August 1978 Vol. L I V No. 8 40p

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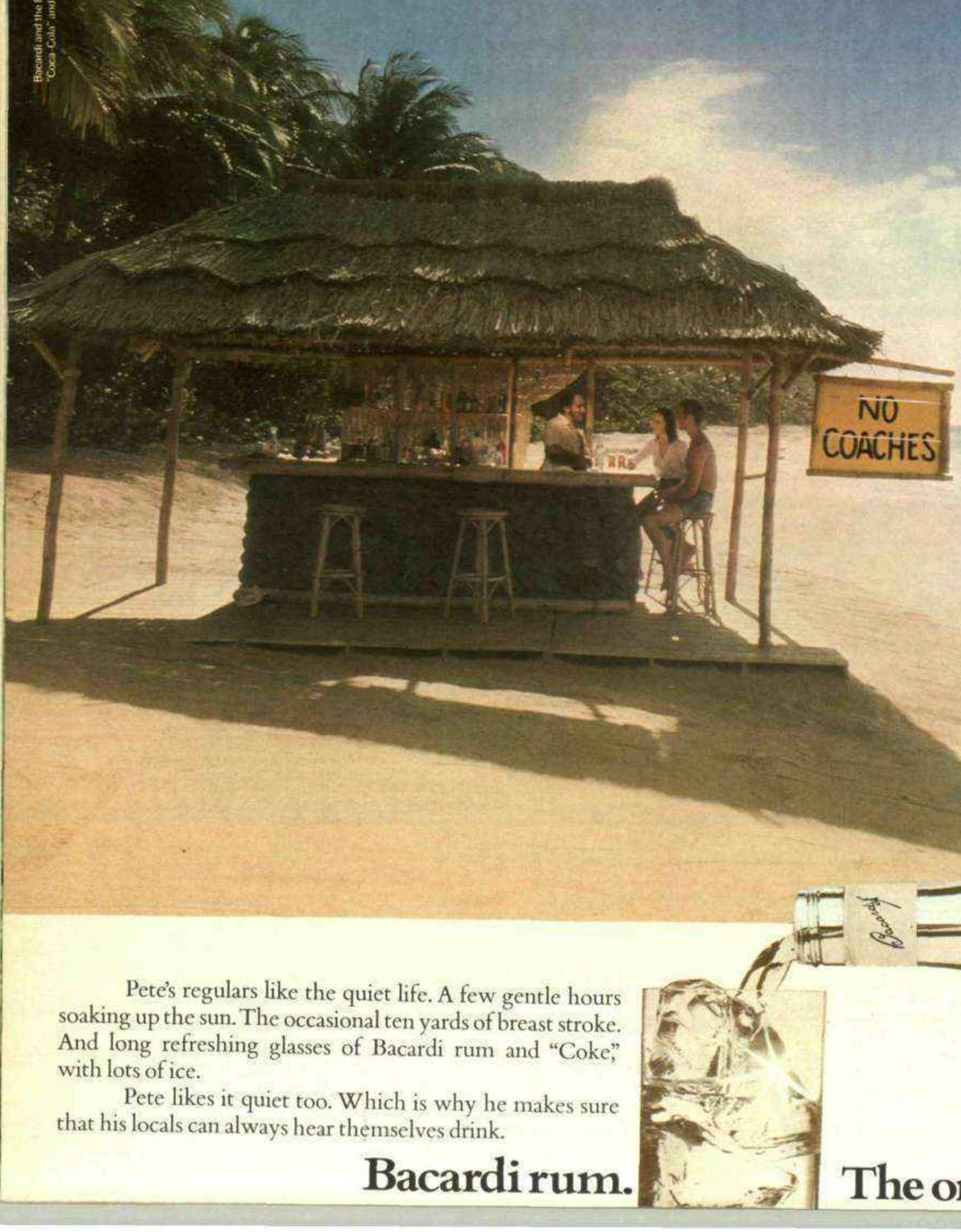

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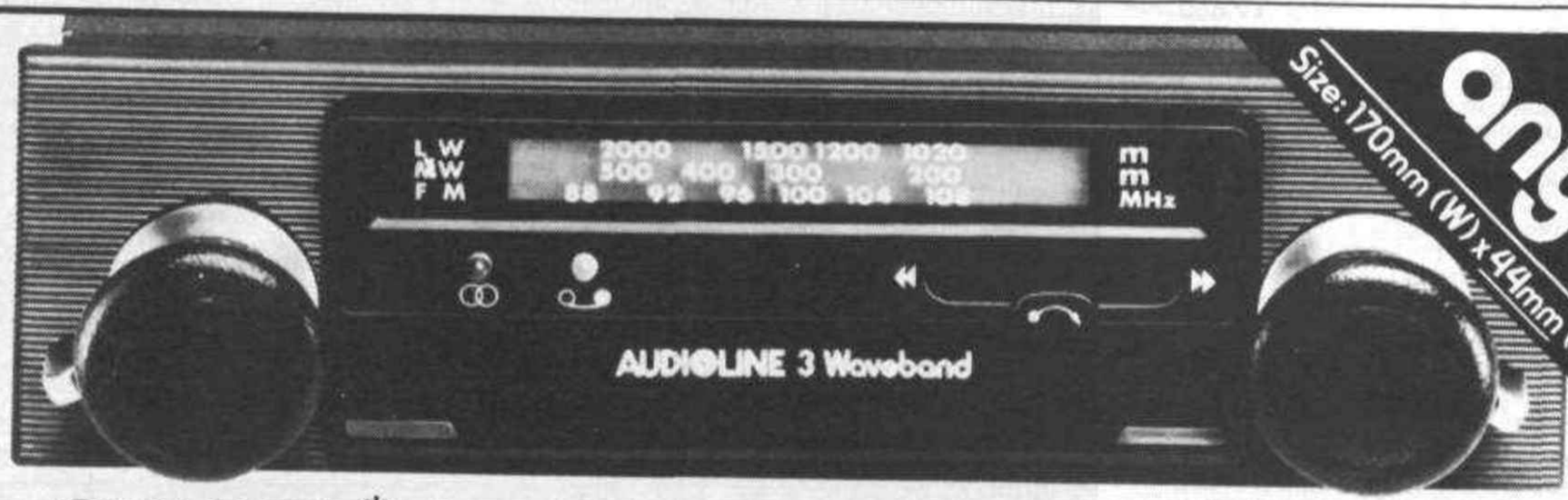

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1976 BMW 3.0 LA. Fjord blue, auto., PAS, sundym, radio, HRW **£7,299**

1973 BMW 3.0 SA. Red, alloy wheels, tints, etc **£3,299**

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1977 LOTUS Esprit. Yellow, plaid trim **£7,299**

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1976 LOTUS Elite 501. Yellow, black trim **£6,499**

1977 LOTUS Esprit. Orange, plaid trim **£7,499**

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1977 RELIANT GTE. Yellow, o/drive, el. aerial., all/whls., radio/tape .. **£5,799**

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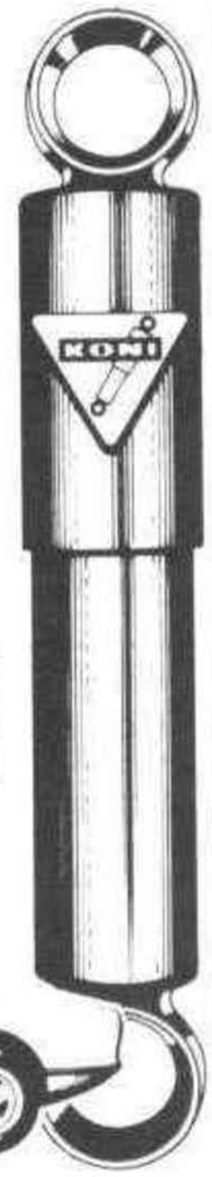

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For TVR

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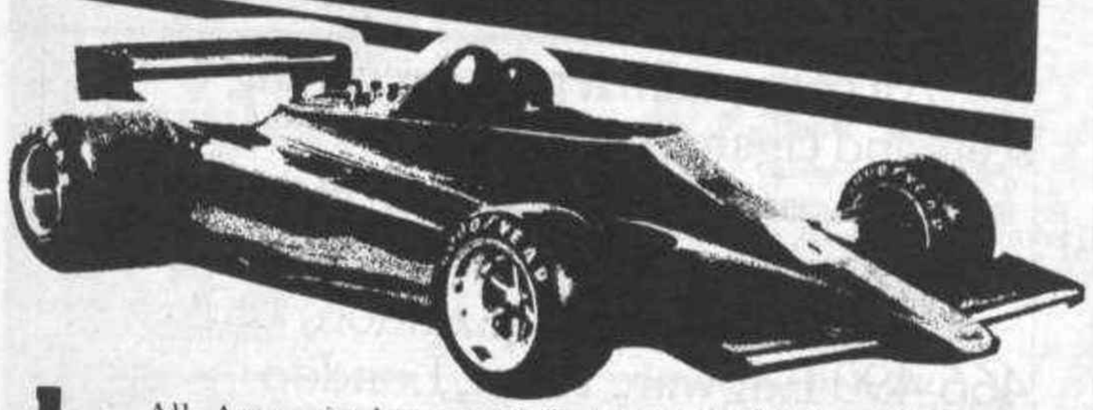

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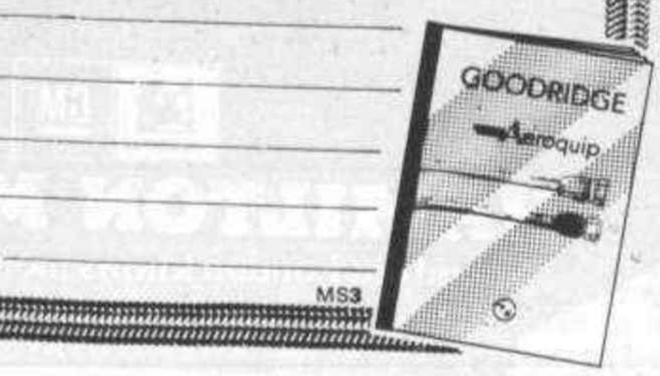

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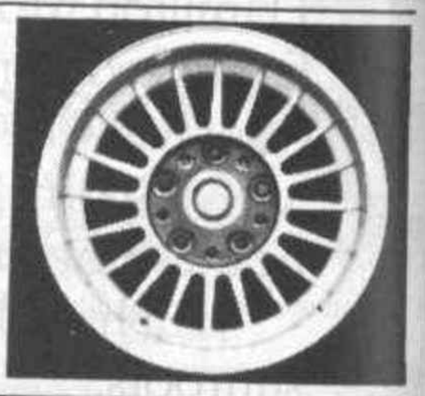

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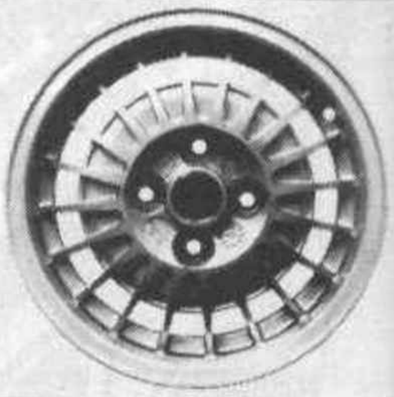

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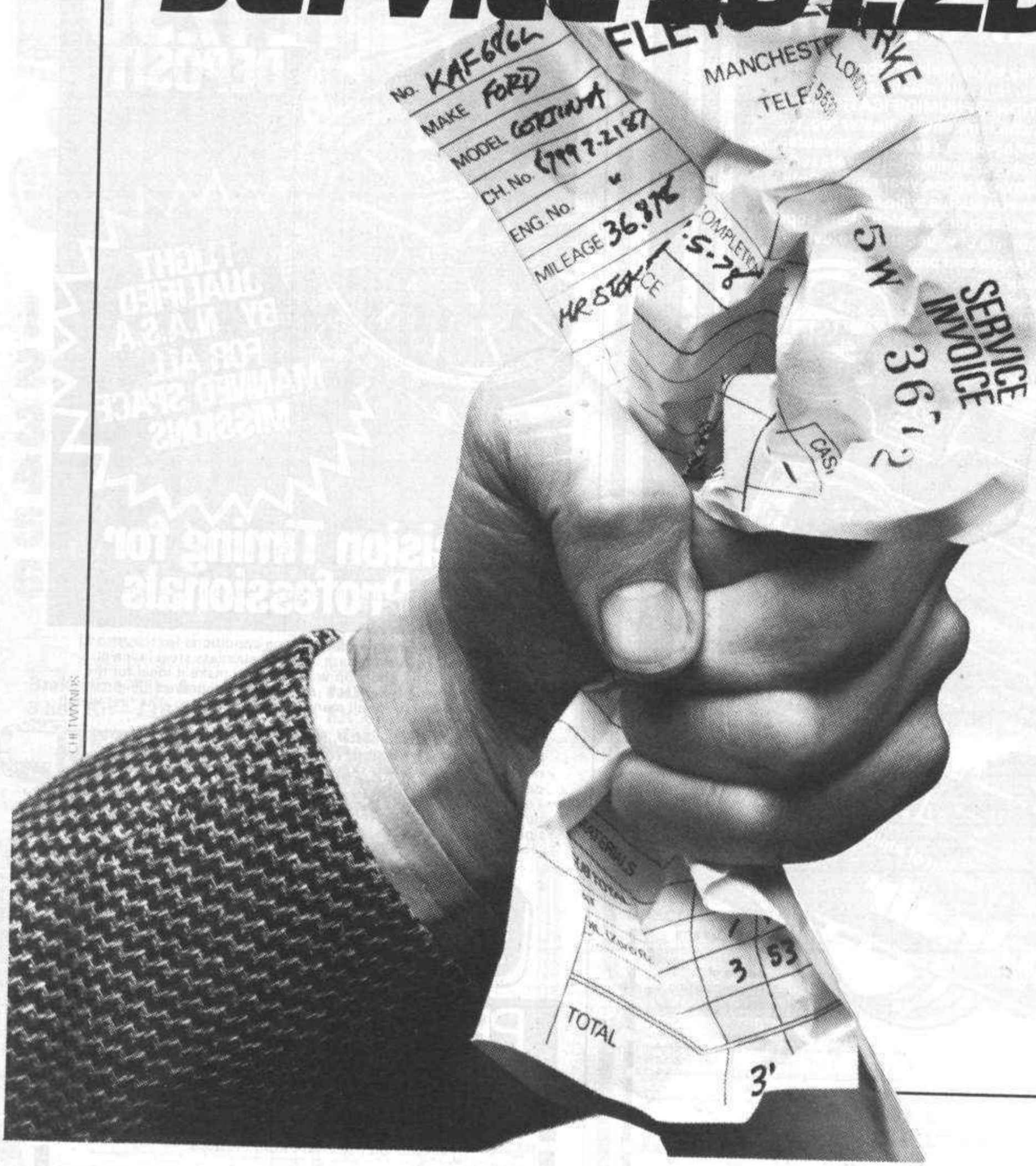

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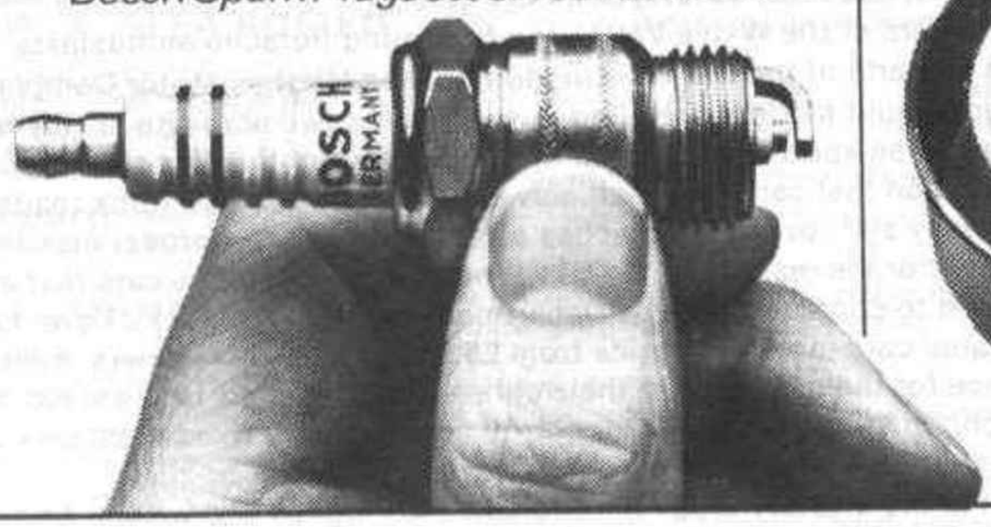

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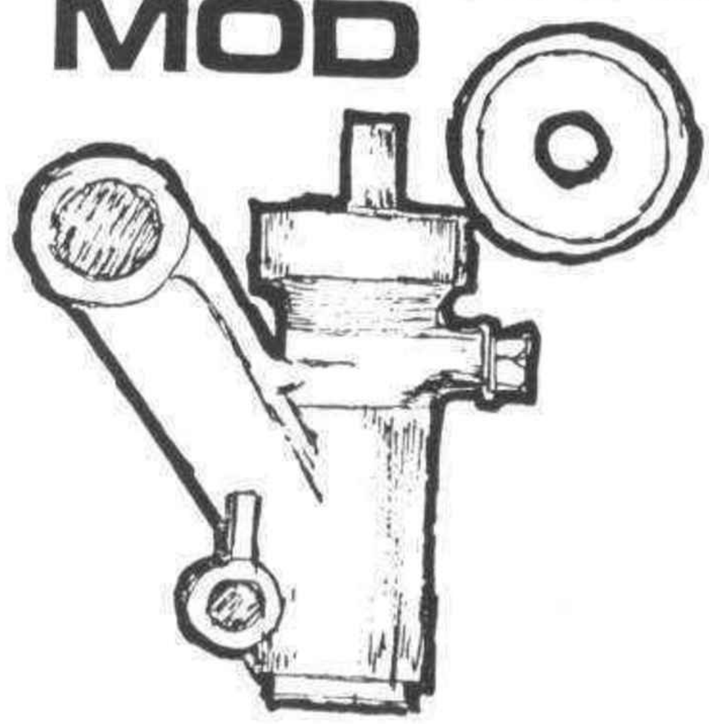

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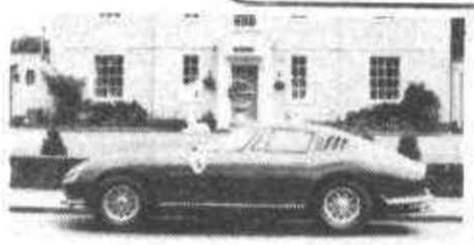

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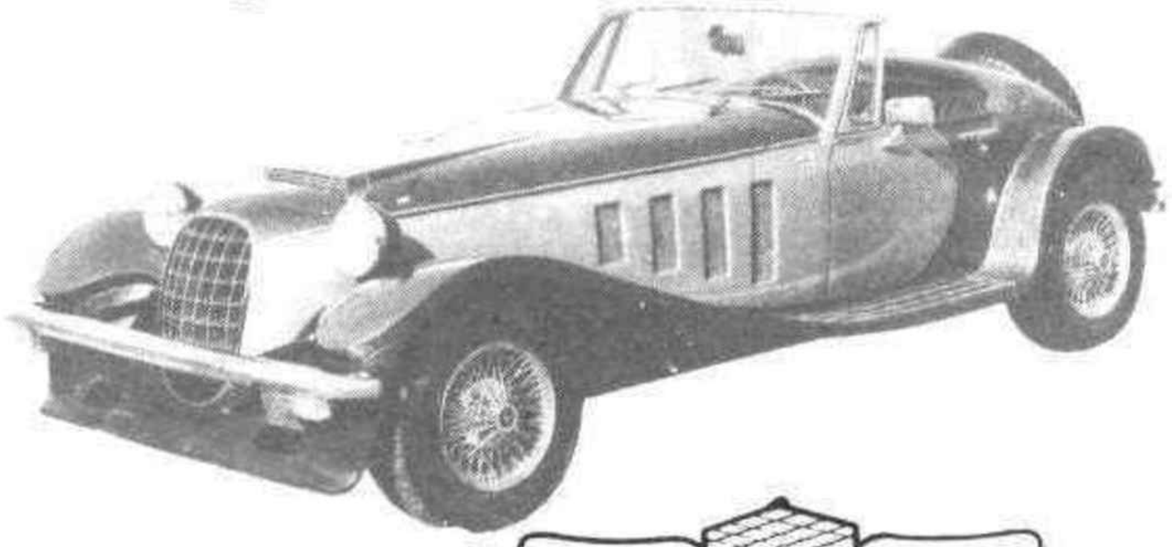

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1976 Triumph Spitfire 1500. One lady owner, overdrive, 16,000 miles, white

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1977 Triumph TR7. One owner, radio, sunroof, alloy wheels, 8,000 miles only, green **£2,999**

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1975 MG-B Roadster in bracken with tan trim. Fitted overdrive, radio, new style bumpers, Rostyle, reclining seats etc. at **£2,295**

1975 MG-B Roadster in orange with tan trim. Fitted spotlights, radio, overdrive, a good looking sports at **£2,295**

1973 TRIUMPH TR6. Purple with gold coachline, fitted hard top with sunroof, overdrive, head restraints, in supreme condition **£2,375**

TR7 in white with tartan trim, sunroof, HRW, 5-speed box, one owner, low mileage (1977). Enjoy life this summer at **£2,975**

R reg MINI 1275 GT. Choice of 3: white, red and black, lots of extras, low mileage, from **£1,575**

MG Midget 1500, in white, R reg, Rostyle wheels, coachline, low mileage, stereo/cassette. A little beauty at **£1,995**

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1976 ALFASUD T1 in dark blue **£2,095**

1976 ALFASUD 'L' in white **£1,895**

1975 (OCT) ALFETTA 1.8 in piper yellow, one owner, low mileage. **£2,495**

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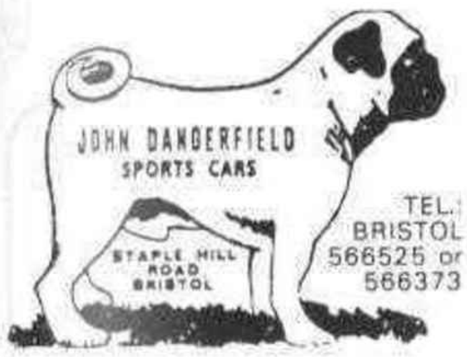

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1976 SPITFIRE. White, 15,500 miles **£2,000**

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1975 MIDGET. White, radio, one owner, rustproofed, taxed to January, mileage 20,000, new short motor 2000 miles **£1,725**

1974 MORGAN 2-seater. Bright orange, bucket seats, stereo, door handles, one lady owner, 10,800 miles **£4,600**

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1974 TR6. Green, overdrive. New short engine **£2,500**

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1973 TRIUMPH Stag. hard & Soft tops, automatic, radio & stereo, recon. engine, Reg. No. RAM 30 ..... **£2,750**

1966 MORRIS 1000. 4 door deluxe. Dark blue/light blue, one lady owner, 23,000 miles **£1,500**

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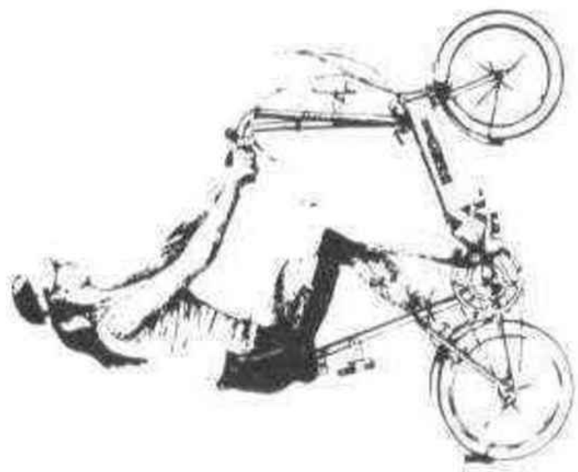

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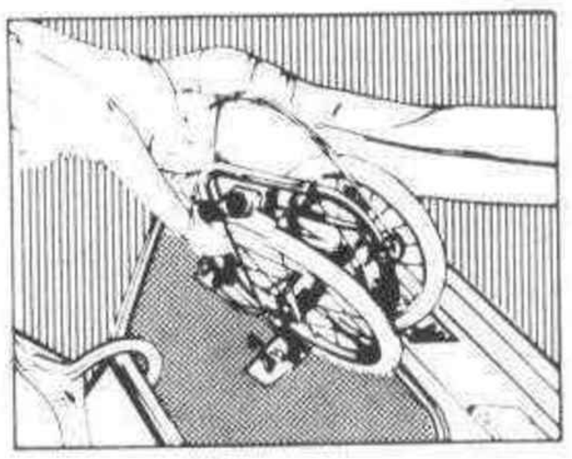

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ALFETTA 2000 Saloon blue	from	£4,998
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USED

1976	ALFETTA 1.6 Saloon, Red, cloth, radio	£2,695
1976	ALFA SPIDER, Blue, stereo, 10,000 miles	£4,795
1977	ALFETTA GTV, Red, radio, rustproofed	£4,495

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New Lotus cars available for immediate or early delivery

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ECLAT 521, Metallic blue, black marcasite	£10,270
ELITE 503, Metallic silver, beige leather	£13,285
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ELITE 501, Lagoon blue, beige leather, PAS	£11,748

USED

1974	ELAN +2S 130/5, Roman purple, oatmeal trim	£3,795
1974	ELAN +2 130/5, Black/gold, 22,000 miles	£3,995
1976	ELITE 501, White, stereo	£6,495
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1975 GTE Automatic, White, black int, sunroof, one owner	£3,395
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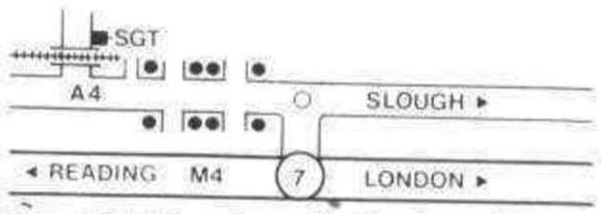

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1973 V12 E Type 2+2. Automatic, M-Registered.
1972 V12 E Type 2+2, chrome wheels, radio, etc.
1969 4.2 E Type 2+2, sunroof, chrome wire wheels.

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1975 TR6, det. hard top, soft top, overdrive	**£2,745**
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1974 TR6, fitted overdrive, hard/soft tops	**£2,495**
1973 TR6, radio/cassette player, overdrive	**£1,895**
1977 Spitfire 1500, one owner, hard top	**£2,245**
1976 Spitfire 1500, one owner, 10,000 miles	**£2,095**
1975 Spitfire 1500, fitted overdrive, radio	**£1,695**
1974 GT6 Mk. III, N-Reg., overdrive, tinted glass	**£1,995**
1971 GT6 Mk. III, HR window, Saffron/Black trim	**£1,095**

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1978 3500 SD1 (August). delivery mileage, radio	**£6,995**
1977 3500 SD1, 7,000 miles, one owner, White	**£6,295**
1977 3500 SD1 Automatic, elec. sunroof, one owner	**£6,295**

M.G.

1977 BGT, low mileage, overdrive, Tahiti Blue	**£3,345**
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1975 BGT, overdrive, headrests, Bracken/Tan	**£2,295**
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1976 BGT V8, overdrive, tinted glass, radio	**£3,495**
1974 BGT V8, overdrive, chrome wheels, N-Reg.	**£2,495**
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1975 B Rdstr., 6,000 miles only, one owner	**£2,495**
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1976 Scimitar GTE, new shape, elec. windows	**£4,295**
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1973 Scimitar GTE, Automatic, chrome wheels	**£2,445**

LOTUS

1974 +2S. 130/5-speed, alloy wheels, radio	**£3,495**
1973 +2S. 130/5-speed, HR window, radio, Red/Black	**£2,845**
1973 Elan Sprint Fixed Head Coupe, radio, HRW	**£2,795**
1973 Europa Special 5-speed, alloy wheels	**£2,795**
1972 Europa Special, alloy wheels, radio, L-Reg.	**£2,595**

OTHER MAKES

1977 Datsun 160J SSS Coupe, 3,000 miles, radio	**£2,495**
1977 Fiat XI/9, one owner, 9,000 miles, Blue	**£3,195**
1977 Opel 1200S Coupe, one owner, low mileage	**£2,345**
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1974 Jensen Healey Mk. II, low mileage, Yellow	**£2,295**

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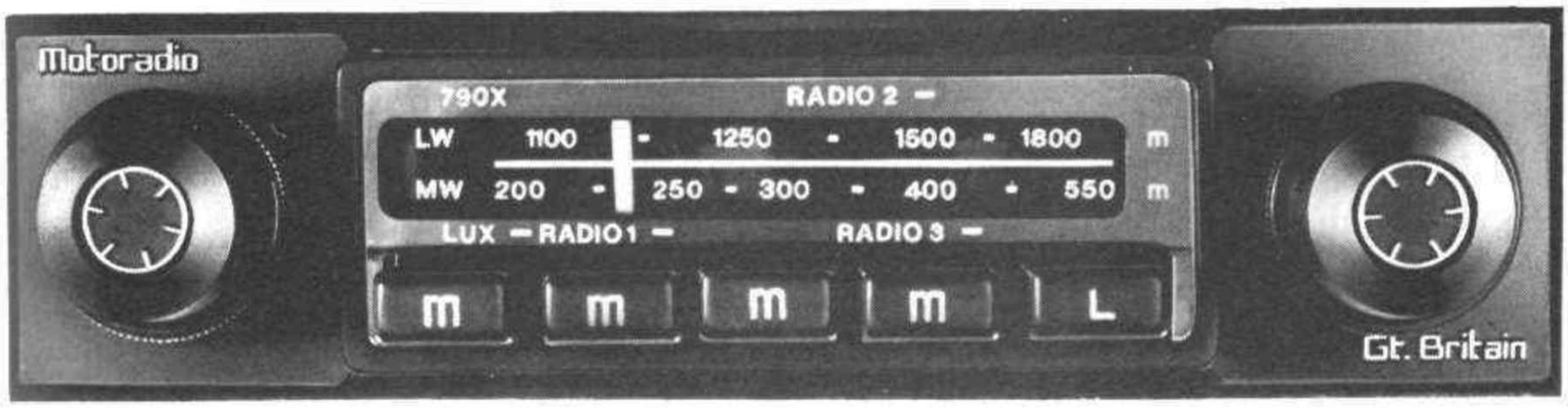

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It gives you everything the Motorola 114 gives you, at £47.01
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RADIO	RRP inc VAT	Dimensions (Width, height, depth)	Wavebands	Push button Tuning	Variable Tone Control	Tuned RF Stage	Output Watts	Electric Aerial Connection
Motoradio 790X	£38.80	175 x 44 x 115	MW:LW	MW: 4 LW: 1	Yes	Yes	5	Yes
Motorola 114	£47.01	178 x 51 x 128	MW:LW	MW: 4 LW: 1	Yes	Yes	5	No
Blaupunkt Hamburg	£44.43	179 x 43 x 107	MW:LW	MW: 4 LW: 1	Yes	No	5	Yes
Radiomobile 1160	£39.26	178 x 42 x 120	MW:LW	MW: 4 LW: 1	No	Yes	5	No
The Motoradio 790X is also available in manual tuning form as the Motoradio 190X. Price £28.97 inc VAT.								

All prices quoted are manufacturers' recommended prices including VAT, and are correct at time of going to press.

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VOL LIV No. 8 AUGUST 1978

MOTOR SPORT

INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

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FRONT COVER PICTURE: JODY SCHECKTER was the centre of attention for many laps of the British Grand Prix. At first he headed "the best of the rest" while the two Lotus cars pulled out a commanding lead. Here he is briefly in the lead of the event but coming under the strongest pressure from World Champion Niki Lauda (Brabham Alfa Romeo), Riccardo Patrese (Arrows) and eventual winner Carlos Reutemann in the Michelin-shod Ferrari. Shortly after the picture was taken Scheckter's Wolf WR5 retired having lost fourth and second gears.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

THE STATE OF PLAY

The motor car, whether purchased for pleasure, sporting or business employment, is now such a universal possession and topic of conversation that it is inevitable that it must have many fascinating facets and be the subject of divers discussions and endless controversy. This being the case, it seems opportune to look lightly at the state of automobile art and at the automobile firmament as it exists at present, overshadowed by the perhaps political ogre of a World fuel shortage, ever-rising prices, and crippling strikes within the British Motor Industry.

From the avid enthusiasts' viewpoint there is convincing proof of the importance to the Industry of competition participation, with Renault spending the equivalent of a million pounds or whatever (but all major expenditures these days are in millions, making a mockery of money for wage-earners and salary-slaves) to vanquish Porsche at Le Mans, and be rewarded by a telegram from the President and a parade through Paris of the victorious turbocharged Renault-Alpine. We must hope that this racing rivalry will produce sales benefits – Renault have a comprehensive range of good cars, even if some may wish that they had not projected FWD into their bigger models. On the Formula One front Lotus is very much in the ascendant, and one hopes that this, too, will boost sales of Lotus' road-burning cars. There has been that unfortunate discord in the F1 firmament over the acceptance, and subsequent banning, of the suction-fan on the Brabham Alfa Romeos. Fortunately this has not ruined subsequent races, but the Editor leaves to the experts on F1 racing how a device could be passed in scrutineering that was later found to be outside the prevailing race-regulations, and how Championship points can be thus scored. High-stake sponsorship brings all manner of complications and difficult situations in its train (it applies not only to motor racing – tennis, for instance, encompasses some £700,000 a year for a top-class player and Miss Wade is said to have already earned around a million), so there is some concern about the VSCC thinking along such lines, for its enjoyable and up-to-now amateur race-meetings. Necessary, perhaps, for International rallies, is it needed for race-meetings that attract good "gates" anyway? For too long has the clammy hand of commercialism had a grip on the old-car movement.

On the Industrial front we must again express the fervent hope that the Leyland-of-the-British-Taxpayer will survive – not only survive, but flourish. It has good cars to sell, if it can put them together properly and make enough of them. The V12 Jaguar is top value-for-money, the modern Rovers are clever and enjoyable cars and if you cannot or do not wish to afford vee-eight motoring the Rover 2600 is, we have discovered, an excellent substitute. It has an impressive-looking straight-six engine under its bonnet and while the light-alloy Rover 3500 prods its valves with push-rods, it may not be generally realised that the six-cylinder Rover engine utilises the same ingenious overhead-camshaft valve gear as the Triumph Dolomite Sprint, whereby the camshaft is above the inlet valves and rockers are therefore necessary only for the exhaust valves, with a saving in the number of rockers and pivots required, although whereas the Triumph Sprint has four-valves-per-cylinder (like the best racing cars), the Rover has two-per-cylinder. (Spen King, who engineered the Rover SD1, has been awarded the CBE.) Not only that, but Leyland has at last brought out a new overhead-camshaft power unit, to power the new range of Princesses and, later, other Leyland cars, thus making short-lived a contemporary's snide remarks about Leyland's push-rod-power and how much better Fiat were doing it! There is no new Mini yet but the improved existing one sells well, and as we have observed before, if you do not happen to care for the cacophonous complexity of FWD, fear the Demon Rust, and require more room for yourselves, luggage and dogs, the second-largest British Motor Company, Reliant of Tamworth, have the alternative, a small car notably economical of fuel and with a lively, light-alloy engine, in the Kitten. There is renewed enthusiasm in this country, in America and in Russia over the Land Speed Record and in Germany diesel engine technology has advanced so rapidly that Mercedes-Benz have been able to capture World Records with a compression ignition engine.

We note that TASS of the Amalgamated Union of Engineering Workers has issued a booklet questioning the wisdom of Michael Edwardes' policy for Leyland. Far from looking only to advantages for the workers, this pamphlet calls for expansion and more investment for Leyland, instead of contraction (but how?) and it is interesting to see that it backs production of sports cars like the TR7 and upper-class Leyland cars like Rovers and Jaguars. MOTOR SPORT is not a political paper, but we are intrigued by this expression of faith in a multi-make policy for Leyland by the AUEW; their ability to see the sports-car as a worthwhile sales product and export commodity contrasts with those new Government Television

Continued overleaf

Motor Sport Fixture List for August

★ 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
Aug. 4/5th	Ulster AC	Craigantlet	Belfast	RAC Hill Climb Championship: (*N*)	—
Aug. 5th	**BRSCC (NW)**	**Oulton Park Circuit**	**Tarporley, Cheshire**	**Race Meeting (INT)**	**14.00**
Aug. 5th	Arbroath & Dist. MC	Bathing Bath, Arbroath	54/634402	Arbroath Stages (*R*)	08.00
Aug. 5/6th	RAF MSA	Heron Garage, Hull Road, York	106/637513	Harrier Rally (*R*)	23.00
Aug. 6th	**Santamonica Team sr**	**Misano**	**Italy**	**European Formula 2 Championship (INT)**	—
Aug. 6th	**Hyllinge MS**	**Knutstorp**	**Sweden**	**European Formula 3 Championship (INT)**	—
Aug. 6th	**Nederlandse Autorensport Vereniging**	**Zandvoort**	**Holland**	**European Touring Car Championship (INT)**	—
Aug. 6th	**BRSCC (M)**	**Donington Park Circuit**	**Derby**	**Race Meeting (INT)**	**14.00**
Aug. 6th	BARC	Croft Autodrome	Darlington	Race Meeting (*R*)	14.00
Aug. 6th	RMC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	—
Aug. 6th	750 MC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.30
Aug. 6th	Owen MC	Berryhill, Stafford	127/955254	Wildcam Autocross (*R*)	13.30
Aug. 11/13th	**Magyar Autoklub**		**Hungary**	**Taurus Rally (European Rally Championship) (INT)**	—
Aug. 12th	Vale of Cothi MC	Nantyrhwch Forestry Complex	—	Nock Stages (*R*)	11.00
Aug. 12/13th	MAC	Shelsley Walsh	Worcester	RAC Hill Climb Championship (*N*)	—
Aug. 13th	**STMSC-Sektion Knittelfeld des STAMK**	**Osterreichring**	**Austria**	**Austrian Grand Prix (World Championship Round 12) (INT)**	—
Aug. 13th	**Karlskoga MK**	**Karlskoga**	**Sweden**	**European Formula 3 Championship (INT)**	—
Aug. 13th	BRDC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.00
Aug. 13th	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
Aug. 13th	NSCC	Cadwell Park Circuit	Louth, Lincs	Race Meeting (*R*)	—
Aug. 13th	750 MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.30
Aug. 19th	AMOC	Donington Park Circuit	Derby	Race Meeting (*R*)	—
Aug. 19th	BMRMC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	13.30
Aug. 19/20th	Broughton-Bretton MC	Kirbys of Wrexham	—	Fiesta Rally (*R*)	—
Aug. 20th	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	14.00
Aug. 20th	HDLCC	Loton Park, Alderbury	Shrewsbury	BARC Hill Climb Championship (*R*)	12.15
Aug. 25/27th	**Jyvaskylan Suurajot**	—	**Finland**	**Rally of the Thousand Lakes (World Rally Championship) (INT)**	—
Aug. 26th	**BRDC**	**Donington Park Circuit**	**Derby**	**European Formula 3 Championship (INT)**	**12.20**
Aug. 26th	Bentley DC	Silverstone Circuit	Towcester	Race Meeting (*R*)	12.45
Aug. 26/27th	BARC (SW)	Gurston Down	Broadchalke	RAC Hill Climb Championship (*N*)	—
Aug. 27th	**Stichting Autoraces Nederland**	**Zandvoort**	**Holland**	**Dutch Grand Prix (World Championship Round 13) (INT)**	—
Aug. 27th	BRSCC (M)	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.00
Aug. 27th	Lanes & CCC	Longridge Circuit	Preston	Race Meeting (*R*)	13.30
Aug. 27th	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*C*)	14.00
Aug. 27th	VSCC	Cadwell Park Circuit	Louth, Lincs	Race Meeting (*C*)	13.15
Aug. 27th	Pontypridd AC	Ministry of Defence Property, Mynydd Epynt	—	Epynt Stages (*R*)	10.00
Aug. 28th	**BRSCC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**Race Meeting (Aurora AFX British Formula 1 Championship) (INT)**	**14.30**
Aug. 28th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**Race Meeting (INT)**	**14.00**
Aug. 28th	BARC	Thruxton Circuit	Andover, Hampshire	Race Meeting (*R*)	14.00
Aug. 28th	DDMC	Croft Autodrome	Darlington	Race Meeting (*R*)	—
Aug. 28th	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wiltshire	Race Meeting (*R*)	14.00
Sept. 1/3rd	**Scuderia S. Martino**	—	**Italy**	**S. Martino di Castrozza Rally (European Rally Championship) (INT)**	—
Sept. 2/3rd	Bugatti OC	Prescott	Cheltenham	RAC Hill Climb Championship (*N*)	—
Sept. 3rd	**Vallelunga Spa**	**Vallelunga**	**Italy**	**World Championship for Makes (INT)**	—
Sept. 3rd	**ADAC Hessen e.V.**	**Kassel-Calden**	**Germany**	**European Formula 3 Championship (INT)**	—
Sept. 3rd	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	14.50
Sept. 3rd	750 MC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	—

MATTERS OF MOMENT

Continued from previous page

advertisements calling on drivers to save fuel by feather-footing with the accelerator. For while there is no reason to suggest that sports cars have to be driven needlessly fast to be enjoyed, customers for them surely come from among those who like a bit of punch and acceleration in their motoring, as well as such delights as good road-clinging, fresh-air about them, etc.? Anyway, with North Sea oil being publicised on the one hand, and an imminent World fuel crisis on the other hand, we incline to the view that, although it would be a crime to needlessly waste fuel reserves (but what a lot goes overboard when tankers collide or a railway wagon overturns!), the present policies stem from political motives. In this we were cheered by finding a World fuel-crisis editorial in *The Autocar*, published 58 years ago. . . .

Classic and Collectors Car Show

A LARGE and varied display of interesting and thoroughbred machinery is promised at the second Classic and Collectors Car Show, to be held at Alexandra Palace, North London, on September 15th-17th. The largest part of the Show will be devoted to stands run by more than 40 one-make car clubs. Restoration, maintenance and spare parts specialist firms will be evident on the trade stands. The Show will conclude with a concours and visitors to the Show will be able to express their own opinions by voting for their favourite cars. Details of stand facilities can be obtained from Martin Wagner, 30 The Lawns, Hatch End, Middlesex (01-428 4002).

An Aston US convertible

THE UNITED STATES OF AMERICA will be the recipients of the first 80 Aston Martin V8 convertibles to be produced. However, the first prototype went to an Englishman, Aston Martin managing director Alan Curtis.

Despite the odd public hiccup, like the non-operational Lagonda delivered to those residents of Woburn Abbey and the hoo-ha created over an Aston V8 that did not run at Le Mans this year, Newport Pagnell's fortunes seem set fair.

The convertible uses the normal 5.4-litre all-alloy engine rather than the Vantage tune and comes with either manual or 5-speed gearbox. The design and engineering work was carried out by Harold Beach (recently retired from AM) while the hood was the work of George Moseley.

The Volante, a name last used by Aston in 1970 when it attracted customers such as Prince Charles, has needed a braced chassis to compensate for the loss of the normal aluminium-over-steel roof.

Even including the power-operated hood, burred walnut facia, air-conditioning and leather upholstery, the anticipated UK price of over £32,500 – if you could get one – sounds fairly steep compared with £19,999 for the closed automatic model.

Toyota's latest

NOW the third-largest producer of cars in the World, Toyota have just announced a new 1-litre small car. Larger than the average mini car (it measures 12′ 1″ long) the Toyota Starlet has a front engine yielding 47 b.h.p. and coil-sprung live rear axle. Capable of over 90 m.p.h. and 35 m.p.g. the Starlet sells in Britain with 3-doors at £2,721, and 5-doors for £2,808.

BRITISH GRAND PRIX

Simply Unreal

(Our centre spread this month depicts the event in colour)

Brands Hatch, July 16th.

VARIETY is something which the British Grand Prix always provides, fluctuating as it does from the pleasant garden-party atmosphere of the Silverstone airfield cicuit to the wire-mesh fence confines of the cramped and over-crowded stadium at Brands Hatch. Anyone who was at the British Grand Prix this year will know that you *can* get a quart into a pint pot. The fairly spacious pit-lane, overlooked by a new time-keepers bridge was well filled on Friday morning, when practice began. There were thirty aspirants for the twenty-six places on the grid and their cars together with twenty-one spare cars provided a very full and busy scene. More remarkable was the paying spectator crowd that poured into the circuit from early morning, for it was a crowd that any Formula Two organiser would have loved to have seen on race day, and this was only the first day of Grand Prix practice.

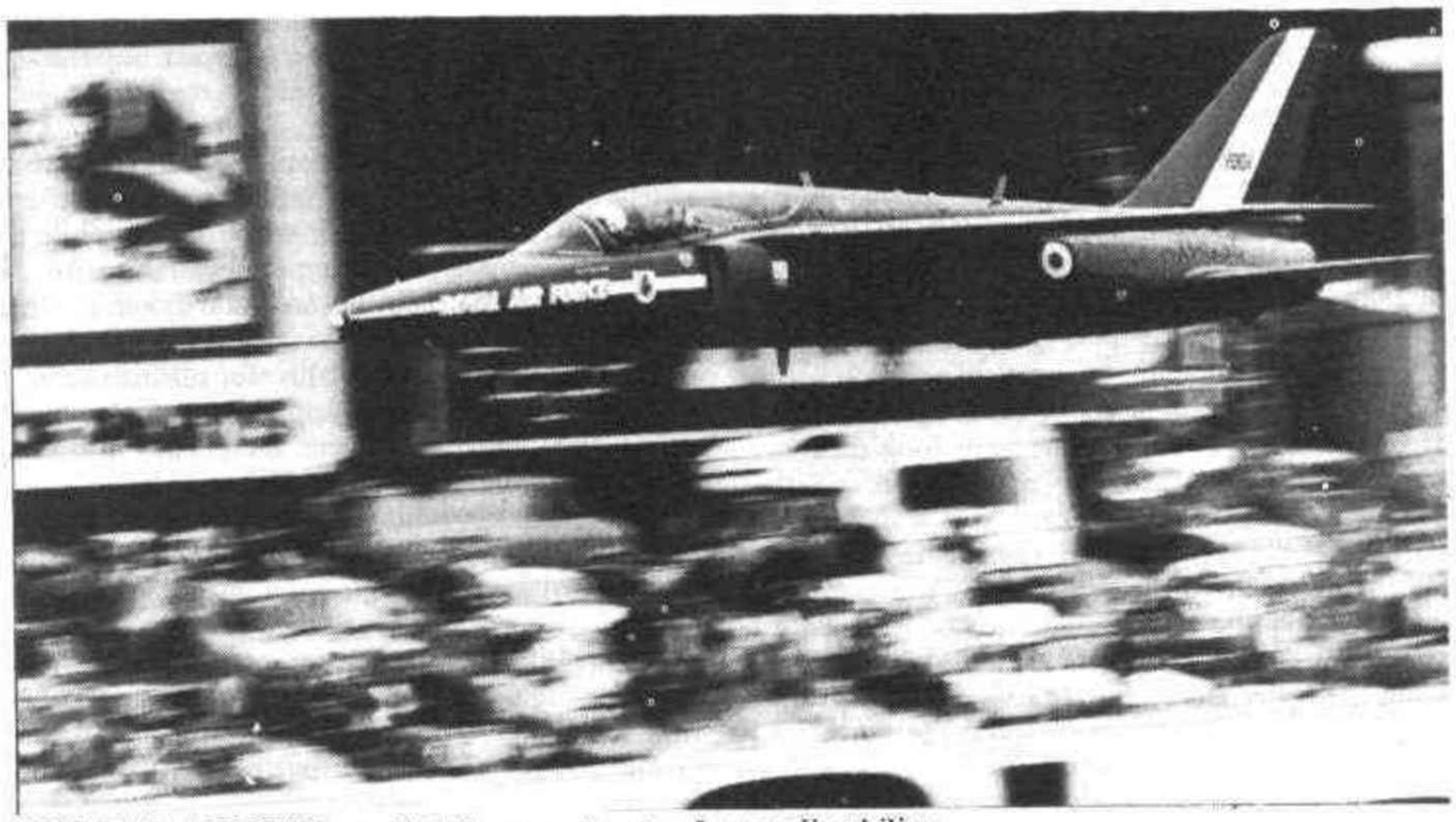
While the "big boys" disputed pole-position at the front end of the grid, the "rabbits" were vying for the back of the grid or in the unlucky four who were not going to race. In the solid block of mid-field runners there was equally keen competition among those running on standard Goodyear tyres to qualify for assistance with special tyres.

We have become used to Team Lotus setting the pace in practice, and even dominating it, but Friday's practice bordered on the verge of being silly, unless you are a Lotus fan in which case it could not have been better. Peterson's car, number 79/2, went to the Osterreichring direct from the French Grand Prix and Andretti used it during the Goodyear tyre testing session (and made fastest lap!). It returned to the factory for a quick look-over and it was down to Brands Hatch for Peterson to use in the morning session prior to being taken apart and refurbished ready for the second day of practice. After winning at Paul Ricard, Andretti's car, number 79/3, was returned to the factory to be straightened out after its crash during practice at the French GP. This involved fitting a new front bulk-head to the monocoque and skilfully knocking out the dent and ripples in the skin in front of the cockpit. The Cosworth Development engine which won the French race was left in the car, the plan being to use it for the Friday practice at Brands Hatch and then install a new engine for the second day of practice and the race. While in Austria the oil tank on 79/2 developed a leak and was welded-up temporarily, as it is a cast-alloy tank that forms the spacer between the engine and gearbox. It is no surprise to find this arrangement on some other cars, such as the Williams and the Fittipaldi.

Peterson had made fastest lap round Brands Hatch a week or two earlier, during a tyre-test session, driving his old Lotus 78/2, so on Friday July 14th he got into the groove very quickly indeed with 79/2, even though it was a bit tired. With some inspired driving the Swede was well into the 1 min. 17 sec. bracket, reeling off a number of laps in this order when others were being hard put to get below 1 min. 20 sec. Meanwhile Andretti was doing his usual methodical juggling with the variables and was also into the 1 min. 17 sec. bracket, but not as fast as the Swede. The morning session ended with Peterson best at 1 min. 17.16 sec. and Andretti second with 1 min. 17.83 sec. In third place, an unbelievably long way back, came Scheckter with the Wolf WR5 with 1 min. 18.76 sec. over a second and a half behind Peterson. The times of the rest of the "Big boys" such as Lauda, Hunt, Reutemann, Watson etc. were almost embarrassing to view, and what made it all much worse was that the two Lotus 79 cars did not look to be going fast. A number of observers remarked that the Lotus 79 made it all look too easy, which is not far from the truth, for as with most things once you get it right it is easy. The hard bit is getting it right.

Behind the chosen Goodyear runners, and in front of some of them, there was some good driving going on by those in the running for some special favours. Jacques Laffite in the Ligier JS9/01, unchanged since its good run at Paul Ricard, was going so well and was so much ahead of the others with a best lap in 1 min. 19.55 sec. that the Ligier team were given the very best practice tyres for the afternoon session. After him the two Shadow drivers Stuck and Regazzoni were getting their cars going well, and Derek Daly was getting to grips with the Ensign. Alan Jones in the Williams figured high as always, as did Patrese in his Arrows, so they were all given encouragement and support in the form of better front tyres.

As soon as the morning practice ended Peterson's mechanics started to dismantle his Lotus 79 and his old Lotus 78 was got out for him to use. Meanwhile, Andretti carried on where he'd left off before lunch with a handful of laps, during which he clocked 1 min. 17.81 sec. but when his Hewland gearbox jumped out of fourth gear he thought it best to have the back off and have a look inside. With only an hour of practice there wasn't really time for a gearbox overhaul, but the Lotus mechanics got stuck into it and had the gearbox internals out. It was all back together



THE RED ARROWS supplied the correct note of unpredictability.

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Brabham	N. Lauda	Brabham	BT46/6	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
2	Brabham	J. Watson	Brabham	BT46/3	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
3	Tyrrell	D. Pironi	Tyrrell	008/2-2	Cosworth V8	Hewland	Goodyear	ELF-Citibank
4	Tyrrell	P. Depailler	Tyrrell	008/3	Cosworth V8	Hewland	Goodyear	ELF-Citibank
5	Lotus	M. Andretti	Lotus	79/3	Cosworth V8	Hewland	Goodyear	John Player-Olympus
6	Lotus	R. Peterson	Lotus	79/2	Cosworth V8	Hewland	Goodyear	John Player-Olympus
7	McLaren	J. Hunt	McLaren	M26/3	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
8	McLaren	P. Tambay	McLaren	M26/5	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
9	ATS	J. Mass	ATS-March	HS1/1	Cosworth V8	Hewland	Goodyear	ATS Wheels
10	ATS	K. Rosberg	ATS-March	HS1/2	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	C. Reutemann	Ferrari	312T3/033	Ferrari flat-12	Ferrari	Michelin	Fiat-Agip
12	Ferrari	G. Villeneuve	Ferrari	312T3/034	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	RS01/02	Renault V6	Hewland	Michelin	ELF
16	Shadow	A. J. Stuck	Shadow	DN9/1A	Cosworth V8	Hewland	Goodyear	Villiger-Cigars
17	Shadow	G. Regazzoni	Shadow	DN9/4A-2	Cosworth V8	Hewland	Goodyear	Villiger-Cigars
18	Surtees	R. Keegan	Surtees	TS20/02	Cosworth V8	Hewland	Goodyear	Durex-BAF
19	Surtees	V. Brambilla	Surtees	TS20/01	Cosworth V8	Hewland	Goodyear	Beta Tools
20	Wolf	J. Scheckter	Wolf	WR5	Cosworth V8	Hewland	Goodyear	Walter Wolf-Castrol
22	Ensign	D. Daly	Ensign	MN08	Cosworth V8	Hewland	Goodyear	Tissot Watches
23	Ensign	G. Lees	Ensign	MN05	Cosworth V8	Hewland	Goodyear	Mario Deliotti
25	Rebaque	H. Rebaque	Lotus	78/4	Cosworth V8	Hewland	Goodyear	-
26	Ligier	J. Laffite	Ligier	JS9/01	Matra V12	Hewland	Goodyear	Gitanes Cigarettes
27	Williams	A. Jones	Williams	FW06/002	Cosworth V8	Hewland	Goodyear	Saudia Airlines
30	B & S Fabs	B. Lunger	McLaren	M26/6	Cosworth V8	Hewland	Goodyear	I. & M Tobacco
31	Martini	R. Arnoux	Martini	MK23/1	Cosworth V8	Hewland	Goodyear	R.M.O.
33	McLaren	B. Giacomelli	McLaren	M26/7	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
35	Arrows	R. Patrese	Arrows	FA1/3-2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
36	Arrows	R. Stommelen	Arrows	FA1/2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
37	Merzario	A. Merzario	Merzario	A1/01	Cosworth V8	Hewland	Goodyear	Flor-bath
40	Melchester	A. Trimmer	McLaren	M23/14	Cosworth V8	Hewland	Goodyear	Melchester Racing

Spare Cars:-

Brabham-Alfa Romeo BT46/5	– Used by Lauda Friday p.m. Watson for race	Fittipaldi-Cosworth V8 F5A/3	– Not used
Tyrrell-Cosworth V8 008/1	– Used by Pironi Friday a.m. & p.m.	Renault V6t/c RS01/03	– Used by Jabouille Friday p.m.
Tyrrell-Cosworth V8 008/5	– Not used	Shadow-Cosworth V8 DN9/5A	– Not used
Lotus-Cosworth V8 78/3	– Not used	Surtees-Cosworth V8 TS19/02	– Used by Keegan Friday a.m. & p.m.
Lotus-Cosworth V8 78/2	– Used by Peterson Friday p.m.	Wolf-Cosworth V8 WR6	– Used by Scheckter Friday a.m.
Lotus-Cosworth V8 79/1	– Not used	Ensign-Cosworth V8 MN06	– Not used
McLaren-Cosworth V8 M26/1	– Not used	Lotus-Cosworth V8 78/1	– Not used
McLaren-Cosworth V8 M26/4E	– Used by Hunt Sat p.m.	Ligier-Matra V12 JS7/JS9/01	– Not used
ATS-Cosworth V8 HS1/3	– Used by Mass Friday a.m.	Williams-Cosworth V8 FW06/001	– Not used
– Ferrari flat-12 312T3/036	– Not used	McLaren-Cosworth V8 M23/11	– Not used
		Arrows-Cosworth V8 FA1/1	– Not used

again with only a few minutes of practice left, but then the Cosworth V8 would not start, due to vaporisation in the fuel system while it had been stationary. A push-start got it going, Andretti heading down the pits slip-road while so doing, but he ran over a man-hole cover which ripped one of the floating side-skirts to pieces. End of Lotus practice and a good try for the Team Shambles award, if it could ever be got back from BRM.

Peterson did not do very much practice with the old Lotus 78, a mere 13 laps, against some drivers who did 30 laps in the hour long session, and he never got below 1 min. 20 sec. With neither Lotus out on the track you would have expected the rest of the "heavy-brigade" to have forced their way to the front, but it was not like that. Watson and Lauda vied with Scheckter for "best of the rest", the Austrian World Champion using the spare Brabham BT46/5 while his own BT46/6 went back to the factory to have its suspension repaired. For a time Watson in BT46/3 took third fastest place overall, with 1 min. 18.57 sec. but before the end of the hour both Lauda and Scheckter passed him. The lap record still stands from the 1977 Race of Champions, when Hunt did 1 min. 19.48 sec. the fastest for practice for that race was Watson in 1 min. 19.05 sec., times which a year and a half later are of little interest.

When it was all over Peterson still held FTD with his morning time of 1 min. 17.16 sec. Andretti was second with 1 min. 17.81 sec., and then came Lauda with 1 min. 18.03 sec., with Scheckter, Watson, Jabouille and Villeneuve also in the 1 min. 18 sec. bracket. Alan Jones was easily the best of the smaller teams, ahead of Hunt, both Ferraris and Depailler. The Lotus drivers were in a class of their own as their cars were torn apart to be made ready with new engines and components for the second day of practice.

At the back of the field Geoff Lees (Ensign), Lunger (McLaren), Trimmer (McLaren) and Keegan (Surtees) were the non-qualifiers, the Southend-on-Sea driver in the Surtees having had a miserable day. The engine in his TS20 blew up in the morning so he transferred to the old TS19 only to find the gear ratios were all wrong, and a lot of time was lost just messing about.

It had been a warm, dry day on Friday, and similar conditions prevailed on Saturday when the untimed test session took place in the morning prior to the "death or glory" one hour of timed practice in the afternoon. The two Lotus 79 cars were back together again and ready to go, Peterson's car having had a new oil tank installed, and there was a third Lotus 79 in the pits as a stand-by. This was 79/1, the prototype car, now completely rebuilt and up-dated with the eliptical section rear wishbones as on 79/3, and a new design of brake caliper on the front. It had been fitted with a Hewland gearbox as its role of test-vehicle for the Lotus-Getrag gearbox has been shelved for a time. Lauda was back in his original Brabham, and Hunt was trying an experimental McLaren M26/4E. This was the car that Hunt crashed in practice in Spain and it had had the sides of the monocoque sawn off, leaving only the cockpit tub, and a complete redesign had been carried out around it, on the lines of a cross between a Lotus 78 and Lotus 79. The water radiators were moved from the rear, forwards on each side of the cockpit, with front entry for the air and top exits, the rear suspension was all new, with box-section fabricated rocker arms at the top to operate inboard spring units, the exhaust pipes were tucked in close to the engine, long side skirts were fitted and the rear of the car was decked in. Suddenly, everyone now wants air to flow *under* their cars, after struggling to keep it out for so long. Lotus really have started something yet again.

Peterson was in unbeatable form round the twisty undulating Brands Hatch circuit and after setting off in the 1 min. 17 sec. bracket, while a lot of drivers were still hopefully aiming for 1 min. 19 sec. , he then did an electrifying 1 min. 16.80 sec. and decided that was enough. Even Andretti could not match this, for all his careful and calculated technical approach, and his best was 1 min 17.06 sec. There are people who say that Peterson is "over the hill" as a driver, and others who say it is all down to the Lotus 79 and others say that the idea of a return of the "vintage" Peterson magic is a myth. Whatever it is, the Swede was in a class of his own on Saturday afternoon and sat and watched the others struggle during the closing stages of the final hour.

The Wolf WR5 was performing well, or Scheckter was making it perform well, depending on how you view these things, and he was a comfortable third overall. Compared to the smooth running of the Lotus the Wolf looked wild and woolly, but at least it was giving results.

PRACTICE TIMES

No.	Driver	Friday a.m.	Friday p.m.	Saturday p.m.
1	N. Lauda	1. 19.34	1. 18.03	1. 17.48
2	J. Watson	1. 19.38	1. 18.57	1. 18.98
3	D. Pironi	1. 19.99	1. 21.20	1. 20.07
4	P. Depailler	1. 20.21	1. 19.21	1. 18.73
5	M. Andretti	1. 17.83	**1. 17.81**	1. 17.06
6	R. Peterson	**1. 17.16**	1. 20.16	**1. 16.80**
7	J. Hunt	1. 19.05	1. 19.23	1. 19.27
8	P. Tambay	1. 21.36	1. 20.14	1. 20.74
9	J. Mass	1. 24.72	1. 20.71	1. 21.39
10	K. Rosberg	1. 20.94	1. 20.56	1. 20.27
11	C. Reutemann	1. 19.18	1. 19.45	1. 18.45
12	G. Villeneuve	1. 19.75	1. 18.99	1. 19.30
14	E. Fittipaldi	1. 21.17	1. 20.34	1. 18.78
15	J. P. Jabouille	1. 20.52	1. 18.88	1. 20.24
16	H. J. Stuck	1. 19.98	1. 20.43	1. 20.21
17	G. Regazzoni	1. 19.83	1. 20.72	1. 20.29
18	R. Keegan	1. 22.19	1. 22.17	1. 21.10
19	V. Brambilla	1. 20.77	1. 22.09	1. 20.70
20	J. Scheckter	1. 18.76	1. 18.29	1. 17.37
22	D. Daly	1. 19.98	1. 20.37	1. 19.13
23	G. Lees	1. 21.40	1. 21.05	1. 21.43
25	H. Rebaque	1. 21.10	1. 20.24	1. 20.39
26	J. Laffite	1. 19.55	1. 19.95	1. 18.44
27	A. Jones	1. 20.58	1. 18.98	1. 18.36
30	B. Lunger	1. 21.33	1. 21.38	1. 20.39
31	R. Arnoux	–	–	–
33	B. Giacomelli	1. 22.15	1. 20.91	1. 19.79
35	R. Patrese	1. 19.95	1. 19.61	1. 18.28
36	R. Stommelen	1. 21.37	1. 20.73	1. 21.17
37	A. Merzario	no time	1. 20.35	1. 20.46
40	A. Trimmer	1. 21.99	1. 22.03	1. 21.41

As a result of their efforts on Friday Laffite, Patrese and Jones were getting all the help possible from Goodyear, and Daly, Regazzoni and Stuck were getting some help in the form of better front tyres. However, the super-Goodyear tyres are not "instant-magic" in that you just put them on your car and improve your lap time by a second or more. You have to know how to re-adjust your suspension settings and how to re-adjust your driving technique; for example with the sticky rubber you can brake much later into a corner, but unless you are brave enough and skilful enough to judge how late, the sticky tyres will not be much help. Both Patrese and Jones were really making good use of their Goodyear help, and the Arrows driver was fifth fastest overall and the Williams driver sixth, which put them on the third row of the grid, ahead of such "heavies" as Reutemann, Watson, Depailler, and Hunt. Goodyear were very pleased, for it pushed their Michelin rival back a row.

The Lotus performance almost over-shadowed such efforts as it did of other good efforts by Fittipaldi in getting alongside the turbocharged Renault, and Derek Daly who got the Ensign well up the grid, alongside little Bruno Giacomelli. The McLaren team never seemed to get into the Brands Hatch groove, with a time he recorded in the first session and he subsequently went slower and slower. A remarkable feature of practice was the number of drivers who had spins, most of them quite harmless, but it was an indication of just how hard everyone was trying, right through the field.

There have been races where grid-positions were decided by hundredths of a second, even thousandths, but this did not apply to the 1978 British GP, it was much more clear-cut than we have seen for some time. Looking at the starting grid it was a question of what the Team Lotus tactics would be, what would happen if Peterson took the lead from the start, when would he have to let Andretti go by, or would they conceivably organise a dead-heat. For the rest of the field it was a question of who was going to finish third. Already the question of who was not going to race had been settled, with Stommelen (Arrows), Lees (Ensign), Keegan (Surtees) and Trimmer (McLaren) listed as the non-qualifiers.

The crowds that poured into the Kentish stadium on Sunday, to supplement those already entrenched overnight, were of record proportions and the day was sunny and warm. All manner of side-shows and diversions were provided to keep the customers amused, from aerobatic displays, saloon car racing, Royal visitors, ex-racing drivers and Team Managers in a saloon car race, an enormous parade of Ford products covering their 75 years of "bunk" (or history as we call it), food and drink in profusion and ice-cream and hamburgers. There was never a dull moment.

During the morning the 26 contestants for the Grand Prix had a final test-session, during which John Watson tried the spare Brabham, BT46/5, and decided to race it in place of BT46/3 which he had been using in practice. Renault decided to use RS01/03 and this time did not lend the spare car to a film company. Fittipaldi was feeling very confident in his lightened (by some 20 kgs) original car F5A/1, Alan Jones was conscious that it was all down to him after watching Frank Williams win the ex-drivers saloon car race and Hunt and Villeneuve were wondering what had gone wrong, to put them so far back on the grid. Peterson had chosen the left-hand side of the grid, to avoid the pitfall of the steep camber by the starting area and everything was shaping up to the 1978 British GP over 76 laps being a good race.

At 2.40 p.m. the cars left the pit lane and went round the circuit to line up on the starting grid and everyone was present and correct, but the waiting until the 3 p.m. start seemed interminable. Eventually the grid was cleared and Peterson led the field away on their pace-lap, with Andretti close by. Back on to the grid, everyone in line, engine revs rose and a fantastic roar of power filled the Brands Hatch valley when the starting signal came on and the 26 cars surged forward. Andretti had positioned his car up the camber, quite close to Peterson's and as the two sleek black cars, devoid of any John Player cigarette advertising, went into Paddock Bend it was number 5 in the lead followed by number 6. They led the field on the opening lap, with Scheckter, Jones, Lauda, Patrese, Reutemann, Depailler, Watson, Hunt and the rest following. On the climbing left-hand bend out of the arena, entering the back part of the circuit, Brambilla lost control of his orange Surtees and slid all over the place without hitting anything, rejoining the scene after everyone had disappeared from sight. The two Lotus cars ran nose-to-tail in beautiful formation looking absolutely terrific and within three laps had opened up a gap on Scheckter, Jones and the rest

STARTING GRID

6 R. Peterson *(Lotus-Cosworth V8)* 79/2 1 min. 16.80 sec.	5 M. Andretti *(Lotus-Cosworth V8)* 79/3 1 min. 17.06 sec.
20 J. Scheckter *(Wolf-Cosworth V8)* WR5 1 min. 17.37 sec.	1 N. Lauda *(Brabham-Alfa Romeo)* BT46/6 1 min. 17.48 sec.
35 R. Patrese *(Arrows-Cosworth V8)* FA1/3-2 1 min. 18.28 sec.	27 A. Jones *(Williams-Cosworth V8)* FW06/001 1 min. 18.36 sec.
26 J. Laffite *(Ligier-Matra V12)* JS9/01 1 min. 18.44 sec.	11 C. Reutemann *(Ferrari -flat-12)* 312T3/033 1 min. 18.45 sec.
2 J. Watson *(Brabham-Alfa Romeo)* BT46/5 *1 min. 18.57 sec.	4 P. Depailler *(Tyrrell-Cosworth V8)* 008/3 1 min. 18.73 sec.
14 E. Fittipaldi *(Fittipaldi-Cosworth V8)* F5A/1 1 min. 18.78 sec.	15 J. P. Jabouille *(Renault V6t/c)* RS01/03 1 min. 18.88 sec.
12 G. Villeneuve *(Ferrari flat -12)* 312T3/034 1 min. 18.99 sec.	7 J. Hunt *(McLaren-Cosworth V8)* M26/3 1 min. 19.05 sec.
22 D. Daly *(Ensign-Cosworth V8)* MN08 1 min. 19.13 sec.	33 B. Giacomelli *(McLaren-Cosworth V8)* M26/7 1 min. 19.79 sec.
17 G. Regazzoni *(Shadow-Cosworth V8)* DN9/4A-2 1 min. 19.83 sec.	16 H. J. Stuck *(Shadow-Cosworth V8)* DN9/1A 1 min. 19.98 sec.
3 D. Pironi **(Tyrrell-Cosworth V8) 008/2-2 1 min. 19.99 sec.	8 P. Tambay *(McLaren-Cosworth V8)* M26/5 1 min. 20.14 sec.
25 H. Rebaque *(Lotus-Cosworth V8)* 78/4 1 min. 20.24 sec.	10 K. Rosberg *(ATS-Cosworth V8)* HS1/2 1 min. 20.27 sec..
37 A. Merzario *(Merzario-Cosworth V8)* A1/01 1 min. 20.35 sec.	30 B. Lunger *(McLaren-Cosworth V8)* M26/6 1 min. 20.39 sec.
19 V. Brambilla *(Surtees-Cosworth V8)* TS20/01 1 min. 20.70 sec.	9 J. Mass *(ATS-Cosworth V8)* HS1/1 1 min. 20.71 sec.

Did not qualify:
R. Stommelen (Arrows FA1/2) 1 min. 20.73 sec.
G. Lees (Ensign MN05) 1 min. 21.05 sec.
R. Keegan (Surtees TS20/01) 1 min. 21.10 sec.
A. Trimmer (McLaren M23/14) 1 min. 21.41 sec.

* Time recorded in Brabham BT46/3
** Time recorded in Tyrrell 008/1

that was almost insolent. The more so as the cars from Norfolk looked so smooth and stable, while the rest seemed to be scrabbling and wallowing about almost uncontrollably in their efforts to keep up. It is not simply the aerodynamics of the Lotus 79 which makes it so superior, it is not as simple as that, but the combination of wheelbase, track, weight distribution, balance, suspension, springs, shock-absorbers and all the other parts of the equation that go to make up a Formula One car.

All problems of Team order or control were solved by Andretti taking the lead on the first corner and one felt that all they had to do now was to cruise round for the rest of the 76 laps and if necessary, finish side-by-side in a dead-heat, without the drivers straining themselves or their cars. The whole scene being presented by Team Lotus was one of cool domination, without any strain. All this may seem boring and dull to those who are not Lotus fans, but to anyone who was on their side the scene was perfection. First and second from start, in team order, and pulling away from all their rivals without driving anywhere near the limit, and using identical Cosworth V8 engines to many of their rivals and reputedly less powerful than Ferrari, Alfa Romeo, Matra or Renault. Six laps were reeled off and one was wondering what the rest were doing, when suddenly there was no Peterson in Andretti's wake. Lotus number 6 had come to a stop on its way down from Druid's Hairpin. The other 24 competitors must have taken heart as they passed Peterson climbing out of 79/2; the engine-driven fuel pump had failed.

