who confirmed that this definitely happened, in an interview which, as they say in Fleet Street, I scooped for MOTOR SPORT — in the November, 1977 issue. Thus there was every justification for Henry's bitterness. Yet John Wyer, Laurence Pomeroy and Ian Nickols are convinced that Henry designed the 1922 GP Sunbeams. We may never get to the truth of the matter; which is a pity, because the failure of the

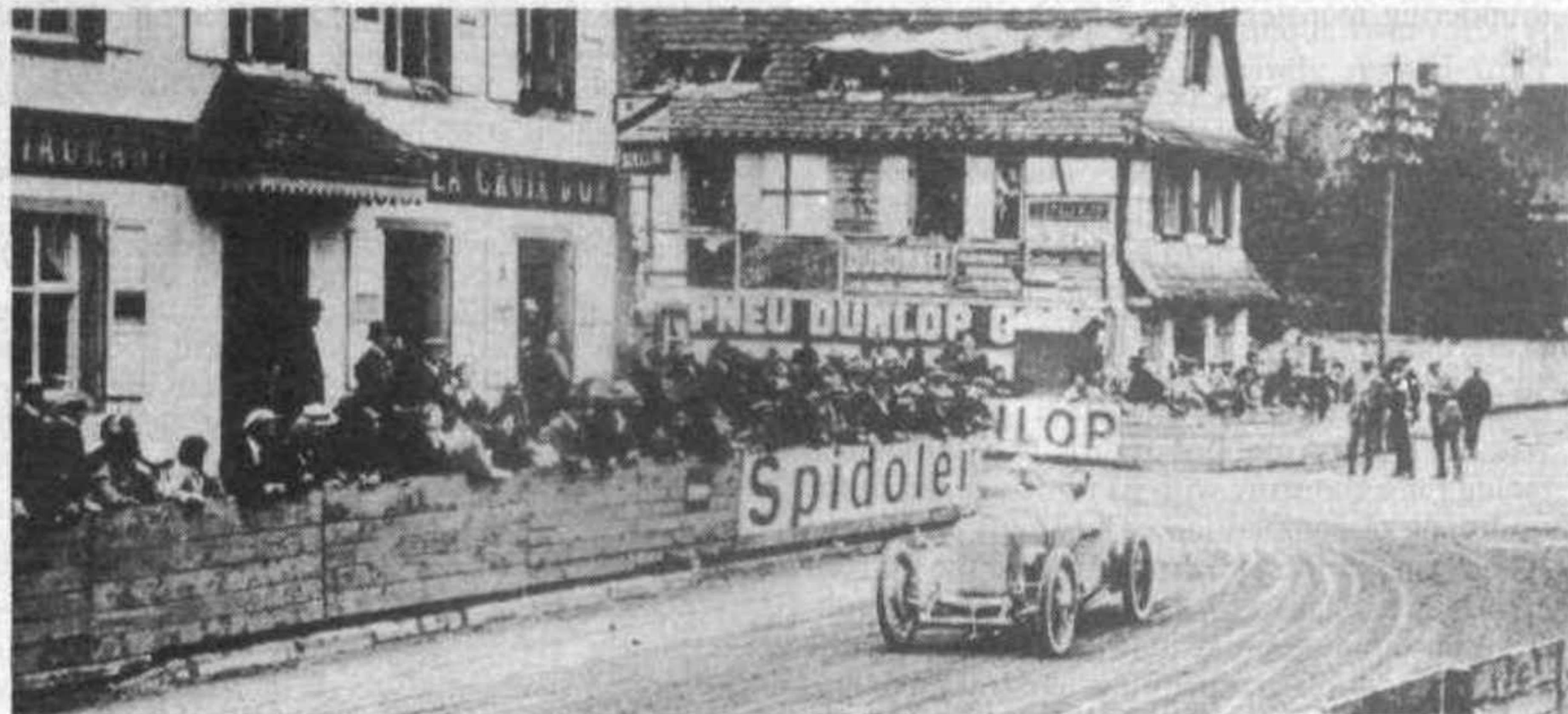
new Sunbeams in the Grand Prix has been attributed to Henry being "past it" by then. That the Sunbeam retirements were due to valve breakages is ironical, in view of the fact that it has been said that Henry's employment of four-valves-per-cylinder for his 1912 and



The first of the 1922 GP Sunbeams arriving at Douglas, for Segrave to use when practising for the 1922 TT.

subsequent racing engines was to enable a car with a faulty valve to have a standby, and not necessarily to improve gas-flow or reduce the weight of the valves themselves. Whatever the position, there is no doubt at all that Coatalen used another Henry-type engine in 1922. Indeed, Bill Lake tells me that his 1922 2-litre GP engines are identical to the 2-litre sports Ballot engine which Henry designed, apart from the Ballot's transverse mounting of the magneto/water pump and its provision in the crankcase-casting for mounting a starter-motor.* I would think that, as Coatalen had so blatantly stolen Henry's 1913 design and had based his 1914 3.3-litre TT and 4.4-litre GP Sunbeam engines on it, and as his 1921 3-litre Sunbeam straight-eights were based on Henry's Ballot engines, Sunbeam's should have been well able to design their own power units of this kind, without the expense of actually paying Henry to do this for them. . . .

These 1922-formula Sunbeam engines had the accepted four-valves-per-cylinder, actuated by twin overhead-camshafts driven from the front of the engine by a train of gears. Crankshaft and camshafts ran on ball bearings, the big-ends were plain and the cylinder block and head were integral. At the front of the engine there were two magnetos, instead of the coil ignition that

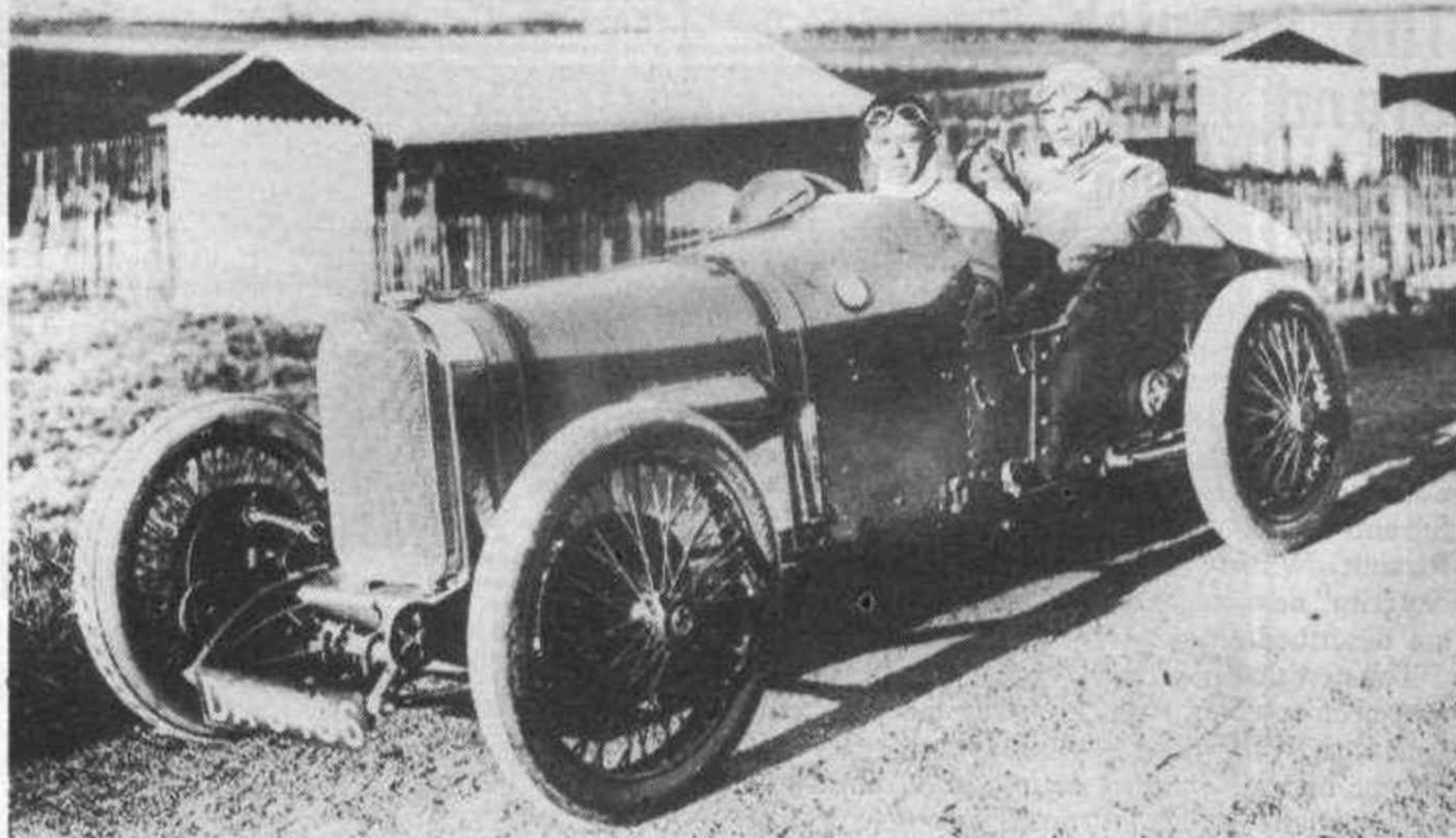


Segrave cornering during the 1922 French GP at Strasbourg, in which all three Sunbeams retired with valve trouble.

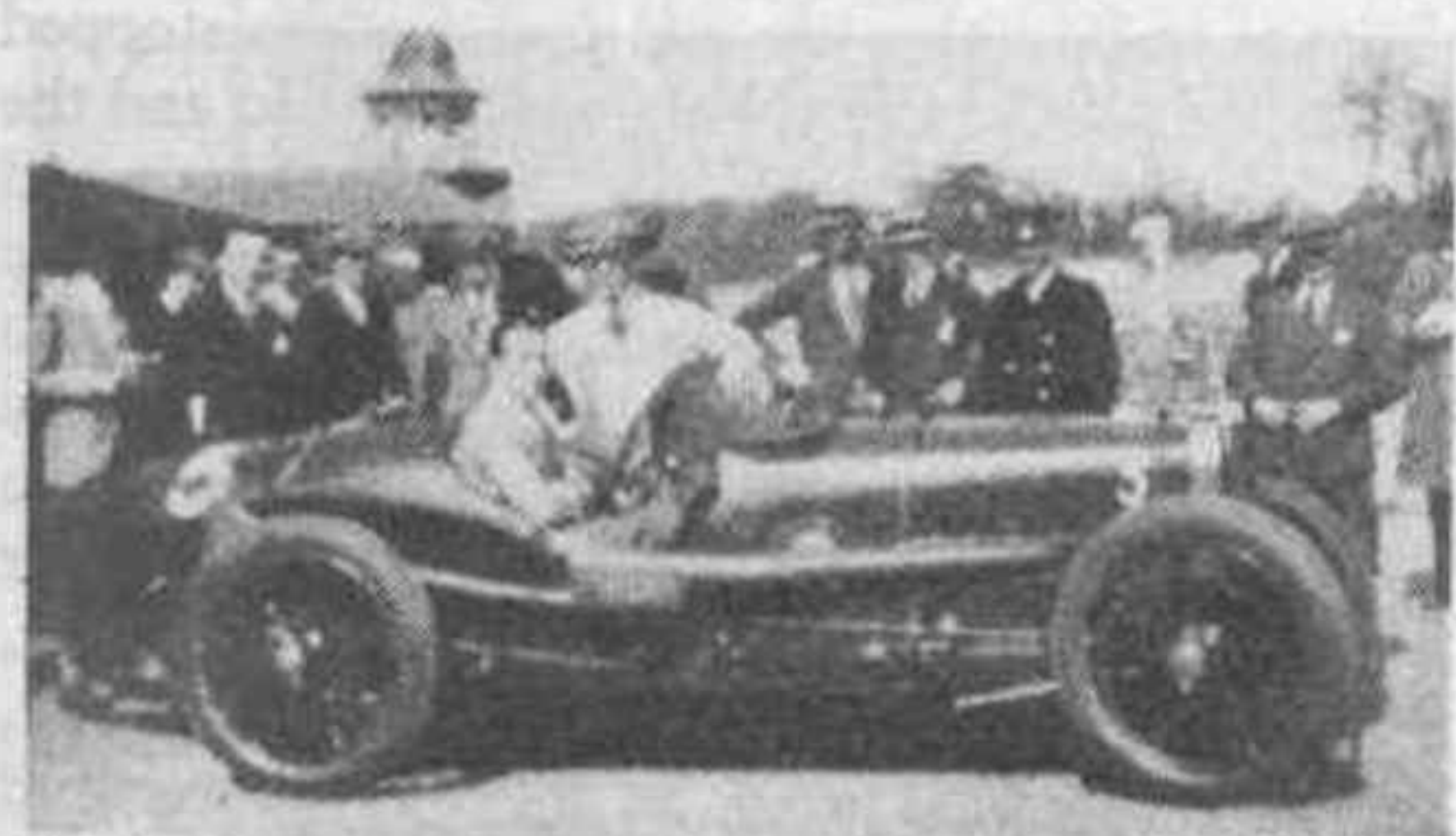
* One of these Ballots has turned up in this country, after being stored for many years due to a broken crankshaft; the replacement crankshaft, never fitted, was with it! — W.B.

Coatalen favoured for his 1½-litre engines of this type (another instance of his copying the Henry designs) and unlike these *voiturette* engines the block was of cast-iron, not aluminium. Otherwise, the cars were conventional for their period. The bore and stroke were 68 × 136 mm. (1,975 c.c.), the inlet valves were larger than the exhaust valves and nearly vertical, and with two carburettors and a c.r. of 6½ to 1, 88 b.h.p. was claimed, at 4,200 r.p.m., which with the long stroke implied a high piston-speed. The chassis had a wheelbase of 8' 2" and a track of 3' 11", these being quite compact cars, with impressively long tails in which the spare wheel was accommodated longitudinally under a cover, protruding from a hinged top panel.

It seems that four of these cars were built at Wolverhampton, three for the Grand Prix and one as a spare. Their story commences when the first of them was shipped out to Douglas — we have a photograph of it leaving the docks — and was used by Segrave for TT practice, being allegedly faster, for several laps, than the bigger eight-cylinder Sunbeam he was to drive in the race. (The new GP cars were not eligible, as the TT was for 3-litre cars, the *voiturette* section for



Lee Guinness in the Sunbeam he used for practice before the Grand Prix — from its Reg. No., Segrave's car.



J. S. Spencer after winning at Brooklands in 1926.

1½-litres.) It is said that Segrave demanded a left-hand gear lever, and certainly his 6-foot stature necessitated moving the petrol tank and driver's seat two inches further back than on the other cars, to give more room in the cockpit. In July the 2-litres were driven to Strasbourg for the Grand Prix. In that race, the first of its kind to experience rain since the series began in 1906, the six-cylinder Fiats proved by far the fastest cars. They forced their rivals to go quicker than they had intended, and they would have finished 1, 2, 3 had the lightweight back axles of Biagio Nazzaro's and Bordino's cars not broken their half-shafts, resulting in the death of the former driver. His uncle, veteran Felice Nazzaro, won at

79.2 m.p.h. for the 499 trying miles, his fastest lap being at some 87¾ m.p.h. The axle failures, and a leaking fuel tank on Biagio Nazzaro's Fiat which he quickly changed, let Bugattis into the 2nd and 3rd places, but they were a very long way behind the winning Fiat. For Sunbeam's the race was a disaster.

Segrave got up to third place at one stage, but his engine had proved difficult to re-start after a pit-stop and he retired at around half-distance, when in fifth place, with a broken inlet valve, which had eliminated Chassagne and Guinness in the other Sunbeams, after five of the 60 laps. It is said that to try to combat the unexpectedly severe challenge from the Fiats the Sunbeams' axle-ratios had been lowered, by too great a degree because of faulty tachometers misleading the engineers, and there was no time to change them again. This meant over-revving to 5,000 r.p.m. There had also been big-end failures beforehand, due to the high engine speed. Incidentally, these cars were the only ones to be fitted, rather improbably, with mud-wings over the front wheels, when it was seen how wet the race would be. Incidentally, Segrave has said that even if his car had not proved faulty, he could never have finished the race, as he was suffering very badly from a burnt bottom, caused by petrol

being spilt on the seat during refuelling.

Deprived of victory in 1922, and not having the audacity or opportunity to "borrow" one of the Fiats, Coatalen did the next best, but more costly, thing, that of employing their designer Berterione to plan the next year's Sunbeams, which were 2-litre six-cylinder cars. It paid off, Segrave winning in 1923 at Tours, the first French GP to go to a British car. Meanwhile, the four-cylinder

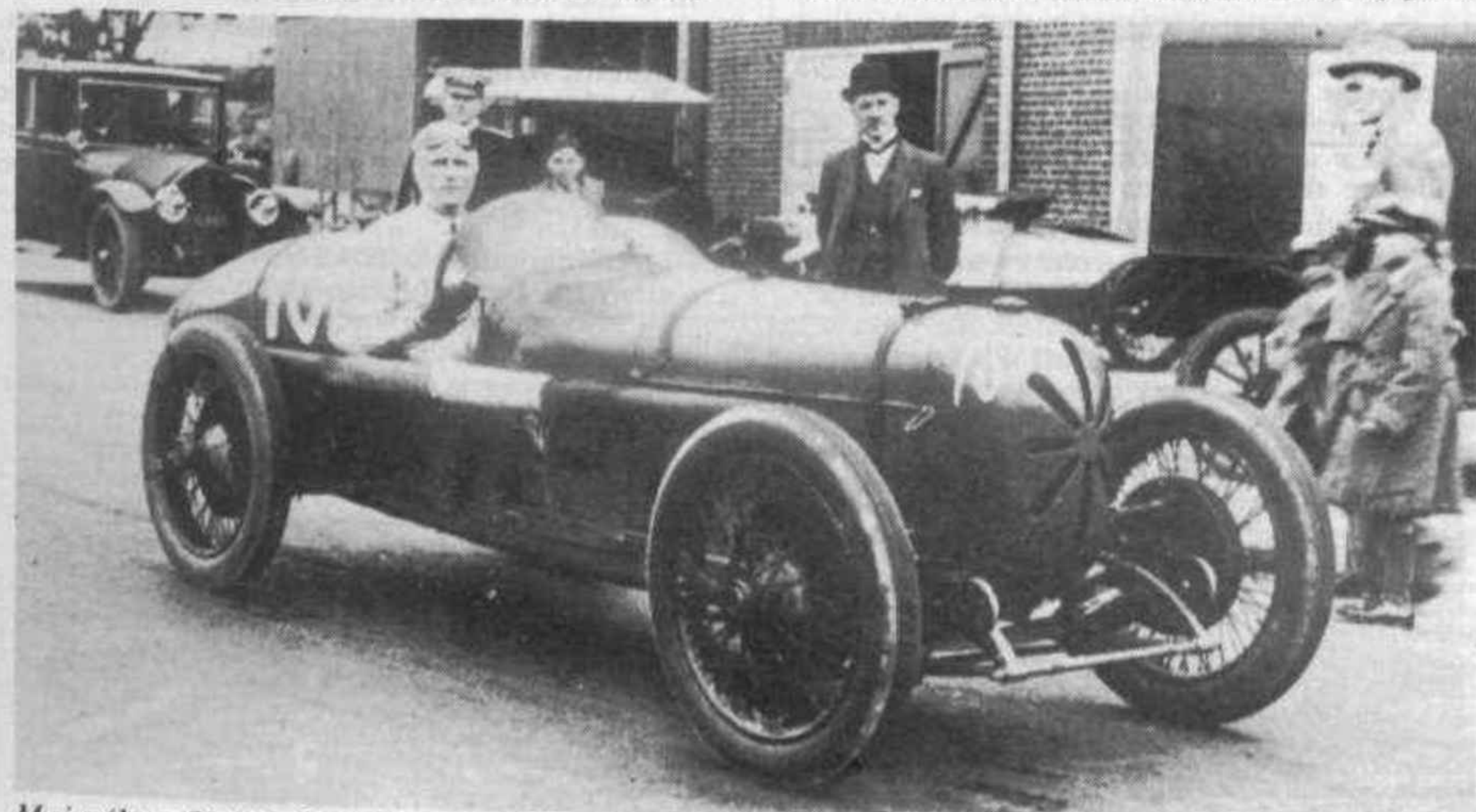


The Segrave Sunbeam as it was, in two-seater form, above, before Paul Grist rebuilt it. Below, Philip Mann racing one of the 1922 Team-cars at Silverstone after the war. This is thought to have been the Guinness car but the Reg. No. suggests it was No. 3 of the Team, ascribed to Chassagne.



2-litre Sunbeams were of little use. Not ideal for sprints, they had little purpose among the veritable armada of racing cars that Sunbeam's now had at their disposal. There was, I think, only one appearance before the team was sold-off. This was at the 1922 Essex MC Speed Championship Meeting at Brooklands, when some class races, as distinct from the customary handicaps, were run off. One of the GP cars was entered for the 2-litre Championship. Segrave drove it and had a hollow victory, against a lone 1.8-litre Hampton, at 92.38 m.p.h. He lapped at 99.81 m.p.h. which endorses the top speed in GP guise to have been about 100 m.p.h. That is the only time one of these cars was used again by the works, as far as I can ascertain, but I have reason to think that Chassagne's car (No. 2 of the team) was intended for the 1922 August Brooklands

Continued in colour on page 827



Major (later Sir) H. O. D. Segrave in the car that won the 2-litre Championship at Brooklands in 1922 — note the American-type radiator cowl.

The Spanish Grand Prix

Not very exciting

Jarama, Madrid, April 29th
THE GRAND Prix in Spain was the first in Europe for the 1979 season and inevitably it was held on the "mickey-mouse" Jarama Autodrome, as it is the only place in Spain suitable for the elite of the racing world to disport themselves. Such is the state of the art today, thanks to the Constructors' Association, that the entry list was full and contained brand new designs from Lotus, Renault, Williams and Kauhsen as well as an "interim" new design from McLaren, all of which are described elsewhere.

The new time-table tried out at Long Beach has now been accepted for all races, as nobody found fault with it, so Friday morning saw everyone out for one hour of untimed testing, in readiness for an hour and a half of timed practice in the afternoon. With a strong wind behind them down the straight most cars were pulling a high top-gear ratio and decisions were being taken on whether to use four out of the available five speeds for the rest of the circuit, or all five, or five out of six, or all six. On the wiggly Jarama Autodrome the gearbox gets as overworked as the brakes do at Long Beach or Zolder, and most engineers like to avoid the use of first gear at all cost, and the use of second gear as much as possible, for no drivers are respecters of torque and gear-teeth strength. Normally the exhaust noise of a car passing between the Grandstand and the pits makes a very healthy sound as it reverberates between the two, but with the strong following wind the noise was very soft and gentle, almost as if it was being blown back up the pipes.

The noise should have started at 10 a.m., but it did not start in fact until midday. The official reason given for the delay was that doctors and ambulances had not arrived, but there were other unofficial reasons mentioned and later the FISA called for an official enquiry into the delay (it is discussed in Reflections). While this delay irritated most teams, Lotus and Renault were very happy as neither of them had got their new car ready at 10 a.m., but they had by midday.

When it all got under way Andretti was in the Lotus 80, Reutemann in the Lotus 79 he has been driving all season so far, Pironi and Jarier in their usual Tyrrell 009 cars, Lauda and Piquet in their usual V12 Alfa Romeo powered Brabhams, but John Watson was in an entirely revamped McLaren M28, built around the monocoque of the first M28. Tambay was in his usual M28 and Stuck was in the newer of the two ATS cars, Scheckter was in Ferrari 038, Villeneuve in 037, and Fittipaldi was in his F6 Bellamy-designed car. Jabouille had the brand new RS10 Renault and Arnoux his usual RS01 car. Lammers and de Angelis were in the pair of Shadows, Hunt was in the latest Wolf, Daly had an old Ensign and Merzario was in his latest car. Depailler and Laffite were in their usual Ligier cars, while Jones and Regazzoni were in brand new Williams FW07 cars, the Australian having the first car built, which was tested in California and the Swiss having the second car, which had yet to turn a wheel. Patrese and Mass had the same Arrows as in Long Beach and Rebaque had his Lotus 79. In the paddock, desperately trying to join in was Willy Kauhsen's entry for Giancarlo Brancatelli, the WK/004 was being worked on and WK/005 was being cleaned up after a small fire had broken out when it was tow-started.

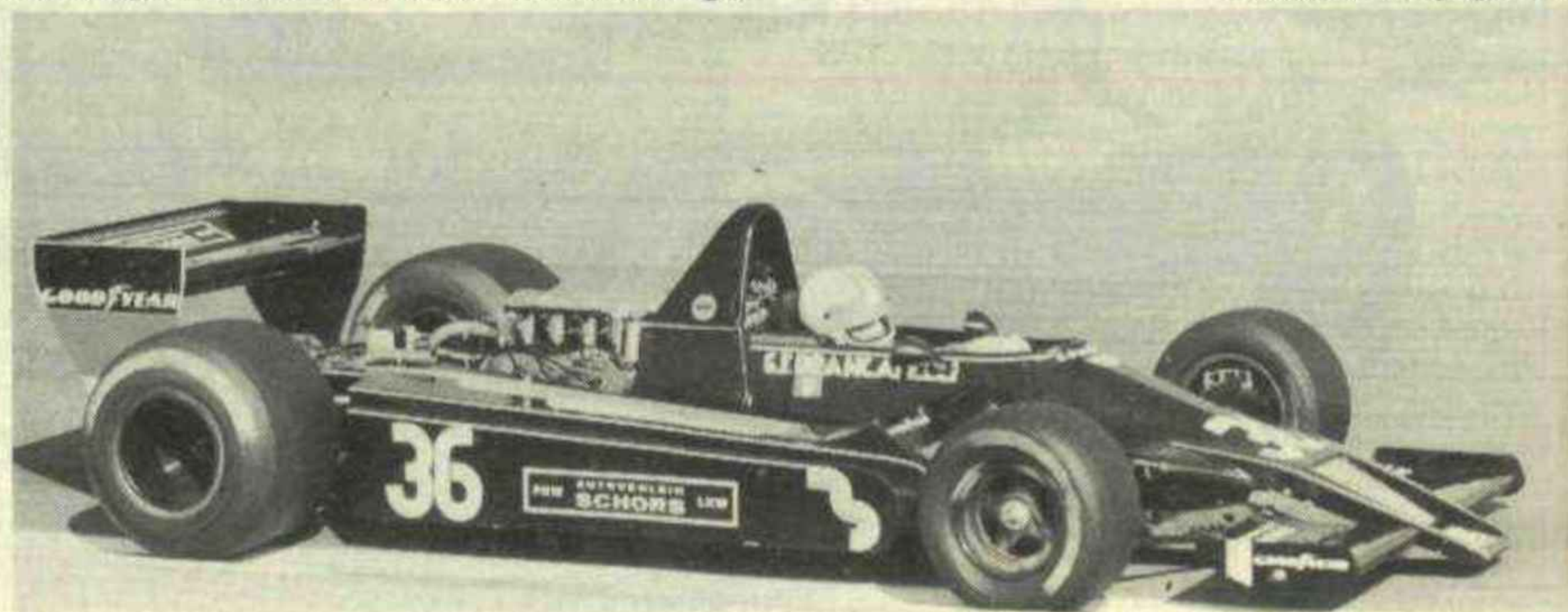
Starting Grid

25 P. Depailler (Ligier-Cosworth V8) JS11/03 1 min. 14.79 sec.	26 J. Laffite (Ligier-Cosworth V8) JS11/02 1 min. 14.50 sec.
1 M. Andretti (Lotus-Cosworth V8) 80/1 1 min. 15.07 sec.	12 G. Villeneuve (Ferrari-flat 12) 312T4/037 1 min 14.82 sec.
5 N. Lauda (Brabham-Alfa Romeo V12) BT48/02 1 min. 15.45 sec.	11 J. Scheckter (Ferrari-flat 12) 312T4/039 1 min 15.10 sec.*
2 C. Reutemann (Lotus-Cosworth V8) 79/2 1 min 15.67 sec.	6 N. Piquet (Brabham-Alfa Romeo V12) BT48/03 1 min. 15.61 sec.
3 D. Pironi (Tyrrell-Cosworth V8) 009/1 1 min. 16.04 sec.	15 J. P. Jabouille (Renault V6 t/c) RS10/01 1 min 15.78 sec.
4 J. P. Jarier (Tyrrell-Cosworth V8) 009/3 1 min. 16.08 sec.	16 R. Arnoux (Renault V6 t/c) RS01/03 1 min. 16.06 sec.
28 G. Regazzoni (Williams-Cosworth V8) FW07/002 1 min. 16.61 sec.	27 A. Jones (Williams-Cosworth V8) FW07/001 1 min. 16.23 sec.
29 R. Patrese (Arrows-Cosworth V8) A1/06 1 min. 16.92 sec.	20 J. Hunt (Wolf-Cosworth V8) WR7 1 min. 16.88 sec.
7 J. Watson (McLaren-Cosworth V8) M28/1B 1 min. 17.11 sec.	30 J. Mass (Arrows-Cosworth V8) A1/05 1 min. 17.04 sec.
8 P. Tambay (McLaren-Cosworth V8) M28/3 1 min. 17.45 sec.	14 E. Fittipaldi (Fittipaldi-Cosworth V8) F5A/1 1 min. 17.35 sec.
18 E. de Angelis (Shadow-Cosworth V8) DN9/3B 1 min. 17.85 sec.	9 J. Stuck (ATS-Cosworth V8) D2/02 1 min. 17.57 sec.
17 J. Lammers (Shadow-Cosworth V8) DN9/2B 1 min. 18.79 sec.	31 H. Rebaque (Lotus-Cosworth V8) 79/1 1 min. 18.42 sec.

* Time recorded in Ferrari 312T4/038.

Did not qualify:
 22 D. Daly (Ensign-Cosworth V8 MN08) 1 min. 19.30 sec.
 24 A. Merzario (Merzario-Cosworth V8 A2/03) 1 min. 20.46 sec.
 36 G. Brancatelli (Kauhsen-Cosworth V8 WK/005) 1 min. 23.24 sec.

Before the hour was up there were various troubles; the new Renault broke its turbo-charger



The Kauhsen made its debut in practice at Jarama, but failed to qualify.

linkage and had to be towed in and Hunt's Wolf WR8 seemed down on power, so he changed to WR7. The Brabhams were running without nose-fins, and the Williams team were preparing to follow suit, while in direct contrast Andretti was running the Lotus 80 with nose-fins and no skirts under the nose cowling. The good cars were clocking over 260 k.p.h. past the pits and the not so good ones were only just over 250 k.p.h.

Due to the two-hour delay in the morning everything ran two hours late for the rest of the day and the timed practice session was from 2.30 p.m. to 4 p.m., but it made little difference to the icy blast, the cold wind being more than the noon-day sun could compete against. Some drivers like Piquet and Mass were getting on with it from the word go, while others were still fiddling about or conserving their limited supply of special Goodyear tyres. Scheckter was braking incredibly late at the end of the main straight and Villeneuve going hard, overtaking cars without hesitation going into corners, even nipping by World Champion Andretti without so much as an "excuse me". Hunt was still in WR7 and Jabouille was back on the track with the turbo-charger repaired on the RS10 Renault. Piquet's V12 Alfa Romeo engine blew up and practice was stopped while the stricken Brabham was removed and the mess cleared up. Then everyone was off again and this time the Kauhsen team managed to get their car going and Brancatelli headed out into the hurly-burly of professional driving. The Williams team were experimenting running minus the nose-fins and then tried without the engine cover as well. Fittipaldi stuck valiantly to his new car, even though it still did not handle to his liking, but as the session wore on he went slower and slower. Watson was not much better with the revamped McLaren M28 and the way the centre-mounted rear aerofoil wobbled about caused some concern among those watching out on the circuit. The two Ferrari drivers on their Michelin tyres were really setting a fast pace, and Villeneuve was embarrassing his South African team leader. Times were so far below those recorded last year that one was almost tempted to doubt the official time-keepers, but individual time-keepers in the teams agreed, so we were resigned to accepting a remarkable advance in just twelve months. From a fastest practice time last year, of 1 min. 16.39 sec. by Andretti with a Lotus 79, it was already down to 1 min. 14.87 sec. by Villeneuve with the T4 Ferrari. While he was in a class of his own at under 1 min. 15 sec., Scheckter, Laffite, Depailler, Reutemann, Andretti, Arnoux and Pironi were all under last year's fastest time. There was a tidy appearance about the final order after this first practice that was to continue throughout the meeting. Two

Continued on page 837

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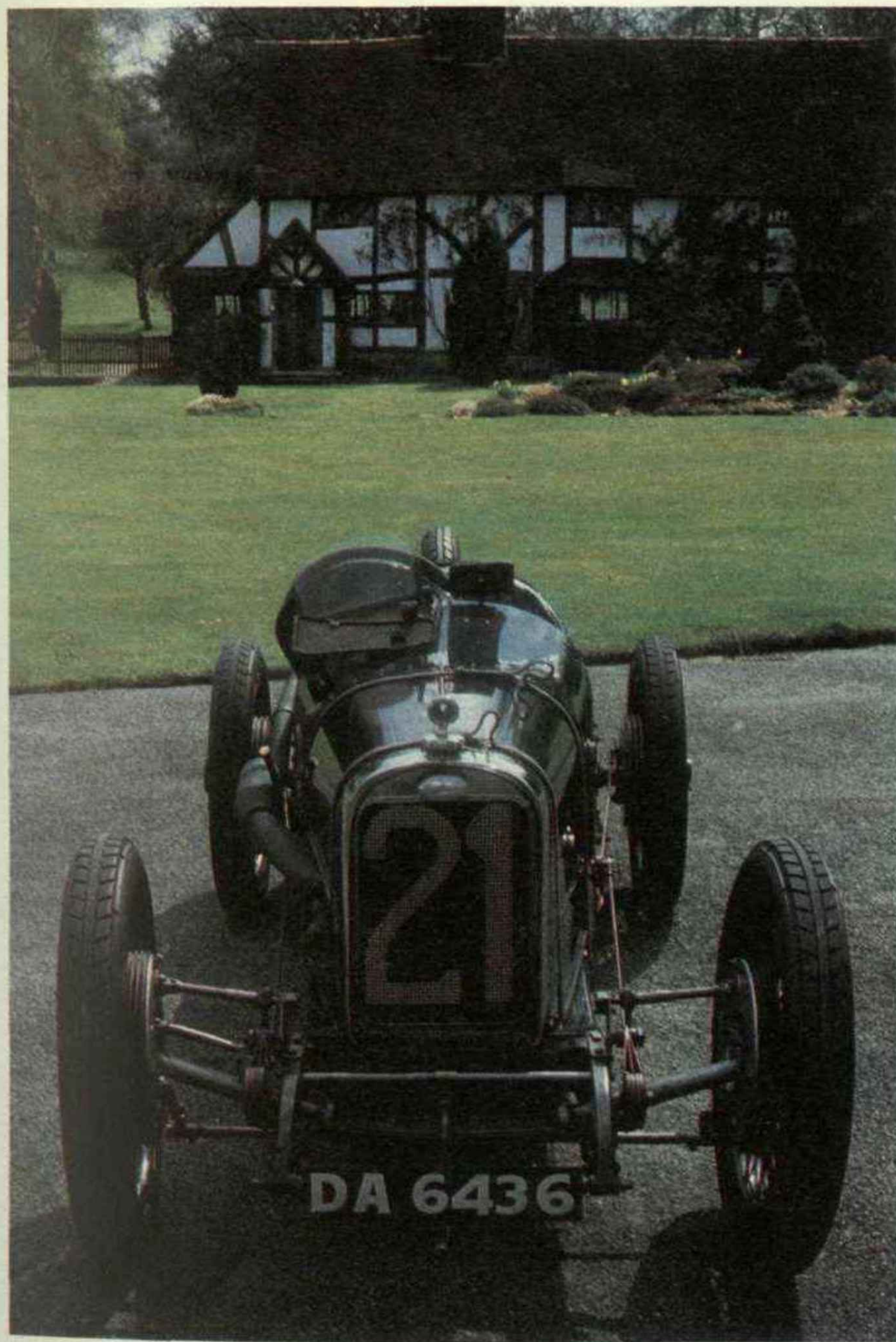


The low tar cigarette.

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LOW TAR As defined by H.M. Government
H.M. Government Health Departments' **WARNING:**

CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



The Segrave Sunbeam as it appears today, photographed with its owner's Sussex farmhouse, which dates back to 1520, in the background.

Grand Prix Sunbeam

Continued from page 823

Meeting, although the entry was cancelled, perhaps because the engine could not be repaired in time. In fact, the valve failures were said to have holed the pistons of all the Sunbeams, corrugated recesses for the cotters having weakened the stems.

It is logical to believe that the cars were then disposed of. In 1926 J. S. Spencer drove one (thought not to have been Segrave's) in the Private Competitors' Handicap at the Easter Brooklands Meeting. The car was in original exterior trim, still painted green, with black

wheels, and with, of course, a Brooklands exhaust system. Starting 21 sec. before Howey's big Ballot it lapped at 86.02 m.p.h. and 98.43 m.p.h., to win at 91.75 m.p.h. Later in the season it did several more laps at around these speeds, so had obviously retained its original performance, before disappearing into limbo. (Spencer was at the time also racing one of the 1908 11-litre GP Napiers, which has never re-surfaced.)

I do not pretend to have sorted out the subsequent history of each of the 1922 Sunbeams very effectively but, with Bill Lake's help, we can say something of what happened to each of them. In 1930 Kenward Egger drove one at Brooklands, possibly the ex-Spencer car. Dudley Froy lapped in it at 99.61 m.p.h. in the Cornwall Senior Short

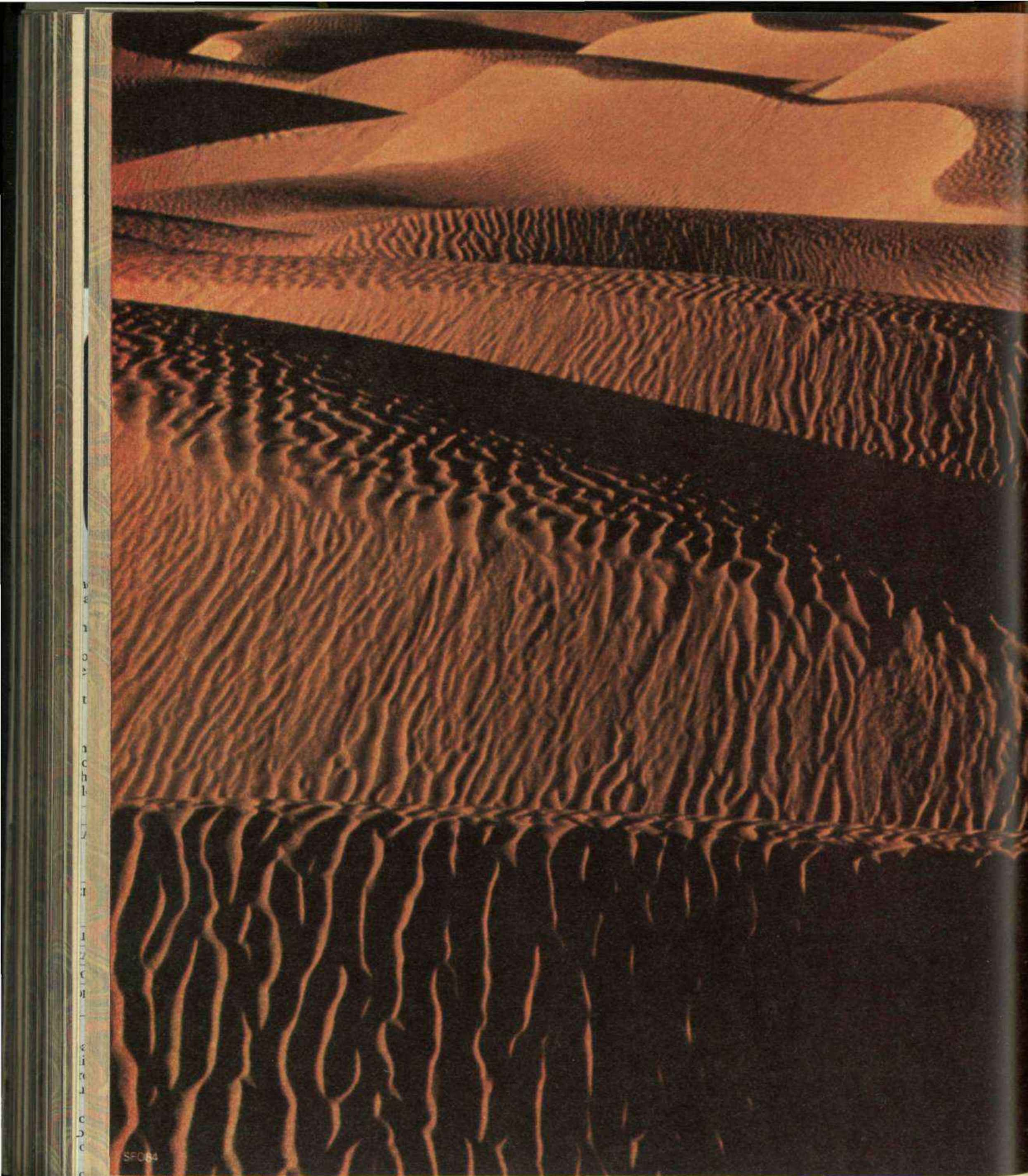
Handicap and its entrant later took it "round the Mountain" at 59.16 m.p.h. But it was never placed. It ran without a radiator stoneguard. At various times during and after the Second World War these 1922 GP Sunbeams passed through many people's hands, but it is good to know that all the team is apparently more or less intact.

As far as we can sort it out, it seems that the spare car, No. 4, caught fire at Strasbourg while Segrave was practising with it and was considerably damaged. It went to Australia and has apparently since lost its proper engine. Car No. 3, driven in the Grand Prix by Guinness, was owned in recent times by Philip Mann, who used it for VSCC races. It is now owned by G. Geer of Sevenoaks. Car No. 2, Chassagne's, was one of two owned by Terry Breen. It was used on the road by Tegrid Jones and is now in Cameron Millar's ownership, in very original condition. The No. 1 car, which we are really concerned with here, as now owned by Bill Lake, has had a complicated career. When Sunbeam's disposed of them, this ex-Segrave car was bought by the Hon. Jock Leith, who sold it to Guy Griffiths, who raced it at Donington and Southport and used it on the road before selling it to Ken Burness, who also raced it at Donington. Louis Giron apparently did much work on it, putting in special camshafts (the original camshafts still exist, as standard-lamps!). Then the war came and the No. 1 Sunbeam turned up in Maidenhead as a chassis, fairly intact except for a Riley radiator, now owned by Major W. K. Johnson of the Canadian Air Force. Next Mrs. Cooney had it and she used it regularly on the road, and also at Luton Hoo Speed Trials.

John Wyer did some modifications to it, including putting on a full-width two-seater body. The n/s magneto was removed to provide a drive (by belt) for a supercharger. Then the car went through the hands of Colin Crabbe and Roger Hancox, until Paul Grist took pity on it and carried out his excellent rebuild. He used to drive the car to meetings, having had the engine rebuilt by Archer's.

Grist examined carefully Cameron Millar's original-condition ex-Chassagne Sunbeam and made a splendid job of the rebuild. Indeed, had Bill Lake not been the honest man he is and told me that the body of his car is a replica, I might well have been fooled. This body, which is in two sections, divided at the scuttle, so that the back part can be quickly detached to reveal the petrol tank, apart from which the flexibility between the two sections must help to preserve them, was described originally as being made of welded aluminium. I do not know what Grist did but he has reproduced faithfully the lines of what I rate as one of the more handsome of vintage racing cars. He has departed from the original in using a flat instead of a curved radiator stoneguard, and the green finish is darker than the old "Sunbeam green". Apart from that, and a few minor items of the specification, the original theme has been carefully followed. Bill Lake was discussing his 1902 Paris-Vienna Mors with Grist after a Brighton Run, heard about the rebuilt Sunbeam, and couldn't resist it. As I was to discover, it not only looks very nice, but it is a delight to drive.

The engine originally had two updraught Claudel Hobson or Zenith carburettors on the n/s, but two big Solex, with 40-26 chokes, are now fitted. As they have to be flooded to excess to persuade the engine to fire, with the risk of a fire of a different sort, the one-time backwards-facing cowl over them has been omitted. The magnetos sit side-by-side on a platform at the front of the



SFO84

MIDDLE TAR As defined by H.M. Government H.M. Government Health Department

A photograph of a desert landscape with rolling sand dunes. The dunes are illuminated from the side, creating strong shadows and highlights that emphasize their texture. A series of tire tracks winds through the dunes, leading towards the background. In the foreground, a rectangular sign is planted in the sand. The sign is divided into sections: a top white section with the word 'FREEHOLD', a middle section with a crest and the text 'Special Filter' and 'BENSON & HEDGES', and a bottom white section with the words 'FOR SALE'.

FREEHOLD

Special Filter
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Bacardi rum.

The one from the sun.

engine and although they have separate switches, they are used together, one firing plugs under the inlet valves, the other plugs in the centre of the head, between the camshafts. The Brooklands exhaust system, with fantail, graces the o/s of the car with the handbrake lever between the exhaust pipe and the side of the body. The seats are well staggered, as they need to be with such a cramped cockpit, and behind them the spare wheel is correctly positioned in the tail. The springs are $\frac{1}{2}$ -elliptics, the front axle above them, the rear axle underslung, the front axle being Coatalen's three-piece type. The back axle is now damped by four triple-Hartfords, the front axle by two. Originally single-Hartfords sufficed, made of aluminium, which Bill Lake hopes one day to re-fabricate. The tyres were originally 835 x 135s but Dunlop "herringbone" 820 x 120s are now fitted. Segrave's car, by the way, weighed in before the Grand Prix at 13 cwt. 57 lb., Chassagne's being heavier by 27 lb., Guinness' by 44 lb.

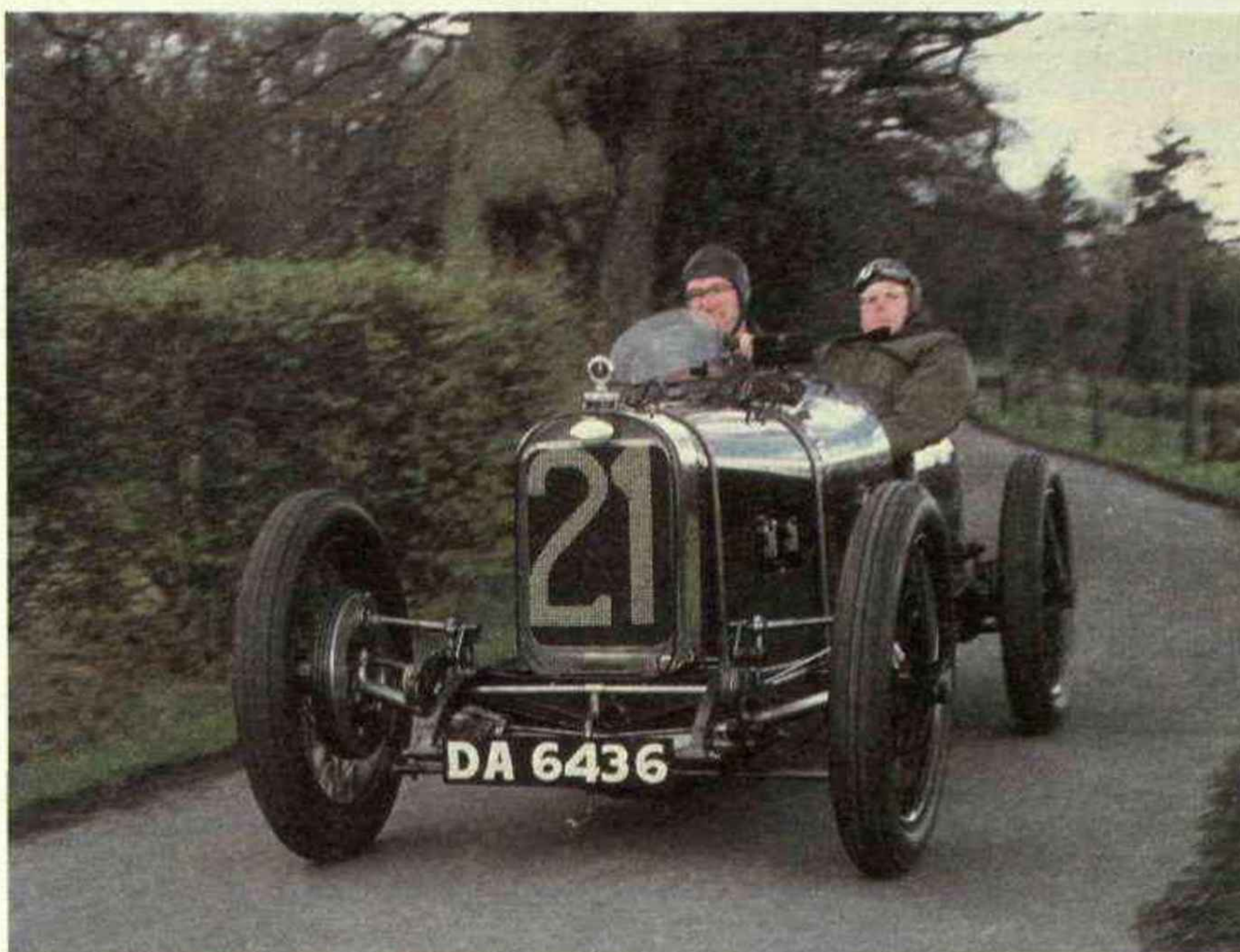
The stoneguard still wears a Sunbeam badge and the bonnet, of typical Sunbeam outline, is secured by long rods or "hatpins". There is a stoneguard folded onto the scuttle, for the driver. The brakes, all four of which are operated by the pedal, now have rod-operation, the rods outside the chassis side-members, in lieu of the former cables. In 1922 there was a band-type servo driven



A cockpit view of the 1922 GP Sunbeam. The slot in the floor is for brake cross-shaft clearance, the hole for access to a tap to cut off oil seepage into the dry-sump.

from the gearbox, as a casting in Lake's possession reminds us. However, he thinks the complete Hotchkiss-type transmission, with the servo, was removed from all the 1922 team-cars for use on the 1923 GP Sunbeams, replacement transmissions, less the brake servos being found for the older chassis. The gear ratios are unchanged.

Another interesting relic in Lake's possession is the car's original cockpit bulkhead. This was removed when Segrave wanted the body taken off in a hurry prior to the Grand Prix, so that he could get it onto a lorry and taken over the border to Kehl in Germany, where a coachbuilder repainted it to de Hane's fastidious standards, at his expense. Enough however, of looking round the car. What is it like to drive? Bill cranked-up the engine, and then with difficulty I climbed in



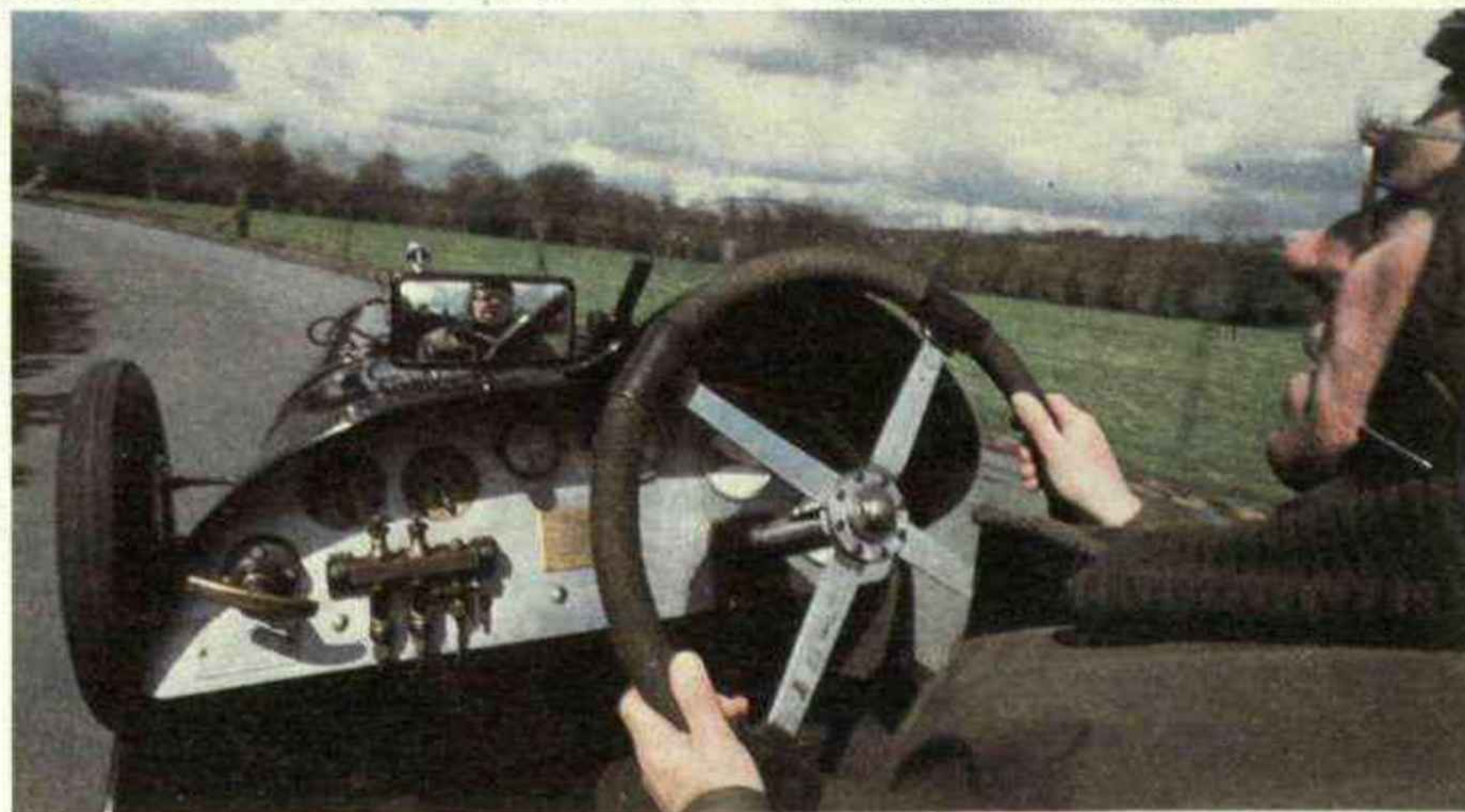
IN ACTION — Bill Lake takes the Editor of MOTOR SPORT for a run in his beautifully-restored Sunbeam.

beside him. With difficulty, because this really is a "1½-seater". The gear-lever is well over to the left and the air-pressure pump on the n/s of the cockpit further restricts the mechanic's well-being. After a short run along Lake's private roadway, I tried driving the Sunbeam.

The steering wheel is a surprisingly big, spring-spoke affair, cord-bound, with four spokes. It controls about the lightest, most precise, steering you could wish for. Unexpectedly, the accelerator is on the right. The cone clutch could be fierce for racing starts but it functions well enough under ordinary driving conditions, although I sensed that if one let the engine labour in too high a gear, it might develop slip. The gear change is one of the best I have ever experienced in a vintage car. The large exposed gate is angled to the slant of the substantial gear lever, and has conventional H-shaped locations, except that the lower gears are on the right, or driver's, side. Reverse is beyond second, guarded

by a convenient lift-up catch. Let me say here and now that not only was I relieved to find the gear change so easy, but that I could have changed gear far more often than was necessary, just for the joy of doing so. The change from 1st to 2nd cannot be hurried and unless the engine revs. are modest, and the oil is warm, you have to crunch-in bottom cog before making this upward venture. Then from 2nd the lever just slips smoothly into 3rd, after which a short, sharp downward pull has you into top. Changing down, the close-ratios make it all so simple. The merest blip on the accelerator and the lever just slips smoothly into 3rd, and then seems to find its way automatically into 2nd. Trying out his new possession on the track, Bill found himself going backwards, with bottom gear engaged. This has obviously been sorted-out, but it took him two weekends to make reverse gear function properly. It now goes in like silk, with a very short lever movement which is a characteristic of the Sunbeam's gear-gate. The

Mechanics view, as the Editor takes the wheel note the Ki-grass pump and valve-gear oil drip-feeds.



Prevent premature baldness.

SWITCH TO MICHELIN



DUMAS

**SWITCH TO MICHELIN
FOR LONGER LIFE.**



A n/s. view of the Sunbeam, showing the two carburetors, the staggered seating, and the joint in the two-section body. On the left, top to bottom, the engine, the 3-piece front axle, the stoneguard on the scuttle, a dashboard plate, and the partially-concealed spare wheel.

lever does tend to stick in gear, unless tapped smartly, but even this doesn't spoil the changes. As for the brakes, if they no longer have servo assistance, they are so light as to make one wonder why this was ever needed, and quite effective, obviating the need to reach out for the somewhat-inaccessible hand brake. This has a good locking action from a neat button on its end.

Motoring in this old racing Sunbeam through the winter sunshine, the exhaust rasping away behind until I lifted off for a corner, the wind buffeting my flying helmet over the aero screen, the car seeming to be as eager as I felt — exhilarating! The little tachometer is rather tucked-away by the steering column and therefore not very easy to inspect. But I saw that it was red-marked from 3,500 r.p.m., so I kept to a maximum of 3,000 r.p.m., conscious that this wasn't my engine, but also thinking there must be more performance to come. Quite right! As I climbed out, pondering on those drivers who raced such motor cars in anger for 500 muddy miles, Bill said I could have used 4,000 to 4,500 r.p.m., and that unless you do the Sunbeam doesn't really motor. No matter; it was the greatest fun. The engine, if an oily unit, seemed quiet for a twin-cam, and it never missed a beat. Coatalen tried many makes of magneto and combinations of mag and coil in his time, but these Scintillas were no doubt his best-bet in that department.

On the dash the Sunbeam's instrumentation and controls are as follows: On the extreme right, or o/s, there is an "8 jours" clock by Jaeger of Paris, with white face. Next to this, the bigger tachometer, by the same maker. It is calibrated from 0 to 4,500 r.p.m. in steps of five hundred r.p.m., with another five beyond the "45" mark. Then come a Sunbeam oil-pressure gauge reading to 100 but normally showing 40 lb./sq. in. and a Sunbeam air-pressure gauge, marked 0, 1, 2, 3, 4. (There was once a mechanical fuel-feed but Sunbeam's soon converted to air-pressure.) As the pump is out of reach, a mechanic would have to operate it but it didn't require any attention when I was driving. The fuel tank used to hold 60 gallons but the present one has a capacity of about 32. The mechanic is confronted by the two big tumbler-type brass magneto switches, mounted side-by-side, and by a formidable Ki-gass pump, as well as the two glass-fronted drip-feeds,

supplying lubricant to each of the o.h.-camshafts. A floor-mounted Klaxon horn and Pyrene fire-extinguisher complete the equipment. The dash carries two plates, one reading: "1922 GP de L'ACF—Strasbourg—Major De Hane Segrave-Jules-Moriceau", the latter being de Hane's GP riding mechanic (Chassagne took Laly, Guinness had Divo). "1st. 2-Litre Race Brooklands Essex M.C. 1922 Major de Hane Segrave". This one was obviously put on by a proud owner. The other plate proclaims: "SUNBEAM—Wolverhampton—2-litre, 1972 c.c., Chassis No.1, Engine No.1." They seem to have docked 3 c.c. from the usually-declared capacity!) There is a Bowden advance-and-retard control under the air-pump, but it can be ignored. The engine, which was rebuilt by Archer, is run on 4-star petrol and on Shell, GP50 oil, there being a horizontally-mounted big cylindrical oil-filter on the o/s of the crankcase. The oil tank is under the floor, with a tap to prevent feed-back reached through a big hole; the main oil feed and scavenge for the dry-sump is by plunger pumps. The oil gauge dial is "straked" from "0-38" to remind the driver that oil pressure should be higher than that. Lake's car, being the first built, has reg. no. DA6436, DA6467 and DA6468 being allocated to the other team cars. These numbers seem to have been changed about at different times, to the historian's mental discomfort. Bill Lake has so many motoring pleasures to enjoy that he has not used the Sunbeam much. He has had it out at Goodwood and he ran it at last year's VSCC Prescott hill climb, the fact that it improved on its time in the rain by three seconds over its best during a dry practice session being surely a measure of its good roadholding? In my short run on tarmac surfaces it handled in a lively but controllable manner. I can imagine, though, that when passing other competitors on a narrow, cambered road, this light car could be less predictable. What fun it all is!

This Sunbeam is the kind of car which, even after my very brief encounter with it in Sussex, reminded me of what Sammy Davis once wrote, about another make in another French Grand Prix, "... neither of us cared who was winning provided we could only go on for hour after hour over that wonderful course in the sunlight, with the roar of the exhaust behind and that ribbon of road in front." — W.B.

Road version.

BMW 323i.

Engine: 2.3 litre fuel-injected six cylinder producing 143 bhp (DIN) at 5,800 rpm.

Performance: 0-60 mph in 8.2 seconds, maximum speed: 119 mph.



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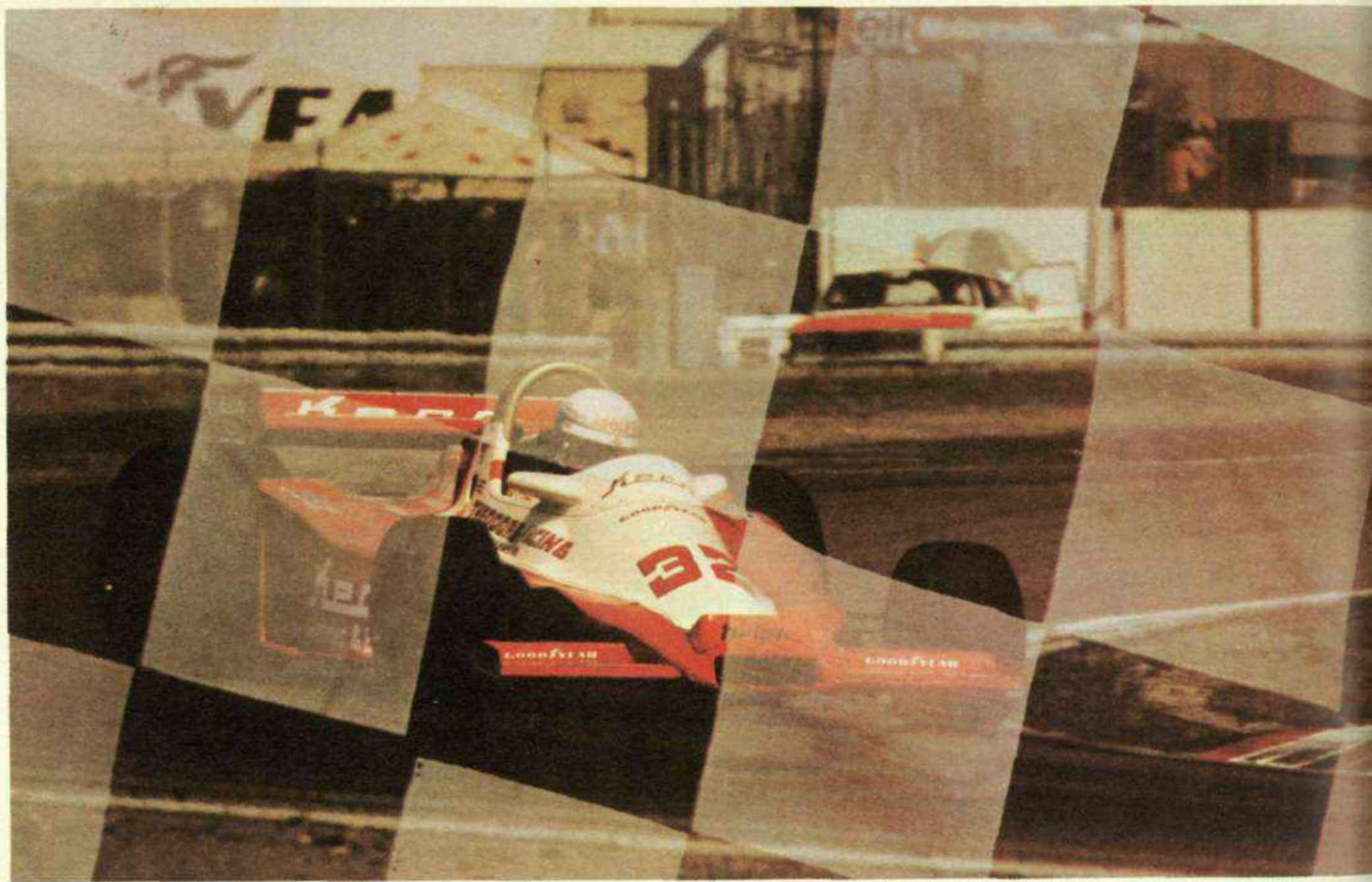
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Ligiers in command: Depailler and Laffite dominated the Spanish Grand Prix in this fashion until the latter's engine blew, leaving Depailler to uphold French honour.

The Spanish Grand Prix — Continued from page 824

Ferraris, then two Ligiers followed by the Lotus pair. While some drivers like Scheckter, Jarier, Patrese, and Rebaque did 40 laps or one or two less, Mass clocked up 45 laps. Poor Merzario only managed five and Brancatelli seven, as minor troubles kept bringing them back to the pits before they could complete a full flying lap. Apart from these two Daly was the first non-qualifier on this first day, only 24 of the 27 cars being allowed in the race.

