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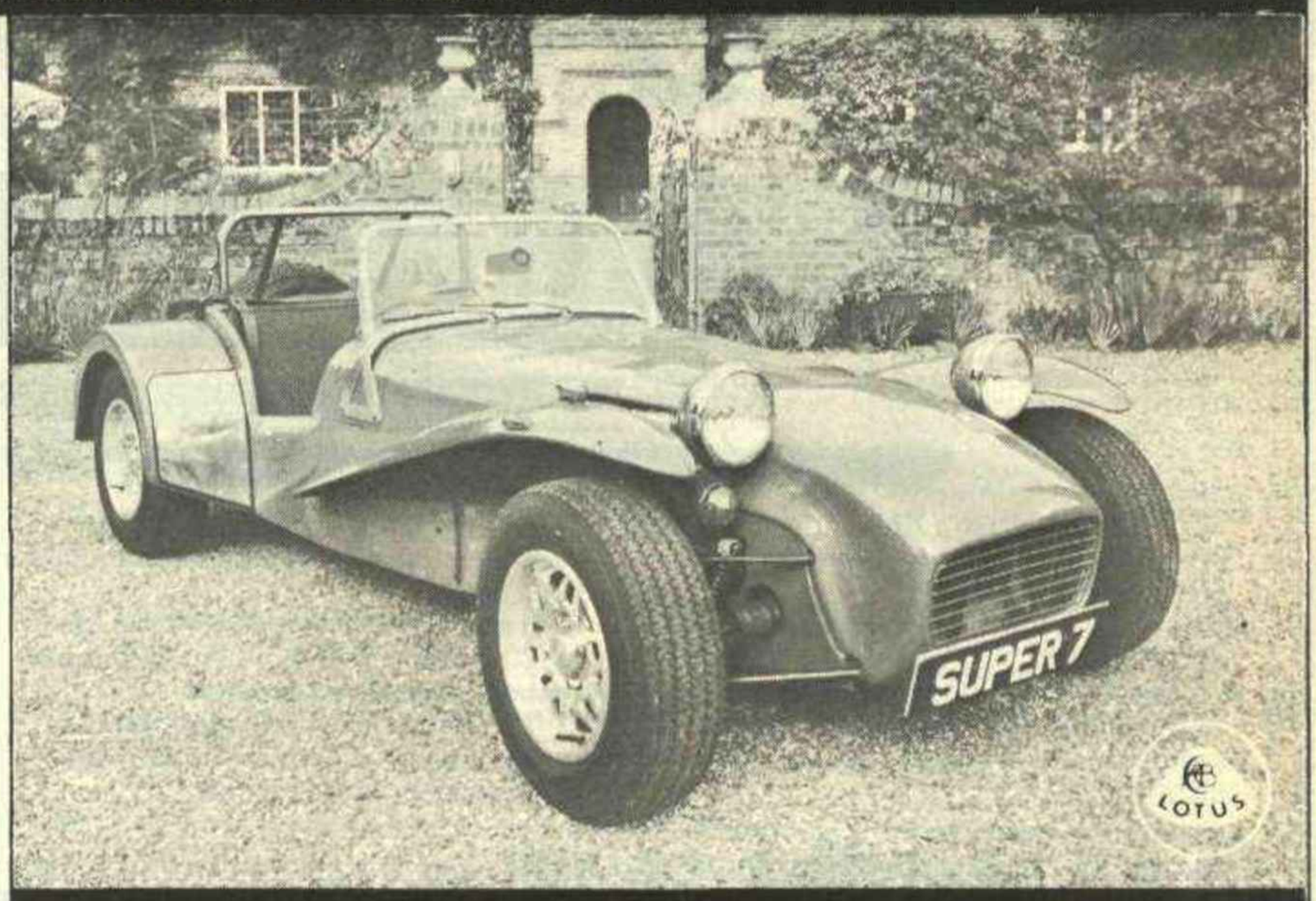
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**1973 TR6,** overdrive, radio, white/black. **£2,095**
**1974 GT6,** N registered, overdrive, magenta. **£1,995**
**1977 Spitfire 1500,** overdrive, one owner. **£2,295**
**1974 Spitfire,** detachable hard top/soft top. **£1,495**

## LOTUS

**1973 Series +2S130/5-speed,** Lagoon blue **£2,895**
**1973 Elan Sprint** DH Coupe, M-Registered **£2,745**
**1973 Europa Special,** 5-speed, red/oatmeal **£2,795**
**1972 Europa Twin Cam,** L Reg., alloy wheels **£2,395**

## JAGUAR

**1973 V12 E-Type 2+2,** left hand drive, one owner, manual.
**1973 V12 E-Type 2+2,** automatic, sunroof, low mileage.
**1973 V12 E-Type 2+2,** sunroof, primrose/black.
**1972 V12 E-Type 2+2,** manual, chrome wheels, radio/tape.
**1972 V12 E-Type 2+2,** automatic, radio, regency/tan.
**1971 V12 E-Type 2+2,** radio, distinctive reg. no.
**1974 V12 E-Type Rdstr.,** low mileage, azure blue.
**1974 V12 E-Type Rdstr.,** chrome wheels, radio, red/black.
**1973 V12 E-Type Rdstr.,** manual, radio, azure blue.
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**1973 V12 E-Type Rdstr.,** radio, primrose/black.
**1973 V12 E-Type Rdstr.,** 2,000 miles, M Reg., rustproofed.

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**1977 Scimitar GTE,** overdrive, leather trim, S reg. **£5,395**
**1975 Scimitar GTE,** automatic, chrome wheels **£3,395**
**1974 Scimitar GTE,** electric windows, sunroof. **£2,895**
**1973 Scimitar GTE,** overdrive, chrome wheels. **£2,595**

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**1978 Ford Cortina 2.0GL,** 4,000 miles, radio **£3,695**
**1977 Opel 1200S Coupe,** one owner, 10,000 miles **£2,345**
**1977 Rover 3500 SDI** Automatic, elec. sunroof **£6,295**
**1977 Alfa Spider,** one owner, radio/cassette **£5,195**
**1976 Jaguar XJS** Automatic, one owner, white **£9,395**
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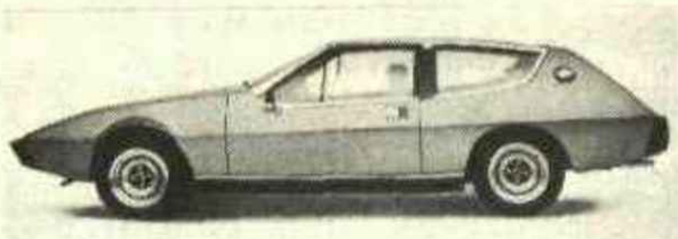
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**ELITE 503.** Bronze, champagne hide, air cond., PAS. **Retail cost on road from £13,550 or £348.23 per month.**

**ELITE 503.** Championship gold, brown marcasite, air cond., PAS. **Retail cost on road from £13,265 or £340.91 per month.**

**ECLAT 521.** Black champagne hide, auto., PAS. **Retail cost on road from £12,132 or £311.79 per month.**

**ECLAT 521.** Met. bronze, champagne hide, tinted glass. **Retail cost on road from £11,551 or £296.86 per month.**

**ECLAT 521.** Silver, black hide, tinted glass, PAS. **Retail cost on road from £11,899 or £305.80 per month.**

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**1977 (S) MGB GT.** Dark red with grey & black striped upholstery, Webasto sunroof, tinted glass, 1 owner, 7,000 miles. **Retail cost on road from £3,750 or £96.37 per month.**

**1978 (T) ALFETTA 2.0 GTVL.** Met. silver with grey velour upholstery, radio, 1 owner, supplied & serviced by us. **Retail cost on road from £5,495 or £141.22 per month.**

**1975 MASERATI Bora.** Bright red, with beige hide upholstery, radio, air cond. **Retail cost on road from £11,995 or £308.27 per month.**

**1975 JAGUAR XJS Coupe.** White with biscuit hide upholstery, air cond., PAS, radio/cassette, 25,000 miles. **Retail cost on road from £8,995 or £231.17 per month.**

**1976 LOTUS Esprit S1.** White with cloth upholstery, radio, supplied & serviced by us from new. **Retail cost on road from £6,850 or £176.04 per month.**

**1978 ALFASUD TI 1300.** Brown with grey cloth upholstery, radio, 1 owner, 1,600 miles, supplied & serviced by us. **Retail cost on road from £2,950 or £75.81 per month.**

**1975 ALFA ROMEO 2000 GTV SE.** Dark brown with brown upholstery, vinyl roof, radio/cassette, alloy wheels. **Retail cost on road from £2,995.**

**1977 LANCIA Beta Spider.** Beige with brown upholstery, radio, 1 owner. **Retail cost on road from £4,195 or £106.65 per month.**

**1975 ALFASUD TI.** White with grey upholstery, 1 owner, 16,000 miles. **Retail cost on road from £1,750.**

**1973 BMW 3.0 CSL.** Silver with black Recaro seats, front spoiler, alloy wheels, 3.3-litre engine. **Retail cost on road from £5,250.**

**1972 LOTUS Elan Sprint DHC.** Met. blue over white, radio, 24,000 miles from new. **Retail cost on road from £3,995.**

**1977 TRIUMPH TR7.** Blue with tartan cloth upholstery, 1 owner, radio. **Retail cost on road from £3,195 or £82.11 per month.**

**1973 PORSCHE 911E Targa.** Orange with brown cloth upholstery, radio, 31,000 miles from new, 2 owners. **Retail cost on road from £5,495.**

**1976 MASERATI Merak SS.** Silver with blue velour upholstery, air cond., radio/cassette. **Retail cost on road from £9,495 or £244.02 per month.**

**1976 ALFA ROMEO 2000 Spider Veloce.** Dutch blue, red upholstery, radio, supplied & serviced by us, 25,000 miles. **Retail cost on road from £4,450 or £114.36 per month.**

**1971 LOTUS Elan Sprint DHC.** Red with black interior, radio, very nice example throughout. **Retail cost on road from £2,495.**

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**1975 LOTUS Elite 503.** White with beige cloth upholstery, air cond., PAS, radio/cassette, supplied & serviced by us. **Retail cost on road from £5,750 or £147.77 per month.**

**1972 FERRARI Dino 246 GT.** Red with black interior, radio/cassette, recent overhaul. **Retail cost on road from £7,495.**

**1976 MGB Roadster.** Yellow with brown interior, radio, 10,000 miles, 1 owner. **Retail cost on road from £2,695 or £69.26 per month.**

**1975 ALFETTA 1800 Saloon.** Beech with beige hide upholstery, sunroof, radio, 1 owner, supplied & serviced by us. **Retail cost on road from £2,295.**

**1975 ALFA ROMEO 2000 Spider.** Yellow with black upholstery, radio, 35,000 miles. **Retail cost on road from £3,295.**

**1976 ALFASUD L.** Silver with blue cloth upholstery, 1 owner, supplied & serviced by us. **Retail cost on road from £1,895.**

**1976 ALFASUD TI.** White with grey cloth upholstery, radio. **Retail cost on road from £2,095.**

**1977 MASERATI Bora.** Met. blue with blue hide upholstery, air cond., radio, 1 owner, 4.9 engine. **Retail cost on road from £17,500 or £449.75 per month.**

**1978 T LOTUS Esprit S2 Turbo.** Carnival red, black marcasite upholstery, radio/cassette, 3,000 miles. **Retail cost on road from £11,995 or £308.27 per month.**

**1976 ALFETTA 1.8 GT.** Met. silver with black cloth upholstery, radio, 20,000 miles. **Retail cost on road from £3,695 or £94.96 per month.**

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**1977 BL MINI 1275 GT.** Green, beige trim, radio ..... **£2,149**

**1977 BMW 525.** Black, grey trim, PAS, etc ..... **£6,399**

**1973 BMW 3.0 CSL.** Silver, black trim, PAS, radio/8 track ..... **£4,999**

**1976 BMW 3.0 LA.** Fjord blue, auto, PAS, sundym, radio, HRW ..... **£6,699**

**BMW 2002 Tii.** Yellow, radio, sunroof, HRW ..... **£3,299**

**1975 BMW 3.0 CSi.** Red, el. winds., el. sunroof, PAS, etc ..... **£7,299**

**1978 FIAT X1/9.** Blue metallic, match. trim, alloy wheels ..... **£3,599**

**1976 JAGUAR XJ12 Coupe.** Auto, PAS, sundym, radio/tape ..... **£7,999**

**1977 JAGUAR XJS.** Auto, PAS, air-cond, stereo/radio ..... **£11,699**

**1978 LANCIA Gamma 2500 GT.** PAS, radio/tape, bronze ..... **£8,499**

**1976 LANCIA 2000 HPE Series 11.** Green, sunroof, alloy wheels ... **£3,999**

**1972 LOTUS Elan +2.** Yellow, tints, radio, etc ..... **£2,799**

**1978 BMW 520 A Six.** Met. ruby, PAS, tints, 2,000 only ..... **£7,299**

**1977 LOTUS Eclat.** Orange, oatmeal trim, radio/cassette, HRW ..... **£6,999**

**1976 LOTUS Eclat 521.** Yellow, radio, alloy wheels ..... **£5,999**

**1977 LOTUS Elite 501.** White, sable trim ..... **£7,999**

**1977 LOTUS Elite 502.** Mint green, air-cond., radio/tape ..... **£8,499**

**1977 LOTUS Elite 503.** Turquoise, PAS, air-cond., radio/tape ..... **£8,699**

**1976 LOTUS Elite 503.** White, marcasite trim, PAS, etc ..... **£6,999**

**1978 MG Midget.** Blue, tan trim, 3,700 rec. miles ..... **£2,499**

**1978 MG-B.** Green, overdrive, radio, etc ..... **£3,399**

**1977 MG-B GT.** Green, plaid trim, overdrive, HRW ..... **£3,499**

**1976 MG-B GT.** White, overdrive, alloy wheels, radio, etc ..... **£3,049**

**1973 MG-B GT.** Blue, olive trim, overdrive, HRW ..... **£1,749**

**1978 RELIANT GTE.** Auto in yellow, PAS, sundym, radio/tape, alloy wheels ..... **£6,549**

**1976 RELIANT GTE.** Ivory, overdrive, el. winds., radio ..... **£4,699**

**1977 RENAULT 17 TS.** Green, tan trim, powered sunroof ..... **£3,299**

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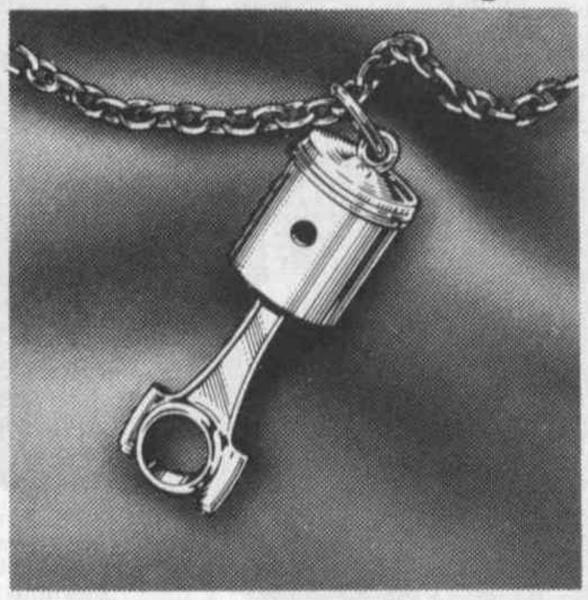
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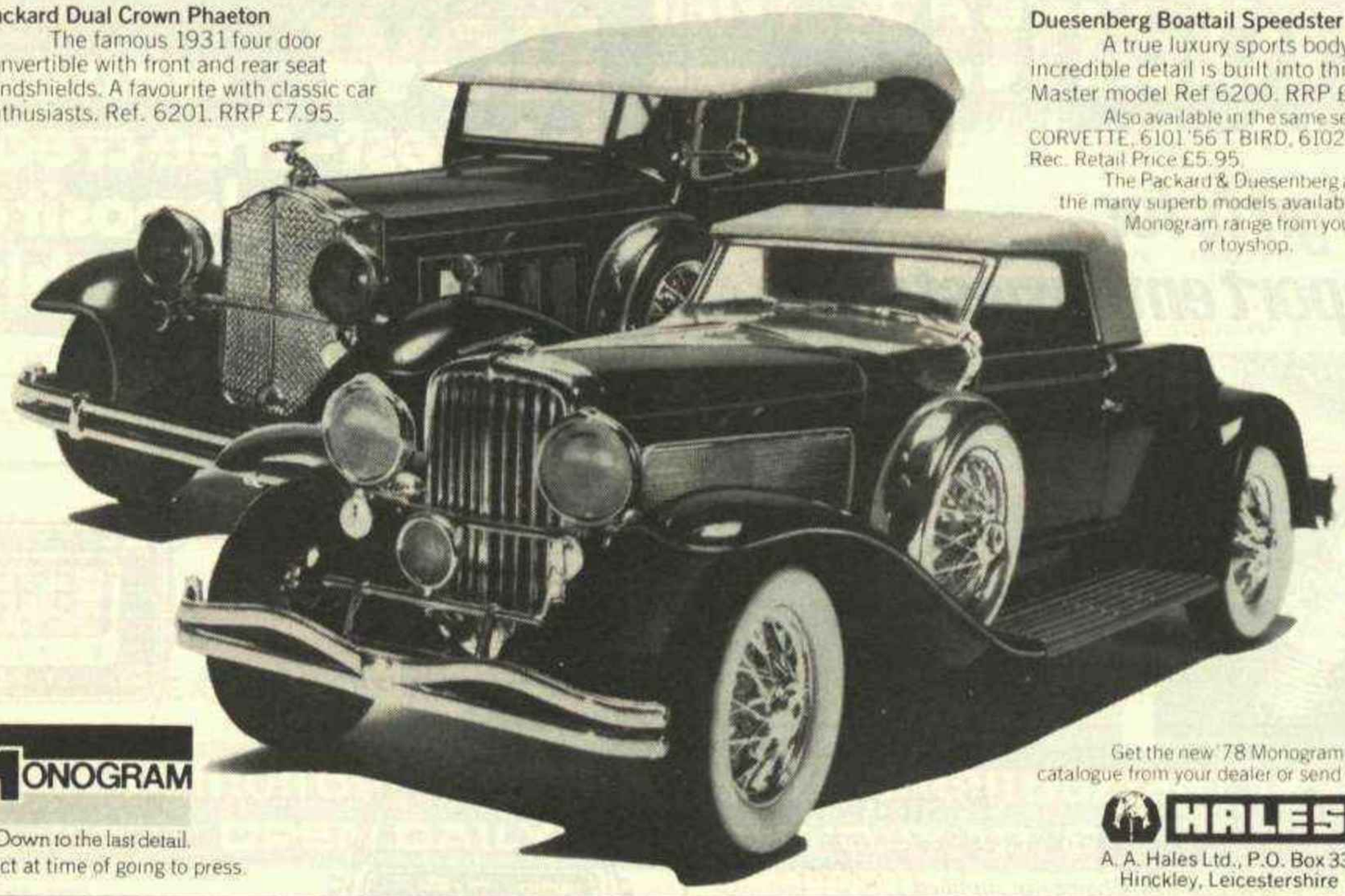
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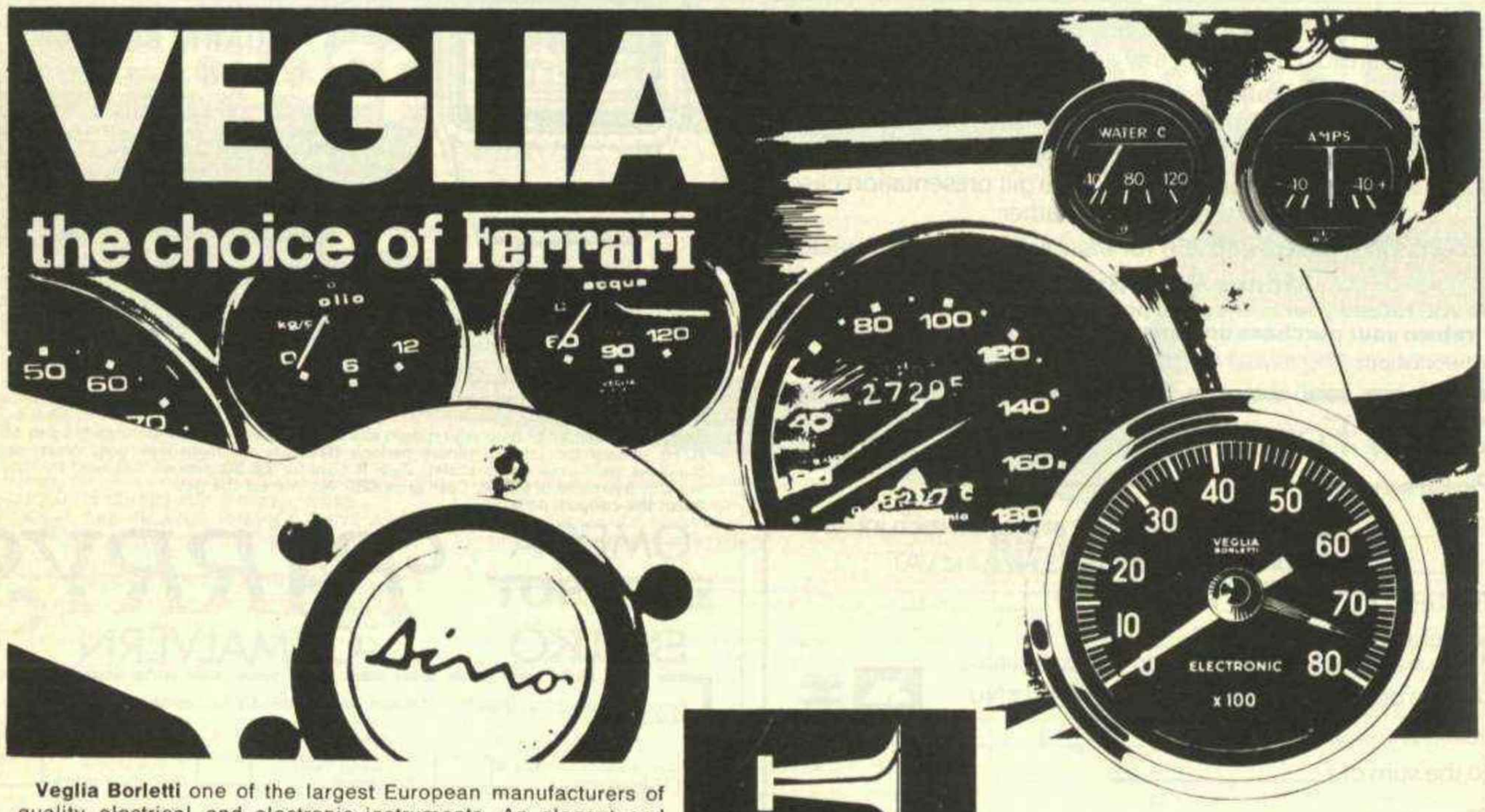
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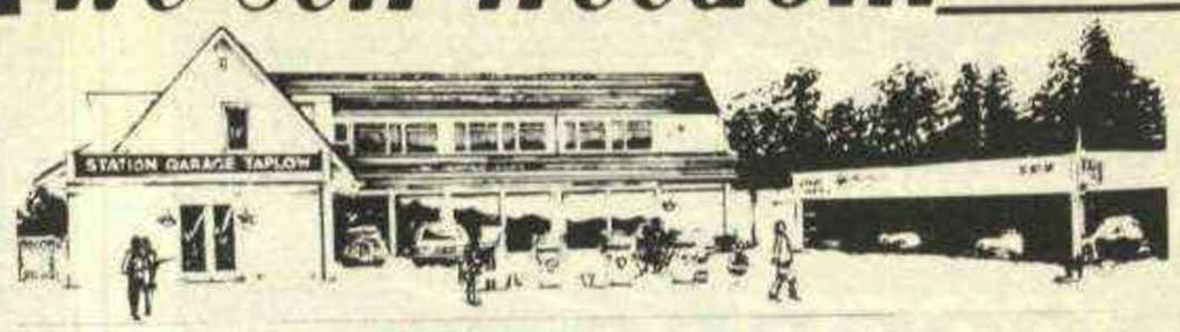
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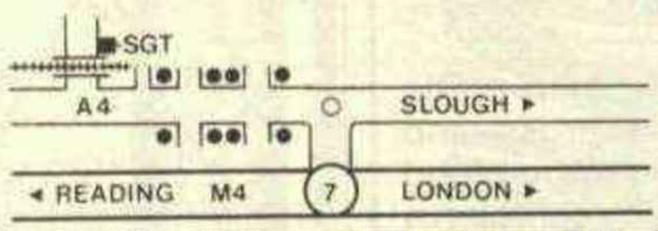
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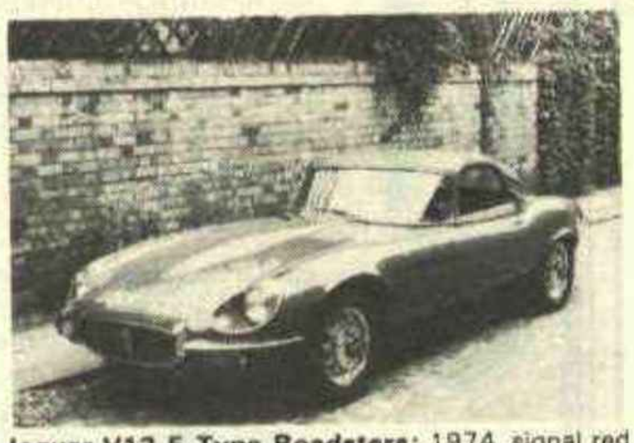



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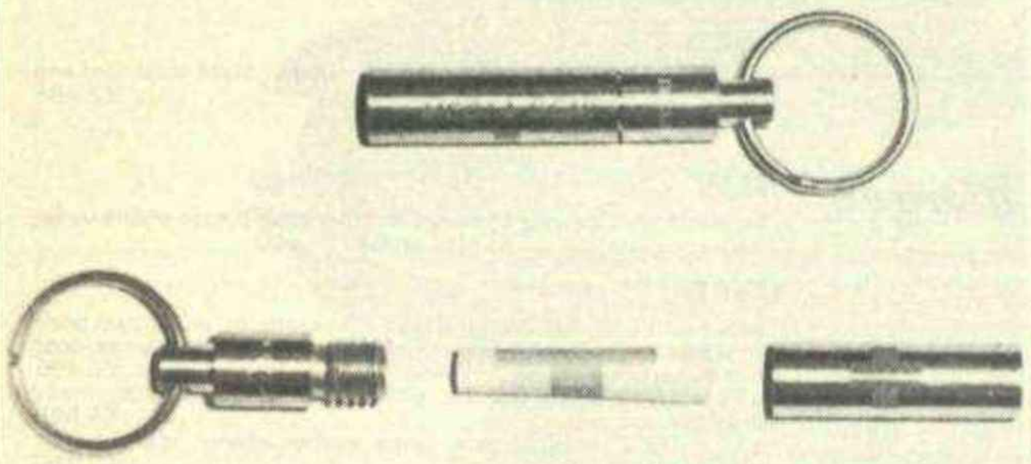
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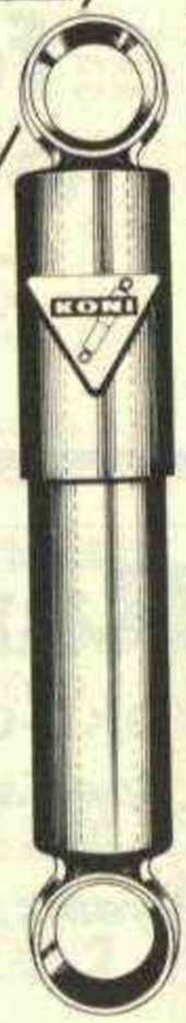
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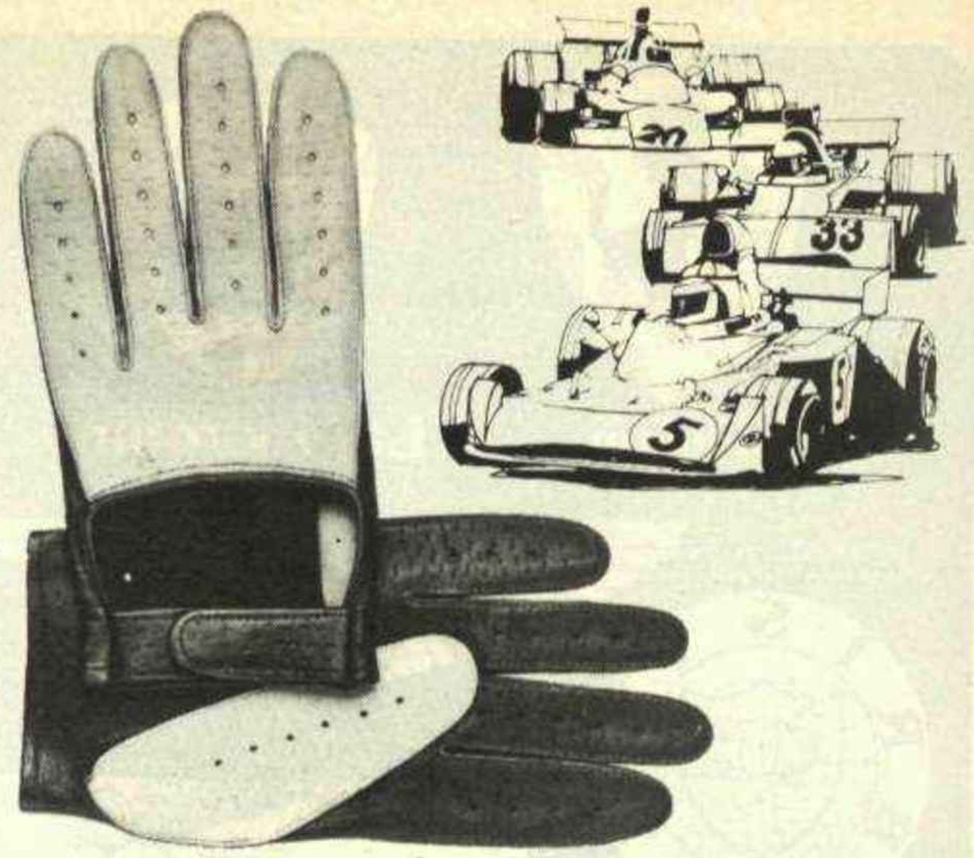
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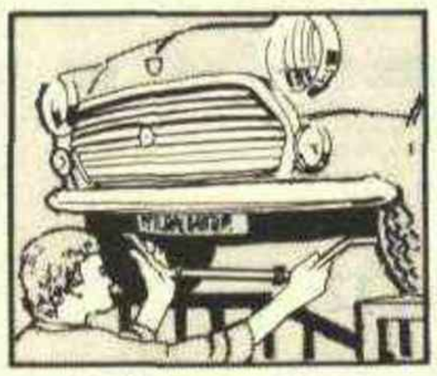
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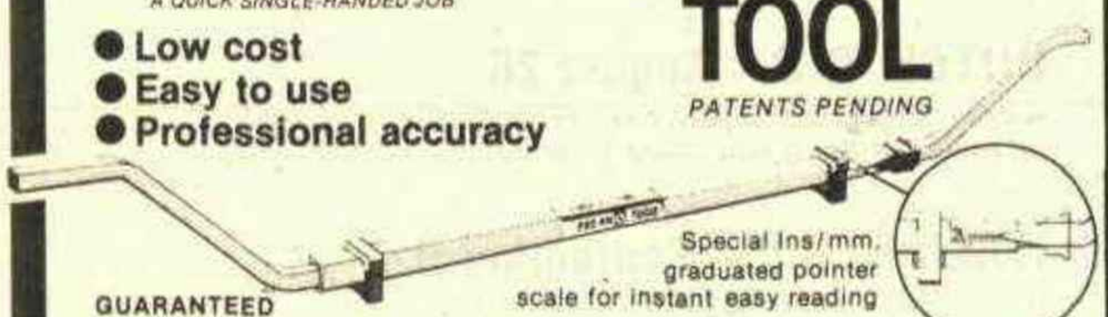
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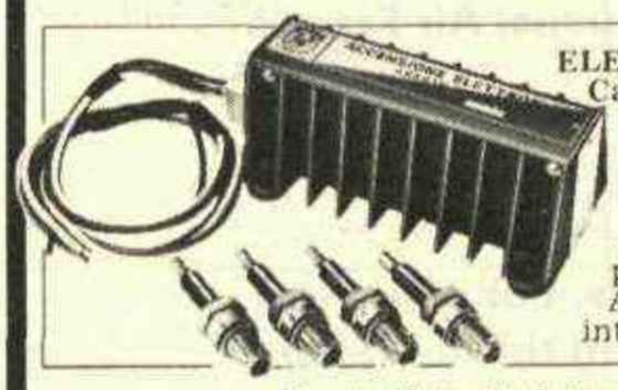




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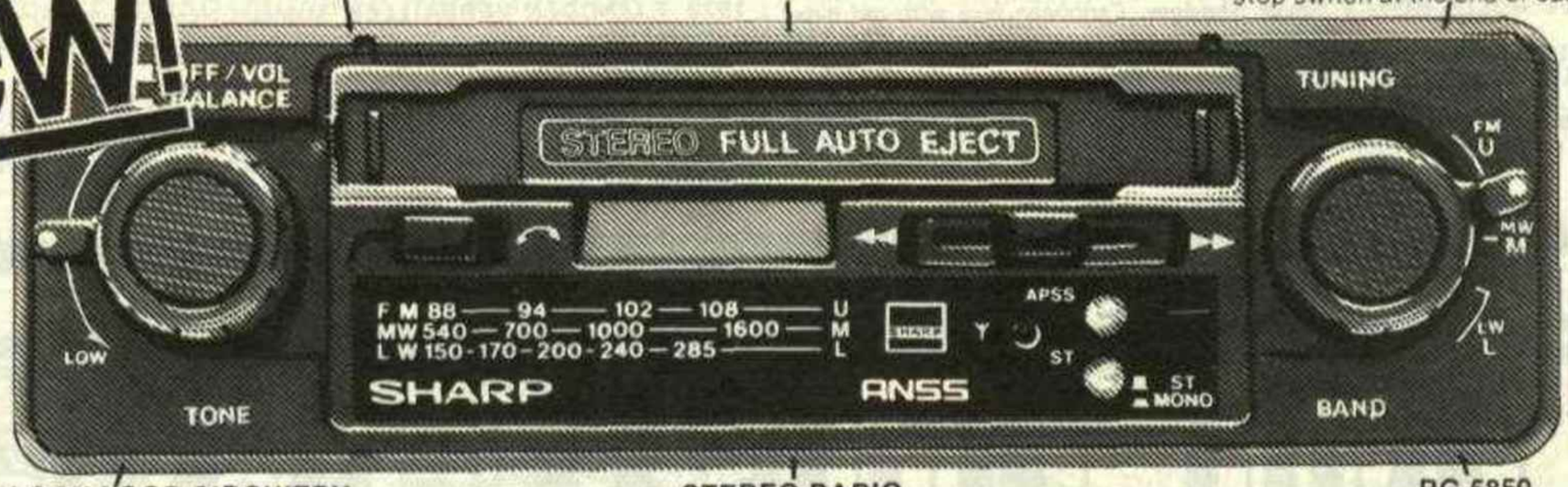
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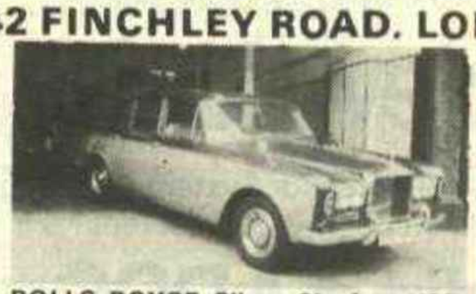
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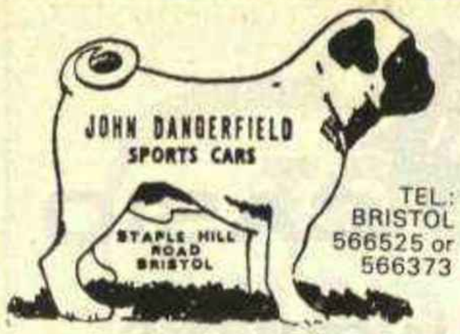
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**MG 'B' Roadster, 1975.** 'P' registered, hard and soft top, overdrive, low mileage **£2,195**
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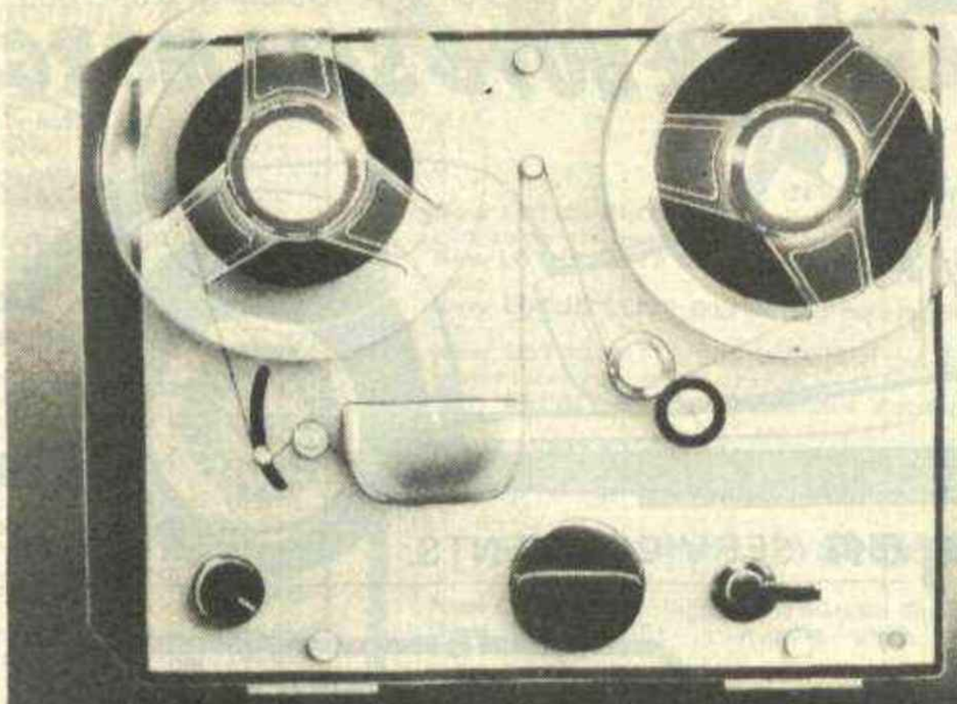
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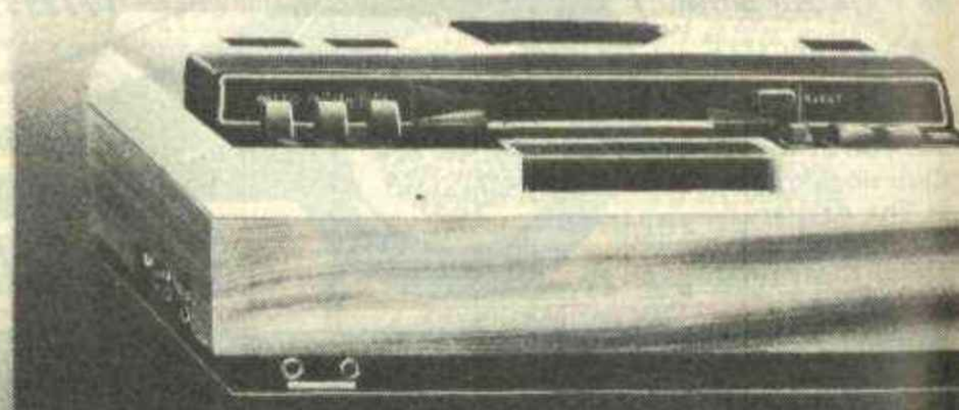
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**CADILLAC SEVILLE 1977.** Metallic silver, full specification. . . . . **£9,950**
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1954: Our first tape recorder.



1970: Our first stereo cassette dec

# The last thing we ever wanted to make was a music centre.

It had to be last.

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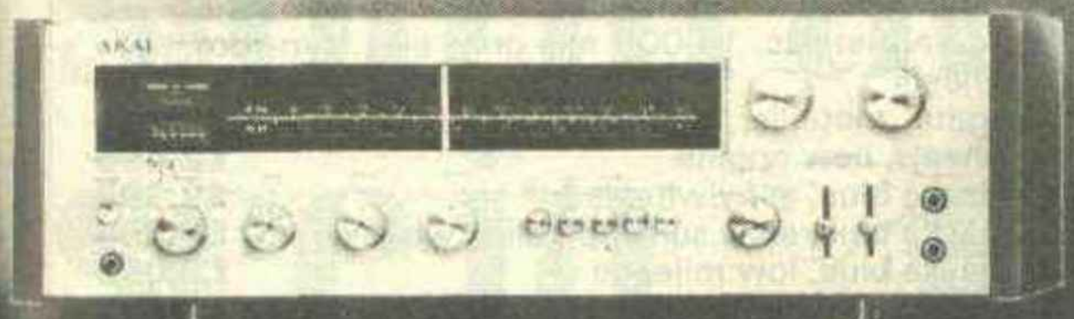
We were responsible for many milestones. Not least among these was a new material for tape heads with more than a hundred times the normal life.

Only when we were completely satisfied with our tape decks did we turn our energies to hi-fi amplifiers and tuners.

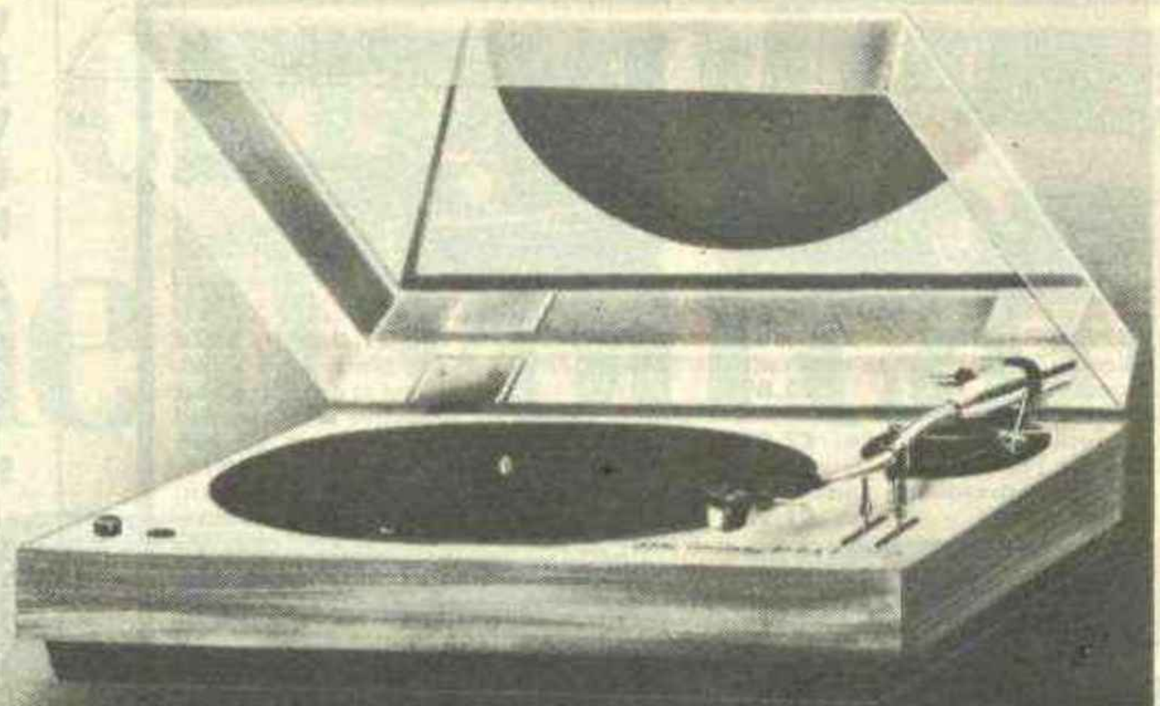
And only when our amplifiers and tuners were the equal of our tape and cassette decks did we apply ourselves to the development of our first hi-fi turntables.

Consequently, by its nature, a combined hi-fi unit fell last on our list. And because it was last, we were able to incorporate our latest improvements in all four component parts.

We rate the amplifier conservatively at twenty-five watts per channel. ('Hi-fi Choice' magazine rated it at forty watts per channel.)



1973: Our first hi-fi receiver.



1974: Our first hi-fi turntable.

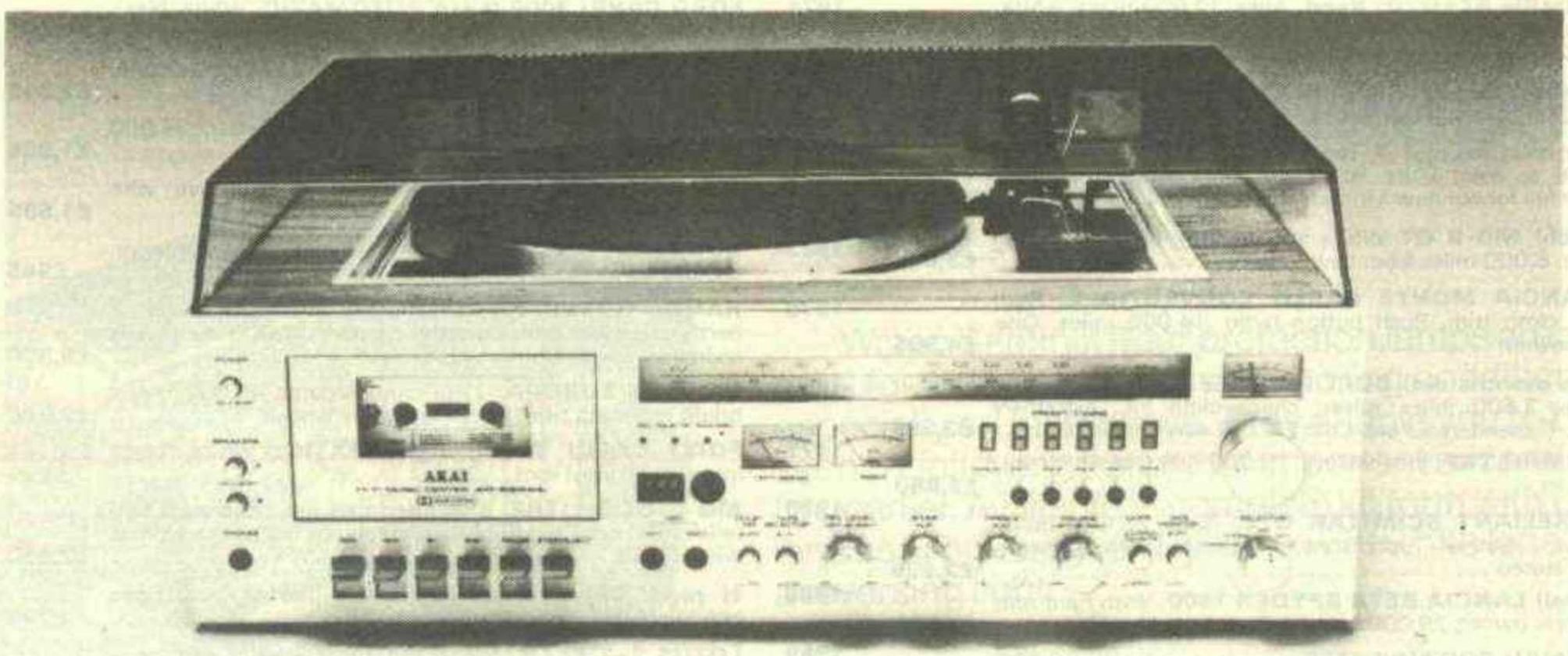
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And the two-speed turntable has a precisely calibrated stylus load adjuster to preserve the life of the stylus.

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1976: Our first music centre.

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**TRIUMPH TR6, 1975,** finished in white, overdrive, hardtop, radio. **£2,895**

**TRIUMPH TR6, 1972,** finished in pimento red, overdrive, radio, outstanding example **£1,595**



**ALFA ROMEO 1.6 GT Junior, 1976** (Reg.) Finished in black and gold. Originally race prepared at a reputed cost of £7,500. Very attractive and fast road car. Full specification on request. **£2,295**

**PEUGEOT 304 Cabriolet, 1975,** finished in metallic blue with tan interior, radio/stereo. One owner from new **£2,395**



**GINETTA G21, 1974,** finished in white, alloy wheels, radio **£1,995**

**CONCEPT Centaur, 1975,** futuristic Imp-based kit-car, finished in red. Amazing vehicle! **£1,695**

**RELIANT Scimitar GTE, 1975,** finished in ivory beige, tan interior, automatic, alloy wheels, radio/stereo. **£2,995**

**RELIANT Scimitar GTE, 1973,** finished in Shetland blue, overdrive, radio. **£2,495**



**MG-B GT V8, 1975,** (Chrome bumpers). Finished in Damask red, navy blue trim, radio/stereo **£2,995**

**MG-B GT, 1975,** finished in Tahiti blue with black interior, overdrive, Sundym glass. **£2,495**

**MG-B Roadster, 1976,** finished in white with black interior. **£2,495**

**MG-B GT, 1972,** finished in black tulip, overdrive, sunroof, radio. **£1,545**

**MG Midget, 1972,** finished in bronze yellow, radio, w/wheels. **£995**

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| **1974** | Alaska blue, elec. sun-roof, alloy wheels | **£2,295** |
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| | **MERCEDES 230 SALOON; T REG'D** 400 miles, yellow, manual, power steering, etc. | **£8,500** |
| | **TRIUMPH STAG 'R' Regd.** Auto, 12,000 miles, white, black vinyl covered hard top, plus soft top, tinted glass, alloy wheels in superb condition | **£4,795** |
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| | **(Two months old) T regd. MG-B GT.** 1,300 miles, literally as new, white, HRW, etc. Only reason for sale – owner fell for our new Morgan | **£3,875** |
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| **1977** | **S LANCIA MONTE CARLO CONVERTIBLE.** Red, beige cloth trim. Push button radio. 14,000 miles. One local owner | **£4,995** |
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| **1977** | **TRIUMPH TR7.** Inca yellow, 19,000 miles, radio/stereo, Sundym | **£2,850** |
| **1974** | **(N) RELIANT SCIMITAR GTE.** Auto, 28,000 miles, yellow, leather upholstery, chrome wire wheels, radio/stereo | **£2,995** |
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| **1976** | **TRIUMPH SPITFIRE 1500.** One owner, white, 18,000 miles, fitted overdrive. (New one costs £3,500+) | **£2,095** |
| **1976** | **R regd. RENAULT 30TS.** Auto, P.A.S., white, maroon cloth interior, 17,000 miles only, electric, Sundym, central locking, extremely fast 5 door saloon | **£3,785** |
| **1976** | **"R" FORD CAPRI 2000 GHIA.** Burgundy, 17,600 miles, usual refinements | **£3,175** |
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| **1974** | **FORD CAPRI 3000 GHIA AUTOMATIC.** White, black interior, usual refinements, average mileage, good order | **£2,495** |
| **1974** | **DATSUN 260Z FHC.** Metallic blue, five speed, Sundym, rated as the world's most popular sports car | **£2,395** |
| **1973/74** | **(Model) BMW 2002.** Red with black interior, 34,000 miles, radio, superb condition | **£1,995** |
| **1973** | **MG-B CONVERTIBLE.** Green mallard, overdrive, wire wheels, luggage rack, 35,000 miles, excellent | **£1,595** |
| **1973** | **SUNBEAM IMP SPORT.** Metallic green, beige interior, 34,000 miles, good performance | **£945** |
| **1973** | **RANGE ROVER CARAWAGON, CONVERSION.** 2 berth, elevating roof, Dynotral treated, 12,000 miles only so in mint condition | **£6,300** |
| **1972** | **L LOTUS EUROPA.** Twin cam, reputed 48,000 miles, bright red/black trim, Revolution alloy wheels | **£2,395** |
| **1971** | **FORD CAPRI 3000E AUTOMATIC.** White, black interior and vinyl roof | **£950** |
| **1970** | **MG-C GT 3-LITRE.** This specimen has covered 9,800 miles from new, old English white, black leather, overdrive, wire wheels | **£2,950** |
| **1969** | **H regd. BMW 2002.** Red, black interior, very good condition | **£785** |
| **1969** | **LOTUS 2+2 ELAN.** Signal red, black interior, not many for sale, so hurry along | **£1,495** |
| **1963** | **JAGUAR E TYPE 3.8 FHC.** Probably best one available, 1 owner, 18,000 miles, opalescent silver blue, chrome wire wheels, always kept dry, underside like new | **£8,750** |
| **1947** | **BENTLEY MK. 6.** Saloon, resprayed in ivory, retrimmed in beige hide, sliding rood, investment for every day use | **£3,750** |

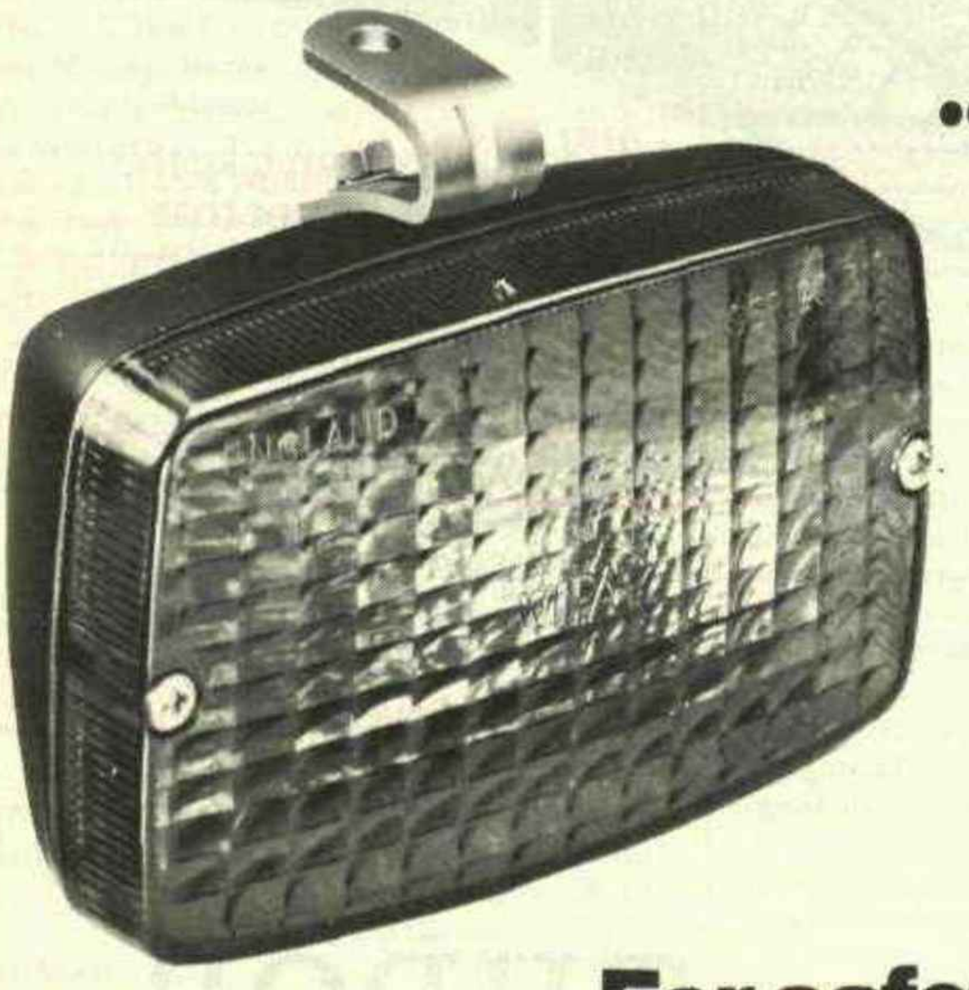
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motorists

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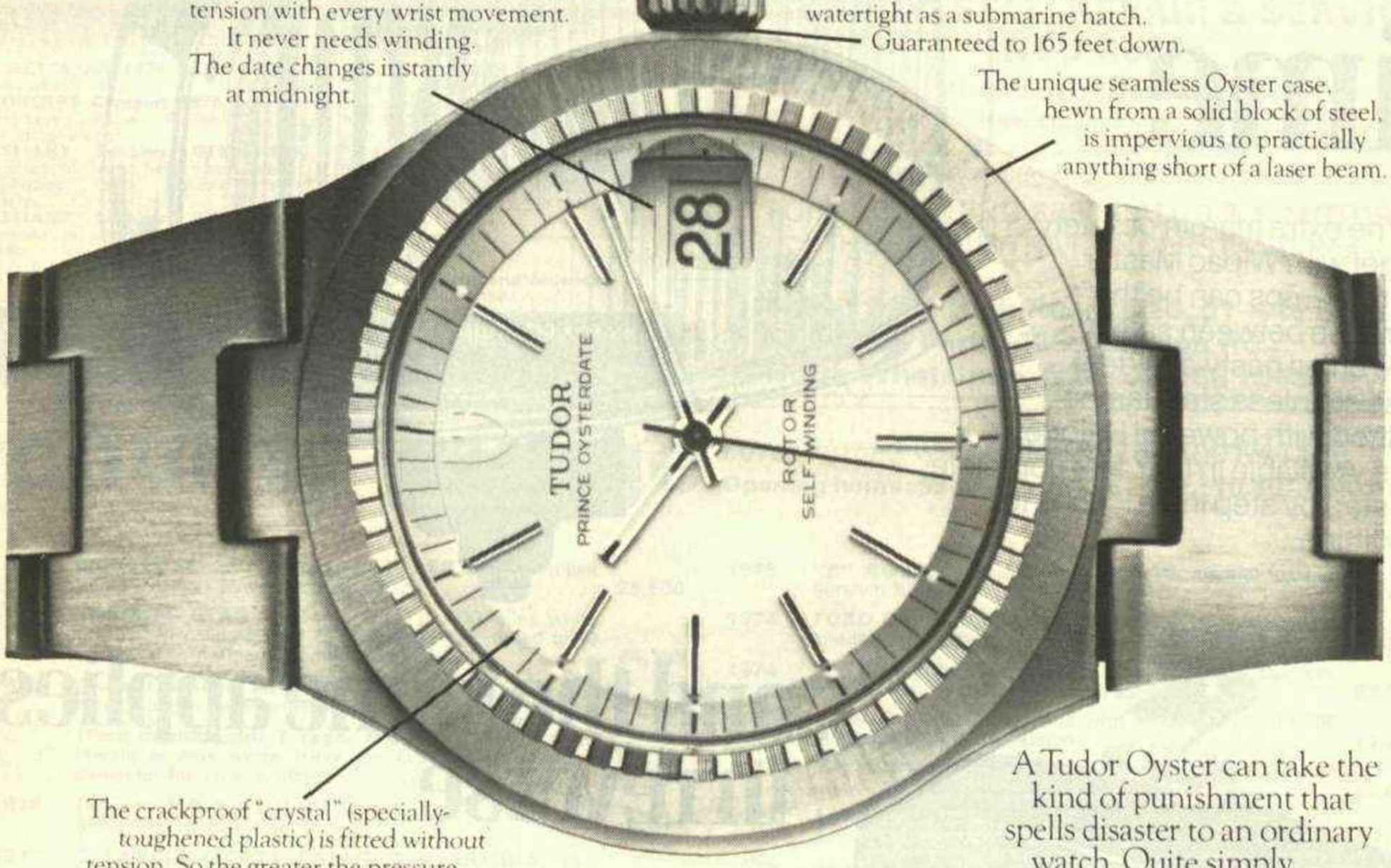
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VOL LIV No. 12 DECEMBER 1978

# MOTOR SPORT

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

**Fifty-fourth year of publication**
**Publication date first of the month**

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**FRONT COVER PICTURE:** *THE EDITOR OF MOTOR SPORT driving Leyland Historic Vehicles' 1901 10 h.p. solid-tyred Wolseley in this year's Veteran Car Run – see page 1818. Charles Maple and his wife are on the car. Mario Andretti, passengered by Colin Chapman, drove a similar, 1902 Wolseley and had a less troublesome journey.*

**ANNUAL SUBSCRIPTION RATES**

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# MATTERS OF MOMENT

## ■ THE MOTORING FACTOR

With another eventful year running to a close, the motoring factor, which presumably affects all who read this magazine, has become a curious mixture. On the one hand the British Motor Industry seems intent on committing suicide, *via* its worker-brothers, on the other hand enthusiasm for the motor vehicle as a prized personal possession and a practical form of escapism is stronger than ever. Apart from which, it remains the only truly conventional means of door-to-door instant transport.

The crippling strikes that have been going on for weeks at the British Ford plants and which break out every now and again at Leyland have a foundation dangerously more complex than dissatisfaction with pay differentials seen in the light of enormous declared profits on the part of the Ford Motor Company and others; they have to do, surely, with a sort of cold-war, which one brilliant writer, in the days of our youth, used to refer to as "The Truce of the Bear". . . . Their continuation or capitulation *via* higher pay/shorter working hours can only mean a return to galloping inflation in Britain and an even bigger flood of European and Japanese car sales.

Fortunately for our sanity, MOTOR SPORT is concerned only obliquely with such sordid situations. On the sporting side motoring is, in general, as healthy as ever. We have seen a technically outstanding car win the majority of the 1978 F1 races, in the form of Colin Chapman's Cosworth-Ford-powered Lotus 79, which gives a pleasant impetus to contemplation of how the Lotus 80 will fare next year, and which must have given joy to those who own race-bred Lotus cars. Just how much interest there is in the escapist side of the motoring game is brightly reflected in the numbers of spectators who, both in the fresh air and "on the air", watch Grand Prix motor-races, who line the route from Hyde Park to Brighton on Brighton-Run Sunday, and who fill all the many vantage points during the RAC Rally and similar events. Indeed, this great love-affair with the motor-car added up to disaster for the NEC Motor Show, as more than 900,000 visitors arrived there to find the attendance so vast that they paid their money but saw scarcely anything of the exhibits.

Thus at a time when the Motor Industry of this country seems intent on destroying itself, in other directions the motoring factor has never been stronger. Technically we appear to be on the brink of a breakthrough in which electronics will play a big part in automobile design. Among the 59 different makes of cars still on the British Market there is a fascinating, alluring choice of personal motor-vehicle. Scares about a petrol famine and the risks from pollution have had no lasting effect on performance or design originality. At one end of the engineering scale, to give but one example, Citroen have put new levels of refinement into the dear old air-cooled, flat-twin-cylinder power-unit, once associated with such crude manifestations as the Rover Eight and the ABC. At the other extreme we have such desirable high-performance cars, again quoting in one context only, as the BMW 635CSi, the 5-litre Mercedes-Benz 450SLC lightweight, and the Porsche 928, which Paul Frere has compared brilliantly in a weekly contemporary recently, concluding with the words: "And please don't ask me which I would choose! I have enough problems to solve for myself without adding yours!" Which sums up exactly the excitement of choosing a new car and explains why the Motor Trade (as distinct from the Motor Industry), the Used-Car Dealers, the Auctioneers and almost everyone associated with the sale of motor vehicles and their ancillaries are doing such good business. . . .

Successive Governments should have realised almost from the beginning that the motor-car couldn't be stopped, however hard they tried with the Paris-Madrid race of 1903 and are still trying to do today in the guise of imposing ridiculous crash-tests of expensive prototypes (ridiculous, because no accident repeats itself in exactly the same way, making laboratory simulations a very tiny aspect), in trying to repress pollution that manifests itself seriously only in Los Angeles, and in trying again to make strapping oneself to one's car compulsory, regardless of the known fact that the British are an obstinate race, willing to be persuaded but not imposed upon, and that having got your horse to the water, how do you make it drink (and shouldn't it wear a crash-hat as well as its belt?) – expect much correspondence hereafter from boffins and do-gooders. . . . !

Notwithstanding, the motoring future is set-fair. A full season of F1 racing begins again in the Argentine on January 21st, so that you should be making your travel plans now. Historic and vintage affairs are in good shape, with the most influential club, the VSCC, listing 22 competitions for 1979, including a new Donington Race Meeting scheduled for May 12th. The MCC will again run its traditional long-distance trials, the "Exeter" on January 5th/6th (entries have closed), and to these very different types of contest will be added a very full (perhaps too full) motor racing and rallying fixture-list. Enjoy it!

**We wish our readers**

**A Happy Christmas and New Year**

**January issue will be published on January 5th 1979**

# Motor Sport Fixture List for December

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

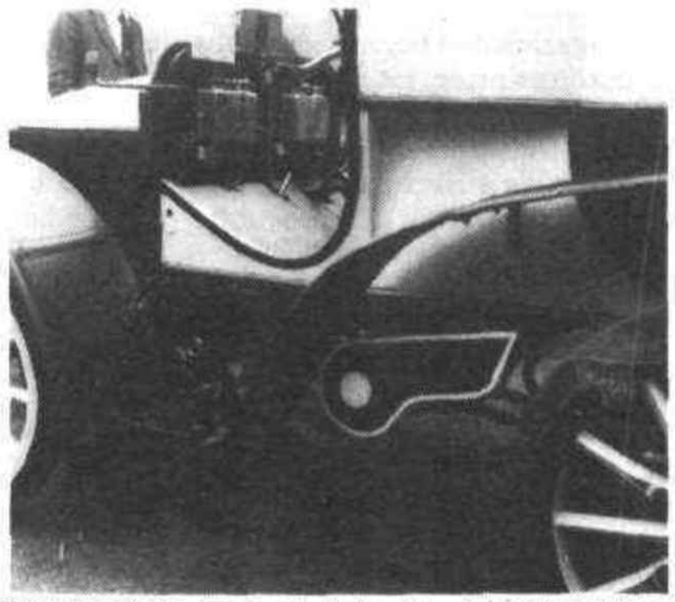
*C = Closed Event. CI = Closed Invitation Event. R = Restricted Event. N/Int. = National/International. INT = International.*

| *DATE* | *CLUB* | *RENDEZVOUS* | *NEAREST TOWN OR MAP REFERENCE* | *CATEGORY* | *TIME* |
|---|---|---|---|---|---|
| Dec. 2/3rd | Newtown and Dist. AC | Newtown | | Holrus Rally (*R*) | — |
| Dec. 2/3rd | Cambridge University AC | Duff Morgan and Vermont, Thetford | 144/872829 | Ariel Rally (*R*) | 23.00 |
| Dec. 2/3rd | Civil Service Motoring Association (Dorset Group) | Townsend Garage, Tintinhull | Yeovil (183/498206) | Dorincourt Advent Rally (*C*) | 23.01 |
| Dec. 2/3rd | Beverley & Dist. MC | Jordan Motors, Hilderthorpe Road, Bridlington | 101/177667 | Beaver Rally (*C*) | 00.01 |
| Dec. 3rd | BRSCC | Brands Hatch Circuit | Fawkham, Kent | Race Meeting (*R*) | 14.00 |
| Dec. 3rd | Solway CC and East Ayrshire CC | Cally Hotel, Gatehouse of Fleet | | Galloway Hills Rally (*R*) | 09.30 |
| Dec. 9/10th | Caernarvonshire & Anglesey MC | Wellfield Car Park, Bangor | 115/582722 | J. J. Brown Memorial Rally (*R*) | — |
| Dec. 9/10th | Taunton MC and Minehead MC | Taunton Vale Services (M5) | | Taunton Highwayman Rally (*R*) | — |
| Dec. 16/17th | De Lacy MC | Hull Crest Hotel, North Ferriby | 106/008261 | Hull Crest Seven Dales Rally (*R*) | 23.30 |
| Dec. 26th | BARC | Brands Hatch Circuit | Fawkham, Kent | Race Meeting (*R*) | 12.30 |
| Dec. 30th | Port Talbot MC | Mynydd Epynt | | Virgo Galaxy Stages (*R*) | 09.30 |

## Brighton Run Results

THE RAC Veteran Car Run is not a race, in spite of what some papers say. At one time certificates were issued quoting the average speed attained on the journey from London to Brighton by each finisher. Then some quite fast cars began to take part and the RAC took fright and abandoned this happy scheme. Today to average more than 20 m.p.h. over the much easier A23 route, easier that is for early numbers or fast veterans able to keep ahead of the converging modern traffic (why do so many spectators insist on continuing to Brighton and why are only the Brighton Constabulary so indifferent to congestion and hostile traffic lights affecting the veterans?), is frowned upon and may earn an RAC reprimand. However, there is an element of competition, because anyone not passing the Pylons about three miles before Brighton by 16.00 hours is disqualified; which implies a minimum average of about 6½ m.p.h. for the older cars, around 7½ m.p.h. for the later ones, as no sliding-scale tolerance is allowed on the finishing time. Wilson McComb, writing in a contemporary of the only Lutzmann in the UK, an 1896 2.4-litre single-cylinder horseless-carriage, believes that to take part in the Run on such a primitive vehicle is the equal in guts and skill of taking part in an F1 race. On the other hand, there were 22 veterans entered by women this year, which you do not find in racing, Lib or not! This year those reported as failing to start were: R. S. Miles' 1899 Benz, F. Horton's 1899 Star, Sir Clive Edwards' 1900 New Orleans, R. F. Tolhurst's 1901 Benz, R. A. Westscott's 1901 Lanchester, C. R. Lynam's 1901 Sunbeam Mabley, Donington Park Racing's 1902 Albion, L. M. Cascante's 1902 Renault, J. Schofield's 1902 Renault, W. A. Lockley-Cook's 1903 Argyll, J. Foyle's 1903 Clement, Dr. North's 1903 De Dion Bouton, P. M. A. Griffin's 1903 Humberette, N. H. Cullen's 1903 Humberette, C. W. P. Hampton's 1903 Mercedes, R. L. Hubbard's 1903 Oldsmobile, E. P. Sharman's 1903 Oldsmobile, G. St. J. Larkin's 1903 Phoenix Trimo, H. D. Lee's 1903 Stevens-Duryea, The Transport Trust's 1903 Vauxhall, D. E. Sharpe's 1903 Wolseley, van Ackerman's 1904 Bayard, A. W. Hutt's 1904 Cadillac, G. M. Parrish's 1904 Darracq, the Harrah Museum's 1904 Mercedes, A. J. Bailey's 1904 Phoenix-Trimo, H. E. Bowden's 1904 Renault, T. Love Junior's 1904 Rolls-Royce, D. J. Goldsmith's 1904 Stanley steamer and P. Kendall-Torry's 1904 Turner-Miesse steamer.