Well out in front on his own Andretti looked secure and serene, but behind him, now fighting for second place there was a truly great motor race going on. Scheckter was really driving hard in the Wolf WR5, with Jones (Williams), Lauda (Brabham), Patrese (Arrows), Reutemann (Ferrari), Watson (Brabham) and Depailler (Tyrrell) hot on his heels. Then came Fittipaldi and Daly, both running very nicely and actually closing up on the crowd in front. Hunt's McLaren had subsided onto the grass on the bottom straight two laps after Peterson came to rest, the right front suspension and brake disc being broken and mangled. Villeneuve was getting nowhere and was down among the tail-enders so he stopped for a complete change of tyres and rejoined the race in last place but he didn't run for long before a drive-shaft broke. The Renault also stopped for a change of Michelins, but Reutemann was looking all right in sixth place. On lap 19 Andretti had an enormous lead, but significantly it suddenly did not increase any more, and it looked as though he might be easing back, confident that no-one could catch him, but it wasn't confidence at all for as he came round Clearways to complete lap 23 he was seen to be heading for the pit road, with a deflated rear tyre! Scheckter led the hard-driving motley lot across the line, to take over the lead of the race and their efforts were renewed for now first place was at stake, not second place, which put a different complexion on things. The Lotus mechanics had a new wheel and tyre on the 79 in an unbelievably quick time and Andretti was back on the track in twelth place, behind Pironi's Tyrrell. Almost immediately he moved up to

ABOVE: designated M26E James Hunt practiced this McLaren development along ground effect principles, but it did not race. BELOW: Frank Williams on his way to a win in the Escort celebrity race, fending off Stirling Moss

eleventh as Laffite took the Ligier into the pits for a tyre change, and another lap sufficed to pass Pironi and take tenth place.

Alan Jones was really putting on the pressure now, with a chance of actually leading the British GP, and Frank Williams' team would have got a great cheer for doing so, but it was not to be. After two or three stabs at getting by the Wolf, the Williams suddenly swooped about as it accelerated up the hill out of the arena. Jones stirred about on the gearlever as it felt as though it had jumped out of gear or broken the gearbox, but nothing happened and the white and green car came to rest, out of the race with the right-hand drive-shaft sheared as clean as a carrot inside the rubber gaiter over the inboard universal joint. Car number 27 was out on lap 27! This gave Scheckter a slight respite, but he could not relax for Lauda could now clearly see first place, which interested him a lot. Fittipaldi had caught up on to the tail end of this leading bunch and Daly was doing an impressive drive in the Ensign and keeping the yellow Brazilian car in sight, though he now had Andretti right behind him. Without any visible strain or excitement the black Lotus was pulling back the lost time with impressive regularity and speed, and with only 28 laps run there looked to be ample time for Andretti to get back into the lead, barring accidents and baulking. Just as Peterson's Lotus 79 had disappeared without any warning so did Andretti's. The Cosworth engine broke and that was that. Grim-faced, Team Lotus could only pack their tools and equipment and look forward to the next race; it was all over for them on their home-ground, after starting off so well, and the race wasn't half-way through.

It was now pretty obvious that any one of the motley lot at the head of the field could now end up the winner, but there was no guarantee who it would be, for Scheckter, Lauda, Patrese, Reutemann, Watson, Depailler and Fittipaldi were all running nose-to-tail and seemed pretty equal. Daly's good debut in the Ensign ended when a wheel broke off, and Fittipaldi's hopes were dashed when his Cosworth engine blew up. On lap 34 Lauda took the lead from Scheckter so easily that the Wolf just had to be in trouble, and two laps later the South African was heading for the pits; the Hewland gearbox had broken. A lap more and Depailler was in the pits with a flat left rear tyre and the whole race was really open with half-distance just coming up.

At the halfway mark, which was lap 38, Lauda led from Patrese, Reutemann and Watson and providing the Alfa Romeo engine kept going it looked as though he must win. Behind these four there was a long gap to what is normally the tail end of the field, but which now held fifth, sixth and seventh places, down to twelfth and this lot were in the order Pironi, Rosberg, Depailler (making up time after his pit-stop), Mass, Tambay, Giacomelli, Lunger and Stuck. Already a lap behind was Brambilla, though he was still having a trouble free run, and well back due to pit stops were Laffite, Jabouille and Regazzoni, the Ligier with deflated tyres, the Renault for changing tyres and the Shadow for tyres and exhaust pipe troubles. As the four cars that were in a position to win left Clearways for the run along the top straight to complete lap 39, the gold painted Arrows was slowing as the left-rear tyre deflated, and Reutemann's Ferrari was by into second place. It was too late for Patrese to get into the pit lane and he had to go on with the tyre down on the rim. He completed the whole lap, but going much too fast, and by the time he got to the pits the tyre was in shreds and the flailing rubber had wrecked the left rear corner of the car and the lower members had graunched along the ground, so it was all over for the young Italian. As he limped into the pits Pironi's Tyrrell was just ahead of him, also in trouble, for the top bolts holding the engine and gearbox together had broken and the car was trying to break in half.

Here we were on lap 41 with the scene looking completely unreal relative to practice and the way the race had started. Lauda was firmly in the lead, followed by Reutemann and Watson, all with Italian 12-cylinder engines, the Michelin-shod car sandwiched between the two Goodyear runners. Almost unbelievably in fourth place was Rosberg with the yellow ATS, having out-driven all the other tail-enders, though amongst them Depailler was making up ground. With the smell of first place in his nostrils, and Lauda and a Brabham ahead Reutemann began to press hard, and slowly but surely he pulled up on the Brabham-Alfa. Meanwhile Depailler got into fourth place, but even so Rosberg was holding a creditable fifth. Stuck was sixth, which was a fine effort after spinning on the opening lap and dropping to last place, until Brambilla spun further round that fateful lap. The lanky German had worked his way in amongst the Lungers and Giacomellis at the back of the race, and then worked on past them, and now, because of the unreal nature of retirements and troubles, he was up in sixth position, showing that it pays to keep trying. For ten laps the Ferrari closed on the Brabham-Alfa and it then seemed that stalemate had set in. Lauda was not going to give in or relax, and he certainly was not going to be pressured into making mistakes, of that you could be certain. During this time the Renault retired in a spectacular cloud of smoke as oil poured into the exhaust-turbo through a broken seal. The outcome seemed to be settled and for another ten laps the two Italian 12-cylinders powered round a small distance apart, with Reutemann wondering what he could do about the ice-cool, automaton in front of him. By this time Watson had fallen back and was no threat to the Ferrari, not that he ever had been. Lauda was coming up to lap the Rosberg, Stuck, Tambay, Giacomelli group when the ATS expired out on the circuit with a broke drive-shaft on lap 59. As Lauda entere Clearways at the end of lap 60 he was shaping t to lap Giacomelli, and Reutemann was rig behind the Brabham. Lauda complete misjudged what Giacomelli intended to do ar went to pass on the right just as the McLare driver moved that way, expecting the Wor Champion to overtake on the left. Lauda lifte off to dodge to the other side but as he did Reutemann shot past both of them in a brilliar "instant-decision" manoeuvre and was gor away into the lead. As the swarthy Argentinia said afterwards "I saw a gap and I filled it. Many drivers would have missed the opportunit it was so brief and sudden, but undoubtedl Reutemann was on 100% concentration anticipation, and action.

After so many changes of fortune it now looke as though the race was settled for a rather rattle Lauda took an awful long time to get past Stuck even though Reutemann had managed it in tw laps. There were only four cars on the same lap driven by Reutemann, Lauda, Watson an Depailler. A lap behind were Stuck, Tambay Giacomelli, Lunger and Brambilla, while Laffit was three laps down due to tyre trouble, bu nonetheless lapping as quick as Watson, actually sitting just behind him on the road. The three 12 cylindered cars ended in a triumphal song, the Alfa Romeo having the Ferrari in sight but no close enough to cause worry, and Reutemann received an enormous cheer and applause for his victory, especially from the thousands of spectators in the Clearways area who had witnessed his brilliant demonstration of opportunism.

The Grand Prix ended the busy day, there being no supporting races afterwards and the crowds flooded on to the circuit and around the pits to soak up the atmosphere of a remarkable British GP that had gone off smoothly and without a hitch. All the spectators had to do was find their cars in the parks and try and head for home, but that was another matter altogether. – D.S.J.

SAD END for Peterson's pole-winning Lotus

Results:

BRITISH GRAND PRIX – Formula One – 76 laps – Brands Hatch – 4.207 kilometres per lap – 319.732 kilometres – Warm & Dry

1st :	C. Reutemann (Ferrari 312t3/033)	1 hr. 42 min. 12.39 sec. – 187.66 k.p.h.
2nd :	N. Lauda (Brabham BT46/6)	1 hr. 42 min. 13.62 sec.
3rd :	J. Watson (Brabham BT46/5)	1 hr. 42 min. 49.64 sec.
4th :	P. Depailler (Tyrrell 008/3)	1 hr. 43 min. 25.66 sec.
5th :	H. J. Stuck (Shadow DN9/1A)	1 lap behind
6th :	P. Tambay (McLaren M26/5)	1 lap behind
7th :	B. Giacomelli (McLaren M26/7)	1 lap behind
8th :	B. Lunger (McLaren M26/6)	1 lap behind
9th :	V. Brambilla (Surtees TS20/01)	1 lap behind
10th :	J. Laffite (Ligier JS9/01)	3 laps behind
11th :	J. Mass (ATS HS1/1)	10 laps behind

Fastest Lap: N. Lauda (Brabham BT46/6) on lap 72, in 1 min. 18.60 sec. – 192.65 k.p.h. (*new record*).

Retirements: R. Peterson (Lotus 79/2) fuel pump failure, on lap 7; J. Hunt (McLaren M26/3) front brake failure and suspension damage, on lap 9; H. Rebacque (Lotus 78/4) gearbox trouble, on lap 16; G. Villeneuve (Ferrari 312T3/034) drive shaft broken, on lap 20; A. Jones (Williams FW06/001) drive shaft broken, on lap 27; M. Andretti (Lotus 79/3) engine failure, on lap 29; D. Daly (Ensign MN08) wheel off, on lap 31; A. Merzario (Merzario A1/01) loss of oil pressure, on lap 32; E. Fittipaldi (Fittipaldi F5A/1) engine failure, on lap 32; J. Scheckter (Wolf WR5) gearbox failure, on lap 36; D. Pironi (Tyrrell 008/2-2) gearbox mounting bolts failed, on lap 40; R. Patrese (Arrows FA1/3-2) puncture and rear suspension damage, on lap 40; J. P. Jabouille (Renault RS01/03) turbo-charger failure, on lap 46; G. Regazzoni (Shadow DN9/4A-2) gearbox failure, on lap 49; K. Rosberg (ATS HS1/2) drive-shaft failure, on lap 59.

26 starters – 11 finishers

The Brabham-Alfa Romeo fan

ONCE AGAIN, whether he likes it or not, Niki Lauda has written his name indelibly in the Grand Prix history books, this time by winning the Swedish Grand Prix with a car that was subsequently banned. To be strictly accurate, it wasn't the car itself that was banned but the device it carried. Outwardly the Ecclestone-Brabham-Alfa Romeo team arrived in Sweden with two of their normal BT46 cars modified in the cooling system, using a large fan to aid the cooling and at the same time assist with the down-force on the car by creating a vacuum underneath the car.

To get a proper perspective on things we must look back to the origins of the BT46 by Gordon Murray. With the wide flat – 12-cylinder Alfa Romeo engine, Murray opted for an overall dart-shape for his new car, even though the principle had been tried and discarded by designers before him. This layout fitted in nicely with his triangular-section monocoque and having the widest part at the rear, where the wide Alfa engine could be carried. The dart-shape precluded any ideas of front mounted radiators and frontal width and openings were to be avoided at all costs. Having designed the basic shape the matter of cooling the Alfa Romeo engine was dealt with by surface radiators lying flush on the sloping sides of the monocoque. These were not simple orthodox radiators, but were very complex things involving a lot of cooling surface incorporated in a small overall package. Unfortunately for Murray the system did not work satisfactorily and with the 1978 season fast approaching a hasty decision had to be made. The surface cooling was abandoned and a pair of conventional radiators were mounted on the nose of the car; a heart-breaking decision for apart from spoiling the dart-shape concept, it transposed a great lump of weight ahead of the front wheels, which is very undesirable if low polar-moments of inertia are being sought in the interests of "quick" handling characteristics, but it was Hobson's Choice for Murray.

In the hot weather of the South American races experiments were made with oil radiators lying flat on top of the Alfa Romeo engine, and also with an electric fan mounted under one of these experimental radiators. By the time of the South African GP ideas were germinating in Murray's brain for ways of getting himself out of his design dilemma, due to the failure of the surface coolers. He needed to dissipate a certain number of BTh.U's, resultant from the 500 or more horsepower being developed by the Alfa Romeo engine. Experiments were carried out with a large single radiator mounted vertically behind the driver's head, but this spoilt the air-flow over the rear wing. A suitable radiator mounted horizontally on top of the engine with ducting under it was not practicable, due to the fuel-injection pump and the alternator on top of the engine getting in the way and making the whole layout higher than the permitted 90 cms. from the ground. Eventually a design was arrived at whereby a large single radiator was mounted horizontally on top of the engine, the whole engine/gearbox assembly was sealed off from the outside air and an extractor fan was mounted vertically behind the gearbox. Flexible skirts under the flat bottom of the car virtually prevented any air getting underneath so that the fan extracted all the air from the sealed-off engine/gearbox bay, and from under the car, causing a low pressure area underneath, with the subsequent benefit of a down-force on the car caused by atmospheric pressure on top of the car. At the same time the only way air could get into the sealed engine compartment was down through the horizontally-mounted radiator. It took a lot of experimenting with sealing skirts, fan performances and radiators to arrive at the desired flow through the radiator to dissipate the heat from 500 b.h.p. All this testing and experimenting was carried out on the Alfa Romeo private test-track at Balocco, between Milan and Turin.

Now the rules for designing Formula One cars, and to my mind there are far too many of them (which is a sad reflection on the designing integrity of Formula One, but that's another story), forbid the using of any moving device that might affect the car's performance aerodynamically. The rule does not ban all moving devices, only those whose *primary* function is aerodynamic. Murray's experiments and calculations convinced him that the extractor fan worked 70% to cool the engine and 30% to affect the down-force on the car, therefore its *primary* object was a cooling fan. In all good faith the layout was described to the CSI at a meeting in Madrid after the Spanish GP and they accepted Murray's word, without seeing the car, so Ecclestone went ahead and prepared BT46/6 and BT46/4 with the complete extractor fan cooling system. With this layout Murray was able to get the cars back to his original needle-nose dart concept.

As we know the other members of the Formula One Constructors Association did not see eye-to-eye with Ecclestone, and before the race Lotus, Tyrell, McLaren and Surtees put in a collective protest that the car was illegal under the "movable device" rule. Then Frank Williams added his protest together with an extra one that the sliding plates fixed to the rear uprights to seal against the side panels of the engine bay contravened the rules. The Swedish stewards of the meeting rejected all these protests and let the cars take part in the race, and Lauda won. Whether he won due to the extra down-force caused by the fan, or by the better aerodynamics of the car without its front radiators, or because of the superior power of the Alfa Romeo engine no-one will ever know, they can only surmise. Following the victory by the Brabham-Alfa, Lotus and Tyrell pressed on with their protest and took it to the Swedish Federation, who rejected it and then they took it to the FIA in Paris, but later withdrew following the CSI decision.

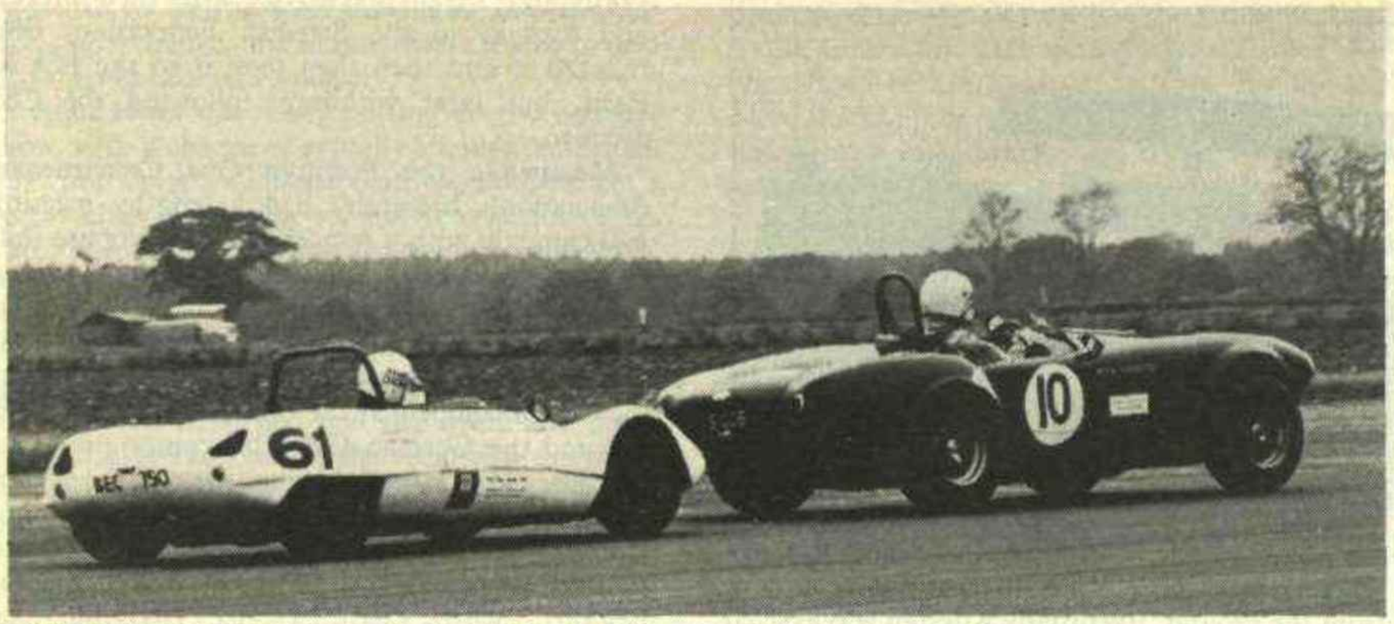
Meanwhile the Formula One Constructors Association's hierarchy had a lengthy meeting and came up with a remarkable compromise that can only illustrate that there is honour among thieves. They agreed to let Ecclestone and Murray race their "fan cars" until August 1st and then they had to discard the idea! This meant they could compete at the French GP, the British GP and the German GP. This compromise was put forward to a special commission of the CSI in Paris, which consisted of Alberto Rogano (Italy), Huschke von Hanstein (Germany), Jean-Marie Balestre (France) and Dean Delamont (Great Britain), with Pierre Ugeux (Belgium) as Chairman. They voted on this compromise, with Delamont and Hanstein being in favour of accepting it and Rogano and Balestre being against. Ugeux, as Chairman, gave his casting vote against the compromise and it was thrown out.

Much talk had gone on about the "ground effects" of fans and the possible outcome if they were allowed, and a final decision was made that Formula One cars fitted with fans would be banned from the date of the meeting, June 23rd, 1978. However, the results of the Swedish GP were to stand, so Lauda and the Brabham-Alfa Romeo have now become a part of Grand Prix history. The reasons given for banning Formula One cars fitted with fans were those of "safety", in view of the possibilities such devices would lead to. It was felt, rightly or wrongly, depending on who you listen to, that fan-assisted "ground effects" would increase cornering power out of all proportion and that present-day safety measures on circuits would become obsolete very quickly. The ban was deemed advisable in the interests of the future and evolution of Formula One, said the CSI statement!

A technical commission from the CSI inspected the Brabham, measured it and were given any relevant information they required and they made calculations that they said agreed, more or less, with Gordon Murray's figures of 70% cooling and 30% ground effects. By that reckoning the BT46B was not illegal, according to the letter of the law, but the CSI banned it none-the-less. The Brabham "party-line" is to the effect that teams like Lotus, Tyrell and McLaren could see the car as an obvious threat and a challenge and ganged-up to get rid of it by fair means or foul. It would look as though Bernie Ecclestone's friends are not in the Formula One Constructors Association.

On the Sunday night of the Swedish GP as Colin Chapman was flying his plane back to Hethel from Anderstorp his mind was busier than usual. On Monday morning a small tornado swept through the Research and Development department of Team Lotus and in no time at all a mock-up of a Lotus 79 was made with an extractor fan behind each venturi-shaped side-pod! (What an exciting development that would have been.) This was done before the Constructor's meeting and the CSI meeting, just in case extractor fans on ground effects were going to be permitted. With all sincerity Chapman said he would have had a fan-assisted Lotus 79 at Brands Hatch for the British GP if the CSI had not banned them, adding ". . . and the Brabham wouldn't have seen which way we'd gone. . . ". Never under-estimate Colin Chapman and Team Lotus.

What a pity Formula One racing has to be seen to be safe and is so hide-bound by rules. – D.S.J.



MARTIN COLVILL (4.7 AC Cobra) leads Brian Cocks in his Lotus 23B.

St. John Horsfall races

ON JULY 1st the airfield circuit of Silverstone held within its sparse confines the 29th St. John Horsfall Trophy race meeting. The main event of the afternoon was the 15 lap Martini International Historic race which was to count for the newly formed British Historic Group One Championship. But, unlike some of the recent races that have catered for the type of machinery that was assembled for the Martini encounter, the grid that lined up under the overcast Silverstone skies was both a full and a varied one.

On pole position was the BRM P25 of Robs Lamplough, but the BRM that most people had their eyes on was placed right at the back of the field with a 10 sec. penalty. This was the P25 that is owned by Tom Wheatcroft of Donington Park and driven by Neil Corner, who has won the British Empire Trophy with it for the past three years. Assembled up at the front with Lamplough were the two Lister Jaguars of David Ham and John Harper. On the second row lurked the Bamford Maserati 250F, handled as usual by Willie Green, who was hoping for a good start so that he might have a chance of staying out of the reach of Corner's tremendously fast car from Bourne. Green had Michael Bowler for company, the latter out once again in his Lister-Jaguar.

Bobby Bell's Lister headed the third row, which also contained the fleet little Lola Mk. I of Rupert Glydon and Roddy MacPherson's familiar yellow- nosed Cooper Bristol.

As the field blasted away towards Copse, Corner revved the BRM furiously and, 10 seconds after the rest had departed, he tore off in pursuit of the cars that were circulating at the tail of the pack. The race was on! Almost instantaneously the dark blue car began to pick off the slower machinery and it was a sight to behold as he whipped through the field to challenge Green for the lead. And the crowd, who were captivated by this time, saw him pass Green's Maserati and then head off to the chequered flag to finish almost four seconds clear of the red Italian car after an exhilarating drive.

Bobby Bell drove his Lister with his usual verve to annex third place, while the "other BRM" which the commentator kept referring to, that of Lamplough, finished fourth, some 10 seconds adrift of the Lister. Lister-Jaguars also filled fifth and sixth places, the cars belonging to David Ham and Michael Bowler respectively. Three different Jaguars crossed the line next, these being the D-type of Martin Morris, the lapped Monza Lister-Jaguar of Martin Chapman and the HWM Jaguar of Chris Stewart, who outpaced the battle that was going on behind in the later stages of the race between MacPherson's Cooper-Bristol and Victor Norman's Jaguar D-type.

All in all there were eight races on the programme, including the main Martini one, and most of them were good value for money. One of the best dices of the day came in the Classic Sportscar event where the Lotus 23B of Scot Jeffray Johnstone was hounded almost throughout by the bellowing AC Cobra of Martin Colvill. Johnstone eventually got the verdict and Colvill, after a stirring drive, almost fell into the clutches of Brian Cocks, who speeded up with his Lotus 23B towards the end.

One of the cars which a lot of people had patiently waited for appeared, albeit all too briefly, in the closing Group 4 Historic sportscar race and that was the ex-Denny Hulme 1970 Can-Am Championship winning McLaren M8D. The car has recently been shipped over to this country from the States and Chris Stewart was driving it under Rod Leach's Nostalgia banner. But, alas, the 8.1-litre, 750-b.h.p. monster only circulated for a few laps in the race after having started from the pits following some practice engine problems and it was then black flagged for not having come under the starter's order.

The Group 4 race itself was won by the Bamford owned Ferrari 512S of Willie Green, which was having its maiden outing of the season. A good dice for second between Jeremy Lord (Coldwell C14B) and Richard Bond's Lola T70 was ruined after they came together, but they still finished in the stated order behind the dominant Green. Ray Mallock, of Formula Two fame, took a win on his saloon car debut with the works Aston Martin Vantage in the opening Robin Hamilton Challenge race, Rupert Glydon, after no fewer than three spins during the Martini race, pulled himself together again to win the Group One Historic from Mike Harrison's Cooper T56, David Morgan won the Standard Aston race and John Freeman took his Aston Martin Spa Special to a relatively easy win in the St. John Horsfall Trophy race itself from Nick Mason's Ulster. – M.C.S.

THE MARTINI INTERNATIONAL HISTORIC CAR RACE – 15 laps – Silverstone – 24.00 miles – Overcast, Dry.

1st:	N. Corner (BRM P25)	16 m. 00.8 s. – 90.39 m.p.h
2nd:	W. Green (Maserati 250F)	16 m. 04.6 s.
3rd:	B. Bell (Lister-Jaguar)	16 m. 29.0 s.
4th:	R. Lamplough (BRM P25)	16 m. 39.0 s.
5th:	D. Ham (Lister-Jaguar)	16 m. 47.0 s.
6th:	M. Bowler (Lister-Jaguar)	17 m. 01.7 s.
7th:	M. Morris (Jaguar D Type)	17 m. 05.1 s.
8th:	M. Chapman (Monza Lister-Jaguar)	1 lap behind
9th:	C. Stewart (HWM Jaguar)	1 lap behind
10th:	R. MacPherson (Cooper-Bristol)	1 lap behind

Fastest lap: Corner, 1 m. 01.6 s. (93.97 m.p.h.).

Stratos tales

NOW THAT Lancia and Fiat factory competition teams are based together at the *Corso Marche* address of Abarth in Turin it would seem that the days of the triple World Championship-winning Stratos are numbered. Not so, at least according to our Italian hosts on a recent visit to see how the two teams are settling down together under the management of Cesare Fiorio (the former Lancia Marketing Manager).

The Stratos is homologated until 1981. This year changes in International regulations mean that it can no longer compete with a 24-valve equipped version of the Ferrari V6. Now the 2.4 litre unit has the original 12-valve cylinder head "and about 10 horsepower less than before." The transmission now features a single-plate instead of a multi-plate clutch, and the five-speed gearbox does have the synchromesh demanded by the regulation changes.

There are now seven Stratos cars operated by the factory including the ones used by Tony Carello to lead the European Drivers Cup at the time of writing. The new combined team – the Stratos cars were moved in during April and only the engine preparation is (temporarily) left at the old Lancia factory site – also support Walter Rohrl in the German Championship, a country where Lancia particularly need this kind of sales support.

Suggestions that the Lancia name will be involved in sports-car racing, perhaps giving Alfa Romeo some much-needed opposition, have some sound support in the fact that both Fiorio and Fiat's day-to-day competitions manager Daniele Audetto are in favour of such a move. The Stratos does not have much of a role to play in that long-term objective, but they could always revive the turbocharged model that raced and rallied briefly (and with success) in prototype form.

No firm decisions have yet been taken on the successor to the Stratos, the Monte Carlo mid-engined development programme being held in abeyance while the new combined management search for a suitable engine to use.

Future Projects

On the Fiat side of things the next project is to develop the front wheel drive 1½-litre version of the Ritmo (Fiat's newest f.w.d. small car) in time for a possible *debut* on the Tour of Italy in October. This will be aimed at convincing privateers that the Ritmo is a worthy object of their attentions, and capable of at least the same sort of performance that might be expected from a similarly equipped VW Golf. At least one development car will have a 2-litre engine installed to see if Fiat engineers can overcome the apparent impossibility of making a competitive 200-horsepower front-wheel drive rally car: traction, steering and reliability are all suspect once on a loose surface with more than 160 b.h.p. SAAB might disagree, but they have more experience than anyone else.

After the Ritmo, work turns to the newly announced (but at an unknown price) Fiat 131 Racing, developing it into a competitive Group 1 competition steed. This Mirafiori derivative has a 2-litre/120-horsepower version of the normal Fiat twin-cam engine and is aimed straight at the Ford Escort RS2000/Opel Kadett GT/E market. Originally it was planned to use a 16-valve version of the engine 'and i.r.s. but this was considered impractical for the mass production (over 5,000 per year) needed to gain recognition in Group 1.

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A SECTION DEVOTED TO OLD-CAR MATTERS

The Brooklands Re-Union

THIS YEAR'S Brooklands Re-Union, on June 25th, was on a reduced scale, because the Brooklands Society had been denied the use of the aerodrome-runway for high-speed demonstrations and access to the historic aspects on the West side of the Estate. However, this did not altogether mar a pleasant day's nostalgia, held in the 40 acres encompassing the Paddock and Members' Hill which the Society hopes one day to acquire as its own property.

A splendid display of motorcycles and almost every make of aged car from 1900 and 1902 De Dion Boutons to a Trojan assembled on the day, although no beauty prize was offered. Space precludes detailed mention of all these. But I noticed a rare blue two-seater Cubitt, rebuilt after being bought at Beaulieu with van body, a very smart sports Senechal with balloon tyres and a tiny Ruby engine with an equally tiny Solex carburetter on the front edge of its cylinder block, a 14/40 Humber two-seater with alloy bonnet and outside exhaust pipes which its owner apologetically referred to as an imitation Brooklands Special (but why not?), the Baughan cyclecar, lots of Morgan 3-wheelers and a very nice Morgan 4/4, Lightfoot's 1902 Mercedes, etc. Special parks had been set aside for 30/98 and Alta cars. The former had ample support but only two of the latter arrived, Sharp's 1,100 c.c. two-seater now with modern headlamps and a 2½-litre SS engine, and Margulies' 2-litre racer.

TYPICALLY "BROOKLANDS". – J. End's 1921 Wolseley Moth replica-bodied single-seater w most attractive racing car at the June Re-Union, especially as 71-year-old Dudley Froy, who w first race in one of these cars in 1928, drove it again along the Members' Banking.

The show was opened by Dudley Gahagan who took round, in his Type 57 Bugatti d.h., Brooklands celebrities Dudley Froy, Kaye Don, Alan Hess and TASO Mathieson. Ascents of the Test Hill, punctuated by the VSCC's stop-and-restart, then commenced. Before the cars assayed this, however, R. M. French of the Wey Wheelers rode up the hill on a 1935 S Massed-Start push-bicycle, to appre applause, a fitting admonition to any car had intended to fail! The usual assortment war machinery then tackled the famous including Stafford-East's 200-Mile Race two-seater Lancia Lambda, a 3-litre Bentley helmeted driver, that d.h. Railton that ha 502,000 miles on two engines and its or gearbox, having been purchased new b present owner at the 1936 Olympia Sh blown PB MG, a J2 MG, Rivers-Fletcher's with his former secretary in the passenger's and all the expected Lagonda, Frazer Nash, Bentley, Riley and other vintage sports c don't think anyone actually stopped. How Ballamy's Lancia Dilambda Weymann s with a full load of passengers only just got you could *feel* the suspense among the onlo Incidentally, the Test Hill has been further t up by the Society since last winter.

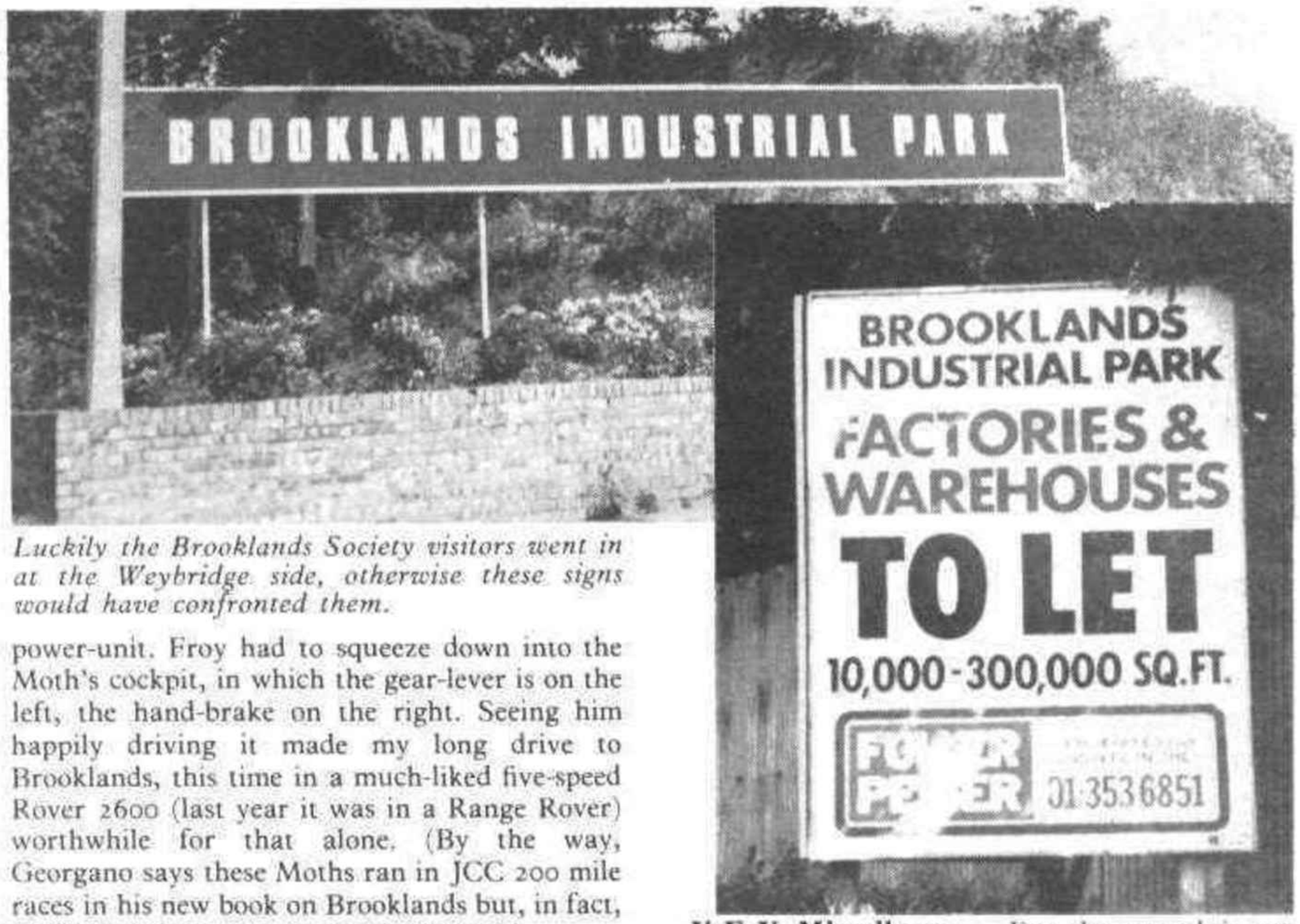
BROOKLANDS NOSTALGIC TAILPIECE. – Rear view of the Wolseley Moth replica and the Multi-Union in the old Paddock. The former ran at the Track in 1921-1932, the latter in 1938-1939.

Among the Brooklands personalities pr were George Harvey-Noble, being photogra with Kaye Don, because George gained the 130 m.p.h. badge (in the Bentley-Jackson), the first (in a GP Sunbeam), H. T. H. Cla Lady Campbell, Mrs. George Duller, Dicker, John Dugdale, Leslie Ballamy and m many more. I am told also that Jack Field, Haig, Amhurst Villiers, Robin Jackson, Archer, Leo Villa, J. S. Worters, Francis B Louis Klemantaski, M. Tenbosch, P. Court Bert Hadley, Oscar Finch and Mrs. Gordon-England were present, as was Mrs. Wyand. The most interesting guest was 73-y old Dudley Froy, because the others

attended previously but Froy had come specially this year from Tucson, America, accompanied by a charming daughter. During the lunch interval he was interviewed by the Press (Eoin Young and me). He was apprenticed to Parry Thomas, drove all manner of cars from Moth to 4.9 Bugatti, 21-litre Benz to MG Midget, lived at Ealing in the vintage days of the Track, and later sold Rolls-Royces with Sir Alastair Miller, Bt. He told me the Wolseley Moth used to snake about on the Byfleet banking unless you stuck your foot in and drove through it but the Leyland Thomas was beautiful to handle, floating round on those supple back springs, torsionally-damped. The streamlined body on the Bentley Froy drove for Woolf Barnato in 1928, at first with a 3-litre, then with a 4½-litre engine, although looking rather like a Leyland Thomas, actually had a body built, he thought, by Bentley's.

After lunch the pre-war drivers were taken along part of the Members' banking (a very small part of it, alas) as passengers in appropriate cars. Thus Sammy Davis and his wife Susan were in the back of a 3-litre Bentley incorporating parts from "Old No. 7", Arthur Dobson was in Marsh's 30/98 Vauxhall, Fitt drove his Balilla Fiat, Windsor-Richards was in Tony Jones' 30/98, Symonds in Stafford-East's GN, Rivers-Fletcher in Conway's Type 43 Bugatti, TASO Mathieson in an ex-Oats four-seater Maserati, Clayton in F. G. Lyndhurst's Amilcar Six, Peter Clark in Sir John Briscoe's 1911 Coupe de *L'Auto* Delage. This Parade was led, naturally, by Gahagan, who took Kaye Don, one-time Brooklands lap-record holder, and Mrs. Don, with me, in his Bugatti. But if most of these famous "geriatrics" were chauffered, not so Dudley Froy! He had elected to take the Wolseley Moth, which is a single-seater, so he had to drive it. But this he did, very skilfully, smiling happily, as when he had used one of these little cars to win his first race, a 50-mile handicap at a Surbiton MC Meeting at 82.31 m.p.h. back in 1928. He was thus the true hero of this 1978 afternoon.

It was following this that the low-key aspect of the Re-Union became more apparent, for in the absence of the "runway-drag" not many racing cars had turned up. Indeed, the Paddock proper held only the Multi-Union (which was rumoured to have new cylinder blocks and which the Hon. Patrick Lindsay had generously lent to Gahagan), the aforesaid Maserati, 1911 Delage and Amilcar, Peter Moore's s.v. Austin 7 (still erroneously described as the actual ex-Kay Petre car), and this 1921 E3 1,261 c.c. Wolseley Moth. The last-named was, in my opinion, the best of them all. Splendidly rebuilt by J. End, who found the original chassis and has put an extremely good replica body on it, it now looks to me exactly like the original, cowled-radiator, airship-tail, "meat-skewer" panel-fasteners, wood-enclosed fairings over the spring-hangers, driver's head-rest and all. This is the more creditable because once, when I had similar ideas for a standard Wolseley Ten chassis, I showed photographs of a Wolseley Moth to a famous Surrey coachbuilder, only to be told that it was not so much a matter of what such a replica body would cost me, but whether their panel-beaters could cope with such elaborate double-curvatures. Yet here was End's car, looking exactly as had these oddly-streamlined, aluminium single-seaters when Alastair Miller created them for Wolseley's, back in 1921. This is the ex-Kain car, which eluded me by a few hundred yards when I was searching for it, following up some slender clues, during the war. End had to rebuild it from the two-seater it had been made into. He now drives it on the road, and has the ex-Becke Powerplus engine as a spare

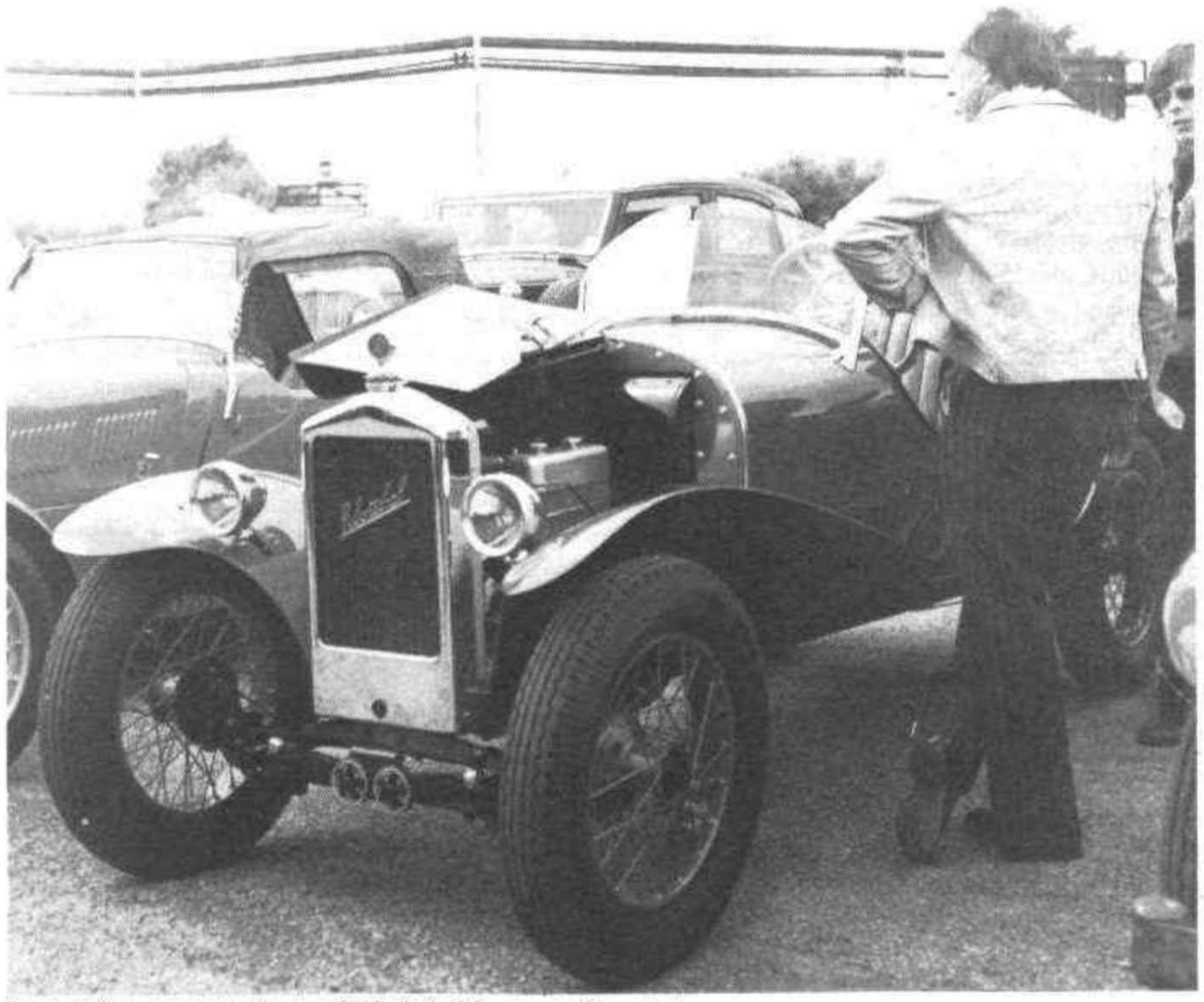


Luckily the Brooklands Society visitors went in at the Weybridge side, otherwise these signs would have confronted them.

power-unit. Froy had to squeeze down into the Moth's cockpit, in which the gear-lever is on the left, the hand-brake on the right. Seeing him happily driving it made my long drive to Brooklands, this time in a much-liked five-speed Rover 2600 (last year it was in a Range Rover) worthwhile for that alone. (By the way, Georgano says these Moths ran in JCC 200 mile races in his new book on Brooklands but, in fact, as single-seaters they were not eligible.)

For some reason the RAC had insisted on a Permit for this very brief demonstration of racing cars and the motorcycles on the old Brooklands banking. The West Essex CC arranged this for the Society. Even so, the RAC had stipulated a top-speed of 45 m.p.h.; most of the drivers thought the bumps would make 10 m.p.h. seem too fast! All a bit pointless, perhaps, except that it enabled the large numbers of spectators who lined the railings on the Members' Hill, as in the good old days, to get some idea of what cars on Brooklands' bankings used to look like. I only hope they were imagining them doing upwards of 130 m.p.h.... – W.B.

V-E-V Miscellany. – For the record it was Duffy's Alvis-Riley, not an AC Special, that was second in the opening race of the first VSCC Silverstone Meeting on April 22nd, and Golder's Riley which finished third was not a special, as described in the June issue, but his well-known 1936 Alpine Trials car. Apologies! The placings in the MOTOR SPORT Brooklands Memorial Trophy Contest have been corrected accordingly. I have also been taken to task for calling Mr. Lobb's Mercedes which ran in the recent Australian Vintage and Veteran Rally a so-called Targa Florio car with what looked like a home-made body. This Mercedes is, I am informed, an original 1921 short-chassis 28/95 car with the

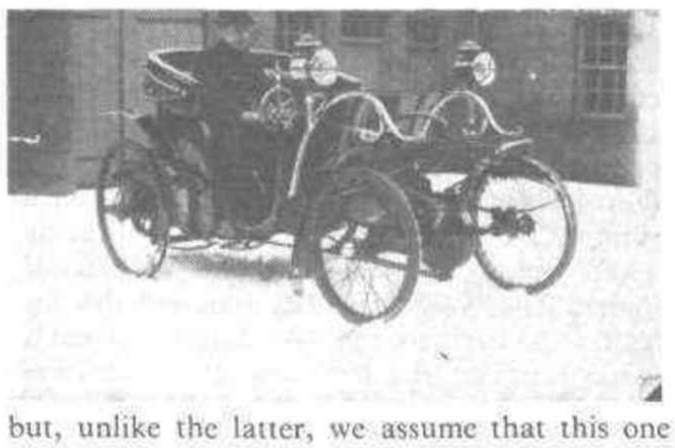


Interesting spectators' cars included this sports Senechal.

Three versions of the Headland Electric referred to in "Out of the Past".

aero-type 7-litre engine, of the type which was second in the Targa Florio and won the Coppa Florio that year. My apologies to Mr. Warriner, who is responsible for restoring Mr. Lobb's cars, which include a Type 39 Bugatti he has owned since about 1938. I can only say that the photograph of the Mercedes in the Rally programme apparently showed it as it was 12 months previously, and I note that Lord Montagu's journal has referred to this car as looking "too small to be a 28/95, so we'd guess something in the 2-litre class." So I was not the only one to be deceived ... Clearly, the body must be a replica.

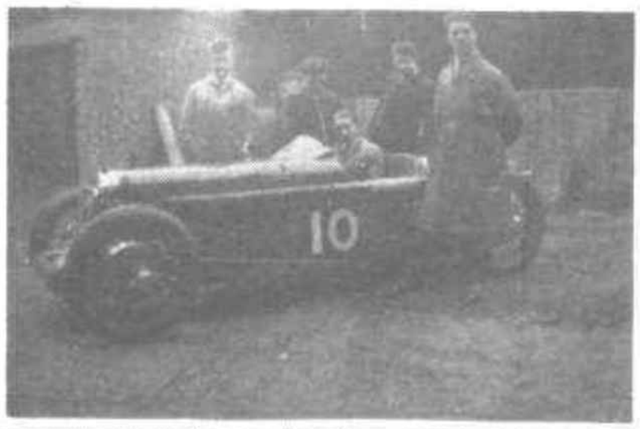
Hugh Gregory is now Registrar of the Humber Register although Phil Diffey remains on the Committee as Hon. Treasurer. The Register now admits vintage Humbers of the same type as the immediately pre-1930 models, *i.e.*, those with inlet-over-exhaust valves, which were made up to about 1932. There is thus a small overlap with the Post-Vintage Humber CC. The respective Registrars are, then, H. Gregory, 21, Ladywell Road, London, SE13 for the former, O. Edgar, The Warehouse, Serpentine Road, Southsea, Hampshire for the latter. In respect of a recent letter about a sports Briton light-car, Tractor Spares Ltd., of Willenhall, tell us that they are successors to the Old Briton Motor Co. and have packing cases full of Briton literature. These are in process of being sorted out by Mr. C. G. Weight, the Managing Director. In the meantime, he suggests that the car we illustrated would have been one of the last made, a 12/14 h.p. model. Mr. Weight is at present rebuilding one of these and believes it to be the only one of its type to survive, although some of the square-radiator Britons exist, mostly in Australia. The late Frank Ashby's racing mechanic is now living in Wales. He recalls the racing cars he worked on from 1930 until 1937, after which he went to British Airways, and also the four imitation racers made by Ashby for a West End play called "Speed" starring, he thinks, Leslie Henson. A great assembly of all kinds of aged transport, under the title of "The Wonderful World of Wheels" is being held at Knebworth House, Stevenage over the week-end of September 2nd/3rd, organised by The Transport Trust and H. R. Owen Ltd. It is described as a sort of repeat of the Biggin Hill and Windsor/Ascot Meetings



but, unlike the latter, we assume that this one will not be primarily a Rolls-Royce occasion and we doubt whether it will have the gracious patronage of HM The Queen. Anyway, entries have closed. – W.B.

Out of the past

A reader, Mr. G. A. Parker of Bexhill-on-Sea, who had a distant relation who was chauffeur to the Duke of Westminster has kindly sent us some photographs from those days. They include some of a rare make of car, the Headland Electric. Several examples of this make, in fact, although it is not known whether the Duke owned these or whether they were visiting vehicles, photographed by his chauffeur. The Headland was available in 1899 in four different versions. A product of Headland's Patent Electric Storage Battery Co. Ltd, of Pall Mall, it was intended to show off the claimed strength and durability of Headland batteries, which were said to withstand high rates of discharge without damaging their plates. There was a 3-h.p. mail phaeton with rear-wheel drive, a two-seat phaeton, and a 3-h.p. three-seat phaeton, with front-wheel drive from Renold chains coupling the wheels to a motor fed from a 40-cell, 140 amp./hr. battery, three speeds and reverse being provided, and finally a four-seat Victoria of similar



One of the imitation racing cars built by A. F. Ashby for the stage.

specification, except that the front wheels w driven by pinions engaging internally-toot rings.

It seems possible that the vehi photographed were of this kind but the VCC n have other views, although since the death of Dennis Field it is going to be difficult to iden such rare vehicles. The other pictures sent to will not reproduce but seem to depict a Merce tonneau-bodied touring car, Reg. No. H 1 with a veiled lady at the wheel, a Sixty Merced the picture of which has been coloured, wha possibly a Panhard-Levassor with a closed bo also carrying H 172, and seemingly at a hor race meeting, and an unidentified large tour Can anyone enlarge on this? – W.B.

V-E-V Odds and Ends. – *The Journal of Morris Register* continues to exhude the m enthralling items of history relating to Mo vehicles, the Summer issue, for examp containing an illustrated account of pre-w commercial vehicles, etc. The 750 *Bulletin* a has some items of Austin 7 history, including its June issue, an article about a 1931 tourer t covers an annual mileage of about 12,000 an feature, perhaps suggested by our "Cars Books" column, about Austin Sevens in boo Lord Montagu of Beaulieu is compiling a bo about the part chauffeurs played in motoring a would like to hear from anyone who has mater to contribute or from old chauffeurs who prepared to be interviewed. The next Int Register contest is due to take place on Aug 13th, in the form of a Humber Register ro event in the Bicester area. The VCC has suffe an irreplaceable loss in the death of Dennis Fie who dated cars for them, and whose worth reflected in the large numbers of sincere obitua appreciations in that Club's current *Gazette*. W

A Vintage Honeymoon

I HAPPENED upon a piece by G. B. Nicholls *This England* last year, about a honeymo journey to Land's End in an old two-cylin Wolseley purchased for £15. The car is not da so could be either Veteran or Vintage. I imagi the journey was made in the 1930s. Apart fr being pushed up one hill and having a fr cantilever spring repaired with a strap from t suitcase there were no calamities and the lit car, which had a range of 7-37 m.p.h., cover nearly 68 miles in one three-hour spell. In 193 froze up and went for scrap. – W.B.

More Straker-Squire

THE ARTICLE I wrote about Adrian Liddell's ex-Brooklands Straker-Squire (MOTOR SPORT, December 1977) has resulted in much interesting correspondence, including a letter from Mr. Denham Brown, who, as a fitter at the Edmonton factory in the early 1920s, worked on the car when it was being so successfully raced by H. Kensington-Moir. This was passed on to Adrian, who suggested we went in the old car to show it to Mr. Brown. So, on a warm and sunny day in June, this pleasant task was duly undertaken.

We left Andover around 10.30 on this perfect summer morning in this splendid Straker-Squire ex-racing car, which is perfectly well able to keep up with the faster-moving traffic, shall we say at speeds legally-permitted on the ordinary roads and Motorways of this country, and effectively to overtake the "mimsers", driven with skill and enthusiasm by its proud owner. (After the 1976 FIVA Rally, for example, it averaged 50 m.p.h. on the run home from Harrogate to Andover.) He took an interesting route to our luncheon appointment near Croydon, explaining that he enjoyed using roads he knew well in earlier days. Thus we motored along very pleasantly in the sunshine, exhaust booming away behind, through Petersfield, Midhurst and Petworth, bringing recollections of runs to and from Goodwood motor-races, when I lived in Hampshire, until we emerged onto the M23 that took us to the brink of the Metropolis. In spite of the heat, lots of slow traffic, and an annoying number of hostile contractors' traffic-lights, the ancient racer took it all in its back-braked stride and never showed any signs of overheating, the thermometer needle around 70 deg. and oil-pressure steady at 20 lb./sq. in.

The somewhat strident war-cry of the o.h.c. six-cylinder engine in the lower gears must have indicated to Mr. Brown that the car he had worked on all of 57 years ago was approaching. This was obviously an exciting and moving moment for him, coming face-to-face once more with this famous motor car....

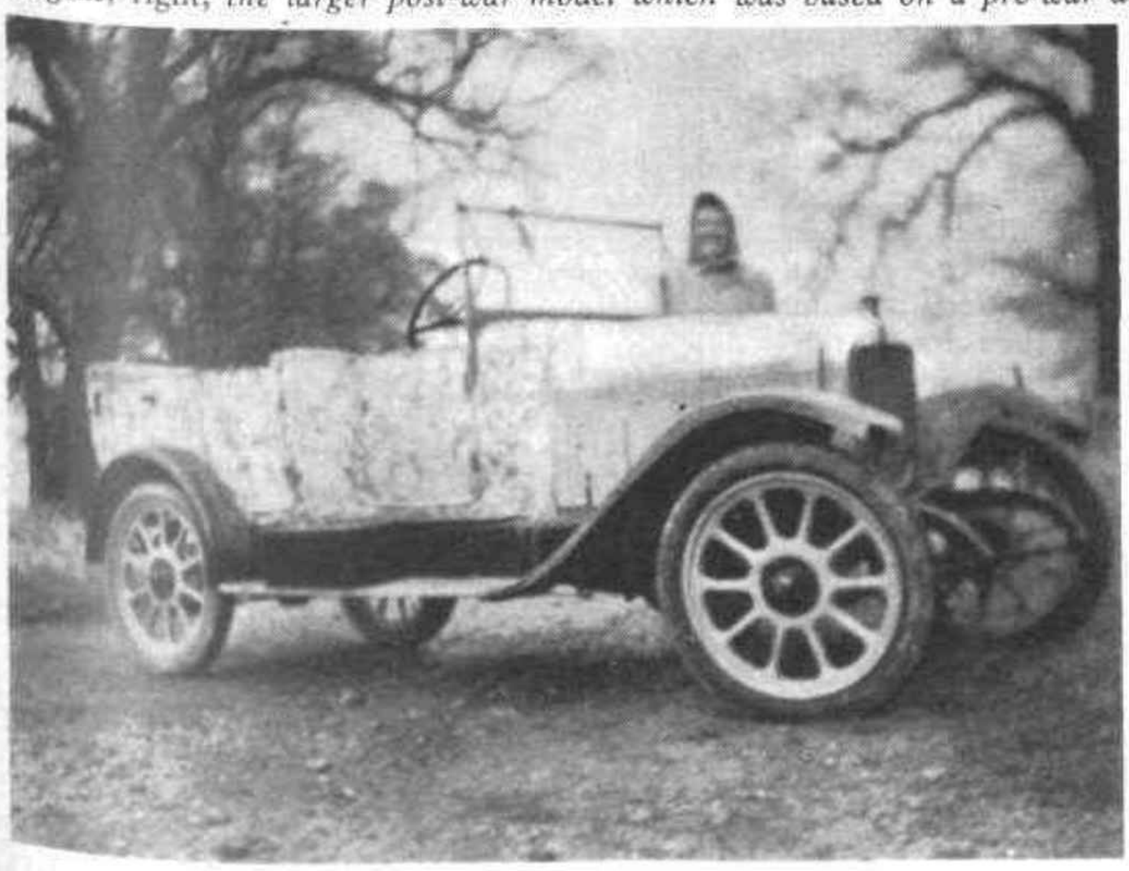
Over a most welcome lunch he recalled what he remembered of it. The radiator, now brass, was originally German-silver, the gaitered springs were then cord-bound, and the control-levers on the steering-wheel boss, the inlet manifolding and carburetters are non-original. We found the holes that had been used to bolt on the bracket for the one-time bonnet-strap, and clearly the battery in the tail evoked more memories. The engine used to be stripped down between races and painstakingly tuned, Mr. Brown recalled; he remembered long sessions grinding-in the valves, finishing them off with Brasso after the thin grinding paste, after which the cylinders would be left overnight on a sheet of cardboard with some petrol in them, and if any petrol had seeped out the valve-grinding would begin again! It was he, not fellow-fitter H. J. Bentley, who once forgot to replace the carbon-brush in the magneto, resulting in an extra three b.h.p. on the bench, presumably due to the improved spark-gap; instead of jubilation there was consternation and the engine was hastily stopped, for a check-over. Incidentally, the magneto in those days was an Ericson, a make of which Mr. Brown confesses he has never heard of since. The bench-bests were always carefully carried out, with data noted on a board and the temperature had to be 90 deg. before the engine was opened-up.

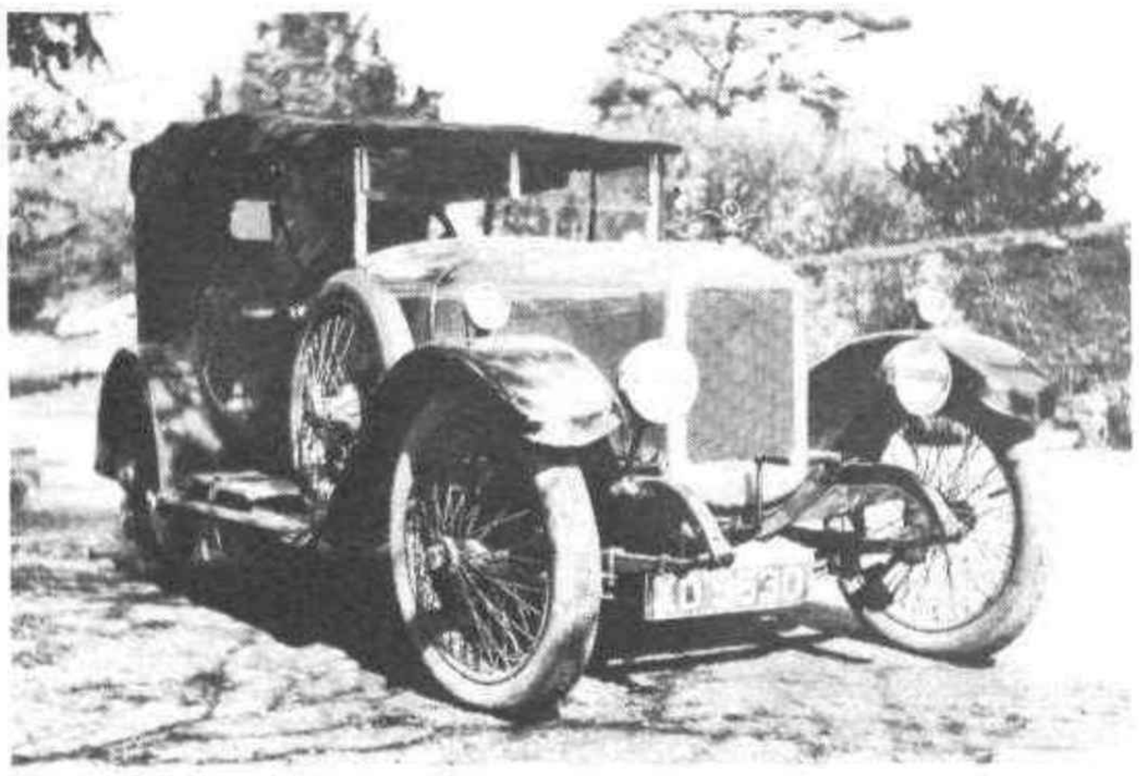
Another interesting detail which Mr. Brown remembers is that at the time when the car was given six separate organ-like exhaust pipes an attempt was made to avoid valve bounce by fitting a bar above the camshaft housing from which a tension spring was hooked onto each rocker, thus holding these against the cam-lobes.

The car was usually driven to Brooklands or to speed trials, said Mr. Brown, from Edmonton but sometimes it would be laboriously pushed up planks into an old Straker-Squire lorry. After it had gone away to be dazzle-painted in those zig-zag black-and-white stripes it was exhibited for a time in the Company's Shaftesbury Avenue showrooms. Mr. Brown remembers it having the present Reg. No. MD 7901 but I believe that when Philip Mann acquired it, its Reg. No. was CM 4404 and that MD 7901 was used also on a front-braked four-seater Straker-Squire that took part in an MCC London-Exeter Trial – so maybe there was the then-customary changing about of number plates! In those days the car never wore mudguards or headlamps. The day when Moir hit a tree and damaged the n/s. front dumb-iron was recalled. A carpenter made up a wooden wedge to strengthen the weakened dumb-iron and this remained in place for a long time

Mr. Denham Brown, who used to work on Adrian Liddell's ex-Brooklands Straker-Squire, meets the old car again after a lapse of some 57 years.

Other Straker-Squires. On the left, *the light car which the company introduced in 1923, which, according to Mr. Brown, had an engine designed by H. Hagens;* right, *the larger post-war model which was based on a pre-war design.*





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afterwards. Further confusion arises because, according to a correspondent, Mr. H. B. Murphie writing from the Wirral, there were *two* Straker-Squires in the Birkenhead district around 1924, with similar bodies, one of which was a dark grey one owned by a Mr. Roberts, says Gordon Aston, who was W. B. Horn's racing mechanic at the time....

Mr. Brown confirmed what George Brooks has taken me to task over, namely that the bevel-gear drive for the o.h. camshaft ***was*** quieter than the earlier skew-gear drive and he remembers engines that ticked over in virtual silence. He thinks that the housing for the skew-gears may have acted as a sounding-box that increased the noise and remembered that they could never make the later bevel-gear housings completely leak-proof. (But I must say Adrian's engine was notably clean, after our morning journey.) Sydney Straker, very smart, with waxed moustache, was remembered as driving a very smart and fast two-seater Straker-Squire. Davidson, who raced for them in 1920, was an Army Captain, hoping for a foot in the post-war Motor Industry, but largely a hanger-on, in Mr. Brown's view. Before the then-new London-Cambridge arterial road past Edmonton was opened it was used for impromptu testing, Moir's car roaring up it at a good 90 m.p.h. . . .

It was apparently H. Hagens, of Temple-Anzani racing motorcycle fame, who designed the later c.i. inlet manifold for the 24/90 model which replaced the original fine alloy-manifolding, and the engine for the 1923 Straker-Squire light car, which apparently did not have a Dorman power unit as some historians believe. The pre-1915 15 h.p. car was also reintroduced, mildly updated. Hagens, says Mr. Brown, was a Belgian who brought a number of young Belgians with him, and persuaded them to acquire Morgan three-wheelers with Anzani engines, which they then pestered the English mechanics to tune for them, which was done grudgingly, "sometimes with the aid of carborundum powder....!" Straker-Squire's experiments with front-wheel-brakes are remembered, "hydraulic pipes and bits of bicycle-chain", and how the great Roy Fedden was regarded with considerable awe. Unfortunately, Mr. Brown couldn't tell us what the "pillar-box" slot in the o/s. of the scuttle of the racing Straker-Squire was for....

After he left the Motor Trade Mr. Brown joined the Police and speaks highly of their Advanced Driving Course. He began in the Jowett days, and with Police Beans with very difficult gearboxes, remembers Moir's firm, Woodcote Motors at Epsom, supplying Police cars (which was the excuse for a great reunion – incidentally, in the racing days "Bertie" Moir provided crates of beer and cream cakes for his mechanics) and the Bentley, Railton and Invicta Black Prince cars used by the Hendon Police School. He now drives a 1960 Hillman Minx.

All too soon it was time for the return journey, the old Straker-Squire making light of the increasing traffic congestion in Croydon and later overtaking many modern cars that were streaming along the M3 towards the West Country.

Eight days later this elderly racing-car was placed third in a handicap run at Oulton Park among more recent machinery. Indeed, it is going so well that its present owner is unlikely to dazzle-paint it, give it organ-pipes, or cowl its radiator. The only show of temperament it permits itself is the occasional loss of a sparking-plug, due not to sooting-up, but whiskering of the points, and, in my experience, this scarcely holds it back at all. – W.B.

A reminder of what the ex-Brooklands Straker-Squire, described in MOTOR SPORT, December, 1977, looks like today. Mr. Dallas Brown is at the wheel.

Recalling the 1935 German GP

One of the nicer aspects about editing MOTOR SPORT is being on the receiving end of a fairly regular flow of unexpected items of information and history that our thoughful and enthusiastic readers send in. These are very interesting, especially to one who finds off-beat facets from the motoring past as fascinating as more established material. In this context I am grateful to Mr. H. J. Thomas, writing from Holland, for letting me see a copy of a wall-plaque which he noticed while staying at the Hotel Eifler Hof at the Nurburgring for a recent motor-race. This plaque names the distinguished guests who stayed at this hotel during the period of the 1935 German Grand Prix. The persons listed are a graphic reminder of this great race. I confess, however, that I do not recognise all of them, and any enlightenment anyone can provide might well lead to further interesting memories...

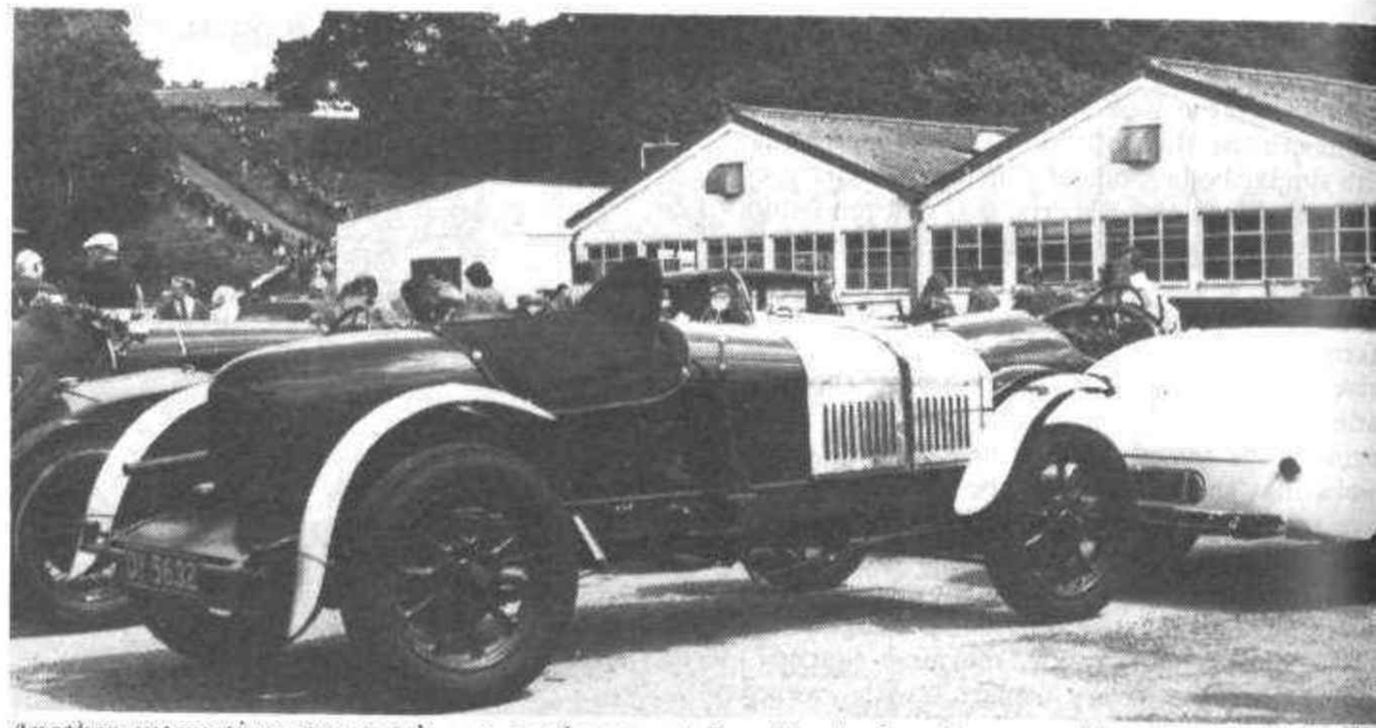
Let us go through the list, however, and see where we stand. The first name is that of Walb, who was, I think, an Auto-Union technician, in a race in which Mercedes-Benz and Auto-Union started five and four cars, respectively, but were trounced by Nuvolari in a 3.2-litre Alfa Romeo inspite of his refuelling-stop going wrong and causing a 2 min. 14 sec. delay, dropping him from 1st to 6th place – a dramatic motor-race indeed. Nuvolari, on this occasion of one of his greatest triumphs, apparently stayed elsewhere. But there is Herr Neubauer's name, in room 28, the Mercedes-Benz Racing Manager next to his ace-driver Carraciola (room 27) – he was to finish 3rd, ahead of the second Auto-Union – and Fagioli (room 29), another M-B driver. Then we find the aristocratic Manfred von Brauchitsch close to Caracciola (room 26). These drivers are flanked by Sibbitt and Schmitz (rooms 25 and 30), who were, I assume, M-B engineers.