On Saturday morning conditions were unchanged, except that the "test" hour got under way promptly at 10 a.m. The Renault team were still in trouble as Arnoux went off the track with a broken rear wishbone and the turbo-charger seized on the new car, but in spite of all the problems both cars were well up on the grid. The Shadow team were also having troubles, but were not so well placed; Lammers' car had its final drive unit apart in the pit lane, and de Angelis felt much happier in the spare car, though he just wasn't fast enough to make his presence felt. Hunt was trying both Wolf cars, set up differently as regards suspension and handling, and found he preferred WR7. Fittipaldi abandoned his new car once more and returned to his "old faithful" F5A/1, and so to the afternoon timed session, with some drivers having "special" tyres and some not, some drivers having enough special tyres and some not, most drivers on Goodyear tyres and

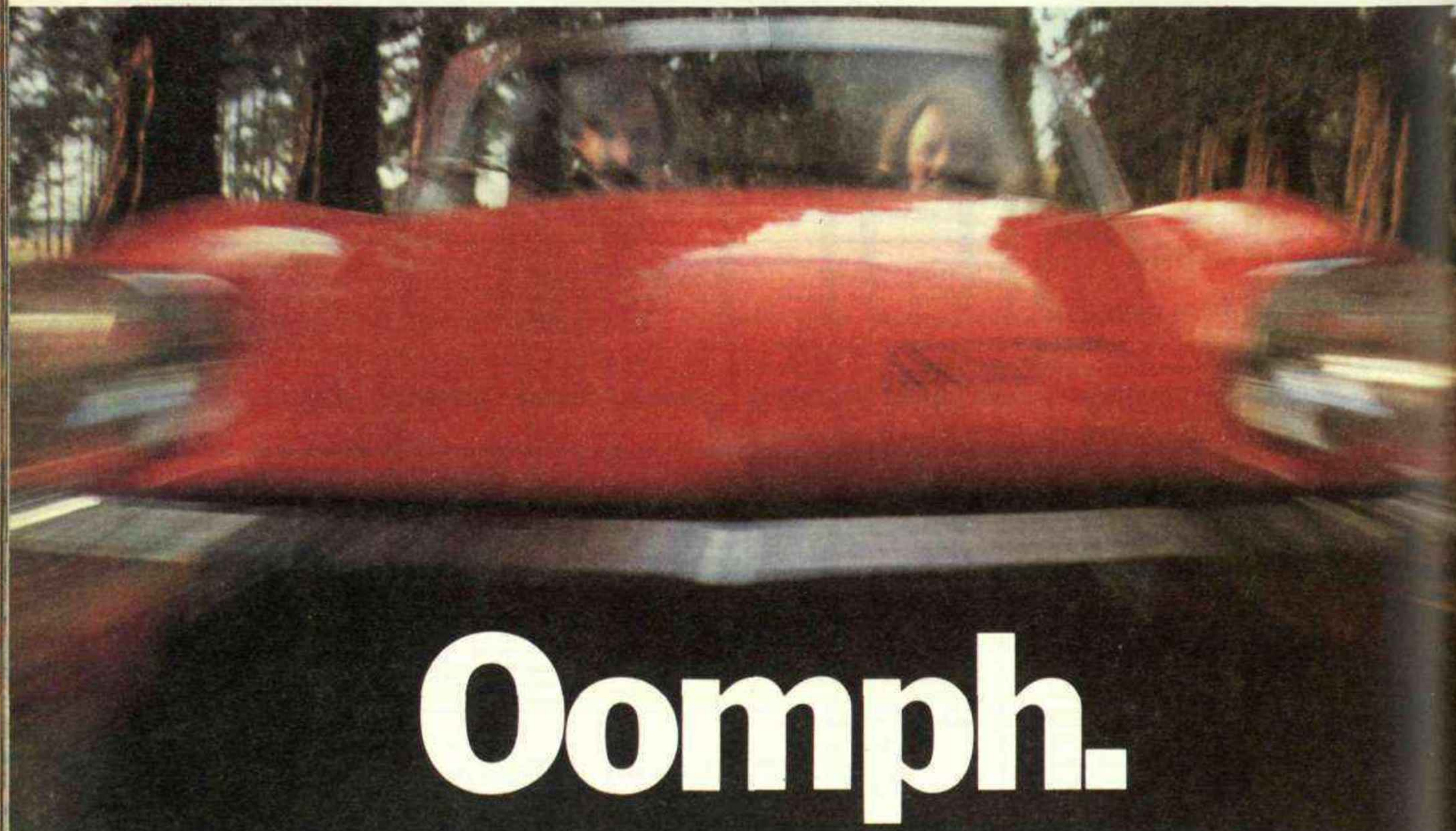
ENTRY								
No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	80/1	Cosworth V8	Hewland	Goodyear	Martini/Essex/Tissot
2	Lotus	C. Reutemann	Lotus	79/2	Cosworth V8	Hewland	Goodyear	Martini/Essex/Tissot
3	Tyrrell	D. Pironi	Tyrrell	009/1	Cosworth V8	Hewland	Goodyear	—
4	Tyrrell	J. P. Jarier	Tyrrell	009/3	Cosworth V8	Hewland	Goodyear	—
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	M28/1B	Cosworth V8	Hewland	Goodyear	Marlboro/Castrol
8	McLaren	P. Tambay	McLaren	M28/3	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	312T4/038	Ferrari flat-12	Ferrari	Michelin	Fiat/Agip
12	Ferrari	G. Villeneuve	Ferrari	312T4/037	Ferrari flat-12	Ferrari	Michelin	Fiat/Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F6/1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS10/01	Renault V6t/c	Hewland	Michelin	ELF
16	Renault	R. Arnoux	Renault	RS01/03	Renault V6t/c	Hewland	Michelin	ELF
17	Shadow	J. Lammers	Shadow	DN9/2B	Cosworth V8	Hewland	Goodyear	Samson Shag
18	Shadow	E. de Angelis	Shadow	DN9/1B	Cosworth V8	Hewland	Goodyear	—
20	Wolf	J. Hunt	Wolf	WR8	Cosworth V8	Hewland	Goodyear	Olympus/Texaco
22	Ensign	D. Daly	Ensign	MN08	Cosworth V8	Hewland	Goodyear	Theodore Racing
24	Merzario	A. Merzario	Merzario	A2/03	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	P. Depailler	Ligier	JS11/03	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
26	Ligier	J. Laffite	Ligier	JS11/02	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
27	Williams	A. Jones	Williams	FW07/001	Cosworth V8	Hewland	Goodyear	Saudia-Airlines
28	Williams	G. Regazzoni	Williams	FW07/002	Cosworth V8	Hewland	Goodyear	Saudia-Airlines
29	Arrows	R. Patrese	Arrows	A1/06	Cosworth V8	Hewland	Goodyear	Warsteiner beer
30	Arrows	J. Mass	Arrows	A1/05	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Lotus	79/1	Cosworth V8	Hewland	Goodyear	Carta Blanca Beer
36	Kauhsen	G. Brancatelli	Kauhsen	WK/005	Cosworth V8	Hewland	Goodyear	—

Spare Cars

1	Lotus—Cosworth V8 79/5	— Not used
2	Lotus—Cosworth V8 79/4	— Not used
3	Tyrrell—Cosworth V8 009/4	— Used by Pironi Sat. p.m.
6	Brabham—Alfa Romeo V12 BT48/01	— Used by Piquet Friday p.m.
7	McLaren—Cosworth V8 M28/2	— Not used.
9	ATS—Cosworth V8 D2/01	— Not used.
11	Ferrari—flat-12 312 T4/039	— Used by Scheckter for Saturday practice and for the race.
14	Fittipaldi—Cosworth V8 F5A/1	— Used by Fittipaldi Saturday practice and for the race.
15	Renault V6t/c RS01/02	— Not used.
18	Shadow—Cosworth V8 DN9/3B	— Practiced and raced by de Angelis.
20	Wolf—Cosworth V8 WR7	— Used by Hunt for practice and for race.
22	Ensign—Cosworth V8 MN06	— Not used.
24	Merzario—Cosworth V8 A1B/1	— Not used.
25	Ligier—Cosworth V8 JS11/01	— Not used.
29	Arrows—Cosworth V8 A1/04	— Not used.
36	Kauhsen—Cosworth V8 WK/004	— Not used.



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four on Michelin. There was a certain amount of bickering about "unfair" because the Ferrari drivers had an almost unlimited supply of special tyres and the favoured Goodyear runners only had two or three sets; it is just this sort of reason that encouraged Enzo Ferrari into collaborating with Michelin to get the tyres he wanted, instead of standing in the Goodyear queue with Lotus, Brabham, McLaren, Tyrrell and the rest.

The pace warmed up considerably in the afternoon and it was the Ligier team that were setting the standards; whether Gerard Ducourouge and his engineers have some secret "tweak" or not we'll never know, for if they have you can rest assured they are not going to tell anyone. Some say they have some special tricks with aerodynamics, others say it is some tricks with tyres. There is no doubt the cars handle well and are nice to drive, for both Laffite and Depailler are very happy with them. On the advice of Scheckter the Ferrari team had altered their ratios in the gearbox, but Villeneuve wasn't convinced they had done the right thing. Chapman and Andretti were quietly getting on with the fine tuning of the Lotus 80, and making good progress, but Reutemann was delayed while a split water radiator on his Lotus 79 was changed. Lauda had used up all his special tyres and packed it in quite early, while Piquet was very

Practice Times			
No.	Driver	Friday p.m.	Saturday p.m.
1	M. Andretti	1.15.69	1.15.07
2	C. Reutemann	1.15.67	1.15.94
3	D. Pironi	1.16.36	1.16.04
4	J. P. Jarier	1.16.58	1.16.08
5	N. Lauda	1.16.48	1.15.45
6	N. Piquet	1.17.87	1.15.61
7	J. Watson	1.17.11	1.17.60
8	P. Tambay	1.18.60	1.17.45
9	H. J. Stuck	1.18.61	1.17.57
11	J. Scheckter	1.15.10	1.15.60
12	G. Villeneuve	1.14.87	1.14.83
14	E. Fittipaldi	1.19.97	1.17.35
15	J. P. Jabouille	1.16.47	1.15.78
16	R. Arnoux	1.16.06	1.16.33
17	J. Lammers	1.19.23	1.18.79
18	E. de Angelis	1.19.14	1.17.85
20	J. Hunt	1.17.45	1.16.88
22	D. Daly	1.20.61	1.19.30
24	A. Merzario	1.41.00	1.20.46
25	P. Depailler	1.15.40	1.14.79
26	J. Laffite	1.15.27	1.14.50
27	A. Jones	1.18.70	1.16.23
28	G. Regazzoni	1.18.60	1.16.61
29	R. Patrese	1.17.41	1.16.92
30	J. Mass	1.17.61	1.17.04
31	H. Rebaque	1.19.35	1.18.42
36	G. Brancatelli	1.25.82	1.23.24

Chapman and Andretti began to get the Lotus 80 somewhere near right and the World Champion did a 1 min. 15.07 sec. which ousted Scheckter down into the third row of the start alongside Lauda, with Piquet and Reutemann behind them. The Tyrrells and the Renaults came next and then the two Williams cars showing good promise for a

at 4 p.m., once the King of Spain had arrived by Royal helicopter and the drivers had been officially presented to him by J. Stewart Esq. From the green light, apart from the initial rush off the grid, the two Ligiers had it all their own way, they simply disappeared into the distance with Depailler leading Laffite. There were no team-orders so they sort-of raced against each other and Laffite pushed as hard as was reasonable on a team-mate, but not as hard as he would have done on a rival team member. On lap 3 Depailler went round in 1 min. 18.39 sec. and on lap 5 Laffite did 1 min 18.38 sec. and these were their fastest laps in the race. Meanwhile all sorts of things were going on behind them; Reutemann (who had made a superb start) led Villeneuve, Scheckter, Andretti, Lauda, Pironi and Piquet, but on lap 4 the young Ferrari driver tried to get the better of Reutemann under braking for the hairpin at the end of the straight, got in a muddle and spun, baulking Jarier and Pironi very badly as he did so. The Tyrrell went on but the Renault had a spectacular "flame-out" in the megaphone exhaust and by the time Jabouille got the engine back on the boil everyone had gone. This mistake dropped Villeneuve down to eighth place behind Piquet, and on the next lap he spun again at the same place and fell to thirteenth position behind the two Williams cars.



Watson's McLaren M28/1B, a major redesign featuring reduced track and wheelbase, inboard rear suspension units and revised aerodynamics, proved little better than the old design.

close behind his team-leader's best lap time, back in his original car with a fresh engine installed. Both Ligier drivers were under the magic 1 min. 15 sec. mark, as was Villeneuve, when suddenly an excited buzz came from the Ligier pit. Laffite had done 1 min. 14.50 sec. and was firmly established on pole position on the grid, with Depailler alongside him, but the little French-Canadian was right behind them, these three being in a class of their own. Scheckter had been trying the spare Ferrari, 039, and felt happier with it though he was not as fast as he had been with 038. For quite a while he was in fourth place alongside Villeneuve on the second row of the grid, but towards the end of the hour-and-a-half

new design, but the new McLaren was little better than the old one. Rebaque and Lammers were on the last row of the grid and Daly (Ensign), Merzario and Brancatelli failed to qualify.

Sunday saw more clouds in the sky and the icy wind dropped a bit, though it was by no means warm and a very large crowd poured out to the Autodrome, in spite of the high admission charges being asked. A thirty-minute warm-up period took place at midday, and Villeneuve was the first away. Fittipaldi was planning to race his old car, Hunt was in WR7, Scheckter in the spare Ferrari and de Angelis in the spare Shadow. All twenty-four cars and drivers were fit and ready for the start of the 75-lap race, which was due to start

Down the field an unhappy Watson was struggling along in sixteenth place, only just managing to stay ahead of Tambay, and Hunt was at the back having got boxed in on the first lap.

A bare half-a-dozen laps saw the scene settle down into four pairs and the miscellaneous rest. First there were the two blue and white Ligiers of Depailler and Laffite in full command, then came Reutemann and Scheckter, Andretti and Lauda, and then Piquet and Jarier. The older Renault of Arnoux was leading the rest who were Pironi, Regazzoni, Villeneuve, Patrese, Mass, Watson, Tambay, Stuck, Lammers, Fittipaldi, Rebaque and Hunt. A long way back came de Angelis, having been off at the main hairpin, and



SPANISH GRAND PR

ANDRETTI'S Lotus 80, left, survived its nose fins. Centre left, Fittipaldi's Lotus 79. Bottom left, Villeneuve's first turn in front of Jarier, Jabouille as the tightly packed field streams to centre, Reutemann finished third. Centre right, Jones failed to finish. Top right, Jabouille leads Reutemann on the main straight. Above, Mass tries to





IX

oved to fourth place minus one
baldi leads Rebaque's private
e's Ferrari T4 slides off at the
uille and Pironi. Bottom right,
owards the first corner. Below
at the wheel of his Lotus 79.
sh in the new Williams FW07.
emarin and Scheckter on the
a new-style American helmet.



Jabouille, while Jones was in the pits having a deflating tyre changed on his new Williams. Just as everything seemed settled two of the front runners disappeared. At the end of the straight Piquet shut off and braked as usual, and when he came to open up the throttle pedal was jammed! Part of the fuel-injection unit had broken and jammed the mechanism. This was as he was starting lap 16, and almost at the same time, half-way round the circuit, Laffite had missed a gear-change and blown up his Cosworth engine, leaving Depailler to breathe a sigh of relief and continue on his own well out of reach of any opposition. Scheckter felt he might have done something about the Ligiers had he been able to get by Reutemann, but he was having his work cut out to do anything about the Lotus 79.

Although to the casual spectator it looked as if everyone had given up trying and was merely cruising round, it was far from so, for apart from Depailler, who was cruising, the rest were driving harder and harder every lap, though not actually getting anywhere. The new Renault retired with turbo-charger trouble, Watson coasted to rest out on the circuit with a dead engine, which was merciful relief, and Hunt retired with overheated brakes. The only changes had been in mid-field where Arnoux had dropped back and Regazzoni had eventually got by Pironi, but then the engine went sick in the Williams and that was the end of the race for the Swiss driver. Although he was at the back of the field Alan Jones was showing the worth of the new Williams FW07 by pressing on hard, and lapping faster than anyone else.

For a long time Hector Rebaque was hanging on to the tail of Fittipaldi's car, and no doubt learning quite a lot, and even when the leaders began to lap them he still stayed with the Brazilian. While lapping Tambay, Andretti had collided with the McLaren and broken the right-front nose-fin off the Lotus 80, but some clever juggling with the adjustable roll bars corrected the instability, though while finding the settings Lauda overtook the Lotus. This had happened on lap 43 and Jones had run over the broken fin and collected another puncture, which gave him another pit stop. He was soon back in the race driving harder than ever and on lap 47 he made the fastest lap in the race, up to then, in 1 min. 18.00 sec., in spite of a troublesome gear-change. The linkage had played up before the start, and he was having to be a bit brutal with his gear-changes. Eventually the new Hewland gearbox cried "enough" and after 55 laps gave up.

Encouraged by passing the Lotus 80 Lauda now worked away at Scheckter's Ferrari, and eventually got by on lap 60, which put him into third place, behind the confident, cruising Depailler, and Reutemann's Lotus 79. The glory only lasted for three laps, for the Alfa Romeo V12 engine was losing water and when the temperature soared sky-high that was the end of a gallant run. Rebaque's dice with Fittipaldi ended when the chocolate-brown Lotus 79 burst its engine, spewing oil all over the back and in the final ten laps Andretti got the Lotus 80 well wound up and caught and passed Scheckter's Ferrari on lap 67, to drop neatly in behind Reutemann's Lotus 79.

There was no disputing Patrick Depailler's victory, he led from start to finish, without straining himself and the Ligier JS11 was faultless. The solid and consistent Reutemann did a good job in finishing second and Team Lotus were not too unhappy with the first race of the Lotus 80. Scheckter was not very satisfied with his fourth place tending to talk about worn-out Michelins, but he made his fastest lap on lap 73,

bad Michelins or not! Jarier was fifth and Pironi was sixth, which pleased Ken Tyrrell, and in seventh place, and catching up fast, was Villeneuve. On lap 58 he had gone into the pits and in a lightning stop the Ferrari mechanics had changed all the wheels and tyres, fitting a set of short-life softer tyres, and Villeneuve had set off with the sole object of creating a new lap record. This he did on lap 72 in 1 min. 16.44 sec., which was the middle one in a run of five laps in the

1 min. 16 sec bracket. Up to that point Jones had held the lap record with his 1 min. 18.00 sec done on normal racing tyres.

The last car not to be lapped was the Arrows of Jochen Mass, the German having driven a good hard race, and beating his young Italian team-mate. Arnoux, Patrese, Fittipaldi, Lammers, Tambay and Stuck all finished one or more laps down, the last three having lost time with pit stops for various problems. — D.S.J.

Results:
SPANISH GRAND PRIX — Formula One — 75 laps — Jarama — 3,404 kilometres per lap — 255.324 kilometres — Cold winds

1st:	P. Depailler (Ligier JS11/03)	1 hr. 39 min. 11.84 sec.	— 154.449k.p.h.
2nd:	C. Reutemann (Lotus 79/2)	1 hr. 39 min. 32.78 sec.	
3rd:	M. Andretti (Lotus 80/1)	1 hr. 39 min. 39.15 sec.	
4th:	J. Scheckter (Ferrari 312T4/039)	1 hr. 39 min. 40.52 sec.	
5th:	J-P Jarier (Tyrrell 009/3)	1 hr. 39 min. 42.23 sec.	
6th:	D. Pironi (Tyrrell 009/1)	1 hr. 40 min. 00.27 sec.	
7th:	G. Villeneuve (Ferrari 312T4/037)	1 hr. 40 min. 04.15 sec.	
8th:	J. Mass (Arrows A1/05)	1 hr. 40 min. 26.68 sec.	
9th:	R. Arnoux (Renault RS01/03)	1 lap behind	
10th:	R. Patrese (Arrows A1/06)	1 lap behind	
11th:	E. Fittipaldi (Fittipaldi F5A/1)	1 lap behind	
12th:	J. Lammers (Shadow DN9/2B)	2 laps behind	
13th:	P. Tambay (McLaren M28/3)	3 laps behind	
14th:	H. J. Stuck (ATS D2/02)	6 laps behind	

Fastest Lap: G. Villeneuve (Ferrari 312T4/037) on lap 72, in 1 min. 16.44 sec. at 160.329 k.p.h. (new record)
Retirements: N. Piquet (Brabham BT48/03) broken injection control, on lap 16; J. Laffite (Ligier JS11/02) engine failure, on lap 16; J. P. Jabouille (Renault RS10/01) turbo-charger failure, on lap 22; J. Watson (McLaren M28/1B) engine failure, on lap 22; J. Hunt (Wolf WR7) brake trouble, on lap 27; G. Regazzoni (Williams FW07/002) engine failure, on lap 33; E. de Angelis (Shadow DN9/3B) engine failure, on lap 53; A. Jones (Williams FW07/001) gearbox failure, on lap 55; H. Rebaque (Lotus 79/1) engine failure, on lap 59; N. Lauda (Brabham BT48/02) water leak, on lap 64.

24 starters — 14 finishers

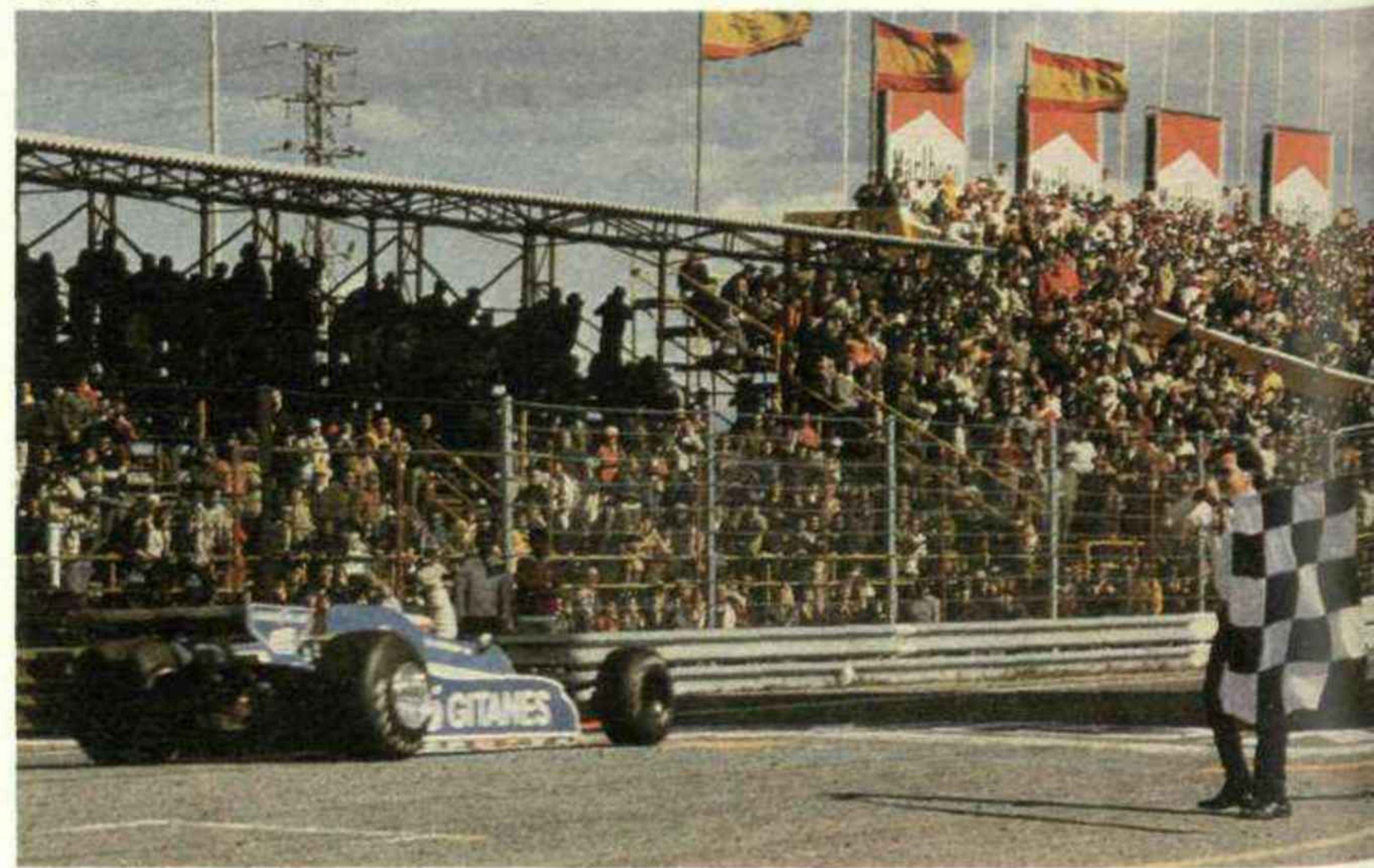
Reflections in an Icy Blast

THERE WERE several winds blowing across the Jarama Autodrome, some of them winds of change, some were winds of discontent and some were mingled with an air of apprehension. The all-pervading wind was the one coming from the snow-covered mountains to the north of the circuit. Situated as it is in a once arid plain, but now growing houses at an alarming rate, there is nothing to break the wind as it comes from the north and throughout practice and race day it was an ice-cold wind, leavened only by the sun as it broke through patchy cloud. Before the Long Beach GP there had been some Goodyear tyre testing at Jarama and chatting with one of the Lotus mechanics in sunny California I made a remark about sunny Spain. He gave me a withering look and told how he had spent a week at Jarama freezing to death, and only once was he able to dispense with an anorak under his overalls. At the Spanish GP I understood what he meant, and noticed that he still had an anorak under his overalls, as did most of the mechanics.

The wind was blowing sand and dust onto the circuit, for unlike England the green grass doesn't grow very well, so the edges of the circuit are fairly barren desert. This sand was getting up the "skirts" of many of the cars and causing them to stick. Observing out on the circuit during the Sunday warm-up period it was remarkable how few of the "side-skirts" were functioning properly. Either they were stuck up and were not touching the ground or they were not sliding freely so were not following the track contours. Some were touching the ground at the front but were two inches off the ground at the rear. It made you wonder about the whole aerodynamic theory. One good thing that this aerodynamic fashion has brought about has been the total enclosure of all the mechanical components. For years racing cars looked nice, with attractive body shapes, but then we went through an ugly period when nobody bothered to cover anything up mainly because it taxed their ingenuity too much. The CSI (as it was then) were very lax, as were scrutineers, in not insisting that engines and

Continued on page 85

Victory salute from Depailler, who led from start to finish.



THE CAVALIER APPROACH TO THE HATCHBACK.



Vauxhall would like to announce a somewhat sportier alternative to the Hatchback. The new Cavalier Sports Hatch.

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Its performance is, to say the least, swashbuckling. (In both the 1600 and 2000 versions.)

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from Austin Morris with Supercover



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liked his scotch."



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PIPERS
FINE SCOTCH WHISKY
from

Chivas Brothers



VSCC DONINGTON

Vic Norman making his meteoric start in the Maserati 250F No. 3, below, leaving Martin Chapman's Monza Lister (2) and Neil Corner in the BRM P25 (1) well behind. The Hon. Patrick Lindsay in ERA R5B Remus just ahead of the ultimate winner of the Nuffield Trophy Race, Bill Morris, in ERA R12B Hanuman, right. At Donington John Howell once again ran his venerable 3-litre Sunbeam, which seems reliable in spite of being supercharged and even finished fifth in one race, top right. This year a new ruling allows three-wheelers to compete with four-wheelers in VSCC events and at Donington Dutton took advantage of this, running his 1929 Aero Morgan in three races, above.



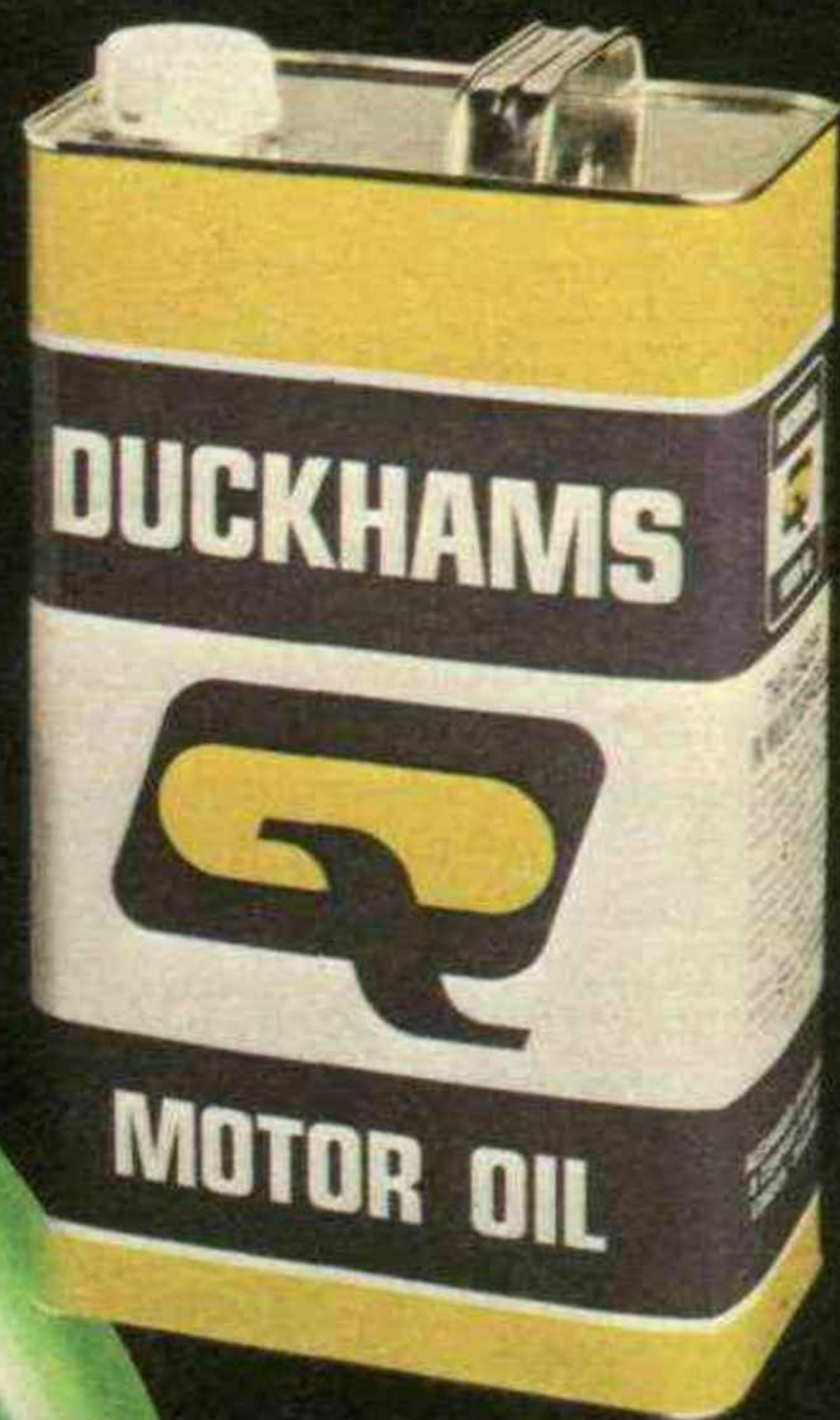


THE BELGIAN GRAND PRIX Jones' Williams and Piquet's Brabham-Alfa from the second row of the grid split the two Ligier and Depailler heads the field into the first corner at Zolder. Good sportsmanship from a happy Schenck and Laffite, below, the latter obviously not upset at having had to give second best to the victorious Ferrari driver with sixteen laps to go. Third-placed Pironi looks contemplative.





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IF YOU THINK ALL SUNGLASSES PROTECT YOUR EYES, THINK AGAIN

You've only got to take a look at a store full of sunglasses to see what most have to offer.

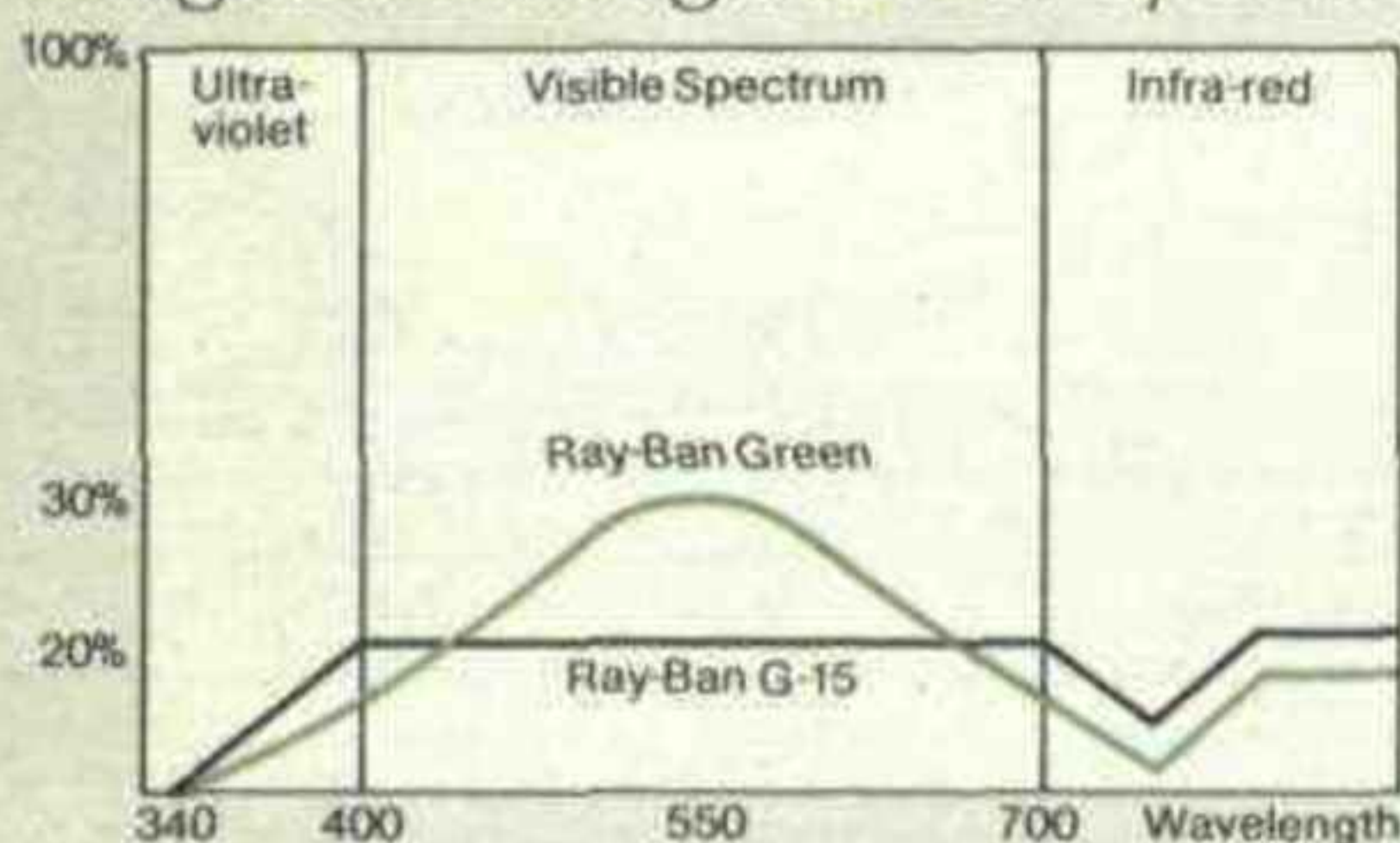
Highly-coloured, often outrageous frames and lenses. They are more like fashion accessories than the essential visual protection they should be.

Now take a look at a pair of Ray-Bans and begin to compare the difference.

Although ordinary sunglasses cut down glare, they can in fact be harmful. Because, as glare is reduced, so the pupil of the eye dilates and it becomes *more* exposed to the potentially harmful and invisible ultra-violet and infra-red rays of the sun.

On the other hand, Ray-Bans offer precise control of glare, plus crucial protection against both kinds of invisible light.

When it comes to lens colours, a lot of other sunglasses fail again. Your eyes do not respond equally



The Transmission curve of the visible spectrum, showing how Ray-Ban lenses ensure peak visual acuity in both visible and invisible light. Note the sharp cut-off of ultra-violet and infra-red rays.


to all the colours in the spectrum. The eye's light sensitivity curve rises from blue, peaks in green and drops away in red.

Ray-Ban green and grey lenses transmit all colours

evenly so they reach the eye perfectly. But other sunglass lens colours can shift the colour balance of the light and interfere with the eye's delicate focusing system. The result is distorted vision. So beware the rose-tinted spectacles!

Finally, the frames. Styling is important in frame design, but fit and comfort should never be sacrificed. Ray-Ban frames are strong enough

to withstand regular use, yet light enough to be comfortable all day long. And the distinctive Ray-Ban frame design avoids any 'blind spots' – an important consideration when you're driving.

	Ambermatic A unique "all-weather" lens that varies in density and colour both with the sun's brightness and temperature. 20 ↔ 65% light transmission. Provides all-season protection for tennis, golfing, shooting/indoor/outdoor use.		RB 3 Sage Green A general purpose lens of medium density. Perfect protection in moderate light conditions. 31% light transmission. Ideal for tennis, golf, spectator sports and driving.
	Changeable An adjustable lens for moderate to strong light conditions. 23 ↔ 67% light transmission. Very well suited to all types of outdoor activity.		G15 Neutral Grey A high density lens designed for ultimate protection from brilliant glare and reflected light. 19% light transmission. For flying, skiing, sailing, driving and beach use.

The world-famous Ray-Ban sunglasses were first developed in 1932 for the American Army Air Corps. And since then few manufacturers have managed to produce anything to match the optical quality of Ray-Bans.

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SILVERSTONE SIX HOURS

Easy winner of the Rivet Supply Six Hours at Silverstone, after the works Porsche 936 had crashed with an hour to go, were John Fitzpatrick, Hans Heyer and Bob Wollek in a Gelo Porsche 935 (above). The new Japanese Dome Zero RL (below left) struggled to the finish of its maiden race in the hands of Craft and Spice, unlike Lancia's equally new turbo Montecarlo (bottom left), whose debut lasted a mere four laps. Second and third (below right) were de Cadenet/Migault in the de Cadenet Le Mans and Schornstein/Doeren in a Porsche 935. Bottom right: Robin Hamilton's latest turbocharged Aston Martin, with which Bell and Preece finished a gallant thirteenth and last



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†(Not applicable in Northern Ireland) *Opel technical specifications.

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The FM radio tuner sports a device called EIA (Electronic Interference Absorption) which dramatically reduces outside interference.

The cassette deck is fitted with the famous Dolby noise reduction system and the Hi-Fi speakers have a woofer and a tweeter apiece.

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It's a computerised stereo radio cassette player than can practically think for itself.

You can preset 3 stations for each of the 3 bands. LW/MW/FM and the radio can seek them automatically.

It has a quartz clock built in and a LED digital readout display. The cassette function has an automatic replay facility and lock-in fast forward and rewind with automatic eject.

Our popular CQ 5600 (3) is next.

an insult to car radios.



It's a complete car entertainment centre which plays stereo cassette tapes and has a built in LW/MW/FM stereo radio with push button tuning. The EIA system is standard to cope with interference. Fast forward, rewind and eject are all operated by one convenient lever.

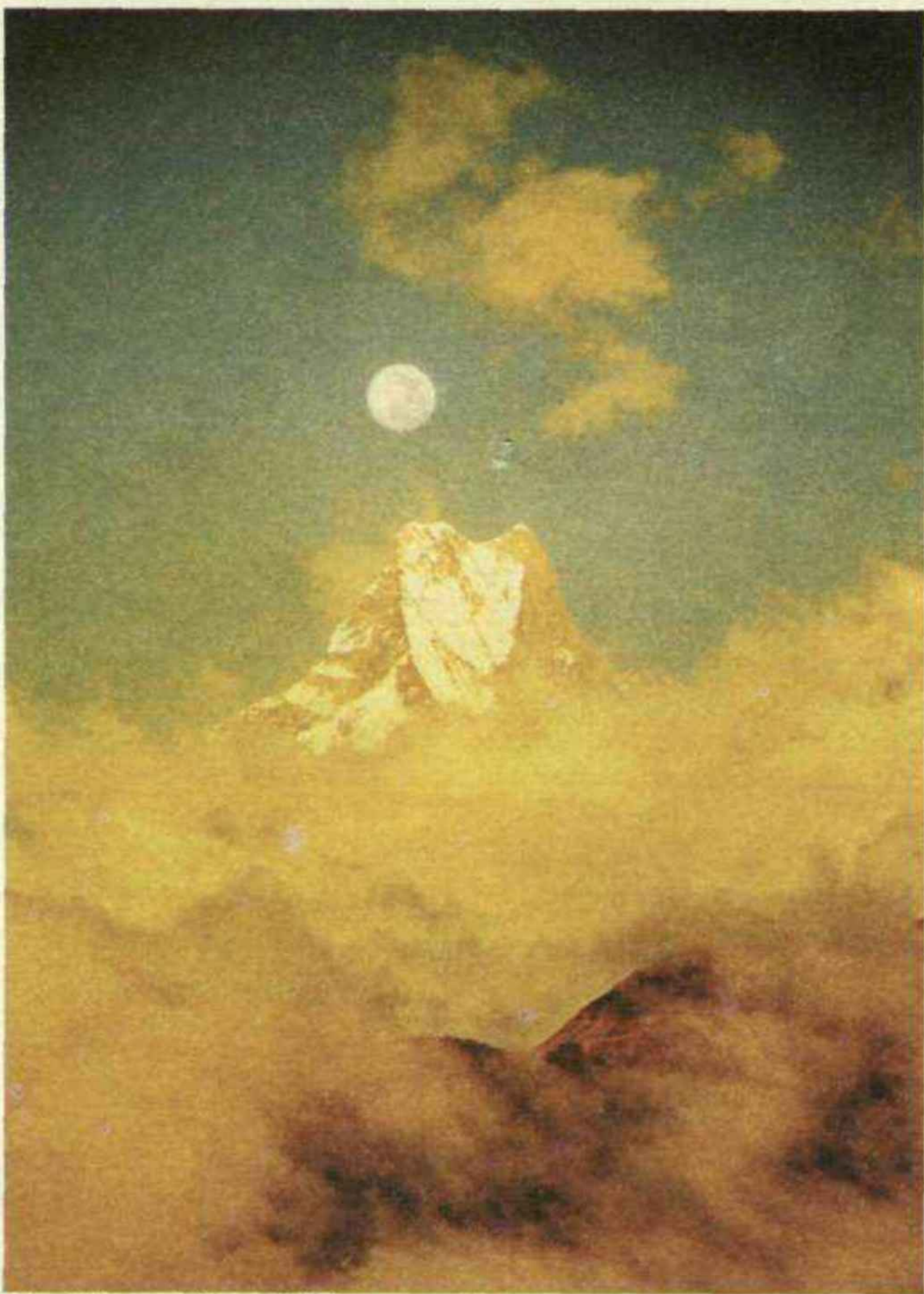
The CQ 7300 (4) makes it possible for most drivers to have a superior radio/cassette stereo combination. On cassette you have automatic play from fast forward and rewind.

The automatic reverse facility plays the other side of the tape as soon as the first side is finished.

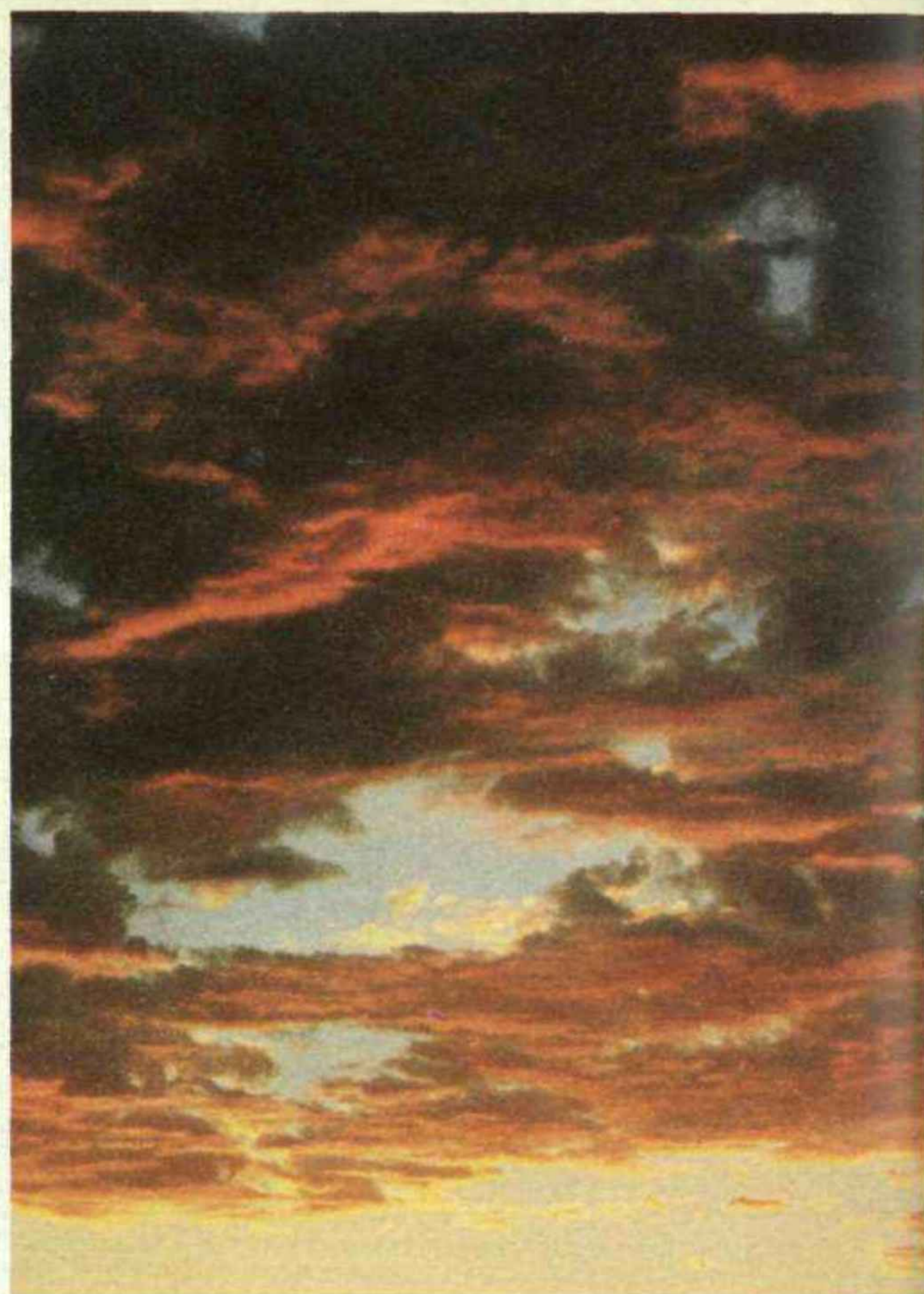
And last but not least the CQ 5450 (5). It's an LW/MW 5 push button car radio with auto-replay cassette stereo player. Again fast forward, rewind and eject and all on one convenient lever. As the finished tape is ejected the radio goes on.

For further information about Panasonic in-car systems contact your dealer or write to National Panasonic (UK) Limited, 107-109 Whitby Road, Slough, Berks SL1 3DR or ring Slough 27516.

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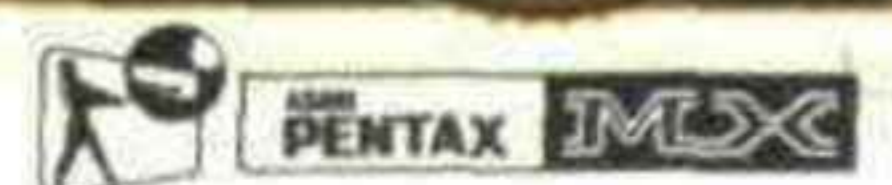
Clouds by Yoshikazu Shirakawa



Clouds by Derek Richards



Camera by Pentax



Photography from these advertisements is on display at The Pentax Gallery, 6 Vigo St., London W1.
Asahi Pentax cameras are guaranteed quality products of Asahi Optical Co. Ltd., Japan.

REFLECTIONS—Continued from page 842
 gearboxes should be covered. About the worst looking contraption was the Cooper-Maserati V12 of 1966/67, but Formula One was only following the popular trends of the "swinging sixties" when ugly was said (by the advertising men) to be beautiful. I could never see this myself and ugly men and women have never been attractive to me, nor has ugly music, dress, styling, humour or any other facet of life, and for ugly you can also read "sick". Thankfully the seventies have seen a return to good taste and a degree of elegance (women's shoes are a prime example!) and the aerodynamic fashion in motor racing is encouraging total enclosure of the mechanical components, resulting in some very beautiful racing cars; not the T4 Ferrari unfortunately.

Before the Spanish meeting Team Lotus sent part of its squad down to the South of France to do some testing with the Lotus 80 on the Paul Ricard circuit, so while the main transporter carrying the three Lotus 79 cars was heading south-west from England, the smaller transporter carrying the Lotus 80 was travelling due west from the Marseilles area, their running schedules arranged for them both to arrive at the Jarama Autodrome on Thursday afternoon. The big transporter crossed into Spain from France at Hendaye, near San Sebastian with no trouble at all and headed due south through Burgos to Madrid, but the smaller transporter crossed from France into Spain at Figuras north of Barcelona. There the customs officials at the frontier refused to accept the paper-work because it was written in English, and demanded that everything be translated into Spanish. The paper-work for moving a racing transporter and all its contents across a frontier is mind-boggling, for every item has to be listed, from complete engines down to spare suspension bushes. To have all this lot translated into Spanish was enormously time-consuming and frustrating, especially when the western frontier had accepted the English documents. The result was that the weary mechanics arrived at the Autodrome at 3.30 a.m. Friday morning, with practice due to start at 10 a.m. They had to unload everything, change all the gear-ratios from the Ricard ones to the Jarama ones, check everything, change oils, tyres, refuel and so on. At 10 a.m. they were nowhere near ready but were greatly encouraged by Andretti telling them he was prepared to wait until the Lotus 80 was ready, rather than dilute the team effort by demanding to start practice in the spare Lotus 79. That is the sort of driver for whom mechanics will sweat blood and work right through the night. As luck would have it there was a hold-up in the race organisation and practice was two hours late in starting so the Lotus 80 was ready when the track eventually opened.

Just why the Friday morning session was delayed for two hours was not clear. A Press bulletin from the club said that it was due to the Formula One Constructors' Association's private doctor, a Mr. Brown, demanding to verify the medical security arrangements. However, next day a Press bulletin from the FISA stated that they had ordered an official enquiry to be made into the reasons for the two-hour delay. In the meantime various explanations had been forthcoming, from Bernie Ecclestone deliberately holding up practice so that the Lotus lads could get their car finished (very unlikely) to a dispute over the television rights and payments between the television moguls and Ecclestone and Mosley, who were holding the financial reins of the Spanish GP (?). It was said that Mr. E. and Mr.

M. refused to let their performers go out onto the stage until their financial terms for the televising of the performance were agreed to. Did I say there were winds of discontent blowing?

When it was said that FOCA (the Formula One group) ran the German GP at Hockenheim last year it was not strictly true. The constructors themselves were not involved, either in the organisation or the financial gamble, it was Ecclestone and Mosley, backed by a German banking and monetary syndicate, said to be related to the German strains in Max Mosley's family. Before a Formula One World Championship takes place the race organisers have to deposit in a bank the total sum of money being asked by FOCA for their performers. This varies from race to race, but in round figures we can call it £250,000. The organisers' job is to get this money back any way they can, from spectators, advertising, television coverage and so on, and most of them succeed with a margin of profit for the club. If they fail they are the losers for FOCA still scoops up the deposited £250,000 even if the race has no spectators and is a financial disaster. Now, if FOCA were financing a race it would mean that they were gambling with their own money, and might lose. In no way can I see Chapman, Tyrrell, Meyer, Ferrari and the rest gambling with their own money.

The Ecclestone/Mosley consortium of unknowns took over financial control of the Brazilian GP this year and also this Spanish GP. They already have the German GP and are negotiating for some more, their aim being to acquire complete control of all World Championship Formula One races. It is just this which Jean-Marie Balestre is fighting in the corridors of power in the FIA in Paris.

The FIA have asked FISA (the sporting authority) to look into the constitution of FOCA and have asked the Royal Automobile Club of Great Britain to make an investigation into its legal identity. This is going to prove embarrassing for some people, for much of the money some teams are making is spirited away into foreign bank accounts. The £250,000 fee charged for a Formula One race is divided up between the twenty members of FOCA in a very complicated way, in which the successful teams get the lion's share. This announcement caused the Constructors' Association to put out a pompous statement which didn't exactly say anything, but countered the FISA bluff. Part of the icy wind in Spain was that blowing between the ranks of Mon. Balestre and his FISA supporters and Mr. Ecclestone and his FOCA supporters.

After the race the time-keepers issued everyone's complete list of lap times throughout the 75 laps and study of these refuted a number of statements being made by drivers who didn't win. There are some who philosophically admit to being out-driven, out-smarted on tactics, or having made mistakes, and others who blame everything from tyres to pit-signals. Scheckter, for example, was blaming his Michelin tyres for wearing out, yet his lap times were nearly all in the 1 min. 19 sec. bracket, showing a commendable consistency of hard driving. Of the 75 laps only seven were down in the 1 min. 20 sec. bracket, and his best was lap 73 in 1 min. 18.71 sec. proving that he was driving as hard at the end as he had all the way through the race. So much for blaming Michelin tyres for not allowing him to win! Andretti was nearly as consistent, with only 11 laps in the 1 min. 20 sec. bracket, all the rest in the 1 min. 19 sec. bracket, with a best of 1 min. 18.89 sec. on lap 56.

A study of these lap times against the lap chart

shows that the drivers behind the winning Ligier were all hard at it throughout the race, even though it might not have looked that way. Depailler and Laffite were in the 1 min. 18 sec. bracket in the opening stages, but when Laffite retired Depailler eased into the 1 min. 19 sec. bracket which was the pace of all the other top runners. His fastest lap in 1 min. 18.39 sec. was done on lap 3. Alan Jones, on the other hand, was in the 1 min. 20 sec. and 1 min. 19 sec. bracket to start with until his tyre started to deflate and he was forced to stop. When he rejoined the race he was into the 1 min. 18 sec. bracket for seven successive laps, then he had four in the 1 min. 19 sec., but got back into the 1 min. 18 sec. again, only to drop to 1 min. 26 sec. and 2 min. 42 sec. with his second flat tyre and second pit stop. He was straight back into the 1 min. 18 sec. after this pit stop with a best of 1 min. 18.00 sec. on lap 47, but lap 54 saw him retire with a broken gearbox. A really hard trier is Jones. A list of everyone's fastest race lap is appended and the lap on which they did it makes interesting reading. That so many of them made their best lap late in the race indicates the general tempo.

Very few of the Formula One people seem to like the Jarama Autodrome and many long for the old circuit in the Montjuich Park in Barcelona. Most visitors seem to find Barcelona a more attractive city than Madrid, but the powers that control the destiny of motor racing have decreed the Montjuich Park circuit as unsafe for Formula One. One of the big problems was providing sufficient protection for the spectators, for Formula One cars with cornering forces approaching 2G fly off the road in a big way if something breaks or a driver makes a mistake. Nobody complained of the shape of the Montjuich circuit, in fact, most drivers found it exciting and challenging, whereas they find Jarama a bit silly. It occurs to me that if a leaf was taken from the Long Beach organisers on the use of concrete blocks, old tyres and wire netting for lining the circuit the Montjuich Park could be reinstated and made safe, and we'd have another street-race on our programme. Perhaps Jackie Stewart ought to ask the King of Spain to invite Chris Pook, Dan Gurney and Phil Hill over from California to look at the Montjuich Park circuit in the light of their Long Beach City experience. Not only would the wives and families of the racing drivers enjoy returning to the elegance of Barcelona, but the King himself could make a more dignified attendance by arriving by car with the necessary entourage. At Jarama he arrives by helicopter in the most awful and unseemly dust cloud that doesn't endear him to anyone in the paddock area. — D.S.J.

* * *

FASTEST RACE LAP				
No.	Driver	Car	Time	Lap
1	M. Andretti	Lotus 80	1.18.89	56
2	C. Reutemann	Lotus 79	1.18.98	42
3	D. Pironi	Tyrrell 009	1.19.24	54
4	J. P. Jarier	Tyrrell 009	1.18.94	39
5	N. Lauda	Brabham BT48	1.18.76	50
6	N. Piquet	Brabham BT48	1.19.83	9
7	J. Watson	McLaren M28B	1.20.27	8
8	P. Tambay	McLaren M28	1.20.91	6
9	H. J. Stuck	ATS D2	1.20.77	40
11	J. Scheckter	Ferrari T4	1.18.91	73
12	G. Villeneuve	Ferrari T4	1.16.44	72
14	E. Fittipaldi	Fittipaldi F5A	1.19.87	54
15	J. P. Jabouille	Renault RS10	1.19.62	3
16	R. Arnoux	Renault RS01	1.19.45	37
17	J. Lammers	Shadow DN9B	1.20.02	68
18	E. de Angelis	Shadow DN9B	1.20.82	2
20	J. Hunt	Wolf WR7	1.20.46	17
25	P. Depailler	Ligier JS11	1.18.39	3
26	J. Laffite	Ligier JS11	1.18.38	5
27	A. Jones	Williams FW07	1.18.00	47
28	G. Regazzoni	Williams FW07	1.19.11	30
29	R. Patrese	Arrows A1	1.19.29	64
30	J. Mass	Arrows A1	1.19.30	68
31	H. Rebaque	Lotus 79	1.19.58	54

Letters from Readers

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

Bring Back the E-type

Sir,

I have enjoyed the outpourings of your diminutive scribe D.S.J. for many years, especially with regard to his driving of Jaguars, which have been my own transport for 23 years. However, his comments in the April issue cannot pass unchallenged as my own experience has been the opposite of his.

The brakes on the V12 E-type were superb as they were on all E-types except the first few (which had poor servo and needed dished floor-wells). The performance of the V12 was hardly any better than the first of the 3.8s and I found the latter's brakes perfectly satisfactory for racing let alone road use. I could heat up the inboard rear pads until they started to burn and still never got brake fade. The road-holding, even in the wet, with Powr-Lok and the fat tyres of the V12 was far faster and safer round bends than any other sports car within 100% of the price. The steering of the 5.3 was too light because of the PA but is not this more or less exactly the same system that all Jags have had for the last five years? Aren't they all "only just adequate"? What "very old-fashioned in its manner of going" means in English, God knows — for a 12-year-old car with a 25-year-old engine, it leaves all non-exotic cars far behind, in every way.

The last E-type I had was a V12; the only difference I noticed over the 6-cylinder apart from £1,000 extra cost, was 11 m.p.g. Performance, apart from those rare moments at 135 m.p.h., was more or less the same.

After 15 Jaguars, I am pleased to note that the Series III XJ6 promises improved paintwork. It could hardly be any worse as my main beef with Jags is the appalling paint (in those boring colours) and the never-ending battle with rust, bodywork and exhaust-wise.

Far from being obsolete, the E-type would still sell well today, as second-hand prices indicate, although the bigger and steeper windscreen had made the car much uglier. Accepting their 500% inflation over the last 10 years (How I wish my salary kept pace) there is still a market which the funny-looking and over-complicated XJS does not fill (everyone I know who has one, has never-ending troubles. The late *Sunday Times* Jaguar column was full of people trying to get rid of theirs).

A 4.2 E-type at around £11,500, based on XJ6 Mk.II equivalent, would have no competitor. Obsolete, my foot!!!

Purley

D. HOWARD

Putting Things Straight

Sir,

In your obituary to Whitney Straight you state that he won the 1934 Prix de Berne. This is not so; Dick Seaman being the winner driving Straight's MG. Straight's MG victory was in the 1933 Junior Coppa Acerbo.

Your discourse on Ford V8s was interesting but the Model 40 was introduced for 1933 in the USA whilst we here only had the Model 18. We got the Model 40A for 1934.

The Ford V8 had character, but its engine, I felt, was always a harsh, rumbly unit, and the car as a whole was far inferior to the Chevrolet in smoothness, ride and braking, and, apart from 1935, the Chevvie always outsold the Ford in the pre-war years. The V8 "22" (or "60" in the USA

was an even rougher (and very under-powered) engine, although very economical and very popular with cab operators.

How nice to read that Briggs Cunningham is having correct connecting-rods made for his racing Peugeot. Perhaps he would make a correct crankshaft for the GP Ballot in this country!

Stockport

DAVID L. GANDHI

Fancy That

Sir,

What is a modern Lancia?

'Tis a Fiat, only Fancia!

Andover Dr. M. J. SHACKLETON BAILEY

Desert War Vehicles

Sir,

I have just read "The Desert King" by David Howarth, which is a biography of King Abdul Aziz ibn Saud, the founder of Saudi Arabia, and even in that found several references to cars. There is no mention of the Rolls-Royce armoured cars used by Lawrence during the First World War, as at that time the Red Sea coast was not part of his kingdom, but in late 1924, when the Sherif Hussein was ejected from Mecca by ibn Saud's forces, "he loaded his family and all the possessions he valued into the half dozen motor cars he had allowed to come into his country" and drove to the port of Jeddah, with his slaves perched on the running boards.

These cars seem to have all been civilian vehicles as a little later when the Saudis were laying siege to Jeddah, some armoured cars were cobbled together from sheets of iron and the chassis of abandoned army trucks. It is believed that only one of these vehicles ever ventured beyond the city walls, and that came back riddled with holes made by rifle bullets. (The rifles would have been a motley collection of 19th century Martini-Henrys and anything else which could have been persuaded to fire.)

In January 1938, the Sheikh of Kuwait revolutionised inter-tribal desert warfare when he heard of a hostile raiding party in his territory. At that time there were about 25 cars in Kuwait, most of which were Model-T Fords. He commandeered all those which were mobile, put as many troops, volunteers and ammunition in them as possible, and charged across the desert in pursuit of the raiders. Ten broke down or got stuck in the sand but the remaining fifteen or so were entirely successful, and drove the raiders out of the sheikhdom.

In late 1929, ibn Saud found himself on the Red Sea coast with a tribal revolt in full swing on the other side of his kingdom (about a thousand miles away with nothing in between but arid mountains rising to 6,000 feet and then desert). He therefore set off in a convoy of all the cars and trucks he could muster, mainly Fords and Chevrolets. The difficulties he encountered can only be guessed at, but eventually some of the cars arrived at their destination, having crossed the country more quickly than anyone had previously, and the rebels were defeated. Even today with a well-surfaced road the whole way, that is not a journey to undertake lightly, and ironic as it now seems, even the petrol and oil had to be carried on the cars. These were almost certainly the first motorised vehicles of any sort to go into the central desert, where there were only camel tracks. A few years later American oil prospectors

were travelling all over the Eastern desert, and an era of Saudi Arabian history was rapidly drawing to a close.

By the end of the Second World War, the king's cavalcade was about 200 vehicles strong on a journey from Riyadh to Jeddah, but we are not told what the cars were.

In 1945, after the conference at Yalta, Churchill promised ibn Saud "the finest car in the World, with every comfort for peace and every security against hostile action". Apparently a new Rolls-Royce chassis was found at an unnamed firm of coachbuilders and a suitable body built up on it for the king. Eventually the car was delivered to the British Legation in Jeddah, from where it was driven to Riyadh to be presented to ibn Saud. On arrival at the palace, the king was full of admiration for the new car, until he noticed that it was right-hand drive, and then gave it to his brother. He sometimes rode in the front of his car, and he could only do so in the Rolls-Royce if he sat on the left of his driver, which, according to Arabic convention, is very degrading.

Since reading the book I have spoken to one of the Legation officials who went to Riyadh on that trip. Unfortunately he is not able to give me any technical details nor show me any photographs but presumably it was a Rolls-Royce Phantom 3. Amongst other luxuries it had a throne in the rear compartment and silver fittings, including a hand basin. An escort was sent to Jeddah to accompany the car on the trip back, and the party set off in August 1946. Because it was Ramadan (the month when Moslems fast from sunrise to sunset), they drove at night and slept during the day at police forts. The driving was shared between an Indian merchant, who had once been the king's driver, and one of the Legation staff. After staying in Riyadh for about a week, they flew back to Jeddah in a plane given by President Roosevelt, taking off from the racecourse as there was no airfield.

Jeddah, Saudi Arabia

A. J. WOOD

Motorway Overtaking

Sir,

Clive Richardson's remarks on motorway overtaking in your March issue and the letter from Mr. T. Tufnell in the April edition on the same subject are long overdue.

It was some years ago that you published a letter from me on the idiotic driving one is constantly made aware of on our would-be fast roads and I had hoped that MOTOR SPORT might give some impetus to a campaign to improve the astonishingly low standards of driving on our motorways.

But whilst drivers will stick to centre and right-hand lanes when not overtaking, then faster drivers will pass them on the near side and who is to blame them? There is seldom ever any need to be on the outside of an empty lane but, as anybody will know, one is always seeing the nearside lane empty for miles while the other two proceed at some leisurely pace, sometimes even having to stop.

Again how often do we see some fool roar past us and then, for no apparent reason, slow down? What is one supposed to do then? Slow down, too?

Surely it is common sense to drive on the left in this country and only go into an outer lane to overtake. If somebody passes you on your left then you are too far over on your right. There should never be room for anybody to pass you on your left. Any other method of motorway driving could automatically limit the speed of all the traffic to that of the slowest vehicle in the outside lanes. It

should be an offence to travel in an outer lane except when overtaking.
Beckenham R. O. WILSON-KITCHEN

Good Service

Sir,
Having last written to MOTOR SPORT in 1971 to complain (about the Reliant Scimitar) it is a pleasure to tell a story of personal service of the highest order, especially in this era of mass production and "couldn't care less".

I recently purchased a 3-litre Porsche Turbo, which is quite the most incredible car I have ever owned, from the Hughes Motor Company.

On Easter Monday, disaster struck when both near-side P7 Pirellis were holed by an outlying piece of granite (my story is that it jumped out of the kerb!) in a narrow Cornish lane.

After a brief phone call to Hughes, no less than twenty-five minutes later one of their directors — Mr. Geoffrey Thomas — appeared on the scene to supervise the local garaging of my car and he then arranged to take the snifted wheels back personally to the garage, some 150 miles away, so that new tyres could be fitted on the rims and then taken back to Cornwall for fitting on the car and delivery back to me in London.

How about that!

Apart from the fact that I am now considerably poorer, I am full of admiration for Hughes and for Mr. Thomas, who told me that his father George's cousin was no less than the great Parry Thomas.

The Turbo, by the way, is a superb machine, but can somebody please tell me how to get out of second gear!

London SW3

IRVING D. STONE

Jaguar Castings

Sir,

We read with interest the Jaguar article on page 469 of your April 1979 edition — in particular the final paragraph — concerning the V12 engine.

You state that the source of aluminium castings are from Birmid. We think you may be interested to know that the very complex casting for the V12 engine is so specialised that it can only be carried out by our company, Copal Foundries Ltd., which is of course, a subsidiary of W. Canning Limited, well known for the supply to the motor industry of high quality plating and polishing plant.

We would like to take this opportunity to say that we find MOTOR SPORT very interesting reading.

West Bromwich

N. A. FORD

Copal Foundries Limited

The First Win

Sir,

Just to put the record straight: the first win in rallying for a turbocharged car was not the feat of Stig Blomquist's Saab (April issue, page 510), but of Jean-Luc Thérier when, in 1972, he won the Critérium des Cévennes on the first outing of his Berlinette Alpine so boosted.

Saint Cloud, France

DANIEL NOTTET

Praise for TVR

Sir,

Having read various letters in MOTOR SPORT recently concerning problems with new vehicles from the British Motor Industry from many of your readers has prompted me to write to you regarding my TVR 3000M which was purchased new in February 1978 and has now completed nearly 14,000 trouble-free miles.

The car was ordered from the main "TVR Agents" in the south of England, Messrs "Burlen Services" and was collected personally from the factory by myself being most carefully run in for

the first 1,000 miles. As an enthusiastic and very fastidious motorist I naturally maintain all my vehicles personally and I was impressed that at the pre-delivery inspection there were no faults that required rectification, obviously a product of good quality control and pride in workmanship at the factory. On completion of the running-in period the car has always been driven as a sports car is intended, it having a very adequate performance with excellent top gear acceleration and flexibility. Having owned various potent machines such as Sebring Sprite, Cooper 'S', Healey 3000, TR6 and a works spec. modified MG-B I feel reasonably well qualified to judge, the two latter vehicles still being in my stable and now beginning to appreciate.