Even more unfortunate were those who started



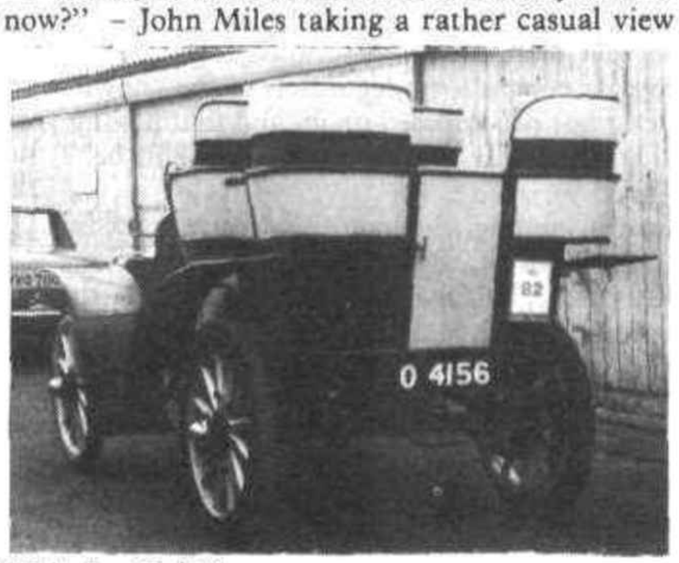
*Details of the 1901 Wolseley in which the Editor drove to Brighton. Note the twelve oil drip feeds (see page 1818).*

but who failed to finish, these being given as: T. Lindvell's 1895 5 h.p. Benz; J. R. Garrett's 1895 2½ h.p. Gladiator; D. Martin's 1896 2 h.p. Leon-Bollée; W. Vaux's 1897 4 h.p. Daimler; F. H. Parkinson's 1900 8 h.p. Peugeot; J. Bullivant's 1901 7 h.p. Godiva; P. A. Brandt's 1901 Locomobile steamer; Lady Montagu's 1901 Progress; E. D. Sharp's 1904 6 h.p. De Dion Bouton; J. F. Denton's 1904 10 h.p. Ford; P. A. Armour's 1904 4½ h.p. Humber tandem; S. R. Southall's 1904 12 h.p. Lagonda tri-car; C. F. Dumbell's 1904 Turner-Miesse steamer.

The BL 1901 Wolseley co-driven by W.B. got there after many vicissitudes – see page 1818.

## The Things They Say . . .

"Whatever may have been said in the past, I find it difficult to say that J. C. Bamford's ex-Ecosse XKD 603 (D-type Jaguar) won Le Mans in 1957 – if not, it came second. Does it really matter now?" – John Miles taking a rather casual view




*Wolseley Tailpiece*

of motoring history in a recent issue of *Autocar*.

* * *

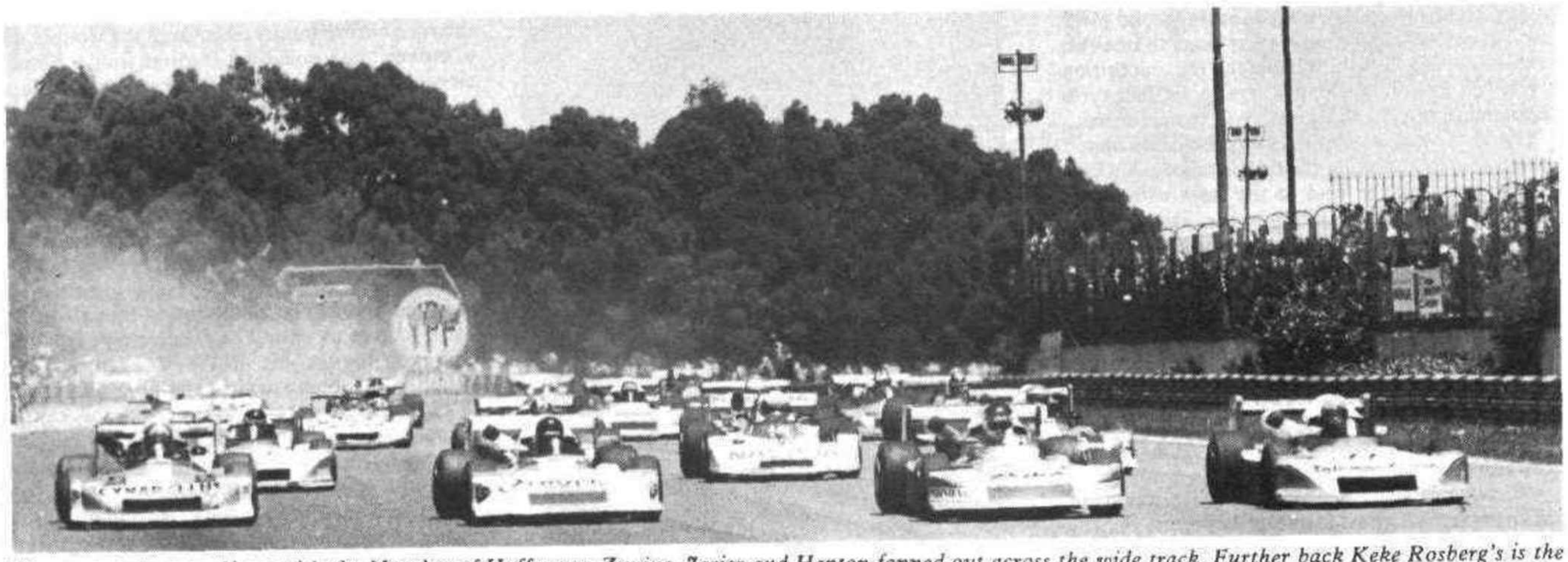
"Brooklands, for example, is ideally situated. After mid-day you can sit in the shade of the clubhouse or of the sheds and look out on the soothing green of the trees of St. George's Hill." – C. G. Grey, Editor of *The Aeroplane*, writing in 1935, about aerodromes he had visited. What would he think of Brooklands today? – W.B.

### Limited Esprit

Lotus announced a limited edition of the mid-engined Esprit 2 at the NEC, painted in black and gold and fitted with various "goodies," including a dashboard plaque signed by Colin Chapman, all this to commemorate Andretti's World Championship win. MOTOR SPORT was under the impression that the Esprit model was a limited edition product in any case, for try as we might, we have been unable to obtain either a Series I or Series 2 Esprit for test. Lotus have long been renowned amongst the motoring press for unreliability with the supply of press test cars. The classic example was a weekly contemporary's experience early in the life of the Esprit. With the road test car promised, this respected journal scheduled the test into a specific issue and designed and printed the front cover (which has to be produced weeks in advance), complete with colour photograph of the Esprit and "screamer" point to the road test inside. But when the issue arrived on bookstalls, there was the outer cover, but no road test inside – Lotus had failed to deliver the car!

Lotus Press Officer Don McLaughlin promised MOTOR SPORT several times that we were high on his list for an Esprit S1 test, but a car failed to materialise. The final excuse for the Series 1 was that the Series 2 was about to be put into production, so it would be more sensible to wait for that and naturally MOTOR SPORT would be put at the top of the list. As yet Lotus do not have a Series 2 test car and now we are informed that if and when they do have one certain journals which have already tested the Series 1 are in the queue ahead of us.

The latest JICNAR readership survey shows MOTOR SPORT to have a readership per issue of 1,512,000, the largest of *any* UK motoring journal. Its penetration into the over 25 years old, A-B social group, the very market into which the Esprit S2 is aimed, is one of the strongest in its field. So why the reticence? A number of dealers who have S2 demonstration cars have said they would only be too willing to loan them to us were it not for fear of retribution against their franchises. – C.R.



*The start at Buenos Aires, with the Marches of Hoffmann, Zunino, Jarier and Henton fanned out across the wide track. Further back Keke Rosberg's is the only Chevron in sight.*

## Formula Two Temporada

# March again ...

FOR THE first time since 1972, the European Formula Two teams returned to South America for a Temporada series in early November. Only two races were staged in Argentina after long-drawn-out negotiations, but the success of the venture, and a crowd of 50,000 spread over the races at Mendoza and Buenos Airies, has encouraged the organisers to plan a more ambitious Championship next season. Already there is talk of additional races in Brazil, Venezuela, and perhaps Columbia, and there is the prospect of the southern hemisphere Temporada again becoming an annual fixture in the International Calendar. In spite of last-minute fears of cancellation, this year's races went ahead and were a welcome addition to the short, 12-round, European Championship which was so utterly dominated by the works March-BMW team. Many of the opposition teams saw the Temporada races as an opportunity to even the score with March and BMW, and a good, representative entry travelled to Argentina for the two 50-lap races.

The enthusiastic local organisers invited all the leading European teams to take part and were reputed to have spent over £400,000. This expenditure included the charter of two 707 freight aircraft, one for the tyres and spares and the other for the 23 cars; and also the expense of transporting out the 120 personnel involved in the Formula Two circus.

Originally it was planned to have three local drivers competing in hired cars but they withdrew at the last minute leaving only the South Americans who have run in Europe all season. From Argentina there was Ricardo Zunino in a works March-BMW, Ariel Bakst in another March and Miguel Angel Guerra in a Chevron-Ferrari, while Brazil was represented by the Marches of Ingo Hoffmann and Alex Ribiero. All the other drivers were in their regular cars except that Clay Regazzoni had been invited to race one of the three Chevron-Ferraris entered, Jean-Pierre Jarier drove Pierre Maublanc's March and Italian Formula Three driver Teo Fabi was enlisted to run Bruno Giacomelli's works March at the first round because the European Champion was racing in Japan that weekend. With the locals opting out at the last minute, the series was left with 21 starters which comprised a dozen Marches and the remainder were Chevrons, this being a fair reflection of the state of the Formula this season. Apart from the three Ferrari-engined cars, which were being raced for the last time before Maranello give up this project altogether, the field ran either German BMW engines or Brian Hart 420R engines. There was little variety which was again a reminder of the pattern all year.

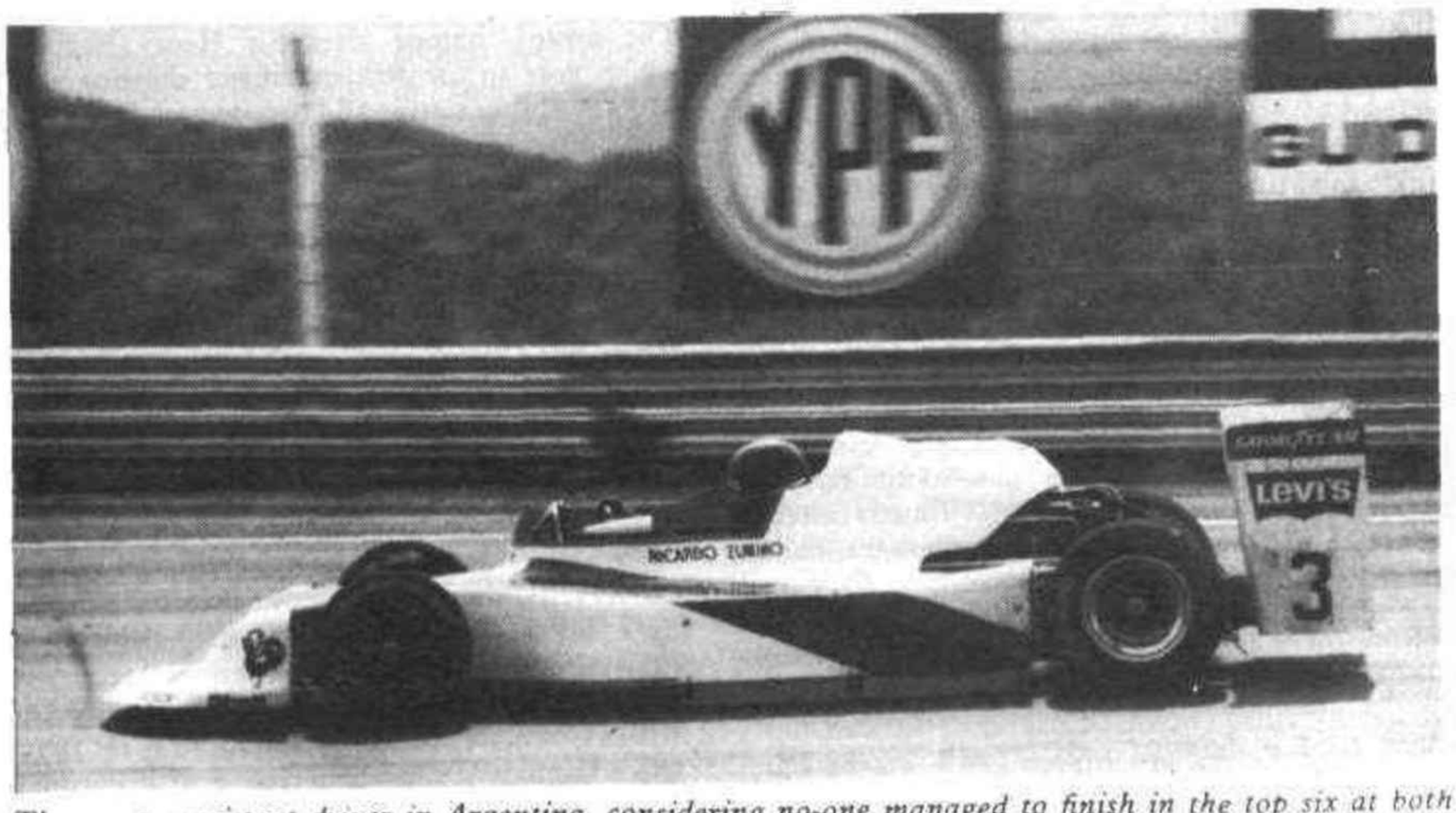
The opening race on November 5 was staged at Mendoza, a modern circuit set in the foot-hills of the Andes and in the western region of the vast country. Mendoza is the fourth biggest city in Argentina and is in the heart of the rich wine growing region. The racing cars and equipment were taken the 600 miles across the country by road on a fleet of ageing trucks and arrived in the area slap bang in the middle of a political dispute between Argentina and neighbouring Chile. The teams found themselves right in the firing line, so were grateful when the uneasy situation was resolved and the racing got under way.

The teams were involved in their own political squabbling which revolved round tyres. The Goodyear agents in England had brought out a supply of tyres for all the cars after protracted negotiations between the teams and other tyre manufacturers to find a cheaper alternative had fallen through. The Goodyear people claimed the late decision to use their tyres, rather than American M&H rubber, had left them little time to produce the numbers necessary. Teams were therefore restricted to just two sets for each car, and there were accusations that the works Marches got a special deal with more tyres, different compounds and constructions. These claims were denied by the team and International Race Tire Service, the Goodyear supplying company owned by Bernie Ecclestone.

The shortage of tyres was further aggravated by the nature of the Mendoza track and the soaring temperatures. Arguments raged all weekend and marred the race too after seven cars were forced to stop and change tyres.

The 3.82 km. circuit, set in the dusty plains on the outskirts of the city, is laid out in a novel figure-of-eight configuration with a very fast fly-over section. Lap times got down to a record 1 min. 11.18 sec. with the cars lapping at over 190 k.p.h. The long and slightly banked corners, the abrasive nature of the track surface and the heavy loading on tyres, combined to make the race a nightmare for the tyre men.

In practice the works Marches of Marc Surer and newcomer Fabi were easily fastest and in the gruelling race the two white cars quickly pulled clear of the pack. Surer had been fastest qualifier at 1 min. 10.30 sec. and he romped home to an easy win. Fabi, a 23-year-old graduate from Formula Three who will drive for the factory March team in the European Championship next




*The most consistent driver in Argentina, considering no-one managed to finish in the top six at both races, was Ricardo Zunino in his works March. He claimed 7th and 2nd placings.*

year, drove a sensible race to secure second place and give the factory team their seventh one-two result of the season. However, the opposition were left in tatters, almost literally, as their tyres blistered badly in the 38 deg. C temperatures.

Only the Italian Alberto Colombo could match the works by surviving the full distance, although after disputing the lead at the start with Surer by banging wheels with him in the dive down the hill after the start, the privateer's March eventually had to give way to Fabi. After only a handful of laps he fell back to third. Colombo had been fourth fastest in practice.

Jarier's March cruised carefully through to fourth place, a lap down at the finish, with the Frenchman taking care to conserve his tyres. Behind him Englishman Geoff Lees also drove a steady race in his Chevron-Hart and was rewarded with a fine fifth.

Britain's Brian Henton, in a Hart-engined March 782, was third fastest after practice which was shortened to just 90 minutes because of the tyre shortage but in the race he was one of the seven drivers who had to pit for new rubber. The soaring temperatures took a heavy toll. The third works March of Zunino was two laps down in seventh place and was followed by the first Ferrari-engined Chevron which was driven by the flamboyant Beppe Gabbiani.

Finland's Keijo Rosberg, whose team manager Fred Opert stirred up more unrest by insisting on running American Goodyear tyres, also had problems and finished ninth. Tenth was Eddie Cheever's March. It was a disappointing race for the Chevron brigade. In qualifying there were eight Marches in the top ten and the race saw the domination by Robin Herd's current 782 design continue.

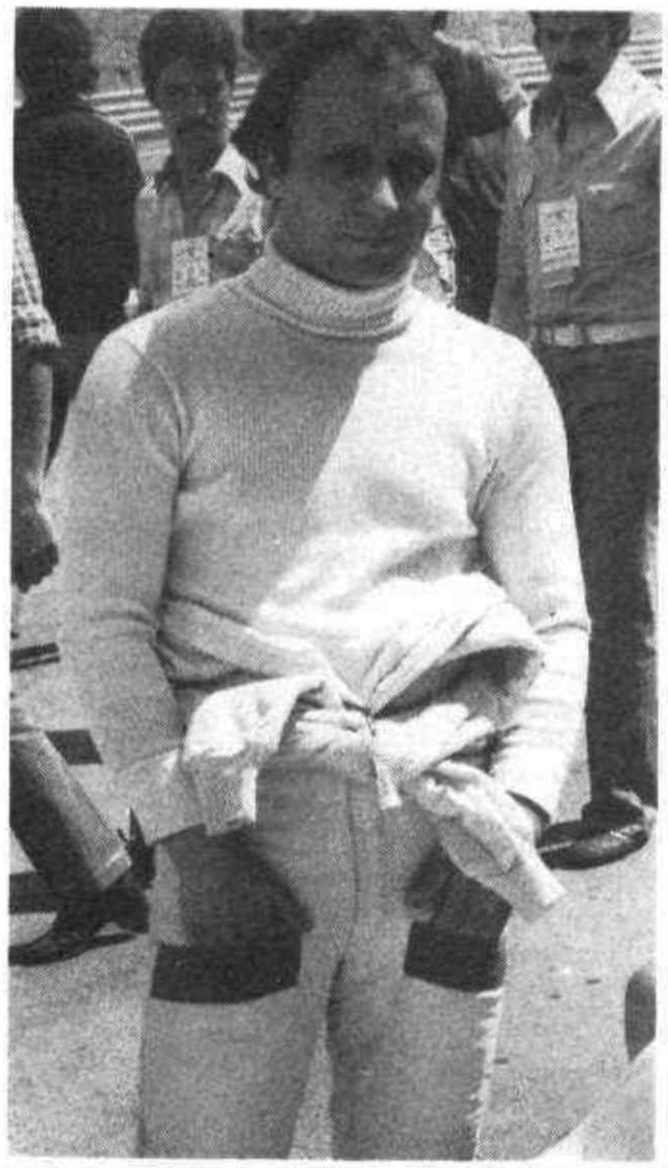
Englishman Stephen South was a lowly 12th, having stopped for tyres, and Derek Daly's Chevron slumped to 15th for the same reason. Hoffmann's March came in a second time to change "chunking" rear tyres and found his team had run out so his race ended in the pits! Countryman Alex Ribiero ran strongly and was lying third in the closing stages when the Hart engine in his March failed. Poor Regazzoni had the Ferrari V6 in his car give up during the race day warm-up, so he didn't even take the start.

In sweltering heat, and with half the field struggling just to keep going, the race ended with Surer 28 sec. ahead of Fabi. It was the Swiss driver's first victory against his European rivals although earlier in the season he scored his first Formula Two win driving a March-BMW in Japan.

The other teams packed up and headed back to Buenos Aires for the second race, the following weekend, with a grim determination to topple the all-conquering factory March set-up. Surer's win was the ninth of the year for the team, and their stranglehold on Formula Two was going to be hard to break with Giacomelli back in the camp.

As expected the two BMW Junior Team cars were again fastest in practice at Buenos Aires where the 3.34 km. No. 9 circuit configuration at this excellent venue was used. The tighter and much slower race track at the Argentinian capital proved well-suited to the wide-bodied March design. The 782 also features a wheelbase 7" longer than the Chevron B42 which was still struggling to match the pace.

Continued bickering over tyres again overshadowed practice as the cars of Giacomelli and Surer dominated proceedings. Giacomelli reasserted his command by snatching pole by a slender 0.01 sec. from Surer, while Zunino, with the aid of some softer tyres, lined up third fastest. A special deal for the local man was a concession



*Up-and-coming Italian Teo Fabi finished second at Mendoza in his first F2 race. Fabi joins the works March F2 team next season.*

the opposition didn't mind because they appreciated a good showing by the Argentinian was important, but they were still convinced the other works drivers also had some tricks up their sleeve.

Matters came to a sensational head, however, during the race morning warm-up session when, to everyone's utter amazement, the front row of the grid was wiped out! Within moments of each other Giacomelli and Surer lost control at the fastest fifth gear corner and slammed into the safety barriers. Giacomelli went off first, hitting the steel barrier head-on, and minutes later Surer skated in beside him sideways. Both cars were badly damaged, too badly damaged to race, yet the drivers escaped with nothing more than a bruising and a nasty shaking. As the wrecked cars were hauled back to the pits it was surmised the problem had been the rear tyres coming off the March-manufactured rims. In spite of the safety bead, the tyres had ridden over the raised band running round the rim when the tyre started to grow. March couldn't explain why this should happen when the cars were running on full tanks for the first time and the tyre people couldn't find an answer either after examining the tyres.

So, with Giacomelli and Surer sidelined, team-mate Zunino was elevated to "pole", to the sheer delight of the 40,000 screaming Argentinians packed into the Autodrome. However, at the start it was Jarier who slipped through from the second row to steal the limelight. At the end of the first lap he led from Henton – fourth fastest qualifier – Cheever, who had made a brilliant start from the fifth row, and Hoffmann.

Sadly for Jarier his moment of glory lasted only until half-way round the second lap when the gear lever broke and the unhappy Frenchman glided to a stop. That left Cheever in the lead and the young American's March-BMW stayed out front until lap 20 when he thought a front tyre had blistered so he pitted. It was not until after the race his mechanics discovered the trouble was a broken rear roll bar. Henton found himself elevated to the lead and, for the next nine laps, the Englishman dictated an easy pace. His race ended just after half-distance when the development Hart engine in his March began to make a "death rattle" and he headed for the pits. Moments later his team-mate Rad Dougall, who had been running a fine fourth, went out with gearbox trouble.

Hoffmann, who hadn't passed a single car after the first lap suddenly found himself in the lead – and in trouble. The exhaust pipe from the works engine in his BMW Challenge Team March was rubbing against the filter and clouds of blue smoke were swirling from the car. It seemed likely the engine would seize any moment and, with Zunino and Regazzoni closing, the race built up to an exciting finish.

Into the dying moments Hoffmann's rear brakes were covered in oil and for the last three laps the warning light was on. The threat eased though when first Zunino spun, under braking for the hairpin, and then Regazzoni, in his desperation to get by the local man, went careering off at the esses.

Hoffmann was allowed to limp home to score his first Formula Two win and his first victory for over three years. His mechanics found less than a litre of oil left in the BMW oil tank! Zunino recovered to finish second and Regazzoni had to settle for third after his late mistake. The Swiss Formula One driver's only consolation was fastest lap. Fourth was Ghinzani's March and Cheever fought back to fifth after his pit stop.

Ribiero was sixth, followed by Daly's Chevron, Guerra in the only surviving Chevron-Ferrari and Rosberg who was still running his America tyres. Lees had run strongly in sixth in the early stages before suffering a puncture and South, after a troubled weekend, went off into the catch-fencing on the 5th lap.

The brief South American encounter had done nothing to upstage the enviable reputation of March and the confirmation in Argentina that Daly will next year join the works team, running with Surer and Fabi, only underlines the continuing strength of the British team. – M.T.

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Provisional results show that Alan Jones is the new Tarmac British Racing Champion, 10 points ahead of Gordon Spice with John Watson third.

* * *

The Segrave Trophy for 1977 goes to Barry Sheene to mark his winning the World 500 c.c. Motor Cycle Championship for the second time. The award, named after Sir Henry Segrave, which goes to the British subject showing skill, courage and initiative and best demonstrating the possibilities of transport by land, water or in the air, was won last year by World Speedway Champion Peter Collins.

* * *

The Tricentrol Car Group will continue to sponsor the British Saloon Car Championship in 1979. The Championship will be made up of 13 rounds with the opening round at the Race of Champions meeting at Brands Hatch on March 18th. Prize money will be £1,500 per round divided between four classes, with £2,000 for the Grand Prix round at Silverstone on July 14th.

* * *

Vandervell Products Ltd., who left an indelible mark on motor racing with the magnificent Vanwell, are expanding their interest in contemporary motor racing by sponsoring the British Formula Three Championship in 1979. The 20 rounds of the Vandervell British Formula Three Championship will be jointly organised by the BRDC and BARC.

# The Porsche 924 Turbo

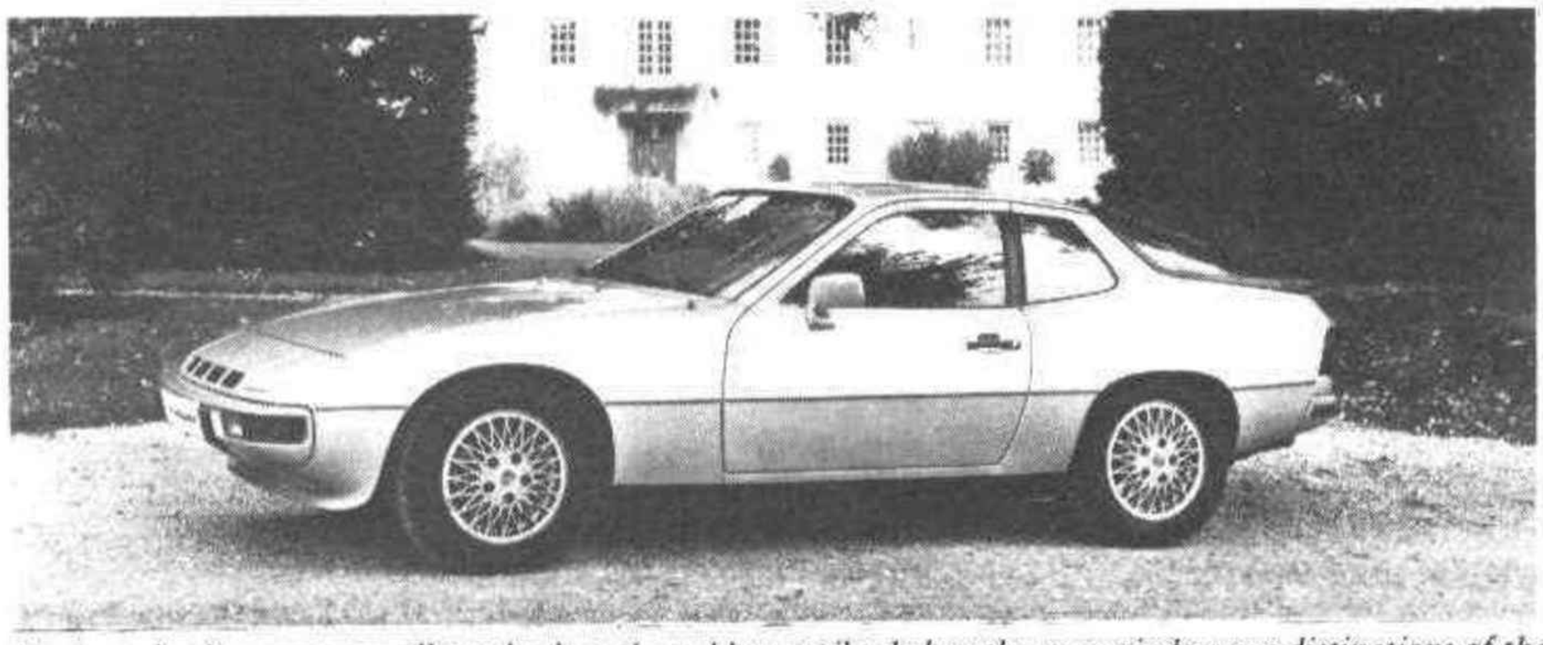
WITH 170 b.h.p. on tap, Porsche's turbocharged version of their 924 is claimed to be the most powerful 2-litre production sports car in the World. It will reach 60 m.p.h. from a standing start in 7.6 sec. and has a maximum speed of 140 m.p.h. Maximum power is produced at 5,500 r.p.m. and compares with 125 b.h.p. at 5,800 r.p.m from the standard fuel injected 924. Torque is increased from 121.5 lb. ft. at 3,500 r.p.m. to 180 lb. ft. at 3,500 r.p.m. Production of left hand drive Turbos has just started, but potential British customers will have to wait for delivery until Autumn next year. Porsche estimate that its price would be about £12,500 if imports started now, placing it nearer to the 911SC than the 924.

This 924 development by the company which must have more petrol engine turbocharging experience than any other is much more than a bolt on conversion. The whole of the running gear has been extensively revised, while ventilation slots in the top of the nose and the front spoiler, a NACA duct in the bonnet and a rubber tail spoiler mounted at the base of the lift-up rear window all use air for various beneficial cooling or aerodynamic purposes and make the Turbo instantly distinguishable from the common-or-garden 924.

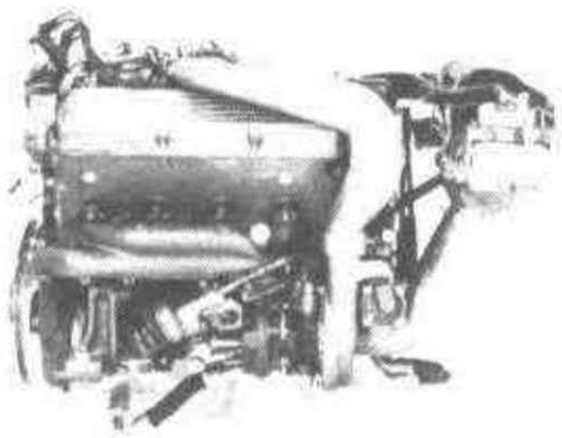
The 924 Turbo retains the in-line, four-cylinder, belt-driven single-overhead camshaft, eight-valve, Audi-developed engine of 1,984 c.c. The compression ratio is lowered to 7.5:1 and the turbocharger is allied to Bosch K-Jetronic fuel-injection and a transistorised, contactless ignition system. Maximum boost is 10 lb. sq. in. The aluminium cylinder head has been changed quite radically, even to the extent of moving the platinum tipped spark plugs from the exhaust side to the inlet side. The larger valves are raised into the head to give more combustion chamber volume and the piston crowns are bowl shaped. The camshaft timing is unchanged. The turbocharger, a joint development between Porsche and KKK has the blow-off valve incorporated in the compressor housing, a new development. Positioning of the alternator, air filter, metering unit, headlight servo motor, starter and fuel supply lines have all had to be revised for space considerations. Extra fuel line pressure is developed by a second fuel pump installed inside the tank. A rubber spoiler beneath the engine creates an eddy to aid cooling under the bonnet. An oil cooler is fitted. Engines for the Turbo are built and bench tested at Zuffenhausen along with the flat-six engines.

The entire drive train has been beefed up to cope with the extra torque: the torque tube to the rear transaxle has been increased in diameter by 5 mm, the larger clutch comes from the 911SC, the mainshaft in the 5-speed gearbox, the differential and the half-shafts are all strengthened and first and second gear ratios have been lowered.

Springing and damping has been uprated, hubs and bearings are borrowed from the 911SC and incorporate a change from four stud to five stud wheel fixing, ventilated disc brakes are fitted to all four wheels and the floating brake calipers are straight from the 928 model. New alloy road wheels of 6J section are increased in diameter to 15 in. Pirelli P7s will be offered as an option next year – fitted to special 16 in wheels.



*Air ducts in the nose, new alloy wheels and a rubber spoiler below the rear window are distinctions of the 140 m.p.h. 924 Turbo. The 2-litre engine gives 170 b.h.p. The KKK turbocharger can be clearly seen.*



The performance claims are by no means exaggerated, as I found on a recent test drive near Stuttgart. Once the engine is turning beyond 3,500 r.p.m. the performance is stupendous for a 2-litre car, yet so deceptive that only the speedometer can tell the real tale. Speeds of 110 to 115 m.p.h. came up with effortless ease on ordinary main roads and the claimed maximum of 140 m.p.h., an indicated 146 m.p.h., could be held without protest on the autobahns. But at exactly 130 m.p.h. indicated, air pressure forced both front door window frames away from their seals to cause deafening wind roar.

The 924 Turbo's handling was beautifully balanced and roadholding first classs, yet at the same time it lacked any sort of lively character – perhaps too vice-free? Those 928-based brakes had tremendous stopping power, but a hard application from near maximum speed generated dramatic roughness, which took a long time to clear.

I can't understand why Porsche have lowered the two bottom ratios. First is now far too low and the gap between second and third too great. The gate has first on a dog's leg down to the left, a system which Porsche abandoned on the 911 series but have brought back in the five-speed 924 and 928. I'm accustomed to such an arrangement, so this didn't bother me, but I did object to the strong spring bias into the fourth/fifth plane, when a central bias would be much more logical. The manual 928 which I have at the moment does not have that right-hand bias.

The uprated suspension has made the ride harsher – it must be even harder on the P7 option. The steering is lower geared than on the ordinary 924 to compensate for the extra turning forces required on the larger tyre footprint; although a smaller, thick-rimmed 930 Turbo steering wheel has been fitted to put the overall ratio more or less back to normal, the steering felt less pleasant than that of the ordinary 924.

Readers will recall that I complained bitterly about the harshness and coarseness of the early 924 road test car. Many revisions were subsequently carried out which considerably improved the road noise and vibrations, but the 2-litre engine remained coarse. I am sorry to say that turbocharging the engine has not removed that coarseness. The engine of the Saab Turbo, tested elsewhere in this issue, is so much smoother. In spite of the extra torque, the Porsche Turbo engine lacks punch at low revs. and needs all five speeds to be used to the full, but it is flexible if instant acceleration is not demanded from low revs. – C.R.

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## Good Timing

MOTORING journalists tend to be in more need than most of the facilities of stop-watches, whether it be for checking test car performance, lap times or, out of curiosity, whether the fully-laden Jumbo is actually going to drag itself off the ground. In the past I have always relied on a battery of three stop-watches or, more recently, a sophisticated American digital device. These are all very well for accuracy, but, being mounted on rigid metal boards, impossible for convenience. The answer to this has to be a wrist-watch with chronograph facilities.

Here another problem arises for motoring journalists, they aren't very well paid! Most of the digital chronograph offerings until now have cost "an arm and a leg" – well out of reach for me. Casio's new F-100 quart digital wrist-watch, at a reasonable £29.95, has at last provided me with a realistically priced and reliable alternative.

This smart, black, lightweight watch has tolerated some pretty rough use in racing and rally cars and even in a shower and sauna, although it did cause an anxious moment when the read-out temporarily disappeared when placed too close to a hot reading lamp.

In standard mode, the Casio F-100 continuously displays absolutely accurate time in hours, minutes and running seconds. One button when pressed shows the date, month and day of the week. Another button converts it from an ordinary watch into a one-hundredth of a second stop-watch able to record lap times as well as normal start/stop. The same button restores the watch to a standard time-keeping mode and a third button provides backlighting of the display for use in the dark.

A good Christmas present for any motoring enthusiast – and shopping around should produce an even lower price – C.R.

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## VSCC Lakeland Trial – November 11th

HELD ON rather a grey, misty day, with occasional very light rain, the Lakeland Trial this year was a tough event taking in no less than 14 hills. These included a completely new batch

of four hills set in the Setmurthy Forest. The maximum score on each hill was 20 marks, and two of these new hills, called Slethary and Isel Hill, were the only ones to bring the markings for the winner of the trial down to single figures.

The 70-car entry (there were only three non-starters) was divided up into two classes, Class A being for "Specials and Certain Short Wheelbase Cars" and Class B being for "Other Models". This meant that in Class A Frazer Nashes and the hotter Austin Sevens predominated, whilst Class B was largely the preserve of the more standard sports and touring Austin Sevens and the 30/98 Vauxhalls, there being ten of the former and five of the latter. It is amazing how evenly these two very different types of car were matched in this particular competition, thus providing some extremely good sport.

The winner overall, by quite a large margin, proved to be not a trials special, but the attractive and versatile 1937 Meadows-engined TT Replica Frazer Nash of Peter Still. Peter drove this car all the way from his home in Somerset and back to give lie to the jokes about the unreliability and impractability of chain-drive 'Nashes, although in his case it is only fair to add that much of his success is due to his own brilliant driving ability and car preparation. His total score of 231 out of 280 was well ahead of the two runners-up, no mean practitioners themselves, Barry Clarke in his special 1928/36 trials Austin Seven with 214 marks and Nigel Arnold-Forster in his 1925 Anzani-engined Frazer Nash with 202. These three were the only entrants to score over 200. It was extremely pleasing to see no less than two 1925 Grand Prix Salmsons taking part in a VSCC trial, brought down from Scotland by Messrs. Nahum and Sudjic, the former scoring the best marks of 123.

Roy Adnams scored 144 points in his stark 1929 windscreenless Austin Chummy, rescued from a circus without an engine and rebuilt in a week specially for the trial. It was alleged to have persistently gone round in circles until there was a big bang and its doors fell off during its working life, but the only circus trick it performed in the trial was to put its fan through the radiator when a marshal applied his weight to the latter component. Fortunately another marshal just happened to have a spare Austin Seven radiator in the boot of his modern car. Roy's score just got him into the awards list, behind the 1930 Riley-engined Vernon-Derby of Anthony Costigan with 150 marks.

A highly popular winner of Class B was Richard Parker, who has been trying for years in the Lakeland in his 1928 Austin 7 fabric saloon. His score of 150 enabled him just to pip John Rowley in his delectable 1920 E-type 30/98 Vauxhall two-seater with 145 – surely the only 30/98 on the road today proudly bearing its owner's BRDC badge. John Blake's standard Chummy Austin returned a splendid 144 points, the same as the Adnams car in the other class, but without the advantage of a circus background. The OE 30/98 Vauxhalls of Tony Jones and David Marsh tied with 120 marks, but had to give best to Mike Hirst's open four-seater 12/50 Alvis with 134 and Threlfall's indomitable 1928 Ford A Tudor saloon with 125 marks, a car, presumably, with a Shakespearean rather than a circus background.

During the trial the wife of the owner of a well-known Lea-Francis Special who was passengering for the umpteenth time admitted to being in her 60th year, and added "I first got into this car when I was 16!"

And so, for your reporter, it was back to the South in Tony Jones's 1923 30/98 when a spell at the wheel proved that indeed it is, to quote the manufacturers, "a sporting car which has never known a superior" – even on the motorways.

P.M.A.H.

**Results**

**Kirkstile Trophy:** P. W. Still (1937 Frazer Nash).
**Kirkstile Plate:** R. M. Parker (1928 Austin).
**R.P. 1951 Cup:** B. M. Clarke (1928/36 Austin 7).
**1st Class:** R. J. Clark (1937 HRG), N. Arnold-Forster (1925 Frazer Nash), J. W. Rowley (1920 Vauxhall), J. F. Blake (1927 Austin).
**2nd Class:** T. D. Boyce (1928 Frazer Nash), R. G. Winder (1927 Austin), H. Spence (1930 Lea-Francis), L. J. Stretton (1927 Frazer Nash), M. U. Hirst (1928 Alvis), T. J. Threlfall (1928 Ford), D. R. Marsh (1925 Vauxhall), A. D. Jones (1923 Vauxhall).
**3rd Class:** A. P. Costigan (1930 Vernon-Derby), M. T. Joseland (1916 Frazer Nash), D. Johnson (1933 Frazer Nash), R. Adnams (1929 Austin), J. A. Lang (1926 Austin), D. G. Laxton (1924 Austin).
**Hartley Cup (Marshalling & Organisation):** Mrs. Rosemary Smith.



*Those readers who failed to fight their way into the NEC Motor Show missed a treat on the Pininfarina stand. This Jaguar XJ Spider, based on the XJ-S floor pan and running gear, continues the traditional rounded family lines of the D-type, E-type and XJ-13 in a 1980s fashion. It ought to be Jaguar's open successor to the E-type, but BL styling chief David Bache held out little hope of this, though Jaguar did provide the XJ-S base car and he did spend much of the second preview day on the stand. Pininfarina describe it as "no mere styling exercise but a proposal for a model open to short run development". We suggest that Jaguar fans petition BL now!*

## The British Formula One Championship

LAST SEASON'S British Formula One Championship, sponsored by Aurora AFX, makers of model motor racing systems, succeeded beyond most people's expectations; whilst it didn't set the world of motor racing alight it did pull in bigger crowds at British circuits than any other formula. Tony Trimmer proved a worthy Champion – and the fact that a Grand Prix also-ran could win these non-World Championship Formula One races so easily tells you all you need to know about the driving talents of the Aurora participants relative to the real Grand Prix circus.

Whatever, Aurora were satisfied with the publicity they achieved and made the best of it, John Webb and MCD were well pleased with the Championship's crowd-pulling strength, the one golden area in that respect at club and national racing level and the spectators themselves seemed to be happy with the spectacle of close F1 racing and the screaming of flat-out DFVs. Now Aurora have secured the future of the British Formula One Championship for at least two years with a substantial injection of finance, to the tune of £200,000 in 1979. A race victory in any of the 1979 events will earn £5,000 for the winning driver and his team.

Next season's 15 round Aurora AFX Championship will include three overseas rounds: at Zolder; Zandvoort; and Nogaro. Domestic rounds will encompass all the major British circuits, including Silverstone, though the Championship is an MCD promotion.

An added attraction in this year's Championship will be the appearance of two wheel maestros Barry Sheene and Giacomo Agostini. While Agostini has proved disappointing in Formula Two in 1977, Sheene is an unknown quantity on four wheels. Agostini has bought both the Williams Grand Prix cars raced by Alan Jones in 1978, while Sheene is expected to drive an Arrows.

The system of points scoring has been amended to bring it more into line with the World Championship arrangement: the top six places will be awarded points on a 9-6-4-3-2-1 scale. In addition, two points will be awarded for pole position and one point for fastest race lap.

A new experimental qualifying procedure will follow the format used in the two British USAC races. Grid positions will be determined on the basis of four-at-a time qualifying runs conducted in the final practice session for each event. Under this system team managers will draw for qualifying order prior to the final session, and then four cars at a time will be allowed 20 minutes of track time to set a grid position.

This Aurora AFX Championship is fine as a pensioning off formula for old Grand Prix cars and drivers who didn't make the grade at World Championship level. Whether it will work in reverse as a training ground for future Grand Prix drivers remains to be proven – it will be a good thing if it does – but it does promise some good, close racing for the new season. – C.R.

**Donington Bridged by Dunlop**

Donington Park now boasts what is claimed to be the world's largest bridge at a racing circuit. The new Dunlop-sponsored pedestrian bridge on Starkey's Straight is tyre-shaped, has a span of 130 ft., an overall length of 182 ft. and a height of 47 ft. This compares with measurements of 98 ft., 160 ft. and 40 ft. for the new Dunlop Bridge opened at Le Mans this year.

* * *

A spectacular range of racing saloon cars, kit car manufacturers, karts, engines and gearboxes, works rally cars, oil companies, wheels, tyres, dragsters, formula racers and Grand Prix cars, including Andretti's Lotus 79, a Ferrari and an Ensign, and Richard Noble's Project Thrust World Land Speed Record Attempt car are promised at the Performance Car Show, at Alexander Palace from December 9th to 17th.

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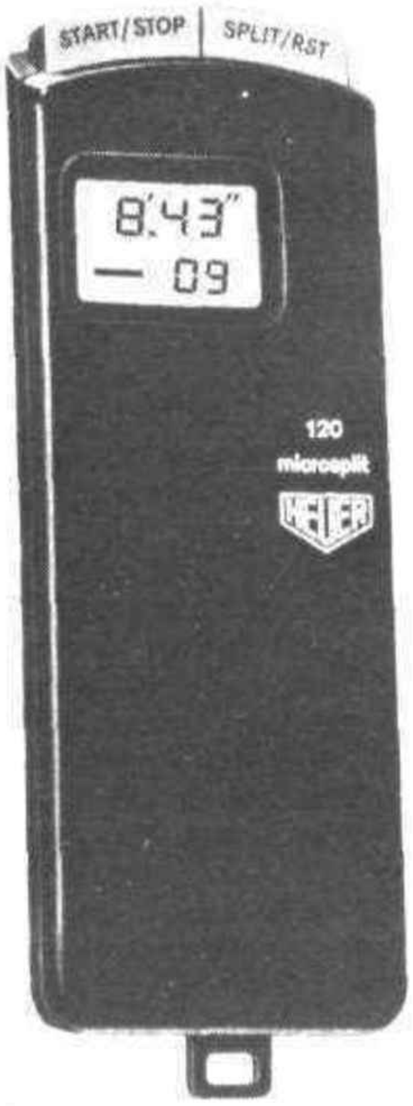



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**Ref. 235** — **Lap timing**

NEW




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# BOOKS FOR CHRISTMAS

**"Bugatti – An Illustrated History of the Cars from Molsheim"** by Hugh Conway and Jacques Greilsamer. 280 pp. 9½" x 12½". *(Editions Modelisme, 94, Boulevard de Sebastopol, 75003, Paris, France. 260.00 French francs.)*

This is the Christmas browsing-book *par excellence* and perusal of its lavish and magnificently-illustrated pages makes one wonder why anyone who can afford to purchase, maintain and run a real motor car ever bothers with anything but a Bugatti. Assuming, that is, that you can still find one, out of only 8,000 made. Fortunately, more than 1,500 have survived, for our delectation and the great joy of their owners.

What this book does is to provide a vast pictorial panorama of the make, from Type 10 to Type 101 inclusive. This pictorial, colour-coverage is supported by reproductions of all the original Bugatti catalogues, other rare documents, price-lists, tables of technicalities, production figures, etc. all relevant to the history of the Molsheim make. Hugh Conway has kept a watching brief over technical statements and captions, which is sufficient assurance of the book's technical authenticity. It is not, as might be expected, a sort of catalogue of Bugatti models photographically along the years. Cars photographed in modern times, and not therefore always 100% original, are included, along with those depicted more authentically, in contemporary pictures. This may represent a disappointment to some, but it has enabled a number of illustrations to be included; indeed, 200 colour prints and 150 others, supplemented by 400 diagrams. The pictures are frequently full-page size, the effect being very satisfactory. But for the foregoing reasons I regard this more as a happy "browsing" book than a serious history, the latter already very ably covered in Conway's other Bugatti books.

The text, what there is of it, is in English and French and the picture captions are supposed to follow suit but this is always adhered to. If criticism is justified, I would have preferred far more contemporary than modern pictures, and some of the caption translations are vague. There was no 200-km. race at Brooklands in 1922 for instance, and the team of Bugatti single-seaters ran at Indianapolis in 1923, not 1922. The caption under a fine picture of Kaye Don in the Brooklands Paddock in the Type 54 "Tiger-Two" is very casual, and some stunt shots are included, in what might have been a more serious approach to an evocative subject. Against this, there are magnificent pictures of the great Bugatti models, notably of the Type 59 and the Type 45 16-cylinder GP cars; but surely the former is Neil Corner's not the National Motor Museum's car? Rarities enliven the already-fascinating pages, such as pictures of a Type 38 *coupe-de-ville* and of a road-equipped Type 59 Bugatti with twin rear wheels. A Bugatti petrol can is shown, and the technical details of the Type 52 exposed.

The Foreword, in French, is by Baron Philippe de Rothschild, who is seen in an odd-looking Type 44 raced at Le Mans in 1929 apparently; but not of 44.3-litres as the caption suggests! The book is bound in blue (what else?) and comes in a cardboard slip-in box. Good browsing ... – W.B.




*A picture book from France, with Hugh Conway's blessing, for Bugatti aficionados – see accompanying review.*

**"French Cars from 1920 to 1925"** by Pierre Dumont. Translated by John Bolster. 197 pp. 8¾" x 9¼" *(Frederick Warne (Publishers) Ltd., 40, Bedford Square, London, WC1B 3HE. (£6.25).*

French cars are coming in for plenty of attention! Again, this book is more an illustrated browsing work than a serious history. It contains a good selection of black-and-sepia pictures of rare French cars, many seen previously, but rather oddly it includes but two pictures of the same boat-tailed 32 c.v. Hispano Suiza, a make, which should surely have better coverage in a book about French cars than that. However, the fascination is increased by good coverage of unusual makes such as Farman, Voisin, Bigran, Aries and Chenard-Walcker, etc., which get a good showing – what a pity the 4-litre straight-eight Le Mans Chenard-Walckers failed at Le Mans in 1925 through losing their cooling water, for this car surely sets the enthusiast's blood tingling? Lots of pictures seem to have come from *The Autocar* archives but the inclusion of diagrams, engine-and-chassis shots, reproductions from contemporary catalogues and advertisements, etc. ensures that this book, if superficial, will not be likely to be quickly put aside. There are interesting interior views of the Citroen and Renault factory production-lines, both rather primitive, with vast chassis-dynamometers in operation at the latter factory in 1924 and rough planks sufficing for getting the chassis to ground-level at the 1919 Citroen factory. The sports Citroen "Caddy" and the cheerful little Citroen 5 c.v. are well depicted, as are the French GN, which can be compared directly with the first four-cylinder Salmson. But the airscrew-driven Leyat is given a separate chapter and described as a "Very Special Car", which underlines the book's stuntish intentions, while once again contemporary and modern photographs are too frequently mixed, especially in the racing-car section. The most interesting picture is that of a 1923 "tank" GP Bugatti on a plinth, being looked-at by straw-hatted and trilby-hatted passers-by. It is labelled *"La Voiture Bugatti 3eme du Grand Prix L'Automobile Club, que va etre vendure au Benefice des Laboratoires"*. It seems to have been on show in Paris after the race in which Friderich finished third, and no doubt Hugh Conway knows all about it? – W.B.

**"Pininfarina –Architect of Cars"** by Michael Frostick. 214 pp. 9¾" x 7". *(Dalton Watson Ltd., 76, Wardour Street, London, W1V 4AN. £8.50).*

This Dalton Watson picture-history on fine art paper is in succession to Frostick's earlier survey of fine coachwork by the great Italian stylist Pininfarina (they like the name to commence with a lower-case "p"), "Pinin Farina: Master Coachbuilder". It brings the coverage up to date, from the 1950 period, and contains good pictures, with brief explanations, of many Farina bodies on popular as well as exotic cars. Some of these are likely to be of interest to those seeking unusual cars to buy at the present time.

If the book does not contain quite such exotic motor cars as the previous one, for Pininfarina bodywork on the more mundane models, even to Austin A40 and Morris 1100, is justifiably included, the appeal is there, in the form of special bodywork for Ferrari, Fiat, Alfa Romeo, Maserati, Rolls-Royce Camargue, Bentley, etc., etc. In fact, the book is divided into chapters about the end of personalised bodies for individual customers, to the beginning of Farina's work for the Motor Industry, his special projects, including experimental styling exercises, cars inspired by Farina as dresses are influenced by Dior, and finally, about the factory where Pininfarina looks to the future. The whole book is fully up to Dalton Watson's very high production standards (a Farina of the publishing world?), the colour frontispiece is of Sergio Pininfarina and his brother-in-law Renzo Carli, the driving-force behind Carrozzeria Pininfarina today, and an interesting Appendix lists some of their special bodywork on different Ferrari models, with details of the individual car's owner or its destination. – W.B.

**"MG"** by Wilson McComb. 300 pp. 9¾" x 7½" *(Osprey Publishing Ltd., 12-14, Long Acre, London, WC2E 9LP. £8.95).*

This book's worst enemy are the previous editions, which have appeared all too recently. By this I mean that much of the excellent material about all the MG sports models, by this accurate and painstaking author, appeared in the J. M. Dent editions, the first of which was published in 1972, with a re-print in 1973. However, to be fair, these earlier books were called "The Story of the MG Sports Car" and now McComb has enlarged on the story, calling it simply "MG", and the new publishers have used a larger format, so that the great number of new pictures have benefited by the new page-size. Those who have not read the previous versions of Wilson McComb's history of this famous and well-deserved British sports-car are in for a pleasant experience, but the rest may think a second dose of some of the same medicine rather too expensive ...

The new MG book is very nicely produced and has plenty of good illustrations. There is a most interesting Foreword by Jean Cook (*nee* Kimber), about what it was like to be a young daughter of Cecil Kimber's, the creator of the MG, a girl growing up in the years of Brooklands and the full magic of the Abingdon MG factory. While McComb concentrates mainly on the sports MGs and their racing and record-breaking exploits which marked them out as British competition cars on a par with successful Continental makes, the book breathes MG as a whole. Much care is devoted to the origins of the make, discounting FC 7900 as the first of this illustrious breed.

The book thus runs from the MG bull-nose days of 1922 to 1926, right up to the present,

even to a look to the future. Cecil Kimber gets a separate chapter and Appendices cover the specifications of all the MG models, the make's competition successes of 1925 to 1968, the International Class records MG captured, and production and export figures for 1923-1939 and 1945-1977. What more can the interested MG reader look for?

The illustrations consist of those from the earlier books, with added new ones, some 200 in all. The author even has 16 pages of "Notes", explaining in great detail how he researched his mss. and why he has come to the conclusions set down. Typically Wilson McC, they are almost more interesting than the text that goes before. McComb was with the MG Company from 1959, working on their now-defunct publication *Safety Fast*, so he knows MG and its history from the inside; he also writes pure English. MG enthusiasts, even the fanatics, can safely trust themselves to John Thornley and Wilson McComb where the origins, achievements, and development of the Abingdon make is concerned. McComb is, though, strictly honest in writing of MG's mistakes and failures and bad moments along with all the success of good times. He refers to the dirty trick MG played on Sammy Davis (I thought it was on H. S. Linfield) to make the production J2 Midget do 82 m.p.h. at Brooklands when it should not have done much over 65 m.p.h. – I met a similar piece of MG publicity dishonesty after the war when in 1947, a TC Midget was found to have a tachometer geared-up to read in sympathy with its flattering speedometer, very misleading to journalists who had to check performance in those days by instrument readings instead of stop-watch, in the absence of Brooklands Track ... Mistakes in the earlier editions of the book have been corrected, including a minor one of mis-dating a Horton lap-record at Brooklands, and altogether this is history as it should be presented, balanced, absorbing, and with the right amount of detailed information and comment. MOTOR SPORT supplied the colour jacket picture of an MG-B in the 1966 Nurburg 1,000-km race.

"MG" is Osprey's first motoring title. They have done a good job and I hope we shall hear more of them. – W.B.

**"Old Cornwall in Camera – Road Vehicles"** by Fisher Barham. £3.30. Hard cover edition £4.50. 112 pp. 10" x 8" *(Glasney Press, 28a, High Street, Falmouth, Cornwall.)*

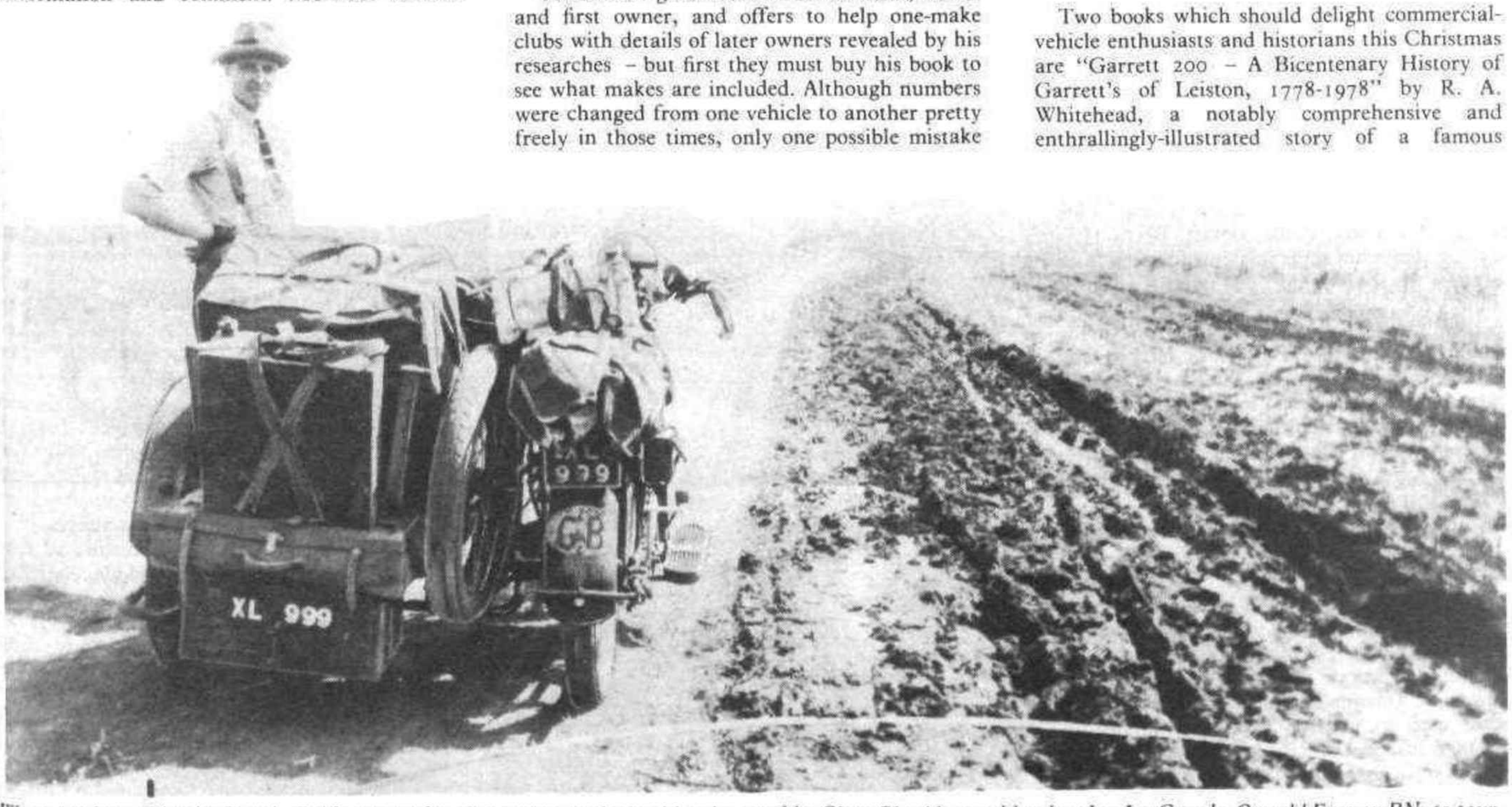
This is one of those photographic records of the early days of motoring which I always find extremely hard to put down. If you are seeking a book to study and enjoy over Christmas and especially if some of the other titles reviewed seem too expensive, this less-costly one is strongly recommended. The author has collected a series of very clear photographs, mostly made from ancient glass negatives I expect, and assembled them in a sort of chronological order to illustrate motoring development in Cornwall from the registering of AF 1, Dr. Dowding's Benz, seen outside Newlyn East Church with his chauffeur Richard Oxman, onwards. Such books exude nostalgia, for those who like the older vehicles, especially when these are seen in contemporary, natural settings, but often one comes to the last page all too soon.

In this book, one of a series, Fisher Barham provides a very generous number of splendid photographs from the distant past. In identifying the vehicles depicted he has obviously worked with the licensing authorities, checking records which are now likely to be destroyed. The AF letters ran for the County of Cornwall until December 1924, when the 9,999 numbers had been allotted and RL came into use. This lasted only until 1929. Mr. Barham has used pictures mostly of AF-registered vehicles, mostly in numerical order. The fascination of the book can be imagined. It even has a picture of a stripped 10.8 Calthorpe tourer at a 1920s Goonhaven speed-trial.

The author gives details such as make, colour and first owner, and offers to help one-make clubs with details of later owners revealed by his researches – but first they must buy his book to see what makes are included. Although numbers were changed from one vehicle to another pretty freely in those times, only one possible mistake has been spotted, where what is probably an Enfield(?) milk-van is captioned as a Siddeley-Deasy. This was a private-car conversion, in use long after 1913. And what of the Benz engine used for years to drive farm machinery and the 'bus body turned into a pavilion? Rare makes that came early to Cornwall, such as Belle, Hallamshire and Newton-Bennett, etc., are depicted and well-known early garages are shown, including Donald Healey's premises with his Garford 'bus outside. The other vehicles are not identified but one is a £100 Carden cyclecar. There is plenty for the steam and commercial-vehicle and 'bus followers, even a tram in the middle of the road at Rounding Wall, Illogan on its single-track and another picture, of a Thornycroft steam-waggon passing a tram at Pool Hill exactly captures the atmosphere of the pioneer days – there is a sister book about Cornwall's trams.

Only four pictures are devoted to disasters (two cars burned-out) and contemporary illustrations are set to the end of the book, being of Cornish cars and other vehicles that have been restored and are still in use, but there are no Blight Talbots.... Mostly the others are of pre-1914 days but the post-war period has its Rover 8, GN, and Ariel Ten, etc., and an Austin 20 landaulette among a fleet of cars at Wimborne reminds me of the chauffeur-driven Twenty I used to ride in as a schoolboy. Morgan fans will like the well-laden 1913 three-wheeler and the post-Armistice period is nicely caught, too, by a shot of a 1922 Buick tourer in Jew Street, Penzance; but can anyone identify the light-car parked behind it? Cars used by celebrities, including a 1909 40/50 Rolls-Royce, add interest and it is notable how many early cars in Cornwall were owned by doctors or the clergy. The Model-T Ford naturally intrudes quite often. This really is a worthwhile picture-book – just the thing to enliven the Christmas holidays. – W.B.

Two books which should delight commercial-vehicle enthusiasts and historians this Christmas are "Garrett 200 – A Bicentenary History of Garrett's of Leiston, 1778-1978" by R. A. Whitehead, a notably comprehensive and enthrallingly-illustrated story of a famous




*We recently queried in Cars in Books the make of the motorcycle combination used by Clare Sheridan and her brother Lt. Comdr. Oswald Frewen RN, to tour Europe in 1924, referred to in the book "Cousin Clare". Several readers enlightened us – it was a 1922 799 cc V-twin AJS with Plus-One sidecar, regn. no. XL 999. Now Bob Currie of* Motor Cycle *sends us this picture of the outfit on the Russian Steppes.*

company that made traction engines, steam rollers, steam waggons, lorries and electric vehicles etc., and whose story has been told before in other publications, and "Daimler Buses in Camera" by Stewart J. Brown. The former 248-page book costs £10 and is published by Chater & Scott and is available from the Transport Bookman, Syon Park, Brentford, Middlesex, TW8 8JF, while the Daimler 'bus picture-book, very nicely produced, comes from Ian Allen Ltd., Terminal House, Shepperton, Middlesex, TW17 8AS, at a cost of £4.95.

* * *

Colin Campbell's book "The Sports Car – Its Design and Performance", first published in 1954 and reprinted six times in three editions, which speaks for itself, has now gone into a fourth revised edition. It has been up-dated to include, for instance, the Triumph Dolomite Sprint's four-valve-per-cylinder valve-gear, Porsche Turbo bodywork, the Lotus Eclat and Esprit as design studies, etc. in the appropriate chapters. The publishers are Chapman & Hall, North Way, Andover, Hampshire, SP10 5BE and the book sells for £6.50.

* * *

Patrick Stephens Ltd., of Bar Hill, Cambridge, CB3 8EL, have two Christmas offerings of interest to Ferrari and Porsche fans. Both are soft-cover publications, the former dealing with a 250GT Ferrari of unusual elegance in a book titled "The Berlinetta Lusso" by Kurt H. Miska, with a Foreword by David Clarke (96pp., 9" x 12", 100 photographs), priced at £7.50. The Porsche book – what, yet another! – is called "Porsche Brochures and Sales Literature, A Source Book, 1948-1965" by Richard F. Merritt and Susann C. Miller. Although this one runs to 312 pages, measuring 8½" in. x 11", and reprints all the early Porsche brochures covering the Type 365 to 911 Series, there is a good deal of unused space on some pages, so it comes expensive, at £14.95. And this is only the first volume! But then, Porsche owners are wealthy people. The Ferrari book is available with hard-cover bindings, when the price rises to £12.75.

* * *

One which is rather large for a Christmas stocking – but they probably hang up pillow-cases, as we used to do – is Doug Nye's "Motor Racing in Colour" (Blandford Press, Link House, West Street, Poole, Dorset, BH15 1LL, £4.50), a somewhat superficial introduction to all aspects of the sport – but I will never forgive the author for describing Brooklands as a "speedway" of less importance than the flying field it eventually encircled, or as an "oddball venue"! You might put the "Motor Show Book of Humour" by Honeysett in with this one, for those who like that kind of cartoon thing (Gresham Books, Old Woking, £0.95). Nye's book has some useful tables of race-winners of the big-time, along the years.

## Cars In Books

IT IS the illustrations which catch the eye, from a motoring standpoint, in "If Britain Had Fallen" by Norman Longmate (BBC/Hutchinson, 1972). These WW2 war-time photographs show many 1930s vehicles at road-blocks, used as hazards to enemy aircraft in country fields, and so on. A Railton drop head coupe is seen negotiating a road-block near the coast, formed of ancient bathing-machines and farm-waggons (could it have been that used at the time by *The Autocar*?) and a Morris Eight saloon is seen at an anti-tank road-block. Another Morris Eight, with van body, is equipped with a gas-bag, and is carrying the slogan "No Petrol? – Use Gas". A baker, obviously without petrol, is using a horse to draw what appears to be a converted Bedford van. There is a picture of General Von Brauchitsch, whose nephew drove for Mercedes-Benz before the war, with Hitler, and we are reminded that not only were all signposts removed from British roads but that 'buses were not permitted to display destination-boards or time-tables to be issued. On a non-motoring note, some charming bathing girls are seen returning from a beach at which a notice says they are allowed there with an officer "in charge". Which reminds me that when I went to the South Coast in an HRG to interview a racing-driver's wife during the war (he was in the RAF), we were apprehended at a barrier and although I was able to pass off the driver as "my photographer", my girlfriend was unacceptable as "my secretary" and was subsequently fined....

I found little of motoring interest in "Memoirs of an Advertising Man" by John Mellors (LM, 1976), who is one of those curious individuals who, although the human race has been reproducing itself for such a considerable time, is still obsessed with the idea, so that his book is porn-sprinkled to a degree, and I am surprised it escaped the libel laws. It does refer to a Continental tour in a Bradford Jowett light van, which was so slow that the party of four had to make more overnight stops than they had intended. There is even less of motoring in "Ottoline At Garsington" (Faber & Faber, 1974), the second volume of the Memoirs of Lady Ottoline Morrell (1915-1917), but she does refer to the arrival of "motors" at the Oxfordshire mansion during the war, the Prime Minister coming in "a huge motor". Also to the use of motor bicycles at that time, even Maynard Keynes running round Cambridge to try to find one, when he was sent for to come immediately to the Treasury, in London, and thought this means of transport quicker than the train. But during WW1 horse-drawn vehicles were used for local journeys from Garsington, as delightfully described in the book. There is a reference to a fatal aeroplane crash at Port Meadow aerodrome in March 1917, presumably to an RFC pilot, Creighton-Jones and Hoskins being the airmen-friends who had taken Dorothy Brett and Lady Ottoline to watch the flying, after lunch at "The George". Unfortunately she does not include the *makes* of the "motors" to which she refers but I shall try to obtain the first volume of these memoirs, in the hope that in those pioneering times this information was persuaded into Lady Ottoline's journal. – W.B.

## Miniatures News

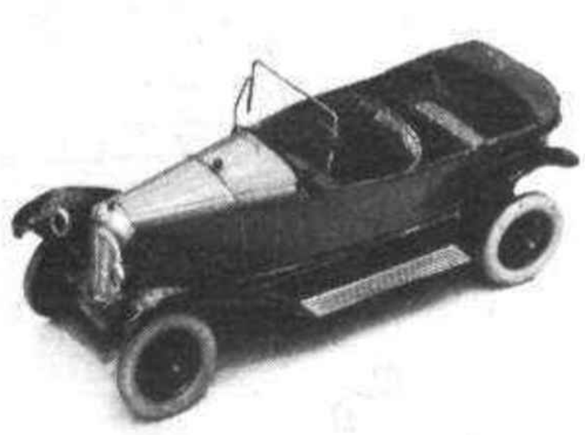
IN THE 1920s Leslie Wilson of Shelsley Walsh fame was responsible for some children's pedal cars based on the 12/50 Alvis that won the 1923 JCC 200-Mile Race. I suppose we would all like to find one of these today, but none has survived. Then, after the war, the Austin Motor Co. put some of their disabled employees to work making pedal-car versions of what was said to be the twin-o.h.c. racing Austin Seven of pre-war memory. I see that these crude and not very realistic kiddy-cars are now loudly claimed by an auctioneer to be collectors'-pieces, worth vast bags of gold.