Sommer was in room 61, presumably looking after Alfa Romeo interests, as he wasn't driving. Brivio, who was to retire his Alfa Romeo on the very first lap with transmission failure, was in room 15, next to Raymond Mays – except that Mays had three rooms and more likely took the one next to Humphrey Cook – or did he? Chiron, whose Alfa also succumbed to transmission failure in the race, was there, likewise the Auto-Union drivers Varzi, Stuck, who was to finish 2nd behind Nuvolari, Rosemeyer and Pietsch, their rooms close to those of A-U designer Dr. Porsche, and Doctor Glaser, the A-U doctor. Ruesch (Alfa Romeo), Etancelin (Maserati) and Zehender (Maserati) who were driving and von Delius who would have been had he not bent his ERA in practice, were also using this convenient hotel. But it looks as if ex-mechanic Lang, being given a trial-drive by Mercedes-Benz, was not yet expected to stay among the elite (in the race his engine expired after 16 laps). Nor, it seems, did the Maserati drivers Hartmann and Ghersi, the lone Bugatti driver Taruffi, or the Alfa pilot Balestrero, book in at the Eifler Hof, although it might have been useful for the last named, when he crashed on the opening lap of the race. Mays, by the way, was rather optimistically racing his 2-litre ERA. He was to hold 5th place momentarily, before the more powerful cars swept by; he and von Delius retired after doing 12 of the 22 laps, when the green car's oil-pressure disappeared.

What of the rest of those who occupied this block of 42 rooms on the important occasion? Dr. Werlin, Mollenhauer, Lundt, Ugolini, Grafs, Hucke and Ricordi may have been associated with the teams that were there to race. But what of Biener (Baurat), Frischer, Krompring Wilhelm, Geyer who shared room 43 with Bernett, and Dellachi? I note that Harker was in room 21, where he might well have bid goodnight to Etancelin (written as Etancien) and Mays, who had been booked-in in adjacent bedrooms – I assume he was the W.E. Harker who made his name at Brooklands with a fast Ulster Austin and his V8 Harker Special, and Capt. Rhode may well have been another visitor from Britain.

Altogether, an unexpected reminder of an historic occasion, when the skill of Tazio Nuvolari destroyed the promise of the new German teams. The night after this *Grosser Preis von Deutschland* cannot have been a very jolly one for Neubauer and his drivers.... – W.B.

Vintage



Another interesting spectator's car at the recent Brooklands Reunion was this sports-bodied 14/4 Humber.

Ballot History

Sir,

I have read, with great interest, your report on the splendid rebuild, by Mr. Milling, of the 1921 Grand Prix Ballot and I can, perhaps, account for the missing car, chassis No. 1005, and part of its history.

A wealthy Argentine driver Martin Alzaga (I believe his full name was Martin de Alzaga Unzue) had acquired one of these Ballots and in the spring of 1924 it was lying in the Ballot Works in Paris. Now Jules Goux, who had won the Coppa Florio in 1921 when Cav. Vincenzo Florio had awarded the Coppa to the winner of the first Italian Grand Prix, at Brescia, realised that if he could persuade Monsieur Ballot to borrow Alzaga's car and enter it for the Coppa Florio which was being run concurrently with the Targa Florio that year there was a chance of perhaps winning the Coppa for a second time, and thus gaining permanent possession of this trophy.

It took all Goux's persuasive powers to get Monsieur Ballot to agree to his suggestion for the latter had withdrawn from racing, somewhat disillusioned, at the end of 1922. However, he finally agreed and, late entry having been made, frantic night and day work ensued to get the car ready in time. In due course Goux arrived in Sicily but did not have much luck in the race retiring in the fourth lap of the tortuous mountain course never having been among the leaders.

I cannot find any reference to Alzaga driving the Ballot in any European event and, if it is, indeed, the missing car, it may well have gone to Argentina although I can find no reference to it appearing there in any race, and my records of racing in that country are reasonably complete.

Incidentally, the story of De Palma's clash with Monsieur Ballot over the gear changing is true, believe it or not, for Peter de Paolo, de Palma's nephew and riding mechanic, describes the incident in his book and in a magazine article. There is no doubt that De Palma would have been more successful with the Ballot on American board tracks if he had used Firestone tyres, the best available at the time but, owing to a personal feud with Barney Oldfield, who had a contract with Firestone, he steadfastly refused to do so. In spite of this he won numerous dirt track races throughout America during 1920 and 1921 including a meeting in Havana.

In spite of their disagreements Monsieur Ballot must have had a high opinion of De Palma as a driver for he sent a mechanic to America, specially, to fit four wheel brakes to the Ballot prior to the Elgin National Road Race which De Palma duly won. This mechanic liked America so much that he never returned to France! I believe his name was Jean Marcenac and he became one of America's leading racing mechanics in later years.

Paris — T. A. S. O. MATHIESON

A Boulogne Memory

Sir,

I was very interested in "Boulogne 55 years ago" because I bought the B. S. Marshall-winning Bugatti from Jack Bartlett in March 1928 for £125. As seemed the case with all the hardware Jack always had on offer, it was in basically sound condition, and the fun and pleasure I got from it will never be forgotten. Unhappily, the sheer charisma of the little car was less obvious to any girl friends because of exposure to the elements, the mess, and lovely reek of Castrol "R" and getting hell from Mum for invariably being late home. So romance wa usually shattered before it had a chance even t bud, so after a deprived 12 months I sadly did deal for a spacious James Young Lorrain Dietrich two-seater, of many happy memories.

The last I heard of the Bugatti was a glowin write-up in MOTOR SPORT in 1931, I think th Reg. No. was XN 2191 but it is a long time ago so I could be wrong.

Middle Barton — W. G. D. STANTON

(So now we know which Brescia Bugatt "E.K.H.K." wrote-up in the "Veteran Types" series – the Reg. No. was actually XN 1219 – se MOTOR SPORT, April 1931 – Ed.)

More Armstrong-Siddeley

Sir,

I have followed with a great deal of interest the recent correspondence in MOTOR SPORT abou Armstrong-Siddeley cars. I am in the process of restoring an AS "Typhoon" which I believe has an experimental engine fitted. This car was registered on 23/11/46 Reg. No. ERY 111. When the engine was overhauled the little end bearings from the 16 or the 18 h.p. model did not fit. I have the invoices showing this. The original handbook in my possession has pencilled in engine revs. up to 90 m.p.h. I am assured by the vendor that this model would in fact do 95! His nephew, who works with me, also remembers the car actually doing this speed as a regular thing. I would be most grateful if any of your readers can throw any light on this. The first owners were Cluett and Orton of Leicestershire. Should anyone have details of the car's history up to 1959 I would be very pleased to hear from them.

Dare I now give my age away and thank W.B. and D.S.J. for 30 years' compulsive monthly reading.

London, W6 — D. J. FROST

The LAD Cyclecar

Sir,

Further to your article on page 802 of MOTOR SPORT for June, you pose the question as to whether the Carden and AV were related to or copied from the LAD cyclecar. From the limited selection of pre-first war motoring magazines in my possession the following emerges: –

In the *Cyclecar* of March 26th, 1913, Mr. Carden's single-seater cyclecar is described and photographed after being raced at Brookland's Easter meeting.

The *Cyclecar* of April 9th, 1913 carries a further, much more detailed, description of the "Carden single-seater" built in Mr. J. V.

Another Cyclecar Rally

During 1975 the VSCC held a special rally for that fascinating but near-defunct breed (Morgan 3-wheelers excepted!), the cyclecar, as duly reported in these pages. A first occasion is quite something, and that assembly was notable for the appearance of such rare devices as Tamplin, AV, Seal, Barron-Ackroyd, Bleriot-Whippet, Richardson and AC Sociable, and one chassis the identity of which baffled even its owner. Roger Richmond, the "flying-dentist", whose idea this was, and who has a fine cyclecar of his own devising, in the guise of a four-wheeled Morgan, has persuaded the Light Car Section of the VSCC to hold another Cyclecar Rally, in conjunction with their Driving Test Meeting at the Shuttleworth Collection, Old Warden, near Biggleswade, on September 3rd. It will be open to any cyclecar owner, not confined to VSCC members.

For the purpose of this gathering a cyclecar is defined as a three or four-wheeled motor vehicle weighing less than 800 lb., with an engine that does not exceed 1,100 cc. Presumably a pre-1939 definition is more or less intended, although I doubt if a modern home-made effort would be turned away. Mainly static, there will be a piece of private road available for any cyclecars in need of exercise and interesting non-runners, or even incomplete machines, will be welcome. It is hoped that some of those cyclecars that have unearthed themselves since the 1975 assembly will elect to arrive, such as that attractive sporting Baughan and a rumoured Super etc. Roger hopes that the Shuttleworth trust may be persuaded to wheel out their Flying Flea to represent the "aerial-cyclecar" brigade, and personally I would be delighted if the 1923 OH53 Humming Bird low-wing monoplane (ABC Scorpion flat-twin engine, weight 625 lb., top speed approx. 73 m.p.h. permitted military load 7 lb.!) could do a fly-past...

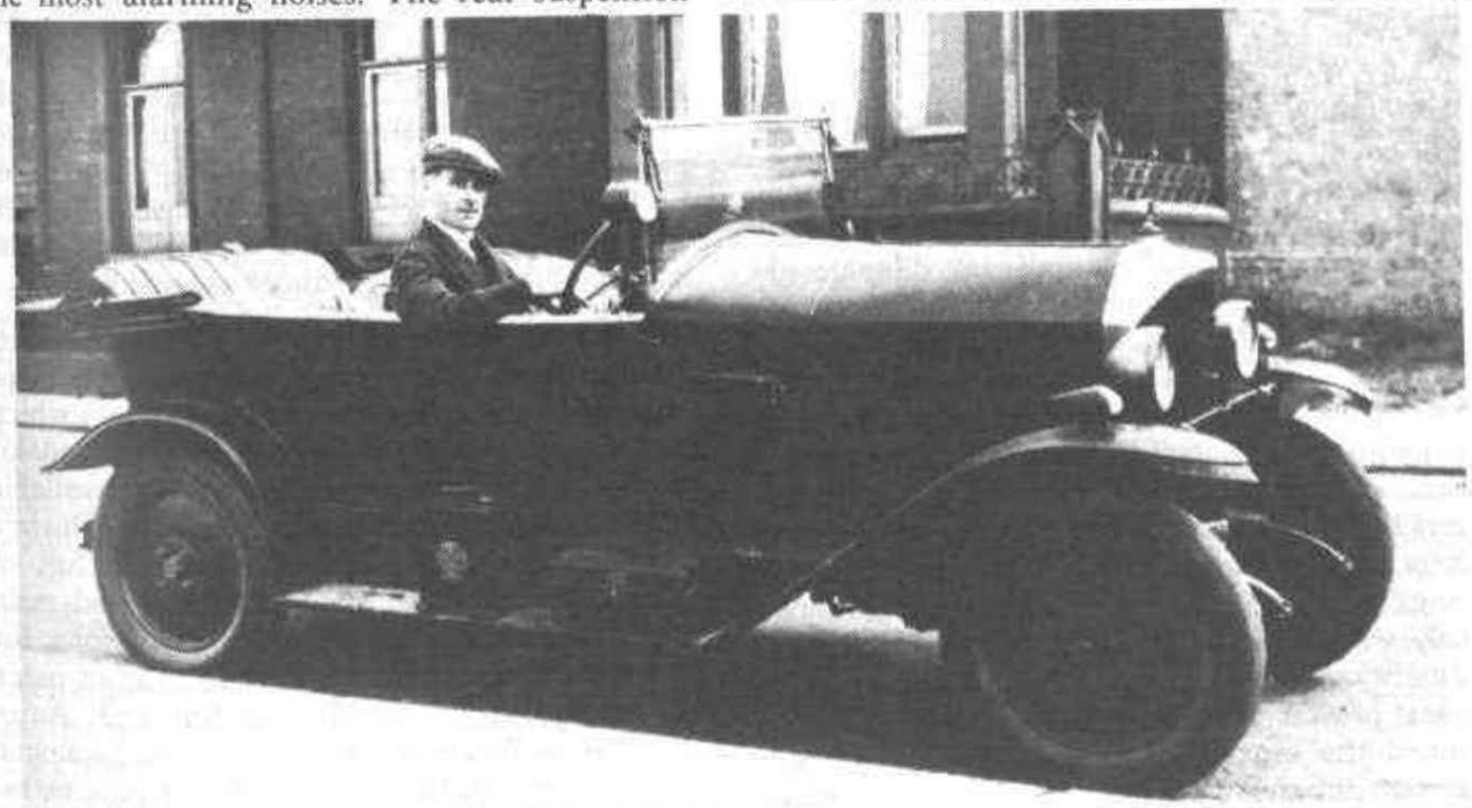
Anyway, remember the date September 3rd at Old Warden – the late Richard Shuttleworth, who started this Collection, would approve, I am sure. Details from R. Richmond, 15, Penn Hill Avenue, Parkstone, Poole, Dorset. – W.B.

Carden's private workshop at Willey, Farnham, Surrey, with a comment that Mr. Carden is prepared to supply similar machines at a price of £55 – "mudguards are provided" it also added rather ominously.

The same journal of April 16th, 1913 has an advertisement for Carden cyclecars at £55 giving the same address, and carrying the statement that it provides "The comfort of a car combined with the simplicity and economy of a motorbicycle".

All these descriptions and illustrations show a vehicle very similar indeed to the AV Monocar which I used (or tried to use) two years or so ago, in VSCC Light Car and Edwardian Section events.

The AV I had, employed a JAP V-twin of 696 c.c. and had a very ingenious two-speed epicyclic gearbox – so ingenious that I couldn't make it work properly! Most probably it was suffering from wear causing it to run out of true, and make the most alarming noises. The rear suspension



Mr. Knight's 1924 11.3-h.p. six-cylinder Mathis.

was quite sophisticated in fact using rearward-facing forged radius rods and short ¼ elliptic springs running forwards from the axle with reasonable regard for the geometry of the driving chain.

In *The Light Car and Cyclecar* of March 30th, 1914, there is an article "The cyclecar that I want" which contains the only reference to the LAD and an illustration of its body/chassis – dare I say monocoque frame. The front of it is unlike the AV in that the wooden sides are brought to a point whereas the AV finishes with a narrow bulkhead to which is anchored the front axle guide tube, and the familiar pointed nose cone is fitted over this.

I have written to Mr. J. V. Carden at Willey, Farnham, Surrey wishing to order an AV Monocar but for some unaccountable reason my letter (containing a cheque for £55) was returned marked "Not known". If any of your readers knows where I may obtain another one I would be very glad to be put in touch, as once they have been sampled – to be without an AV is to be an incomplete person.

Although all the foregoing does not answer your query: it dates the AV, sorry Carden's first public appearance quite definitely as Easter 1913.

Ilkley HUGH SPENCER

How Triumph Saved Standard

Sir,

I can hardly let 1978 go by without writing to you in the form of a reminder that the marque Standard celebrates its 75 years of existence this year, passenger cars having been manufactured to the last "Ensign" in 1963, although a few Standard 10 vans were made after this to be registered in 1965.

The Standard Register, which I formed in 1959, continues to record survivors under my guidance and to delve into the history of the marque, while the Standard Register Trust administers the spares side and arranges the field and social events. Since 1945, when Sir John Black bought Triumph and saved the name for posterity, the two marques have been inescapably intertwined and associated in most people's minds. But recent research which I have carried out in the Midland Daily Telegraph (now the Coventry Evening Telegraph) suggests that Triumph money saved Standard in 1912!

Late in 1911 R. W. Maudslay, founder of Standard, came into opposition with Sir Charles Friswell (who had successfully arranged the supply of Standard cars to the Indian Government for the royal entourage at the Durbar Coronation ceremonies) about the design of the cars. Friswell offered to buy out Maudslay entirely, but Maudslay was naturally reluctant to part company with the firm he had struggled to make a success and made a successful counter-offer for the shares which Friswell held. The capital was raised through C. J. Band, a Coventry solicitor, who was also connected with Barclays Bank, and Sigfried Bettmann, who was Managing director of the very profitable Triumph Cycle Company. Bettmann became Chairman of the Standard Motor Company in 1912 and Mayor of Coventry in September 1913. Although he had been in Coventry for 23 years, Bettmann was a native of Nuremburg, and upon the start of the Great War, he dropped out of political life and relinquished some of his manufacturing interests for obvious reasons at this time. This earlier circumstance has not been well documented before and I do not believe those who negotiated for Triumph in 1945 were aware of the way in which their actions caused the wheel to turn a full circle.

On September 17th, the 3rd Standard Triumph International Rally will be held at Rousham Park, near Steeple Aston, Oxfordshire, and this is organised by all the Standard and Triumph Clubs in the UK and by the Vintage Triumph Register of the USA. Over thirty of their members, led by Dick Langworth, are crossing the Atlantic to be there. On hand too, and now in his eighties, will be Walter Belgrove, Chief Body Engineer of the Standard Motor Company, who was formerly with the pre-war Triumph Company and who designed the Renown, the Vanguard and the now legendary TR2. No one seems to want to take responsibility for the shape of the Triumph Mayflower – by the way, I am anxious to find someone who knows about the fate of any of the handful of Mayflower dropheads made in 1950 and would appreciate news from any of your readers.

We are expecting 200 Standard-Triumph cars at Rousham of all periods; spectators will be welcome to look at the cars and listen to Michael Sedgwick's commentary – entry details for intending competitors (who do not have to be club members) are available from (s.a.e. please) Colin Eastwood, 41 Hillside, Lichfield, Staffs.

Rugby J. R. DAVY

P.S. Have just received confirmation that Mr. and Mrs. Walter Belgrove will be collected from their home in Barnstaple by Andrew Scrope-Shrapnell driving his rare Triumph Renown long wheelbase limousine – a very appropriate conveyance for its designer.

A Six-cylinder Mathis

Sir,

In his book "Veteran and Edwardian Motor Cars", David Scott-Moncrieff mentions a possible link between Ettore Bugatti and Emil Mathis. Enclosed is a photograph of my 1924 11.3 h.p. six-cylinder Mathis. A four-speed box and four-wheel brakes gave it quite a useful performance. You were good enough to publish a letter about my 1927 Bugatti in an issue of MOTOR SPORT last year.

Verwood, Dorset C. G. KNIGHT

After the Romans

Sir,

This Society has been excavating the former site of the Palladium Autocar Works in Felsham Road, Putney and has discovered an extensive Roman settlement.

The foundations of wooden huts, tiled floors and a small gravel road have been found on this site together with a small concrete inspection pit dated to the 1930-1940 period filled with valves, gauges and also dozens of old springs, presumably from the old works. We would like to know more of the company's history but have not been able to find out more than that they built De Havilland DH4's during the First World War and some type of convertible lorry – enabling it to be used also as a charabanc. Can any of your readers help us in filling in some of the details?

London SW 18 P.J. LOOBEY
Wandsworth Historical Society

VINTAGE TAILPIECE

The original Motoring Dog? Photograph from Mr. C. J. Fry.

Book Reviews

"Corvette – A Piece Of the Action" Edited by Beverly Ray Kimes 224 pp. 12" x 9¼" *(E.P. Dutton & Co. Inc., 201, Park Avenue South, New York, N.Y. 10003. £25.35.)*

This is a beautifully illustrated book, full of fine colour plates, one of the growing number in the Automobile Quarterly Library Series started in 1971 and which includes one-make books about Cadillac, Ferrari, Kaiser-Frazer, Lincoln, Opel, Oldsmobile, Porsche and two others about the Chevrolet Corvette. This one is centred on William L. Mitchell, who led the Corvette design-team, after he had joined the General Motors' styling-staff before the war and quickly been promoted to head of the Cadillac Studio. Mitchell confesses that he learned a great deal in those pre-war times from the study of English motoring magazines and he was an ardent follower of Grand Prix racing in the days of Mercedes-Benz domination, although it was not until 1958 that Uhlenhaut let him try a W125 Mercedes-Benz on the Stuttgart test-track. But Mitchell drove many racing and top sports cars and says all his design-team "had gasoline in their blood. Also, all drive Corvettes."

The text tends to "Americanese", which you may or may not be able to stomach, and when one reads that Mitchell painted eyelashes on his wife's white Corvette eyebrows may go up. You may not even like to think of the Corvette as a real sports-car. But in this book it is all explained, Mitchell giving reasons for the adoption of an automatic transmission, dual carburetters on the Chevrolet Stovebolt Six engine, stone-guards over the Corvette's lamps etc. He does know what it is all about, as a man who used to drive home from his office in a Shark, rides fast motorcycles, and in his retirement has a Pontiac Firebird with a Ferrari Daytona engine. Those who seek to understand the ideas behind American fast cars will find it here in this book, including how Mitchell viewed the Ford Thunderbird rivalry, and how the Corvette was developed, recounted by Allan Girdler. If you don't care for this kind of thing, there are all those countless beautiful pictures to look at, of the Corvette in all its many forms.

W.B.

"The Mouse & His Master" by Terence Cuneo. 244 pp. 10¾ in. x 13 in. *(New Cavendish Books, 11, New Fetter Lane, London EC4P 4EE. £25.00.)*

This is a truly great work of art, about one of the most industrious, celebrated, and fascinating of British artists. Why are we reviewing it in MOTOR SPORT? First, because we believe that among our readers there will be many who will welcome this ultimate in magnificently-produced coffee-table publications, reproducing as it does all manner of Cuneo's best paintings and sketches, from his ceremonial, equestrian, military, wartime, railway, industrial, wildlife, travelogue, and portraiture work. These pictures are beautifully reproduced and explained. The artist's energy almost surpasses belief, and out of his life's work more than 370 pictures, some 170 of them in full colour, are displayed for our criticism, study, and enjoyment in this superb book. In each picture, of course, Cuneo's hallmark, the hidden mouse, is incorporated, to add to the fun of seeking to find it; the book, for which HRH Prince Philip, The Duke of Edinburgh, has contributed the Foreword – he clearly knew Cuneo well – takes its title from this famous mouse.

Second, as a reason for including what is primarily a non-motoring book in these columns, Cuneo gives us, in his autobiography, his account of a very full and wonderful life. Here motoring interests emerge. For example, he refers to his first motorcycle, a 2½-h.p. New Imperial-JAP, owned when he was 16, which, frequently breaking-down, "taught me a lot". Cuneo owned three motorcycles over the years, one of them a Rudge, and two Morgan three-wheelers; one of the latter, an Aero model, is illustrated and seems to be carrying a competition number.... Cuneo gained his enthusiasm for motoring from a Swift, a Model-T Ford and "and an incredible old Belsize" owned by a Cornish doctor and "maintained in immaculate condition by Ernest the Chauffeur". By the age of 15, in 1922, he had driven a big Wolseley limousine and in 1934 was running "an old AC". Other cars, such as a hired Pontiac, a Toyota and a Land Rover provided transport to painting commissions. The Cuneo autobiography contains much to intrigue railway and aviation enthusiasts and, if I found it rather heavy going, the Cuneo pictures are what the book is really about. But there are other references to cars, for instance, the dilapidated Fiat 600 lent to Cuneo in Nairobi. At the age of 18 he drove a London 'bus during the General Strike of 1926 – there is a painting of the Cricklewood Depot as a reminder. Then there is the painting of "Babe" Barnato beating the Blue Train in his Speed-Six Bentley in 1930, at an average of 43.43 m.p.h. – I believe one has to accept artist's licence here, as the car is shown alongside a speeding locomotive on a French road, whereas it is doubtful whether Barnato actually saw his adversary – humble apologies if I am proved wrong! – and I believe Cuneo painted the loco and car many years later, at different times, a ploy not open to the mundane camera . . . ! Besides this painting, there is a sketch of Barnato in his racing Bentley and one of d'Elanger in the pits at Le Mans as Barnato's Bentley No. 9 roars past – proof enough of Cuneo's sympathy with motor racing. There are, in addition, all those railway and aeroplane paintings and drawings, etc.

"The Mouse & His Master", which The Duke of Edinburgh suggests might have been called "The Mouse & His Partner", is for all artists, and for those interested in all forms of art, and for them, in that horrible but expressive term, it is "a must". – W.B.

* * *

"The United States Grand Prix – 1908-1977" by Doug Nye. 143 pp. 10 in. x 7½ in. *(B. T. Batsford Ltd., 4, Fitzhardinge Street, London W1H 0AH. £4.95.)*

Here is another of Nye's race-histories, set out in his meticulous style, with starting-grids, results tables, lists of entries and retirements of the "modern" races, to supplement his ample descriptions of each of the American Grands Prix up to last year's. There are many good pictures, too, and this book is especially welcome because up to now not a great deal has been known of the first seven races in this series, which occupied from 1908 to 1916. Nye fills in these for such historians as are eager for such information, before going on to cover the post-war US Grands Prix of 1959 to Hunt's victory in 1977. We must hope for more of these compact, informative, one-race Batsfords – even if they cannot be quite up-to-date when races, still being held, are attempted. – W.B.

Those who are interested in trucks and other commercial vehicles (and this must surely include many of those entrusted with driving these technically-efficient monsters?), will welcome the news that a "World Truck Series" of books has been introduced by Patrick Stephens Ltd., Bar Hill, Cambridge. The first two titles, covering the history and development of ERF and Scania trucks, both copiously-illustrated hardbacks written by Pat Kennett, Editor of *Truck* magazine, and each containing over 120 photographs and drawings, are now available, at £2.95 each. Future titles are intended to cover Sedden-Atkinson, MAN, Volvo, Dennis, DAF and Scammell. – W.B.

* * *

Brooklands Books of "Holmerise", Seven Hills Road, Cobham, Surrey, have brought out two further titles in their comprehensive range of one-make publications based on articles and road-tests published previously in the contemporary weekly and monthly motor-magazines. These are "Jaguar E-Type 1961-1966" and "Jaguar Sports Cars 1957-1960", and I see that extracts from MOTOR SPORT are now included. Each of these soft-cover publications costs £2.80 from the motor bookshops or £3.15 each if posted by the Publisher. I see that some of my old Jaguar material has been reproduced therein. – W.B.

* * *

Grand Prix Models of 173-175, Watling Street, Radlett, Herts, have issued a soft-cover book of 73 large pages, called "Model Cars 1978", which lists all the ranges of both hand-built and kit models in small-scale that are currently available and, in their opinion, will make worthwhile additions for collectors. The book is full of illustrations of these available metal and resin miniatures, with articles on the reasons for collecting them, how to set about this, an index of manufacturers from Autodin and Auto-Replicas to Walldorf, etc. This useful catalogue costs £2.00 post-free in the UK, air post extra. Hurry, if you want one, because only 2,500 have been printed....

* * *

The famous Foyles Bookshop in London opened its Motoring Bookshop, at 115/117, Charing Cross Road, WC2, on June 26th, a certain indication of the prevailing demand for such books.

News of Forthcoming Books

Motoring books that we may expect in the not too distant future include a look at the ERAs that are still active in vintage-car racing, a full history of the Triumph Motor Company, and a new biography of Lord Austin.

Miniatures News

THE LATEST Classic Car offerings from the respected model-car house of Grand Prix Models of Radlett, Herts., are a very mouth-watering low-chassis 4½-litre 100 MPH Invicta and a most attractive 1935 Ulster Aston Martin, the latter based on the actual car CMC 614 which ran at Le Mans and in the Mille Miglia, and which returned to Brooklands at the VSCC Meeting there this year. The full history of the car, now owned by Derrick Edwards, comes with the kit or model and this is nearly as interesting! Both models are fully-detailed, the Invicta with the typical bonnet and side-apron louvres, cycle front wings as high as the top of its shapely radiator, slab fuel tank, spare wheel and hood etc., the Aston Martin with outside "Brooklands" exhaust system, filler-caps, aero-screens, remote gear lever, sprung steering wheel, etc. Two more irresistible GP Models' miniatures! – W.B.

The IRVW

Volkswagen have combined safety, performance and economy in a remarkable turbocharged diesel-powered Golf.

THE CHANCES of driving a manufacturer's unique development prototype are always slim, but when that prototype represents a revolution in passenger car power plants such opportunities might be described as remote. Almost by accident – we were on a Volkswagen trip to see the Wolfsburg plant at the time – just such a car came our way recently.

Called the IRVW (the first two letters standing for Integrated Research) this special Golf was built to show the American federal transportation authorities that a small diesel car could deliver performance, fuel economy and pass both emissions and safety tests, including "full frontal" impact at 40 m.p.h. with a solid barrier. The appropriate American department supported the project with over half a million dollars, and has just awarded the *Volkswagenwerke* another similar sum (the first award was $605,000) to investigate the application of turbocharging to petrol engines under American regulations.

A young development engineer brought the unique 2-door Golf to the small (compared to their main facility at Ehra Leissen) Wolfsburg banked circuit for appraisal. The white body is actually five years old and contains all the safety equipment built into IRVW II: a safety study built to show that a small car could survive the 40 m.p.h. impact previously mentioned.

Not surprisingly the safety reinforcements, which include an extra body frame and a mobile version of the padded cell, have left the Golf well overweight at 2,072 lb. compared with 1,694 lb. as the production weight given for a 3-door European Golf.

Though you can feel the weight in the steering and handling of the small car between massive bumpers, it still hangs on well with 175/70 Continentals wrapped around the usual optional alloy road wheels.

But the meat of the matter comes when you lift the bonnet. Still transversely mounted, but with an induction system bearing all the marks of the handwork that had contributed to this successful installation, there lies the normal diesel 1½-litre VW engine. Connecting rods, bearings and major components are all as in production. The compression ratio has been lowered "very slightly" (it is given as 23:1) and a new camshaft profile complements the Garrett AiResearch turbocharger and modified production diesel-injection – which features a much-altered Bosch Pump.

Apart from its impact-absorbing bumpers the turbocharged diesel-powered IRVW looks like any innocent Golf.

Holset turbocharging has also been tried but neither turbocharger specialist company is likely to actually build the turbochargers if VW go into production. Neither have sufficient capacity to cater for the demand, according to VW.

Mechanically speaking, interest then switched to a new five-speed gearbox which is also undergoing development at VW and which unit is installed on the IRVW. The gears fit inside a slightly modified production casing and the change pattern is the now common four-speeds in an "H" with fifth placed out on a limb to the right, furthest from the driver in this l.h.d. car. Racing Sciroccos utilise five gears too, but we were told, with a broad grin, that the units had nothing in common.

At 0.6 atmosphere boost maximum the 1½-litre unit releases 70 b.h.p. or slightly more at the peak of 5,000 r.p.m. On a 3.7 to 1 final drive this means you can cruise right on peak torque (close to 90 lb. ft.) at an indicated 100 m.p.h.! Cold figures but they help us understand how the car, which has been intensively developed over the last 18 months in this form, can return 42.76 m.p.g. at an indicated 100 m.p.h. Yes, those were the figures recorded when the young engineer drove the car flat-out to Holland for a number of weekends. The official figures are even more sensational, including an overall American figure of 60 (US) m.p.g., 100 m.p.h. true top speed and acceleration from rest to 60 m.p.h. in 13½ seconds. *If* the turbo diesel were installed in a normal Golf we could expect a second or so to be removed from those acceleration times, and economy would be even better.

VW say it would take 2 to 3 years to put such a diesel turbo power plant into production, but there is a 1½-litre, petrol-engined turbocharged Scirocco close to production now. It seems likely such a Scirocco would exceed 130 m.p.h. (development models have recorded 142) and VW have steadily repeated their conviction that the turbocharged power plant, petrol or diesel, will offer *better* fuel economy than the equivalent normally aspirated engine.

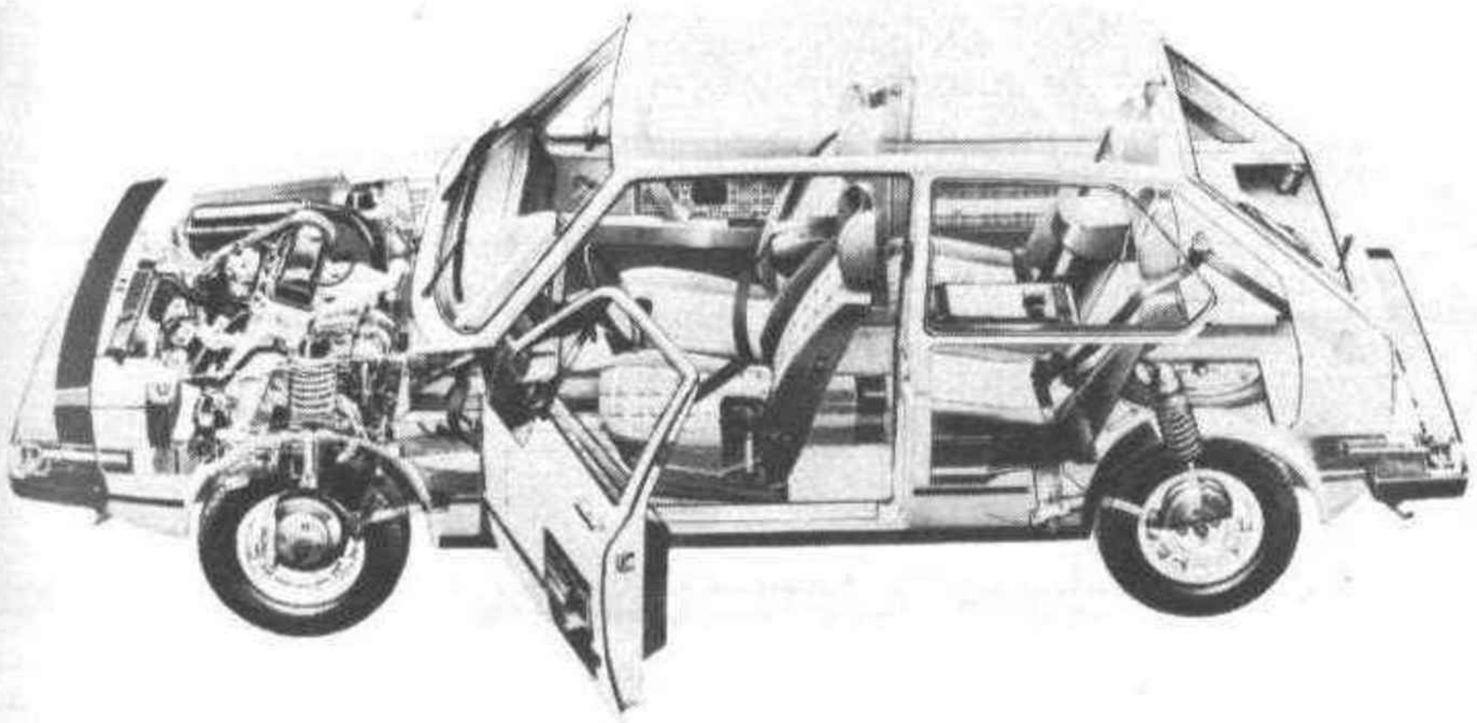
To drive, the IRVW was fascinating. It sat on the company's skidpad ticking over with a typical diesel note, slightly hushed by the turbine blades inserted within the exhaust system. Clamber in, and a seat belt (attached to the door frame) automatically reels you within its grasp as the door is closed. The seats are huge and comfortable, but without backrest adjustment, as that would spoil your chances of survival when ploughing into the revered barriers at 40 m.p.h.

The engine proved absolutely docile, but without the gutless chugging normally associated with a small capacity spark-less unit. With four adults aboard it faced a tough test, but even then the handling was quite reasonable, and we did 8-10 laps of a high-speed bowl at a consistent 90 plus m.p.h.

Under acceleration the turbocharger simply turns the diesel into an acceptable engine for enthusiastic use. The boost comes in at a low enough point to prevent any of the normal laboured puffing and grunting one would expect, even from the highly regarded 1½-litre Golf diesel that is presently offered in this country and which (in Europe as a whole) now accounts for *30 per cent* of all Golf sales!

Having driven a number of turbocharged

Continued on page 1118



This cut-away drawing of the IRVW reveals the incorporated safety devices, including hydraulic struts in the bumpers, automatic safety belts and side intrusion members. The turbocharger unit can be seen at the rear of the engine.

Buying a cheap foot pump seemed like a good idea at the time.

Cheap foot pumps are likely to break down when you need them most. What more could expect – their frames are made of low grade tal, the barrels are usually of an inferior plastic, valves don't always fit well and they're not aranteed.

Dunlop 'Champion' and 'Major' foot pumps not cheap, because they're not made cheaply. accept nothing but high quality steel for the frames and solid brass for the barrels, and the valve is precision built to give extra long life. So you can expect them to work even in the toughest conditions. And Dunlop guarantees them for one year.

The Dunlop 'Major' Foot Pump has as large a capacity as any foot pump on the market. It's suitable for any inflating job, including truck and van tyres, and a convenient built-in pressure check valve [illegible] you can check the pressure without having the foot pump connector from the tyre valve.

The 'Champion' is slightly smaller, but is every bit as rugged and durable as the 'Major.'

Don't waste your money on a foot pump that will let you down. Ask for the Dunlop 'Champion' or 'Major.'

DUNLOP

Twenty-five Years of Oulton Park

THIS MONTH, the Cheshire road-racing circuit of Oulton Park celebrates its 25th Anniversary of car and motorcycle racing. Those 25 years have seen some of the greatest drivers and riders of the World competing at the parkland track, a track that was opened in 1953 after a bunch of local enthusiasts decided that the people from the north west deserved a racing venue to encourage and satiate their enthusiasm.

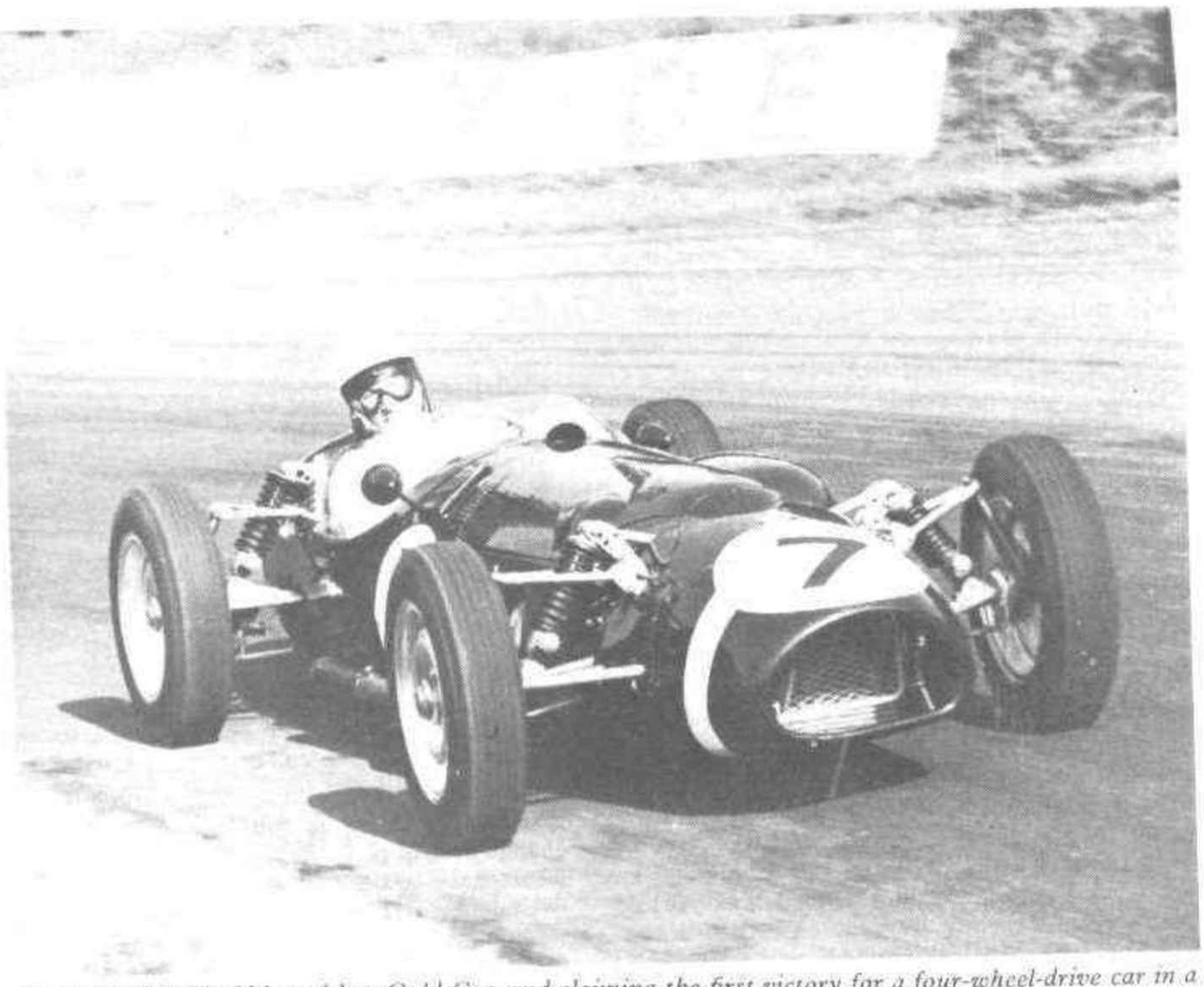
The Past

When racing started there with a trial meeting on August 8th, 1953, there were no spectators present to see Tony Rolt win the main Formula Two race, but since that opening day, thousands of spectators have flocked to Oulton Park to witness some of the finest road racing this country has ever seen.

The initial layout of the circuit was only one and a half miles long, but in 1954 it was lengthened to just over two miles with a loop to Island Bend. Barely a year elapsed before the circuit grew to its 2.761 miles, a length which was used until the early months of 1975 when the present 1.654-mile track layout was introduced. Oulton hosted big meetings almost from the beginning and in only its second year of existence the British Empire Trophy and the *Daily Dispatch* Gold Cup were held within the confines of what has once been an enclosed park that surrounded a country mansion.

The Empire Trophy was won by Alan Brown's Cooper-Bristol, while the Gold Cup was won by Stirling Moss, who was to become the most successful of all the great drivers who raced at Oulton. Moss in fact won the Gold Cup no fewer than five times, the first time, in 1954, in a Maserati 250F, again with a 250F in 1955 and then with a Cooper T45 (in 1959), Rob Walker's Lotus 18 the following year and, finally, the four-wheel-drive Ferguson P99 in 1961, the first victory for a four-wheel-drive car in a Formula One race.

A whole galaxy of stars raced at Oulton through the years and, although some of them have long since passed on, their driving performances will long be remembered by the many people who witnessed their efforts. Drivers like Archie Scott-Brown immediately spring to mind. The courageous Scot twice won the British Empire Trophy and his tragic death in 1958 had some deep felt repercussions amongst those who had admired his style behind the wheel of his Lister-Jaguar at Oulton. Another Oulton favourite was Jim Clark, who provided much excitement with his classic driving both in Formula One Lotus cars and in saloons, especially the Mk. 1 Ford Cortina, which he invariably three-wheeled around the vast majority of the circuit. Clark won a lot of victories at the Cheshire circuit, including two Gold Cup races.



Moss winning his fifth and last Gold Cup and claiming the first victory for a four-wheel-drive car in a Formula One race, with the Ferguson P99 in 1961.

Yet another Scot, Jackie Stewart, won the Gold Cup in 1968 at the wheel of Ken Tyrrell's Matra-Ford MS10, while two other World Champions, Jack Brabham and John Surtees both won the Gold Cup on more than one occasion, the pair of them sharing the distinction of winning the trophy in cars bearing their own names. Another Gold Cup winner, Roy Salvadori, is probably better known by Oulton followers for ending upside down in the lake in his 3.8 Jaguar in 1962, although he wasn't the only driver to manage such a feat; amongst others, a certain James Hunt did almost exactly the same thing when he was racing in Formula Fords! Local man Brian Redman was very popular with the crowd for many years, winning a host of events in both sports cars and single-seaters, while another local driver, Derek Walker, has the honour of having scored the most wins at the circuit, in both Clubmans sports cars and special saloons. But drivers aside for the moment, and back to the circuit itself.

As the track attracted the large events year after year, so the circuit was gradually improved, and the pits that stand today were built up in the winter of 1960. Some of the improvements to the track, however, meant that a lot of the trees that lined the circuit had to be felled, and although Oulton is hardly devoid of scenic majesty nowadays, it has little of the charm it had many years ago. The Avenue, for instance, was literally a tree-lined avenue. The biggest changes were rung in 1972 though, when Armco barriers were erected all around the circuit to satisfy the whims of the FIA, so that the Gold Cup could be run for Formula One cars in April. It was ironic then that that particular race should turn out to be the last one to be run for drivers who were regularly competing in Formula One machinery

Jim Clark, another Oulton favourite, winning the Gold Cup in a Lotus 25 in 1962.

in Grand Prix racing. Since 1972, the Gold Cup has well and truly gone down in value and these days it is held as a round of the "premier British Single-seater Championship" – this year, for the Aurora AFX series contenders.

The biggest change came in 1975, when the loop from Cascades to hill top was made void by a link road from Cascades to just before the old braking area for Knicker Brook. There was a rumour that the long circuit would still be used for the bigger meetings, but up until now this hasn't been the case, although motorcyclists have several proper, full-length runs each season.

Continued overleaf

The lake proved inviting for Salvadori's Jaguar 3.8 in 1962.

The Future

When you consider some of the superb racing that has gone on in the past 25 years at Oulton, it becomes difficult to understand why there won't be any real celebrations in August, just a non-Championship 200 kilometres Formula Three race on the fifth, to mark the anniversary. But then maybe Oulton will be able to celebrate in 1979 with some big meetings once again....?

Next year, however, will be the first in the circuit's history without Rex Foster, the track's Managing Director, because Rex will be taking a well earned retirement and will be replaced by ex-BRM chief Tim Parnell. Foster has done a splendid job over the years, the takeover by Grovewood Securities in 1964 not affecting him or the circuit's plans in the least.

So what does the future hold in store for the Cheshire parkland circuit? Recent rumours that a housing estate could be built in the grounds were quashed by Rex Foster when we spoke to him recently. In fact, he sternly expressed that a definite interest had been shown by many influentials to re-open the full circuit, possibly in the next year or so. This is indeed marvellous news if it comes true. Foster added that because of the track's almost ideal geographical position – in terms of cities like Manchester, Liverpool and Chester and the various motorway networks that surround them – he fully expects to draw big crowds *should* the circuit be granted the big meetings that he hopes for. Only the big meetings could have the use of the full circuit in the beginning anyway, because there is still a lack of marshals to man the full loop properly. The change over to permanent use of the long circuit would have to be a gradual one.

Schenken, Peterson, Hunt and Lauda battle out the last Formula Two championship race to be held Oulton Park, in September 1972. Peterson and Lauda scored a March 1-2.

Undoubtedly, British motor racing enthusiasts would love to see Oulton Park restored to its former glorious self; maybe a petition signed by all those who feel the same way would speed up the vitally necessary and much needed operation? Airfield circuits are, in comparison, dull, flat a featureless, and street racing, in Brit certainly, looks to be totally out of the quest for a long time to come. We would be glad hear of anybody's efforts to get Oulton back it's 2.761-mile length because not only would be a step in the right direction for Oulton Pa but hopefully for British International, Natio and Club racing in general. – M.C.S.

IRVW – continued from page 1115

petrol cars I seem to remember that, Porsche Turbo or humble Avenger conversion, they all seemed to provide power surplus when I didn't want it – at the end of a straight and about to decelerate. The diesel car is a lot better in this respect because there is not much power, but what there is can always be used.

Noise levels at speed are remarkable in the IRVW. Those adults all chattered away in normal tones at 100 m.p.h.: not hushed, but certainly civilised. I slowed down to the American limit of 55 m.p.h. and found the car astonishingly silent, despite the hard life it had obviously led, and the type of power unit.

Depressing the throttle fully from 55 m.p.h. in top brought little perceptible increase in readings from the American market m.p.h. speedometer at first, but once the needle had crawled past 65 m.p.h. with this heavy load on board, things got a lot better. The British 70 m.p.h. limit induced some boom from the body, boom that was absent at an indicated 80, 85 and 90 m.p.h., all of which came up apparently faster and faster as the turbo got to work.

On slower going around an infield track that demanded second and third gear only, the IRVW proved safe but uninspiring. The weight was all apparent – and emphasised by the load on board. However the throttle response, driven hard in the lower gears to ensure full boost for the majority of tight corners, was very acceptable and I could not detect the dreaded turbo lag. Providing approximately 70 lb. ft. of torque from little over 1,500 r.p.m. of the 5,000 permitted r.p.m. helps a great deal.

The high performa .ce diesel's day has arrived, assuming present American regulations persist. It genuinely seems as though longer engine life will be combined with the kind of fuel economy (and much better) that W.B. has talked of for years in small cars. I would still (just) prefer to drive a normally aspirated petrol car but I am delighted to see that the turbocharger is delivering some of the benefits we anticipated when writing about it much earlier in the seventies.

I did express my only serious disappointment to a VW engineer – that we did not seem to be doing much about small passenger car diesels in the UK – to be told, "Ah, British Leyland have a marvellous little engine for the Marina. I drove it some years ago and it was first class." Perhaps we will see this unit actually materialise, now that governments are beginning to realise the emission and economy benefits of the diesel. It is not just that the engines do more miles to the gallon or litre – at the refining stage you can actually extract more diesel fuel for a given quantity than it is possible to realise for the same mass of crude and petrol. – J.W.

New from Polaroid

IT IS important that in driving on sunny days or in bright light sun-glasses are worn, to protect the eyes and ensure sharp vision. "Polaroid" means good sun-glasses and this well-known supplier of eye-protective spectacles has just brought out something that must make an important contribution to road safety and driver comfort. In recent times there have been sun-glasses that adjust automatically to alterations in the brightness of the prevailing light. But these are usually expensive and they have earned criticism because of a time-lag in the required adjustment taking place. It is to combat this that Polaroid have introduced their Polamatic sun-glasses. These enable the lens density to be adjusted instantly, by simply sliding a little control on the top of the frames. The action is obtained by using double lenses sliding one over the other, the outer pair detachable for cleaning both. This Polamatic action gives the right amount of anti-glare vision for individual tastes and varying requirements. Polaroid claim that their Polamatic sun-glasses have a wide viewing field, are well protected against shatter-damage, are over 2½ times harder, and therefore mo scratch-resistant, than other plastic lenses, a that they eliminate, with this simple adjustab action, 100% of potentially harmful ultravio rays and up to 99% of reflected glare. The filt range eliminates from 68% to over 90% of visib light or brightness, they say.

These technicalities apart, as one with ey sensitive to bright light and who does muc morning and evening driving against the sun, endorse the effectiveness of these ingenious ne Polaroid Polamatic sun-glasses. They are light weight, are guaranteed for a year, and the pri seems likely to be between £16 and £20 a pai They should be in the shops now. The maker address is Polaroid (UK) Ltd., Ashley Road, S Albans, Herts. – W.B.

Steam Propulsion

Steam Power of Kirk Michael, IoM, inform u that they now have small steam engine, a 90 deg., vee-twin compound, double-acting uni developing 35 b.h.p. at 2,000 r.p.m. at 1,00 p.s.i. boiler pressure. Known as the Panther, thi engine, which weighs 168 lb. and has dimension of 28" x 19" x 18½", is said to be suitable for us in cars and light commercial vehicles without th employment of a clutch or gearbox. They clain that this engine can be used with solid, liquid o gas fuels and that it will steam down to 40 p.s.i or less. An illustrated brochure is available, but i costs £1.50 or 4-dollars to the USA and Canada.

Moss Goes Mowing

STIRLING MOSS, Derek Bell and Tony Hazelwood won the unlikely-sounding 197 Wisborough Green 12-hour overnight endurance lawn mower race at the end of June. Driving a Westwood Lawnbug, the winning Templa Tillars team covered 1,042 laps of the 0.46 mile circuit. Twenty-four hours at Le Mans must have been nothing in comparison!

Ten Thousand Miles in a Mazda Hatchback

A tough, reliable and very pleasant little car from Japan

WHATEVER one's feelings about the intrusion of Japanese cars on to the British market, the vehicles are so prolific on our roads that they cannot be ignored. MOTOR SPORT has not done a great deal to promote these oriental makes, although this writer has rallied and raced in Nissan-Datsun products, nor have we had much experience with them on the road, except for the specialised 240Z and 260Z Datsuns. The opportunity to carry out a long-term assessment of a Mazda Hatchback as a follow up to our illuminating visit to the Hiroshima factory of its makers, Toyo Kogyo, last year, has given us a chance to check the accuracy of the Japanese reputation of reliability, value for money and sensible, if simple, design. If the resultant experience of 10,000 miles in this happy little orange Mazda are anything to go by, British manufacturers have cause to worry.

TKP 125R arrived at Standard House on June 30th, 1977 with 187 miles on the odometer, one of the first shipment of Hatchbacks into Britain. As such it lacked the split rear seats and remotely operated hatch lock of cars from subsequent shipments. I haven't needed the split seat facility, but the electrically operated remote boot lock would have been appreciated to save removing the ignition key each time. Hatchbacks are available in either 1,000 c.c. two-door versions or three- or five-door 1,300 c.c. forms. The test car is a 1300 DL three-door, which cost £2,399 a year ago, inflated today to £2,720. Some comparative 1300 three-door prices are: Chrysler Sunbeam 1.3GL, £2,702; Ford Fiesta 1.3S and 1.3 Ghia, £3,041 and £3,460 respectively; Vauxhall Chevette GL, £2,759 and GLS, £2,978.

The Mazda is slightly larger than the Chevette and Sunbeam, with which it shares rear-wheel drive. Its length is 156 inches, width 65 inches and height 56 inches. These dimensions have suited me ideally; not so much a mini car, more a compromise between that and a medium-sized car. It remains small enough to nip easily through London traffic and park in modest spaces, in which it is helped by an excellent steering lock, but does not have the cramped, claustrophobic feel of a really small car. In fact its spaciousness is amazing, the rear seats capable of holding three adults comfortably, leaving them generous knee room – more than in most large saloons – with the front seats well back. Front seat room occupants have equal freedom in elbow and leg room, the lofty superstructure gives plenty of headroom front and rear and the overall feeling of airy spaciousness is helped by a vast window area, which lightens the interior and gives first class all round visibility. The doors are so wide in the three-door version that it's just possible to squeeze into the rear seats without tipping the front seat back rests. Japanese ingenuity has slipped in the design of this tipping facility: while the passenger seat slides forward sensibly when the back rest catch – which works on the reclining mechanism – is released by the side lever or rear treadle, neither the squab nor the back rest return automatically to their original position; only the back rest moves with the driver's seat tipping facility and again this works on the reclining mechanism, which has to be reset each time. I have read complaints that the

Tough paintwork comes in a range of bright colours, which don't show dirt easily. A large glass area gives excellent visibility. TKP's spoiler had been damaged by a flying sheet of steel.

doors on the three-door are too wide, in so much as they need a wide space to open into, and catch the wind too easily, but I don't concur: the ease of access they offer is well worth such slight inconvenience.

Generous leg room is afforded to some extent at the expense of boot space. But the main reason for the fully-carpeted boot being only just adequate in size – at least with the rear parcel shelf in place – is its shallowness, for the 8.8-gallon fuel tank and spare wheel lie under its floor. On the other hand, the rear seat, released by a simple catch at the side, does fold very nearly flat, unlike those of most hatchbacks, to give a very usable floor area when this versatile car is used as an estate car. On several occasions when the Mazda has shared my drive with Chevettes, the Japanese hatchback has won on carrying capacity. The high tail-board is a nuisance for loading (this is where the Fiesta scores), though inconvenience is offset somewhat by the width of the wrap-around tailgate, which enabled me to carry the great bulk of a Jaguar

The wide hatch lifts high, but the tailgate is obstructive for loading.

Mk. I front wing, with the tailgate slightly open. I doubt whether any of the Mazda's contemporaries could have managed that task. A single hydraulic strut assists the heavy tailgate in opening and supports it out of head-bumping height. The neat, stiff, carpeted parcel shelf lifts automatically with the tailgate with the aid of two, clever, spring-loaded, retractable straps and is easily removable.

So much for the space and versatility of this little Mazda, the first Japanese car designed specifically with the European market in mind (see MOTOR SPORT, March 1977). Turning to the mechanical front, it is very conventional by European standards; the good news is that it eschews the floppy leaf springs and poor axle location of most Japanese live axle cars. Four links, a Panhard rod and vertical, telescopic shock-absorbers and coil springs control the live axle on this model, in good Opel/Vauxhall fashion. A simple McPherson strut, coil spring and anti-roll bar suspension system is fitted at the front.

The front-hinged bonnet covers a very accessible and workmanlike-looking in-line, four cylinder engine, its chain-driven single overhead camshaft and aluminium cylinder head capped by an imposing alloy cover. This 75 mm. x 73 mm, 1,272 c.c. unit delivers 60 b.h.p. at 5,500 r.p.m., and 68.7 ft. lb. torque at 3,500 r.p.m., 1½ b.h.p. and 0.7 ft. lb. more than the Chevette, the top of the range hatchback version of which weighs over a hundredweight more than this deluxe three-door Mazda.

This Japanese hatchback set off on the right foot with me right from delivery. Try as I would, I could not find anything wrong with it on visual examination. Not a chip of paint missing, not a spot of rust to be seen anywhere in spite of its long sea journey, not a streak of glue or ill-fitting piece of trim or carpet to mar the very attractive interior. In short it was exactly as a new car should be: perfect. It was in marked contrast to my last two new cars, a TR6 and my current Alfa Romeo Spider Veloce and my wife's series of Escorts. Now, 10,000 miles may not sound a large mileage for one year's motoring (a fraction of my total annual mileage); in fact much London motoring has meant that the hours spent on the road are out of proportion to the mileage. It has been washed reasonably regularly, polished

once, has spent most of its life outside, has been through winter's salty ravages, has been road-tested by our sister journal *Motoring News* and has been thrashed unmercifully as a hack car. Yet one year later the paintwork, the brightwork, the perfectly fitted, thick pile, black carpets, the trim, are unblemished. In a contrast which almost makes me weep, my much loved and cosseted Alfa (twice the Mazda's price today), in spite of being tucked away for the winter, has had chipped and blistered paintwork from the 3,000-mile mark and the driver's side floor mat has worn through after 12,000 miles ... The tin of touch-up paint in the Mazda's toolkit has not been called upon; the paint is extremely tough and resilient, though close examination reveals an "orange peel" effect in the spraying.

Two delivery faults did come to light, however: a vibration from under the facia; and a very bad carburetter flat spot, such that light throttle openings gave no response. The vibration was cured and the flat spot partly cured at the 600-mile free service (at 712 miles). However, it was to transpire that these early hatchbacks had an inherent carburetter problem. TKP went back to Mazda's base at Tunbridge Wells for carburetter attention at 2,500 miles and was returned with its part-throttle hesitancy still present. But Mazda in Japan claimed to have come up with a cure and at 4,300 miles TKP was fitted with a modified throttle pump plunger. This improved things, but some hesitancy and sluggishness remained. Matters came to a head at 7,000 miles when the engine started from cold on two cylinders: the offending plugs were fouled. Examination of the points disclosed that an 8 thou. feeler gauge wouldn't pass through – and it didn't appear that they could have closed up voluntarily. With the plugs cleaned and the points re-set to the correct 20 thou. TKP ran better than she had from new, though excessive pinking revealed advanced ignition, which I hadn't time to re-set.

The timing was re-set at the belated 6,000-mile service, at 7,640 miles, by Peppercorn Motors Ltd., St. Albans, my local Mazda dealers (Mazda had carried out the first service), who also freed the driver's seat runners, reluctant to enter their forward notches, and cured occasional starter motor lethargy by tightening a solenoid

The light and spacious interior is neat, unfussy and lacks nothing in the way of appointments.

The neat, rounded tail. The wiper and washer are standard.

connection. Peppercorn astounded me by completing the servicing in a morning – I'd grown used to waiting days, or even weeks, for my TR6 and Alfa to return back from service! The total bill, including labour, oil filter and oils came to £23.81, the only expenditure to date in 10,000 miles. Well, there had been another expenditure, no fault of the Mazda's, when a sheet of steel thrown up by a lorry cut through the front spoiler. It took six weeks to obtain a new spoiler, which Peppercorn replaced in a mere 1½ days, including spraying the new steel to a tough perfect match. Peppercorn's first class service is an object lesson: if you want good service, go to a small garage, not a conglomerate; whilst Leyland and others have been putting their marketing eggs into big baskets, the Japanese have been gathering up the small, conscientious dealers left in their wake.

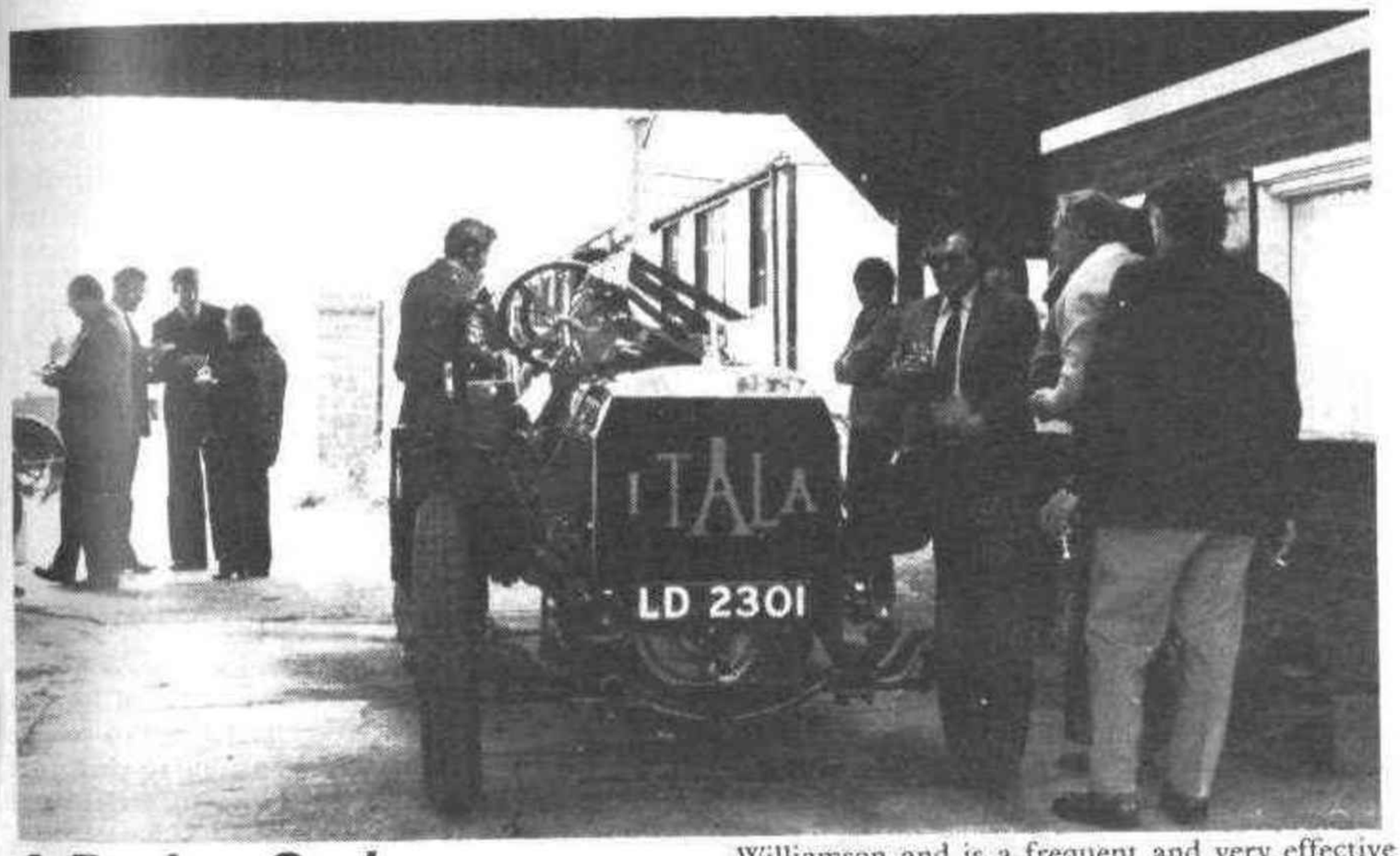
Peppercorn's service considerably improved the cold-start warm up. Although the engine had always been an instant starter, it had required full to half choke for two or three miles to prevent stalling and re-starts. Now only a small amount of choke is needed to keep the engine happy for a while after the first half mile. The engine accepts two star fuel, which it would not before the ignition was set correctly – not suprisingly – but the quality of the two star seems to vary considerably, some still causing pinking. More often than not I use three star, for safety. The overall fuel consumption has worked out at 28.5 m.p.g. which reflects unfairly on the true capabilites of anything up to 40 m.p.g. simply because of the amount of London traffic driving and the fact that out of London the poor little thing is usually driven flat out!

By the standards of Chevettes and Fiestas the chassis behaviour is not particularly good, yet it is adequate enough, when taken in the context of an otherwise first class package, not to mar the great affection I have developed for this bright little car. In fact it can be cornered very quickly in the dry, albeit with its 155SR 13, Bridgestone steel-braced radials squealing merrily and the heavy glass area encouraging roll. The weight in the top of the body can be felt too when quick changes of direction are called for. Traction is good and there is none of the axle hop or judder of many Japanese cars. Like most Japanese cars, this Mazda has recirculating ball steering, in this case of variable ratio, and it is this that lets dow the car more than any other factor. There vagueness in the straight ahead position and poo caster return; only when turning forces are p into it does it become reasonably acceptabl which is why I felt happy enough with it on Toy Kogyo's handling circuit in Japan. On the othe hand, the servo-assisted, dual circuit brakes ar marvellous. They are light yet have excellent fee balance and stopping power. In 10,000 miles o very hard punishment they have not deteriorate at all. Such performance is all the mor surprising because the front discs are of only 6. in. diameter. The handbrake continues t perform perfectly on the 8.2 in. rear drums.

Tuning problems apart the o.h.c. engine is very willing performer, light on oil, of which sounds starved for the first second after starting and with a feeling of unburstability. In fact it ha to be held back at the peak of its top gea performance to stop the speedometer needl travelling all too easily way beyond the last 9 m.p.h. digit. It will, and does, cruise contentedl (with noise reservations which follow) at a indicated 85 m.p.h., while 70 m.p.h. comes up i third gear. The four-speed gearbox is delightfull light and precise in typical Japanese fashion although second gear synchromesh is lazy whe the oil is cold, and the clutch operation is idea for a light-footed lady. Much town use ha caused a touch of judder to appear when th clutch is eased in slowly.

Unfortunately, the Mazda's good performanc and comfort is marred by excessive noise a speed. There is body resonance in the 55-6 m.p.h. bracket and that hard-working engine an transmission certainly make themselves heard Yet wind noise is not too obtrusive. Here is an ideal case for some sort of interior sound deadening kit to finish off an otherwise very comfortable and well-appointed motor car Another, but costly, idea for Mazda GB would b to import the five-speed gearbox version which offers longer, quieter legs in other Mazda markets.

Garish, fairground-like interiors seem to b part and parcel of most Japanese cars. Th Mazda's interior was designed to suit European tastes and it has certainly pleased me. The high back front seats and driving position are very comfortable, the metal-spoked steering wheel ha a soft rim which really does feel like leather, but isn't, all the seats have bright, yet tastefully harmonised tartan cloth inserts and even the mock wood strip along the padded black facia has failed to offend me. A Clarion radio is built into the strip and deserves comment because the strength of its reception (if not its tone), particularly between the City of London office blocks, is superior in my experience to that of some of the most expensive radios on the market. A lidded glove locker on the passenger side lacks a lock and there is a useful, open shelf in the centre of the facia, with a clever, hidden document shelf beneath it. Instrumentation is simple: a 90 m.p.h. speedometer with button trip reset and a matching dial containing fuel and temperature gauges, the latter parking its needle peculiarly beyond hot with the ignition off. An electric clock, slow running on the test car, confronts the passenger. Controls are easy and convenient: a knob on the right operates two-speed wipers, washers, indicators, flash and dip switch; on the left, a long stalk for the main light control and a pull out knob for hazard warning lights. Of two knobs on the right of the facia, one pulls out to switch the rear screen wiper and turns to operate its twin jet washer; the second looks after the heated rear screen. The rear



BIRTHDAY CAR – The 1908 12-litre Itala was sick and confined to the scrutineering bay.

A Racing Car's Birthday

ON JULY 7th, 1908, three great 12-litre Italas started in the French Grand Prix over the Dieppe circuit and in due time, in fact eight hours, seven minutes and 56 seconds later, that driven by Cagno finished the 477-mile race in 11th place.

This remarkable motor-car later ran at Brooklands, only to vanish with the mists of time and the onrush of a World War. Fortunately it surfaced in Norfolk some years before the next major European conflict broke out and its story has been told subsequently, from time to time, in MOTOR SPORT. This historic and inspiring car is now owned jointly by Cecil Clutton and Jack Williamson and is a frequent and very effective performer in VSCC speed events. Moreover, it must be the oldest Grand Prix car still in regular exercise, and there are few others of its age extant, although a side-valve 1908 GP Austin is incarcerated in the Donington Collection. So it was fitting that the Itala's owners should hold a party for it, on its 70th birthday.

The venue was Silverstone and as the course was not available on July 7th the day was moved forward to July 4th. The old car was looking very smart indeed as it stood in the Scutineers' Bay viewing its guests. The red body has been altered to a near replica of that used in the 1908 Grand Prix, although as the car now carries four spare wheels instead of just tyres behind the once-vertical tail petrol tank has not been incorporated, because the wheels would not thread over it. The vast o.h.v. engine behind the equally vast radiator of gleaming brass still functions on low-tension ignition, of course, but originally the Itala had different-size back tyres, and wood-spoked wheels all round, the detachable wire wheels having been fitted for pre-1914 Brooklands. Immaculate as it looked, the old car was so overcome on July 4th that for once it was not running well, having lost all compression from its No. 4 (155 x 160 mm.) cylinder, although as you will read on another page, it recovered in time to compete at Shelsley Walsh the following weekend.

This in no way spoilt the party, where the buffet lunch was to *Cordon Bleu* standards – my wife endorses this – and the accompanying machinery of a very high order. For example, Roger Collings had come up from Somerset the day before in his stripped-for-racing 1903 Sixty Mercedes and the first thing I saw was D.S.J. riding on the mechanician's floor-perch. Bunny Tubbs had driven his enormous 1906 Gobron-Brillie opposed-piston tourer up from Kent Corner had come from Durham in the 1914 TT Sunbeam, John Bolster had arrived, also from Kent, in his 1911 40/50 Rolls-Royce, and Nigel Arnold-Forster had put new gears in the 5-litre chain-drive Bugatti just in time for it to be present. Also present were the 10½-litre V12 Delage, Liddell's Straker-Squire, the Rowleys' Clement Talbot, and the 4½-litre Bentleys of Tom Threlfall and George Daniels. Ron Barker came on his 1908 Sixty Napier with Sonia Rolt as the intrepid passenger, and across the way Summers and Black were testing their 6C and 8CM Maseratis respectively. Stanley Sears had come all the way from Portugal, many other well-known VSCC personalities were there, as well as all the VSCC staff. The Press was represented by MOTOR SPORT, John Taylor of *Country Life*, and the photographer of the *Northampton Echo* who put his colleagues to shame by riding to Silverstone on his immaculate 1920 7-h.p. model-A BSA with hooded sidecar. In the background, out on the full circuit, Niki Lauda was busy testing a Brabham-Alfa Romeo; I think it would be true to say that as this excellent Itala party proceeded no-one heeded the F1 sound. Different worlds! When we left Threlfall and Collings were attempting to master a viciously-large penny-farthing bicycle... – W.B.

A line-up of some of the Itala's party guests.