The car came equipped with Pirelli CN36 radials and although road-holding is excellent in the dry the tyres are not at their best in the wet and I believe Goodyears show a considerable improvement. The paint finish on the car is to a very high standard and when washed is still indistinguishable from new and always provokes favourable comment from admirers on its Monza red livery, although the alloy wheels have required rather more than washing to keep them "as new" over the last winter.

The car is very easy to maintain by any competent motor enthusiast and has not needed any replacements to date other than standard service items which are readily available off the shelf locally, while also needing no replenishment of its Duckhams 20/50 between oil changes. The only small problems experienced with the car are that it takes quite a long time to reach working temperature in very cold weather and the interior can get quite warm in high summer making the excellent sunshine roof a necessity rather than an optional extra. Radio reception is good although there is some interference on certain wavelengths, a problem I believe with many fibreglass cars, including Lotus and others.

With its 3-litre engine it never seems to be working hard and with overdrive the gearbox provides a very useful 6-speed box giving a restful cruising speed of around 90 m.p.h. at 3,000 revs in overdrive top gear, while fuel consumption is reasonable at around 21-28 miles/gallon of 4-star, depending on use.

In comparison with the large volume manufacturers TVRs are fairly expensive, but they most certainly offer a quality of finish both inside and out that few rivals can match nor the panache of ownership that goes with a high performance specialist vehicle, which to date has provided a most enjoyable and absolutely trouble-free year's motoring.

Usual disclaimers.

Christchurch

D. ARMFIELD

Watt's Wrong?

Sir,

In view of the non-stop excellence of my favourite publication, I must admit that it hurts me to point out two small clangers on page 644. SAE stands for Society of Automotive Engineers, not Standard American Engineering, and a kilowatt is kW, not Kw.

The new-fangled metric system was designed to make things easy, but the units were selected (by a Czech genius named Loda Koblers) to make things difficult again. Consequently you can't be too careful about how you use big letters and littl'uns.

A small k, for example, stands for thousands of anything, while a big K stands for absolute temperature (counted up from absolute zero

rather than freezing water). A big M stands for millions of anything, while a small m stands for metres. W is for Watt, a British genius, but as far as I know there isn't a w.

So although nobody is likely to be confused by Kw, there's a lot to be said for using big letters and littl'uns in their right places. Perfection, as they say, is a matter of trifles but not in itself a trifle.

Meanwhile don't let it stop you carrying on the good work.

Billericay

T. A. ATKINSON

PS Two other bits of obscurity. Although Watt, Newton, Kelvin and Ampere gave us W, N, K and A, we must write the unabbreviated units as watts, newtons, kelvins, amperes. And there are no plurals in symbols: ten metres is 10 m., and ten kilogrammes is 10 kg.

Buick-engined Racing Cars

Sir,

May I add some information to that given by Mr. Doug Bell in his letter of January '79 concerning Buick-engined race cars.

First of all, he perpetrates a common error in stating that Briggs Cunningham's Bu-Merc consists of a Buick engine in a Mercedes chassis. In actual fact the car is basically a modified Buick Century of approximately 1939 vintage and the only Mercedes component is the V-fronted radiator. I don't know if the frame was shortened from the original 126-inch wheelbase but the engine was moved back 6½ inches and dropped 2½ inches. In standard form the o.h.v. straight-eight engine of 5,245 c.c. displacement produced 141 h.p. at 3,600 r.p.m. on a compression ratio of 6.35 to 1. Among other changes the Bu-Merc engine had a compression ratio of 9.5 to 1 and probably produced over 200 h.p.

Front suspension was i.f.s. with coil springs (knee action it was then called in the USA). Rear suspension was also coil springs with the axle assembly located by a torque tube around the drive shaft and a Panhard rod. This was the standard Buick arrangement from 1938 on. A light two-seat body, without doors, was installed and the spare wheel is mounted almost horizontally over the rear axle.

The Bu-Merc was first raced in an Automobile Racing Club of America (ARCA) event in the grounds of the New York World's Fair at Flushing Meadows, Long Island on October 6th, 1940. The driver was Miles Collier and he was in second place for a while. But, in trying to make up time after a pit stop he went off course and hit a lamp-post. Fortunately Miles was not injured but the car was severely damaged. The winner of the event was Frank Griswold driving a Tipo B monoposto Alfa Romeo. He was also the winner of the first race held at Watkins Glen in 1948 and again in an Alfa but that time an 8C 2900B coupé model. At the Glen he was chased to the finish by Briggs Cunningham in the Bu-Merc who lost by about ten seconds. In 1949 the Bu-Merc was driven at the Glen by George Roberts and finished in third place behind Miles Collier in a Ford-Riley (a Brooklands Riley with a Ford V8 flathead engine) and Briggs Cunningham in a 2-litre Inter Ferrari, the first Ferrari ever imported into the USA.

The Bu-Merc was subsequently retired from racing when Mr. Cunningham started his five-year-long expensive and unsuccessful attempt to win at Le Mans with American drivers in American cars. The Bu-Merc, some of the Le Mans Cunningham cars, a 1927 Grand Prix Delage and other interesting sports and racing

cars are now on display at the Briggs Cunningham Automotive Museum, Costa Mesa, California, a few miles south of Los Angeles.

Another Buick-engined car raced at Watkins Glen in 1949. This was Russ Sceli's Bugaboo. The Bugaboo project started when Sceli acquired a Type 57 Bugatti frame and running gear. The frame was shortened by 16 inches and a Buick engine similar to that in the Bu-Merc installed. A two-seat rounded-tail body was built from scratch and cycle-type fenders (mudguards) fitted. The workmanship was superb. In the race the Bugaboo retired early and I don't know if it was raced again.

Another Bugatti Buick hybrid was raced at Watkins Glen in 1950. This was a Type 54 Bugatti with a Buick Dynaflo transmission. The car had been purchased in France by Dr. Scher of New York City and was rumoured at that time to have been raced by Count Czaykowski. It did not have the usual Type 54 three-speed gearbox in unit with the rear axle, but, instead, was fitted with a three-speed gearbox behind the engine but separate from it. The casing of this box was a large light alloy casting with extensions to form a chassis cross-member. While being loaded on to a ship at Le Havre the car dropped out of the sling and came down heavily on one of the front wheels but did not seem to suffer any damage of consequence. However, the gearbox casing had been cracked. Unfortunately this was not noticed when the car reached New York, and, when it was taken out for testing by Bill Milliken who was going to race it on behalf of Dr. Scher, all the lubricant leaked out through the cracks and the transmission was irreparably damaged. No replacement transmission could be found in France and Mr. Milliken, then head of the Flight Research Department at Cornell Aeronautical Laboratory (now Calspan Corporation), and his engineers began looking for a suitable American transmission. In those days no US automobile transmission was expected to transmit 300 h.p. and truck transmissions which could handle that output were big and heavy. However, someone suggested that a Buick Dynaflo unit might be usable and Mr. Chayne was approached. Being a Bugatti fan he was very interested and supplied drawings and other engineering information. He also arranged for the supply of a modified bell housing to facilitate the attachment of the Dynaflo unit to the rear of the engine. All other engineering, fabrication and installation work was performed at CAL. To make the car eligible for sports car racing an aircraft-type starter with a geared drive was mounted to the front end of the crankshaft, lights and battery were fitted and a spare wheel mounted horizontally under the tail of the body. Cycle-type fenders had been fitted to the car before it left France.

The maiden race in the USA was the 1950 Watkins Glen Grand Prix with Bill Milliken as driver. Starting in the front row alongside Tommy Cole's Cadillac-Allard Bill held second place until Cole drove a little too exuberantly and slid off the road. Bill led for only a short distance however because Sam Collier in Briggs Cunningham's Ferrari Inter was right behind and quickly passed. A short distance further on Sam Collier got into a series of skids on a right-hand bend, left the road and was thrown from the Ferrari as it turned end over end several times. He died shortly after from his injuries. So close was Bill Milliken to the accident that a large rock thrown up by the Ferrari's wheels finished up in the Bugatti cockpit. Bill was a bit shaken by the experience and was quickly passed by Erwin Goldschmidt and Fred Wacker in Cad-Allards.

Then Bill picked up speed again but several laps later overdid it at the same corner where Cole had slid off. The Bugatti finished up in a ditch upside down and caught fire. Luckily Bill was able to undo his safety belt and crawl out from underneath, shaken but uninjured.

Goldschmidt won the event, Briggs Cunningham was second for the third year in a row driving this time a Cadillac-engined Healey Silverstone, and Wacker was third. It should be noted that Wacker's car had a Cadillac Hydramatic transmission which had been modified. Was this the first time that cars with automatic transmissions ever competed in a race?

The Type 54 Bugatti was later repaired and raced by Bill Milliken with varying results at the Bridgehampton races and the Giant's Despair hill-climb. Later it was sold by Dr. Scher but is still in the USA.

Mr. Doug Bell also mentions in his letter that the GMC 270 c.c. truck engine was adapted for racing. Jim Fergusson of Toronto, Canada, created a "special" which came to be known as "Mother Goose" by grafting one of these GMC 270 engines into an MG-TD. Earlier, in 1950, Jim had created the F-M (Fergusson-Morris) by fitting a Morris Ten engine of the same basic type as the XPAG MG unit into a Morris Minor. The result was a wolf in sheep's clothing for highway driving and a good little race car as well. The F-M was raced at Watkins Glen, Edenvale in Ontario and at various hill-climb events. The F-M was also driven to an eleventh overall position in the first race ever run on the Sebring course, the Sam Collier Memorial Six Hour event. Jim sold the F-M when he was able to acquire the damaged MG-TD which was the basis of "Mother Goose".

The GMC 270 engine in "Mother Goose" was coupled to a Ford three-speed transmission. The rear axle was also Ford with a 3.78 to 1 ratio, the torque tube shortened to fit the MG and the tread narrowed. The greater length of the GMC engine was accommodated by tucking it into a bulge in the firewall without sacrificing leg room or moving the pedals. Bumpers, the sweeping front fenders, full-width windscreen and other weighty items were removed and replaced by lighter components. The final weight was 2,350 lb. The 4,410 c.c. engine was given an 8.5 to 1 compression ratio, a Spaulding 3/4 race cam, three SU carburettors, lighter valve gear, bigger valves and so on. Power output was probably about 175 h.p. It was at that time the fastest accelerating car in Canada able to cover a standing quarter-mile in 15.78 seconds by actual timing. Alas the brakes were inadequate for the increase performance and after a few road races "Mother Goose" was relegated to hill-climb events. Later the car was sold when Jim became enthusiastic about racing a 100M Austin Healey which had been fitted with a double-overhead camshaft head designed and built by Mr. Harold Hunter of Kitchener, Ontario.

I hope that the above will be of interest to MOTOR SPORT readers.
Williamsville, NY, USA

BILL CLOSE

Broken Half Shafts

Sir,

Having read with interest the letter from Mr. R. C. Rigg, Vintage Postbag April issue, concerning the breakage of both half shafts when driving the remains of the ex-"Goff" Imhof MG BBL 81; I thought I could offer the solution to this remarkable event.

Towards the end of 1938 I bought in Hull one of the three crab-tracked 1½-litre 3-carburettor "works" team Singers driven by Messrs. Langley,

Baker and Barnes. This car was registered ADU264 and is depicted in *The Autocar* dated March 1st 1935 and again in the "Talking of Sports Car" (No. 285) series, *The Autocar* April 19th 1946. This car had obviously had a hard life but was worth every penny of the £84 10/- I paid for it. I and my brothers enjoyed the driving of this exciting sports car with its heavily oversteering characteristic giving spectacular moments on wet roads in the city on purposely too heavy throttle.

However the Hitler war intervened and the car was laid up. In 1942 I received a letter from "Goff" Imhof who had traced the car to me. He offered me a swap for another 1½-litre Le Mans Singer six-cylinder, one of the 60 or so of these more standard cars offered for sale to the general public. The war prevented the exchange being made by road but the expense of the exchange by rail was eventually borne by Mr. Imhof.

The car I took in exchange was CPD7 and had belonged when new to Mr. A. E. Moss — Stirling's dad! Mr. Imhof had spent a considerable amount of money on this car and it was very lively, but owing to the absence of petrol had to be stored.

Now to the crystalline half shafts. Obviously with such a car in my possession perforce stored much attention to tinkering and polishing would be done. Not wishing to cold start the engine one day when needing to move the car over a concrete surface, I found I could roll it forward quite easily but as soon as the steering was locked over I couldn't move it! No, the brakes were not being gremlin actuated — the differential gearing had been locked up in some way. The drive axle was "solid". This technical innovation together with track-grip tyres on the rear wheels obviously gave much superior traction in the mud-plugging trials of the nineteen-thirties. Both of these aids were banned later. However I suggest that BBL81, having also been used by "Goff" Imhof, was tightly locked up in the banjo. When one half shaft cried enough the full torque of the engine would immediately be applied to the other with obvious results. With a normal diff. of course one breakage releases all the torque from the remaining shaft.

I owned yet another 1½-litre Singer until 1955, BYM745. Since back axles started my letter I will finish by mentioning that I have had a TR2 1954 model with the "Mayflower" back axle since 1956. It has covered some 170,000 miles now and has only had wheel bearings renewed. Although still performing normally it proclaims its great age by murmuring merrily away on "drive".

Spares and much sound advice are available for my old TR2 from the young men of the "TR Register", which admirable organisation was initiated originally through the advertisements section of your excellent magazine.

Stanraer

S. P. BATTE

TAILPIECE



The latest development in FF2000. (Photograph by D. M. Clark)

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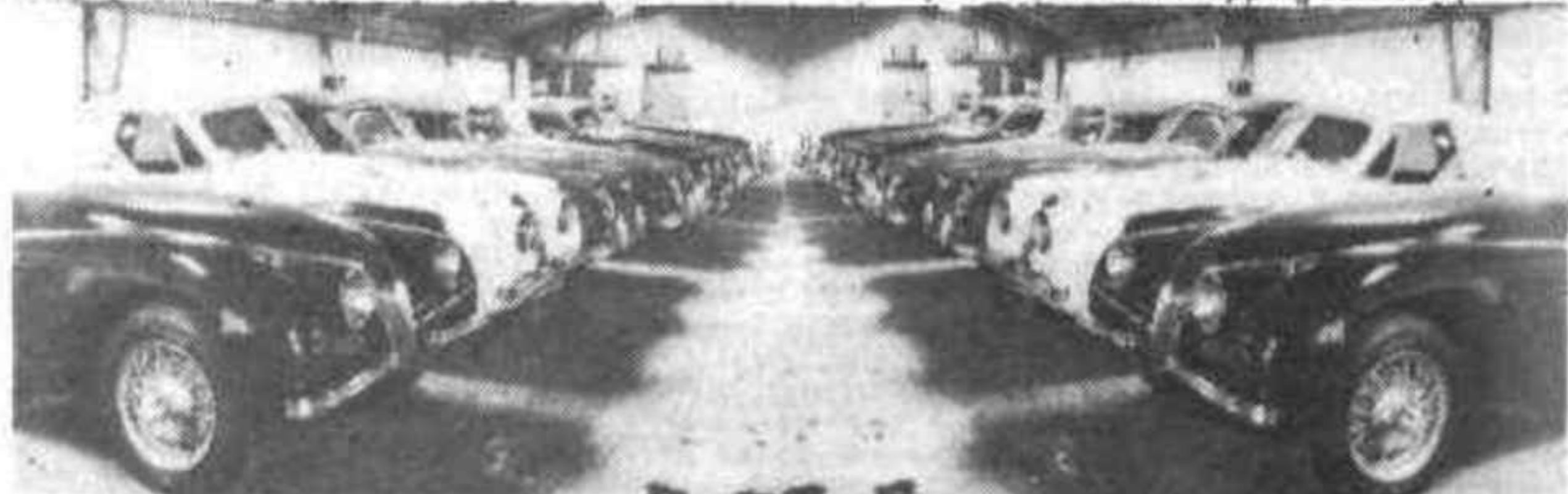
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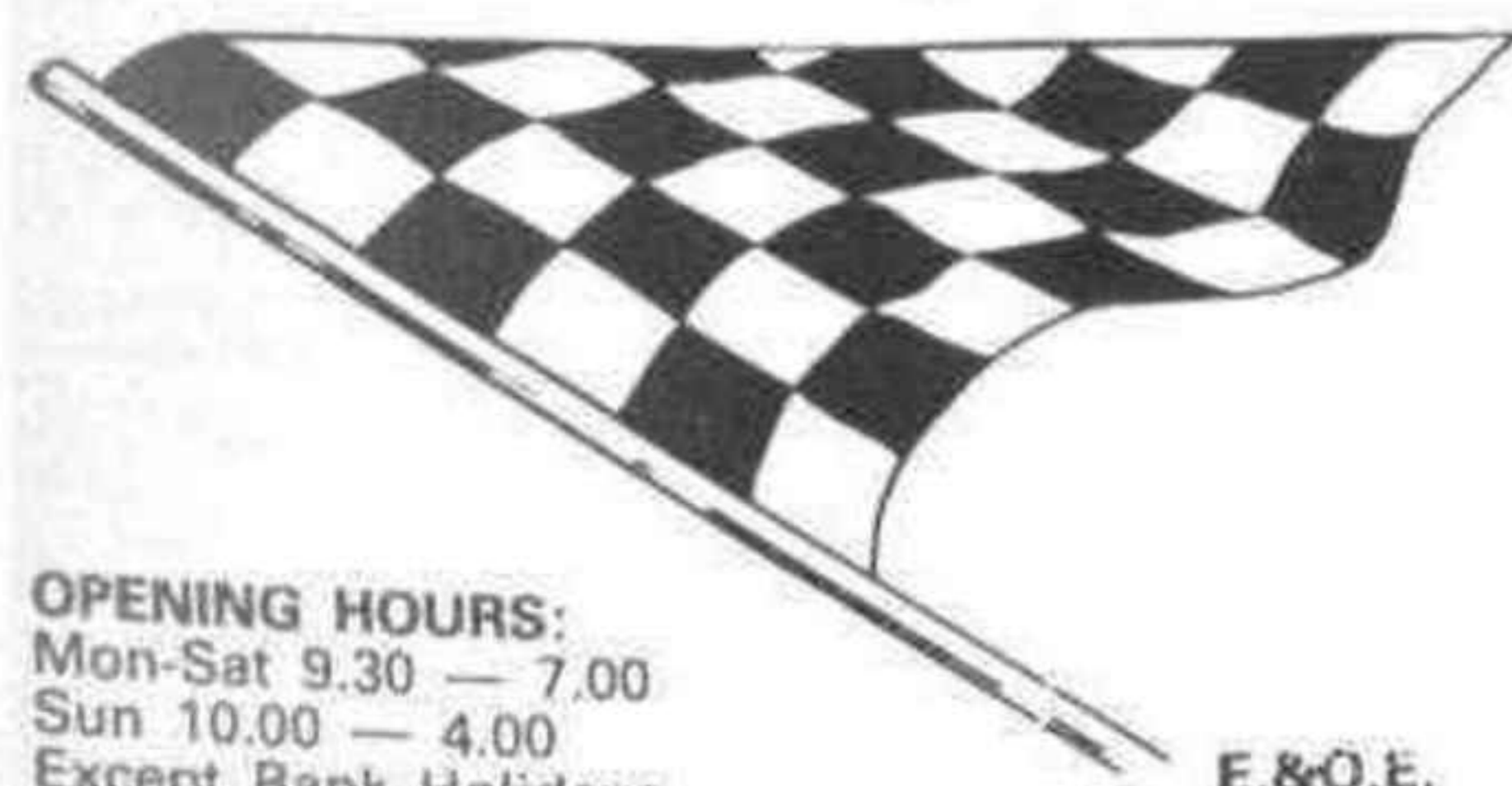
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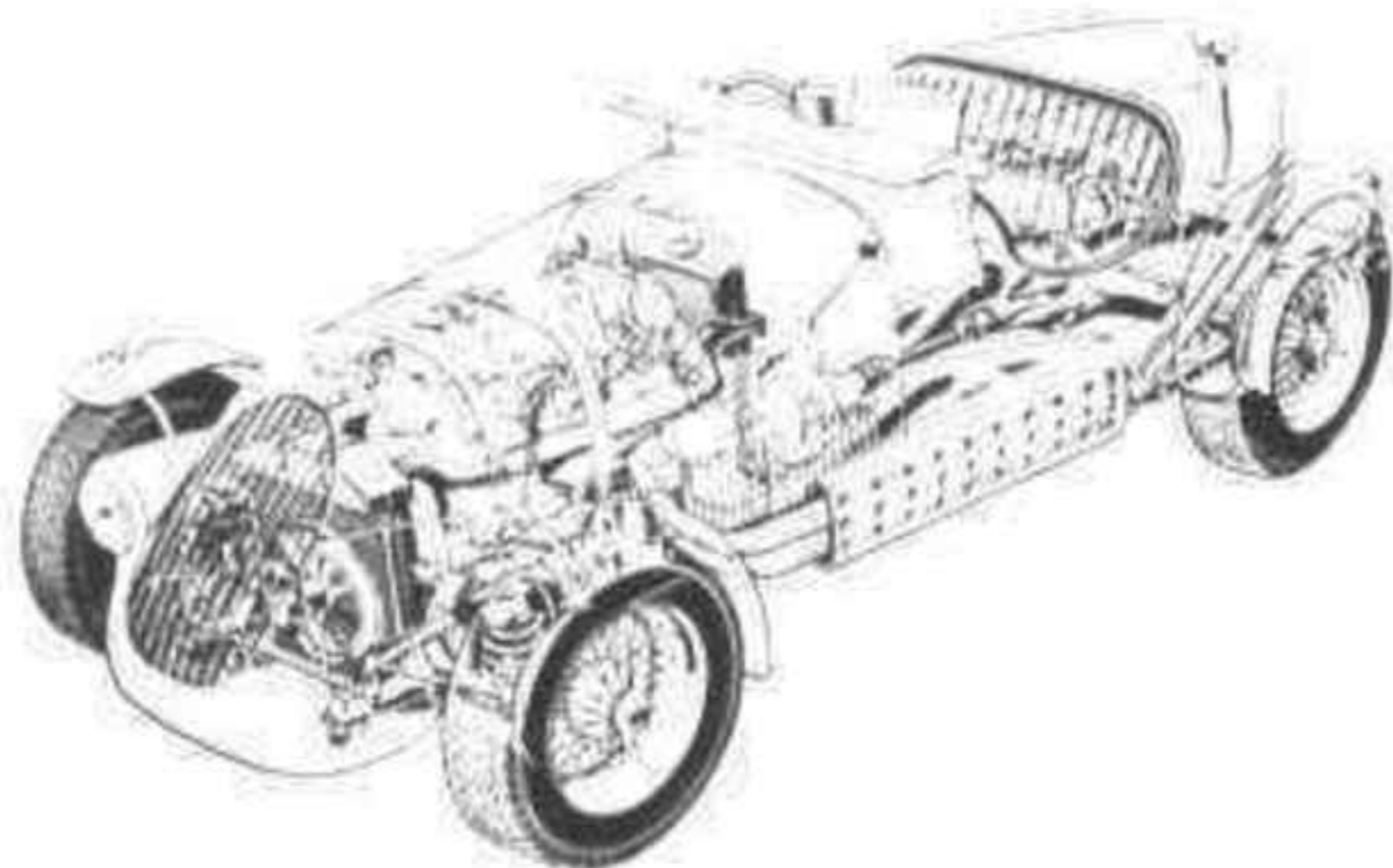
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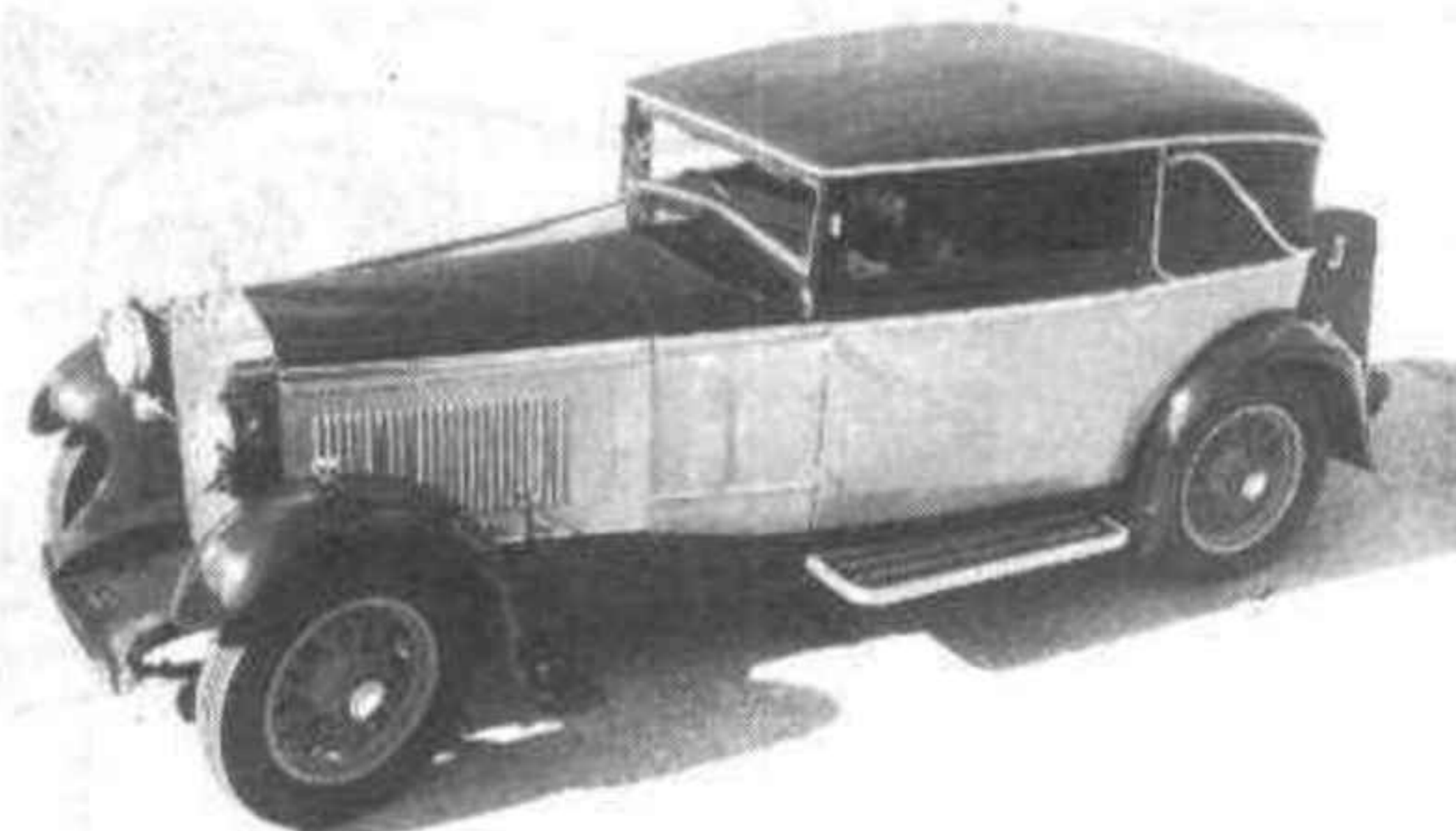


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TR6



TVR

- NEW TAIMAR**, In Metallic silver with black coachband, interior and sunroof.
- NEW TAIMAR**, In Emerald green with white coachband and sunroof, oatmeal trim.
- NEW TAIMAR**, In Metallic gold with chocolate coachband and sunroof, oatmeal trim.
- NEW 3000 S OPEN SPORTS**, In Metallic silver with black interior.
- 1973 M 1600 M**, In Alaska white with black trim, Sundym glass, h.r.w., alloy wheels, radio, 44,000 miles £2,695

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- 1978 S**, In Carmen with tartan trim, vinyl and sunroof, radio, rustproofed, coachbands, 5,000 miles £3,695
- 1977 (Dec.) S**, In Inca yellow with tartan trim, works sunroof, rustproofed, 9,000 miles £3,295
- 1977** In Polar white with tartan trim, undersealed, radio, mileage just below 10,000 £2,995
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TR6's

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- 1975 N**, In Mimosa with black trim, overdrive, radio, headrests, 32,000 miles £3,295
- 1975 N**, In Mallard, tan trim, overdrive, hard top, headrests, 45,000 miles £2,995
- 1974 N**, In Emerald green, black trim, overdrive, radio, 44,000 miles £2,995
- 1974 M**, In White, black trim, overdrive, radio, 41,000 miles, one owner £2,995
- 1974 N**, In Mimosa, black trim, hard top, overdrive, radio, headrests, 46,000 miles £2,995

- 1974 M**, In Emerald green, black trim, overdrive, radio, 45,000 miles £2,995
- 1974 M**, In Mimosa, tan trim, overdrive, radio, rustproofed, 47,000 miles £2,995
- 1973 M**, In French blue, black trim, overdrive, stereo, Wolfrace wheels, 46,000 miles £2,895
- 1973 L**, In Mimosa, black trim, overdrive, radio, 51,000 miles £2,495
- 1972 L**, In Pimento, black trim, overdrive, wire wheels, 39,000 miles, one owner £2,795
- 1971 J**, In White, black trim, overdrive, wire wheels, hard top, 59,000 miles £1,795

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- TRIUMPH STAG 1976**, In Topaz with black trim, overdrive, radio, power steering, 21,000 miles £4,695
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Well, last month this estoric publication (MOTOR SPORT, I mean!) broke all previous DVM records for penetrating to the outer edges of the planet. One cold, windswept (May!) day, in breezed a gentleman with the world's most expensive suntan, having just jetted in from Saudi Arabia and 114° plus. After we'd sat him down, wrapped him up warmly and given him a cup of steaming hot coffee, he revived sufficiently to tell us how he and his colleagues relax in the heat by reading MOTOR SPORT, which arrives late every month out there, but nevertheless arrives — and how he'd chuckled over our nonsense, and please could he see our stock?? Exit one satisfied customer (we'll check the heater specifically) and well done MOTOR SPORT — DVM Rotherham goes multi-national!! — Oh God, we'd better go — the megalomania's coming on again!

TVR TAIMAR. Dare we say it? It's still here and it's still old price! Come ON, you thrifty people, it's Jupiter red over silver grey and absolutely beautiful. £7,625

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TRIUMPH TR6 1974 "N" reg'd. black and beautiful, o/drive. £2,500

MG "B" ROADSTER 1976. Citron yellow, o/drive, low mileage. £2,550

LOTUS SEVEN 1971 Series IV. Black, weather equipment, Reliable little rocket £2,200

TRIUMPH STAG 1974. Manual with o/drive, H & S tops, 43,000 miles. Red. £2,900

MG "B" GT 1974. White, o/d, chrome bumpers, "N" reg'd, 31,000 miles. £2,295

MG "B" GT 1974. Maroon, o/d, impact bumpers, "N" reg'd, excellent. £2,395

MG "B" GT 1975. White, o/d, 34,000 miles. £2,600

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LOTUS ELAN +2 1969. Brown black, 28,000 miles from new, two owners, excellent condition. £1,875

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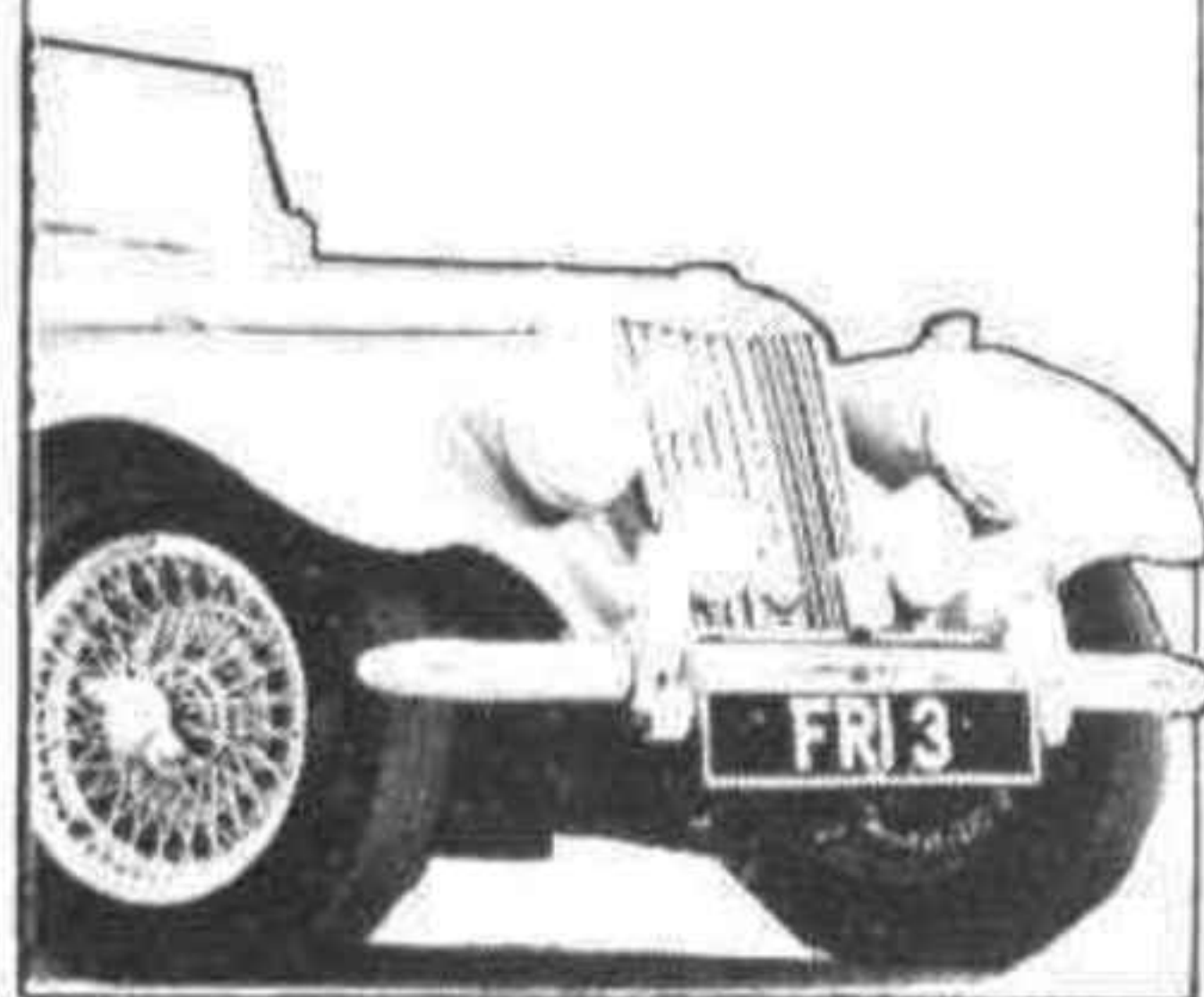
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AUSTIN RUBY 1936. Carefully refurbished over a period of 12 years, garaged and unused. Reluctant sale due to moving house. £2,000. Shoeburyness 2959. (32059)
MORGAN PLUS 4. 1953 flat red. In good running order. Some work required to perfect. £1,750 o.n.o. For further details, replies to Box No. 6050. (32007)
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BMW 2800 CS Automatic, 1971. Immaculate, 45,000 miles only, metallic blue, Connolly leather interior, air conditioning, power steering, electric windows. This must be one of the best examples of this sought-after vehicle. Taxed, MoT full year. Offers over £3,850. Telephone Mr Bolton, Worthing (Sussex) 201450. (31345)
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OPEL MANTA SR Berlinetta 1.9 auto June 1978. White. Black vinyl roof with sunroof. Front and rear fogs. Tinted windows. Headlight wipers. Fully maintained executive express. £3,600 o.n.o. or exchange interesting car. Tel. Leeds 0532 758023. (32486)
JAGUAR 240, 1968. Black, manual, overdrive. Superb condition throughout. £1,495. Swindon 32141 Ext. 96 (office), 42916 evenings. (32487)
1960 FROGEYE SPRITE, Iris blue, all metal, taxed, M.O.T. S/H tops. Inspection invited. £750 o.n.o. Tel. 01-995 7207. (32489)
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JAGUAR 1969 Mk. II 240 Manual, overdrive, white black interior, wire wheels, engine rebuild, new clutch, M.O.T. Aug. 79. Ex. con. £800 o.n.o. Phone 051 355-2584. (32497)

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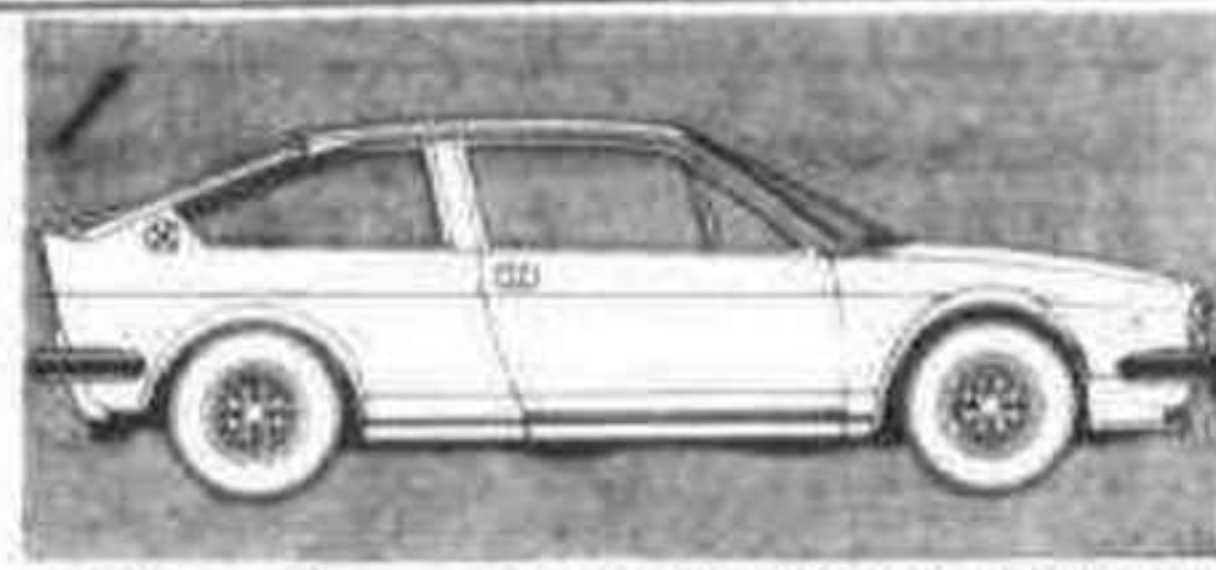


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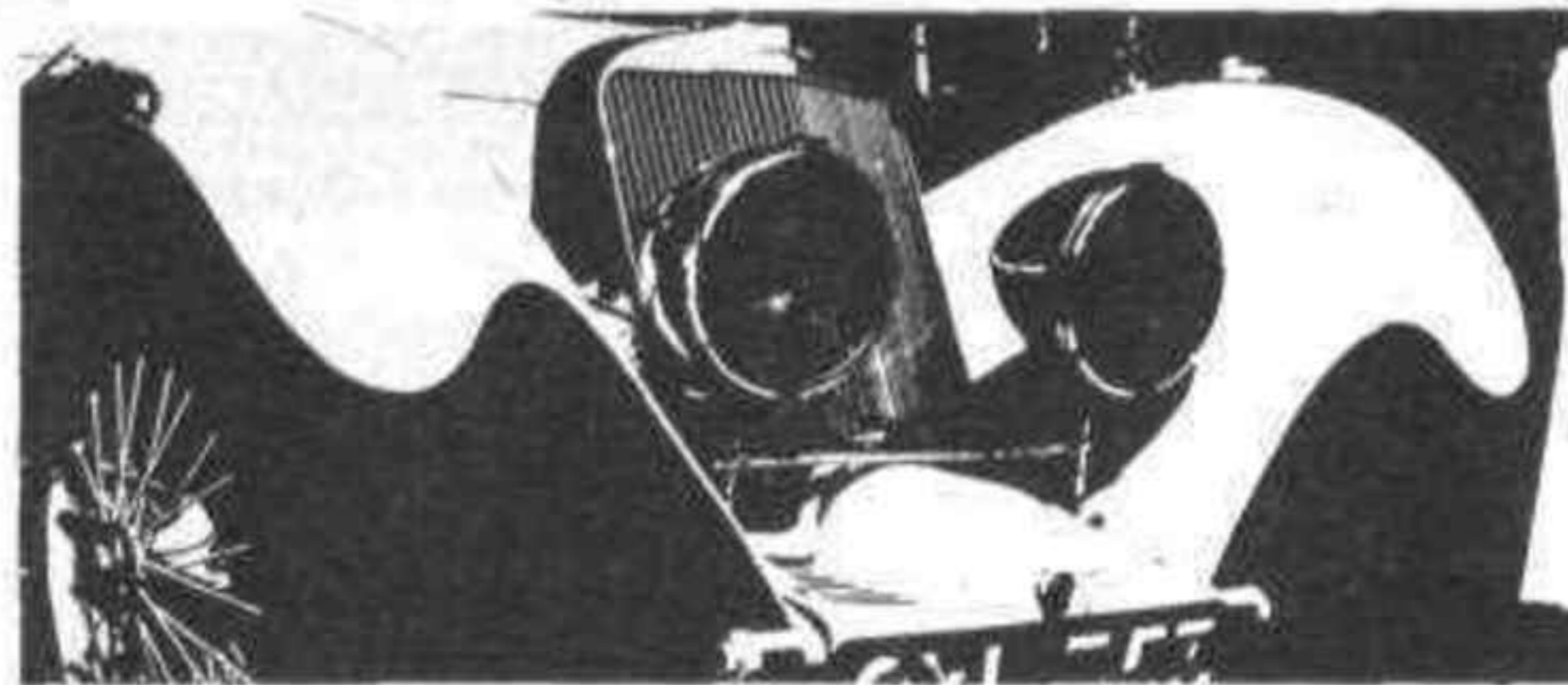
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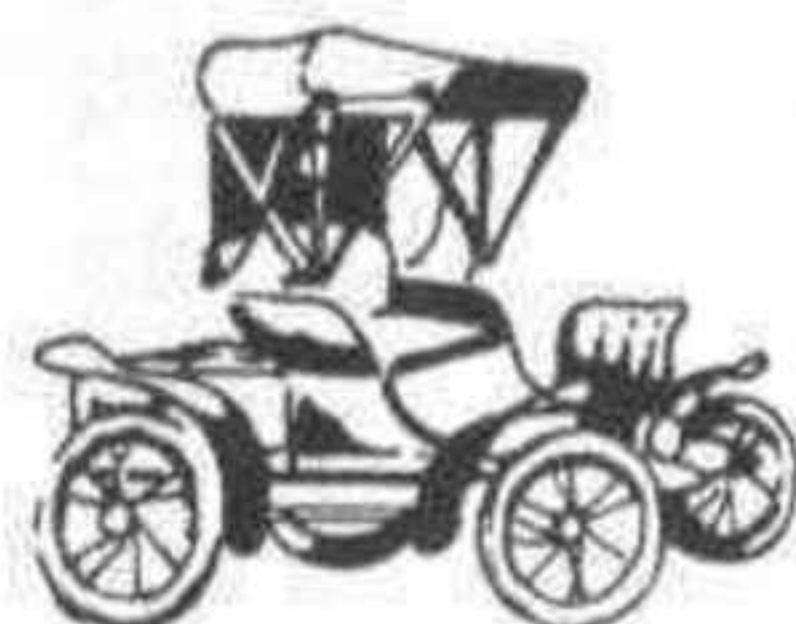
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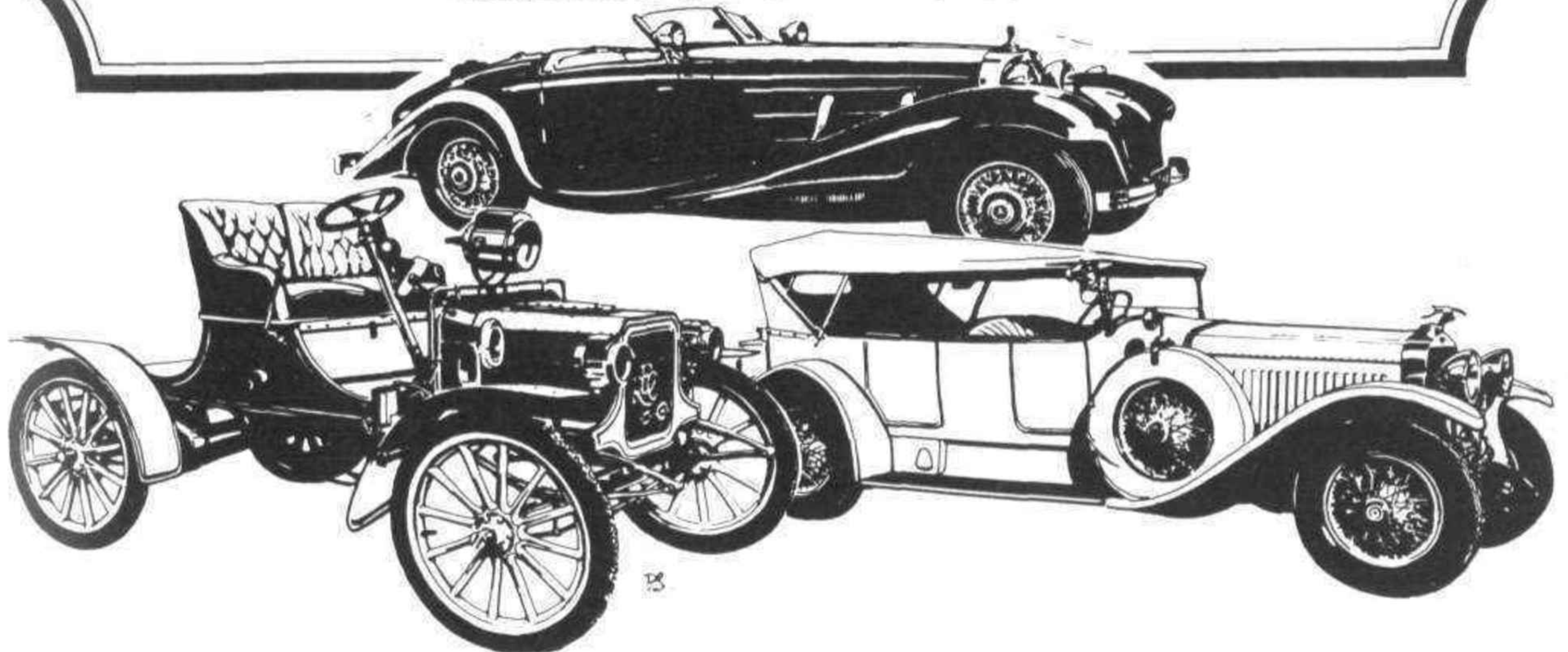
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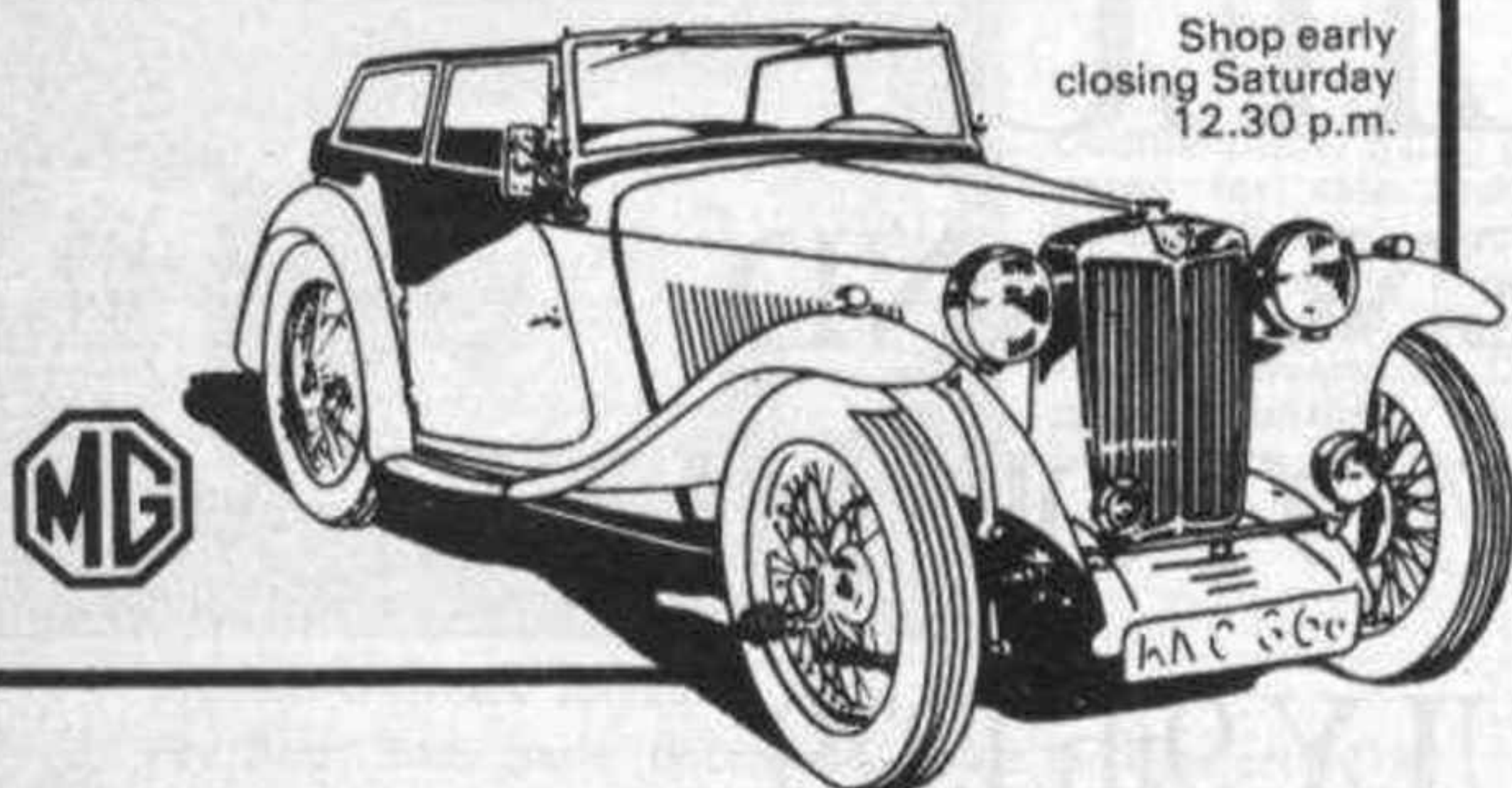
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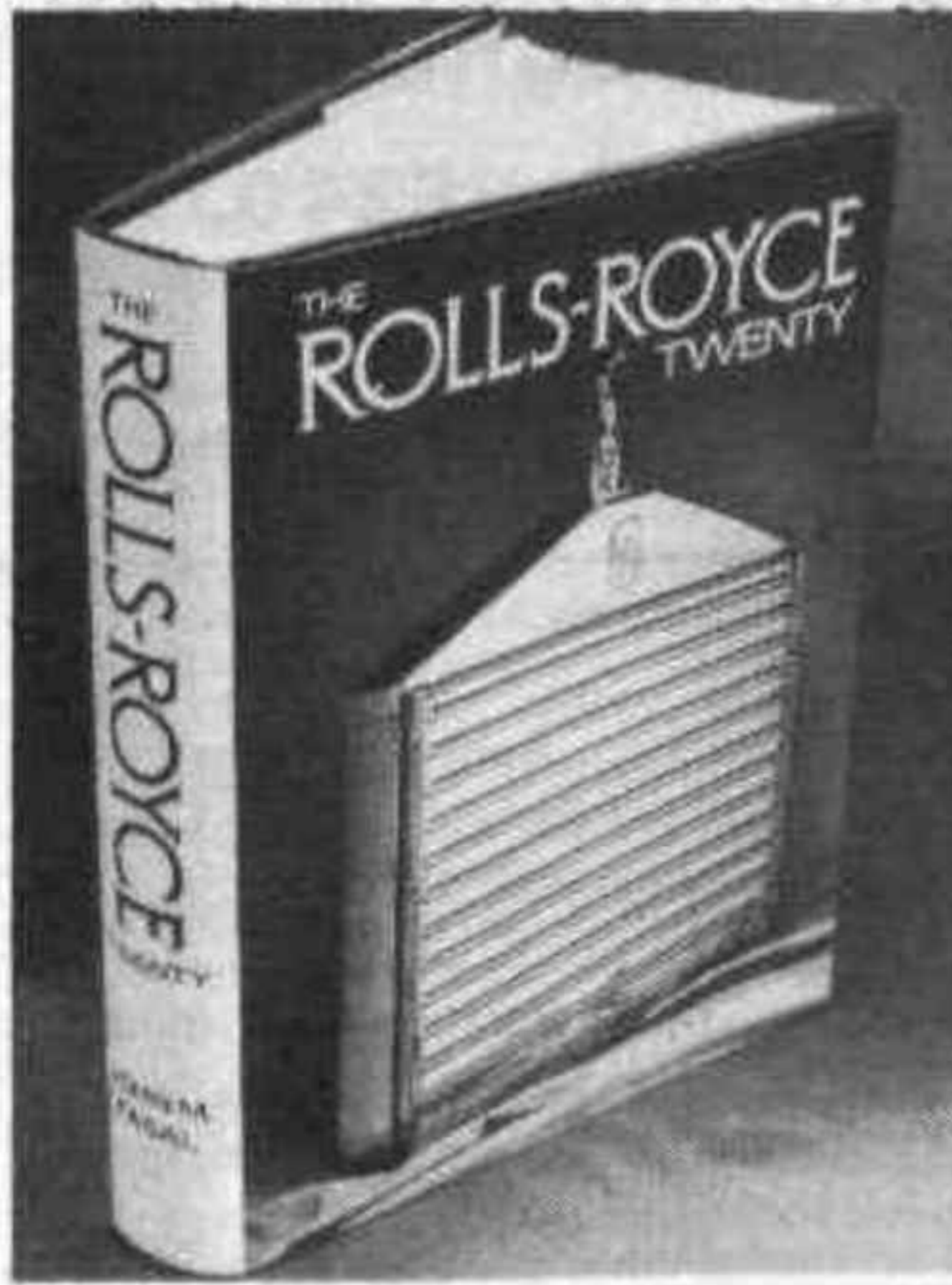
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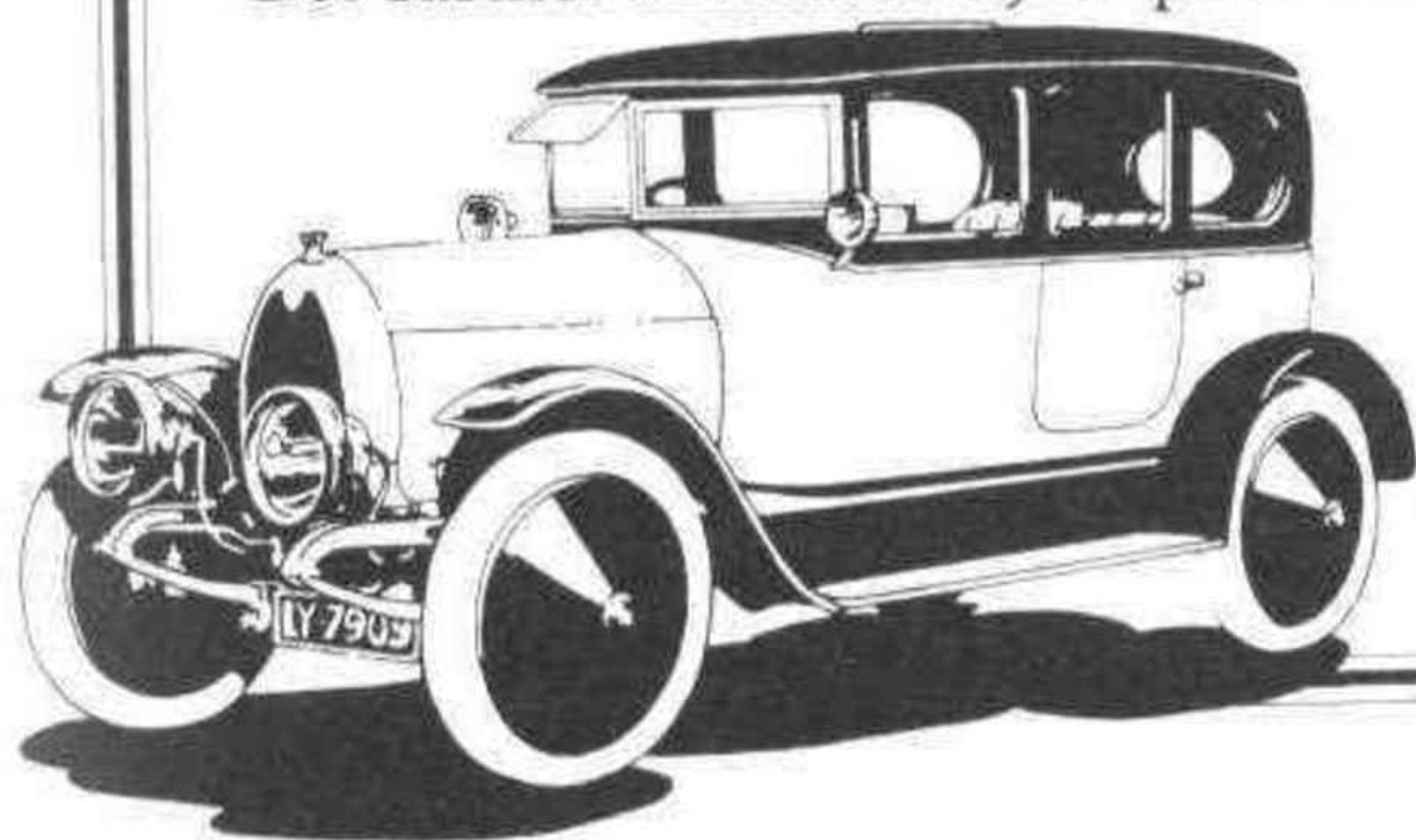
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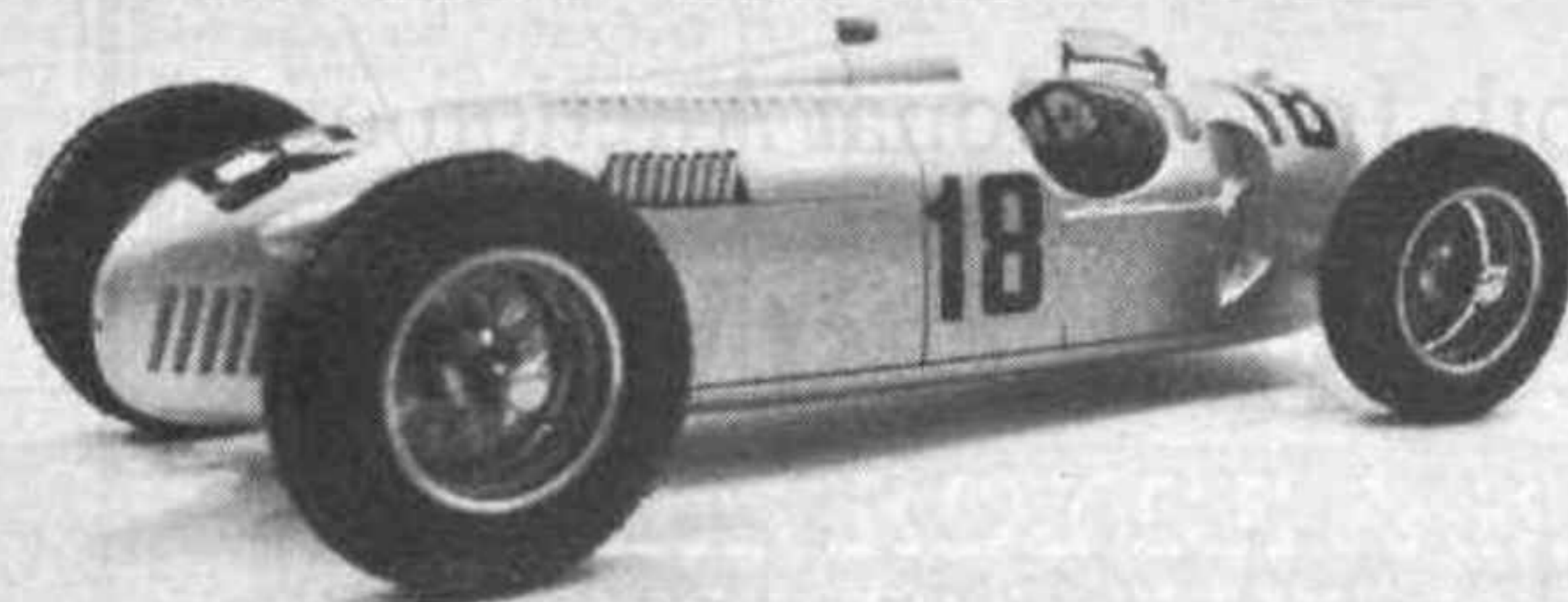
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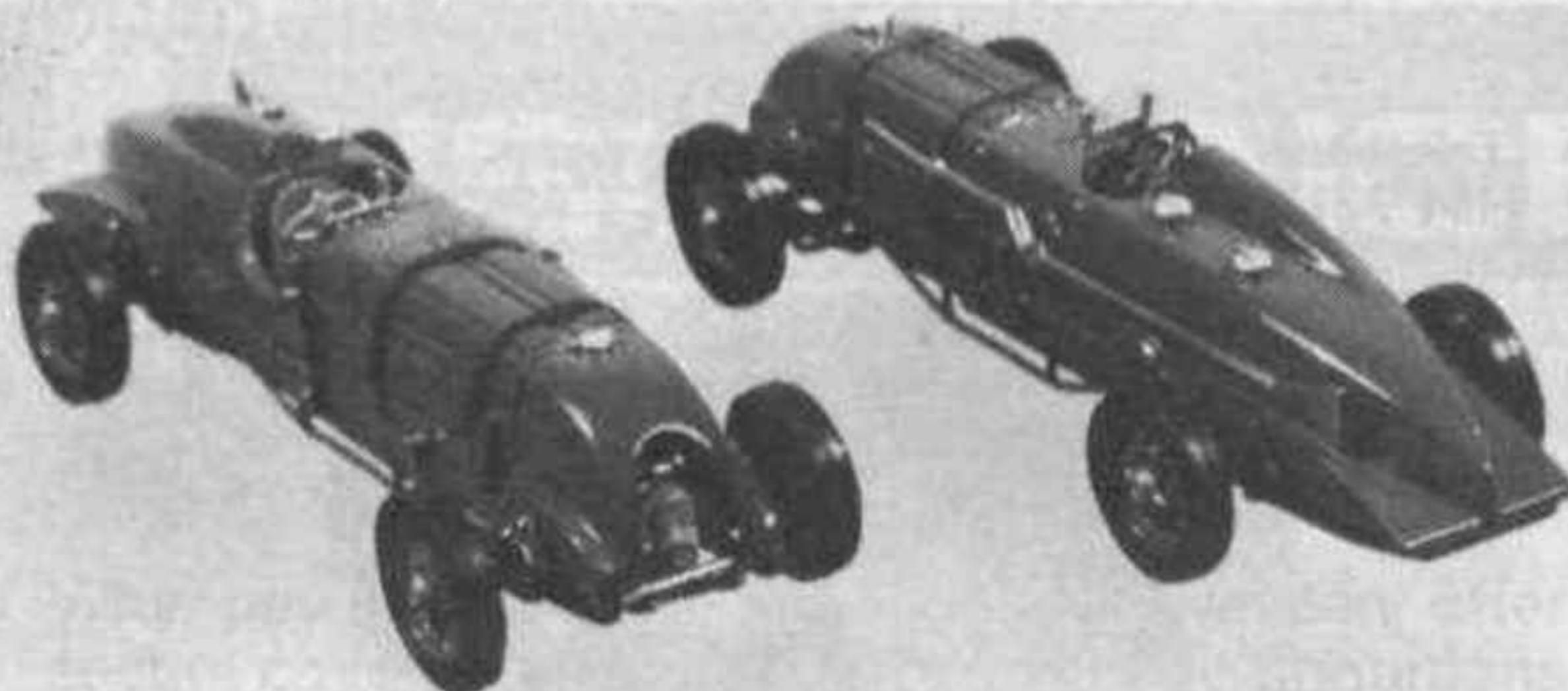
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PS: Because the world of model cars moves so rapidly, models appear and vanish so fast, we now publish our own monthly magazine "Four Small Wheels" to help enthusiasts keep up to date with what is available and who is doing what and with which and to whom! Had you been reading it you'd have known for example that for a short time last year there were available three D-Types and three C-Types - now quite hard to get and soon to vanish for all time. It's a publication for motoring enthusiasts who also happen to like models - of cars that is - page three is typeset only - sample copy 75p - UK annual subscription £4.50