This being the case, I do not see why we should despise a new venture for making pedal-propelled Morgan 4/4s to ⅓rd-scale, with working head-lamps and horn, bonnet-strap, and a glass windscreen? This is what Hamilton Brooks & Co., of 26, Vastre Industrial Estate, Newtown, Mid-Wales, is now doing. The price is £175 each, plus VAT.

In the miniatures field, GP Models of Radlett have their kit (or assembled) model of the Birkin blower-4½ single-seater Bentley to go with their other great Brooklands model of the Mercedes-Maybach "Chitty-Chitty-Bang-Bang I" – and both these will go into a Christmas stocking. One wonders whether anyone has made a suitable setting for either model, such as part of the Brooklands Paddock, Fork-start, or banking?

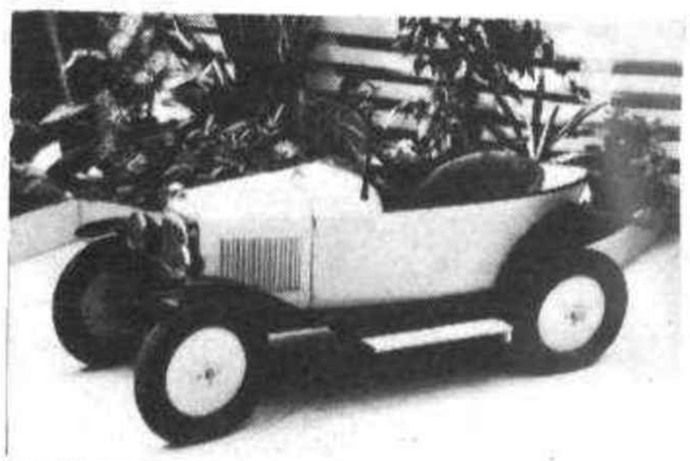
W.B.

*In Miniature News, MOTOR SPORT September, W.B. referred to the series of toy Citroens produced by the French company in pre-War days. Subsequently sent these photographs of examples in their own collection.*



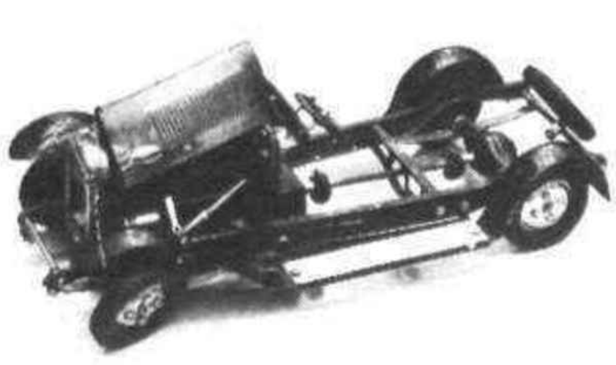
*Torpedo B2*

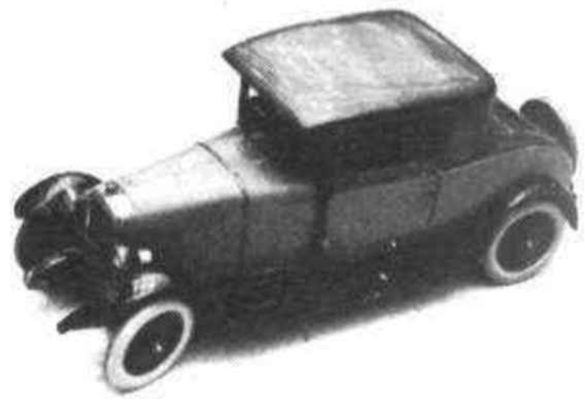
*C6 chassis.*



*5 CV pedal car.*

*B 14 Cabriolet.*





# Veteran Edwardian Vintage

## A SECTION DEVOTED TO OLD-CAR MATTERS

### A Rare Fiat

AT THE 1919 Olympia Motor Show, Fiat showed two new models. There was the excellent Tipo 501 10/15 h.p., which turned out to be one of the most reliable and popular of small cars. Also shown, was the large 20/30 h.p. six-cylinder Tipo 510. One of these was a Berline on an 11′ wheelbase, but there was also a sports model with a well-shaped V-radiator and very clean lines. This was the 510S, with a 10′ wheelbase. Unfortunately, no pictures of this model were shown, and over the years, photos of this very attractive car have been conspicuous by their absence.

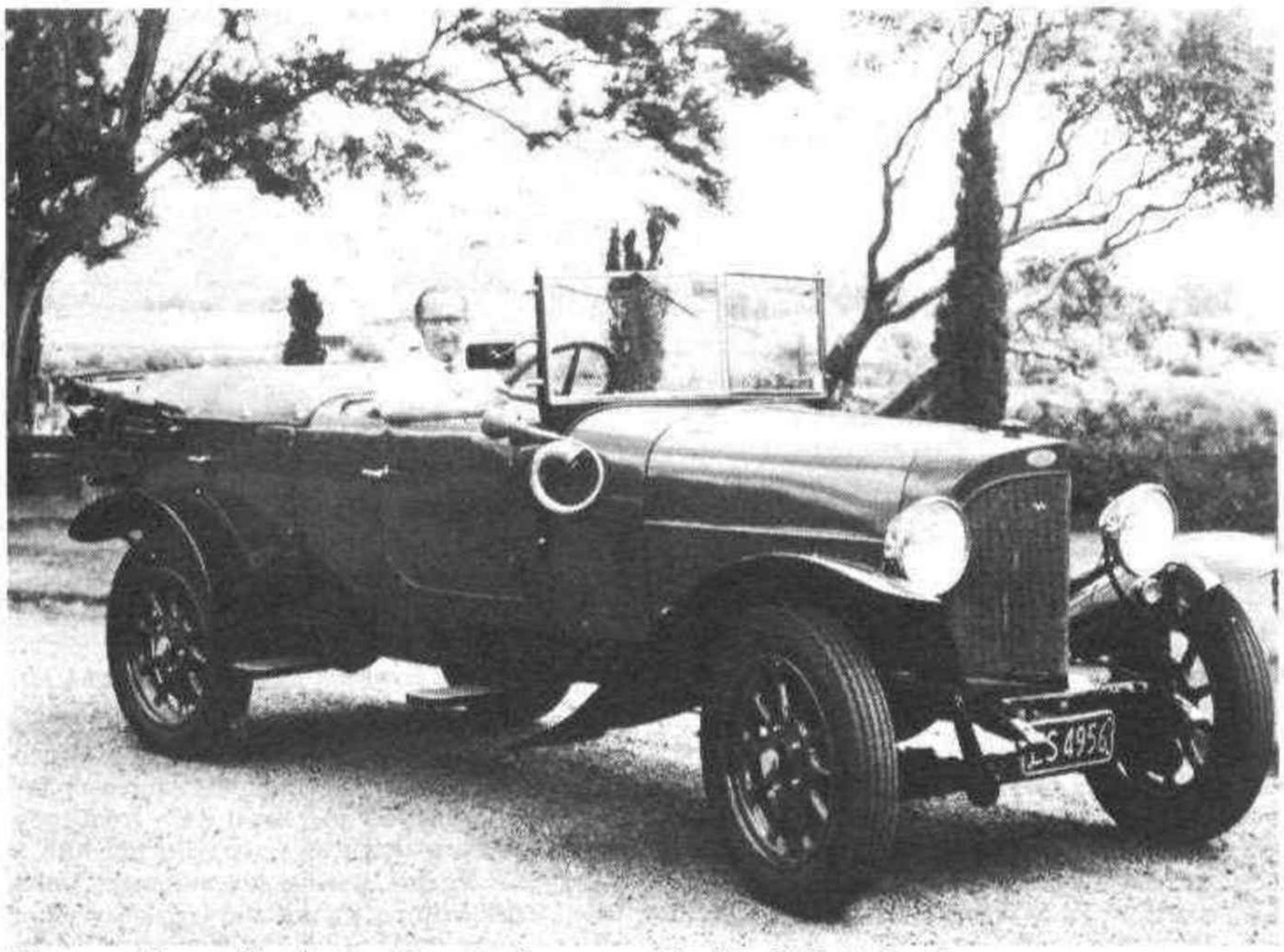
My interest in this Fiat, with its V-radiator, began in the 1920s when my parents, after a succession of Zeros, bought 501S, usually two at a time, in 2-seater, 4-seater, coupe, and saloon forms. We also had one particularly smart aluminium-bodied 501S.

With the schoolboy's usual avidity for catalogues, I gratefully accepted from H. J. Jones & Co., who were the local New Zealand agents, those showing the larger 505 15/20 and 510 20/30 Fiat models, which they, and I, hoped my parents would buy.

The 510S with its V-radiator and beautiful Italian body was looked on as almost the ideal carriage, and it was well up to any of the other more-complex luxury models shown at this first post-war Show. No price was mentioned for the Sports model, but the 11′ wheelbase open four-seater touring model was priced at £1,500, and no doubt the 510S was approximately the same price. At this time, the 40/50 h.p. Rolls-Royce chassis was priced at £1,550. I note, however, that in 1920 the price of the large Fiat five-seater tourer had been reduced to just under £1,000.

This sports version, really a fast tourer, had a bore and stroke of 75 x 130, and a capacity of 3,446 c.c., side valves, a c.r. of 5 to 1, a double-choke Fiat carburetter of fine appearance, and a Marelli magneto. It developed 53 h.p. Maximum speed was quoted in the catalogue as 60 m.p.h., so its cruising speed would be 50-55 m.p.h. It must be remembered that the 3-litre Bentley at that time only claimed 70 m.p.h. with its 65 h.p. – so the Fiat was not far behind, and I am sure that it was a much more comfortable and reliable vehicle than the complex and noisy Bentley, with its sketchy body.

Before raising the ire of Bentley owners, I freely admit that the Bentley went on to much greater things and that the Fiat was handicapped by very low 1st, 2nd and 3rd gears, no doubt good for Alpine passes, but poor for main-road hills. I am the owner of a Bentley, but of the civilised Crewe variety. I am told *The Motor* tested a 510S once and reached 70 m.p.h., but I have not been able to find the article.



*The 1921 Fiat 510S 20/30 h.p. Torpedo Sport owned by Mr. G. B. A. Cowie*

The Italian body – designated a "Torpedo-Sport Luxe", is described in glowing terms in the catalogue – "a straight-lined body with streamlined bonnet and scuttle, four seats, special inclined-shaped windscreen, double extension hood with rear lights, side curtains carried up to the windscreen and provided with lights. The hood, when down, concealed in rear of body. Upholstery of antique leather, cabinet work on back of front seats. Map pockets. Luggage carrier. Petrol-tank protector. Two tool-boxes." The finish was claimed to be "extra special luxe".

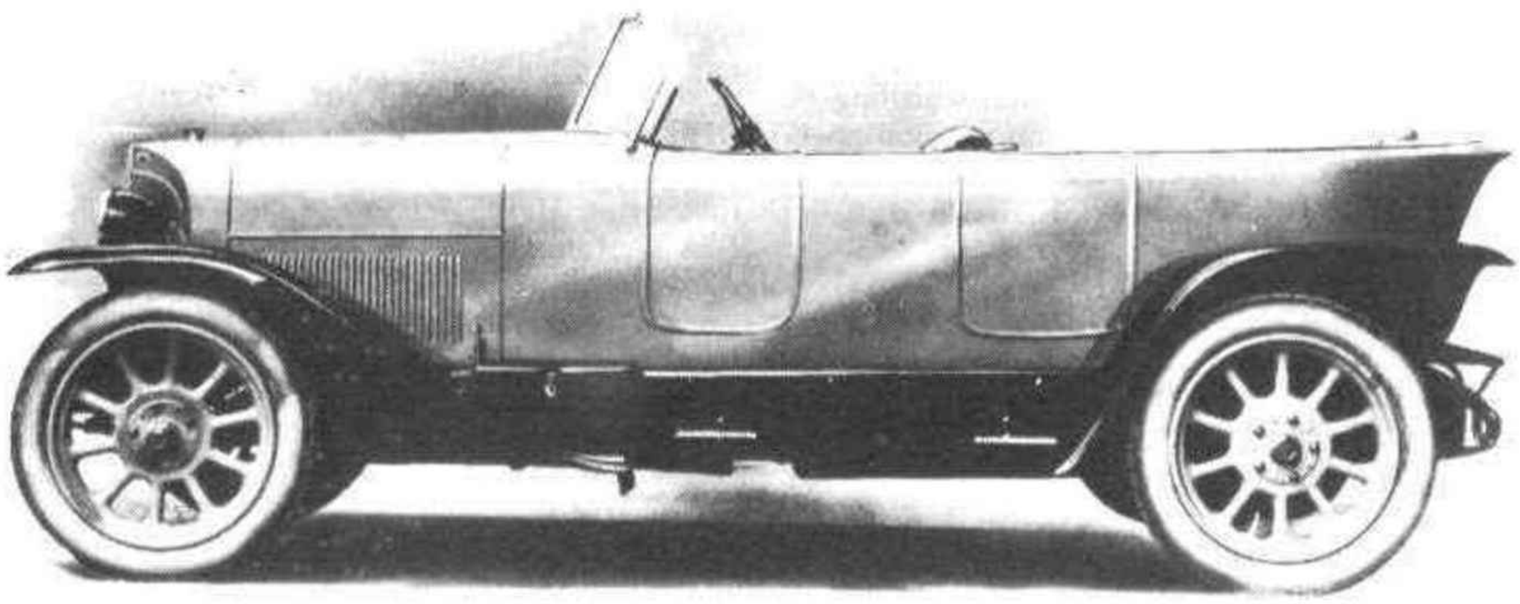
From 1919 to 1925 414 of this model were made, the last ones having four-wheel brakes. Quite a number of these came to Australia and New Zealand, but only five are now officially known to exist, two in Australia, two in New Zealand and one in Kilkenny.

Those coming to New Zealand were mostly imported as chassis and fitted with quite handsome locally-made bodies, rather similar to some English bodies fitted to this chassis. Open two- and four-seater coupes were produced. I know of no saloons here, but the Queen of Siam had a rather unattractive limousine, illustrated in the Bolaffi Fiat catalogue.

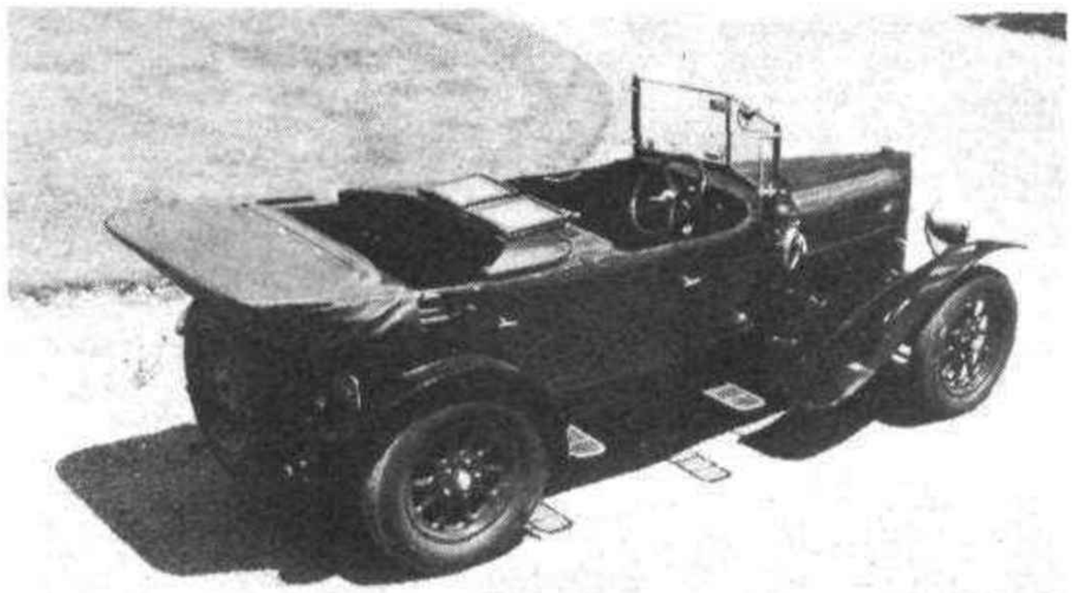
My own car, of 1921 vintage, is the oldest 510S officially known. It has a body by Richard Mann of Kensal Road, London, and has been converted to well-base rims and front-wheel brakes from a 520. The latter were an optional extra, anyhow. It has a long history of owners, but was mechanically restored by David Barker of Palmerston North, from whom I purchased the car. Subsequently I arranged for a Fiat carburetter to be fitted (2nd Series) and for complete restoration of the upholstery, dashboard, and I fitted a rear windscreen. The car was then painted Torino red.

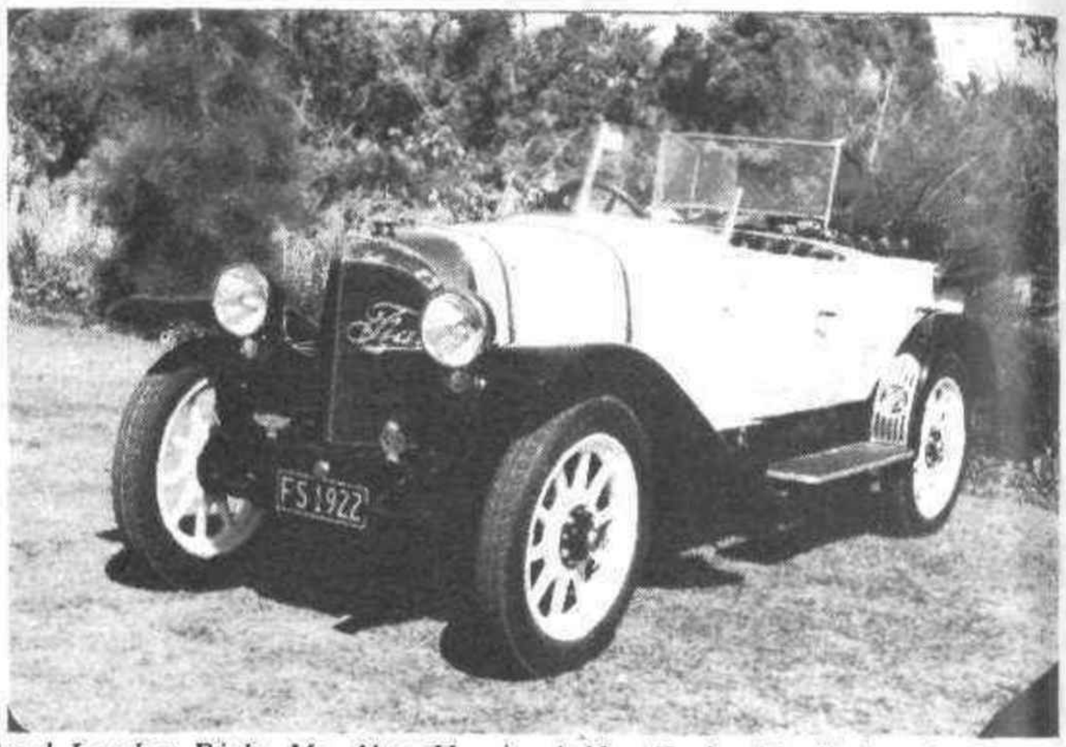
Driving this car is pleasant, once on the move. Cruising speed is 45 m.p.h., but not much more than 25 m.p.h. is safe once reduced to third. The steering is very high-geared, one turn from lock to lock. It is not, therefore, a car for vintage gymkhanas. Once on the move, however, a few degrees of movement get you round the corner.

Petrol consumption is 15 m.p.g. as claimed in the catalogue, and oil consumption is negligible. The gear change needs some practice but is soon mastered and the engine is commendably smooth.



*A Fiat 510S with Italian "Torpedo Sport Luxe" body 1919-1925.*





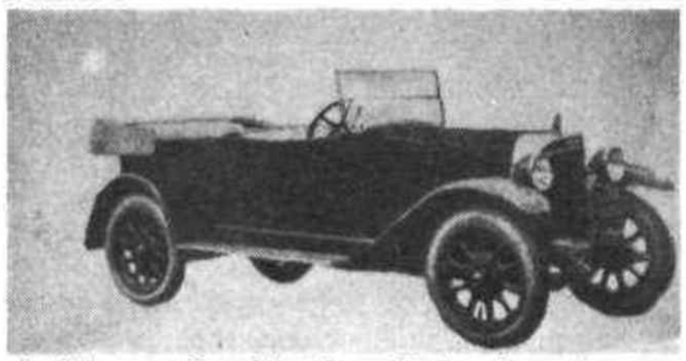

*Left, another view of Mr. Cowie's 510S with body by Richard Mann of Kensal Road, London. Right, Mr. Alton Harrison's New Zealand-bodied version.*

The other 510S in New Zealand belongs to Mr. Alton Harrison of Levin. He has recently had the car smartened with a new coat of paint and general refurbishing. This car has the original beaded wheels, and a V-windscreen similar to the Italian sports model. It is much faster than mine, having been fitted with twin SUs. It is a 1922 model and it has had the radiator stripped down to bare copper, which gives it a rather striking appearance.

Both 510Ss competed in the International Rally held in the South Island in 1972. My car suffered from a defective magneto and it was expedient to stop at the top of a hill, or near another competitor who did not mind giving you a tow. I also had some difficulty with the fuel supply, due to a defective float chamber in the dashboard tank. In this model there is a mechanical pump which creates positive pressure in the rear tank. This forces the petrol into the dashboard tank, whence it goes by gravity to the carburetter. The defective float in the dashboard tank led to a terrifying experience every now and again, heralded by a strong smell of petrol. On opening the bonnet, petrol could be seen spraying plentifully over the hot engine. For some reason no fire ever occurred. This fault has been corrected and the car is now very reliable. (I have heard of this inflammatory tendency on a 40/50 Fiat – Ed.)

Fiat made many famous sports cars in the past, including the 75/90 h.p. Taunus of 1908-1909, the S61 of 10-litres in 1911-1913, the 519S of magnificent appearance, and the 8V of 1952-1954, not to mention the Ballila. Many still consider the Fiat Dino as the most attractive sports saloon.

I have no doubt that they all gave as much pleasure as I get, trundling along, perched high, behind that V-radiator, with the wind whistling round me, giving a much greater impression of speed than the 45 m.p.h. indicated on the speedo of my 510S Torpedo Sport. – GRAHAM B. A. COWIE



*A Fiat 510S with New Zealand made open 4-seater body.*

**V-E-V Miscellany.** – The person who owned that "unknown cyclecar" that was runner-up for first prize in this year's Cyclecar Rally from 1969 to 1975 tells us that it is a 1921 Burrell with a 1910 JAP engine having an automatic inlet valve. Lack of time, money and legislation were against its completion but Mr. Hogg says he did manage to get the ash, centre-pivot front axle onto the vehicle without having to undermine its strength by drilling it and springing was his own mock-up, not completed. He is a real enthusiast, who sought to revive our "Boxing Night Exeters" after legislation had decided W.B. to abandon them and he now runs a 1929 o.h.c. Morris Minor tourer and an Alvis TE21 saloon. A reader in Yorkshire requires photographs of the Talbot-built bodies used on the 14/45 Roesch Talbots, so that he can rebuild the six-light body on the 1927 model he has acquired and which a former owner had converted into a shooting-brake; our correspondent also asks whether the fabric covering of these London-made bodies was stuck onto the steel or aluminium panels. Another Talbot 14/45 query comes from a company which has a client in Germany who seeks a 1927 Y5 Talbot with a van body as fitted to a number of these chassis by *The Star* newspaper, but this seems a forlorn hope, as all these vans must have long since been scrapped.

The truck-bodied Austin 7 we referred to recently belongs to Mike Cavanegh who runs the Bourton Motor Museum at Bourton-on-the-Water in Gloucestershire. The Pre-War Austin Seven Club has been looking at the history of the "Grasshopper" competition Austin 7s in recent issues of its Newsletter. One of the persons listed in the front row of the mechanics photographed outside Parry Thomas' now-defunct Brooklands premises as "unknown" in our September issue is, we are informed, Erik Nelson, who flew in the RFC during WW1 and joined the TID Co. on demobilisation. Another link with Brooklands is that Brian Harvey of GP Models tells me that Ken Wetton who left Lesney's after 25 years in model-making used to be with the Vacuum Oil Co. and remembers in 1933 going to the Track in connection with the long-duration (several days) diesel-oil test of an AEC double-decker 'bus, which ran at something over 50 m.p.h. while racing cars roared round the banking far above it. . . .

Donald Eyre, who was the last survivor of the aviation team which worked with Sir Henry Royce, died recently at Alvaston, aged 73. He worked for Rolls-Royce Ltd. for 50 years, from the design of the 1931 Schneider Trophy engine to the forerunner of today's jump-jet aircraft. He also designed the Rolls-Royce stained-glass window in Westminster Abbey. One of the two lightweight bodies for 328 BMWs that came to this country before the war, one for A. F. P. Fane, the other for the Aldingtons, is apparently owned by Mr. Richard Loveday of Northwood, and as the Aldingtons are said to have returned theirs to Germany after it was involved in an accident, the ex-Fane, ex-Earl Howe 328 now in America presumably has a replica body? If the owner of the Riley Imp, Reg. No. KV 9676, cares to let us have his address, we have a photograph of this car, taken in Cornwall in 1965, to forward to him. – W.B.

**The Austin Seven Record Run at Goodwood**

It will be remembered that last year a group of Austin Seven enthusiasts decided to attempt to establish a 750 c.c. class record for 10,000 miles, this being an unestablished target, although the 10,000 kilo. record stood to a Simca Gordini at over 103. We have advocated filling-in some of the unclaimed records with older cars, so this attempt interested us. The car was not exactly a genuine vintage Austin, as it incorporated non-vintage components, including a Reliant crankshaft and other parts to convert the engine of this 1931 Ulster into something more closely resembling a 1937 "Grasshopper". The 1977 attempt was unsuccessful, as the cylinder block parted from the crankcase but new British class records, officially timed and observed, were established, for 1,000 miles, 24 hours and 5,000 kilometres.

This year, again at Goodwood, the team had another crack at the 10,000 miles figure. Chris Gould's modified Ulster Austin was given a new cylinder block with stronger base-flanges, resembling those of the one-time "works" Sevens, a new Reliant crankshaft, the 1977 mods. of plain bearings throughout fed by a Mini oil-pump driven from the David Newman camshaft being retained. High-tensile holding-down studs secured the new block (previously a standard block had been used, with Nippy pistons, 1.1" inlet valves and exhaust valves of normal size but in nimonic-80 steel). The twin SUs were replaced by a downdraught Zenith carburetter, a Cambridge head was used, and the crankshaft was drilled to further improve the lubrication system.

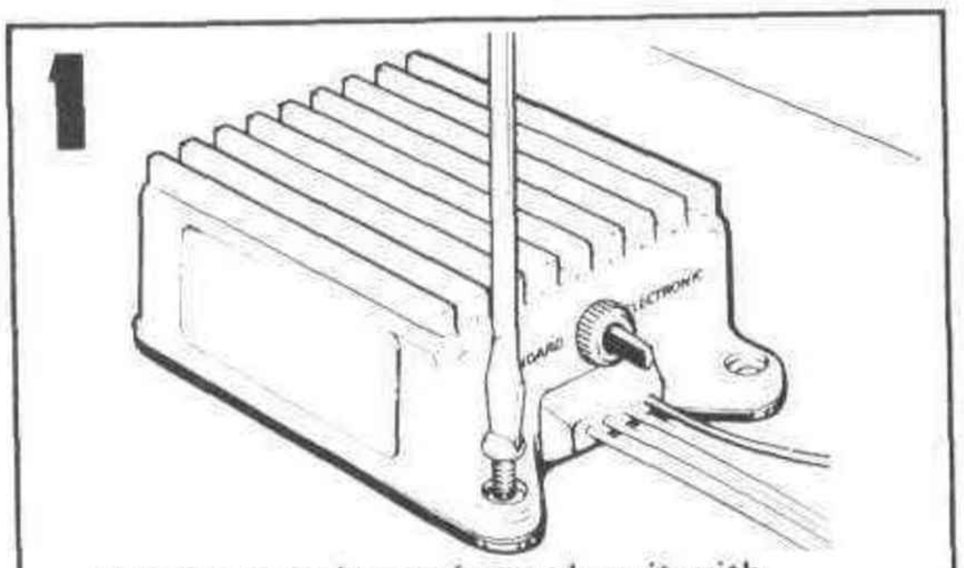
This time the attempt failed again but the Avon-shod Ulster, driven first by Stirling Moss, and watched by Col. Waite, Stanley Edge, Bert Hadley and Pat Driscoll, took four new British

# IT'S SO EASY!

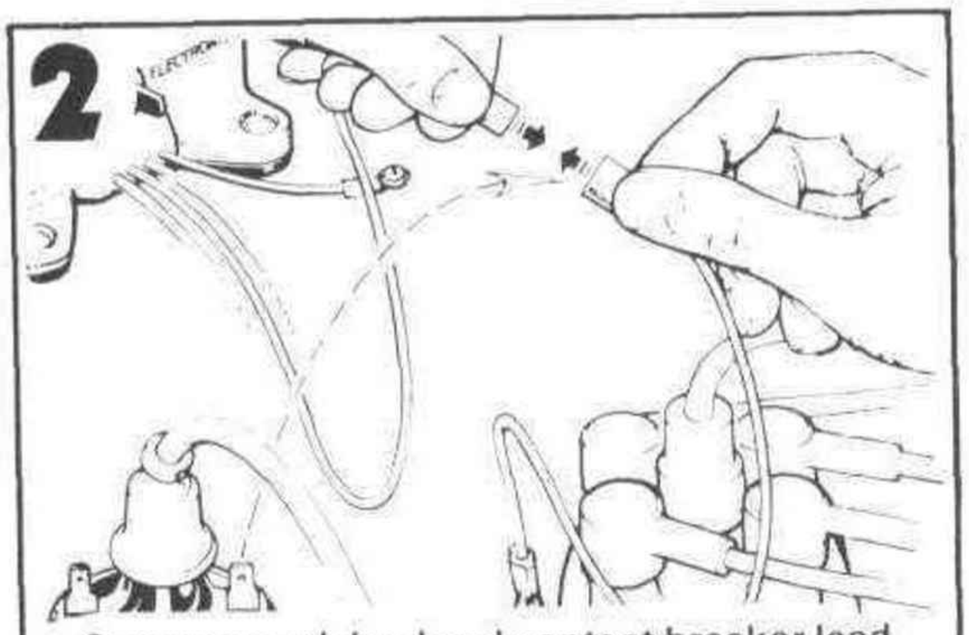
## FITTING IS AS EASY AS 1-2-3

Have you wanted to fit electronic ignition but were worried by complications, reliability and cost? Well, Mobelec MAX is made for you.

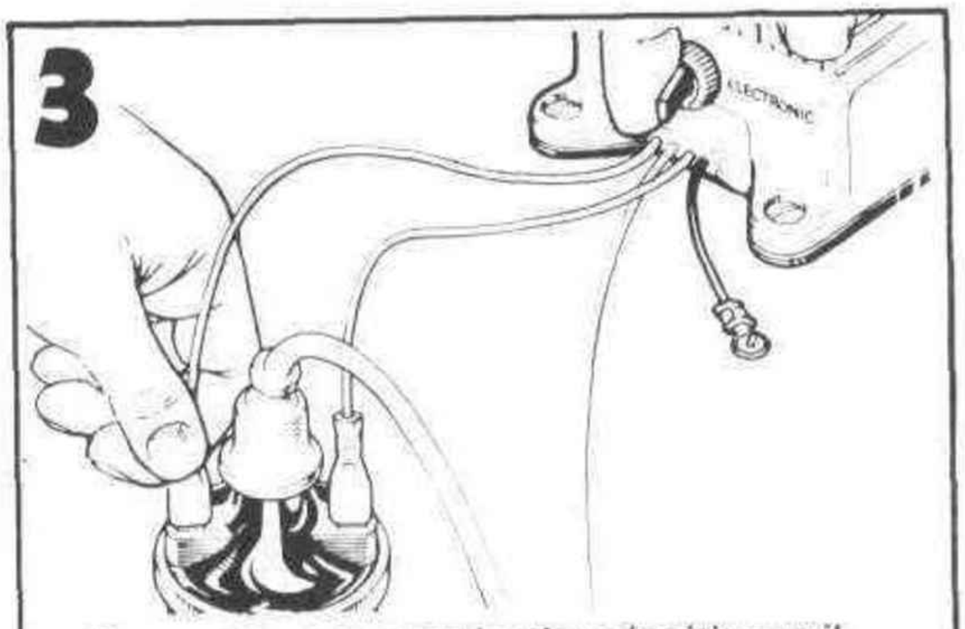
Fitting MAX is easier than changing a set of contact breaker points.




Drill three holes and attach unit with mounting screws provided for sure-footed vibration proof mounting.




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Connect two system leads to ignition coil terminals and set security switch.

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class records in spite of a spate of six broken half-shafts having to be welded and heat-treated in the pits, the car being withdrawn when it was discovered that No. 2 piston was breaking-up. However, the little car, using Champion plugs, Petrofina petrol tubing, and protected by Chubb fire-extinguishers, had by then covered 8,062 miles, which speaks loudly enough to anyone who knows the difficulties which long-distance record-breaking involves, especially round a road-circuit with what is basically a 47-year-old small car.

W.B.

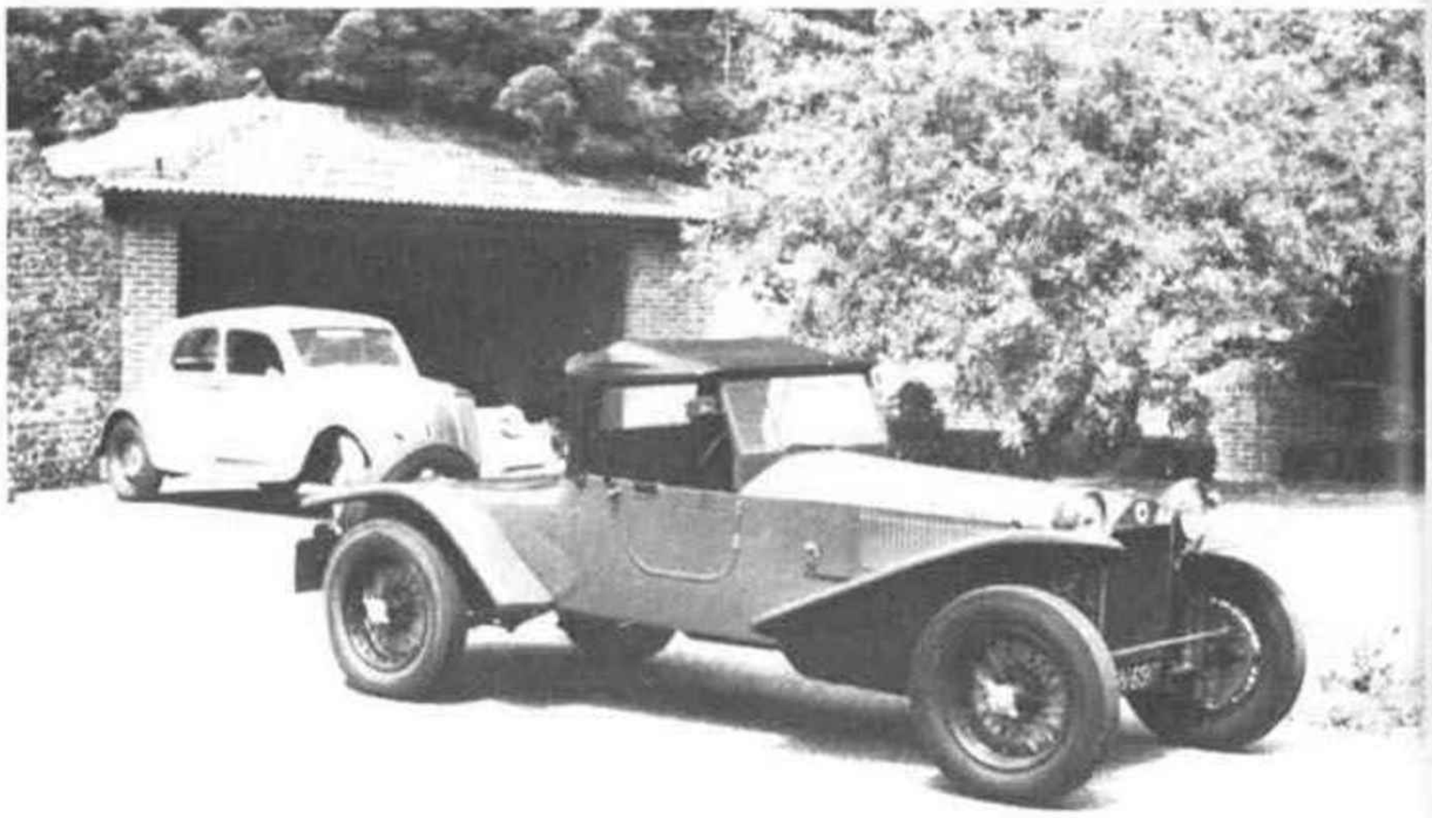
## Progress Report on the Napier "Samson"

WE HEAR from Alan Chamberlain that he is progressing well with his replica of the chassis of the 1904 racing Napier "Samson", out in Toorak, Australia. He has been obliged to make a replica of the original chassis, as this has long since vanished, but it is to be propelled by the original 90 h.p. six-cylinder Napier engine as used in this car for racing at Brooklands and elsewhere under the auspices of S. F. Edge. The car took part in the now-legendary Match Race against Felice Nazzaro's 21-litre four-cylinder Fiat "Mephistopheles" at Brooklands in 1908, losing on that occasion. It vanished soon afterwards. But the engine went out to Australia for installation in a racing motor-boat and has been acquired by Mr. Chamberlain and rebuilt.

In making a replica of this Napier chassis for the original engine Mr. Chamberlain is, we understand, at least following the 1904/1907 designs as closely as possible, helped by drawings found in the Science Museum in London and from other sources, but modern materials will increase the safety-factor. A new front axle beam was machined in Mr. Chamberlain's workshops last July, the design being unusual, as the spring-pads have a wide base to locate with outboard-mounted springs, presumably to help obviate chassis roll, a Napier feature in the earlier models, but a facet that restricts the steering lock. In August the ball-ends for the steering-arms were machined. Indeed, except for some minor parts, the entire rear axle is complete and the rear springs and spring seats have been made and assembled. Three differential units have been made, giving respective ratios of 1.6, 1.85 and 3.0 to 1. These comprise complete centre-sections, so that axle-ratio can be changed simply by replacing the entire centre-section. Incidentally, reverting to the front axle, this was originally of a very crude shape, of doubtful strength, because in 1904 the steering-arm was *above* the springs and axle, so that a snake-like drag-link curving round the offside spring had to be used. Napier's quickly changed this and naturally Mr. Chamberlain has based his new axle on the later type.

All castings and forgings have been made and the gears for the two-speed gearbox cut, but when we last heard from Mr. Chamberlain some machining and heat-treatment had still to be done and the gearbox casing needed machining. It will be recalled that in one of its forms "Samson" had a radiator consisting of coolant tubes following the shape of its long pointed bonnet. This system is being faithfully copied. It will be constructed of 80 ½"-diameter copper tubes, a wooden mock-up having been made to ensure the correct shape for the front header tank, and to aid the sheet-metal workers.

This exciting Napier is due to come to this country next year and compete in suitable events, if its unavoidably replica chassis can get it past the regulations. This might be doubtful in the case of the VCC Brighton Run, on which the restorer has, I gather, set his sights; but the traffic might well deter him in any case. – W.B.



*This two-seater Lancia Lambda was bought by Count Louis Zborowski for Countess Zborowska – see September MOTOR SPORT and letter last month. It was registered in France and Ben Mills was sent to drive it home to Canterbury from Cannes. The car now belongs to Mr. Gerald Batt.*

*The wooden mock-up for shaping the cooling system of the Napier Samson replica, right. Machining the axle beam, below.*





## Nothing New

Among the striking new cars at the NEC Motor Show were the Opel Senator and Monza and the Vauxhall Royale which is really an Opel with a Lutonian badge. These interesting new General Motors' cars use the now well-known camshaft-in-head valve layout of other Opel cars. It is an ingenious and neat means of obtaining the advantages of overhead-camshaft operation while reducing the height of the engine and shortening the length of the camshaft drive, which is by duplex chain.

I was reminded of this while researching something quite different, when I came upon a description of the Lavoie car, made in Montreal in 1923. This had many ingenious features, such as integral body and chassis, full-elliptic springs, and three valves, two exhaust and one inlet, per

cylinder, like a Bugatti. The 3-litre four-cylinder engine also had a camshaft mounted just below the cylinder head. It was driven by helical gears and although a wedge-shape combustion-chamber was used, as on the new Opels, this was achieved by an oddly-shaped piston crown, because the valves were vertical, whereas in the 1978 Opel engines the valves are inclined above a flat-crowned piston. The Lavoie valve-gear used a longer rocker to prod the valve than in the compact GM design of today but it achieved a shorter camshaft drive than an o.h.c. layout would have entailed, a shorter engine, although this was of less consequence in 1923, even with a stroke of 127 mm. against the 1978 Opel's 69.8 mm. stroke. It also enabled the head to be removed without disturbing valve timing, which the GM layout does not, although, of course, the frequent decarbonising undertaken in vintage times is not necessary today, so that this is a minor advantage now. One wonders how many of these unconventional Lavoies were built and whether the valve gear inspired that of the 2-litre Lagonda, which had two underhead camshafts operating inclined valves via bell-crank rockers?

W.B.

# Vintage Postbag

**Carden Cyclecars**

Sir,

My first car in 1920, was a Carden for which I paid £3. At that time there was a cycle builder at the top of Summer Row in Birmingham and whilst waiting for him to unearth a pair of rims I looked out of his back door to see a quite presentable Carden Monocar (twin two-stroke, rear-engine model) in the yard. Apparently it was not a runner but the dealer had taken it in lieu of a debt and wanted it out of the way, hence the price, but when I got it home I found two teeth missing from the final drive pinion. New ones were unobtainable and as a hard-up schoolboy I could not afford to have one made and was resigned to having to try and sell the Carden as scrap when I heard of a small engineering shop at Greet where the owner reputedly performed miracles of improvisation, provided one could challenge his various skills. There were many such in Birmingham then, many highly-skilled but mostly rather unbusinesslike, in that they never charged enough. In my case he softened the crown wheel (about 6" diameter and 1½" wide) and then drilled a number of holes along the length of the root of each missing tooth. This done, he turned up a number of small threaded studs which were screwed into the pinion so that, when they were cut to length, one appeared to have two teeth composed of pegs shoulder to shoulder – as with a denture. He then built up the composite teeth with welding and brilliantly filed the errant teeth so that the pinion meshed perfectly with its fellow.

Re-hardened, it made me mobile and the envy of my class-mates, especially as its twin two-stroke torque and exhaust note made it seem more car-like than AVs etc., with rattling JAPs.

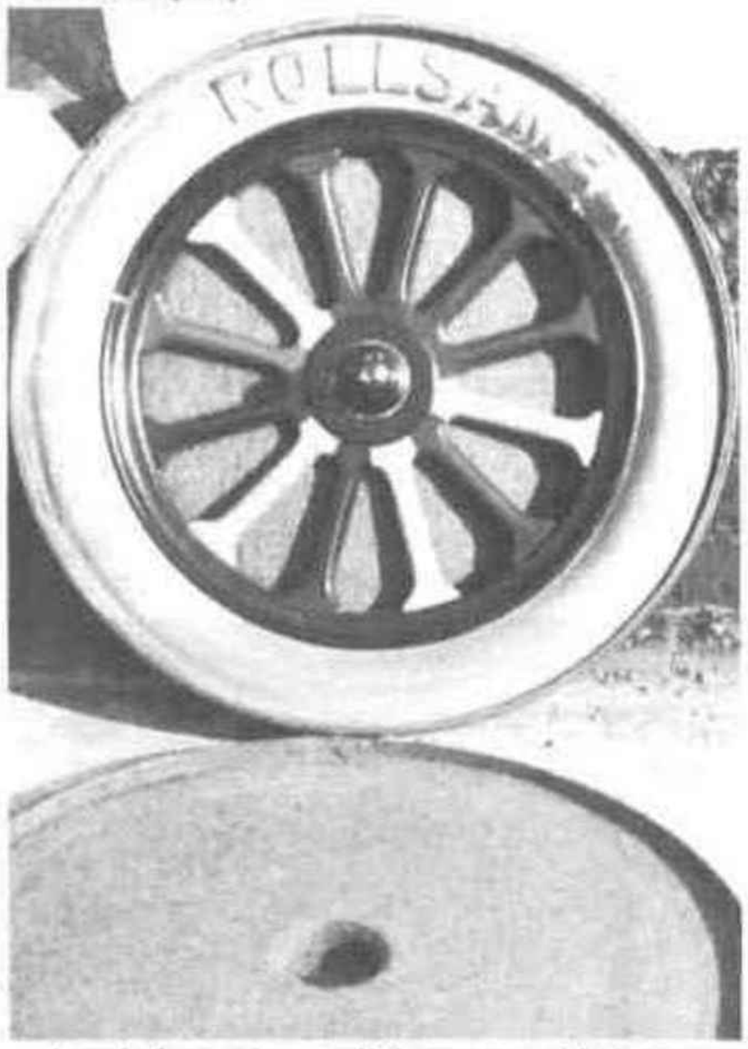
Memory slips up a bit over other details but I seem to remember the solid rear axle shaft ran in rather exposed bronze bearings and that the coil sprung rear was very limited in action because the engine (transverse, rear) pivoted so as to allow such movement as was available. It was rather like a Flying Flea in construction and I have never forgotten the thrill of becoming a motorist by building (well almost!) my own car. And I have never seen a Carden since.

Farnborough W. G. EMETT

**What Is It?**

Sir,

I have recently purchased what appears to be a travellers sample for exhibiting to customers. The sample itself is in the shape of an Edwardian spoked-wheel and bears the name "Rolls Amel", which is stated to be a registered trade mark. The article itself is approximately 2' 6" in diameter and is mounted in a leather case. The tyre itself appears to be made out of plaster and is grey in colour, and each of the spokes of the wheel are in a different coloured paint. I have endeavoured to trace the trade mark "Rolls Amel" without success and I am writing to you to ascertain if you have any knowledge of the same and in particular whether there is any connection between this trade mark and the Rolls-Royce motor company.




Any information or light you could throw on this would be much appreciated.

Woodhouses R. MEERE

(Can anyone recall this item? – Ed.)

**Leyland Love**

Sir,

You weren't taken to lunch in the Anderson Arms, you ate in the Anderton Arms, a little too late to meet my great grandfather who was formerly landlord there. The place was named after Squire Anderton who might have been run over crossing the road from his estate by Mr. Iddon doing a heroic 100 m.p.h. down the future A6.

The A6 was the road to London until the M6 arrived next to it and my father used to tell me that Parry Thomas would drive Leyland men to Preston railway station, some six miles north, see them onto the train, jump into his 8 and then be waiting to drive them to their London destination when they arrived at Euston.

Next time you go to Leyland why not ask after the Bentley-Leyland. This was an enormous grey Bentley, probably an 8-litre saloon, which was given to a favoured employee of the Spurrier Works and fitted at his request with a Leyland 'bus engine. I often used to see this beast when I was going to the junior school which was just past the old Leyland depot you picture on page 1433 of the October issue. I used to think it a fabulous machine and, although very well silenced, it made a very strange noise for a Bentley. Frankly, I used to think its owner was daft to want a 'bus engine in front of him, but such, apparently was his love of things Leyland.

Again at Leyland I often used to see the Rover BRM gas turbine coupe flashing by. That too made a very odd noise, sounding, and going, like a muted fighter.

Where are they now?

Halstead C. J. BEESTON

**More Straker-Squire**

Sir,

The article "More Straker-Squire" in the August issue brings me to the typewriter again both to compliment you on the interesting article and to point out an error, which I am sure you will wish to correct in the interest of historical accuracy. You say in the article that H. Hagens designed "the later c.i. inlet manifold for the 24/90 model which replaced the original fine alloy-manifolding". You have mixed up the manifolds. It was the exhaust manifold which was changed to cast-iron, the earlier models having one made up by welding from sheet steel. The inlet manifold remained aluminium-alloy. It is certainly so on my 1925 car and is shown that way in the 1926 catalogue, and the same goes for the cast-iron exhaust manifold. Regarding the origins of the engine in the light car, I have the engine and gearbox assembly from one of these, but don't know enough about Dorman engines to say whether it is one or not. When describing the new 1,500 c.c. Straker-Squire in their issue for 6/10/1922, *The Autocar* said that the new car was "constructed, for the most part, of well-known and well-tried components", which would lead one to expect a proprietary engine In my previous letter, which appeared in the June issue, I said that the 1921 catalogue showed a racing Six with the radiator carrying shutters and the front number-plate obscured by a racing number-card. On looking more closely, I find that the beginning of an "M" is just visible on one side of the card and a "1" on the other side, so it looks as though it must have been MD7901 and that either the radiator was being tried on the racing car or that numbers were being swapped around – more likely the former.

Another item of interest to me was the mention of the hydraulic brakes – quoted as the standard fitting in the 1926 catalogue – and the "bits of bicycle chain". My 1925 car has the bits of bicycle chain for its four-wheel brake operation, but no hydraulics.

Tranmere, S. Australia G. H. BROOKS

(It is all a long time ago and Mr. Brown's memory may have been slightly astray. – Ed.)

**Ballot in the 1921 GP**

Sir,

In your excellent article on Humphrey Milling's Ballot in the June issue of MOTOR SPORT you referred, with some doubt, to the fact that "W. F. Bradley once told a seemingly impossible tale of the great de Palma, before the Grand Prix, having the gear lever of his Ballot moved to the centre, so that his mechanic could do the gear changing." This made me reach down my copy of "Wall Smacker – The Saga Of The Speedway" by Peter de Paolo, published in 1935 by Thompson Products Inc., Cleveland, Ohio.

Peter de Paolo was de Palma's nephew and his mechanic in the Ballot at Indianapolis and the French Grand Prix in 1921. At Le Mans,

according to de Paolo, de Palma was consistently the fastest Ballot driver in practice. I quote from the book: –"Ballot was not at all pleased. With much excitement he asked 'How does de Palma do it?' 'I wish I knew,' confessed Chassagne".

However the answer was simple. Uncle (de Palma) could outdrive them, but the real trick was the way we shifted gears on turns. During the time we rebuilt the Ballot in New York we had moved the gear shift lever to the centre, whereas before it was on the right hand side. Because it was a right hand drive, with it in this position it was possible for me to shift gear whenever Uncle signalled me. As a result he never had to take his hands from the wheel when we approached a turn.

He would yell "Second" or "First" whichever gear he wanted in accordance with the speed we were making. This saved a few seconds on every turn and accounted for the faster time we were making around the course."

According to de Paolo, Ballot discovered the secret when he (de Paolo) became over eager and started to put the gear lever into reverse instead of second on a corner. Justifiably outraged, Ballot insisted that the gear lever should revert to its correct right-hand position. "Uncle" was highly upset by all this and loafed through the first part of the race, even to the extent of shutting off in front of the pits where Ballot was standing. Later in the race reason or instinct prevailed and he pressed on to finish second behind Murphy in the Duesenberg.

Wellington, NZ G. L. EASTERBROOK SMITH

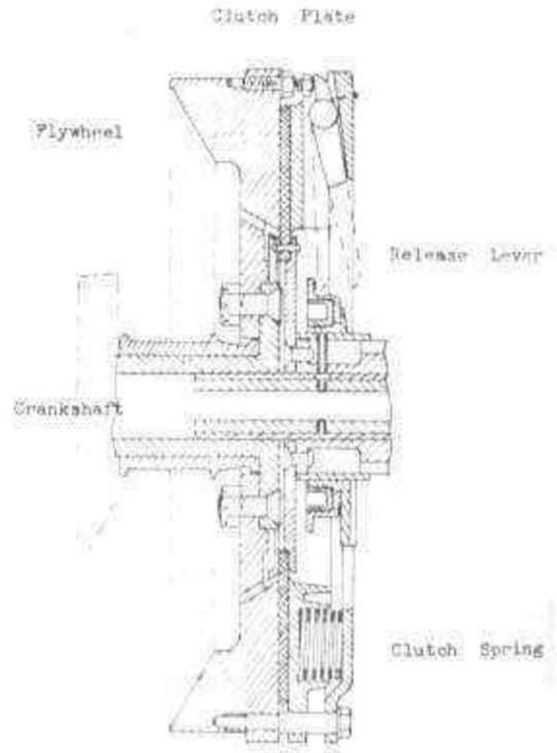
(I knew of this when I cast doubts on W. F. Bradley's story, but I am in the habit of using large pinches of salt! For instance, it seems odd that only changes from 2nd to 1st gear are referred to, as if the car had a three-speed gearbox, although I concede that if the lever had been moved to the centre and the safety-catch over the reverse-slot had been carelessly omitted, de Paolo could have graunched reverse in trying to engage 2nd gear. But why no mention of changes from top to 3rd, more frequently used in the race, surely? I can see that, as an American, de Palma was used to a central lever, but I am very dubious as to whether there was anything to be gained in making his mechanic use one. Although there have been advantages claimed for a driver being able to keep both hands on the steering wheel by fitting a pre-selector box, does this apply to having another person try and control quick double-declutch gear shifts? And just how did de Palma and de Paolo communicate? I know D.S.J. and Moss did so in the 1955 Mille Miglia; but there was presumably fractionally more time to spare for signalling the route ahead than there would be in indicating when a mechanic should change gear. If de Palma, because he was used to them, asked for, and got, a central lever, Ernest Ballot would have known of this. If not, where was the work carried out? I think perhaps someone who had read W. F. Bradley "ghosted" this book and perpetuating his story, and that by the time it was published de Paolo had forgotten the 1921 Grand Prix, or he never read the proofs. –Ed.)

### The First Single-Plate Clutch

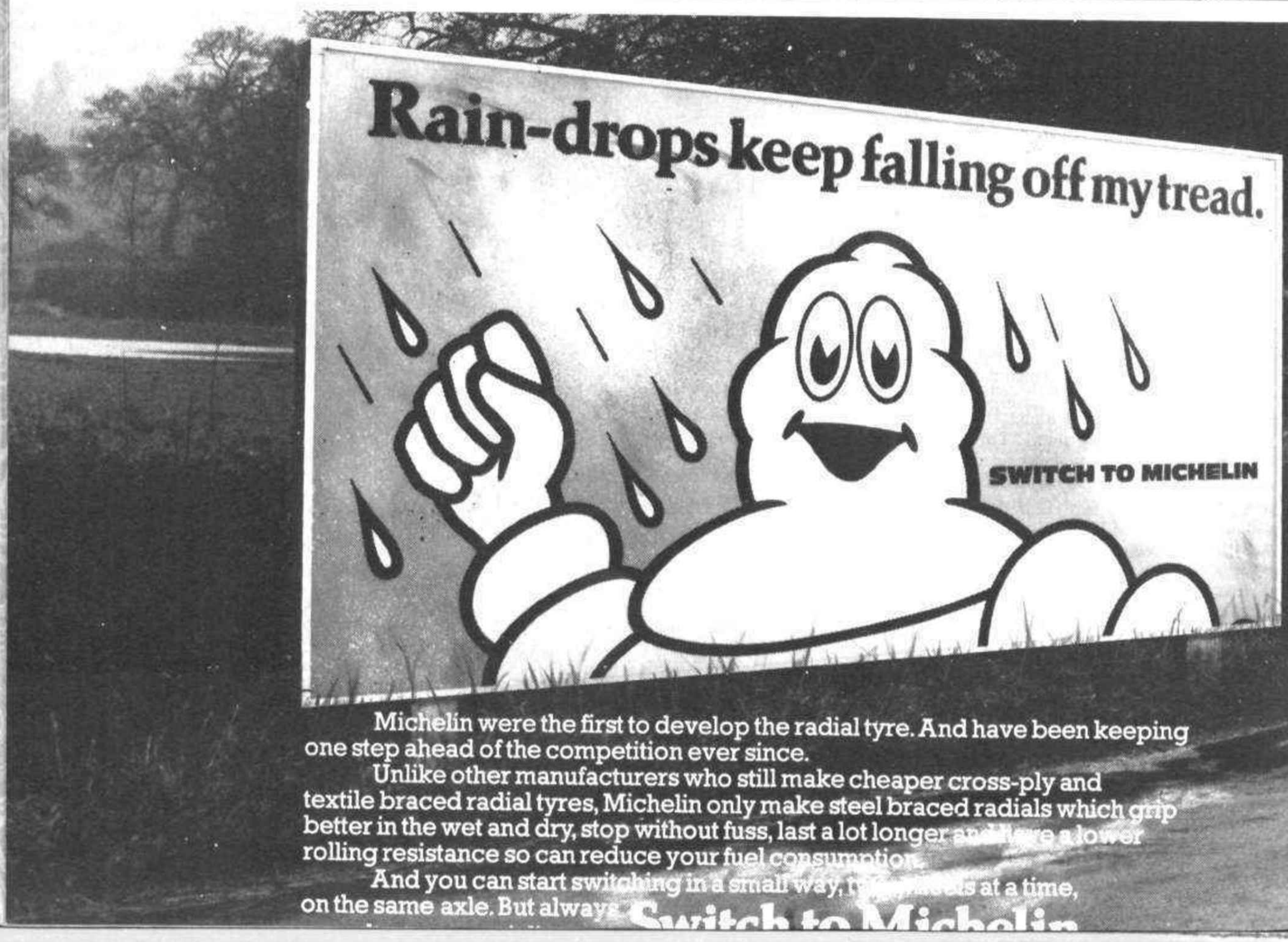
Sir,

With reference to your question about Parry Thomas introducing the single-plate clutch on the Leyland Eight car, I would draw your attention to the Fergus car of 1915. In this car, which was unfortunately never made in the quantity it deserved due to the poor timing of its introduction, its designer J. B. Ferguson of Belfast, included a large diameter single-plate clutch, intended to last the life of the car without the need for adjustment.

This clutch is defined in his patent, Number 14540 of 1915, dated 14 October 1915. It consisted of a large diameter, unsupported, Ferodo disc driving member rivetted to the centre plate with 32 rivets, sufficient number to reduce the shearing stress on each. The object of the design was to reduce the intertial loads of the clutch and therefore ease gear changing.




Ferguson Single Plate Clutch
Patent No 14540 of 1915


Michelin were the first to develop the radial tyre. And have been keeping one step ahead of the competition ever since.

Unlike other manufacturers who still make cheaper cross-ply and textile braced radial tyres, Michelin only make steel braced radials which grip better in the wet and dry, stop without fuss, last a lot longer and have a lower rolling resistance so can reduce your fuel consumption.

And you can start switching in a small way, two wheels at a time, on the same axle. But always

Switch to Michelin

Among the other advanced features of the Fergus car were a rigid girder-frame chassis, soft cantilever springs and fully automatic lubrication of the chassis, springs, rear-axle, and gearbox-shaft bearings from the engine driven oil pump. This car also is acknowledged as being the first to have the engine isolated from the chassis by means of rubber mountings.

J. B. Ferguson tried to have the car manufactured in America in 1916 but the entry of the United States into W.W.1 led to the same problems of supply of materials and components which had been encountered in Belfast. The car was nominally available in America until 1922. Meanwhile, in Belfast, after the war the remainder of the design-team tried to continue with a developed version as the O.D. car. This, however, was killed by a combination of the H.P. tax and the first post-war depression.

Holywood, County Down JOHN S. MOORE

Sir,

With ref. to your "Historical Conundrum" (p. 1436 Oct. issue), single-plate clutches were in use well before the Leyland Eight. I would not like to say who was first to use them but my 1906 6 h.p. Rover has one. The 6 h.p. clutch is the same as that on the 8 h.p. car. This was introduced in 1904. This clutch is a metal to metal (bronze liners on the centre plate) and runs in oil.

Alfold DEREK TAYLOR

**Re-registering Old Cars**

Sir,

Recent correspondence in your magazine prompts me to relate my futile attempt to register an imported 23/60 Vauxhall which I recently acquired in a reasonably complete but derelict state.

Only with a valid MoT, for there is no registration without licensing, I was offered an "S" registration. If I could prove otherwise a three letter/three digit number *circa* mid-50s might be offered to me, but nothing earlier. A copy of correspondence between Lord Montagu and the Secretary of State for Transport, as published in the June 1977 *Veteran & Vintage*, referring to the availability of appropriate numbers for early vehicles made no impression on my Mr. Long who deals with these matters. I was told that unless a directive from Swansea was issued, the position regarding registration was as stated above. I was also told that as a member of the public I could not inspect Swansea directives since they were covered by the Official Secrets Act.

I now believe that unless more pressure is applied to Swansea and its directorate (if any exists) all re-registered cars will have no *legal* case for special treatment in the future. I believe I have discovered in Bristol a new breed of official who resorts only to definitive Acts of Parliament, chapter and verse.

It is evident to me that pre-war cars in general will increasingly be harassed by petty officialdom. There is cause to be concerned about the introduction of roller brake testing. Many early cars cannot meet the existing brake test, they were never designed to do so, most examiners in these cases turn a blind eye, but there is nothing written in the examiner's guide giving exemption. If central MoT stations as for heavy goods vehicles ever comes about the existing brake and lighting regulations will prohibit many pre-war vehicles from using our roads. This has already happened in Germany and Switzerland.

The days of simply taxing a vehicle and driving it have gone; it's all forms and officials from now on, even more forms, even more bumbling bureaucrats to deal with. Definitive legislation with respect to the pre-war car is most urgently needed. The amateur approach of the HVCJC, Lord Montagu and others together with odd notes of exemption tacked on to Parliamentary legislation is not enough. Swansea is surely proof of this.

Bristol Dr. D. G. SHAPLAND

**Concours Standards**

Sir,

At the recent AGM of the Armstrong-Siddeley Owners Club the question of the rules for judging *Concours D'Elegance* was raised. The ASOC felt that the present trend for scraping paint off radiator header tanks, polishing the underlying brass and chroming everything in sight is not restoring but customising.

The Club wishes to draw up its own ground rules, for these contests. Readers' and particularly judges' comments would be appreciated on this, also definitions of words in common use such as "original", "restored", "restored to original condition", "classic car" etc.

As a purely personal preference I would give higher marks to a car driven to an event than one which arrived on a trailer. Surely the prime purpose in restoring these and other fine cars is the pleasure of owning and driving them.

London W6 D. J. FROST

(Letters will be forwarded. – Ed.)



# LIFE AT THOMSON & TAYLOR'S–1927 to 1939

## Mr. R. H. Beauchamp, AMIME, follows up his account of working for Parry Thomas (MOTOR SPORT, Oct. and Nov. issues) with life at T & T's of Brooklands, under the great Reid A. Railton

IT WAS NOT long after the formation of Thomson & Taylor (Brooklands) Ltd. that the position of Chief Designer was filled by Mr. Reid A. Railton. He was a BSc from Rugby and Manchester University who was beginning to produce the Arab car in small numbers at Letchworth. Upon my introduction to him, we soon found a very good understanding that was to last for the following twelve years, and intermittently over the next half a century.

His first remarks, however, were not particularly encouraging, as when I explained that I was working on the sleeve-valve aero-engine project that Parry Thomas had started, he immediately said "Well we are going to stop that". This certainly showed a direct approach but I was soon pleased to hear that we were to start work on a special car for John Cobb, which would be powered by a similar Napier Lion engine to that which I had been involved with in its type testing days with the Napier Co. Apparently John Cobb was not satisfied with the performance of his V12 Delage and a new car was to be built from scratch to improve his Brooklands performances, as well as for long distance records. This was marvellous news, and with the engine-drawings available, work was soon started on the proposed layout as outlined by Mr. Railton.

Unfortunately, in the same way that I was to have a motorcycle accident when starting with the Thomas Inventions Co., I managed to have another more serious one soon after starting with Thomson & Taylor. It might be as well to mention here that when a sparrow flies into one's front wheel this should not provide a good reason for looking backwards to see if it is dead, as even at forty miles per hour, a lot of distance is covered, and B-class roads are seldom straight for long. In short, my footrest-scraping slide failed to keep me out of the rear wheel of a now stationary car around the bend, and the resulting somersault gave me a compound leg fracture that kept me immobile for six months. Once again, however, Ken Thomson, who kindly took time off from his many duties to visit me, agreed with Mr. Railton that the job would be kept open for me as soon as I felt fit to return. In the meantime "Pa" Saunders was maintaining progress with the work and I returned to find that the drawing office was now occupying an end room in "The Hermitage", nearest to the workshop with Mr. Railton's office at the same end of the building across the corridor.

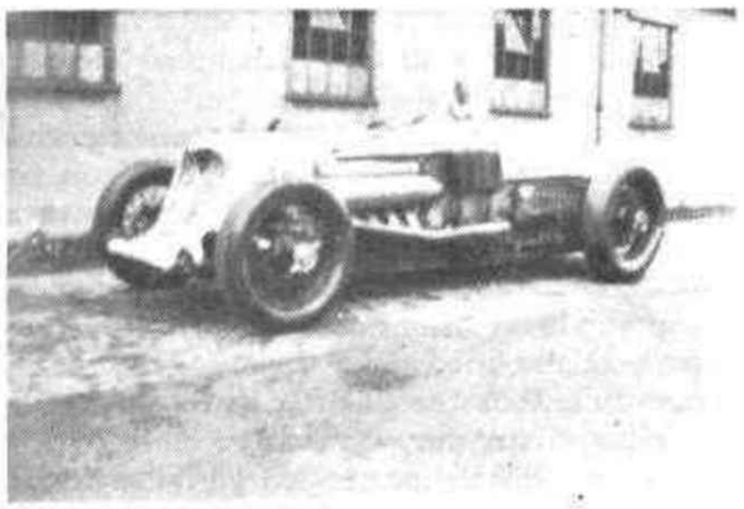
This car was an absorbingly interesting vehicle to work on, in all its aspects. As the weeks rolled by the objective manner in which Mr. Railton tackled all the problems involved was a revelation. The necessarily long wheelbase, due to the size of the Napier engine, was of advantage in the car's later task of riding the notorious Brooklands bumps. The underslung frame at each end and its additional check straps above each axle allowed much more than the usual axle movements, to assist in the same end. A great deal of attention was given to the suspension, the duplicated main leaves of both front and rear springs being also comparatively wide in order to absorb the high engine torque involved, and with rebound rubbers on the frame, together with hand-adjustable Telecontrol and pre-set shock-absorbers, completed an assembly that was to perform very satisfactorily. The vertical movement of the front axle was also controlled by a tie-rod under each front spring, giving a "Watts type" movement to the axle, which together with a long drag link from the adapted Bentley steering-box ensured the least feed-back to the steering wheel, with consequent benefits to the steering of the car. The good old Napier engine was isolated from any wracking from the main frame by a three-point-mounted sub-frame and the airscrew shaft was modified to take a very large-diameter, machined-all-over flywheel to house a single-plate clutch. This arrangement served two main purposes in that it provided a good flywheel effect for the engine – now that no propeller effect would occur – during gear changes, and the single-plate clutch would ensure that there was no clutch drag to interfere with the small crash-type gearbox during gear changes, and so safeguard it.

All these and many more details of the car are accurately set out in Mr. W. Boddy's "History of Brooklands Motor Course". Suffice it to say that throughout the work high quality materials were used, in a serious effort to keep the overall weight down to a minimum.

During the manufacture and construction of the car the close co-operation of Ken Taylor was most helpful, and I well remember his remark that there was no real point in limiting a bolt's clearance hole to 1/64" when 1/32" was just as effective from a clamping point of view. This "clamping effect of clearance bolts" comment of his was later to lead to torque tightness testing for special applications throughout the range of bolt sizes. He also suggested that where a ring of studs was required to be fitted, they should have pin-faced seats for a washer and castle nuts, the nuts being wired together for total security, such was his meticulous attention to detail. P.T., as he was called by Mr. Railton (to distinguish this "Ken" Taylor from "Ken" Thomson), was also helpful, during the eventual running of the car, in tailoring a solid footrest to safeguard John Cobb's left foot from the open-running clutch mechanism, and to assist him in bracing himself in the driving seat. A firmly-anchored armchair seat, closely fitting his hips as a lateral anchor, was also fitted. Before taking the car to Utah brackets were added at the front frame end for a quickly-detachable set of headlamps to be either added or demounted according as to whether the car was running during daylight or night-time hours. Another item schemed for the American runs was a 100-gallon fuel tank with its Bentley type quick filler. Saunders, a kindly man and a good engineer, had now left the firm to take up a position with the Vauxhall Co. and an Italian friend of Mr. Railton in the cheerful personage of Achille Sampietro had now joined the drawing office staff. Not surprisingly, being confronted with and solving all the problems connected with these high speed cars, Mr. Railton's health was often troubled with migraine headaches and it was during one of a number of visits to the Alpine area to recuperate – this time in Italy – that Mr. Railton I believe first met Sampietro. R.A.R. once asked him to check the capacity of the tank already drawn up – with the rapid use of his calculus method "Sammy" reported 102 gallons. I insisted on 100 gallons and I could see by the twinkle in R.A.R.'s eye that he agreed that – each in his own way – we were both right Sammy from a theoretical angle and myself from a practical angle. On another occasion he asked us what would be the diameter of a steering column, given certain conditions of load for a light alloy tube of 1.0 s.w. gauge. Sammy said 2" o. dia. and more for fun than any other reason I suggested 2⅛ o. dia. Here again R.A.R. seemed



*Mr. R. H. Beauchamp, the author of this article, at work in T&T's Brooklands drawing office.*



*The famous 1933 Napier Railton, now in the Midland Motor Museum.*

amused as on this occasion Sammy was correct from a practical angle whereas my result could be considered more correct – this time from a theoretical angle – as these odd diameters were not readily obtainable at the time. On other reliability grounds the scheme was not used anyway, but this is just mentioned to illustrate the many considerations given for just one other small design item.

It was at about this time that the scheme of adding a starting gear (with an R.A.R.-Lucas motor) to the car as undertaken by J. B. Perrett who had joined the firm in 1934. As the motor in the disengaged position lay between the two forward sections of the near side rear springs – I was somewhat anxious in the layout to ensure that the motor did not get knocked off on the bumps. This scheme is described in the May '78 issue of MOTOR SPORT by J. B. Perrett.