MAZDA HATCHBACK – continued.

screen washer reservoir is tucked away behind a flap in the side of the boot and can be lifted out for filling. The hand tools share the same compartment, while the jack is stowed conveniently under the bonnet. Other little touches of luxury are door pulls/arm-rests, little oddments trays by the side of each seat, a coin tray in the top of the facia, a dipping rear view interior mirror and door mirror, roof-mounted grab handles and a coat hook, instrument light rheostat, cigarette lighter, a flimsy lockable flap to the fuel filler, inertia reel seat belts, reversing lamps, strong towing eyes front and rear – the list is extraordinarily comprehensive.

Another piece of errant metal thrown up by a passing vehicle reminded that the screen is laminated. One problem on delivery I had forgotten about concerned the heater, the water valve for which would not close completely. A production modification cured this. Initially the heating and ventilation was a disappointment, which I have now come to terms with. The engine runs on the cool side (too cool for my liking), so that the heater temperature is not overpowering, but it does build up. Air extraction is poor, largely because the extractor vents are hidden in the sides of the boot, where they are blocked off when the parcel shelf is in position. The large window area soon mists up when more than one person is carried in wet weather. Condensation is quickly shifted if the second heater speed is employed on the demist position, when small, side window demister vents in the screen pillars work well. The heater controls are clearly illuminated at night. An adequate volume of cool air can be directed at face and feet by fresh air vents at each end of the facia and if the through-flow extractor vents prove inadequate in summer, the rear side windows can be opened.

All in all I am thoroughly enamoured of this smooth-running pleasant little Mazda Hatchback 1300DL, which strikes me as a very honest, well made car with an endearing character, to which everybody who has driven it has been attracted. It is extraordinarily well equipped, spacious and comfortable, although like most small cars its ride is choppy on bumpy roads – if not so bad as the Fiesta and Chevette. My only criticisms of consequence are of its somewhat vague steering and the high noise level at speed, both of which are livable with (indeed, my wife and other less pernickety drivers than I do not complain about the steering), the second of which ought to be easily cured if some firm can be persuaded to produce an interior sound-proofing kit. Better still, of course, Mazda should do this at base! All in all, a car of excellent value for money and a salutary lesson that the Japanese build good as well as cheap cars. British manufacturers have just cause to be nervous. – C.R.

The 1.3-litre, s.o.h.c. engine produces 60 b.h.p.

FORMULA TWO REVIEW

Giacomelli Edges Closer to the Title

AFTER nine rounds of the Formula One Drivers World Championship Team Lotus had taken five outright wins, and three times the black and gold cars had finished first and second. After nine rounds of the European Formula Two championship March-BMW had also taken victory five times with their works cars, and they could also boast of three one-two finishes. Both teams reached those goals in France, Lotus at the French Grand Prix at Paul Ricard and the Scaini/Polifac March team at the pretty little Nogaro circuit in the south-west of the country just a week later, on July 9th. However in the Lotus camp Colin Chapman had to rely on Ronnie Peterson to bring one of those wins, Robin Herd could heap all his praise onto just one man, Bruno Giacomelli.

The cheerful little Italian followed up his early season's triumphs at Thruxton and Hockenheim with wins at Pau, at Rouen les Essarts, and Norgaro. Between those spells the "Boy from Brescia" took a third place at Mugello, a second at Vallelunga and failed to finish at Donington. His domination of the championship up until the Nogaro race was further demonstrated by the string of pole positions. He was fastest qualifier at eight of the nine races!

This enviable record meant, with only four races left to wrap up the series, he had piled up 55 pts. to give him a useful advantage over his Swiss team-mate Marc Surer who was on 39 pts. Irishman Derek Daly, in his ICI Chevron Hart, was a distant third in the standings, with 23 pts., while trailing in an equal fourth place were Eddie Cheever and Keijo Rosberg with 16 pts. The authority Giacomelli stamped on the championship from the very outset made it clear that his works March 782 chassis, with its factory BMW engines, was unlikely to be headed and March looked set to take their fourth outright European championship.

The three early rounds of the championship, which we reported in June, had already seen the confident Giacomelli getting into his stride. The six races since have merely been an opportunity for the well-drilled Bicester team to further demonstrate their superiority.

The fourth round of the popular FIA series, at the exciting Pau road circuit in southern France, was one of the few times Giacomelli's dominance was brought into question. Frenchman Patrick Tambay had been brought into the ICI Chevron-Hart B42 and, after going quickly in practice, he led the race right up until the start of the last lap when the engine broke. Team- mate Daly had been well placed and might have finished second but he crashed in the dying moments and Britain's Brian Henton was also in trouble.

Henton had broken Giacomelli's stranglehold on pole position by setting fastest time in practice and he chased Tambay hard for 9 laps until an electrical failure. With Tambay being robbed of victory at the eleventh hour Giacomelli came through to inherit the luckiest of wins. The Swede Eje Elgh took a good second in his Opert Chevron-Hart and Surer was third in his works March.

On May 28th the teams were in Italy for the round at the vast Mugello Autodrome and this time it was Daly who upset March by stealing the lead at the start and holding it for the entire race. It was a great drive by the Chevron driver who had Surer and Giacomelli breathing down his neck for the whole distance. The former Formula Three champion had notched up his first win in Formula Two and against the strongest opposition.

Giacomelli was in devasting form in the most recent F2 race, at Nogaro.

A week later the teams were still in Italy for the round at Rome's Vallelunga Autodrome and, to everyone's surprise, Daly was able to repeat the dose. This time Giacomelli dictated the pace until the last lap when his BMW engine, which had been overheating because of grass blocking the front radiator, dropped onto three cylinders. Daly was waiting and was able to swoop through half way round the last lap to take sweet revenge for the ICI team's disappointment at Pau.

The contenders were reaching the half-way stage of the championship on June 18th when they raced at the superb Rouen road circuit in north west France. This time Giacomelli was back on top and, after shrugging off an early challenge from Cheever's March, he ran out a comfortable winner from the young American. Daly ran third for most of the race but his Chevron went out with a broken engine two laps from home leaving the consistent Surer to take over the position.

The BRDC-organised eighth round, at Donington on June 25th, saw Henton putting in another fine drive. The local man led the race brilliantly in the early laps until he was forced to stop because of fuel leaking from a gauge into his cockpit. It was a two-part race and Giacomelli was eliminated in one of several nasty accidents in the opening stages of the first heat.

The overall winner, after an eventful race, was the Finn Keijo Rosberg in his Opert Chevron Hart. Second, and using Pirelli P7 radial ply tyres on his March-BMW, was the Italian Piero Necchi while Surer took a steady third overall.

The most recent race, at Nogaro, saw Giacomelli at his most devastating. Once again only Henton was able to offer any real challenge and, yet again, that died early when his clutch failed. Giacomelli led the entire race, set another new lap record and, for the third time, led home team-mate Surer. Daly was third in his Chevron which meant the top three in the championship took the first three places. It was undoubtedly the dullest race of the season.

With nine races run, March had won six (including Ribeiro's Nurburgring win) and Chevron the other three; and these two British manufacturers were in complete command of the category. The season-long fight between BMW and Brian Hart saw the Munich manufacturers narrowly ahead, having taken five wins to the four scored by teams using the Hart 420R engine. The other confrontation, between Goodyear and Pirelli, saw the Wolverhampton tyre company successfully fending off the troublesome Necchi but their tactics were to some extent spoiling the fine racing. –M.T.

Vauxhall 30/98

RATHER POMPOUSLY, in its issue of Jul *Motor* stated that it was "privileged to be the only people outside Vauxhall to drive particular car", referring to the 1926 OE owned and restored by Vauxhall Motors, L registration number NT 7797, a car which M called "one of their historic gems". Not so! drove this car 13 years ago (In MO SPORT, August, 1965) and other mot writers, including John Taylor, have also do Dog, they say, shouldn't eat dog, but as we involved it seems permissible to bring *Ma* Peter Dron to heel.

Vauxhall Motors are proud of this parti 30/98 Velox fast tourer as it is to ori specification. How unfortunate, therefore, *Motor* says it has a cast aluminium cylinder which 30/98s never had. They also uncertain of the car's engine capacity, quot as both 4,526 c.c. and 4,224 c.c. Dron a that when his grandfather drove a 30/98, gentleman took a special course to learn h change gear properly and then wrecked gearbox, so the casualness towards the 30/ perhaps hereditary?

Phoenix Park Race Meeting

THE Irish Motor Racing Club is holding 49th Phoenix Park Race Meeting on Septe 16/17th and would like to hear from owne pre-war and post-war vintage and historic ra cars who would like to compete with them. A racing takes place over closed public r almost unchanged, we are told, since the meeting back in 1929, and as anything happens in Ireland can be guaranteed to be hearted and trouble-free (in this untroubled anyway), we imagine there will be applicants, especially as starting-money is and reduced car-ferry and hotel charges a Incidentally, the IMRC is hoping this fixtur celebrate its 50th anniversary next year, so support for this year's racing is earnestly so The first Irish GP was won by Ivanowski's Romeo at 76.4 m.p.h. from the Bentleys, in Caracciola won it with a Mercedes-Benz at 8 m.p.h. and in 1931 the victor was Norman in an MG, at 64.76 m.p.h. Regulations and forms for the 1978 event from: R. Pa Carden Bank, 15 Upton Park, Chester, 1DF.

* * *

The TR Register will be celebrating 25 yea the TR sports car with an International Weekend at Donington Park on Au 11th/12th/13th. Activities include the an concours, gymkhanas, autojumbles. Cam and caravanning facilities are available.

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THE SUPERTUNERS

Six Cosworth V8 Preparation Specialists

DURING the 11 years since the public introduction of the Cosworth engineered and (initially) Ford-financed Formula 1 V8, an increasing demand has brought a new breed of business to the motor racing industry. In discussions before these articles appeared we found ourselves referring to "the supertuners" and that is exactly what they are, fettling and occasionally developing the most successful Grand Prix engine of all.

Who are these people? What are their qualifications and backgrounds? These were the primary questions we set out to answer by talking to the staff, owners and managers who control the activities of six concerns listed at Cosworth Engineering Ltd. as regular trading partners, by implication companies trusted to maintain the DFV engine to an acceptable standard.

Normally the word "tuning" implies machinery that performs better than in production form, but only two of these concerns were involved in providing extra horsepower for the already highly developed 3-litre unit. Why? That was another key question, answered in part by Cosworth co-founder and director Mike Costin as he confirmed that there had been a concerted effort on their behalf to try to ensure the outside companies used Cosworth components. Reliability rather than commerce is the reason for this move.

The other partial answer to the tuning question is the existence of Cosworth development DFVs which search for the ultimate race-winning performance, and few small business concerns feel the need to challenge the originators of their bread and butter. . .

IN BRITAIN there are six companies who have shown their skill and commitment to the Cosworth Grand Prix V8 and earned the right to discount on Cosworth parts: Heini Mader's Swiss concern also has a similar arrangement. In practical terms it means holding at least £5,000 in smaller parts and ordering major parts four months in advance – crankshafts, block, heads, connecting rods and so on.

To match this remarkable engine, which had just scored its 114th GP win when I wrote this, there is a remarkable range of people looking after it in the field, and it is about them that the majority of this article is written.

Before outlining their activities, a few current DFV facts. Some 296 such engines had been built as at July 1st 1978, when the retail cost was £15,910 plus VAT. When the engine was first sold ten years ago (a season after Lotus and Jim Clark scored its debut win at Zandvoort in 1967) the price was £7,500 with no VAT. Power output was quoted as 425 b.h.p. by Ford in 1968; today special development units push toward the 500 b.h.p. level and are supplied to Tyrrell, Wolf, McLaren and Lotus. There are 12 such development units, but there is no compulsion to use them and both McLaren and Lotus frequently do not race them in the official number 1 car. However this does mean, with the exception of Nicholson McLaren Engines, that those who supply any of those recipients of Cosworth development engines will comment that their units are supplied for practice and testing rather than racing, but this makes no difference to the way an engine is prepared.

Since the beginning of the year, when Cosworth announced that a number of improvements would be made to the engine, there have been two significant further changes. The first is the release of bigger valves and inlet ports and the second (about to be incorporated in engines made after that July 1st date) was a revised crankshaft – still in the same material – with a different oiling system allowing 60 p.s.i. feed instead of the previous 100 p.s.i. Cosworth graciously declined to tell me the thinking behind this move but did inform me that it was felt that it would be a help in guarding against the occasional "random big-end failures" that occur. A number of smaller detail changes have also been made since the beginning of the year and it is clear that this MADE IN BRITAIN product is still a match for anything made in foreign parts . . . and that Cosworth and others are not tempted toward complacency.

Nicholson McLaren Engines Ltd., Pulborough Way, Green Lane, Hounslow, Middlesex (01-572 3232).

TWO factors combine to make our opening company the shortest description. Firstly John Nicholson's concern has been fully described by MOTOR SPORT before (September 1973) and two, the unfortunate Nicholson was recovering from a shaking he received in a powerboating acrobatic display the day before this was written: his staff proved most helpful.

In fact the Nicholson outfit are the only people outside Cosworth to take on DFV development really seriously and their motors are regularly raced by both Lotus and McLaren. When I spoke to them Peterson and Hunt had taken second and third places respectively in the French Grand Prix using their DFV preparation. I think this says more about the calibre of the company than the forced lack of words!

There are seven engine builders at the West London premises and they look after up to 23 engines. Some eleven are for McLaren and five for Lotus with further units prepared for Hector Rebaque and Alain de Cadenet, who uses them not only for finishing 24-hour races (a pretty telling comment in itself) but also for Can-Am events in America where he currently races a Mirage V8.

High calibre work outside DFVs includes responsibility for maintaining up to eight turbo BMW engines for the Munich factory (not a happy season) that are built to McLaren USA specification, and Formula Atlantic BDA units for South Africa (including those for Ian Scheckter, the series Champion), New Zealand, USA and Canada.

There are two test beds capable of withstanding DFV punishment at Hounslow, but the newer F-type is still being finally sorted by Heenan and Froude and Nicholson. In the original description of the company by Clive Richardson I noted the 120-hour rebuild cost £400, a block was £1,200 and heads £320 each. Comparable prices today, almost five years later, are £900 (lower than most), £3,090.74 and £959 or £957 for a single head, depending on whether it's the more expensive left-hand or cheaper right-hand one!

The staff are a pretty international bunch, from the inevitable Kiwi to a Swede and a new lad who will be going through the training mill: nearly all have an engineering background, probably in toolmaking. Unlike the other companies mentioned here they rarely advertise for staff.

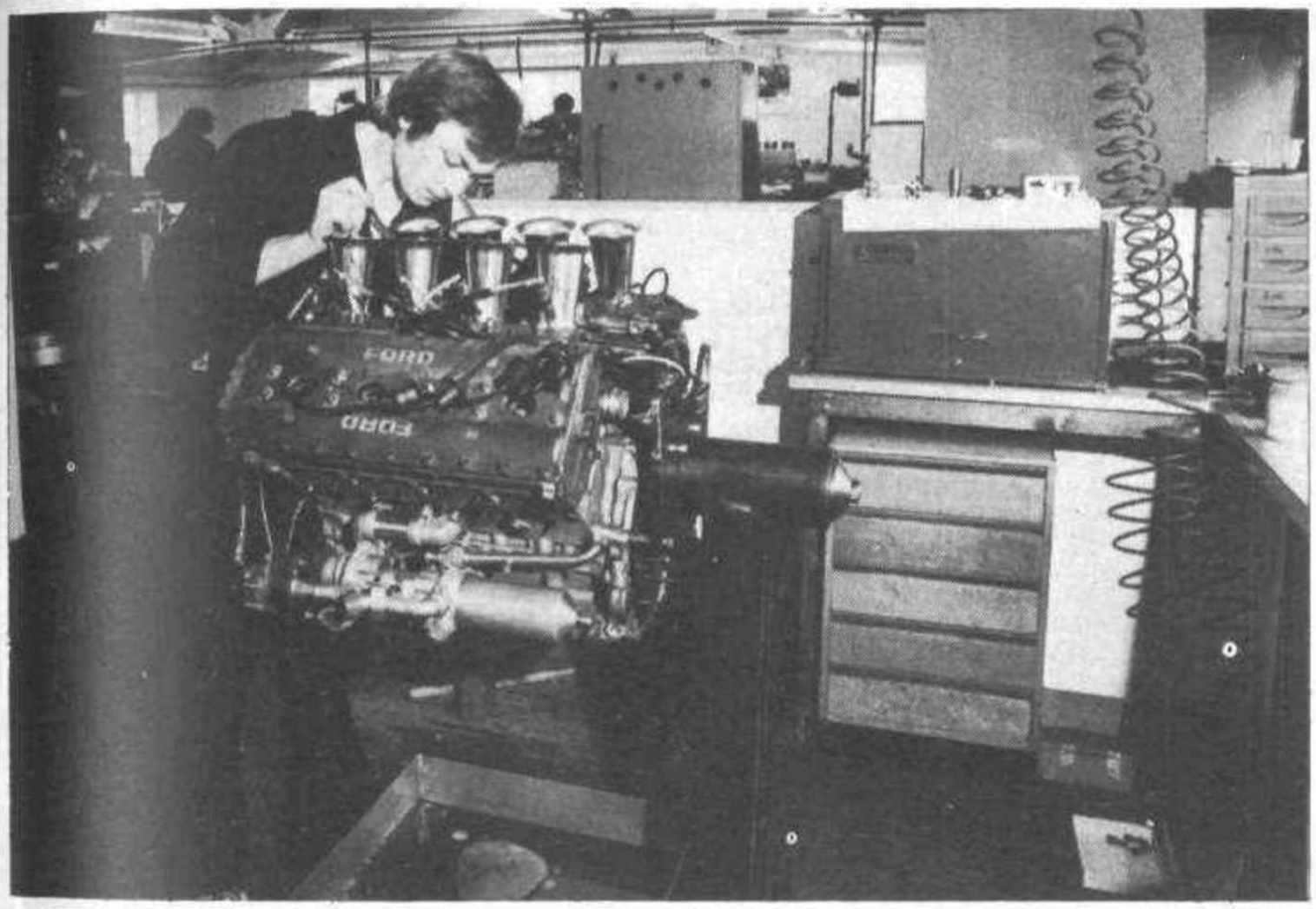
Future plans include an enlargement of the machine shop facilities and a separate cylinder head preparation department.

Euroracing Engines Ltd., 149 Cardiff Road, Reading, Berks. (Reading 585355).

FORMERLY March Engines Ltd., Euroracing Engines Ltd. is managed in its day-to-day business by director Peter Hass. A German who has worked more in Britain and America during his 39 years than in his native country – "there you could only go racing properly with BMW and Porsche and I do not like working for big companies" – Hass is a complex character of considerable ambition. The business is unusual in not only its chequered history but also in its capabilities which include running complete racing car teams in the past, as well as current work for the March factory on the Formula Two BMW four-cylinder units. They have also built Toyota Formula Three engines and ran such a car last year, but now the emphasis is on DFV and BMW rebuilding and – in the case of the DFV at least – they are also doing some test and development work out of their own resources. March Engines Ltd. was sold to ATS, the Formula One team, as part of the March GP effort at the end of 1977.

Hass is widely experienced in the engine-building business. He became involved with the aborted Gurney Grand Prix car project and did actually work for the lanky Californian at Santa Ana. There the USAC Ford-based engines, some with 3-valve-per-cylinder layout, were rather more interesting to him than the country. So he came back to Britain, a country which has offered him employment varying from Speedwell (when they were in Finchley) to being probably the only German ever to work within the hallowed competition walls of Abingdon! "A

Peter Hass with a Cosworth V8 DFV



friend wrote and introduced me to McLaren and I remember one winter day there – John Nicholson (who arrived before me) and I stripped our first DFV together!

"It was very exciting at first, learning all about this engine in our own little place off the McLaren workshops. Eventually we had four people working on the engine side, but it was a bit limiting just rebuilding DFVs. Both John and I had ideas of other work we wanted to do, more on the engineering side. I don't think many people know that Max Mosley actually offered John this place in Reading.

"John was very busy at the time with his Atlantic car, but I was very interested because I knew Max would be involved with the BMW engine as well as the DFV.

"Anyway Max, Robin Herd and Martin Walters were the bosses when I came here in 1973." It was a pretty rocky start. The premises were those of Chris Amon's effort and although spacious, with very luxurious office accommodation up top (which was let to Peter Macintosh for some time), Hass says, "We had to start from scratch. On site there was Martin Walters, an ex-Cosworth man (now at March) and four engine builders. We had F2 and F1 commitments to meet for March and the BMW engine was totally new to us. We had to do our dyno testing at Champion for the DFVs, but the BMWs were often run-in in the car! It was terrible."

Hass looks appropriately doleful, and it's clear that it has not been easy to survive even this far, the ATS link being established as from November 1st last year. Obviously the ATS effort, which consisted of Mass and Jarier as drivers when we talked, has to be serviced. There are 12 such DFVs belonging to the team, six of those directly ex-March units. Hass is very keen to impress on us that the ATS situation does not mean they do no work for others, and was naturally delighted to do some engines for Lotus (five in all, built to standard Cosworth specification) though it was not clear whether Lotus would be sending more rebuilding work along during the season. Incidentally one of those engines powered Ronnie Peterson during his remarkable South African GP, when the Swede just beat Depailler.

ERE have also provided units for Jorg Obermoser's 3-litre Toj sports cars, based in Germany and for the Mario Delotti Ensign raced with success in the British Group 8 series earlier this season by both Geoff Lees and Giancarlo Martini.

There are now six engine builders employed by the company, a driver, secretary and Hass himself. He prefers to employ local people using newspaper advertisements to recruit "men with a proper engineering background: toolmakers and the like. There are not many trained engine builders in existence, but if we can get a man who has received proper engineering training, then we can school him in the right way."

Six of the men are recruited in the local manner described, but Ken Horton, who acts as assistant manager, also taking overall charge of the engine building, came from David Purley's Lec racing operation, bringing with him a knowledge of BMW, V6 and four-cylinder Ford four-valve-per- cylinder engines, as well as DFVs. The development work is carried out by another former Speedwell employee, John Poole.

The Reading premises carry a great deal of stock, some £40,000-worth needed for DFV work and "about 80%" of Cosworth origin. Commenting on their inspection procedures Hass says, "We never put a new part into an engine without inspection. There are visual measuring and crack detection checks for connecting rods, liners and cranks." The usual Magnaflux crack detection equipment is employed, but both ferrous and non-ferrous materials can be checked on the premises. Generally they prefer to buy Cosworth parts because the company are fair in their dealings, and there is the comforting knowledge that components are fully checked at Northampton though Hass adds, "They are human beings too, so we check everything we can."

Although they have high regard for Cosworth engineering, Hass does comment that Ken Horton would normally inspect the connecting rods on all the engines they build as they feel there has been a machining operation problem with the rods recently. Otherwise the individual engine builder would do the inspection, motors being built in teams of two men who do the complete job. At Cosworth and elsewhere a man may specialise in oil pumps or other ancillaries rather than build a complete unit.

For the teams they supply the engine has to be absolutely ready to go, including all car ancillaries, such as the clutch, which is not usual procedure. This makes the prices slightly higher than we found elsewhere, a basic £925 labour quoted for a routine rebuild. This includes dyno testing and oil, but not parts or special machining, a normal practice throughout the people we interviewed.

A conventional Heenan and Froude GH 490 brake test apparatus is used over a 1-1½ hour running in and power test session. As you would expect they start at low load and 4,000 r.p.m., gradually increasing r.p.m. and load until they peak at 10,750 r.p.m. They expect between 258 and 260 lb. ft. torque at 8,500 r.p.m. and somewhere in the region of 480 b.h.p. from the standard Cosworth specification.

Like others on the Cosworth list they are not too happy that Northampton are offering development engines. "They used to be fairly distributed (pre-development engine era – J.W.) but now it is restricted. This change of policy makes a situation where teams who have not got the benefit of development engines feel at a

The neat assembly area of Euroracing Engines Ltd, left, and checking out a DFV ignition system, below.

disadvantage." Totally unlike most of the rivals we talked to, they are prepared to offer more power. Hass naturally declines to discuss the areas in which they feel they have produced a claimed 15 b.h.p. bonus over the usual figure but does say that they were exceptionally happy when just such an engine completed 600 miles with Jarier in the South African GP this year: Jarier was seventeenth on the grid at Kyalami, recorded the twelfth fastest lap during the race (less than a tenth slower than Tambay's remarkable comeback performance in the works McLaren) and he finished eighth overall, a lap down on the leaders.

To be fair to the other builders and Cosworth I must point out that additional development items are released pretty frequently: one of the other tuners could well have claimed extra development b.h.p. as a result of Cosworth releasing larger valves, and so on. The fact remains that Hass and his development man have plugged bravely along paths that others now feel are forbidden or a waste of time – who wants to set themselves up as knowing more than Cosworth? In fact that's not the Hass objective, he is merely keen to provide people outside the Cosworth development engine magic circle with an alternative.

I asked each of these "Supertuners" to talk about their worst disasters and all replied quite happily, though I got the feeling that ERE had seen more than their fair share of failures owing to the inexperienced drivers employed by March in their last season of Grand Prix racing. They had seen most permutations of the valve in

Piston modification due to over-revving, encountered when the driver changed down too early. Mainly they find that if an engine is going to give trouble because they have made a mistake, then it occurs on their test bed, not in the car. Commenting on the overall durability of the engine, Hass told me that they have worked on engines with heads numbered in the low forties – a good few years back now – "but it doesn't matter so long as they are properly checked each time."

Looking around the premises I found the workshops upstairs and down were very neat with extra care taken over labelling to avoid any mix-up between engine types. There is also a very neat corner of the premises where they overhaul Hewland gearboxes – and they have sent a man to look after both engines and gearboxes at most circuits. "He has to be very different to our workshop people: able to keep calm under pressure at the track," Hass feels. The anglicised German feels sadly the lack of machine tools on his premises – though a lathe, a small milling machine and some drilling equipment are on view – and this is the chief area where he expects to spend £15-20,000 this year, as he dislikes depending on busy small engineering companies outside.

Upstairs, apart from a super big leisure room for the men and a budding drawing office, there is the main engine assembly area. They reckon to have completed 110 rebuilds at these premises during 1977 and there is capacity for about ten going through simultaneously.

Hass had much more to say about lubrication than anyone else too. He uses Shell oils (like Cosworth) for DFVs, though last year he experimented with Castrol in Formula Two and was very impressed with the co-operation from the Research and Development department at nearby Pangbourne. Now he uses both brands, though for ATS it has to be just Shell.

Before leaving Euroracing Engines Ltd. we asked what ambitions Hass held? Typically individual in thought, as before, he said cryptically, "Of course we would like to make our own engine – it's the obvious summit to the tree. No, it would not have eight cylinders – but for this year it's enough to buy some more machinery."

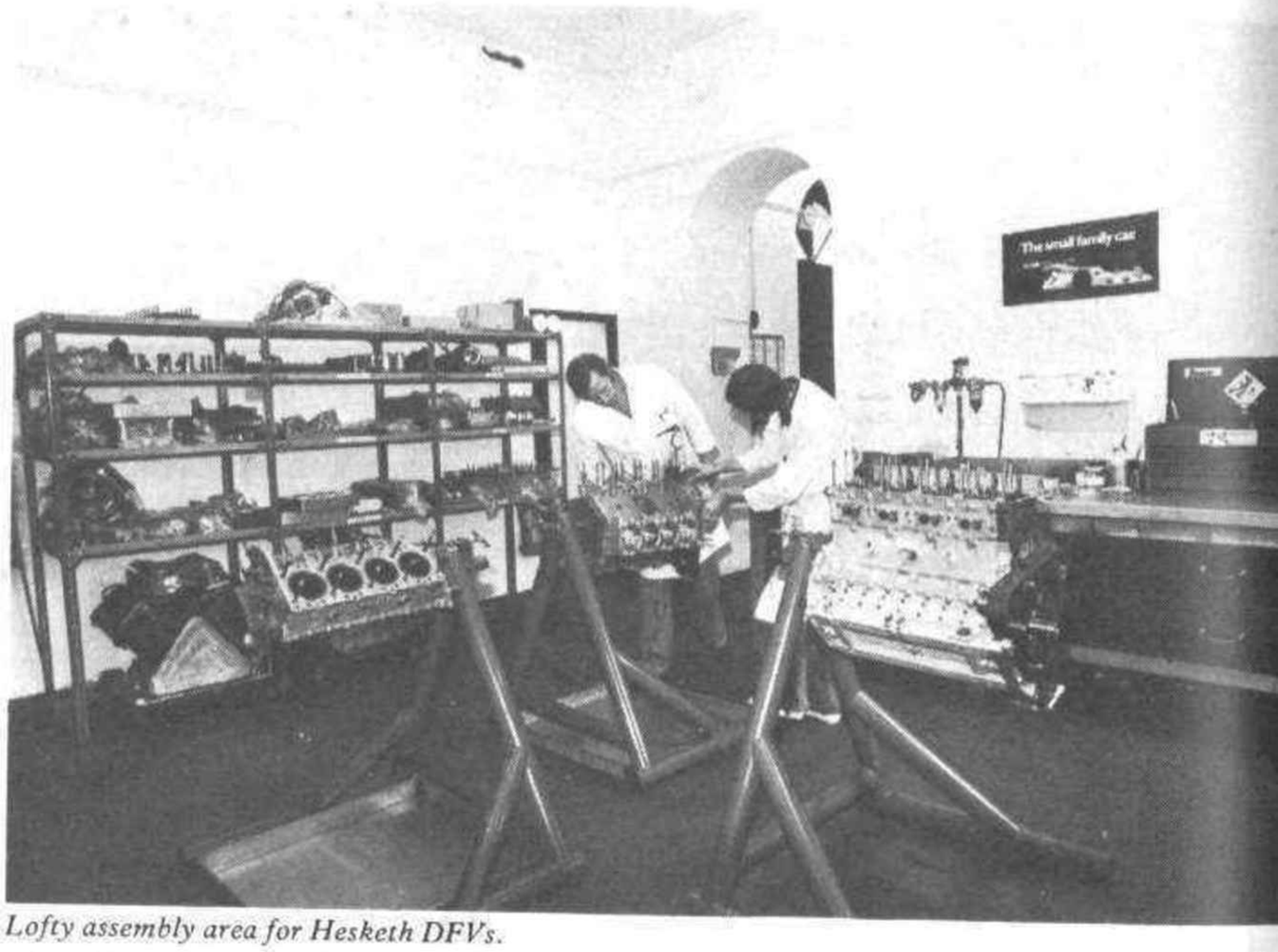
Hesketh Engines Ltd., Stable Block, Easton Neston, Towcester, Northants. (Towcester 51253).

EVEN years after the glory days of James Hunt; even just after Olympus had walked their bag of gold from the splendid Northamptonshire estate to the Wilds of Lotus-blooming Norfolk, even now Hesketh have Style.

Calling in was a pleasure. The splendid courtyard surrounded by the converted stable blocks is quite the most picturesque of sites for a racing establishment – most of which crouch within the clinical dullness of the ubiquitous modern trading estate. The staff seem quite friendly, but I would hate to welsh on a bill when dynamic (and big!) Hesketh Automotive Director Jon Fisher was set on the trail!

Fisher tried to explain the maze of companies that surrounds chairman Lord Hesketh. Aside from realising that Hesketh Automotive (which has Fisher and Anthony "Bubbles" Horsley as co-directors) controls the activities of eight subsidiaries below, of which Hesketh Engines Ltd. (formerly Hesketh Racing Engines) was one example, I was rather more puzzled at the close of the explanation than at the start.

The Olympus withdrawal has simply meant that they have stopped running Formula One

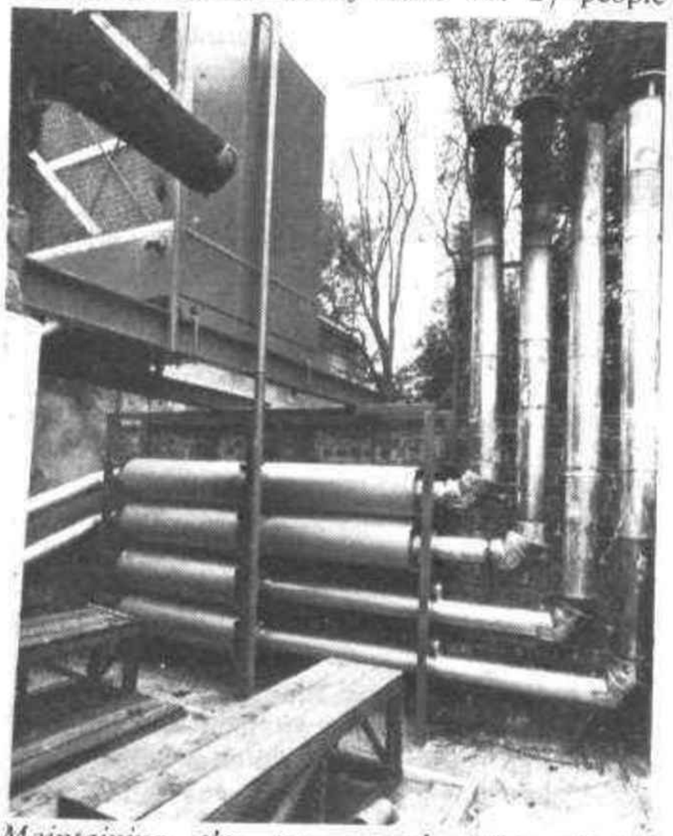


Lofty assembly area for Hesketh DFVs.

cars – "Though we could obviously do it all over again if a sponsor came along," Fisher reminded me. The engine side, under the control of former Cosworth man Ray Buckley, remains in blooming health and has recently been the subject of some multi-thousand pound investment, including the installation of a second dynamometer for smaller engines.

Fisher has been right through the racing mill the hard way, including a stint of attempting to make the Dastle a competitive Formula Three car with drivers like Steve Thompson, Horsley and Hunt. "We needed a sponsor and Bubbles knew this guy called Hesketh . . ." he recalls laconically. Fisher actually left them for a while after the Dastles had been particularly badly savaged at one Brands meeting by Messrs Horsley and Hunt, but "I came back to put this factory together in October 1973."

Buckley arrived in early 1974, having worked on his own and for other leading names in the racing business before bringing his enviable reputation for DFV assembly to a new aristocratic home. Today there are 27 people



Maintaining the peace and quiet of the Northamptonshire countryside.

employed on the racing side of Hesket activities. It is a little harder to break down staff exactly on the engine side, because some the services can obviously be shared, but th are now seven full-time employees in the eng shop, two men to work the dynamometers a complete the assembly of the smaller unit (bo by Heenan and Froude of Worcester of cours Additionally they could call on the help of t machinists, a pair of draughtsmen (not that th need them for routine rebuilding), a couple racing designers and five people in t fabrication department.

When Buckley joined in 1974 it was purely build engines for Master James, who won t Silverstone International Trophy with the the new 308 that year and scored the team's first a last GP win at Zandvoort the following seaso When the first Hesketh withdrawal was made the end of 1975 Harvey Postlethwaite made h way to Wolf and Wolf Racing became the fir customers for Hesketh-maintained Cosworth V engines.

Today Wolf have three or four DF maintained at Hesketh, though the motors a not expected to propel J. Scheckter in battl merely for testing and practice, while Coswort development engines should be fitted for racin miles. Copersucar have three engines looked aft at Hesketh, Frank Williams booked in a simila number last year, but they have yet to receiv any this season. There are also two engines fo B&S Fabrications (Brett Lunger's privat McLaren), one for Theodore, another single un destined for Rupert Keegan at Surtees and thre engines apiece for British Group 8 teams run b John Macdonald and John Cooper. They hav also worked for Arrows this season and pu together two more DFVs for the Le Mans Ibe project. No wonder Buckley says, "We're reall full up at present. I just don't think it would b fair on the existing customers if we took on an more DFV work." Buckley, like some of th other successful DFV preparation specialists, i extremely glad that the teams have taken the ste of spreading engines around, rather than puttin all their eggs in one basket.

By coincidence Buckley had also worked fo Speedwell in North London, but given hi Cosworth background and the geographica

proximity of Easton Neston to Northampton, it is perhaps not surprising that three of the men employed on the engine building side have also worked for Cosworth, the highest number we encountered.

"One lad is from the Aston Martin engine place at Newport Pagnell, but that is not the obvious training for F1 engine building. F1 really is a different world, you have to get everything spot-on, it demands a lot of concentration on every detail. We've a lad from Formula Ford who has made out all right with us, but the right kind of bloke could be a greengrocer," Buckley said with an infectious gust of Irish laughter. "It's all a question of the right mechanical approach when he is building DFVs. Unfortunately the toolmaker's mentality is very rare now, but if you can find a good man in that line he is likely to have the right attitude for further training." The two men on the dynamometer have both been at Cosworth, the older Mick Hayward also known for his work at the MIRA proving establishment.

Engines normally stay on the Hesketh premises about eight days, assuming they have been booked in a fortnight or more before the regular customer wants a rebuild carried out. The procedures and the attitudes are, not surprisingly, among the most Cosworthian we encountered. Buckley's feeling is, "If you can reach Cosworth standards you are doing a *good* job."

The engine assembly area itself reminded me a little of the Lancia Competitions Department (the old one at the Turin factory) in that the place had high ceilings and a character beyond utilitarian workshop. They work with two men to an engine and they do all the work, no sub-assembly procedures here either. It is felt that there is more interest to the job this way and time penalties are worth incurring if the men's keenness is to be maintained.

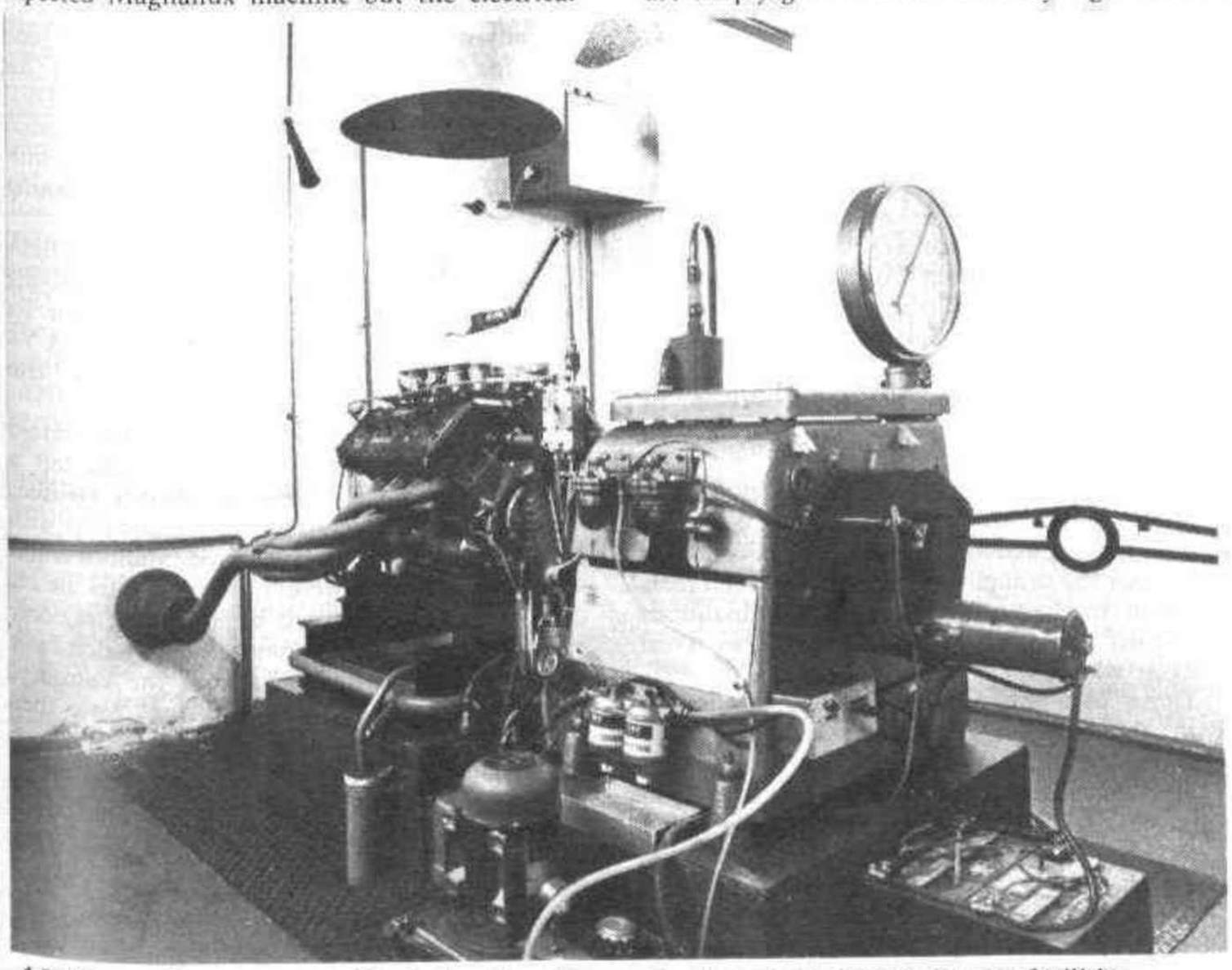
Most of the inspection of parts coming into the place, and there will be some £35,000 worth most of the time to satisfy the healthy customer list, will be done by Buckley. They utilise the expected Magnaflux machine but the electrical parts are left to Cosworth – ignition black box, Lucas pick-up and 10,800 r.p.m. limiter. Buckley feels that one major improvement in consistency has come in the more recent limiters which really do come in where they are supposed to, instead of the previous spread covering several hundred r.p.m.

Although the premises are not in the clinically clean bracket themselves, the precautions to protect DFV components taken are worthy of a hospital. Buckley reckons that they may spend an extra two hours or so cleaning up components and putting them away in plastic bags (not a usual sight in the establishments I visited), and everyone confesses they do occasionally get a little bored cleaning out the intricate castings, especially head porting and so on.

Although it has no particular relevance, I was impressed at the way Buckley could pick out the owner of each apparently identical DFV by small points like paint marks or simply the motor's overall external appearance.

The test cells are remarkable externally for the giant chrome exhaust systems clambering up to suddenly shoot skywards like those of a big American truck. Internally the outstanding feature is the labour that has gone into making them easy to work with, Aeroquip lines being used wherever possible and the Jubilee clip with faithful hose being relegated to all but the most humble role. Over £30,000 has been invested here, and to help recover some of that investment the smaller Heenan and Froude should soon be operational catering for production-based engines up to 200 b.h.p. Formula Ford at the lower end as well as the premier league?

Bench testing follows the normal one hour-plus described at Euroracing but Buckley gracefully declines to discuss power outputs. He points out that power can vary as much as ±6 b.h.p. from tests held in the cool of the morning to the comparative inefficiency of a muggy noon. "There are no rewards for producing unreliable engines and we know that if we do the job properly the power will be close to what Cosworth expect: we try to produce engines that are simply good to drive and stay together with no tricks at all."



A DFV on a dynamometer at Hesketh, where £30,000 has been spent recently on new facilities.

A stately courtyard setting for Hesketh Engines Ltd.

Buckley is honest enough to admit that, perhaps two or three times a year, they will build an engine, put it through the testing procedure and just find that the power is not there – "even though the engine seems to be running as sweet as you like." Then they have to pull it apart again, searching for an obvious reason, which should not be there because of the building procedure! Quite often, in Buckley's experience, "You'll find everything is right after a complete check; give the valves a lick round, put it all together again and it'll be right on the bed." The reasons seem to defy logic, just the same as there is often no difference that accounts for better or worse power outputs between engines using the same equipment and assembled to the same tolerances, a condition attested to by many of the men we talked to.

Hesketh charge £925 for the basic rebuild service – including parts the bills are usually over £2,000 – and this includes changing the pistons, crack testing and balancing the flywheel. The customer automatically gets a full list of the parts put in his engine.

Hesketh feel that their Group 8 customers should rebuild their engines every two races or so, despite the shorter distances involved, for it is using the full 10,800 r.p.m. that makes the difference, not the miles: for the Le Mans 24 hours the Ibec team were advised to keep to 9,000/9,500 r.p.m.

Discussing engine failures Buckley felt that when a motor blew it often took the evidence of the cause of failure with it. He says they use Duckhams oils for building and testing, "but it doesn't seem to matter too much what you use. Oil problems are more often due to oil flow, whether it be our fault or in the design of the car."

The worst blow-up they can remember was at the Austrian GP a few years ago with a driver making his GP deput. After 2/3 laps the engine started missing at the top end. The poor driver thought he was just bouncing it off the rev-limiter, but in fact a valve spring had broken. "Right in front of the pits – filled with every top man in racing – it exploded. There were pumps and bits of metal raining down on us: the valve fell in and the engine subsequently demolished the crankshaft and rods, damn nearly cutting the

block in two. We didn't rebuild that one," concludes Buckley with an easy smile.

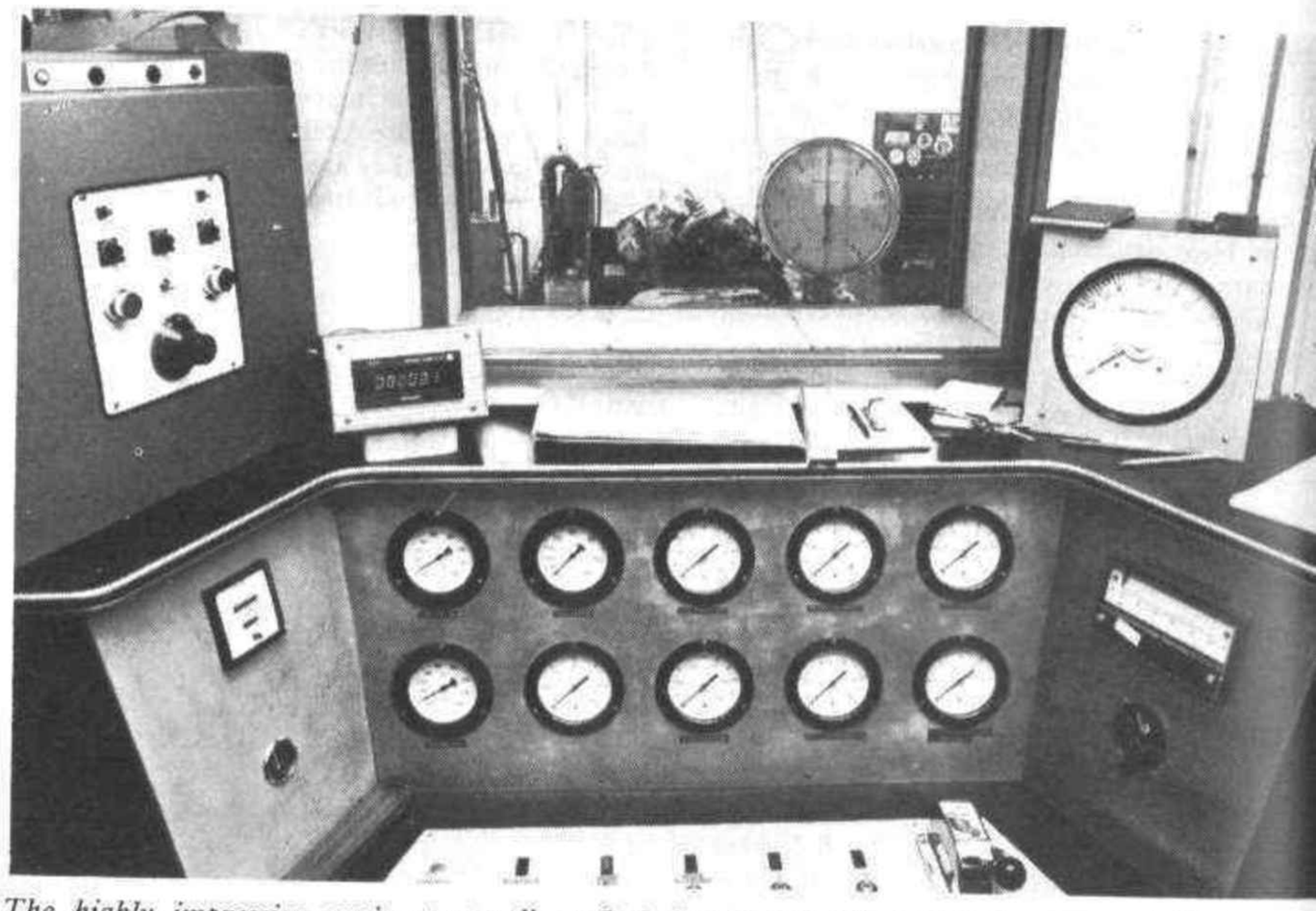
Buckley obviously has not shut his mind to the possibilities of development on the DFV, though they steer clear of tackling the task themselves. He feels that the frictional losses could be reduced at the bottom end in respect of both crankshaft and bearings and that – even with the phenomenal experience acquired with the V8 – further improvements will also be made in the inlet and combustion area of the design. "Every year new minds think it over. I think the situation is rather like giving a million monkeys a million typewriters – one of them will write Shakespeare!"

Swindon Racing Engines Ltd., Crampton Road, Greenbridge Estate, Swindon, Wilts. (Swindon 31321).

LED by the fascinating John Dunn, a man schooled in motorcycles as well as the former "other half" in Falconer & Dunn, the American V8 specialists, Swindon Racing Engines is a truly impressive outfit. Quite simply it is as if Cosworth had decided to set up shop in Wiltshire ten years or more after they settled on

Northampton. That really is not surprising because Dunn's co-directors are Keith Duckworth and Mike Costin. However there is no preferential treatment, as Dunn is quick to point out, and they actually progressed into DFV work only after serving a type of apprenticeship on smaller Ford-blocked four-cylinder units in Clubmans and Atlantic formulae. There is another fundamental difference too: Dunn is absolutely adamant that he intends to stay in the refurbishing business, not the research, development and manufacturing activities that Cosworth are involved in. Time and time again the large, grey-haired man, complete with the tan, haircut and slow courteous speech of a refined John Wayne, firmly explained that they did not want to become the originators of new engines and parts.

That Dunn is sincere is as obvious as their success since building their first DFV for Ken Tyrrell in 1973. The fact remains that the record of SRE and Dunn himself has persuaded an interesting cross-section of clients in from the club racers to Leyland Corporation, who now have their previously rather troublesome Dolomite Sprint F3 motor race-prepared at SRE. Dunn stonily surveys the amount of fabrication work they have been involved in with this project and looks quite gloomy about the whole thing, but his pride in at very least improving the 16-valve unit's record in the Unipart-sponsored Marches is undeniably there.



The highly impressive engine test cell at Swindon Racing Engines Ltd., above. Left, the vas experienced John Dunn, legendary engine builder. "Cosworth transplanted into Wiltshire", right.

Dunn served his apprenticeship as a toolmaker and always looks for a similar background when recruiting. "A car background is no good," he says positively, "Most of the people we have are trained engineers. We try *not* to have established engine builders; there are exceptions to the rule in our past, but at present you do not find we have such personnel."

Dunn was always interested in motor bikes and started getting mechanically involved with grass track racing back in 1949. Right up to the early sixties he was involved with motor bikes from Maicos to running the racing Derek Minter Honda 250-4. He was also interested in more fundamental engineering though, having studied subjects like valve train dynamics and producing a design jointly with Jack Knight for a four-valve, 1-litre racing engine based on the A-series BMC unit.

His American experience began as a mechanic at Carroll Shelby's Ford organisation. In seven Californian years he progressed through actually running the Shelby Trans-Am and Cobra sports racing programmes on the mechanical side to the establishment of Falconer & Dunn Racing Engines. They prepared Ford USAC V8s (the engine Foyt has now further developed and used to win Indianapolis last year) as well as developing the Boss Mustang 5-litre V8 for Formula 5000 in the Lotus 70 driven by Andretti, subsequently owned and raced by George Follmer.

When the American factories started to withdraw from racing under pressure from the safety and emissions politicians, Falconer & Dunn felt the draught, though they showed their inherent mechanical ability *via* the ubiquitous Chevrolet V8s for competition use as Ford interest waned.

Dunn had already been part of discussions with the Cosworth management about their desire to shift the rebuilding of DFVs outside St. James' Mill Road. By mid-1972 Dunn's wife and three children were back in Britain and a brand new, purpose-built factory was taking shape at Swindon.

Dunn says it was difficult, even with his years of experience, to anticipate all the needs of a growing business, but the result is unquestionably the finest premises I looked ove a vast engine assembly area and superb test ce for the usual Heenan & Froude dynamomet calling for special comment. Another cell house a smaller Heenan & Froude is current half constructed: it has taken over a year of o off work, 4-6 months of continuous labour John's estimation. Significantly Dunn comment "It's just as much an engineering function building motors," when discussing their engin brake testing facilities.

It is difficult to appreciate now that Dunn an his embryo company has to wait until 197 before undertaking a DFV rebuild. Now the operate on the principle of working on som DFVs for more teams rather than tak responsibility for all of a team's DFVs: John actually waded through the customer book Jun '77-June '78 and discovered (almost to his surprise I think) they had completed 102 DFV rebuilds. That means anything from the usual routine stuff (£900 for labour, average bill with parts £2-2,500) to major blow-ups costing £8-10,000.

The 14 employees also tackle all kinds of BDA four-cylinder (yes, even occasional rallying versions), the Unipart Triumph motors for F3 and maintain a pair of Ford-Cosworth GAA V6 units for Nick Whiting – plus anyone else interested in these now obsolete units.

Before they ever tackled a DFV SRE started with a joint Cosworth project to develop a Clubman engine for Noel Stanbury's Griffon. Also in 1973 they started the relationship with Ray Mallock in Formula Atlantic. Mallock is still a customer, and Formula Atlantic died in his country (although it will be back next season), but before the Formula passed on Swindon built at least 90% of the engines in the category, including those of Gunnar Nilsson. Now they reckon to build 25 new BDAs a year.

Current DFV clients are Lotus (three units, test and practice only); Surtees (six units, "it varies a bit") and four engines apiece for Shadow and Arrows. They also have worked on a lot of the DFVs that were used in the South African series and on engines destined for use in the British Group 8 Championship.

In Dunn's experience, "The DFV is a very

highly developed unit and we rebuild to Cosworth's standard specification. It is not our intention to be involved with development, that is what the Cosworth programme is for. We build our engines with two men to a unit, though the helper tends to be a bit of a floater."

Out in the engine area we were able to see that six men work purely on DFVs and the Cosworth system of rebuilding "accessories" like the water pump and the "bomb". Bomb? That is the central metering unit/ignition cluster driven by quill shaft and nestling right within the central vee, hidden by the often equally mysterious Black Box. In fact two or three men work on the ancillary component assembly side and one of them confirmed that it takes about eight hours average to service that central unit.

Another five of the average 100 man-hours spent on a routine rebuild are spent on quality checks of incoming parts with the engine builder himself holding the responsibility. All the mechanical parts are dye or magnetically examined and a great deal of time is spent measuring up clearances and anything else that can be measured in respect of weight as well as dimensions. They do not operate an electrical test rig as such, but the dynamometer provides all the information they need on this side.

Valve springs come in for special mention – as they probably would if you saw them on your garage bill at £260 a set every 500 miles! Dunn explains, "They are not complex but they are made of exotic materials which are of a dirty nature internally. The time taken to X-ray them looking for such internal pockets adds much of that cost." At SRE they also replace the connecting-rod bearings at each 500-mile rebuild, finding that they tend to "lose their fit" otherwise. Pistons are replaced every 1,000 miles, as per Cosworth procedure, but John comments ironically that blocks are not generally "lifed" items: "They tend to get destroyed in blow-ups before there's any sign of stress!"

There are two aspects of engine installation where the builder and the team have differing standards. From a reliability viewpoint Dunn says he would prefer to see five gallons of oil carried on board a Grand Prix Cosworth-engined chassis, but everyone has to use about two gallons or less. "This means the lubrication system has to be absolutely right to keep the oil temperature down below 100°C," but Dunn adds, "We can offer advice and practical assistance in oil tank design when problems crop up." This was the recent case for one of the Group 8 customers, but they got through a lot of engines before seeking installation assistance!

The other very big difference that car designers are saddled with is the need to get the exhaust system in neatly without fouling the rear suspension components, driveshafts or any of the other hardware that sprouts around the rear of the current Formula One machine. At Swindon the engines run with the optimum system of gentle curves and straight-through tail sections, exhausting *via* acoustic splitters. Outside there's just a faint trail of exhaust haze and the hum of an apparently peaceful, though large, industrial engine. Inside a Cosworth V8 may be screaming toward 11,000 r.p.m. peaking toward the end of a two-hour session! If we have been lucky enough to photographically capture a Cosworth V8 "on the bed" at Swindon you will also notice that system actually exits forward of the engine, not to the rear as it will be installed in the car. John reckons that some of the systems used on current GP cars lop up to 10 b.h.p. from the figures they expect "on the bed".

Again 480 horsepower is sought, power testing taking place in 500-r.p.m. increments between 7,250 and 10,750 r.p.m.: best torque will vary over a 1,500-r.p.m. band according to the fuel injection trumpets and exhausts installed, the highest figures arriving between 7,000 and 8,500 revs. The normal running-in process is followed but over 1¼ to 1½ hours.

The test cells are actually part of a separate building to the rest of the factory but now integrated within. As at Hesketh the actual bed itself is copiously equipped by Aeroquip. A control panel outside is brim-full of instrumentation as well as the hand throttle. There are 11 primary dials and two tachometers, one digital and the other a massive conventional unit. A sliding scale on one side of the three flat faces that offer information to the operator records the intake temperature, and another set of figures like the mileage recorder on a car tell how many hours the bed has done and those of the engine under test.

Dunn reports that the test beds are always the bottle-neck in engine building, requiring the same kind of organisation that the whole rebuilding business itself needs. When you look around the stores shelves (probably £80,000 in stock, half of it for DFVs) and hear that, in practice, ordering has to take place 6-9 months ahead you realise that an unpredictable blow-up must sadden a lot more people than just the driver. For it is the major components that are hardest to get; Cosworth need to give the DFX-turbo a priority, putting them in more of catch-up position than for years.

There is a useful machine shop with lathes and milling equipment. Dunn confirms that he feels there is only one company capable of developing the DFV, and that's Cosworth, so there are no plans for expansion on that side. An adjacent room is filled with three men industriously cleansing and working on cylinder heads, but only one or two are needed to cope with the DFV.

Of his business, Dunn summarises, "Building engines to this standard is a matter of organisation and liaison. We try to build to aircraft specification without the back-up which that industry has. There is a lot of pressure in F1 to do the job quickly and we hate like hell to let people down. Though you have to remember that the man racing a club car wants to go racing just as badly as the big-money men.

"There's no glamour to this job, just routine. All the work seems to get destroyed in one way or another and you have to be keen to get stuck in and build to the best possible standard again. For me F1 is the commercial side of the business – I get my pleasure out of my son's motorcycle scrambling (which is why you rarely find Dunn at Grand Prix) or from the contacts we establish in the British club racing world. There's more contact there, more feedback somehow," concludes this remarkable engineer.

Engine Developments Ltd., Somers Road, Rugby, Warks. (Rugby 71056).

AT 36 years of age it seems a bit cruel to call John Judd a veteran anything, but he is certainly a very widely experienced engine man, now managing the fortunes of Engine Developments with his father (David) as works manager. Non-DFV work includes most of the Toyota F3 engines serviced in this country and they are now hand-modifying a batch of eight Formula Super Vee water-cooled motors for use in either March or Ralt chassis.

Judd worked at Coventry Climax up to the end of the 1½-litre formula and then did a much longer stint for Jack Brabham at Guildford, including maintenance of the single and double overhead camshaft Repco V8s – "We had no test bed for the s.o.h.c. engines that won the two Championships," he says, wryly adding that the four-cam design pumped out about the same 400 b.h.p. as the DFV did in its *debut* season, but they could never sustain the reliability over "a 12,000-mile supply line." In 1969 Brabham went for Cosworth power and there was no racing engine work for Judd: in those days you did not work on the units outside Cosworth. He then started working on the design side for Ford and Vauxhall (Brabham-Vivas, remember?), and it was not long before he had formed Engine Developments and had moved from Guildford up to Rugby: he came from Coventry originally.

That was in 1970 and for several years the new company worked on the design and development of road engines for both Vauxhall and Ford Australia, completing a new version of that company's straight-six in 1971. The fuel crisis really ended that type of work – "everyone needed a half-a-million-pound emissions lab. before starting," he recalls – and by 1974 they were back into racing. Surtees had his own engine shop and Terry Moss of Northampton used to test them. The engines wound up on Judd's Heenan and Froude and it was not long before the Rugby concern rebuilt one of Surtees units.

Now there are ten employees looking after five DFVs for Arrows ("I can guarantee we are in Patrese's car", Judd says with pride, though I'm not sure he meant that to cover *all* the spectacular young Italian's outings, some of which have ended in unexpected engine disaster!). Also on the customer list are four motors from Shadow, three from Fittipaldi, four from B&S Fabrications and three from Theodore. Some engines have also been prepared

for Danny Ongais as a separate Shadow project. They have also prepared some DFVs for hill-climbing, notably those for Roy Lane's March and enlarging the ex-Graham Hill DFVs to 3.3-litres for Mike Macdowell.

Engine builders are recruited through local papers, "bright young men between 19-21 who have learned some basics, perhaps in technical college," says Judd.

Virtually all the parts in the place come from Cosworth. Engine Developments are able to check out for themselves the electrical components and both ferrous and non-ferrous mechanical parts. The shop foreman is Terry Devlin, who was recruited, like some of his workmates, from Rugby Cement works.

Again two men per engine is the norm, but the metering/ignition "bomb" may well be done by a third person. The engine builder is encouraged to do as much of the work as possible, more than at Cosworth as a guideline, but as everyone I spoke to commented, "The hardest thing is to keep up job interest and standards when you are just turning out DFVs all the time."

With Judd's past experience it is not surprising that they have done DFV development work, though they are currently content to let the matter rest. They used some of their own ideas for the Shadow team when they felt that the Cosworth availability of development engines had put them into the second division. These ideas were also applied to other engines when it was found that they were getting an improvement – but now Cosworth have released many of the same parts so there is no reason to go on at present, though Judd acknowledges that such work does add considerably to the interest of the job. An ex-BRM employee, Neil Walker, is currently working as a draughtsman on the Super Vee project.

Judd reveals that the rebuild time for a DFV can be anything between 80 and 140 hours, but thinks the average is around 110: charges start at £900, but the company (like the majority) do not include clutch work. The testing of engine and parts is reckoned to consume about 10 hours, with an hour devoted to the normal running-in and full power checks to 10,500 r.p.m. The r.p.m.-limiting device is checked on a rig, not the bed, and Judd points out that you can get different levels of r.p.m.-limiter including one that operates between 11,400/11,500 r.p.m. – "and with those on it's not hard to get an engine that's been downchanged to over 12,000 revs," he comments.

Expected power output is ±5 b.h.p. on 478 b.h.p. on a standard motor or ± the same figure on 488 b.h.p. if it has been modified. As Judd describes it, "You can always screw more power out of them – but can you make it live, that's the question?" He feels the engine offers remarkable torque down to 8,000 r.p.m. but none of the drivers complain if it is no good below 9,000 r.p.m.

Like John Dunn, Judd can recall blocks nearly severed by flailing connecting rods. Bearing in mind the price of a new DFV he feels it is always worth rebuilding, even if the bill is like that for Brett Lunger, who once managed one of over £8,000 after a blow-up in Canada. He confirms that they have seen 4-5 year-old blocks start to crack around the webs – but like everyone else he adds that they usually get blown up well before that stage!

Although Judd sees the future of his business as engine manufacturers rather than as rebuilders, he delivered a very nice verdict on Cosworth's less obvious achievements. "Cosworth have made it easy for us all in the engine-building trade. I don't know of any other concern where the parts are as clean and as easy to fit – you certainly cannot put together an F3 engine without the worries of trying to get bits to fit first."

Alan Smith Racing (1977) Ltd., Manchester Street, Derby. (Derby 48974).

A FEW years ago MOTOR SPORT carried a full-length feature on these premises and their owner, former Reg Parnell employee Alan W. Smith. Since then the emphasis of the company has changed from building modified American racing V8s (usually 5 or 5.7-litre Chevrolets) to the preparation and maintenance of the racing Cosworth V8 design, though they still do a great deal of non-DFV competition engine preparation. The 1977 reference in brackets comes from the fact that Alan himself retired in 1976 and then had to come back to resume responsibility for the business.

I talked to works director Bruce Stevens, who has worked with DFVs since 1967 – and I gather that when Smith or Stevens say they *work* with the engines they mean just that, doing the parts checking as well as taking a hand on the dynamometer or whatever may be needed. There are seven staff recruited through the local paper – "otherwise you pay £200 a week for an established man" – but they are effectively nine with Smith and Stevens. They prefer their men to have served some sort of engineering apprenticeship but a 21 year old ex-plumber (Mike Cowlishaw) has proved his worth to such an extent that they have made him foreman.

Non-DFV work outside the few remaining Chevrolets (the call was mainly in the National saloon car championship, which now has a 3-litre limit, and F5000, which is no longer current in the UK) Alan Smith do quite a few BDAs for the Irish and the modified Group 1 Ford V6 engines used in Stuart Graham's four-strong Capri team.

Smith are better equipped with dynamometers than most rivals, with two of the big GH490 Heenan and Froude machines, of which one is reserved solely for DFV use.

All new parts are inspected either by Smith or Stevens, the latter including in his experience years spent at Cosworth and a spell at Swindon Racing Engines. "We leave nothing just to Cosworth," says Stevens, adding, "and if we have not seen the engine before then we check like hell. Before an engine like that is stripped we check hardness of both heads and block."

The aid of the Magnaflux process is called in as usual, plus "a half-wave machine capable of exploring faults up to 150th thou", and there is also a Radalloyd of Leicester "like a little robot" which does the big non-ferrous components. All the electrical parts and the metering unit are also checked prior to building.

Stevens does all the electrical test work, using Rita ignition rather than the current Opus Cosworth installation for the DFVs used by Tony Trimmer: in fact it's a dual ignition system with the system in the vee retained as well as the Rita pick-up from the crankshaft nose. Ensign also have an engine with a similar ignition layout and a lot of testing has gone on, with the co-operation of Lucas, into trying to make this the most reliable Cosworth DFV ignition system.

Inspection also involves removing the cylinder liners from the block, a process duplicated by Swindon personnel.

However, the people who assemble the engines, four in all, do not usually strip them down unless there is a real hurry job on. A team of three people do this and are responsible for cylinder head, throttle slides, water and oil pumps and dynamometer work.

Charges start at the normal £900 for labo with "a little bit extra for any machining sizing," plus any parts needed from the £20,0 stockpile. Alan Smith now look after To Trimmer's "two engines, whenever he can ge race that is – we're very happy to work wi Trimmer as he sent us our first DFV in 1976 The Ensign team's four engines are by Smith a Geoff Lees was expected to have a Smith unit his new Ensign at the British Grand Pri assuming he got a run. Arturo Merzario is customer with three engines and another thr units are out in hill climbing – two for t Waring & Gillow outfit and another for Pet Kaye, all three mounted in Pilbeam chassis.

The testing procedures and the conclusion drawn from it are interesting. The usual 1¼ hr are occupied running-in, but starting at 3,00 r.p.m. for about half an hour at a 5 lb. loa Then it is 15 min. on to 3,800/4,000 r.p.m. at lb., a quarter of an hour at 4,800 r.p.m. an 12/13 lb., then another 15 minutes at 5,000 rev and 15 lb. before it's considered run-in. Routin checks are then made to make sure there is n trace of the pistons "picking up" anywhere an to make sure that the timing is not over advanced. Any problems on the dynamomete obviously cost money as the engine then has to g back for rectification and that is something the seem particularly anxious to avoid at these Derb premises. Having also checked that the fuel flow is adequate they will run up in 1,000-r.p.m bursts from 7,500 to 10,500, preferring not to g within the r.p.m.-limiter. If they are specifically asked to they will install a limiter that acts at 11,000 r.p.m., but the normal procedure would be to release an engine with the Cosworth recommended minimum of 465 b.h.p. at 10,500 r.p.m. They have found that engines giving "only" 470 b.h.p. seem to get better results than those known to give 485 horsepower: Stevens also says that you often get customers complaining that engines are useless when the torque figures are especially good! Presumably the unit feels "flatter" because it is easier to drive?

Asking my tactless question about Great Blow-Ups They Have Known, I was told of one case which cost most of an engine's major components because an oil feed from the dry sump to the engine became detached. The customer was sufficiently honest to admit this rather than try to put the blame on the engine builder. As Stevens says, they can usually tell whether the oil pressure dropped prior to a failure (in which case it's 99% certain to be an installation fault) by the markings on the afflicted part, but the catalogue of destruction wreaked by a dropped valve is more difficult to analyse and prevent. He thinks that the crack detection work they are able to do helps a great deal here, but points out that Cosworth reckon only 350 miles' life for the springs: most come back having covered 400 to 700 miles!

The company used to do development work on the DFV, but have now dropped it as a result of Cosworth's own efforts. "We get the development packages like the bigger valves and so on, so whatever Cosworth want to do, that's OK by us."

For the future this is a company that is perfectly content to stay the same size as it is now – "we cannot control things if we expand" – says Stevens, who adds that they would like the DFV to remain their main source of work. "Although they are supposed to be more difficult than other types of engine, we have found they are actually easier because they are constructed correctly," he concludes. –J.W.

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RALLY REVIEW

Total Loss

MONTHS have passed since that fine event in South Africa, the Total Rally, had its foundations rocked when Total Oil SA withdrew its financial backing after years of loyal support. Suddenly the country's major international rally was in trouble and already its regular dates have passed for 1978 and there has been no firm inscription in the calendar for its replacement.

Total has long been a perennial sponsor in South Africa, backing not only the rally which takes the company name but many other events, including that unique competition the Kalahari Road Race in Botswana. But it was the Total Rally itself which was the best known. Indeed, it had become an institution among European competitors, several of them, ourselves included, returning year after year for a splendid, tough contest in a relaxed, friendly atmosphere. The reason for the loss of the Total Rally is simple, and illustrates how it can sometimes be impossible for idealism and commercialism to exist side by side.

Total's policy (though it has since changed!) was not to back individuals or teams, but complete events, so that all competitors, whether professional or amateur, sponsored or otherwise, could benefit. However, other companies did support individuals, and it often happened that a competitor needed to display on his car the decals of an oil company which was one of Total's business rivals.

This was not at all to Total's liking. He who paid the piper called the tune, and that tune was going to be sung solo, not by a choir of voices each anxious to be heard above the rest. But the CSI had other ideas. Recognising that the sponsors of some competitors were often commercial opponents of the sponsors of the events in which they took part, the CSI introduced a rule which forbade organisers having any regulation which disallowed advertising on cars which conflicted with the event sponsor's advertising. This put Pretoria Motor Club on the spot. The CSI decreed one thing, but Total demanded the other, and the discussions eventually ended in the deadlock which prompted Total to pull out altogether.