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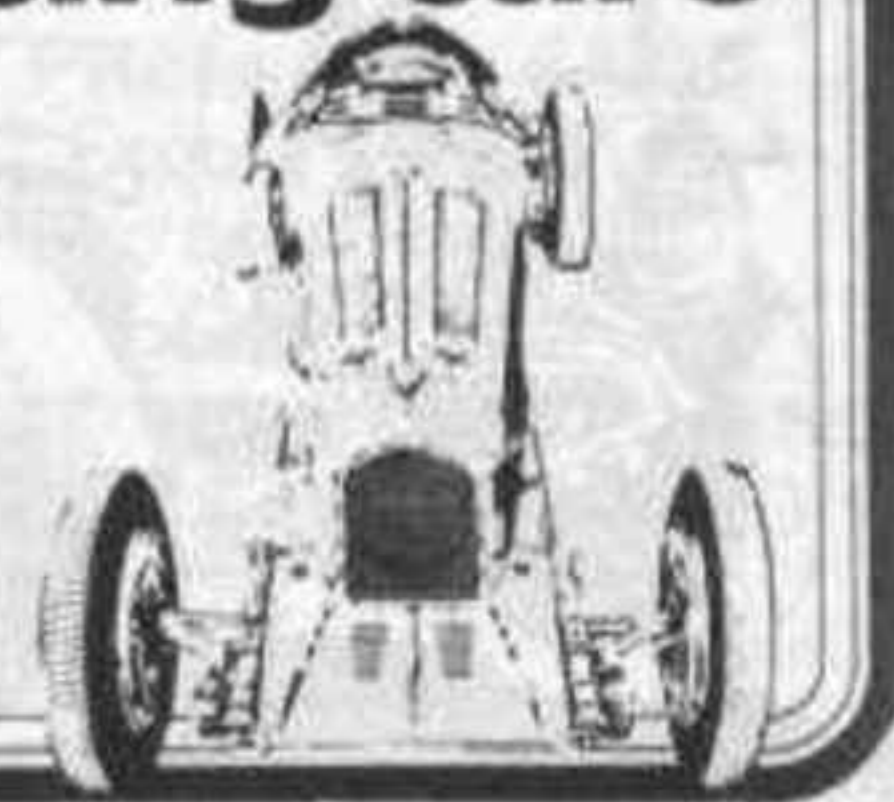
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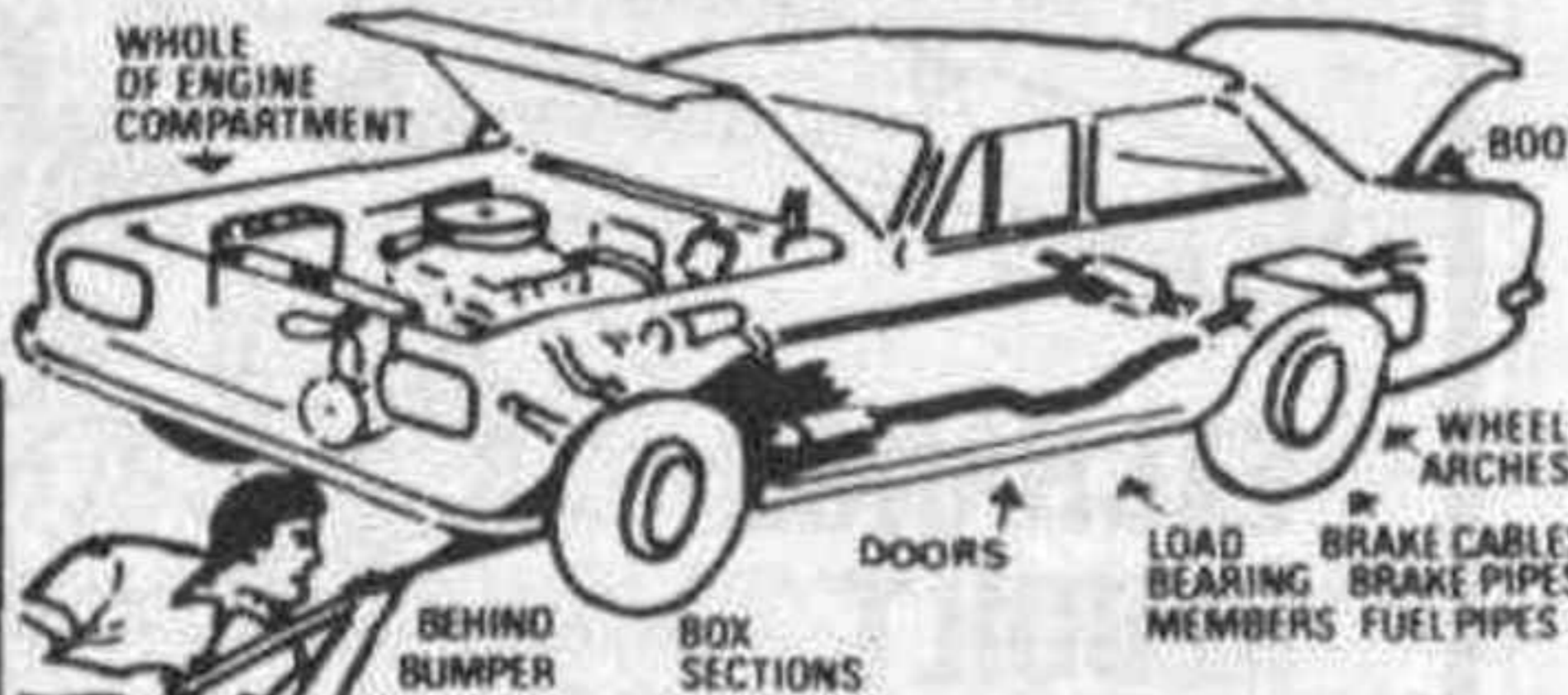
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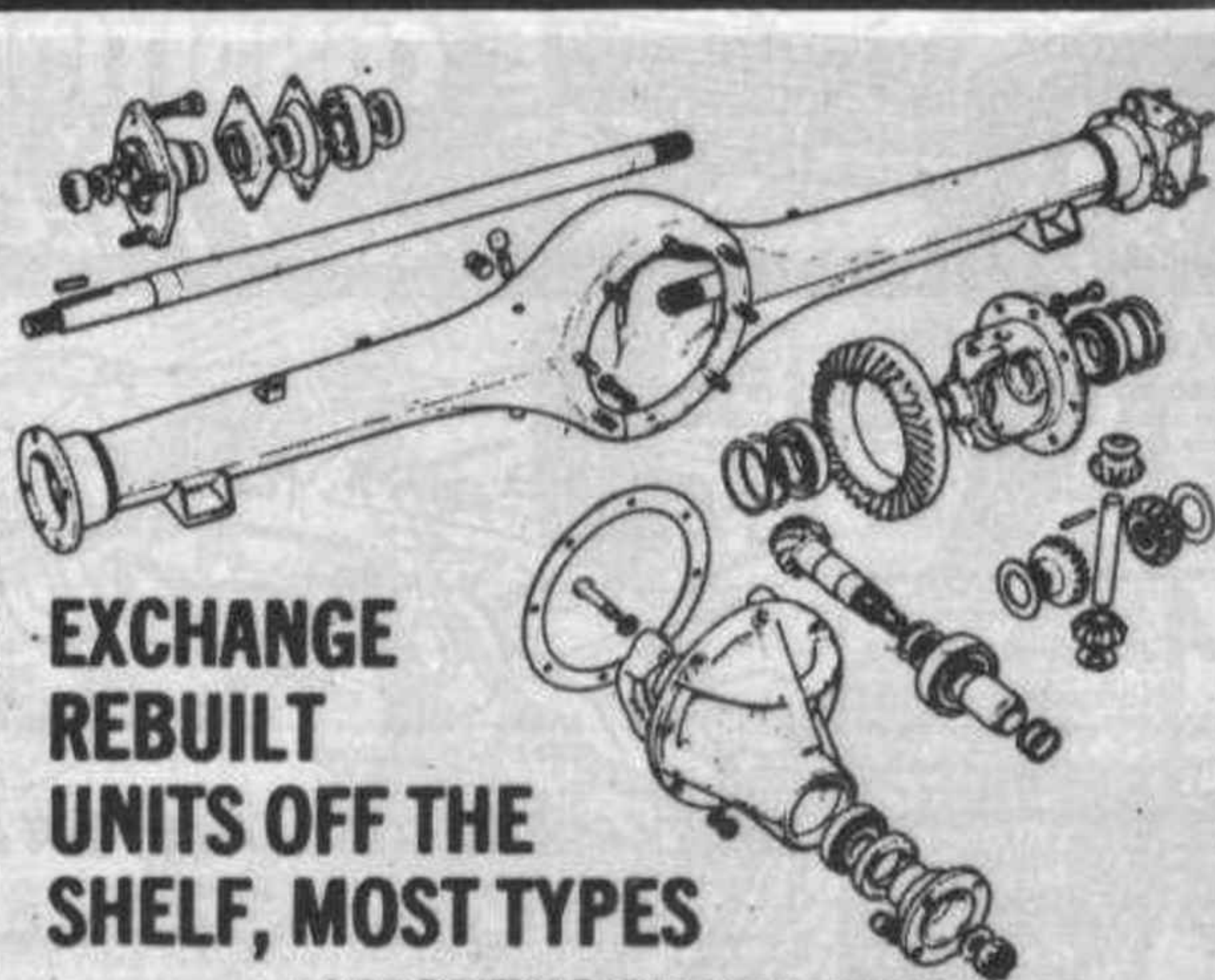
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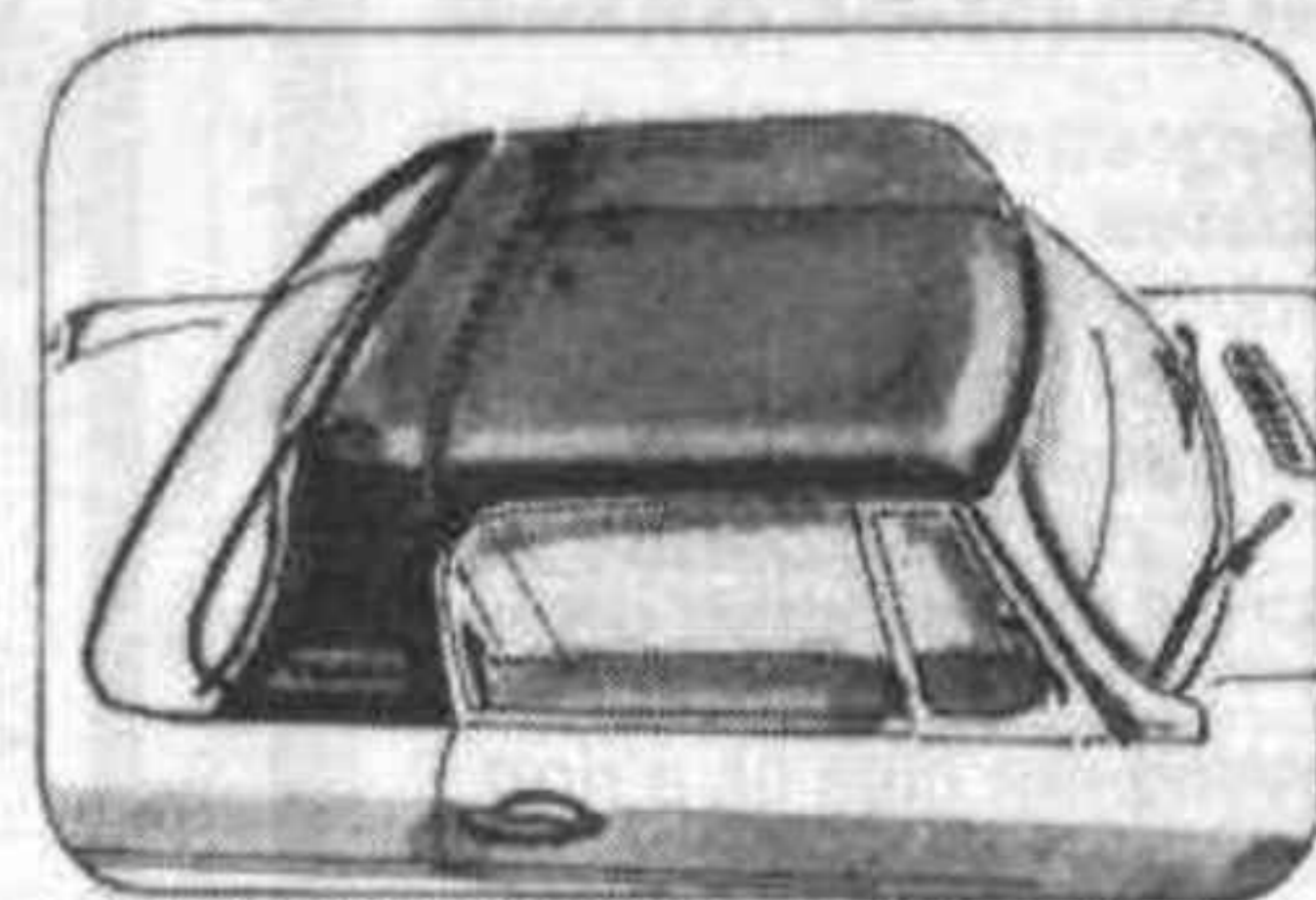
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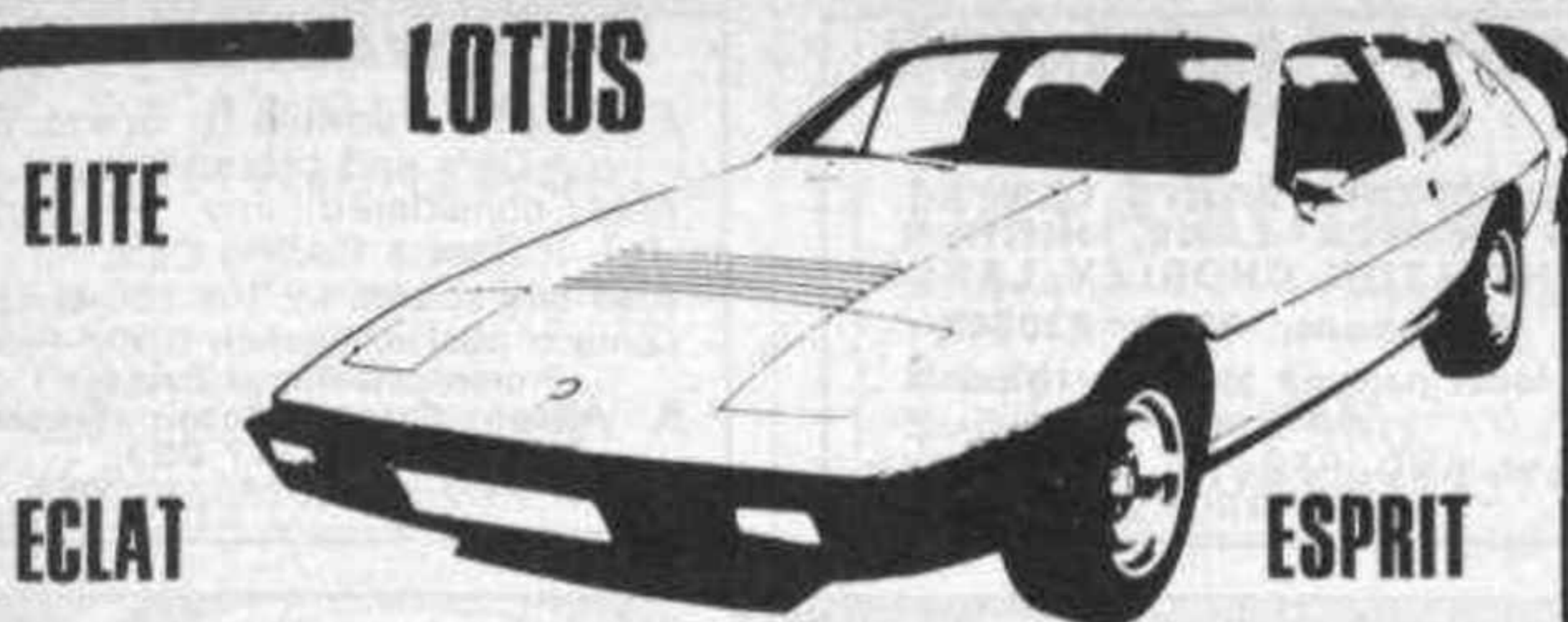
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1933 ASTON MARTIN Le Mans. Believed the lowest 1/2 litre car ever built. Engine rebuilt 5,000 miles ago. Maintained by C. A. Maries for the last 17 years. Car can be seen in Derbyshire. £11,000, no offers, no dealers please Griffiths, The Old Water Mill, Ardington, nr. Wantage, Oxfordshire. Tel: East Hendred 371. (32357)

TR7 LHD. Delivery mileage. Unregistered. £3,499. Green. Ashford (Middx) 58530. (32358)

MORGAN PLUS 8. Brand new, delivery mileage. Aluminium body, leather upholstery, reclining seats, deep Brunswick green. Realistic offers. Replies to Box 6059. (32349)

FOR SALE—continued

JENSEN 541 1956. 4 litre Austin Princess engine with 3 SU carbs., manual with overdrive. Professionally resprayed, rechromed, recovered sunroof, restored electrically, new clutch, etc. Ivory tan interior, taxed and MoT, used frequently, best seen of this model. £3,600. Phone Rogers 01-643 8466 or 01-642 3052. (32360)

1948 2 1/2 litre JAGUAR DHC, under restoration. Many spares, best offer. Box 6058. (32362)

ALFA ROMEO. Opportunity for enthusiast investor to purchase pair classic Alfas. Giulietta Sprint Veloce and Giulietta Spider, believed best in country. New MoT and taxed. Complete backup or spares workshop manuals and handbooks. Write Box No. 6061. (32336)

DATSUN 260Z. Nov. 1977. 22,000 miles, silver metallic, black interior, excellent condition, stereo cassette self seeking radio, electric aerial. Offers. Replies to Box 6060. (32349)

1976 BMW 3.3 (IA). silver/black leather, every extra, immaculate, full service history. Tel: (0865) Oxford 820884. (32332)

VOLVO 1800ES Sports Estate. Excellent condition, only 33,000 miles. An investment at £3,300. Phone: Weadon 40516 (Northants). (32788)

LOTUS EUROPA TC 1971. UHO7. Good condition, Minilites, stereo, radio, manual, history available. £2,200 o.n.o. Ring Alan Lake 01-440 1558. (19666)

1938 FORD 8 Model 7Y De-Luxe 8 h.p. One owner, blue, good condition, in good running order. £760. Phone Plymouth, Devon 266025. (32787)

STAG AUTOMATIC, 1974. Hood, hardtop, radio, Sundym glass, immaculate inside and out, mechanically excellent. Any trial inspection welcome. £3,000 o.n.o. Tedurn St May 391 (Exeter). (32789)

LOTUS ELAN Sprint, FHC, 1972. Gold leaf colours, completely overhauled, excellent condition. £2,500. Binbrook 547. (32791)

1971 MINI Cooper S Mk 3. Original condition, only extra electric aerial, garage maintained, all bills kept, undersealed, very good condition, definitely not a clapped out rust box. £1,350. Tel: Scarborough (0723) 66513 after 6 p.m. (32792)

TR4 DOVE, 2+2 GT. Bodywork conversion by Harringtons, 'P' registered after complete body and mechanical rebuild. £1,800. Southcott, Norwich 615161 ext. 280 day. (32793)

VW SCIROCCO, 1977 R reg. 17,000 miles, Ziebarted, silver with black cord trim and smoked glass, excellent condition and reliability. Attractively priced at £3,200. Phone 051-424 2564 work, (0744) 894078 evening (except from June 3rd to 10th when on holiday). (32794)

TRIUMPH VITESSE Convertible 2-litre. Low mileage, one previous owner, excellent condition. £1,150 o.n.o. Teignmouth 5486. (32795)

1928 AUSTIN Twelve Four pick-up. Complete, 90% restored, some spares. St Austell (Cornwall) 63721 after 6 p.m. (32796)

ASTON MARTIN V8, 1973. Auto, year's MoT, taxed, excellent condition. £5,750. Bishops Stortford (0279) 813509. (32797)

AC 428 Fastback by Frua, December 1970. 46,000 miles, Minilite wheels, black with red hide upholstery. This car has recently been the subject of an extensive overhaul at the AC factory at Thames Ditton, costing in excess of £3,100, and is probably one of the finest available. £6,950. Ring: 01-736 2692. (32799)

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£7,995 MERCEDES 350 SLC 1972. Classic white with black leather interior, electric windows, tinted glass, radio/stereo, central locking, headlamp wipers.



£7,695 BMW 528 AUTOMATIC, 1977. Black with black velour, tinted glass, PAS Philips radio/cassette, most attractive.



£7,595 PORSCHE 924 LUX AUTOMATIC, 1977. Metallic copper with pinstripe interior, factory sunroof, alloy wheels, tinted glass, rear wiper, radio/cassette, etc.

£9,295 DE TOMASO PANTERA GTS SPEC, 1975. Must be one of the finest available of these shatteringly fast cars. Bright red with black cloth, air conditioning, electric windows, tinted glass, Phillips RN 712 radio/cassette. Reg. No. GRV1N. 15,000 miles only.

£7,975 PORSCHE 924, 1978. Metallic blue with herringbone cloth trim, sunshine roof, PB radio etc.

£6,595 DE TOMASO PANTERA GTS, 1973. Yellow with black cloth interior, air conditioning, tinted glass, electric windows, radio/cassette.

£5,695 JAGUAR E-TYPE V12 2+2 AUTOMATIC, 1973. Midnight blue with black hide interior, Webasto sun roof, radio/stereo.

£5,495 LANCIA MONTE CARLO, 1978. Superb in metallic silver with red interior, electric windows, radio, 11,000 miles, unmarked.

£4,395 BMW 320i, 1976. Most attractive in Sahara with tan check cloth, tinted glass, blue-spot radio/cassette.

£3,895 LANCIA BETA 2000 coupe, 1977. Antibes blue with cloth interior, electric windows, etc., 16,000 miles recorded.

£3,895 LANCIA BETA 2000 HPE S2, 1976 (Dec.). Dark brown with cloth interior, metal sunroof, electric windows, PB radio etc., one owner.

£3,575 ALFA ROMEO ALFETTA GT 1.8 1976, R reg. Dutch blue with tan cloth interior, PB radio, 23,000 miles, Ziebart protected.

£3,195 MG-B GT 1976, R reg. Glacier white with black nylon trim, overdrive, etc.

£3,145 FIAT X1-9 1977. Light metallic green with striped upholstery, 10,000 miles.

£2,995 ALFA ROMEO ALFETTA GT 1.8, 1975 P reg. Italian red with black interior, radio, etc., 27,000 miles.

£2,995 TRIUMPH TR7, 1977. Carmine red with tartan interior, radio/cassette, 12,000 miles only.

£2,995 ALFA ROMEO 1600 GT, 1976. Italian red with black interior, radio, cassette, 18,000 miles.

£2,595 TOYOTA CELICA 2000 ST LIFTBACK, 1976. Metallic blue with ivory cloth interior, radio, 5-speed gearbox, tinted glass, etc., 22,000 miles recorded.

£2,495 AUDI 100S COUPE, AUTOMATIC, 1974. Metallic marathon blue with dark blue velour, factory metal sunroof, radio, etc., 26,000 miles recorded.

£1,245 YAMAHA XS 750E, 1979. Black and silver, 900 miles only and as new.

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BMW 3.0 SI 1976. Electric sunroof and windows, Mahle wheels, metallic paint etc.



£5,575 ALFA ROMEO 2000 SPYDER, 1977 White with black interior, PB radio, one owner, 18,000 miles.



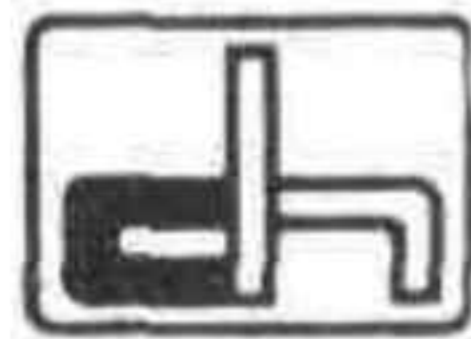
£3,795 VW SCIROCCO GLS, 1977. S reg. Metallic blue with beige cord interior, alloy wheels, radio/cassette.



£3,575 ALFA ROMEO SPRINT, 1978. Yellow with tartan interior, radio/cassette, etc. Most attractive and economical.

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- 1978 MG-B Roadster.** Overdrive, radio, 4,000 m. light blue. **£3,575**
- 1977 (Model) MG-B GT.** Overdrive, sunroof, undersealed, full service history, red. **£3,195**
- 1978 MG-B GT.** Radio, 10,000 miles, red. **£3,875**
- 1978 Lancia Beta Coupe 1600.** 7,000 miles, one owner, radio, light blue. **£3,950**
- 1978 Alfa Romeo Alfasud 5M.** 4-door, one owner, 16,000 miles, full service history. **£2,625**
- 1978 (T) Triumph TR7.** Auto. del. mileage only, in brown. **£4,350**
- 1978 Lancia Beta Coupe 1600.** One owner, radio, undersealed, light blue with cloth trim. **£3,950**
- 1977 S Triumph TR7.** One owner, 18,000 miles, radio, in red. **£2,999**
- 1977 S Triumph TR7.** One owner, sunroof, yellow, 19,000 m. **£2,999**
- 1976 Triumph Spitfire 1500.** Overdrive, hard and soft tops, two owners, in yellow. **£2,125**
- 1976 Jaguar XJS.** Automatic, radio/stereo, one owner, 25,000 miles recorded. **£9,750**
- 1976 MG-B GT V8.** Overdrive, sunroof, radio/stereo, full service history, 39,000 miles. **£3,995**
- 1976 MG-B GT V8.** Overdrive, 26,000 m. bracken, radio. **£4,250**
- 1976 Daimler Sovereign 4.2 Coupe.** Automatic, PAS, Sundym glass, elec. windows, one owner, 21,000 m., full service history, lavender blue with vinyl roof. **£7,200**
- 1975 N Ford Capri 2-litre JPS.** Radio/stereo, 30,000 miles recorded, in black. **£2,695**
- 1974 Lotus Europa JPS.** 5-speed, black, 28,000 miles. **£3,850**
- 1974 TVR 3000 M.** Sunroof, yellow, low mileage. **£2,999**
- 1974 MG-B GT.** Overdrive, undersealed, two owners, 35,000 miles, citron yellow, chrome bumpers. **£2,395**
- 1973 Lancia Farina HF2000.** Excellent example, completely retrimmed inside, service history. **£1,995**
- 1973 Fiat 130 Coupe.** Automatic, power steering, electric windows, Sundym glass, personalised number plate. **£2,999**
- 1972 Triumph TR6.** Radio, soft top, black, low mileage **£1,995**

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FOR SALE—continued

- 1936 FORD** C type Super Saloon. Extremely original, one owner last twelve years. MoT till August '79. v.g.c. £1,375 o.n.o. Phone: Peter Tarporley (08293) 2093. (32798)
- 1934 RILEY** 9 Monaco Saloon. Needs restoring, very original, spare engine £575 o.n.o. Phone: Peter Tarporley (08293) 2093. (32798)
- BANK MGR** selling his E-type, 1965, 4.2 FHC. Manual, metallic maroon, biscuit interior, CWW radio, 5 years service a c.s. a beautiful car. £3,950. Regret no offers. Tel: Yatton 833036 (bristol). (32800)
- TRIUMPH TR3A**, 1960. Excellent condition, MoT, hardtop, softtop, tonneau, ZX tyres. Reluctant sale. £2,750. Telephone: Whitchurch (Hants.) 3151 evenings. (328012)
- DAIMLER 250 V8** Rare manual with overdrive, 60,000 miles, well cared for 1967 car in golden sand with red upholstery. £1,500 o.n.o. Phone: Guildford 810298. (32803)
- ALFA ROMEO 2000GTV**, 1973. Metal sunroof, mag wheels, radio, B track, automatic aerial, rear fog lights, new exhaust, excellent condition. £1,575. Milnthorpe 3256 (Cumbria). (32804)
- GN 7248** 1930 Whitlock 2070. Aluminium false Cabriolet 4-door fast tourer. Last and only example. Meadows 6EP unrestored. See V and V magazine Dec '72. Offers over £1,500 or might exchange VW Caravette. Eastleigh (0703) 610561. (32805)
- LANCIA FLAVIA** Sport, 1966. Very rare Zagato aluminium body. Weber 40 DCN carbs, all rebuilt, 8,000 miles, electronic ignition. Investment £1,450. Eastleigh (0703) 610561. (32805)
- 1930 MORGAN** Super Sports Aero Beetleback two-speeder JAP 10.40 o.h.v., V-twin. Excellent, many spares, including engine. Present owner for 11 years. Tel: Rugby 832184. (32806)
- 1974 CAPRI**, 3-litre. Sunroof, cloth trim, cassette player, air horns, bills totalling £900 since November 1978 for engine overhaul, Koni front struts and shock absorbers, new tyres, taxed and tested till January 1980. Probably the finest Capri of its age currently for sale, no marks or blemishes of any kind. Owner transferred unexpectedly to Singapore, therefore for sale at £1,950 o.n.o. Hornchurch 72663. (32809)
- 1936 WOLSELEY** Big 6. An interesting large 1930's saloon. Storage since 1960 in original condition, finished in green and black with green hide interior, new MoT, £950. Cheltenham 27298 or 24402. (32808)
- 1977 (S) ALFA Romeo 1.6 GT Junior.** White with black upholstery, full Ziebart and Enviroguard treatments, 34,000 miles, P.B. radio, electric aerial, absolutely immaculate throughout, AROC member, believed one of the last registered examples. £3,800 paid new, £2,850 negotiable, quick sale appreciated. Tel: (0783) 265856. (32810)
- ALVIS TA21** (1952). Grey black saloon, well-maintained by second owner for last ten years, regretfully must sell. Seen in vicinity of Leicester. Offers to box 6079. (32853)
- SUNBEAM 12-16** open tourer (1911). Pair headlights, tail light, one side light for sale. Offers to box 6080. (32853)
- MG YB Saloon 1953.** Complete professional restoration — mechanics, rewired, rechromed, resprayed and rustproofed. Best offer over £1,850. Telephone 078 18 2962. (32811)
- ALFA ROMEO** Spyder 2000 1975. Citron with black coachband. Lovely condition, a fine example of this rare marque. Tel: Westhoughton (Bolton) 815678. (32814)
- HEALEY SILVERSTONE** in excellent order. In regular use following recent full rebuild. BRG with beige upholstery and trim, black weather equipment. £8,300. Tel: 0704-67776 after 6.30 p.m. (32815)
- LOTUS ELAN DHC 1971**, low mileage, VGC, radio, stereo, halogen headlights, tonneau, bills for last 4 years. £1,850. Tel: 0480 62735 (Cams). (32816)
- "COSSETED" MGB Roadster**, J reg., white, overdrive, wirewheels, radio, burglar alarm, 60,000 miles, carefully maintained. £1,125. 021-705 1673. (32817)
- GORDON KEEBLE**. Superb example of appreciating classic. No. 42 of only 99 produced. Tremendous power 140-MPH 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 £7,000 only. English (042 53) 2482 Burley, Hampshire. (32818)
- 1961 JAGUAR "E" type Roadster.** Chassis No. 850151 (flat floor). Recarpeted but otherwise exceptionally original and very sound, bodily and mechanically. £5,250 to include many new spares. Tim Frost, "Abbotswood", Bellbus, Romsey Tel: (Day) Cadnam (042127) 2437 (Evenings) Romsey (0794) 513237. (32819)
- MERCEDES 350SL** Sports, "K" reg., finished in gold with tobacco interior hard and soft tops etc. £7,995. Tel: 0275 883993, evenings. (32820)
- ALFA ROMEO** Spider 2000, P reg., bright red with black interior, only 15,000 miles. £3,750. Ring Ide Hill (073 275) 233 (North Kent). (32826)

FOR SALE—continued

- TR5 1968**, Valencia blue, hard and soft Surrey tops, excellent condition, 12 months MoT, present owner 6 years. £1,150. Tel: Appley Bridge 3951 (Lancs.). (32822)
- DROPHEAD AUSTIN** aluminium Jensen bodied, 1952. Very smart low mileage. Interesting history. £1,500. Disley 3650. (32823)
- VOLVO 122S**, 1964, overdrive, good condition, taxed, MoT. £450. Tel: Kidderminster 850972 after 5.30 p.m. (32825)
- BMW 3.0 Si**, 1977. May immaculate black tawn velour. Mahle wheels, ESR, tinted glass, stereo cassette. £5,350 o.n.o. Phone 061 831 7681 (evenings 0625 582255). (32828)
- 1936 AUSTIN** 12.4 Ascot. Very original condition. Long MoT. £925. Tel: 0702 553525. (32830)
- 1930 AUSTIN SEVEN** aluminium saloon. Good condition throughout. £1,950. 1955 MG Magnette saloon, grey with red leather, one previous owner, 75,000 miles, original tools, manual, etc. £870. 0303 41292 (Kent). (32829)
- TRIUMPH ROADSTER 1800**, 1948, needs restoration, offers over £1,000. Replies to Box No. 6076. (32831)
- 1971 ASTON MARTIN DB8** 6 cylinder automatic. Immaculate near concours condition. Maintained regardless of cost. My ownership since almost new. Metallic burnt almond coachwork with beige hide trim. £6,000. Ring 01-471 1678. (32833)
- TVR 3000M**, White, 14,200 miles, 1973, sunroof, radio, towbar, stainless steel exhaust. Nearest £2,700. Lincoln 51377. (32832)
- LANCIA FULVIA 1600HF**, 1973. Derusted, rustproofed, resprayed original Rosso-York, mechanically sound, fitted Koni's, Cibies, Mobelec, expensive stereo. Bills for £1,000. Overseas posting forces sale of this fast reliable appreciating asset. Sensible offers. Guildford 64702. (32834)
- SCIMITAR GTE 1974**, Overdrive, Nevada yellow, tinted electric windows, 1 owner, 44,000 miles. £2,850. Codsall (0904) 2195. (32836)
- ROLLS-ROYCE Phantom Five** 1960, Park Ward body, seven-seater limousine. Electric division, electric windows, cocktail cabinet to rear. Good history, rare car. £12,750. Tel: 04216 7442. (32837)
- ROLLS-ROYCE Silver Cloud I** 1957. A very nice example and only needs seeing. £7,500. Totton 2140. (32837)
- MG TC 1949**. Completely rebuilt, one of the finest examples of this model available. £8,500. Phone after 5.30 p.m. 060 76 60829. (32838)
- BMW 30 Si**, estate. An opportunity to purchase this rare and beautiful motor car. "L" registered, excellent condition, eight track stereo. £3,500 o.n.o. Telephone Leintwardine 654. (32840)
- I THINK** I have got the most original Ford Prefect in the country. First registered 1956, with one owner until last year. It still has the original paintwork, mats etc. Toolkit is unused and the grease gun still wrapped. 51,000 miles from new, chassis has not even surface blemishes. Make me offers around £800. Bembridge, Isle of Wight. Telephone 3957. (This is an island car). (32841)
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- ALFA ROMEO 1600 GT**, 1974, excellent condition, 45,000 miles. Fast, distinctive, economical. £2,150. Napier, Farm Cottage, Church Road, Claverdon, Warwickshire. Tel: Claverdon 3022. Contact after June 5th. (32844)
- VOLVO 1800E** sports 2 seater, 1970. Volvo alloy wheels, HRW, long MoT, excellent condition. £1,975. Preston 58565 (office). (32845)
- ALFA ROMEO** Giulia Super saloon 1971. Mechanically superb, distinctly above average body, ideal specification including Dellorto's, Cibie headlamps, HRW. £695. Preston 58565 (office). (32845)
- ROLLS-ROYCE 1938** Wraith limousine by Park Ward. Believed 94,000 original miles. Extensively restored by present owner RREC member. Excellent mechanically. £9,000 o.n.o. Tel: Gerrards Cross 83377. (32847)
- XK 150 FHC**, 1959. Carmen red with red interior, polished and chromed engine parts. Rebuilt engine, new calipers etc. "16" wheels, correct headlamps etc. £3,250. 0222 751081. (32848)
- MORGAN 4/4**, 1974. Two seater, 23,500 miles. Superb regal red paintwork, white leather upholstery and full tonneau, wire wheels. Motorola, private number PS 2855. A very eye-catching car. Sensible offers. Tel: Blackpool (Lancs.) 0253 45272. (32849)
- 1933 MG "K3"** replica. Absolutely outstanding. "K" chassis with original 6 cylinder magneto engine, preselector, electron brakes, etc. Radiator, tanks, manifolds, etc. to original specification at huge cost. Needs work to complete. Offers over £4,500. Original manual, some spares, drawings etc negotiable. Harrill, 55, Hereford Road, Shrewsbury. Tel: 55451. (32857)

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- 1976 (R) Alfetta 1.6** in Red. One owner. **£2,295**
- 1977 ALFASUD 5M** in Red. One owner. Low mileage. **£2,350**
- 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**
- 1977 SUD 5M** in silver. **£2,295**
- 1977 SUD Ti** in coral. **£2,395**
- 1977 ALFETTA 2000 GTV**. Red or Ivory. **£4,195**
- 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**
- 1976 2000 SPIDER** in Red, one owner, 26,000, beautiful. **£4,495**
- 1977 2000 SPIDER** in Dark blue, radio, 23,000, superb **£5,395**

- 1976 ALFETTA 1.8 GT** in piper yellow. **£3,250**
- 1976 SUD Ti**. Procida blue, one owner. **£1,895**
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- 1974 'N' SUPER 1.6** in Dutch blue, sunroof. **£1,395**
- 1974 2000 GTV** in White, one owner, low mileage. **£2,195**
- 1972 SUPER S**. Red or white. **£895**
- 1977 LANCIA 2000 HPE S2**. Dark blue. **£4,195**
- 1969 1300 GT JUNIOR** in Red, one owner, low mileage, long M.O.T. **£795**

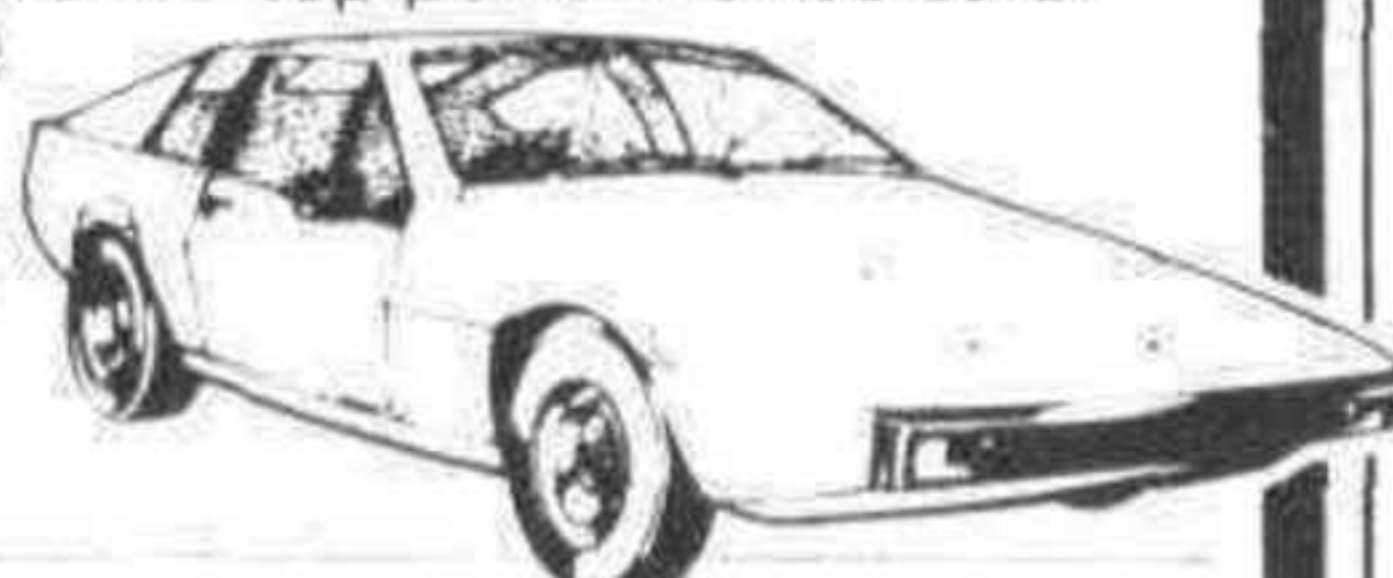
- 1974 (DEC) 2000 GTV** in Maroon, two owners, low mileage, sold and maintained by us. **£2,095**
- 1973 2000 GTV** in Silver, sunroof, excellent condition. **£1,725**
- 1976 LANCIA BETA 1800 ES**. Dark blue, one owner. **£2,695**
- 1976 AUDI 100 'S' COUPE**. Brown metallic, sunroof. **£3,695**

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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
- 1977 Chrysler Avenger GLS 1600, brown, one owner, 22,925 miles, vinyl roof £2,395
- 1967 Cadillac De-Ville, met. green, 40,609 miles, ex late Paul Getty £3,255
- 1978 Datsun 260Z 2+2, gold metallic, one owner, 18,122 miles, 5-speed, rear wiper, alloys, cassette/self seeking radio £5,695
- 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, Webasto 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, auto, grey, Webasto, £450 spent 6.12.78 by us on mechanics £795
- 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
- 1972 Lancia Zagato S 1300 Fulvia Sport, two owners (last one since 8,000 miles) 5 speed £1,895
- 1974 Lotus Elan +2S 130/5, blue/ivory, sunroof, 8 track/radio, electric windows £3,575
- 1972 Lotus Europa Twin Cam, Blue, bills available since 25.11.77 for approximately £900, Radio/stereo, electric windows £2,295
- 1969 Lotus Elan 2+2, Red/black, last owner 9 years, 47,212 miles, history since new £2,195
- 1978 MG-B GT, Green/orange, stripe, one owner, 5,944 miles, usual 'B' extras £4,125
- 1978 MG-B GT, Red/grey stripe, one owner, 8,118 miles, usual 'B' extras £4,125
- 1978 MG-B, Damask red, one owner, overdrive, stored virtually since new £3,845

- 1977 (Model) MG-B GT, green, one owner, 28,149 miles, tinted, rear fog lamps £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
- 1976 MG-B GT, Citron, overdrive, wire wheels, Sundym, sunroof £2,865
- 1976 (R) MG-B GT V8, white, one owner, 21,424 miles, usual V8 refinements, radio, stereo £4,295
- 1975 (74 model) MG-B GT V8, bracken/tan, tinted, fog/spot light, overdrive, radio £2,995
- 1974 (N) MG-B GT V8, Green, overdrive, radio, headrests, tinted glass £2,995
- 1974 MG-B GT V8, damask red, overdrive, tinted glass, headrests £2,995
- 1974 MG-B GT, White/tan, overdrive, Motorola, two owners only £2,245
- 1973 MG Midget, Blaze/black, radio, well above average, choice of two £1,195
- 1973 MG-B GT, auto, white, headrests, radio, rear fog lamp £1,995
- 1973 (Oct.) MG-B GT, damask red, overdrive, radio, H.R.W., mirrors £1,865
- 1972 MG-B GT, green mallard, sunroof, overdrive, rear wiper, Kenlowe, radio, alarm £1,695
- 1971 (K) MG Midget, blaze, hard top, wire wheels, recent engine work, £170 spent £1,045
- 1978 Morgan +8, silver/black, 397 miles, special paintwork, reclining seats, rack, lightweight body, rustproofed, 5-speed box £7,995
- 1977 Morris Marina 4-door 1.3 Super, brown, one owner, 18,687 miles £2,045
- 1976 Renault 16 TX, Auto, one owner, 37,735 miles, roof rack, central locking, electric front windows £2,395
- 1976 Rolls-Royce Shadow, white/black, black vinyl roof, 18,000 miles, one owner, full history £26,950
- 1974 Rover TC 2200, brown, manual, radio, 23,684 miles £2,195
- 1977 (R) Triumph TR7, yellow, green tartan 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 (M) Triumph GT6, green mallard, one owner, 38,289 miles, Sundym, overdrive, cloth, H.R.W. £2,095
- 1972 (Model) Volkswagen 1300 De Lux, blue £895

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1975 (P) Lotus Europa Special. White, 14,000 miles only. Detachable glass sunroof, oatmeal, Sundym, personalised registration number. For the serious investor only.

1974 Lotus Europa Special. Blue, 36,000 miles, oatmeal cloth, radio, alloy wheels.

1974 Lotus Europa Special. Yellow, 31,000 miles, oatmeal cloth, Sundym, radio, alloy wheels.

1974 Lotus Europa Special. Roman purple, choice of 2, both with oatmeal cloth, radio, alloy wheels, etc.

1973 Lotus Europa Special JPS. No. 80 of the famous 'Limited 100' edition, oatmeal, Sundym, radio, stereo, alloy wheels.

1973 Lotus Europa Special. Yellow, 36,000 miles, radio, black trim, alloy wheels.

1973 Lotus Elan Sprint. Drophead coupe, yellow, 43,000 miles, superb appearance.

1972 Lotus 7 Twin Cam. White, 42,000 miles, radio, one of the rare original 'Lotus' 7's.

1971 (K) Mini Cooper S Mk. 3. Red/Navy, 36,000 miles and one owner from new, sensible extras, one of the last! For the serious investor only.

1971 Mini Cooper S Mk. 3. White, standard condition.

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1978	(August) T regd. TRIUMPH TR7. Inca, four speed, 500 miles, Sundym. New price £4,800	£3,895
1978	LANCIA MONTE CARLO CONVERTIBLE. Gold, nutmeg interior, radio, 24,000 miles, so realistically priced.	£4,900
1978	June ALFA SUD 1.3 TI 2-door. Brown, 8,000 miles, a nippy little 5-speeder in unmarked condition.	£2,750
1977	S regd. FERRARI 308 GT4 2+2. Modena red, suede interior, magnificent unmarked condition, 14,000 miles, fitted factory wide wheels, air conditioning and radio (costs new £17,000).	£12,750
1977	"S" MG-B GT. Black/grey striped interior, 17,000 miles, overdrive, sunroof, Sundym, expensive Radiomobile radio-stereo. Superb car.	£3,585
1977	"S" MG MIDGET. Flamingo red, 2nd year Supercover. Mint.	£2,150
1976	R regd. VANDEN PLAS 1500. Luxury Saloon, metallic blue, blue leather, 14,000 miles, 5-speed, radio (costs new £4,300).	£2,475
1976	R regd. ALFETTA 1.8 GT Coupé. Yellow beige, black nylon interior, 31,000 miles, 5-speed, Sundym.	£2,995
1976	R regd. MG-B GT. Chartreuse, black interior, 22,000 miles, radio, HRW, and overdrive.	£2,995
1976	TRIUMPH TR7. White, sunroof, radio, Sundym, HRW, 36,000 miles, excellent throughout.	£2,345
1976	(Nov.) R regd. TRIUMPH DOLOMITE SPRINT. 16 valve, Mimosa, overdrive, Sundym, 33,000 miles.	£2,595
1976	(Dec.) PEUGEOT 604 V8. Executive saloon, metallic brown, beige leather, manual, PAS, electric roof and windows, radio, Sundym, etc., 29,000 miles, 1 owner, superb.	£3,750
1976	R regd. LOTUS ELITE 501. Carnival red, oatmeal interior, radio, low mileage, in quite superb condition (costs nearly £13,000 new).	£5,950
1977	TRIUMPH DOLOMITE SPRINT. One owner, white, black interior, overdrive, Sundym, 21,000 miles.	£2,950
1976	(Dec.) R regd. MG MIDGET. Teal blue, 19,000 miles, Ziebart treated, rollbar, radio.	£1,895
1976	MG-B GT V8. Black/black interior, 27,000 miles, overdrive, radio, Sundym, chrome wheels, in splendid order.	£3,650
1975	GILBERT INVADER 3-LITRE V6. Reputed last car made, l.h.d., regal red, metallic, overdrive, electric windows, alloy wheels, 21,000 miles, unique opportunity.	£2,300
1975	P regd. JAGUAR XJ Coupé 4.2. Auto, power steering, electric windows, central locking, radio, regency red, black vinyl roof, beige leather interior. Immaculate car.	£5,350
1976	TRIUMPH TR7. Pimento red, black interior, 14,000 miles only, radio, Sundym, HRW.	£2,685
1974	N regd. LOTUS ELITE 501. Blue, blue velour interior, good condition throughout.	£3,950
1973	M regd. MG-B GT V8. 2 owners, 22,000 miles, tundra, radio, Sundym, overdrive, superb car.	£2,695
1973	RELIANT SCIMITAR GTE. Manual, yellow, Sundym windows, radio-stereo, immaculate car, 54,000 miles.	£2,450
1972	L regd. ASTON MARTIN V8. Automatic, PAS, Sundym, electric roof (single headlight), special order lamswool interior, 37,000 miles.	£5,750
1972	(Model) PORSCHE 2.4 911E. Purple, electric windows and sunroof, Sundym glass, recent £800 service and overhaul.	£3,950
1971	K LOTUS EUROPA (Renault engine). Black, black trim, alloy wheels.	£1,795
1963	JAGUAR E-TYPE 3.8 FHC. One owner, 18,000 miles only from new, opalescent silver, blue leather interior, chrome wire wheels, unique investment.	£8,750
1974	BENTLEY Mk 6 Saloon. Well restored, ivory, beige leather, good mechanically, sliding roof.	£3,750

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FOR SALE—continued

JAGUAR V12 E Type 2-2, manual. Stored 1 1/2 years, only used in dry weather. 14,786 miles, absolutely immaculate. Five new Michelin XWX's. Ziebarted from new. New exhaust system looks and feels like new, but already run in! Offers to Dr. McCollum Penkridge (0785-71) 3714 or 2300 (near Stafford). (32850)

TR3. Complete car plus spare gearbox, overdrive, new set of pistons and liners. Car garaged for last few years. Offers Clitheroe 41492. (32851)

WOLSELEY 1500, 1965. Full test, excellent condition, two owners, low mileage, numerous spares. £425. Sedgfield 21832. (32852)

JAGUAR Mk II 3.4, 1964. Silver-grey, manual, overdrive, full MoT, good condition. Maker's oil pressure, new clutch, host of spares. £500 cash, no offers. Tel: Seighford 668 (STD code 078 575). (32858)

FIAT 132S 1800 (5-speed), 1973 (M). Maroon, 64,000 miles, reliable, roomy, rapid. A very good example for £825. AA or RAC exam. welcomed. (Manchester) 061-445 2356. (32252)

1959 HUMBER 'Hawk'. Overdrive, 21,000 authenticated miles, absolute mint concours winner. £1,875. 0865 (Oxon) 390559. (32253)

AUSTIN SEVEN 1933. 4-seater tourer. New hood, side screens, rechromed, taxed, rallied. Price £1,500. Lauder, 31, Collage Drive, Dumfries. Phone Dumfries 63100. (32254)

JAGUAR 3.4S 1968. Dark blue, manual, overdrive, immaculately maintained, low mileage, long tax MoT, history, many extras. Offers over £2,750. Tel: Bournemouth 294483. (32256)

BEAUTIFUL NSU R080(M). Metallic red, beige interior, radio, electric roof, tip-top engine, tints. Magnificent car for £1,395 or offer. HP poss. 0264 71 373 (Hants). (32257)

1962 E-TYPE FHC. Chassis no. 253. Excellent condition, 70,000 miles, red. £2,750 o.n.o. Phone: 574 8171 ext. 200, 9-5. (32258)

1956 BENTLEY S1. Good runner and interior, new wings and cills required. £2,250 o.n.o. Stafford (0785) 58541. (32260)

GT6 Mk. III. Pimento red, black trim, 52,000 miles, excellent condition, reason for sale: arrival of company car. Best offer around £2,000. Phone Evesham (Wares) 12716 evenings, before 10 p.m. (32264.5)

FIAT 1608 c.c. 124 Coupé in superb condition. Very low mileage, maintained to extremely high standards for retired engineer. Complete service history, radio, etc., very valuable reg. no. EL11. £5,150. Box no. 6056. (32268)

AVENGER HOT rod. All new suspension, new dry sump 1700 engine, slicks on steel wheels, some spares. £950 o.n.o. Phone Tony, Gt. Yarmouth 57338 (work only). Andy, Gt. Yarmouth 730496 (evenings). (32270)

ALFASUD 1200, 1975. 5-speed, new clutch and tyres, radio, 26,000 miles, undersealed, good condition. £1,500. Phone: Long Eaton 62926, evenings. (32275)

JAGUAR XJS '76. Red, black trim, air cond., radio, stereo, 5 new w.b. tyres, low mileage. £9,200. Tel: Southampton 553870. (32273)

DATSUN 260Z 2-2, May 1978. 6,600 miles, metallic silver, superb condition. £5,900 o.n.o. Tel: Cosham 73301 weekend or after 4 p.m. (32279)

FOR SALE—continued

1953 AUSTIN Hereford, 37,000 miles only, long MoT, new tyres, s. abs., clutch, superb throughout. £550 o.n.o. Telephone 0279-52895. (32278)

1934 AUSTIN 10.4 Saloon. Sound, complete, original, front end dismantled. £650 o.n.o. Ormskirk 76731. (32279)

DAIMLER CONQUEST Century, 1957. Metallic grey, undersealed, 63,000 miles, excellent condition. MoT, taxed. A genuine opportunity for the Daimler connoisseur. Offers. Phone: Tranent 610593. New Edinburgh, photos available. (32280)

1929 VAUXHALL R type 20-60 in v. good, complete original, unrestored condition and in running order. £4,500. Mr. Gilding, Staines 58936 or 01-437 7104. (32281)

1973 ASTON MARTIN DBS6 Vantage, 38,000 miles from new, superb condition, tints, chrome wheels. One of only 70 made. £7,500 o.n.o. Box, N. 6057. (32282)

TR4 1964. 59,000 miles, red, new white hood, carpet and 4 steel wheels, wires, immaculate. Best offer over £1,500 accepted, or exchange something interesting. 0425 72492, Dorset. (3215)

VOLVO P1800S 1967. All original paintwork, interior in immaculate condition, one owner for 7 years. £1,850 o.n.o. Bransgore 72492, Dorset. (3215)

BRISTOL 406. Good all round condition, taxed, tested Bristol 405. Chassis no. 405 1004. Very sound, new gearbox. Both very interesting, registration number £3,250 pair, will not split. Ring Barrow-on-Humber 30767 after 7 p.m. (3215)

BUGATTI 1927 43A. Very original, owned by enthusiast, superb order mechanically and bodily. Original type wheels, all weather equipment upholstered in blue Connolly hide. Expensive offer. Tel: 021-522 2731, 021-454 0867 (home). (3215)

FERRARI 308 GTB. A 1977 car with only 640 genuine miles on the clock. Used only three times since purchased - immaculate, as new car. First two services undertaken, all teething faults removed. Deep metallic blue, beige leather upholstery, radio-stereo. Plus air conditioning, XWX tyres. It's a good, if not better than new. £15,500 no offers. Tel: 01-467 7788. (3215)

LANCIA 8th SERIES Lambda FHC. English body, 1924 chassis no. 20354, excellent condition and appearance, very original, overhaul to engine, radiator, clutch. Offers required to Halifax 20200 after 5 p.m. (3220)

ROLLS-ROYCE 20/25, 1934. Windover Saloon. Repainted, re-upholstered, leather front, cord rear, re-chromed radiator, re-cored, rewired. Engine re-sleeved, new pistons, crankshaft reground, new mains, new big ends. Excellent tyres, immaculate car. £12,000. Hunters Lodge, Theydon Bois, Epping Essex. Theydon Bois 2535. (3220)

MG TA 1938. 2-seater roadster. An incredible 7-year chassis-up rebuild to produce one of the finest concours sports cars available. Fitted very rare original Layaill Lucas race engine. If you're looking for a pre-war sports car with that something extra then give me a ring on Fairfield 8639 evenings. Write: Mr. Harvey, Poplar Cottage, Fairfield Gloucester, GL12 8DW. (3220)

1971 VOLVO 1800ES. Sports Estate. Gold, good condition, MoT, new tyres. £2,500. Tel: Forton 791287. (3220)

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Porsche Carrera Sport 1977 in white with black pinstripe upholstery. An outstanding car, recording 26,000 miles with documented history. £15,950

Jensen Interceptor Mk. III 1974 in polaris silver with black upholstery. A nice example. £5,295

Reliant Scimitar GTE 1977 in Brooklands green with beige cloth trim. Manual with overdrive in excellent condition. £5,395



BMW 3.0 CSA 1973 in turkis metallic with grey velour trim. One owner and 32,000 miles from new. Excellent order with many extras. £4,995

BMW 3.0 CSI 1975 in reseda green with contrasting trim. Many useful extras. £6,995

Porsche 356B 1963 in carmine with black leather cloth. Documented history, and two owners. Superb. £3,450



Aston Martin DBS V8 1972 in nugget gold with tan upholstery. A well maintained automatic example offering high quality motoring. £5,950

Fiat X19 1978. T. Ice green with deckchair upholstery. 9,000 miles only. £3,875

ASTON MARTIN V8. 1976 (R reg.), signal red with black hide. 19,000 miles and excellent. £16,950



BMW 633 CSI 1977 in anthracite with magnolia. One of the prettiest contemporary coupes in superb condition. £11,450

Triumph TR6 Roadster 1975 in mimosa with black trim. Overdrive. Excellent example. £3,495

Mini 1275 GT 1976 in antique gold with tan cloth trim. Good condition throughout. £1,895

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FOR SALE—continued

JAGUAR 5.3 Coupe. One owner, low mileage, second car, registered April, 1978. Squadron blue with biscuit trim, GKN alloy wheels, quadrophonic, etc. GM 400 gearbox, very rare, appreciating asset. One of only 100 to this spec. Private sale. Offers to Box No. 6068. (32532)

MGC GT, 1970. One owner. Guaranteed 57,000 miles only. Full service history. Rustproofed when new and rustfree. Immaculate totally original condition throughout. B.R.G., overdrive, sunroof, stainless steel exhaust, Konis, air horns, workshop manual and parts books. The best unrestored MGC/GT in the country? £1,895. Stonehouse (Gloucestershire) 4740. (32533)

RARE MORRIS 8, two-seater tourist, series one. Attractively respayed in white, new upholstery and carpets in red, new black hood and sidescrims, wire wheels, £2,000. Barnstaple 3645. (32536)

JAGUAR E TYPE, J Reg., 4.2, 2+2, chromed red, chrome wire wheels, genuine mileage 57,000. Excellent condition throughout. Offers over £4,000. Tel. 0352-55902 or 049082 380. (32537)

SUNBEAM ALPINE MK. IV, 1968. Hard top, 73,000, shabby but sound all round, M.O.T. Jan. 1980. £500 o.n.o. Clayton, Leeds 674343. (31187)

PORSCHE 356C, Togo brown, a truly outstanding example of this classic marque. Maintained in pristine condition by a Porsche enthusiast, garaged during winter, complete history since original importation available. Offers around £3,000. Telephone: 021-744 2355 evenings and weekends. (32206)

FIAT X1.9, imminent arrival of heir forces reluctant sale of immaculate 'S' registration Fiat X1.9: 13,000 miles by one professional owner, Endrused and Armaglazed, fitted stereo cassette radio with electric aerial. Still under maker's warranty. Finance can be arranged. Telephone Bridgnorth 3399 daytime, 4025 evenings. (32208)

JAGUAR MARK VIII 3.4, 1957. Manual, grey-green, 6908 T.U. Offers invited. 01-204 6950. (32209)

E-TYPE V12 1972 2+2 Automatic. Sunroof, chrome wheels, white wall tyres, radio, sable with tan interior, recent bills for £4,000. This E-type is probably one of the best available and is in absolute mint condition in every way. Genuine bargain £5,750. 01-302 5570. (19240)

DBS ASTON MARTIN Vantage, manual, 1972. Personal registration number, 46,000 miles, genuinely immaculate. £6,750. Business, Colchester 77715. Home: Gt. Bentley 250868. (26817)

FERRARI 250 GTE, 1961 LHD. Recorded km 47,000. £6,000. Details Box No. 6069. (19514)

ASTON MARTIN DB2 in excellent condition, including recent engine rebuild. Very original. £4,000. Tel: 0256 770247 evenings and weekends only please. (19514)

AUSTIN HEALEY 3000 Mk. III, 1966. 60,000 miles, wire wheels, overdrive, near concours condition in ice blue, unmarked interior, new hood, carpets. £4,250. Phone Cullingworth Yorks 0535 272324. (32613)

AUSTIN HEALEY Sprite, 1960, stored six years. Completely original, new hood, tonneau and maintenance manual. Reply to Box No. 6073. (32618)

MORGAN 4/4, 1979T two-seater, red, black interior, wire wheels, bonnet strap and fresh air. £5,750. (Sussex) 0323 870691. (32619)

MG TC 1948 black. Well maintained, not restored. Present ownership 25 years, stored for 15. Mileage 65,500. Registration NWL 248. Also Carte Grise Zone Franche Pays de Gex. Divorce settlement forces sale. £5,000. Box No. 6074. (32620)

FOR SALE—continued

GILBERT INVADER Mk. III, 1973, voted by Owners Club most attractive of 1977. Lumenition ignition, new battery, alternator, s.s. exhaust, tyres, brakes, brake servo, clutch. Colour red, gold coachlines, black vinyl and sunroof, grey dralon seats, blue carpets, Wolfraze wheels, plus normal extras. 46,000 miles. Very reliable and fast. Reluctant sale, need large towcar, no room for both. £2,950 (must appreciate). 01-317 8264 after 7 p.m. (32614)

MERCEDES 6.3 litre, 300 SEL, white blue interior, p.s., air conditioning, electric tinted windows, radio-tape, collector's grand touring car, only 69,000 miles, in original condition. Mercedes serviced. £4,000. Phone 01-328 0136 day, 01-328 6840 evening. (32615)

MINI COOPER 5, only 36,000 miles. Red, black, absolutely original, 1970 model, last of the few. £1,000. Phone 01-328 0136 day, 01-328 6840 evening. (32615)

PORSCHE 356SC, 1964, known history, many spares. Best offer. C. Frater, 13 Balcombe Road, Poole, Dorset. (32617)

JENSEN INTERCEPTOR Mk. III J Series, Reg. December 1973. Private no plate. Company Director's private car. Genuine 36,000 miles. Black body, red interior, air cond, mag wheels, new tyres, tinted power windows and steel power sunshine roof. Cassette radio. New gearbox, battery, starter, power steering ass. All bills shown. Immaculate car. History for last three years. £6,000 for this fast rising investment or best cash offer. 01-530 2350 after 6 p.m. (32616)

ROVER 100, 1962, 54,000 miles, admirably blue, red leather, original tools, radio, bank manager's personal car, exceptional. £895. Oxford (0865) 68976. (32621)

FIAT DINO coupé, 2-litre Ferrari V6 5-speed box. Unmarked paint. Electric windows. S reg. Giveaway at £1,950. Oakham 2456 Leicester. (32623)

CITROEN CX 2400 Pallas C-Matic Oct. 76 Metallic blue, 32,000 miles, AA warranty immaculate. £3,800 o.n.o. Ferndown 873046. (32624)

MG-A Mk. II Luv Duv, Really beautiful car, white, red leather. For sale to good home. Offers. Scunthorpe (0724) 4396 day, 65221 evening. (32625)

LOTUS EUROPA 52, Absolutely mint. Engine 23,000 miles. Completely rebuilt. Air horns, alloys, tape. Just M.O.T'd, taxed. £1,850 o.n.o. Scunthorpe (0724) 762328. (32626)

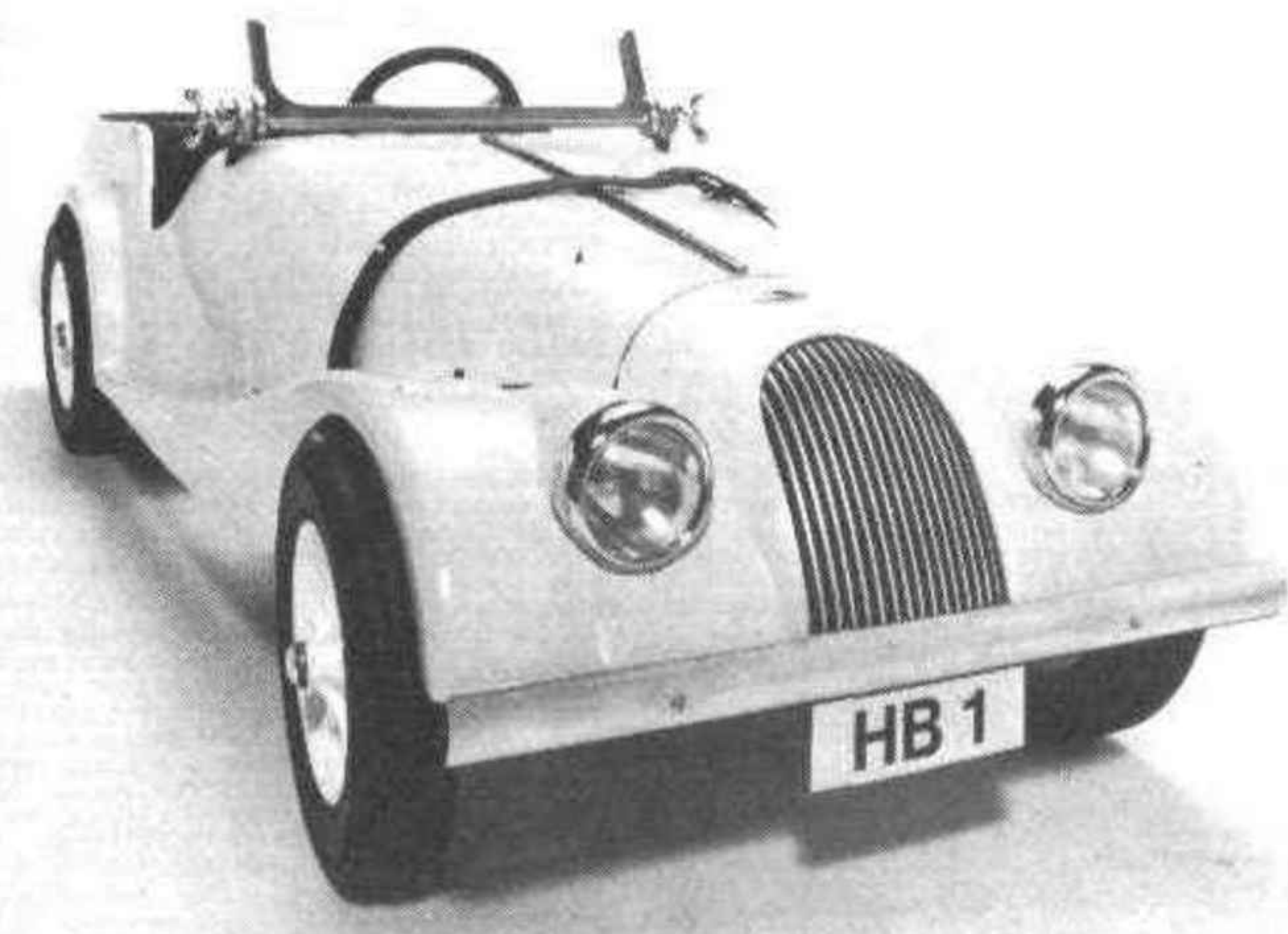
ELAN SPRINT, Fanatic selling his treasured 1972 coupé. Burgundy white/gold. Radio, h.r.w. meticulously specialist maintained. Chassis "Ziebarted". Regularly "Waxoyled". During last year: New Vegantune 150 b.h.p. (road) engine (4,000 miles, properly run-in); clutch, carburettors: "doughnuts"; pads (brake overhaul); distributor; sundries. Bills £1,800. History. Very original. £2,995. Titchfield 43132. (32627)

DAIMLER SOVEREIGN Mk. I Automatic, 1969 White with red trim, full service history, 2 owners, 45,400 miles (guaranteed). M.O.T. to May 1980. This is a pristine motor car and can only appreciate. Reluctant sale due to lack of space. £3,250. 0803 24152. (32628)

TRIUMPH VITESSE Convertible 2-litre Mk. 2, overdrive, white/black trim. Full/half tonneau. Original handbook-sales literature. M.O.T.-taxed. Inspection thoroughly recommended. £895 o.n.o. Bourne (Lincolnshire) 3554 evening. (32644)

XK140 Drophead with overdrive for restoration. £1,750. Tel. 0952 813677 (Shropshire). (32647)

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I hope this copy of MOTOR SPORT will hail "flaming" June because in flaming May it is trying to snow as I write this. The Morgan owner, or would-be owner, must be a truly hardy soul as over this last few weeks we have sold our entire stock of second-hand Morgans, but do not despair as by the time this is printed we should have more. Coming soon is a very nice 1971 4/4 2-seater



in yellow with bucket seats and only 40,000 miles from new. We should also have a 1970 4-seater in dark silver with black leather trim. Please ring and see what we have got. I also hope to drive brother Andrew's +8 in the next few days which is now producing about 220 b.h.p. so anyone wanting to talk about +8 engine mods please ring and see if we can help. Anyone with a car to sell please give us a ring. I am not the mystery Morgan buyer, but I am sure that our prices are as good as anyone's and better than some!