Later again another very ingenious scheme of a vertical aerofoil was mounted at the front end of the car, balanced by an arm with a ball filled with lead shot (as on some light-fittings used about then), the purpose of which was to provide an inward component of effort at the front end to take some of the strain off the driver in continuously circling a 12-mile diameter circle at record speed.

From some notes I have dated January 1935 this speed could be 160 m.p.h. with an effective rear wheel circumference of 128.5", and rear axle ratio of 1.68-1 at 2,200 r.p.m. but there was no governor on the engine speed – so the car's maximum speed was not assessed - and was presumably arranged by mutual consent with the chef d'equipe, usually Mr. Railton, John Cobb needing no persuading to put his foot down, and the basic capabilities of the engine to exceed the above speed became well known later.

This car was eminently suitable for these long-distance records, as after hours of pounding, the salt surface tended to break up resembling an even worse track than that at Brooklands. It also says much for the strength and stamina of John Cobb himself, as well as that of his equally tough and cheerful co-driver Charles Brackenbury who assisted him.

In the late 1920s whilst the work on the Napier-Railton was going on, R.A.R. had been working on the Riley Nine chassis and by verbal instructions to mechanics had cut and re-welded an existing Riley frame to provide the first of a range of Brooklands-type Riley cars that were to become well known. This first particular chassis with shortened wheelbase and the centre section swept out to the full width of the car enabled the driver to sit to one side of the propeller shaft, in very close proximity to the ground. The engine was also considerably modified and great interest was aroused when, on its first outing, a maximum speed of 103 m.p.h. was attained when driven by Mr. Railton himself. This was a notable performance for a 1,100 c.c. car and ensured the continued support of Mr. Victor Riley.

Some trouble was experienced and conquered with the running clearance of the new pistons and all the Ulster TT cars were equipped with a special large sized ribbed aluminium alloy oil sump complete with a vertical stem and quick filler lid. The rockers and their push-rods also caused some concern regarding material selection for wear, as although this tended to be compensated for by valve stretch, the valve timing could be affected. The water circulation was therefore carefully considered.

This design and development work led to the arrangement and marketing of two stages of tune that any private owner could purchase for the improved running of the now famous Riley Nine.

During this time of preparation T & T's had acquired a small Heenan and Froude water-type power brake on which test-bench all the Riley engines were run. As the water pressure was variable – and sometimes non-existent! – P.T. soon had installed a roof high-cistern for its use. We were now in what I suppose could be called "limited production" with these modified Riley engines and perhaps because of my previous experiences of this brake I was co-opted into the test shop to help with the work. I arrived in the test shop one morning to see an engine ready for test on a trolley but no assistant around, and not wishing to delay the test hoisted it on to the bench. Unfortunately this resulted in a ruptured groin muscle, and I was not long in receiving good medical attention in the local Brentford Cottage Hospital at P.T.'s suggestion.

Back again after a month away my morale was almost immediately raised by the sight of the Maina & Villiers designed Blue Bird Land Speed Record car of Malcolm Campbell standing outside the workshop with its brilliant blue and yellow paintwork shining in the sun. Here obviously was the start of another very interesting project and I can perhaps best quote from an extract of a paper by Mr. Railton entitled "Blue Bird 1930-33" written for the Institution of Automobile Engineers Proceedings Vol. 28 Session 1933-34:

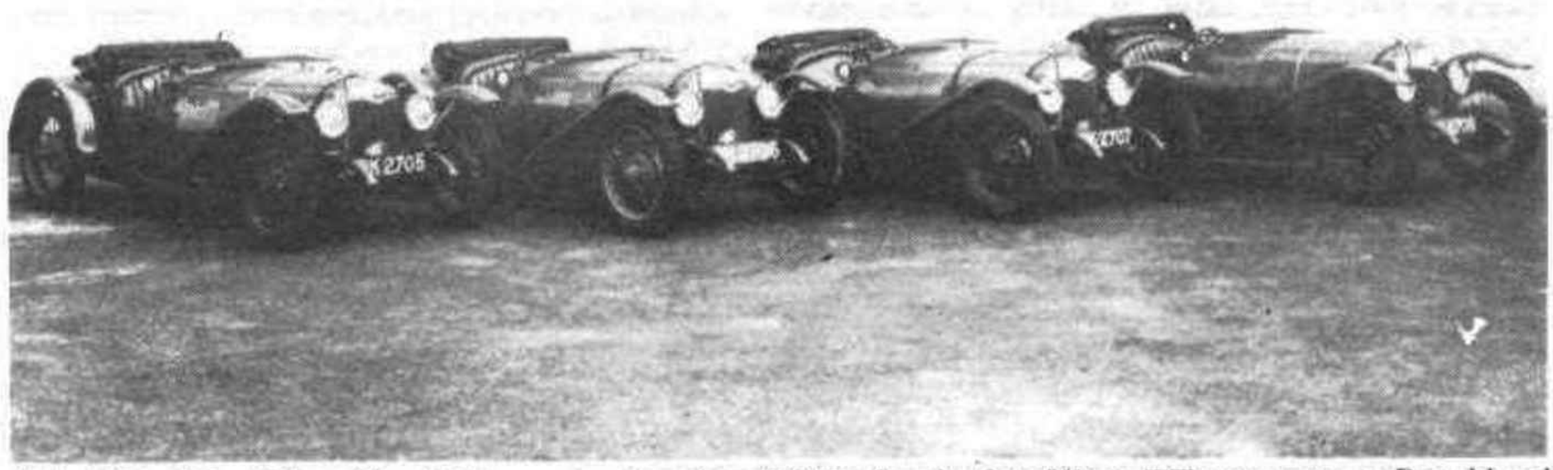
"The first Napier-engined Blue Bird was built in 1926 to the designs of Mr. J. Maina and Mr. A. Villiers, and its original engine was of 450 h.p.

"To account for the form and general design of the car as it is today, it may be of interest to recount the position when the author first took the job in hand in 1930. The previous year Campbell had taken his old Blue Bird car to South Africa and had put up an average speed of 218 m.p.h. over the mile. Unfortunately for him, Segrave was at Daytona with the Golden Arrow at the same time, and had put the record up to 231 m.p.h. – a figure which Campbell's car was quite unable to reach. The Blue Bird, as it then was, had a Napier engine giving just over 900 h.p. with a clutch and transmission disposed in the ordinary manner. The driver sat over the propeller tube on the centre line of the car, and the body was streamlined as well as was possible with the necessarily high driving position. The radiator was very small and was carried in the nose of the car, the exit for the air behind the radiator being through a gap in the undershield.

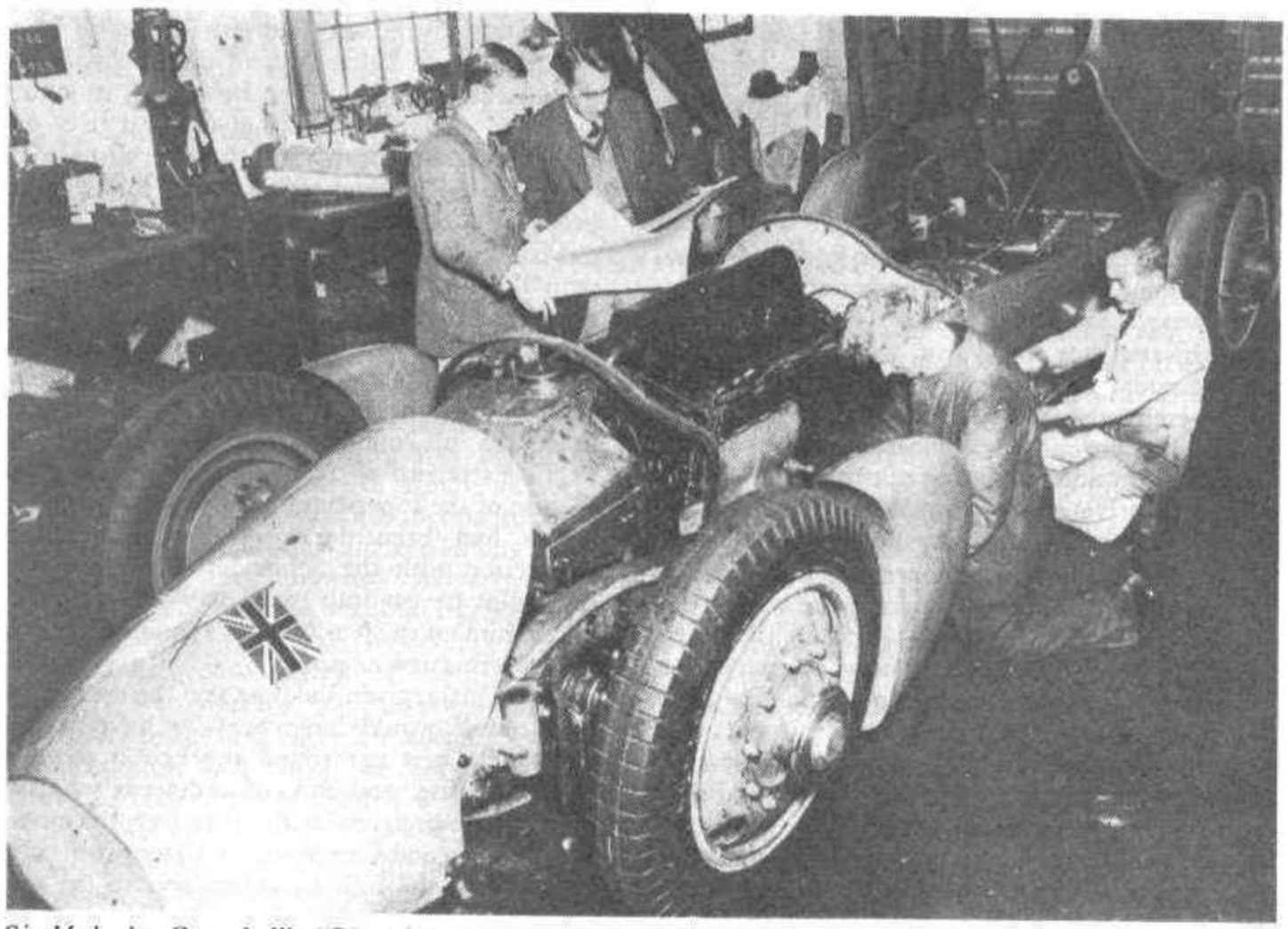
"Early in the new year of 1930, Campbell made up his mind to make an attempt on Segrave's record of 231 m.p.h. He had in mind the use of the supercharged Napier racing engine which had been developed for seaplanes in connection with the Schneider Trophy, and at this point he got into touch with the author to advise him on the feasibility of rebuilding the old car with this new engine.

"Obviously, given the time and the money, the best course would have been to have built a completely new car round the new 1,400 h.p. Napier engine, and this, of course, is what we should have preferred to do. However, the money was limited, and Campbell was determined to go to Daytona the following January, so the task immediately resolved itself into that of rebuilding the existing car. In the end, the only major units of the old car that survived were the front axle and brake gear, the steering gear and the frame side members; but the resulting saving of time made it just possible for the car to be ready for the appointed date."

The challenge now was not to beat Thomas' 171 m.p.h. but to break the 231.44 m.p.h. record that Segrave held and the time available was just one year, with a car to be modified that had previously not exceeded 206 m.p.h. A start was soon made on a ¼-scale layout with the new supercharged Napier Lion engine and the existing frame with a new clutch and gearbox with the layshaft offset 7", driving the offset rear axle through the propellor shaft and tube which was now alongside the driver. From this preliminary layout a wooden-based $^1/_{10}$-scale model was made, with all the major units in wood and a gauze simulation for the new radiator added, smoothly clothed in plasticine to achieve a streamlined form. This particular scale was chosen to allow the Vickers wind-tunnel results to be quickly transposed into full-scale form, and news of the results achieved from R.A.R. were good, in that we were to go ahead with the project as he had planned. A Mr. Plumb was enlisted to deal with the rear axle scheme and details whilst I tackled the forward section, and



*The Riley Nine "Brooklands" team, proposed by T&T's for the first Ulster TT race, seen at Brooklands shortly before they left for Ireland.*



*Sir Malcolm Campbell's "Bluebird" in the T&T workshops with Reid Railton discussing a point with Ken Taylor, while Simmons and Reading are working on the car's brake-gear. The latter part of this article is largely devoted to LSR cars designed by Reid A. Railton.*

soon we were issuing drawings of structural parts, hand forging drawings, and casting details. The production of parts was marvellously assisted by such outside firms as John Thompson, Firth Derihon, David Brown, ENV, and many others at a later date. We were now working in the British inch system of measurement, as against the metric system of Parry-Thomas, and as my training was concerned with inches I fell back into the use of the standard "Newall" System. Mr. Railton with P.T. soon agreed that some of these limits were too close for the job in hand and himself considered how most running-bits could be modified to give an equivalent of about 10,000 miles of running of an ordinary vehicle, to avoid catch ups. In a similar way the Hoffman Bearing Co. supplied bearings of "000"-type indicating a "free" clearance greater than normal practice would require, upon examination of the application in question.

Very little trouble was experienced with the car abroad, with the exception of a tendency for the gearbox dogs to kick-back if the gear change was not exactly timed. As usual the Dunlop tyres performed faultlessly and both runs were completed without stopping.

The following year the car was again taken to Daytona after modifications to the radiator size and its cowling and again broke the World Land Speed record on February 24th 1932 with a speed of 253.97 m.p.h.

In the meantime there was plenty of interest in customers' cars, and the office planimeter and pipette were kept busy checking compression ratios with the workshop milling machine machining cylinder heads, as well as design modifications of most items for the top end of an engine on the front end or tail end of a car. All to the same end of either improved speed or acceleration, suspension or road-holding and handling, but seldom having comfort predominantly in mind! There was for instance the ingenious internal gear for the blower drive of Whitney-Straight's Maserati (which not only increased the blower speed in relation to the engine but also positioned the blower correctly between the front cross member and the engine) as well as steering modifications made for him to this car. With these modifications, Straight successfully took the Brooklands Mountain Circuit lap record at some 78 m.p.h., a speed that was not equalled at that time by any other car irrespective of engine size, with a "D" Class car of under 3-litres, which certainly showed his skill and daring as a first class driver.

Great assistance was given by a small local firm of gear cutters – Sykes of Staines – who supplied form cutters for this blower drive and even took some time and trouble to sort out suitable cutters for the gears of S. C. H. Davis' ancient Leon Bollee three-wheeler, albeit a gear which resulted in somewhat increased backlash clearance which was however admissible!

The ill-fated Bentley of Sir H. Birkin was also fitted with an instrument panel bulkhead that decided the line of the new single-seater body and with positive displacement blower modifications and silencer details to comply with the regulations then in force, and these items enabled him at one time to take the Brooklands lap record.

In April 1932 Malcolm Campbell presented Mr. Railton with a drawing of the Rolls-Royce "R" engine with the suggestion that this engine should now power the Blue Bird! A new frame would be required due to the length of the R-R engine. As the R-R engine torque was almost double that of the Napier the whole transmission had to be rechecked and eventually a new clutch, layshaft, propeller shaft and rear axle bevels were schemed, detailed, and produced together with modified shock-absorbers and road springs, with again a revised radiator, mounting and cowling. The materials were all carefully checked as the relevant parts had to be encased in the existing gearbox and axle casing which R.A.R. had decided must be used again if the record was to be taken in the following February. The T & T works lathe was kept busy turning up material test pieces which were then tested in a Houndsfield tensometer which the firm had now acquired. Eventually the car was made ready in the time available and the record was taken, after the mechanics had made a modification in double quick time in America to an oil seal scroll at the gearbox output shaft end. The speed recorded was 272.46 m.p.h.

In the interim period another interesting car to evolve was the engineering involved in placing the 4-litre Sunbeam V12 roller-bearing engine in a new chassis with a Wilson s.c. epicyclic gearbox. New suspension and some very large composite brake drums of light alloy and carbon steel were also fitted and with a new body the car successfully took the class C lap record for the Mountain circuit the same year.

During the late 1920s and early 1930s the works and design office had the unique experience of having dealings with a remarkable range of cars including Alfa Romeo, Amilcar, Bentley, Bugatti, Daimler, Delage, Duesenberg, Fiat, Hornet, Invicta, Leyland 8s, MG Magnette and Midget, Maserati, Morris, Riley, Thomas Specials, Salmson, Talbot and Triumph. This list may not be complete but it is sufficient to show what a wonderful chance it gave to see how various designers tackled similar problems.

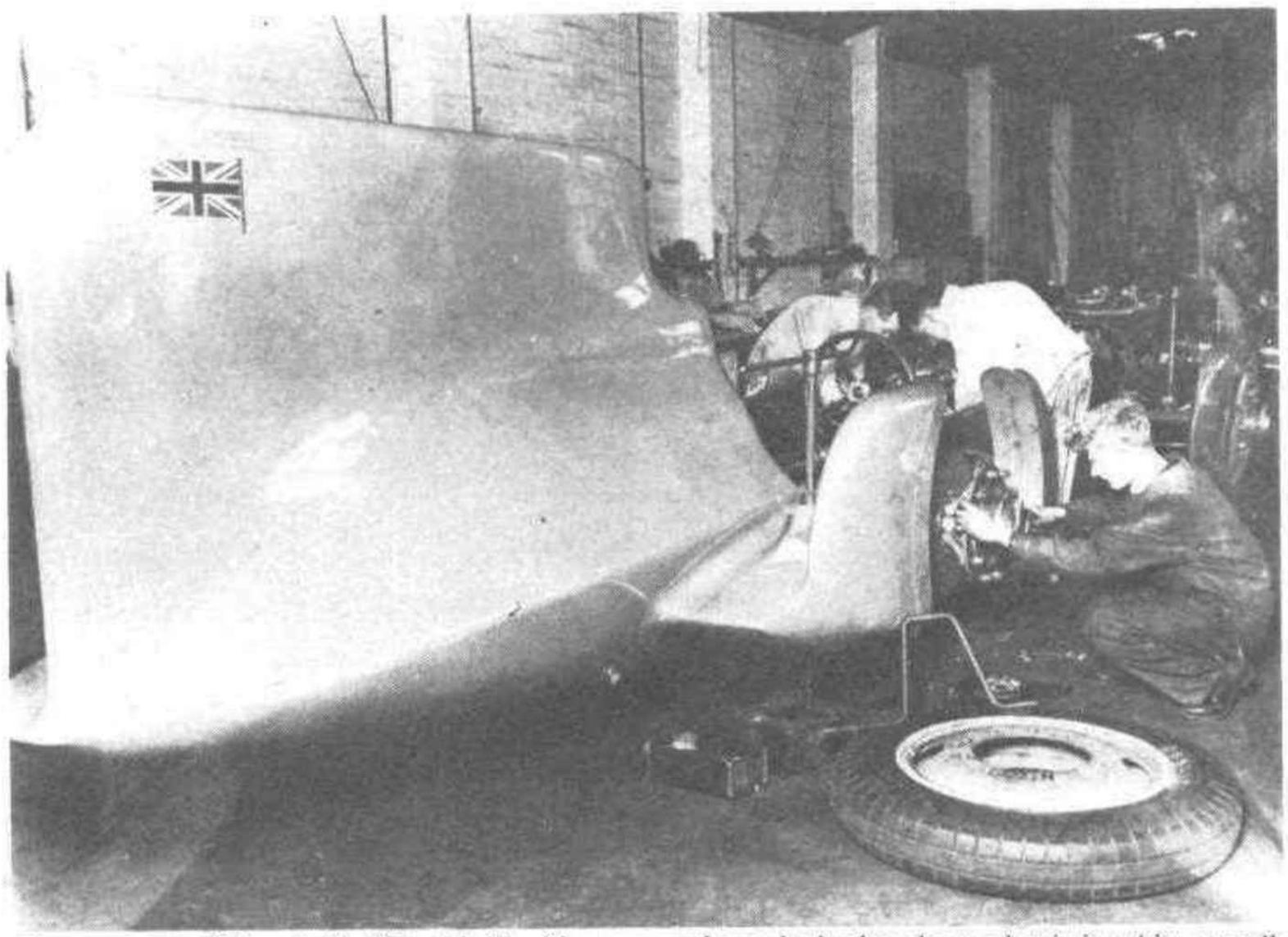
It was in 1930 that Mr. Railton, in consultation with Mr. Simpson (who was at that time Chief Designer of the Daimler Co.) accepted the brief of designing a low-slung touring car to be built by the Daimler Co. from their mainly existing "standard" components. I was given the task of producing the necessary working drawings with good assistance from another Daimler man in their drawing office at Coventry. I was now the enthusiastic owner of a long-stroke Sunbeam motorcycle and this was used to commute between Brentford and Coventry or Brooklands, at week-ends. A friendly rivalry between a Coventry man who visited Putney using an o.h.v. Rudge bike often resulted in this inter-city 100 miles or more run being made in something like 2 hr. 10 min. The car used a standard Daimler radiator for a Double-Six Daimler sleeve-valve engine, clutch and crash box with a short propeller shaft driving a worm drive rear axle – with these components in a new low-slung frame. A large petrol tank at the rear together with two spare wheels aft of this and a Gurney Nutting touring body resulted in the whole assembly being a rather splendid touring car. The work was completed in six months and the first chassis was delivered to its owner, a certain Capt. Wilson, in 1931. I was grateful for the fine co-operation of the Daimler Co. and found it a very pleasant project to work on.

1934 was a particularly interesting year as two projects of widely differing characteristics were pursued. The first was of a chassis to take the Riley engine developed by Raymond Mays and his colleague Peter Berthon and this was to be suitable for Grand Prix type races such as the Mountain Circuit. In consequence it was vitally necessary to provide a chassis with a minimum weight and maximum torsional rigidity as well as having an efficient braking system. A layout was made posing the question of an over- or under-slung rear end which could have had a hypoid or a worm drive axle to achieve a low single seating position for the driver over the propeller shaft. This was soon discarded by R.A.R. who was not unaware of the fact that the serious accident that S. C. H. Davis had had with an Invicta car was partly due to the centre of gravity of the car being at about hub height, and which on a bad surface – adhesion wise – could and did give an instantaneous break away, impossible to correct. The ERA, as it was to become, therefore was designed with a much cheaper and more tribologically efficient composite light alloy casing and steel trumpeted rear axle of a straight-tooth bevel type. With this arrangement with a

comparatively high centre of gravity, the driver had some "feel" of the gravitational effects on a bend, and with the "balloon" tyres R.A.R. suggested, then fitted to a GP car for the first time, also had the benefit of a contact "patch" of increased area.

Before the work on the ERA cars was really complete the determination of Malcolm Campbell was again in evidence, in that he was keen to break the Land Speed Record by being the first to achieve 300 m.p.h. Mr. Railton had previously been dissatisfied with the fairing of the R-R engine into the windscreen and tail as well as the frontal car aspects. It was found that with a new body entirely, the projected frontal area could be somewhat reduced which together with a smoother nether area resulted in much better drag figures. A new honeycomb flat radiator, almost the full width of the car, was mounted at the front end, taking its air entry from a slot across the front end, and exiting just in front of the front wheels above the nose fairing. This air entry slot was fitted with a shutter operable by the driver, which he was to close with a separate lever just before the car entered the mile timed section, and the effect was to reduce the air drag through the radiator as well as to avoid "warmed" air entering the air duct entry to the engine. Just aft of the twin rear wheels, now to be fitted, were two air brakes – one on each side of the car in the top skin of the body of two square feet area each. These flaps were mounted on a tube inside the body and operated to an angular position by a lever on the tube and powered by a large cylinder – vacuum operated. The adhesion of the twin rear wheels was met by the addition of some 1,500 lb. of lead, 800 lb. of which was arranged to be fairly easily demountable. These two questions of adhesion and braking were carefully gone into by R.A.R. as it was becoming increasingly difficult to be ensured of a sufficiently good and long track at Daytona to achieve the speed required. The driver controls all needed fairly considerable effort. The steering, with a road wheel movement of a maximum of 10° from the straight ahead position, was now equipped with a TTN Products inertia damper, the front axle movement being severely restricted by six friction shock-absorbers, one pair operating from the top of the king-pins for maximum effect. The clutch had a long movement with about 70 lb. on the pedal and the accelerator pedal movement was also fairly long as in addition to operating long semi-flexible controls to the engine a further travel was required to trigger off the vacuum operation for the air brakes. The wheel brakes themselves were vacuum servo controlled. The car was again taken to Daytona and in March 1935 achieved a record speed of 276.82 m.p.h. The conditions under which this record was taken were far from ideal, and later in the year the information regarding the possibility of the Salt Flats at Bonneville, Utah was looked at, as not only was Campbell troubled by the uneven track but the sand particles were a painful hazard. Mr. Railton was convinced that the car could exceed the 300 m.p.h. that Campbell had set his heart on and the following September the car was taken to Utah and his and Campbell's expectations were realised when the record was broken at 301.13 m.p.h.

It was in September 1936 that my notes indicate that an increasing gear for Sir Malcolm Campbell with its support and drive tube from the engine weighed separately gave a total of 283 lb. This statement seems to indicate that early in that year (and it must have been almost immediately after attaining his 1935 Land Speed



*The rear-end of Campbell's "Bluebird" with more work on the brakes the mechanic in white overalls being, it is thought, from the Dewandre Company whose vacuum-servo system was incorporated.*

Record) Sir Malcolm was in touch with the Vosper Co. to produce a boat for him for an attack on the water speed record. The machinery was to be designed by Reid Railton, and in this field he was again to show great ingenuity. The normal procedure at that time was to couple the converging lines (in side view) of the input drive shaft and the output propeller shaft by an angled pair of bevel gears, with resultant complication of thrust forces through the box and on to the box supports. R.A.R.'s solution was to produce a tubular shaft drive from the engine, driving through a dog clutch and a pair of helical spur gears, through an internally cut pair of straight-tooth bevel wheels, to not only give the required angle of drive to the propeller shaft but also to offset its forward thrust, with bearings contained in a steel housing, the residual thrust from the propeller being taken through the light alloy box casing on to a composite cross-member in the boat. The gear set was produced by David Brown of Huddersfield.

The boat itself duly arrived at Brooklands (by road) and was slung up on the wooden lattice supported roof beams of the Chapel at two attitudes to establish the exact centre of gravity, with some anxiety. The machinery with a walking stick control to the dog clutch, the two side guiding keels, rudder with its Arens control, an inlet trunking and instrument including pitot tube all fitted, with the presence of Leo Villa, Sir Malcolm's mechanic, much in evidence.

In addition, one of the most noteworthy and essential items was the semi-circular and tapering form of the steel water pick-up tube at the rear of the boat together with its supports which functioned perfectly.

The record was duly taken at 141.74 m.p.h.

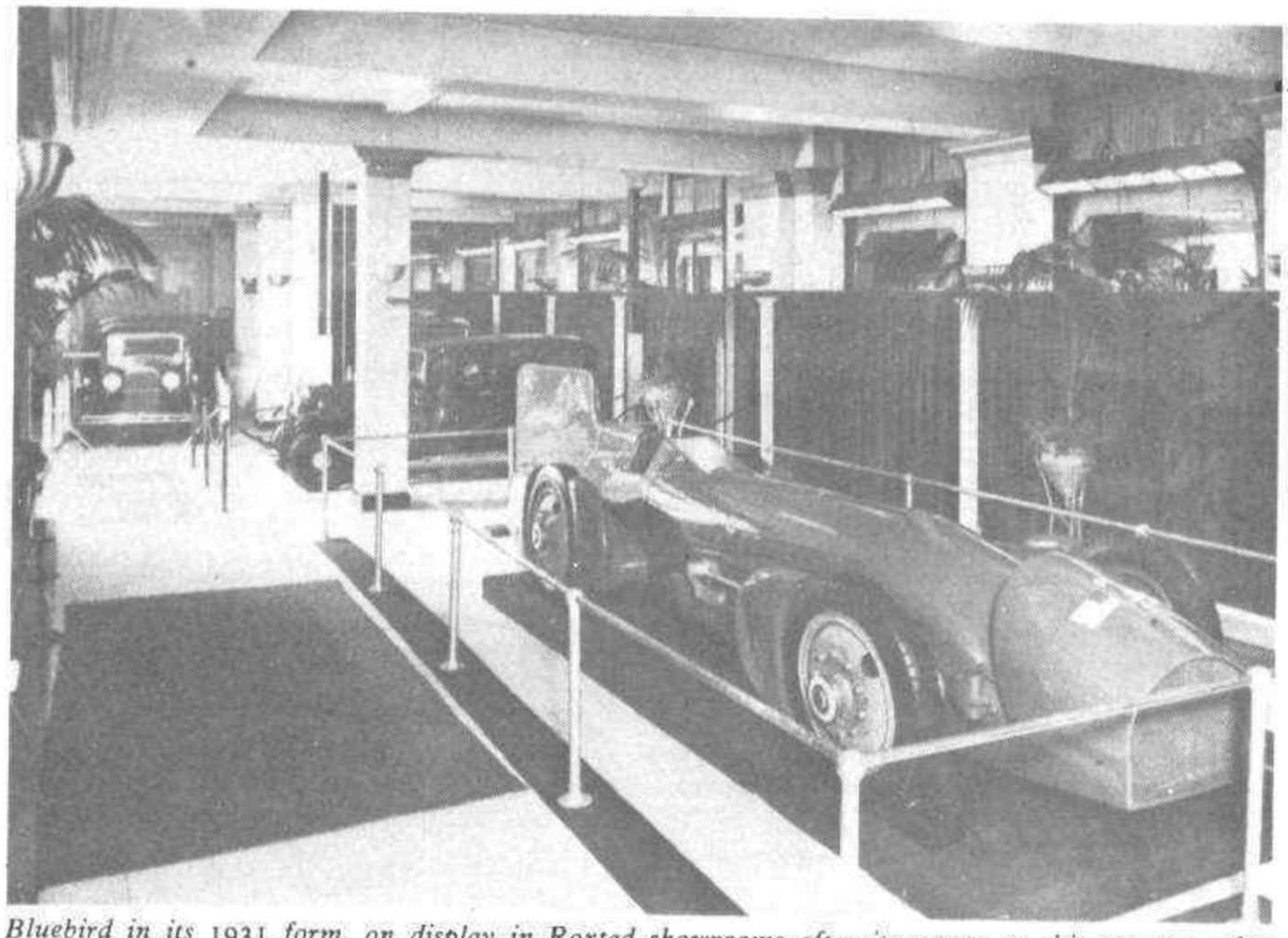
Reverting to the earlier 1930s, a number of different projects were presented to R.A.R. for design and development due to the many successes he had already achieved. Amongst these was a positively operated internal cam gear for valve operation, but this was not pursued due to its inherent mechanical objections. Another interesting engine was the Wankel engine, an eccentrically driven rotary conception. This project also was not pursued as I believe Mr. Railton although being interested in its rotary possibilities felt that the tooling necessary to produce the unusual case shapes, together with the probable difficulties involved in producing effective tip and end of rotor sealing precluded a firm of the comparatively small resources of T & T's from assisting in its development.

There was however the automatic gearbox presented by a Russian engineer, a certain Mr. Kamper, which was developed. This was a twin clutch, swinging layshaft, four-speed gearbox with vacuum servo control from the engine.

I well remember Mr. Kamper's frequent visits to the drawing office during this time when due to his unusual pronunciation of English his usual opening remark was "Any snakes" meaning any snags and there were plenty of these but it was initially fitted to a Morris 12 and made to work successfully. Due to its complication it was not taken up by the Nuffield Organisation, but was to be later adopted by the Crossley Co. for truck use.

In 1937 J. B. Perrett left the firm to pursue the development of the "Robot" gearbox with Mr. Kamper. Sampietro could often be seen walking around the aerodrome deep in thought with problems possibly associated with solving by calculus methods of the terminal speed of a vehicle, taking into account dozens of variables. He was to leave also and after designing a box frame with independent front suspension for the Healey car, he was eventually to go to America to settle down. They were both colleagues who were easy to get along with and I was sorry to see them go. Before long I was joined by a Mr. Hobbs who

1934 saw the old tyre store by the "Chapel" occupied by Wally Hassan at work on "Babe" Barnato's Bentleys with the assistance of Jack Sapp, borrowed from T & T's. In stepping up the Bentley engine capacity from 6½ to 8-litres he was soon becoming a threat to the success of John Cobb's Napier-Railton and perhaps temporarily to slow up this development I suggested to him "Why not supercharge it?" A forward-facing air intake was fitted and later Wally commented to me in a slightly humorous



*Bluebird in its 1931 form, on display in Roxted showrooms after its return to this country, after successfully raising the LSR at Daytona to 246.09 m.p.h. almost exactly a year after the scheme was first launched.*

but aggrieved tone "You did not mention the pressure balancing of the float chambers!"

In the early 1930s another *marque* to receive attention both in the direction of design and tuning in the works was the MG Midget and Magnette but it was not the policy of the MG Co. to engage directly in racing as was indicated by the then MG Chief, Mr. Kimber, in a paper he gave to the Institution of Automobile Engineers entitled "Making Modest Production Pay in Motor Car Manufacture". He did however allow the "Magic Midget" to be produced – I believe at Cowley – to the body design of Mr. Railton, under "Jaray" patents, and this car with many different capacity engines was extremely successful, particularly in record runs when driven by Col. "Goldie" Gardner. I was involved in work on this car at a much later date as will be shown later. In the meantime people such as The Earl of March, Staniland, Horton, Bartlett, Hall Hamilton and many others were extracting better and better performances from these small cars with co-operation between themselves, the MG Company and T & T's.

The Land Speed Record car work was not to be left in abeyance as only a month after Sir Malcolm had taken the record at 301 m.p.h. R.A.R. was busy with calculations for a four-wheel drive car to be designed and built exclusively for this record for John Cobb. Five scale models were made to establish the minimum projected frontal area coupled with the surface area that could enclose the two supercharged Napier aero engines envisaged to power the car. They were known as A. "Three wheeler", B. "Cigar", C. "BB with troughs", D. "Long tail" and E. "Bun". The "Bun" was chosen after tunnel tests in the National Physical Laboratory, in spite of its somewhat larger projected area, but smaller surface area than some of the other models, and a $\frac{1}{8}$-scale layout was begun of the necessary machinery. To reduce the overall width of the car an ingenious method was devised by R.A.R. in that each engine was slung on either side of the central main frame, with each engine at 10° to the centre line of the car but staggered fore and aft in plan. This entailed an "S"-shaped frame in plan which was efficiently coped with in practice by the John Thompson Co. from the four sections, hot riveted together as per drawings supplied.

Before long I was joined by a Mr. Hobbs who took over the drawings required for the body. To maintain secrecy we now had a lock on the office door using a hatch and a telephone for communication.

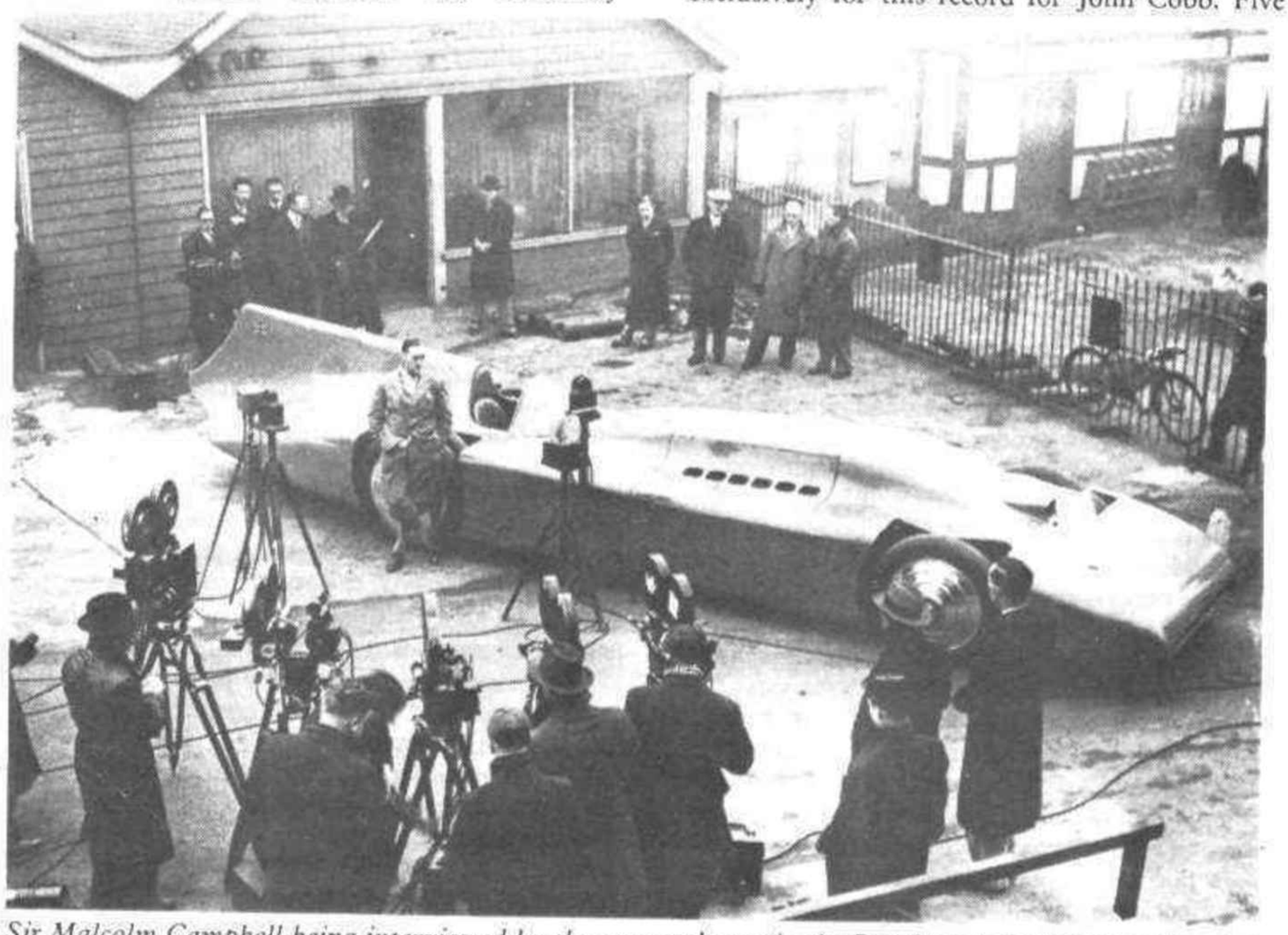
This hand-built body was a splendid piece of work, made by Bill Masters and one assistant only and with the assistance of ply formers made from drawings by Hobbs and resulted in a wonderfully smooth and accurate outline. It is conceivable that the seasoned and treated plywood was Vosper supplied as a result of work on Sir Malcolm Campbell's boat – but more of that later.

With the car now built the run-up test was dramatically stopped after a few seconds when P.T. noticed that no oil pressure was showing. R.A.R. immediately just said one word "alcohol!" and when the long capillary tube to the gauge was suitably primed the test proceeded satisfactorily.

I was informed soon afterwards that I was to be given the opportunity of going with Mr. Taylor and the car to America, as a holiday and to assist wherever possible. This was a terrific boost for me, and resulted in three of the most interesting months I can remember. The car was loaded on to the deck of the *Bremen*, where it was possible to keep an eye on it, at Southampton. The four and a half days to New York went like a flash in company with P.T.'s friends "Taso" Mathieson, his brother, and a Mr. Snow, especially as we were allowed down in the engine room, at the captain's table and on the bridge, as well as a memorable star-room evening of champagne cocktails on the top-most deck.

Jimmy Rand and Bob Reading saw the car safely overladen by rail whilst Mr. Taylor and I flew via United Air Lines to Salt Lake City, with an interesting night flight out of Chicago through an electrical storm. I was never quite sure whether the other sole occupant of the 32-seater plane – the stewardess – came over to reassure herself or ourselves, but the blue lightning flashes along the leading edge of the wing was a new experience for me, and reminded me of crocuses. The vertical positive and negative accelerations were much less interesting. However we arrived safely at Salt Lake City the following day in sunshine to be transported to Wendover in a Hudson six, which company were to provide this car and a Hudson eight with Cotal box as transport for us as a result of Mr. Railton's liaison with that company in using some Hudson basic chassis items for the Railton car then being produced for sale to the general public.

*(To be continued)*



*Sir Malcolm Campbell being interviewed by the newsreel men in the Brooklands Paddock in 1935, just after "Bluebird" had left T&T's workshops. It raised the LSR to 301.13 m.p.h. at the Utah Salt Flats soon afterwards.*

# A Tale of Two Renaults

TWO RENAULT 5s came up for test last month, the sporting TS and the newly-introduced 5-Auto. There is not much need to explain the Renault 5 in general, because these splendid little cars are extremely well-known and popular. Indeed, the R5 is the World's best-selling French car, with well over two-million sold since its introduction in 1972. It is also the best-selling Renault model in Britain, with 14,600 bought in this country last year, out of a total 442,905. It is even catching on fast in America, where the "compacts" are usually so large by European standards – with 11,000 R5s in use there up to September 1977, where these Fives are known affectionately as "Le Car".

The Renault 5 comes in five versions, the basic, very economical 845 c.c. model, the more-luxurious and better-performing 956 c.c. 5TL, the clever, high-geared (2,800 r.p.m. at 55 m.p.h. cruising speed) 1,289 c.c. 5GTL, aimed at real fuel economy, the 96 m.p.h. sporting TS of the same engine-size as the GTL, and now the new 5-Auto which uses this high-compression (9.5 to 1), five-bearing, wet-liner, 73 x 77 mm. push-rod o.h.v. four-cylinder power-pack to drive a scaled-down edition of the celebrated Renault 3-speed Revigneaux epicyclic gearbox controlled by a Verto Type-216 hydraulic converter. The respective b.h.p. figures for this Renault range are: 36, 44, 42, 64 and 55, recorded at respective crankshaft speeds of 5,500, 5,500, 5,000, 6,000 and 5,750 r.p.m.

As I have said, there is not much need to go into detail over the Renault 5TS. Like all its breed it has a three-door body with an unobstructed lift-up tail-gate, for very easy loading, a folding back-seat which is one of the easiest to stow and re-erect that I have come across, and some of the most comfortable seats to be found in any small car, with squabs possessing intregral head-restraints and with easy squab-angle adjustment from big knobs with finger grips. For access to the back seat the front seats lift as well as move forward, under lever-control, which could be described as a notable refinement in the field of two- or three-door cars. A bad aspect is that there is no way of locking the doors from inside the car.

The sporting TS follows all the other Fives in these commendable aspects and like them has high-class, sensibly-placed switches and minor controls, Renault's r.h. single-stalk multiple control, with a separate small lever for the indicators and a floor gear-lever which is somewhat notchy but effective to use. The suspension, all-independent using torsion-bars, has been stiffened up a great deal, giving none of the roll of a Renault 4 while absorbing road shocks more than satisfactorily. Indeed, the front-wheel-drive traction, through steering heavy only at parking pace, the very good suspension, and a high degree of comfort set the Renault 5s right out in front, apart from which they are such big-load carriers for their overall size. There may be equally good small cars but they do not have the happy "character" of the little Renaults. You could even call the R5 eccentric, with its unequal wheelbase, varying by 1.2" off-side against near-side. But it is eccentricity of an altogether attractive and fascinating kind.

The 5TS has a tachometer which reads under 4,000 r.p.m. at an indicated 70 m.p.h. cruising speed, it will run up to 96 m.p.h., accelerate 0-60




*The sporting Renault 5TS, "a grand little motor car".*



m.p.h. in 13.7 sec., and the Government, bless it, gives it fuel-consumption figures of 28.3 m.p.g. in town, 42.8 m.p.g. at a steady 56 m.p.h., and 30.2 m.p.g. at a constant 75 m.p.h. Driving it like the clappers but also using it as a hack involving cold-starts (instant, with full manual choke) I got 37.8 m.p.g. of 4-star. The angled filler-cap is rather tricky to replace . . . You can check the oil level without removing the spare wheel which is strapped above the engine (thus dispelling a myth) and the level hadn't dropped after 730 miles. The busy small engine becomes rather audible at M-way speeds but the 5TS is game to take on bigger stuff. Its disc/drum servo brakes are light, progressive and powerful, but there is little engine-off fail-safe on the servo. The various warnings are conveyed to the driver by a group of lights which an American writer rather nicely describes as "glowing like molten gumdrops".

Altogether a grand little motor car, which, having filled it up appropriately with Elf petrol at Cross Gates, I drove to Mallory Park for the



*Renault 5 champion Neil McGrath with trophies and Michelle Power, who with her sister Danielle presented the awards.*

express if childish pleasure of saying I had gone to a motor race in the same make of car as that which was flagged in the winner. There were occasions this year when I could have done that by driving to a Formula One race in a Ferrari or a Lotus, or, of course, in a Renault to Le Mans. But that would have involved a gamble, whereas at Mallory Park, on October 22nd, there could be no such uncertainty, because they were running the final of the Gunk-sponsored Renault Five Championship at this BRSCC Meeting! Mallory may be a pocket-handerchief circuit but it is situated in a picturesque part of Leicestershire – we wound several times over a canal and drove through nice villages to get there, after leaving Wolverhampton and the A5 – and the course is in a pastoral setting, with the lake, hilly fields for spectators to park-in, a church as a backdrop, and a neat farmyard to drive through to reach the large but crowded Paddock. The enquiry office outside the course, has obvious advantages for those with passes to collect, etc.

The only disappointment was that the place where the Renault 5s were likely to race door-handle-to-door-handle in roll-attitudes was at the hairpin, which you cannot see from the Paddock or Pressbox (the latter conveniently over a bar). As these little Renaults race in Group One they are virtually standard cars and are therefore, I was told, too high-geared to do more than about their maximum speed on the short straight, of some 95 m.p.h. They looked more stable than I had expected and were notably reliable, however. The race I saw was more or less a procession, with the front row of the grid in command except for Newland-Hodges, who fell back. Neil McGrath, in the Hardings Autos car from Birkenhead, won easily from Colin Wild and Roger Jones, who had a good scrap for second place. Michael Angell was last but I think only Jim Edwards' R5 retired, proof of R5 reliability under stress. McGrath gained more points towards his overall lead, to clinch this 1978 Championship. His car has the old facia gear-change and runs on Michelin ZX tyres and Elf petrol. It is quick enough to be stripped by RAC engineers because of comments about its speed but was found to be, if anything, somewhat undertuned. In another race I was pleased to see an unsponsored car bearing a Canine Defence League motif on its nose-cone . . . Later, taking the 5TS back to London, I passed by a 4 and was swiftly overtaken by a 30TS, quite a Renault flavour, on that pleasant back road from Kington to Hereford.

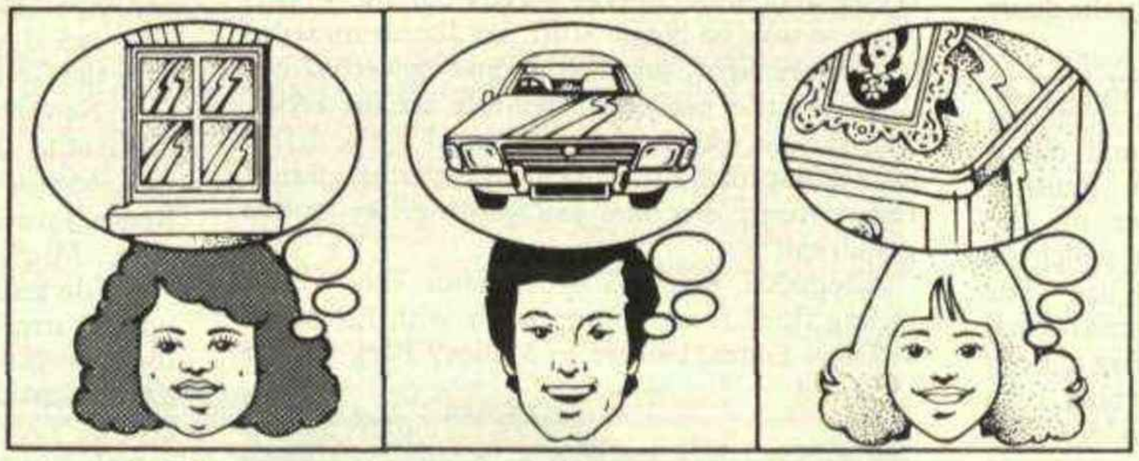
After the fun of using the lively little R5TS, which I would gladly buy for £3,050 if I could afford a second car, going over to a 5-Auto seemed a foolish move. But on the long haul

*Continued on page 1795*




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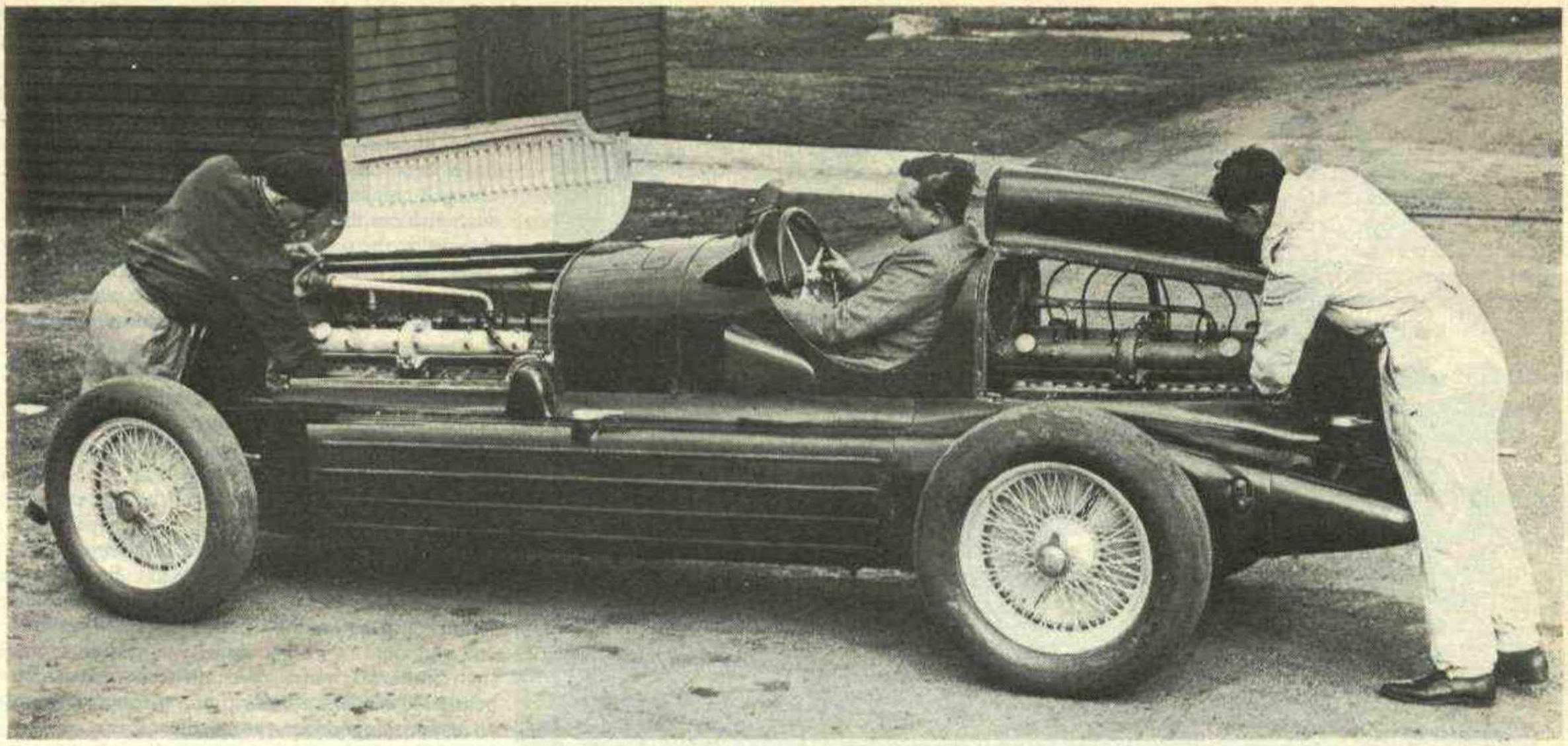
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*Austin Dobson superintending tuning of his Bimotore Alfa Romeo for the 1937 Brooklands Easter Monday meeting, just after the car had been delivered from Italy. E. Quero is attending to the front engine.*

# Bringing Back the Bimotore

WHEN the Scuderia Ferrari could no longer keep up with the German cars from Daimler-Benz and Auto Union, with their 2.9-litre "monoposto" Alfa Romeos, they made a brave attempt to salvage some prestige in the *Formule Libre* events at Avus and Tripoli in 1935 with remarkable twin-engined cars. Known as the Bimotore this model used a 2.9-litre straight-eight Alfa Romeo engine in front of the driver and another similar unit behind him; both drove to a central gearbox and then to the rear wheels. It was incredibly fast but consumed tyres at a phenomenal rate and really defeated itself. It proved its speed by taking records at 200 m.p.h. on an Italian *autostrada*, clocking 200.803 m.p.h. for the flying kilometre.

After one brief season in 1935 the project was abandoned and one car was dismantled (it had used two 3.2-litre engines) and the other was sold to the English racing driver Austin Dobson (seen in the accompanying photograph) in 1937. It proved to be too much of a good thing, and in the winter of 1938/39 the Hon. Peter Aitken had it cut in half and made into a front-engined Monomotore, which he called the Alfa-Aitken. This single-engine Alfa Romeo special raced in 1939 and again immediately after the war and subsequently went to New Zealand, where it got "used up".

Tom Wheatcroft has acquired the remains of the Alfa-Aitken and hopes one day to resurrect the Austin Dobson Bimotore for his Donington Collection. Recently Alfa Romeo SpA became aware that the Bimotore was a racing landmark in their history and authorised Luigi Fusi, head of the Arese Museum of Alfa Romeo, to construct a third Bimotore for their collection.

Although the original two cars were built from Alfa Romeo parts and with the blessing of the Milan firm, they were designed and constructed at the Scuderia Ferrari in Modena. Engineers Bazzi and Roselli did the work with the blessing of Vittoria Jano, the chief designer of Alfa Romeo. This new project authorised by the management of Alfa Romeo will involve making new 2.9-litre straight-eight engines, gearbox, transmission and all the other complicated bits of this remarkable design, for nothing exists of the second car that was broken up. Not a lot exists of the first car that Wheatcroft has acquired, but there is enough to make a resurrection. The question arises as to whether the third car that will be built by Alfa Romeo can be viewed as a genuine "third car" or as a reproduction, bearing in mind that the first two were built in Modena by the Scuderia Ferrari, not by the Alfa Romeo factory in Milan. That it is to be built is the most exciting "old car" news for a long time, for the Bimotore was one of the wonders of the racing world. – D.S.J.

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*A TALE OF TWO RENAULTS* –
*continued from page 1793*

home from the City-of-London to Wales I was very agreeably surprised at how well this easy-to-drive Renault flew along. It labours a bit up the steeper hills, but that is all. Otherwise, I found no great hardship in using this white saloon with its broad black base-lining and matching black vinyl-covered roof for 1,177 miles, during which varied, but mostly 70 m.p.h. running, it gave 32.7 m.p.g. The official m.p.g. figures are 34, 40.3 and 30.4, respectively (see above). There is no doubt, too, that the Renault automatic transmission functions with commendable smoothness of shift. Once upon a time we thought small capacity engines quite unsuited to such transmissions. A long time ago the BMC proved otherwise, with a good two-pedal Mini 850; but it had a watch-like gearbox. The Renault 5-Auto gives equally effective two-pedal foolproofness, with a useful kick-down, and does not make unwanted changes up and down of its own volition. It should render this best-selling Renault even more popular, now that so many of us have come to accept automatic-transmission cars, especially, as has been seen, as it has not become unduly fuel-thirsty under automation. It is noisy in action but an ideal town-car. The gears self-change at approximately 30, 40 and 65 m.p.h. under full throttle. Sixty m.p.h. is possible from rest in 20 sec., and top speed is nearly 90 m.p.h. The 5-Auto is otherwise much as the TS, but with a thicker, less pleasant steering-wheel rim and no tachometer. More interior stowage besides the front-door wells would have been appreciated. The T-handle central gear-lever covers the expected P,R,N,D,2,1 positions, with illuminated symbols, the lever slot sealed by a plastic strip that moves with the lever. The Veglia speedometer reads to 100 m.p.h., and there are fuel and battery gauges as on the 5TS. The TS has total and decimal-trip milometers. Both cars were on Michelin XZX tyres, a make as popular today as when it was in demand for reliability in Edwardian Continental touring and when Renault were prominent in racing, winning what is usually called the first French Grand Prix, at Le Mans in 1906. Both R5s have rear wipe-wash for their back windows, but too "plasticky" interiors. The lamps are good, both on dipped and full beam.

You can buy the R5-Auto for the same price as a 5TS, i.e. £3,050. I found it a companionable car, which I used as a tender on the Brighton Run, sponsored again this year by Renault (UK) Ltd., with Stirling Moss driving a 1900 4½ h.p. Renault therein, in company with Renault's PR Manager Alan Dakers. I also used the 5-Auto to hunt up some ancient motor-racing history, centred round an aero-engined Brooklands car, which took us to a village in the Midlands. Here enquiry at the Hall Farm where a Renault 12 stood in the courtyard sent us to the newsagents, where the village butcher overheard the conversation and pointed out a cottage where the information I was seeking was forthcoming. But first, realising it was motor history we were after, this excellent butcher asked "are you interested in old cars? Come and see mine", leading me to a sheeted-over Daimler Conquest, laid up in the winter but run enthusiastically, I gather, in the summer months, a car known to the Daimler & Lanchester OC. So these two Renault 5s served me well – and what is good enough for Stirling Moss, who uses one, should be good enough for most of us. – W.B.



*Not quite a wolf in sheep's clothing, for the spoilers and black paintwork add purposefulness, the Saab Turbo has astonishing performance in the higher gears and speed ranges.*

## ROAD TEST

# THE SAAB TURBO

### Quite an experience

SAAB's TURBOCHARGED production version of their familiar 99 provoked almost unprecedented eulogistic descriptions in some of the weekly journals earlier in the year, their writers reacting like cats discovering cream for the first time. My own cream was a trifle sour, alas, the Turbo presented for road test by MOTOR SPORT at around the same time lacking some of the performance and good throttle manners which *Motocar* in particular were acclaiming. Creaks and rattles, a light throttle misfire and an unattractive gearchange suggested that this modest mileage example might well be a rogue escapee from Saab's legendary engineering standards, although I recall W.B. experienced gremlins in another 99 a few years ago.

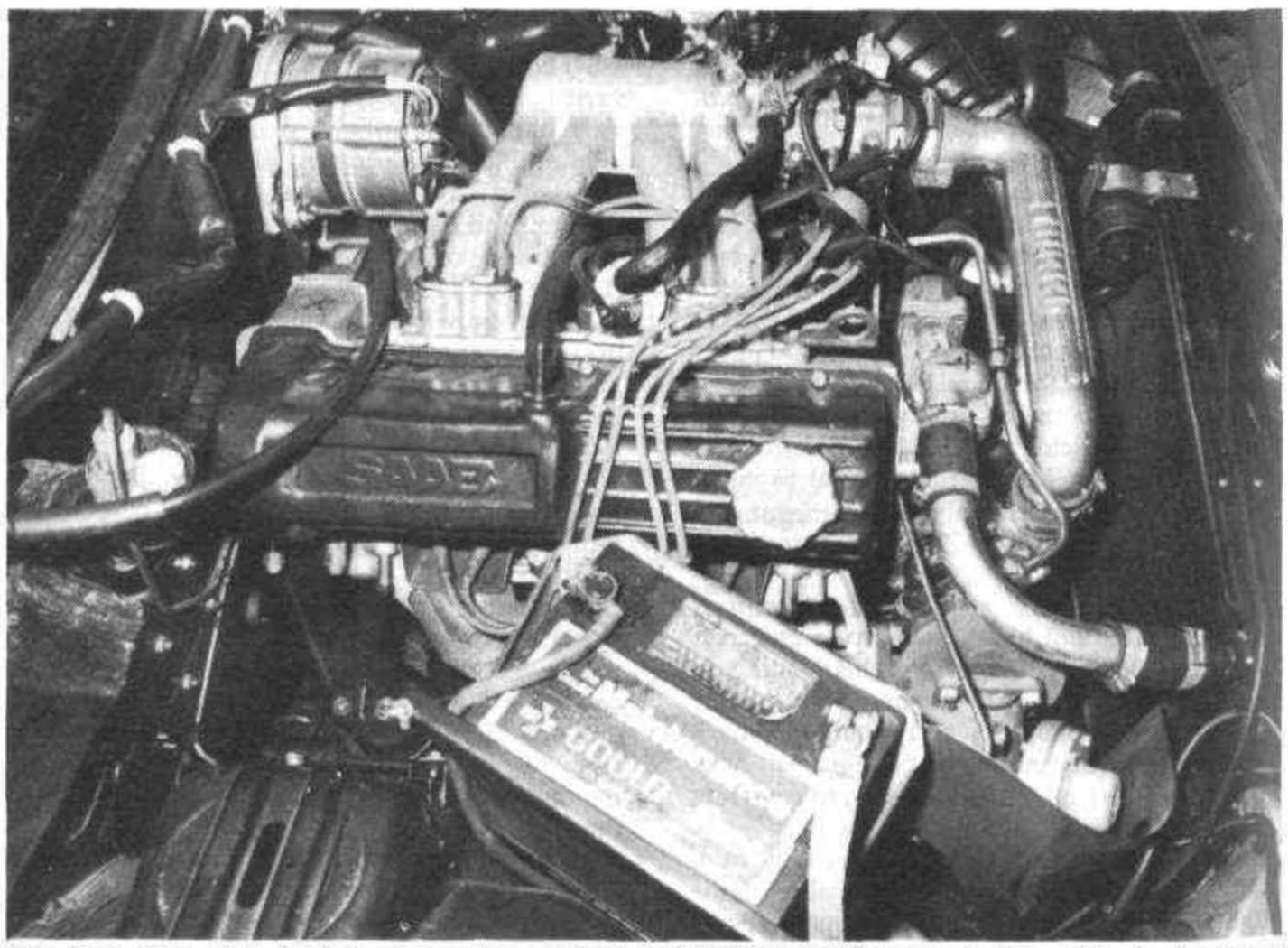
I decided that it might be wise to try another example before plunging into critical print, but a busy summer schedule prevented me from doing so until recently. This is by way of explanation to readers who have complained about MOTOR SPORT ignoring the model – such concern about a particular car being uncommon and perhaps indicative of the interest in it. I am pleased to say that the second Turbo was a much superior beast, a very potent performer, though with some shortcomings, mostly stemming from the front-wheel-drive design.

Like the Model T, the normal three-door Turbo is available only in black in Britain. In spite of its hefty price of £7,950 Saab G.B. have sold well over 600 of the 1978 model and are importing another 200 1979 models with revised seats and rear axles. Recently a special run of 108 red, five-door Turbos to 1979 specification were imported. Come March, the 99 Turbo will have been superseded by the improved, bigger and more expensive 900 model, but Saab G.B. don't expect their 130 specially trained Turbo dealers to have trouble moving the rest of their 99 Turbo quota: "We expect them to become collectors' pieces." I have driven the entire 900 range in Sweden and am impressed. A description will follow, hopefully, in the next issue.

By now most of us are used to turbocharging and the basic theory that waste exhaust gases can be used to drive a compressor to give a considerable boost to performance instead of dissipating wastefully straight into the atmosphere. Increasing attacks from environmental lobbyists has in turn created new interest in the other attributes of turbocharging: reductions in exhaust emissions, and, in comparison with the larger conventional engines which would be required to give similar performance, a significant reduction in fuel consumption. I think I am right in saying that Chevrolet pioneered the use of turbochargers on a production petrol engined car in a version of their ill-fated Corvair. More recently Porsche have been instrumental in offering a turbo-charged car as part of their normal range, with such success that the 930 Turbo is to be joined shortly by the 924 Turbo. The significance of the Saab Turbo is that here is the first four/five seater saloon car to be offered to the public on a serious scale by a major European manufacturer.

There was the BMW 2002 Turbo, a short-lived sports saloon built with competition homologation as a specific aim, which would have benefited from further turbocharger development. Numerous tuners have, and are, trying their hands at turbocharging too, and I remember driving my first turbocharged car, an Avenger, way back in 1971 or 1972, thrashing it through the Scottish highlands, courtesy of Bob Henderson of Minnow-Fish. What Saab have done is to make the system much more sophisticated, to make their car a docile lamb at one end but, by rather more progressive stages than hitherto thanks to a turbocharger which boosts from below 2,000 r.p.m., to convert it into an astonishingly fast car at the other extreme. Most other turbocharged systems have had "top-end" only boost characteristics.

On song, the 1,985 c.c., 90.0 x 78.0 m.m, single overhead camshaft slant-four, now with practically no relationship to its Triumph ancestor save its configuration, gives 145 b.h.p. at 5,000 r.p.m., a 22 per cent increase over the non-turbocharged, fuel injected EMS. More startling is a 45 per cent increase in maximum torque, to 174 lb. ft. at 3,000 r.p.m. The Garrett Air Research turbocharger is coupled to Bosch continuous fuel injection, the high pressure pump for which is inaudible from inside the car, though its whine can be heard from outside when the car is stationary, Saab deliberately went for a small turbocharger so that a relatively low gas flow would be required to accelerate it to its normal running speed, so enabling boost to commence at




*The slant-four, alloy headed, eight-valve engine is fed by Bosch K-Jetronic ignition. The turbocharger and waste-gate can be seen in the bottom right hand corner, alongside the maintenance-free battery.*

low engine speeds. Saab's own design of "waste gate" or "blow-off" valve restricts maximum boost to 7.5 p.s.i. Internal changes to the engine included low compression pistons (7.2:1), modified intake and exhaust valves and a "softer" camshaft. Bosch electronic ignition is fitted, radiator capacity is increased, an oil cooler has been added and Renolds have developed a special chain for the primary reduction drive between engine and gearbox, a subject touched upon when W.B. described a visit to the British Renolds firm earlier this year. Overall gearing is higher too, although drive continues to be taken to the front wheels through a four-speed gearbox. The underbonnet view will be a frightening sight to any do-it-yourself enthusiast, a masterpiece of neat plumbing but extremely space-consuming. A Gould maintenance-free battery complements this advanced engineering, one of the first applications of such an electric power source in a passenger car.

Initial impressions of performance can be disappointing if the driver starts out with a tentative right foot for, in spite of Saab's claims for low-speed boost, the Turbo has little "go" below 2,000 r.p.m. Low speed performance around town with the needle on the facia-mounted boost gauge only occasionally flashing into the operative orange sector feels slower and less responsive than the conventional EMS. Indeed in those conditions the Turbo is behaving as a *low compression* EMS. By the same token this high performer is gentle, quiet and discreet in slow moving traffic streams.

Floor the throttle and the chameleon quality takes over in the most astonishing fashion. As the boost builds up, accompanied by a shrill whistle, the car rapidly gains momentum with a smoothness and quietness that can be totally deceptive. The fact that it accelerates to 60 m.p.h. from rest in 9 sec. or 100 m.p.h. in less than 27 sec. means little: what is so staggering is the manner in which the speed rises incessantly, in top gear in particularly, like the brightening of theatre lights by a rheostat. There is no kick in the back, no thrust back of the head into those built-in headrests. Up to 70 m.p.h. in top gear the impression of acceleration is almost stately, but once above that speed the speedometer needle whirls round to the three figure mark at a pace that few saloons in the world can match. The pace flags a little over 100 m.p.h., but it doesn't take much more tarmac to extend this black projectile to just over 120 m.p.h. The smoothness, the effortlessness, the relative quietness with which this is achieved is a modern day wonder for mass production motor cars.

Once the desired cruising speed has been reached and the throttle relaxed the boost gauge needle falls back into the white sector, signifying that the turbocharger is no longer operative and fuel consumption takes a tumble for the better (I averaged about 21 m.p.g. from the too small, 12.1 gallon tank). The higher overall gearing, achieved by altering the primary reduction drive, the noise-subduing effect of the turbocharger and Saab's usual modest levels of wind noise make for very relaxed cruising, be it at legal or highly illegal speeds. Instant power is then available for safe overtaking.

At low and mid range speeds it pays to make full use of the gearbox, whatever the paperwork figures might suggest – the faster the engine is turning the quicker the boost pressure builds up. Opening the throttle suddenly at low revs provokes not so much the notorious turbocharged engine throttle lag, for the instant jump of the boost gauge needle indicates that the throttle action has been registered, but a laziness in the build up of revs. Action starts between 2,500 and 3,000 r.p.m. and the tachometer needle fairly flies round to its 6,000 r.p.m. maximum (there is a cut-out at 6,200 r.p.m.) in the lower gears.

For several reasons the Turbo is not at its best as a town car and I cannot say that I really enjoyed it for commuting in London, where instant response at junctions and traffic lights is essential. It is quite a sluggard from a standing start, beaten by many mundane vehicles, unless a lot of throttle is used and the clutch treated violently in order to get the turbo spinning and adequate power through to the wheels. The result is violent wheelspin, screaming rubber, irate onlookers and rapidly worn front tyres. I prefer performance with discretion. Around town too the steering is quite heavy and low geared, although reasonably pleasant in feel and weight on the open road. My everyday back-double route from London's northern outskirts to the City showed the low speed engine characteristics in a poor light; slow, second gear turns where most conventional cars pick up quickly had the Turbo floundering a little whilst the "works" tried to catch up with the throttle. First was too low to use as an alternative, for it brought in the turbocharger too suddenly. Too heavy a throttle foot in wet conditions set the wheels spinning mildly, which raised the engine revs, in turn lifted boost pressure and brought in power and wheelspin with a vengeance. More discretion with the throttle made the Turbo more relaxing and less dramatic on this commuting journey; it also made my journey times longer than with most conventional cars. For these reasons I was glad to switch straight to a Ford Capri 3-litre S after the first Turbo and an Alfa Romeo Giulietta after the second, both of which had light and easy handling and crisp, low speed throttle response. It's a matter of horses for courses and the Turbo happens to be much happier as a fast, out of town cruiser.