There is an arguable case for both sides. Competitors should have the right to display whatever sponsorship-bringing advertisements they have been astute enough to sell, for without competitors there would be no rallies. On the other hand, a sponsor who invests a considerable sum of money in an event should have the right to prevent his rivals cashing in on his investment.

People, least of all commercially successful companies, are not in the habit of giving away money unless there is a very sound reason for it, and philanthropy, no matter how much popularity it creates, will hardly alone satisfy any self-respecting board of directors, nor dividend-seeking shareholders. The expectation of a return by way of publicity is a common reason for a sponsor's investment. Another is the reduction of taxable profits, and there must be many more. But simple generosity can hardly be one of them.

So much for the cause; what of the effect? Pretoria Motor Club finds itself with a popular international rally on its books and no cash with which to run it. For months nothing seemed to happen, and at long range it seemed that the club was content to wait for a new sponsor to turn up out of the blue, or for Total to reverse its decision and come back to pick up all the tabs. But neither happened and it became obvious that there was no chance of running the rally on its planned mid-June dates.

The search for a single major sponsor, whose name would be taken as the name of the rally, proved fruitless, and it was at quite a heated meeting of the organising committee that the idea which might save the rally from extinction was eventually suggested.

In the first place, half of the sum required would be met from existing club funds. The other half would be raised by a lottery; not an ordinary lottery but one among potential sponsors for the plum of renaming the rally. Tickets cost 250 rand each, and the holder of the winning ticket would receive all the benefits which would have been his had he invested the entire proceeds of the lottery. He would also have the privilege of providing the rally with a name.

This was sponsorship-seeking with a difference. Instead of offering a big return for a big investment, the club was offering, for a *small* investment, the *chance* of a big return and there was no precedent from which its likelihood of success could be judged. But indeed the sponsors came forward, and after the first four tickets were bought jointly by Alitalia SA and Fiat SA, several other sales were made.

Who knows, "raffle-a-rally" may catch on as an accepted means of attracting sponsorship, though it can hardly be conducive to peace of mind for any planner of a publicity campaign not to know until what may be the last moment whether he is going to have a campaign to plan.

But at least the Total Rally will live on, albeit under another name, and perhaps the CSI may one day put political considerations to one side and give this tough event the recognition it deserves by making it a qualifier for the World Rally Championship.

* * *

Since we first began studying the complexities of regulations produced by rally organisers in various parts of the world, we have regularly been kept amused by well-intentioned efforts to translate technical terms into comprehensible English. It's a long time since British crews were puzzled as to why they should have "fire-eaters" as passengers when they competed in the Swedish Rally, and how an entrant could be "either a real person or a fictitious one".

A constant source of mirth, even today, is the pamphlet which Pirelli produces in English prior to each World Rally Championship event. The Acropolis edition reported a conversation after the Portuguese Rally between Mikkola and Alen, the latter having scraped a win when the former punctured on the last stage. Alen: "Sorry you are very unlucked, but next time, you will see, will be your time." Mikkola: "Firstval my compliments and than it is indigest for me to collect a lot of second places."

But perhaps the most amusing of all was the unintentionally ribald manner in which the Automovil Club Argentino presented its compliments when writing to us concerning the long-distance event which the club is running in South America in August. The letter began . . . "It is a pleasure for us to get in touch with your renowned diffusion organ, widely known in your country and outside its frontiers." We were proud to be thus addressed, but guarded and very accurate in our choice of words for the reply!

* * *

We are delighted to record that New Zealand's major international rally, which was such a worthy part of the World Championship last year but was unjustifiably and underhande dropped from the 1978 series by the CSI, w take place during September 2nd-5th. Last ye it was backed by Radio New Zealand, but th sponsorship was withdrawn and there can be a doubt that the CSI was hoping that no spons would be found for 1978. A cancellation wou have provided Paris with an excuse for a sardon "We told you so".

Sponsored by the country's biggest accesso distributors, it will be called the Motorgard Ral and will have a 2,000 km. route in North Islan starting at Auckland and finishing at Wellingto It will have 45 special stages (the longest will b 110 km.) mostly on the country's fine fore roads, and two 10-hour stops at Rotorua an Palmerston North.

One of the official "reasons" for its exclusi from the World Championship was that it w not difficult enough. That is complete rubbi and a reflection on either the powers comparison or the integrity of those who report in such vein to the CSI. The rally is efficien organised by a capable, friendly bunch enthusiasts and we have no doubt that t Motorgard Rally will be as tough and successf as last year's Radio New Zealand Rally.

* * *

June and July have gradually lost th popularity among rally organisers. At one ti the summer months were ideal for rallying, but tourism increased, and traffic with it, so ral tended to move away from the period when roa are likely to be most congested. Of course, in t Southern Hemisphere things are different a New Zealand was going to have its major rally late July, but that event, no longer in the Wo Championship, has been moved to September.

This means that the 11-event Wo Championship has a natural summer break fr the Acropolis Rally right at the start of June un the Rally of the Thousand Lakes at the end August. This provides a planning and testi period of nine, ten or even eleven wee depending on how early people decide to st their preparations and practice sessions Finland.

The championship is again being tackled in entirety only by the Fiat team, although bo Ford and Opel have many of the qualifiers their programmes. So have Toyota and Datsu but to a lesser degree.

After five qualifying rounds in Mona Sweden, Kenya, Portugal and Greece, no l than sixteen manufacturers have points to th credit, some as the result of the efforts of offic works teams but many due to the efforts privateers. Current leading positions are follows:

Fiat	
Ford	
Opel	
Porsche	
Datsun	
Lancia	
Peugeot	
Toyota	

The other scorers, in order of classificati are: Renault, Mercedes, Volvo, Volkswag Saab, Skoda, Mitsubishi and Lada.

Leader in the unofficial World Ra Championship for Drivers is still Jean-Pic Nicolas with two outright wins and a third pla but close behind him is Markku Alen who has win, one second and one third. After them co Hannu Mikkola (two seconds), Bjorn Waldeg (one win and one fourth) and Walter Rohrl (one win and one fourth). – G.P.

ROAD IMPRESSIONS

The Ford Capri III 3000S

Excellent performance and driveability. Fantastic value

THE CAR doing all the winning in the Tricentrol British Saloon Car Championship is the Ford Capri III 3000S. As always, a successful car on the circuit is as chalk and cheese to its road-going sister (though Group 1½ cars would be almost road-legal with silencers fitted), and the owner of a 3000S straight off the German production line, from whence all current Capris emanate, would be shocked were he to take the wheel of a racer. Clever, competitive race engineered improvements not withstanding, a successful racing saloon is usually only as good proportionately as its standard sister. Few saloons prove the point quite so strongly as this latest 3000S.

Right from the early versions with agricultural steering, handling, trim and wide-ratio gearbox, the 3-litre Capri has presented an astonishing ratio of pound sterling against performance. Versatility and improved refinement accrued with the various hatchback Mk. II versions. Now the Capri III – almost certainly the last variation on the theme – gives even better confirmation of Ford's extraordinary flair for budget-price production engineering, at least in the version road tested. At £4,593 I don't think there is any better value than the 3000S.

I "had a ball" with this car. It felt like a Big Healey treated to modern equipment, four proper seats and a steel roof: a bellowing, muscular, long-legged engine, handling which was a total joy, though without the splendid Abingdon cars' need for strong-armed elbow twirling, thanks to high-geared power steering. In character – and it shows plenty of that, to the driver if not to the observer – the 3000S is a fixed-head sports car. It just happens to combine the versatility of a four-seater hatchback. Although 3-litre Capris don't have the charisma of traditional sports cars, they seem to have developed a strong following amongst enthusiasts and racing drivers who appreciate tough, high performance, reliable work horses.

Only two 3-litre versions of this latest series of Capri are available, the 3000S (Sport) and the luxury Ghia. The mechanical recipe of the III is as for the II. The big difference lies in the more aerodynamic body: the bonnet line is lower, its lip drooping down over a grille which has bars angled to act as aerofoils and a spoiler is integrated into the sheet metal-work below the new black, wrap-around front bumper of all models. A rubberised tail spoiler mounted on the boot lid is exclusive to the 1600S, 2000S and 3000S models. Ford claim that the front-end treatment has reduced drag by more than 6% on all models, from 1.3 upwards; the rear spoiler on the S brings the total drag reduction to 12.6%, a very appreciable saving. Sidewinder transfers down the flanks are an unfortunate boy racer part of the S package. All models have four headlamps and ridged, stay-clean rear lights, *à la* Mercedes.

The whole of the very real character of the 3000S stems from that simple, cast-iron V6 engine. This is the familiar British built, 2,994 c.c. Essex version, not the 2.8-litre German V6 recently adopted by the Granada range. In its current European emission form this 93.77 mm x 72.4 mm, bowl-in-piston, 60 degree V6 delivers 138 b.h.p. DIN r.p.m. and a healthy 174 lb. ft. torque at 3,000 rpm. It is such a basic, solid design that I have always had visions of a Dagenham blacksmith beating it out on an anvil and, indeed, its character is akin to a shire horse: totally untemperamental, uncannily flexible, effortlessly powerful. If the throttle pedal is depressed once to the floor to activate the automatic choke on the Weber twin-choke, downdraught carburetter, the engine starts at the merest flick of the starter motor. The lazy power is instantly and smoothly available without hiccuping protestations at low temperature. The test car's choke was sometimes slow in retiring and needed prompting with another flick on the throttle. The flexibility of the V6 is such that the sporting 3000S will trickle along almost at walking pace in top gear, in which it will accelerate cleanly from 1,000 r.p.m. and 1st and 2nd gears are rarely required in town except for restarting.

Such docility is deceptive: the response to small or large throttle openings is instantaneous and given a vigorous thrust of the right foot there aren't many mass-produced cars capable of staying with the 3000S. Full use of the 6,000 r.p.m. limit gives nearly 70 m.p.h. in 2nd gear, close on 95 m.p.h. in 3rd. Sixty m.p.h. comes in 8½ seconds. 100 m.p.h. in 28 seconds and a long enough stretch of motorway (sorry, *autobahn*) should wind the needle round to about 125 m.p.h. at 5,700 r.p.m.

The improved aerodynamics really do seem to have made a difference. This Capri III test car felt noticeably quicker than a Capri II 3000S borrowed from Ford not long before the model was discontinued, yet the power was the same and 23.5 cwt. kerb weight practically identical. Even more marked was the improved stability at speed, particularly in cross-winds. The changed bonnet line has removed some of the annoying flapping of that large piece of steel, too.

Superb ergonomics contributed to my very great liking for this 3000S. The fixed steering wheel, the pedals, the switchgear (at long last moved to the steering column on the Capri III),

The optional Recaro seats "added £2,000 to the feel" of the 3000S. The S version has black vinyl facia trim.

the seating position – all contribute to relaxing the driver in a natural position. As the feelings of this 5' 7" writer were supported by a 6' 5" ex Leyland development engineer, who was loathe to vacate the driving seat, I think it safe to say that this should be a comfortable car for most drivers. I fear that my feelings were coloured by the test car's Recaro seats, however. These are a £76 optional extra, available on the S model only. Never was there a greater bargain: they add £2,000 to the feel of the car. These firm, form-hugging competition seats give a seat of the pants tautness to the handling; the similarly trimmed standard seats are like blancmange in comparison. At first they feel uncompromisingly hard, uncomfortable. It takes a few miles for the body to accustom itself to the lumbar support, the firm cushion which curves down under the knees so that no sharp edges cause discomfort, the prominent side-pieces of the backrest which stop one's body rolling about under cornering. The backrests have micro-adjustment. Net centres to the head restraints (fitted to the standard seats too) help the driver's view for reversing and stop claustrophobic feelings in rear seat passengers. All the seats have tartan cloth inserts, in pleasant pastel shades in the metallic green test car.

Like the gutsy engine, the handling is modern vintage, superior to its roadholding and consequently great fun – and much safer than 3-litre Capri behaviour used to be. The familiar McPherson strut front suspension and leaf sprung, live rear axle – the latter making itself obvious on occasions – are unchanged in this new model. Gas-filled shock-absorbers (from various suppliers, no longer Bilstein solely) on all four corners tauten the handling and stiffen the ride on the 3000S. The Capri II referred to earlier, which was on Bilsteins, had been too stiff for comfort; the Capri III test car was a much better compromise. The ride improves with increasing speed, but limited travel of the live axle shows up abruptly over bad bumps. That marvellous spread of engine torque combined with a responsive chassis means that this Ford can be put into virtually any attitude the driver cares for by playing with the throttle and steering. Without provocation, the normal tendency is towards understeer, as might be expected with that big lump of iron in the nose, but any experienced driver will soon learn to neutralise that and even enjoy himself on opposite lock when nobody is watching. The rear axle is free from tramp, despite its meagre location, but wheelspin can be a problem, particularly in the wet. The test car's 185/70 HR-13 Goodyear tyres showed a great improvement in wet weather road-holding compared with the Pirelli CN 36s I have been used to on 3-litre Capris.

Cam Gears power assistance is a standard fitment to the rack and pinion steering. At first I felt cynical about it. I grew to positively enjoy it. Although light, it is very direct and positive with no lost motion, the 14" soft-rimmed wheel needs a reasonable 3.3 turns lock to lock and there is plenty of feel for changing surfaces/adhesion. So equipped, the once heavyweight 3-litre Capri can be chucked around, slotted through traffic and parked more effortlessly than an Escort. However, a colleague who was equally enthusiastic about the steering of another Recaro-equipped Capri III 3000S is finding the power steering of his own, subsequently acquired 3000S, to be more vague from the soft cushion of his standard seat. As I have said, the Recaros really are worth having; with them you wear the car, become a part of it, and it responds much more accurately.

The new rear parcel shelf in the hatchback. Much of the Capri's character stems from the lusty 3-litre Essex V6.

The brakes on the test car were light and effective under normal circumstances, but they began to feel suspect under a real hammering. Hard braking gave a slight trace of the usual shimmying around the McPherson struts, a common fault with 3-litre Capris which worsens with mileage. A gearbox which can be as light and easy to operate as this one was, while transmitting vast torque, deserves nothing but praise. But it clonked into reverse if not handled delicately. The clutch was sticky in action and I have always disliked the way the toe of the clutch foot is forced to press against the angled pedal arm of Capris. Although much quieter than earlier models, the 3000S continues to suffer some wind noise, but I shall not complain about that healthy noise from under the bonnet, which starts in a burble, rises to a bellow at 3,000 r.p.m. and gradually softens to a deep drone as the revs rise.

Readers must be as familiar as me with Capri detail specifications. Suffice to remind that the S has the basic black vinyl facia trim, that alloy wheels, a Ford push-button radio and rear screen wiper/wash are standard, that the heating and through-flow ventilation is first class and that rear-seat occupants suffer poor head and knee room. The fuel tank holds 13 gallons; its 4-star content can be swallowed at rates varying between 17 and 25 m.p.g., depending upon enthusiasm, and 20-21 should be considered the norm. Ford claim that the revised aerodynamics have improved consumption, which is probably true for consistent high-speed motorway cruising, but is difficult to assess in general use. A detachable rear parcel shelf is a welcome addition to the Capri III equipment; it attaches simply to the hatch back with looped, nylon cord. The rear seats fold down individually to make this a versatile, high speed express. I regret that the engine capacity is no longer shown on the front wings, but the wide tyres and twin tail pipes – one each side – are instant recognition points for the 3-litre cars.

The test car was fitted with one of those marvellous, tilt and slide, Ford sunshine roofs, which I would not be without, though it costs £146 extra, high-pressure headlamp washers (£56), a remote-control door mirror (£23) and those Recaro seats.

Ford engineering may be cheap and cheerful, but there is no disputing the effectiveness of the assembled recipe. By any standards, the 3000S is a very desirable motor car, with a high standard of performance and driveability. At its price, even with extras fitted, there is no other big-engined performance car to approach it. – C.R.

Black, wrap around bumpers, a very effective rubber tail spoiler, new rear lights and twin tail pipes distinguish the 3000S III from the rear.

Granage's MG Magnette storms the famous hill.

The VSCC at Shelsley Walsh

Moffatt (ERA) makes FTD

THE 73-year-old speed-hill-climb venue was invaded by the VSCC, in the nicest possible way, on July 8th. In practice Bill Summers rolled his 6C Maserati at the esses, fortunately without too much damage to man or machine. The ambulance was required again when someone was run over in the Paddock by the Connaught—what an honour, compared to being knocked down in an ordinary accident! One supposes, though, that this may cause "transfer to Paddock" admission to be reviewed—for the throngs do rather mill therein, and always have done—see pictures of old Brooklands. (The Motoring Dog says she would be safer on a close leash than kids running free, but was told to stop yapping.) After a certain time anyone was able to walk unchallenged into the Shelsley Paddock . . .

Rain made something of a mockery of the racing cars' second runs, those who improved their times doing so either by reason of virtuosity, like Martin Morris (ERA), Ian Preston (Bugatti) and Freddie Giles (GN Salome), or because they made poor first runs, like Balmer (Bentley) and Mrs. Black (Monza Alfa Romeo). Doc. Taylor knocked a bit off in the damp, however, and Ron Footitt did exactly the same time on both his runs in the Cognac. Between times, Basil Davenport, one of Shelsley's best-loved heroes, was driven up in his one-time BHD by Robin Parker, to a champagne presentation.

Nickalls and his wife dominated the Small Sports Car class, the Lagonda Rapier being placed first and third (Mr. = 46.1 sec.; Mrs. = 48.0 sec.). Bayne-Powell's K3 MG was second. Tarring took the Handicap in his alloy-bodied, very nonchalant vintage Frazer Nash, which has a speedometer specially for the passenger's eyes.

In the category for Bigger Sports Cars Jones drove with great verve in his Riley Very Special, based on the 2½-litre Blue Streak, to win in 41.3 sec., from Roscoe's purposeful, slab-tank, i.f.s., 4.3 Alvis Special (44.6 sec.) and Woodley's Alvis Firefly Special (45.3 sec.). Threlfall's vintage V8 Lancia, demoted in the programme to Lambda extraction, did a quiet, multi-cylinder ascent, its driver looking over its half-screen, to take the Handicap, but quickest vintage car was Monro's GN/Ford, in spite of a clanky take-off and proverbially shedding a chain (48.0 sec.—equalling its handicap).

The exciting Hardy Special had the 1½-litre Racing Car class tied up on a first run by Gray in 42.76 sec., which was also fastest vintage time. Gunn in his Montlhéry MG was second (43.4 sec.) and must also have taken the noise record, and third place went to Giles in Salome. Richmond secured a Handicap win in his Morgan/GN Salote. Here I should remark that the tradition of the Shelsley Special was upheld by this car, the Djinn, and Crosse's curious s.v.-JAP-powered Grannie, the last-named complete with bulb horn and big vintage household tumbler ignition-switch.

Mavrogordato's Opel I lays a smoke screen.

The over-1½-litre Racing Car class warmed things up, although no records were broken. Hamish Moffatt in ERA R3A picked his position carefully on the start-line, got away with a smoking off-side back wheel, and put up FTD, in 38.8 sec. His second run took 39.2 sec., but before Stuart Saunders took the car up it had turned temperamental and blown a sparking-plug out. If you make FTD at Shelsley you cannot win the class, so it actually went to Guy Smith's Frazer Nash/Alvis (40.4 sec.), giving a determined Ian Preston second place in this Type 35B Bugatti (40.5 sec.), third place going to Footitt (Cognac) in 40.6 sec.—twice! Preston had scored for the vintage cars, and Mrs. Black in the Monza Alfa Romeo was fastest lady (46.4 sec.). Martin Dean in his road-equipped Type 51 Bugatti was best on Handicap and Martin Morris in R11B took the ERA Trophy, although 0.1 sec. slower than Moffatt. Black did not run his 8CM Maserati, in deference to a protesting engine.

The "Back-Brake" class was well supported but was apparently decided on Handicap, as although he made best time and equalled his 1977 class-record, Arnold-Forster was unplaced. Benfield was first, in the beautiful 1924 200-Mile Race Alvis, Liddell next in his Straker Squire, Arnold-Forster, third. As the pre-1915 monsters were such a feature of the pre-war VSCC scene at this and similar venues I am prompted to list all their times:

N. Arnold-Forster (1912 5-litre Bugatti) 47.3 sec.
C. Clutton (1908 12-litre GP Itala) 53.5 sec.
R. Collings (1903 9.2-litre Mercedes) 54.4 sec.
J. Williamson (1908 12-litre GP Itala) 54.8 sec.
M. Mavrogordato (1914 4.4-litre GP Opel) 57.7 sec.

The splendid showing of the stripped 1903 Sixty Mercedes will be noted, although the BHD, Wicksteed's Alvis, Benfield's Alvis, the Straker Squire and Sewell's Type 13 Bugatti were faster than the Itala, but beaten by the o.h.c. chain-drive Bugatti. Incidentally, the Itala was running with a machined-down valve from a diesel engine, to replace one that had broken (4 in. diameter, 1½ lb.). But note that most of these Edwardians trounced Rowley's E-type 30/98 Vauxhall and the Riley sand-racer.

Noel Mavrogordato caused a bit of a stir in the immaculate white GP Opel, which he had driven up from Hampshire, by continuing past the finish-line at speed, on his first run. The old car shot into a field but fortunately showed excellent stability, so no harm resulted.

The Post-War Historic Racing Car class had but four contestants. It was won by Chapman's Monza Lister-Jaguar (39.17 sec.), although in the rain this car only clocked 47.01 sec., to Moffatt's second run in 39.2 sec. Walton's Connaught did 41.18 sec. So pre-war prowess was endorsed handsomely. Then it was all over for another year, although the aged venue will be used for the RAC Hill-Climb Championship on August 13th, and an MAC Meeting on October 1st.

On July 8th, the Lancia MC had a special enclosure, to which MOTOR SPORT contributed a road-test Gamma saloon. Several Lambdas, Aprilias and Betas assembled but the overall display was disappointing. But the previous weekend there was a very large gathering of these cars at Donington to celebrate Lancia Motor Club and Lancia motor company anniversaries.—W.B.

Collings works hard in the 1903 60 h.p. Mercedes.

Notes on the Cars at Paul Ricard

(The French Grand Prix report appears on page 1138)

OF PARTICULAR interest was the action of the Ecclestone-Brabham team following the banning of fans, for cooling or aerodynamics, by the CSI. The two cars used in Sweden, equipped with the extractor fans, were converted back to normal BT46 specification with the rear aerofoil mounted on its large cross-tube and the water-radiators and nose cowling fins back at the front. The two team drivers kept to the same cars, Lauda (BT46/6) and Watson (BT46/4). The spare car (BT46/5) was fitted with long, deep side-plates extending to the rear of the car, carrying the rear aerofoil, with full-length side-skirts. This was an experimental set-up, a sort of halfway step between the normal BT46 and the fan-cooled BT46B layout. This car had the standard front radiator layout and Lauda drove it briefly during practice.

In a vain attempt to gain some more straight-line speed the Tyrrell 008 cars were fitted with squared-off nose fins in place of the normal ones which are angled forward; also a different type of new aerofoil was used. The fuel system was modified with larger collector tank behind the driver's seat, to overcome a tendency for the system to "dry-up" on sustained full throttle. All three cars were modified, Depailler driving 008/3 as usual, Pironi 008/2-2 and the spare was 008/5.

So confident are Team Lotus in the Type 79 that the two 1977 Type 78 cars were brought along as exhibition cars. Andretti used 79/3 and Peterson 79/2. Even when Andretti crashed 79/3 during practice there was never any suggestion of him using a Lotus 78. Even with the monocoque of 79/3 slightly creased around the scuttle he preferred to use the 1978 car. 78/2 and 78/3 were not used all weekend, though some of the other drivers would have put them to good use, but to Team Lotus the Type 78 is obsolete.

In the McLaren team Hunt drove M26/3, Tambay M26/5 and Giacomelli M26/7, while M26/1 was the team spare. This last car had openings in the upper surface of the sides of the monocoque in order to extract air from under the car, but whether it is effective is hard to say. It was in the nature of a test car rather than a serious spare for the race.

In Sweden the German ATS had a nearly completed third car in the transporter, though it was never taken out. By the French GP it was completed (HS1/3) and after Rosberg's car (HS1/2) had trouble with its fuel system the Finn took it over and used it in the race. Mass had the original ATS (HS1/1), all three cars being 1977 Penske PC4 models, modified and uprated by Robin Herd of March, though he is no longer active with the team. The "new" third car was built up from spares acquired with the two team cars.

Ferrari had the same three cars as used in Sweden, with Reutemann in 036, Villeneuve in 034 and 035 as the spare. All three cars had the front and rear anti-roll bars connected together on each side of the monocoque. A tubular connecting link ran back from each end of the front roll-bar and push-pull cables ran forward from the ends of the rear anti-roll bar. These were attached to two levers pivoting on a short torsion bar mounted inside the radiator duct alongside the cockpit on each side. The object appeared to be aimed at stopping the inside wheels lifting when braking or accelerating in a corner, especially on uphill or downhill bends. As Paul Ricard circuit is virtually dead flat the system was not very effective so it was removed from all three cars on Saturday night. Before the race Villeneuve tried the spare car (035) and decided he liked it better than his own, so used it in the race.

The two Fittipaldi cars had undergone numerous modifications and F5A/2 was used all the time. F5A/3 was the spare and was not used, though it was to the same specification. There was a new rear aerofoil, with a slotted flow in it, the rear suspension was mounted on an entirely new alloy cross-plate, with altered pick-up points in the search for better camber-angle changes, and the engine no longer breathed from an air box, but had the inlet trumpets exposed with a new cowling around them.

Renault had their usual pair of RS01 cars, with RS01/02 carrying modified bodywork around the engine and plastic gaiters over the front top wishbone to smooth the path of the air onto the flat body sides. RS003 was rigged up with a camera for Jackie Stewart to lead the field on the pace lap, while Jabouille planned to race RS01/02, but the engine expired on the first lap.

The Shadow team had a new DN9 monocoque with them in Sweden, but it was not built up into a complete car at the time. In the garages at Paul Ricard this was completed unit DN9/5A, but it was not used, being prepared for future testing. Stuck had DN9/1A as usual, and Regazzoni DN9/4A-2. The third car that was sold to the American Interscope Racing at the Long Beach race has never been seen again.

Having settled on the full-width front aerofoil, like Ferrari, Wolf and Ligier, the Surtees TS20 cars had the whole front end tidied up after the experimental layout tried in Sweden. Team drivers Brambilla and Keegan had their usual cars, TS20/01 and TS20/02, respectively, while TS19/02 was on hand as spare but was not needed.

Although the Wolf team used WR5 for the whole weekend, with a flatter exhaust system and smoother panels over the engine, to improve air-flow over the rear wing, they were busy completing a brand new car. This was WR6 and as an interim measure it was fitted with th type exhaust system and engine covering p off WR5. It was being completed in readine testing after the French GP. As a token spa they had WR1 with them. WR4 has been s Teddy Yip, for Rosberg to drive, and he wil take delivery of WR3 as well. Walter Racing will help them with spares, inform and guidance in future races.

In the Ensign team the only notable ch was that Derek Daly took over the drivin from Ickx. He used the later car, MN08 MN06 on hand in case of emergency. Reb practised with his Lotus 78/4 (but like failed to qualify) and also used 78/1 d practice. Merzario with his home-built car, March components, also failed to qualify.

The Ligier team were as seen in Sweden, Laffite racing the 1978 car, JS9/01 but wi the large bizarre rear aerofoil seen at Mo The interim car JS7/JS9/01 was the spare. Williams team intended Alan Jones to race but on Sunday morning it broke its gearbox hasty change was made to 001. As these two cars are as alike as peas in a pod, the only re for ringing the changes is to give the cha rest now and then. To change from one car t other is no great problem for the driver, the both tailored to perfection. Brett Lunger i his McLaren M26/6, but used his old M2 briefly in practice when the newer car devel an electrical fault. The one-off "Tico" Ma built car, MK23/1 made a re-appearance, st the hands of René Arnoux, and performed well. The Arrows team of gold-painted cars as in Sweden, with Patrese in FA1/4, Stomn in FA1/3-2 and the original car, FA1/1, a spare.

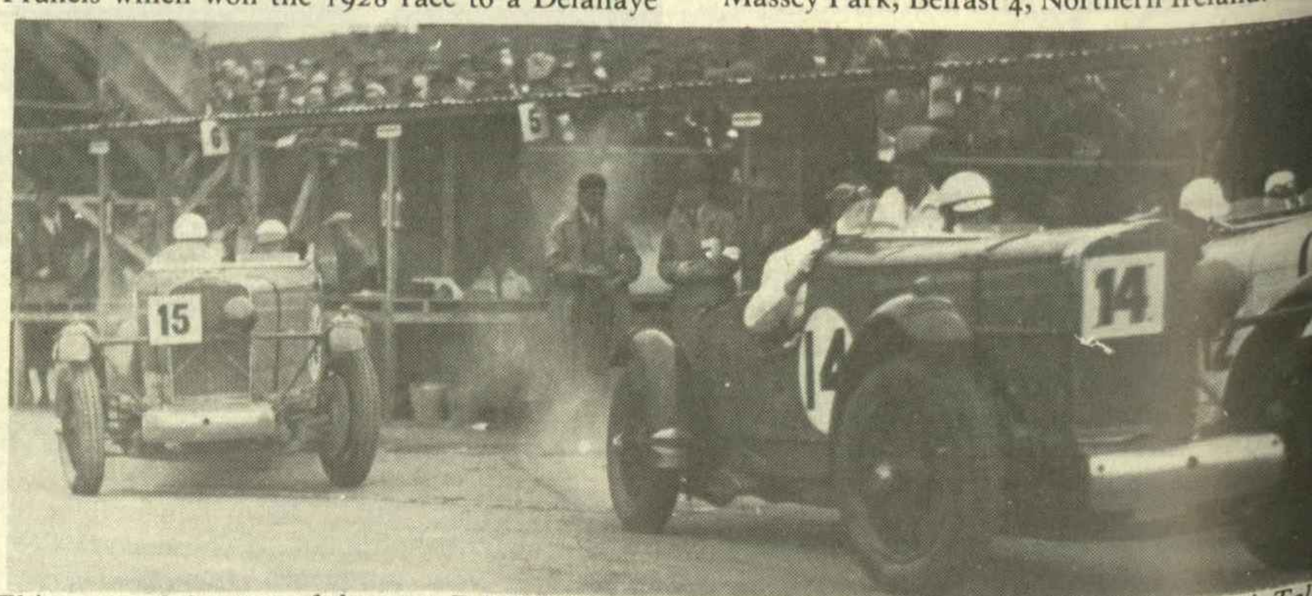
Of the favoured Cosworth-powered te Lotus had a Cosworth "development" engi Andretti's car, which won the race, Tyrrell theirs in Depailler's car and it blew up, McL put theirs into Tambay's car and he used e horsepower it would give, while Scheckter one in the Wolf. Peterson was using a Cosw engine prepared by John Nicholson's firm, as Hunt. – D.S.J.

The Ulster Tourist Trophy

The Golden Jubilee celebrations on August 19th on the Ards circuit outside Belfast will witness a memorable re-enaction of some of the famous RAC Tourist Trophy races between the years 1928-1936. Three laps of the 13⅔ mile circuit from Dundonald to Newtownards to Comber and back to Dundonald, will be covered "at characteristic speeds" by a wide variety of genuine TT cars. They range from the Lea Francis which won the 1928 race to a Delahaye that competed in the 1936 race.

Most notable among the many guests wi Mr. and Mrs. E. R. Hall who were part of scene in Ulster during the years of the TT. E Hall drove Lagonda, MG and Derby-Bentley over the years and his wife ran the time-keep in his pit for these 5-hour races.

Anyone wishing to join in the celebrati with a genuine TT car or not, should con Michael Wylie, Secretary of the meeting, at Massey Park, Belfast 4, Northern Ireland.



This scene of the start of the 1931 RAC Tourist Trophy on the Ards circuit, showing Brian Lewis Tal 14, and John Hindmarsh Talbot 15, will be re-enacted on August 19th with the identical cars, GO51 GO52, now owned by Anthony Blight. MOTOR SPORT's representative will be driving the Tal GO54, which Lord Howe raced at Ards in 1934.

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The French Grand Prix

Lotus still ahead

Paul Ricard, July 2nd

FOLLOWING two weeks after the Swedish GP, the immediate topic of interest at the flat and featureless Paul Ricard autodrome was the matter of the cooling extractor fans on the Brabham-Alfa Romeos. Instant action was taken by the Formula One Constructors' Association and the CSI and the outcome was that they were declared to be illegal, but the results of the Swedish race were to stand. In consequence the Brabham team appeared in France with the same two cars, Lauda (BT46/6) and Watson (BT46/4) without the fans and all the cowling and back in the form in which they raced before Sweden, with front-mounted water radiators. The rest of the entry was more or less as seen previously, with numerous small modifications to some of the cars, described elsewhere in this issue.

STARTING GRID

2
J. Watson
(Brabham-Alfa Romeo)
BT46/4
1 min. 44.41 sec.

5
M. Andretti
(Lotus-Cosworth V8)
79/3
1 min. 44.46 sec.

1
N. Lauda
(Brabham-Alfa Romeo)
BT 46/6
1 min. 44.71 sec.

7
J. Hunt
(McLaren-Cosworth V8)
M26/3
1 min. 44.92 sec.

6
R. Peterson
(Lotus-Cosworth V8)
79/2
1 min. 44.98 sec.

8
P. Tambay
(McLaren-Cosworth V8)
M26/5
1 min. 45.07 sec.

20
J. Scheckter
(Wolf-Cosworth V8)
WR5
1 min. 45.20 sec.

11
C. Reutemann
(Ferrari flat-12)
312T3/036
1 min. 45.35 sec.

12
*G. Villeneuve
(Ferrari flat-12)
312 T3/035
1 min. 45.55 sec.

26
J. Laffite
(Ligier-Matra V12)
JS9/01
1 min. 45.68 sec.

15
J. P. Jabouille
(Renault-V6t/c)
RS01/02
1 min. 45.73 sec.

35
R. Patrese
(Arrows-Cosworth V8)
FA1/4
1 min. 46.32 sec.

4
P. Depailler
(Tyrrell-Cosworth V8)
008/3
1 min. 46.37 sec.

27
A. Jones**
(Williams-Cosworth V8)
FW06/001
1 min. 46.40 sec.

14
E. Fittipaldi
Fittipaldi-Cosworth V8)
F5A/2
1 min. 46.70 sec.

3
D. Pironi
(Tyrrell-Cosworth V8)
008/2-2
1 min. 47.12 sec.

17
G. Regazzoni
(Shadow-Cosworth V8)
DN9/4A-2
1 min. 48.55 sec.

31
R. Arnoux
(Martini-Cosworth V8)
MK23/1
1 min. 48.68 sec.

19
V. Brambilla
(Surtees-Cosworth V8)
TS20/01
1 min. 48.68 sec.

16
H. J. Stuck
(Shadow-Cosworth V8)
DN9/1A
1 min. 48.89 sec.

36
R. Stommelen
(Arrows-Cosworth V8)
FA1/3-2
1 min. 49.14 sec.

33
B. Giacomelli
(McLaren-Cosworth V8)
M26/7
1 min. 49.53 sec.

18
R. Keegan
(Surtees-Cosworth V8)
TS 20/02
1 min. 49.54 sec.

30
B. Lunger
(McLaren-Cosworth V8)
M26/6
1 min. 49.55 sec.

9
J. Mass
(ATS-Cosworth V8)
HS1/1
1 min. 49.90 sec.

10
K. Rosberg
(ATS-Cosworth V8)
HS1/3
1 min. 50.09 sec.

*Time recorded in Ferrari 312T3/034.
**Time recorded in Williams FW06/002.

Did not qualify:

37	A. Merzario (Merzario A1/01)	1 min. 50.11 sec.
22	D. Daly (Ensign MN06)	1 min. 50.19 sec.
25	H. Rebaque (Lotus 78/4)	1 min. 50.40 sec.

Andretti gave another convincing display of Lotus mastery. Lotus 79/3 shows no visible signs o practice crash.

With the circuit being long enough to accommodate everyone for practice there was no need for any pre-practice seeding of the "rabbits" and all 29 drivers were ready for the Friday morning practice session from 10 a.m. to 11.30 a.m. The Ensign team had replaced Ickx with the Irishman Daly, the Finn Rosberg was still number two in the ATS team, and Giacomelli was driving the third works McLaren. The morning was hazy and ominously still, with almost total cloud cover as practice began, not at all the travel agent's idea of the South of France, but nonetheless ideal for fast motoring, providing it remained stable. The circuit had not been used for Formula One since 1976, when Hunt set the fastest practice lap in 1 min. 47.89 sec. with a McLaren M23, and fastest ever was Lauda (Ferrari T2) in 1975 at 1 min. 47.82 sec.; of little interest in view of three years' progress. official lap record was set up during the French GP by Jochen Mass in a McLaren M 1 min. 50.60 sec. The vastness of the pit ar Paul Ricard, and the comic, circus-like la whereby half the field come into their pits *u* a bridge, while the other half are passing *ove* bridge on their way out of their pit area, m the whole scene very remote and detached. to this the fact that the track itself and signalling wall are so far from the pits that could be on another circuit, and it is easy to why practice at Paul Ricard is all a bit detac and characterless. The morning had not re got under way before a sprinkling of raind came down, and that was it, the cars w covered up and everyone disappeared, and at point Lauda was holding fastest time with 1 m

45.52 sec., but in truth the scene had not really got under way properly. The rain spots did not develop so everyone re-appeared and got on with practice, though there were damp patches on the circuit, which prevented any all-out 100% laps, so no-one approached Lauda's time. Andretti had an almighty spin when he hit one of these damp patches, which bounced the Lotus 79 over a kerb and up into the air, to land on its nose, all at 130-140 m.p.h. The nose of the car was crumpled and the forward part of the monocoque was distorted, but during the lunch-hour the Lotus lads hammered it reasonably straight and reset the front suspension as best they could, but there was no way of removing the crease in the aluminium panel over the front of the cockpit.

The afternoon session was a bit better and lots of drivers got down to Lauda's morning time, while Watson went better than them all with an all-time best of 1 min. 44.41 sec. The Alfa Romeos were proving very fast, extractor fan or no extractor fan, but Andretti was only five-hundredths of a second away from Watson, in spite of the bent monocoque. Rather than make a backward step and use one of the obsolete Lotus 78 cars, Andretti preferred to stick with the Lotus 79 even though some of the adjustments were at their limits to align the wheels and suspension. Watson and Andretti were in an elite class of their own, in the 1 min. 44 sec. bracket, and then came Lauda, Tambay, Peterson, Scheckter, Hunt, Reutemann, Villeneuve, Laffite and Jabouille all in the 1 min. 45 sec. bracket, with some of them capable of going faster still and others not. After these drivers the times became a bit academic, while there was more than six seconds between the fastest and the slowest. The Alfa Romeos were clocking 286 k.p.h. (177.7 m.p.h.) down the back straight, while Tambay's McLaren was only doing 275 k.p.h. (170.9 m.p.h.) and the Ligier was doing 270 k.p.h. (167.8 m.p.h.). During the afternoon there were a remarkable number of cars spinning off at corners, but the Paul Ricard circuit is so vast and forgiving that sloppy driving is encouraged, rather than penalised.

Somehow practice did not seem to have the urgency that is normal for a Grand Prix, and Saturday morning being grey and cool did nothing to help. During the untimed test session of 1½ hours on Saturday morning there was rain in the air and there was very little apparent excitement to herald the final hour of qualifying in the afternoon. During the lunch hour hordes of amateur racers were let loose on the circuit in Renault R5 saloons and they wrecked part of the barriers, so there was a 30-minute delay to the Formula One practice, while repairs were carried out. Everyone had been strapped into their cars and all warmed up and ready to go at 1 p.m. when the delay was announced. Naturally everyone unwound, got out of their cars and stood around not knowing what to do, so that when the final practice eventually got under way it crept into action, rather than the more usual full-blooded charge. Lauda was quickly into the 1 min. 44 sec. bracket, followed soon after by Peterson and Hunt, while Andretti was still juggling with his variables, especially tyres. There were a lot of "sticky" Goodyear tyres about, almost of a sponge rubber texture and some cars were tearing them to bits in one lap, a mere 3½ miles! Goodyear had moved in with operation "overkill" to ensure that Michelin were totally humiliated on their home ground, and the operation was completely successful. The two Ferrari drivers and the Renault were never in the picture, and Goodyear felt they had repaid the blow they received when Michelin won the United States GP (West) at Long Beach. That victory by the French tyre firm did not go down at all well with the Goodyear hierarchy.

Lauda held on to the fastest lap for the afternoon, but Watson still held the overall fastest lap and pole position, from his time of the day before. Hunt was in great form with the now old-fashioned McLaren M26, while Peterson was really getting into the groove, and things were beginning to "come good" for Andretti. At last practice seemed to be reaching its normal tempo, and with fifteen minutes to go there was a feeling of a lot of teams being wound up tight for a last-minute do-or-die effort. Then it rained, and practice fizzled out like a damp squib. If the Renault R5 saloons hadn't caused the 30-minute delay the whole front end of the starting grid might have looked very different. As it was the front row was held by Watson and Andretti, with all the usual top runners with them in the front half. A total of 26 cars was being taken for the race, so this meant three non-qualifiers and these were Merzario, Derek Daly with the Ensign and Rebaque with his brown Lotus 78 car. Rene Arnoux had quietly got the lone Martini MK23 well into the grid, Stommelen was not in the same class as his young Italian team-mate Patrese, in the golden Arrows, while Giacomelli was still feeling his way along in the third McLaren works car. The ATS cars filled the back row of the grid, Rosberg scraping in by two-hundredths of a second, driving the newly completed spare ATS, having abandoned his original car on Friday morning.

For a change the sun appeared on Sunday morning and it was more like the South of France as a record crowd thronged onto the dusty plain on which the Autodrome is built. During the 30-minute test-period before lunch all manner of troubles arose. The Copersucar team had fitted a rebuilt engine into the Fittipaldi F5A/2 overnight, and now it refused to run properly, so rather than waste time in a fruitless search for something that might not be found, a

Watson, on the left, made a splendid start from pole position, with Andretti and Lauda right in contention and Hunt looking for a way through.

Tambay is pressurised by team-mate Hunt and Alan Jones in the early laps, while Scheckter opposite locks in pursuit.

change back to a known engine was made in record time. At the other end of the pits Villeneuve tried the spare Ferrari, number 035, and found it much better to handle than 034, which he had used throughout practice so decided to use it in the race. The Williams 002 broke bottom gear in its Hewland gearbox, so Alan Jones changed over to the spare car 001 and the Shadow mechanics were vainly trying to trace a misfire in Regazzoni's engine. Tambay had problems with his gearbox, but they were soon sorted out. The Renault team had prepared RS01/02 with a new engine for Jabouille, and the second car was being rigged up with a camera on the nose for a publicity "circus act".

After interminable small-saloon car races for "Mickey Mouse" championships and a vast parade of Renault cars to illustrate their involvement in the sport, with the Le Mans-winning Renault driven by Jean-Pierre Jaussaud bringing up the rear, the time approached for the serious business of the French GP over 54 laps of the flat autodrome. As the 26 cars left the pit area to do a lap round to the grid the spare Renault, with its camera on the nose, joined in driven by Jackie Stewart. As the competitors took their places on the grid Stewart positioned the Renault RS01/03 at the head of the field for the most incredible "circus-act" promulgated by the ELF cinema division. Half-way down the grid the Renault mechanics were looking mournfully at the smoke issuing from the exhaust pipe of Jabouille's car, while their spare

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Brabham	N. Lauda	Brabham	BT46/6	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
2	Brabham	J. Watson	Brabham	BT46/4	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
3	Tyrrell	D. Pironi	Tyrrell	008/2-2	Cosworth V8	Hewland	Goodyear	ELF-Citibank
4	Tyrrell	P. Depailler	Tyrrell	008/3	Cosworth V8	Hewland	Goodyear	ELF-Citibank
5	Lotus	M. Andretti	Lotus	79/3	Cosworth V8	Hewland	Goodyear	Players-Olympus
6	Lotus	R. Peterson	Lotus	79/2	Cosworth V8	Hewland	Goodyear	Players-Olympus
7	McLaren	J. Hunt	McLaren	M26/3	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
8	McLaren	P. Tambay	McLaren	M26/5	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
9	ATS	J. Mass	ATS-March	HS1/1	Cosworth V8	Hewland	Goodyear	ATS Wheels
10	ATS	K. Rosberg	ATS-March	HS1/2	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	C. Reutemann	Ferrari	312T3/036	Ferrari	Ferrari	Michelin	Fiat-Agip
12	Ferrari	G. Villeneuve	Ferrari	312T3/034	Ferrari	Ferrari	Michelin	Fiat-Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5A/2	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS01/02	Renault V6	Hewland	Michelin	ELF
16	Shadow	H. J. Stuck	Shadow	DN9/1A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
17	Shadow	G. Regazzoni	Shadow	DN9/4A-2	Cosworth V8	Hewland	Goodyear	Villiger Cigars
18	Surtees	R. Keegan	Surtees	TS20/02	Cosworth V8	Hewland	Goodyear	Durex-BAF
19	Surtees	V. Brambilla	Surtees	TS20/01	Cosworth V8	Hewland	Goodyear	Beta Tools
20	Wolf	J. Scheckter	Wolf	WR5	Cosworth V8	Goodyear	Goodyear	Walter-Wolf Cas
22	Ensign	D. Daly	Ensign	MN08	Cosworth V8	Hewland	Goodyear	Tissot Watches
25	Rebaque	H. Rebaque	Lotus	78/4	Cosworth V8	Hewland	Goodyear	—
26	Ligier	J. Laffite	Ligier	JS9/01	Matra V12	Hewland	Goodyear	Gitanes Cigarette
27	Williams	A. Jones	Williams	FW06/002	Cosworth V8	Hewland	Goodyear	Saudia Airlines
30	B & S Fabs.	B. Lunger	McLaren	M26/6	Cosworth V8	Hewland	Goodyear	L & M Tobacco
31	Martini	R. Arnoux	Martini	MK23/1	Cosworth V8	Hewland	Goodyear	RMO
33	McLaren	B. Giacomelli	McLaren	M26/7	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
35	Arrows	R. Patrese	Arrows	FA1/4	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
36	Arrows	R. Stommelen	Arrows	FA1/3-2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
37	Merzario	A. Merzario	Merzario	A1/01	Cosworth V8	Hewland	Goodyear	Flor-bath

Spare Cars:

Brabham-Alfa Romeo BT46/5	— Used by Lauda Sat. a.m.
Tyrrell-Cosworth V8 008/5	— Used by Depailler Sat. a.m.
Lotus-Cosworth V8 78/3	— Not used
Lotus-Cosworth V8 78/2	— Not used
McLaren-Cosworth V8 M26/1	— Not used
ATS-Cosworth V8 HS1/3	— Used by Rosberg for practice and race
Ferrari 312T3/035	— Used by Villeneuve for race
Fittipaldi-Cosworth V8 F5A/3	— Not used
Renault RS01/03	— Used by Jabouille in practice
Shadow-Cosworth V8 DN9/5A	— Not used
Surtees-Cosworth V8 TS19/02	— Not used
Wolf-Cosworth V8 WR6	— Not used
Wolf-Cosworth V8 WR1	— Not used
Ensign-Cosworth V8 MN06	— Not used
Lotus-Cosworth V8 78/1	— Used by Rebaque Sat. a.m.
Ligier-Matra V12 JS7/9/01	— Not used
Williams-Cosworth V8 FW06/001	— Used by Jones for race
McLaren-Cosworth V8 M23/11	— Used by Lunger Sat. a.m.
Arrows-Cosworth V8 FA1/1	— Not used

PRACTICE TIMES

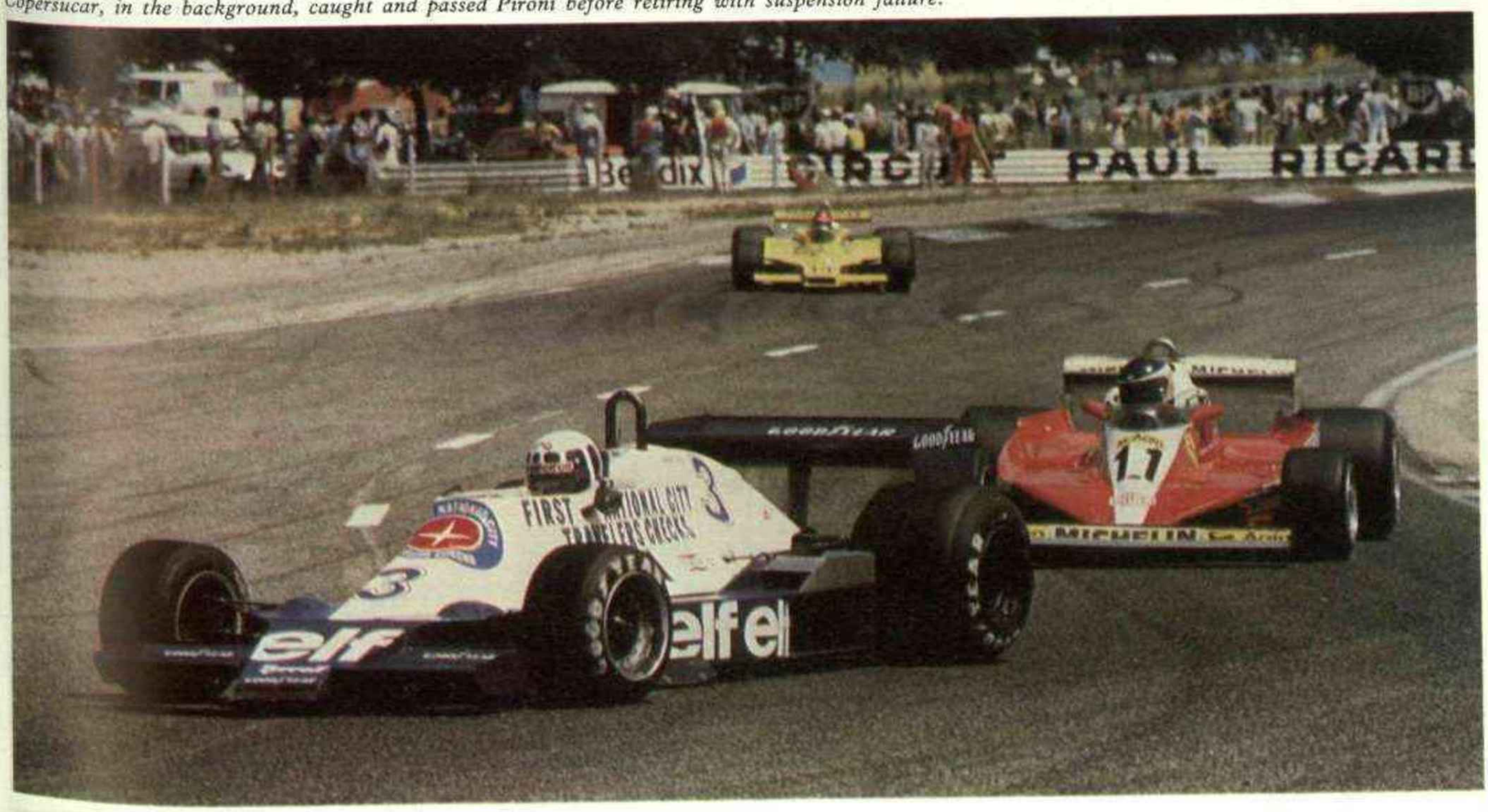
No.	Name	Friday a.m.	Friday p.m.	Saturday p.m.
1	N. Lauda	**1.45.52**	1.45.02	**1.44.71**
2	J. Watson	1.47.20	**1.44.41**	1.45.97
3	D. Pironi	1.49.36	1.48.10	1.47.12
4	P. Depailler	1.48.67	1.46.37	1.46.74
5	M. Andretti	1.47.50	1.44.46	1.45.02
6	R. Peterson	1.46.46	1.45.10	1.44.98
7	J. Hunt	1.46.20	1.45.32	1.44.92
8	P. Tambay	1.47.06	1.45.07	1.46.15
9	J. Mass	1.51.53	1.50.10	1.49.90
10	K. Rosberg	1.57.92	1.51.01	1.50.09
11	C. Reutemann	1.46.50	1.45.35	1.45.82
12	G. Villeneuve	1.50.72	1.45.55	1.46.56
14	E. Fittipaldi	1.47.89	1.47.04	1.46.70
15	J. P. Jabouille	1.47.34	1.45.73	1.46.84
16	H. J. Stuck	1.48.89	1.49.07	1.50.18
17	G. Regazzoni	1.50.44	1.48.73	1.48.55
18	R. Keegan	1.52.22	1.50.10	1.49.54
19	V. Brambilla	1.50.39	1.48.68	1.50.07
20	J. Scheckter	1.46.10	1.45.20	1.46.33
22	D. Daly	1.54.28	1.50.19	1.50.61
25	H. Rebaque	1.54.03	1.51.54	1.50.40
26	J. Laffite	1.47.44	1.45.68	1.45.86
27	A. Jones	1.47.89	1.46.55	1.46.40
30	B. Lunger	1.51.26	1.49.65	1.49.55
31	R. Arnoux	1.49.48	1.48.68	1.49.46
33	B. Giacomelli	1.54.67	1.50.77	1.49.53
35	R. Patrese	1.48.30	1.46.39	1.46.32
36	R. Stommelen	1.51.07	1.49.14	1.50.51
37	A. Merzario	1.50.11	1.50.47	1.50.80

car in full health was unobtainable at the front of the field with the wee Scot strapped in the cockpit. Having said he would never drive a single-seater racing car again, Stewart was not only in the Formula One Renault but sitting on the grid with 26 eager racing drivers behind him. Stewart led the field away on the pace-lap and we just hoped the camera didn't fall off at this crucial juncture of the 1978 French (comic) Grand Prix, especially remembering Stewart's loud words at the Nurburgring when a camera fell off a Porsche and put Graham Hill's BRM into the bushes; but serious safety neurosis is only skin deep where money and publicity are concerned. Unkind people were saying it was the only way Renault could ever get a picture of their car leading a Grand Prix field. The Renault racing team were saying nothing, just looking anxiously at the smoke issuing from 02.

Peterson did everything Andretti could have wanted from a team-mate, protecting the leader's tail from the hard-charging Hunt and ensuring another story-book 1-2 for Lotus.

Everyone arrived back on the grid safely, Stewart made himself scarce and all eyes were on the red light, especially those of Watson and Peterson, remembering recent starts. The green light shone and the start was a superb one, with the Alfa Romeo and the Lotus on the front row matching each other on acceleration. Watson had the advantage going into the first corner and Hunt tried to follow him through, but Andretti chopped him off and so did some others. Watson still led out onto the long back straight, but the black Lotus was right behind and before they reached the end Andretti pulled the 79 out of the slipstream and went by into the lead. By the end of the opening lap it was all over. Andretti and the Lotus 79 pulled away into a firm lead, looking completely calm and smooth. After his good start Hunt was down in sixth place, with

Reutemann tails mid-field runner Pironi, but to little purpose, for the unfortunate Ferrari was running last, victim of five stops for new Michelins. Fittipaldi's Copersucar, in the background, caught and passed Pironi before retiring with suspension failure.



Watson works hard to hold off the almost race long challenge for fourth place from Jones.

Peterson fifth, Lauda fourth and Tambay third, Watson still in second place. The Renault quietly expired with a broken engine, amid a lot of red faces, and Regazzoni was in the pits with his engine still misfiring. On lap 3 Lauda took third place from Tambay, and on lap 5 Peterson moved the young Frenchman down another place, so we now had Lotus 79 leading and pulling away, then the two Brabham-Alfas and then the second Lotus 79, with no-one else in the game for the lead. Alan Jones was driving hard, as he always does, and was holding on to the two works McLarens, safely ahead of Scheckter's Wolf and Laffite's Ligier JS9 and Patrese's Arrows.

Peterson was clearly not content to be in fourth place, especially with two Brabham-Alfas between him and his team-leader and he soon pressured his way past Watson and set his sights on the back of Lauda's car, but he didn't have to make much effort. On lap 9 there were wisps of smoke from the Alfa's exhaust pipes on the left side and on the next lap Lauda slowed dramatically and limped round to the pits, the engine sounding very rough and not on 12 cylinders. A quick look in the left-hand air-inlet box was sufficient; there were bits of valves, guides and other nastiness to show that the Alfa Romeo engine had destroyed itself. The Cheshire-cat grins in the Lotus pit were fully justified as the two beautiful, efficient, sleek black Lotus 79 cars had it all wrapped up in first and second places, and only ten laps of t run.

It may have been all over as far as Tean and a lot of people were concerned, but th one man to whom the race was anythi over; that was James Hunt. As the Br mechanics were looking at Lauda's engine Tambay arrived at the McLaren pi his left rear tyre deflated. By the time changed and he rejoined the race poor T was down in nineteenth place, while inherited his fourth place. Almost unnot this point Depailler retired with a broken in his Tyrrell, and Villeneuve stopped change of Michelin tyres. Reuteman already been in and changed his and unbelievable to see the two Ferraris runni and next to last. Before their stops they ha an unspectacular thirteenth and fourtee the back of the mid-field runners; now the not even in sight of the "rabbits". Still sm from having been "carved-up" on the o lap (like Andretti was at Zandvoort last Hunt was now giving it all he'd got and on Watson's Brabham quite quickly. By he was past the Ulsterman without any and pulling away, though not closing on t Lotus cars in the same way. Meanwhi young French team-mate was picking up in a most impressive manner, his smoot being very suited to the geometric curves French Autodrome.

In fifth place was Alan Jones wit Williams, flying the Saudia Airlines colour and fending off attacks from Scheckte Laffite. When Hunt got past Watson renewed vigour into Jones and he drew from the Wolf and the Ligier and began to the Brabham, fourth place being well fighting for. While the two Lotus car command of the race, with Peterson clos relentlessly on Andretti, Hunt was hanging them in a spirited and heroic drive, shutti mouths of those who have been "rubbi him recently. The battle between Watso Jones had reached stale-mate, as had between Scheckter and Laffite, while Pe was now right up behind his team-leader way the "seventy-nines" sat on the road you cheer or cry, depending whose side yo on.

At half-distance, which was 27 laps, A led Peterson by a few lengths, Hunt was st fighting third place, Watson was a te fourth with Jones right behind him in fifth In sixth and seventh and equally close, Scheckter and Laffite, then came Patre alone in eighth place, Pironi ninth, Fitt tenth and Tambay already up to 11th having just disposed of Stuck's Shadow. J Mass was leading the rest, in the order L Keegan, Arnoux, Stommelen, Brambill Giacomelli. The two Italians had been high but the Surtees driver had a big spin and collected his team-mate (oh happy John!) the works McLaren lad had gone straight the *chicane* at the western end of the c Lapped by the leaders were Rosberg, wh made a pit stop, and the two unhappy F drivers. Giacomelli disappeared on lap 29 his engine blew up and Reutemann stopp another change of tyres, but Michelin ha their way and a set of Kleber-Colombe have been as good. Villeneuve had made a s change of tyres and rejoined the race just b

The McLaren team boasts a humorist, Laffite gave Scheckter a rough time toward end of the race and this was how close the sec. gap looked at flag fall, right.

the Watson/Jones dice, though a lap behind. he then proceeded to stay with them, at times looking as if he'd like to overtake, and with the red car fizzing about behind him Jones found his concentration being distracted just when he was ready to attack Watson. This was most unfortunate for it really looked as though "Jonesy-boy" was capable of taking fourth place from the Brabham.

After a slight relaxation in the middle part of the race Hunt renewed his efforts and though he never got close enough to challenge Peterson's second place, the Swede was very conscious that the red and white McLaren was just behind him. For a few laps the first three cars were equally spaced and in sight of each other, but then Andretti began to pull away slightly, but Peterson still had Hunt large in his mirrors, even though he wasn't looking in them, preferring to judge things from his pit signals. In mid-field Fittipaldi was going very well, having caught and passed Pironi's Tyrrell and now he was attacking Patrese's Arrows and disposed of him with ease, the yellow Brazilian car for once pleasing its driver and encouraging him to have a bit of a go. Alas, it was pride before a fall, for on lap 44 a nut came undone on the left-hand rear lower suspension member and the wheel collapsed inwards, leaving the Brazilian stranded out on the circuit. While Hunt was trying to worry Peterson into making a mistake, Laffite was really giving Scheckter a rough time for the end of the race was in sight. Every time the Ligier made a move the Wolf parried it and this went on right to the end, the two cars actually starting their last lap side-by-side, sitting it out into the first corner, but the Wolf won, and they finished the last lap wheel-to-wheel with the French crowd urging the blue car on, but the dark blue and gold Wolf had it by mere inches. Meanwhile the leading trio had started their last lap equally spaced, but the two black cars finished on their own. Hunt had lost concentration on that last lap when he felt sick, and had spun, but he gathered it up and finished a safe third. At the end of the leader's lap Tambay had kept going hard right to the end and had caught and passed Pironi with three laps to go and with a few more might have caught Patrese. His ninth place did not do justice to his driving.

Of the tail-enders Keegan retired almost unnoticed out on the circuit with a broken engine, and Lunger retired right opposite the pits with a similar Cosworth complaint after a good drive which had got him up into thirteenth place. With five laps to go Reutemann made a third stop to try yet another type of Michelin tyre and was then credited with a new lap record; small compensation for a miserable weekend.

So, for the third time this year Team Lotus scored a double, the Lotus 79 scored its third victory and as Colin Chapman said, "What a super pair of drivers, what a super car, what a super team, but we haven't finished yet." Who was it who said Team Lotus were finished a year or two ago? Not me, I merely said I had become tired of waiting for Mario Andretti to show the promise everyone talked about, and thought he'd missed the boat. I was completely wrong, I'm happy to say, and so were those people who said Team Lotus were finished in the dark days of 1975. –D.S.J.

Results:

FRENCH GRAND PRIX – Formula One – 54 laps – Paul Ricard – 5.810 kilometres per lap – 313.74 kilometres – Very warm

1st:	M. Andretti (Lotus 79/3)	1 hr. 38 min. 51.92 sec. – 190.405 k.p.h.
2nd:	R. Peterson (Lotus 79/2)	1 hr. 38 min. 54.85 sec.
3rd:	J. Hunt (McLaren M26/3)	1 hr. 39 min. 11.72 sec.
4th:	J. Watson (Brabham BT46/4)	1 hr. 39 min. 28.80 sec.
5th:	A. Jones (Williams FW06/001)	1 hr. 39 min. 33.73 sec.
6th:	J. Scheckter (Wolf WR5)	1 hr. 39 min. 46.45 sec.
7th:	J. Laffite (Ligier JS9/01)	1 hr. 39 min. 46.66 sec.
8th:	R. Patrese (Arrows FA1/4)	1 hr. 40 min. 16.80 sec.
9th:	P. Tambay (McLaren M26/5)	1 hr. 40 min. 18.98 sec.
10th:	D. Pironi (Tyrrell 008/2-2)	1 hr. 40 min. 21.90 sec.
11th:	H. J. Stuck (Shadow DB9/1A)	1 lap behind
12th:	G. Villeneuve (Ferrari 312T3/035)	1 lap behind
13th:	J. Mass (ATS HS1/1)	1 lap behind
14th:	R. Arnoux (Martini MK 23/1)	1 lap behind
15th:	R. Stommelen (Arrows FA1/3-2)	2 laps behind
16th:	K. Rosberg (ATS HS1/3)	2 laps behind
17th:	V. Brambilla (Surtees TS20/01)	5 laps behind
18th:	C. Reutemann (Ferrari 312T3/036)	

Fastest Lap: C. Reutemann (Ferrari 312T3/036) on lap 48 in 1 min. 48.56 sec. – 192.597 k.p.h. *(record).*

Retirements: J-P. Jabouille (Renault RS01/02) engine failure, on lap 2; G. Regazzoni (Shadow DN9/4A-2) engine misfiring, on lap 5; N. Lauda (Brabham BT46/6) engine failure, on lap 11; P. Depailler (Tyrrell 008/3) engine failure, on lap 11; B. Giacomelli (McLaren M26/7) engine failure, on lap 29; R. Keegan (Surtees TS20/02) engine failure, on lap 41; E. Fittipaldi (Fittipaldi F5A/2) rear suspension collapse, on lap 44; B. Lunger (McLaren M26/6) engine failure, on lap 46.

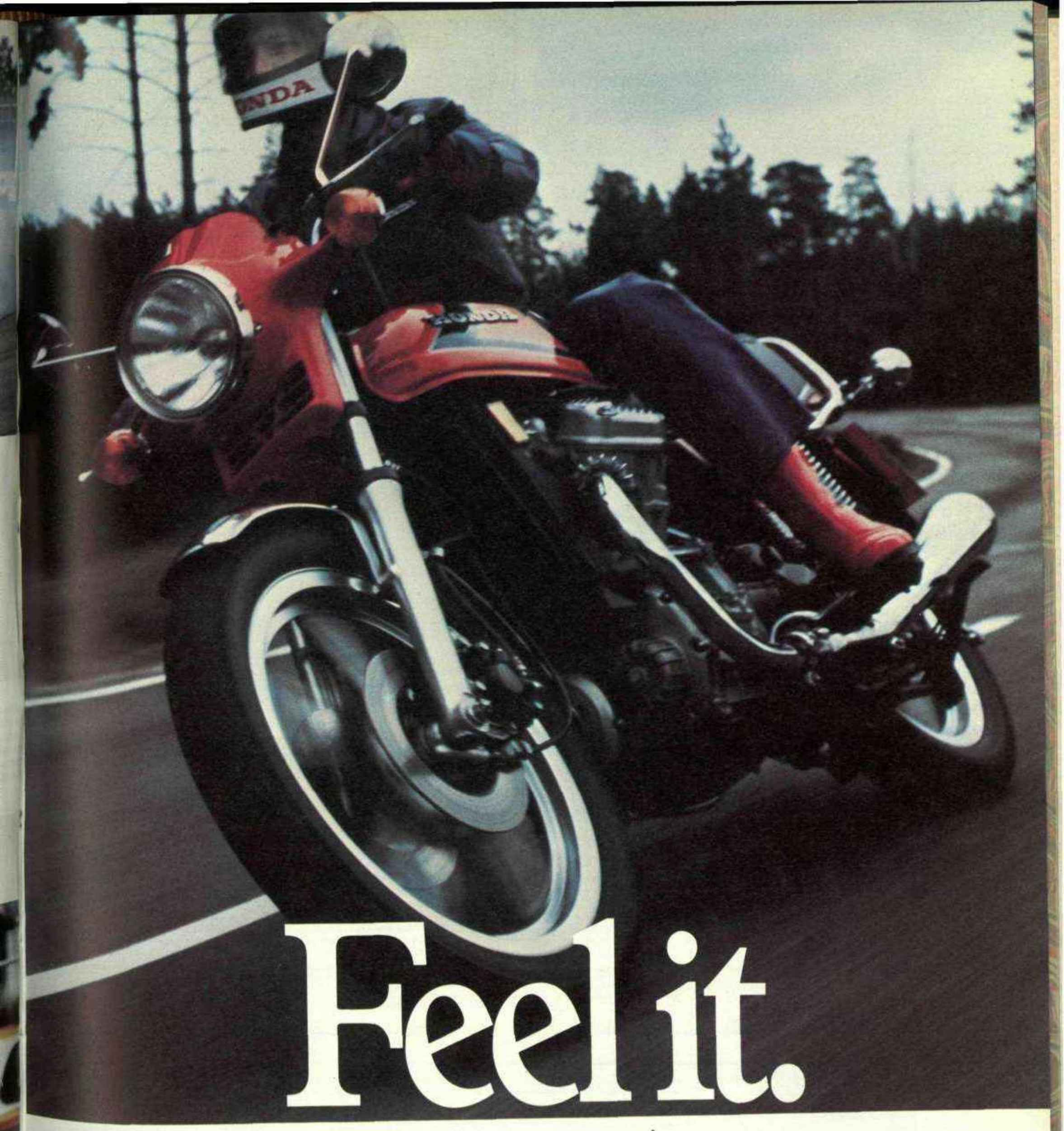
26 starters – 18 finishers.

BRITISH GRAND PRIX CARLOS REUTEMANN *(be*
Romeo. Above, we show the
pack at the exit of the first corner of the race: the 79s dominated the
Fittipaldi's Copersucar and Keke Rosberg: the Finn in the yellow ATS
Daly appeared in Mo Nunn's Ensign and accredited himself well in p
Watson's third-placed Brabham Alfa Romeo leading Patrick Depaille
crowd estimated at close to 120,000 over the three-day meeting.

owl) took his Ferrari to an unexpected victory over Niki Lauda's Brabham Alfa Lotus 79s of Mario Andretti and Ronnie Peterson ahead of Jody Scheckter and the opening laps. To the left *(top to bottom)* we show Alan Jones (Williams); Emerson did not finish this race of attrition either, but he did hold fourth at one stage. Derek practice and race *(bottom left)*. Finally, our picture of Paddock Hill Bend with John (Tyrrell) in fourth position shows both the bottoming out scars and a section of a

AMOC ST. JOHN HORSFALL TROPHY MEETING

SOME GOOD motor racing brightened a dull July day at Silverstone in the Aston Martin Owners Club's major annual meeting. St. John Horsfall would surely have been proud of the line up of lovely Astons on the front row for the race which bore his name, left. John Freeman's Aston Martin Spa Special had pole position, nearest the pits wall, but Nick Mason put his Ulster's nose ahead at the start from Chris Hudson's Ulster, nearest the camera. They finished in this grid order. Neil Corner stormed through the entire field from the back of the grid, making light of a ten second penalty, to win the main race of the day, the Martini International Historic Car Race, in the Donington Collection's fast BRM P25. Below, he passes Chris Aston's DB3S. Willie Green took JCB's Ferrari 512S to an easy victory in the Group 4 Historic Sports Car Race, top left. Fuel surge cost David Ellis's smoking Aston Martin V8, an old fuel-injection car in spite of Vantage spoilers, a seemingly certain win in the standard Aston Martin race, top right, made up for by a fine win in the Thoroughbred Sports Car Race.