Morgan ties £1.75. Morgan Badges 75p. Morgan key fobs £1.10. Morgan sweater £6.50. Sweat shirts £6.00. T shirts £3.50. Morgan bed spreads £9.50. Morgan etchings £8. BOOKS First and Last £7.95. More Morgan £6.95. Four Wheel Morgan £5.45. Morgan Sweeps the Board £9.95. All prices include P&P (UK only)



The London Morgan Distributors



June, time for a Morgan tune while the flowers come into bloom. Little secrets in the Mews this month start with a 1978 Morgan 4/4, 2-seater finish in British Racing Green, Black leather upholstery, bucket seats and tonneau cover, luggage rack, +8 type spotlamps and even a radio.
 1977 Morgan 4/4, 4-seater also British Racing Green with wire wheels, luggage rack, folding and reclining seats in Black leather.
 1972 Morgan 4/4, 4-seater in Signal Red with Black interior, recently resprayed, two owners from new.
 1968 Morgan +4 Coupé in Black with Black interior, zipped rear window in hood, polished wood dashboard with steering wheel to match. Two owners from new and in really nice condition. TR4A engine with polished rocker cover recently overhauled and tested.
 1963 Morgan +4, Silver with Black wings. This Morgan has been completely rebuilt and not used for the last two years. Morgan exponent of long journeys Bill Wykeham retrieved this Morgan beauty from many an acre away, fending off many attempts on its life.

1972 Morgan 4/4 in Blue, bench seat, tonneau cover, recently presented for inspection to obtain the much sought after MoT certificate. Passed with flying colours.
 1973 Morgan 4/4 in Green, perhaps this deluge of Morgans in Green has something to do with the time of year. Wire wheels, tonneau cover, special mounted dash watch water resistant to 3,000 ft. Some Morgan people I suppose will drive their Morgans anywhere. Is there anyone who owns a Morgan called Dolphin?

1975 Morgan +8, the real leather interior of this car is finished in the colour of stone, the seats are of the reclining and folding variety especially useful if you require to recline or fold while driving. Music is supplied by stereo radio and the car is finished in two tone blue of BMW extraction. The Morgan wind deflectors are now in stock as are the aeroscreens for those of you who like wind in the hair but not flies in the teeth. Morgan books, catalogues and other Morgan things also in stock send for list.

morris Stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

GILBERT INVADER Estate (1971). One of six(?) Automatic versions of the 68 estates. Beautiful original condition. Usual fittings, plus sunroof, rear wash/wipe, s.s. exhaust. £2,000 o.n.o. Pontefract 73974. (32629)
CONVERTIBLE TRIUMPH HERALD 1200 cc 1963, light blue, attractive car, good all round. 12 months MoT. — £360. Telephone after June 4th 061-432 3346 (Stockport Cheshire). (32630)
LANCIA 2000 Farina Coupé May 1975. Cream with black interior. Excellent condition. Recent tune. Year's MoT. Undersealed. Regularly serviced. Oil 60 psi. Mileage above average but guaranteed. Radio. £1,150. Sandy (Beds) 81894. (32633)
MG-TC 1968. Hard and soft tops. Red Speedo. 54,500 MoT. to December. Enthusiast maintained. V.G.C. £1,395. 0803 24152. (32628)
JENSEN HEALEY L Reg. two owners, genuine unburnt example supplied with history and advice. Exhaust, rubber hood, paint valves, brakes, clutch MoT. all recent to new. Believe worth £1,150 but open to discussion as company car arrived. Tel: 01-584 5291 (business direct) 01-229 7527 (home). (32641)
MG-B ROADSTER April 1978. Russet-Black. Ziebart. 6,000 miles. One owner. £3,350. Eversley 732182 (Reading). (32634)
ROLLS-ROYCE 40-50 Phantom II Continental Touring Saloon, coachwork by Barker, chassis No. 101 SK, originally the 1935 Amsterdam Show car. Total mileage 127,000 has had the same owner for the past 25 years. The car is fully described in my book 'The Rolls-Royce 40-50 h.p. Ghosts, Phantoms and Spectres'. It is offered for sale owing to the death of my wife, it is in Jersey, Channel Islands where it can be seen by arrangement. Telephone 0534 81019. (32635)
1928 SUNBEAM 3-litre touring, 2-seater drophead with dicky seat, only two owners from new. Excellent condition throughout. Taxed and MoT. Offers around £7,500. Telephone 01-546 2027. (32637)
1928 PEUGEOT 181 B Tourer. Good original condition. Believed only 51,000 kilometres from new. This interesting LHD car is fitted with two small occasional seats and can be converted to an estate car as the rear section folds down. Fitted with its original rear trunk. Only £3,950. 01-546 2027. (32637)
PORSCHE 911S 2-litre fuel injection. 1959. Sandy beige. 65,000 miles from new. Extensive service records from new. Many extras. £4,500. phone day 01-488 3934, evenings 01-876 9762. Box No. 6075. (32639)
LVT SPORTS CAR. Built by Lionel Vincent Thomas. His own car and bearing his number LVT 1. Last known example. Very pretty and well restored post-war thoroughbred. Equally useable for road or competition. Mainly Jaguar components. Other commitments dictate sale of vehicle which is much nicer than the price of £4,500 would indicate. 01-351 4276. (32640)
1954 RILEY 1 1/2 RME V Good £1,300. Also A40 V Good. £150. M. Norton 392 Staines Road East, Sunbury. (32642)
FULVIA ZAGATO 13S. "L" reg. Recent respray in Lancia silver. Red interior. 44,000 miles. Engine rebuilt. £1,750, but worth it. tel: 0732 (Hildenborough Kent) 833233. (32369)
1974 BMW 2002 Cabriolet convertible, excellent condition. Fjord blue, taxed MoT 1979. 49,000 miles. £2,700. 061-773 6544. (32322)

FOR SALE—continued

TRIUMPH STAG 1976, 24,000 miles. Overdrive. Stereo radio-cassette. Hard-soft tops. P.A.S. Sundym. Full service history. First class condition. £3,925 o.n.o. Blunden 01-248 3913 ext. 314 (office). Great Missenden (02406) 2728 (home). (32643)
CITROEN MASERATI SM Very low mileage, immaculate, air conditioning, electric windows, etc. £3,000. Consider exchange 'XJ' or Limousine. Tel: 01-500 2318 evenings. (33035)
RELIANT SCIMITAR GTE Automatic, 1974. 39,000 miles. Capricorn blue tan, radio, Sundym, plus usual refinements. New tyres, etc. Excellent throughout. MoT tax. £2,795. Gravesend 56504 (home). 01-626 0271 (day). (33036)
XJS Silver grey with black leather interior. P.A.S. automatic, air conditioning, 33,000 miles, immaculate £10,800. Contact 0533 889311 Mrs J. Smith. (32251)
ALFA ROMEO Rare Duetto Spider. "F" reg., red, black trim, engine rebuilt. £1,500. Tel: 0732 (Hildenborough, Kent) 833233. (32309)
ASTON DB5 1964 5 speed ZF Standard engine, 64,500 miles. Just repainted light maroon metallic. Original red leather and carpets in good condition. New clutch, flywheel, brakes, rechromed, good CWV. MoT. £4,000. Also ASTON DB6 Vantage automatic. Ex Margaret Lockwood motor. 2 previous owners. 70,000 miles. Dark blue coachwork in good order. Original red leather upholstery. New Selectarides and rear exhausts. Good CWV. tyres, HRW Minor attention required to cills. £4,000 o.n.o. 0252-21765 (Aldershot). (32310)
MORGAN +4, 1960. Super Sports spec. £3,000 spent on respray and mechanics in last 12 months. £5,800 o.v.n.o. Ring Hadlow 640 (Kent). (32311)
PAIR OF JAGUAR 3.8's S Types, both 1966 and manual, one running with MoT, other dropped valve with overdrive. £350 o.n.o. Tel: 0793 725283. (32313)
1934 WOLSELEY 9 SALOON. (Possibly one of few surviving). Current ownership 22 years. Stored since 1960. Professional work (including body lifted from Chassis) costing over £800 just completed. New and S.H. spares. Genuine car for competent collector to finish. £1,400. Tel: Halstead 2709 (Essex). (32312)
1922 FORD MODEL T black touring. Original, not rebuilt. Excellent condition, ready to drive. Present owner 8 years. £4,600. Phone Steensbridge 246 (Hertfordshire). (32316)
E TYPE Jaguar FHC. Engine recently overhauled. Year's MoT. Interior reupholstered. £2,500 o.n.o. part exchange. Tel: 0400 72626. (32317)
MODEL T FORD 1921. Good recently restored usable touring, runs well. MoT. Many new parts. £3,800, no offers. Tel: Corby 67874. (3319)
1937 MORGAN 4/4 Climax 2 seater. 95% restored. Non-original gearbox and instruments. £3,000. Phone after 7.00 p.m. 021 449 2245. (32320)
MG-C GT, 1969. Old English white; wires, 35,000 miles, in beautiful condition, second car not used in winters. £1,875 or offers. Contact Mrs Pemberton, Wrexham 840441, ext. 149. (32321)
TR7 March 1978, immaculate, well maintained example in British Racing Green. 1 careful owner, low mileage, taxed February 1980. CIBIE headlights. Stereo radio-cassette. £3,750 o.n.o. Telephone: Arrington (022020) 741 Cambs, evenings/weekends. (32323)
HILLMAN MINX 1935, recent engine rebuild. Body re-painted, tidy interior. New MoT. £1,450 o.n.o. Tel: Arthington (0532) 842311. (32325)

FOR SALE—continued

LOTUS ELAN S4SE 1970 DHC. Complete mechanical rebuild 7,000 miles ago, superb original Bahama yellow £2,150. Tel: 060 874 200 (S Warks). (32315)
ALFA ROMEO, 1600 GT Junior, FHC. White, low mileage. HRW radio-cassette, undersealed, above average. DOHC 5-speed. £1,195 o.n.o. 01-808 0410. (32326)
FIREBIRD TRANS-AM Special Edition, black/gold, 1976. "T" reg., 400 V8 automatic, power steering/brakes, black trim, air conditioning, radio, 8-track. Gold honeycomb wheels with Goodrich T.A.'s. Excellent throughout. £4,950. Harrogate 883535. (32314)
DAIMLER V8 250 1968. P.A.S. auto. Very good condition, white, blue interior. 75,000 miles, summer use only in last three years, personal reg. no. SUE 429, taxed, MoT. £900 o.n.o. Tel Chirton 245 (Wills). (32672)
TRIUMPH TR6 1973. Mimosa black. Superb condition. One fastidious owner from new. 57,000 miles. O drive. XAS tyres. Tonneau. Laminated windscreen. 12 months MoT. £2,100. Tel: Winkfield Row (Berks) 5060. (32673)
ALVIS TD21, April 1960. White, professionally repainted and maintained. Very good condition, full MoT, reasonable offer accepted. Mrs Guest, Eastcote Manor, Hampton-in-Arden, Warwickshire. Phone Hampton-in-Arden 2529 evenings. (32675)
1929/30 ROLLS-ROYCE Phantom II running rolling chassis. £6,000. 061 485 1873. (32676)
1935 ROESCHE TALBOT 65, Brooklands style body, taxed, MoT., in regular use. £5,000. 061 485 1873. (32676)
FIAT 130 SALOON, 1974, N reg., 18,000 miles, dark blue with grey velour trim. Auto, p.a.s., electric windows, immaculate condition, genuine enquiries only please. Telephone Hartlepool 68625. (32678)
PORSCHE 911 TARGA, M registration. Excellent throughout. £5,000. Tel Arley (Worcs) 439. (32677)
ROVER 3-LITRE, 1964 manual/overdrive, 23,000 miles. 1 owner from new, truly immaculate burgundy coachwork, absolutely beautiful unspoiled leather upholstery and faultless mechanically. Must be one of the very best available. Virtually as new throughout. £2,950 or would come to some arrangement with a Daimler SP 250 Dart. 01-367 6901 evenings/weekends only. (32679)
LOTUS ELITE 503, 1975. Lotus yellow, brown vinyl roof. Air conditioning, power steering, stereo radio-cassette player-recorder. Only 39,000 miles. Superb. £5,950. Tel. Wragby (06734) 232. (32682)
FERRARI DINO 246GT, May 1974, white/black interior, rustproofed, 29,800 miles, one owner besides myself, as new condition and a superb investment at £9,000. Write, please. Brian, 19 Hamerton Road, Leys Farm Estate, Scunthorpe, South Humberside DN17 2SA. (32680)
RILEY MONACO 1937 aluminium coachbuilt saloon. 9 h.p. special series twin SU engine. Partly dismantled, but complete lack of time and money for sale. £750 o.n.o. Tel. Parkstone 746226. (32684)
MG-B GT V8, 1976, red, 27,000 miles, spare unused, all V8 extras, radio cassette, superlative order. £3,795 or exchange for 1973 Jensen Interceptor 'J' series. Worthing 32194. (32688)
JAGUAR 3.4S 1968 B.R.G. coachwork. Tan interior trim. 59,000 recorded miles, superb condition throughout. 5. Brittons Ash, Bathpool, Taunton. (32689)

FOR SALE—continued

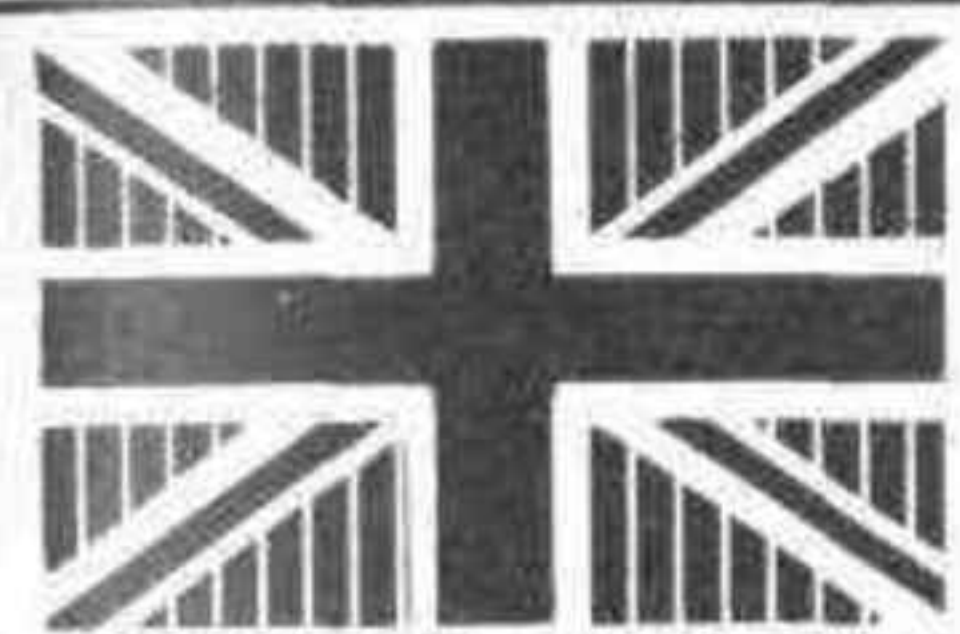
JAGUAR MK.II 3.8 Saloon, 1966. Manual overdrive. Metallic maroon, cream leather. 56,000 miles, history. Stored for five years, just overhauled, new MoT. Chrome wire wheels, unused toolkit, etc. Beautiful condition. £2,750. Telephone 021 354 443 (Birmingham). (32685)
3.8 E-TYPE, 1964 t.h.c. Very sound body and mechanics. Overhauled brakes. New steering rack. New exhaust. Good interior. MoT November £2,000. Market Deeping (0778) 345487. (32689)
E-TYPE 1970 4.2 t.h.c. Owned by JDC member. Absolutely immaculate. Inc. Reg. No. 11 NOB. £4,000 o.n.o. 061 437 6587. (32688)
AUSTIN HEALEY 100.6 2-2, 1959. Works hardtop soft top, w wheels, overdrive. Repainted, ice blue cream last year, new chrome. New MoT, taxed. Nice original condition. £2,150. Might consider sensibly priced Frogeye p/exchange. Stoke Mandeville 2280. (32691)
JAGUAR XK140 FHC C-type engine, wire wheels for spares or restoration. £750. Tel. 0952 811968. Newport, Salop. (32691)
MGA MK. II 1961. 95,000 miles, overall 12 months MoT. v.g.c. £850. Gravesend 65662 evenings. (32692)
1963 ROVER 95, Careful owner from 1964. 50,000 miles. Excellent condition. Juniper green. £750. Banbury 58879. (32693)
BENTLEY SALOONS Mk. VI. Two for the price of one been laid up in shed since late sixties. Need restoring 1947-1952 models. Phone Fortar Scotland 66252 evenings only. (32694)
MERCEDES BENZ 300 SE Coupé 1967, metallic blue leather trim, electric sunroof and windows, auto. P.A.S., Blaupunkt, fuel inj., full MoT., three owners. Immaculate low mileage car. £2,850. Tel. 01-486 8733 (32699)
MINI COOPER Mk. II, 1969. Garaged, original, well above average and amongst the tidiest. Worth £1,200. Purchase of TR3A means will accept best offer over £700. Brimscombe (045-388 5249). (32644)
BMW 2002 TII, 1973, black, silver coachwork, grey fabric interior, Recaros, headrests, electric sunroof, tinted windows, alloy wheels, Blaupunkt radio/cassette, Motolita wheel, air horns, alarm spotlights, rear fog, intermittent wiper control, inert reel belts, rear overriders, boot carpet, new clutch carpets, exhaust, two owners, 59,000 original miles. £2,500. 01-352 3749. (32645)
1925 PANHARD LEVASSOR S/S, 6.4-litre straight eight (Knight) sleeve valve engine. Running Chassis. Unrestored, but ideal for restoration to classic design already planned. Offers in region of £4,000. Tel. Brookwood 3948 (evenings). (32656)
TVR 3000M, Nov. 1976. 28,000 miles, yellow, tan vinyl top, sunroof. £4,600. Tel. 01-549 6671 evenings. (32657)
ALFASUD TI, 1977. "S" reg., red, one owner, rustproofed, dealer maintained. £1,975. Leabrook (Derbyshire) 3957 (5 minutes M1, junction 28). (32655)
LANCIA MONTE CARLO, absolutely immaculate. Red acrylic, 6,500 miles. Sundym glass roof, air conditioning, cloth upholstery, electric windows, quadrophonic, Pirellis. Must sell as the owner is going to America. Offers over £4,500. Telephone 0534-2438 evenings after 5.30 p.m. (32659)
PORSCHE 911T Targa 1972 lux Brown 'S' wheels, rear wiper, Motorola, tints, new tyres, v.g.c. £4,100. Luton 594385. (32655)

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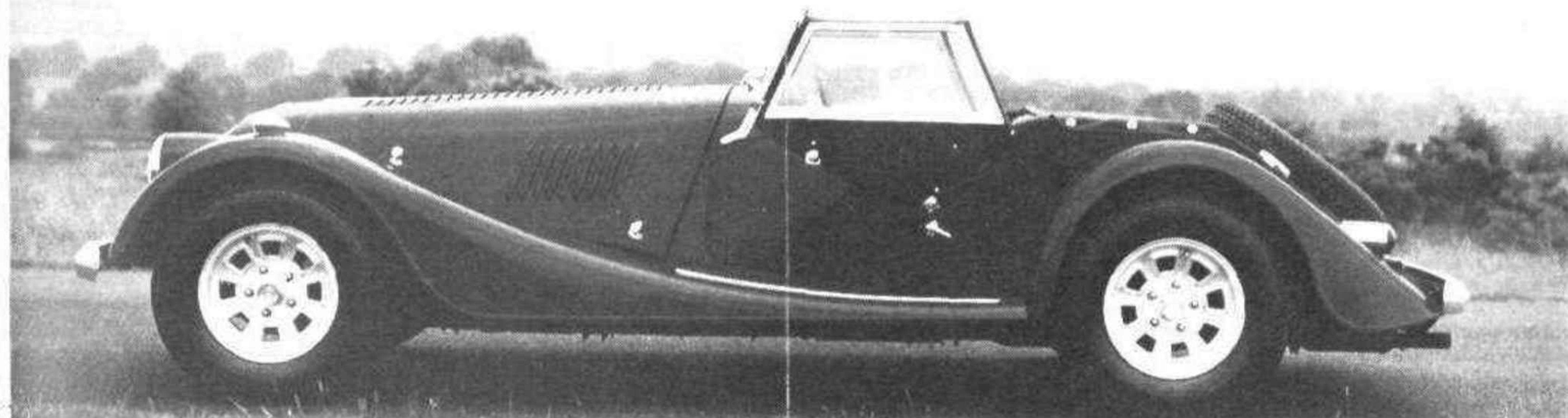
Reece Mews, London SW7 01-589 6894 01-589 8309





John Britten

Morgan
TVR



There was a young man from Glamorgan, Who decided to order a Morgan.

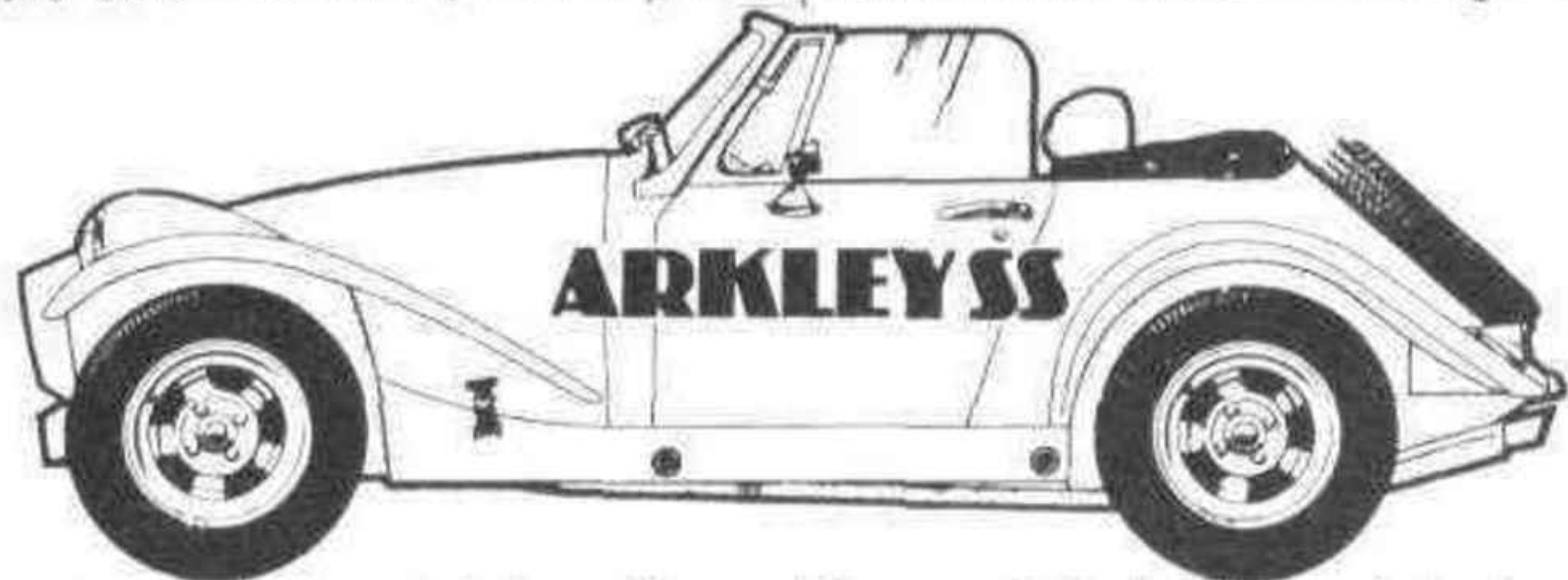
Now it's arrived, He's more dead than alive, That silly old man from Glamorgan!

Morgan Plus 8, 1970, black, all para-vintage features including large dia. wheels, aeroscreeens, Moss semi-synchro box, narrow track, etc., etc. For those who have never sampled it, the Moss box as fitted to all Plus 4's and early Plus 8's has a superbly close ratio 3rd gear and has a distinctive, resonant whine in all gears but top reminiscent of early-BBC sound effects recordings of police cars. (Walseley 14's, probably.) **Morgan Plus 4**, 1956, 4 seats, black and silver, nicely restored last year with soft black leather seats, 4-sprung-spoke Brooklands steering wheel, whitewall tyres and other kitsch touches. **Morgan 4/4**, 1972, charcoal grey, a South Coast car which covered 20,000 mere miles at the back and call of its only owner. **Morgan 4/4 4-seater**, 1978T, Royal Ivory with black leather, reclining and folding seats, mileage could be truly described (to a resident of John O'Groats) as "delivery". **Morgan Plus 8**, 1978, Silver, black leather, rustproofing, door handles, our 3rd Morgan running from this enthusiast (and now Ferrari Dino smitten) owner. **Morgan 4/4**, 1976, Deep Brunswick Green, wire wheels, bucket seats, ridiculous mileage, from the West Country. **Morgan 4/4**, 1976, Royal Ivory, wire wheels, equally ridiculous mileage. **Morgan Plus Four Coupé**, 1968, British Green, wire wheels, leather trim, one owner, 60,000 miles, complete with history of servicing from Day One — every time the owner changed the engine oil he utilised the old oil to coat the chassis and underneath of the car — a sort of do-it-your-Ziebart-self. **Morgan Plus 8**, 1975, Royal Ivory, luggage grid, Sundym windscreen, hails from Epsom, Sv **Morgan 4/4**, 1978, Golden Yellow, black leather,

reclining seats, wire wheels, previous owner was a potter from Yorkshire (he is now at the "wheel" of a new Saab 900). **Morgan 4/4 4-seater**, 1971, green, new engine recently fitted. **Morgan 4/4**, 1977S, Bugatti blue, wire wheels, leather seats, spotlights, badge bar, luggage grid, spare wheel cover, second time around at Arkley and still only a 4-figure mileage. **Morgan Plus 4**, 1968, 4 seats, BRG, wire wheels, looks quite at home at Arkley, its early-type racing green blending nicely with our hedge. **Morgan 4/4 4-seater**, 1976, signal red, wire wheels, reclining seats, Ziebart, one owner, previous owner is now tooling around Cheshire in his new XJ-S. **Morgan Plus 8**, 1978, Glacier white, one owner, black leather, spare wheel cover, luggage grid, reclining and folding seats, door handles, bonnet strap, extremely modest mileage. **Morgan 4/4 4-seater**, 1973, Cambridge over Oxford blue, spotlights, wire wheels, chromed radiator cowl (a controversial styling feature which must surely appeal to at least two people on this planet — the man who owned it before and the man who is going to buy it from us. At least, I hope so.) **Morgan Plus 8 Lightweight**, 1976, Glacier white, alloy body, 14" wheels, 4-speed box and old-type rear springs — in my opinion the optimum configuration for a prodsports Plus 8, although this particular one has never been raced. Electronic ignition, black leather trim, total underbody protection (have to scrape that all off to go racing), has only done 3,000 miles per year of its life. **Morgan 4/4 4-seater**, 1976, red, stone leather trim, wire wheels. **TVR Taimar**, 1978T, Silver with charcoal model band, sunroof, Wolfrace alloy wheels, radio/cassette player, supplied new by us to a publisher who is now driving around in a late-model Plus 8 (which we took in against a new TVR Convertible). **TVR 2500M**, 1972 (Dec.) fitted with the smooth Triumph 6-cyl. engine,

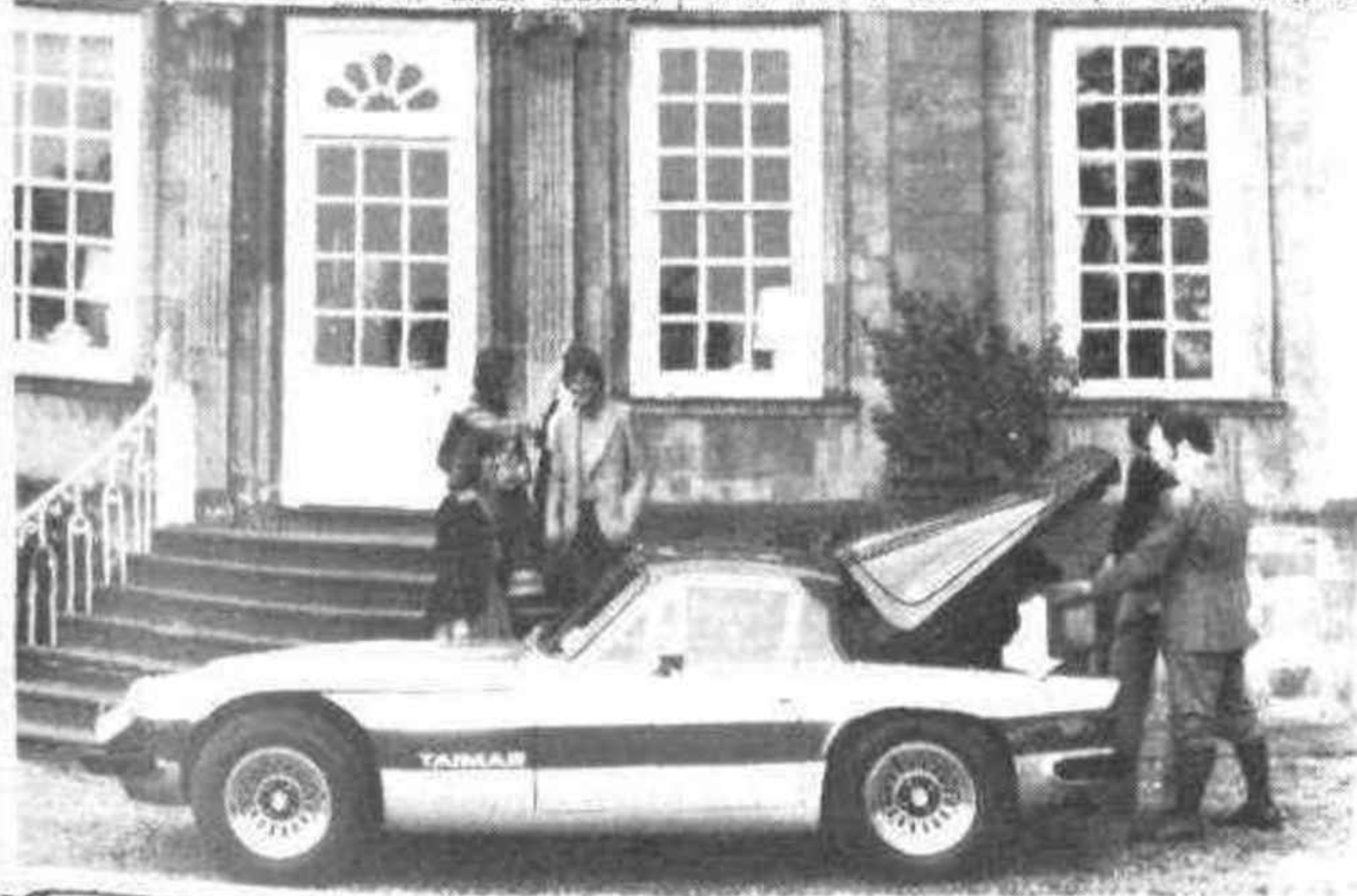
black, sunroof, overdrive. **TVR Taimar Turbo**, Charcoal with silver model band, 1978, Blackpool were given *carte blanche* in the extras department when this car was ordered, one engineer owner, 5,000 miles. **TVR Taimar**, 1977S, brown with neutral model band, Wolfrace alloy wheels, radio + cassette player, sunroof, one owner. **TVR Taimar**, 1978, red with black model band. **TVR Taimar**, 1977, white, sunroof, overdrive, radio/cassette, 1 owner who is now driving a new TVR Turbo Convertible. **TVR Taimar** 1977, green, neutral model band, sunroof, radio/cassette, almost sold last week to the son of that famous ex-racing driver and engine tuner Ian Walker, but even the excellent Chartwell brokers (who I find moved 3 years ago from Sparrows Hernia to Hale Lane, Edgware) could not insure the lad. **TVR 3000M**, 1973, silver, sunroof, radio, two owners from new, now surplus to

requirement due to arrival of new Morgan. **International Scout SSII**, 1978, red with black/gold appliqué, 5.7 V8, dual range 4wd, automatic transmission, freewheeling hubs, 10-15 A-T Tracker white-letter tyres, convertible top with detachable doors, rear seat, console, step bumper, quiet fan coupling, radio. **Jeep Golden Eagle J-10 Pick-up**, 1979, white with gold orange eagle and stripes, 5.9 V8, dual-range Quadratrac permanent 4wd with locking 3rd diff, automatic transmission, brushguard, beige denim trim, power steering, tilt steering wheel, step bumper, roll cage, 10-15 A-T Tracker tyres. **Triumph TR7**, Nov 1977, maroon, sunroof, radio, one owner. **Triumph TR6**, 1973, dark blue, overdrive, radio/cassette. **Alfasud Sprint**, 1978T, 1500 engine, dark blue, tan trim, LRSW, cassette player, moontop sunroof, 1 lady owner, 1,100 miles. **MGB GT**, 1972, blaze, overdrive, sunroof, radio, etc. **Mini 1275GT**, 1974, white, twin exhaust, leather trim. Various odds and ends unearthed during Spring Cleaning! New 4/4 back body panel (late type). New chrome luggage grid for 2-seater Morgan, £32.50 plus VAT. Ditto for 4-seater. New Morgan bumpers £19.50 exchange. Set of four Morgan Plus 8 15" wheels fitted with old Dunlops. Pr. of 4.4 4 seater front seats, brown leather, standard "thin" type. Set of 4 Momo alloy wheels for BMW 3-series, 13" x 6". Up-rated front anti-roll bar for all BMW 3-series. Up-rated front springs for BMW 3-series 4-cyl. Front Bilsteins for BMW 3-series 4-cyl. Front Konis for BMW 3-series 6-cyl. Rear Bilsteins for all BMW 3-series, with ride height adjustment. MGB spring, new, about 1969/70. Pair of rear springs for early Triumph TR (TR2 to TR4, I presume). All these items will be sold to first sensible offer received. Just rolled in — a **Morgan 4/4**



2-seater, 1965, dark blue, red hood, new engine, street-legal in the USA. We may have in stock the Morgan replica-pedal-car but please phone before driving 100 miles to see it. I think we have a pair of Plus 8 front wings (wide track can easily be snipped down for narrow) strung up in the rafters. And a **TVR Taimar**, 1978, red with black model band. Having sold both our demo, Arkley SS's we would like to buy a really excellent home-constructed Arkley. **NEW MORGANS**: Kindly refer to limerick at top of page. **NEW TVRS**: Choice of models and colours in stock, sports and GT cars required in part exchange. **ARKLEY SS**: Kits in stock to convert your MG Midget at minimum cost and without special skills, 25p. for brochure and road test report. Books in stock on Morgans TVRs, etc. Open weekdays to 7 p.m., Saturdays to 6 p.m. P.S. We need a skilled sports car mechanic.

requirement due to arrival of new Morgan. **International Scout SSII**, 1978, red with black/gold appliqué, 5.7 V8, dual range 4wd, automatic transmission, freewheeling hubs, 10-15 A-T Tracker white-letter tyres, convertible top with detachable doors, rear seat, console, step bumper, quiet fan coupling, radio. **Jeep Golden Eagle J-10 Pick-up**, 1979, white with gold orange eagle and stripes, 5.9 V8, dual-range Quadratrac permanent 4wd with locking 3rd diff, automatic transmission, brushguard, beige denim trim, power steering, tilt steering wheel, step bumper, roll cage, 10-15 A-T Tracker tyres. **Triumph TR7**, Nov 1977, maroon, sunroof, radio, one owner. **Triumph TR6**, 1973, dark blue, overdrive, radio/cassette. **Alfasud Sprint**, 1978T, 1500 engine, dark blue, tan trim, LRSW, cassette player, moontop sunroof, 1 lady owner, 1,100 miles. **MGB GT**, 1972, blaze, overdrive,



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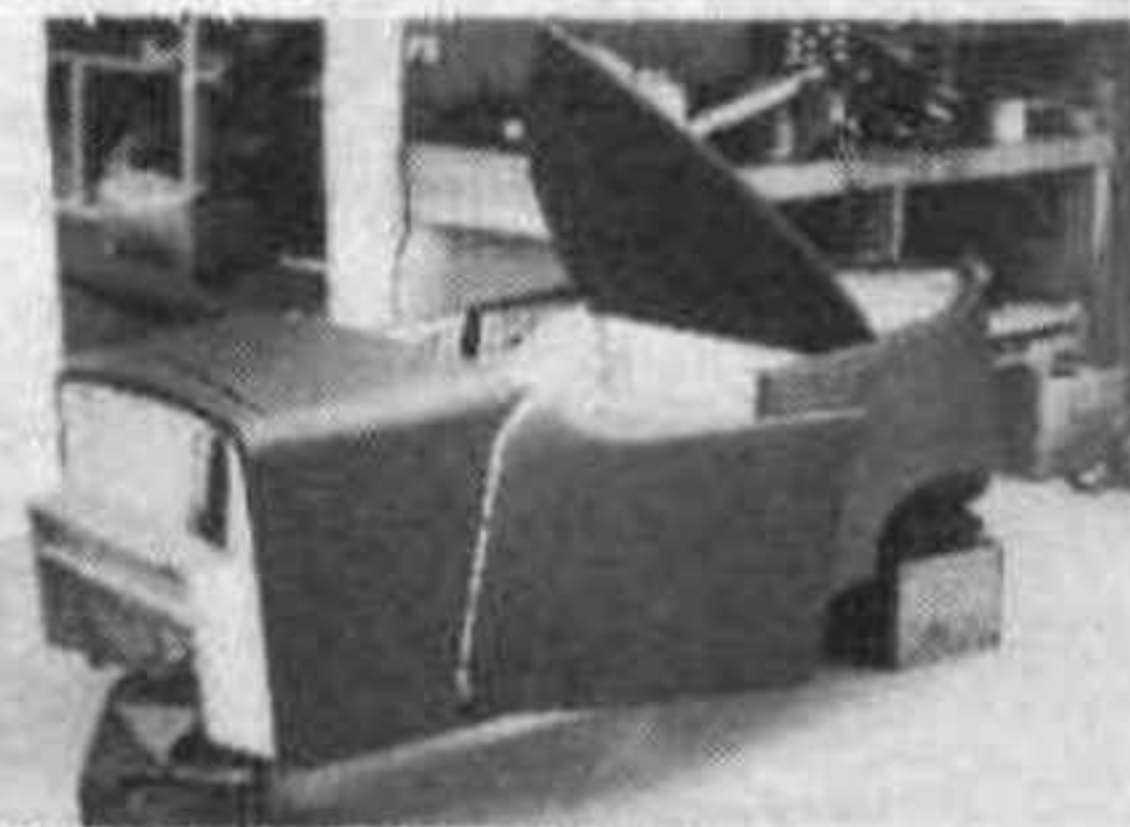
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TA/B Service parts lists (illustrated)	£1.50 each
PA/B Service parts lists (illustrated)	£7.50 each
NA/B Service parts lists (illustrated)	£7.50 each
L/K manual & parts list (photocopies only)	£5.00 each

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1973 Lancia 1600 Rallye HF Lusso. Fixed-head coupé 2+2 one owner, 43,000 miles. Silver. A beautifully cared for example of this rare and sought after marque. As this model was made for only one year, it must become one of the most valuable and collectable Lancias. £2,900.

1973 VW 1303S Super Beetle. This unique car has been customised at a cost approaching £3,000 in late 1977 and has to be seen to be appreciated. £2,750.

1975(P) VW Scirocco. Silver with special gold velour upholstery. One owner. £2,995.

1962 Austin Healey 3000 Mk III 2+2 sports. This car was Donald Healey's personal car and still retains his own number 700 DON. The car is crammed with extras, mileage only 47,000. Finished in red with hard and soft tops. Magnificent specimen. £7,350.

1958 Aston Martin DB Mk III. Fixed head coupé with lift back. Unused for many years, its condition is unbelievable. Restored to concours standard. Though 20 years old it has exhilarating performance and power brakes. £11,000.

1970 BMW 2000 CS Coupé. A most magnificent example, has been owned for two years by a BMW fanatic. This model is fast becoming foremost in the collecting field and must be a gilt edged investment. White with black. £2,700.

1958 Facel Vega HK500 2-door saloon. Silver with red leather 47,000 miles only. Manual gearbox. Unused since 1969. One of the few examples of this magnificent and elegant car in existence. £6,600.

1966 Rover 3-Litre Coupé, fitted with 4-speed gearbox and overdrive. A most rare specification. This beautiful one owner motor car has only covered 27,000 miles since new, repeat 27,000. Many extras including sunroof. This car must be seen. £3,650.

STOP PRESS: TORIES IN !!!
Collectors buy now before prices go through the roof!!
After 5 years of Socialism prices in the car collectors market have not moved dramatically. But you just see, what you think is expensive today will be chicken feed tomorrow!!!

1919 Tallbot Darracq 16 h.p., 3-door Grand Tourer. Believed to be the only example in existence, over £15,000 has been spent on restoring this car to its present better-than-new condition. Finished in beige with chocolate wings and upholstery it literally draws admirers into our showrooms. A potential 100 point concours winner. Fuller details on request, £28,000.

Rolls-Royce Phantom I Sports Tourer. This unique car was exported to Paris in 1926 as a saloon. It was brought back to England in 1936 and underwent a complete rebuild and a most beautiful boat-tailed Sports Tourer body, in teak and aluminium, was fitted. Crowds gather whenever this car is parked. £32,000.

1956 Bentley H.J. Mulliner 2-door Continental S1 Slipper Back saloon. A very beautiful example which has covered only 78,000 miles. A complete documented history available, finished in metallic black pearl with red Connolly hide and red carpets. Fuller details on request. £25,000.

1960 Bentley H.J. Mulliner 2-door Continental SIII Saloon. A super specimen in regal red with black Connolly hide and black carpets. Fuller details on request. £23,000.

1963 Bentley H.J. Mulliner 2-door Continental SIII Saloon. This superb and original car has only done 73,000 miles in the hands of two owners and still has a very tight chassis. In shell grey over black pearl with red Connolly hide and red carpets. Fuller details on request. £26,000.

1973(M) MG-B GT V8. Blaze. In exceptional, unmarked, original condition, warranted only 34,000 miles from new. Overdrive, sun-roof, radio stereo. £4,450.

1974(N) MG-B GT V8. Aconite. In exceptional, unmarked, original condition. Warranted only 26,000 miles from new. Overdrive, sun-roof, Ziebarted, radio stereo. £4,650.

1976(R) 1971 model MG-B GT. This car has just undergone extensive rebuild at a cost of over £1,500 and is quite exceptional. Mileage under 1,000 since. Finished in gleaming black. Fitted with overdrive. £1,995.

1976 MG-B GT. White. A beautiful specimen. Warranted mileage only 24,000. Original and unmarked. Fitted with overdrive. Kenlowe fan, radio. £3,300.

1975(P) Alfa Romeo Alfetta 1.8 saloon (1976 series). Silver. Lady owner, warranted only 32,000 miles car in keeping with this low mileage. £2,395.

1978(S) Alfa Romeo Alfetta GT 1800. Built at the end of 1977. This is not an imported, re-registered car but a car manufactured in 1977 and registered in early 1978. One lady owner, only 18,000 miles. In magnificent Alfa red with dark grey cloth upholstery and the attractive registered number VPL 8S. £3,995.

1976 Lancia Beta 2000 Series II Coupé. Midnight blue with gold interior. Electric windows, radio, 18,000 miles, one legal owner, a Lancia enthusiast. £3,850.

1970(J) MG-B GT Automatic. An exceptional example of one of the rarest MG-B's. Green. Knock-on wire wheels, sun-roof. £1,995.

1975 MG-B GT 50th Anniversary model. One fastidious owner. This car has been known to us from new, and has only done 19,000 miles. In British Racing Green with gold stripes and special wheels. A very fine example. £3,390.

1972(L) Triumph GT6. Genuine one owner car from new. Maintained by an engineer from the Triumph Motor Co. for its owner. Finished in red. Fitted with overdrive. A wonderful specimen. £1,995.

OPEN 9 AM - 7.30 MONDAY TO FRIDAY 9AM to 6 PM SATURDAY

FOR SALE—continued

ROLLS-ROYCE Silver Shadow. 1968, metallic silver. Red leather interior. 61,900 miles. Crew serviced since new, last at 60,200 miles. Lambswool carpets to front and rear over untouched originals. Waxoyl undersealed prior to last winter to reassure rust-free condition. Scrupulously maintained and in impeccable order throughout. £10,650. 021 458 5541 (work) 021 449 1817 (home). (32653)

1936 MORRIS 8 four-seater tourer. Father and son previous owners, nice condition. M.o.T. £2,200. Marlow (06284) 3092. (32657)

DINO FERRARI 1972. Red, 14,500 miles only (documentation proof) new exhaust, tyres, battery. £6,500. Hodson, 12 High Street, Knapwell, Cambs. Tel. Elsworth 249. (32655)

1965 ISO RIVOLTA IR300. Fully restored. Finished in Ferrari red. Tax. M.o.T. £3,000. Tel: (office hours) John Kubicki (01) 637 2771. (32659)

MORGAN 4/4 4-seater. new, green/black, tonneau, bonnet strap, factory underseal, luggage carrier. £6,500 o.n.o. 061-485 6051. (32660)

BMW 30 CSI. 1973. M. White/blue velour, Minilites, electric sunroof and windows, maintained regardless of cost by BMW agents. £5,600. Hastings 421307. (32661/2)

JPS CAPRI 3.0S. Gold/black, R reg., steel sunroof, alloys, cloth interior, stereo, hrw. towbar (fireball), etc. Virtually one owner, totally magnificent. German built. £3,300. Lewes 2646. (32663)

MORRIS 1000 Convertible 1953. Long M.o.T., taxed February 1980. Excellent rustfree bodywork. Recent new hood, original working trafficator arms. Lovely engine and gearbox. Slight diff. whine, hence driveway bargain £545. 01-992 4678. (32664)

TVR VIXEN S2. 1970. Red. M.o.T./Tax until end July. 56,000 miles. Radio/8 track. Phone Cheltenham 30982. (32666)

LANCIA FLAVIA ZAGATO 1.8. '65 Good blue alloy body and red interior. Radiator, brake cables and sills replaced. £990 o.n.o. Melton Mowbray 822300. (32669)

ALFA ROMEO 1300GT Junior. f.h.c., 1971. 5 gears, radio/cartridge. Low mileage. Taxed, year's M.o.T. £850 o.n.o. Smallwood 387. (32667)

TR6 1972. Carburettor conversion. Hard top. Underseal, recent M.o.T. £2,000. Phone Aylesbury 88844 after 6.30 p.m. Monday to Friday inclusive. (32668)

MG MIDGET. 1976, red with black trim, only 25,000 miles, fitted radio, new tyres and exhaust, M.o.T. May 1980. Superb condition. £1,725. Tel: Wolverhampton 59557. (32670)

VOLVO 122S. 1970, 53,000 miles, radio, undersealed, rustproof treatment, recent new clutch, new exhaust, 12 months M.o.T., taxed, specimen condition. Offers over £1,150. Tel. Anstey 2305 (Leicestershire). (32671)

VITESSE. "G" reg., mint condition throughout. Low mileage, sunroof, stereo, recent MoT, tyres, exhaust, decoke. Beautiful, genuine. £650 o.n.p. Tel: Frensham 3577. (32935)

TRIUMPH GT6. 1973, white with black interior, good condition. £1,450 o.n.o. Tel: Huntingdon (0480) 811388 after 7 p.m. (32934)

JAGUAR XK 120 Roadster. 1951. White, RHD. Both the mechanics and body are in superlative condition. £6,950. Tel: 01-318 2499 (evenings). (32933)

VOLVO 1800 ES. automatic 1973 sports estate. White with sunroof and burglar alarm. Rare appreciating asset in magnificent showroom condition. Offers around £3,450. Tel: 01-628 0091 or 01-373 5351 from June 11th. (32932)

JENSEN INTERCEPTOR SP. 1973, California sage. Full history, one owner, company maintained regardless of cost. Air conditioning, Webasto, tints, superb car. £3,750. Tel: Slough 23824, ext. 3134. (32931)

ALVIS TE 21. Graber drophead, 1964, automatic, wire wheels, BRG with beige hood and leatherwork. Regrettably selling as moving house. £3,250. Tel: 01-941 2267. (32929)

FOR SALE—continued

1935 AUSTIN 7 Ruby deluxe, sunshine roof model. Engine just rebuilt and needs to be run in. New MoT, excellent body and interior, new battery. Any test or trial. £1,400 o.n.o. Tel: 01-467 4869 after 3 p.m. Pettswood, Kent. (32930)

TRIUMPH 2500 TC (carb model). Automatic, PAS, radio, 1975, cloth trim, new MoT. A fast handsome car immaculate inside and out. Note the price for quick sale. £1,925 o.n.o. Tel: 01-467 4869 after 3 p.m. Pettswood Kent. (32930)

RILEY 9. 1929 and 1931 cars stripped, some body panels but all mechanics including partly re-conditioned engine, also large quantity of mechanical spares £1,750. Tel: Nottingham 259244 (evenings). (32926)

PORSCHE 911T Targa. 1968, red "S" wheels, new tyres, exhaust, recent engine overhaul. Tints, cloth trim, stereo radio, LHD. 1967 manufacture, US exportable. £2,750. Tel: Derby 810708. (32925)

BRISTOL 411 Series V. November 1975. One owner from new. Metallic beige, with black PVC on metal roof, black hide upholstery, tinted glass, electric sunroof, Avon safety wheels, Radiomobile stereo cassette-radio, 37,000 miles. An outstanding buy. £11,750. Replies to Box No. 6082. (32920)

MASERATI Mistral coupé. LHD. 1966, red coachwork/black leather. Mexico 2+2, LHD. 1968, white coachwork/black leather. 3500 GT I, LHD. 1964, silver grey sunroof. All cars have Borrani wheels. Tel: Wentworth 3343 or Cheltenham 27808. (32920)

ALFA ROMEO 1600 GT Junior. 1976 25,000 miles, six gears. Offers over £2,400. Tel: 01-821 8603 or 0273 699441. (32921)

LANCIA ZAGATO Sport 1600. Rare thoroughbred, 1973, truly exceptional condition. Superb performance, reliability and economy. Electric windows and tailgate, Motorola etc. Two owners, professional Lancia service since new. Yellow and black, MoT to end-November. £1,650. Tel: Haslemere (Surrey) 51622. (32919)

BEAUTIFUL "S" reg. Sports four-seater, made regardless of cost, really fantastic/new condition. Excellent value. £3,750. Tel: Nottingham 54151 (daytime), 45181 (evening). (32917)

SUPERB 2-litre roadster 2+2, professionally built new 1978, no expense spared, 500 miles only. Black/yellow coachwork on real chassis, exceptional throughout. Reluctant sale (house). £3,950 only. Tel: John (0602) 54141 (days), 45181 (evenings). (32918)

TRIUMPH TR6. Low mileage, overdrive, hard and soft tops, Philips radio. £2,750 o.n.o. HP possible. Tel: Parbold (02576) 2399. (32916)

E-TYPE. V12, 2+2, red, CWW, 8 track. Absolutely magnificent. History available. First viewer will buy. £6,250. Tel: 01-422 4528. (32914)

VITESSE CONVERTIBLE. 1970, 75,000 miles with complete history. Good condition throughout. Superbly maintained. £795. Tel: 01-422 4528. (32914)

MARCOS FORD. New 3-litre V6 engine, gearbox overdrive, saffron, Wolfrace wheels, overdrive, sunroof, stereo radio/tape, electric windows, stainless steel silencers, MoT v.g.c. 3,250 o.v.n.o. Tel: Medway (0634) 50654. (32912)

TRIUMPH GT6 Mk II. 1969, overdrive, conifer green/black interior. This rare example has been maintained in outstanding condition regardless of cost including recent complete transmission overhaul. No rust. Present owner six years. Radio, offered at £995. Tel: Mr. Spencer 01-583 8811 (Office) or 01-749 7727. (32911)

1973 ALFA 2000 GTV, black well maintained, really good condition throughout, especially bodywork. Price £1,550. Tel: 01-960 5073. (32910)

REGISTRATION NUMBER ALA 36 on Jensen Interceptor Mk. 1, recent engine, brakes, etc. overhaul, rechrome, new vinyl roof and full respray. MoT April 1980 and is in excellent condition throughout. £2,500 o.n.o. Tel: Bolton 43738. (32909)

FOR SALE—continued

1954 TR2, red, steel panels, overdrive, discs, all new suspension, tonneau, very presentable, sound rustfree car, used daily, taxed, MoT, original. £1,195. Tel: Great Missenden 5140 (02406). (32908)

RELIANT SCIMITAR GTE "R" reg., automatic, PAS, sunroof, electric Sundym, stereo radio/cassette, one owner, 22,000 miles. £4,650 o.n.o. Tel: Birmingham 021-554 6597. (days) 021-454 0329 (evenings). (32906)

1939 MORRIS SE, CAM 901, complete, many spares, documents, log book, 12,500 miles, believed genuine. Tel: 0203 504119. (32905)

JAGUAR 420. 1967, automatic, PAS, radio, metallic silver, genuine 61,786 miles. Documented history. £1,150. Genuine enquiries only. Tel: Torquay 36744. (32903)

BMW 3.0 Si, 1975, one registered owner, 44,000 miles, electric sunroof etc., outstanding condition. £3,695. Tel: Jackson 01-839 6064 (office). (32900)

MORGAN 4-seater. Delivery should be end of June. Signal red, alloy body plus other extras. Offers around £7,000. Replies to Box No. 6081. (32899)

BULLNOSE Morris Cowley January 1924, good original, 2-seater body. Restoration started, radiator professionally rebuilt. £2,700. Tel: 0277 216553. (32898)

CONVERTIBLES! Morris 1000. Yes, choice of two. Both 1965 and in far above average condition. Enthusiast collector owner has three but two must go. Year's MoT, AA inspection welcome. £650 o.n.o. each. Could deliver, view at either London Tel: 01-876 5717 or Norwich (0603) 898 492. (32897)

MERCEDES 280 SL sports. 1968, hard and soft tops. RHD, automatic, PAS, radio, tinted screen. Red, tan interior. Immaculate throughout. New MoT, taxed. £6,250. Tel: Chesham 02405 3233. (32893)

MG C ROADSTER Automatic, 1969, year's MoT, blue, genuine very good condition, sound investment at £1,475. Tel: 0934 712732. (32892)

AUSTIN HEALEY 3000 Mk III (stage 2). 1965, very fine example, dark metallic blue. Gold seal engine last 2,000 miles. New tyres, hood, tonneau. Overdrive, radio, a very well kept and extremely handsome sports car. £3,950. Also: Ducati 900 GTS motorcycle; August '78. Absolutely as brand new. 2,750 miles. Just run in, the most handsome version of these fabulous machines. A real mile-eater with superb handling and total reliability, 860 c.c., OHC, V-twin. £1,850. Martin Morris, Lakeham House, Higher Ashton, Exeter. Tel: Christow (0647) 52248. (32890)

ALFA ROMEO 2600 Spyder, 1965. Red, new hood, partly restored, MoT. £1,100 o.n.o. Tel: Leicester 171562. (32891)

BENTLEY SI, 1956, 76,000 miles. Full history. Grey/red leather. Present owner 8 years. Immaculate, new MoT. Tel: Cobham (Surrey) 4066. (32889)

FERRARI DAYTONA. I'm waiting for the sale of the Schlumpf collection and therefore I must sell my Daytona November '71. 33,000 miles, stored since June '76, metallic red, not original colour, LHD, doors blasted and made with tin, no rust, very, very good condition. £14,000 — £15,000. Dr. Gerhard Hage, Schulstr. 12, 6729 Beltheim, West Germany. Tel: 07272 8833. (32888)

IMP SPORT 998 c.c., Hartwell conversion from new. "N" reg., yellow, long MoT, one owner. Good condition. £950 o.n.o. Tel: 042133 4014 (Southampton area). (32885)

BRISTOL 409. Late 1967, PAS, 295/70 VR 15's. Caribbean blue and in first class order. £4,800. Tel: Wallingford 37927. (32884)

911L PORSCHE. Late 1968, maroon Sportomatic, sunroof, radio, full history, MoT for one year. £2,000. Tel: 0234 51054. (31347)

FORD MUSTANG 1979, original 2.3-litre Turbocharged engine, as new condition, 5,000 miles. PAS, air conditioning, Michelin TRX tyres and suspension. £3,600 including shipping to UK. White, X 405, Newton, Massachusetts, 02172, USA. (33011)

FOR SALE—continued

TR 4A overdrive, surrey, wires, superb (white) steel body. Meticulously maintained. Rear suspension, exhaust, XZ's, UJs, radiator, carbs and more all renewed in past 2 years. Immaculate and reliable. Tax, M.o.T., £1,750 or perhaps exchange Beetle convertible. 01-788-2650. (33033)

XK 120 ROADSTER 1950. White and tan upholstery, fully restored in excellent condition with many spares. £6,000 o.n.o. Phone C. Gent 051-342-2597 Merseyside. (33021)

ROVER 3.5 V8 1971. £1,000 recently spent on body. Heads overhauled. Mechanics good, interior superb, easily restored to concours. £1,500 o.n.o. Harrogate 879280. (33020)

AUSTIN HEALEY 3000 1960, overdrive, hardtop, hood, tonneau, M.o.T. Good condition throughout. £2,950. Saffron Walden 22330. (33019)

RILEY 1 1/2, 1951. Good order throughout. MoT. Recent daily use. £1,150. Saffron Walden 22330. (33019)

TVR 2500 M Series, Oct. 1972. De-federalised and fast. Metallic blue, usual trim, M.o.T. to Dec. Offers. Telephone Street (Somerset) 45361 evenings. (33018)

MG-B GT V8, 1975, immaculate as new condition, rustproofed, sunroof, 27,000 miles, private sale but 18 months warranty. £3,950. Tel: Bath 834306. (33017)

1956 MG MAGNETTE Varitone, needs bodywork repairs, excellent engine and gearbox. £145. Cedar Cottage, Lyminster, Littlehampton, Sussex. (33014)

DUTTON-LOTUS engine. Reg. LOT 2R, Rostyle wheels, black with soft top. £700. Tel: Brighton 71117. (33015)

MG TD2 runner, complete, (no M.o.T.). Suitable for restoration. £2,800. 0482 655837 (Hull). (33013)

PORSCHE CARRERA. 1976 (R) 77 model, 3-litre sports pack, immaculate condition, 23,000 miles, continental orange, genuine reason for sale. £12,950. Tel: Glastonbury 31760. (32975)

LOTUS ELITE. Reputed ex-team Elite car driven by Taylor/Hobbs and Jim Clarke, ultimate specification 112 b.h.p. engine (recent £500 rebuild), 2F box, i.s.d. alloy calipers, adj. Konis, 13" wheels and spare set, good Dunlops. This immaculate car has had very little use in recent years. Also for sale ex-works 1964 Triumph Spitfire alloy bodied coupé with full race 8 port 1,150 c.c. engine and many spares. Reasonable offers will be accepted for either car to enable expansion of business venture. Tel: 0926 641177. (32974)

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1922 CITROEN SCV. Two-seater open tourer Cabriolet, L.H.D. Very rare, runs well. Good condition. Invest. £4,000 o.n.o. Phone Gloucester 730281. (32970)

1925 AUSTIN WINDSOR 12/4. Delightful character car. Floor starter needs slight attention. Dogs worn for cranking handle. Car has attended many rallies. £2,500. No offers. Telephone Newick 2009 (Sussex) evenings only. (32968)

BMW CSI. 1974 N Reg. metallic blue, 44,900 miles only. Looks super and not a penny to spend on it. Alloy wheels. Radio 8 track. Sunroof, etc. £5,500 o.n.o. Any exchange considered. 021 743 5276 or 0926 84 2122. (32961)



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1960 SII Continental Flying Spur by Mulliner/Park Ward. Factory fitted SII wings, unmarked coachwork in regal red, sunroof, beige hide interior. Outstanding.



1961 SII Bentley Continental by Mulliner/Park Ward. Silver grey paintwork, blue hide interior.



1955 Rolls-Royce Silver Wraith by H. J. Mulliner. Long wheelbase, auto., electric division, jumpseats, cocktail cabinet, sunroof, masons black coachwork, recently refurbished burgundy hide interior.



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2025 Tourer Rolls-Royce, 3½ litre Bentley, 2-door DHC, excellent condition. Two 2025 Rolls-Royce D-back touring limousines, 2025 Rolls-Royce Laundaulette, 1957 Rolls-Royce Silver Cloud I.

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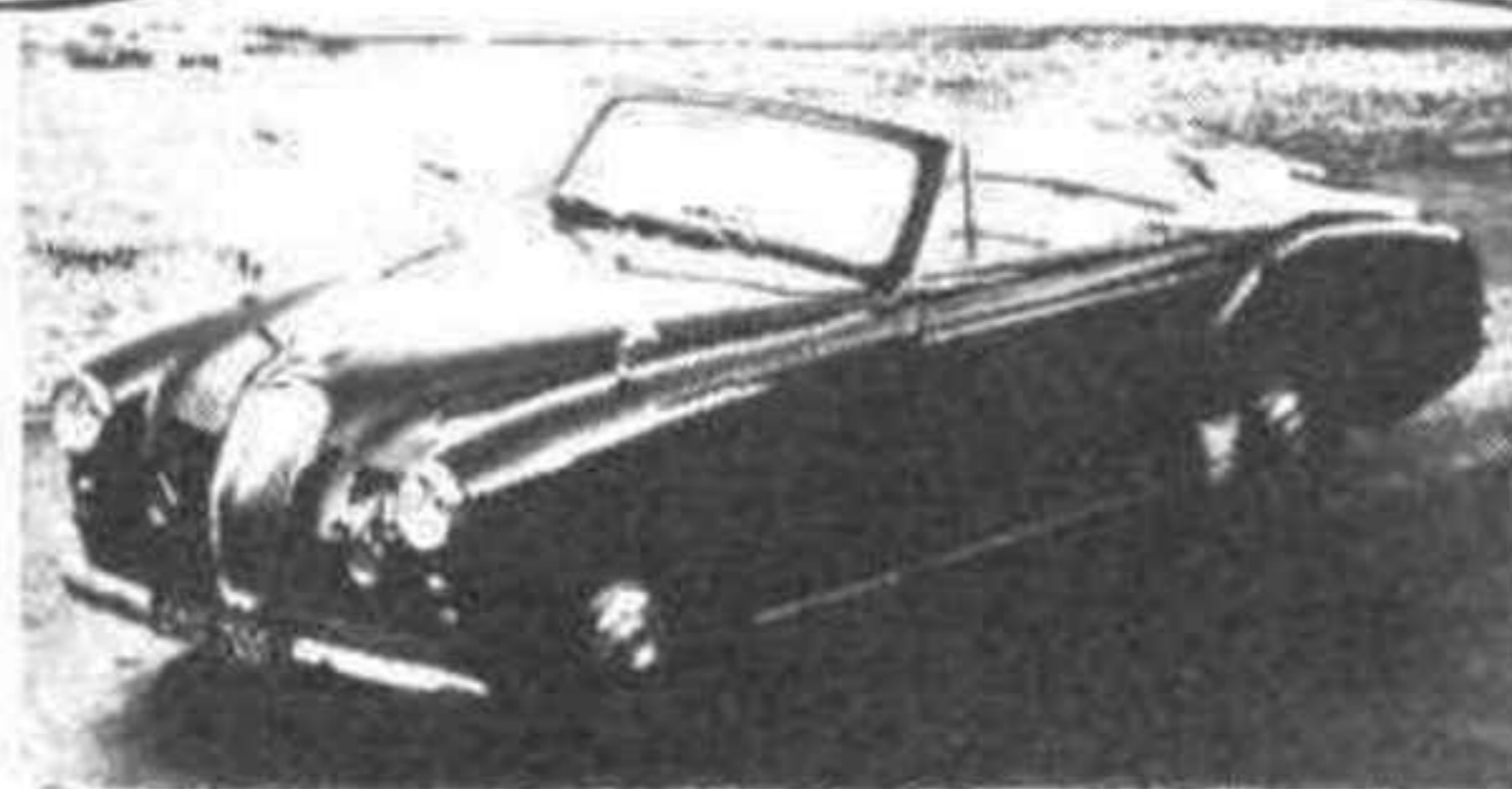
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ROLLS-ROYCE 1972. SILVER SHADOW. Standard four door Sports Saloon, Finished in Porcelain White with Black Everflex top with Black hide trim, fitted Sundym windows and full refrigeration, recorded mileage 63,000.



LAGONDA 1954. 3 LITRE DROPHEAD COUPE with three position open coachwork by Tickford, extremely original throughout with mechanical history over the last ten years, finished in Midnight Blue with Tan hood and Beige trim. Currently taxed and tested.



ROLLS-ROYCE 1970. SILVER SHADOW four door Sports Saloon, finished in Seychelles Blue with Powder Blue hide trim, full refrigeration, Sundym Glass etc., recorded 82,000 miles, just fully serviced.



ROLLS-ROYCE 1968. SILVER SHADOW four door Sports Saloon elegantly finished in Smoke over Pewter with contrasting tan hide trim, recorded 88,000 miles and just fully serviced.



MORRIS 1954. MINOR CONVERTIBLE, this one owner vehicle has covered only 30,000 miles from new and is totally original throughout, finished in Black with Tan hood and Red trim, it has a documented history from the date of purchase. A true collector's dream. Fully licensed and with MoT certificate.



ROLLS-ROYCE 1961. SILVER CLOUD II. Standard four door Sports Saloon finished in Tudor Grey over Steel Blue with contrasting Red hide trim, recorded mileage 81,000.

ROLLS-ROYCE 1975. SILVER SHADOW. Standard four door Sports Saloon, finished in Silver Mink over Seychelles Blue with Champagne Hide Trim piped in Navy and fitted White Wall tyres. Recorded mileage only 13,000, a superb example.

ROLLS-ROYCE 1970. SILVER SHADOW four door Sports Saloon finished in Astral Blue with Black top with matching Blue trim, Fitted full refrigeration, full service history, only 26,000 miles recorded from new, a superb example.

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- 1964 Bentley S3 Continental undergoing complete restoration
- 1962 Bentley S2 Long wheel base with electric division £6,950
- 1960 Bentley S2 with rebuilt engine, a very sound motorcar £5,950
- 1960 Rolls-Royce Silver Cloud II Convertible by H. J. MULLINER P.O.A.



Rolls-Royce Silver Cloud III first registered in 1964. Beautifully finished in Regal red with original unmarked beige hide trim and carpets. A guaranteed total mileage of 80,000 miles. This motorcar drives in the true Rolls-Royce tradition. £10,500.

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 - 1927 Morris Cowley DHC £4,250
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Bentley SIII Continental

1965, 2-door saloon by Mulliner/Park Ward



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- 1937 MG VA Tourer £1,000
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AUSTIN J40 Pedal Cars and others.

Similar machinery always purchased or part exchanged etc.