At the same time no Turbo owner will do all his motoring on motorways or fast main roads, so there will be no escaping from some of the drawbacks of putting so much power and torque through the front wheels. It is all too easy to provoke wheelspin through all three lower gears if conditions are slippery and this can be accompanied by very twitchy torque reaction and side to side snatching which needs a firm hand on the wheel to control. The throttle needs treating with respect in the wet or on the loose, therefore, especially when coming out of slippery, tight corners: if the turbocharger happens to come in at the wrong moment with lock applied the torque reaction makes it difficult to unwind the lock. The result at best can be a snaky recovery or at worst terminal understeer. The Pirelli 175/70 x 15" CN36s are not renowned for good wet/slippery grip characteristics. The moral is to learn how to drive the Turbo quickly in conditions of poor adhesion on twisty roads, to learn a different technique of throttle control and not to go charging at things like a bull at a gate.

That having been said, the general handling and roadholding of the Turbo is good, the car not being prone to understeer if driven neatly. It is very stable under all high speed conditions and its lack of reaction to bumps reflects its development on Swedish forest tracks. The servo-assisted 11" front and 10.6" rear disc brakes, nestling behind those beautifully-sculpted, easy to clean, 5½J alloy wheels provide excellent stopping power, more progressive on the second test car than the first. Harder friction materials are used on the Turbo brakes than on other Saab models.

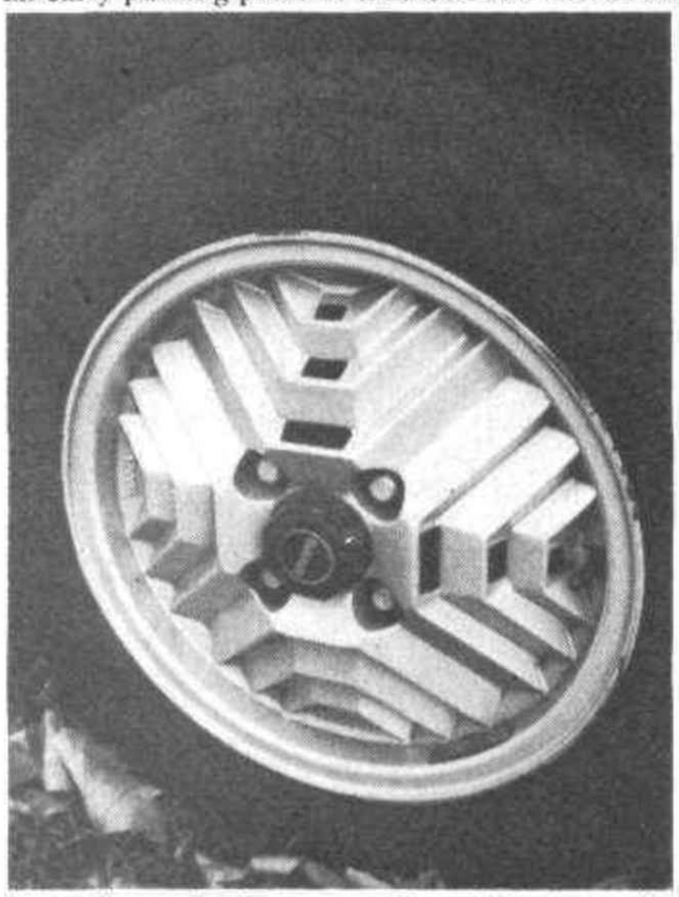
There is a fair amount of roll when pushed towards the limit of CN36 adhesion, yet the ride from the coil spring wishbone front suspension



*The Turbo has versatility as well as verve. The big hatchback reveals a 6 ft. long loading bay when the rear seats are folded flat. Unfortunately we did not have chance to try the towing performance of this second test car, which had a neat, fold-away tow ball.*

and four link and Panhard rod located dead rear axle is firm and taut.

The Turbo's solid, beautifully finished, hatchback body is a familiar sight in lesser-powered guises, so I don't propose to say too much about it. Distinguishing factors on the Turbo, other than the wheels, are a deep, flexible front spoiler, complete with air vents, and a matching rubber tail spoiler on the hatchback lid. The rectangular, wiper-swept, halogen headlights are backed up by Bosch auxiliary lights and there are prominent rear fog lights too. Indeed, the Turbo is packed with sensible, standard equipment such as a sliding steel sun roof, stereo cassette player/radio, mud flaps behind the front wheels and both behind and in front of the rear wheels, an ice warning device (at least I believe that's what the device is beneath the front bumper) and a heated driver's seat, the value of which has to be experienced to be appreciated on a cold morning. This hatchback has enormous luggage capacity, even with the rear seats and parcel shelf in place; with the rear seats folded the bay is 6 ft. long, with enough space to sleep two adults at a pinch, just the job for "bagging" an early parking place at Grands Prix. The cloth



headlining on both test cars showed that even the Swedes aren't adverse to largesse with their glue. The fully-adjustable front seats are most comfortable.

This expensive Saab is not without its idiosyncrasies. The most annoying is the lack of resting place for the clutch foot, for the wide pedal spacing, designed to accommodate snow shoes, puts the pedal right up against the centre console on right hand drive cars. I have no such complaints against left hand drive cars. Rearward vision is appalling, although matters can be improved somewhat by removing the rear seat headrests. The gearchange is a trifle notchy, the gear lever knob uncomfortable; it must be put into the reverse position to enable the ignition key, between the seats, to be inserted, an alternative to a steering column lock. The driver sits in lofty splendour, well away from the sharply curved screen. The instrumentation is masked somewhat by the thick-rimmed Turbo wheel. The rev. counter houses a clock in the old Jaguar style, though the Saab variety actually works. The hand brake lever between the seats operates on the *front* wheels, definitely not conducive to emergency avoidance handbrake turns. Sills are covered by the deep doors to keep mud off trouser legs. Rear seat accommodation is



*The thick-rimmed steering wheel is angled to the right and masks some of the instruments. Note the proximity of the clutch pedal to the centre console and the ridge round the uncomfortable gearlever knob. The collar below has to be lifted to engage reverse.*

adequately comfortable but claustrophobic thanks to the high front seat backs, which do have removeable pads in the fixed headrests, however. Klippan inertia reel front seat belts worked easily, unlike those of the same make in the Lancia Gamma reported on elsewhere in this issue. The heating system was less powerful than I would have expected on a car from a cold climate – or perhaps the fault was mine. Rear seat passengers have their own heater vent control as well as their own seat belts.

Thus the Saab Turbo is a thoroughly well-equipped as well as thoroughly interesting car. A Saab of any description has a touch of unconventional eccentricity about it in the same way as a Citroen; one has to live with them to learn and appreciate them. In many ways the Turbo is truly exceptional, but it does have some shortcomings, some of which might be noticed less in the light of longer experience. Though it sets new standards in performance for 2-litre, or even larger, saloons and pioneers the use of turbocharging for mass production saloons, I can't help feeling that there is some way to go in turbocharger development before the consistency of power delivery and throttle control of a conventionally aspirated engine is reached. But come it undoubtedly will, and Saab have a head start. – C.R.

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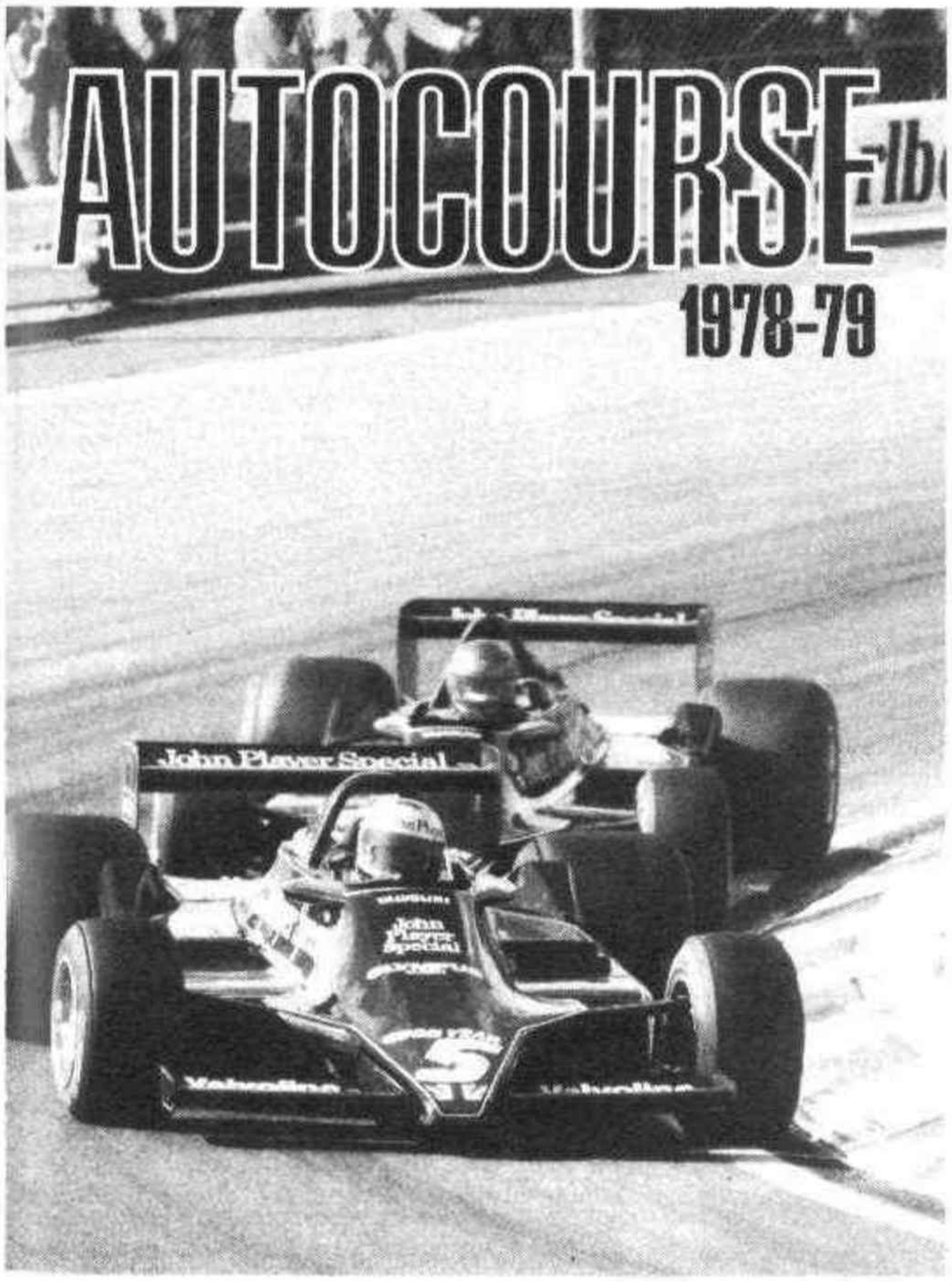
**The Things They Say . . .**

"Meantime, Bertone's Stratos production has ceased after some 560 units, the homologation number plus competition and development cars. Now is the time to start salting them away as collector's classics." *Road and Track*, quoted in *Lanciana*, journal of the American Lancia Club.



*Turbo in profile. Appearance is a matter of opinion, but the more we saw of it, the more we came to terms with it. The alloy wheels, shown in detail above left, seem typically clean-cut Swedish in their aesthetics and clean much more easily than most fancy wheel designs.*

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# Froude Engineering Ltd., Dynamometer Specialists

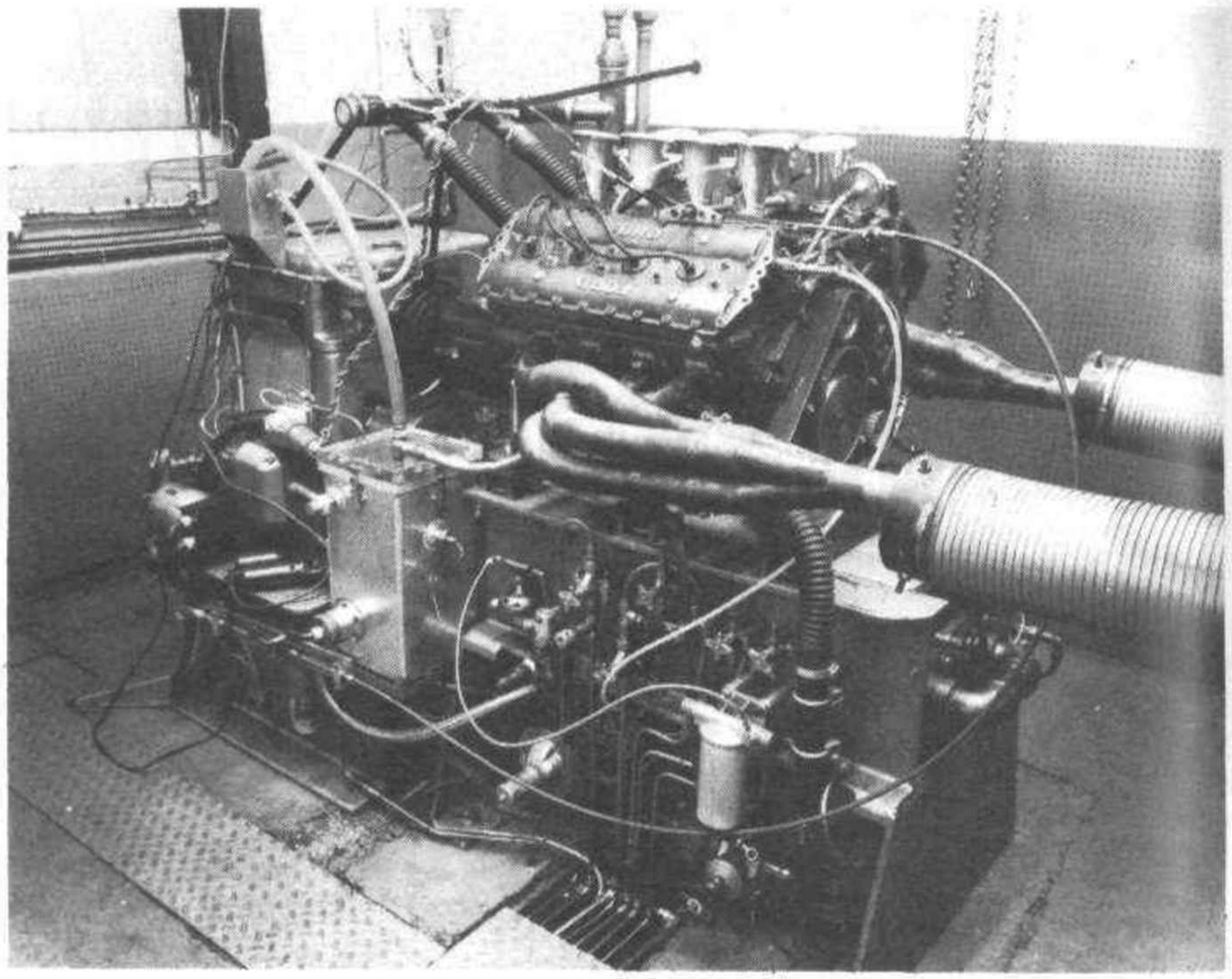
## Measuring power by old-established principles and modern electronics

GREGORY'S BANK in Worcestershire is home for one British business that, like so many in the competitions world, is a widely accepted international authority in its sphere. Surrounded by the kind of factories attracted to the now-ubiquitous modern estate, Froude Engineering employs 475 people, has a turnover of approximately £10 million a year and makes most of that sum from the production of what is claimed to be the World's widest range of dynamometers.

They do make the electricity or hydro-electric principle power testers that are popular in the American market, but by far the majority of their dynamometers are based on hydraulic principles that were established (for this purpose) nearly 100 years ago.

It was actually in the 1870s, when the British Admiralty wanted to discover the amount of power that the then new-fangled marine engines were giving at their output shafts, that scientist William Froude was asked to come up with a solution.

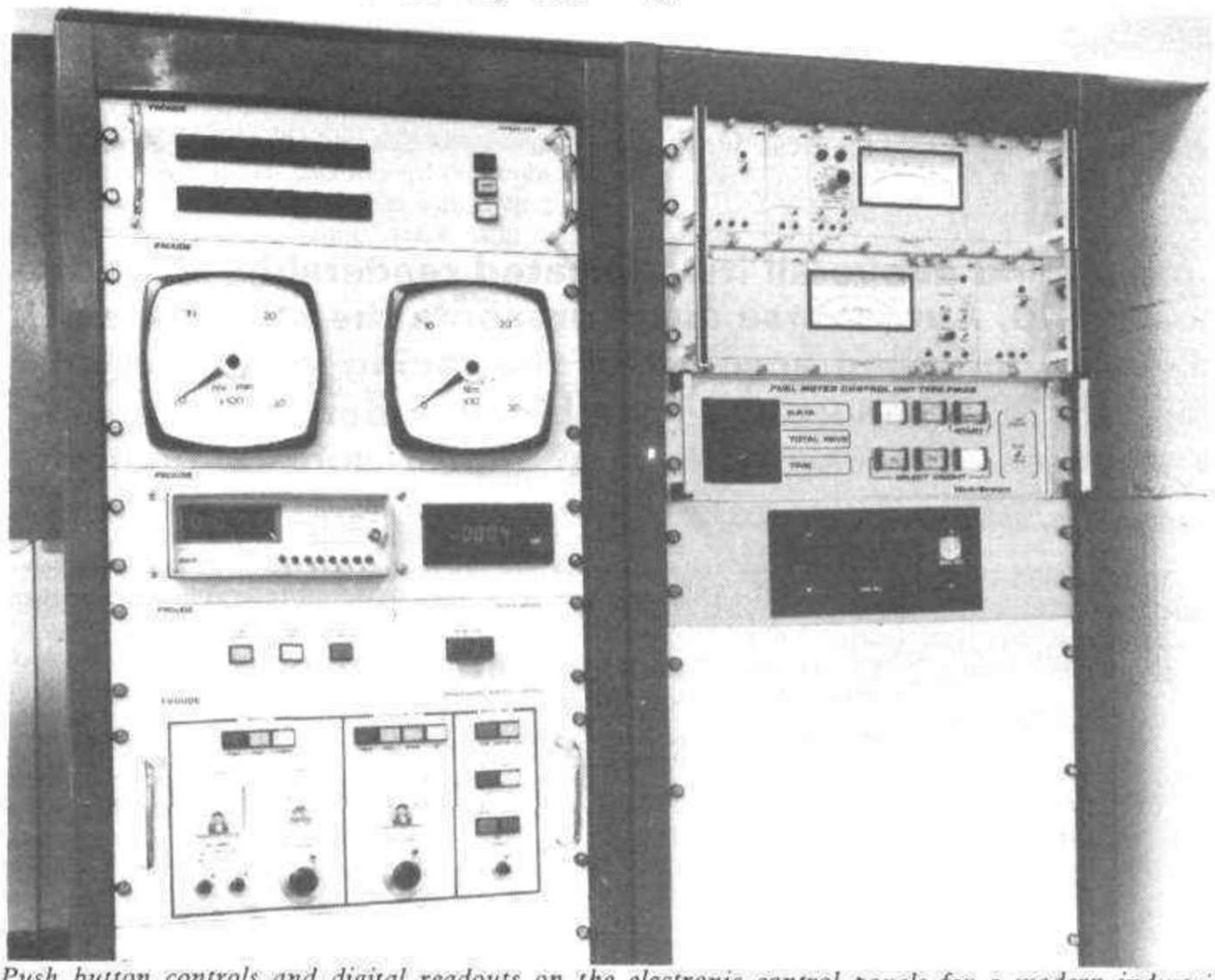
His answer, and one that lies at the heart of all Froude hydraulic machines today, albeit with some very sophisticated control systems in the high-speed applications we will discuss, involved feeding water to a shaft-mounted and vaned rotor and stator. As the shaft turned, powered by the output of the test power plant, the amount of torque transmitted could be read by means of a load-sensitive torque arm: the water provided the medium against which the turning vanes dissipated their energy. Today's big improvements concern the speed at which that water can be diverted and the long term



*A Nicholson-built Ford DFV Formula One engine on a Froude F-type dynamometer.*

automatic test programmes that can be applied.

In fact they have got to the stage where they could supply a pioneer with equipment to develop a competition engine entirely on the test bed. As one company engineer told me – "We can now put in virtually everything on a programme and length is no object. We can allow for wind resistance, tyre drag, sudden acceleration and deceleration and number of corners and acceleration modes ... we could even build in a complete baulking back-marker every 10 laps or so!"



*Push button controls and digital readouts on the electronic control panels for a modern industrial Froude dynamometer.*

Most people, including many of those within the company, refer to the company still as Heenan and Froude, but the official title for most of the dynamometers is that simply of Froude Engineering. The Heenan name is still used for equipment used to check the output of aero engines but otherwise is not officially used: the company itself is part of the Redman Heenan Group, which is quoted on the Stock Exchange.

It was early in 1974 that the company was split into four specialist divisions, and the Froude name applied to the manufacturers of dynamometers. The Froude name was honoured in 1976 with the Queen's Award to Industry conferred upon the company for "Technological Achievement". Richard Froude and Hammersley Heenan, who founded the company in 1881 after Richard had taken over his father's dynamometer designs, would certainly have been gratified at the progress made!

From a competition viewpoint what was known as the Heenan and Froude G-range had provided brake horsepower testing facilities for some of the leading Formula One names for some considerable time before the company set out to design a high-speed dynamometer specifically for the competition engine.

Thus, in the mid-sixties, emerged the G490 model. At the time the demand for accurate power output testing was growing from two sources.

Both were Ford-lined, though indirectly. For the GT40 programme Ford, through American preparation specialists Holman and Moody, wanted to develop the GT40 and subsequently J-series cars with the aid of 7-litre V8-power.

In Europe 3-litre Formula One started to push the interest in machines that would not only register high outputs (a capability the Worcester firm already had through their marine history) but also register those figures at high r.p.m.

The 490 was, and still is, the success story amongst such dynamometers. Even today when the F and 209-types offer more sophisticated

control and other features, many prefer to stay with the 490 and modify its control systems.

Bored? The point was that the 490 could absorb a remarkable 14,000 r.p.m., and more horsepower than the then-new 3-litre Grand Prix racing engines could provide. The 14,000 r.p.m. figure was no accident, that was the r.p.m. specified by Ferrari at the start of the formula!

Early customers for the 490 included Cosworth Engineering (of course) who had such a bed in full use in 1966, but they were preceded by BRM at Bourne. Though that Lincolnshire enterprise is now demoted to forays within Britain, Froude were rightly proud of their association back in the sixties when their V12 engines were beginning to make the Froude dynamometer work for a living.

Development of both the 490 and the 7-litre Ford V8 went almost hand-in hand. The big American engines could apply torque very quickly on demand, and the 490 was made to measure just such sudden increases in power.

The F-type and 209 ranges were developed with the aid of the giant 27-litre Rolls-Royce Meteor engine, an unsupercharged offspring of the legendary Merlin that produces some 600 b.h.p.

Because the Meteor revs to only 2,500-3,000 r.p.m., Froude used their usual gearing up process to produce the number of r.p.m. needed in their specialist application. In both cases a Sherman tank 5-speed gearbox and a 4-to-1 final drive arrangement of pulleys provides up to 12,000 r.p.m. on a regular basis, with a pulley change required beyond.

Others to use the 490's talents included all those Cosworth DFV engine preparation specialists we mentioned recently ... Swindon Racing Engines, Hesketh, John Judd, Alan Smith, Euroracing, *et al.* Broadspeed had such a unit when they were developing the Escort RS1700 BDA (and subsequently the Jaguar V12); Weslake adapted their G-type equipment for its new role and the Americans really took it to the heart of their tuning enterprises. Holman and Moody had in excess of 20 units – all sold now, we think – even Richard Petty Enterprises at the centre of the conservative stock racing world in Carolina had the Froude equipment. So did Offenhauser and Penske: at one time it was thought that there were over 25 Froude G490s just in the Los Angeles area, serving an enormous variety of needs.

So far as Froude are concerned the 490 is obsolete . . . however, the racing car business just seems to refuse to let it die! In Europe both Ferrari and Porsche bought such units, quite a triumph in face of opposition from Schenk and other West German manufacturers.

Since the 490 the Froude people have produced the F-type and the 209.

The F-type turned out to be something of a halfway house, really produced with automatic testing programmes in mind. This kind of thing becomes paramount when carrying out any kind of durability programme, or emission control work which depends on extensive engine running and therefore demands staff attention if it is not automated.

It was this machine that won the Queen's Award, for it featured a new butterfly control valve – which allows full work-loading of the shaft in milliseconds – and the improved control offered by electronics instead of manual throttles and so on.

From a control-panel viewpoint the difference was immediate because there was a digital presentation of numbers instead of a large conventional tachometer. "That way nobody can query a reading," one engineer told me, "whereas two men will give you two readings for the old-type of tachometer: this way there is no argument!"

However there was a limiting factor to the F-type, and that was of r.p.m. John Nicholson's prototype installation was constantly working right up against the limits of 10,000 r.p.m. continuous or 11,000 r.p.m. for five minutes.

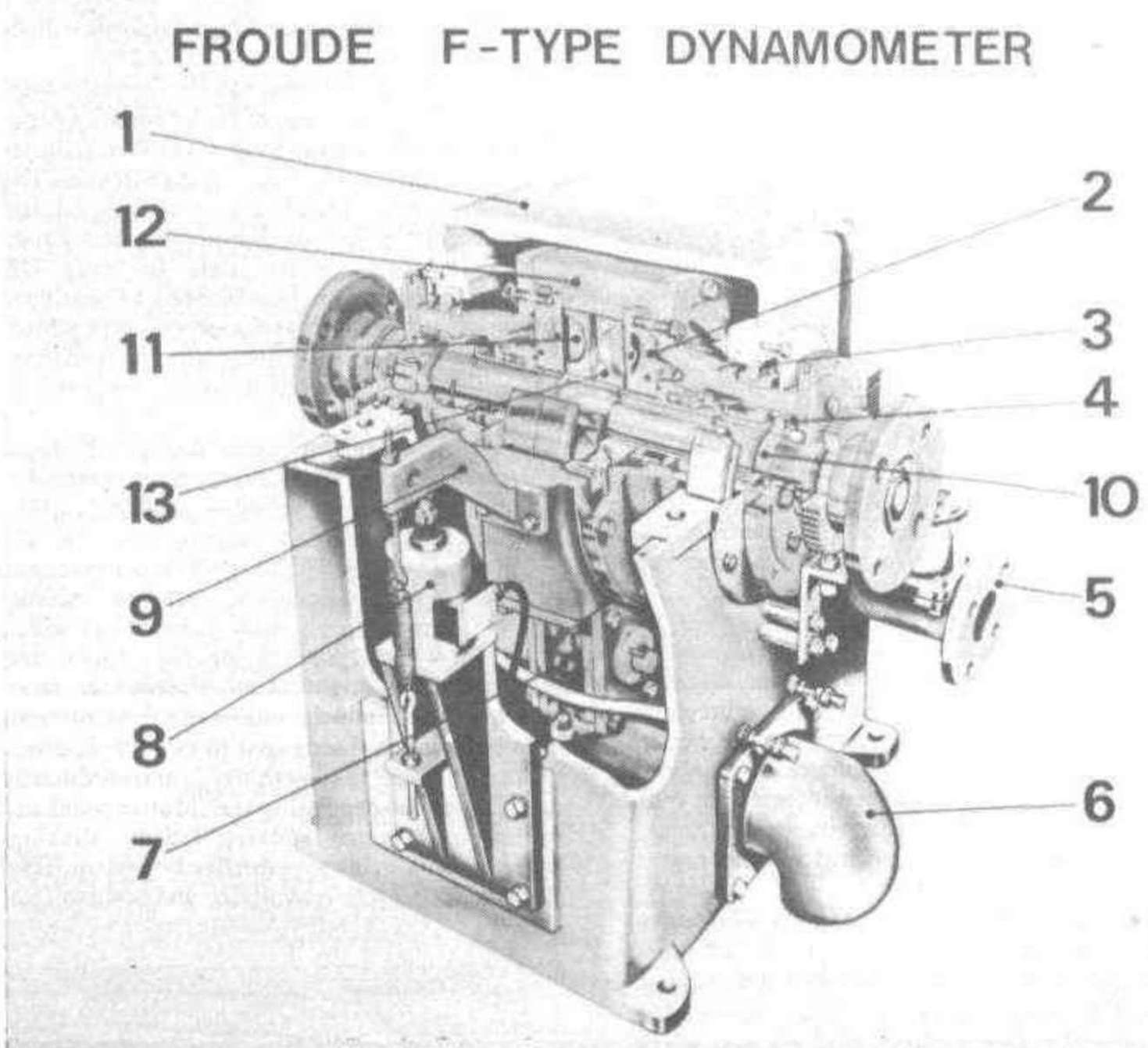
From that experience was born the 209, fathered by former Rolls-Royce and Broadspeed engineer Barry Dukes, plus Froude's own engineering man Don Lavis. The big improvement was the use of £400 angular bearing sets from the aircraft component supply industry and sealing them for lubrication life with the Isoflex-branded grease produced by Kluber of Munich.

These changes allowed a safe 16,000 r.p.m. and the first customers were Ferrari. The 209 represents some £12,000 to a customer. For this sum he has a machine that is more compact than those before, plus a full range of electronic aids that have been developed in association with GEC during the past 18 months. The machine is rated capable of absorbing up to 800 b.h.p. officially, which will probably take care of current Ferrari F1 development for a while. . . .

The Froude works are not particularly interesting in themselves, but the people who work there producing such sophisticated electronics to complement such an old-established principle were fascinating to talk to. When sales manager Edward Denley talks of selling to the Chinese, Russians and virtually every other country in the World one realises what a wide-ranging business this can be ... and how successfully it has capitalised on Froude's basic expertise.

For the future we can look forward to far cheaper general purpose dynamometers (though they look unlikely to rejoin the rolling road market they once explored with Crypton) and ever more advanced electronic control systems. Even now an operator is not strictly necessary in some cases. However, it does look as though it will be some time before the electronic control systems that allow one to preset an engine's running cycle become generally accepted in the competition world, even though Leyland already have one Froude layout that incorporates 56 dynamometers, seven "slave" computers and one master to analyse all the results. – J.W.

*The workings of a dynamometer.*






*Fascinating fun! This four-wheel-drive Scout II is powered by a 5.7 litre V8 engine, does 100 m.p.h. and will go practically anywhere. The wheel arch extensions are rubber. There are transparent panels in the bottoms as well as tops of both doors.*

# The International Harvester Scout SS II Goldstar Baja Cruiser

FOUR-WHEEL-DRIVE vehicles seem to be all the rage today, with a multiplicity of offerings from the UK, the USA, Japan, Russia and elsewhere to follow in the well-worn mass-production wheel tracks of the Jeep and Land-Rover. Yet I don't think any of them has such a mouthful of nomenclature as the extraordinary Scout (I have no intention of repeating the full description) I had fun with recently. It needs literary talent just to spell out the name, so it might come as no surprise to readers that the importer of this 5.7-litre V8 4 x 4 is the erudite John Britten of Arkley.

The Scout tested is the current bearer of Britten's famous SS 1800 registration number and the only example of its elephantine breed in the UK. International Harvester will be better known to UK readers as builders of combine harvesters and tractors; Britten informs me that they are much more than this, the second largest truck manufacturers in the World and the largest of all in the USA, no less.

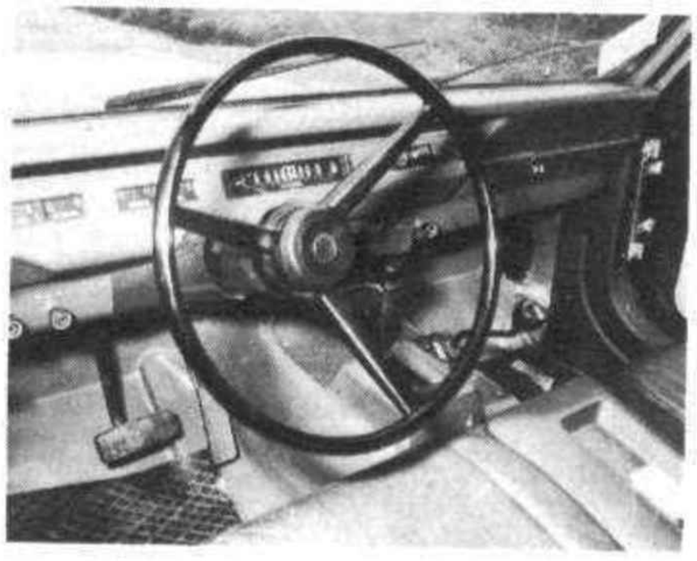
A couple of years ago International Harvester decided they would like a share of the off-road sports vehicle market and produced the original Scout SS, based on their existing short-wheel-base station wagon with the steel top and doors removed, but not much else. A developed version of this was entered in the 1977 Baja 1,000 long-distance cross-country race (an event in which I have a yen to participate) – and won.

The lessons learned in developing the Scout racer were applied to a new model introduced for the 1978 season, the Scout SS II. In basic trim this is a very agricultural, low-powered vehicle, but the version imported by Britten is "loaded" with all the optional extras which make up the production Goldstar Baja Cruiser. Britten intends to import them initially in limited quantities at a special price of £7,100 each and is hoping for an official International Harvester dealership for next year. Later imports will be about £8,000 each.

In ride and noise levels, mostly from the huge expanse of flapping hood, of such complexity that I fought shy of lowering it, this 31¼ cwt. monster is more Land-Rover than Range-Rover. The resemblence ends when the 5.7-litre (345 cu. in.) V8 is activated, its 163 b.h.p. at 3,600 r.p.m. capable of showing its heels to most UK compacts. And if you should need to tow your cruiser or lead-keeled yacht down to the Med. (and have open-top motoring when you arrive) the Scout's 292 lb. ft. torque at 2,000 r.p.m. will undoubtedly oblige.

I had expected this wide, heavy, left-hand-drive "tank" to be dreadful to drive. Instead it transpired to be child's play – and fun with it! There is power-assisted steering to turn the enormous, 10" wide, Goodyear Tracker tyres and a three speed, automatic gearbox driving through a manually changed transfer box which gives four-wheel-drive low or high ratios and two-wheel-drive high ratio. Free-wheel front hubs are fitted, which relieve the drag of front driveshafts when disengaged in two-wheel drive.

There was something extraordinarily satisfying about depressing the throttle pedal and having this great, square, kidney shaking-machine whoosh away effortlessly and quickly. Close on 100 m.p.h. is available and 80-90 m.p.h. cruising if the ears and the kidneys can stand it. I used this Scout on the mainly motorway journey from Hertfordshire to Shropshire to drive the Midland Motor Museum's Aston Martin DB3S reported on last month. Enough was enough on the motorway – I settled for spending an extra hour on the cross-country route on the return journey, which showed up an extraordinary quality: there is practically nothing on the roads which will out-corner it! Those huge Goodyears grip like racing tyres and there is very little roll thanks to heavy duty leaf springs (there are live axles front and rear) and shock-absorbers and an ingenious anti-roll bar across the front spring shackles. The tarmac characteristics felt little different whether in two-wheel or four-wheel mode. The disc/drum brakes were of less superior performance and tended to pull and twitch. Alas, I was unable to test the Scout's cross-country abilities up the likes of Cader Idris, as I would have wished, for Mrs. Britten didn't want her shopping transport too muddied. But experience on grass and in high-speed, illicit moonlit sorties into stubble fields revealed impressive grip and traction.



*Spartan facia, purely functional.*

The Scout has good load-carrying capacity, especially with the bench rear seat folded and the strong tailgate lowered, but seat occupants have to squeeze between the fixed back rests of the front seats. The flimsy doors and zip-down side-screens can be lifted easily from their hinges. No carpets or floor mats are fitted, but a radio, cigarette lighter, lockable centre oddments tray and a roll-over cage are standard. Black and gold patterned side-winders add to the hardly subtle appearance.

Very definitely a vehicle for the extrovert in sunny coastal resorts, though great fun. Oh, and it did only 10 m.p.g. of two-star on that fast motorway journey, though 14 m.p.g. should be possible under more suitable conditions. – C.R.

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**Castrol Films**

EVERY year Castrol make a couple of films to add to their extensive library, all of which can be borrowed by Clubs and Associations for film shows. This year they have made films of activities in which they have been involved with sponsorship, the first being a moto-cross saga involving World Champion Heiki Mikkola from Finland. The second is a new and successful experiment involving four-wheeled activity. The whole business of the Wolf team and Jody Scheckter at the British GP at Brands Hatch has been combined with the Ford Rally team on the 1000 Lakes rally in Finland. The mixing of fast practice laps by the Wolf and Fords on special stages with the reactions of Grand Prix drivers and Rally drivers comes over extremely well. It gives a good insight into what is needed behind the scenes for a successful GP team and a Rally team and compares the two at close quarters. One of the better films. Available on loan from Castrol, Pipers Way, Swindon, Wiltshire.

**"Lagonda – A history of the marque"** by Arnold Davey and Anthony May. 497 pp. 9¾" x 6½" x 2" (*David and Charles Ltd., Brunel House, Newton Abbot, Devon.* £15.)

This long awaited complete history of the Lagonda car and the various companies involved from 1900 to the present day is now available. Written by two prominent members of the Lagonda Club this is no journalistic "pot-boiler" but a serious treatise on the Lagonda car and all its aspects. Not to be flicked through or read overnight, this serious book will take quite a time to read and absorb so a full review will appear next month. –D.S.J.

## Formula One Facets

# TYRES

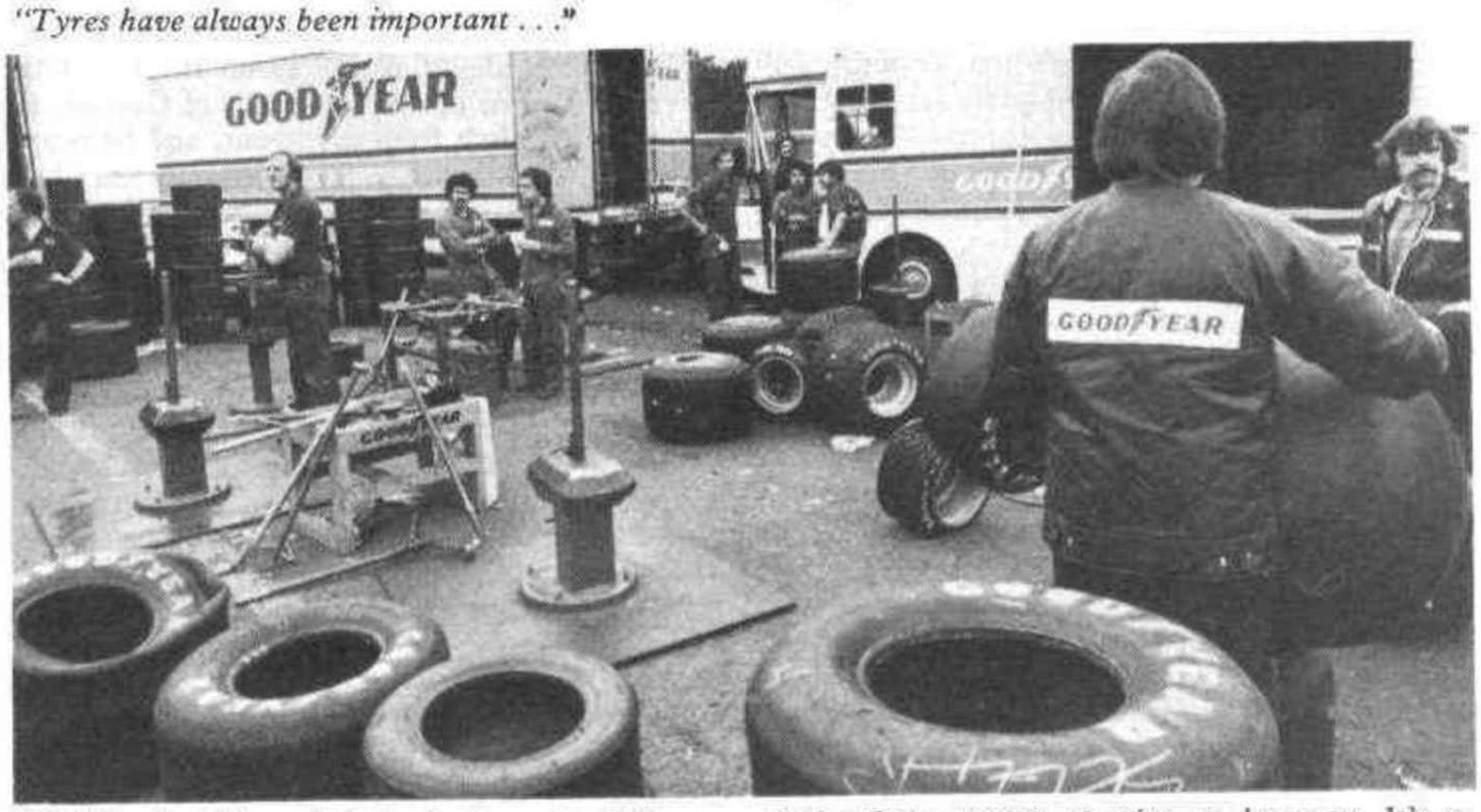
TO LISTEN to some people these days you would think that the racing tyre has only recently been discovered, similar to those people who have the impression that Grand Prix racing started in 1950 with the FIA World Championship series. The tyre has always been the limiting factor in ultimate performance, whether it be acceleration, maximum speed or cornering power. The four contact patches of rubber connect the racing car to the road, all else in design is subsidiary and aimed to assist the contact patches in doing whatever is asked of them. In Formula One racing all four have to work to a common end when the car is braking or cornering, while the rear ones have to do all the work under acceleration. It is not surprising that tyres have always been a serious part of motor racing and there are so many technical lessons to be learnt from the extreme conditions supplied by a racing car that there has never been a lack of interest among tyre manufacturers to support racing to whatever degree they could afford.

For a long time Dunlop were the foremost racing tyre, challenged by various other makes such as Avon, India, Englebert and Pirelli. In the age of the Mercedes-Benz and Auto-Union in the nineteen-thirties, Continental ruled the roost. In the fifties it was Pirelli, Englebert, Avon and Dunlop, with the Birmingham firm coming out on top, ending up with a monopoly in the early sixties. Then Firestone and Goodyear joined in and with Dunlop formed a fierce trio of competition from which Goodyear lasted the longest and achieved the sort of monopoly that Dunlop had held previously. Last year Michelin arrived on the scene with the Renault Formula One team, and this year have challenged Goodyear's monopoly with a fair measure of success, thanks to the Ferrari team.

All through the monopoly days, and indeed up to the end of this season, Goodyear have been giving tyres to anyone involved in Formula One racing. Successful teams like Tyrrell, McLaren, Brabham and Lotus have more than justified this free supply of tyres by winning races for Goodyear; not so important when they had a monopoly, but vitally important in this last season when the Michelin challenge became strong. Unsuccessful teams still received free tyres, riding along on the strength of the successful teams, but as competition grew more intense and experimental tyres became more frequent, and in consequence less in number due simply to production limitations, only the likely winners were getting these special tyres. Even though the situation was obvious some of the people who were natural non-winners, yet had free tyres, were complaining because the Lotus or Brabham drivers were getting special treatment. This caused Goodyear to make a hard and firm statement about who they thought were of use to them in their battle against Michelin and who they considered to be "background" material, but nevertheless were still getting free tyres. Now they have taken the next obvious step and named nine teams (as mentioned last month) who will get free tyres and full support, and anyone else will have to buy tyres (at a great discount even so), or look elsewhere. In short the chips are down, and Goodyear has some serious competition on their hands in the form of the Michelin-shod Ferraris, who won five races this season in the Grand Prix series, while the




*"Tyres have always been important . . ."*




Michelin-shod Renault is beginning to look like a winner. Whether the also-rans continue to use Goodyear tyres, at about £80 a cover, or try to find other sources remains to be seen. It's a known fact that Pirelli are ready and keen to

*Continued on page* 1808




*Andruet/"Biche", second overall on the Tour of Corsica, tackle a stage in one of the four works* 131 *Abarths.*

## RALLY REVIEW

# The Bandama Rally and the Tour of Corsica

TWO WORLD CHAMPIONSHIP rallies have taken place since last month's review was written, the Bandama Rally in West Africa's Ivory Coast and the Tour of Corsica on that French-administered Mediterranean island which has a character so markedly half Italian and half French. The outcome of these two events was an obsolute clinching of the Championship series by Fiat, although even before there could hardly have been anyone prepared to bet that the Italian team would not become champions again.

There were no cars from Turin in the Ivory Coast, save for one entered by Fiat France which didn't finish anyway, but Fiat's rivals scored no points either, so the result didn't really matter. In Corsica, the Italian team took first, second, third and fifth places, making absolutely sure that no-one would be anywhere near them in the points list. Indeed, of the ten events which had been held when this was written, they entered eight and won no less than six.

The Bandama Rally was in the series for the first time, replacing the New Zealand event which was dropped so undeservedly after its fine showing in 1977. We are pleased to record that the New Zealand Rally will be back in the series in 1979.

Since the Ivory Coast is former French territory its major rally generates considerable publicity in France. Furthermore, it is one of the rough events which are regularly tackled by the Peugeot team, and that factory sent a strong force to Abidjan. They remembered the humility of being beaten by Mitsubishi last year, and took every step to make sure that the same didn't happen again, though there were no Japanese teams this year, not even from Datsun.

Renault sent two of their little R5 Alpines and, at the last moment, Fiat France decided to send a 131 Abarth and brought team manager Jean Vinatier back into the role of competitor to drive it. The only other entry of significance was that of an Opel Ascona from the factory to be driven by that exponent of endurance rallying from Kenya, Shekhar Mehta.

Alas, both the Fiat and the Opel left the fray early, the Fiat when it was almost destroyed by a lorry which turned across its path when Vinatier was in the act of overtaking, and the Opel when cam followers, clutch and finally camshaft itself gave up. This left the Peugeots and the Renaults, and although it seemed at one time that Jean Ragnotti, that fine driver and ebullient comedian who works as a film stunt driver, might even have challenged for the lead, the little car couldn't match the V6 Peugeots. Nevertheless, Ragnotti finished in a fine third place, followed two places later by his team-mate Guy Frequlin.

Initially it was Timo Mäkinen who led, but suspension and drive shaft failure set him back and he finished second behind team-mate Jean-Pierre Nicolas. Nicolas has had a remarkable year, driving Porsches, Peugeots, Fords and Opels. He has won the Monte-Carlo Rally, Safari and the Bandama, and is as much at home on car-breaking desert tracks as on the ice of the French Alps or the tarmac roads of Corsica. He can easily switch from car to car, and he is well liked by team managers and mechanics since he is by no means a difficult man to work with. On the contrary, he is always readily co-operative and is prepared to tackle anything his team manager wants.

There was a time when the Bandama Rally had special stages, but it now copies the simple but effective formula of the Safari Rally which times everything in minutes and steadfastly refuses to resort to seconds whilst there is no need. The event is run by enthusiasts in a country populated by enthusiasts, but in budget-conscious times it could be that a cost level which produces a bill for £3,000 for just a month's rental of a medium-sized saloon car may deter competitors who would otherwise want to go.

* * *

Corsica is a rugged, mountainous, often tempestuous island which France guards with more police and troops per square kilometre than anywhere on the mainland. There is a strong Italian influence there, but in the main the islanders would like to be neither one nor the other of its nations of origin; they are Corsican, and that's the end of it, even if the CSI does take a liberty by referring to the Tour of Corsica as the *Rallye de France*.

With four works 131 Abarths, two in Alitalia colours and two in the tricolour stripes of Fiat France, Fiat was the strongest team in Corsica, although there were two works Stratos on loan, another private version, a cluster of private but powerful Porsches, a factory Opel and several from Conrero, several old Alpine-Renault A110s and, making a significant sortie to show the mettle of their Triumph TR7 V8s on this all-tarmac event, a two-car team from BL Cars in Abingdon.

Alas, the British team, with Tony Pond and Frenchman Jean-Luc Thérier as drivers, never got to the point where it could show its worth, for both cars retired in the very early stages with gearbox failures caused in most mysterious circumstances.

The two Triumphs were driven some 300 miles before getting to their base at Bastia on the North-East coast of Corsica. In that distance no faults showed up and there was no cause for concern. However, after being left overnight in the supposedly guarded closed park at the harbourside, they started the rally at 1 p.m. on the Saturday and almost at once their gearboxes ran hot, they left smoke trails and eventually retired. Both cars were found to have loosened gearbox drain plugs, and since each was prepared by different mechanics the chances of the plugs being left loose by mistake were very remote indeed.

At Bastia the BL team stayed in an isolated hotel outside the town, and the two Triumphs were parked in the rather dark hotel car park the night before scrutineering, and left in the official closed park during the night before the start. It could well be that someone tampered with the



*Michele Mouton, the French girl who can hold her own among the strongest World Class opposition.*

# THE LANCIA BETA SALOON.
# The car you buy for your family and drive for yourself.

Most car manufacturers today either cater for the driver at the expense of his passengers or they build cars that are very comfortable, but not very exciting to drive.
Thankfully, there is an exception: the Lancia Beta Saloon 2000, pictured here.
Its stylish, refined lines are unmistakedly those of a Lancia. Inside you will find all the comforts of home.
Plush, cloth upholstered seats. Room to take five with leg and head room to spare.
Deep pile fitted carpets throughout.
Headrests on the reclining front seats.
And an independently controlled heating and ventilation system for passengers in the back.
For you the driver, there's a twin overhead cam engine with performance to match.
Plus a five speed all synchromesh gearbox.
There's also Lancia's legendary front wheel drive and all round independent suspension so that handling is uncannily responsive and roadholding is exceptionally precise.
Then there's a steering column that can be adjusted to your height and your most comfortable driving position.
Once seated, before you is an impressive array of instruments and controls. These include electronic rev counter, warning lights for brake fluid and padwear, intermittent windscreen wipers, even a cigar lighter.
At the back is an enormous 18 cu. ft. of luggage space. While for everyone's peace of mind, there's a passenger safety cell, anti corrosion treatment on the entire body and servo assisted disc brakes on all four wheels.
It amounts to an extraordinary family saloon.
Fortunately, it can be bought for practically the same price as an ordinary one.
You can also buy it in a 1300 and 1600cc version or, for those of you with an eye for something extra special, there's the 2000ES, complete with sliding steel sunroof and alloy wheels.
Such cars as these can only be found in one place: at your local Lancia dealer.
He'll be delighted to arrange a test drive for both you and your family.
Because, at last, here's a car that will please everyone.

# LANCIA
## The most Italian car.

*Lancia (England) Ltd., Alperton, Middlesex.*
*Tel: 01-998 5355 (24-hour sales enquiry service).*

*The Beta Saloon Range: Beta 2000 – £4,284.54* (illustrated). Beta 2000ES – £4,680.00*. Beta 1600 – £4,015.44*. Beta 1300 – £3,455.31**
**Prices include VAT at 8% and car tax, inertia reel seat belts and delivery charges (UK mainland), but exclude number plates. Personal Export: If you are eligible to purchase a Lancia free of taxes, contact our Export Department.*



cars, but there is no firm evidence of that, of course.

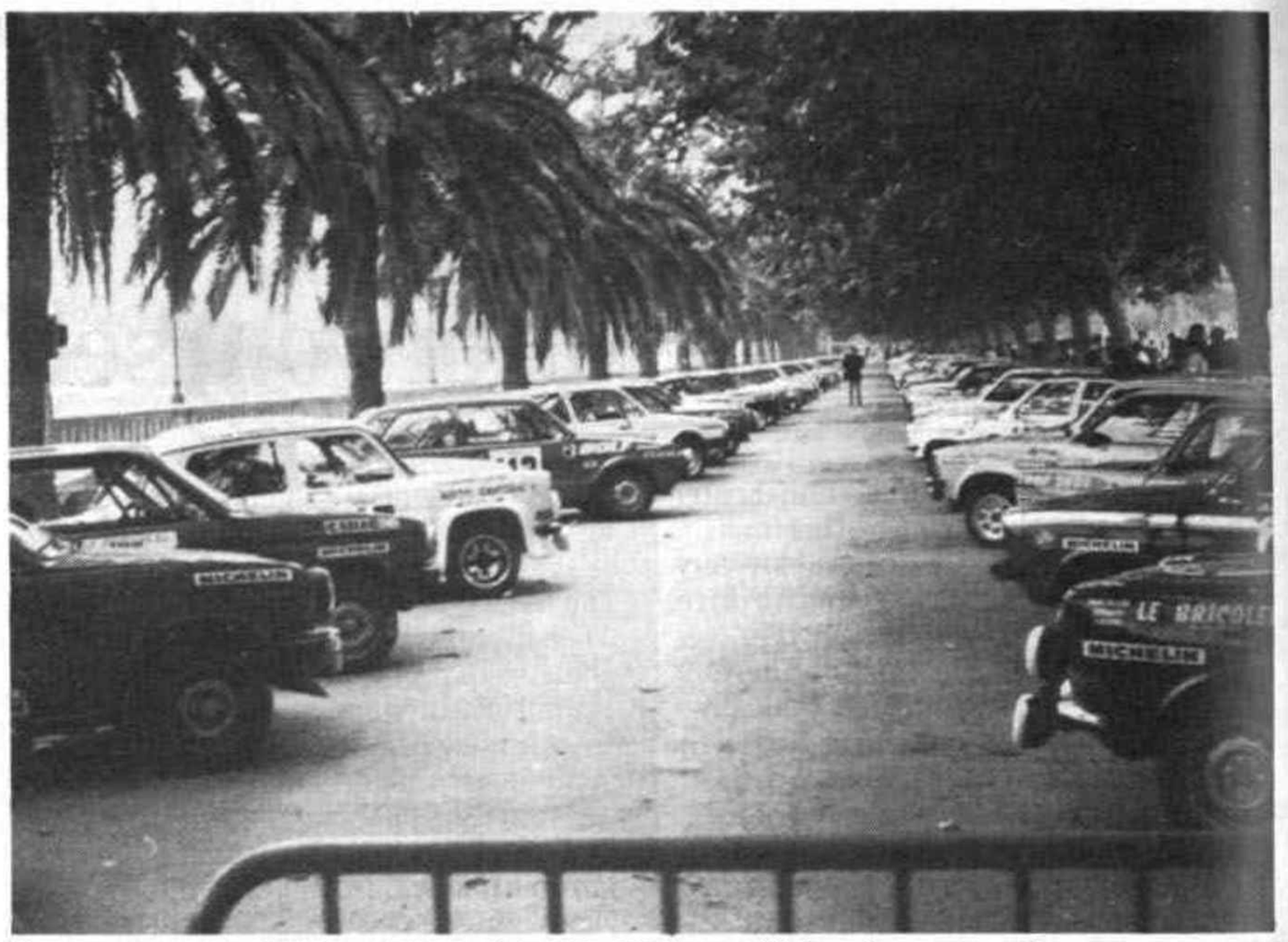
In contrast, the Fiat team used a closed garage where their cars were locked up each night, whilst for some reason or another they obtained official dispensation from the need to leave their cars in the closed park on the eve of the start. Instead, they turned up for scrutiny early on the Saturday morning, and only then were they parked in line with the others..

Amazingly enough there were 116 eventual starters despite a strike by French seamen which brought ships from Marseille and other South of France ports to a standstill. French mainland crews became concerned, but Corsica Ferries was still sailing from Italian ports and most of them shipped their cars that way.

With the unknown quantity represented by the Triumphs out of the fray the event became a Franco-Italian affair, for Nicolas's Group 2 Opel was no match for the Group 4 Fiats. Initially it was Munari who took the lead, but a suspension misalignment which caused excessive tyre wear slowed him and the lead was taken over by the French driver Andruet. Early in the second half he had to stop for a gearbox change and this brought a road penalty which let Darniche into the lead, which he never lost. Darniche, although French, was driving one of the official works-entered cars in Italian colours.

Corsica's road network is tortuous to say the least, and the organisers use much of it in this 24-hour event which is as much race as rally. There were just six special stages, but they were supplemented by four very long "impossible" sections which were as near stages as made no difference. Furthermore, many of the road sections were very much on the tight side, and the whole thing was more a road race disguised as a rally than anything else. In Corsica such an event is received with enthusiasm and supported by the authorities, but it would not be allowed on the French mainland.

Legislation has attemped to thwart Mother Nature by telling us that we must not distinguish – sorry, discriminate – between male and female, but the fact remains that there have been very few women rally drivers who have been able to match the performance of their men counterparts. Among the women rallying today there is just one who can command the respect of leading professional drivers and hold her own among the strongest World class opposition. Michèle Mouton from Grasse has driven a variety of cars which are by no means easy to handle at high speed, including Stratos and Alpine, but she is invariably among the leaders and is far quicker than most of the male competitors in any event. In Corsica she drove one of the Fiat France 131 Abarths and finished a most commendable fifth. – G.P.



*The parc ferme in which the sabotage of the TR7 V8s is most likely to have occurred.*

**BANDAMA RALLY**

| | | | |
|---|---|---|---|
| 1st | : | J-P. Nicolas/Michel Gamet (Peugeot 504 V6) (4) | 2h. 30m. |
| 2nd | : | T. Mäkinen/J. Todt (Peugeot 504 V6) (4) | 2h. 57m. |
| 3rd | : | J. Ragnotti/J-M. Andrié (Renault 5 Alpine) (2) | 3h. 40m. |
| 4th | : | S. Lampinen/A. Aho (Peugeot 504 V6) (4) | 5h. 06m. |
| 5th | : | G. Frequelin/J. Delaval (Renault 5 Alpine) (2) | 5h. 39m. |
| 6th | : | J-F. Vincens/F.Giallolacci (Mitsubishi) (2) | 10h. 07m. |
| 7th | : | K. Noujaim/ J-C. Mages (Mitsubishi) (2) | 11h. 10m. |
| 8th | : | S. Assef/J-Y. Burelle (Peugeot 504 V6) (4) | 11h. 54m. |
| 9th | : | H. Page/P. Saget (Datsun Violet) (1) | 16h. 10m. |

*51 starters, 9 finishers*

**TOUR OF CORSICA**

| | | | |
|---|---|---|---|
| 1st | : | B. Darniche/A. Mahé (Fiat 131 Abarth) (4) | 6h. 47m. 34s. |
| 2nd | : | J-C. Andruet/"Biche" (Fiat 131 Abarth) (4) | 6h. 51m. 59s. |
| 3rd | : | S. Munari/M. Mannucci (Fiat 131 Abarth) (4) | 6h. 52m. 59s. |
| 4th | : | J. Almeras/J-C. Perramond (Porsche Carrera) (4) | 6h. 57m. 44s. |
| 5th | : | M. Mouton/F. Conconi (Fiat 131 Abarth) (4) | 6h. 58m. 12s. |
| 6th | : | P-L. Moreau/P. Baron (Porsche Carrera) (3) | 7h. 05m. 11s. |
| 7th | : | J-P. Nicolas/V. Laverne (Opel Kadett GT/E) (2) | 7h. 06m. 09s. |
| 8th | : | D. Rognoni/G. Dini (Porsche Carrera) (3) | 7h. 17m. 55s. |
| 9th | : | C. Balesi/J-P. Cirindini (Alpine-Renault 110) (4) | 7h. 19m. 19s. |
| 10th | : | C. Dorche/J-F. Fauchille (Opel Kadett GT/E) (1) | 7h. 31m. 03s. |

*116 starters, 37 finishers*

## Ritmos on the Tour of Italy

TO THE SOUND of popping champagne corks and flash bulbs Fiat introduced two highly developed competition versions of the "Ritmo" 3-door hatchback to the motoring press, gathered in Turin prior to the start of the Automobile Tour of Italy. Two identical dry-sump, fuel-injected machines had been made ready for Jody Scheckter and Riccardo Patrese plus a third wet-sump carburetter aspirated car for Ceccato and Pasetti to drive for a newly-formed Fiat Dealer Team, the latter car a Group 2 specification Ritmo developing 140 b.h.p., with "unibal" suspension joints in place of rubber bushings, a more powerful braking system and large front spoiler and flared wheel arches.

The GP drivers' cars, using fuel injection, have stated power outputs of 150 b.h.p. (at 8,500 r.p.m.) and use Magnetti Marelli electronic ignition. Five speed gearboxes are used (standard on 65 and 75CL Ritmos) in conjunction with limited slip differentials and Abarth-produced drive shafts. Wheel hub-cups have been redesigned to take wider wheel bearings and allow the fitment of wider wheels with greater off-set. Redesigned rear suspension retains the typical Fiat transverse leaf spring but only as a single leaf assembly for location, the flexible element consisting of a nearly vertical coil spring and shock absorber. Disc brakes are used all-round, ventilated at the front.




*Patrese tries his Ritmo for size.*

In typical Fiat fashion the cars appeared in a highly finished state with superbly tailored roll cages (and even a Ford-style "World Cup" crossmember linking the front suspension turrets). In Group 2 guise, the car will undoubtedly be one to watch. Fiat chose the Tour of Italy to unveil its first competition Ritmos as it is an event with great publicity potential and can be likened to a cross between the now-defunct Tour of Britain and the Tour de France. The event runs for six days, taking in a leisurely combination of special stages and racing circuit tests interspersed with lavish entertaining during the evenings. – I.S.

### Bilstein's British concessionaires

SOME seven years ago a business called Magard was founded by present managing director Paul Bamford. The company specialises in selling and distributing parts to improve performance of popular cars, especially Vauxhalls for whom they act as Vauxhall Sportpart distributors throughout the world.

Now they have added the Bilstein gas-filled shock absorber line to their warehouse stock, which also covers Flexsafe fuel tanks, SICLI fire extinguishers and Campagnolo lightweight wheels. They must be fairly busy individually for only 11 staff are employed.

The Bilstein range is a wide one, for road use as well as its well-known competition prowess. Prices start around £25 per unit and stretch to well beyond £100. It is said that over 30% of all Bilstein's manufacturing costs are attributable to quality control work.

Magard live at 372 East Park Road, Leicester, LE5 5AY.

# More Vintage Items

APART FROM the annual change-about of F1 drivers, cars are changing hands within the VSCC. Chris Mann now has the Multi-Union, the Hon. Patrick Lindsay is said to be interested in the ERA-Delage, and we gather that Bernard Harding has Philip Mann's touring o.h.c. Straker-Squire tourer in part-exchange for what sounds like a DH Fox Moth aeroplane. H. G. Conway had an amusing letter in *The Times* not long ago, saying that his 50-year-old Bugatti gives others so much pleasure when he takes it on the highway that a subsidy from the Arts Council, if not from the MoT, would not come amiss! A collection of illustrations by Bonnard, used to illustrate a book about a motor-tour of Europe in a 1904 Charron undertaken by his friend Octave Mirbeau (the book was published in 1908, in a limited edition of 225 copies) can be seen up to December 2nd at the Fine Arts Society, New Bond Street, W.1. An Austin 7 adapted for a midget was among the items at an auction-sale at Shenley, near Milton Keynes, together with many rusty parts from more than 20 Austin 7s collected by 80-year-old John Mitchell since he bought his first of these cars in 1948. But two cars which didn't sell were a Hall-Eight (*see* MOTOR SPORT'S "Fragments on Forgotten Makes" series), and a 1908 chain-drive Aries in need of restoration.

Roger Collings in his well-known 1903 Sixty Mercedes and Jack Williamson driving the 1908 Grand Prix Itala indulged in a mock race on Pendine sands recently, for the filming of a new London Weekend Television production. The RAC has decreed that in future three-wheelers can take part in car competitions, which opens the VSCC to pre-war Morgans and the like and the Light Car Section of the latter to the less-hairy examples, which is good news and something the old Cyclecar Club fought hard for in 1928, following the panic ban on three-wheelers in non-ACU competitions after Ware's accident in a Morgan three-wheeler during the 1924 JCC 200-Mile race at Brooklands. The VSCC has announced a new fixture for 1979, in the form of a race meeting at Donington in May. It also intends to repeat its Brooklands Driving Test Meeting Next February. In connection with the above mentioned filming at Pendine, this gave Ian Wooldridge an excuse to write about the Land Speed Record for the *Daily Mail;* it also showed he cannot spell Segrave's name correctly and that he thinks, quite incorrectly, that this driver tried to take the LSR at the Welsh beach and failed, whereas Segrave succeeded, but on Southport sands. He also suggests that "Babs" was dug from its Pendine grave in 1969 "and raced again", which should cause Owen Wyn-Owen to either smile or sigh.... – W.B.

## Brooklands News

THE BROOKLANDS Society annual dinner was moved to its new venue in Kensington in the expectation of an attendance of around 400 but, in fact, 132 members and guests sat down, with T. A. S. O. Mathieson and his wife as the Guests-of-Honour. On show were the Multi-Union, Tim Ely's ex-Hawthorn Riley, and Dunham's Alvis, while John End's Wolseley Moth attracted much interest out in the hotel foyer, to which it had been banished because no-one had told him that petrol in its tank was against fire-regulations within the building – and unlike some, End *drives* to meetings.

We hear that, having demolished those historic buildings at Brooklands, Oyster Lane Properties are taking down the original fencing along the outside of the embankment at Byfleet, preparatory to destroying the Byfleet banking – a farmhouse inside the perimeter has already gone. The brass plaque on the Flying Ground flight-booking office, the first building of its kind in the World, erected in 1910, on which a preservation-order has been secured, was stolen some time ago. It turned up in a Rainham, Essex, antique-shop recently and although the "Guinness Book of Records" office and the RAF Museum apparently had no idea what it was, the plaque has fortunately been restored to its proper place through the help of the Vintage Aircraft and Flying Association at Brooklands and the willing co-operation of the person who bought the plaque, not knowing it to have been stolen.

The VSCC is scheduled to hold its annual Driving-Tests at Brooklands on February 4th and has even booked February 3rd as the date for this meeting in 1980. – W.B.

* * *

### All independent Suspension MGs

Sir,

Having been away, I missed Peter Neal's interesting letter in MOTOR SPORT of September 1978 when it first appeared. May I now comment on this, and also on John Perrett's letter of August (which I had thought it better to ignore)?

Messrs. Perrett and Neal both imply that my version of MG developments in 1935 is probably unreliable because I was not working at Abingdon at that time. Nor was I, indeed; I don't think they'd have wanted an 8-year-old about the place, and I had to wait another 24 years before they took me on (for 10 years, gentlemen, which is a lot longer than either of *you* worked for MG, I think). But I then started to study the subject rather thoroughly – almost as thoroughly, perhaps, as some of the chaps who have done quite useful work on the history of Roman Britain, although they must have been mere babes-in-arms 2,000 years ago. Or the specialists who have quite recently discovered all sorts of interesting things about life on this planet some 30 million years ago, when (I personally suspect) they may have been missing from the scene entirely.

Peter Neal also considers it "ungenerous" of me to correct John Perrett's faulty memories, but why is it ungenerous (defined by my dictionary as "mean, prejudiced") to strive for historical accuracy? I made no comment on Mr. Perrett's August letter because it, like his article, contained so many inaccuracies, but with *two* of them now gunning for me, I can't resist pointing out that: (1) The *Queen Mary* was launched in 1934, not 1936, so it was the most natural thing in the world to apply this as a nickname to a "large and unwieldy sports car" built experimentally in 1935; (2) The "considerable gap" between the PB and the TA Midgets was only two months (from May to July 1936), so it is absurd to talk of "bringing back the Midget"; (3) To the best of my knowledge, H. N. Charles was known as Hubert, not Noel, to those who were on first-name terms with him. Some anti-roll experiments were indeed carried out on an R-type chassis, as Mr. Perrett says – in fact the chassis still exists today, and the modifications can be seen – but all the evidence indicates that this was done at Cowley (where H. N. Charles had been transferred following the Morris Motors takeover), not at Abingdon.

Most of the information contained in Peter Neal's letter will be found in an article almost 20 years ago (in June 1959, to be exact) in *Safety Fast;* not the present MG Car Club publication of that title, but a magazine edited by myself and intended for MG owners and enthusiasts. The article, "Those Abingdon EX Numbers", was written at my request by my former chief, John Thornley, and nothing in it conflicts in any way with the statements I have recently made.

On the contrary, John Thornley rightly warned against trying to date or identify cars precisely by EX numbers because, as he said, the EX system broke down in its earliest days. EX 1, 2, 3 and 4 were all 18/80 prototypes of the 1928/9 period, but the very first MG record-breaker (which first appeared at Montlhery in December 1930, and took the Class H 100 m.p.h. in February 1931) was always known as EX120. According to two entirely different references in my files, EX101 is either the 1930 Double Twelve version of the M-type Midget, or it is a hybrid 18/80 built for Donald Monro some time in 1931. Moreover, John Thornley also stated in his article that an EX number does not *necessarily* denote a car at all – whether experimental prototype, production, record car or anything else. In many cases it signifies a certain aspect of development work, possibly carried out over a period of many years. Owners of TC Midgets (built 1945 to 1949) who are sufficiently interested to go nosing about with an inspection-lamp will find EX120 stamped on various chassis components. Why? Because that EX number, although popularly thought to denote a particular MG record-breaker, actually relates to the development of a chassis frame!

Yes, the TA (EX135) was announced in mid-June 1936 and the SA (EX158) in October 1936, but the difference in time is so small that Peter Neal cannot really suggest this as convincing evidence of a reallocated EX number. It wasn't the first time that MGs had got out of alphabetical sequence (the PA, for instance, had come two months before the NA in 1934), and far wider discrepancies are to be found elsewhere. In quoting from the Experimental Register to support his case, he omitted to mention that while EX181 is the rear-engined record car (first driven by Moss in August 1957), and EX187 is the MG-A Twin Cam (announced July 1958), it is no less true to state that the number EX182 belongs to the Le Mans MG-A of 1955.

In my letter published in June 1978, I said of the "large and unwieldy" 3½-litre all-independent sports car (nicknamed the *Queen Mary)* that "It was never taken seriously, and I don't think it even lasted long enough to acquire an experimental project number." But if it *did* acquire a number, my bet is that it was EX150, which otherwise remains a mystery. This would in no way conflict with the information I obtained for my MG history from such notable personalities as John Thornley, H. N. Charles, Cecil Cousins, Sydney Enever, Reg Jackson and others who spent several decades with the MG Car Company. It does, I admit, contradict the statements by John Perrett, who seems (he is vague about this, as he is about some other things) to have spent less than two years at Abingdon.