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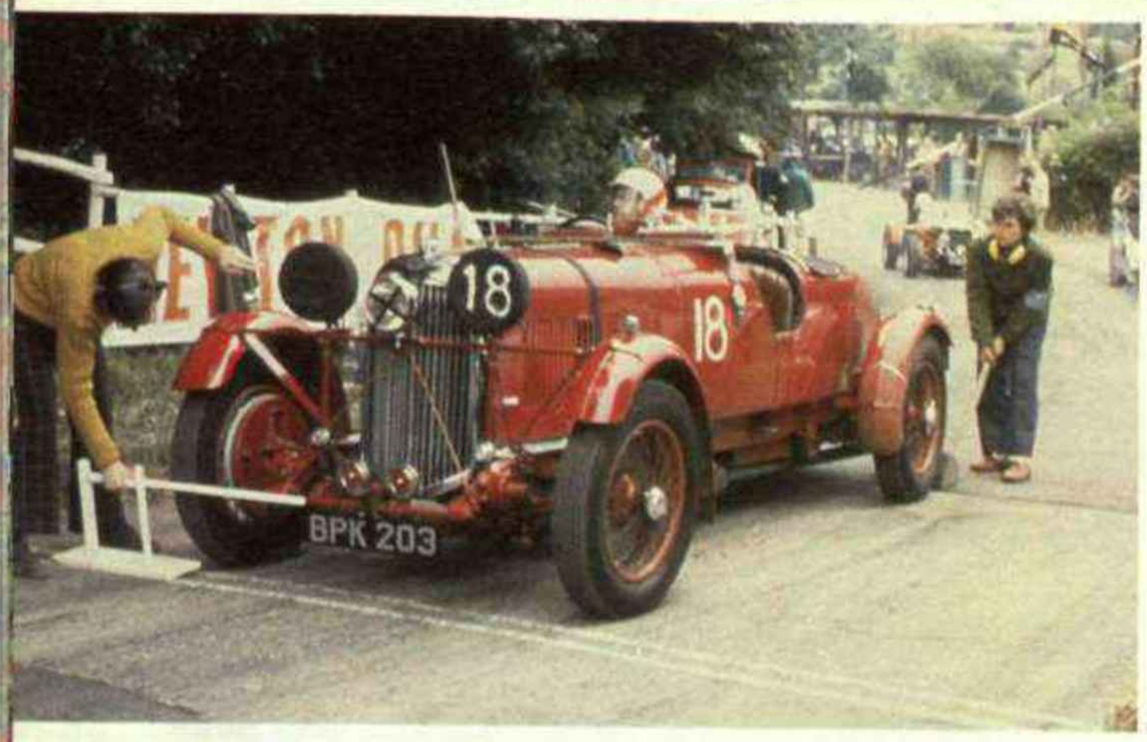
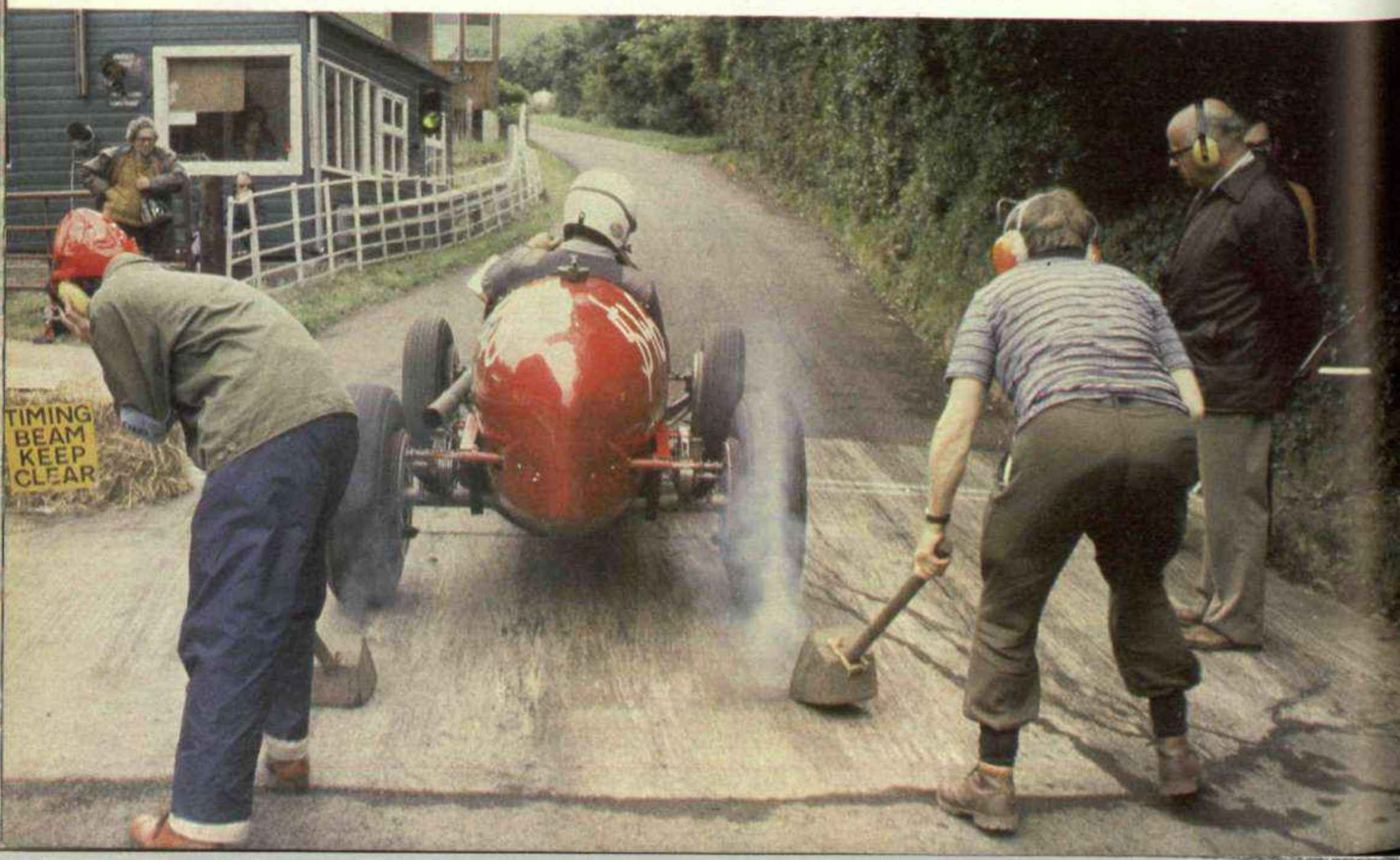


VSCC SHELSLEY WALSH

A. G. SMITH in CMH 500, the ex-A. F. P. Fane twin-blower, Gough engined, Shelsley Frazer Nash, top left on the Midland Automobile Club's Shelsley Walsh hill-climb course at the VSCC meeting last month. Parker in Davenport's BHD Special with Basil Davenport – to whom the VSCC made a special presentation – in the passenger seat, above right. Denis Jenkinson once again drove BPK 203, Robbie Hewitt's Fox and Nicholl TT Lagonda 4½-litre, above left. Hamish Moffatt, pictured on the slippery start line, below, made FTD in ERA R3A, now "over 1,500 c.c."



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DONINGTON FORMULA TWO

BRITAIN'S Brian Henton w the star of the BRDC Europ Championship race. Altho his private March-Hart 7 was forced into the pits w leading the first 40-lap h because of fuel leaking fro gauge, Henton drove brillian in the second heat to set a n outright lap record for his lo circuit. At the park *chica (above)* Henton passes t works March-BMW of M Surer, the Swiss who finish third overall on aggrega Second place went to t March-BMW of Italy's Pie Necchi *(left)*. The squa shoulders of his Pirelli radial p tyres contrast sharply with t Goodyear shod Chevron of Da which is following. Outrig victory went to the Finn, Ke Rosberg *(below)*, in his Ope Chevron-Hart.

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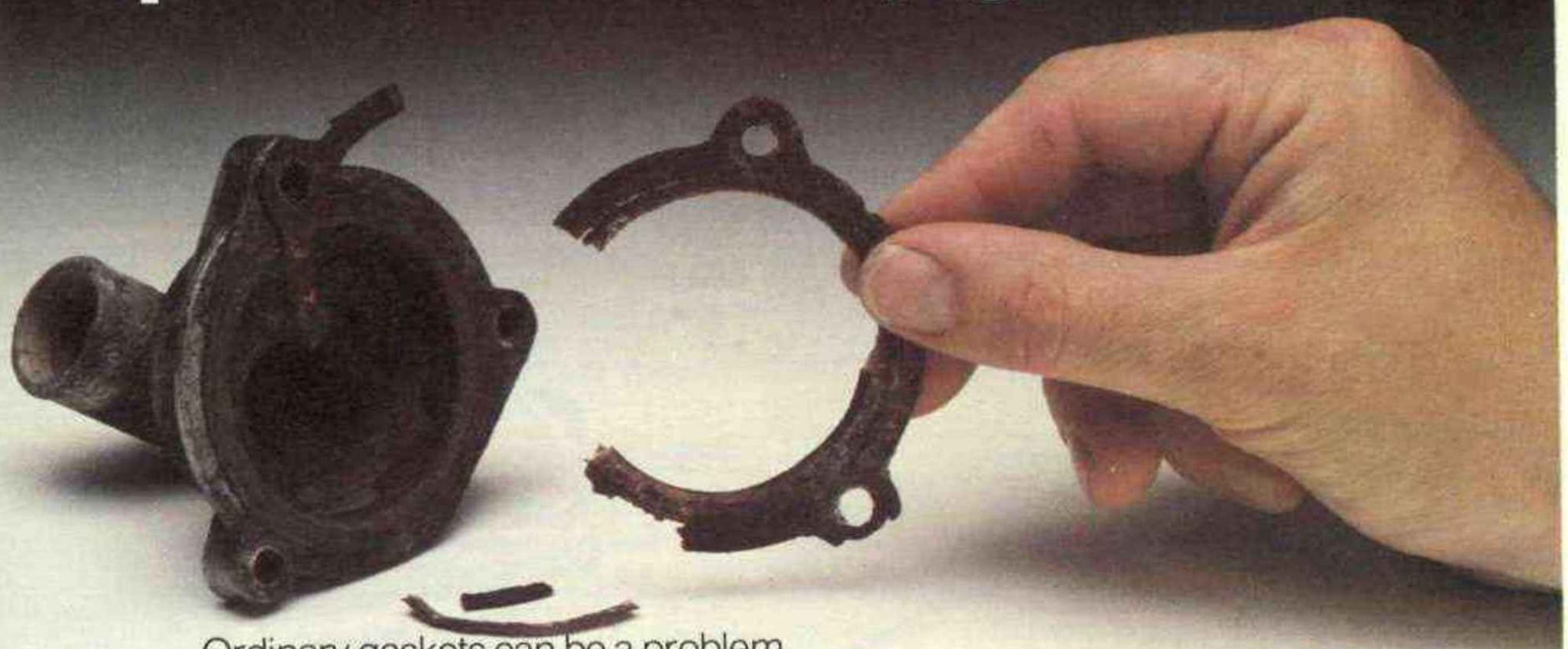

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Letters from Readers

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

Censored!

Sir,

I don't suppose that you have ever expected MOTOR SPORT, a magazine of notably conservative opinion, to be subject to the attention of official censorship, but I'm afraid that I have to report that this is indeed so in at least one country, namely Malawi. Having purchased my May copy in Blantyre, the largest town in Malawi, and flicked briefly through the pages, I was very amused to see on reaching page 652 that the censor's brush had been at work. I will leave you to discover what awfully offensive material had been carefully obliterated with thick black ink, except that I will repeat that it was page 652 (i.e. opposite the article on Sports 2000) and the area receiving attention was at the *BOTTOM* of the page.

As I am now in the process of returning to UK, I look forward to catching up on missed copies of MOTOR SPORT, at a reasonable price, after two years "in the bush".

Ndola, Zambia COLIN TURNER

(Malawi's "censorship" is well known in Africa. Women are forbidden to wear trousers, and I remember going into Blantyre in a light aircraft with friends from Kenya, and because the skirt worn by a lady passenger was a trifle on the short side, she was not allowed to leave the aircraft except to visit immigration. – G.P.)

The FIA Historic Championship

Sir,

D.S.J. has always said that if you enjoy doing something – somebody will try to stop you. How right he is.

As a regular competitor in Vintage and Historic races – mainly in Europe I have seen many changes since the first "vintage" race meeting at Montlhery in 1968 – and not all for the better. At that time the chief objective was to have fun!

The FIA hasn't helped by organising a Championship whose rules were so badly formulated that they had to be "re-read" – note, not "re-written" – half-way through the season. The key issue being under-2-litre cars were excluded but 12 starters were required to make a round. The "re-read" means 12 starters in the race – even if none of them are over 2 litres! It is therefore possible to have a Championship round where nobody can score any points! How stupid can you get!

If I apply D.S.J.'s theory, I am quite prepared to let the FIA organise a Championship, on the basis somebody may enjoy it. However, it has meant all the former "club" type race meetings are now classified as full Internationals and full fire-proof clothing (including gloves, underwear etc.) are required at many of the rounds. This just represents added expense to the average clubman.

The latest rubbish is a plan to "homologate" each individual "historic" car. Needless to say this causes more expense to the unfortunate owner! The best joke being that the people in charge of the homologation procedure have virtually no knowledge of the small, post-war British sports cars such as Lotus, Lola, etc. and therefore "homologate" anything with four wheels.

My plea is that the Historic movement considers where it is going and if it really wants a European Championship – which will undoubtedly attract sponsorship and perhaps finally destroy this last stronghold of motorsport for Sport.

Cologne, W. Germany CHRIS DRAPER

MGs – J. B. Perrett Replies

Sir,

If the publication of my recollections in MOTOR SPORT did nothing more, it resulted in my renewing friendships with people who I had lost touch with for 40 years and more. For that, and the space granted me by MOTOR SPORT, my thanks.

As far as I am aware, the only person to find fault with my article was Mr. F. Wilson McComb, who did not care for my version of happenings at the MG Car Co. However, I worked there and as he makes no claim of first-hand knowledge I feel he should back his statements by evidence. Although the matter of MG type-designation is somewhat academic I must insist that, in the drawing office, the independently-sprung sports car to which I referred was known as the "S"-type. If Mr. F. Wilson McComb looks at it objectively he will see that his own listing of MG types supports my account rather than the letter "S" being the designation of an 1,100/1,500-c.c. racing car that never got beyond the "wouldn't it be a good idea if" stage. Regarding the suggestion that the S-type was known as the "Queen Mary" I would remind Mr. McComb that it was not until 1936 that the "Queen Mary" went into service and the use of that name for something large and unwieldy certainly did not predate that event. The car was certainly taken seriously by the drawing-office staff, who worked overtime (unpaid) all through the summer and whose jobs depended on its success. Of course, I know that the SA-type went into production with a 2.3-litre engine but the design-specification always called for a 2.6-litre engine so that the desired performance would be obtained. Unfortunately, this engine was not available in time and the smaller engine had to be used, with the result that the car was underpowered and had a poor reception in the market. There was, however, one bright aspect of this calamity for the MG company. It lent weight to John Thornley's plea for the re-introduction of the Midget and as everyone (including myself) knows this was brought about and saved the company from the extinguishment threatened by Leonard Lord. I am sure that Mr. McComb will agree that there was a considerable gap in production between the last of the P's and the first of the T's.

Mr. Charles (who was a first-class designer) may have known all about "roll centres" but if he did he kept his knowledge secret from the drawing office staff. Furthermore, having designed one car (R-type) with an unrealistic roll centre, he continued with the same layout in the S-type (as I insist on calling it). In the design stage it would have been quite easy to re-arrange the lengths of the suspension arms to raise the height of the roll centre. Surely if the importance of roll centre had been realised at the time, this would have been done. I do not intend these remarks to disparage Noel Charles, but to illustrate the state of the art of independent suspension design in 1934/5. I would add that before he left the MG Car Co. Bill Renwick made some layouts of anti-roll linkage for the S-type which could well be considered the first application of anti-roll bars. By this time, of course, Mr. Charles was no longer working at Abingdon.

St. Austell J. B. PERRETT

(Mr. Perrett's article in the May issue was very well received. This is his reply to Mr. Wilson McComb's letter about MGs but in fairness to Mr. McComb it should be pointed out that he, too, worked for the MG Car Company, although not until 1959, and knew the racing staff, and he is the author of that erudite book "The Story of the MG Sports Car". One point I missed when editing Mr. Perrett's article was that John Cobb raced a Monza, not a P3 Alfa Romeo. –Ed.)

Roll-Centre

Sir,

I've enjoyed recent issues of MOTOR SPORT even more than usual and was most interested in the experiences of Mr. J. B. Perrett.

On the subject of "roll centre" I have always believed the term to be attributed to F. H. Royce's famous assistant Maurice Olley, being a renaming of Dr. Lanchester's "side location" or "lateral location" which the latter coined around the turn of the century.

Olley was almost certainly using the "rock and photograph" technique for roll axis determination when his wishbone IFS and Dubonnet's systems were both demonstrated by GM in 1933.

A search of the published papers of the early '30s would probably resolve the matter and would show people like the Lanchesters, Lavaud, Broulheit, Olley, Bastow, Renwick, Charles, Sampietro and Perrett all contributing papers on to the detailed discussions on papers at that time.

The Proceedings of The Institution of Automobile Engineers certainly make interesting and rewarding reading "forty years on".

Foston K. EAMES

Stiffer MoT

Sir,

It is possible for Mr. Wheatcroft (letter, July) to obtain from any Government book shop a thin tome entitled "The MoT Tester's Manual – Vehicle Testing". He should be sure to get the blue one published in 1976, not the buff one first published 1960, and it will cost £2.

In this excellent work all the secrets of the tester's art are revealed – for instance "Care must be taken to distinguish between relative movement due to excessive wear, and relative movement due to built-in clearance or spring-loading of a joint". What a multitude of frailties that sentence can cover – even Ford kingpins.

Mr. Wheatcroft (or anyone else with similar problems) might also find it helpful to obtain from the Vintage Sports Car Club a copy of its Bulletin 137, which contains a blow-by-blow account of how A. Contributor persuaded his local tester – working to the new book – to pass his Ford A, whose brakes are certainly no better than those on the B.

Winchester T. J. THRELFALL

Alfetta Instruments

Sir,

I refer to the road test on the Alfetta 2000 in your July issue.

The statement that the speedometer and tachometer rotate in opposite directions is incorrect. In fact both instruments are quite normal, moving from zero in a clockwise

direction. Obviously with two such dials side by side, when the two needles pass each other whilst accelerating, one must be moving up, whilst the other moves down.

The zeros of the instruments are so arranged that in each case the working region of the dial is not obscured by the steering wheel. If Alfa *had* made the speedometer rotate anticlockwise, then the two needles when passing each other during acceleration would move in the same direction. I submit that this would be more confusing, it being unnatural to read a dial calibrated anticlockwise. Usual disclaimer.

Epsom JAMES WALLACE

(Correction accepted. I visualised the dials wrongly when writing the story. The peculiarity lies in the zeroed positions of the needles: the speedometer at five minutes to the hour; the tachometer at twenty minutes past the hour. I still think they are confusing! – C. R.)

It's your Money

Sir,

I was interested to read the letter from Timothy Houlding concerning his difficulties over licensing his Bentley and I have already spoken to him to pass on the benefits of my experience. I hope you will be able to publish this letter since other people may find my difficulties, and their solutions, of some value.

Like Timothy Houlding I am rebuilding a W.O. Bentley and although I had a chassis number, a registration number and an engine number, I did not have a log book, my vehicle having been broken up in 1954.

My first step was to write to my local taxation office in Birmingham; they replied after about a month – referring me to Swansea. I wrote to Swansea who replied by return of post to the effect that my letter had been received and was being given their attention. Three months passed. I then received a letter from Swansea saying that I should "Get in touch with the local taxation office". I believed that the "the" referred to the office where the vehicle had been originally registered and accordingly asked the AA for the address. I wrote my letter again and did not even receive a reply. Three more months passed. I went to our Birmingham office in person and explained my problem to an elderly gentleman who said that I should write to the London office corresponding to my registration number UW6565, after which he disappeared behind a partition and returned with an official paid envelope with an address of a taxation office rubber-stamped upon it.

I enclosed my, "now standard", letter and posted it off. Three months elapsed. I then received a postcard from Birmingham City Police asking me to telephone and speak to a certain Detective Constable. I rang and a charming female answered "Stolen car department". I explained my problem and arranged for the D.C. to visit my garage and view the assorted wreckage. He came and satisfied himself that I did indeed own the chassis and the engine but was mystified by the lack of bodywork. I explained that the original "Harrison Flexible Tourer" had proved a bit too flexible and that I was replacing it with a Vanden Plas tourer to be painted green.

He went away and in about one month I received an old style log book with all the details correctly recorded for UW6565.

All of this started about two years ago and as can be seen, took about 12 months.

However ... it then became necessary to change my log books for the new style registration document.

I have two cars; a 1936 Rolls-Royce 25/30 and the Bentley. I took both books down to the Birmingham office hoping to encounter my elderly gentleman again. No such luck. A frog-faced harridan snatched my precious books and at first refused to give me a receipt. I returned home and waited expectantly. One month passed and I received my two books back from Swansea with cancelled scrawled over them, but no other documents. Another month passed.

I wrote to Swansea, and received the standard card in reply informing me that my case was "being attended to". About three months later I was delighted to receive two buff envelopes from Swansea. When I opened them my delight turned to dismay since both documents referred to some hypothetical vehicle with the Bentley engine and chassis numbers but the Rolls-Royce body description and colour.

I wrote a long letter of explanation and enclosed photocopies of all my correspondence. Within one week I had received a new document for the Rolls-Royce but nothing for the Bentley. I wrote to Swansea again. About four weeks later I received two buff coloured envelopes again and found that I now had two new registration documents for both cars, mercifully correct. But, I've now got two registrations for the Rolls with different numbers! Still, I think I will let it rest there.

Birmingham JOHN HUNT

Happy Story

Sir,

Whilst I cannot offer much comfort to Mr. Timothy Houlding in dealing with the officials of his local Taxation Office, may I tell of a happier situation.

Last year, I bought a derelict, engineless Derby Bentley in Essex. There was no evidence of the Registration No. let alone the log book. However, the Secretary of the BDC kindly informed me, on being told the chassis No., that the car was first registered on 31.1.35, a Park Ward saloon, colour black with a white coach-line, supplied by J. R. McEwan of Perth to a G. F. Anderson of Tibbermore – the car started its life 15 miles from my home!!

On telephoning the then local office in Perth, the chief clerk told me: "Yes, we have the details here – most of the records have been destroyed, but we knew someone would be back to claim a Bentley!" I went the next day, paid my £2 and got my duplicate book. On the way home I called in to see if I could trace the last owner, went to the wrong farm and met the second owner, who learnt to drive in the car.

By another stroke of luck I have acquired a brand new engine and gearbox, never before having been in a car, so hopefully my Bentley will eventually take the road in a more sporting guise.

Crieff JOHN ANDERSON

An Unhappy Story

Sir,

I recently acquired the remains of the Murton-Neale/Hicks 1930 Le Mans "M" type MG, together with the old style log book showing that the car was last used in 1942. The car had been registered by the previous owner to myself in 1975.

I duly filled in my name, address and signature in the next space provided in the log book and presented it at the local taxation office asking for the car to be registered in my name on the computer and the old log book to be returned together with copies of any old documents for this vehicle. I was given a receipt and told that the new "log book" would be sent within six weeks.

About four weeks later I received a letter f the previous registered owner, contain another letter from the DVLC, Swan addressed to me, not at my own address as st in the log book, but to that of the previ owner.

Upon opening this wrongly addres correspondence, I found the old log book (showing clearly my correct address), a scrap paper stating that all old records had b destroyed, and another receipt. I assume the "log book" will follow.

So it would seem that not only can c servants not read properly but also seem int on wasting our taxes on duplication of station and postage.

Finally, can any of your readers help me tr the history of this car up until 1943?

Many thanks for an excellent magazine.

Nottingham COLIN T. PRE

A Truly Unhappy Sto

Sir,

Cherished Numbers – A New Twist.

We must hand it to the DVLC at Swansea managing to keep one step ahead in their dr for greater inefficiency!

Having acquired several EPL registrati numbers for company transport and held on the vehicles for the prescribed nine months, th having had them duly MoT tested and licens prior to inspection before transfer, guess wha Having managed to delay the change ownership paperwork at Swansea for ma months, we arrive at a situation where both Mo and licence have expired, Swansea have lost t paperwork and the whole process has to sta from square one. In the case of one vehicle it unlikely that a further MoT is obtainable her the vehicle cannot be licensed, thus it is n eligible for transfer of the cherished number.

It would seem that the DVLC have at lea discovered an infallible system for making impossible to transfer cherished numbers, instea of taking advantage of a situation whereb enormous revenue could be earned for th Exchequer.

P. A. ADORIAN

Managing Director, EPL Internationa Boreham Wood

1930s Triumphs – the fac

Sir,

Mr. R. J. Dove's explanatory letter abo Triumph models of the 1930s (Ju correspondence column) was so inaccurate th I'm afraid it should be corrected. If Mr. Do "wanted to try to put the record straight" (h words) then I'm afraid he has not done so.

The situation regarding the Triump Southern Cross is quite clear. There were tw types, which were quite distinct, and known t Triumph enthusiasts as "Southern Cross" an "Gloria Southern Cross" respectively.

The original "Southern Cross" wa announced in February 1932, and the *Autocar* for one, carried a technical analysis and cutaway drawing, of what was in effect a fou seater sports tourer version of the Triump Super Nine chassis. Triumph's own body wa built for them by Salmons at Newport Pagnel but other firms designed and offered their ow shells (including Patrick Motors of Birmingham IPC's latest re-print book Triumph Sports, jus released at £2.25, carries this analysis for all t see.

The Gloria chassis announced in the autum of 1933 formed the basis for every Triump announced between then and 1939, with th single exception of the supercharged straight

ght Dolomite, which never got beyond prototype form anyway. This chassis, in long-wheelbase or short-wheelbase, form, open or closed, saloon, drop head, touring, or sporting guise, was the ultimate "building block" which served the company very well. Two of the variations were the Monte Carlo, and the Gloria Southern Cross.

First, let me assure Mr. Dove that there were many more than six Triumph Monte Carlos - as the Pre-1940 Triumph Owners Club could prove to him from their own chassis records and membership. The story begins with the launch of the Gloria range in 1933, of which one member was the Gloria Speed Tourer. This had an attractive four-seat open style with swept tail.

Donald Healey joined Triumph in September 1933, just as the Gloria was being launched, and his first real job was to turn the Speed Tourer into a more exciting sporting car. With a re-styled rear (17 gallon slab tank and twin spare wheels), plus a tuned engine, the four-cylinder version had a 9' wheelbase, while the very rare six-cylinder version had a 9'8" wheelbase, both in fact being stiffened versions of the saloon car frames. This car was announced in January 1934, and went on sale later in the spring.

At the Olympia Motor Show of October 1934, the Gloria Southern Cross cars were announced. These, in effect, were shortened-chassis versions of the Monte Carlo, with the same frontal styling/facia/instruments, and with the same slab tank/twin spare wheel tail, but with only two seats. The chassis, in each case, was shortened by 12", so that the four-cylinder Gloria SX had an 8'0" wheelbase and the six-cylinder car an 8'8" wheelbase.

The six-cylinder cars were very rare (but, for their day, very fast), and were not officially offered after 1935. The four-cylinder cars were sold until the autumn of 1936, and a few more were even built with Triumph's own o.h.v. engine in 1937. All other Monte Carlos and Southern Cross models were sold with Triumph-built Climax-designed i.o.e.v. engines.

(a) A long swept tail Vitesse was not developed from the Monte Carlo. The only development was the Southern Cross, already described. The Vitesse was an entirely separate family, based on the rationalised rolling chassis.

(b) A 6-cylinder 1,500 c.c. engine was not introduced in 1935, this Climax-type engine was built in the 1933-34 model year only, while 1934-35, and 1935-36 model year cars had a 1,991 c.c. "six". While it is possible that there was one 1½-litre Monte Carlo "six", I believe the fitment of the 1,991 c.c. was almost universal.

(c) 6-cylinder Southern Cross (Gloria-type) models *were* built – *The Autocar*, for instance, tested one in 1935.

(d) The "rather ugly chrome" radiator (that's a matter of opinion, of course) was not fitted to Vitesse models, but to Dolomites from 1936-39.

(e) "It would seem wrong therefore to refer to any 34/35 Triumph as a Southern Cross or a Monte Carlo, as only six Montes were built..." says Mr. Dove. Sorry, everything about that sentence is wrong.

I'm sorry to go on at such length about this subject, but I have to remember what D.S.J. once told me about a mistake I had committed In Another Place: "I had to write correcting you", he said, "because you'd said the wrong thing so confidently that some future historian would have believed you, and then it would all have been terribly confusing."

Brampton, Cumbria GRAHAM ROBSON

A 1969 911E

Sir,

I read with interest Mr. Jennings' letter in June's MOTOR SPORT headed "The Pitfalls of Used Exotica".

I was in the position described by him (no thanks to Ernie) about a year ago in having £3,000 to spend on a used car. There was absolutely nothing to interest me in "run of the mill" vehicles and after much searching through old road tests I began looking for a used 911E.

The car I bought privately, which incidentally was sold as a 1969 2-litre 911E, was a 1970 2.2-litre 911E with 55,000 miles on the clock, a noisy engine, a few specks of rust and half a dozen minor faults, and cost me £2,000. These minor faults, e.g. one headlamp not working on full beam (fuse blown due to water seeping past a perished rubber rim seal) were cleared over the first week-end of ownership. I decided to strip and rebuild the engine and over a period of several weeks completed the job on the kitchen floor (it was January and an understanding wife helped a lot!) and the car is now back on the road.

Returning to Mr. Jennings' letter the obvious pitfalls are cost and availability of spares, insurance and unless one is a competent mechanic, garage labour costs.

Taking spares first, items like wiper blades, points and even spark plugs are not readily purchased at the local "Motorshop" and major items are normally available only from main agents e.g. complete engine gasket set £70 plus, but I personally have had very good service and advice from "Autofarm" at Amersham.

Insurance in towns could be a real headache, but "out in the sticks" I had very little difference in quotes from various companies. The time it can take to do basic jobs *e.g.* tappet adjusting, could run up enormous garage charges and my engine rebuild took around 150 hours of near surgical skill and cleanliness, plus over £300 for parts.

Do not despair Mr. Jennings and others, there is a lot of joy as well! Accelerating hard to around 110 m.p.h., changing into top and still feeling that relentless push in the back is indescribable, driving round corners glued to tramlines and having to consciously hold your body against the g force is an experience not to be missed, the very feel of being in control of such a car may tempt you towards poetry! Personally I have never felt as safe in any car knowing that its capabilities exceed my own by so much. One further point which always amuses passengers, there are no more traffic light GPs, the boy racers don't trouble me at all and the way cars move aside on Motorways (even at 70 m.p.h.) proves that some motorists use their mirrors from time to time.

In conclusion I would say, if you have the time, the money and the inclination then "jump in the waters lovely". I've not regretted one moment or one penny of the experience.

Appleton P. DOWLER

Five-Star Petrol

Sir,

I was very interested to read the letter from Mr. Christopher Clarke, published in the issue for June 1978, concerning the difficulty experienced now in obtaining 5-star petrol since Shell dropped this grade in March of this year.

I own an MG-B GT the engine of which is virtually identical to that fitted to the Marina TC, and can testify to the fact that these cars run so much better on 5-star petrol, being much smoother and more responsive when the top grade is used, so that it is pointless to run the car on petrol of a lower octane rating.

The problem is now, of course, that 5-star petrol is becoming increasingly difficult to obtain. We know that the trend is now to produce cars which will run happily on 2 or 3-star petrol but this is of little help to drivers whose cars were never designed to use low octane fuels, and wish to continue to buy 5-star only to find that it is no longer available.

What infuriated me when Shell announced that they were discontinuing 5-star was their bland statement that sales of this grade represented only a small percentage of their total petrol sales, so it was clear that they had no interest in selling petrol to a minority, and then their spokesman asserted that "most cars using 5-star can easily be adjusted to run on 4-star petrol". Frankly this is rubbish, and confirms my doubts that Shell carried out little or no market research to establish what reaction there would be to the loss of 5-star petrol.

In this area I am fortunate in being able to obtain 5-star from Esso, Mobil and National Benzole, and of these three Esso is the one most widely available, as most Esso stations stock 5-star, and this is the brand I use most frequently.

In view of the number of MG-Bs on the road and derivatives using the same engine, the decision of Shell to discontinue 5-star petrol seems very shortsighted, especially as there must be many drivers of other makes similarly affected by the loss of this grade of fuel.

One thing seems certain – you can no longer be sure of Shell!

Purley GORDON F. WHITWORTHY

Advertising Claims

Sir,

I am sure we have all been amused at the claims made by dealers for the cars they have for sale. I thought it might be interesting to see how private owners rated their vehicles in terms of a "hedge against inflation". So, here is my survey of the May issue's private sale ads using some very familiar terms meant, no doubt, to catch the buyer's eye:

Appreciating
1 Alfa Romeo GTV 1750.
1 Daimler Conquest century.
1 Lotus 6.
1 Marcos 1600GT.
1 MG-C GT.
1 Peugeot 304 cabriolet.
1 Volvo 1800 ES.

Classic
1 Ford Capri 3-litre.
1 Healey Silverstone.
1 Lancia Aprilia.
1 Mercedes-Benz 280SL.
1 MG-B GT V8.
1 Triumph TR3.

Investment
1 Austin-Healey Frogeye.
Jaguar 240.
MGA f.h.c.

Collector's Item
1 Dennis Ambulance.
1 Jaguar 3.8.
1 Jaguar 420.
3 Jaguar E-types.
1 Lancia Zagato Fulvia.
2 Lotus Elans.
1 Morris 8 Srs. E.
1 R-R Silver Cloud.
1 Rover 3-litre.

Of course, one of these words is not always adequate. Hence we also find one appreciating classic (Alfa Romeo Duetto); 2 appreciating assets (MG-C GT, Mini Cooper 1275); 2 appreciating investments (1 A-H Frogeye, 1 Dino 246 GT) and one solitary classic investment (Jaguar Mk. IX).

Well – so what? But isn't it strange how recent all these cars are? MGs and Jaguars are obviously the best way of protecting your money. And how circumspect the sellers of pre-war *marques* are in refraining from using these hackneyed terms – perhaps they assume we already know they are purveying gilt-edged investments!

With best wishes to all at MOTOR SPORT from this land of relatively uncrowded roads, 80 k.p.h. speed limit and horrendously expensive cars and motorcycles.

Raumati, South, NZ MARK E. HOLMAN

CLASSIFIED ADVERTISEMENT SECTION

Lineage advertisements are for private readers only and must be pre-paid and in writing

RATES 10p per word (maximum 80 words) £1.50 minimum charge. (Maximum of two cars per reader.)

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COPY DATE By first post on 20th. Advertisements held over will be inserted in the following issue unless cancelled in writing by the 4th of the following month.

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Please write clearly in **Block Capitals** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, London, EC2A 4DA.** Telephone 01-628 4741 ext. 8 or 9 for information.

FOR SALE

TVR 3000R, 27,000 miles, sunroof, vinyl roof, spot lights, car stereo/radio, alloy wheels. Full service by TVR dealer, immaculate. £3,750 o.n.o. Tel. Sissinghurst 205. (15942

P REG'D. Alfa Romeo Alfetta GT. Immaculate, many extras including cloth upholstery, stereo/cassette. Has to be seen. £2,500. Evenings Edge Hill 522. Day Banbury 57328. (15933

VOLVO 123GT. Owned since new 1968. Almost unmarked interior and chrome. Relatively little work required to make this remarkably well built car into a first class example. £750 no offers. Tel. Ottershaw 3297 (Surrey). (15943

ASTON MARTIN DBS, 6-cylinder, 1968 Oct. automatic. Red, black interior, CWW. Reg. number 1 DYV. £3,500 no offers. Tel. Ottershaw 3297 (Surrey). (15943

ALFA ROMEO 1750 Spyder. Red with white flash, 1969. New cloth hood. New radials. Radio. Electronic ignition. Regret that very pretty car must go as too small for growing family. £1,390 or consider Stag or exchange. 0983 82 7639 or 0983 82 7464. (16023

SP 250 Daimler Dart Sports, 1962. Hard top, new soft top. Exceptional condition, suit fastidious enthusiast collector. £2,850. For full details telephone evenings. Newcastle-upon-Tyne 872533. (16024

LAGONDA 3-LITRE, 1932. Carlton bodywork drophead coupe. Very attractive car. Bodywork and interior completely restored. Serious offers please. Mr. Courtonne, 225 Rue Des Landes, 78400 Chatou, France. Tel. (Paris) 976 4511 or (Orne) 391129. (16025

MONTE CARLO, rally prepared 1951 Sunbeam Talbot 90. Ex-rally ace Brian Waddilove, black, tan hide trim, tuned Stage "C" and beyond. Floor change gearbox, comp. susp., masses of engine chrome, inc. tools. Low mileage, stored for many years, currently daily use. MoT May 79. Orig. documents, history etc. Classic British rally car of the fifties. Offers over £750 or w.h.y. in p.x. 061-428 6125. (16026

FIAT XI/9 Dec. 73. Red, black pinstripes. Chromadora alloys. Ex-Radbourne show car, first model imported, road-tested in Motor (copy available). 32,000 miles, numerous extras, including private no. Immaculate hence £2,475. Leeds 623309 (evenings). (15884

SCIMITAR GTE Overdrive, 1974. Red/black trim, many extras. Excellent condition, must be best available at £2,600 o.n.o. Tel. Ebbw Vale 304684. (15871

AMILCAR "M" Type Weymann Saloon, 1928. Completely restored to original condition. Holloway Hagley 4781 (Worcs.) (15870

BRISTOL 407. Good condition inside and out. MoT, tax with spares. Offers over £1,000. Telephone 0922 401673 (Bloxwich). (15872

MG TF immaculate 1954 engine overhauled. Porsche cabriolet 356 1960 immaculate. Phone 40-118900. Netherlands. P.O. Box 198 Eindhoven Netherlands. (67751

GGG 128. Rover 2000 TC, 1967. 49,000 miles. Sundym electrically heated windscreen, doorlights, backlight. White/black leather. Glass roof available extra. Immaculate, excellent mechanical condition. Taxed October. MoT 1979. Offers. Southport 68390. (15874

"S" REG. Lancia Monte Carlo. Unfortunately must sell this exciting car. Excellent example. Only 7,500 miles, silver, electric windows. Must go. £4,950. Day 01-891 0277. (15880

SAAB 99 2-door 1,709 cc, 1971. Beige. Body excellent. No rust. Engine needs work but spare engine included. Recent gearbox overhaul. New exhaust, front brake discs. MoT June 79. All yours for £750. Phone Whiterashes 274 (Aberdeenshire). (15878

STAG '74. Blue, 55,000 miles. Recently fitted short motor (running in). Also new distributor, clutch, brakes, susp. rubbers, tyres, exhaust. Extras tinted windows, head rests, Ziebarted, elect. ign. Body and mechanics now excellent with long MoT and tax. Offers. Tel: 061-834 5253 day, 061-773 9860 evenings. (15879

BMW 3 CSA – 1973. Immaculate condition, fawn, brown vinyl and sun roof, alloy wheels. £4,200. Derby 810339. (15873

1971 AC 428. 18,000 miles, one owner, sunroof, silver with chrome wheels. This car is accident damaged but can be driven away at the never to be repeated price £2,750. Phone Chesterfield 6187 or 70044. (15882

ROLLS-ROYCE 1935 black saloon 20/25 4-door by Windover. Ownership for ten years. Glass division, picnic tables, cocktail cabinet, vanity mirrors, grey leather upholstery, aluminium body. Very good condition. £5,000. Box No. 5808. (15887

DATSUN 1977 100 A F II new model 4-door saloon. Silver blue metallic. Tax Nov. 78. 15,000 miles. Very good condition. Radio, heated rear window. £1,950 or near reasonable offer. Telephone Doncaster 868379. (15888

1936 MG PB rebuilt with TC engine. Very good condition and reliable. Offers around £2,250. Tel Rawdon 507449. (15894

68 FIREBIRD 350 Convertible. 60,000 miles. Wolfrace outsiders. Beautiful white coachwork, black interior. £2,350. Norwich 810567. (15893

TVR 2500M. "L" registered. Silver, black interior, sunroof. £1,895 no offers. Phone office hours. Coventry 87172. Home Fillongley 41462. (15891

JENSEN INTERCEPTOR, 1973. Canary yellow/black vinyl roof. New w/wall tyres, brake system overhauled, tinted windows, radio/cassette etc. £3,100. 01-520 5714, evenings. (15889

1961 JAGUAR Mk. 2 3.8 auto. Gunmetal grey, tax and MoT. Superb, original and unrestored example. £975. Tel: 01-686 2599 ext. 59 or 01-681 3376. (15890

FOR SALE—continued

FORD POPULAR, 1957. Black. Exceptional condition throughout. Low mileage, two owners and far too good to customise. Only the headlining needs attention. Taxed and MoT'd. First offer over £380 secures. Tel: 01-686 2599 ext. 59 or 01-681 3376. (15890

TR7, 1976 "P". Red, black trim, 17,000 miles only. Fitted radio, excellent condition unfortunately have to sell.) £2,300. Tel.: Northbourne (Dorset) 77368. (15365

ASTON MARTIN DB5, 1964. Excellent condition. Factory serviced and recently overhauled ZF box, radio, stereo. Dubonnet rosso/beige trim. CWW. Full history. £3,650 o.n.o. Days 01-734 7614, eves. Westerham 62296. (14966

MARCOS 3-LITRE Volvo, 1971 "K" reg. Immaculate condition, yellow, sunroof, electric windows etc. Phone Bolton (0204) 653596. Realistic offers only please. (15607

FERRARI DINO 246 GT Spyder, 1974. Ferrari red, 26,000 miles. Personal plate. Cassette/stereo. Regretfully selling this beautiful example, one of last ever built. Realistically priced £7,995. Would consider part exchange smaller car. 01-977 0399. (15629

ALVIS DROPHEAD Coupe TD21. Green with brown leather interior and hood, only 100 miles since rebuilt engine and new clutch. A joy to drive. £1,950 01-229 7100 and 01-459 3511. (13919

LANCIA FULVIA 1.3 Rallye S Coupe, 1969. Excellent condition, extensive mechanical overhaul, rust-proofed and resprayed, MoT until June 1979. Taxed until October 1978. Current mileage only 44,000 miles. £975 o.n.o. Tel. 021-745 5684 (B'ham). (16301

MORGAN PLUS 8, 1969. 37,000 miles. Yellow, luggage rack. Good condition. Plus spare Moss gearbox – or might split. £4,000. Steward – Home Lee-on-Solent 550110. Office Gosport 87731. (16300

AUSTIN HEALEY 3000, 1960. Hard and soft tops, tonneau, wires, o/drive. Good all round condition. £1,800. Daimler V8 250, 1965. Automatic, black, red leather interior, recon. engine, spare engine, gearbox, carbs. etc. £1,200. Phone Stuart Darby, Bristol 421651 office hours. (16207

RARE STUDEBAKER (Erskine), 1927. Only 29,000 miles, 2,300 c.c. straight 6, 3 gears, running board etc. Offers. Northampton 831107. (16295

MORRIS COOPER S, 1965. 1,275 c.c. Corbeau seats, Cosmic wheels, very good tyres. Flared arches. Immaculate condition. £540. Tel. 01-864 6131. (16297

LOTUS COSWORTH Super 7 Series 3. ONR 777M. Wolfrace wheels. Red/aluminium. 14,000 miles. Absolutely beautiful, £2,800. 737 4931. 0273 732042. (16299

JAGUAR 2.4/240, 1966. Beige/red upholstery, 62,000 miles. Lady owner. Tel. 0423 502957. Offers invited. (16182

DROPHEAD BENTLEY, Mark VI by Graber. Exceptionally pretty 2 plus 2 coachwork. 1951. 4,566 c.c., rebuilt engine, clutch, rear suspension. New hood and headlining. Excellent white paintwork. Red leather. Good steering and brakes, drives beautifully. £10,500. Peake, Newstead, Laxey, I.O.M. 0624 86370. (16157

SUNBEAM TALBOT 90 Coupe, 1952. 4-seater drophead, fully restored. British Racing Green, black duck hood. Sound investment. £1,000. Dr. Robertson, Nottingham 76055. (16155

VOLVO 1800E, 46,000 miles only. H reg. Overdrive. £975. Tel. Oswestry 4039. (16154

LOTUS ELEVEN S2 Le Mans. Alloy panels, De Dion and live axle, no engine/gearbox. Requires rebuild. Dymchurch 3159. (16099

MORGAN PLUS 8 (March 1977). Red with black trim. Many extras. Guaranteed 2,300 miles only. As new. HP/PX. £6,500. Tel. Worcester 353558. (16098

LOTUS ELAN Sprint '73. Mint original condition hence high but justifiable price of £2,850. Derby 515282 (15886

ROLLS TOURER, Sedanca or Landaulette wanted by enthusiast. Would part exchange immaculate TDII or Austin 25 Landaulette or both; or buy cash. 06963 247 (Yorks.). (16206

BMW 3-LITRE CSL. 1973 M reg. Silver, black interior, electric tinted windows, radio/stereo. Good condition throughout. Fast, reliable and appreciating. Private sale, might p/ex. interesting car. £4,395. Brighton 29696/507689. (16557

FERRARI DINO 246 GT. 28,000 miles from new. Metallic Rosso red with red hide trim, electric windows. Personal registration. Rustproofed. Recent new Michelin tyres and full service. Whole car interior and exterior in stunning original order. Full history, no expense has been spared in maintaining this car's condition. "I know it is one of the best". £7,450. 0772 774896. (16558

V12 E-TYPE Roadster. 19,000 genuine miles. British Racing Green, with unmarked tan hide, tints, l.r.b., factory stereo, electric aerial. Undersealed from new, original service documents and tool kit. Personal registration. Truly original car in pristine condition. £7,375. 0772 774896. (16558

1929 AUSTIN 12/4, v.g.c. MoT '79, very reliable. Interesting reg., UU 5. £3,500. Tel. Hundon 590 (Suffolk). (16560

1928 AUSTIN 7 Chummy Chassis No. 64416. Completely rebuilt from chassis upwards, to the very highest standards, complete in every detail, without exaggeration, this vehicle is now in better condition than when new. Taxed and MoT'd. Price required is in the region of £4,000, which reflects the obvious cost of the rebuild etc. Replies to Box No. 5809. (16429

NEW MORGAN Plus 8 expected shortly, specification and sensible offers only to Box No. 5810. (16431

FOR SALE—continued

BMW 30 CSI Coupe, July 1974 M reg. 33,000 miles genuine. Electric sunshine roof, and windows, vinyl roof, metallic blue, power steering, cloth trim, four new tyres and battery. MoT. Immaculate condition, best you will find for year. £4,999 o.n.o. Telephone Marchington 408 Staffordshire (028372). (16430

GILBERN INVADER Mk. II, 1971. Manual, overdrive, electric windows, recent respray, new tyres. Year's MoT. New engine, radio etc. £1,600. Tynygongl 2417. (16432

VOLVO P1800 Sports, 1967. Low mileage, overdrive, radio cassette. Well above average. £1,195 o.n.o. Tynygongl 2417. (16432

1949 SUNBEAM S.8 500 c.c. Excellent condition, hand-painted, hence price £495. Falmouth 314892. (16434

HUMBER SUPER Snipe Estate, 1966. Series V, PAS, auto. Carefully maintained. Immaculate black paintwork, with red leather upholstery. Recent new exhaust system. MoT to April 79. A very impressive vehicle, appreciating all the time. £2,000. Telephone Mere (Wilts) 650. Could be seen London. (16435

ROLLS-ROYCE Silver Cloud II, 1960. Shell grey with grey upholstery. Very good all round condition, genuine low mileage. £6,300. Tel. 077682/343. (16437

VERY RARE Alfa Romeo Giulietta Ti four-door Saloon, 1,290 c.c. 10 months' tax, MoT. Extras incl. radio, HRW, halogen lights, spares. Sound body, mechanics. Plus another – identical – for spares or restoration (24,700 miles believed genuine, MoT Feb. 79). Offers for the pair. Canter, Bowsey Wood, Betley, Crewe, Cheshire. Tel. Betley 362. (16438

JAGUAR E-TYPE V12 Roadster, 1973. £6,750. Please telephone office Worcester 424382, home Worcester 422783. (16440

ALFA ROMEO 1750 GTV, 1971. £1,350. Please telephone office Worcester 424382, home Worcester 422783. (16440

LOTUS ELAN S2 drophead coupe, 1966. Superb example of this fast appreciating car, painstakingly restored and repainted in Le Mans green, re-chromed, new carpets and trim. Fully rebuilt engine with Piper cams, new clutch, rear suspension rebuilt with new bushes, bearings and up-rated struts. Tonneau cover, soft top, radio, year's MoT. £1,500. Phone Luton 412850 evenings. (16442

BENTLEY DROPHEAD Coupes, 1957 Mulliner SI. Black w/red hides, fridge, 2nd owner. Also 1950 Park Ward, silver and black, red hides, automatic. Both cars left hand drive. Both are 100% correct restorations, both would score in the nineties at any meet. Interesting trades welcome. £20,000 each. Photos £3. Mr. C. Gardner, 2500 Manson 421, Metairie, Louisiana, 70002 USA. (504) 885 2222. (16441

DAIMLER CONQUEST Century, 1957. Silver/grey, extensively overhauled, resprayed, new tyres etc. Excellent condition – ready for road. £750. Ramsay, Alloa 216717. (16456

LOTUS ELAN Sprint DHC, 1973. 30,000 miles, metallic blue, cream hood, black interior, radio, roll over bar. Immaculate, £3,500. Port Erin (0624) 834217. (16454

LOTUS ELAN Sprint DHC, 1972. 26,000 miles, red over white sprint stripes. Stripped to chassis and rebuilt to first class condition. £3,500. Port Erin (0624) 834217. (16454

LOTUS CORTINA Mk. I, 1966. Recent new gearbox and clutch fitted and engine rebuild. New carpets, spare new exhaust system. The bodywork is extremely sound and very clean. This car is for sale at offers over £800. Tel. Leeds 535680. (16453

PORSCHE 911E Targa, 1971. LHD, green, spoilers, rear wiper, Sundym glass, alloy wheels. Excellent condition throughout. £3,600. Bristol 650494. (16452

JAGUAR XK150, 1958. Nearest to £5,000 secures. Excellent mechanics and body new. Chromes, tyres, shockers, springs, brakes, tank & interior. Respray & rechrome. Phone Yoxall (0543) 472022. (16451

ALFA ROMEO 1600 Spyder Duetto. Red, LHD, "J" reg., reconditioned engine, 12 months MoT. Excellent condition. £695. Carnforth 4584. (16448

LANCIA FULVIA S2 Coupe, 1972. 11 months MoT, radio, HRW. £1,200 o.n.o. Tel. Chester 674459. (16446

ASTON MARTIN DB/24 Mark III, 1958. 2 owners, 69,000 miles, Champagne gold, excellent condition. Recent professional engine overhaul, new headlining. Needs loving purchaser as current owner lady has driven her for last 17 years. Taxed, MoT. £4,250 o.n.o. 01-642 9106. (16509

MORGAN 4/4, Sept. 1977 reg. 4 seats, w/w, tonneau, rack etc. Excellent condition. Sensible offers only. Tel. Durham 61393. (16510

1948 AUSTIN 16 Saloon. In remarkable original condition. Current MoT, low mileage and few owners. Lovely car, green with sunshine roof. £450 o.n.o. Cambridge 891964. (16512

ROESCH TALBOT 65. New replica, Brooklands body. Taxed, MoT. In excellent condition. £6,750 o.n.o. 061 485 1873. (16513

FORD POPULAR, 1959. All original. Reg. No. 350 LTD. Excellent condition. Phone after 6 p.m. and weekends. Southport 25816. (16518

ISOTTA-FRASCHINI Tipo 8A 2-door coupe, 1925. Sound condition throughout. Hand book, some spares. One owner from new. £20,000 f.o.b. James Harwood, Box 83, Claremont, West Aust. Telephone 09 3846464. (16519

LANCIA BETA Spyder, 1975 (P). 38,000 miles. White/tan int. Taxed Nov. New exhaust. Must sell, buying house, hence only £2,500. David, 0244 317667 (office), Tilston 323 (home). (16521

ALFA SUD TI, July 1976. Bronze, one owner, 11,000 miles. £1,750 for quick sale. Tel: 01-520 1021 (day) or 01-505 3087. (16524

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There's still time to book with us on this exciting tour to the United States and Canada for the last G.P. of the season. Our itinerary takes you to New York, Watkins Glen, Niagara Falls, Toronto and Montreal. What could be better? Call Jami Nicholls NOW on Leicester (0533) 552521 to be sure of your place.

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CARS SIMILAR TO ABOVE URGENTLY REQUIRED–WILL COLLECT

1963 JAGUAR 3.8 E-Type FHC CH. NO 860964 1 owner and supplying dealers, 18,000 genuine miles, opalescent silver blue, dark blue leather interior, chrome wire wheels. Five figure offers please, reflects condition.
Delivery mileage **"T" REG'D LAND ROVER** SW8 Diesel hardtop. Marine blue, usual extras
1977 S REG'D ROVER 3500 SDI, auto. PAS, central locking, Sundym, radio, white, brown interior, 1 owner, low mileage **£5,995**
1977 "S" Reg'd TRIUMPH TR7. Pimento red, tartan trim, radio, Sundym, 6,000 miles, unmarked **£2,995**
1976 "R" Reg'd MG-B Sports, Damask red, overdrive, radio, 1 lady owner, 7,000 miles as new **£2,785**
1975 "P" Reg'd MG-B GT V8 unusual in black, black trim, overdrive, sunroof, tints, radio/stereo, spotlights, 31,000 miles **£3,195**
1973 "M" MG-B Roadster. Teal blue, 38,000 miles, overdrive, radio **£1,560**
1972 MERCEDES 220/8. Manual, red, beige interior, 1 owner, 34,000 miles, beautiful car **£2,495**
1969 H Reg'd BENTLEY T Series. Anthracite, grey leather interior, FSS model, electric sunroof, completely unmarked coachwork **£8,950**
RANGE ROVER (carawagon Conversion). Fully equipped, elevating roof, 11,000 miles from new, white, Ziebart treated, electronic ignition, Kenlow fan, radio, in absolutely super condition, (RAC test report available), new current list price £11,500 **£6,850**
1964 FERRARI V12 330 GT Coupe. 2 owners, 38,000 miles, unblemished Ferrari red, grey leather int., Borrani 72 spoke wheels, overdrive. A truly outstanding classic investment **£6,450**
MG-B GT, S Reg'd. 1,000 miles, flamenco red, black striped seats, overdrive, Sundym, silent travel, undersealed, as new **£3,595**
1976 "R" Reg'd BMW 2500. Auto, PAS, £300 radio/stereo, alloy wheels, sunroof, Sundym, metallic claret, 22,000 miles, 1 owner **£5,800**
1976 FERRARI 308 GT4. Red, 19,000 miles, well maintained, original condition **£9,250**
1975 "P" MG-B GT V8. Flamenco red, overdrive, Sundym, radio, 27,000 miles **£3,700**
1975 ALFETTA 1800. Saloon, white, black int., 5-speed, 18,000 miles **£2,375**
1977 MG MIDGET 1500, Pale primrose, 13,000 miles, radio **£2,040**
TRIUMPH TR7. "R" Reg'd. BRG 5-speed, radio, Sundym, 12,000 miles **£2,795**
1977 TRIUMPH TR7. Famous car – actual one used in TV series "Wild Alliance", white, tartan interior, sliding glass sunroof, radio, 15,000 miles **£2,950**
1976 "R" Reg'd TRIUMPH TR7. Inca, 11,400 miles, radio, Sundym **£2,650**
1976 "R" Reg'd DATSUN 260Z 2+2. Supplying agents and 1 owner since. Met. light blue, self seeking radio, Stereo, sundym, alloy wheels, 17,000 miles **£4,395**
1974 "N" Reg'd ALFA ROMEO 1.6 GT Junior. White, low mileage **£1,830**
1974 "N" MG Midget. Bronze yellow, low mileage.
MERCEDES 309D Motor Home. 21PT, R.H.D., diesel, 1 private owner, 26,000 miles, superbly equipped, please phone for details, fraction of new price **£5,350**
1966 AUSTIN HEALEY 3000 MK III. 2 owners, 45,000 miles, o/d, w/w, radio, exceptional, sound car **£3,950**
1972 RELIANT Scimitar GTE. Silver fox, auto, recent £700 overhaul, superb condition **£1,995**
L Reg'd TRIUMPH Stag, auto. PAS, radio, 1 owner, 39,000 miles, damson, black interior **£2,100**

Garnetts Guiseley GG

LOTUS IN YORKS

NEW LOTUS CARS

New ELITE 503. Chestnut metallic, vinyl roof, refrigeration, pas **£13,051**
New ELITE 501. Silver metallic, black vinyl roof, black trim, Sundym. **£11,665**
New ELITE 501. Chestnut metallic, vinyl roof, pas, Sundym. **£12,012**
New ELITE 501. White, black vinyl roof, Sundym. **£11,545**
New ECLAT 521. Red, black vinyl roof, Sundym. **£10,932**
New ECLAT 521. Lagoon metallic, black vinyl roof, Sundym. **£11,072**
New ESPRIT. Silver metallic, black trim. **10,646**
New ESPRIT 523. Chestnut metallic, champagne leather trim. **£11,500**

USED LOTUS CARS

1976 R reg Lotus Eclat. Red, one lady owner, 22,000 miles **£6,295**
1976 Lotus Eclat 520. White, Wolfrace wheels, sprint decals, stereo, seat covers, one owner, 26,000 miles **£5,975**
1974 Europa Special. 5-speed, roman purple or lagoon, both have done 30,000 miles **£2,995**

USED SPORTS CARS

1977 S reg Lancia Monte Carlo. Gold metallic, 19,000 miles **£5,295**
1977 TVR Taimar. Silver metallic, sunroof, 9,000 miles **£5,295**
1975 Jensen Healey. Hard & soft tops, 5 speed **£2,595**
1976 BMW 3.3. Auto, PAS, refrigeration, electric sunroof, one private owner **£6,975**

LEASING SPECIALISTS

Leeds (0532) 505914/5

LOTUS **Lotus**

TDK Sports Cars

TVR 3000M, 1973. Finished in metallic blue, black interior, sunroof, radio **£2,595**
MG-B GT 1975. Finished in white, tan interior, overdrive, radio, sunroof **£2,595**
MG-B Roadster, 1972. Finished in white, black interior, overdrive, w/wheels

JENSEN GT 1975 (P). Finished in metallic blue, black cloth interior, 5-speed gearbox, electric windows, radio/stereo **£3,495**
RELIANT Scimitar GTE, 1973 (M). Finished in beaujolais, fitted with overdrive, sunroof, electric windows, alloy wheels, radio/stereo **£2,695**
RELIANT Scimitar GTE, 1972 (L). Finished in capricorn blue, automatic, alloy wheels, radio/stereo **£2,095**

LOTUS Europa S2, Choice of three 70-71 in yellow, red and orange, from **£1,695**
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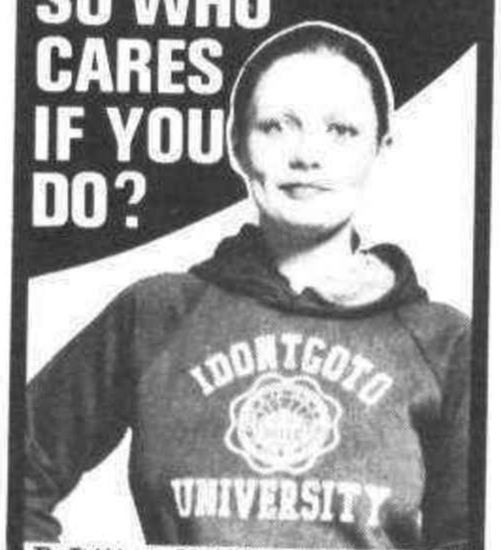

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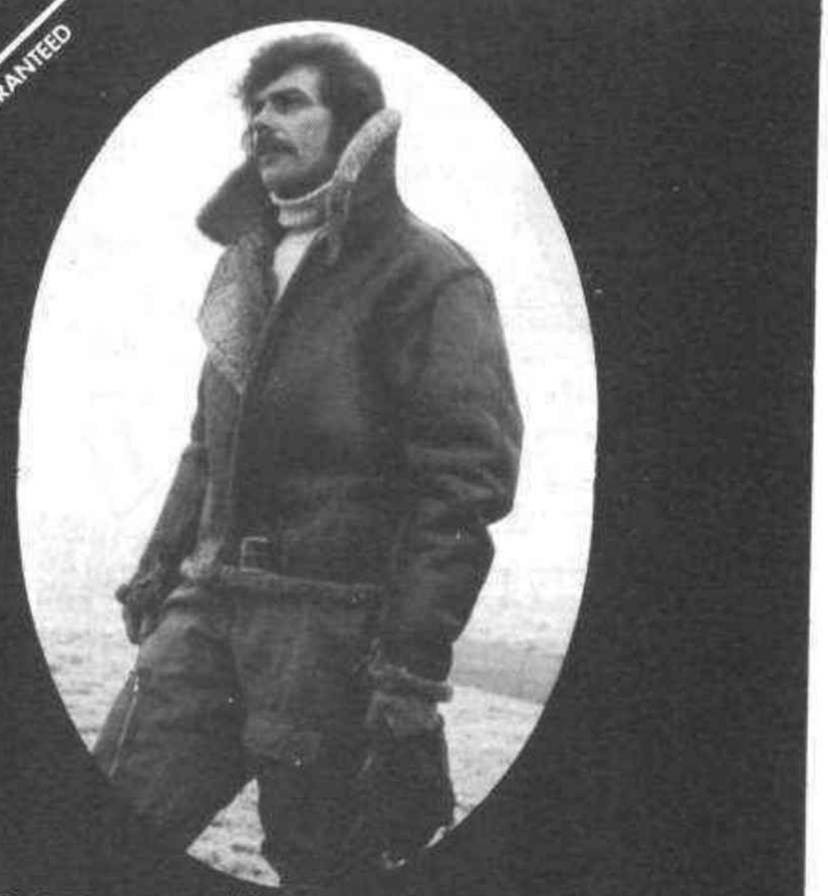

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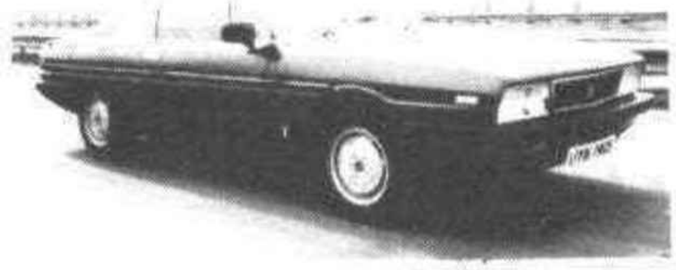

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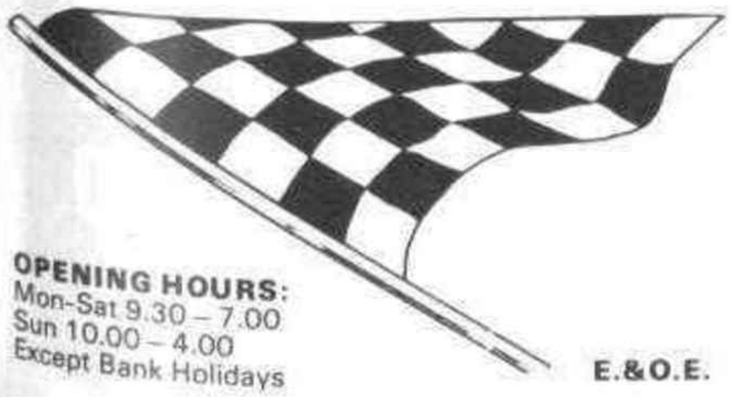

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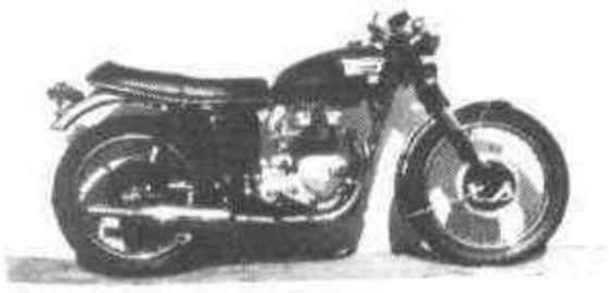

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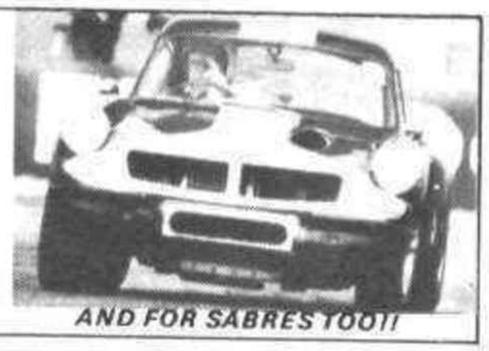

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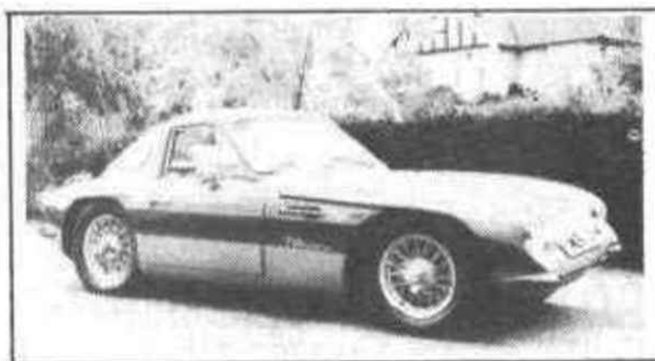

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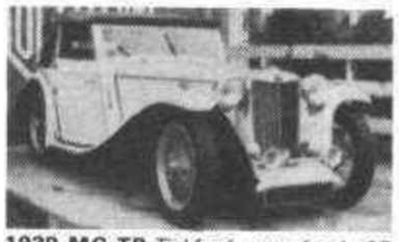

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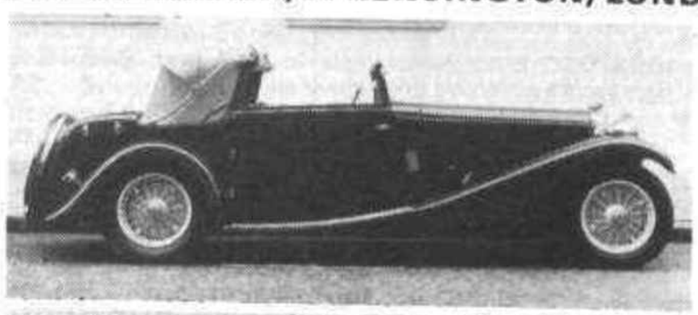

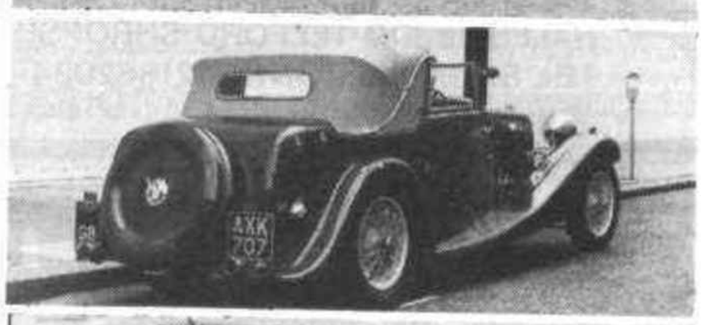

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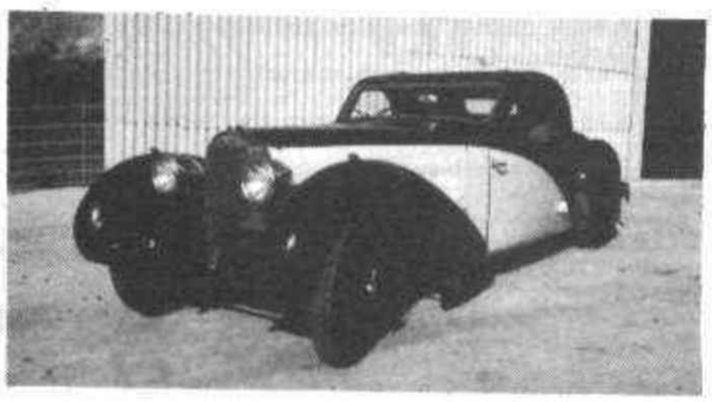

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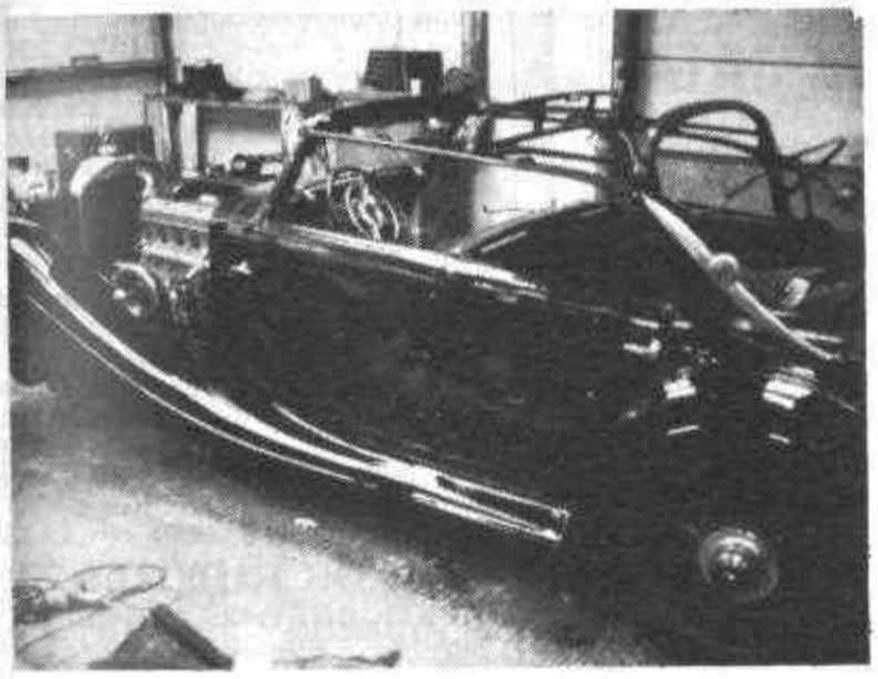

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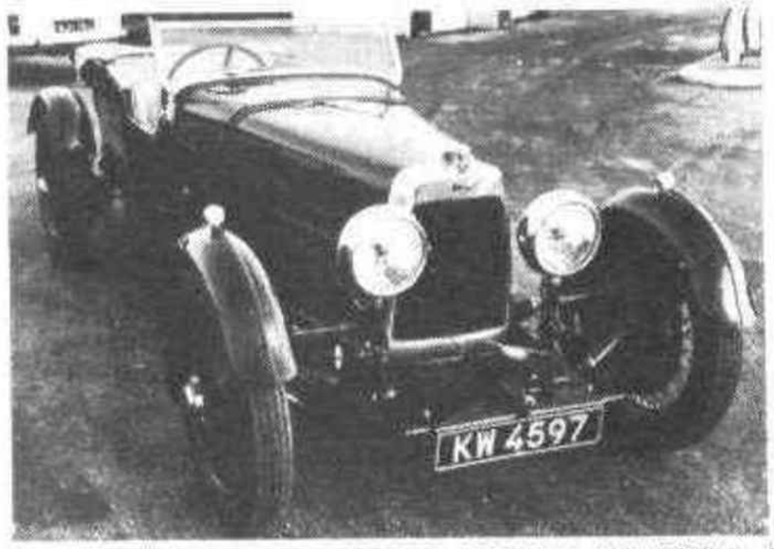