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| tourer | 2,850 |
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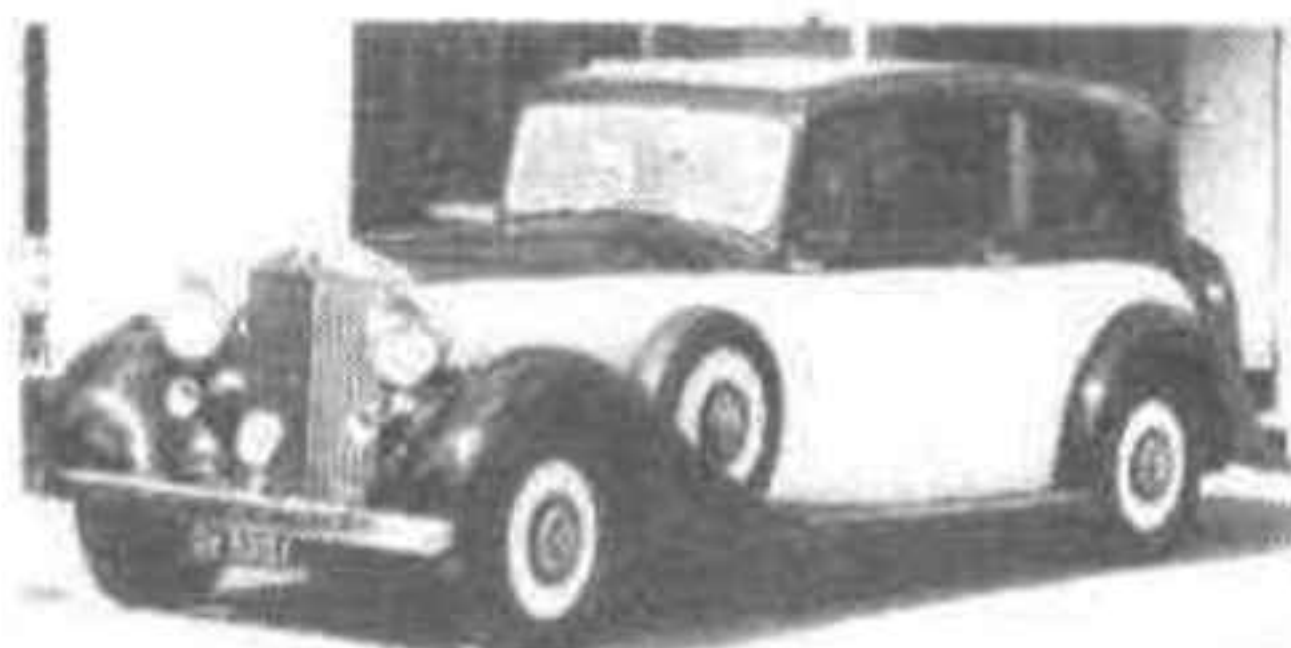
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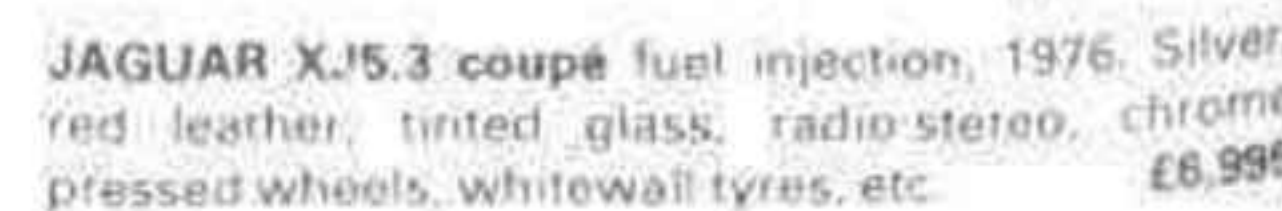
ROLLS-ROYCE PHANTOM III 1937 Hooper bodied limousine. Black over yellow. Centre division, twin side mounts, etc. (illustrated)



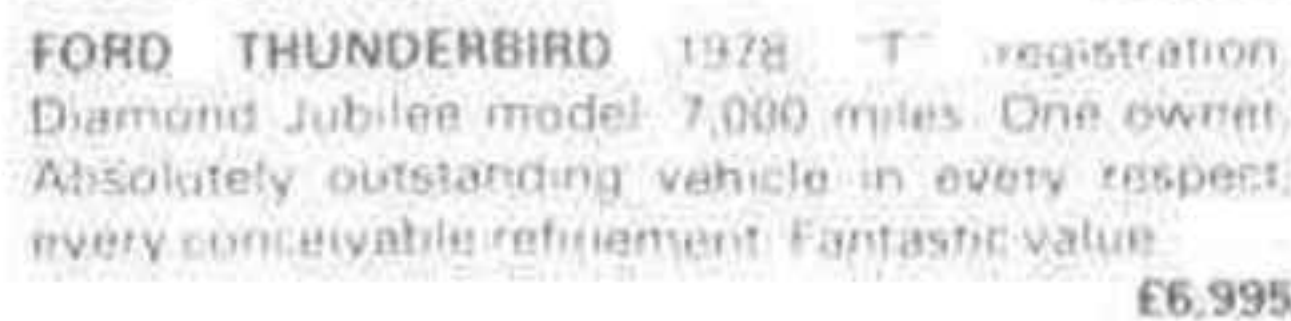
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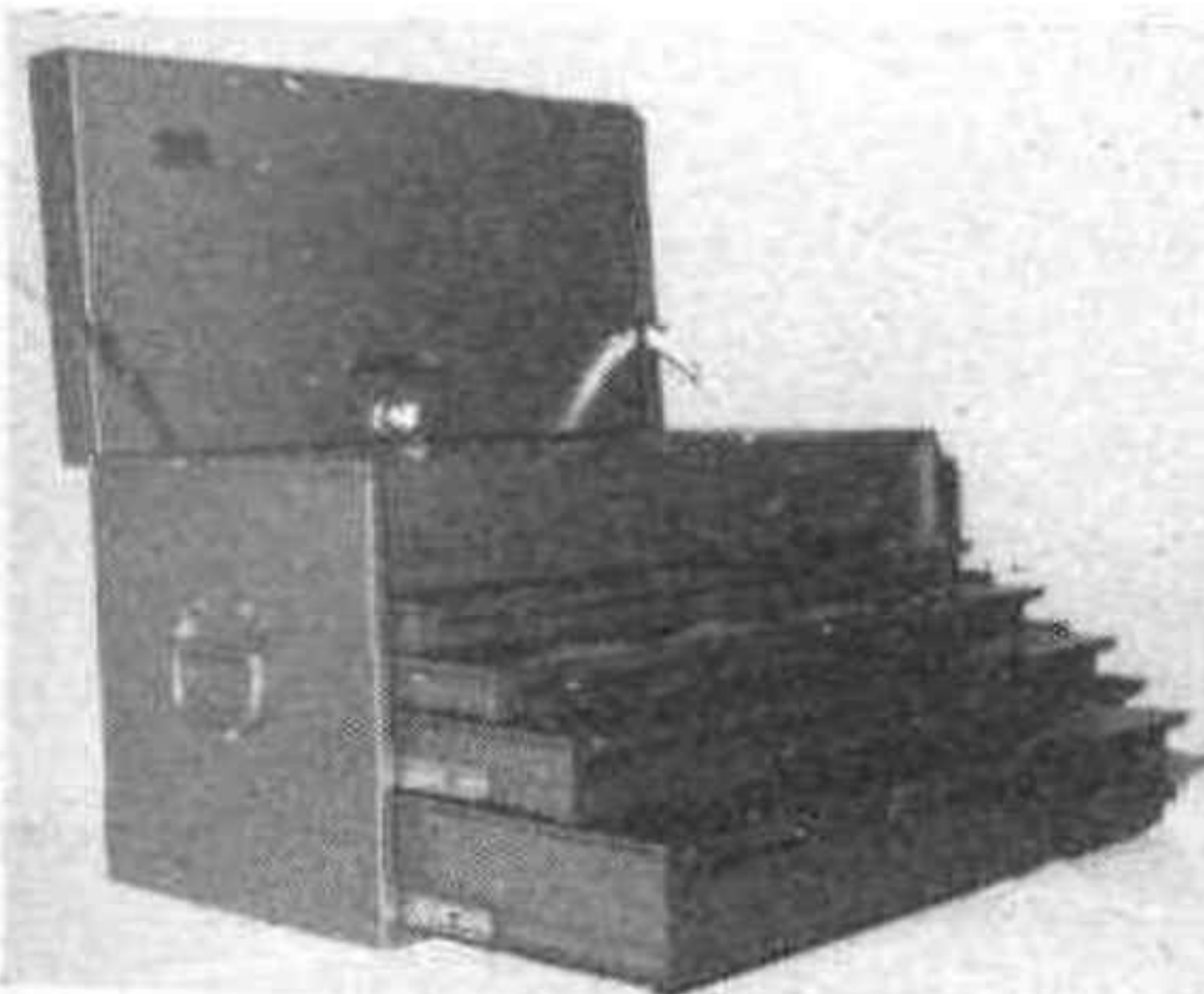
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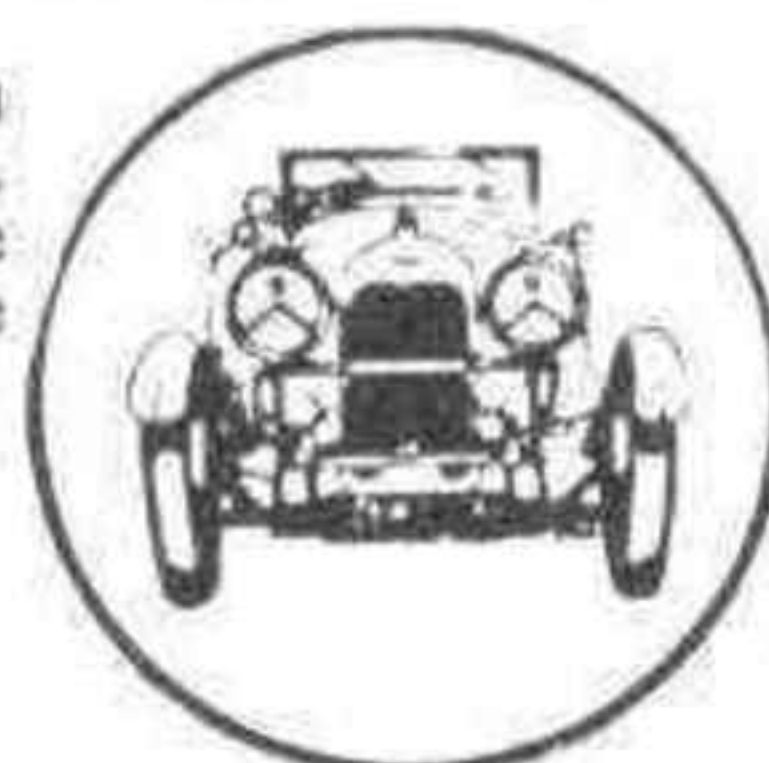


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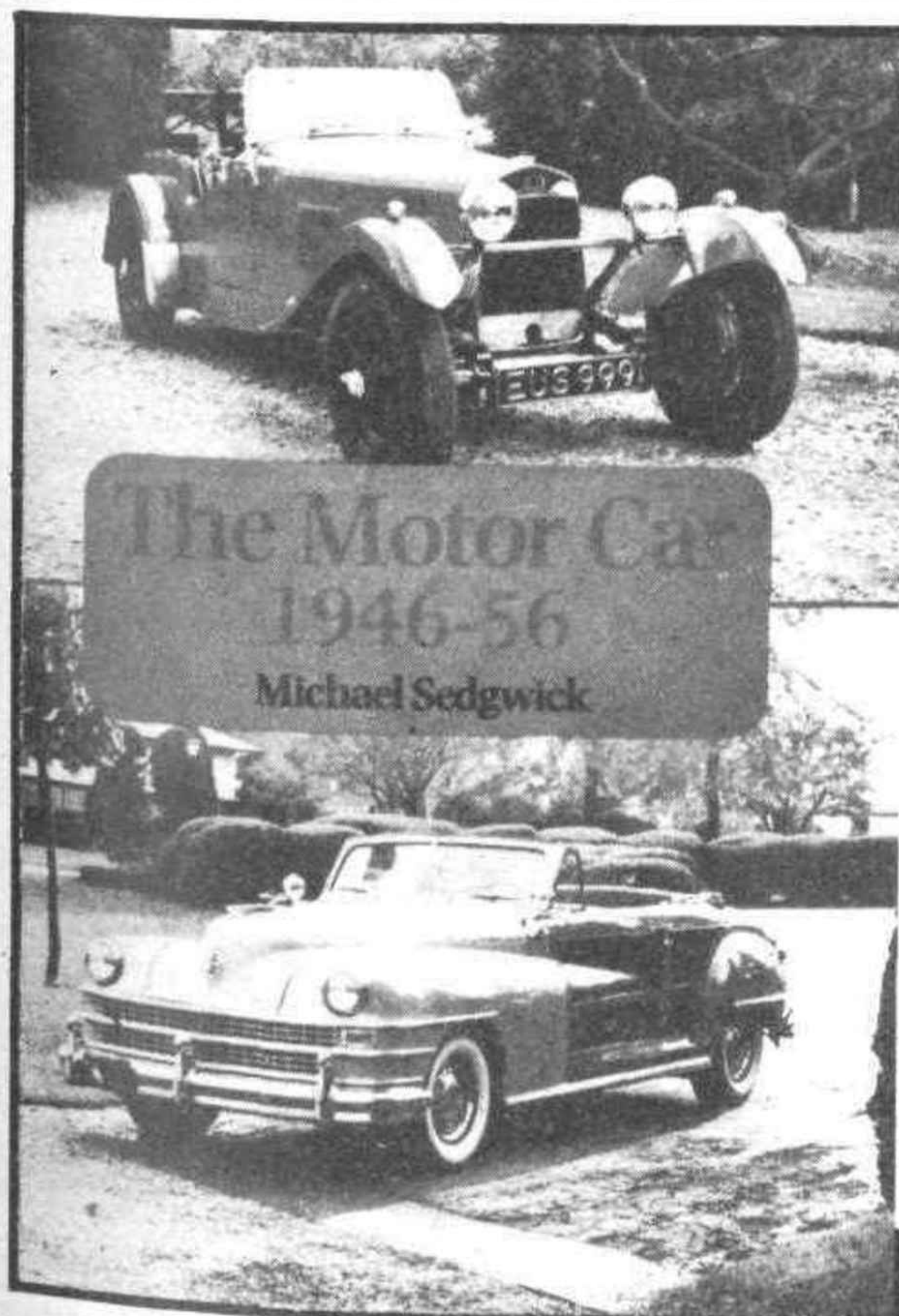
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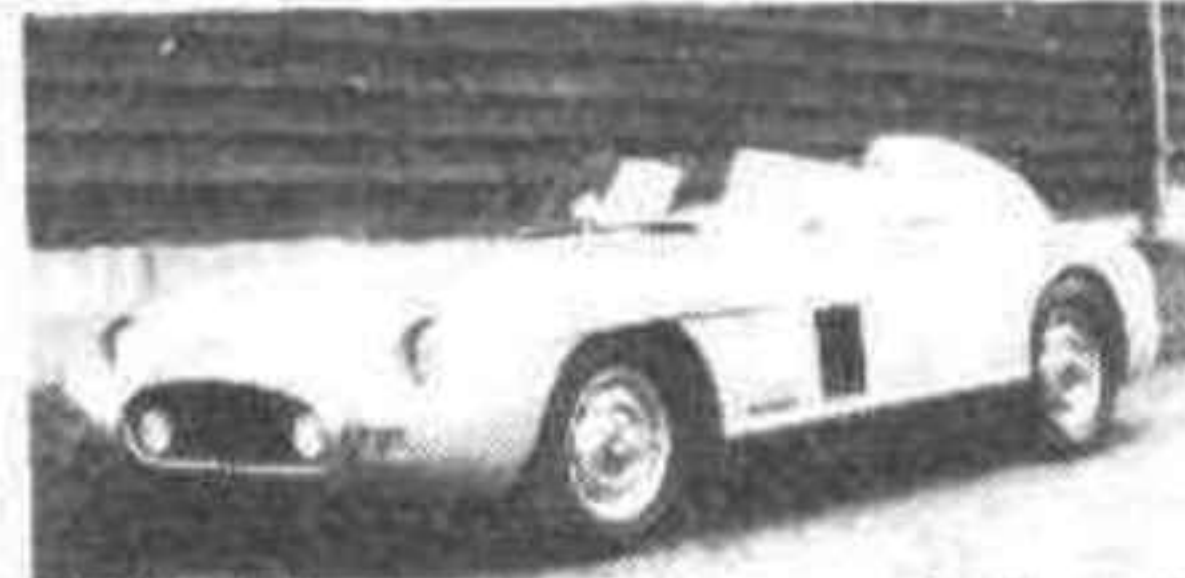
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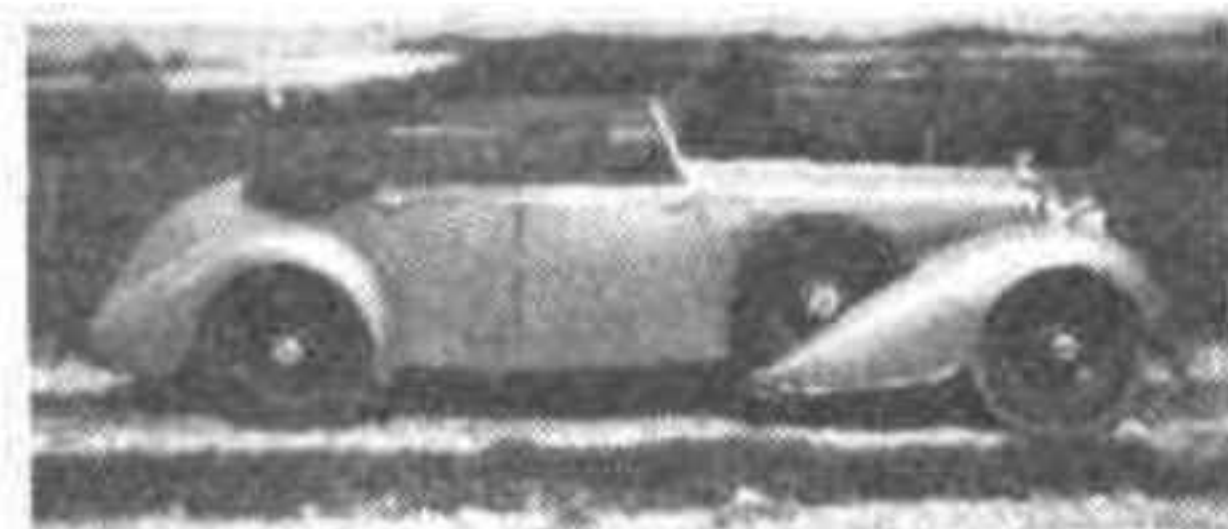


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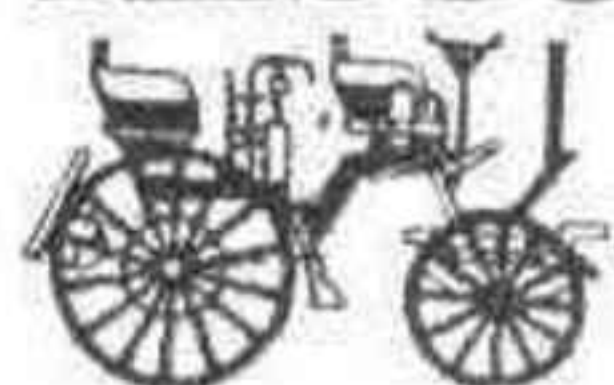
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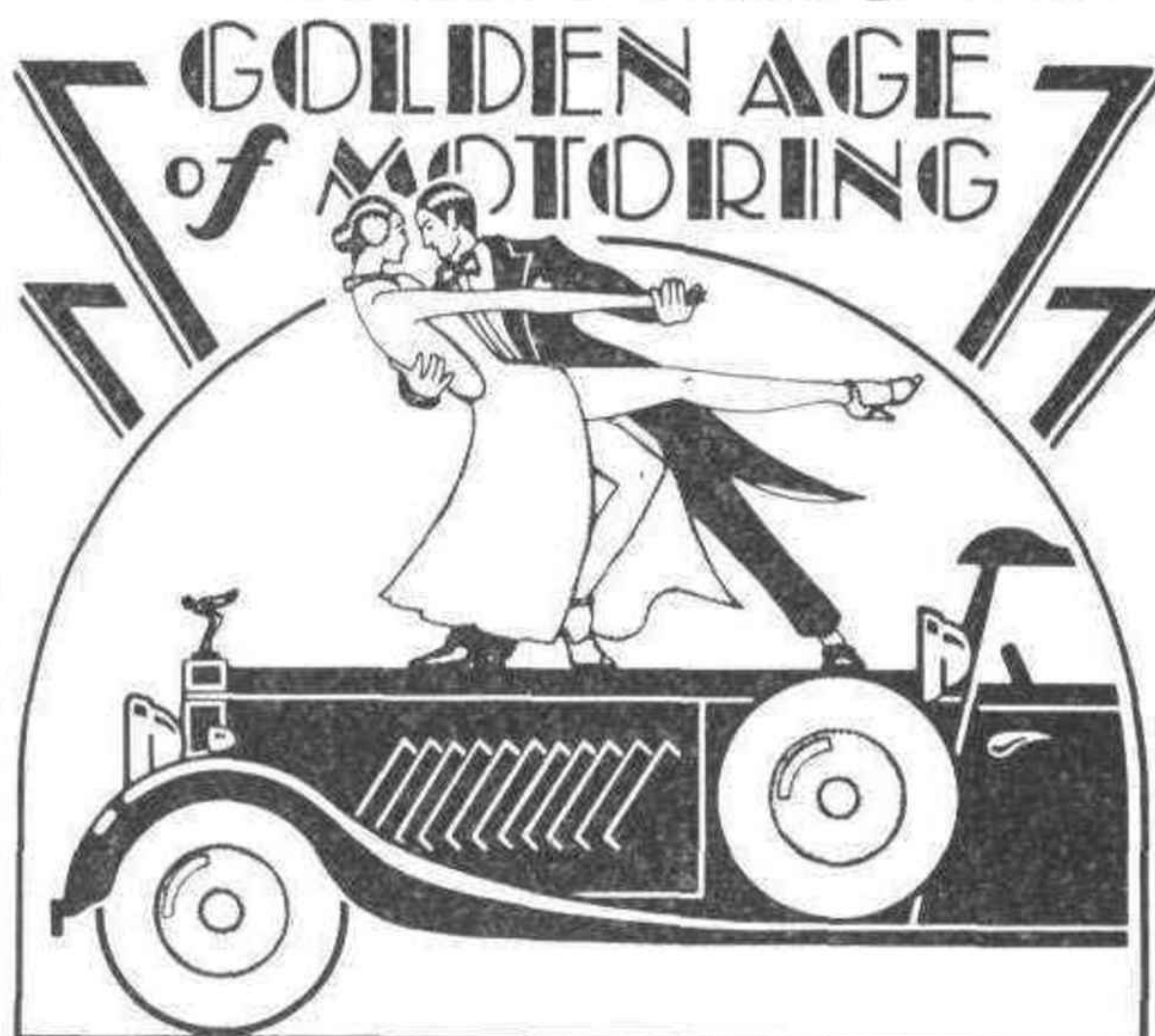
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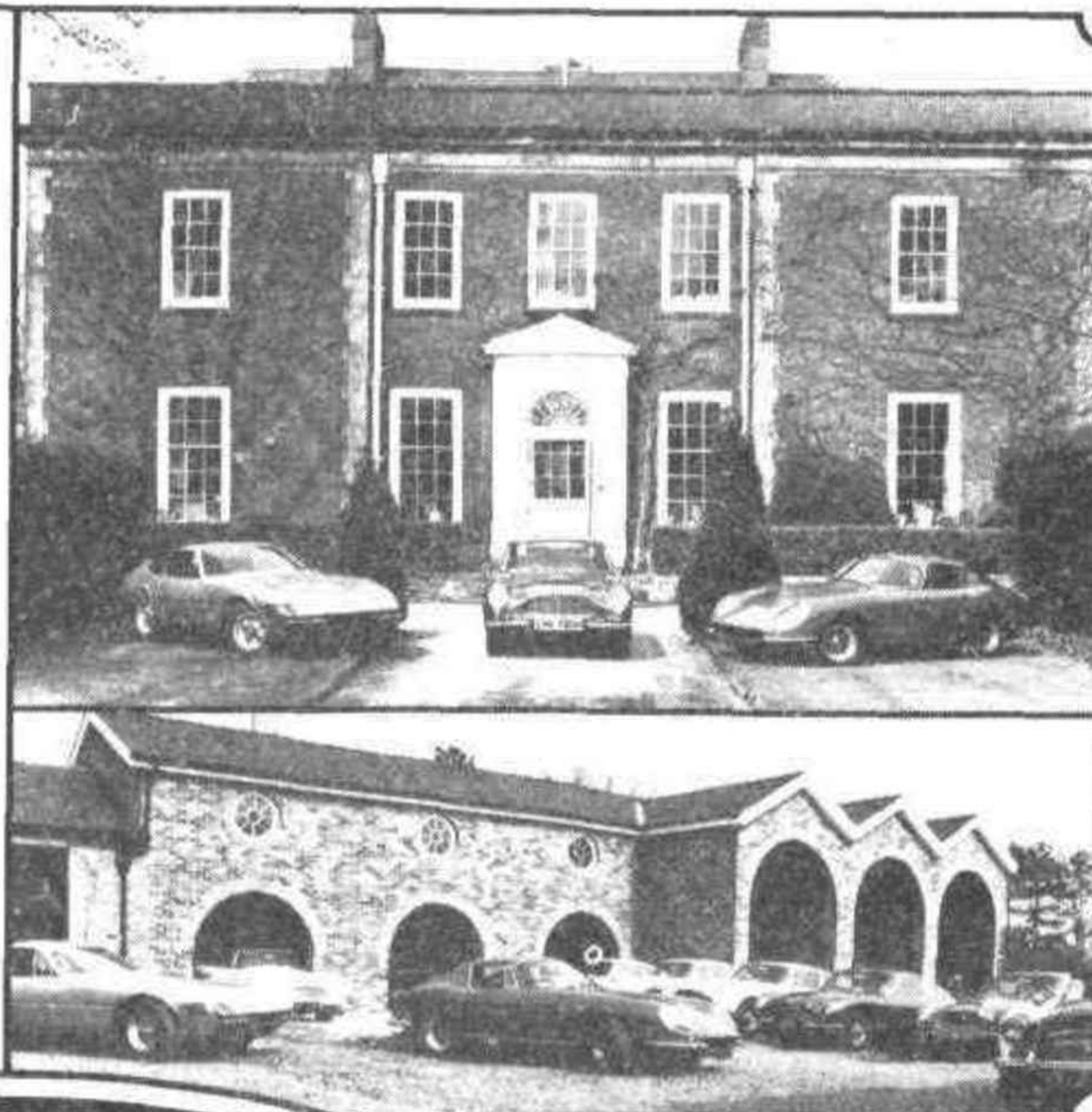
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 - 1946 MG TC. Total rebuild, new body, etc. £6,000.
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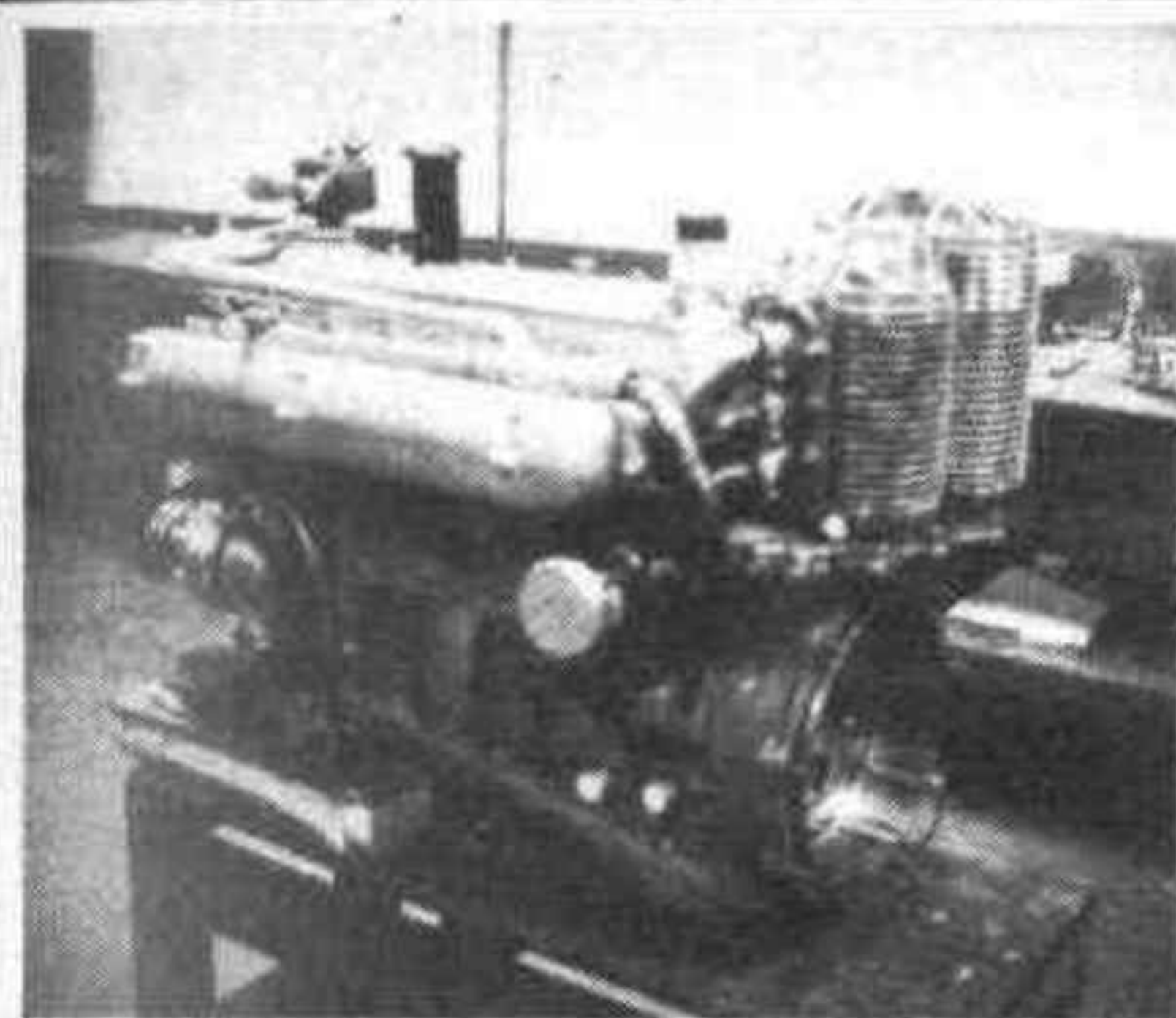
1937 RILEY SPRITE SPORTS. Two-seater.



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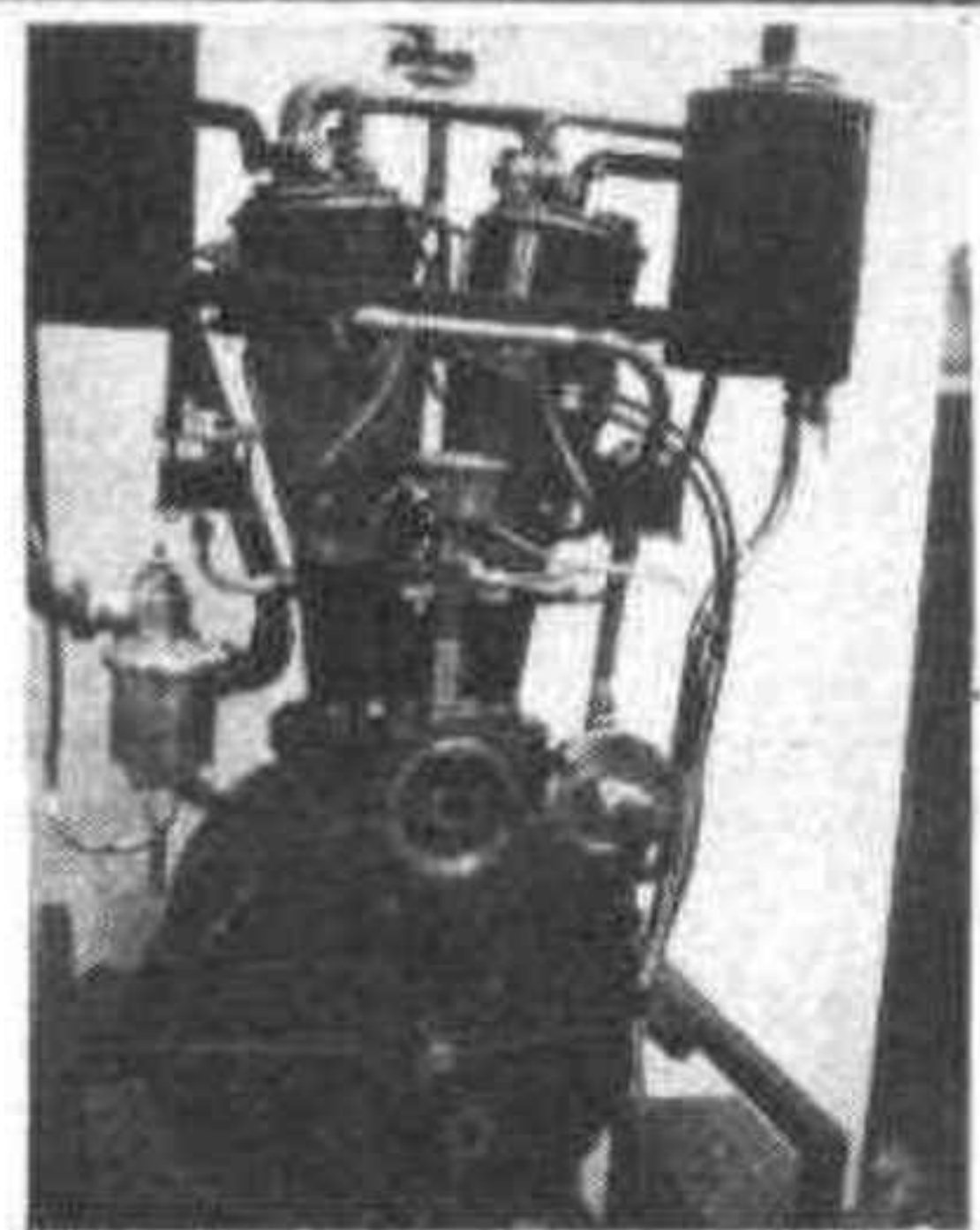


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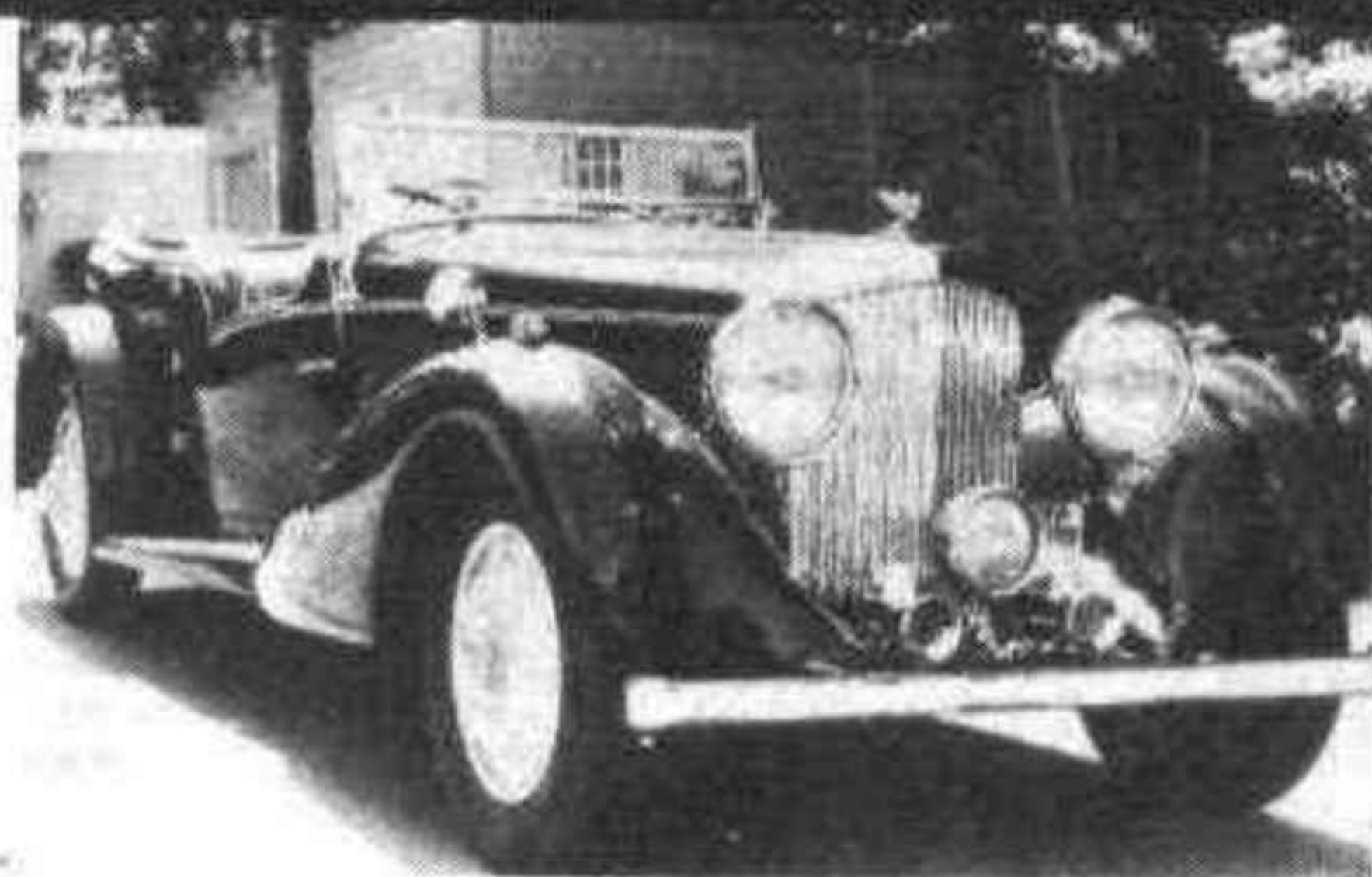
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GETTING INTO GHIA . . .

Throwing caution and the weather forecast to the (cold North-West) wind, I decided that my 1979 Touring Calendar was desperately in need of its opening entry and therefore chose the **GHIA COBRA '427'** (see below) as my mobile home for the weekend of April 21st/22nd. The former date saw the habitually splendid VSCC Silverstone Meeting and the following day the very first All-Historic Race Programme run by the HSCC at Donington. This meeting included a round of the **Classic Sportscar Championship**, where I'm delighted to report that the **GINETTA G10 V8** (see below) gained a **3rd PLACE IN CLASS** following this car's 'sorting' over the winter. The Ghia Cobra also behaved impeccably, during the 400-mile round trip, its first 'public' showing for six years.



1964 EX WORKS GINETTA G10 V8 GT: the only reason that I'm offering this magnificent road/race GT, now that it has successfully achieved a 3rd in Class in the Classic Sportscar Championship following three years' ground-up restoration and development, is the financial pressure of a new and very exciting reconstruction project (watch this space!) Chris Meek won the International Sportscar Race outright with this unique Ginetta on its maiden outing at Brands Hatch in 1965; ten years later I acquired it, complete and original, but badly neglected; now it is presented literally better than when it was new, to International concours standards. With its full GT 40 spec. engine (430 b.h.p., steel crank, Webers, etc.) it is the fastest accelerating road/race car I've ever driven (taxed and M.O.T. d. and tractable for any road usage) and is naturally also H.S.C.C. Registered and running in Post Historic (1961-64) events. — 97 pts. Photos.



1960 EX WORKS TRIUMPH TRS 'LE MANS' — 929 HP: recently received detail photos of this splendid and famous car as it appeared at Le Mans in 1960 and '61 (Team Prize Winner) confirm its 'last nut and bolt' originality, including 150 b.h.p. twin cam 'Sabrina' engine, Le Mans switches, lights and numbers, etc. Approx. 3,000 m. only from new, and the only one of the four built ever likely to be offered on the open market; M.O.T. d. road registered and used and obviously eligible for Historic (old Gp. 1) events. 90 pts. Photo.



POSSIBLY ALSO AVAILABLE:

1964 AC SHELBY COBRA 289 Mk. 2 — RHD; c. 38,000 m.; Webers, chrome wires, twin servos, hardtop, etc. — absolutely magnificent — 92 pts.
1969 MERCEDES 300 SEL 6.3 SALOON; c. 44,000 m.; my own car, the best in the UK; every conceivable option; a 5-seat, 4-door Cobra! — 93 pts.

1965/73 AC GHIA WILLMENT COBRA 427 GT (RHD) — WLY 165M: certainly justifying its label as 'John Willment's ultimate 200 m.p.h. road car', this astonishing and unique variant of the 7-litre Cobra ferried me in some style around the Midlands for a 'Historic' weekend in late April. Spec. includes full Mk. III Cobra rolling chassis and running gear with 450 b.h.p. Holman and Moody engine, 2.9:1 L.S.D. axle, 1955 Ghia all-alloy body and luxury suede/leather interior; the fastest (top speed) and best handling Cobra I've ever driven, with extremes of docility and power available! — 91 pts. Photo.

1972 DE TOMASO MANGUSTA (RHD) — TES 64: one of only two right-hand drive examples in the UK of this very beautiful mid-engined GT; just 2 owners and 19,000 miles from new; full 400 b.h.p. Mickey Thompson 289 cu. in. engine (4.7-litre Ford 'Cobra' V8) with 5-speed ZF etc.; astonishing performance, but complete tractability; all 'luxury' equipment, incl. air conditioning fitted — 87 pts. Photo.

1977(S) FERRARI 512 B/Boxer: one-owner, 10,000 m.; metallic blue/cream leather; all extras, as new.



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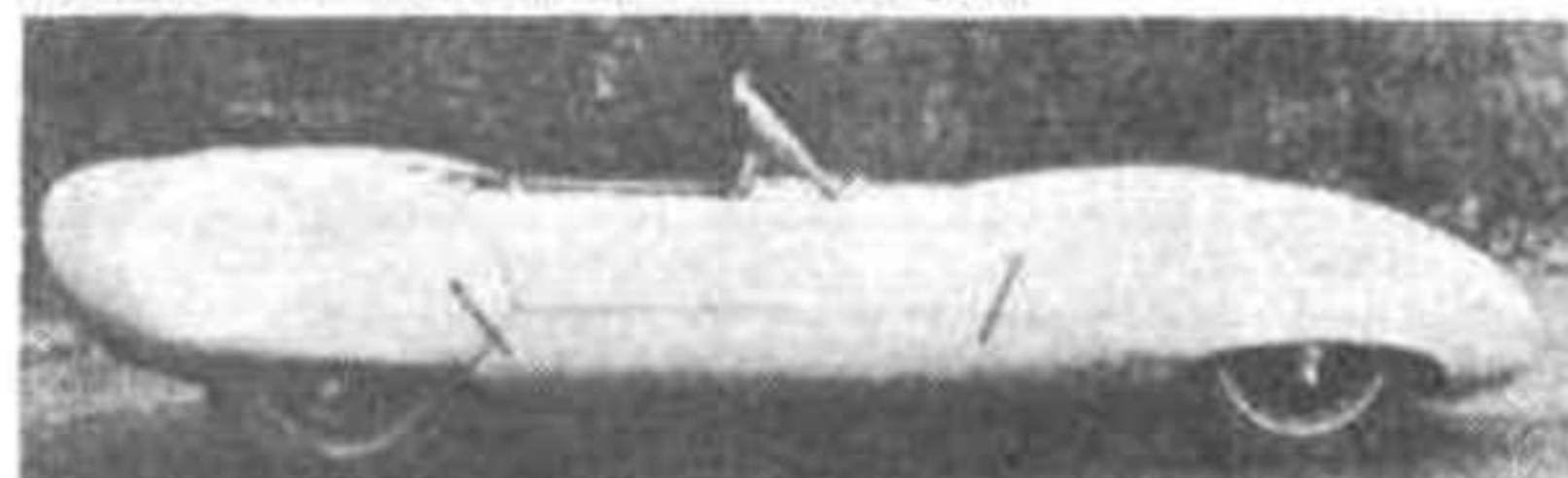
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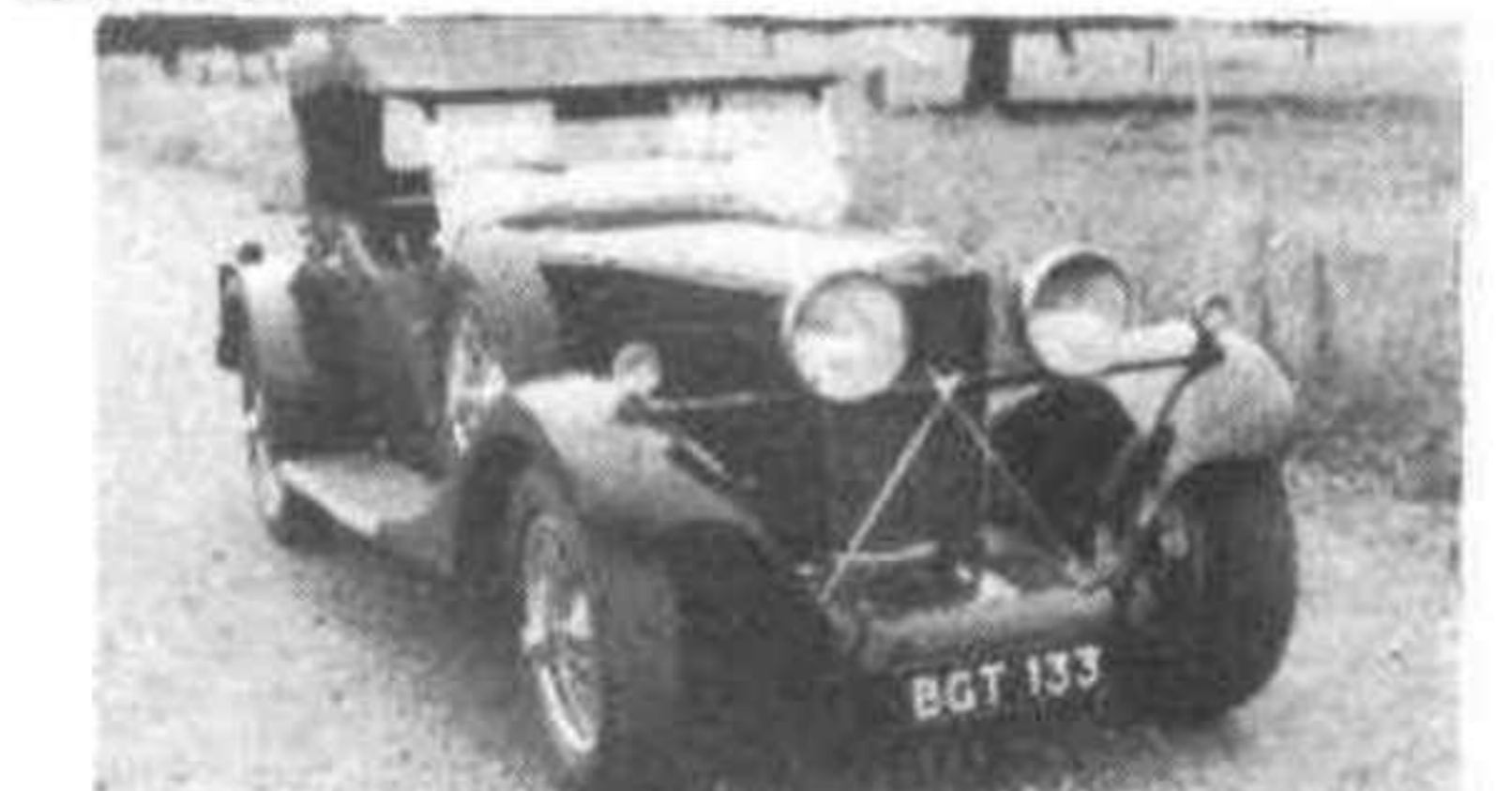
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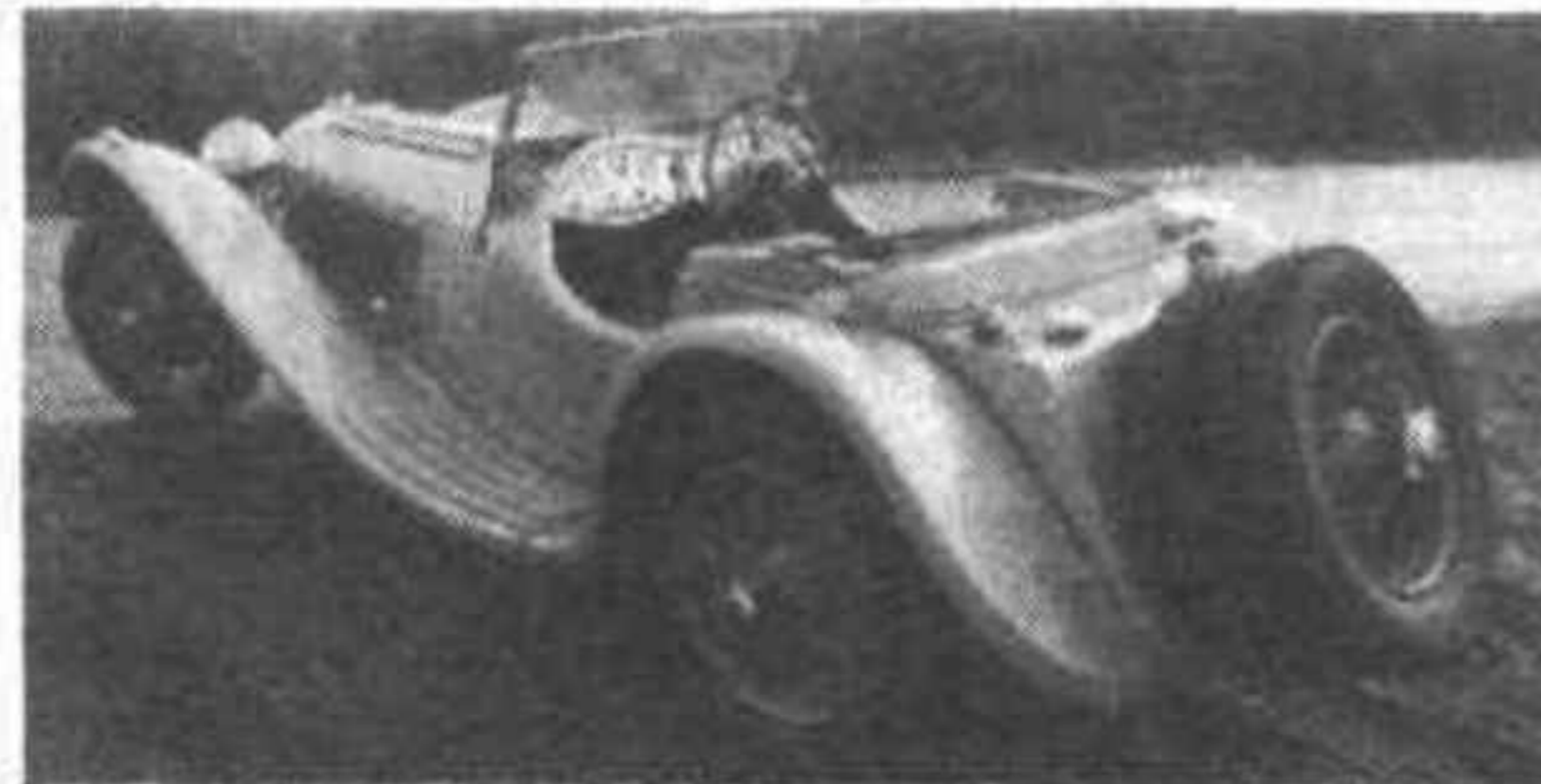


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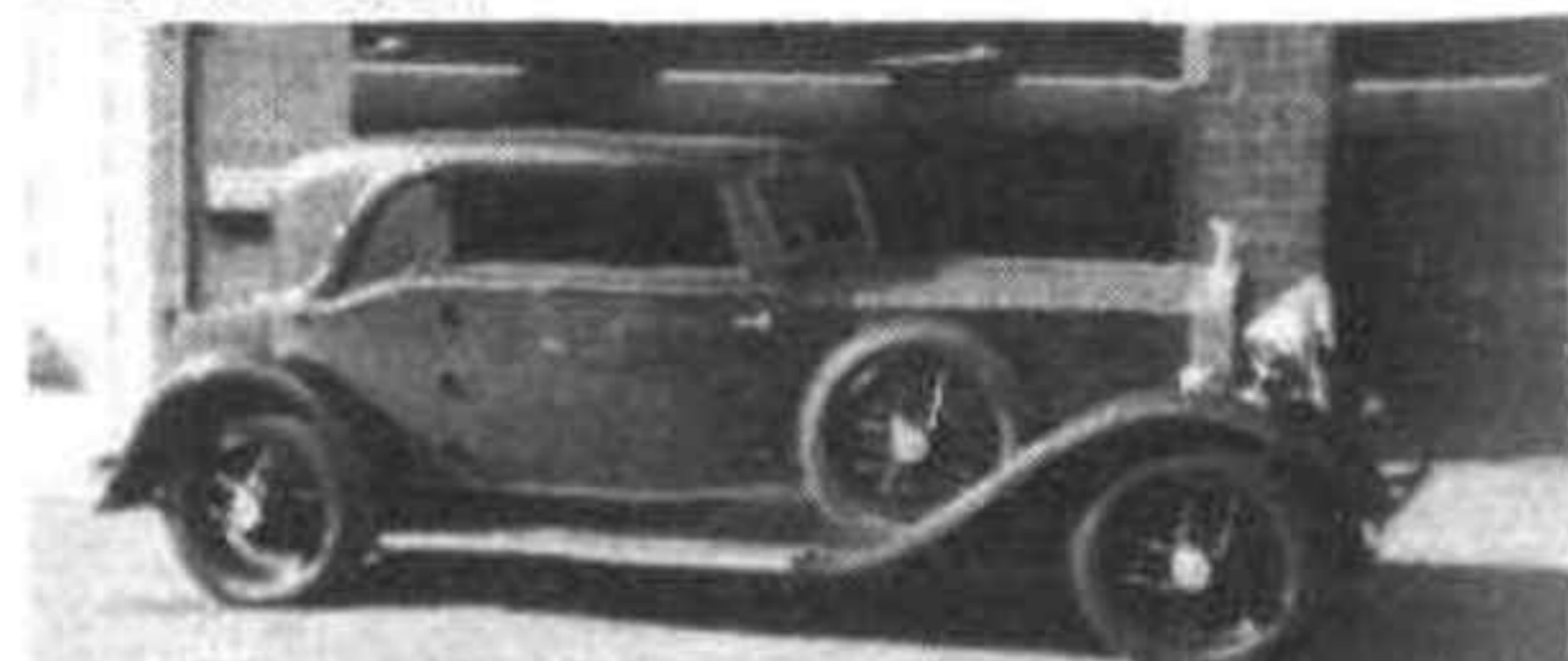
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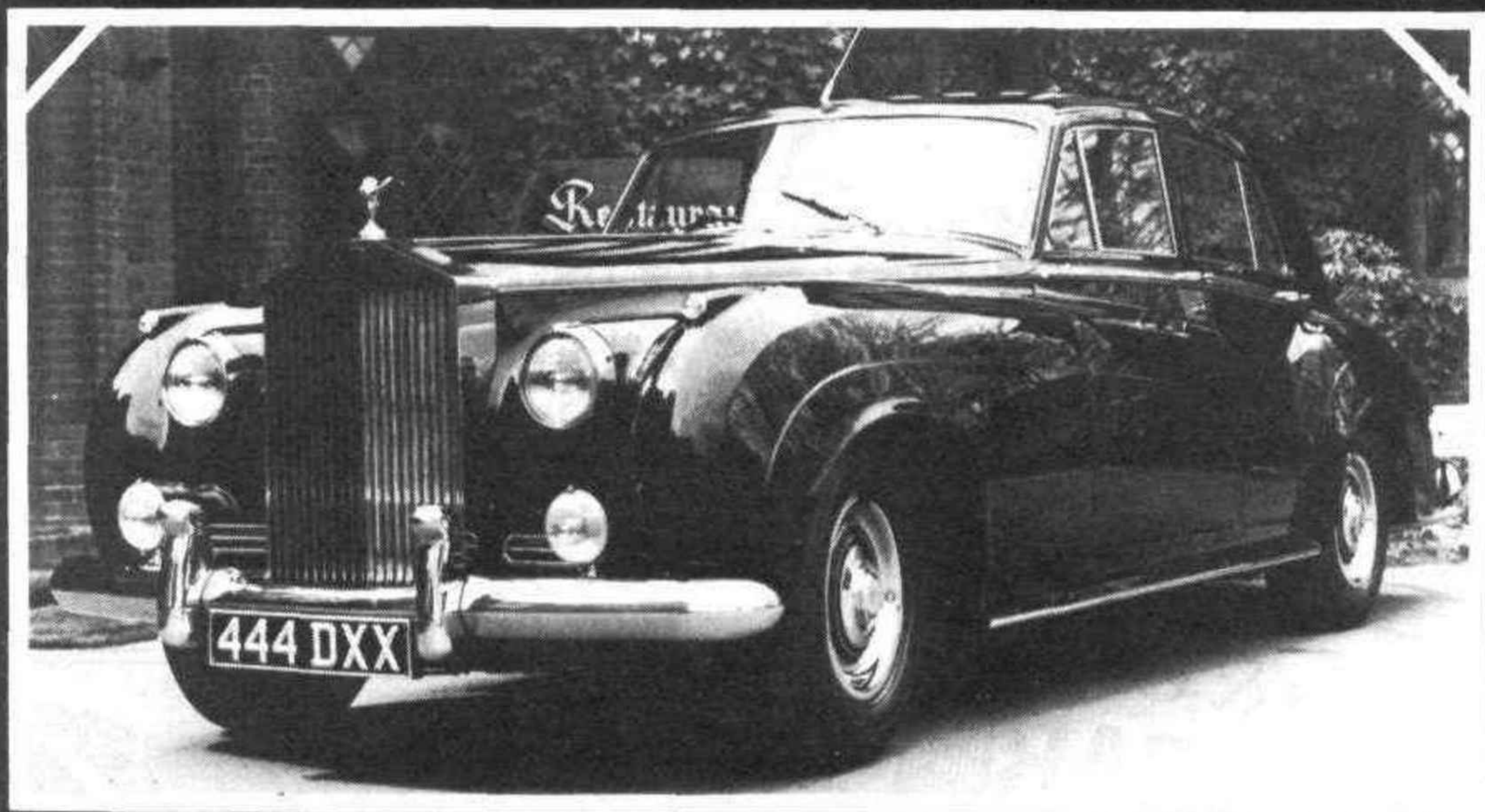
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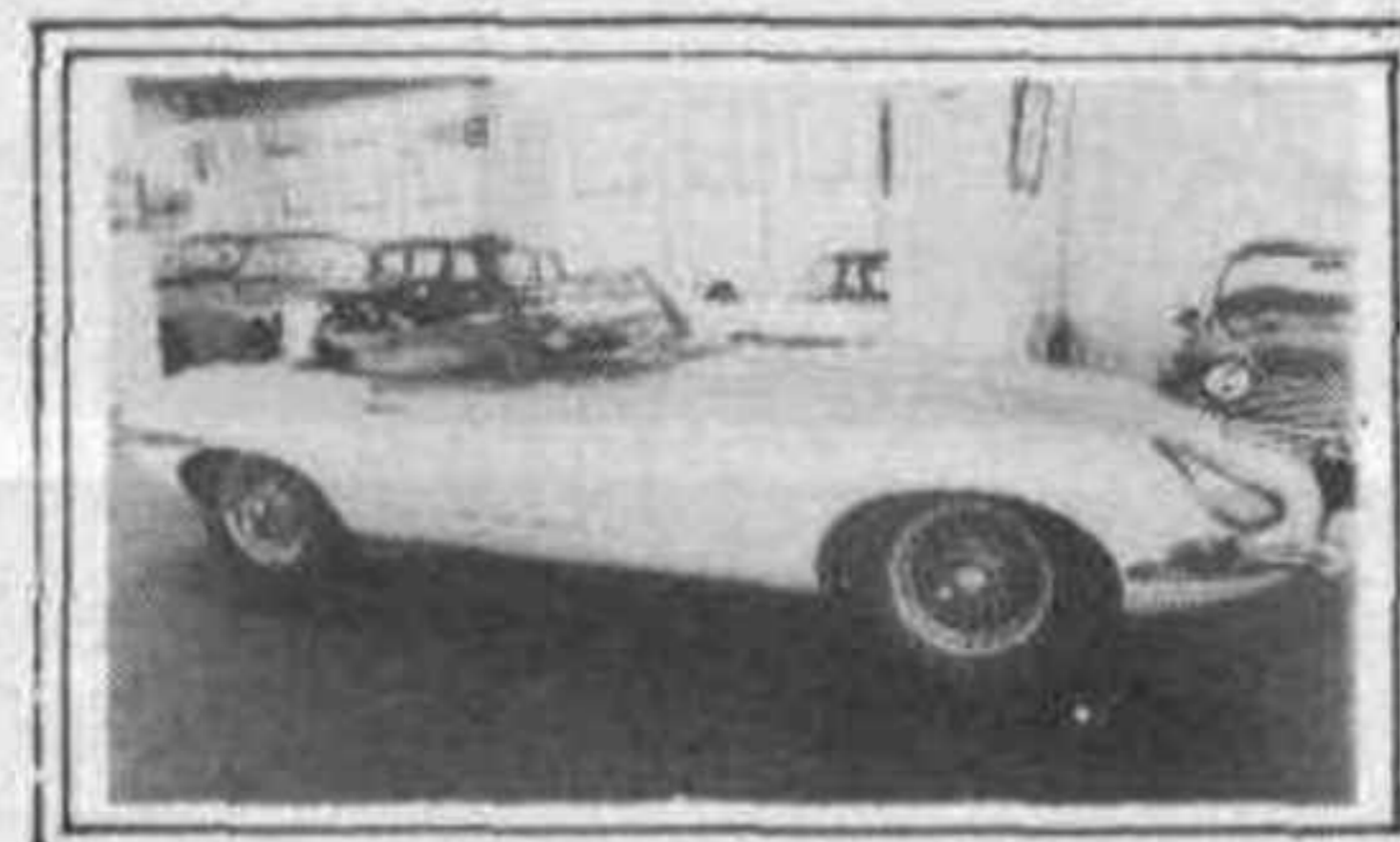
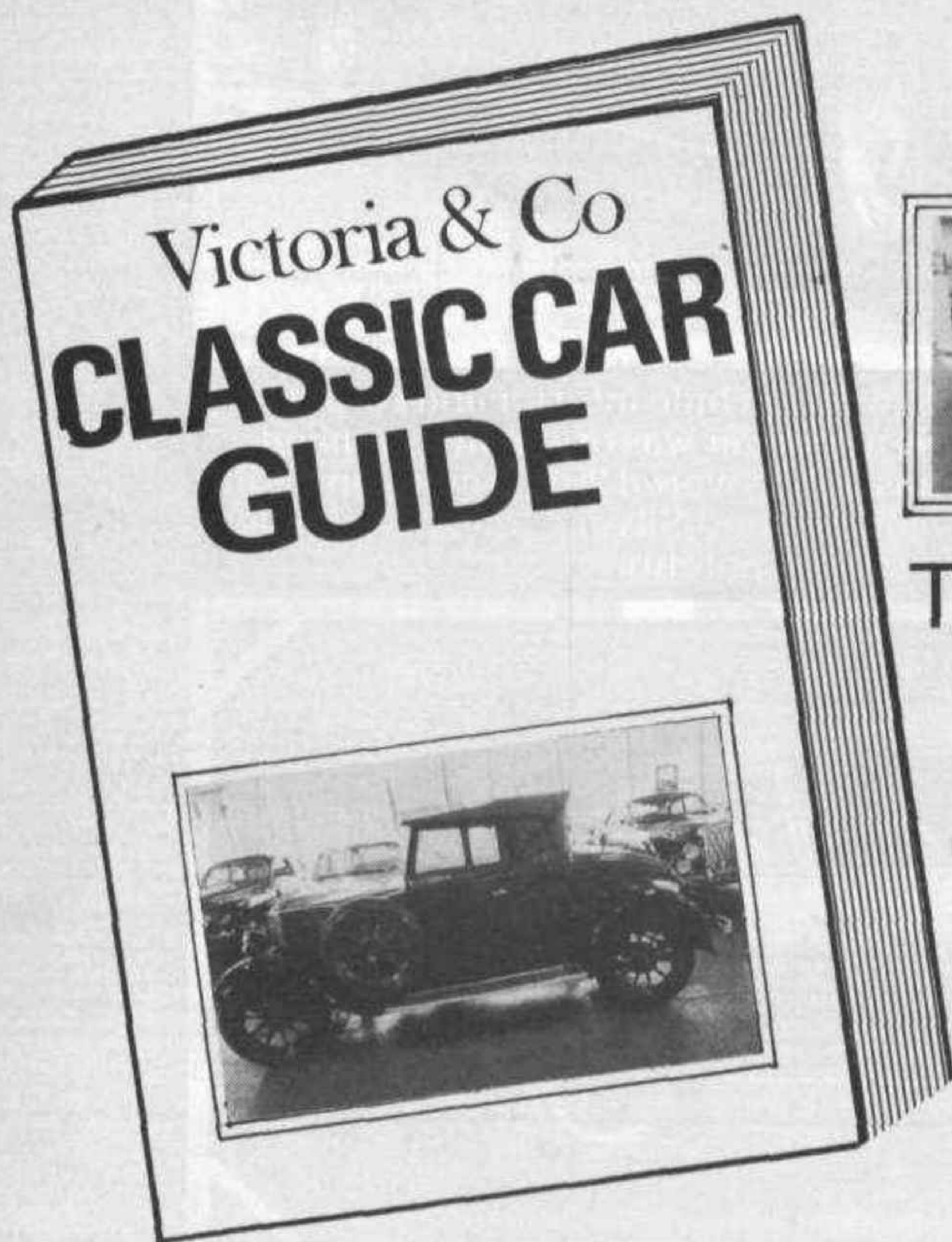
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1976 LANCIA STRATOS, yellow with brown suede trim, tax paid and registered, low mileage.