As a motoring historian I have found many times that memories of past happenings (my own included) can become very clouded as the years go by. For this reason I have long made it a rule to be wary of reminiscences, and I do NOT make statements unsupported by adequate evidence. This long argument boils down to one thing, and one only. John Perrett stated in his article that the original S-type MG was to be an all-independent sports car, which simply is not true. It was, in fact, intended to be an all-independent

single-seater Magnette of 1100 or possibly 1500 c.c. capacity designed to follow up the R-type Midget and compete successfully with the ERA. The car is actually referred to as the S-type monoposto Magnette *in letters written by the MG Racing Department* to possible buyers; letters which, Messrs. Perrett and Neal, I have seen for myself because I took the trouble to look for them, instead of leaping into print with a muddled mixture of guesswork and half-remembered notions. I claim no particular credit for the fact (as fact it is) that my research into MG history spans more than 12 years, and it does not signify that I am an MG fanatic; merely that, as a professional motoring writer, if I tackle a job at all I like to do it properly, and therefore take a slightly dim view of it when my competence to do so is brought into question by those whose knowledge of the same subject is, by comparison ambiguous.

Chichester F. WILSON McCOMB

**GP10 & YP 9763**

Sir,

Your article "Cavalcade" brought back some very happy memories, as I was the proud owner of the 38/250 Merc. GP10 from 1946. The car as I remember it had a non-standard and very narrow 4-seater body, I believe fabric-covered, and was of course finished in an attractive shade of blue as were all Campbell's cars. Whilst I owned the car I did several trips to the South of France on it and found that with a long, straight, French road under its wheels it could hold its own with anything. I don't recall ever being passed by anything. The only snag being that as benzole was hard to find in France at the time I was always obliged to carry a large stock of 2-gallon tins in the back "seats". Incidentally the back was never designed for passengers so you can imagine that you had a rough ride. I was not aware that the car went to Canada, it must be some years later when it passed out of my possession. I wish I owned it now!

Another interesting item in the same issue was the photo of Barnato & Rubin after winning the 1928 Le Mans. I owned YP 9763 which I always understood to be the Bentley that Birkin drove in this race, and which I believe had the engine from Rubin's car fitted at a later date. Whilst I owned GP10 I also owned the SSK38/250 which had belonged to Mr. Palethorpe (the Sausage King).

I hope GP10 has a happy retirement in the "Home". Long may she survive.

Ferring-by-Sea BRIAN FINGLASS

**Frazer Nash History**

Sir,

I enjoyed the analysis expounded by Peter Hull on how it was that I came to write that Clive Gallop broke all records in the 1925 Boulogne Grand Prix. He is obviously not familiar with the type of historian who goes and interviews the heroes of the past but only with the historian that takes newspaper clippings and joins them together with some interlinking prose, a scissors and paste man.

I interviewed Harold Scott in 1956 as he was Gallop's mechanic or co-driver in the winning Frazer Nash and he told me more of the party that Pickett, the uncrowned King of Boulogne, gave that night for the Frazer Nash team that had won the Pickett Cup. According to my notes all the mechanics, Thistlewaite, Charles Faroux were all there to taste the sweet taste of a flat-out race where the car had kept together and the magnificent duel between the 'Nash and the Bugatti in the two halves of the race. It must have been some party as every Englishman who was connected with racing in the town was there.



*Centrepiece of the Vauxhall stand at the NEC Motor Show was this Equus open sports car, a design exercise by Vauxhall styling staff put into metal by Panther Westwinds. It is based on the floor pan assembly of the Panther Lima, with similar Vauxhall suspension and 2.3-litre engine. Vauxhall admitted that they were watching public reaction with interest. Apparently the design could quite feasibly be put into production, but will Vauxhall do it? On the face of it the Equus is a golden opportunity for Vauxhall to capture the World sports car market.*

Cushman, who had been Archie's mechanic as far back as the GN team that had won the Pickett Cup in 1921 – Cushman had only been at the meeting in advisory role to the Salmson firm that had entered their GN team; Cushman said that the party was the greatest of them all due to the sheer speed of the Gallop car. Four hours and twenty-two minutes at 102.5 k.p.h. was some performance in 1925.

I also interviewed Archie Frazer Nash on many occasions and Peter Hull will well understand that the immortal memory of that race was a high point and many times referred to in conversation.

I can see how I did not come to check the statement about breaking all records and for this I am at fault. However, Mr. Editor, I have sown the seeds and research work is being carried out and I feel sure that the History of the Vintage Sports Car Club will be a fruitful source for further "howlers" to be reported – was it not Sam Clutton who said "there is no known motoring fact that is not demonstrably untrue".

Hartford DAVID THIRLBY

(I thought Archie Frazer-Nash's name had a hyphen but hesitate to insert one in a letter from so learned a Frazer Nash historian as David Thirlby! – Ed.)

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*FORMULA ONE FACETS – Cont. from page* 1803

return to Formula One, and will do so when the Alfa-Alfa is ready to race, while it would occasion no surprise if Dunlop were to return, for they have never lost contact with racing tyre development thanks to their activities with the Porsche racing team. The small firm of M & H comprising some of the ex-Firestone racing people are already in F3 and a Japanese company keep looking at Formula One through narrowed eyes. The future might become very interesting.

At present Goodyear still have an enormous undertaking in supplying tyres to the bulk of the Formula One field, and at a Grand Prix *all* the tyres have to be fitted by their staff before the meeting begins, and removed when the meeting is over, to say nothing of the fitting and removal of tyres during practice. If the Goodyear vans take 1,500 tyres to Austria, for example, then they have to bring 1,500 tyres back, to satisfy the customs authorities at the various frontiers they have to cross. No matter whether the tyres are new, worn out or scrap, the correct number has to be bought back, and it is not unusual to see a team member handing back a mutilated and mangled mess of rubber and nylon cord after a car has been in an accident. Most teams take their cars to meetings on "slave" wheels and tyres and transport all their racing wheels bare. When they arrive in the paddock these racing wheels are taken to the temporary Goodyear depot and racing tyres are fitted to them. As each car may have six sets of wheels, that is 24 tyres to be mounted for each car, and there might be 30 cars running on Goodyear tyres. On the day before practice the tyre fitters are hard at work, dealing on a "first come, first served basis" so there is keen competition among the teams to get into the paddock early.

In each major team there are one or two mechanics who are solely involved with tyres, and you see these chaps continually traversing the paddock area with a trolley load of wheels going to Goodyear, or returning with a trolley load of wheels with tyres mounted. In a two-car team with two spare cars there might be as many as 50 wheels in and around that team's paddock and pit area, and keeping a check on them all is a full-time job. Practice days are long ones for the tyre fitters and the compressed air plants built into the Goodyear vans can be heard running all day, as mounted tyres are inflated. When the race is over and the winners are celebrating, the Press are trying to transmit their stories around the world and the public are trying to go home, the tyre fitters are still hard at work removing all the racing tyres, unused or scrap, no matter, in order to repack their vans with the requisite number of covers, and each team's tyre mechanics can still be seen trundling barrow-loads of wheels and tyres across the paddock.

With only two teams to look after, Ferrari and Renault, with a maximum between them of five cars, the Michelin people have an easier task from the purely physical aspect. Their hard work is trying to produce tyres that will enable Ferrari to challenge the top Goodyear teams. When you see the vast undertaking in which Goodyear are involved in Formula One it is not surprising that they are drawing in their horns a little for 1979.

D.S.J.

# The thing that's missing from this Vladivar Vodka advertisement is .





# BRITISH RALLY REVIEW

*Russell Brookes entertains spectators during the closing stages of the Welsh Rally on the familiar rally playground of the military ranges on Mynydd Epynt. It was not an easy event for the Inkberrow driver.*

ALTHOUGH ENTRIES on British National and home International rallies appear to have passed their zenith, due to the ever increasing cost involved and (to a lesser extent) a greater spread and selection of events, this year has seen three well-organised, thoroughly complementary, championships on a national scale. They comprised, in order of ascending magnitude, the Esso/BTRDA Gold Star Rally Championship; the Castrol/*Autosport* National Rally Championship and the Sedan Products Open International Rally Championship, the last mentioned of which culminated just last week with what is still the free world's most prestigious rally – the Lombard RAC.

The middle-level championship, that organised and controlled by the Castrol Oil division of Burmah-Castrol, has seen the greatest advance since its inception in the earlier part of this decade and for 1978 it inherited the premier-national status formerly of the RAC Rally Championship but with eligibility restricted to holders of British and Eire passports. Previously, the RAC series was open to any driver able to satisfy the RAC with a UK address for licensing purposes.

Catering for the addition of foreign participants (mainly Scandinavian) is the Sedan Products sponsored "Open" series of seven rallies (the Castrol series comprised 10 one-day events) made up from four "home" Internationals and three weekend "mini" Internationals.

The Esso supported British Trials and Rally Drivers' Association Championship followed a similar format to the Castrol series, but with greater emphasis on reduced cost. As with International racing formulae, many crews will tackle the Esso series (principally younger up-coming "club" drivers); some will progress to Castrol events (an interesting blend of established and aspiring) and a few will go on to pit their skills in the Open Championship.

This year's Club Series was won by Tim Brise from Chris Lord, neither driver truly representative of undiscovered talent, as Brise (almost a semi-professional) runs two cars, an Opel for BTRDA events and a Ford for selected Castrol and Open events, whilst Lord achieved prominence in previous Castrol seasons and made a retrograde step to take the BTRDA's "best newcomer" award – "new" only relevant to the BTRDA series.

Young Workington, Cumbria, driver Malcolm Wilson won the Castrol/*Autosport* series on the final round, with a steady points-securing drive to third place on the Focol Wyedean (November 4th) proving to be a thoroughly vindicatory performance from a very fast, and now very reliable, 23-year-old. Wilson's long wait to take his due honours follows a fairly disastrous mid-season.

At the time of press, reigning RAC Champion Russell Brookes had accumulated the greatest number of points (best six scores to count) in the Sedan series. A resume of the Lombard RAC will be included in the January MOTOR SPORT.

The Castrol series started the season with Caernarvonshire and Anglesey MC's Gwynedd in early February, a highly successful daylight event using North Wales Forestry Commission special stages. Malcolm Wilson used his familiar Escort RS1800 (HHJ 701N) to win the rally from the very much more highly experienced Nigel Rockey who had put his Escort off the road for a few vital moments. The Gwynedd is remembered – apart from the aptitude of the relatively inexperienced organising team – for the amount of snow in Clocaenog Forest, and for the debut of Willie Rutherford's exciting twin-rotor Wankel-engined Mazda Hatchback.

A fortnight later the Open series commenced with the De Lacy MC of Pontefract Mintex Rally, a "mini" International spanning two days and based on the North Yorkshire forests. The rally was none too popular as the organisers had been forced to bolster a meagre forest mileage (due to geographic limitations) with several tarmac ex-airfield miles of less good quality: not really the stuff to offer the world-class talent assembled. Nevertheless a Finn still contrived to win the event (Pentti Airikkala, Vauxhall Chevette) from the Fords of British drivers Brookes, Taylor, Clark and Elsmore; the last-named driver having won the group one category of the '77 RAC Rally and now sampling his first Open drive of the season for Thomas Motors with an Escort RS1800.

The Open Championship continued with the Benson & Hedges Circuit of Ireland, a five-day




Easter time "classic" which seems to improve in stature every year. Markku Alén, driving a Fiat UK-entered Mirafiori, thought that it made the Lombard RAC Rally "appear like a holiday". The lanky Finn could only make third place behind Vauxhall driver, Scotsman Jim McRae (team-mate Airikkala had retired under a cloud: the Finn was in a gruff mood and was being beaten by McRae), whilst the man nobody could catch was Russell Brookes. His rally was not without high drama, when on the very first stage his Andrews Heat RS1800 sailed off the road

*Brian Culcheth's steady, tenacious driving and the rugged production Opel Kadett GT/E proved an unbeatable combination in Group 1.*

after a misunderstanding with co-driver, John Brown, who had called a bend from the map incorrectly. Brookes and Brown were to split later in the year. Brookes drove his car to the end of the stage, after losing five minutes, had it repaired and finished the rally, five days on, with another five minutes in hand. His drive through the field is one that will be long remembered. In the increasingly prominent group one section, Brian Culcheth repeated his Mintex performance for Dealer Opel Team with a Kadett GT/E and also achieved a highly creditable seventh place overall. With over 500 miles of special stages, the Circuit of Ireland offers more competitive motoring than any other event in Britain or Eire. For next year longer stages are on the agenda.

Just one week after scoring his remarkable group one victory in Ireland over several theoretically faster cars, Brian Culcheth scored again on the second round of the Castrol Championship, Cheltenham MC's Castrol Cheltenham National Rally, this time an overall win with a more highly modified Opel Kadett. Malcolm Wilson finished in second place, an unfortunate drowning-out on a last stage ford and an engine problem preventing a better performance. During the early stages three favourites retired in quick succession: Andy Dawson, Jim McRae and Nigel Rockey, all victims of mechanical breakages.

Round three of the Castrol series proved to be one of the highlights of the year. It was the York MC-promoted Raylor Rally, using Mintex-style North Yorks. forests but little else and all packed into one no-nonsense day. The stages, by some quirk of the spring weather as much as any re-grading, were in the fastest, smoothest, condition that most competitors could remember. Indeed, for an early April event dust clouds were a truly unexpected problem. Once again Malcolm

*Andy Dawson's Datsun Violet clips a trackside rock on the Scottish Rally. As manager of Team Datsun Europe he is convinced that on-event development pays the biggest dividends.*



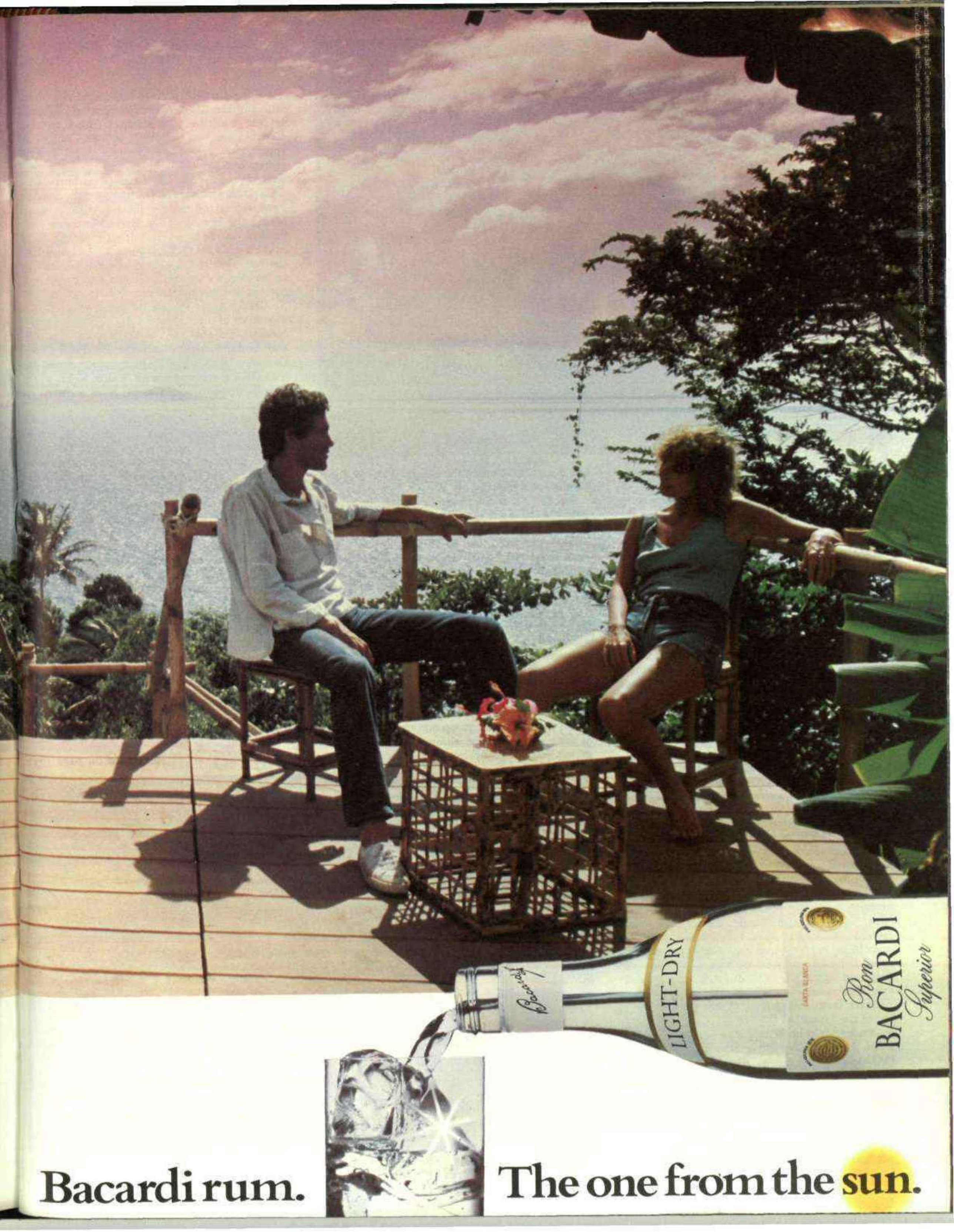
# A Bacardi on the house always makes the climb to Sam's place a little easier.



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So to reward his regulars for all the effort they've made to get there Sam always gives them a free Bacardi rum and "Coke," with lots of ice.

Mind you, he knows they'll need to buy at least a couple to face the journey back.




**Bacardi rum.**

**The one from the sun.**




*Tim Brise showed considerable natural ability in extracting himself from such "moments" during the year, and won the BTRDA Championship.*

Wilson was on thoroughly good form and he won from arch-rival Nigel Rockey.

Another interesting hybrid joining Rutherford's Mazda as an effective crowd puller was the early appearance of a Chrysler Sunbeam development car with 2-litre Lotus 907 engine, driven to sixth place by Andrew Cowan after a brief "off". The Sunbeam made up for Leyland's and Tony Pond's non-appearance; the Raylor should have witnessed the Triumph TR7 V8's *debut*. Instead an example appeared on a television rally sprint the following day.

A fortnight later the Triumph appeared for the CP Granite City Rally in North-East Scotland (Castrol, round 4) and duly won by a margin of just 12 sec from Nigel Rockey's Escort RS1800. Wilson – his luck on the way out – was forced to retire with gearbox failure. With another second place to Rockey, both drivers would go to the Jim Clark Memorial Rally, the halfway point in the championship, just one point apart.

But before that event came the third round of the Open series, the cumbersomely titled *Western Mail* Phoepower Wales Welsh Rally. Hannu Mikkola led from start to finish for Ford (apart from a single stage where Brookes forged ahead before a series of disasters demoted him to fifth) with Roger Clark backing up his Finnish team-mate ahead of Markku Alén and the Fiat UK 131. Challenges from Leyland and Vauxhall fizzled out, Pond's TR with an incurable ignition problem and then overheating and Vauxhall (with "productionised" engines after DTV were refused to start the Portuguese due to homologation problems of cylinder heads, camshafts and clutches) with both McRae and Airikkala being forced out with engine and drivetrain reliability problems.

Apart from Mikkola's brilliant performance, one of the "stars" of the Welsh had been Castrol contender Malcolm Wilson who had been having a run on this rally with a Stuart Pegg-entered, DAD-serviced RS1800. His car succumbed during the final run down country with a seized clutch, but his stage times had proved a point. Brian Culcheth once again took maximum group one points by winning the category for the third time in succession.

Round four of the Sedan Products Open series was the Esso-Lombard International Scottish Rally. It was a similar story to the Welsh. Hannu Mikkola led from start to finish with one of the most accomplished drives ever witnessed through British forests while Malcolm Wilson was again running a Pegg car and managed to climb through the field to be contesting second place with Markku Alén when he flew off the road. His meteoric progress through the night excused his misdemeanour of the morning. One learns by experience. Pentti Airikkala demonstrated that DTV were quickly recovering from their embarrassing problems with second place. Roger Clark finished third ahead of the Fords of John Taylor and Graham Elsmore. Needless to say, Brian Culcheth took group one again – four out of four and only the slimmest chance of not taking the championship.

Rallying stayed north for the next few weeks with the Jim Clark Memorial (Castrol) followed by the Burmah International (Sedan – and Castrol too, of course, in an individual sponsorship role). On the J.C. Nigel Rockey scored another win and gained the series lead from Wilson (who rolled in Otterburn after aquaplaning) while the Burmah saw the familiar Ford steam roller with Hannu Mikkola again taking the honours from Russell Brookes (they finished on the same second, a tie decider going in the Finn's favour) and Roger Clark. Although the Lanarkshire CC organised event was similar to the Mintex in terms of time and distance *v.* competitive miles, the sheer variety of the West Scotland stages combined with the virtual guarantee of night rain made the Scottish event a considerable challenge none the less. Vauxhall and Leyland couldn't provide the Ford Motor Company with significant opposition while the Fiat UK car (this time with Walter Röhrl at the wheel) managed fourth place. Culcheth, of course, now made it five out of five for Dealer Opel Team.

Early September saw the Castrol/*Autosport* circus arrive in Ulster for the *Belfast Telegraph* Ulster Rally, a superb 200 stage miles event considered, but alas not chosen, for upgrading to Open status for next year. The rally was won by John Taylor with his Haynes of Maidstone RS1800, the Ulster also qualifying for the "Tarmac Championship" of fast Irish stage events, which Taylor won outright. Most significant was the entry of Derek Boyd with a works Triumph TR7 V8. Younger brother of the legendary Adrian Boyd, Derek had won the rally convincingly the previous year with a Porsche Carrera, and if Leyland had ever chosen on a suitable horses for courses rule of thumb, this was it. Derek didn't let them down, but his car did. With just 21 miles of competitive motoring to complete it lost oil pressure suddenly (the ultimate effect of a broken rocker), so Taylor won an event he would have been happy enough to have finished in second place. Of the Castrol regulars, Nigel Rockey was now "temporarily

*Continued on page 1841*




*Perhaps more than any other driver this year, 23-year-old Malcolm Wilson made a considerable impression as a man with a bright future.*

# How to get a £5000 Dutch Masterpiece without paying for it.

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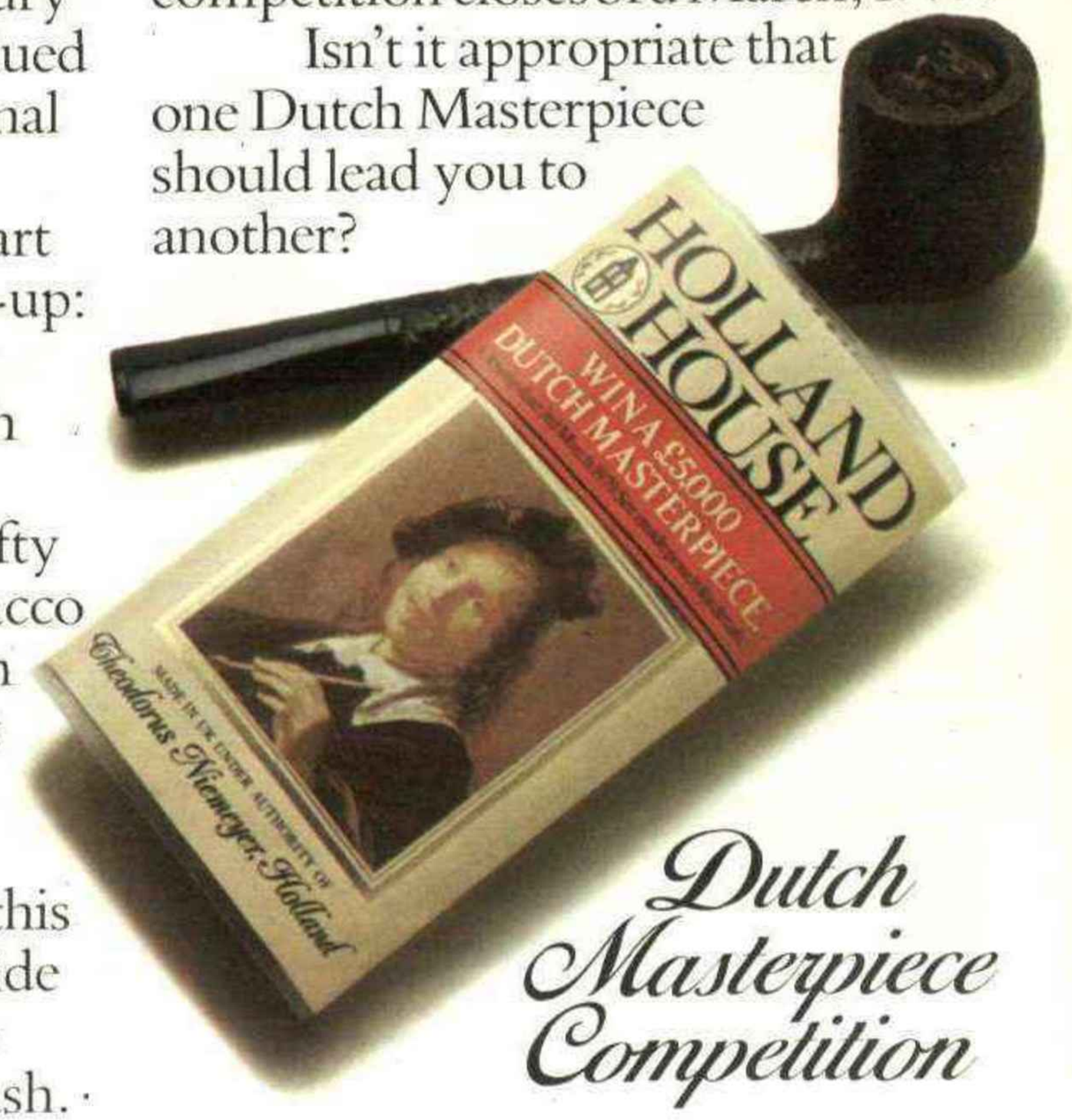
Other original works of art are waiting for the five runners-up: one 18th and four 19th Century originals by Dutch painters each valued at a minimum of £500.

And there are a further fifty prizes of Dutch handmade tobacco jars in Delft blue, where you can keep your Holland House–that other well known Dutch Masterpiece.

You'll find full details of this simple competition printed inside every pouch of Holland House with the special competition flash.

And in special competition leaflets which you can get from most Holland House stockists. The competition closes 3rd March, 1979.

Isn't it appropriate that one Dutch Masterpiece should lead you to another?

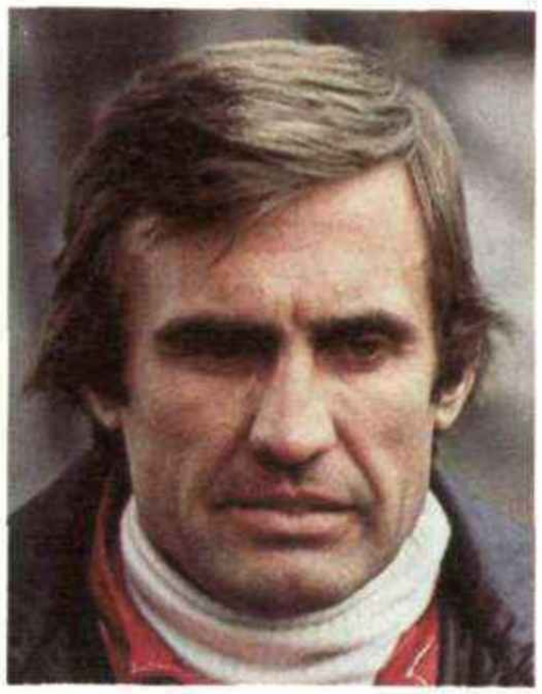



*Dutch Masterpiece Competition*

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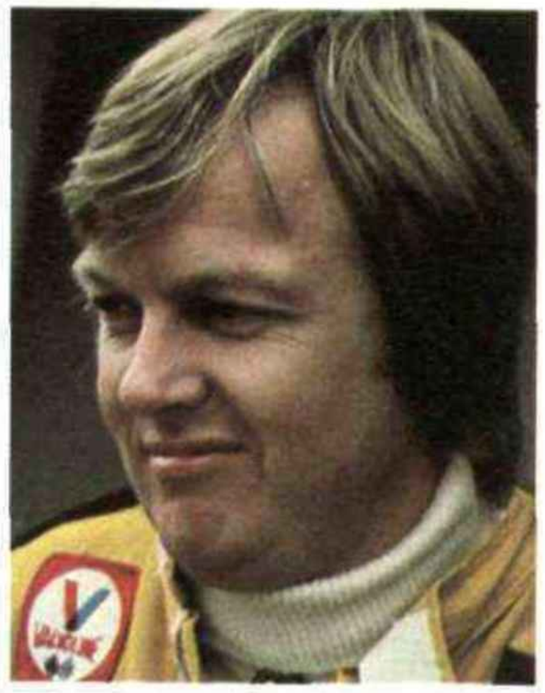
The success of a car design can b judged by its victories. This page c winners of the Grand Prix races c 1978 is self-explanatory.



**Carlos Reutemann**
1st Brazilian GP
1st USA West GP
1st British GP
1st USA East GP



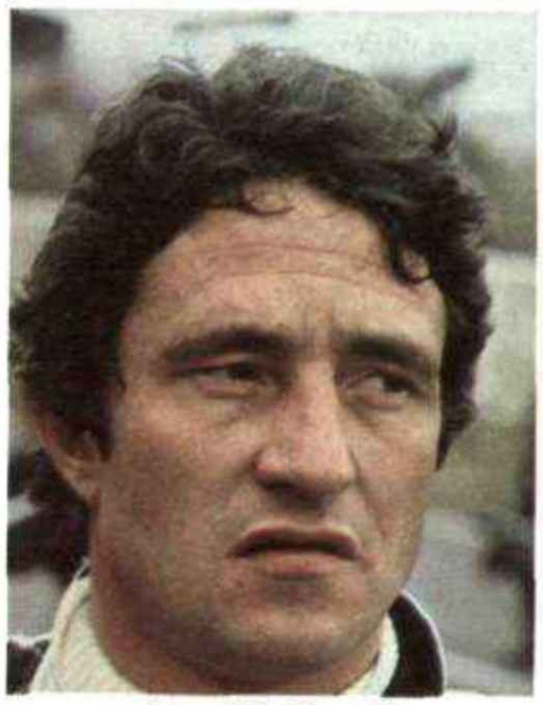
**Mario Andretti**
1st Argentine GP
1st Belgian GP
1st Spanish GP
1st French GP
1st German GP
1st Dutch GP



**Ronnie Peterson**
1st S. African GP
1st Austrian GP



**Niki Lauda**
1st Swedish GP
1st Italian GP



**Patrick Depailler**
1st Monaco GP



**Gilles Villeneuve**
1st Canadian GP




**Lotus 78 – Cosworth V8**
Two victories




**Lotus 79 – Cosworth V8**
Six victories

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*The Town Crier, Lord Julian of Shepherd's Market, leads von Raffay's 1896 Delahaye and Flather's 1897 Daimler out of Hyde Park.*

# To Brighton on a Wolseley

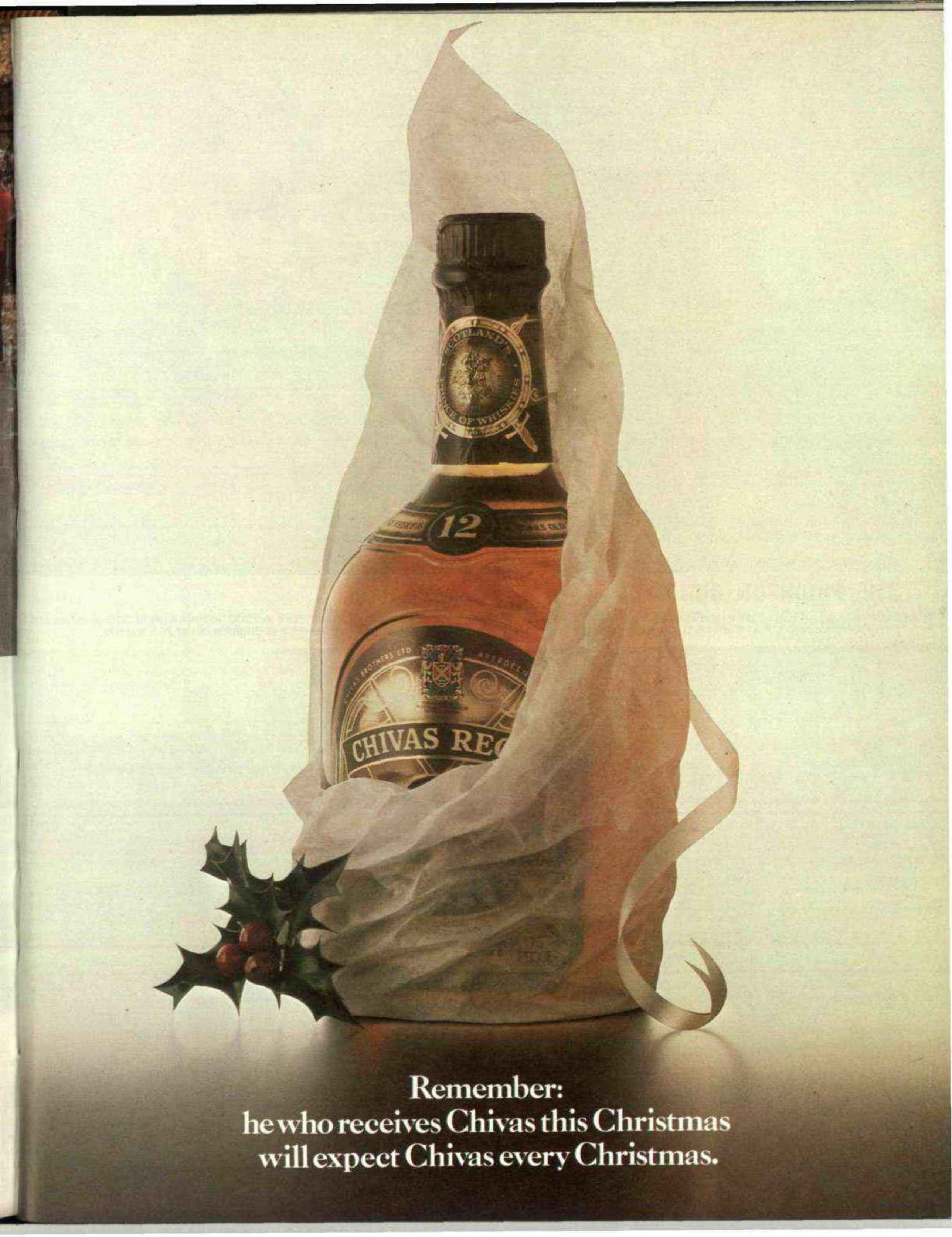
## The Editor Goes on the Run in a Leyland-entered 1901 10-h.p. Model

THIS year I went on my 26th Brighton Run as a driver or co-driver, thanks to Mr. Charles Maple and Mr. Richard A. Westcott of Leyland Cars, in the 1901 10 h.p. Wolseley tonneau entered by Leyland Historic Vehicles Ltd. and prepared by Don Joyce and his assistants. The old British Leyland cars awaiting restoration are now housed at the new Rover factory at Solihull and include all manner of vehicles, from the 1901 Lanchester that was not ready in time for this year's Renault-sponsored Brighton Run, to much later Rovers, including a very fine 14/45 Rover coupe, a Riley Adelphi, etc.

Not liking to be embroiled in the Brighton Run Sunday traffic in a strange car I had not previously handled, I drove a few days beforehand to Birmingham and had a short spin round the factory roads in this veteran Wolseley. I found it to be one of the two-cylinder 10 h.p. models that Herbert Austin had made for Vickers Sons & Maxim until they grew tired of his insistence on horizontal engines and changed to vertical-engined Siddeleys, in about 1905/6. An enlargement of the well-known single-cylinder Wolseley model of the period, the two-cylinder car was a very well made, if agricultural-running, motor car for its day. Of it the late Anthony Bird has said: "The horizontal-engined Wolseleys may not have been particularly fast (though they were by no means sluggards), nor were they notably refined in the manner of their going; but they went on doing what they were designed to do with rather less of the grief, rage, anguish and expense which several more ambitious motor-car designers of the time inflicted upon their hapless customers".

This was reassuring, on the eve of our 56-mile run to Brighton in a car that was now 77 years old. It is one of the earliest of its kind but a type not entirely unknown to me, because in 1956 I did the Run as a passenger in Peter Pointer's 1902 version and we had a trouble-free journey on that occasion. I see it was entered this year and driven by Mario Andretti, no less. Leyland's Wolseley, Reg. No. O 4156, seems to have been owned at one time by Anne Cowbury of Manchester, judging by a neat little brass "coin" so inscribed, screwed onto the o/s. of the body. It was presumably registered in Birmingham by its makers, who then had their factory at Adderley Park. It is typical of all these solid, dependable 10 h.p. Wolseleys, and carries a high four-seater tonneau body on its 7′ wheelbase, devoid of windscreen, and it is finished in yellow-and-black. The wooden-spoked wheels with fine brass hub-caps, are shod with solid tyres, a modification I think, but the rest of the car seems original. The typical Wolseley bonnet composed of gilled cooling-tubes has a rear-hinged lid that opens to reveal the engine with its cylinder-heads or "breeches" pointing forward. It is a transverse power-pack, as in a Mini. There is a sparking-plug in each head, fired by a l.t. wipe-contact distributor and trembler-coils, one coil for each cylinder, the coils being in a wooden box on the engine side of the dash. Above the cylinders are the automatic inlet valves, one per cylinder, through which a Wolseley carburetter feeds *via* a square-section alloy manifold. The exhaust valves are mechanically-operated and live beneath the engine, closed by abnormally long coil springs in tension, although on most of these Wolseleys laminated leaf valve springs were used, as on Parry Thomas' much-later Leyland Eight and other engines. A form of air-cleaner is attached to the carburetter.

The engine is wound-up from a handle inserted in a hole on the n/s. of the car and this handle afterwards clatters about on the floorboards. Lubrication is by a multiple bevy of drip-feeds before the driver, 12 in all, the oil being lost after it has completed its task; the big-ends are fed centrifugally. The ignition switch is before the front-seat passenger, maybe as a reassurance. The petrol tank sits on the engine side of the dash and has a lever-type tap on the floor and a glass sight-feed above it. The radiator




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he who receives Chivas this Christmas
will expect Chivas every Christmas.

## THE BRIGHTON RUN

COMING OUT of Hyde Park at the start of the RAC/VCC Veteran Car Run, a pair of New Orleans, both built in 1900, in the hands of G. S. Sanders and R. F. Collinson, above. Fast stuff – B. J. Garrett's 1904 70-h.p. Mercedes going well, below. It arrived second at Brighton out of 265 starters.





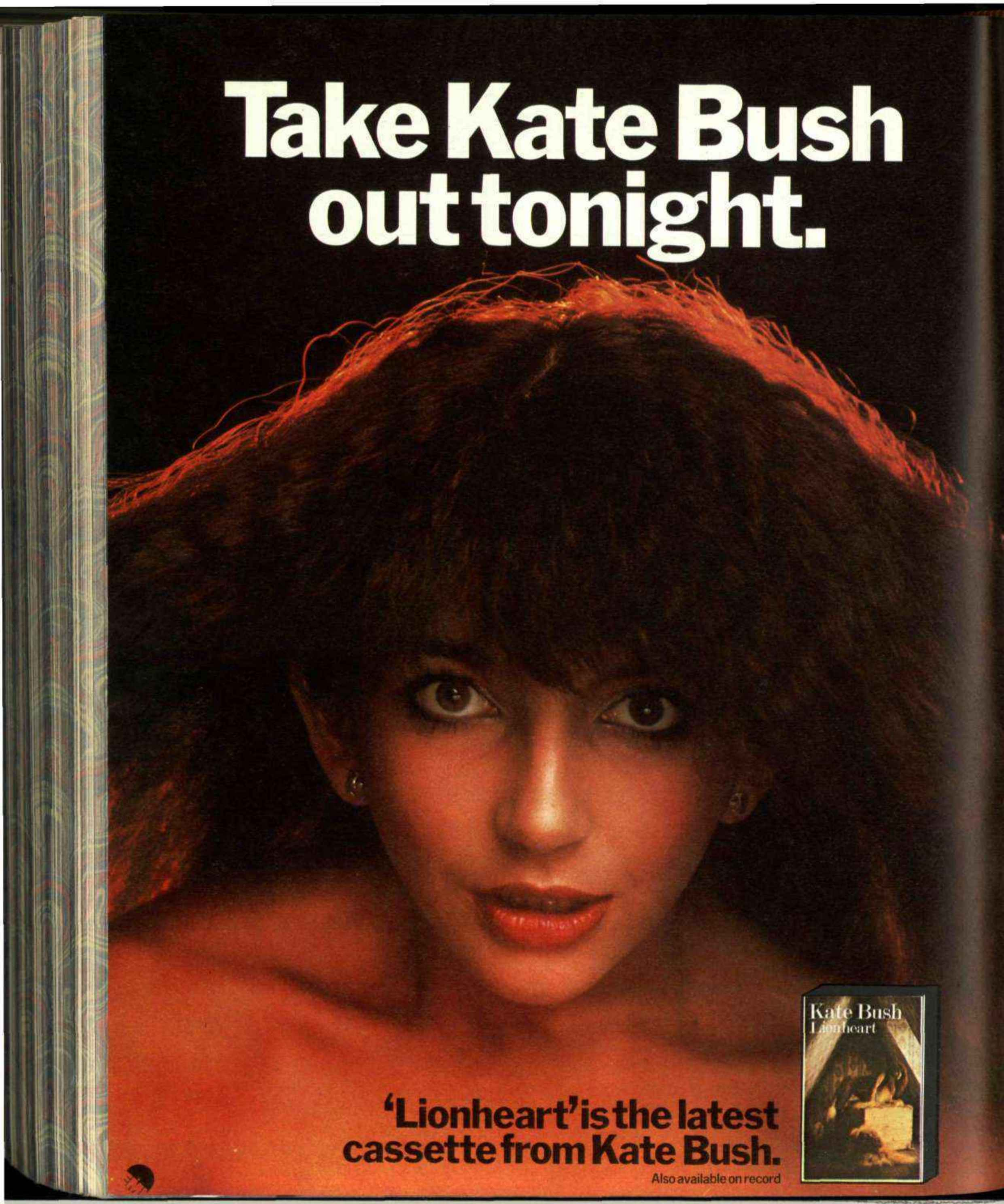


Above, as professional as ever, Stirling Moss OBE driving Renault (UK) Ltd.'s 1900 4½-h.p. single-cylinder Renault.

Left, steam on the Brighton Road – R. Middleton's 1900 Locomobile spindle-seat-runabout crossing Marine Parade.

Below, a scene full of action as P. Northwood's 1901 6-h.p. International Charette arrives at the Madeira Drive at the conclusion of the 56-mile Run, favoured by good weather.

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tubes encircling the engine are so efficient, aided by a low-speed pump, driven by shaft, that 1½ gallons of water suffice, poured in before a journey through the tops of two small cylindrical tanks, one on each side of the scuttle. To drive the Wolseley you climb up to the high but close-fitting seat, to be confronted by a four-spoke steering-wheel, the spokes of brass, on a tall, slightly inclined column. Beneath the wheel are the little hand-control for the slide-throttle in the carburetter and a matching advance-and-retard lever. The car is now driven mainly on the ignition lever and with much use of the r.h. gear-lever, controlling, through an exposed rack and pinion, a quadrant change. Fully forward the lever gives reverse, it then pulls back through the four gears and neutral.

So far a driver used to veteran cars finds nothing abnormal. But driving along the Solihull factory roads I was to realise that not only is the steering *extremely* heavy, but that to use the clutch, which to complicate matters is worked with the *right* foot, has very little movement, and is also very heavy, I had to almost stand up on the pedal to disengage the cones. The gears then go in nicely, when changing down, but the action is so slow going up through the box that crunching in the cogs seems to have been normal practice for all but the most patient Wolseley exponents. However, the quadrant had positive stops for the long movement of the gear-lever.

Having mastered the changing of the speeds I found that the brake pedal on the left of the clutch pedal, working on the transmission, was adequate; there is a push-on hand-brake operating on the back wheels up by one's right elbow, which has to be pulled sideways to clear its ratchet and is awkwardly placed, so is best regarded as a parking palliative, but is all too easily released as you get out of the car. Having noted the disposition of the old Wolseley's brake and clutch pedals I wondered if I should drive home with my legs crossed, to get used to them and was only prevented from doing so because I was using a Renault 5 devoid of a clutch pedal! The engine idles with simply enormous vibration but the clutch engages smoothly as you take pressure off the pedal and I was able to avoid the disgrace of stalling the machinery with Don riding beside me. The drive goes by Renold roller-chain to the gearbox and combined differential and then by side chains to the back wheels. Starting-up is facilitated by a big half-compression knob which you pull out from its hiding place by the n/s. step.

That was the Wolseley in which I had been invited to ride to Brighton. It is equipped with leather mudguards front and back, a fine pair of headlamps, Salisbury-Bleriot on the o/s., Salisbury Florio on the n/s., product of the Salisbury Lamp Works of London, and a Klaxon horn. The channel-section chassis is sprung on ½-elliptic springs all round, those at the back shackled fore and aft, the front springs shackled at the back only. The steering is unusual, as there are gears on the front axle itself, working a divided track-rod ahead of the axle, apart from a normal steering box. For the Run we had to be content with perhaps ten actual b.h.p., developed at 700-750 r.p.m., from the 114 x 127 mm. (2,605 c.c.) engine. But how nice to be making the pilgrimage on one of Britain's very first cars, of which this model is so truly representative. We were not quite fully laden for our spin to the seaside, for although Charles Maple, Mrs. Maple, David Gibb, one of four apprentices from the Cowley Body Plant Apprentices' Training School (who proved to be a tower of strength when there was roadside work to be done, and absolutely determined to get the Wolseley to Brighton) and myself formed the crew. There was a folding-seat, for a fifth occupant, in the rear compartment.

After a brief delay while an ambulance drove away with a mown-down onlooker, we left Hyde Park at 8.15 hours, Maple driving. The weather was fine and warm and we seemed all set for a good run. I took over after we has ascended the Brixton acclivity on 2nd speed, but found driving more difficult in traffic and thrice stalled the motor. Gibb then had his stint and actually got onto 4th speed by Merstham. But there troubles set in. We came to rest on the hill out of Purley. The plugs were cleared and the mixture thickened and things seemed to improve. Incidentally, two drawers beneath the front seat carry the tools and here lives the battery for the trembler coils.

Charles Maple, back in the hot-seat, complained of terribly stiff steering, the car having retired at Brixton last year from this malady. The king pins were oiled, with very little effect. I believe Stirling Moss said of the little Renault he drove that it seemed the most difficult car he had ever driven and not safe for more than 8 m.p.h. – although I gather he finished well before 16.00 hours, the limit allowed. He should, however, have tried grappling with our Wolseley. . . .

Near Crawley we stopped again, in real trouble, the distributor, down by the n/s. front wheel, having to be cleaned, the battery changed, the l.t. wiring inspected, and the drip-feed serving the n/s. chain-wheel bearing changed over to feed an over-heated engine main-bearing, as its own drip-feed was blocked. We got going eventually, but the Wolseley had become a sluggard, unlike those known to Anthony Bird, as it was on 1½ cylinders. Late numbers came by and we were overtaken by bicycles and an intrepid cyclist on a penny-farthing, even with Gibb dismounted and pushing the car up many of the sinuous acclivities of the A23. Another stop for a roadside overhaul, with Gibb working like a Trojan, aided by Niell Stockford, a fellow apprentice, who was following in a Maxi, and we pressed on, whereupon the engine picked up and I was granted the doubtful honour of taking over for the run from the Pylons into Brighton. Whereas the Police all along the route had been absolutely splendid, here the traffic-lights were unmanned (or womanned) and no-one cared. As a final Brighton indignity, we were not allowed to walk down the Madeira Drive to our hotel . . . However, after six hours on the road we had arrived, the Wolseley playing its final trick by running its petrol tank dry before all those onlookers and Marsh's microphone.

Nevertheless, it was the greatest fun and the Leyland Historic Vehicles' 1904 20 h.p. Thornycroft, crewed by Alan Park and Richard Westcott, after some valve trouble was also safely home and dry. We had an escort between us of two Land-Rovers and trailers, Maple's chauffeur-driven Jaguar and the Maxi and clearly enthusiasm at Leyland Cars for its historic heirloom runs high, two other apprentices keen on their restoration being David Blackwell and Anora Sandarford. And at least we had started, which is more than 30 of the intended starters managed to do. All strength to Leyland and Historic Vehicles Ltd. for its worthy endeavours. – W.B.

**Brighton Briefs**

Roger Collings towed his Sixty Mercedes, now in touring trim, on to London for the Run on a trailer behind his R-type Continental Bentley.

* * *

Cecil Clutton was on the oldest car in the Run, Palumbo's 1894 1½ h.p. Benz, which arrived safely after a spot of temperament soon after the start. The 17-year-old Hon. Ralph Montagu had a successful run on the NMM's 1903 De Dion

*Concluded on page 1841*

*BRIGHTON TAILPIECE: The Tylers on their 1899 Decauville heading into the Sussex sun.*



# FORMULA TWO TEMPORADA

THE START at Mendoz
Colombo, Fabi and the
March *(top centre)* as Englishman Stephen South flashes by in his Chevron. The
Brian Henton *(right)* was the leading challenger to the Factory March team in
showing for Ferrari in F2 and Clay Regazzoni *(lower right)* drove a Chevron B40
third at Buenos Aires but failed to start at Mendoza. Chevrons were generally
team's ICI entry. Keke Rosberg's Chevron (*pictured below at BA*) leads Englishm
Aires winner, Ingo Hoffmann (*lower left*) heads for victory with smoke pouring
and Jean-Pierre Jarier head the queue waiting to practice.









za in first of the two Argentinian F2 races as Surer's March heads
res*op left)*. A disappointed Rad Dougall stands beside his broken
Melza winner, Marc Surer *(top right)*, led from start to finish. Britain's
his Hengined car and drove well in both races. Argentina was the last
fitteith the Italian V6 engine for the Minardi team. Regazzoni finished
disaointing in the Temporada. Derek Daly (*lower*) drove the Ardmore
han (ff Lees in another Chevron-Hart and Regazzoni's car. The Buenos
fronts ailing March-BMW. In the pits road at BA (*left*) Eddie Cheever

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## TRACK TEST

# The Unipart March 783 Dolomite

### Something different in Formula Three

FORMULA THREE in whatever guise has a good pedigree for producing the next generation of Grand Prix drivers. Occasionally the top Formula Three man will go straight from what is now a 2-litre category into Formula One, the latest example being the career of Nelson Piquet, who dominated the British championship scene before making his debut with the Brabham GP team for the last round of the World Championship in Canada. In fact so many drivers have leapt to prominence straight from F3 that the validity of F2 is occasionally questioned: it is fair to say that the aspiring driver really must do F3, but he may get away with either a minimal or complete absence of F2. Most progress in logical fashion and derive benefit from the 300 b.h.p. stepping stone that F2 provides.

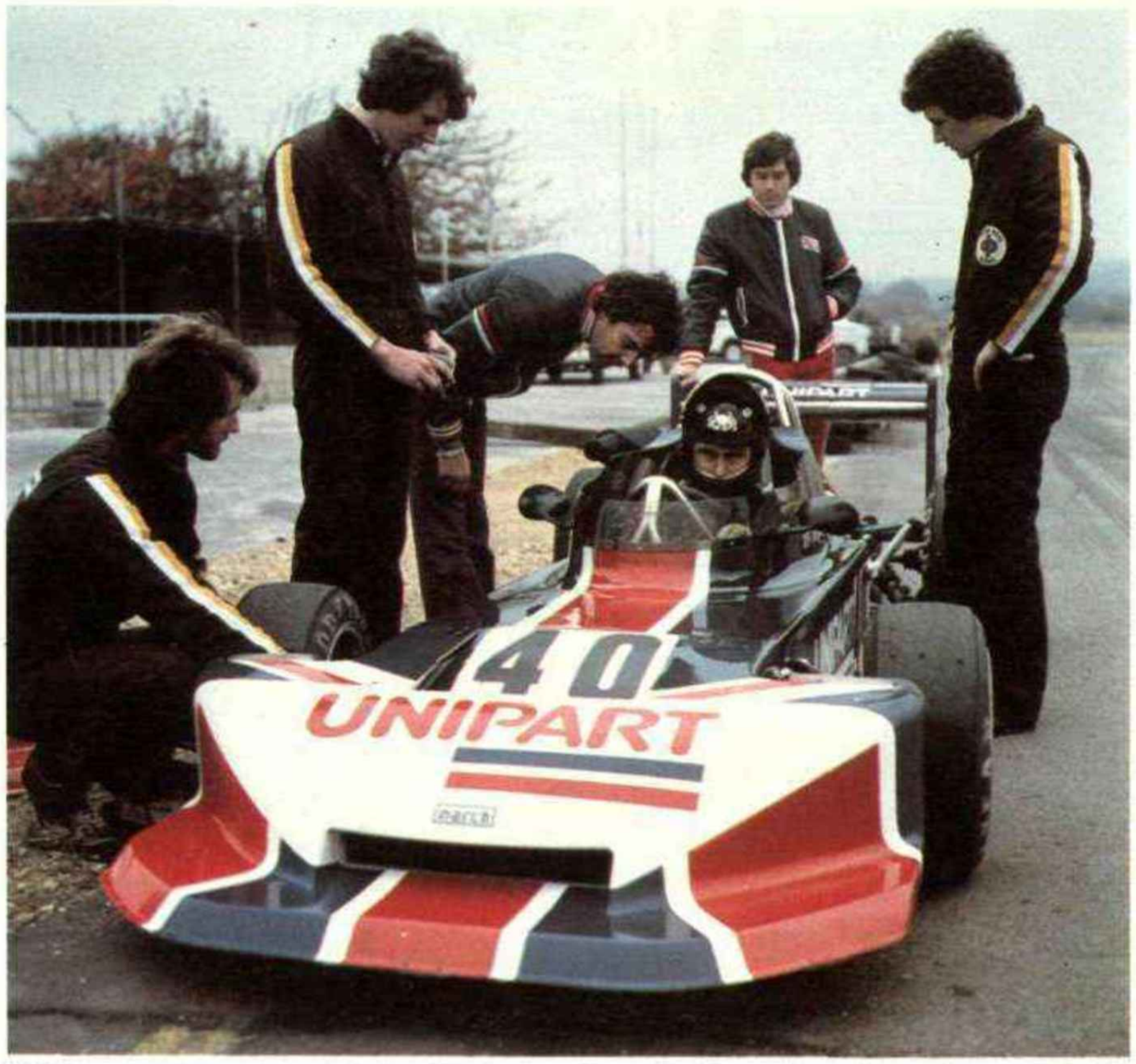
Formula Three in its present guise has been with us since January 1st, 1974 and is to continue next year, though wider bodywork will be permitted. The formula specifies a minimum weight of 440 kg., maximum wheel diameter of 13" at the rear and no more than 10"-wide wheels at either end, plus an engine derived from a unit produced at no less than 5,000 units a year – the same requirement as for a production Group 1 touring car.

The engine must be of 2-litres or less and is "strangled" by a 24 mm. diameter passage of no less than 3 mm. in length which controls the ingress of all air to the engine (or should legally!). The policing of this restrictor rule is now rather more efficient than in the early days of the formula, and the small cannon-like devices have themselves become almost standardised as Toyota's Formula Three engine by Novamotor in Italy dominates the category.

In 1974 a number of engines emerged as likely candidates for glory in F3 including Holbay's version of the Ford Pinto SOHC design, BMW's SOHC four (no more than four cylinders are allowed), but by the end of that first season there was little doubt in anyone's mind what the winning unit would continue to be. Brian Henton started off the season with a Holbay Pinto, but by the end of the year he was equipped with the Novamotor Toyota which is a twin overhead camshaft design equipped with a conventional two-valves-per-cylinder.

Unipart and the Dolomite Sprint four-valve-per-cylinder, SOHC motor appeared first in the 1976 season and have been through a fair number of permutations in pursuit of a first victory. For 1978 the team settled around David Price Racing of Twickenham in Middlesex for preparation of its three March cars (two 783s and one updated 773), the engine preparation carried out by Swindon Racing Engines in liaison with Leyland ST at Abingdon.

The team has suffered from a lack of cohesive management over the years. Witness the passage of seven drivers and preparation specialists like Denny Rowland, Holbay and Neil Brown before the present arrangement. It is estimated that Unipart have invested over half a million pounds




*J.W. is squeezed into the cockpit, David Price leans forward with some last minute advice and Needell looks appropriately nonchalant about the fate of his regular mount. If sustained effort won races Unipart, Price and Leyland ST would be buried in laurel wreathes. Better luck next (and final?) year.*

themselves in Formula Three. This season alone, with three cars turned out on occasion and two forays abroad (Dijon and Osterreichring) will have put away the best part of £100,000 on running the cars and the engine development programme comes on top of that.

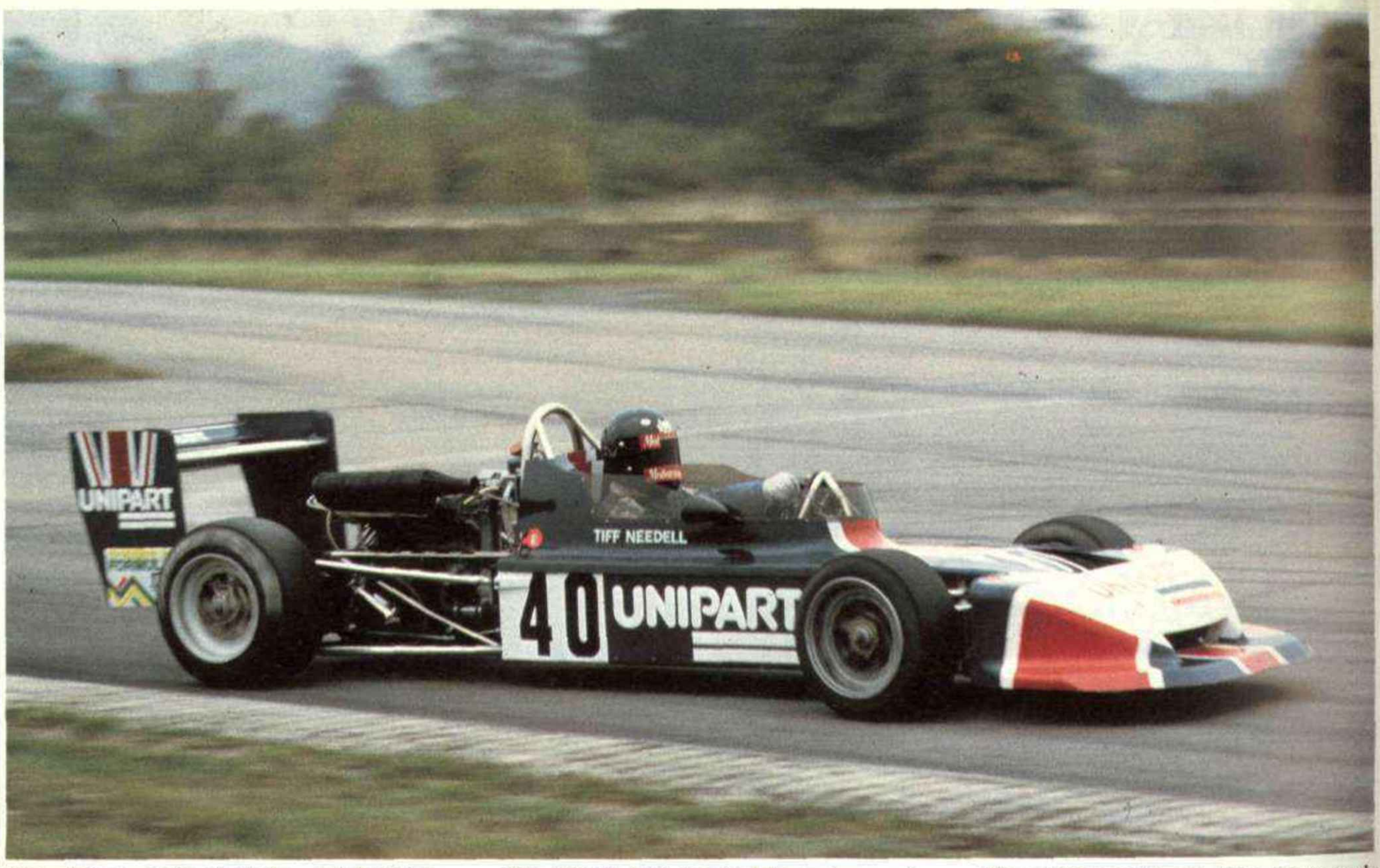
This does not mean that Unipart have been profligately wasting money. Let's also get it clear that it is not taxpayers' shekels either, for Unipart is a very profitable Cowley-based division of the Leyland empire. The facts are that all forms of single-seater racing are even more expensive than the mere presence of inflation would indicate. The teams have followed the examples of those in Formula One: spare cars; constant practice sessions midweek; far safer cars (the life support oxygen supply to the helmet for example, that is part of the Unipart and most other modern formula cars' specification); and constant development.

Even with tyres restricted to Goodyear G54 for dry use and G45s for the wet in Britain, there is plenty of work to be done if you are to find an edge over the opposition. In Unipart's case there was even more to do as the engine had to be developed to the point where it was competitive with the Toyota.

It has been an uphill struggle. Tony Dron was the sole driver and inspiration behind the project in 1976, but the car did not start to appear in the results at the right end until 1977, when Grovewood Award winner Tiff Needell and Ian Taylor, the Ford 2000 Champion, were fielded in Holbay-engined Marches. Needell is the only link between 1977 and 1978: last year he started 25 races, finished 18 times and recorded seven top six placings plus a second overall. This year, when I spoke to him before the team's last race of the year at Thruxton, Needell had started 17 events, finished 14 and scored eight places in the top six, including two second places. Team-mate Brett Riley from New Zealand raced only five times and took a couple of third positions. Reliability is generally good, especially of the engine now that it has been modified to overcome its early season cylinder-head water overheating problems. Needell retired once with this problem, a second time while fighting for the lead in the Austrian GP supporting event with suspected plug failure, and a third time when the master switch proved faulty. Riley had a gearbox failure – the Hewland Mk. 9 five-speed is near the limit of its capacity with this engine. Riley also suffered water on the electrics and a collision in his three non-finishes.

I said earlier that Unipart were not wasting their money. I say this for two reasons: 1, they have derived an enormous amount of publicity from the project (and publicity has been their objective for they will frequently favour a GP-supporting race over any championship considerations); and 2, because the starting price for a ride in a works F3 March-Toyota is liable to be £70,000 next year. Needell says resignedly (having driven in the F2 event at Hockenheim), "With a spare car, doing F2 the way it is done these days, you can reckon to want £160,000. If you are a good driver you can go along in either Formula Two or Three and start talking with roughly a third of the budget – i.e. £50,000 or so in F2 – but the team will need a good sponsor if you are to stand a chance of getting in."

You could say that Needell has had all the breaks, winning his first FF as he did in a magazine competition and going on to win a Grovewood Award. Though he proved fast at




Hockenheim in an F2 March (he was lying third when the BMW engine caught fire) Needell is unlikely to join Hunt, Watson and Keegan in Formula One unless he finds the kind of backer that has appeared in each of those men's careers.

Theoretically the provision of an orifice to limit the amount of air coming into an engine should provide a large number of units with the chance of being competitive. In the restricted 1600 Formula Three days that preceded the present category the pushrod Renault was developed into a winner and today Renault are developing their 2-litre SOHC unit, but with only the beginnings of success so far.

Looking at the Dolomite Sprint engine in the back of the long March chassis, a monocoque with a tubular frame engine bay starting behind the cockpit, the immediate impression is of the sheer hard work that goes into making 165-168 b.h.p. from an engine that will give well over 200 b.h.p in carburated British saloon car championship trim! Presumably the "hole" was adopted with the best of intentions, running along the lines of reducing cost along with engine r.p.m.

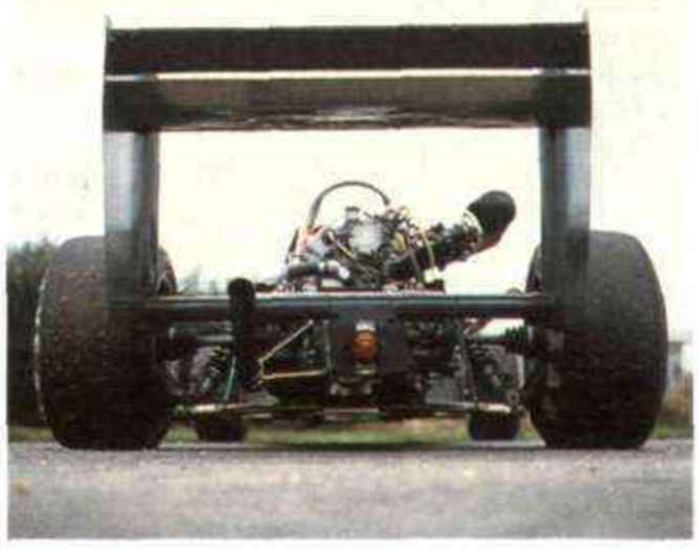
However, the competitive spirit lives on and the result is a series of restricted engines that peak between 5,000 and 6,000 r.p.m.! Those who have driven both Toyota and Triumph comment that it is now hard to tell the difference between the two. "The Toyota just gets there quicker, that's all," was the consensus of opinion. Now the Triumph engine seems superior at the top end, pulling better from its 5,800 r.p.m. power peak, but it still slightly lacks acceleration.

The work that goes into the Triumph motor at SRE includes installing a fuel injection system with cast magnesium inlet manifolds (now cut to optimum length in the light of track experience) using a Bosch-Kugelfischer injection pump and the mandatory air restrictor.

The cylinder head has the inlet ports opened by 1 mm. and a lot more metal removed from the exhaust ports. The valve head sizes are as standard but the valves themselves are specially manufactured. SRE machine specially valve-pocketed versions of Cosworth piston forgings leaving the compression ratio at 12.7:1. I thought that was high until I gazed at the FIA Yellow Book for 1978 and found that Holbay had been talking of 13.6:1!

The cylinder block has over 11 lb. removed in external metal but carries a standard bore and stroke of 90.3 mm. by 77.8 mm. The connecting rods are the production pieces, which are lighter and have been heat treated for extra strength, as is the Tuftrided crankshaft which is polished and balanced. The crankshaft bearing type cannot be altered.

*Above, a taste of the elongated March-Dolomite style of Formula Three motoring for our reporter, while below the conventional rear end layout with its unusual engine is shown.*



The engine mounts via three points at the front and via a four-bolt attachment to the gearbox, the installation designed by March with the motor vertically mounted rather than at the production slant. This created some water circulation problems in the cylinder head. Extensive work went on to try to solve the trouble (there have been three water feed positions on the head alone) and the provision of a new head gasket with revised water channelling to ensure that the number four cylinder closest to the driver (and therefore receiving the least air) was adequately cooled.

The valve gear and camshaft profiling are the black magic areas of F3 still, and the more so when you have a single camshaft operating 16 valves. I was told that the timing and full lift points were very much as for standard racing practice. Though the orifice alters things so that peak power is developed at very low speed for a racing engine, valve lift, and plenty of it, is still important: so development continues at SRE on this subject.

The car I tried was Tiff Needell's regular mount. A March 783 cost £7,450 plus VAT at the time of delivery, which was February of this year. This included a complete rolling chassis with Hewland gearbox. Because there was some question of the car flexing with the side-engine mountings of last season, March did the engine mounting themselves, very much along Toyota lines though the Cosworth oil pump mounts in a different position and clearance has to be provided.

Literally thousands of test miles have been completed (usually in the spare 773 which has the current rear half attached) testing both the chassis and the engine. On the engine side the problem was the usual one of good power given on the dyno which was not translated in track performance. Sessions at Goodwood provided the

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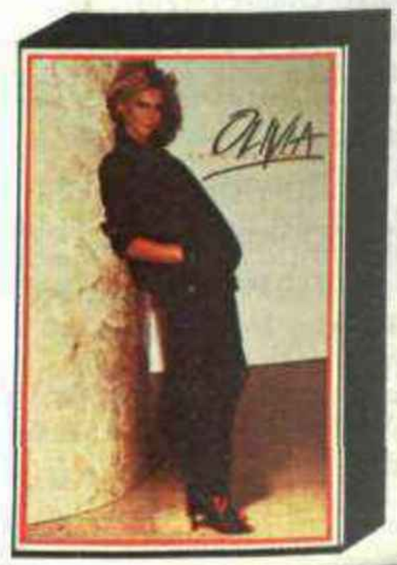
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optimum exhaust and inlet lengths.

The team also worked through a 2,000 mile 24 point programme with March on the car itself adopting eight ideas including the so-called Schenkel rear wing design. This looks much the same as usual but offers more downforce with less drag than the production arrangement. Looking at the kind of things this team and others have done with their production Marches, one gets the impression that you only start off with the basic car and then work toward an ultimate, rather than simply race the ex-factory product.

During the year changes to the car have included: lightweight and thinner gauge glassfibre for the top of the cockpit section and the nose; deleting the rear engine cowling; using aircraft specification K-nuts (at nearly £1 each!); utilising a lighter battery cable; a 22 gauge steel exhaust tailpipe system and the use of lighter but stronger roll-over hoops. These moves took some 30 lb. off the car, which is now some 5 lb. or so above the minimum specified weight. Weight has not dictated the use of Speedline wheels (8" wide at the front 10" rear) which are used for their strength in a category where collisions with kerbs and other competitors are commonplace. Handling requirements also were behind the use of a new U-piece short rear anti-roll bar and the change from Bilstein to Koni shock-absorbers, easy adjustment being the key here.