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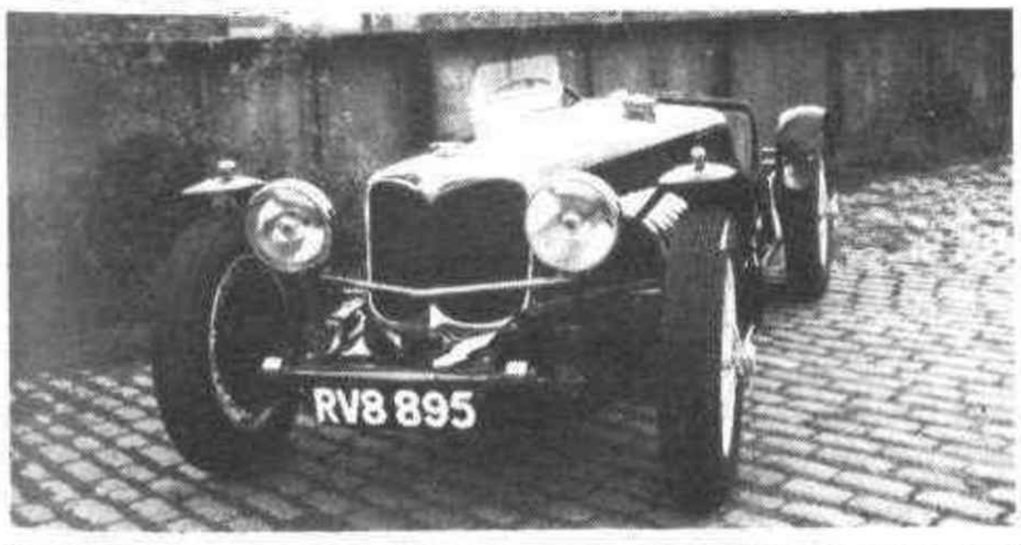

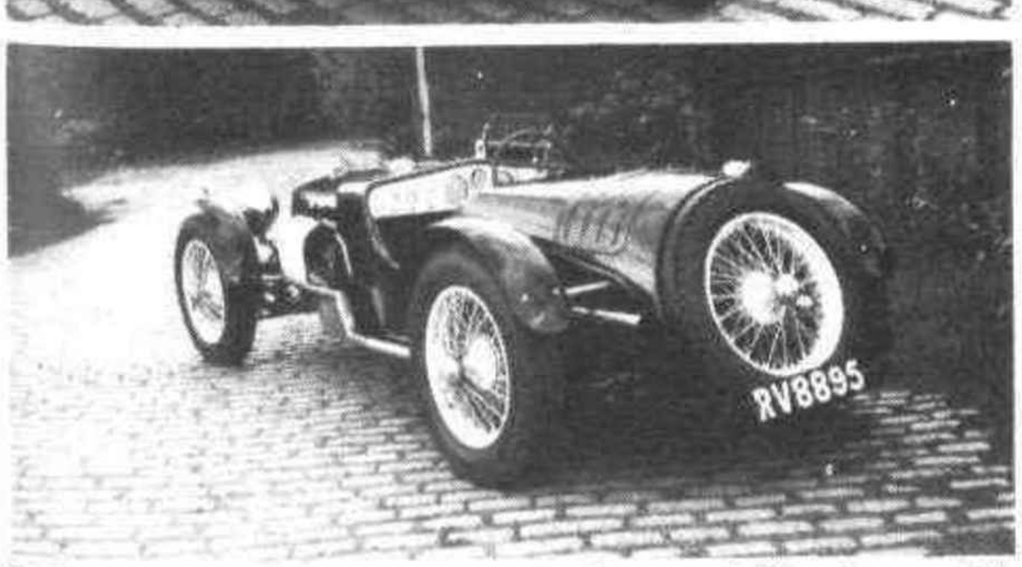

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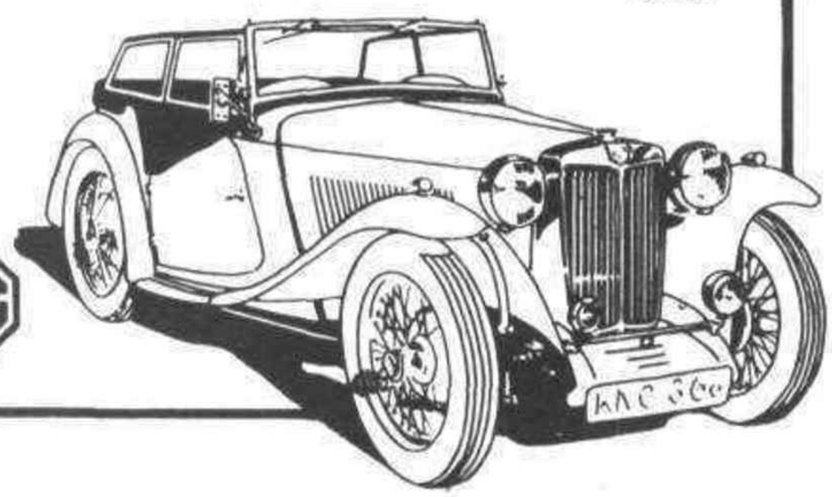

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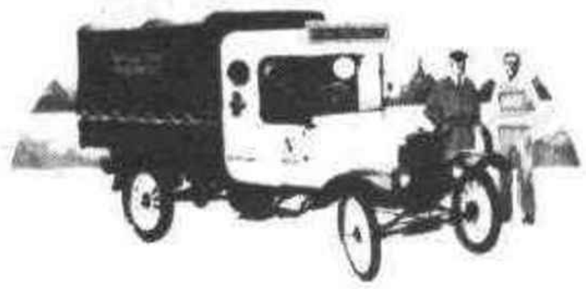

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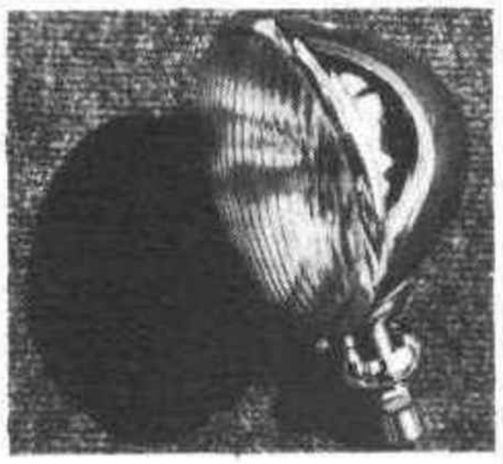

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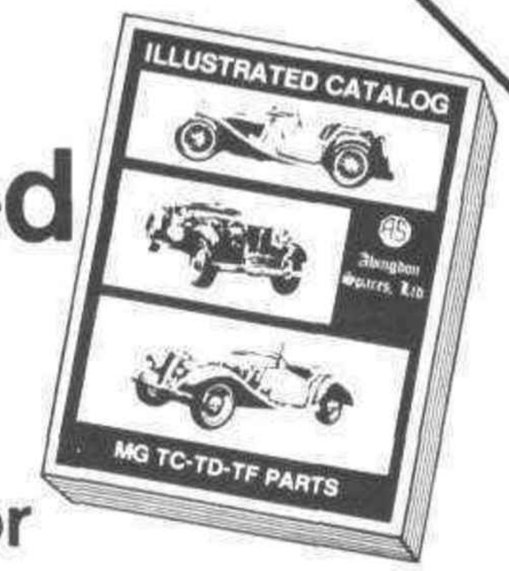

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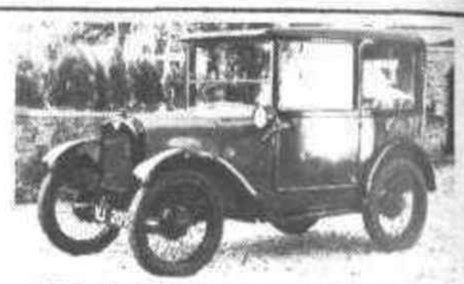

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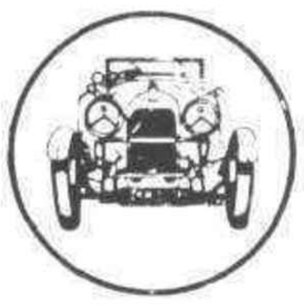

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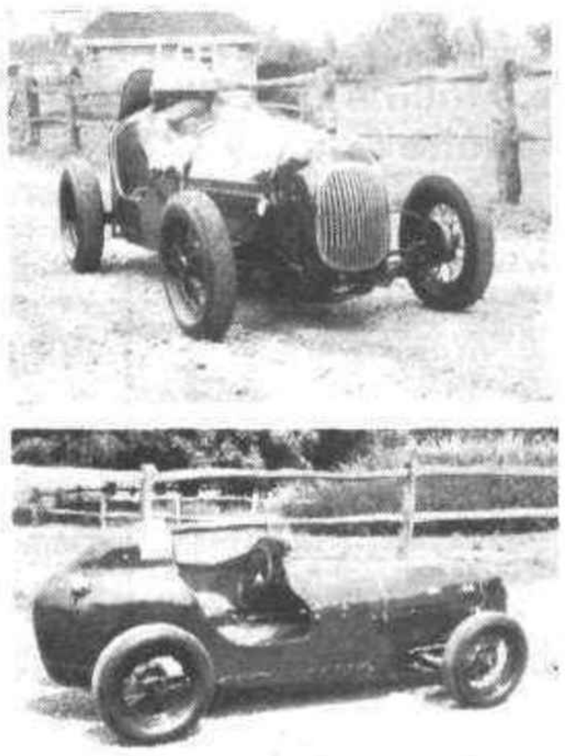
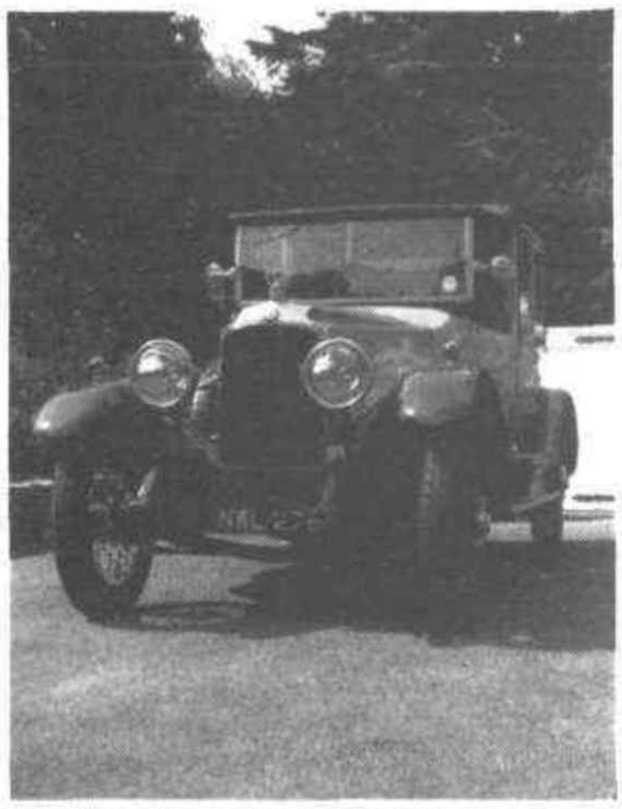
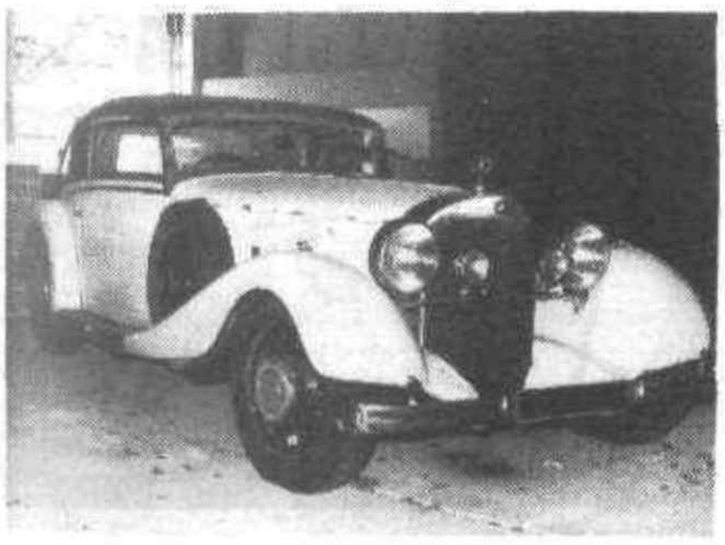


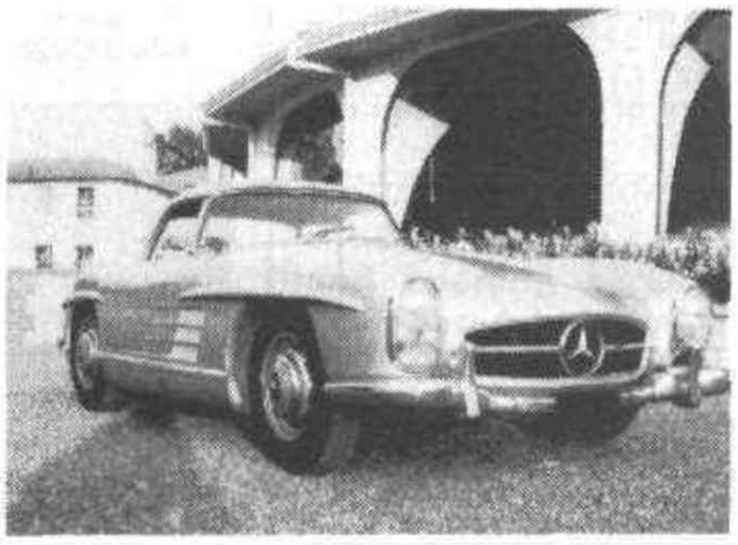
A 1931 Austin offset single seater racing car.



A 1920 "D" type Vauxhall sedanca de Ville by Arthur Mulliner.

Trojan's month of Mercedes





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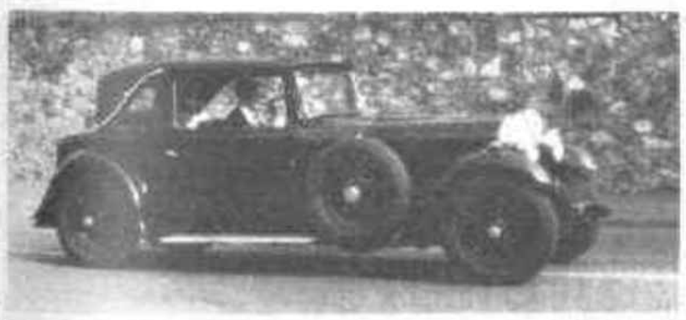

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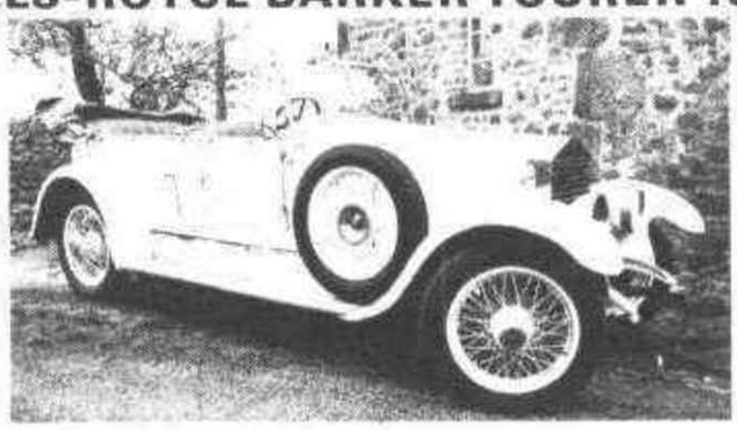

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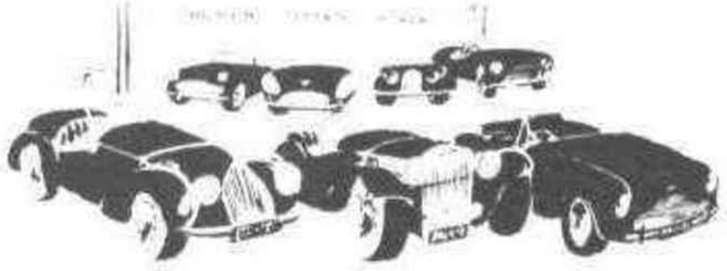

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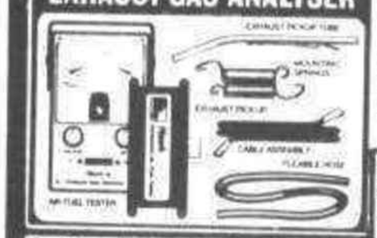

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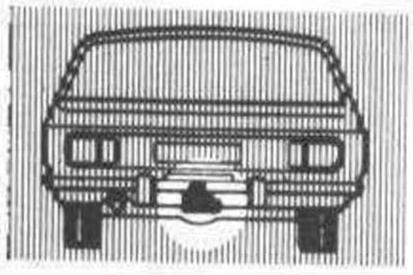

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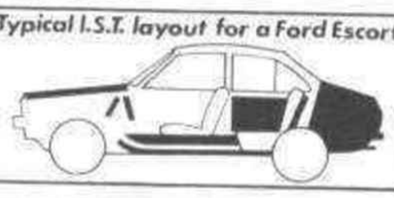

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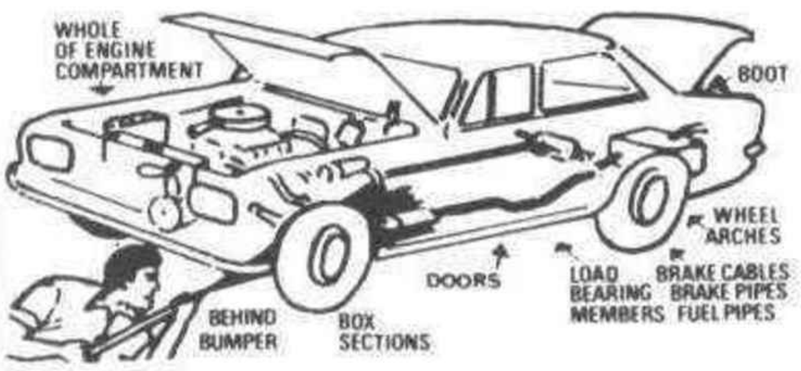

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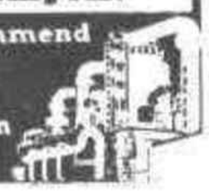

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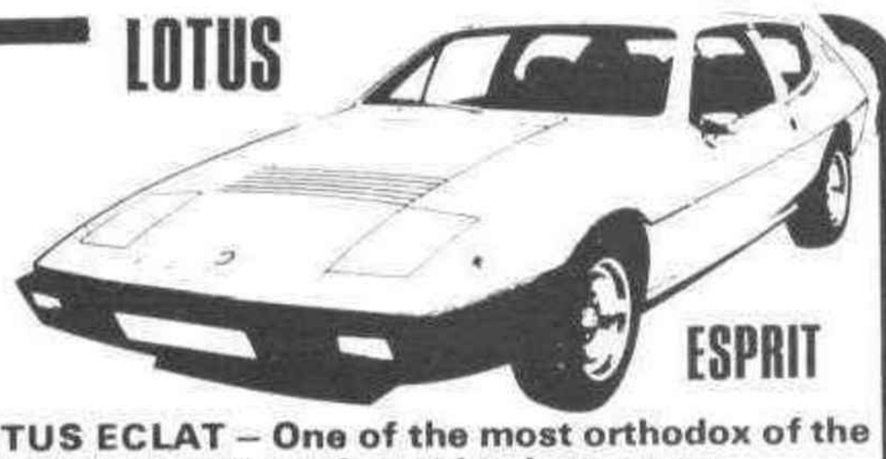

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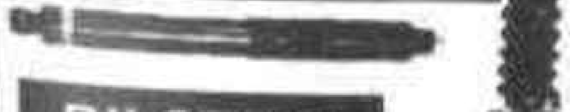

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1973 **Morgan +8,** apple green wings, BRG body, black leather, an incredulous but true 25,000 miles, radio, £4,395. I must add that this is the quickest production +8 I have ever driven, presumably the engine was built on a sunny Wednesday after a wage increase at the Rover factory!
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1977 **Morgan 4/4** 2 seater, canary yellow, bucket seats, chrome wires, a mere 12,000 miles, £4,995.
1974 **Morgan 4/4** 4 seater, indigo blue, red leather interior, wire wheels, 29,000 miles, strap, rack, spots, £3,895.
1972 **4/4** 2 seater, black/grey leather, unusual colour scheme but very pleasing, new engine, £3,150.
Non-Morgans this month:
1974 **Ford** Capri 3100 RS. This is the genuine article with the Cologne built works engine, Bilstein damping, ventilated discs, etc. etc. Pristine condition, £1,995.
1973 **TR6.** White with chestnut interior, 46,000 miles, service history, mint condition, red cassette, guarantee, £1,995.
Please contact us for any sales service or spares enquiries.
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FOR SALE—continued

FIAT 124'S' Coupe, 1972. Outstanding, d/blue, moderate mileage, excellent mechanically, rust free, recent MoT. £795. 024-369 2684 (Sussex). (16981
LOTUS EUROPA S2, 1969. Excellent condition, many new parts, long MoT. £1,275. Brighouse 716312 after 6 p.m. (16987
1954 ROVER 90, free wheel model. Original, sound, running, good tyres, workshop manual, radio. £165 for quick sale. Boston 65179. (16982
MGB 1965. Five bearing, hard top, soft top, overdrive, totally re-built three years ago, since used one summer only, my late fathers immaculate one owner pride and joy. Offers. Coventry 0203-33 3994. (17008
TR4 DOVE, 1965. Part re-built on new chassis, all parts to complete, plus spares. Offers. Coventry 0203-33 3994. (17005
LOTUS ELITE Super 95, 1962. ZF-box, stored 3 years, perfect and nice car. £2,800 o.n.o. Box 5821. (17038
1951 RILEY Drophead Coupe. Almost complete rebuild including engine, carbs, gearbox, superb hood, headlining, red leather trim, woodwork, suspension, exhaust, rewire, full rechroming, carpets, may be resprayed by time of advert. Cost to date (before respray) £2,600. Best offer or consider exchange, particularly Rolls. Mike Weston 01-486 5127 (day) or 01-567 5514. Presently has registration 1 DRC (1 Drophead Riley Coupe) available for substantial additional sum. (16983
1948 ALLARD L Type 4 seater tourer. 1977 Allard Owners Club concours winner. Body rebuilt, engine overhauled, new tyres, etc. Offers. For further details ring Bayston Hill 3750. (17037
BENTLEY CONTINENTAL Convertible S2 by Parkward, 1961. Regal red, beige hood, usual refinements, new tyres, taxed. £10,850. Tanworth-in-Arden (Warks.) 2271. (17033
1960 ASHLEY, Ford based 2+2 fibreglass special. 'S' registration, tax and MoT, must sell. £550 o.n.o. Lingfield 833041. (16985
LOTUS ELAN 2+2 130S, 1972. 31,600 miles, used as second car only. £2,400. Full details tel. Bedford 42023 after 6 p.m. (16971
1934 20/25 Rolls Royce sports saloon limousine by Barker. Chassis no. GMD 77, original and excellent condition. Offers. Box no. 5817. (16891
LOTUS ELITE S2. ZF-box, excellent condition. £2,300. Box 5818. (16894
ASTON MARTIN DBS6, 1969. Automatic, wires, electric Sundym windows, white, blue upholstery, stainless steel exhaust, excellent condition. £2,995. Nottingham 42541 office hours. (17034
JAGUAR "E" Type 4.2 2+2. Two owners from new, 58,000 miles, new rear suspension, radio, h.r.w., excellent throughout. £3,250. Tel. 061-485 7304 or 0565 830423. (16976
MORGAN 4/4 4 seater, Nov. 1972. Very good condition. £3,300 o.n.o. Tel. Adlington (0257) 481815. (16975
MG PA (1935). Maroon with biscuit trim and weather equipment, totally re-built by 'MMM' register member to original specification. Genuine reason for sale. Further details telephone Woodhall Spa 52819. (16974
ASTON MARTIN DB6, 1966, manual. Red with black interior. This car has a very comprehensive specification, has had a lot of work carried out recently and is in as new condition. £4,500. Tel. Sturton-Le-Steeple 465 (North Notts.). (16978

FOR SALE—continued

BMW 2002 coupe, 1972. Orange, black/grey trim, 36,000 miles only and meticulously cared for, main agents' service bills, new MoT, full Ziebart and Envirogarde treatments, extras include: Radiomobile, head restraints, matching Hella fog and spot. House purchase forces sale at £1,695. Replies to Box 5819. (16972
1967 MORRIS 1000 Traveller. Showroom condition, original tyres, 18,500 miles, black, red interior, undersealed. £2,500. Leicester 881956. (16980
VW PORSCHE 914, 1970. This car is imported from Germany and is in immaculate condition, 20,000 on new engine, new brakes, new tyres, cassette radio, digital clock, 4 cylinder 1700 c.c., 110 . 40 m.p.g. l.h.d., UK tax paid. £1,300 o.n.o. Tel. Blandford 53688, 39 Marsdon Close, Blandford, Forum. (16979
AUSTIN 7 Chummy type, 1931 four seat tourer. Very original, good hood and sidescreens, excellent runner, excellent condition. £2,200 o.n.o. Leatherhead 77652 eves. (16977
1909 RENAULT AX 2 seat tourer, VCC dated. Immaculate condition, for sale to active VCC member. £6,900. Trailer available extra if reqd. Leatherhead 77652 eves. (16977
ALFA ROMEO Giulia 1300 Ti 1970. Full MoT, excellent condition, new clutch, exhaust. £585 o.n.o. 01-599 5460. (17028
SCIMITAR GT 1966. ZF gearbox, w/w, rare appreciating asset, reluctantly offered at £675. Danbury, Essex 2783. (17029
1933 MORRIS 10/4 running chassis. Recond engine, good tyres, sound clean condition. Offers. 051-928 2440. (17030
MORGAN PLUS 8, 1974. One owner, 24,000 miles, red, black interior, wide chassis, aluminium bumpers, demisters, 5 spare wheels and tyres. £4,800. Tel. Curdworth 70382. (16984
MARCOS, 1970, 3 litre Ford engine, one owner, 64,000 miles, yellow, black interior, steel chassis, sunroof, 2 spare wheels. £2,800. Selling both as have bought Ferrari. Charlesworth, Kingsbury Road, Curdworth, Sutton Coldfield. Tele. Curdworth 70382. (16984
E-TYPE, V12, 2+2, K reg. New tax and MoT, stereo cassette player, white with red leather interior, beautiful car, well kept, only two owners. £4,250. Phone Kemnay 2331. (17109
JAGUAR XK150 FHC, 1959. White with red interior, very good condition. £3,500 o.n.o. Ring after 6 p.m. 0543-432888 (Lichfield). (17108
CLAN CRUSADER 1975 N. Red, sunroof, Sundym, alloys, radio. £1,550. Tanworth-in-Arden (STD 056 44) 2103. (17110
1750 ALFA Romeo Bertone sunroof saloon, 1969 G. Twin o.h.c., 5 speed, all discs, ideal solution for enthusiast with family! "Rosso" red, black interior, in smart, good condition, taxed November, MoT March, great fun for £500!! and as investment, well worth looking after. Westbury 0373 864813. (17112
AUSTIN HEALEY 3000 Mk I, 1960, 2+2. Red and white with black interior, Rudd Speed, triple carbs, w/w, overdrive. Extensively rebuilt over past two years, log book. Tel. Goring-on-Thames 2827. (17111
TR6 ROADSTER, 1973. Red, black interior, new clutch and brakes, XAS tyres, electric fan, overdrive, tonneau, excellent throughout. £1,750 o.n.o. Sellindge 3396 (Kent). (17114

FOR SALE—continued

GMP 1 on rare and elegant Citroen GS 2 door 2 seat estate, 1973, but 8,500 miles, only 2 in England, one owner. Offers around £2,500. Looks new. ZIMP. 1964 show car. Zagato aluminium bodied Imp coupe, 26,500 miles, exclusive and economical. 13 years in our stable, including the above and XK150 DH and Alfas shared by two drivers. Lockeridge 267. (17113
LOTUS EUROPA S2, August 1971. Very good condition, wide alloy wheels. £1,450 o.n.o. Wakefield 61811 business. Leeds 643202 home. (17115
MGA TWIN Cam Roadster. Finished in Old English white with black hide interior, all original steel wings etc., fitted with 1600 push rod engine, works hard top, soft top, tonneau. Possible sale around £1,500. Cheltenham 36517 or 27298. (17117
JAGUAR MK II 2.4, 1968. Only covered 34,000 miles, finished in golden sand, near mint condition. £1,175. Cheltenham 36517 or 27298. (17117
LANCIA FULVIA 1.3 sports coupe S3, 1975. One owner, full 'Rustprotection Treatment', push button radio, Italian racing red, a very clean example. Taxed and MoT to June 1979. £2,100 o.n.o., or part exchange good DB6 with manual box. Tel. Northiam (07974) 2532 evenings. (17118
SPITFIRE MARK IV, 1972. Excellent condition throughout, low mileage, overdrive, radio, hard and soft top. £995. Sturgeon, 14 Longlands, Worthing, Sussex. Phone Worthing 201937. (17119
MG TA 1939, rebuilt, £4,350. New beige leather interior, new hood, frame, rewired, etc., etc. Also MG TC 1949. Excellent mechanics, finished in red, new beige leather interior, carpets. £2,945 o.n.o. Tel. 01-658 1005. (17120
(FOR SALE) a Morris Minor 1000 Saloon, 1962. MoT until July 1979, good condition. £350 o.n.o. Phone Herne Bay 64359. (17121
MGB GT Sept. 74. Teal blue with chrome trim, o/drive, radio, head restraints, h.r.w., years tax and MoT. £2,050. Tel. Mr. Long, Horringer (Suffolk) 536. (17123
AUSTIN HEALEY 3000 Mk III, 1967 "F". Professionally restored to original specification, white/black trim, low recorded miles, beautiful example. £3,650. Beaconsfield (04946) 4464 after 6th August. (17124
LOTUS SIX. Good original condition, E93A mechanics, now eligible HSCC Group One racing. Rare appreciating classic Lotus. £1,750. Smith, Westfield House, Armitage. Phone (0543) 490232. (17125
BERKELEY T60 Trike. Immaculate, fully restored, new alloy chassis, floorpan and hardtop, retrimmed interior. £320. Tel. 305789. (17126
1939 DAIMLER ELS 24 touring limousine by Windover. Attractive body style in aluminium with sunshine roof, opening windscreen and usual Daimler features, long MoT and in good condition. £1,500 o.n.o. or part exchange for smaller pre-war vehicle. Mousehole (073673) 691. (17127
JENSEN HEALEY LHD, 1974. Extras, 5 speed, impact bumpers, side marker lights, stereo radio, new engine fitted recently, good condition, taxed Jan 79. £2,000 o.n.o. Office hours 0953-60 5631 home 0508-78 385. (17141
ALFASUD SE N registration. Procida blue/red trim, one fastidious owner, fully maintained by main Alfa distributors, service record available. £1,095. Tel. Stamford 4279 (17142

FOR SALE—continued

DAIMLER SP250 Dart, 1961, 'B' spec. Excellent condition, new tyres. £1,700. Also 1956 Morris Minor split screen saloon, MoT, sound original.£150. Widgery, Hampton Dene, Hereford. Tel. (0432) 3373. (17129
LANCIA FLAVIA Zagato, 1965, 55,000 miles, radio, navy. £2,500. Consider part exchange. Mr. M. Gould, 30 Preston Street, brighton 27488. (17131
E-TYPE SERIES I FHC. Exceptinal. In last 5,000 miles: new engine (£800), complete new bonnet (£450), new clutch, discs, servo, tyres, radiator, wheel bearings, Konis, lights, sill and floor, overhauled rear suspension, bumpers rechromed, body soldered and repainted. £3950. Tel. Riding Mill 397. (17132
1973 (DECEMBER) Lancia 2000 HF Coupe. 43,000 miles, excellent example. £1,400. Phone 01-876 3686. (17133
DAIMLER V8 250, 1968. Auto., p.a.s., reg. no. SUE 429, excellent example in white with blue interior, undersealed, taxed, MoT. £750 o.n.o. Tel. Chirton 245 (Wilts). (17134
LAND ROVER Safari 12 seater. Superb ex AA motor, M reg. £3,000. Exchanges, South Benfleet 4174. (17135
FERRARI DINO 246. Excellent, low mileage, personal number. £6,000. South Benfleet 4174 Essex. (17136
1921 MODEL 'T' Ford one ton truck. Salisbury cab, canvas tilt, superb body work, rare original overdrive unit, engine and gearbox recently rebuilt, eligible for London to Brighton Commercial run. Seen in television and movies. A real classic, £4,500. Also spare engines, gearboxes, tyres, wheels, back axle, magneto, starter etc. £500. Horley, Surrey 02934 72437. (17137
RANGEROVER SPECIAL testbed. Extra wide steel rims, all terrain sandtyres, roll over cage, bushbar, reclining seats, special springs, rack etc. R plate, manufactured 1974, nearest £5,250. 01-387 3956. (17143
TWO LANCIA Flaminias. Convertible 3C with hard top, new midnight blue paint, hood and carpets, recored radiator, rechromed, new battery. £2,000 o.n.o. Also 4-seater Farina Coupe. £800. Moving house, must sell, or exchange both for late Fulvia Sport. Northampton (0604) 33978 Tuesdays-Saturdays, but Preston Capes (032736) 372 on Sunday and Monday. (17140
CONVERTIBLE LONDON Taxi FX4. Unique prototype with folding hood, folds flat, or use half open, fantastic touring car, see the sights in the open, refinished and retrimmed. Nearest £1,500. 01-387 3956. (17143
ALFA ROMEO Alfetta 1.6 Saloon, 1976. Dark blue with cream velour trim, Blaupunkt radio, one owner, full service history, excellent condition, 34,000 miles, hence £1,995, bargain. Farnborough (Kent) 51504. (17144
ALVIS SILVER Eagle d/head tourer, 1936 SG. Really beautiful condition, only 3 owners since new, genuine reason for sale £5,500. Telephone Bury St. Edmunds 68590. (17146
XK150 JAGUAR FHC. Undergone complete rebuild, chassis completed, bodywork left to do. Unique opportunity at £1,800. Swindon 0793 823114. (17150
MK 8 JAGUAR, 1957. Dual grey, concours condition, interesting history, rare collectors item. £1,950. Swindon 0793 823114. (17150

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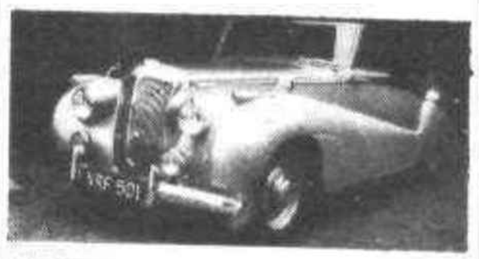
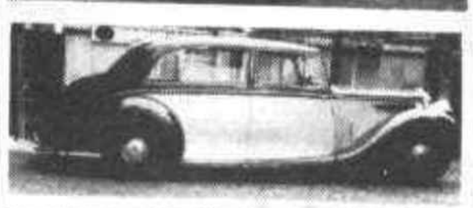
Morgan
TVR

When choosing a sports car please think of me. I'll find you a vehicle which will fit to a T. I. And by the way the registration no. shown in the picture is not for sale, although we do have "4 FOR" as a pleasant change from the various "MOGS" that occasionally come on the market. We did actually crash this Midget all by ourselves, on purpose I am told, and we are trying to enter into a deal with the insurance company whereby they give us the money to buy an Arkley kit from ourselves instead of mending it. **Morgan Plus 8,** 1974 (Dec), silver grey, black trim, Rover box, wide track, bonnet strap. **Morgan 4/4,** 1968G, Canary yellow, wire wheels, W R S W badge bar. At this point I must apologise for not much gen on the individual cars this month. The inefficiency of the postal service, having affected almost every other aspect of my life recently (including a 9-day delay on a letter and a most important invitation which failed to arrive at all) has now ruined this advertisement, the info. having been posted to me last Tuesday with a 9p stamp and by Saturday it is still not here. **Morgan 4/4 4-seater,** 1975, red, L.H.D., expected later in the month. **Morgan 4/4,** 1977S, black, chrome wire wheels, green leather, alloy bodywork, Ken Lowe's famous fan burglar alarm, door mirror. **Morgan 4/4,** 1968, B.R.G., Brooklands wheel, recon. engine, wooden dash. **Morgan 4/4 4-seater,** 1971K, 2-tone green, Restall driver's seat, luggage carrier, badge bar, pre-owned by West country farmer. **Morgan 4/4,** 1976R, Signal red, unusual dark blue hood and interior, alloy body, reclining and folding seats, roll-over bar, was his third Morgan. **Morgan 4/4,** Deep Brunswick Green, 1971 (Dec.), bucket seats, fully carpeted interior, radio, stereo, spare wheel cover etc, etc. This is the car we mentioned last month, owned by loving lady who fitted a dashboard badge saying "Please look after this car". I have just been told that some b*****? has stolen this badge while the car was standing in our yard. It has also been reported to me that we have sold a Morgan to a **gigolo.** Sometimes I really wonder what things are coming to! **Morgan Plus 8,** 1976R, Royal Ivory, black leather, door handles, 5,875 miles in the hands of one lady, washed after almost every excursion from its timber-lined brick garage. **Morgan 4/4 4-seater,** 1975P, blue wire wheels, radio. **Morgan 4/4,** 1972, Royal Ivory, black leather, literally thousands of pounds spent by fussy USAF Capt., wire wheels etc. **Morgan 4/4,** 1975P, Signal red, brown leather, wire wheels, bonnet strap, wing mirrors, Kentish antique dealer has looked after it like a piece of Hepplewhite or Sheraton. **Morgan 4/4,** 1972, Orange, one of the last Morgans to have the pleasantly sociable bench seat arrangement, wire wheels, aero screens, leather trim, a country car. **Morgan 4/4,** 1975, Signal red, reclining seats, wire wheels, various mirrors. **Morgan 4/4 4-seater,** supplied by us new in the traditional '20s sports car livery of yellow body, black wings, owned by Vauxhall employee (tinware-sickened?). **Morgan 4/4 4-seater,** 1972, Golden yellow, wire wheels, rear bumper, this car loves Arkley and is on its third stay here. **Morgan 4/4,** 1970, Nut brown, brown leather, chrome wires, oil cooler, spare wheel cosy, someone has scrawled what could either be "beast" or "beaut" against this car on our list. **Morgan 4/4,** 1969, orange, wire wheels. **Morgan 4/4,** 1971K, Royal Ivory, wire wheels, bucket seats, Plus 8 spots, has had a "dropped wing blow over". This is car dealers' talk for a high-quality respray in which the wings have been parted from the middle bit, the wing piping is unpainted black PVC, and the paint has covered the wing and body edges under the piping. **TVR 3000M,** 1976R, green, oatmeal trim and vinyl top, sunroof, one owner. **TVR Taimar,** 1977, red, black model band, sunroof, radio. **TVR 3000M,** 1973M, red, reclining seats, sunroof. **TVR Taimar,** Dec. 1977, red, beige model band, overdrive, stereo cassette player/radio, sunroof. **Jeep CJ-6,** 1975, red, beige hood and doors, long wheelbase model, rear seat, new 10" wide tracker tyres, view by appt. **Suzuki 250GT** motorbike, this being the Ram Air thing, 1975, crashbars, luggage boot, all-over cover. **MGC** roadster, 1968, Mineral blue, wire wheels, radio/stereo. **Fiat 124 Sport,** 1971, dark blue, red trim, radio. **Triumph GT6 MkII,** 1972, dark blue, overdrive, radio. **Alfa Romeo Spyder,** 1972, dark blue, radio, Alfa Romeo alloy wheels, as driven by Dusthin Hoffman in "The Graduate". **Mini Moke,** 1965, 1000cc engine, red topsides with white superstructure - i.e. it has one of those hardtops that seems about twice the size of the Moke itself, no softop, stereo. **Arkley SS,** black, 1500 engine, pinstriped, alloy wheels, beige trim, headrest. **Arkley SS,** red, pinstriped, alloy wheels. **Austin A55 Cambridge Pick-up,** K-registered ('71 or '72), one owner from new (us), ancient styling, crude steering-column gear change, original Aqua paintwork with JOHN BRITTEN RACING TEAM paint job, any reader unsure how to define the phrase "clapped-out" should inspect it. The MG Midget in the picture will also be for sale in a shape or form which depends on what our insurance company say. **NEW MORGANS:** We have visited the works as promised and have good news (if that is, there is any truth in the saying "No news is good news"). We did notice that the finished-car collection shed contained its usual quota of 20 or 25 cars, and they were without exception finished in traditional sports car colours like white, scarlet and racing green, and all had sober interior trim colours. Four or 5 years ago the assortment would have included a majority of 2 tones, or metallic, or outlandish colours, often with white or red upholstery. Tastes have obviously changed. Personally, I think the old Westminster green was one of the best colours, and also the paler metallics in muted colours look very good. Anyway, if you order a new Morgan, you have several years to ponder this delightful question as they only need the colour and spec. about 3 months before delivery. Another nice touch I've just remembered is to have the (disc) wheels painted to match the body instead of left silver. This looks specially good on a 4-seater with a rich, dark colour and you can add those Ace "Rimbellishers" if they still make them. **NEW TVR:** We carry a stock of the Taimar liftback and the new convertible; also demonstration model of each. The TVR Convertible came out much better than anyone expected, with no trace of its fastback ancestry. A different story from the Jensen convertible. The hood line on the TVR and the shape of the rear window are reminiscent of another famous "3000" - the Austin Healey in its BN rather than BT form. We were also pleased that TVR have not been afraid to use sidescreens. **ARKLEY SS:** This week's Autocar calls it "very pretty" which is certainly better than no praise at all. Kits are now back in stock and all you need is the last mortal remains of an MG Midget or A/H Sprite. In fact it really pays to commence with the best possible Midget as this assures a good resale value for the finished product. After all, we sometimes take hacksaw and chisel to brand new Midgets... **BOOKS:** "Morgan, First and Last" Gregory H.B. £5.95 post free. "More Morgan" ibid, reprinted and now £6.95. "The TVR Story" Peter Filby £6.50. "The 4 Wheeled Morgan Vol. 1" £5.45. Peter Filby's book on rare sports cars such as the Arkley is being reprinted. Morgan colour poster, multi frame including my plus 8 SS1800 £1.20 post free and we now supply the cardboard tube! One of the problems in compiling this advert. is to find some fresh pictures each month. I also help with another monthly publication in which there is the same difficulty, so we recently advertised that we'd pay £25 for any picture we published showing someone (and the implication was that we wanted an attractive young Thing) reading our monthly. One picture only was sent. It is reproduced bottom right, and I have offered the photographer £5 for the sheer irrelevance of the thing. I had the experience of supplying a new Morgan exactly two years ago (a Plus 8) and have driven this car every month or so ever since, culminating with a 100 mile blast a week ago. There is no doubt that a thoroughbred car like the Morgan has a distinctive personality that does not emerge when it's brand new, but gradually develops over the first years of its life. Morgan feel more or less identical on the delivery run down from Malvern, some change into eager and slightly rorty sports cars, others into smooth cruising gentleman's carriages, others again (occasionally) acquire an unpleasant indefinable but slightly Machiavellian quality with age. A car is, of course, as old as it feels, and the date of first registration has very little to do with the price we charge. I sometimes think the same must apply to "Miss" Elizabeth Taylor. In the days when she was the teenage star of "National Velvet" Ms. Taylor was always a couple of years older than me. I happened to notice in a newspaper report of one of her R. Burton divorces that her wealth and diamonds had somehow managed to purchase a new birth certificate, with the result that we were now exactly the same age. And blow me if I didn't pick up the European *Herald Tribune* this week and read that she is now one year *younger* than me. And they say that money can't buy everything! How about a nice sports car, Miss T., while you're still old enough to drive one?

JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

SPORTSCAR GARAGES DAIMLERS





Freestone Webb 27 hp. Limousine. Aluminium coachwork, electric division, P100's. Unrestored but sound and presentable **£1,600**

Barker Special Sports, 2½-litre. Aluminium Coachwork. Ivory, new fully lined hood, new leather interior, carpets, trim. Recent top over haul, repl. exhaust. Well kept, good chrome.

Wanted: Daimlers similar to above.

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(Union Walk: Off Waterson Street from the Kingsland Road at Shoreditch. Tube: Old Street.)

Tel: 01–729 1221

FOR SALE–continued

TR3, 1957. Full spec. Wires, o/drive, hardtop, softtop, full and qtr. tonneau. 12 months MoT. All steel, very original, white with red interior. Two owners last 12 years. Sensible offers please. Manchester 061 962 4441 anytime. (17147

GINETTA G15, 1971. Green, alloys, good mechanics, fair bodywork. Only reason for sale, bought Elan. £790 or best offer. Hemel Hempstead 52309 (17148

MG-B GT, 1976 (R). Tahiti blue, sunshine roof, Endrust, usual extras, excellent condition, 14,000 miles. £2,800. Northwood 26161 ext. 286 daytime. (17151

E-TYPE 3.8, 1964 FHC. Beautiful metallic green, chrome wires, new tyres, exceptional all round condition, radio, taxed, MoT March 1979, reg. no. EW8 180. Bargain £2,250 o.n.o. Tel. Pantymwyn (0352-84) 514 near Chester. (17153

1930 FORD Model A Cabriolet. Two seater with dicky, fully restored, MoT, taxed. Offers. Phone Woodbridge 3677. (17152

JAGUAR XK140 Convertible, RHD. Needs restoration, mainly rear end. Complete car. £1,950. Meopham 812604 Kent. (17155

TWO 1947 Triumph Roadsters. One very good condition, one for restoration. Parts already restored are: chassis, dash and bumpers. £2,200 for both or near offers. Telephone Oakwood Hill 442 after 6 o'clock. (17156

GINETTA G21. Yellow/black trim, 30,000 miles, beautiful car maintained in excellent condition, photos available. Investment at £1,900. Write 47 Kingsmead Park, Rushden, Northants. (17157

1939 SERIES E Morris 8. Complete for restoration, mechanically sound. Offers. Phone Wells, Norfolk (032871) 505. (17158

ROLLS-ROYCE Silver Cloud II, 1961. All white, MoT, taxed, £5,500. Phone Sandiacre 399719. (16830

1947 CITROEN Light 15, small boot. Maroon, running but interior/exterior needs restoration. Sensible offers invited for the above private sale. Evenings 0243-66 2484 (Sussex). (16879

MERCEDES 230 SL, 1965. White with brown interior, hard and soft tops. Reg. No. YDN 1. Very good condition. Taxed and MoT. 061 427 1876. (17161

MG8 GT Auto 'M' reg. 12 months MoT, low mileage, excellent condition, £1,750. Tel. 01-680 2251 evenings; weekends. (17160

LOTUS ELAN +2S 130/5, 1973. White bodywork, one owner, genuine 41,000 miles. Five speed gearbox, oatmeal trim, sun roof, alloy wheels, tinted glass, turnlock, radio, Tax/MoT. Main dealer maintained, superb condition throughout. £2,650. HP/P/x. Telephone Hertford (0992) 57473. (17166

LOTUS SEVEN S1. 1959. Restoration project partly completed, going overseas; reasonable offer secures. Naphill 3389 (Bucks.) (17175

TALBOT 105 Brooklands Replica. 1933. Completely rebuilt to the highest standard. ¾ race engine, team car colours. Connolly hide. Just run in and ready for competition or touring. Many spares possibly available. Box No. 5824. (17159

ASTON MARTIN DB6. 1967 Vantage, auto, air-conditioning, PAS, Dubonnet/tan+usual Aston refinements. £3,500. Kings Somborne (Hants) 317. (17165

FOR SALE–continued

DAIMLER SP250, 1962. "B" spec. in superb condition. New tyres, F/suspension. £1,950. Phone Downton (0725) 20887. (17164

JAGUAR XJ12L Series I. White with black leather. Webasto sun roof, electric windows. New tyres. 32,000 miles only. Ziebarted. £2,850 o.n.o. Portsmouth 697411 (day), 20215 (evenings). (17163

GT6 MK. 3, L reg. Overdrive, low mileage. Ziebart rust proofed, tow bar, stereo. £1,400. Arnside 761944. (17162

E-TYPE V12 2+2. Carmen red. C/W/W, stereo. Magnificent, any inspection. First viewer will buy. £5,350. 01 435 9173. (17174

AUSTIN A90 Atlantic. 1952. hard top metallic blue. MoT, radio. Many extras, good condition, but some rust under sills. Regular use, very rare car. £800. Canford Cliffs (0202) 709608, private sale. (Would trade in for new Polo if any VW dealer interested!) (17173

MORGAN +8. Built Summer 73. Low mileage, good condition. Extras, marriage forced reluctant sale. Offers over £4,000. Exchange and cash considered. 07737 69375. (17172

ALFA ROMEO 2000 GTV. 1972 (L). Immaculate condition, metallic silver, sun roof, radio stereo, new exhaust. Part/ex possible. £1,195 o.n.o. 061 483 9092 after 6 p.m. (17171

PORSCHE 911 Lux Coupe. 1976. Metallic silver. ESR, Recaro seats, tartan interior trim. £10,800. Phone 0742 70394 day, 04334 294 evenings. (17211

TWO CLASSICS

ALVIS Speed 20, Series SA, 1932. Chass.9780. 2-door Tourer by Vanden Plas. Totally restored to original by AOC members. White with black leather int. Major trophy winner 1976 FIVA rally.

ASTON MARTIN, 1932. Inter. Chass. A2.128. Last but one of the true Astons. Excellent condition, and in BRG with green leather. Polished axles, etc.

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FOR SALE–continued

MGB GT V8, June 1975 N. 45,000 miles, usual V8 specification with sunroof. One owner car maintained and serviced regularly. Any trial £2,750 o.v.n.o. Garner 06077 4453 (Notts.) (17210

SINGER ROADSTER, registered 1945. New hood and sidescreens, non original engine, good condition, year's MoT. £2,000. Telephone 0632 641108 (Newcastle). (17208

MORGAN 1952 Two-seater, fitted Triumph engine (original removed for overhaul). Reconditioned steering. Good hood, chrome and paint. £2,500. Telephone 0632 641108 (Newcastle). (17208

PORSCHE 914, Sept. '72. 60,000 miles. Metallic blue, radio, new heat exchangers, clutch, brakes this year. Superb condition. Taxed. MoT. £2,000 o.n.o. Tel. Macclesfield 25828. (17207

TVR 3000M, 'M' reg. Red/black interior. 29,000 miles, sunroof, alloy wheels, brakes relined, new front shockers and tyres. Stereo. MoT 1 year, taxed. Offers around £2,200. Tel. 0632 816144 ext. 378, home 652020. (17216

FIAT DINO 2400 Spyder, red/black. 1971. 246-type engine, IRS etc. Impressive performance, very low oil consumption. Extras include illustrated parts manual, left and right dipping headlights. £3,150. Bookham 52959. (17215

A40 SOMERSET, 1953. Good running order. MoT. Suitable for restoration. £180 o.n.o. Phone Stalbridge 62727. (17214

LAMBDA 1927 Tourer, original, complete tools etc. Needs some work to complete. Oxford 47429. (17213

1954 MG TF, 1,250 c.c. Beautiful. Stored last 6 years. Owner returning abroad. £4,800. Phone Torquay 25935. (17212

VOLVO 1800 ES, 1973. 56,000 miles. Owner abroad for 3 years. £2,750. Further details: phone West Lulworth 346 (Dorset). (17221

ALFA ROMEO Montreal. V8 2.6 litre injec., o.h.c., 'T' regist. 1973 model, LHD. Genuine 23,000 miles. Black with blue cloth interior. Radio, electric windows etc. Full MoT, taxed. As good as a Dino at only £3,950. (01) 794 4293. (17220

MGC GT, 1970. 51,000 miles, o/d, HRW, W/W, radio. Full history, original beige bodywork. £950 o.n.o. Ely 778763. (17219

VOLVO 144GT, 1974. Fuel injection. Maroon with tan Webasto sunroof. Gold trim, chrome brightwork, red cloth upholstery. Alloy wheels. Fog B/f. H/l w/w. Full stereo. An outstanding vehicle in superb cond. Tax & MoT. £2,750 o.n.o. Telephone Somerton (0458) 72877 day, 72807 evenings. (17218

AUSTIN 7 Ruby Tourer, Dec. 1938. Taxed, new MoT. Highest surviving chassis number. Rewired very sound, runs very reliably and is in regular use. £865 o.n.o. Tel. 061 225 5555. Mr. Goldstone. (17217

TR6 ROADSTER, 1974 (N), mallard. Full service record. 43,000 miles, one owner. New metering unit and reconditioned head just fitted. Full Dinitrol rustproofing. £2,225. Tel. Aberdeen (0224) 733942. (17178

LOTUS ELAN Sprint. DHC. 1973. Yellow/white. 45,000 miles. One owner from new. Kept in very nice condition. Extras. £2,700. Telephone Billingshurst (Sussex) 2000. (17177

AUSTIN HEALEY 3000. 1962 Mk. II 2+2 with wire wheels and o/d. Totally rebuilt all steel bodywork in red/black with retrimmed interior & new hood. Superb condition, full MoT. £2,450. Phone Cullingworth (Yorks.) 2324. (17176

ALVIS TD 21 Series 2. Convertible. 1963. Automatic. Wire wheels. Needs much attention. £750. Bond Equipe Convertible 2-litre 1969. Just rebuilt £595 o.n.o. Southport 68672. (17181

JAGUAR E TYPE 2+2. 4.2. Automatic. 1971. Immaculate condition, perfectly maintained, low mileage. CWW, sunroof, etc. £3,750. For further details ring Mr. Barrett 01-437 5468 (evenings) Franham 3707. (17184

MGB ROADSTER 1976. "R". Tahiti blue, overdrive, Lumenition, 20,000 miles. £2,525 o.n.o. 50 Coopers Road, Martlesham Heath, Nr. Ipswich, Suffolk. (17183

LOTUS EUROPA Series II. Reconditioned engine and gearbox, new clutch. Garage maintained regardless of cost, all sensible extras. £1,350 for quick sale. High Wycombe 28503. (17182

LOTUS EUROPA Special. 1975. New MoT, one owner, 24,000 miles, 5-speed, excellent. £3,750. Tel. Hatfield 67689 evenings. (17180

VITESSE 2-LITRE. Set wire wheels with adaptors, chrome knock-ons. Dismantled Vitesse and Herald. Most parts. Phone Little Haywood 882785. (17179

1929 MORRIS Cowley Open Tourer. Body, paintwork & brasswork restored to original colours. Fabric soft top & interior upholstery as supplied with model but will need attention. Engine in good working order. Spare engine available if required. £3,500. Lockasheath 5857 after 5 p.m. (17189

ELAN +2, 1969. Red, black interior. Good condition, recent suspension rebuild. Piranha ignition, air horns, radio/cassette, new carpets. £1,400. Dawson, Bromham (Wilts.) 399. (17187

RENAULT CARAVELLE. Metallic blue, 1968, soft and hard top, 34,000 miles. Ziebarted. Concours condition. Shown at Rallye Renault. Offers around £1,600. P/ex considered. Chelmsford 321556. (17186

LOTUS ELITE S/II. 1961. Yellow, ZF gearbox. Very original but sheared head stud reason for quick sale. Nearest offer to only £1,500 secures. Tel. Tolleshunt D'Arcy (Essex) 297. (17185

RARE THOROUGHBRED 4 seater sports car. 1950 Lea Francis 2½ litre Sports with the "S" type uprated engine. All alloy body on steel frame. Fully restored from chassis up. Good history. Rich man's XK 120. Seen Wood Vale August 6th after Burscough 892996. (17206

1939 AUSTIN 12 Ascot. Very original. Concours. taxed, tested. Offers around £1,200. Shaw, Coach House, Scampton, Lincoln, Scampton 215. (17209

1930 AUSTIN 16 Burnham Saloon. One of the finest original unrestored vintage cars available. Concours. Taxed, tested. Offers around £4,000. Shaw, Scampton 215. (17209

SCIMITAR GTE Auto. M registered. Highland purple, 41,000 miles, extras. £2,350 o.n.o. Ripley (Derbyshire) 45197. (17293

E TYPE 1965 primrose Roadster. 4.2. 72,000 miles. At 70,000 engine was re-bored, crank ground, new bearings etc. and new complete clutch, brakes overhauled, new seals, rear discs skimmed. New front and rear wings and cills. New carpets and hardoras, chrome re-chromed, ball joint replaced. MoT 50 miles ago, taxed. £2,900 no offers. North Shields 79108. (17204

LANCIA BETA Coupe. 1975. Webasto sun roof. Motorola radio. Just repainted in original yellow. One owner who has acquired new Spyder. £1,950 o.n.o. Epping 73929 or 74748 evenings. (17169

FOR SALE–continued

STAG, 1975. Carmen red, black interior, immaculate condition, manual o/d, electric windows, hard and soft top, alloy wheels, tinted glass, stereo radio. New tyres just fitted. Service record. Rust treated when new and guaranteed. £3,575. Swanage 4963. (17170

CORTINA 2000E, 1975 (N). Silver, superb condition. New tyres, 70,000 miles. First offer over £1,480 secures. Milton Keynes 75671 after 6 p.m. (17168

LOTUS EUROPA S2. 1971. Superbly finished in JPS style black with gold pinstriping. Money of no consequence preparing this Lotus for resale – in all respects magnificent. Low mileage, must be seen. £1,695. HP/P/x. Telephone Hertford (0992) 57473. (17166

LAMBORGHINI ESPADA, 1972. RHD. Gold, tan trim, 44,000 miles, 2 owners, air conditioning, tint, radio, etc. £5,475. 01-399 9565. (17167

FROG EYE SPRITE, 1959. Original, steel. Full weather equipment, tonneau. Steering, brakes, engine, transmission fine. Completely new, front suspension except shock absorbers. Licensed August 1978. MoT to July 1979. Electrics by Heath Robinson but they work – even the radio, would you believe? Body and interior tatty or terrible, depending on whether you're buying or selling. £300 for quick sale. Phone Steyning (0903) 812520 after 6.00 p.m. or at weekends and/or 01-405 3979 weekday evenings. (22935

LOTUS ELITE, 1959. Very original car requiring restoration being in store 10 years. Sensible offers. Box No. 5823. (17149

PRIVATE SALE. Daimler Sovereign 4.2. 1972. Superb condition. Fully automatic, many extras including sun roof. Inspection invited. Phone after 6 p.m. Bournemouth 425955. (22930

ALVIS 12/50 4-seater Tourer wanted by enthusiastic family. Rugby 832184. (16878

ROVER 80, 1961. Good condition, original tools, MoT. In daily use. £550. 02572 5064 (Chorley, Lancs.) (17247

VINCENT COMET, 1951. Stripped. Needs detail work, paint and assembly. Many new parts. £400. 02572 5064 (Chorley, Lancs.) (17247

DAIMLER SP250, 8 specification, 1961. Genuine 74,000 miles, documented history, maker's oil pressure, mechanically superb, original log book, 3 registered owners. Very good bodywork, excellent interior, all usual extras. A really good original car. £1,875. Oxshott 3125 evenings please. (17246

DAIMLER V8 250 – 1969. Automatic, power steering, HRW. Radionmobile, original tool kit. The car is in superb condition, has 55,000 recorded miles, is finished in sable (dark brown) with beige interior. The body is rust free and has been Waxoiled. MoT May 79. £1,425. Box No. 5828. (17230

FERRARI 275 GTB4: complete engine plus many other spares. 04865 2793. (17256

AUSTIN 7, 1938 Two Seater cigar shaped racing body. Running. MoT. Brailsford 678 or 565. (17254

ALFA ROMEO 1600 GTV. 1967. Exceptional condition throughout, rebuilt gearbox, cylinder head, new dampers. Taxed. MoT. £500 o.n.o. Phone Keresley 5782. (17253

BENTLEY R type manual. Sound condition. An appreciating asset and fine car. £3,650. Taunton 412454. (17252

E TYPE Jaguar 2+2 Series 1. 1967. New clutch, new tyres, good condition, red. £2,250. Ring Pontefract 703830. (17251

JAGUAR "E" Type FHC. 1965. CWW, taxed, long MoT. Radio. Body super. £1,790. Guildford 69589. (17249

JAGUAR 420 G Auto., metallic blue, PAS, radio, electric windows. Lovely condition, company car forces sale. £850. Phone 0222 756478 after 6 p.m. (17194

VINCENT RAPIDE, 1948, with Steib sidecar. Lovely machine. £1,900. Wanted steam launch, any condition. Barnstaple 3645. (17193

SCIMITAR GTE, 1973. 'M', automatic. White, black leather trim, tinted, laminated, electric windows, alloy wheels, radio stereo. A beautiful car. Owner for 4 years buying new. £2,200. Tel. 9 a.m.-6 p.m. 0524 823311 (Lancs.) (17192

"E" TYPE Jaguar 2+2. 1969, manual. BRG, radio, new clutch & resptay last month. Excellent condition. £2,750. Phone Maidstone 30248. (17191

E TYPE V12 2+2. K registration, only 28,000 miles. History. Extras. Perfectly maintained. Immaculate original condition throughout. £4,750 o.n.o. 021 354 4434. (17190

SCIMITAR GT 3 litre. Overdrive, sunroof. Excellent throughout. £800. Phone Wallop 587 day – Andover 53463 evenings. (17243

220 SE8 Coupe. Beautiful in gold, automatic, power steering. Excellent condition throughout. New MoT. Realistic offers around £1,750. Can be seen Wandsworth or City 870 1298 evenings, W/E or 623 9061 daytime. (17244

MGB GT V8, 'N' registered, chrome bumper model. Only 13,000 miles from new. Sunroof, stereo radio/tape, tinted windows, overdrive. Terrific investment potential. £3,100. Oxshott (Surrey) 2269 evenings. (17197

MORRIS EIGHT Saloon. 1938 four door sun roof. Nice original condition, low mileage. Taxed. MoT. £800. Reading 883833. (17239

LANCIA BETA Coupe 1600. N reg. 1975 model. Radio, stereo etc. Must sell, hence £1,850 o.n.o. Tel. Chester 25181 or Manley 342. (17240

MORGAN 4/4 2 seater. Nov. 76. White, 15,000 miles, radio, wires, leather upholstery etc. Huddersfield 659521 after 7 p.m. (17198

BENTLEY MK. VI Sports Saloon. 1949. Midnight blue, excellent condition, new tyres, exhaust, battery. Rebuilt front suspension, fitted sun roof. Full MoT & taxed. Reg. No. KEN 811. £3,750. Phone North Shields (089 45) 81435 after 5.30 p.m. weekdays. (17241

PIPER GTT, 1970. Green, 52,000 taxed, tested, fabulous car. £1,395. Great Longstone 470 (Derbyshire). (17242

MG ZB Varitone. 1959. In excellent condition. Engine rebuilt, bodywork extensively renovated. Long MoT. £790. Phone Blandford 53306. (17226

LOTUS SEVEN S/II. 1970. 1,600 c.c. Crossflow, alloy wheels, superb condition. Reluctant sale, going overseas. £1,750. Naphill 3389 (Bucks.) (17233

E-TYPE 4.2 FHC. 1967. Series 1A. 59,000 miles. New Webasto roof, clutch and exhaust. Dark blue coachwork with chrome wires. Maker's oil pressure, no rust. Some history. Beautiful car. £3,550. Brighton 21065 day. Shoreham-by-Sea 61110 evenings. (17235

1948 ARMSTRONG Siddeley "Hurricane". Good hood, tonneau, tyres, paintwork, carpets etc. Little work required to put in concours condition. Long MoT. £3,000. Telephone 0865 391 680. (17237

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"Where you said you were" says you.

"No no – ai said pee-ar. You know – public relations"

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"Yes but ai got taid up – now ai was wondering..."

"And last weekend?"

"Ai got nailed for a function – but ai was wondering..."

"But this'll be the third time you've failed to turn up since you answered my ad."

"Well aim very busy, being in pee-ar, so ai was wondering – if you'd care to draive it round to me..."

"Richardson's"

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"I'm going to drive it round to Richardson's. They won't be nailed down or screwed up or anything funny like that – they'll just make me a nice uncomplicated offer for my MG. What with people not turning up and people arguing about the price..."

"Look – perhaps ai could fit you in..."

"You'd probably find I'm a size too large and anyway, I'm on my way – to Richardson's"

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ROLLS-ROYCE, 1954, Silver Dawn. Coachbuilt 4 door sports saloon with the rare, Hooper Empress lines, probably the most sought after classic coachbuilt design of all, fully automatic, finished in garnet with original burgundy hide trim, electrically operated front windows, just fully serviced throughout, a truly unusual opportunity to acquire a genuine appreciating usable vehicle.

BENTLEY, 1966, T Series, Standard 4 door sports saloon, finished in metallic silver grey with contrasting deep plum hide trim and carpet, mechanically very good, recorded 68,000 just fully serviced, taxed and currently MoT tested, a nice genuine all round early example realistically priced.

ASTON MARTIN, 1957 (Dec.) DB Mk. III. Tickford coachwork Chassis No. AM 300/3/1419. The actual car winning twice at Brands with full write up in the A.M. Owners club magazine. Indicated mileage under 30,000, recently recellulosed to a very high standard in the original claret, excellent original trim and virtually faultless mechanically.

ROLLS-ROYCE, 1974 (N), Silver Shadow, standard 4 door sports saloon, this truly outstanding example is most elegantly finished in silver mink over aqua blue with virtually unmarked blue-grey hide trim, rear headrests, lambswool rugs and all the usual refinements. Recorded 50,000 miles, serviced by main agents, taxed and tested and very highly recommended.

ROLLS-ROYCE, 1961, Silver Cloud II. Standard 4 door sports saloon recently refinished in dove grey over astral blue, all original interior trim in deep plum hide, electric windows, under 80,000 miles recorded, another excellent example, just fully serviced, taxed and MoT'd.

ROLLS-ROYCE, 1970 Silver Shadow, another standard 4 door sports saloon in quite exceptional all round condition, finished in metallic silver with blue-grey hide trim and carpet, full refrigeration and Sundym glass, believed only 2 owners, agent maintained with excellent service records, recorded at 80,000 miles. Just schedule serviced, taxed, tested and ready to go.

TRIUMPH, 1977, Spitfire 1500 Mk. V. 2-seater sports with hard and soft tops, recorded only 6,000 miles, finished in red with black trim, virtually as new.

ROLLS-ROYCE, 1975 (N), Silver Shadow, 4 door standard sports saloon finished in Caribbean blue with dark blue Everflex top, interior trimmed in special navy hide, rear headrests, lambswool overrugs, specially ordered with all ebony woodwork. Recorded 30,000 miles, service record. Just completed main agent schedule service. Taxed, tested, and highly recommended.

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WELL, WE TRIED . . . AND TRIED . . .

. . . and finally got the **McLAREN M8D (see below)** going at **Silverstone on July 1st** after some hair-raising tow-starts through the Paddock, down the Grand Prix Straight, and finally along the pit lane at 60 m.p.h.! It did not surprise us one bit to be "black flagged" after 2 laps, since we had not even officially practised, but **sincere thanks to the "Powers-That-Be", for allowing us to demonstrate this most awesome vehicle.** The less said about the Ginetta G10, the better, but we will get it right – that's a promise! As compensation, **Chris Stewart,** in our **HWM-JAGUAR** is still lying **JOINT 1st OVERALL** in the **1978 UK HISTORIC SERIES** – congratulations to him! PS – My **CAN-AM LOLA T160** is now taxed and will be road used!

★ **CALIFORNIA TRIP – AUG. 14th-SEPT. 7th – SEE BELOW!** ★

1937 JAGUAR SS 100 2½-litre SPORTS – DLH 802; The splendid genuine article – extremely original, recent cosmetic restoration; unlike some, this is a particularly nice example to drive, too! – **93 pts.** *Photo.*

1950 JAGUAR XK 120 ROADSTER – KDF 425; 38,000 m., totally original to the very last detail save the "better-than-new" respray in original Old English White just completed; certainly one of the very best XK120's in the UK, which drives in equivalent fashion – **92 pts.**

1953 FRAZER NASH LE MANS COUPE – YMK 5; Hopefully here at last as you read this: – a most famous car, the actual Le Mans Class winner and lap record holder; proper "Works" BS4 engine etc.; extremely original and a superb road/GP1 Historic Sports car – **90 pts.** *Photo.*

1970 McLAREN M8D No. 4. – The actual car that secured the Can-Am championship for Denny Hulme, with 3 outright wins; whole car totally original and as new, including newly rebuilt 8.1-litre all alloy Reynolds/McLaren V8 giving 750+ b.h.p.! – a most important addition to any collection – **Possibly the most powerful sport-racing car ever offered in "Motor Sport's" columns! – 98 pts.**

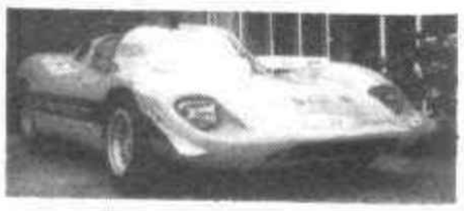
1966 ALFA ROMEO 1600 GTA; Left hand drive; one of the very rare Bertone all-aluminium Giulias, so successful in GT racing; proper "works" specification, but fully trimmed and only ever used as road transport; obviously also eligible for Post Historic racing now – **84 pts.**

1966/73 AC GHIA/WILLMENT COBRA 427 GT – WLY 165M; A Post War "Classic"! John Willment's famous 200 m.p.h. customized Cobra GT; full competition 7-litre Cobra rolling chassis, with luxuriously appointed alloy Ghia body; as docile as a Mini, but with incredible reserves of power and roadholding. – **90 pts.** *Photo.*

1967/70 EX WORKS MGC LIGHT-WEIGHT GT – VHY 5H; 3,000 m. from new, totally original even to its Targa Florio entrant's sticker; special "Works" everything; newly MoT'd and usable for shopping or Post Historic events – magnificent! – **86 pts.** *Photo.*

1967 MERCEDES 250 SE SALOON – RHM 999F; Simply the best in the UK, 34,000 m., totally original and literally as new throughout. – **94 pts.**

1956 JAGUAR XK 140 FHC – 6 HPL; A very pleasant example, just mechanically and bodily restored, very nicely retrimmed etc. – **86 pts.**



1966 ABARTH 2000 RS SPYDER; A really beautiful, rare (1 of 8) and incredibly rapid sports/racing car, the European Hillclimb Championship winning model; road-equipped (and very tractable); all duties paid in the UK; 2-litre 202 b.h.p. engine – **81 pts.** *Photo.*

California – I shall be away from Aug. 14th-Sept. 7th; Urgent messages may be telephoned to my American answering service – Ring (213) 822-1411; otherwise my resident house-guest or home answering machine will take calls at the number below.