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 1928 ROLLS-ROYCE 20/25
 1972 DE TOMASO MANAGUSTA
 1937 RILEY ADELPHI, black
 1951 LANCIA AIDERA, white
 1957 MORGAN +4, beige
 1971 CITROEN 5M, gold
 1909 ROVER 6HP, maroon
 1971 JENSEN INTERCEPTOR
 1956 JAGUAR XK140 ROADSTER
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 1966 SUNBEAM ALPINE, CWW
 1963 JAGUAR 'E' TYPE, D/H
 1947 ARMSTRONG-SIDDELEY HURRICANE
 1935 AUSTIN 10, brown/beige
 1931 ROVER 10HP ROADSTER

1959 AUSTIN HEALEY 100/6, red
 1956 JENSEN 541, BRG
 1976 PANTHER LIMA, red
 1938 DAIMLER LIGHT 20
 1965 ASTON MARTIN DB5
 1952 MG YB, green



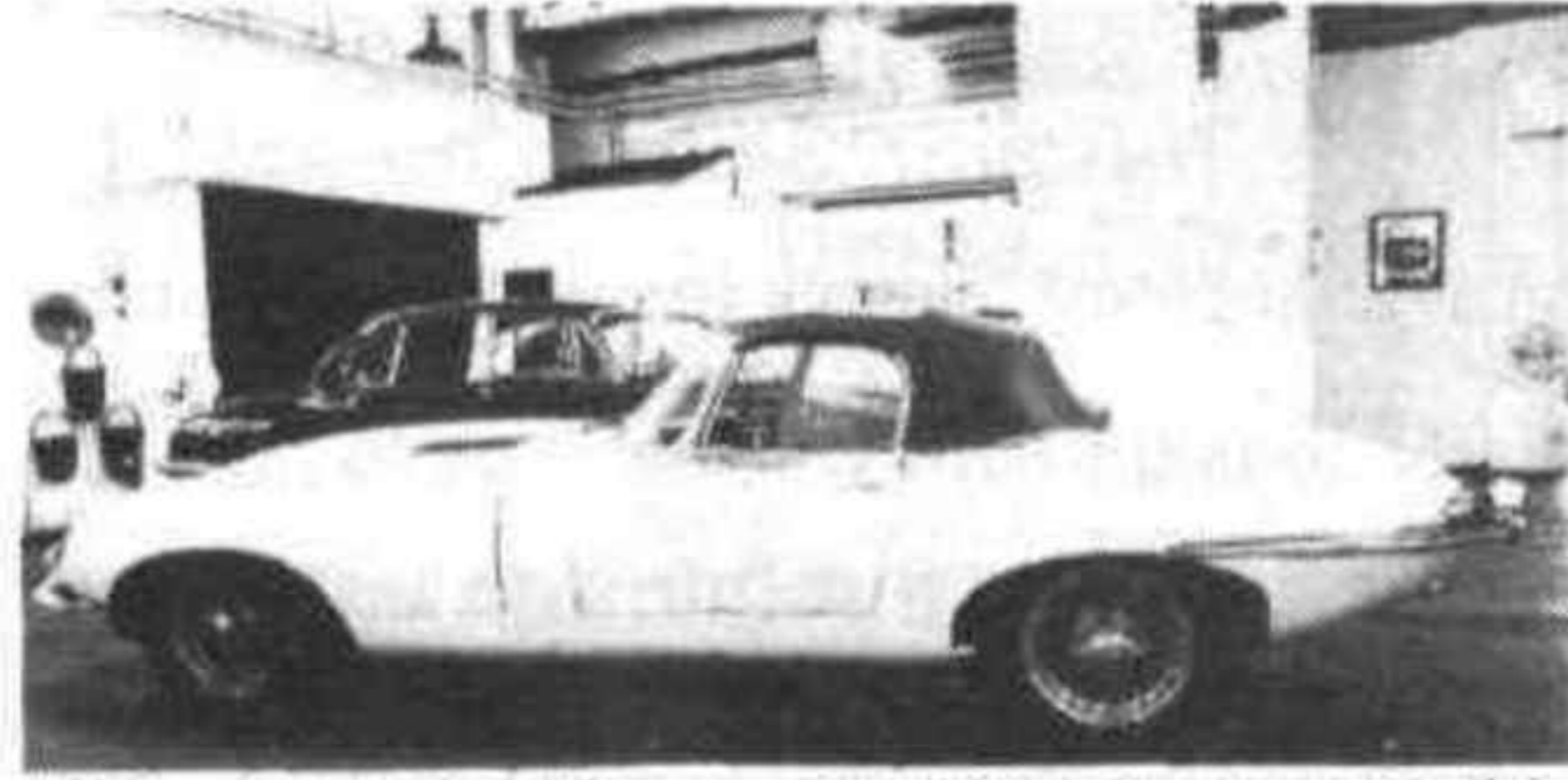
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1955 BRISTOL 405, blue
1964 DAIMLER V8 2½, black



1968 BRISTOL 409, pale metallic blue with black trim, choice of 4 plus three 410 models.



1946 MG TC. British Racing Green with beige trim, choice of 4.



1967 ASTON MARTIN DB6, pale metallic green with black trim, manual gearbox, plus a Volante model.



1959 AUSTIN HEALEY 3000 MK I, red with black trim and hardtop. Choice of 14 Austin Healeys.

1967 CORVETTE STINGRAY, manual
1956 SUNBEAM ALPINE ROADSTER
1949 ROLLS SILVER WRAITH SEDANCA
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1961 ALVIS TD21, red, W/W
1948 ROLLS SILVER WRAITH
1964 JAGUAR 3.4 'S', red
1935 ROLLS-ROYCE PII
1953 BENTLEY CONVERTIBLE
1959 AUSTIN HEALEY SPRITE
1968 ASTON MARTIN DB6 VOLANTE
1937 ROLLS-ROYCE PIII
1961 AUSTIN HEALEY 3000 MK I
1961 DAIMLER DART, BRG
1960 ASTON MARTIN DB4, blue
1950 BENTLEY MK VI, grey, mint
1955 AUSTIN HEALEY 100/4, red
1971 ROVER V8 3.5 COUPE
1947 TRIUMPH ROADSTER 1800
1968 VOLVO P1800S, pale blue
1967 DAIMLER SOVEREIGN, green
1958 MG MAGNETTE, green
1967 JAGUAR MK II 2.4
1973 ASTON MARTIN V8, white
1966 JENSEN CV8, blue
1924 VAUXHALL SEDANCA LIMO
1950 JOWETT JUPITER
1959 JAGUAR XK150, D/H
1976 LINCOLN CONTINENTAL
1968 JAGUAR 420, silver
1946 BUICK STRAIGHT 8
1954 LINCOLN CAPRI
1928 ROLLS-ROYCE 20/25
1966 JAGUAR 3.4 MK II
1963 AUSTIN HEALEY 3000 MK III
1970 FORD CAPRI, D/H
1966 BRISTOL 409, BRG
1975 LAMBORGHINI ESPADA
1976 LANCIA STRATOS, yellow
1962 MERCEDES 220 SE, D/H
1952 AC 2-LITRE
1955 ROVER 75, LHD
1949 BRISTOL 400, gold
1957 DAIMLER CONQUEST CENTURY
1970 MERCEDES 280SL, blue
1967 MASERATI QUATROPORTE
1969 MERCEDES 250CE COUPE
1947 ALVIS TA14 SALOON
1971 PONTIAC FIREBIRD ESPIRET
1938 CITROEN LIGHT 12, black

1968 TRIUMPH TR5, red
1950 DAIMLER DB18, D/H
1927 MORRIS COWLEY COUPE
1965 ASTON MARTIN DB5
1952 MG YB SALOON, green
1928 MORRIS COWLEY, D/H



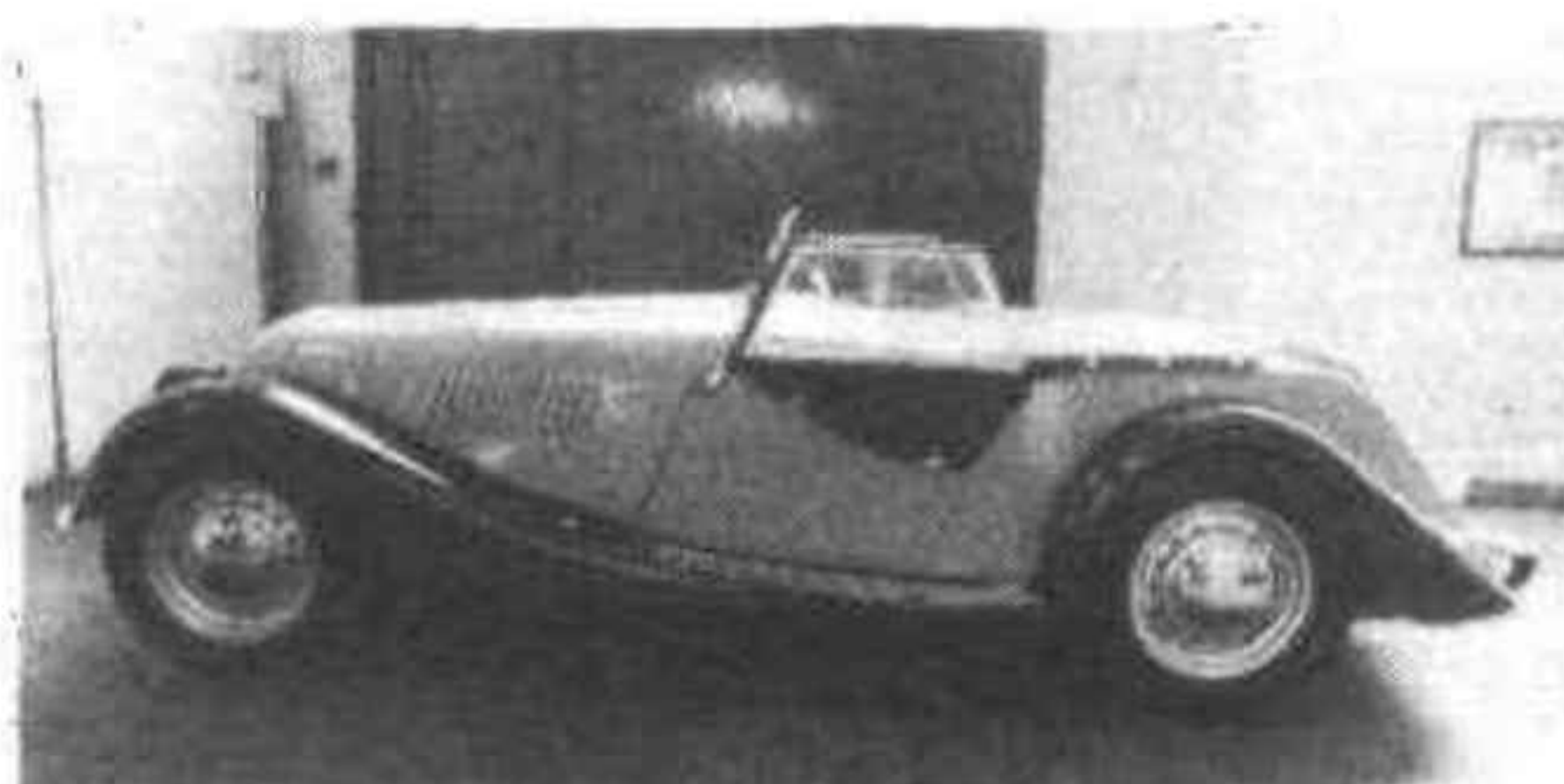
1963 JAGUAR 3.8 MK II, Carmen red, red trim, auto, power steering, choice of 12.



1953 JOWETT JUPITER, cream, red trim and hood. Excellent throughout.



1954 BENTLEY 'R' type with coachwork by Hooper, two-tone green with tan trim, electric windows.



1957 MORGAN +4, beige over brown with tan trim, superb condition. Choice of 3.



1960 BENTLEY SII FLYING SPUR BY H. J. MULLINER. Dark blue with gold coachline and beige trim.

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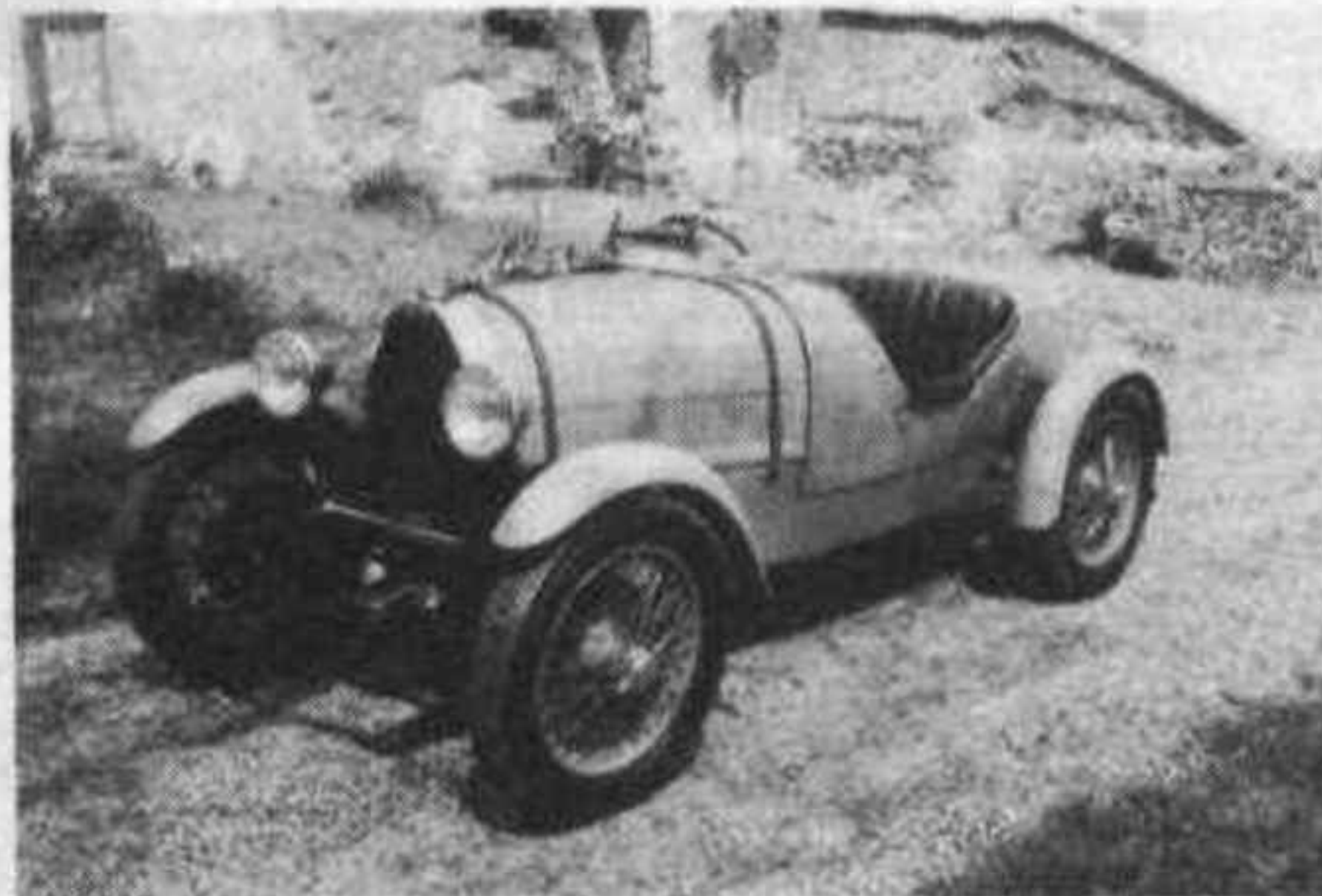
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1929 BUGATTI TYPE 40 1 1/2-LITRE SPORTS/RACING G.P. TYPE POINTED TAIL 2-SEATER. This Bugatti has had limited use since being rebuilt in France (mechanics & coachwork, etc.) and has just been imported from that country. It is in concours condition in Bugatti blue, red wire wheels, black leather interior, highly polished engine, etc. and fitted Marchal headlamps with stone-guards, full length tonneau cover, etc., etc. (Other Bugattis now being restored, include types 30, 43 & 46, all with open coachwork.) (illus. Left)

1957 BENTLEY SI CONTINENTAL FASTBACK SPORTS COUPE BY H. J. MULLINER. Automatic, PAS, p.b. radio with electric aerial, instruction manual, etc. This Continental Bentley has had one elderly owner for most of its life till recently and maintained by an old established Rolls and Bentley specialist. It is very attractive in burgundy with gold coachlines and grey interior. New MoT, etc. (As I require the garage space for new restored cars expected in stock, this car is being offered for sale at a lower price than other similar Bentleys advertised.) (illus. Right)



EXPECTED IN STOCK THIS MONTH. A superb 1927 Rolls-Royce Phantom I dual-cowl open 5/6-seater tourer. It is in full show condition, having had little use since being completely rebuilt in mechanics and coachwork, etc., and must be the finest example of its type on offer. Photos and fuller details will be shown in next month's issue.

AT THE TIME OF GOING TO PRESS OTHER CARS IN STOCK OR BEING FULLY RESTORED INCLUDE

1925 Bentley 3-litre open sports 4-seater.

1938 Bentley 4 1/4-litre open 2-seater sports speedster.

1938 Lago-Talbot 4-litre drophead coupé.

1921 Rolls Silver Ghost 2-seater drophead coupé.

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CHARON 1909 TWO-SEATER WITH DICKY
White, red chassis/red original leather seat, approx 15 h.p. wood wheels, lot of brass fittings.



AC 428 FHC BY FRUA 1970
Metallic green/black auto 7-litre Ford, Minilites, very low mileage, believed only 77 made.



JAGUAR XK150 ROADSTER LHD (illus)
Metallic bottle green/red — superb
JAGUAR XK120 ROADSTER LHD
Powder blue/light grey, Borrani w/w. engine rebuild. Both cars imported from California — rust free.



RILEY 9 TWO-SEATER SPORTS 1931
Superbly made sports body, BRG with raised red pencil lines, in excellent order throughout and in superb running order.



MG PB 1935
BRG/red leather, an exceptional restoration, a most attractive PB in all respects.



FIAT 1929 circa TWO-SEATER
French blue/tan in mechanically good order, beautifully made, very attractive body — great fun.



MG 'F' TYPE MAGNA 1931
Dark Brown, cream wheels/black. The subject of a two-year restoration project from dismantled chassis upwards.



ALVIS 12/60 BEETLE BACK
Rich red, black wings and wheels/new leather seats, in excellent running order, and in very original condition.



AC 1920 2-SEATER WITH DICKY
Rich red, black wings/black all nickel fittings, original lighting, in very original condition throughout.



HEALEY SILVERSTONE D TYPE 1950 No D14
Cream/maroon, off the road for 20 years, mechanically excellent — only 105 made.

ALSO AVAILABLE

RILEY 12 hp 4-seater, open tourer, completely restored throughout. LAGONDA 4-door SPORTS by TICKFORD, in excellent order. LAGONDA 2-litre 'SPEED MODEL' 1928, subject of five year restoration. AC ACECA 1955. Completely restored both bodily and mechanically. BRISTOL 401 1952 body and mechanically very sound and original. AUSTIN HEALEY MK. III rally spec., undergoing restoration.
NOTE: Because copy is required early several cars are sold and many new arrivals, please ring for details.



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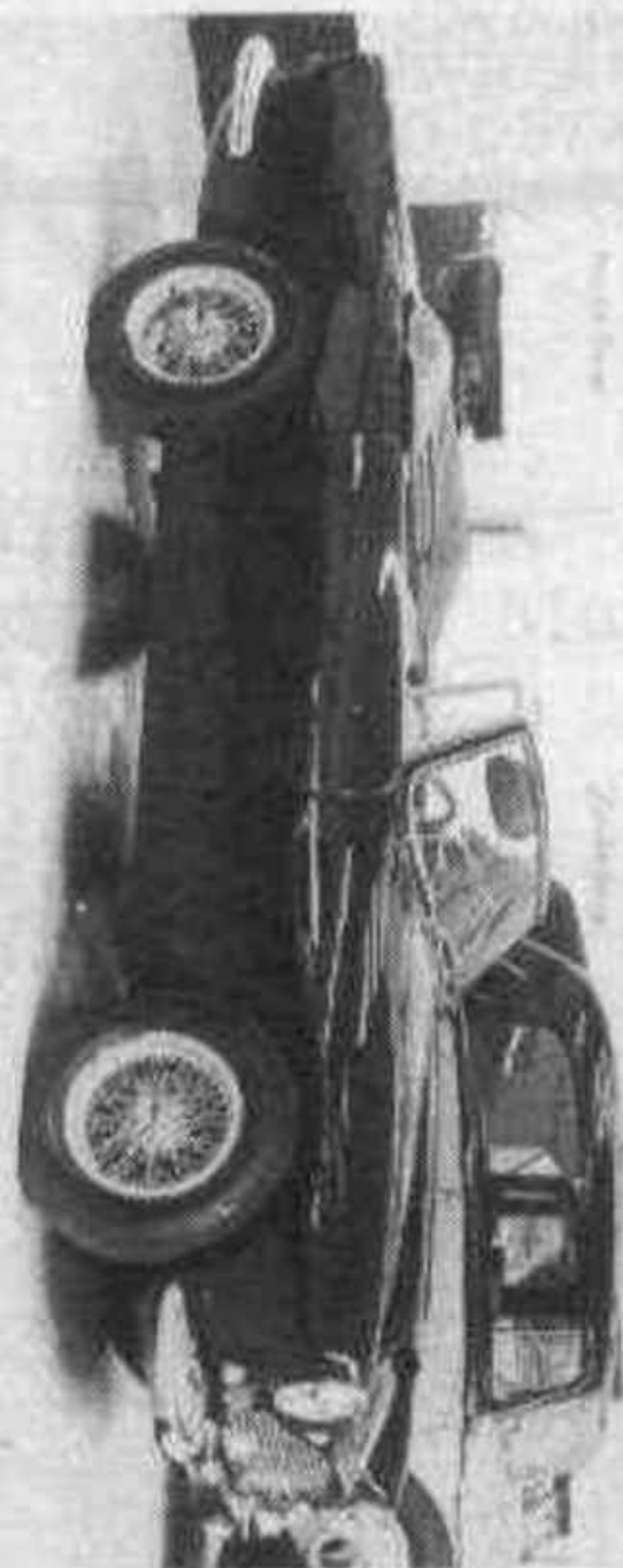


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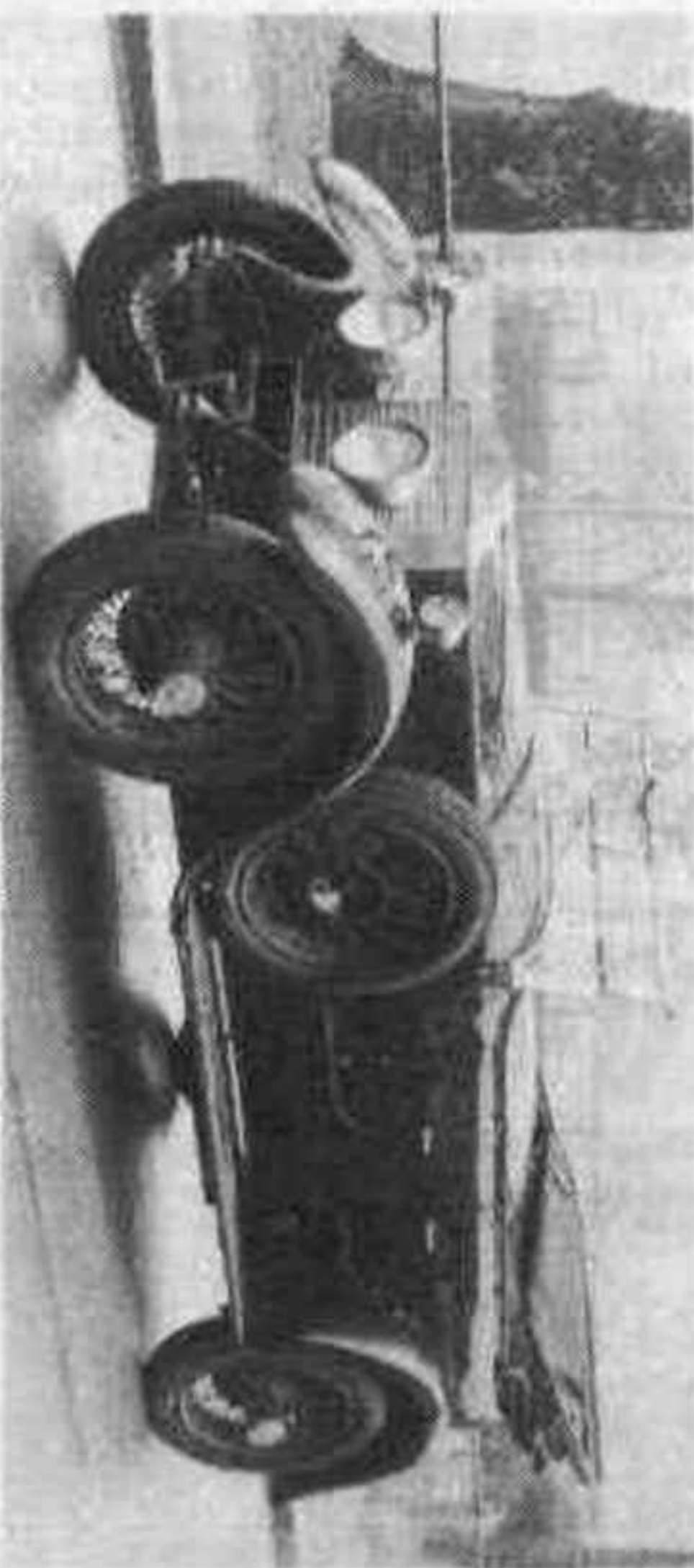
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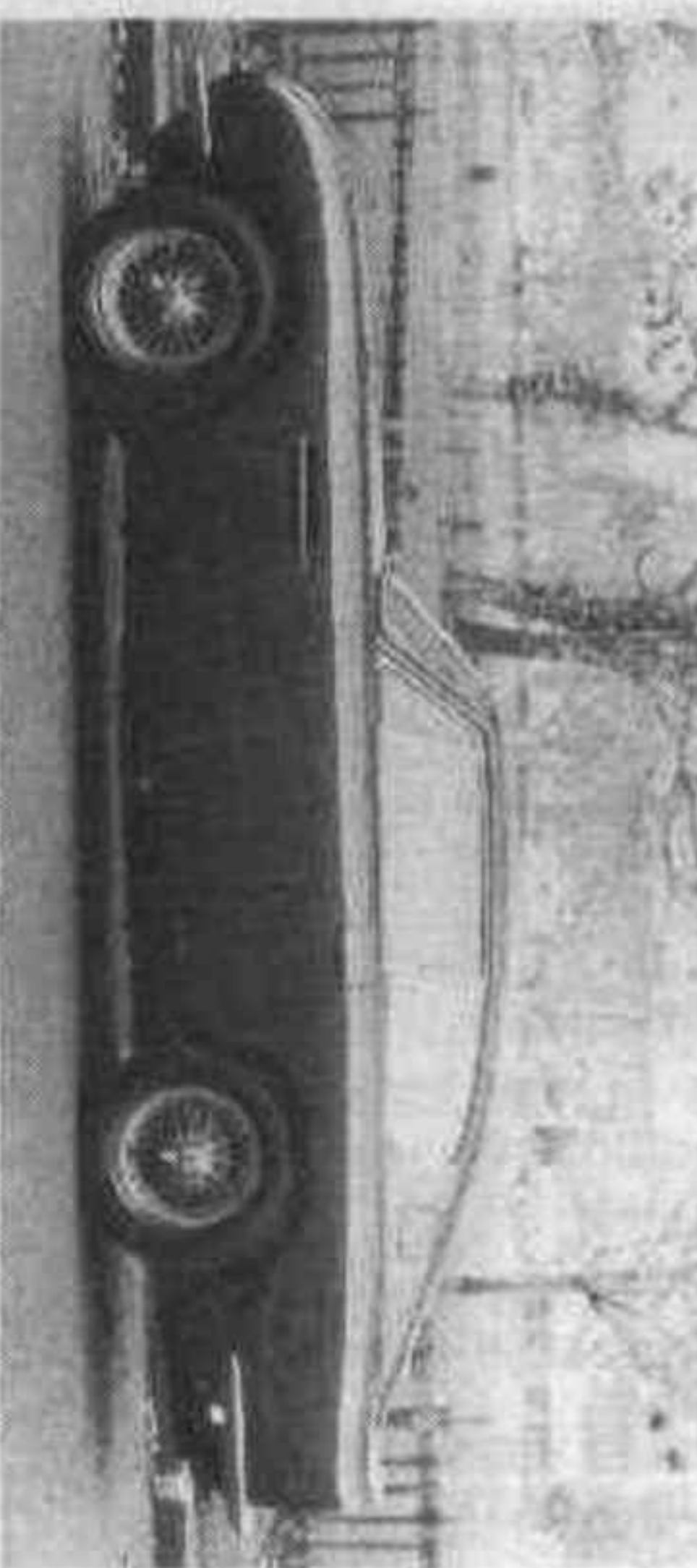
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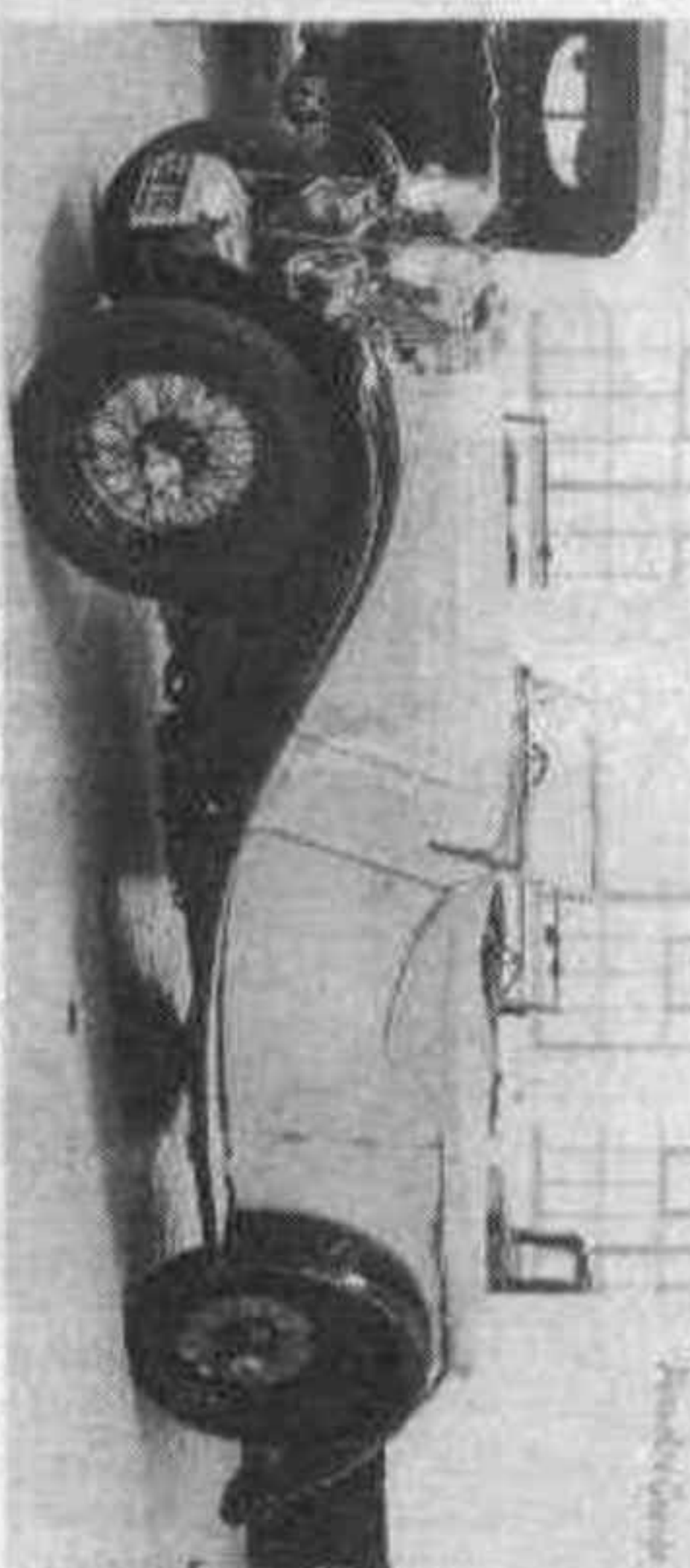
ASTON MARTIN DB4



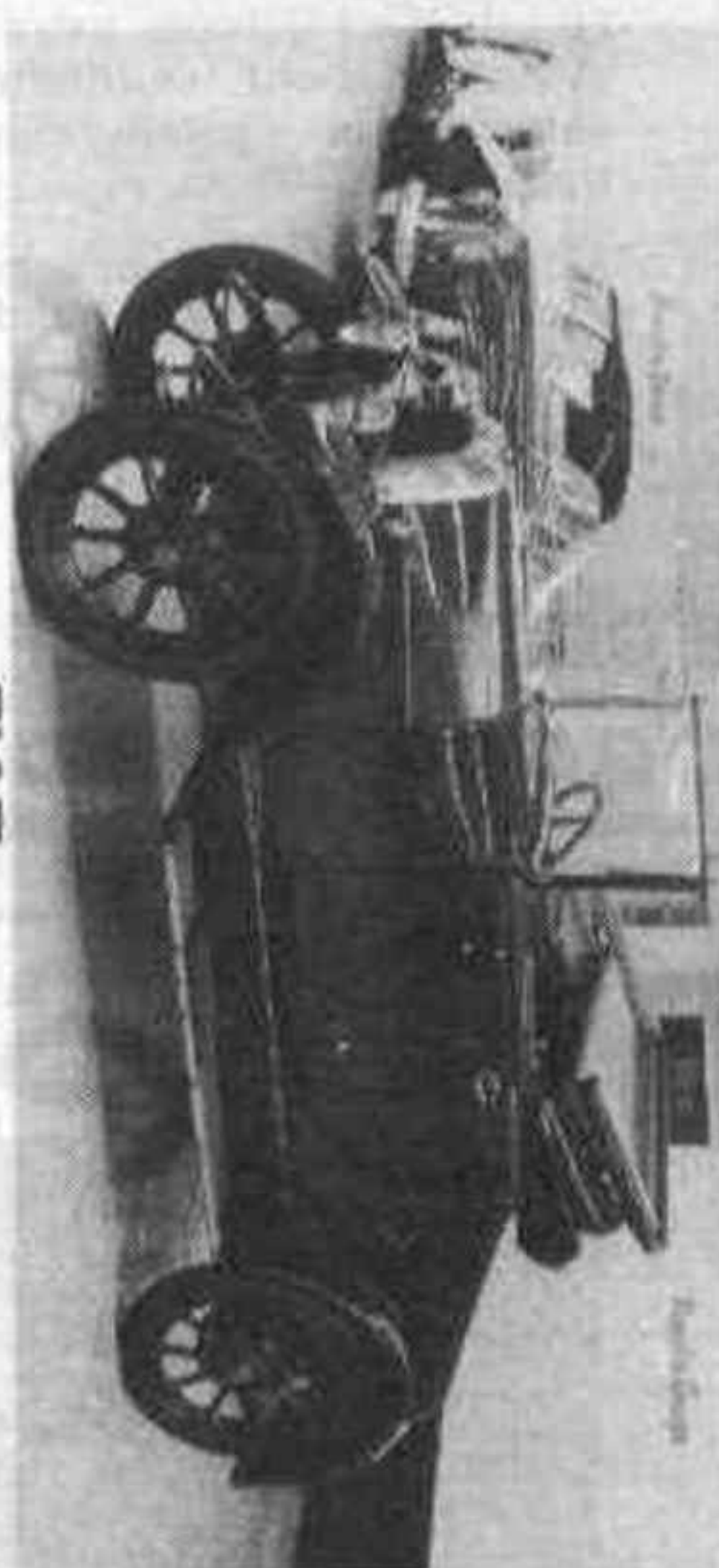
ROLLS-ROYCE 20HP



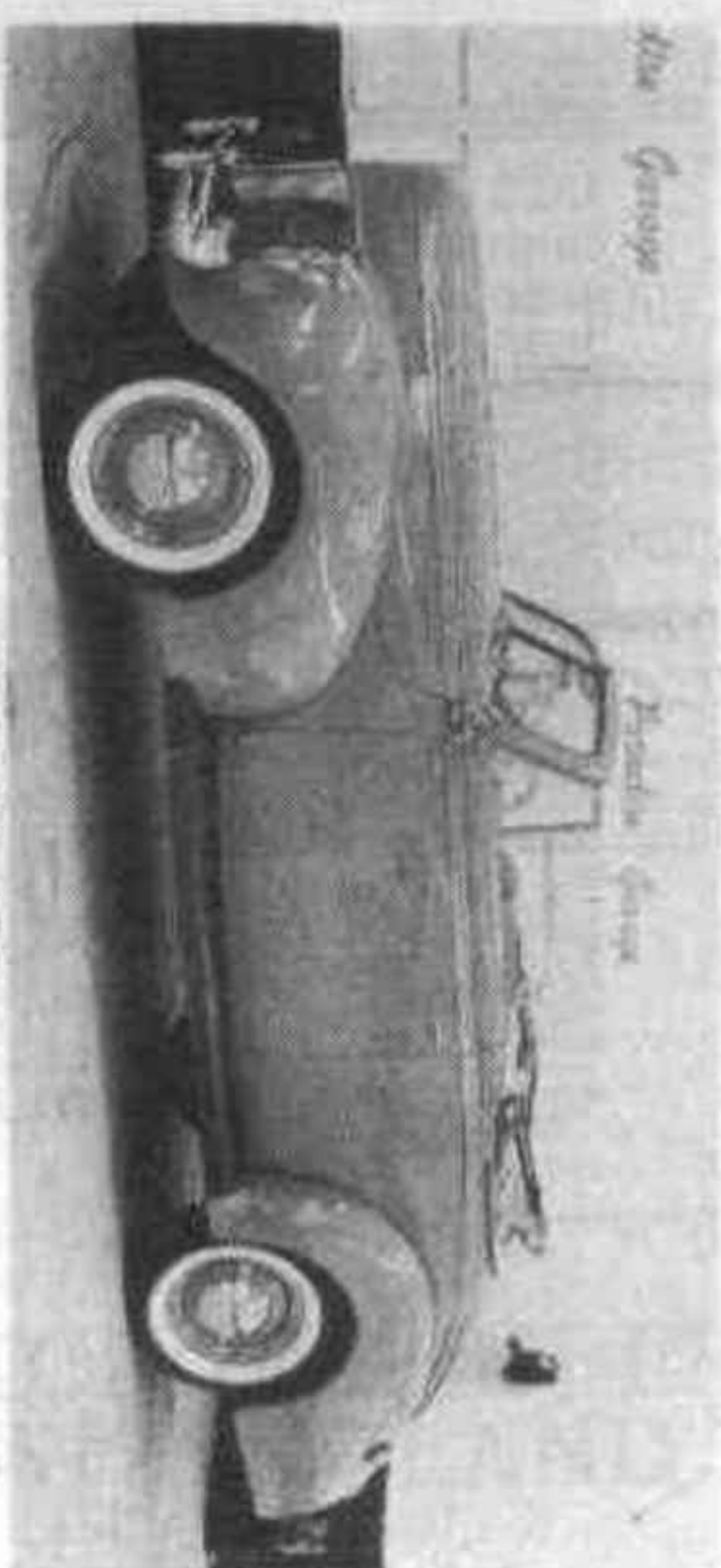
ASTON MARTIN DB6



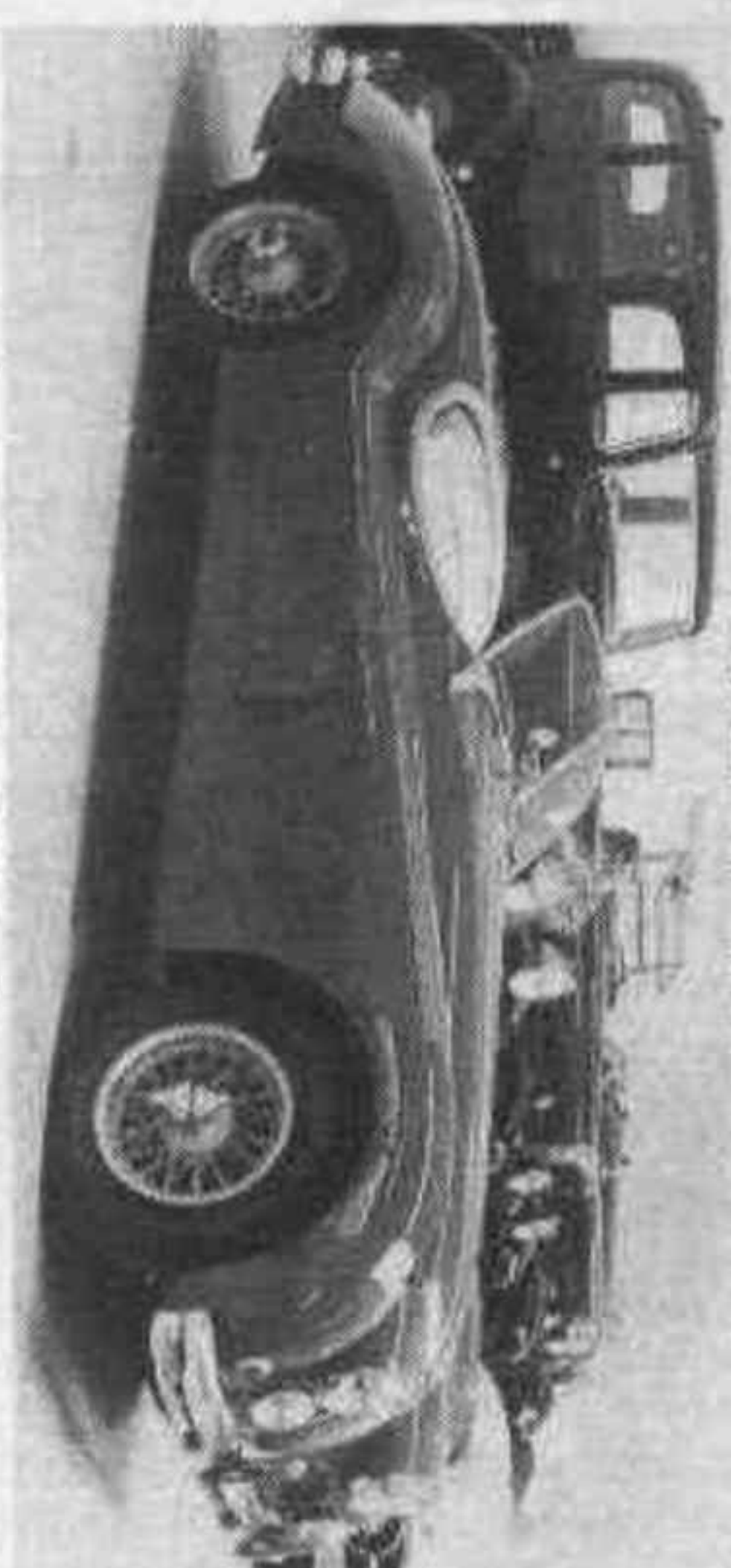
TALBOT 105



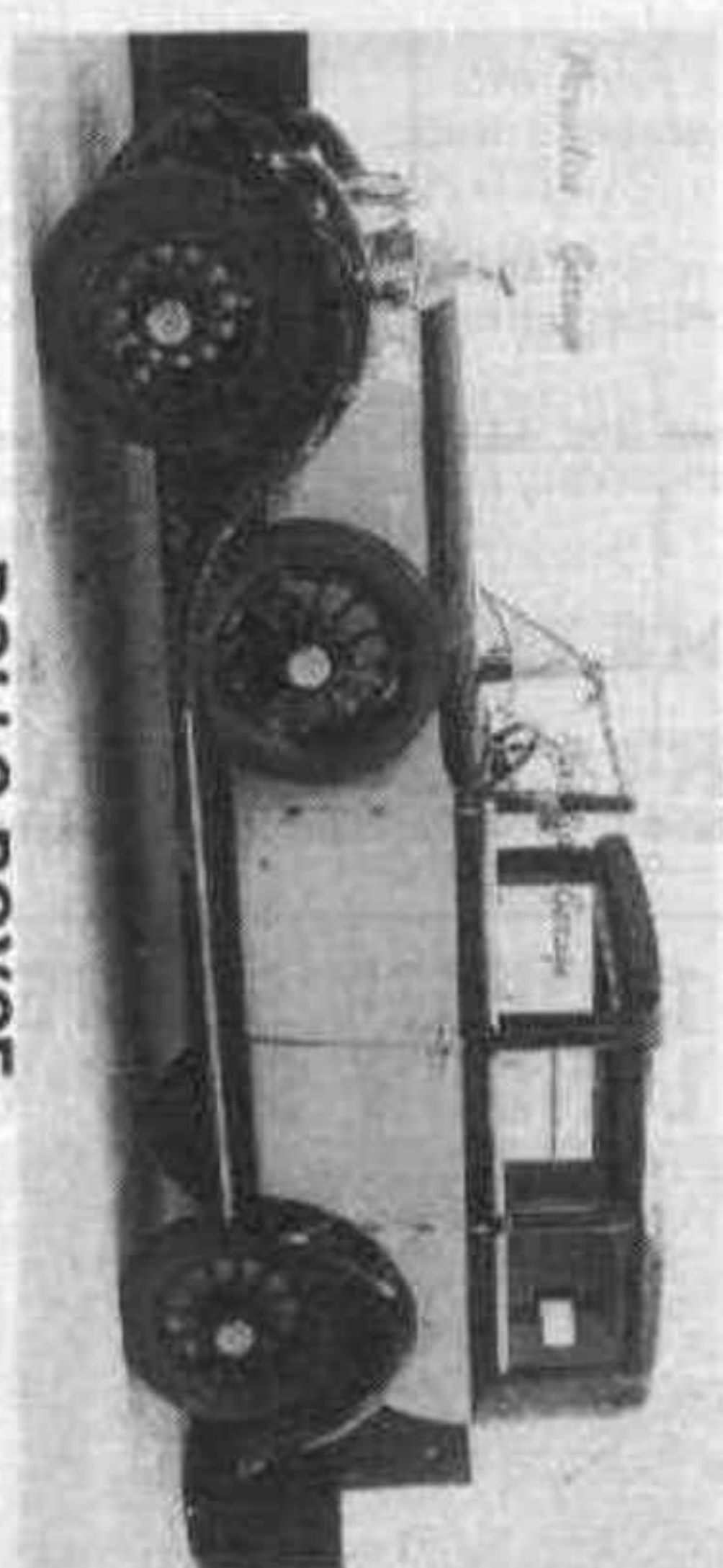
FIAT



FORD V8



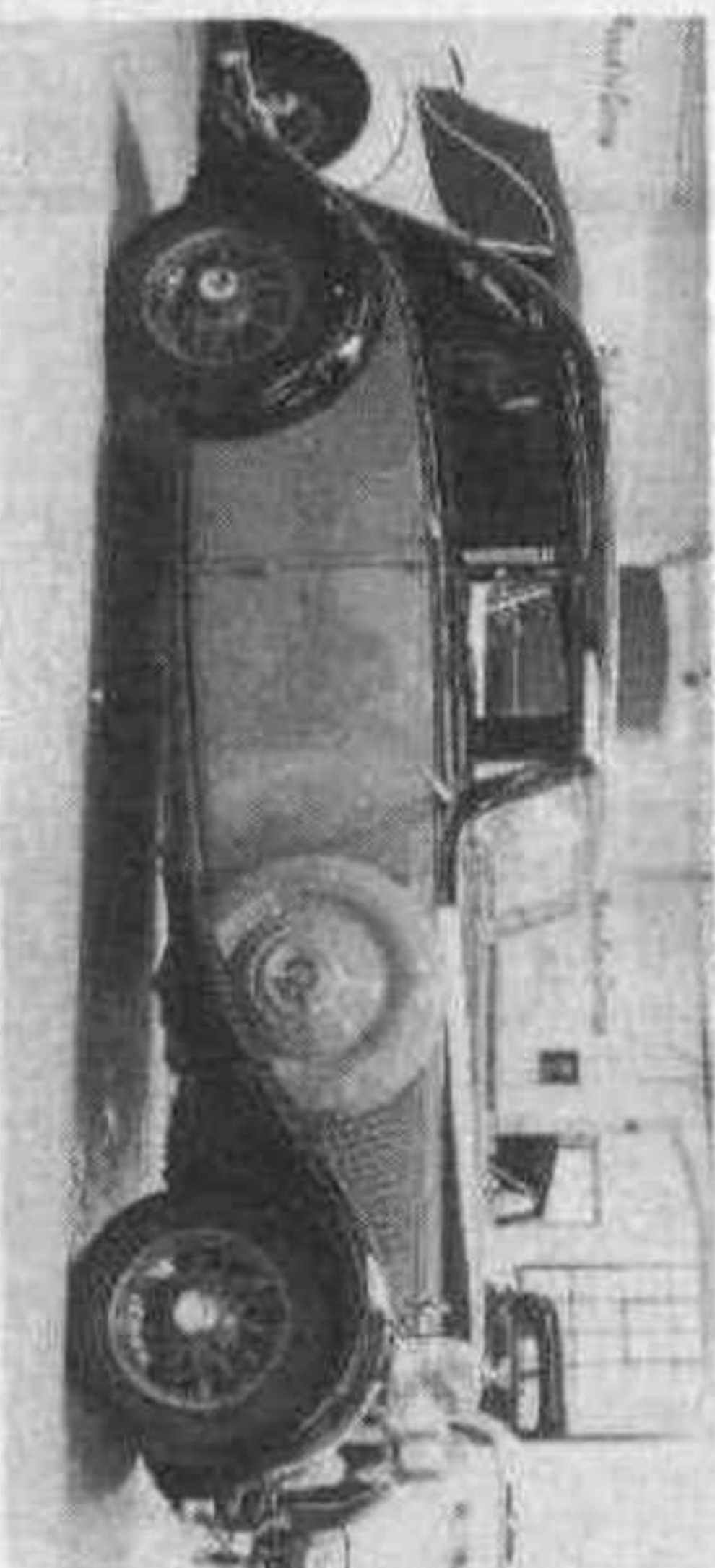
JAGUAR XK140



ROLLS-ROYCE



MG VA



BENTLEY 4 1/4



RILEY LYNX



MG 'D' TYPE

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1962 Bentley Continental. Mulliner 2-door Coupe. This is one of the very last S-2 Chassis Continentals and a very rare breed indeed. Left-hand-drive with Sundym glass. 58,000 miles from new and chauffeur driven only. Fully documented history at RR Main Agent. Steel-blue with magnolia interior. Concours — condition. **Poa.**

1964 Bentley S3. Shell/Tudor grey with red interior. 92,000 miles from new; again, substantial history avail. First class condition. **£8,750 o.n.o.**

S2 Continental Mulliner Flying Spur. Nice car but some work needed. **£11,750**

Mulliner/Park-Ward Bentley T Type. (Corniche) 1966. This car is in really superb condition and maintained to a very high standard. Astral blue with beige interior. **£12,500**



1974 N RR Corniche Convertible. 10,000 miles from new with full history. Sand coachwork with tan interior, beige hood and red carpeting. 14 factory extras include stereo Blaupunkt radio with shortwave adapter, Motorola Quadrophonic tape, Shaded Sundym, opening quarter-light driver side, airhorns with foot-switch, Marshall Quartz Headlamps, extra ventilation driver-side, Wilton in boot, seatbelts to rear, etc. This vehicle is totally unmarked and new throughout. **Poa.**

1972 Silver Shadow. 2 owners and 49,000 miles only. Astrakan over sand with tan interior. Very nice car. **£16,750**

1972 Silver Shadow. 2 owners and 43,000 miles only. Regal red with beige interior. Very nice car. **£16,950**



1965 Bentley S3. Astral blue with grey interior and carpets. First class condition throughout with a total mileage covered of only 87,000. Substantial history avail. Fully serviced and new tyres fitted. Stereo, E/windows. **£9,250 o.n.o.**

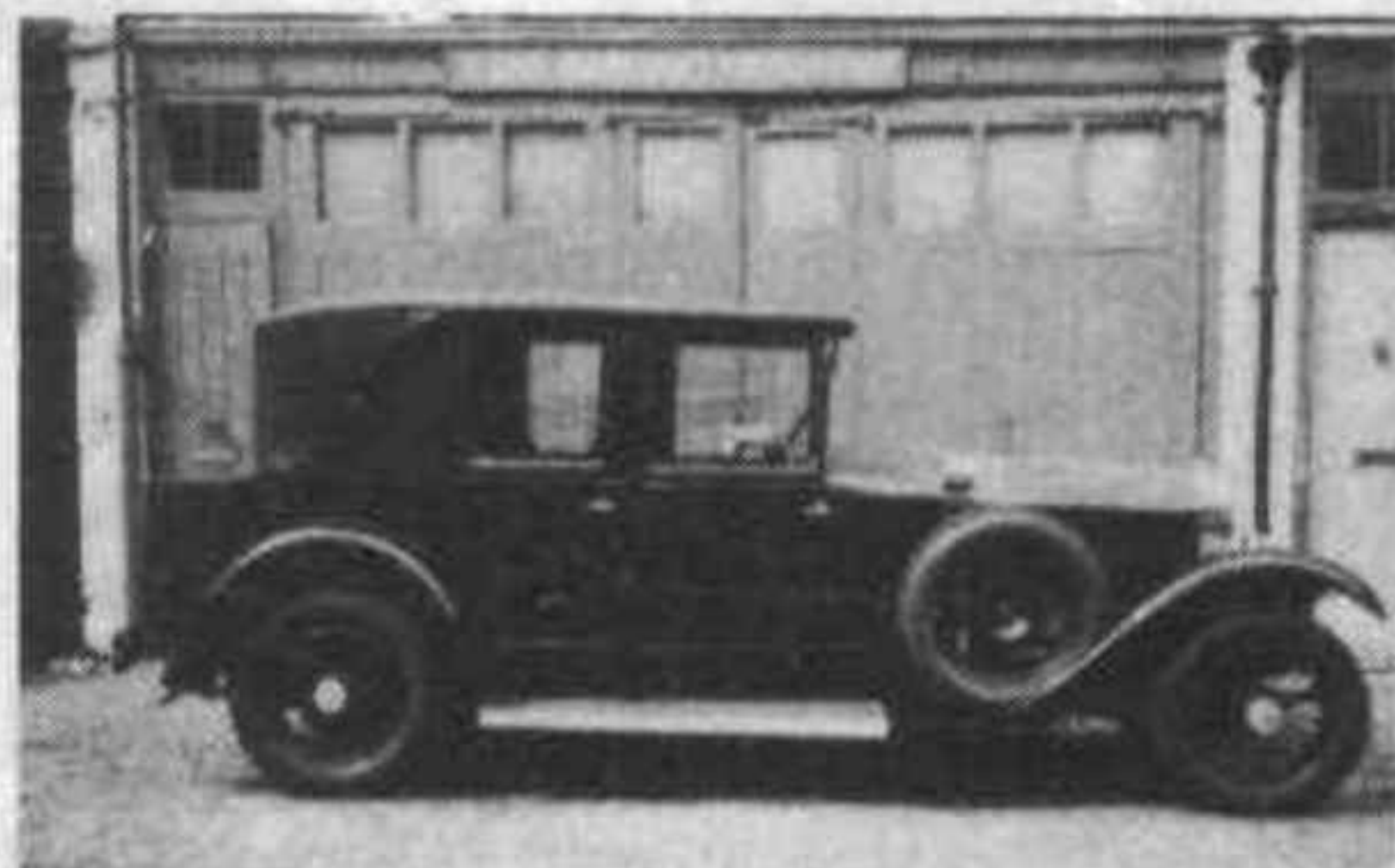
1971 Silver Shadow. 1 owner Left Hand Drive — Shell grey with black interior. Fully documented 16,000 miles from new. **Offers**

Bentley S3 Continental James Young. Brewster green with beige interior. Very nice car. Some attention to coachwork needed. **£9,850**

Bentley H. J. Mulliner 1949 Mk. 6. Very nice original condition and no rot. Tudor/Shell grey with blue interior. **Offers**

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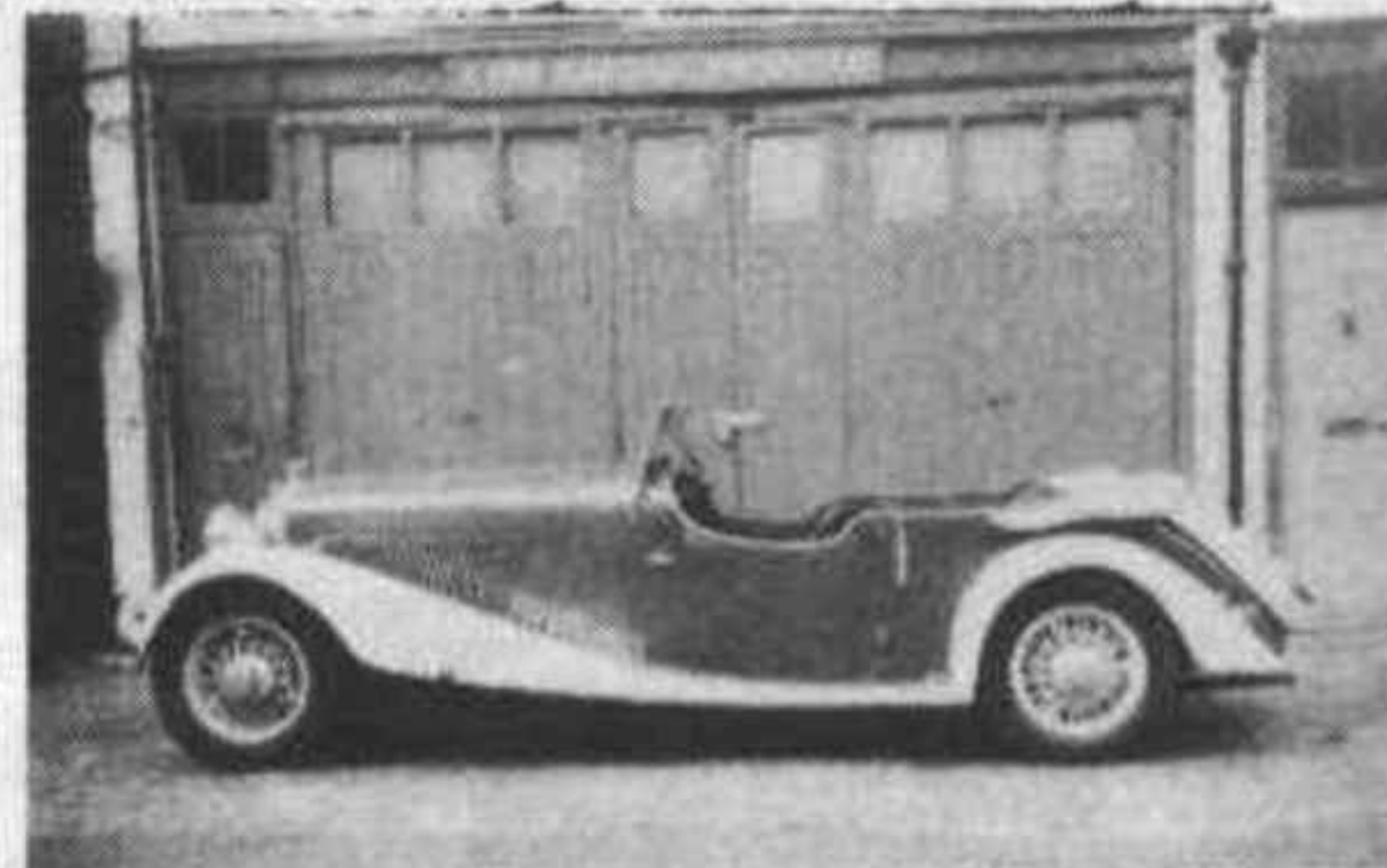
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1924 ROLLS-ROYCE 20 Brewster coachwork completely original.



1928 ALFA ROMEO 1500 'S' twin overhead camshaft Sports 2/3 seater. Full history excellent example.



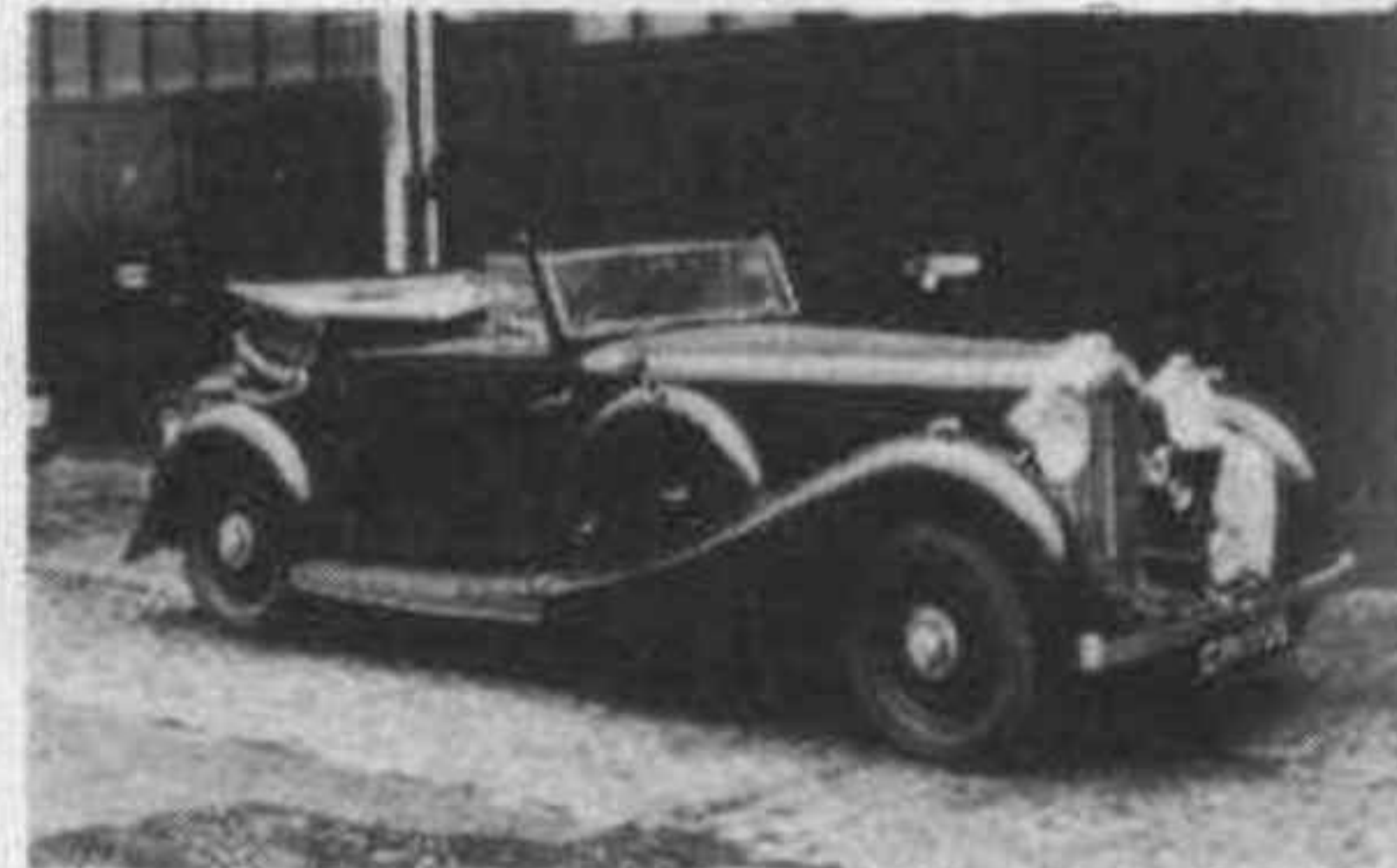
1935 BENTLEY 3 1/2 LITRE Vanden Plas tourer.



1926 BENTLEY 6 1/2 LITRE 2/3 seater completely rebuilt mint condition.



1933 LAGONDA 16/80 Fixed Head Coupe.



LAGONDA L.G.45 4 1/2 LITRE Drophead Coupe.

1928 BUGATTI TYPE 40 2/3 seater tourer.
1930 ALFA ROMEO 1750 twin overhead camshaft Drophead Coupe by James Young.
1949 FERRARI 195S VIGNALE COUPE.
1912 ITALIA FOUR SEATER TOURER.

1932 ASTON MARTIN INTERNATIONAL 1 1/2 LITRE 2/4 seater Tourer.
1935 BENTLEY 3 1/2 LITRE two seater Fixed Head Coupe by Chapron.
1930 MG 18/80 four seater Tourer.
1925 ROLLS-ROYCE 20 DOCTOR'S COUPE.
1939 DAIMLER 3 1/2 LITRE Windover salopn.