During all those development miles most types of radiator layout have been tried; now they use the standard front-mounted item with a bleed to the header tank. No oil cooler is fitted at all for the one-gallon dry sump layout, so it is not surprising that the oil normally runs at some 90 degrees while the water is more usually at 75 degrees.

Also tried during development were the fashionable skirts, but since no difference could be detected those were abandoned, though Chevron did use them in the lesser formulae. Next season both March and Chevron have ground-effect wing cars scheduled for the category, the March expected to be some 6" shorter in wheelbase than the rather lengthy 783 configuration.

The 6' plus Needell was not expected to leave a very comfortable seating position for one some 4" shorter, but by wedging the wrap-around Needell de-luxe bucket seat (finished in fashionable racer's tape and luxurious matt black glassfibre) into a more upright position we were able to enjoy the best seating position encountered for many months.

Conditions were good for the test, an overcast but dry day at Goodwood. Sensation of the day was that the old wooden pits were giving way to a new brickwork edifice financed to the tune of £2,500 by Esso.

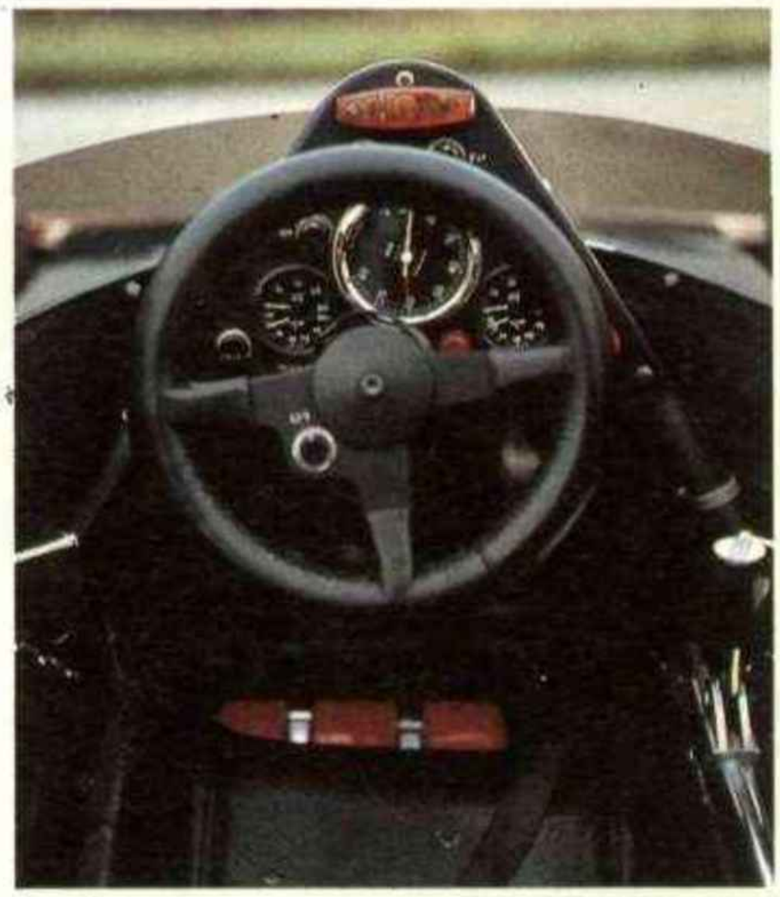
Taking care not to crack the smart tinted perspex around the cockpit, I found the March easier to get into than expected. The three-spoke steering wheel carried a master ignition on/off switch, so starting was a simple matter of clicking that down, pushing the button and depressing the throttle slightly until the warm engine caught. The older type of Smiths chronometric tachometer flicked up the reset telltale (a maximum of 6,000 r.p.m is recommended), information supported by two smaller combined dials. That on the left provided fuel pressure (40 lb.) and water temperature (some 70 degrees on a November day). On the right we were informed of oil pressure, which was as mentioned earlier, and lubricant temperature, which was well down at 65 degrees.

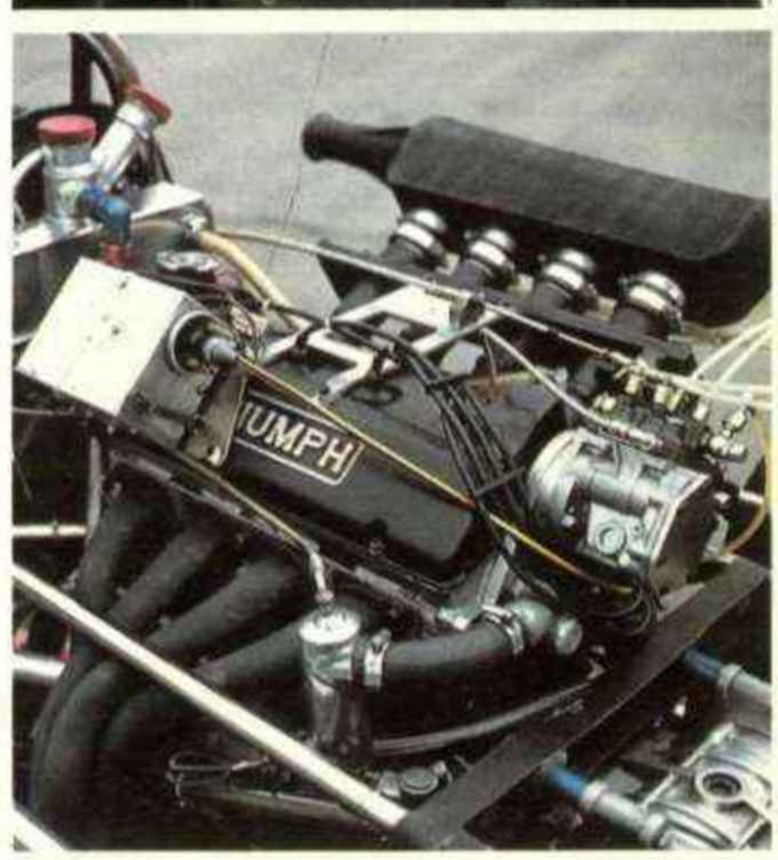
The right-hand gearchange controls five ratios arranged thus: – $\frac{\text{R-2-4.}}{\text{1-3-5.}}$ Working with David Price's gear ratio chart afterwards I found that the first four ratios provided 54 m.p.h.; 80 m.p.h.; 98 m.p.h. and 115 m.p.h. Needell was reaching 138 m.p.h. at 6,100 r.p.m. in fifth gear going into Forwater with the wind behind the car.

Keeping the engine running and selecting a gear without stalling is just as difficult as expected in a conventionally highly tuned car. The clutch is very sudden, but on my first departure beginner's luck took me away cleanly, and through the subsequent changes. Later on I did miss gears, but generally it was a delightful change that responded better and better as you

*Continued on page* 1841






*Lightweight body panels are fitted to the smartly prepared March 783-Triumph. We also show the cockpit layout (top right) and the fuel-injected engine which currently develops about the same horsepower as the Toyota (around 165 b.h.p.) but lacks mid-range acceleration.*




*Different skins, same innards: the Gamma Berlina, left and Gran Turismo, right.*

## ROAD IMPRESSIONS

# The Lancia Gamma Berlina and Gran Turismo

### Good in parts, particularly chassis behaviour, but lacking refinement

THE LANCIA Gamma not only takes back Lancia into the prestige car market for the first time since the Flaminia, it also represents the current pinnacle of quality for the whole of the Fiat Group, discounting the specialised Ferrari arm. As such it takes over from the Fiat 130 saloon and coupe. Although production figures will be relatively low by Fiat standards, it must be an important car for the Group, aimed as it is at a rapidly expanding and usually highly profitable market sector where competition is fierce. The Berlina version is £7,136 and the Gran Turismo £9,186 (I prefer to call them "saloon" and "coupe" respectively), which tilts them against cars like the Rover SD1, the impressive new Opel Monza and Senator, top of the range Granadas, Citroen Pallas and GTi, BMW 5-series and Peugeot 604. Alas, the Gamma is put at an immediate disadvantage by the lack of an automatic gearbox option – and the bulk of demand in its price range is for automatics....

The development costs must have been colossal, for the Gamma is brand-new from stem to stern, with nothing borrowed from elsewhere in the Group. It copies the Beta only in the choice of front-wheel-drive and McPherson strut independent suspension. The most controversial part of its design is undoubtedly its flat-four engine, on the surface a strange choice to pitch against the refined smoothness of the straight- and V-sixes and even a V8, which dominate in the opposing camps.

W.B. commented briefly in the September issue on his experiences with a Gamma saloon. I have had some experience of the saloon and considerably more of the coupe, an example of which Peter Garnier and I drove for some 1,900 miles on the Continent in the course of following the Rallye International des Voitures Anciennes. The two versions are mechanically identical, though with very different Pininfarina bodies. They don't feel very different to drive, however, so the inevitable question is why pay £2,000 more for the more cramped, less practical, less well appointed, two-door coupe? Certainly it is no better finished than the saloon and I doubt whether it costs as much to build. It has considerable style, however, which is what it's all about. In real terms the saloon is much better value.

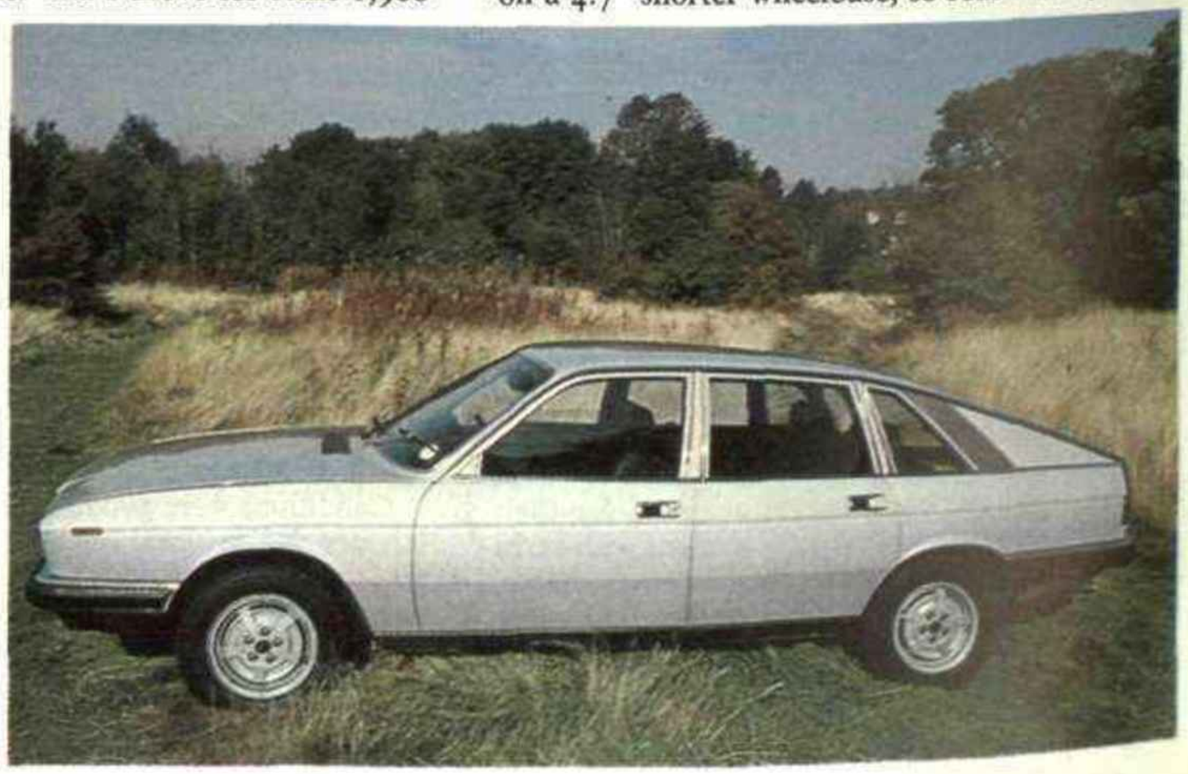
The water-cooled, all-aluminium "boxer" engine is grossly oversqure at 102 mm. x 76 mm., which gives 2,484 c.c. Single overhead camshafts per bank are driven by toothed belts. The short crankshaft runs in three main bearings. Both banks are fed from a single, twin-choke Weber carburetter. Transistorised ignition is fitted. The compression ratio is 9.0:1. Maximum power is 140 b.h.p., produced at 5,400 r.p.m. and a healthy maximum torque of 153.3 lb. ft. is reached at 3,000 r.p.m. Lancia investigated several other avenues before plumping for the flat four, including a 90 degree V6. Compactness and light weight (298 lb.) and the ease of extracting abundant torque are some of the reasons cited by Lancia in vigorously trying to justify this somewhat unusual choice for a modern luxury car.

The flat-four drives the front wheels through a five-speed manual gearbox and a spring-assisted, mechanically operated, 8.97", single-plate diaphragm clutch. The engine, gearbox, and differential are mounted as a unit on a subframe.

The MacPherson strut suspension has offset, helical coil springs. There are anti-roll bars front and rear. Alloy wheels of 6J x 14" size are fitted as standard to both models, as is ZF, variable ratio, power-assisted rack and pinion steering. The brakes are 9.88" outboard discs all round, ventilated at the front, and operated by Lancia's Superduplex, servo-assisted, dual circuit system. The front calipers are fitted with a pad wear indicator connected to a dashboard warning light.

The two-box, four-door saloon body looks like a hatchback, but isn't. Interior space is very generous indeed, but the boot capacity is merely average, although the two-position lid, which contains a strange double glass panel to aid reversing, does at least open down to floor level for easy loading. The coupe's three-box body sits on a 4.7" shorter wheelbase, so rear seat space is



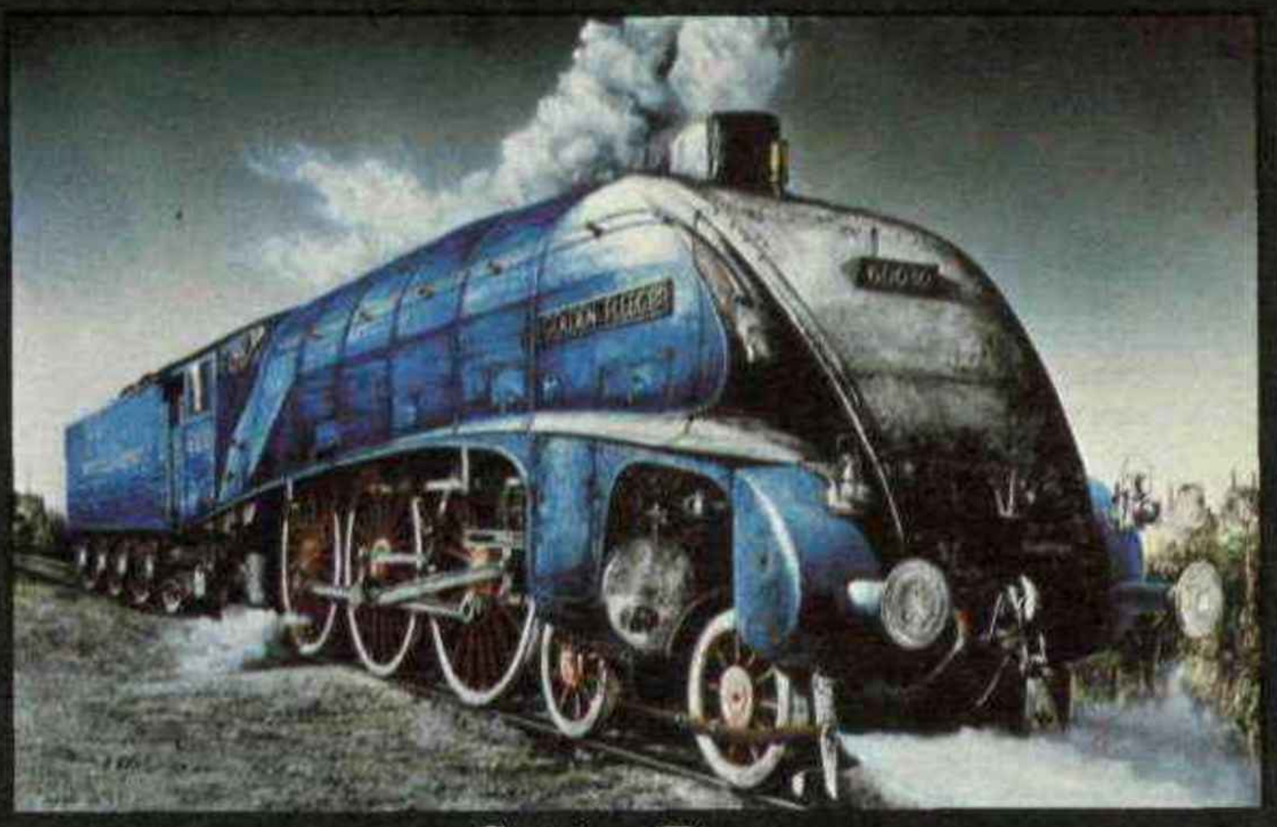


# £7.95, and another Christmas present solved.



## City of Carlisle

City of Carlisle, from a painting by James Kelso. This LMS Coronation class 4-6-2 Pacific, was designed by Sir William A. Stanier F.R.S. and built at Crewe September 1939. Up to its withdrawal in 1964 it ran 1,602,628 miles.



## Golden Fleece

Golden Fleece, from a painting by Peter Kettle. This A4 class 4-6-2 Pacific was designed by Sir Nigel Gresley and built in 1937. Up to its withdrawal in 1962 it ran 1,331,855 miles.



## Supermarine Spitfire

Spitfire MkV R6923, from a painting by James Kelso. This aircraft fought in the Battle of Britain with No 19 Squadron. It was later fitted with a Merlin 45 engine and re-issued to No 92 Squadron. It is shown in their livery.



## Avro Lancaster

Lancaster Mk 1, R5868, from a painting by Peter Kettle. This aircraft, 'S' for Sugar, is shown in the livery of 467 Squadron, Royal Australian Air Force. It also flew as 'Q' Queenie in 83 Squadron, Royal Air Force. It is now preserved at the RAF Museum, Hendon.

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considerably more cramped. I always regard GT cars as pretty much two-seaters anyway, at least for any sort of Grand Touring journey and the front seat passengers in the Gamma Gran Turismo have generous seating and leg-room. Garnier and I found the boot more than generous for our transcontinental sortie.

Although the facias are identical in both models, the driver's forward aspect is quite different. I felt to sit "on" the saloon and "in" the coupe: the saloon's seating position is loftier, forward vision easier. The coupe's seats are too low, the vision of shorter drivers hampered by the huge rectangular cowl over the instruments; the screen lies back at a sharp angle and the roof line is low. I soon became used to the coupe's driving position on the open road, but found it less easy to negotiate in situations like the hold of the Cross Channel Ferry. Garnier and I, very differently proportioned, both found the coupe seats comfortable for several hundred miles at a stretch, but the saloon is more comfortable overall. The coupe's shorter wheelbase and a hundredweight less make for a choppier ride than the saloon, itself slightly harsh at low speeds in town, but on the whole the ride comfort is good.

Occasionally the automatic chokes were lazy on both test cars, but once fired up caused the engines to rev. rather too vigorously in advance of oil pressure building up, as a mechanical clatter announced. Once warmed up this flat-four exudes great character by virtue of its almost flat torque curve, but there is no escaping the fact that there are only four cylinders and good though the engine may be I am not sure that it is being used in the right application – certainly not at the price.

Performance is good, but by no means in the Rover 3500 class, with 0-60 m.p.h. coming up in around 10 seconds. I found little difference in maximum speed between the saloon and the coupe: both indicated 126/127 m.p.h., round about 121 m.p.h. genuinely, which is what Lancia claim. Engine noise is pronounced when accelerating hard through the gears, the impression being one of sportiness rather than refined luxury. It mellows into a distant buzz at cruising speeds, but this "boxer" is never silent. Throttle response is crisp thanks to the flat torque curve and quite low ratios, which made this a most enjoyable car to drive over the Alps, where the flexibility and pulling power came into their own. That is until we tackled the St. Bernard Pass, where both the road-test coupe and an accompanying saloon were severely affected by fuel vaporisation, a strange malady for vehicles conceived in an Alpine country.



The long run back from Turin to the Channel brought the best out of the coupe's character. We had intended to leave Turin early in the morning to reach the Channel the same night, but a full load of fuel taken on in the outskirts of the city had a rather generous content of water, to which the flat-four objected not unexpectedly violently. We managed to limp to the Lancia factory, where the service department had to strip the complete fuel system. It was mid-afternoon before we were on our way again and a further long delay because of an accident on the way up to the Mont Blanc tunnel set us back further. There were a couple of long fuel stops to take into account too, so we were a bit taken aback to find that our average speed for the 457 miles from the Lancia factory to our overnight stop in Beaune had been 76 m.p.h., accomplished very easily and comfortably. Three-figure averages were maintained with little difficulty on the autoroutes, the flat-four proving to be a very long-legged and the car very stable. Fuel consumption driven thus was 19.8 m.p.g., which is not at all bad in the circumstances. An unduly pessimistic fuel gauge for the 13-gallon tank enforced petrol halts every 10 gallons or so, however.

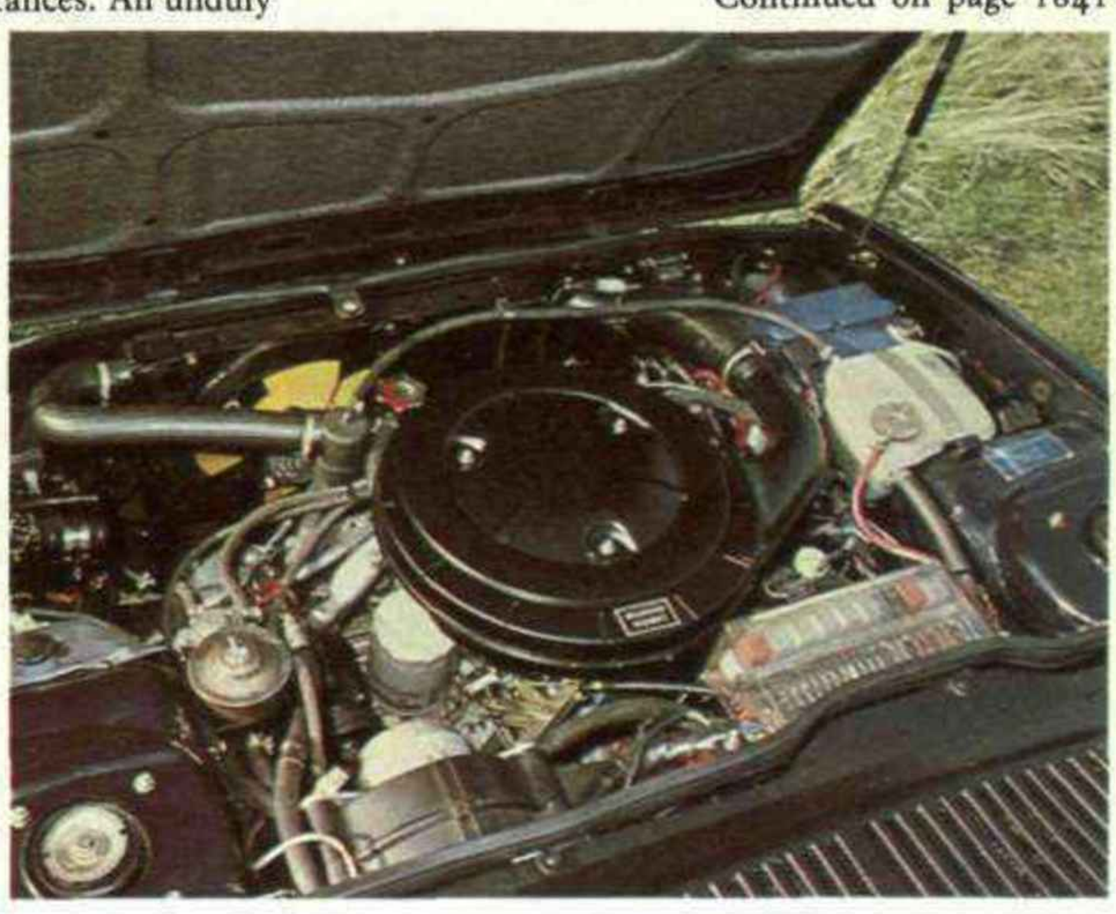
Such performance, particularly over the mountainous parts of our route, speak well for the Gamma's chassis behaviour. Its handling and roadholding are first class in either coupe or saloon form, so beautifully balanced that most of the time there is little awareness that the front wheels are pulling the car along. Understeer is minimal and only if the right foot is used violently with the wheels on lock do any protests from the 185/70HR Michelin XASs become apparent. Roll is well controlled, a good thing for passenger comfort, but there is a tendency to pitch and squat in on/off throttle situations. Much of the credit for the enjoyable handling characteristics must go to the outstanding variable ratio, ZF power steering, which is light at manoeuvring speeds but at normal speeds gains the "weight", precision and response of an excellent non-assisted system. Its presence also damps out front-wheel torque reaction through the steering. The brakes are well up to the standard of the rest of the chassis package, may be a little bit over-servoed, but very efficient and fade-free. The combination of attributes makes the Gamma a surprisingly easy and enjoyable car to drive fast over twisty routes, a much more agile machine than its size would suggest.

Unfortunately the Gamma has one or two severe failings which are nothing to do with personal preferences for different engine types, price or whatever. I thought scuttle shake had gone out with the Ark, or at least with the Big Healey. But Lancia have managed to recreate it in the Gamma. The vast facia is flimsy and flexible and reacts to the slightest movement of the suspension, so that there is always a certain amount of vibration evident, particularly from the massive facia cowl. Worse, under hard acceleration the whole facia assembly flaps around violently, magnifying the movements of the notchy gear-change.

An even worse fault, because safety is at stake, is the arrangement of the Klippan inertia reel seat belts, especially in the coupe. The belts have to operate at such an awkward angle that they inevitably snag in the guide loops, so that the reels are unable to keep the belts in tension across the chest. I am amazed that a manufacturer can offer a car with such an obvious safety defect in the face of strict 1978 legislation. These belts make a mockery of proposed compulsory seat belt laws, because more often than not the belts jam

Continued on page 1841





**RALLY SPRINT** Rally driver Andy Dawson, pictured above in The Chequered Flag Stratos with the Deputy Editor as passenger, was overall winner of the Texaco Rally Sprint at Donington Park in October. This entertaining confrontation between five Grand Prix drivers and five rally drivers included a race between them in Ford Fiestas on the circuit and a special stage test using rally cars. Jody Scheckter showed tremendous adaptability in Russell Brookes' Escort RS 1800, left, heading the special stage times until the very last run. John Watson, winner of the Fiesta race, tamed 290 b.h.p. of works TR7 V8 rally car, below.






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| POWER SUPPLY | Mains 240 volt AC. Integral transformer. |
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It incorporates an AM/FM radio of exceptional clarity and tone; an LED (light-emitting display) digital clock that uses the frequency of the mains current for accuracy; and a 4 function electronic alarm system.

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**TOUR OF CORSICA** Jean-Claude Andruet led much of the way in his French Fiat but Italian honour was saved when Bernard Darniche (*above*) got ahead and won by several minutes in his Alitalia car. Jean-Piere Nicolas, just back from winning the Bandama Rally for Peugeot, won his category comfortably in a GP 2 Opel Kadett.

# Believe it or not, some men still prefer the grease.



They have either never heard
of Cossack, or they're
still under the impression
that hairsprays are effeminate.
Hence this little ad.
Today's Cossack is
the cleanest, fastest,
easiest, most natural and
masculine way to keep your hair
looking great all day long.
Next time you wash your hair,
dry it, comb it and
spray a little Cossack on it.
You'll see what we mean.
Get hold of a can of Cossack,
for your type of hair.
Unless, of course, you're still
into the slicked down look.




**Hairspray for men from Cossack.**
**The best men's hairdresser in town.**

## RIGHTON RUN –

*ntinued from page* 1823

uton. Lord Montagu was an early arrival on 1903 Daimler, accompanied by "Miss orld".

* * *

First of many lady drivers to arrive was Miss irhurst on her father's 1902 Peugeot. Tom ghtfoot had Ken Revis with him in the fast 02 Mercedes and the American Ambassador s in a 1904 Speedwell Dogcart. But first teran to arrive at Brighton was Mr. and Mrs. ckvances' 1900 6½ h.p. Darracq, followed by arrett's 1904 70 h.p. Mercedes racer, in spite of having rammed a modern car *en-route*. A adiator had three punctures and was delayed r about 1½ hours.

* * *

Parkinson's 1903 Phoenix Trimo broke a ndlebar as it turned onto the Madeira Drive. om Wales came the 1900 Benz from the Welsh dustrial & Maritime Museum in Cardiff, hich lived in the Science Museum from 1911 til 1921. Johnnie Thomas carried a Welsh ragon on his 1897 Rochet tricycle, and got in ter some heavy pedal-assistance. – W.B.

## NCIA GAMMA –

*ntinued from page* 1835

the reeled-in position so that they cannot be lled out for use!

Both Gammas are generally well appointed, th such luxuries as electric windows and an ctrically operated door mirror. But they are cking in other respects such as stowage space, equate ventilation (in spite of generous-looking nts), poor instrumentation and switchgear. A mble of six pushbuttons on the facia control ong other things the second speed for the pers, for which the main control is on the ering column. Finding that speed button at ght is almost impossible, for it is not uminated until the second speed has been lected. Crazy! The fast speed is on the slow side any case.

All in all the Gamma is a disappointing car, hich deserves to be better. The chassis is first ass and the engine, whilst perhaps not fficiently refined for the job, performs well ough. But some of the detail design and ecution lacks development. – C.R.

## RITISH RALLY REVIEW –

ontinued from page 1814

tired" from the scene, the purchase of a new use taking his time and money. Wilson took me much needed points (but again his luck asn't fully recovered for a wiring fire dropped m from second to fifth) while fast "coming om nowhere" was Jim McRae, driving SMT-entered single-cam "clubman's" velopment Vauxhall Chevette on Castrol ents. At one point the Scotsman had only two ints to Wilson's 44, but now he was only 10 ints in arrears.

Next on the agenda was the Mopar Manx ophy Rally, the penultimate round of the Open ries. This event holds a place almost as dear in e hearts of competitors as the "Circuit". It is a st, furious thrash over the sometimes wide, metimes narrow and twisty, roads of the Isle of an. It is the only pace notes event in the lendar (apart from certain exceptions when tes are allowed on the Epynt Army ranges in id-Wales) and the Isle of Man's version of the ad traffic act – there is no DoE test for ample – allows for the use of "slick" racing res. It is a well-rehearsed spectacle of speed and ofessionalism and a high point of the year for yland which, with Tony Pond in full flight, outdrove the opposition to provide the TR7 V8 with a most prestigious victory. Hannu Mikkola was the only driver able to stay with the red white and blue Leyland, but the Finn suffered a slow front wheel puncture which saw him off the road head-first. John Taylor further demonstrated his immense skill on tarmacadam with an excellent second place. Brian Culcheth ... you know the rest!

With the Open series "over" bar the Lombard RAC, attention once more returned to the Castrol series where, with as much of a tribute to its points scoring system as to the level of competition, there was a fight to the finish developing. The next rounds were the Europa Lodge Lindisfarne in Keilder Forest and the Carrier Properties Castrol '78 in Mid-Wales. Several Open series contenders also turned their attention to these two events, for both provide a great opportunity to put in considerable test mileage prior to the world championship event. Unfortunately it also means that neither event is a full-blown rally, for the final placings are of no more than passing interest to the "works" drivers who enter. But the fight between McRae and Wilson kept interest on the boil, for McRae finished in second place and Wilson coasted out of the event with a broken crown-wheel and pinion. For those interested, Ari Vatanen won the event, despite treating it as a day's testing, and also despite driving several stages at a reduced pace due to an oil pipe fracture.

Similarly with the Castrol '78, an awe-inspiring event with just seven stages totalling 90 forest miles, much of the top entry comprised works drivers testing tyres and re-acquainting with the UK state forests. Wilson finished in third place (even with a wrong tyre choice, for although the national championship was paramount, Wilson still found time to choose between M+S or A2 Dunlops and get it wrong – as did many other top Escort drivers!) while McRae, now driving a twin-cam works Chevette for the dual purpose of pre-RAC testing and chasing Wilson with more power at his disposal, could only manage eighth after a day of problems. Pentti Airikkala won the Castrol '78 in the style of Vatanen's Lindisfarne.

Wilson led on points going into the final round, the Focal Wyedean, and when McRae retired on the first stage with no oil pressure, Wilson just had to cruise to the finish. Third overall was ample. The event was won by Andy Dawson with a new type Datsun Violet (but with twin overhead camshaft engine installed) from Graham Elsmore, who, after a consistent but not brilliant year with the Thomas Motors RS1800 on Open rounds, drove a Vauxhall to fourth place (a single-cam car) on the Castrol '78, and a works Triumph TR7 V8 to second place on the Wyedean.

So how representative was '78 as a championship year? For the oil company involvement of Esso and Castrol, we would think that both conglomerates are well pleased with events, competition and winners. Both will be repeating their support next year. Of the Sedan Products Open series we are not so sure. Earlier this autumn there was talk of a play-off between the "mini" Internationals – Burmah, Mintex and Manx, with the Ulster event included, against the Lombard RAC, but the Lombard RAC was included (the decision being taken before the event was run), the Mintex was allowed a stay of execution, and the Ulster will have to try again another time. Had the Mintex been down-graded and made more compact we think it would produce a better event, and had the thoroughly deserving Ulster been incorporated in the Open series it would have altered the ratio of forests to tarmac most favourably. With two "top" championships, only one of which is open to all-comers, there is no single champion driver, as one can tend to detract from the other. But these are minor grouses for, without doubt, the best men won.

I.S.

## $F_3$ TRACK TEST –

*Continued from page* 1831

grew more confident and demanded more speed. Goodwood is a good test track in many respects: you find you have to use the gearbox from second to fifth; there are many different types of corner and there's a lot of space for learner journalists!

The view ahead is dominated by the large roll over hoop and an orange oil pressure warning light, but you soon grow used to their intrusion on the sight line, and the disconcerting flapping from the lightweight cockpit top-section.

From the vantage point of a single-seater Goodwood has quite distinct crests and bumps on the corners. These are quickly assimilated and then the true nature of the course and the car can be assessed.

On a flying lap you emerge from the *chicane* and (if you are Needell) the car is accelerating from 70 m.p.h. It's quickly into third, fourth and fifth before Madgwick, which is taken on full throttle in fifth, exiting at some 5,400 r.p.m., which represents fractionally over 120 m.p.h. Then there's the long run to Fordwater past the fast right-hand kink. Fordwater is also a fifth gear corner, with the instant demand that you should re-cross the track to be lined up for St. Mary's in fourth gear. This left falls away sharply, but the Sprint engine should be pulling 5,300 r.p.m. (112 m.p.h.) to rush you uphill briefly searching for the left of the track in preparation for the downchange to third and the 90 m.p.h. plus righthander of Lavant with its two apex layout. On the test day there was a stronger headwind growling down the Lavant straight which restricted maximum r.p.m. to some 5,900 r.p.m. before changing down from fifth to take Woodcote (also over 90 m.p.h.). You then sprint to the *chicane* (built in 1949 so it was an early example of concern about speeds past the pits) which demands second gear.

That is how it should be done. I used the same gears and had twice the excitement at half the speed! The slower section I could relate to and here we found that my r.p.m.-readings were very similar to those expected, but on the fifth gear corners it takes a long time to acclimatise to the sheer cornering power offered by a current $F_3$ car. The steering is quite heavy for such a small capacity racing car with its skimpy body, but the responses fed back through the wheel monitor every nook and cranny of the track. The Goodyears hang on beyond belief for what look to be such a slim outline by today's standards. When they do let go it is usually progressive. I did spin the car once coming out of the *chicane*, but that purely because I applied too much throttle too soon, having enjoyed the gently sliding sensation of previous laps.

The car turns into corners very well indeed and the long wheelbase (or was it just psychological?) seems to allow great margins for error in line without reacting sharply. On the faster corners the car settles in very steadily, but the speed at which it hums along the straight and deep into corners before the brakes are needed are the hard things to describe. Over 130 m.p.h. does not sound much today, but when you are so close to the ground and the wind is trying to pluck off your head, it's more than enough to

*Continued overleaf*

# Letters from Readers

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

### Customs Duty

Sir,

Readers of MOTOR SPORT may be interested to learn that HM Customs now actively discourages the return to the UK of UK manufactured Historic vehicles.

Customs Duty is normally assessed on certain foreign goods to protect the home market manufacturers. However, in a seemingly ridiculous piece of legislation, Duty and VAT is now claimed at the market value on UK manufactured and UK registered vehicles brought back to this country.

Only if the vehicle can be proved to have been out of the UK for less than three years and is being re-imported by the original exporters, is it exempt from Duty. (This does not apply to vehicles located in the Common Market.)

Perhaps MOTOR SPORT could champion the cause of preventing the payment of Duty on UK goods, thereby enabling some of British Motoring heritage to return to Britain without penalty?

Blackheath, London SE3 C. A. MANN

### Support for Phillipe Renault

Sir,

I have noticed with some dismay the letters you have printed criticising Phillipe Renault apropos his activities on the Historic Car scene in Europe.

Historically the French have always used every means at their disposal to win races, championships and trophies both on and off the field. We all know this. To the French and the sporting English it is all part of the game. My own limited experience of these tactics in the 1973 Historic Race at Le Mans was when the Sports Car Class *on the day itself* was changed from 1,150 c.c. up to 1,250 c.c. to allow a French MG T Type to run! We still beat them (viz., Bert Young) in our 1,100 c.c. Lotus Elite – the engine was changed specially.

But please try not to forget that Phillipe Renault was the only person who back in 1972 started getting Vintage and Historic Racing going and accepted in Europe. You all race there now as a result of a lot of very hard work, over nearly ten years, given unstintingly by Phillipe – to say nothing of his financial assistance in the early days by underwriting race meetings which were attended by a hard core of British enthusiasts.

I know, from my own experience, that it is very easy for competitors who are dissatisfied to make public their own grievance to the detriment of the movement as a whole. Conversely it is rare for organisers to receive the praise they deserve: – so let me finish by thanking Phillipe Renault and also Michael Bowler (for the British) for their efforts – and roll on next season.

London SW1 ANTHONY HUTTON

### The FIA Historic Championship

Sir,

With reference to the letter in the November MOTOR SPORT from Georges Maitre, regarding the FIA Historic Championship, may I say "Bravo Georges, you expressed my feelings completely".

When the "old car" Championship was mooted a German vintage magazine called it a "Mickey Mouse Championship, with a Mickey Mouse Champion at the end of the season". So be it.

Crondall DENIS JENKINSON

### Harry Weslake

Sir,

I was much saddened to read in your journal for October a report of the death of that great engine research specialist Harry Weslake. He and I had known one another for very many years, and such characters as Harry Weslake can never be replaced. I can well recall our first meeting. It was at the old Lagonda factory at Staines, not far from the bridge. Fortunately I still possess a number of old diaries, and in the one covering the year 1930 I find that meeting duly recorded. It was on March 11th, 1930.

The object of my visit was to conduct an investigation into some carburetter development, using a new Stromberg carburetter of the new downdraught type, then being manufactured by Stromberg Motor Devices, Milman Street, Chelsea, by whom I had recently been engaged. Prior to this, I had worked on the maintenance staff of Daimler Hire Ltd., Knightsbridge, London, in the capacity of trouble-shooter, tune-up and carburetter-man. This was good experience, with a fleet of 300 cars in summer and 250 in winter. In my capacity of trouble-shooter I was frequently called to the Royal Mews in Buckingham Palace Road to deal with any running troubles of the Royal Fleet. At that time all Daimler cars produced were equipped with the Knight sleeve-valve engines, which were notable for their quietness.

The Lagonda engine on which I was to work was a new design, a four-cylinder unit of two litres. When I arrived, the development chief told me that Mr. Harry Weslake was engaged on the test bed with the development of a new cylinder head and induction system. Mr. Weslake was probably nearing completion of his work. Would I care to keep in touch, and use the test bed when he was not using it? This idea suited me admirably. I knew Mr. Weslake well by reputation but had never met him, and the idea of actually working on the test with him appealed to me enormously. My diary for 1930 briefly records, "Cannot get on, Mr. Weslake still on his cylinder head." But we joined forces, with me using the test bed sufficiently for the information I needed.

So started a friendship which was to last for very many years. Quite often in the years which were to follow, we would find ourselves standing at the test-bed-side of some ailing engine, discussing what the next move could be.

Harry Weslake was a Cornishman, and as direct in his approach to problems and people as it is possible to be. I always enjoyed being in his company. He was stimulating company. His pet abomination, or one of them, was some pretentious ass who would hold forth in a presumed learned manner about how problems of inefficient engines should be tackled; Harry Weslake had a devastating manner of demolishing such pretensions. The world will lose a great engineer. Some, like myself, despite the rarity of meetings in recent years. Many will mourn his loss.

Shrewley Common CHARLES H. FISHER, CEng, FIMechE, MSAE

### Wanted a Rare Daimler

Sir,

I wonder whether any of your readers can help me with some information. I am looking for one of the very rare 1951-53 Daimler 3-litre Regency Saloons (*not* the 3-litre Empress) which had a body rather like a Conquest, but larger and more flowing. Daimlers made 12 of these cars in all, but only four escaped from the factory; cars 80000 (first registered 27.11.1951), 80004 (5.12.1952, then again as PRW 981 on 1.1.1955), 80005 (4.11.1952) and 80007 (5.10.1953). Car 80004 was unfortunately broken up in Herefordshire in 1975, but I have no knowledge of what happened to the three other cars, which were all initially distributed by

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*F3 TRACK TEST* –

*Continued from previous page*

The brakes are simply superb. Such an all-disc system (inboard at the rear) is well proven today and in such a light car with such grippy rubber they are the most impressive attribute. They are far better than my nerves, though on one occasion I did manage to hit the bump on the way into St. Mary's and brake at the same time, which destroyed any semblance of chassis balance and gave me a good look at the verges before I was able to steer the car gently back on course at much reduced speed.

The engine does need to he kept between 5,000 and 6,000 r.p.m., but it will pull well enough from 4,500 r.p.m if needs be. The acceleration from rest is very good indeed and with such a narrow power band you just keep changing gears, savouring the sideways squirming that marks a 3,000 r.p.m. standing start. Once you get up to 5,500 in top progress tails off, and the fastest reading I had was some 5,900. The conventional wishbone front suspension and parallel link and arms provides both the stable roadholding and handling described and a ride that would have been considered luxurious by the standard of sports cars some years ago. Even the engine noise hardly intrudes on your conscious thought stream. Mine, at least, was pre-occupied with tackling the next corner in the right gear.

Although I settled into consistent lap times for the last four of my eighteen laps (which actually included two to the same hundredth: as Tiff said, "You made the same mistake but in a different place!") the gap between "us" and them grows at this point. My best was 1 min. 25.23 sec. for the 2.4-mile circuit while on that day Needell set the car up at 1 min. 16.65 sec. The point is illustrated by the double wins scored with convincing style by former Unipart F3 driver Ian Taylor when he ventured into Sports 2000 during 1978. Formula Three is still breeding fast young men and fulfilling its purpose albeit at a price far beyond that conceived by what were quite a sensible set of engine restrictions.

It remains only for me to thank David Price for allowing me so many laps in a car that was destined to race in the televised Thruxton meeting a few days later. Unipart, Price John Dunn's SRE concern ought to stay together to reap the benefit of the fourth season of the 2-litre Triumph engine. There have been enough changes over the years, though success will be even harder to achieve next year as the Europeans will be coming in greater force to swell the somewhat thin grids that characterised F3 in Britain this season.

However those grids did contain quality, and that is still the name of the game in Formula Three. – J.W.

ratstone. I would be extremely grateful to ceive information from any reader about gistration numbers, owners, or whereabouts of y of these three cars over the last 25 years, in hope of finding one for preservation.

aynooth,
Kildare — MARTIN PULBROOK (Dr.)

### Cheap Motorsport

Sir,

After my one day a month cover to cover ading of the bible I noticed one of the more on advertisers who takes part in events as well selling cars tells us that his highly exotic pet of month was driven 50 miles without mishap, s a vehicle which is valued at 20,000 pounds + th some parts original. At this I felt I must ush off this Italian typewriter (hence no pound n) and write. I recently raced at the rburgring Historic event with my 1954 Lancia 20 Aurelia. We left England on the Thursday, ove to the 'Ring, had two practice sessions, two ces, did some sightseeing and got back to gland on the Monday. All this was without shap. Surely this is what fun motoring is all out. The car races in those events it is eligible and over the last four years it has done ,000 miles either going to circuits or racing d no great problems. All this on a set of plugs d a few exhaust systems; cheap motorsport is ll alive and all this money now quoted for the rious formula circuses is boggling! Keep up the cellent standard.

ewbury — BARRIE CROWE
Competition Secretary,
Lancia Motor Club

### Missing Astons

Sir,

Whatever happened? I refer, of course, to OTOR SPORT (November) page 1589 and ur otherwise excellent Motor Show report. But ee you wrote: "Somehow I overlooked the ton Martin stand". How could you of all ople do such a thing?

nchampstead — A. MATTHEWS

(I think it must have been a case of wearing e wrong glasses, or could it be that the Aston artins were not in place when I did my rounds the first Press Day? Apologies to Aston artin, who by all accounts had a magnificent splay opposite the troubled Ford stand, owing that at least one section of the British otor industry still knows how to work operly. – Ed.)

### The P4 Rovers

Sir,

In reply to Mr. Simpson's enquiry about P4 vers in your October edition, with regard to neral reliability of these cars, it is really a estion of luck as to whether you find one that been driven well, or one that has been rashed". My first 100 looked very tidy, but d recurrent valve trouble. This appears to be only potential weak point in a P4. If a valve ns out it ought to be replaced by a proper ver valve, and the valve seat should also be laced. It is no good getting any old lacement off the shelf. Furthermore, the work ht to be done by an authorised Rover agent. ur friendly neighbourhood garage may not ve the necessary knowledge or expertise.

My second 100, a 1961 car, is far from tidy. In she is a battered old heap, but as faithful and able as the day is long. In the five years and ,000 miles I have owned her she has needed the al maintenance and spares to be expected of a of this age, but no more. Mr. Simpson asks ut brake parts and exhaust system. These are




*Astons found!*

the only bits, apart from tyres, and a clutch, which have been required. The parts for the brakes, consisting of an entire new disc and caliper, were obtained without any trouble at all. New linings for the rear brakes (drum) were provided as a matter of course. The clutch was no trouble either. And these parts were supplied through the trade to my local small side street garage in Bristol.

The exhaust system was a little more difficult. The parts had to be searched out, but it seems that people in the trade can get hold of these things without too much trouble.

Running costs: In spite of the claims of some owners of P4s, who, I think, must indulge in wishful thinking, neither of my two 100s, both of which had overdrive, ever returned much more than 21 m.p.g. The usual overall rate of consumption is about 20-21 m.p.g.

Oil consumption? Well . . . er . . . I'm told it's something to do with the valve layout, you know, overhead inlet with sloping pushrods, and side exhaust, coupled with the long stroke, but even with a moderately low mileage engine 300 miles per pint is about average. They do tend to smoke a bit; but then something would be wrong if they didn't.

I am afraid I am unable to help Mr. Simpson about the rust-prone front and rear wings. Battered though my car is, the front and rear wings appear to be remarkably sound, and have exhibited no signs of deterioration throughout five years of outdoor life.

A word of warning. If you can carry out your own maintenance, do. It doesn't amount to much. Even with such simple things as changing the oil, garages can go wrong. When topping up with oil, never let anyone else near the oil filler top. It sits on the filler pipe by gravity, but has a little lug which fits into a slot. Ham-fisted ignorami, when they find they can't screw the thing on, invariably get the lug in the wrong place and then bang the thing down by force. It takes the strength of Hercules to get it off again. Make sure that the front wheels are properly tracked. Incorrect tracking can wreak havoc with tyres. I once scrubbed out a nice new Dunlop in 5,000 miles. Cross-plies should be used in preference to radials. The latter tend to cause too much stress on the steering, making it unduly heavy at low speeds. It's heavy enough as it is. Cross-plies of 6.40/15 are still reasonably obtainable, but a P4 will consume them, particularly those at the front, at a rate of 10,000 to 15,000 miles.

Be very careful when changing the oil filter (a beastly fiddly job) to make sure that the rubber ring seal is fitting properly into the top of the filter cavity – otherwise dire consequences may result. If you want a new fan belt, ask for the type that fits a Vauxhall Viva!

With regard to the question as to which year the alloy bonnet, boot and doors were replaced by steel, both my 100s, of 1961 and 1962, respectively, had those parts in alloy. To the best of my knowledge the "all-steel" P4 was introduced in 1963 with the 95 and 110 models. Certainly 95s and 110s of 1963 which belonged to friends of mine had those parts in steel – and the bonnet of a 110 is a very heavy piece of metal!

I wish Mr. Simpson well in his search for a "poor man's Rolls".

Bristol — T. J. HILLS

Sir,

I refer to B. S. Simpson's letter in MOTOR SPORT. I had a 1961 Rover 100 (on which there were alloy panels) from August 1972 until the spring of 1975. It was bought from the original owner for £125. and had covered a little over 61,000 miles. It covered a further 30,000 or 35,000 miles in my hands. I was considerably influenced by your monograph in my decision to buy an "Auntie".

The car gave very little trouble, other than dampness occasionally making it difficult to start, and the overdrive ceasing to operate periodically due to electrical defects. I think that regular maintenance helped considerably in this regard.

I found it excellent on long mainly high-speed journeys (it went to Durham from Hampshire and vice-versa six times a year), but a little heavy when parking in confined spaces. It was more manoeuvrable than one would suspect. The petrol consumption was about 19 m.p.g. and it used about one pint of oil every 1,000 miles. It was heavy on tyres: I think I got about 15,000 miles out of each cover, on the average.

There did not appear to be any difficulty in obtaining brake parts, nor exhausts. Some new valves were installed when the engine was decarbonised. I found it a substantial economy to obtain a Rover 80 for spares (£12 delivered), from which new front wheel bearings were "cannibalised", together with three fairly new tyres and sundry minor parts.

The rear axle eventually failed far from home, and this was when I decided to discard the

vehicle. The makers did not have the appropriate spares, and a "cannibalised" axle would have cost over £50 to install.

My comments to anyone seriously proposing to use an "Auntie" are:

(1) That they often seem to be overpriced, as it is anybody's guess when a major part will fail – I wouldn't now pay more than £400 for one and at that price it would have to be very good indeed all round. One has to think in terms of paying someone to remove them when they are finished.

(2) I doubt whether it is worthwhile acquiring one which is showing considerable signs of decay, unless it is a present, or very cheap. I didn't have to think in terms of wing replacement when I bought mine.

(3) The mechanism is not particularly accessible so garage repairs can be expensive.

(4) I still miss mine which was most enjoyable to own and drive, and was extremely serviceable for most purposes.

Since discarding the Rover I have used 120 series Volvos, which I cannot recommend too highly.

Catherington GEORGE McLELLAN

Sir,

I refer to the letter in the current issue of your magazine from a gentleman in Sutton-in-Ashfield requesting information, etc., concerning the Rover P4. May I respectfully suggest that our organisation with 550 members throughout the UK, and abroad, is well qualified to tell him anything he may wish to know about this particular vehicle. There is a Midlands Branch of the Guild, with over 60 members, which holds regular monthly meetings on the last Monday in each month, and all P4 owners are very welcome.

I shall be most grateful, therefore, if you could ask your correspondent to contact me; also, I would ask any Rover P4 owners who may be interested to get in touch with me (if in the Midlands), or alternatively, to write to:

Daniel Young, General Secretary, Rover P4 Drivers' Guild, 60, Woodville Road, London, NW11 9TN.

37 Dovedale Road, Thurmaston, Leicester LE4 8NA

TREVOR KIRK
Secretary/chairman
Rover P4 Drivers' Guild
Midlands Branch

Sir,

With regard to Mr. Simpson's letter regarding Rover P4 cars perhaps I could make a few points.

Reliability and running costs all very favourable. Mechanical parts all fairly plentiful as much was common to the Land Rover and 3/3½-litre. Over the last couple of years the final body and trim parts have become obsolete. Brake parts all common enough to other Rover models and other *marques* so as not to cause concern over availability. Exhausts (except the 105 and 110 models which use a larger bore system) are still fairly plentiful, and indeed some parts are listed with Unipart numbers. However there are a few stainless steel system manufacturers catering for this range when problems are encountered or the owner is looking for a long term answer. There are a few items peculiar to this range of cars which though available may become obsolete in the not too distant future and all worth "putting on the shelf", such as suspension rubbers and steering tie rods.

To return to reliability and running costs, these can be affected by the availability and price of parts. As most parts are available and are common to other models their price is really no more than other Rover parts, which by today's standards are much on a par with other BL or even Ford, Vauxhall or Chrysler prices. There are of course a few exceptions but by and large one can consider them fairly average.

Reliability is very good, servicing is minimal and most mechanical items give very long service. For the most part they can cope with the modern 6,000/6-month service intervals, though it pays to keep an eye on the king pin oil reservoirs which can leak.

If Mr. Simpson would like to contact me I can loan him a sort of buyer's-guide article I wrote a while ago, which may help him in his selection.

As to the aluminium panels, these were replaced by steel about March 1963. The notification was in Car Service Letter No. 32, March 1963 and steel panels commenced on the following chassis numbers:

95 Home RHD models from 76000493A
95 Export RHD models from 76100075A
95 Export LHD models from 7630004A
110 Home RHD models from 76500972A
110 Export RHD models from 76600066A
110 Export LHD models from 76800019A.

Thus only 572 (of 3,680) 95s and 1,057 (of 4,612) 110s had aluminium panels. In fact it is quite rare to find an aluminium-panelled 95 or 110. All other models will have aluminium panels. However from March 1963 all replacement panels bought from Rovers would be steel, however some aluminium panels are still collecting dust in the lofts of Rover agents so any combinations of panels may be fitted after an accident.

As to wings, the front ones are bolted on and can be welded if congealed mud has not caused them to approximate lace curtains. Rear wings are not replaceable as they are part of the main body and include the quarter panels and are welded and leaded in on top of the roof. They have to be replaced *in situ*. However the wings are only cosmetic superstructure and unless they are really jagged or loose will not affect the MoT test. There is a sturdy chassis underneath but it does pay to check it over the rear wheel arch and round the outriggers for rot.

Wiveliscombe R. M. STENNING

(I have often wondered why someone does not specialise in selling these old "Auntie" Rovers, and spares for them, as others do of Rolls-Royce, Bentley, Daimler, Jaguar and MG, etc. The only specialist concern I know of declines to answer letters or an offer of a "Shopping For a Rover" article. A nicely-produced brochure explaining the P4 modelling differences and which are best-suited to different customers' requirements, should help such a business. – Ed.)

**Swansea Again**

Sir,

I have been reading with some alarm, recent letters in your publication portraying tales of woe in connection with the apparent inefficiency of such a fundamentally British (or Welsh?) organisation as what you call the DVLC at Swansea.

You may wish to know that I have had a recent long-range dealing with these people and the outcome is quite the reverse of those which seemingly predominate. Some time ago I wrote to Tom Threlfall, Editor of the *VSCC Bulletin* saying that I may send my 1925 Austin Seven "Chummy" back to UK one of these days, and how would he suggest I go about getting an appropriate registration number for it without subscribing (at huge cost) to the "number" trade which surely must be causing Swansea more of a headache than all their accepted everyday tasks put together. Tom replied saying that the Swansea people *are* nice when people treat them properly (adding that most people don't!) and gave me the address to which I should direct my query. This I did in the pleasant correspondence terms I have become accustomed to in my 20 years away from Britain, giving them all the facts which I considered relevant.

Some five weeks later I received a reply from the Department to which my query had eventually been directed, to the effect that, subject to inspection of the vehicle, a mark appropriate to its age will be allocated and that I should apply to my Local Vehicle Licensing Office (which happens to be in Scotland), producing their letter to me and a certificate C & E 386 obtainable from the Customs & Excise Authorities. Their letter opened "Dear Mr...." and concluded "Yours sincerely". I would add that this particular car has never been registered in Britain in the 53 years of its existence and under the circumstances is surely entitled to nothing better than a current registration mark with the ghastly "T" on the end of it.

Kuala Lumpur E. D. REID

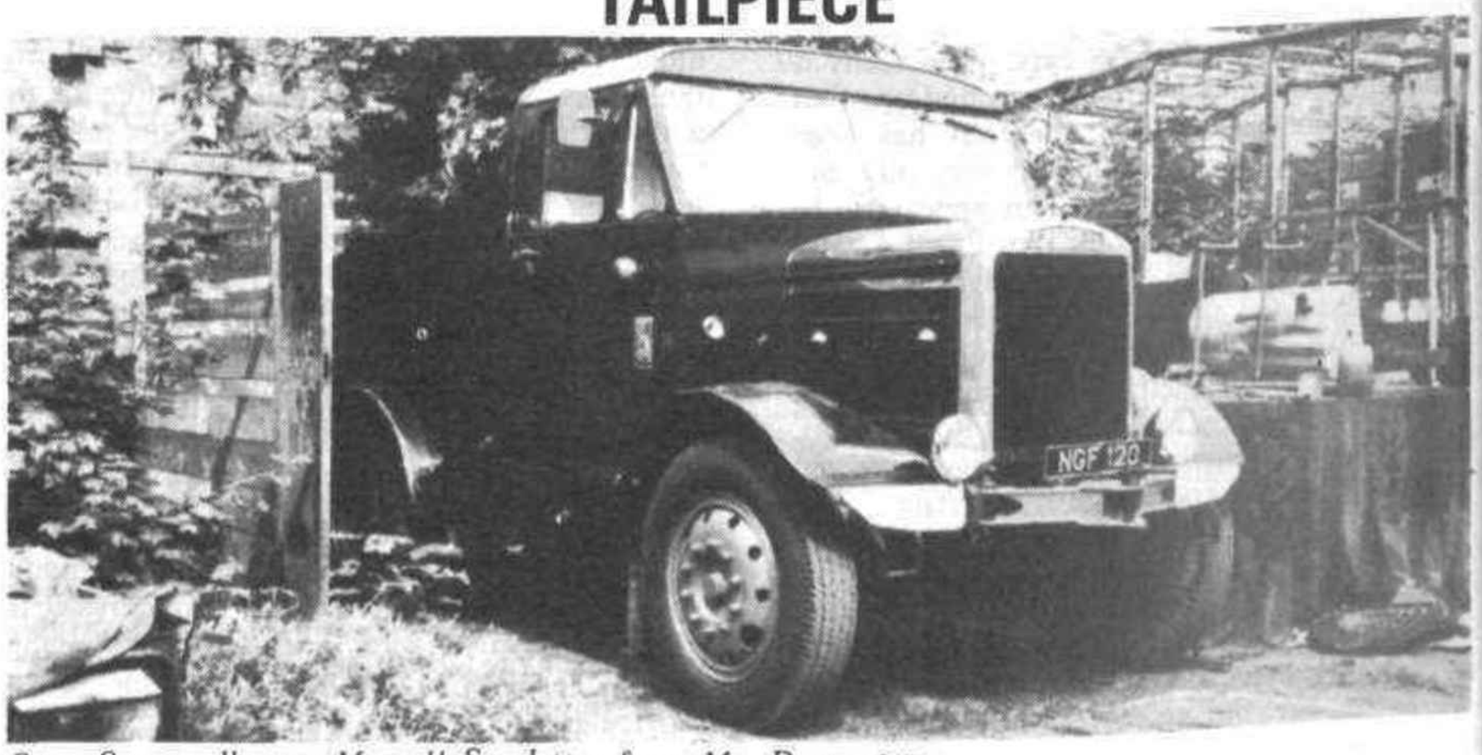
Sir,

We thought that you might find the latest sample of Swansea's vehicle description of some interest; it is original if nothing else. I enclose a photocopy of the Registration document relating to the vehicle shown in the enclosed photograph. This must surely be the largest "Moped" in the world!

Cricklewood D. DONCASTER

(The Reg. document calls this vehicle a "Heavy-oil 2-axle Rigid Body Moped". – Ed.)