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FOR SALE—continued

JAGUAR V12 Mk. III E Type 2+2. Almost certainly the earliest example in existence being a pre production prototype built in 1969 by Jaguar experimental. First reg. for the road 1974 on M plate. Looks beautiful in jet black & chrome wheels, red interior. Must be a wonderful investment, while giving a great deal of pleasure. £5,500 o.n.o. Any PX considered. 021-743 5276 or Claverdon 2122. (17227

ROVER 60, 1955. Grey, exceptional condition, low mileage, one owner, current MoT. Ideal collector's items. £950 o.n.o. Ingatestone 3406. (17228

"E" TYPE 4.2 Series 2 Roadster. 1970. 46,000 miles, white. CWW, Sundym, superb condition. Price to include many spares (mainly body). £4,500. 01-504 4027. (17229

MORGAN +8 5 speed "R" reg. March '77. 10,500 miles. White, black reclining seats. Total protection underbody seal. Many extras. Taxed Feb. '79. Offers. 0263 720567. (17231

ASTON MARTIN DB5. Vantage engine, silver, excellent order. Stobs Castle Farm, Hawick, Scotland. 0450 3175. (17232

JAGUAR V-12 E-Type 1972 2+2 Auto. Regency red. Superb motor car with new gearbox. Excellent investment potential. £4,250 o.n.o. May exchange smaller sports car. (01) 458 4170 (home) (01) 951 1779 (office). (22955

BMW 2002 Lux, 1975 P. One owner car maintained in pristine condition. Finished garnet metallic, grey velour trim, tints, steel sliding roof, radio/cassette. 23,000 miles. £3,150. Coleshill 63586. (17344

MORGAN SUPER Sports Three-wheeler, 1934. Low mileage since complete rebuild. Stored last 8 years, extra-wide aluminium barrel-back body with doors. Matchless water cooled hairpin valve engine, high level Brooklands exhausts, hydraulic front brakes. Unique and practical road vehicle, outstanding appearance, colour BRG. £2,650. Write Peel, 107 Clumber Drive, Radcliffe on Trent, Nottingham. (17348

ALFA ROMEO 1750 GTV, 1970. Red. Waxoil treated, recent new suspension and tyres. Long MoT, much above average. £950 o.n.o. Nottingham 302583 evenings. (17349

ASTON MARTIN DB 2/4 Mk. I. Absolutely immaculate condition. Placed 2nd in '77 AMOC Autumn concours. 2.6-litre Vantage engine. Twin exhausts. Borrani wheels. All tools, leather bound handbook, workshop manuals, original log book. Red coachwork, red leather interior. Engine compartment as new. True concours motor car. Offers to R. M. J. Holland, Tel. Bressingham (Norfolk) 615. (17352

DAIMLER 4.4 (1963 Conquest) character car. History available. 67,000 miles. Recent £300 engine overhaul. MoT to November. £680. Chillaton (Devon) 248. (17283

1930 SUNBEAM Roadster. MoT, new hood, sidescreens, full tonneau cover, bodywork fully reconditioned, completely reupholstered in beige Connolly leather. Superb vintage car. Offers about £6,750 or exchange PVT. 062786 3445. (17353

HEALEY 3000, 1965 C. Some restoration required. £1,850. Midget 1978 S, first class. £2,300. Wanted Grand Prix Bugatti, Maserati, similar. Riley, Barntgreen, Birmingham 445/2551. (17354

LANCIA FULVIA 1.3, M reg. 26,000 miles, taxed 30 Nov., MoT. Dark brown/cream, sun roof, radio, 1 owner. £1,750 o.n.o. Tel. Shurlock Row (Berks.) 417. (17316

1962 JAGUAR 3.8 Mk. II. A collector's car kept in heated garage in mint condition. 29,000 miles. Manual, o/d, opalescent silver blue, with blue leather interior, radio, undersealed, original handbook and logbook. £2,250 o.n.o. Nicholl 03057 3042. (17355

74 MODEL Ferrari Dino 246 GT. Outstanding much admired car offered for sale by club member. Spec. metallic gold, champagne leather trim, radio stereo etc. Realistically priced at £7,000. 061-789 4338/3470. (17255

ROLLS-ROYCE Silver Cloud II, 1961 car. Duo-silver, outstanding car with crimson interior. Far above average in every respect. Reluctant sale at £7,500. Tel. 061-789 4338/3470. (17255

FOR SALE—continued

LOTUS ELAN S130, 1974. Immac. gleaming roman purple, oatmeal interior, Sundym glass etc. Must be seen to be appreciated. All sensible offers considered. Pangbourne 3869. (17325

MARCOS V6, 1970 "J" reg. Yellow, sun roof, mag. wheels, stereo radio/cassette, new exhaust, shockers. £2,650. Tel: Blackwood 0495 226484. (17326

LANCIA 2000 HF Coupe, 1974. Radio, sunroof, tinted glass, PAS, 5-speed box, low mileage. £1,495. Rotherfield (089285) 2458, E. Sussex. (17327

AUSTIN RUBY, 1938. One registered owner and 51,000 miles. Stored for some time. £525. Barnstaple 3645. (17329

LOTUS SEVEN Series 4, J regd., 1600 GT. Cosmics, radio, long MoT, taxed. Low mileage. £1,750 o.n.o. Warrington 61993. (17331

1961 E-TYPE Roadster, engine No. R1256-9, Chassis No. 74. Needs complete restoration. Good investment. Offers 051-630 4372. (17330

1957 MERCEDES 300S Roadster. Available mid September. Best offer over £6,000. Write "Brendon Chase", Town End, Bolton-le-Sands, Lancs. for details. (17332

VINTAGE CROSSLEYS. A rare pair 1930 Super Six Limousine. £4,450. 1933 Golden Saloon, £2,450. Ring 0253 33806 after 7.30. (17333

MORGAN +8, 1972. Rover box. 48,000 miles. Year's MoT. Beautiful condition, agent maintained, most extras. New hood, tonneau, carpets, resprayed, reconnollised leather. £3,750. South Benfleet 57988 (Essex). (17335

TRIUMPH TR6. Good condition, J reg. 53,000 miles, overdrive. Year's MoT, taxed October. £985. No offers. 821 4429 office. (17336

DAIMLER LIGHT 20 h.p. 1936 Mulliner Aluminium Saloon. Repainted, original interior, fine condition. £2,250. 021 472 7139/2350. (17337

LOTUS 2+2S130, 1971. Big valve, pistachio, black vinyl sunshine roof. Superb vehicle. £1,950. Telephone Blackpool 57386 after 6 p.m. (17338

ALLARD TYPE L, 1948. In current use. £1,500. Also large quantity spares. Tel. Billericay 51093. (17339

1978 MORGAN 4/4 2 seater. 5,000 miles. Signal red, wires, tonneau, door handles, reversing lights. £5,200. Tel. Northallerton 2441 after 6 p.m. Ask for Geoff Taylor. (17341

LOSS OF garage forces sale of immaculate 1939 Humber Super Snipe. Excellent throughout, new MoT. Sound investment. Offers - Weymouth (03057) 5989. (17342

ASTON MARTIN DBS6, 1967. Total engine rebuild and chassis overhaul 2,000 miles ago; recent respray metallic blue, rechrome, leather trim renovated by Connolly Bros. Air conditioning, excellent condition throughout. £4,500 o.v.n.o. Deddington (Oxon.) 324. (17343

TR6 ROADSTER, 1971. Damson, recent engine overhaul, good bodywork. MoT, 9 months, tax 3 months. £1,500. Ring 0772 36328. (17345

PIPER P2, 1971. Good example of marque. Long test. £1,475 o.n.o. Chesterfield 850559. (17346

AUSTIN RUBY, 1937. In excellent order & condition. Present owner 20 years. To be sold at Stoneleigh auction August 28th without reserve. Reg. AGK 169. (17347

1973 FIAT 124 Sports Coupe, 1,800 c.c. twin cam engine, 5 speed box, brilliant green, 4 new tyres, taxed October, MoT October, Autocover November, radio. £1,050. Phone Doncaster 868354 after 6 p.m. (17223

LANCIA 2000 Farina Coupe, 1970. Good car with long MoT and tax. £390. Phone 0990 22570. (17224

BRISTOL 405. Superbly original 1959 car needing cosmetics only to restore to full glory. Present owner 10 years. £2,500. Phone 0990 22570. (17224

1949 MG TC. 90% restored and running, but needs a little work to complete. £2,750. Thomas, 1 Heatherlands, Rise Road, Ascot, Berks. Ascot 21063. (17225

MERCEDES-BENZ 200 SEC, 1965. Fixed Head Coupe. Automatic and power steering. £1,000 recently spent on overhaul of gearbox, suspension and exhaust. £2,950 o.n.o. Thomas, 1 Heatherlands, Rise Road, Ascot, Berks. Ascot 21063. (17225

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"QUOINS", JARVIS LANE, STEYNING, SUSSEX. TEL. STEYNING 812962 (CODE 0903)

PHONE for appointment please

MG PA 1934. 4 seater, classic lines **£3,250**
MG J2 1933. Ideal for restoring **£2,200**
MG TD 1952. Re-hooded and re-cellulosed **£2,900**
MG F1 1932. Salonette in bits **£1,500**
MG TC 1949. Taxed, MoT, drive away **£3,750**
MG TA 1939. Real crumpet catcher **£3,500**

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Part exchanges considered. Callers preferably by appointment.

Horsedrawn **Phaeton** ..... £525 + VAT
C1928 **BSA** 250 cc m/c £950
1929 **Sunbeam** 500 ohv (Photo) £950
1929 **Norton** 500 ohv m/c £1,250
1936 **Austin** Cambridge sln £695
1937 **Hillman** Minx tourer £1,600
1937 **Pontiac** str. 8 sln. RHD £2,500
C1945 **Daimler** Coach (Photo) £1,600 + VAT
1952 **Jowett** Javelin. Lovely £895
1952 **Jowett** Jupiter fhc £1,200
1952 **Lea Francis** 14 hp saloon £595
1954 **Bentley** R-type 2-door Coupe by Graber. Aluminium £10,500
1958 **Rover 90.** Nice car £650
1960 **Ford** Sunliner Convertible £495
1963 **Alvis** TD21 sln. 5-speed £1,395
1972 **Fiat** 128 2-door sln £695
1973 **Rover 3.5** Coupe £1,595

Wanted: nice examples of interesting cars and motorcycles, vintage, PVT or classic.

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AUCTION/AUTOMARKET/ AUTOJUMBLE

At

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SATURDAY

SEPTEMBER 2nd 1978

AUCTION. Most people do not know what their vehicle is worth, so an auction is the best way to ensure it is not being sold too cheaply. There is no entry fee for this event, and commission will be charged at a flat 7½% (minimum £75). There is no need to book in advance and no catalogue will be produced – just come on the day. However, you may register an entry by sending details, plus £10 (refunded on arrival) before August 13th, and we will advertise it for you in Exchange & Mart (August 31st edition). Vehicles that do not reach reserve must be moved to the Automarket (or at least the entry fee paid – see below).

AUTOMARKET. If you know what you want for your vehicle you may park it in the Automarket with a clearly priced 'For Sale' sign. The charge to vendors will be £5 for vehicles up to £500, £7.50 £500/£1,000, £10 over £1,000.

AUTOJUMBLE. Stalls are available 18 x 10 feet, with a table, @ £8 each. If you have a garage full of stuff to clear, what better way to dispose of it?

BUYERS. If you want to buy from the auction you will need cash, or a bank draft (we can give change if you bring too much) or you can make Credit Open Facilities with our bank, Midland Ltd, 171 Priory Rd, N8. Remember that nothing can be done on the Saturday about instant clearance, so if you have not made proper arrangements the vehicle will have to to be stored at your expense until we have cleared funds. £100 cash deposit required for all bidders.

The grounds will be open from 8am for setting up stalls and booking in vehicles (first 150 only accepted for auction) and from 9.30am to the general public.

This event is not recommended for vehicles worth over, say, £10,000, as we feel these need specialised advertising and promotion. Our next sale for such expensive cars will be at Alexandra Palace on Tuesday October 31st.

14 Broadway, London S.W.1.
01-828-6306.

Classic Cars of Coventry

JAGUARS ★ JAGUARS ★ JAGUARS

Congratulations C.R. on your animated report of the historic Le Mans race. It's a shame Stirling Moss wasn't driving a Jaguar. I wonder why so many Jags had engine problems? Could it be modern Leyland parts are not so good? I do wish Jaguar was Jaguar again, and to hell with the rest of the rubbish. We still love them even if Rover, Triumph don't.

Our Mk. X and 420 G Convertible (photo). This actual car featured in *Autocar* test of 1/4/78 is now for sale, power hood etc. £3,500.

E-Types fhc and Roadster undergoing restoration.

1965 XK 140 ROADSTER. This the rarest of all RHD XK's has "C" type spec. engine, o/d, nearing completion.

1951 XK 120 ROADSTER. A really super old car in original condition. £4,250

Mk. VII, Mk. VIII & X.

JAGUAR Mk. I & II. At the time of writing 12 to choose from, eg: 1967 Mk. II 3.4 o/drive, sunroof, good £850. 1958 2.4 Mk. I, 27,000 miles £1,450. 1967 3.8 Mk. II, reconditioned engine, brakes, suspension £750. 1969 240, tinted windows, o/drive £1,250. 1964 3.4 o/drive, low mileage, immaculate £1,750.

1960 Mk. 9. This is the 1977 Class A, classic saloon championship winner. Type spec. engine by Ford Engineering, o/d, 135 m.p.h. Blow off the BM's and Merc's! Built to road or race trim around 1950. Choice of another also in road or race trim, several others from £350.

1966 420. O/d, PAS, chrome wire wheels, silver, blue. £1,250.

A SELECTION OF OTHER INTERESTING CARS:-
1961 AUSTIN HEALEY 3000 MK. I, o/drive, wires. £1,750.
1967 AUSTIN HEALEY 3000 MK. III. Fabulous (photo) £3,250.
1959 ALVIS TD21 d/head coupe by Park Ward. A really handsome car, new hood, low mileage. £2,950.
1948 ARMSTRONG SIDDELEY "HURRICANE". A rare 4-seater tourer, new hood. £1,950 1954 SAPPHIRE £575.
1957 DAIMLER DK 400 LIMOUSINE £500. 1953 CONQUEST £250.
1953 VAUXHALL "VELOX". Not our usual stock I know, but this is rather special. One owner, 25,000 miles, totally original and if painted would be as new. Must be driven to be believed. Stored for about 10 years. £950.
1961 AC "GREYHOUND". Powered by Bristol. Why has nobody bought this? Only £2,250.
1959 ALVIS TD21 SPORTS SALOON. Much above average, fitted wire wheels £1,450.
1953 JENSEN INTERCEPTOR 2 door coupe. I was going to trim it, but as we have not £1,250.
1967 FIAT 2300, 4 seat G.T. by Ghia £975
1955 SUNBEAM-TALBOT MK. III. We have this at £475, also a pair of D.H.C.'s at £150 (the two).

EXPORT AND DELIVERY ARRANGED
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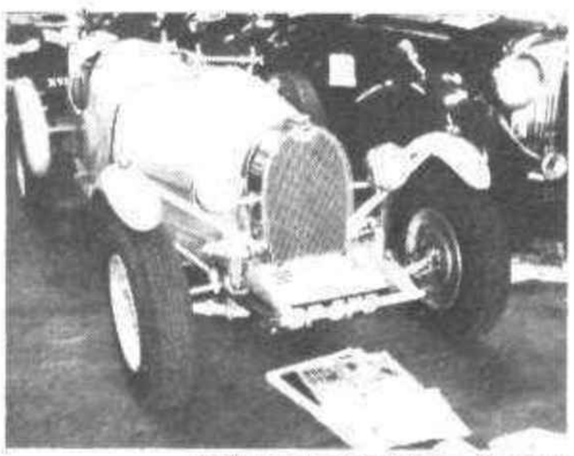
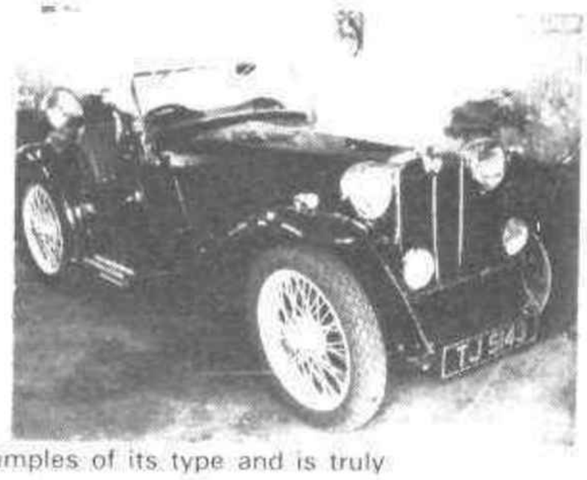


ANOTHER BUGATTI REPLICA FOR SALE THIS MONTH

GRAND PRIX BUGATTI TYPE 51 "Pointed Tail" Sports/Racing 2 seater Replica. Fully road equipped. First registered September 1977. This unique car, which has taken many years to build, has had little use since being built by a well known racing car designer/builder & is easily taken for an original G.P. Bugatti. It has a 51 Type tubular chassis, 1,600 c.c. Vitesse engine and gearbox etc. and its performance is quite shattering, but with low cost maintenance and easy to get spares *(illustrated left)*.



1934 MG PA SPORTS 2 SEATER. This car has had little use since an extensive mechanical restoration, but has not been used since an extensive coachwork rebuild to mint original condition at a cost of over £1,300. Fitted hood, side screens, full length tonneau cover, f/flat w/screen, twin spotlights, chrome badge bar, undersealed and just fitted 5 new tyres etc. It must be one of the best and most original examples of its type and is truly immaculate in B.R. green with green interior and silver wire wheels *(illustrated right)*.

THE FOLLOWING CARS ARE BEING FULLY RESTORED, SOME *MIGHT* BE COMPLETED BY THE TIME THIS ADVERT APPEARS

1924 BENTLEY 3-litre Short Chassis Le Mans 2 Seater.
1930 ALFA ROMEO GT 6c 17/50 Twin Cam Drophead Coupe
1930 DELAGE D8S Le Mans Sports 4 Seater.
1927 HISPANO SUIZA H6B All Weather Cabriolet De Ville by **BINDER OF PARIS** (expected in stock late September).
1938 BENTLEY 4½-litre 2 Seater Sports Roadster.
1934 BENTLEY 3½-litre Drophead Coupe.
1938 LAGO TALBOT 4-litre Drophead Coupe. (It's rebuild should be completed next Spring)

PLUS A SMALL SELECTION OF FULLY RESTORED POST WAR CLASSIC SPORTS CARS

PLEASE NOTE, I DO NOT BUY OR SELL SPARES OF ANY KIND.
I WILL PAY TOP CASH PRICES FOR CARS OF THE TYPE I SELL, BUT NO OLD BANGERS, PURCHASED, SOLD OR TAKEN IN PART EXCHANGE.
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HENDON WAY MOTORS

1975 LOTUS Europa Special. 5 speed, met. blue, 21,000 miles, alloys, sundym, radio/stereo
1975 (Series) LOTUS Europa Special. 5 speed, Roman purple, 8,000 miles recorded, oatmeal, sundym, alloys, stereo radio.
1975 LOTUS Europa Special. 5 speed, sky blue, 20,000 miles, oatmeal, alloys, sundym, stereo.
1975 (Series) LOTUS Europa Special. 5 speed, sienna, 35,000 miles, oatmeal, alloys, sundym, radio
1975 LOTUS Europa Special. 5 speed, white, one owner, alloys, sundym, radio.
1973 LOTUS Europa Special. 4 speed, met. blue, oatmeal, alloys, sundym.
1972 LOTUS Europa TC. Moonstone grey, 30,000 miles, alloys, sundym, radio.
1972 LOTUS Europa TC. Met. blue, 22,000 miles, one owner, sundym, radio
1972 LOTUS Europa TC. Met. blue, 38,000 miles, sundym, radio.
1970 LOTUS Europa S11. Yellow, sundym, radio.
1973 LOTUS Elan Sprint, dhc. Maroon, 35,000 miles, radio.
1971 LOTUS Elan Sprint, fhc. Red, radio, extras.
1969 LOTUS ELAN S4/SE, fhc. Beige, service history, radio.
1962 LOTUS Super 7 series II. Cosworth engine, 21,000 miles.
1978 MORGAN Plus 8, lhd. Red, white leather.
1977 MORGAN Plus 8. Primrose, lightweight, 13,000 miles.
1975 (Series) MORGAN Plus 8. Met. silver, 18,000 miles, leather, extras.
1974 MORGAN Plus 8. Primrose, one owner, 20,000 miles.
1977 (Series) MORGAN 4/4 4 seater, BRG, 3,500 miles, wires, radio/stereo, extras.
1976 MORGAN 4/4 4 seater. Carnival red, 12,000 miles, one owner, wires, extras.
1975 MORGAN 4/4 4 seater. White, 35,000 miles, one owner, wire extras.
1974 MORGAN 4/4 4 seater. Navy, 29,000 miles, one owner, wires, extras.
1973 (Series) MORGAN 4/4 4 seater. Burgundy, 26,000 miles, wires.
1976 MORGAN 4/4 2 seater. Ivory, 9,000 miles, one owner, wires, extras
1973 MORGAN 4/4 2 seater. White, 30,000 miles, extras
1971 MORGAN 4/4 2 seater. Primrose, wires
1971 (Series) MORGAN 4/4 2 seater. Blaze, wires, extras.
1978 FERRARI 308 GTB. Primrose, 29,000 miles, air cond., radio/stereo.
1974 FERRARI Dino 246 GT. Primrose, 31,000 miles, factory flares, radio/stereo.
1973 FERRARI Dino 246 GT Spyder. Red, leather int., service history, radio/stereo.
1972 FERRARI Dino 246 GT. Primrose, 36,000 miles, radio/stereo.
1974 JAGUAR E Type V12 2+2. Manual, navy, 36,000 miles, sundym, radio/stereo.
1973 JAGUAR E Type V12 2+2. Manual, Azure blue, 37,000 miles, sundym, radio/stereo.
1973 (Series) JAGUAR E Type V12 2+2. Auto, met. silver, 45,000 miles, sunroof, sundym, radio/stereo.
1972 JAGUAR E Type V12 2+2. Manual, white, 14,000 miles, wires, one owner, radio/stereo.
1970 JAGUAR E Type 4.2, fhc. Navy, low mileage, cww, radio.
1970 JAGUAR E Type 4.2 2+2. Burgundy, 49,000 miles, cww, radio.
1958 JAGUAR XK 150, fhc, 3.4, BRG, w/w.
1976 PORSCHE Turbo. Met. burgundy, 14,000 miles, leather, e/sunroof, Blauplunkt.
1968 ASTON MARTIN DB56. Auto, white, air cond, sundym.
1968 ASTON MARTIN DB6. 5 speed, BRG, low mileage, sundym, radio/stereo, cww.
1977 MG-B GT. Blaze, 6,000 miles, Ziebart.
1971 MG-B GT. Blaze, low mileage.
1973 BMW 3.0 CSL. Met. silver, low mileage, radio/stereo.
1975 ALFA ROMEO Veloce 2000 Spider. Navy, 28,000 miles.
1974 DATSUN 240Z. White, one owner.
1974 (Series) CHEVROLET Corvette Stingray 350, 4 speed, high performance engine.

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE—continued

BENTLEY R Type Automatic, 1954. Black pearl/shell grey. In good condition throughout. £4,400. 061 428 6183. (17324
JENSEN HEALEY, June 1974. Year's MoT, taxed, stereo cassette/radio, white, perfect hood, low mileage, lovely condition throughout. Going abroad, must sell, £1,950 or reasonable offer. Telephone, Chelmsford 65881 days. Roxwell 499, evenings/weekends. (17319
FERRARI 246 Dino GT. New engine and gearbox just fitted at Ferrari factory in Italy. Engine to US emission control standard. Left hand drive in mint condition. Import duty paid. £7,250. Tel. Chesterfield (0246) 850109. (17318
MARCOS 1600, almond, 1968. Wooden chassis, sun roof, wire wheels, radio. Full MoT. Offers around £1,700. Windermere 4461 office hours. (17320
BRISTOL 401. Excellent condition. 100B engine. Otherwise original specification. Many spares, £1,750. Taylor 075 78 310. (17321
PORSCHE 914S Targa, 1971. Fuel injection, 5 speeds, mid engine. Mint condition. 50,000 miles. New XZX tyres, tints, Porsche alloy wheels, radio/cassette. Reluctant sale by lady owner. £1,995. Phone Carole Miller 0625 25094 (Cheshire). (17322
HEALEY-SILVERSTONE, 1950 E Type chassis, rebuilt engine-suspension etc. In mint condition. Taxed – MoT. Must be one of the nicest in existence. £7,500 or exchange. 061-427 2985. (17360
1925 MINERVA Tourer Type AC 6 cyl. classic meticulously restored. Superb condition. Bronze medal Concourse d'Elegance (SA) FOB £9,500 o.n.o. Photograph available. Shipping can be arranged. Box No. 5829. (17358
TRIUMPH TR4A IRS, 1967F, convertible, overdrive, disc wheels, Valencia blue. Exceptional condition. Reluctantly for sale at £1,450. For fullest details a telephone 01-870 4963. (17202
LOTUS SEVEN Series Three, 1975. Advertised last month at £3,900, must sell. Now giving away at £3,100 o.n.o. New "BDA" engine 300 miles ago. Car only 5,500 miles. Immaculate condition, red/alloy. Extras. Tel. 0253 811413. (17201
TRIUMPH TR6, 1970, manual, overdrive, radio, soft top, tonneau. New Pirelli CN 36 tyres. MoT Feb, dark blue. £1,175. Tel. Etwall (Derbys.) 2200. (17199
TIRED AND worn out red conv. Karmann-Ghia (1966) 1300 looking for enthusiastic new owner. Offers invited. Northwood 23081. (17371

FOR SALE—continued

AUSTIN A35, 1953. Over £500 spent on complete restoration including upholstery, carpets, respray, mechanics etc. etc. A good investment and practical road car. Tel. 01-272 2330 evenings or 01-204 8411 office hours. (17376
ALVIS TD 21, 1959. Total engine rebuild, new battery, four near new tyres, two brand new doors, manual gearbox. Good all round condition. Phone Welwyn Garden City 35670, £900. (17373
PORSCHE 911T, 1970. Properly maintained and cared for, with complete records, 58,000 miles, electric windows, radio etc. £3,200 o.n.o. 01-837 4040. (17372
ASTON MARTIN DB5. Superb car inside and out. Owners club member. £3,600. 061-789 4338/3470. (17255
1934 RILEY Special, some work done. Engine needs rebuilding, preselector gearbox OK. All body. £600. Chelmsford 64800. (17363
MGB GT. Dec. 76. 36,000 miles. Aconite – beige trim. HRW, overdrive. Excellent running order. First offer of £1,875 will secure. Tel. Office: Southam 2343. Home: Leamington Spa 32355. (17362
ALFA ROMEO Berlina 2000. P reg. White. Excellent condition. £1,800 o.n.o. Cardiff 753713. (17378
CADILAC SALOON 30 years old. This car has been on Malta since new and is in original condition. 24,000 miles. Sell, exchange car or valuables. Cox, 185 Bargate Road, Belper, Derbys. (17377
FIAT TUBILIMO, 1936. £450. 1965 Jaguar 3.8 S. Good body, engine US. New engine to instal. £500. T. Purbrick, Hadlow, Kent. 0732 79 547. (17374
BENTLEY MARK SIX, 1948. Red Standard Steel Saloon. Well maintained coachwork and interior, excellent full flow engine. Recently checked and serviced by ex-Bentley mechanic. Taxed and MoT complete with handbook. Most tools, jack. £2,600 o.n.o. Seen Gloucestershire. 01-359 5316. (17366
ALFA ROMEO 2600 Spyder, 1966. Rare RHD, just refinished in ivory with new duck hood. 2 mature owners and genuine 33,000 miles must make this car unique. Very original and complete including log book. £2,500. Henley 5791. (17364
JAGUAR 3.8 Mk. II, 1966. Manual, overdrive. Kenlowe fan, electronic ignition, h.r.w. anti-theft devices, BRG. Taxed, MoT. £850. Aldershot 24889. (17222
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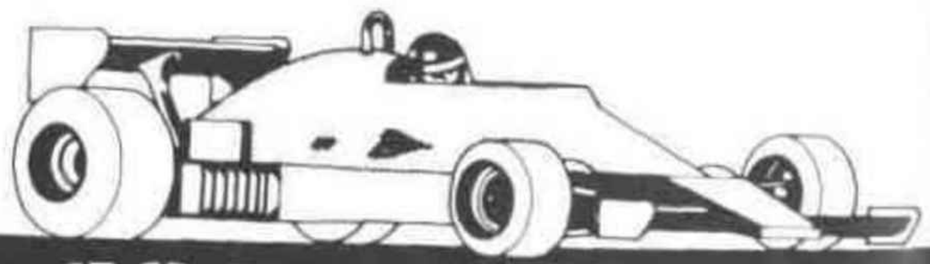

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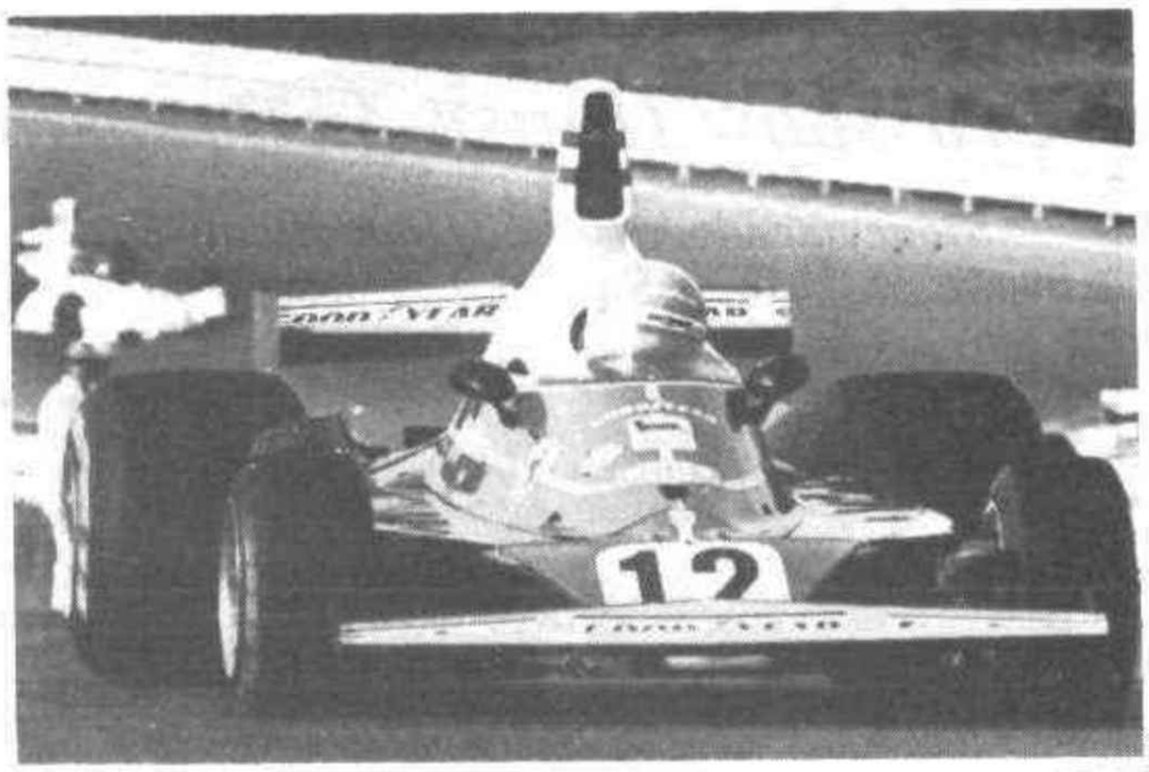

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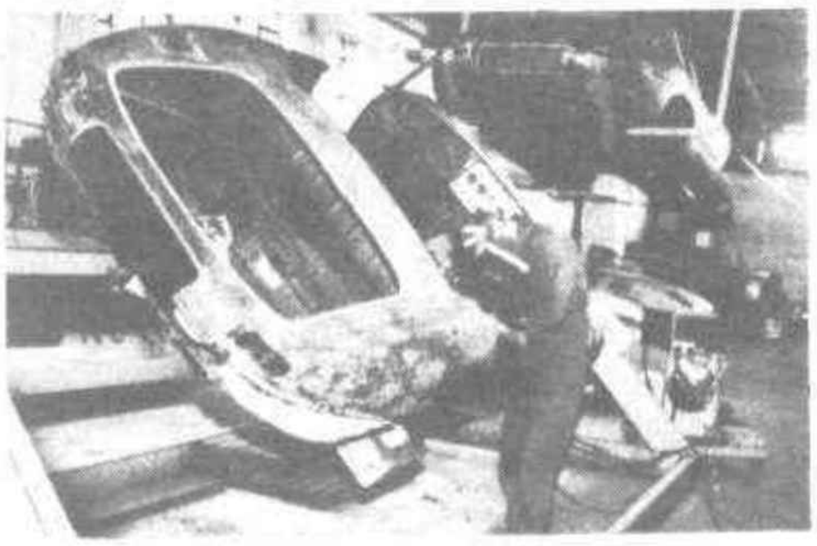

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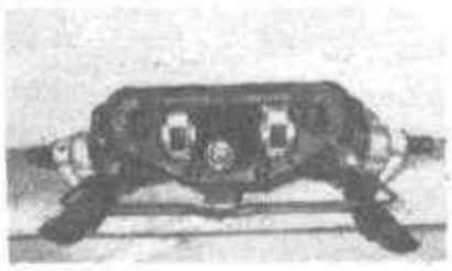

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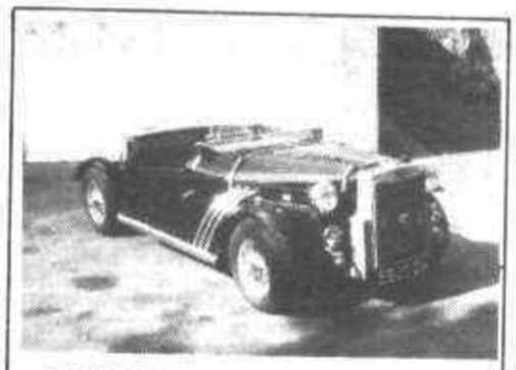

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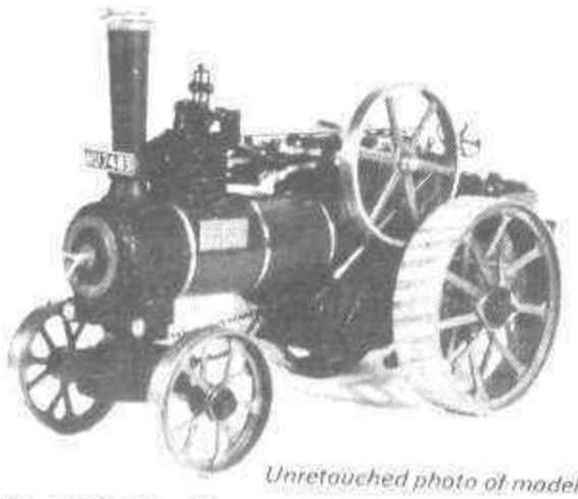

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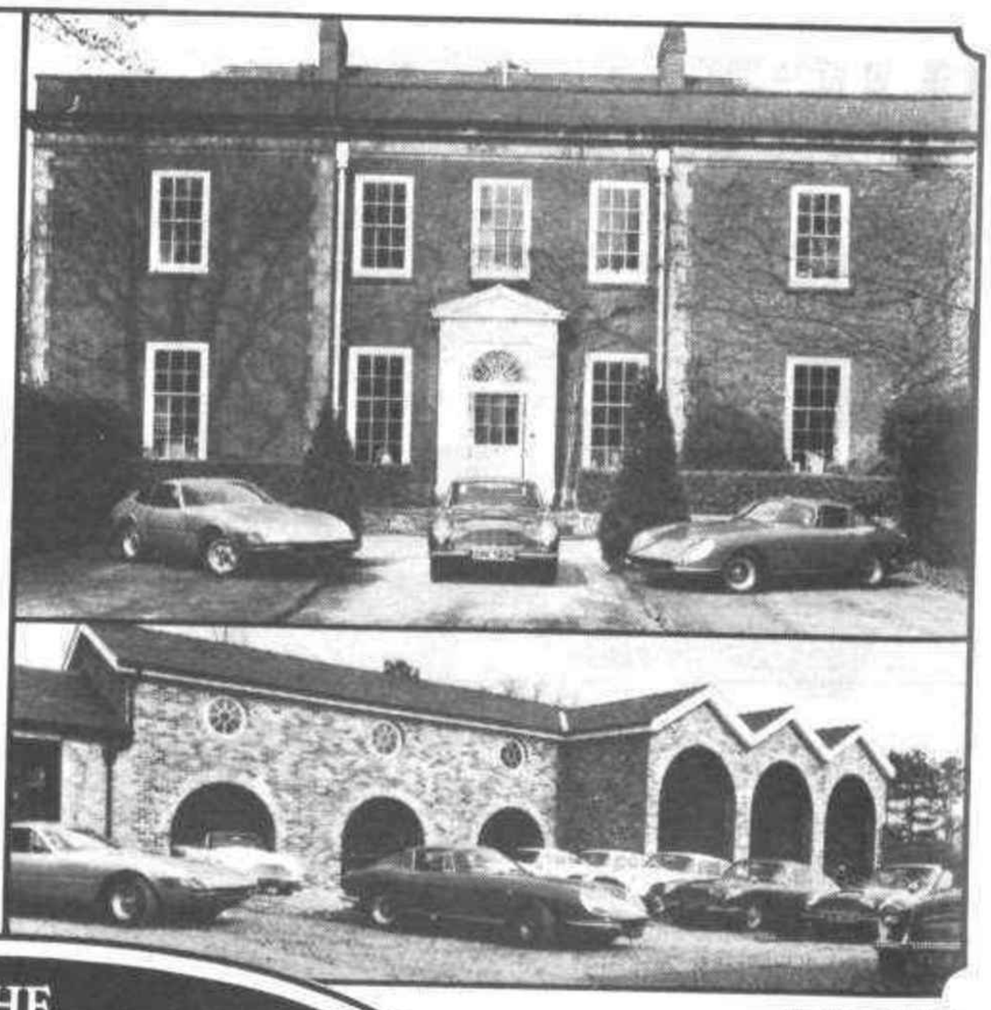

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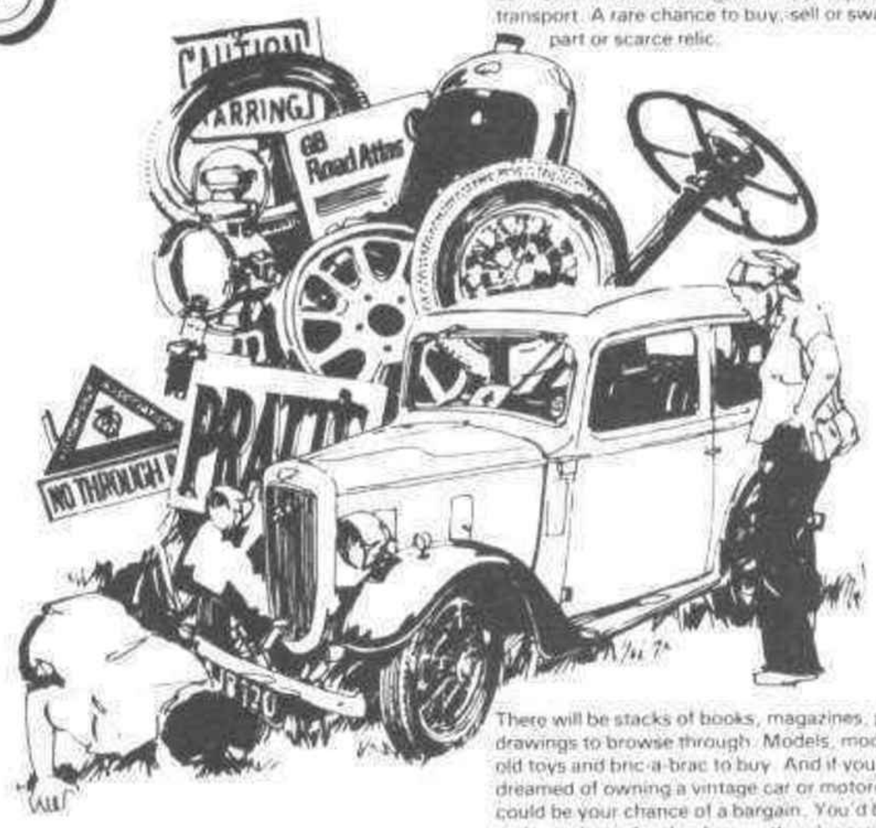

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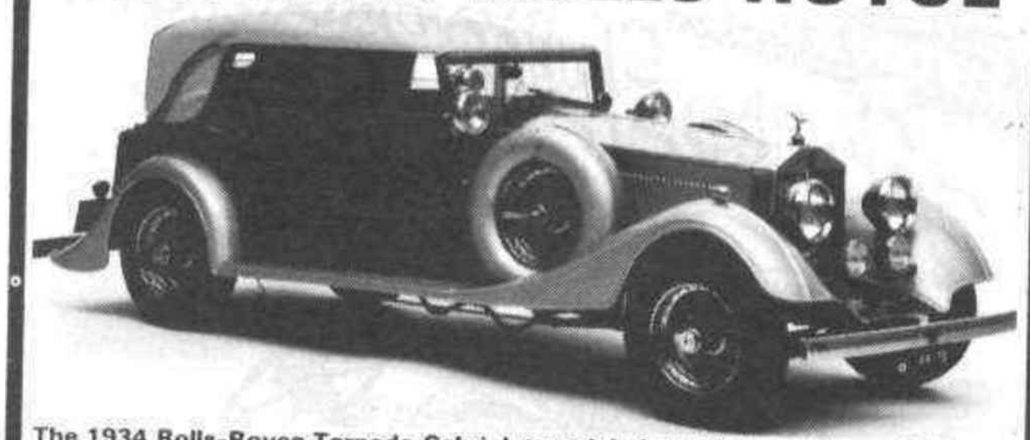

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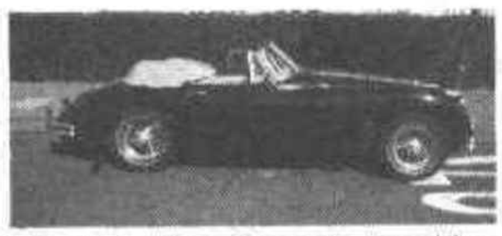

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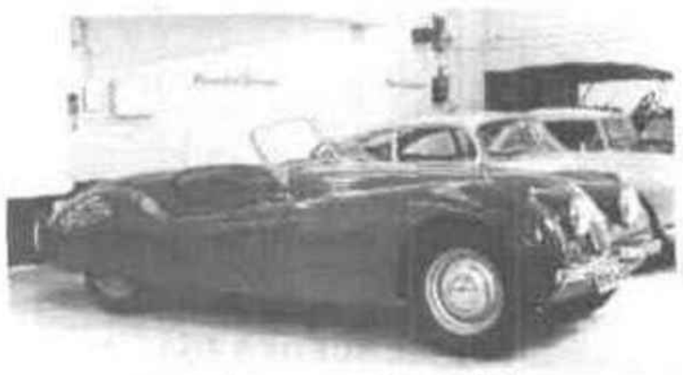

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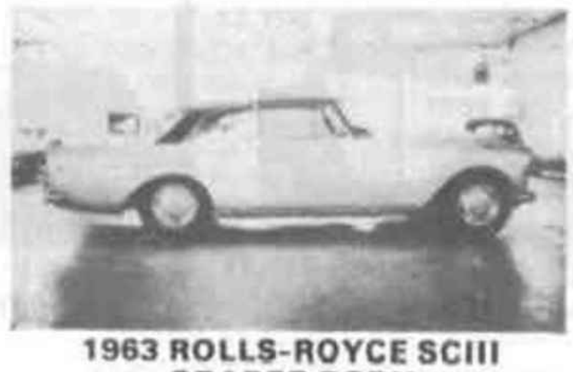

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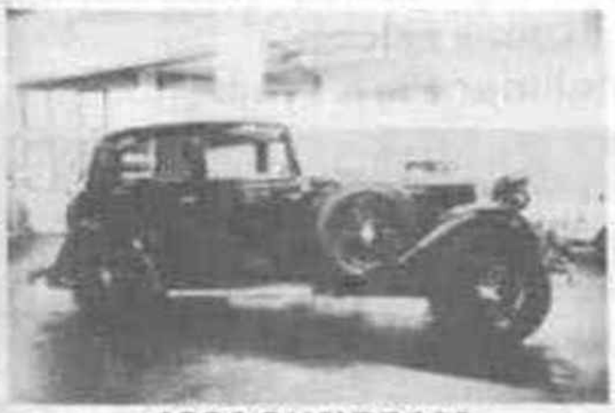

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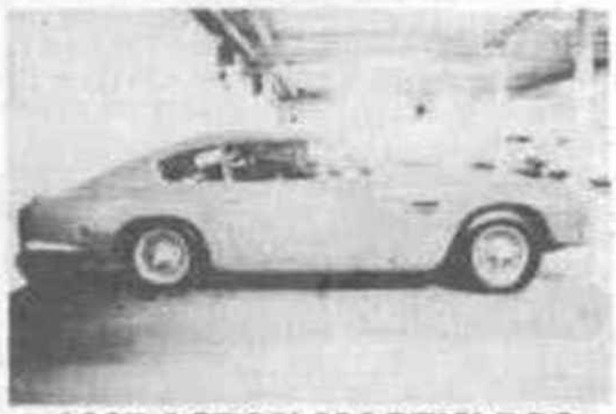

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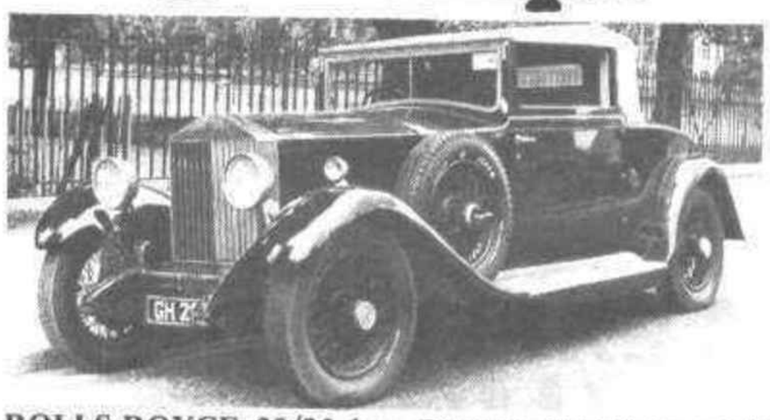

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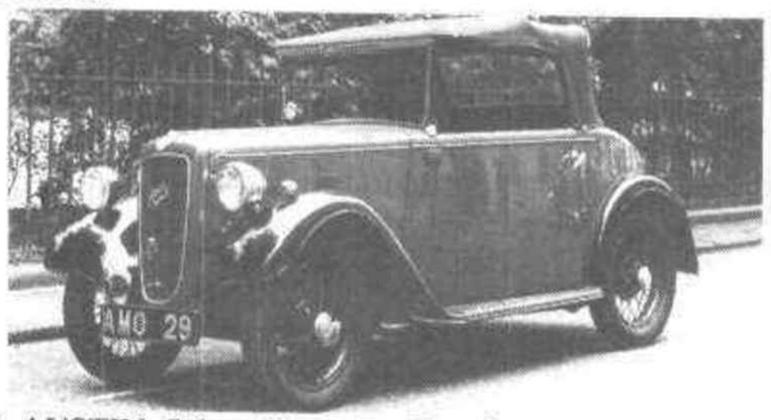

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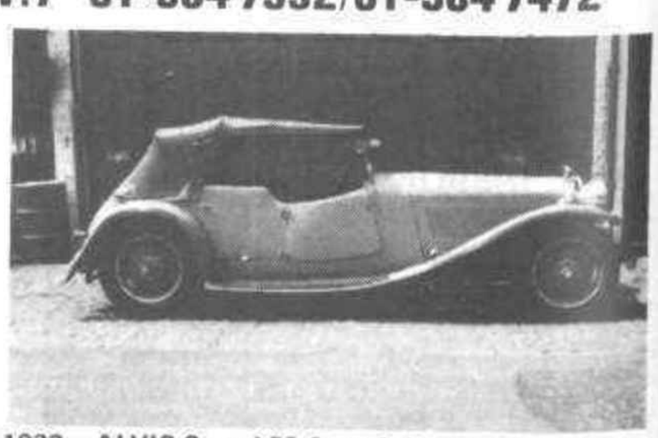
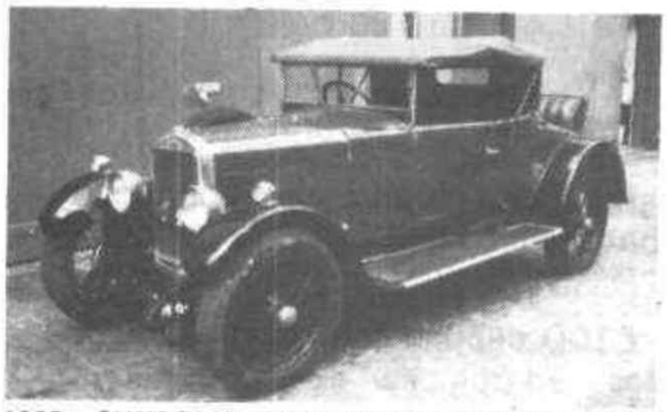
1931 LAGONDA 2-litre low chassis speed model four seater tourer.

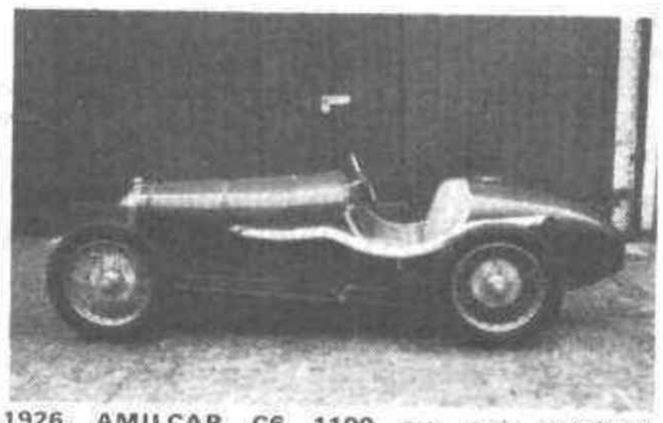
1928 MINERVA Type AK Touring limousine. Fine original condition.



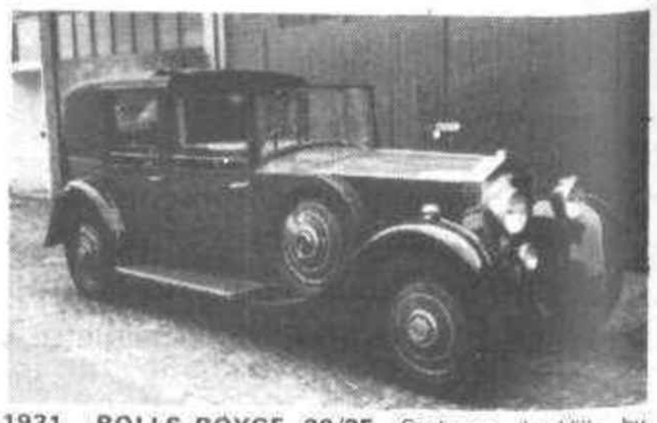
1933 ALVIS Speed 20 Cross & Ellis four seater tourer. Stored for many years. Sound but requires painting.



1925 SUNBEAM 14/40 two-seater with dickey. Major restoration some years ago, and in excellent order.



1926 AMILCAR C6 1100 c.c. twin overhead camshaft 6-cylinder super-charged competition two seater.



1931 ROLLS-ROYCE 20/25. Sedanca de Ville by Windover.

1931 ROLLS-ROYCE Phantom I Continental Sports Saloon by H. J. Mulliner
1926 ROLLS-ROYCE Phantom I four-seater tourer
1925 ROLLS-ROYCE 20 fixed-head coupe by Park Ward.
1955 LISTER BRISTOL two-seater sports racing car.
1938 MG TA two-seater.

1932 LAGONDA 3-litre four-seater tourer.
1927 ROLLS-ROYCE 20 Saloon by Barker.
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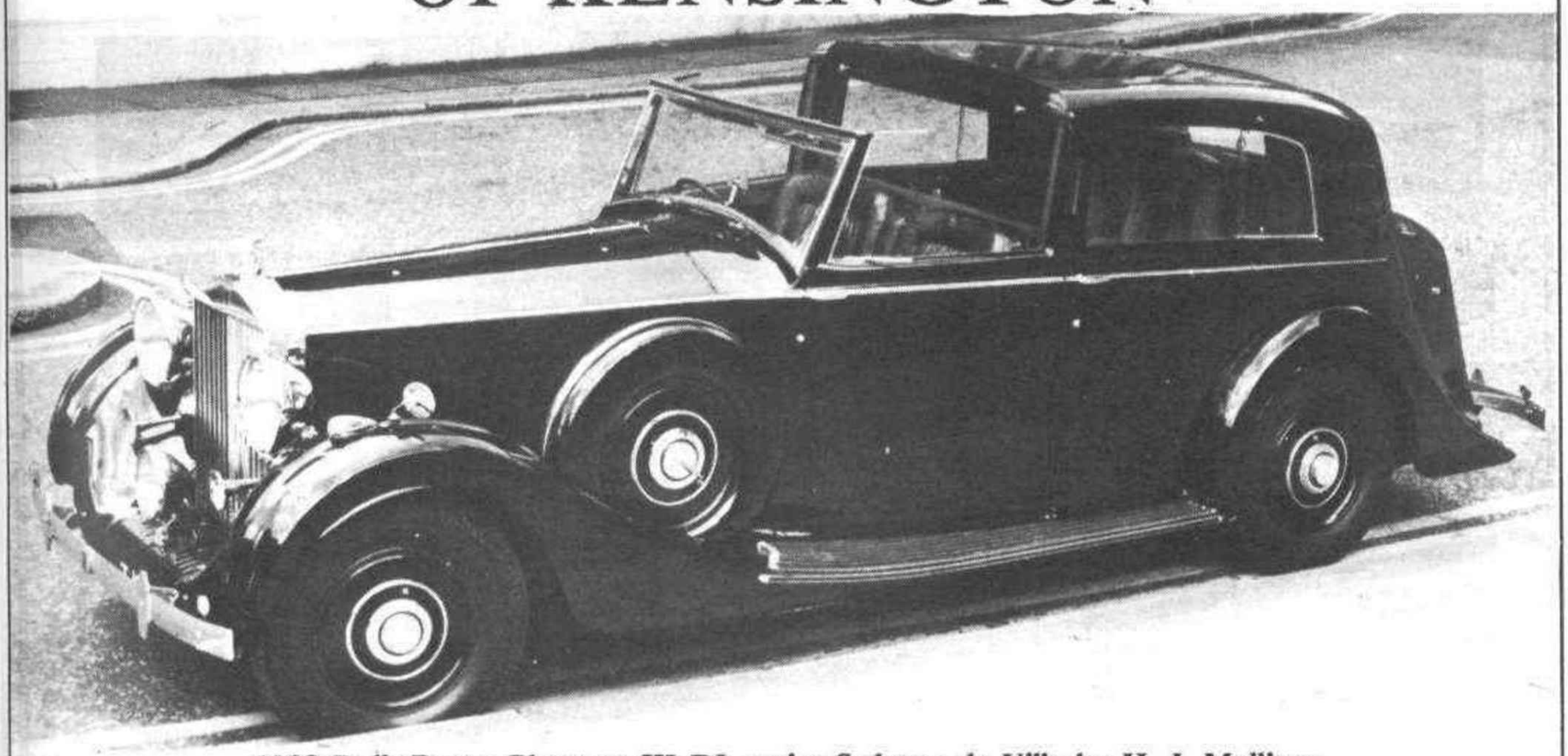
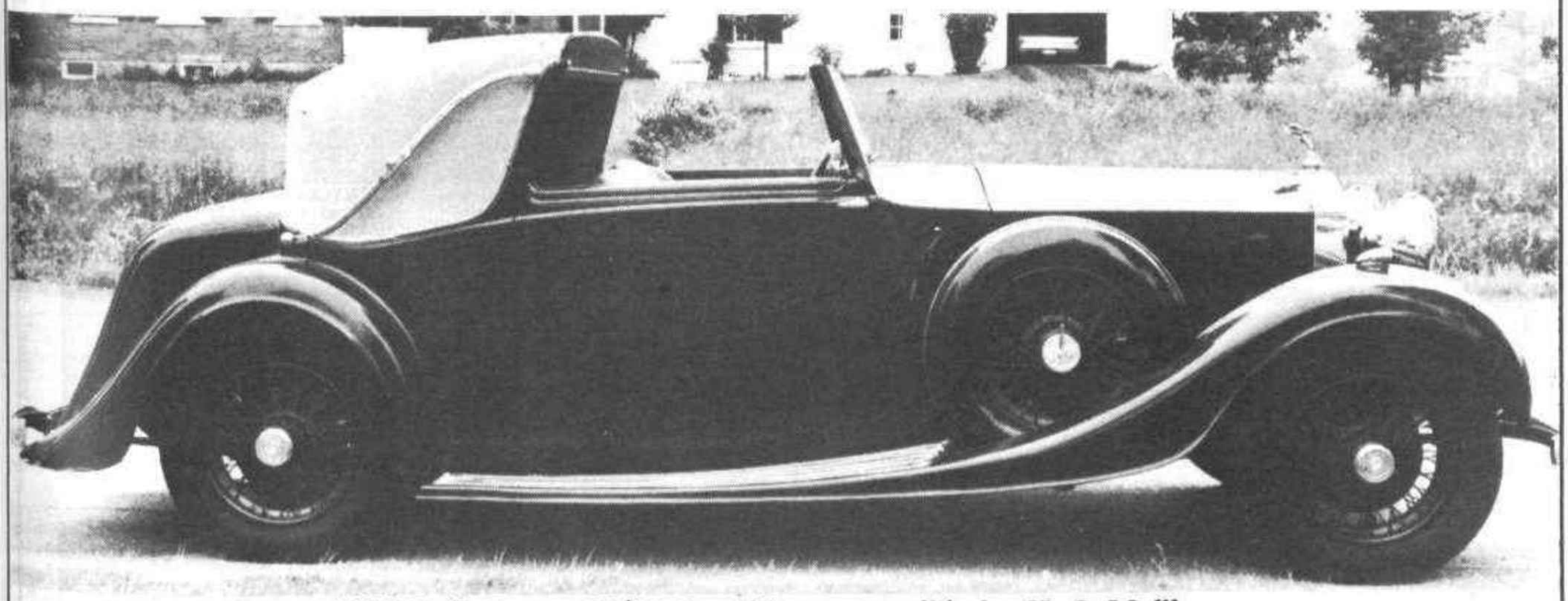


1938 Rolls-Royce Phantom III DL series Sedanca de Ville by H. J. Mulliner.

A magnificent example in superlative original condition. Built for, and owned for many years by diamond millionaire, Sir Harry Oppenheimer. The interior beautifully appointed, with fine woodwork, unusual fittings, and original West of England cloth. Painted garnet with black wings. The car is complete with most tools in the large tray in the boot lid. Mechanically excellent.



1934 Rolls-Royce 20/25 3-position convertible by H. J. Mulliner.

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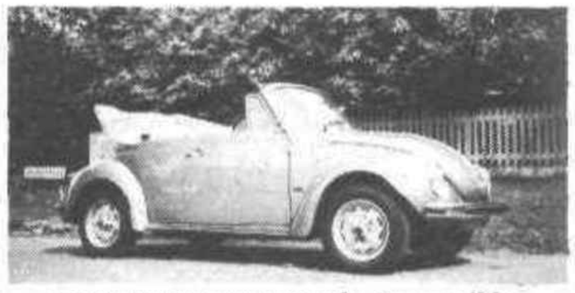

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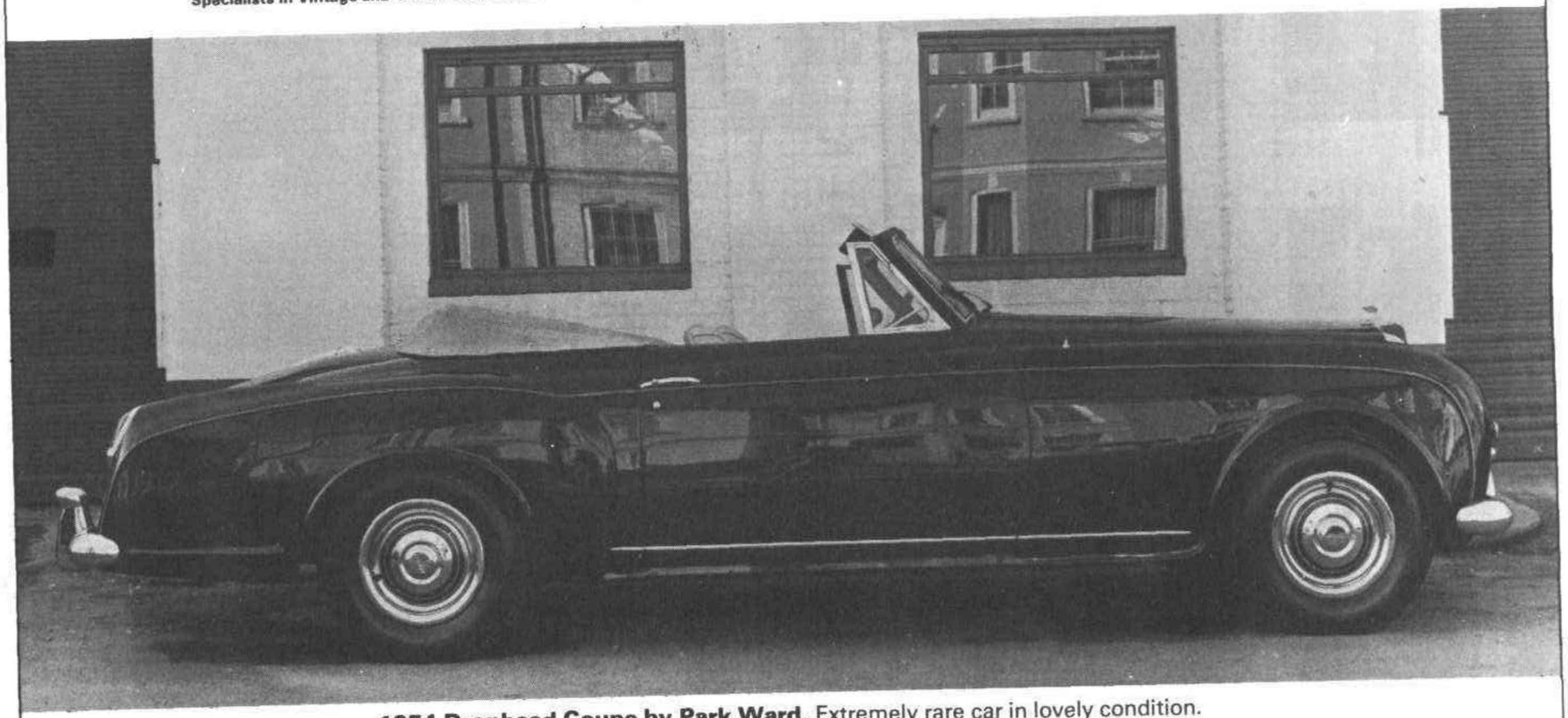

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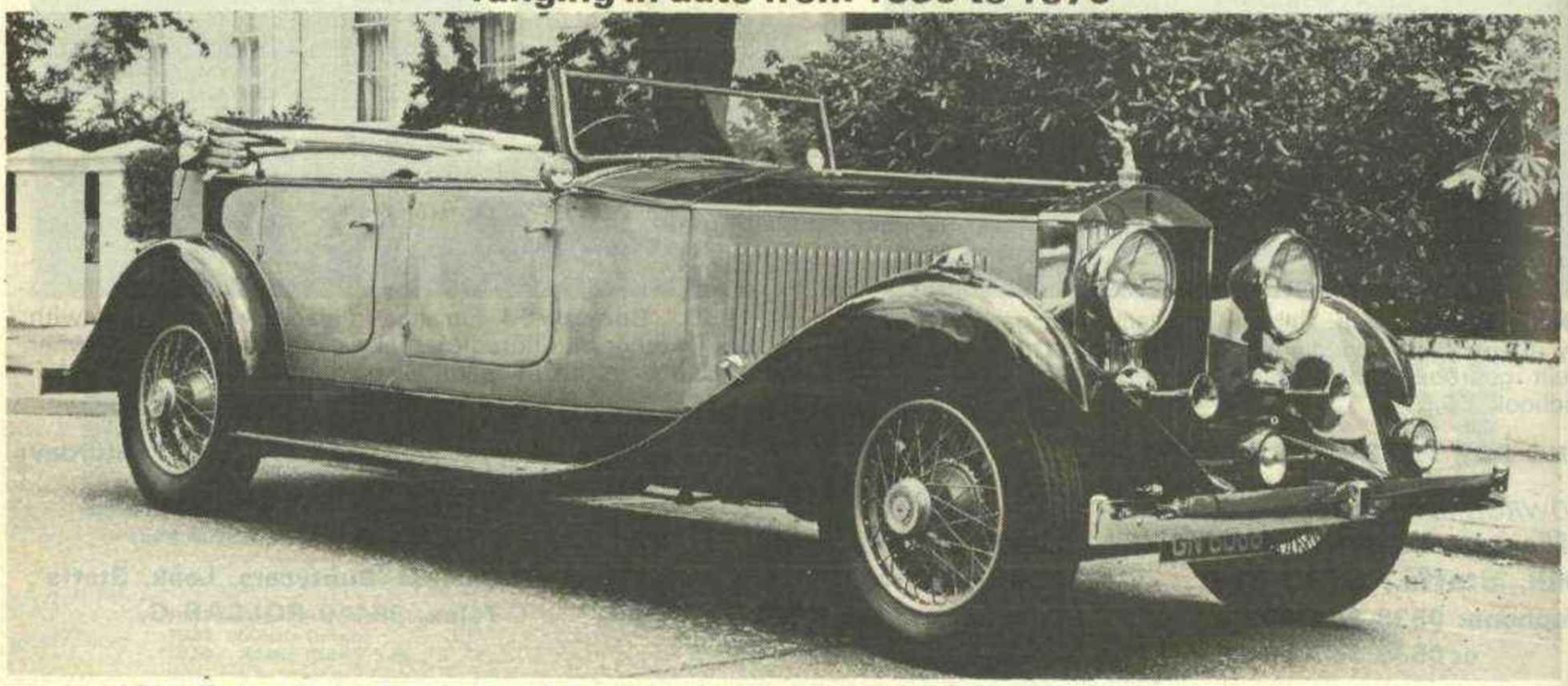
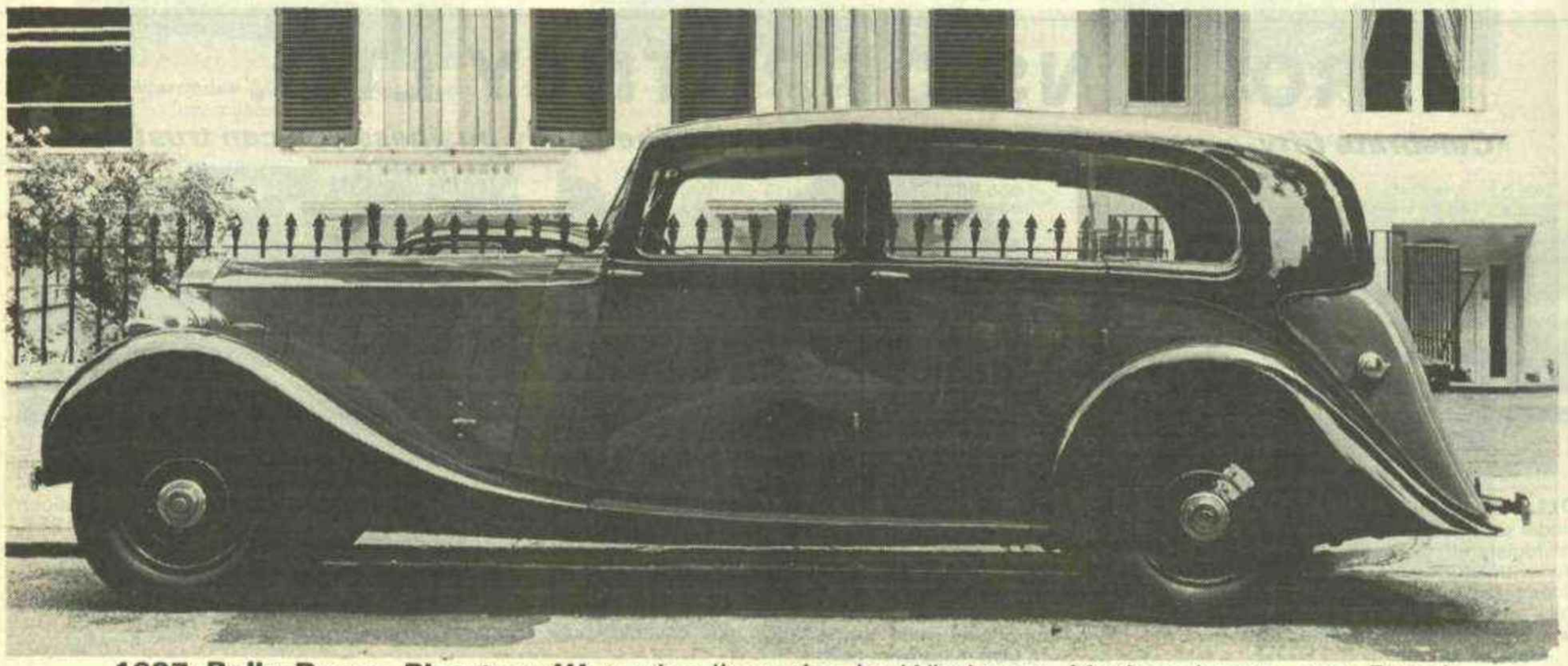


1931 Rolls-Royce Phantom II Continental touring car. Hand-crafted to very high standards by a British specialist Coachbuilder, this is finished in Regal red over champagne metallic with mid-tan hide. We propose to make detailed changes to the rear quarters, i.e., lower the height of the fitted trunk, make and fit a full-length tonneau cover and hood bag, etc. This is a genuine short-chassis Continental model and is mechanically superb.



1937 Rolls-Royce Phantom III touring limousine by Windovers. Mexican brown over French grey with deep beige hide throughout, this is a fine example which has been the subject of detailed, professional re-furbishing and restoration: Highly recommended.

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