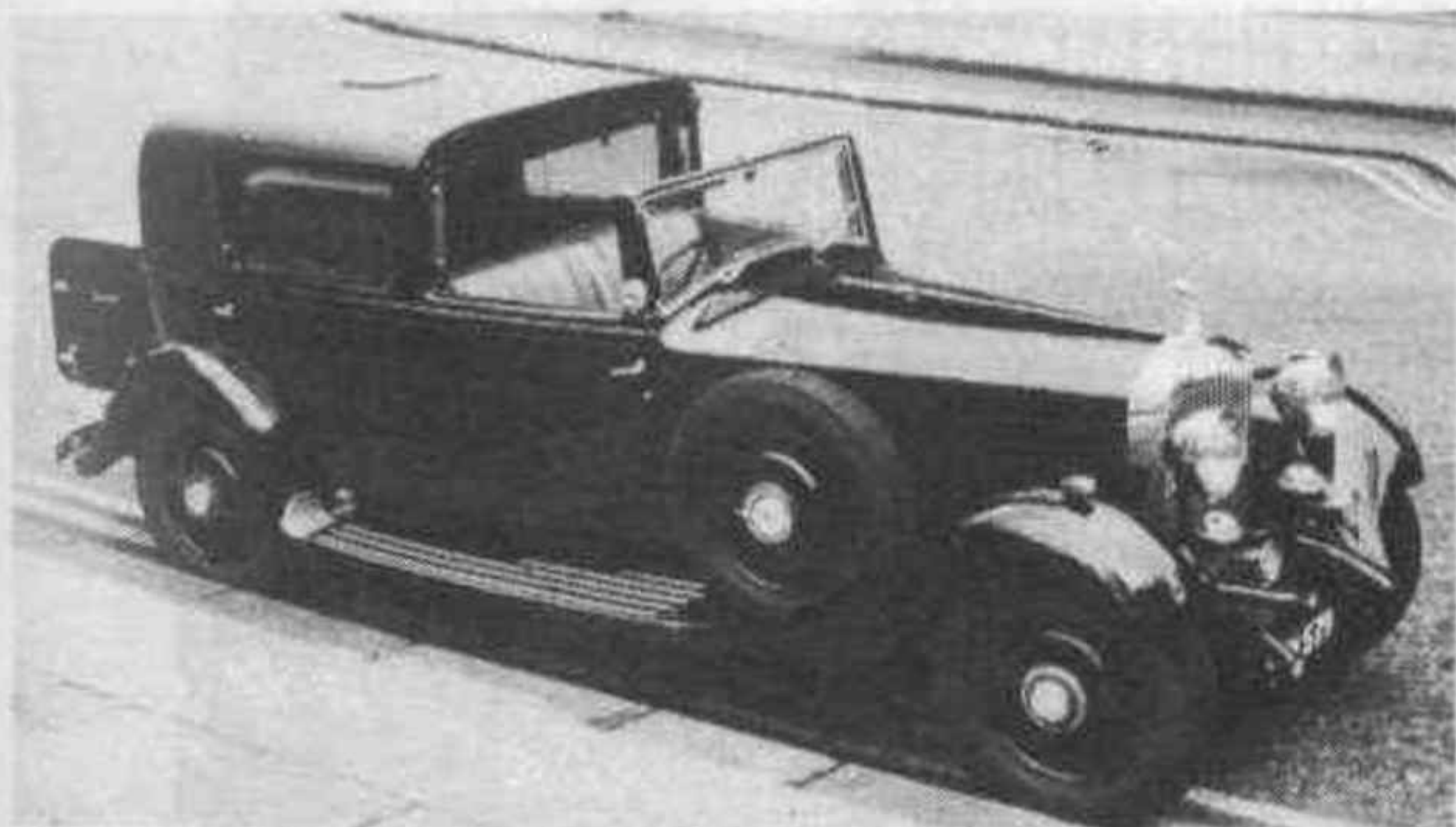
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**1933 ROLLS-ROYCE 20/25 Sedan de Ville
by Barker**



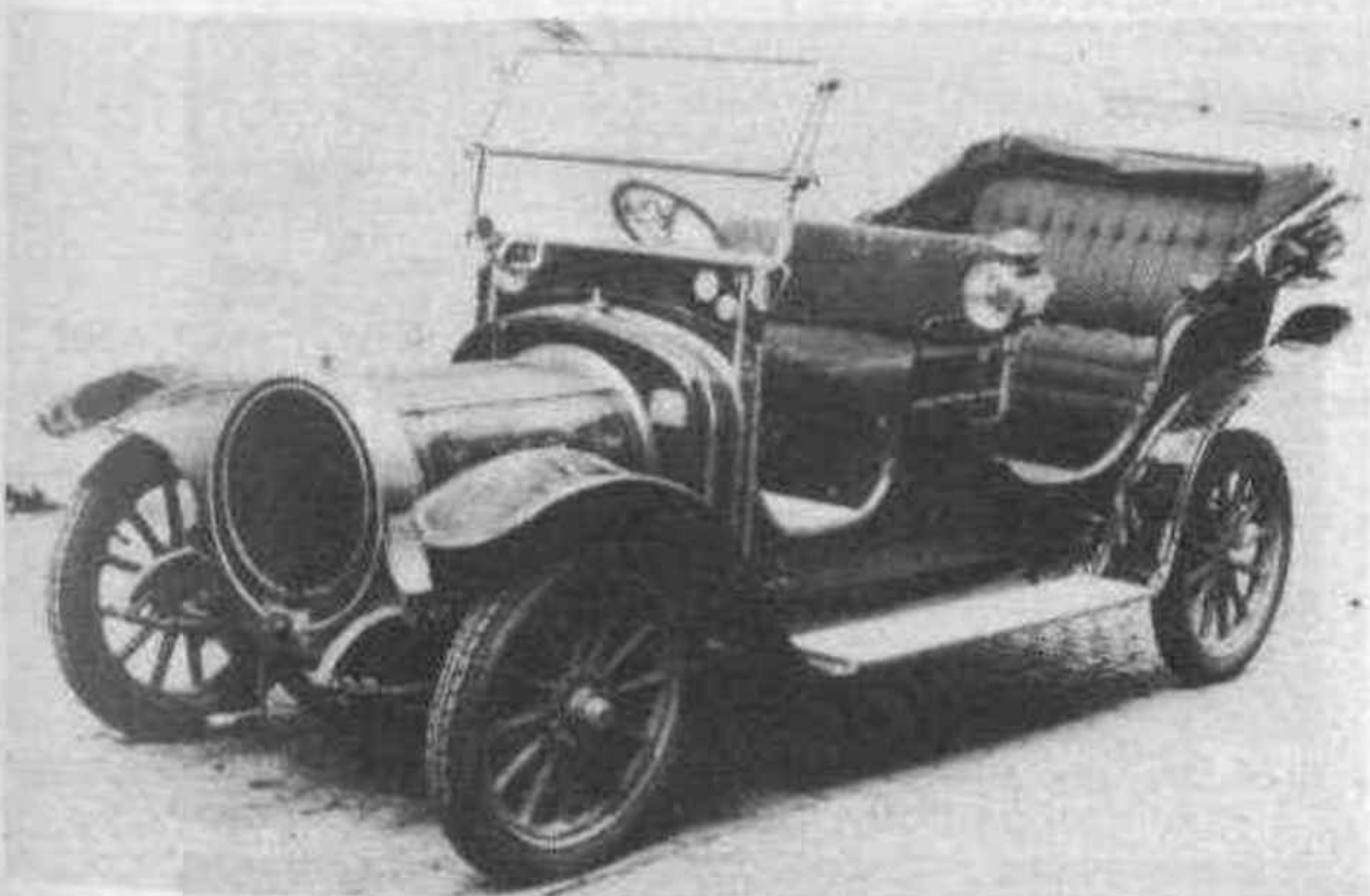
This car retains its original cloth interior, which is in better condition than that of any pre-war car which we have seen. The original beige leather to the front compartment is also excellent. The mainly original black paint is not perfect but the car is mechanically the finest 20/25 we have owned with a truly silent engine, flawless transmission steering, suspension and brakes. A delight to drive.

**1935 ROLLS-ROYCE 20/25 3-position
drophead coupé by H. J. Mulliner**



A magnificent car in superb order throughout. Painted deep moss green with golden tan leather interior. Without doubt, one of the most sought after and attractive Rolls we have offered in recent years. Mainly complete tool tray, superb polished woodwork.

**1911 DELAUNAY BELLEVILLE model
1A6, 6-cylinder, 4-litre Victoria by Brewster
of New York**



A stylish conveyance with cape hood and leather covered wings, extremely original and very pleasant to drive. This car requires a certain amount of tidying to transform it into a very desirable vehicle. Reasonably priced.

**1962 ROLLS-ROYCE Silver Cloud II H. J.
Mulliner convertible**



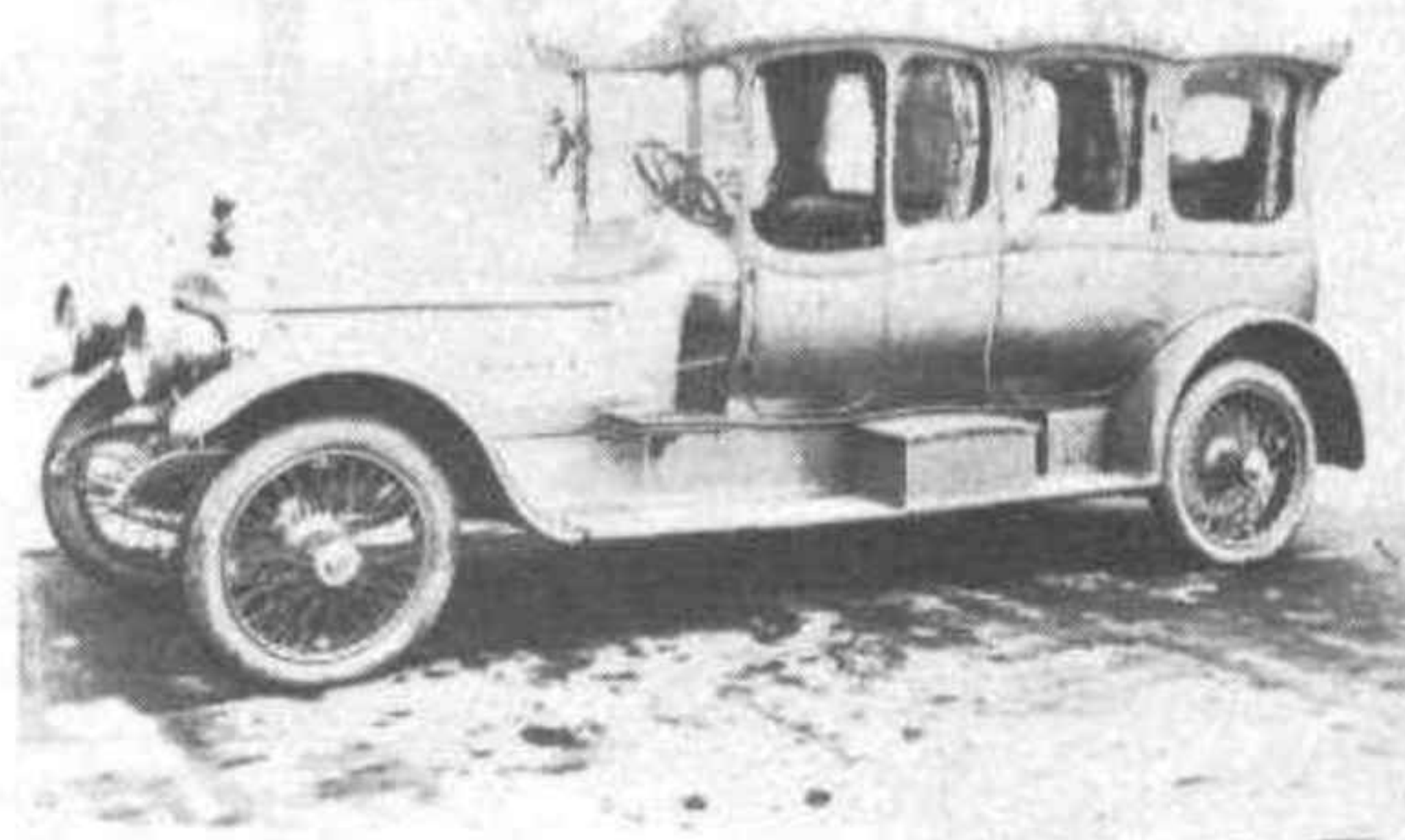
This photograph depicts a similar car. Our car looks dramatic in superb new gleaming black with new black top and excellent original black leather. Recarpeted black throughout, all the wood has been repolished, all chromium replated, comprehensive history with much recent mechanical work. Five new tyres, tinted screen and windows and air conditioning. Undoubtedly the best available of this very rare car.

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A Maharaja's DAIMLER — One of a fine set of original coachbuilders' photographs including Rolls-Royce, Minerva, Straker-Squire, Vauxhall and others

Also included in this sale is a D6-70 DELAGE drophead coupé, a 1904 REX 3¼ h.p. motorcycle, a good collection of mascots including Lalique "Spirit of the Wind", plus many other items for the enthusiast. If you have anything you would like to enter into this auction, please contact:

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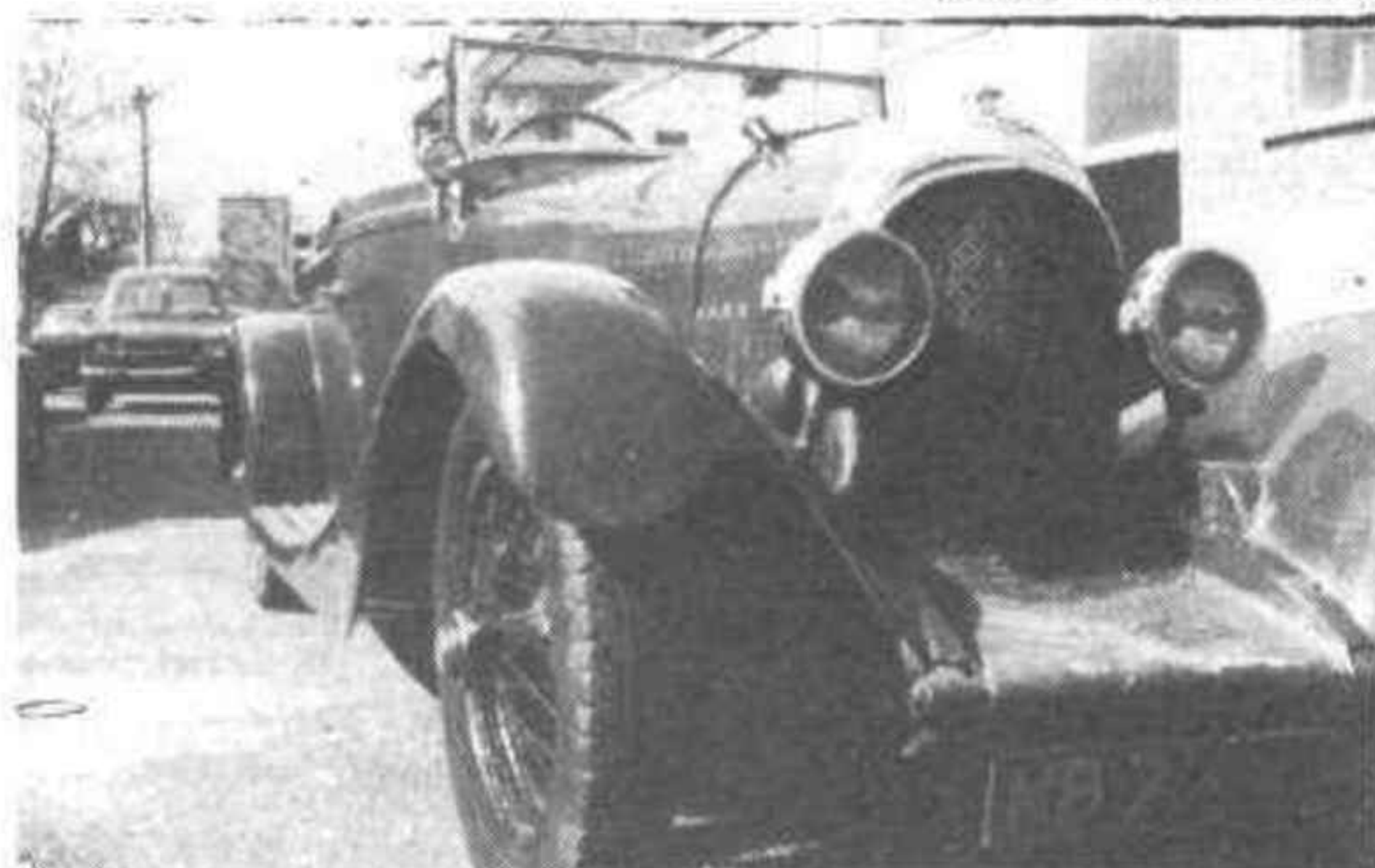
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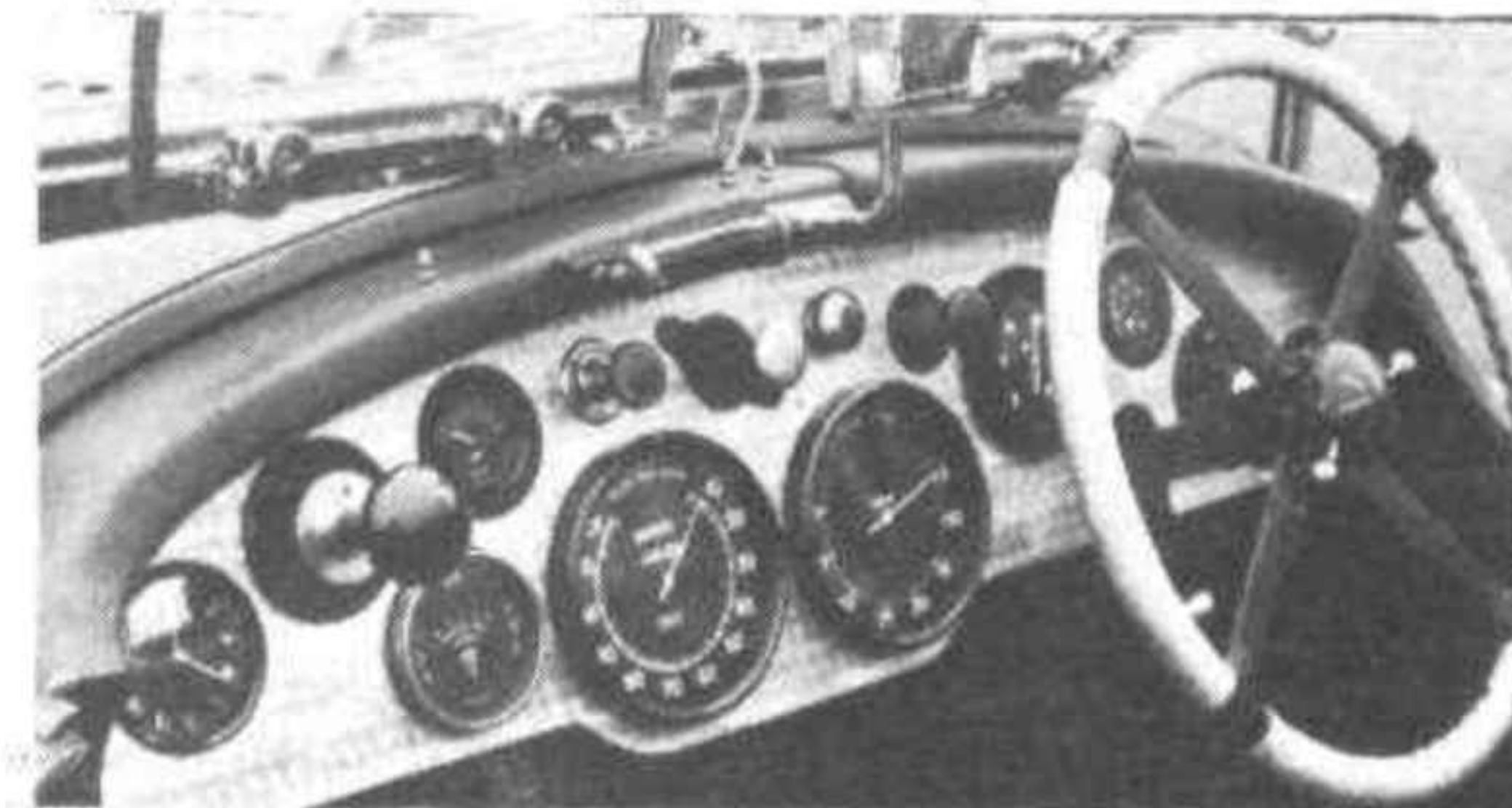
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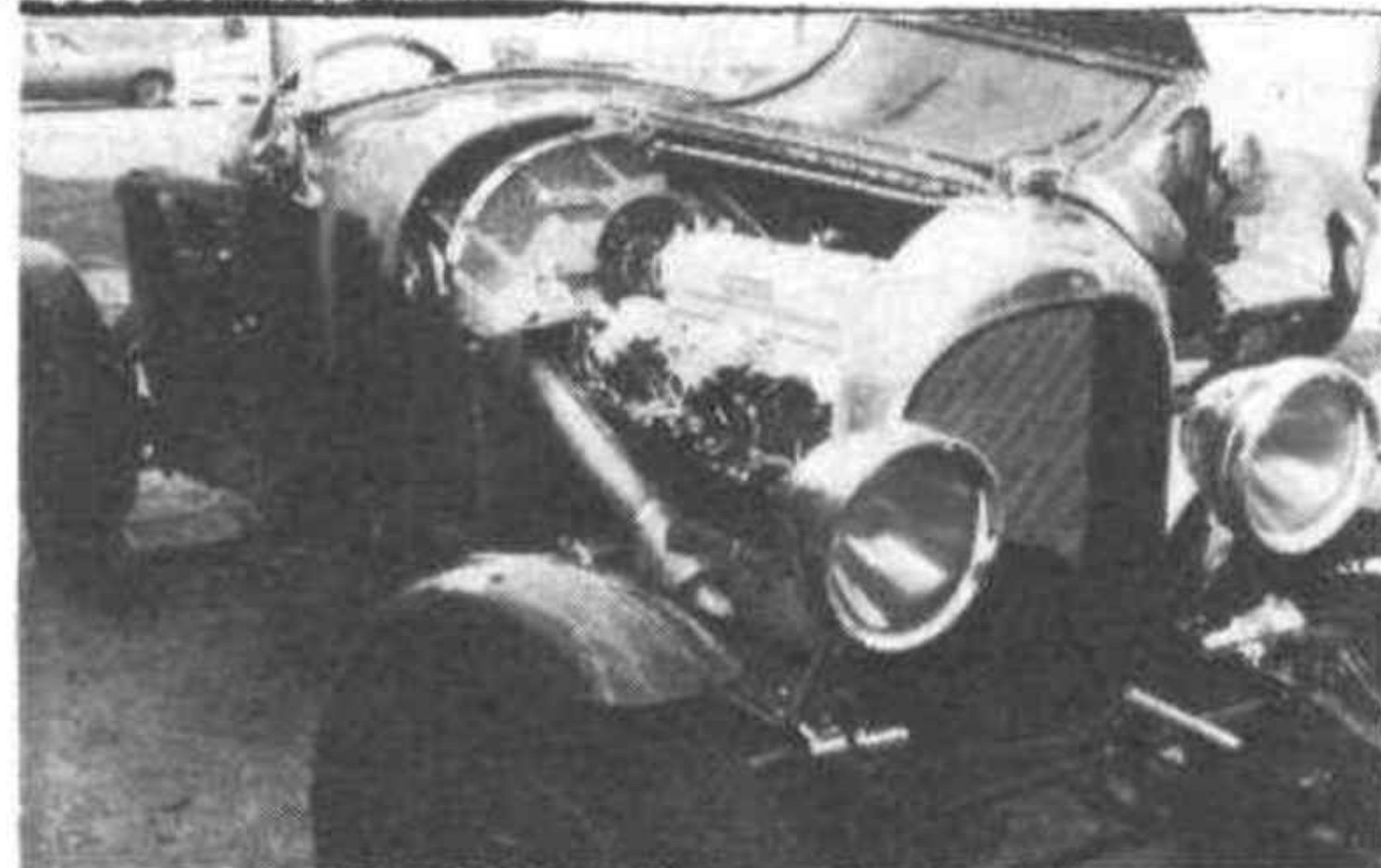
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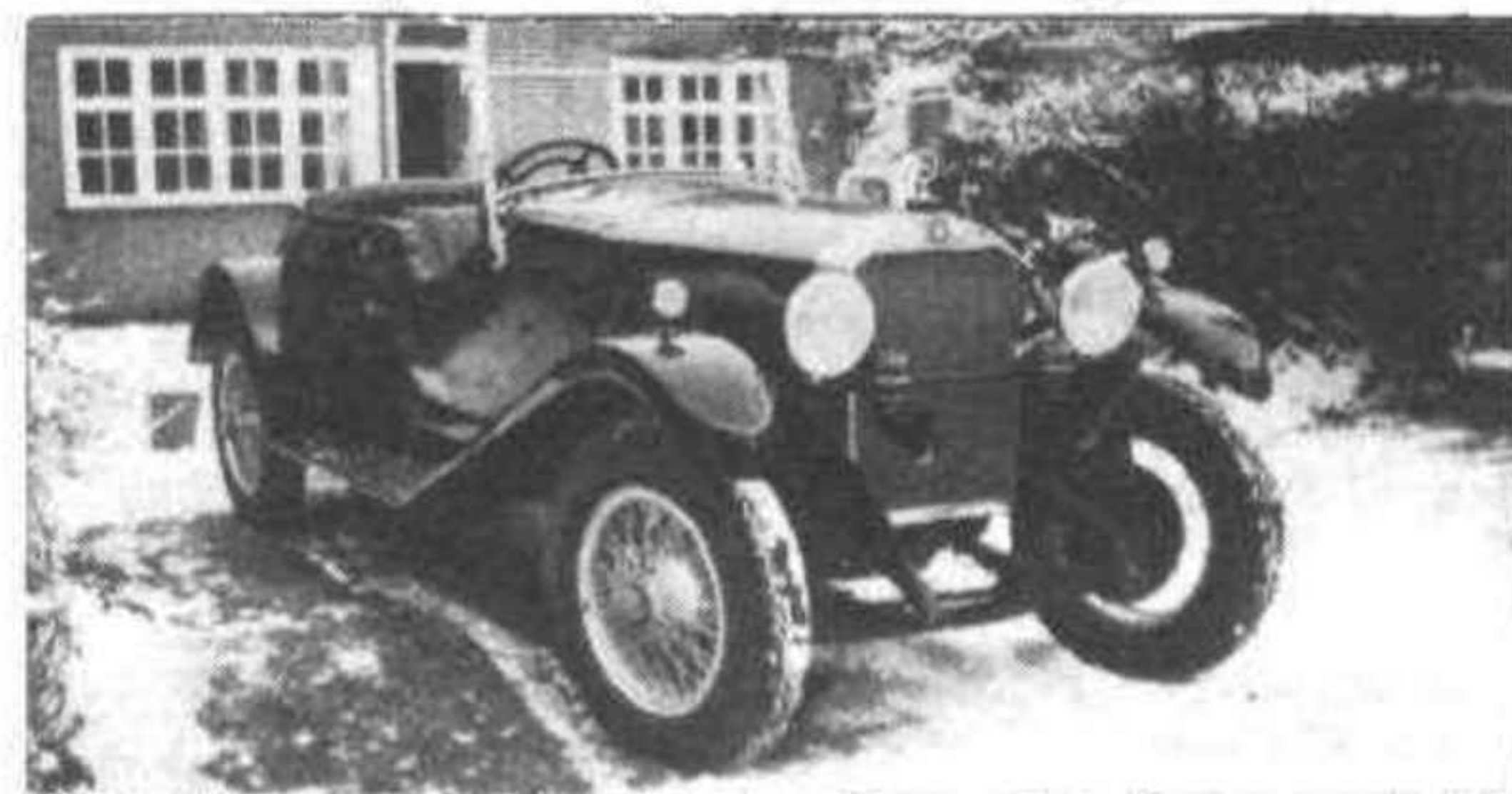
1924 Bentley 3-litre. Body by Corsica, open four-seater coupe. Good running order. £13,500



Wanted: Any vintage Bentley or parts of same, Lagonda, Talbot.



1924 Bentley 3-litre. Red Label short chassis sports, 2/4 seater, open body. Good running order. £15,950



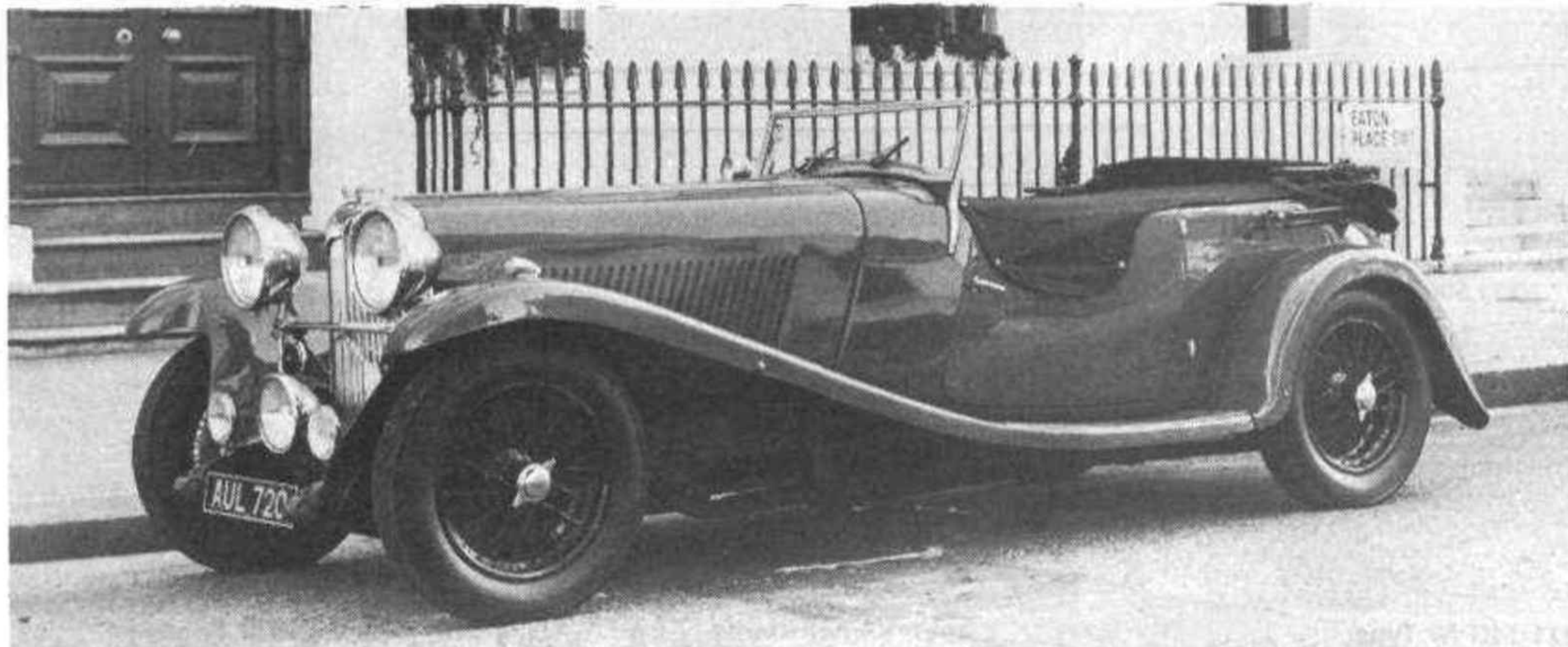
1929 Mercedes Mannheim. Recently totally rebuilt. Rebodyed with open 4/5-seater tourer coachwork. Very excellent machine.

STOP PRESS — JUST ARRIVED: 1929 SPEED 6 BENTLEY LE MANS REPLICA

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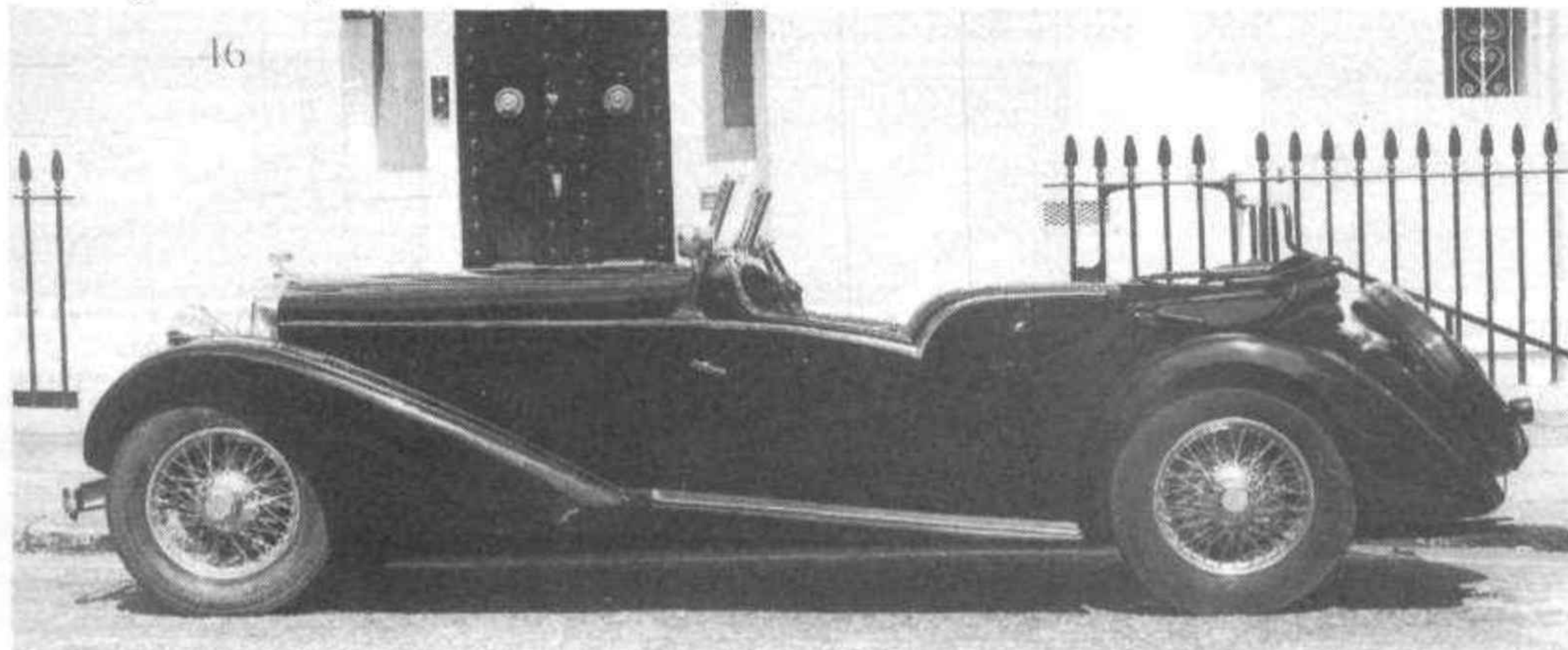
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1932 LAGONDA M45 4 seater tourer. Finished in signal red with black hide. One of the first M45's produced. In fine restored condition.



1954 BENTLEY 'R' TYPE continental drophead coupe. Rare example of this attractive Park Ward coachwork, finished in metallic forest green with green hide. Excellent throughout.



1938 BENTLEY 4 1/4 litre tourer by Vanden Plas. Classic open "Derby" Bentley with the highly desirable Vanden Plas coachwork. Black with cherry hide interior. A superb example.

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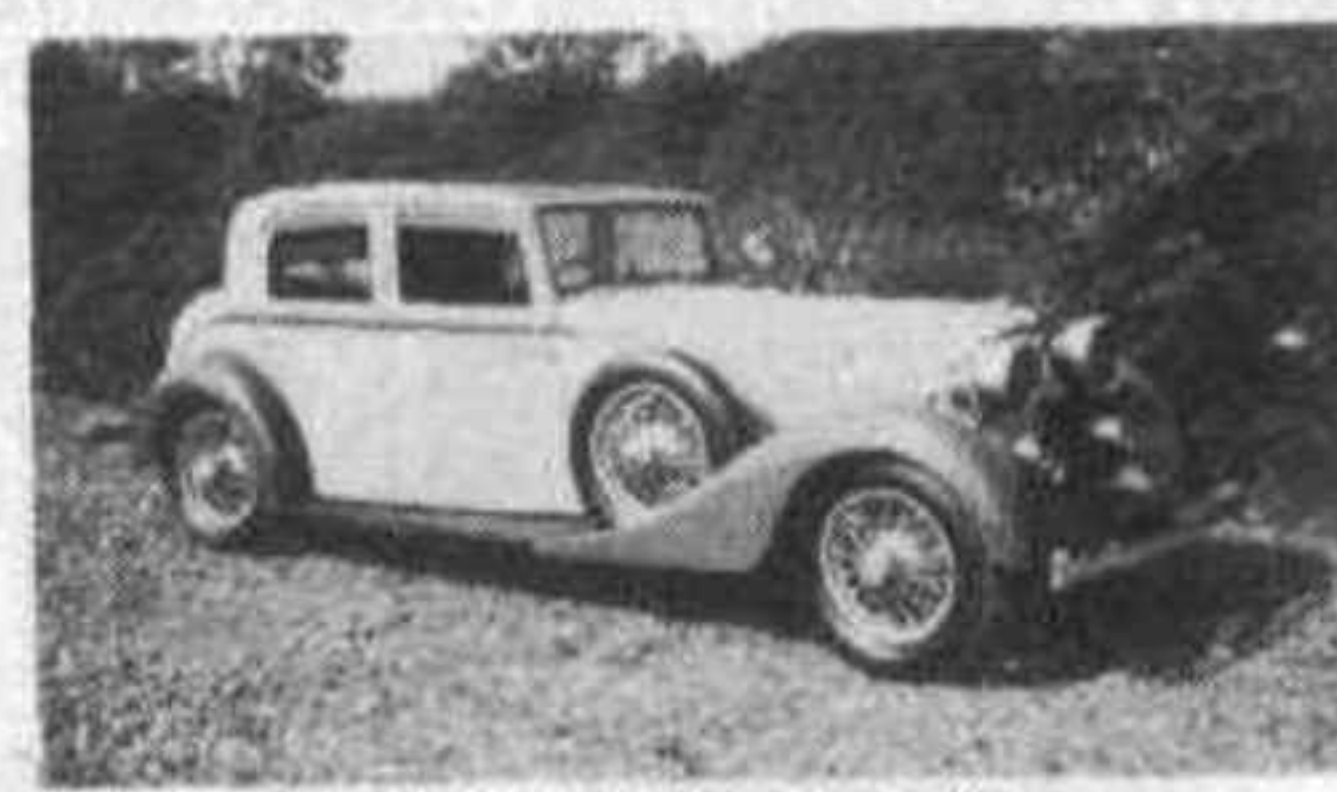
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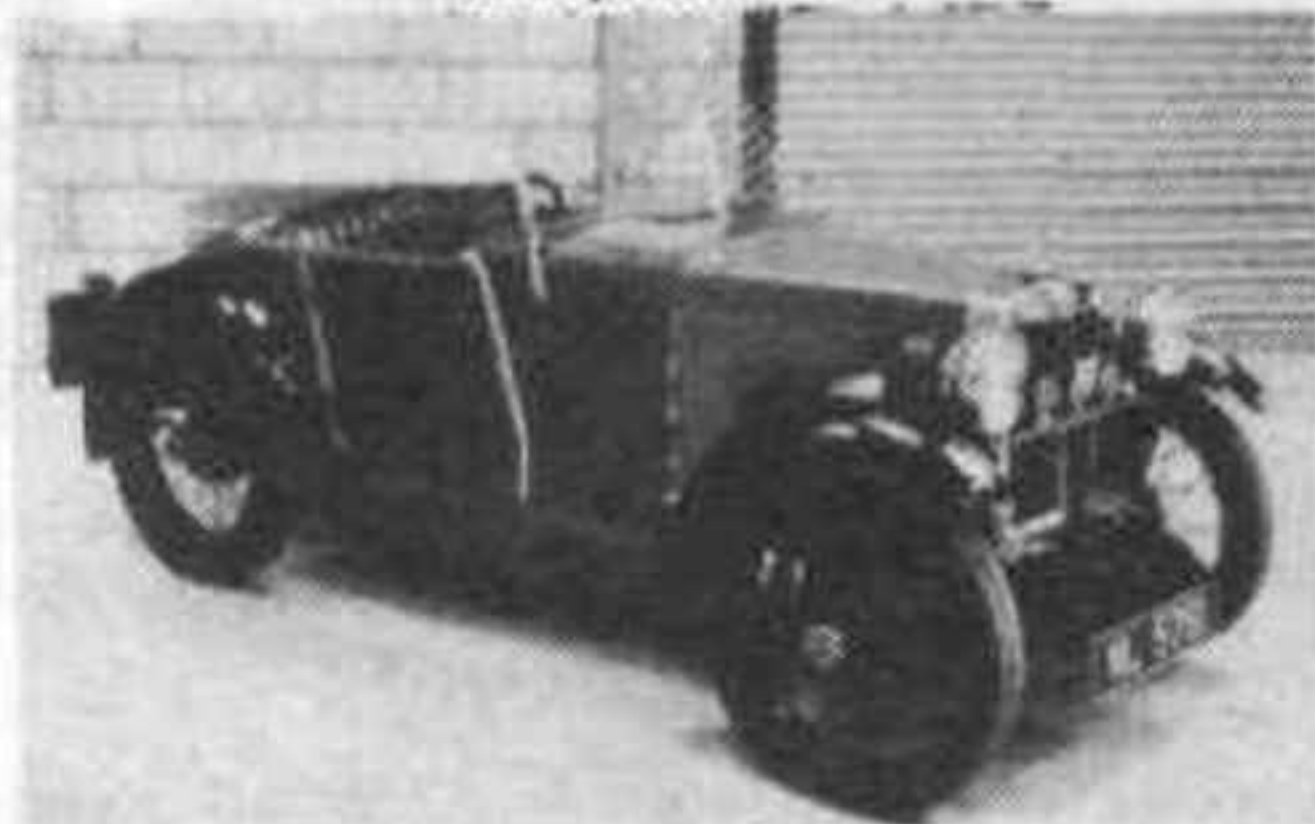
1930 Rover 20 HP.
£11,500



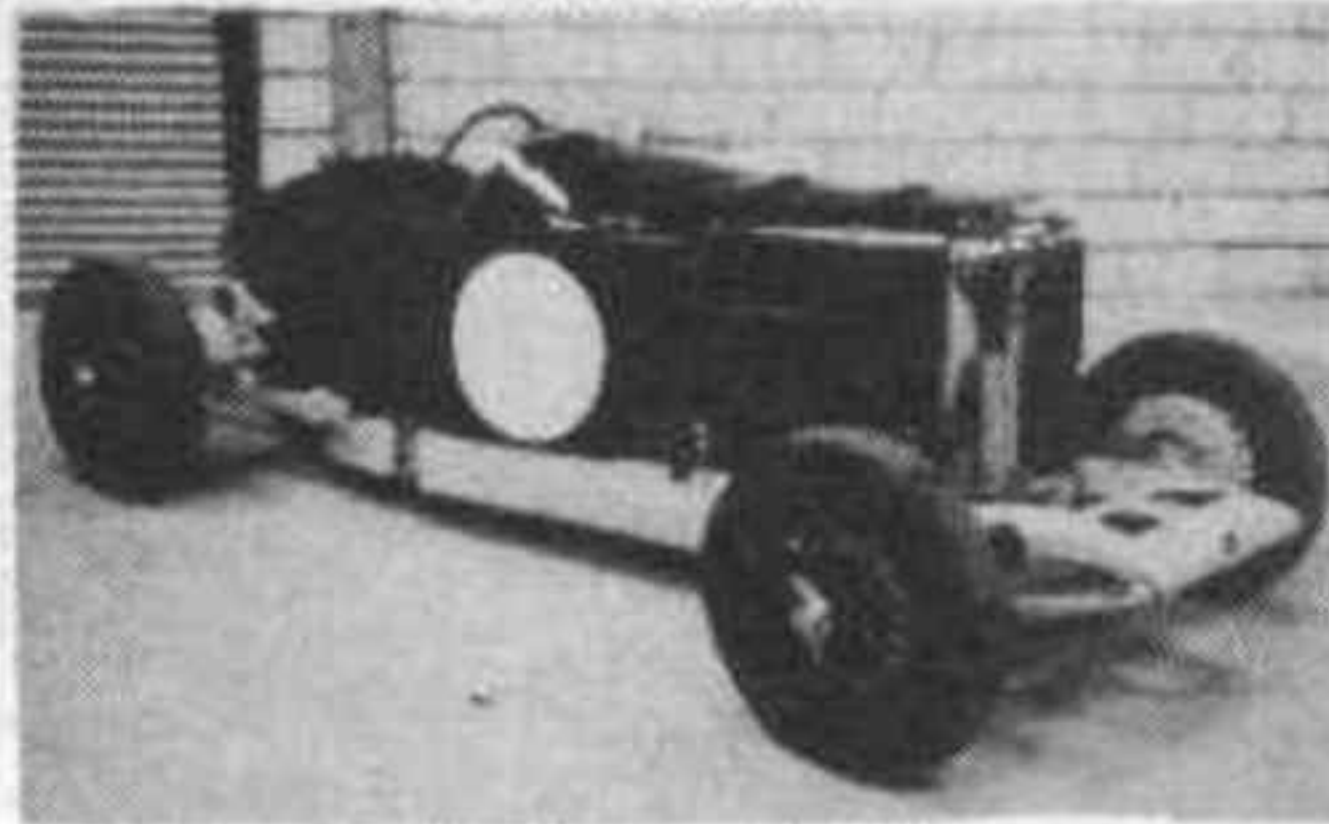
1933 Rolls-Royce
Phantom 2.



1934 Bentley 3 1/2.
£6,000



1931 MG M Type.
£4,600



1927 Vernon Derby
Sports Racing Car.



1930 Sunbeam
4-seat Tourer.
£6,250

- 1922 Morgan Grand Prix. £4,250
- 1929 Bugatti Type 38 8-cyl. £28,500
- 1931 Triumph Super 7. £2,300
- 1939 MG TB, black. £5,850
- Oldsmobile curve dash replica. £3,850

- 1928 Chevrolet saloon. £5,850
- 1930 Alfa Romeo 1750 D/H £9,650
- 1933 Aston Martin International. £13,450
- 1933 Austin 12/4 saloon. £2,350
- 1937 Lanchester. £2,700

- 1930 Alvis 12/50 2 seat. £5,450
- 1929 Essex saloon. £4,850
- 1933 Alvis SP20 SA Tourer. £13,850
- 1949 Alvis TA14 saloon. £2,650



1977 "S" Jaguar XJS.
£11,000



1978 "T" Porsche 928.

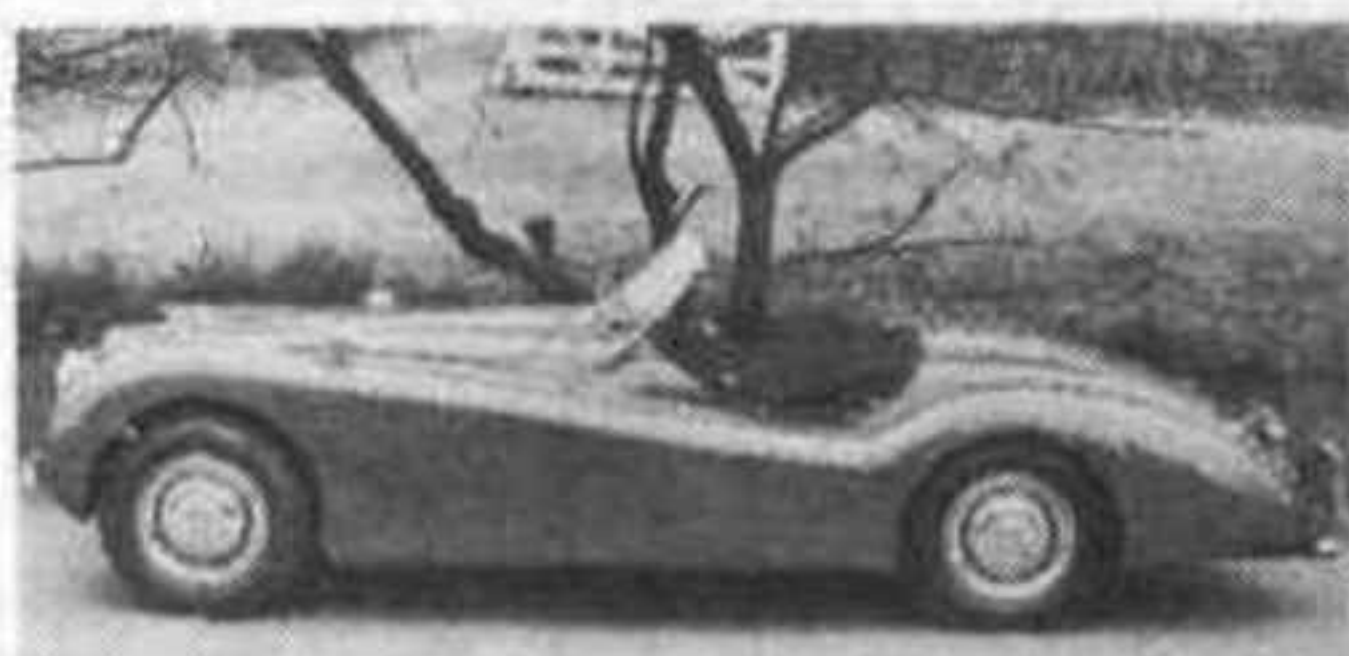


1971 Rolls-Royce
Silver Shadow.
£12,500

- 1971 Rolls-Royce Silver Shadow. £12,975
- 1970 Bentley T Series.
- 1958 Bentley S1, P.A.S. £4,850
- 1964 Austin Healey 3000 Mk. 3. £2,650
- 1966 Austin Healey 3000 Mk 3. £5,550
- 1966 Alfa GTC 4-seat D/H. £1,975
- 1971 Alfa 2000 Spider. £2,550
- 1951 Daimler Barker S Sports. £3,850
- 1951 Daimler Conquest Roadster. £2,650
- 1961 Jensen 541S. £2,850
- 1970 Jensen Interceptor. £3,580
- 1967 Lotus Elan S/E. £2,450
- 1967 Lotus Elan. £2,250
- 1953 MG TD, black. £4,850
- 1952 Alvis TC21 D/H. £3,650

- 1951 Jaguar XK120 Roadster £8,650
- 1951 Jaguar XK120 D/H £6,850
- 1959 Jaguar XK150S D/h £5,850
- 1964 Jaguar E Type F/H. £4,200
- 1966 Jaguar E Type F/H. £2,650
- 1967 Jaguar E Type Roadster. £4,250
- 1970 Jaguar E Type Roadster. £5,650
- 1971 Jaguar E Type Roadster. £5,850
- 1964 Jaguar 3.8 Mk II. £2,250
- 1976 Mercedes 350 SE. £12,450
- 1972 Mercedes 220/8. £2,250
- 1969 Mercedes 300 SEL 6.3. £4,850
- 1966 Mercedes 600. £10,250
- 1961 Mercedes 190SL. £3,350
- 1955 Mercedes 220A Saloon. £1,575

- 1971 Aston Martin DBS V8. £5,450
- 1971 Aston Martin DBS6. £6,450
- 1968 Aston Martin DBS6 Auto. £4,400
- 1968 Aston DB6 golden sand. £5,850
- 1968 Aston DB6 dubonnet. £5,380
- 1966 Aston DB6 met blue. £5,650
- 1966 Aston DB6 red, auto. £5,350
- 1966 Aston DB6 Volante red. £11,250
- 1965 Aston DB5 silver birch. £5,350
- 1965 Aston DB5 met. green. £4,850
- 1962 Aston DB4 B.R.G. £5,850
- 1962 Aston DB4 met. brown. £4,650
- 1962 Aston DB4 met. green. £3,850
- 1951 Riley 1 1/2 litre. £3,450



1951 XK120 Roadster.
Choice from £7,650



1971 Ferrari Dino LHD.
£6,350



D Type Replica.
£10,000



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1960 BENTLEY S2 CONTINENTAL Drophead Coupe by Park Ward. Black with Black hood and Grey upholstery.

1971 ROLLS-ROYCE SILVER SHADOW Drophead Coupe by H. J. Mulliner, Park Ward. Coffee Bean Brown with new Black hood. Black upholstery.



ROLLS-ROYCE SILVER CLOUD III Drophead Coupe by H. J. Mulliner, Park Ward. First registered 1965. Finished in Sand with Beige hood. Air conditioning. Electrically operated hood and windows. 48,000 miles only from new. An outstanding example in every respect of this now effectively unobtainable motor car.

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1949 BENTLEY MARK VI 4 1/4-litre standard 4-door saloon. Two-tone Metallic Green with Grey upholstery. Sliding roof.



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1962 ROLLS-ROYCE SILVER CLOUD II 4-door saloon. Velvet Green with Tan upholstery.

1964 BENTLEY S3 CONTINENTAL Drophead Coupe by H. J. Mulliner, Park Ward. Sand with Red hood and Red upholstery.

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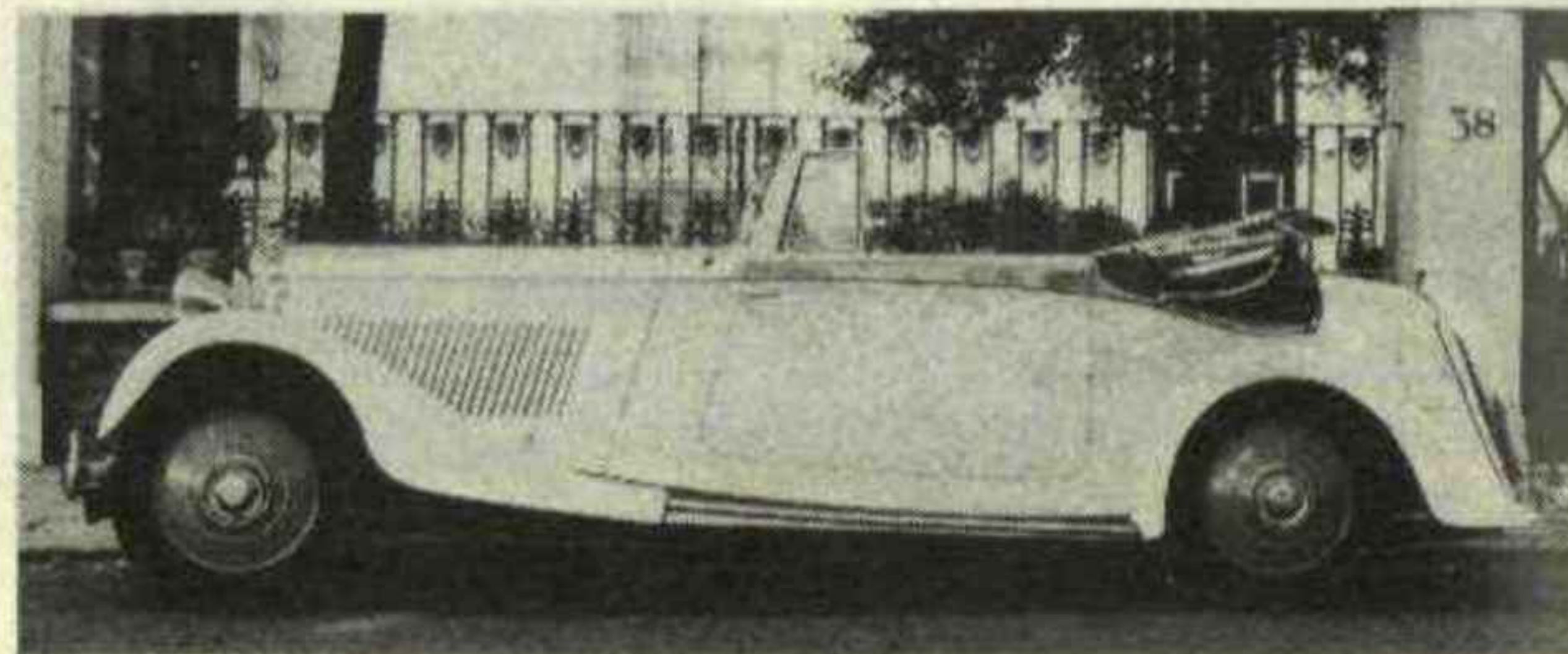
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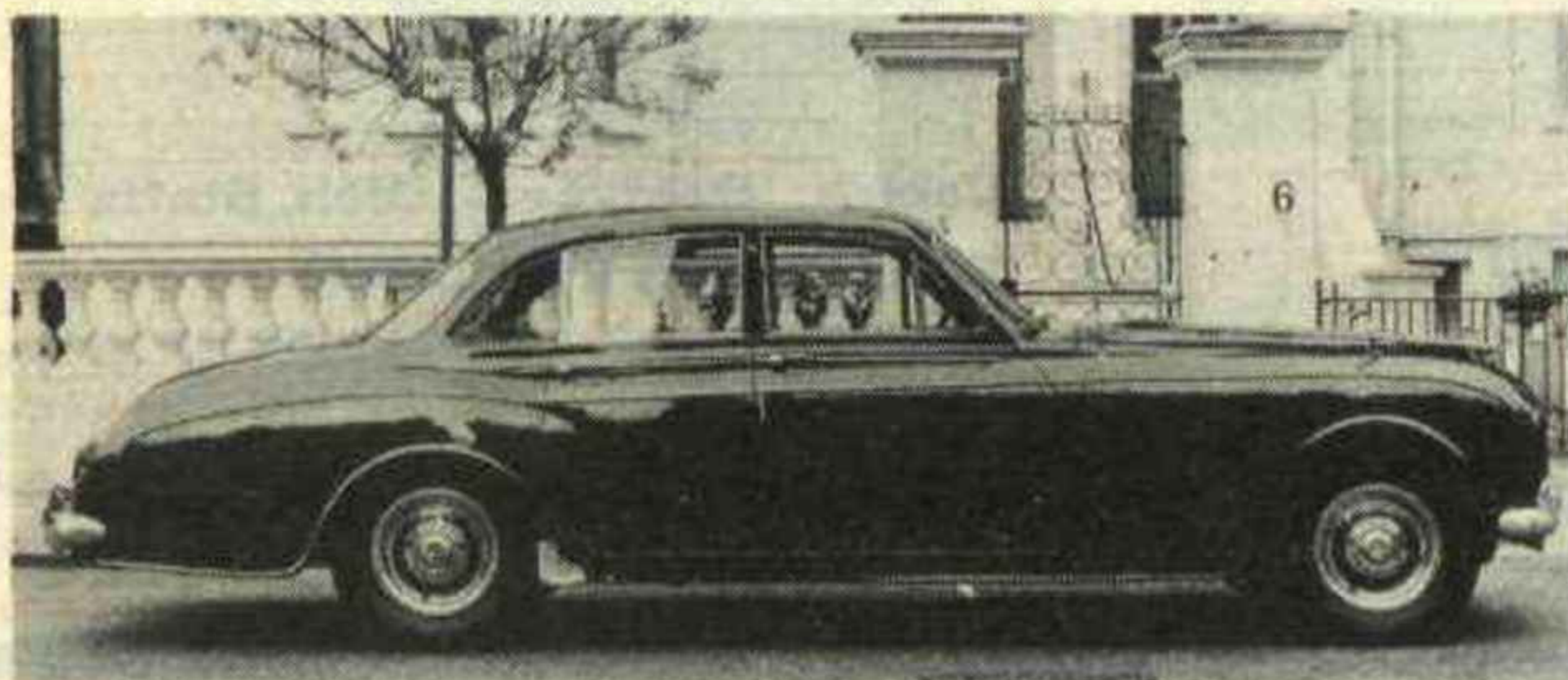
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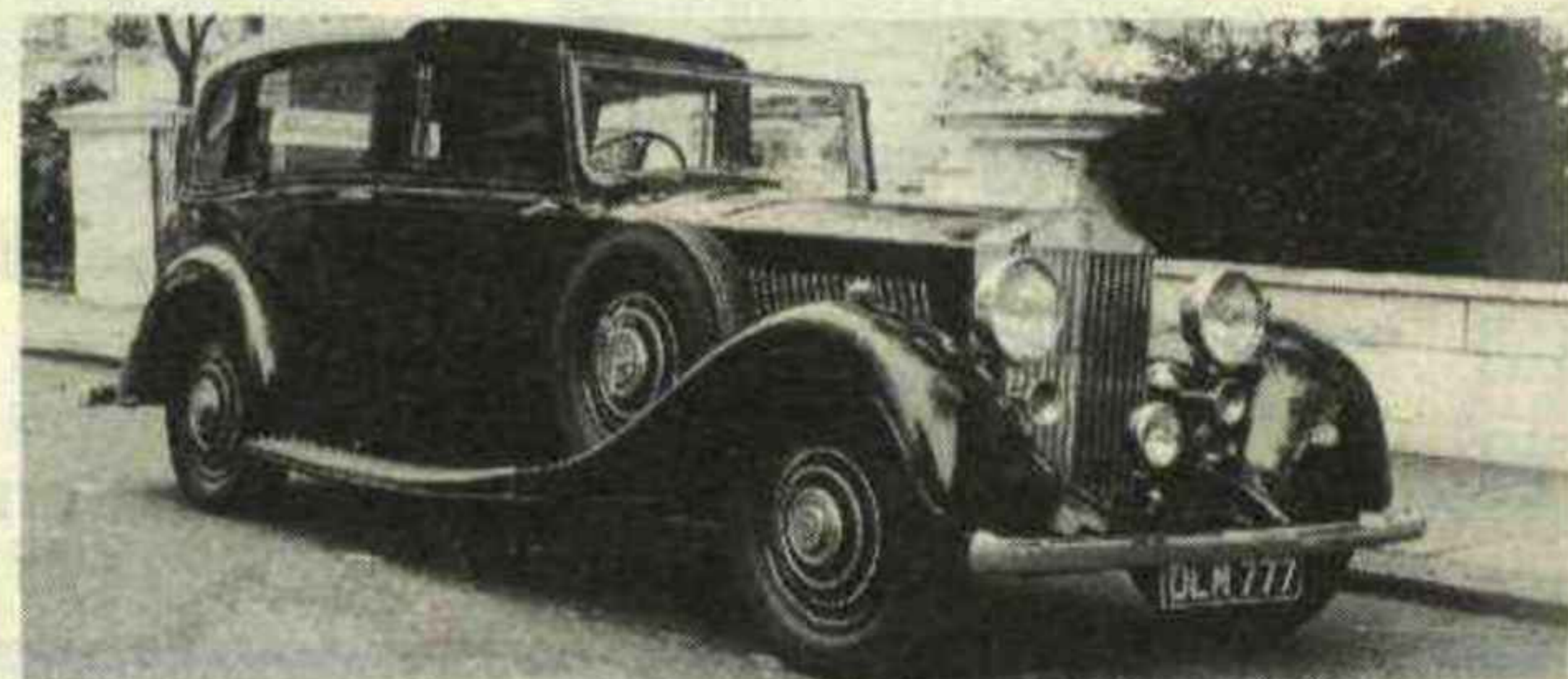
1938 ROLLS-ROYCE WRAITH by Hooper. Black everything — hide, headliner, carpets and paint. Former property of a Titled owner and in pristine condition.



1934 BENTLEY 3 1/2-LITRE drophead coupé by Park Ward and Co. Ivory white with Morocco hide. A very well-cared-for example, ready to go anywhere.



1963 BENTLEY S3 CONTINENTAL Saloon by James Young. Dawn blue with light grey hide, refrigerated air-conditioning and Sundym glass all round. At press date a second, similar car is available in opal with beige hide: both very fine cars.



1936 ROLLS-ROYCE 25/30 SEDANCA DE VILLE. By Hooper. Fully restored both mechanically and bodily. Painted in black with red leather to the front and dark red velvet to the rear compartment. An extremely attractive motor car ready for shows.



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T Reg. GT in Teal blue, tan vinyl roof, tan trim, Motorola radio. This car has just been imported from Jersey hence the T plate, chrome bumper, fast 1974 model in fine order throughout..... £2,375

N Reg. BMW 2002 Tii in metallic silver with black vinyl roof, black trim, fitted head restraints, blue and red coach flash, flared wheel arches, fitted with honeycomb alloy wide wheels and tyres, H.R.W., front spoiler. A very attractive sporty saloon. Looks like the Turbo. In lovely condition at £2,875

R Reg. 12 seater Land Rover Safari in blue, fitted 4 speaker radio, Safari roof rack (£200), special tyres, dual battery charging circuit, low mileage. A very much sought after vehicle. Would now cost around £7,500 + VAT. On sale for..... £4,850 + VAT

1975 Mercedes 28E white with black trim, fitted electric sunroof, central locking system, tinted glass, private registration No. available, serviced by Mercedes main dealer, in supreme condition at £5,950

Volvo 1800 ES in metallic blue. Radio/stereo, tan leather trim, fitted o.d. H.R.W. This vehicle is a genuine two owners and has a guaranteed mileage of 21 thousand miles and can only be described as immaculate. As new throughout. Investment at £4,975

1977 Ford Cortina 2000 GL in Daytona yellow with black trim, fitted radio, H.R.W., radial tyres. Again in supreme condition at £3,250

R Reg. Ford Escort R.S. 2000 in Daytona yellow with black flash, black fabric trim, sports wheels, H.R.W. In beautiful condition throughout at £3,250

N Reg. Daimler 4.2 LWB automatic, in white, with red coachline, lovely red leather trim, central locking system, power steering, electric windows, tinted glass, fitted radio, sunroof, etc., etc..... £4,250

TR6 Triumph in white, with black trim, hard top fitted o.d. radial tyres. A fine example in supreme condition £2,750

P Reg. MG Midget in white, black trim, soft top, radial tyres, fitted radio. A fine little economical sports at £2,175

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MGB GT in Harvest gold with matching trim, fitted vinyl roof, new radial tyres, chrome bumper model..... £1,875

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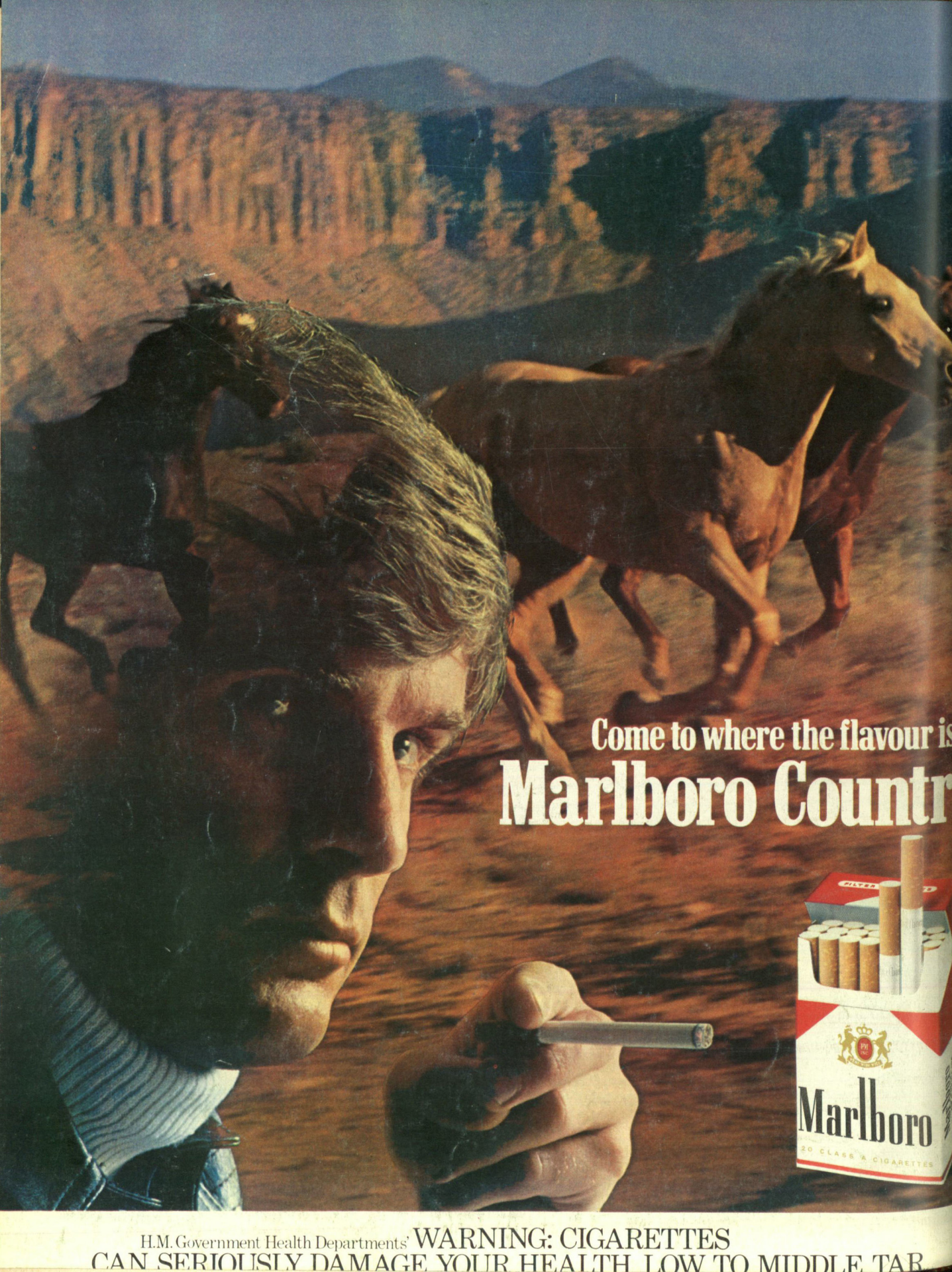
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