## TAILPIECE




*Some Scammell, some Moped! See letter from Mr. Doncaster.*

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## FOR SALE

**LANCIA FULVIA** 1.6 HF. Mendoza blue, radio cassette, electric aerial. Good example of this under-rated car. £1,750 o.n.o. Part exchange considered. Office 01-499 8892 ex 50; evenings 01-228 8250. (22184

**FIAT 124** Sports 4 seater Coupe. Red, 1,800 c.c., 5 speed box. Many extras including Motorola stereo radio/cassette. "R" registration. As new. Co. Director's 2nd car. Genuine reason for sale. £2,250 o.n.o. Wakefield (0924) 255258. (22183

**TR6 1974**, 39,000 miles, soft top with tonneau, recent M.o.T., good condition. £2,400. Ring Mr Harris, Haywards Heath 50241 during office hours. (22468

**TR2** Reg. 3.7.54, rare long dour model, all steel. M.o.T.'d August 1979. Taxed, new hood, s/screens, tyres, seats etc., chassis no. TS 1549, hard top. Reluctant sale due to storage problems, good condition. Price £1,175 o.n.o. Phone 0793 (Swindon) 28291 and 209 or home 0793 763554. (22467

**MORRIS MINOR.** 1957, 4-door saloon in completely original condition except winkers fitted, semaphores disconnected, very low genuine mileage, substantial offers invited. To Executor. Phone Amberley (Glos.) 3263 evenings. (22438

**LANCIA FULVIA** Rally 1.3 S3 1976 (Oct.) excellent order, 22,000 miles, full service records. £2,295. Tel: 0626 853207 office hours only. (22307

**GINETTA G12.** Chassis and all body panels plus windscreen, will make unique road/race car. Must sell. Around £1,000 quick sale. Jon tel. Ross-on-Wye 4367. (22472

**1975 JENSEN HEALEY** Mark 5. Hard/soft tops, 16,800 miles. £2,200 o.n.o. Stevenson, 6 Carseggie Crescent, Glenrothes. Phone 041-331 2681 (office). (22439

**JENSEN INTERCEPTOR MK 3**, 1972, all extras including tinted windows, refrigeration, 51,000 miles, excellent condition. £3,250. Ipswich (0473) 56608 3 pm onwards. (22309

**AUSTIN HEALEY** 100/4, 1955, wires, new tyres, o/d, excellent body and mechanics, retrimmed. £1,150. Congleton 6241 (Cheshire). (22437

**CONVERTIBLE CAPRI** Crayford 1600 GT, body immaculate, mechanically excellent. £1,400. 01-903 9297 day, 01-958 2435 evening. (22310

**1950 BRISTOL 400.** Taxed, tested, very rare car, good runner all original. Offers or cash plus unrestored Daimler Dart or Sunbeam Tiger etc. Tel. 0472 875517. (22305

**1935 HUMBER** Vogue Pillarless Saloon. Fully restored 18 months ago, beautiful example of a rare car. M.o.T. until August 1979. Bargain £1,500. Tel. Newton-le-Willows 7766. (22311

**TVR 3000M.** 1976R, yellow, black vinyl roof, reclining seats, tinted glass, 11,500 miles, one owner, warranty, £3,950. Part exchange, cheaper TVR or WHY, Ripley (Derbys) 813132. (22315

**1930 FORD** Model A Sports Coupe with rumble seat. In yellow with black wings and tan hood, totally restored and in beautiful condition. Please telephone Welwyn 4472 for appointment to view. (22320

**TVR VIXEN S3**. Green with TVR coachband. "Aggra" competition engine fitted 3,000 miles ago, electronic ignition, alloy wheels, radio, M.o.T. taxed until May 1979. Offers wanted. Ashton-in-Makerfield 78005 after 6 p.m. (22312

**MORGAN 4/4** 2-seater, December 1973, 10,000 miles, w/wheels, special colour paintwork, stored last 3 winters, rarely wet. £3,750. Sheffield (0742) 361800. (22321

**MG TD** 1950. BRG/red interior, fully restored, ex-Archie Scott Brown. £4,000. Phone 0937 82663 (Yorkshire). (22316

**MG-C CONVERTIBLE** Automatic. 1968, immaculate black bodywork, white hood, red interior, wire wheels, radio, completely original condition. £1,350. Firm 01-876 8640. (22479

**VOLVO 1800** ES. Late 1971, manual, carefully maintained model in white with tan leather trim, fitted with radio, Sundym glass, overdrive, etc. Undoubtedly a collector's car of the future which is increasing in value. £2,995 o.n.o. Tel: 042 54 2387. (22476

**TVR 3000S** Convertible September 1978, carnival red, absolutely as new, Philips AC860 stereo/cassette, save over £1,000. Only £6,300. Lichfield 53253. (22517

**SUNBEAM TIGER.** Very rare 1966 l.h.d. example imported from California 1976, hence superb condition in all respects, only 65,000 miles, finished in red with black hard top, soft top and interior, must sell. £1,800 or best offer. 01-947 4770. (22521

**1976 MORGAN +8.** 17,000 miles, lightweight, Royal ivory with leather interior. In the condition you would expect from a well cared for car. £5,850 o.n.o. Phone Fowey 2639 (daytime). (22518

**TRIUMPH TR4A** IRS. 1966, many new body parts including inner wings, sills, door skins, front panel, grill etc. Mechanically sound, hard and soft tops, M.o.T. May, taxed January. £1,195 o.n.o. Halifax 202701. (22522

**ASTON MARTIN** DB6 Mk. II. 1970, manual, p.a.s., Sundym glass, chrome wires, just serviced, 5 new turbo speeds, year's M.o.T. 4,750 o.n.o. 041-332 6176 office, 041-638 2745 home. (22600

**LOTUS ELAN +2S** 130/5, JPS, oatmeal trim, 51,000 miles, engine, clutch, differential, bearings, rebuild 42,000 miles, year's M.o.T., alloy wheels, t.w.w., Sundym glass, radio, Konis, splined drive shafts. £2,950. Woodcliffe, Edinburgh 331-1000 day, 336 8591 evening. (22601

**LOTUS EUROPA** Special, 5-speed, M registration, black with gold coachlines, just M.o.T.'d, taxed, alloys, tinted screen, radio, low mileage, absolutely immaculate, first to see should buy, no timewasters please. £3,250. Phone Bayliss 021-429 8477 (Birmingham). (22756

## FOR SALE—continued

**MG-B GT V8.** 1974, an immaculate model of this collector's car. One of the last factory made V8s before the introduction of rubber bumpers. White with black sun roof, beige cloth trim, tinted windows, h.r.w., overdrive, taxed, M.o.T. £2,750. HP possible. Telephone Shepton Mallet (0749) daytime, or Cranmore (074988) 228 evenings/weekends. (22606

**LOTUS ELITE** 1974N 502. A beautiful car in Roman purple, new tyres and exhaust, low mileage. Must be seen to be appreciated. £4,450. Phone Cobowen (0691 82) 245. £4,450. (22692

**1928 AUSTIN** Chummy. Excellent condition, very original. Offers over £2,500. Tel. Harpenden 3137. (22758

**SPECIAL LOTUS** Europa twin cam road replica of Chris Meeks racer. 170 b.h.p., £1,000 spent on spares alone last six months, price reflects condition including £200 stereo. £3,495. Danbury (0245 41) 2773 home, 01-638 8781 office. (22691

**TWO CLASSICS.** 1968 Jaguar 3.45 auto., p.a.s., radio etc., excellent original car. £550. Lotus Europa S2, 1970, white, tinted glass, stereo cassette, £1,490. Huddersfield 663616. (22687

**JAGUAR XK140.** 1955 fhc, red, restored to super condition. £5,500 or best offer. 021-449 2085. (22685

**BENTLEY 1948,** James Young sports saloon, reputed "one-off" continental styling, laid up for the last nine years. Offers over £3,000. Ring Fordingbridge 53116. (22683

**MG-C GT.** Wire, overdrive, radio, new, M.o.T., taxed, superb, fortune spent. £855. Might exchange with cash for T-Type. 01-886 3080. (22688

**TVR 1600M,** 1973. White with black trim, green tints, alloys, 45,000 miles. £1,650. Tel: Medbourne Green 371, Leicestershire. (23013

**FAIRTHORPE TX** Tripper, 1972, 2.5 PI, 152 b.h.p., 0-60 5.7 sec., 132 m.p.h., only 60 made, 42,000 miles, 1972. Offers over £1,500. Cheriton Bishop 480. (23017

**BRISTOL 404** Coupe. The rare "Business Man's Express". Absolutely superb in Rolls-Royce regal red with "Chinese ivory" leather (original colours). Fully documented history from new. £7,500. Telephone Wolverhampton 772461 (business hours). (23014

**1973 LOTUS ELAN** +2S130. Yellow, oatmeal trim. New engine plus many other parts. Radio/cassette, tax, full M.o.T. £2,650. Tel. 051 728 9271. (23019

**1939 DAIMLER** ELS 24, ex Sir Adolph Railing, excellent original condition. Sliding roof, opening windscreen, low mileage. Offers over £3,000 or exchange MG J2, Mk. 3 Healey 3000, E-Type Jaguar, Morgan 3-wheeler, MG-B V8, chrome bumper. Phone after 5.30 p.m. Redruth 215974. (23002

**MG ZB VARITONE,** 1958. Regretful sale of old friend by MGCC member. Very pretty, reliable car. £650. Dorking 730832. (23006

**1977 (OCT) MORGAN** Plus 8, Ivory white tonneau cover, Leather covered roll bar, Bonnet strap, Under 3,000 miles, Garage owner's private vehicle, £6,500, Phone Brighton 691566 evenings, 681766 office hours. (23009

**MORGAN +4,** 1957, 2-seater, just rebuilt at Morgan factory, Mushroom/dark brown, toning leather trim/hood/tonneau/sidescreens, New chassis, frame, rewired,ceautiful car, offers around £4,600, Donovan, 2 Elly's Road, Coventry, 0203-21858 home, 0203-85735 work. (23012

**MERCEDES 230 SL** Coupe. Special numbers excellent. 64, October, M.o.T., Radio, £3,500. Mercedes convertible 220 SE 58/60, Radio, new hood, recondition engine, £1,500 or both exchange diesel Oldsmobile, Romy, 65 Windmill Rd., Croydon, London (UK). (22811

**1946 MG TC.** Total rebuild 11,000 miles ago. Black with tan upholstery. Very correct car. £3,800. H. D. Bos, Gedney, Spalding, Lincs. 0406-362162. (22928

**TRIUMPH TR4A.** Signal red, rebuilt engine, surrey H/S tops, o/drive., w/wheels. Excellent condition, taxed, M.o.T. £980 o.n.o. Loughton 01-508 0881 evenings. (22998

**AC-428.** Black, red interior, fully restored and rebuilt. £8,500. Telephone 01-481 8993 office hours. (23001

**CITROEN BIG 15** Familiale Traction. French built. Very rare 9-seater. One of last produced (June 1957). Mint condition. Completely unblemished black paintwork, 2 private owners, low mileage. Comprehensive engine rebuild just completed, original grey cloth upholstery. CCC/TOC member reluctantly selling to commission yacht. Genuine bargain for this rare French classic. £2,000. No offers. Bognor Regis (Sussex) 26897. (23003

**AUSTIN 10** car and spares. 1937 one owner, 78,000 miles history, running, new batteries, price around £700. Spares all 1932 chassis, recon. gearbox, front axle complete with springs, parts of rear axle, four wire wheels, dynamo, starter, distributor, fuel pump, brake shoes + odds and ends. £120 o.n.o. 01-804 9971 (Edmonton). (23005

**MARCOS V6.** Reconditioned engine less than 100 miles. All mechanics thoroughly checked and in good order. Respayed in tangerine. Sunroof, electric windows, radio and new cassette player. New Wolfrace wheels and tyres. Full M.o.T. Beautiful car. Laid up two years. Original log book. £2,900. Holmer Green 2214. (23008

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## FOR SALE—continued

**TVR TAIMAR,** 1978, 6,000 miles, silver with matt black coachband, black sunroof and interior, Wolfrace wheels, Panasonic radio/cassette, sundym glass. All the usual TVR extras including halogen lights. This car is in immaculate condition and still under TVR warranty. Genuine reason for sale £6,500, phone 0661 25436. (22816

**DAIMLER V8** 250 Automatic. March 1969, one owner, genuine 51,000 miles, Fawn, red leather. Professionally serviced from new. Taxed March 1979. £1,200. Phone 089 272 2583 (Kent) anytime. (22815

**FLAT-RAD MORGAN** 4/4 Standard Special, 1950, 2-seater. Sound car and good runner. Offers invited. Tel. Sheffield 308248. (22813

**MERCEDES 250 SE** Automatic. Royal blue, white interior, very low mileage, new M.o.T. Pampered property of Mercedes enthusiast in superb condition. Investment at £2,000 for what must be one of the finest examples in the country. Further details Teddington 3900 (Beds.). (22923

**1933 MORRIS** 10/six. Beautiful and original. Runs like clockwork. Believed 47,000 miles from new. £1,840. Write: K. Foy, c/o Post Office, Porthcothan Bay, Padstow, Cornwall. (22925

**1938 (REG. 1939)** very rare T 150 C Talbot Lago, 6-cylinder, 4-litre, 2-door, 4-seater closed coupe. Coachwork by Talbot Suresnes. Engine rebuilt, new tyres. Vehicle in pieces and in France. Further information, price etc. from Wilson, 10 Allee Boule, F-78370, Plaisir. (22929

**LANCIA BETA** Coupe, 1976 "R", 28,000. Used by responsible middle-aged engineer, and not thrashed. Price £2,850. Offer considered. Ring 021 556 1921 office, 0952 461336 home. (22812

**STANDARD 12** Saloon, 1948. One of few made postwar. One owner from new. Collector's item, £300 o.n.o. Ring 073 521 2358. (23016

**AUSTIN HEALEY** Sprite Mk. I, 1960, 2 owners. Possibly the most unique frogeye in the UK. All metal, white/red interior. Very sophisticated and highly developed specification. £1,200. Also available valuable new parts such as bonnet and doors. Value £500 (negotiable). Tel: Harris – Bristol 684805. (22917

**STAG 1973** Auto, 28,000 miles from new. One lady owner. White, black trim, electric/windows, all tinted, elec./aerial, hard & soft tops. M.o.T. £2,299. Tel: Wraysbury 2554, nr. Heathrow. (22921

**TVR VIXEN,** 1971. Metallic claret, 10,000 miles. Collector's car. £3,000 o.n.o. Tel: Long Eaton 67873. (22924

**EX-WORKS DATSUN** 240Z rally car. Unique competition history includes African Safari, TAP Rally, RAC Rally, Scottish etc. Very original including full works rally engine, ventilated discs, LSD, diff oil cooler, manual brake balance compensator, mag wheels. Very quick competition/road car. Believed one of only three works 240s in the country. £2,950. Telephone Telford 604279 (evenings). (23014

**BENTLEY 1934.** Three position DHC. Extensive mechanical/bodywork renovation within last 11,000 miles. £12,000. 0444 82237 (Sussex). (23018

**TRIUMPH TR3A.** Only those interested in a meticulously restored example for £2,750 should apply for detailed photos and specification to Box No. 5912. (23000

**PRIVATE SALE:** 1948 3½-litre Jaguar (SS) Saloon in fully restored condition. White with red leather interior. Extras include Ace discs, radio, trumpet horns, mascot, spotlamps, stoneguards etc. Engineer's report included. £4,500 o.v.n.o. Only serious cash buyers need apply. Tel: Weymouth 4082 (evenings) (Code 03057). (23020

**PRIVATE SALE:** P100 headlamps fair to mint. FT57, FT58, FT58/2 spotlamps. Lucas, Short and long trumpet horns. Owl eye taillamps. Alto Hrons, stoneguards, SS and Jaguar mascots, 1½, 2½, 3½ Jaguar head gaskets. All spares for Jaguar and SS cars 1937-1948. Write: Bill Flint, 12 Avenue Rd., Weymouth, Dorset. (Please enclose SAE). (23020

**MERCEDES 300SL** Gullwing, 1955. Excellent condidtion, 24,000 miles. Like new red leather interior. US$32,500. Shipping arranged. Matt Collins, RFD 1, Box 14, Cornwall Bridge, Connecticut, USA 06754. Tel: 203 672 0097. (23011

**R REG.** MG-B GT, 1976. White, 22,000 miles. Radio, overdrive, excellent all round condition. HP available. £2,800 o.n.o. Tel: Rhyl (0745) 31065 day, (0745) 51461 evenings. (20541

**RARE 1947** Armstrong Siddeley Hurricane Drophead Coupe. A collector's dream in gleaming white with black leather upholstery. £4,500. 01-229 7100 & 01-459 3611. (21016

**FACEL-VEGA** Facella, 1961, 1,647 c.c. twin-cam Sports Convertible. RHD. Detachable hardtop. Possibly best one available. Spares, literature, workshop Manual. £2,500 o.n.o. Brighton 683400 days, 32862 evenings/weekends. (21339

**1936 AUSTIN** 10 Sherbourne. Original, complete with tools. £1,250. 1935 Austin 7 Ruby. Fully restored. £1,750. G. C. Munton, Willoughby House, 31 Church Street, Digby, Lincoln. (21902

**1926 VAUXHALL** 14/40, 2.3-litre, Princeton 4/5-seat tourer, good original condition throughout, rear screen fitted, M.o.T. to October 1979, offers invited over £5,500. Evenings 01-852 7801. (6041

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**1922 MODEL T** Ford black Tourer. Totally original, excellent order throughout. Present owner 7 years. LHD, ex Trafford Park. £5,150. Phone Steensbridge 246. (23026

**1912 REX** Lightcar, 2-seater Tourer. Running complete and practical Edwardian. Good tyres, set lamps etc. Photo on request. £2,000 or exchange for open vintage Austin 7. Tel: 021-704 1904. (23023




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| July 25th: | 89% vehicles sold |
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| Alvis TB 14, 52 made | 1948 |
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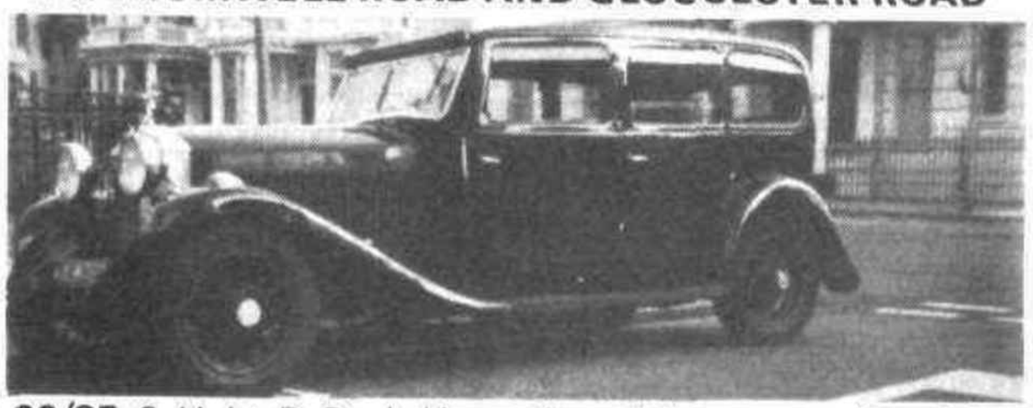
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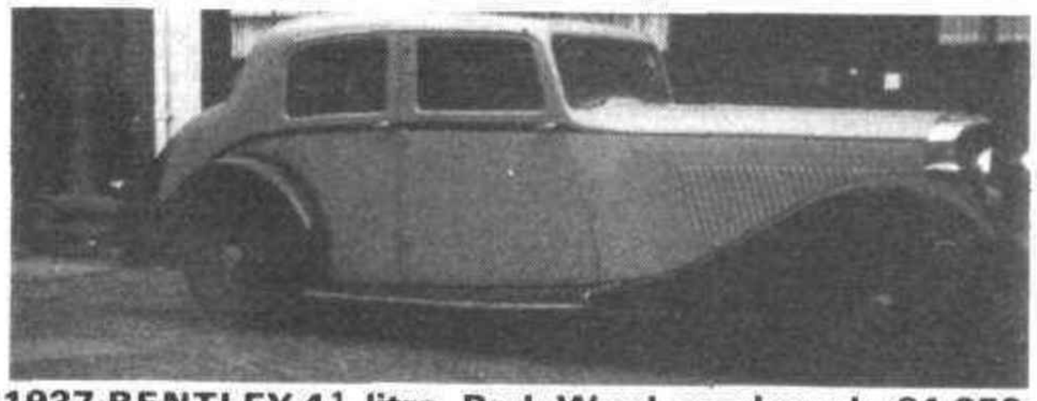
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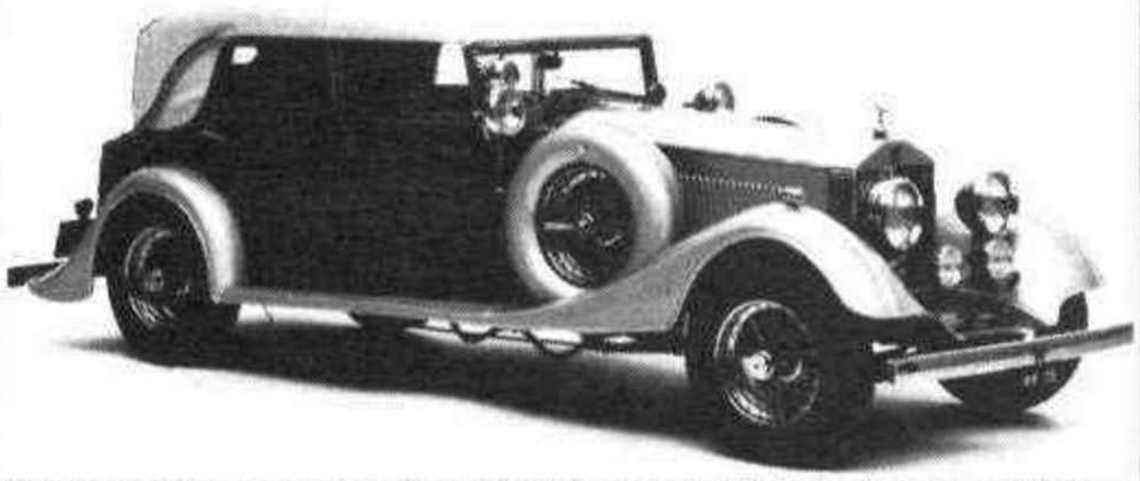
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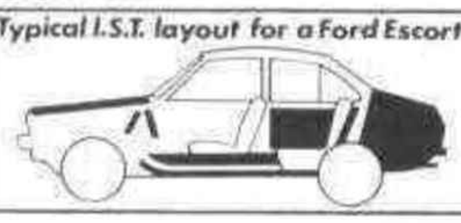
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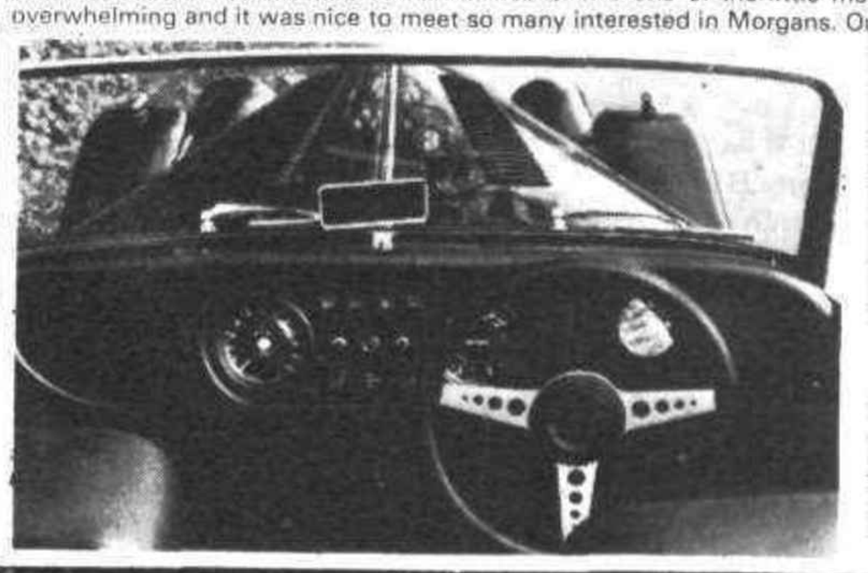
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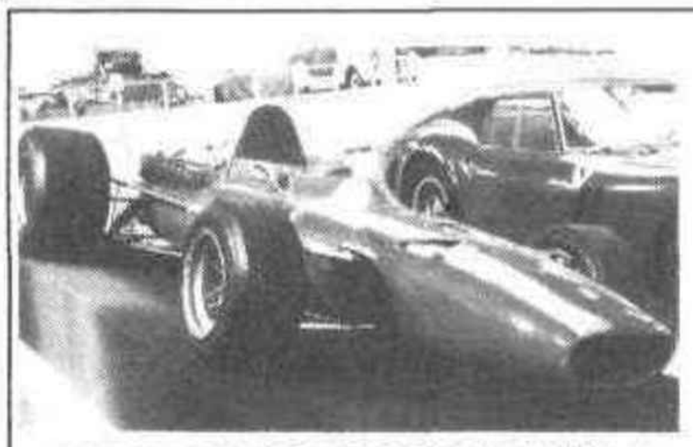
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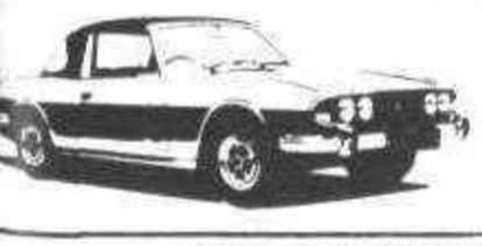
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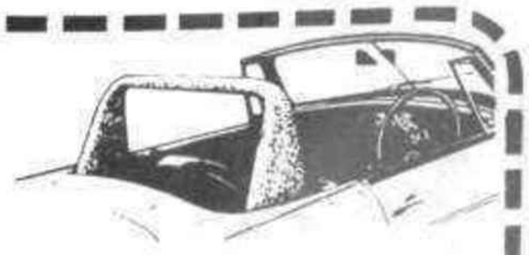


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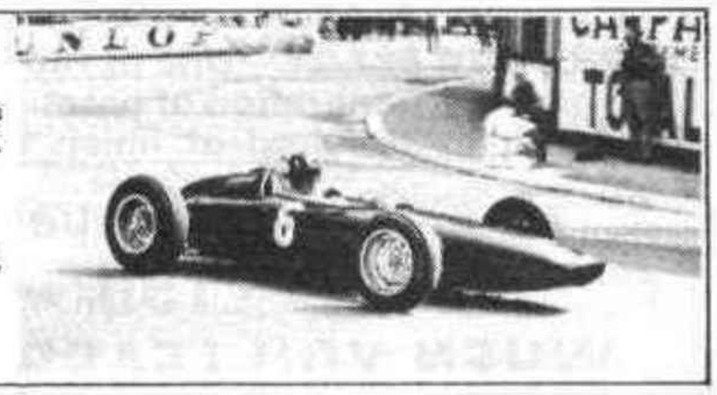
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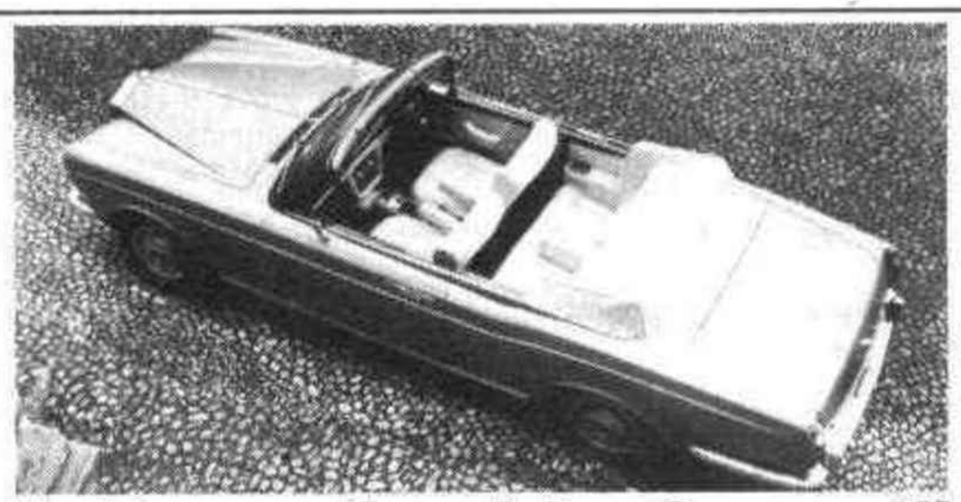
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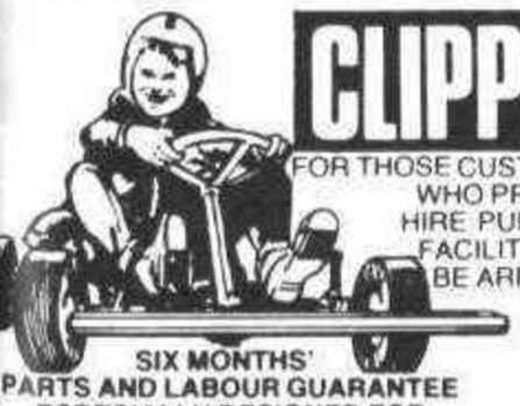


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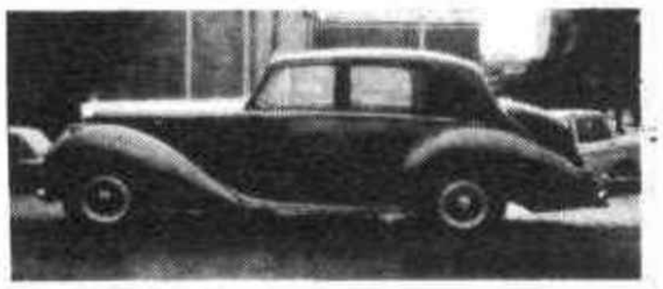
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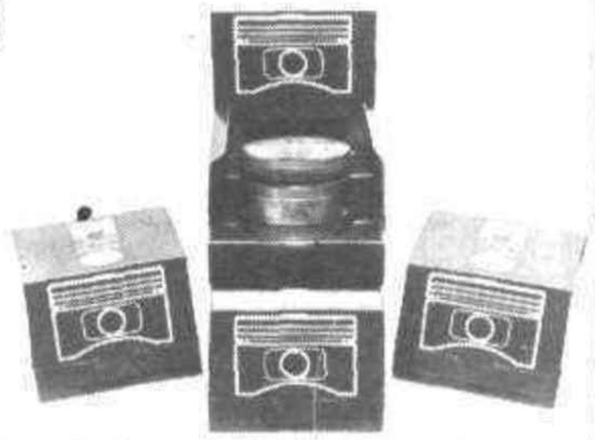
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**Stamp out noise pollution in your car! Drive better, safer and boost it's resale value! Its easy with an Acoustikit, the sound insulation system that gives all-round protection against nerve-wracking noise from engine, gears, road etc. Now even more effective, using a completely new combination of materials.**

**WHY ARE ACOUSTIKITS THE BEST BUY?**
A typical Super Acoustikit consists of no less than four different materials, selected as the most suitable for insulating a particular part of your car. Furthermore, Acoustikits offer you the most comprehensive insulation system of all!

**Two types to choose from** Acoustikits are supplied in two types
**1 SUPER ACOUSTIKITS.** These insulate the entire car, give you the ultimate in sound insulation.
**2 UNDERBONNET ACOUSTIKITS.** To insulate the engine compartment only. (We can also supply basic materials, which can be cut to fit any model not included in the standard range.)

**EASY-TO-FIT.** Acoustikits are ready cut and specially designed for the ordinary motorist. Simple to fit. Complete, easy to follow instructions provided.

**MONEY-BACK ASSURANCE**

## LOOK HERE FOR YOUR CAR

If your car is not listed, write or telephone. **Prices**: Underbonnet kits are shown first in heavy type. Super Acoustikits are shown second.

**Please add part carriage £1·50 for under-bonnet kits and £2·40 for Super Acoustikits (mainland charges, others subject to quotation).**

| | U/B | S/K |
|---|---|---|
| **Alfa Romeo** | | |
| Alfasud/SM/Spr. | £6.75 | £19.85 |
| Alfetta | £7.25 | £26.00 |
| **Audi** | | |
| 80 Sal/Est | £7.10 | £26.75 |
| 100 | £7.10 | £28.70 |
| **British Leyland** | | |
| Mini Sal/Club | £6.75 | £21.00 |
| Mini/Club Est | £6.75 | £25.00 |
| Mini Pick-up | £6.75 | £11.70 |
| Mini Van | £6.75 | £25.00 |
| 1100/1300 | £7.00 | £25.00 |
| Maxi | £7.50 | £27.50 |
| Allegro Sal/Est | £7.00 | £26.00 |
| Marina Sal/Est Coupe | £7.95 | £28.50 |
| Marina Van | £7.95 | £49.00 |
| M.G. Midget 8/8 G.T. | £8.00 | £26.00 |
| 18/22 Princess | £7.95 | £27.55 |
| Sherpa Van | £8.00 | £50.00 |
| **Chrysler** | | |
| Avenger Sal/Est | £8.35 | £27.65 |
| Hunter 6/Van | £8.35 | £27.95 |
| Alpine 75, 77 | £8.35 | £27.95 |
| Sunbeam | £7.00 | £24.00 |
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| 2CV | £6.95 | £21.85 |
| Dyane 6 Sal | £6.95 | £28.00 |
| Ami 8 Sal | £6.95 | £27.00 |
| G.S. Club Sal/Est | £6.95 | £25.85 |
| **Colt** | | |
| Lancer Sal 78 | £6.95 | £26.20 |
| Galant Sal/Est 78 | £6.95 | £26.20 |
| Celeste 78 | £6.95 | £28.00 |
| Sigma 78 | £6.95 | £28.00 |
| **Datsun** | | |
| Cherry 100A | £6.95 | £26.35 |
| F11 Sal/Cpe/Est | £6.95 | £26.35 |
| 120Y Sal/Cpe/Est | £6.95 | £26.35 |
| 140J/160J Sal | £6.95 | £27.25 |
| 160-180B Sal | £6.95 | £27.25 |
| **Fiat** | | |
| 126-126 127 | £7.60 | £27.25 |
| 128 128 SP | £6.95 | £26.75 |
| 131 Sal | £7.75 | £27.90 |
| **Ford** | | |
| Fiesta/Ghia | £6.75 | £24.20 |
| Escort 11 | | |
| Ghia Est | £7.50 | £28.20 |
| Escort Van | £7.50 | £31.30 |
| Capri Sal/Est | £7.75 | £28.00 |
| Cortina | | |
| Mk 3 Sal/Est | £7.75 | £28.50 |
| Mk 3 Sal/Est | £7.75 | £28.50 |
| Mk 4 Sal/Est | £7.75 | £28.50 |
| Granada 78 | £7.75 | £28.50 |
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| Civic/Accord | £8.76 | £28.90 |
| **Opel Manta** | £7.24 | £29.40 |
| **Mazda** (all 78 incl.) | | |
| 1000 Hatchback | £6.95 | £26.75 |
| 1300 Hatchback | £6.95 | £26.75 |
| 818 Sal/Cpe/Est | £6.95 | £26.75 |
| 616 | £6.95 | £26.35 |
| 929 Sal/Cpe/Est | £6.95 | £26.35 |
| **Peugeot** | | |
| 104/304 Sal/Est | £6.95 | £27.50 |
| 504 Sal/Est | £7.95 | £28.00 |
| **Polski Fiat** | | |
| 125P Sal/Est | £7.30 | £22.90 |
| **Renault** | | |
| 4/5/6/15/16/17 | £7.30 | £25.50 |
| 12 Sal/Est | £7.30 | £26.75 |
| 18 Sal/Est | £7.30 | £26.75 |
| 20/30 | £7.40 | £26.80 |
| **Saab** 99 (all mdls) | £7.60 | £26.00 |
| **Simca** | | |
| 1000 1100 1301/1501 | £6.35 | £22.45 |
| Sal/Est | £7.70 | £26.50 |
| **Subaru** | | |
| 1400 Sal/Cpe/Est | £6.95 | £21.00 |
| **Toyota** | Bnnt & Bonnet only | |
| 1000 | £6.95 | £21.00 |
| Corolla | £6.95 | £21.00 |
| 30 Sal/Cpe/Est | | |
| Hatchback | £6.95 | £21.00 |
| Carina Sal/Est | £6.95 | £21.00 |
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| Cressida Sal/Est | £7.20 | £21.00 |
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| Dol Spitfire 1500 | £6.95 | £28.85 |
| Toledo | £6.95 | £28.85 |
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| Chevette 1300 | £6.95 | £22.40 |
| Sal/Est | £7.75 | £27.50 |
| Magnum Sal/Est | £7.75 | £26.20 |
| Cavalier Sal/Est | £7.10 | £26.40 |
| Bedford Van | £7.70 | £47.00 |
| **Volvo Dat** | | |
| 66 Sal etc | £6.95 | £24.85 |
| 140 240 Sal/Est | £8.00 | £30.00 |
| **VW** | | |
| Golf Bnnt & Bonnet | £6.95 | £27.00 |
| Polo Bonnet | £6.95 | £21.00 |
| Derby 4dr | £6.95 | £21.00 |

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PRICES START AT ONLY £11·70 INCL. VAT

Toe board and transmission tunnel – **Treated Acoustiseal**

Holes around control cables etc. – **Sealsound**

Sides of Engine compartment – **Treated Acoustiseal** to prevent amplification and absorb noise

Bonnet lid – **Treated Acoustiseal** to absorb noise and prevent drumming

Bulkhead – **Treated Acoustiseal** to act as noise barrier

Rear parcel shelf – **Untreated Acoustiseal**

Boot lid – **Treated Acoustiseal**

Boot sides & floor – **Treated Acoustiseal** and **Vibra Pads** to muffle exhaust noise penetration and petrol tank drumming.

Under rear seat – **Untreated Acoustiseal** to absorb drive train noises.

Front and rear floor – **Vibra Pads** to prevent drumming – **Untreated Acoustiseal** to absorb noise.

Diozons Limited · Offerton Industrial Estate Stockport SK2 5YB

Note: This illustration shows a typical Super Acoustikit layout. Kits vary according to the requirements of the make and model of the vehicle.

## YOUR NO RISK ORDER-FORM

TO: ACOUSTIKIT DIVISION · DIOZONS LIMITED Dept. MS96
Offerton Industrial Estate · Offerton Stockport SK2 5YB · Tel: 061 480 3791

Please send me Super Acoustikit/Underbonnet Acoustikit. Details of basic materials* for my car: Make _____ Model _____ Year _____

I enclose cheque/PO* (payable to Diozons Limited)

for £ _____ (cost of kit plus part carriage charge)

Please charge my Access*/Barclaycard* account. My account no. is:

*Delete as appropriate

Name _____

Address _____

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WAXOYL rust inhibitor sets it apart from all rival systems. Believed to be the most up-to-date (according to world users) because Waxoyl polarises to metal: prevents electrolysis, halts corrosion. *Prevents reactivation!* Never exhausts itself with time like chemically active types used by many rival rustproofers.

**TRADE HOUSES CHARGE UP TO £80** for rustproofing, mostly for labour. DO-IT-YOURSELF at only ONE TENTH of cost at **manufacturer's** prices. Save up to 50% on competitors materials. Needs no further attention apart from 30 sec. wheel arch Autumn check. Never cracks or flakes off. Self-healing if scraped. Molecules creep over punctured area.

**FORGET CORROSION.** Waxoyl micro rust killer inhibitor molecules resemble tadpoles! 'Tails' penetrate oil, grease, mud with magnetic speed attracted to metal like dust to LP records. With deadly efficiency, molecules sink deep into every minute pore within entire vehicle surface. Replaces air moisture. Tadpole heads seal off metal with continuous water-repellent skin.

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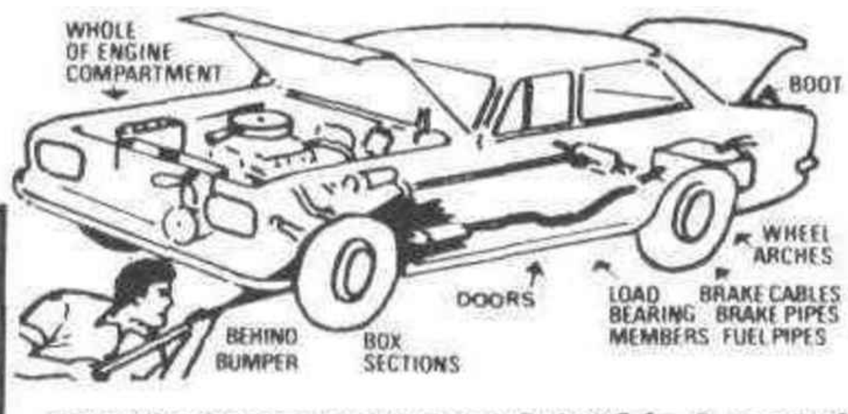
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TRIAL OFFER

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**...ORTH ...A ...L LAING off-shore's largest Rig uses WAXOYL on sea-washed equipment**

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**...CI recommend ...AXOYL ...r brine ...irculation ...ipes**

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**WAXOYL DOES AS IT SAYS** Kills rust. Users report: SWISS GOVT. LAB TESTS: **'Rust Stopping qualities very good'**. CITROEN CAR CLUB: **'Fantastic stuff'**. BRITISH STEEL CRP'N: **'Most satisfactory'**. SWISS AUTO RACING A.G.: **''Clean, easy application. No after cleaning'**. WESTERLY MARINE, PORTSMOUTH: **'Waxoyl protection excellent on marine diesel oil tanks'**. (Tank bases otherwise impossible to rustproof, standing on supports). MOTOR MAGAZINE: **'Remains active indefinitely'**. CHRYSLER CENTRE, BASEL: **'Application so clean. Entirely satisfied'**. ROVER SPORTS REG. MEMBER: **'197,000 miles. No sign of Waxoyl penetration'**. LEICESTER: **'On '72 Beetle since new; extremely satisfied'**. AUSTRALIA (NSW): **'On Rover 3,500, coating still intact in corrosive sea air'**. CHESTERFIELD: **'9 yr. old Waxoyl-coated Volvo looks less than half its age'**. Some short-lived rustproofers use thin cheap oil for cavities. (We have tested them all). Others, with harmful acids first need to be washed off. (Or cost more because of separate rust-killer applications.) Those relying upon zinc content eventually fail. WAXOYL is clean, exceptionally easy and quick to apply. Order now deal direct with an old established, manufacturing concern with world wide reputation for honesty and fair dealing. Order direct with every confidence. **Personal callers welcome Monday to Friday 9 am till 4.30 pm.**

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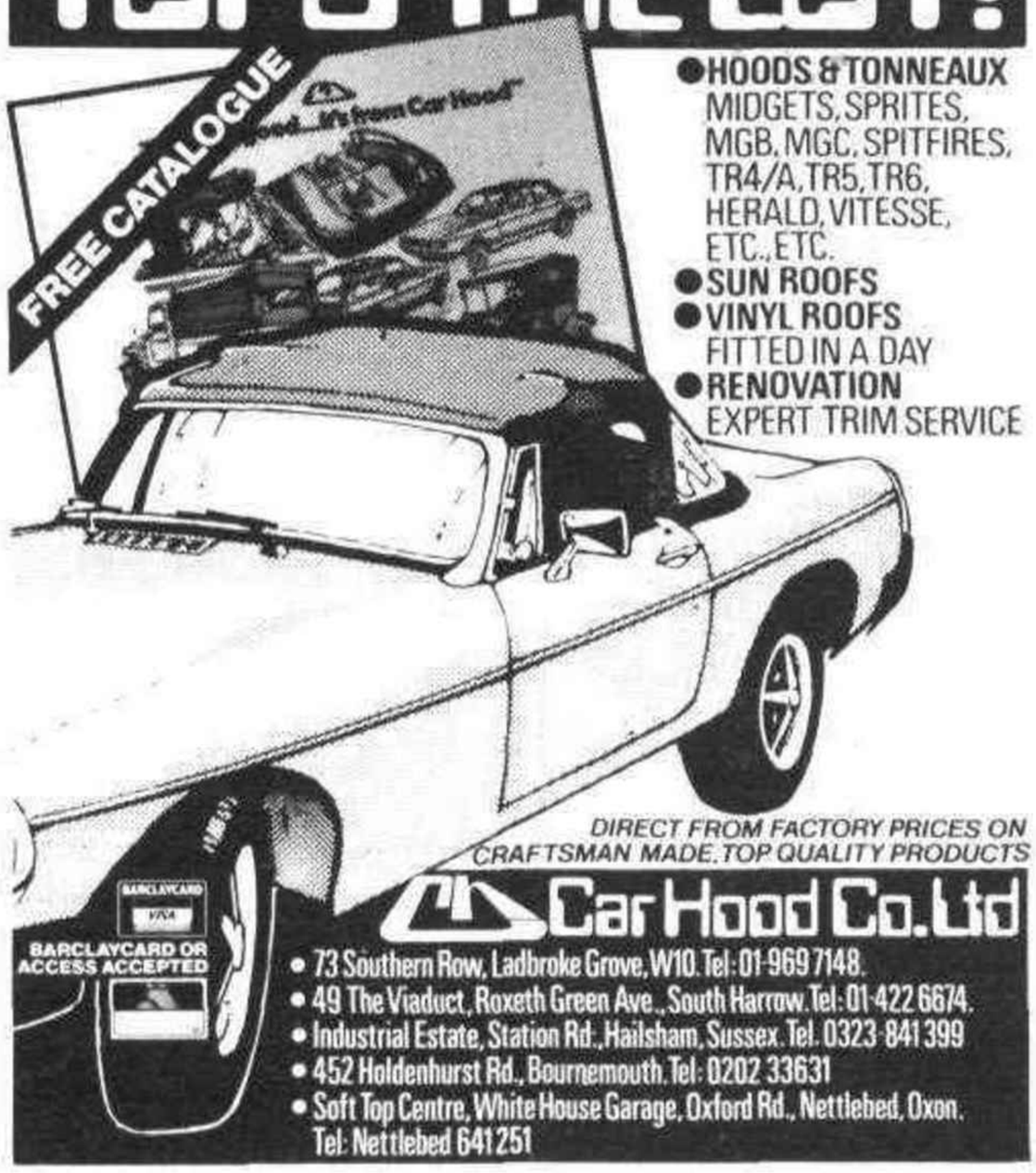
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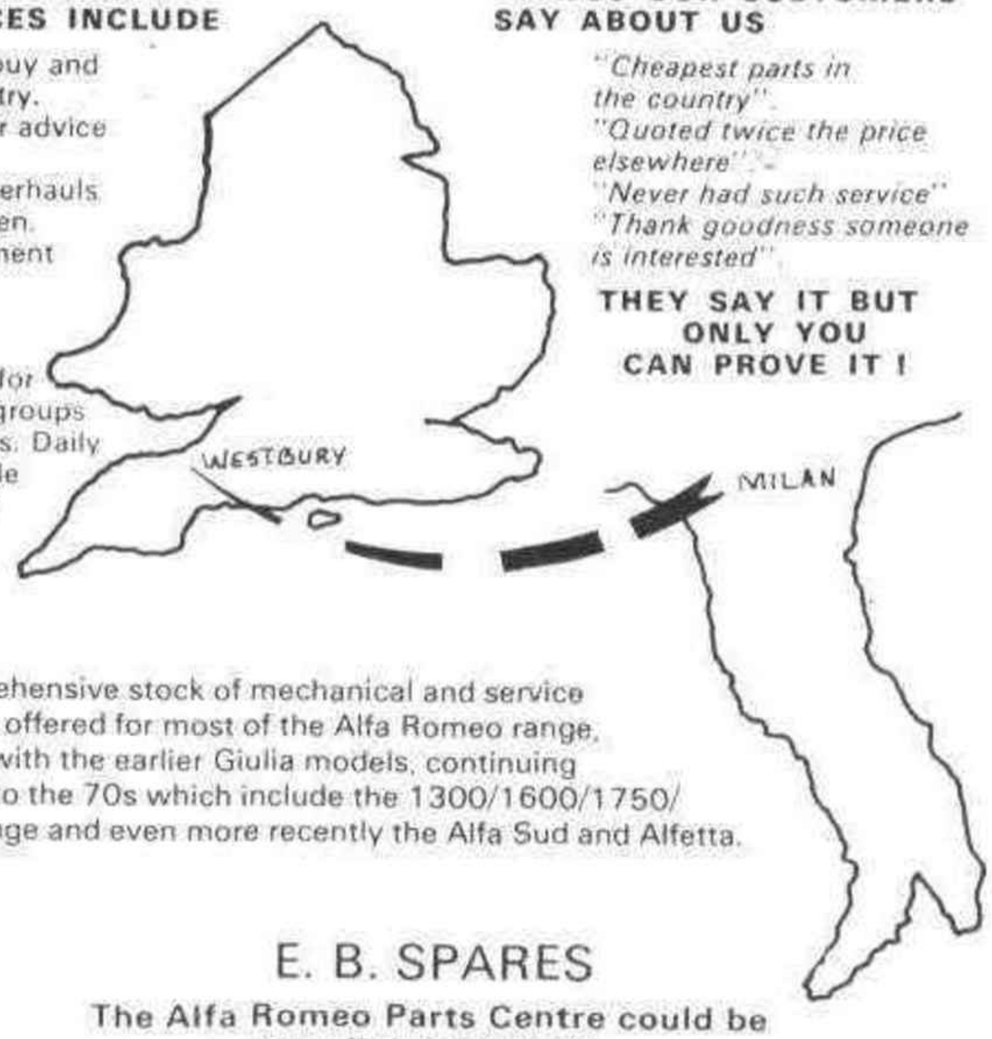
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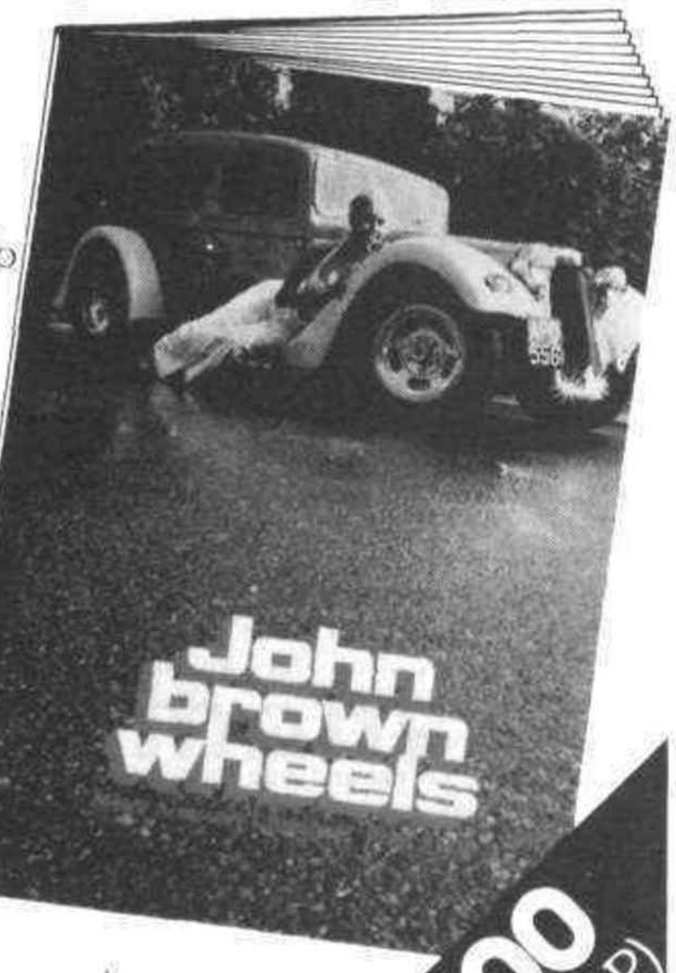
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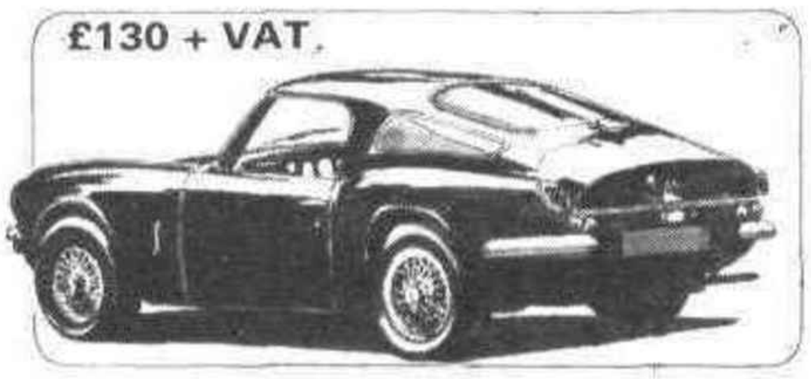
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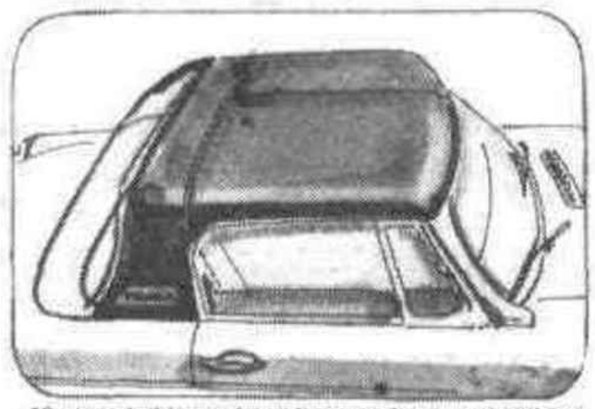
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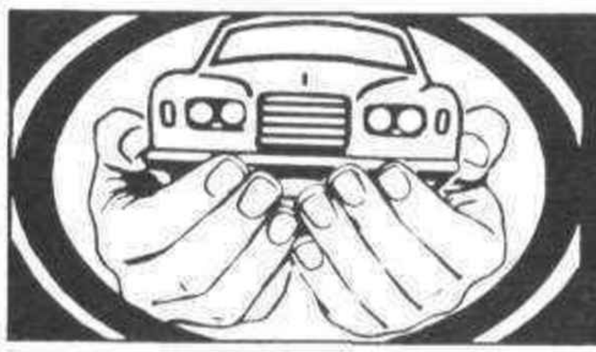
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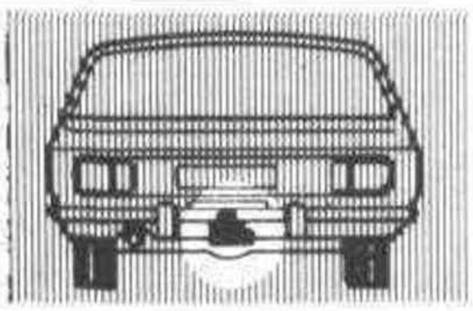
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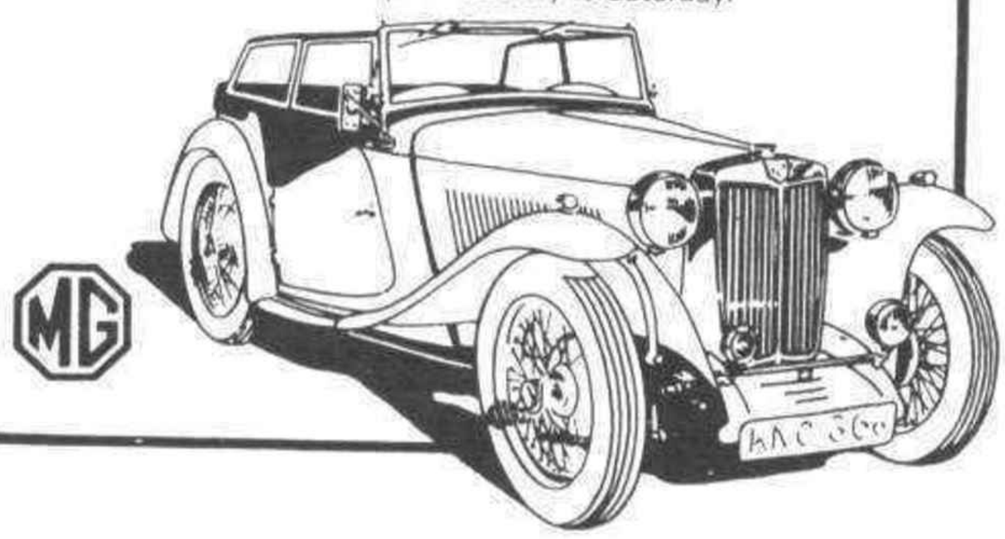
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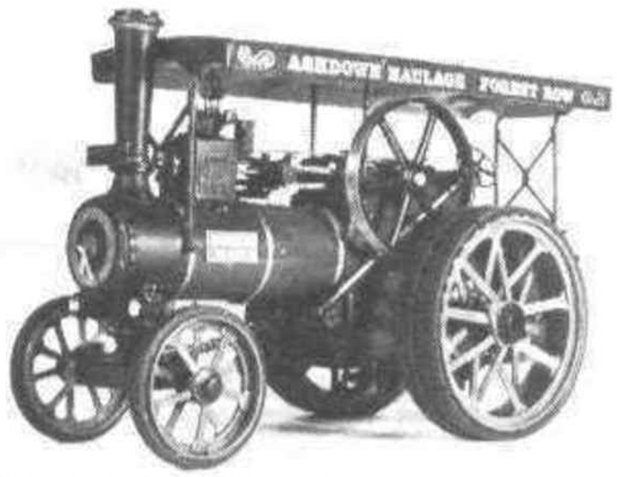
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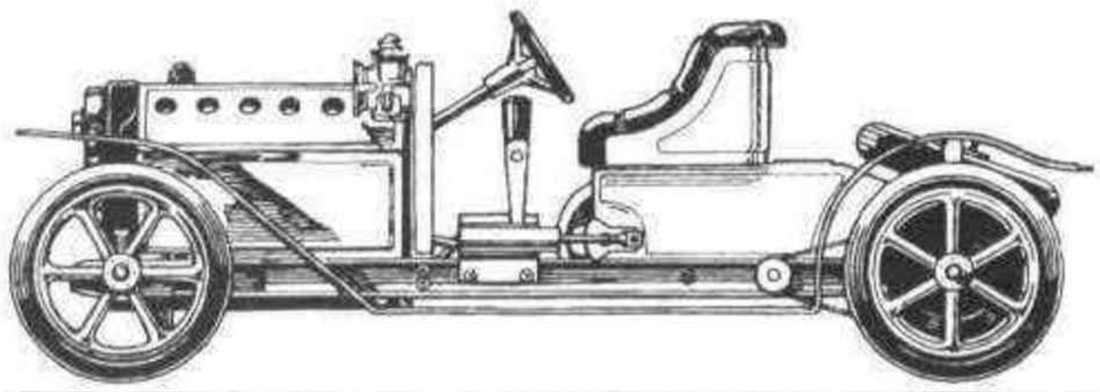
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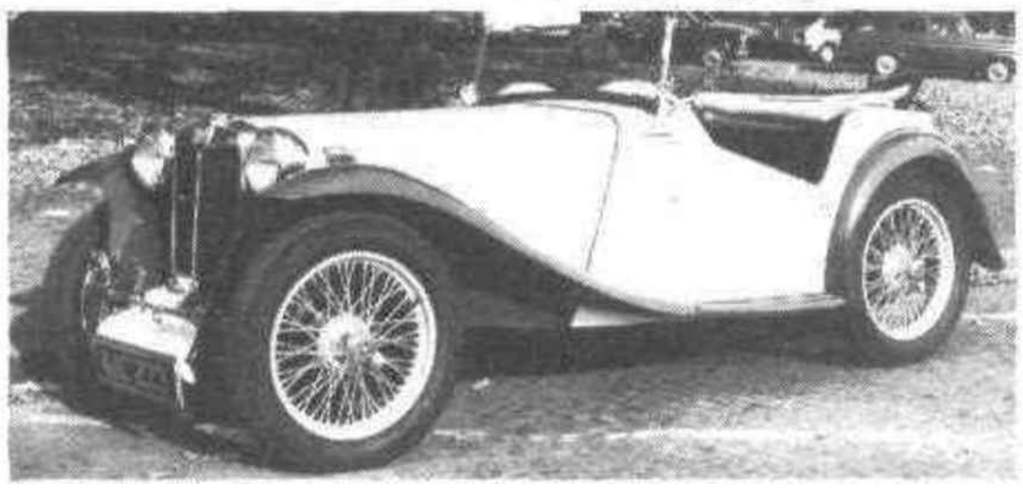
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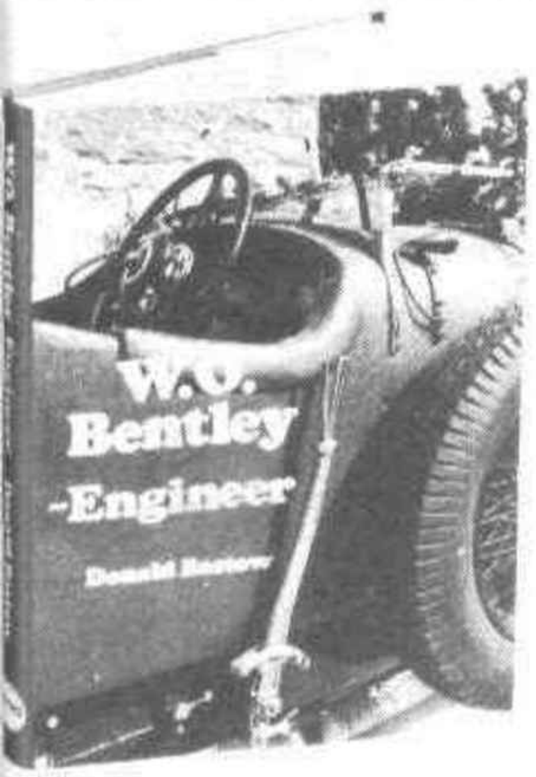
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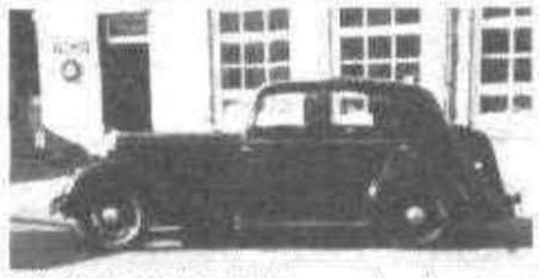
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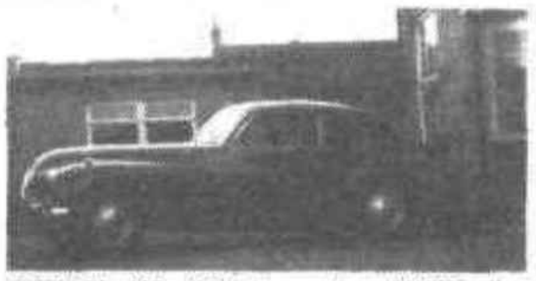
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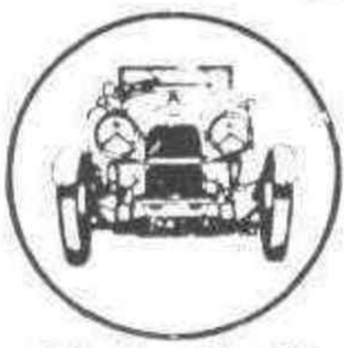
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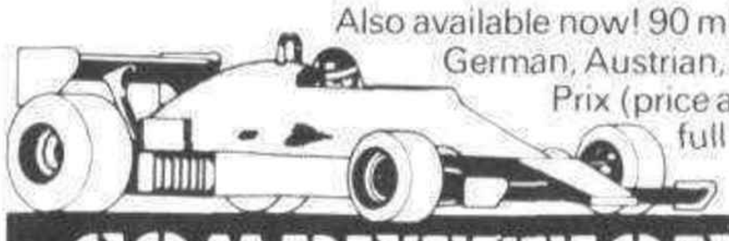
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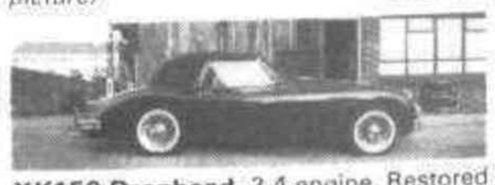
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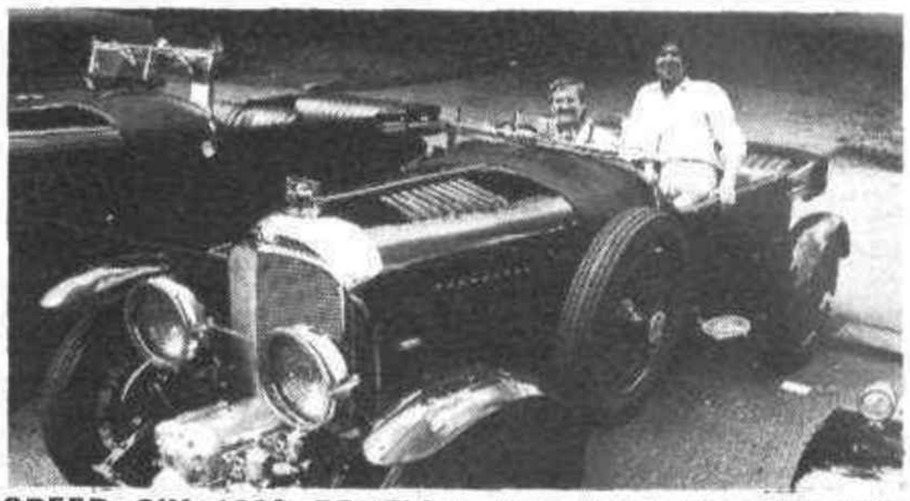
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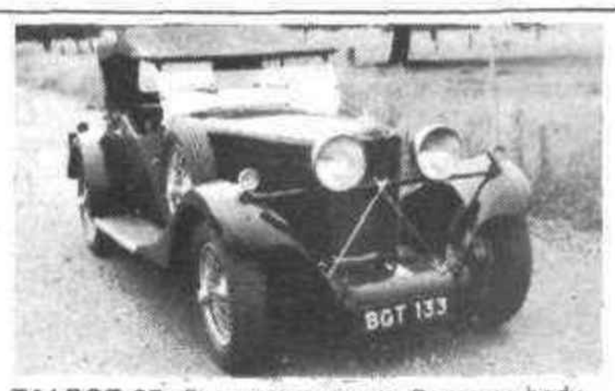
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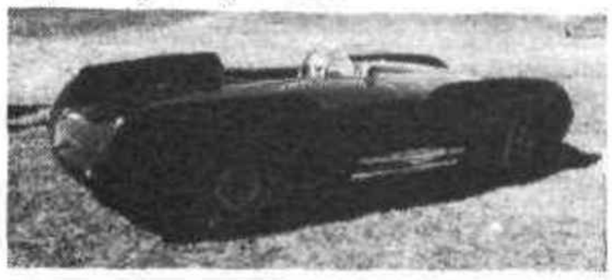
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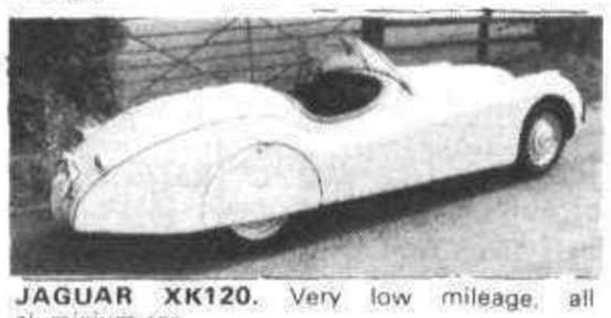
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**1974 LANCIA FULVIA S3.** Genuine low mileage second car in excellent condition. Silver with red cloth interior. £1,495. Sheffield 663377 or 0433 50747. (23181

**SCIMITAR** Dec. '71 automatic, 44,000 miles, excellent condition, M.o.T. May '79, brakes recently relined. £1,700 o.n.o. Tel Haddenham (Bucks) 290538. (23182

**GORDON ENGLAND** 'Cup model' Austin Seven. Opportunity to purchase a genuine 1928 example in first class condition, good history, sensible offers, photo and further information. Please tel. 074883 2911 (Yorkshire). (23183

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**STANDARD FLYING 9.** Complete, bodily rough, engine free and believed good. First £30 or offers. Tel. 0747 88671. (23185

**SCIMITAR GTE.** 1976, overdrive, Alaska blue/tan, sunroof, tints, one owner, guaranteed 37,000 miles, superb condition. £3,550. Phone Leicester 765493 office, 704022 home. (23186

## FOR SALE—continued

**ALFA ROMEO** 1750 GTV. K Regd. Maroon, sunroof, 52,000 miles, service history, from new. M.o.T. October 1979. £875. Telephone Saddleworth 4397. (23187

**AUSTIN SEVEN** Fabric saloon. 1929, excellent condition throughout. M.o.T., rare car, reluctant sale. £2,500 o.n.o. 01-852 4334 days. (23189

**BENTLEY S1.** Shell grey over astral blue, p.a.s., 1958. This car with only four owners has covered only 87,500 miles and is offered with original brown log book. It has been owned by my family since 1966 and has been unused for the past five years. Over £1,000 has been spent on the car in the past 18 months and it is in excellent condition. Offers in excess of £3,750. Marsh 051-236 2158 (day) 051-924 1720 (evenings). (23190

**TVR 1600M.** November 1976, 23,000 miles, metallic blue, black trim, sunroof, Sundym, h.r.w., Philips radio/stereo cassette, electric aerial, new exhaust, taxed June 1979, immaculate looks and performance, part exchange considered. £3,850. Winsford (06065) 51704. (23191

**1937 HUMBER** Vogue. Pillarless saloon, 33,000 miles since new completely original. V.G. Condition, offers over £2,500 Tel. 65066 (Hereford) day 3825 (Hereford) evening. (23192

**TR7,** July 1978, blue, tartan trim, Sundym, 4 speed, hrw, 4,000 miles. Forced sale £3,000. Phone Wemyss Bay (0475) 521570. (23318

**ASTON MARTIN DB4.** 1962 maroon. Superleggera body in excellent condition, restored engine, must be seen. Photographs on deposit to serious purchasers. Offers over £3,400 before year end. Phone 0254 29578 evenings. (23319

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**ALFA ROMEO** 1750 GTV 1968. Beige/tan. Taxed, M.o.T., good condition – over £400 recently spent. New pistons, liners, bearings etc. (still running in) also new brakes, tyres, sills. A rare example of a cherished model. Bargain at £875. Ring 0376 512838 (Witham/Essex) – evenings. (23311

**LOTUS ELAN** +2, H Reg, alloys, o/valve twin cam. Radio, Cibies, etc. Engine rebuilt 3,000 miles, taxed, long MoT V/good condition. Offers. Phone Cleator Moor 810 919. (23341

**MORRIS MINOR** 1956, split-screen 4-door saloon. New MoT and tax, excellent condition throughout. Radio/cassette, many expensive spares and extras. £575. Tel: 0323 761523 (Eastbourne). (23342

**LOTUS ELITE 1962,** Ford 1600 GT, X-Flow, twin Webers, Corsair gearbox, 5,000 miles only from new, Flared arches, wide wheels, new Kenlowe fan, re-upholstered, brake servo, electronic ignition, many extras. Large hairy dog forces sale, so must go. All offers considered. Phone Wantage 67300 evenings. (23314

**MODEL 'T'** Ford Roadster 1927, made in Canada, last of an era with detachable wire wheels. Just completely and authentically restored in original condition. Many correct extras, water pump, motometer, electric wipers, exhaust whistle, foot steps, wind wings, stop light, speedometer, handbook. Red body, black fenders and trim, beige top and side screens. £6,500. 01-670 3294. (23337

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**JAGUAR 2+2** E-Type, 1967. V.G.C. radio/cassette, HRW, spotlights, foglights, sunroof, new clutch, Minilites. 10 months MoT £2,450. Exchange sporty auto like MG, BTC etc. High Wycombe 27269 (23316

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**VANDEN PLAS** 4-Litre 'R' 1966, chauffeur driven first 10 years, lovely condition, MoT, Aug. '79, £795 o.n.o. Stoke-on-Trent 513658. (23323

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**MG-C GT** W/W, manual, bodywork rebuilt, resprayed red, many new parts. £1,295. Tel: 01-751 1302 evenings. (23307


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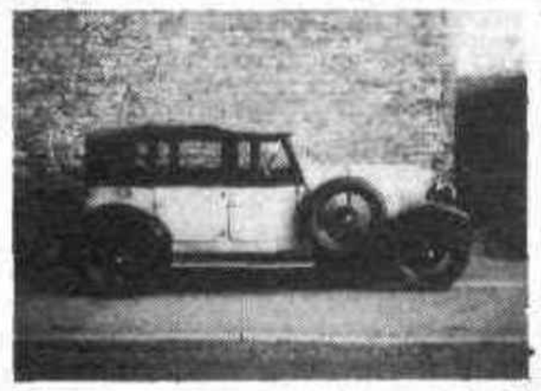
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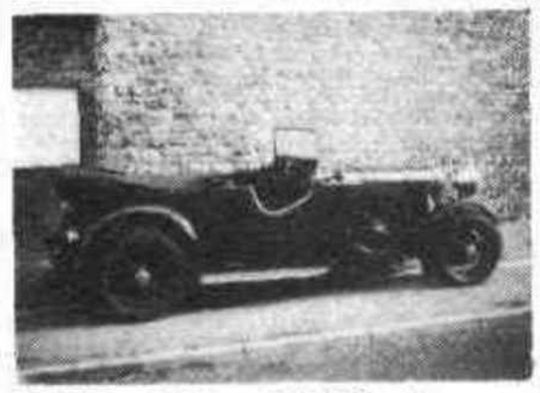
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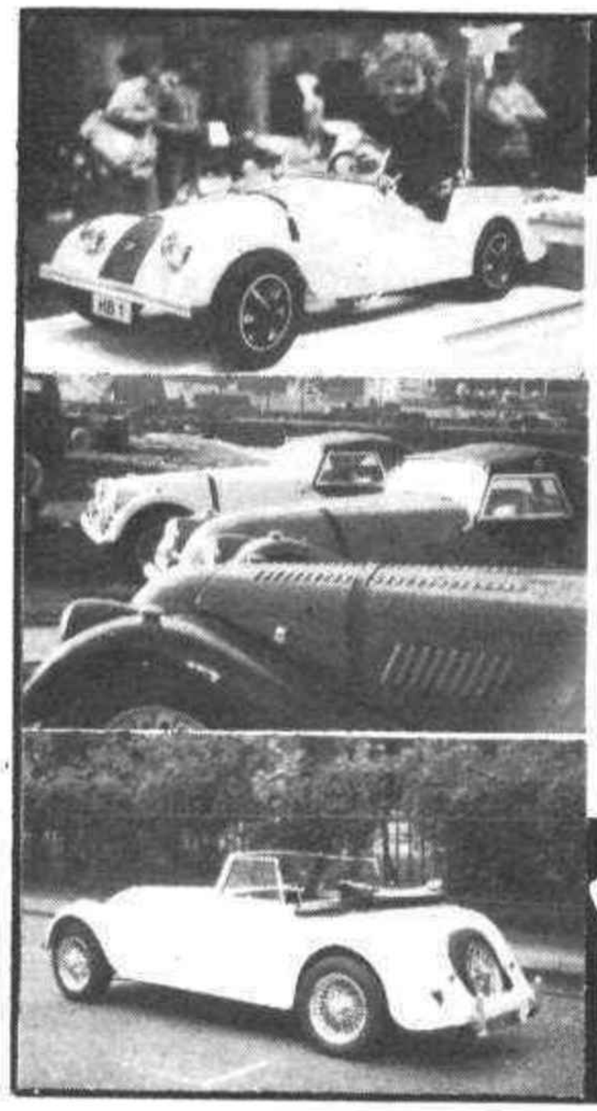
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**BENTLEY DONINGTON** special 2-seater sports. One only. For sale in New Year £18,950. You've seen the rest, now buy the best! 0202 (Dorset) 700200 after December 6th. (23309

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**LANCIA FULVIA** Zagato 1.3 black, immaculate condition. Over £1,000 spent on total renovation this year. Owner going abroad. £2,000. Tel: 731 5417 office 733 9964 evenings. (23321

**PORSCHE 356B,** 1961. Fitted C-engine. MoT, many new parts. Complete underside rebuild. Bodywork requires tidying/respray. Offers around £750 or P/X 912. Didcot 816979 (Oxon). (23324

**LOTUS ELAN** S/E blue 1971. One owner. Very good condition, tax & MoT to March. £1,600. Tel: Wotton-under-Edge 2193. Monday-Friday between 9am and 5pm. (23325

**MG-B GT** V8 1976P, low mileage. Super example in red, radio. £3,650 or would swop for Stag or WHY? Tel: 061-736 3041 (office) Harwich (0204) 67023 (home). (23326

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**VOLVO 1800 ES,** manual/overdrive, tinted glass. Racing green with tan leather interior. In original showroom condition. Offers around £3,500. (0287) 34230. (23329

**MK 2 JAGUAR** 1961. 3.4 fitted 3.8 engine. Good body, interior & tyres, mechanically very reasonable. Oil press. constant 30/35 lbs., manual gearbox with overdrive, over £700 spent on it in last few months. Long MoT. Taxed, offers near £1,000, or would exchange for Morris 1800, Triumph 2000, Chrysler 180 of similar condition & price. Tel: Gloucester 67209 after 5pm or any time at weekends.(23328

**AUSTIN 7** Special, well built on traditional lines, some work to complete £250. Burley 2338.(23332

**MG YB** Saloon for restoration. Chrome replated including radiator. £175. Burley 2338. (23332

**LOTUS SEVEN** Series III 1969 fully restored from bare frame, including re-panelled body sprayed metallic silver with new red wings and nose, engine, gearbox, rear axle and suspension rebuilt, MoT November 1979, Taxed. £1,995 o.n.o. Telephone Dorchester 3515 evenings. (23330

**MG-B GT** July 74. Damask, sunroof, O/D, h.r.w. radio h/rests. Good condition MoT Oct. 79 £2,215. Tel: Hoddesdon 44625. (23333

**FIAT 124** Special T. 1972, one owner, low mileage, many extras including Radbourne lowered suspension, Konis and alloy wheels. Taxed & MoT £875 o.n.o. Tel: Keeling – Home Watford 32475 – Business 01-951 1711. (23334

**MORGAN PLUS 8** 1978 'R' red with black interior, reclining seats, spare wheel cover, bonnet strap, chrome luggage rack, Wolfrace wheels, tonneau, selmar, absolutely beautiful condition and under three thousand miles from new by one owner – New one imminent so offers circa £6,500. 051-428 8420 evenings. (23460

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**1952 SILVER WRAITH** 4 doors sport saloon with no division – Webasto roof, P100s, special aluminium coachwork by Freestone and Webb. Yellow and black. This magnificent car has been maintained by the same owner during the last 12 years in mint condition regardless of the cost. Must be unique on the market. 150,000 French Francs. J. B. Gorget, 53, Avenue de Saxe 75007, Paris, France. Tel. 566 40 59 (office). (97760

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**JAGUAR XK150** 1958. DHC, old English white, a very nice car in very good order. £4,500. Phone 601 Whitwell, Hertfordshire between 6 and 7 p.m. (23467

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**KHARMANN GHIA** 1967. 1500, 52,000 miles, blue with black roof. A superb example of this rare car. £975. 01-743 7501 office hours, Mr. Kent. (23456

**MG TC** 1949. Really Superb car. Immaculate machine with excellent body, interior, and mechanics. Long Mot £5,850. Tel: 01-318 2499. (23457

**TRIUMPH** Roadster 2000 1949. The subject of recent extensive restoration to a very high standard. A prime example of this marque. £4,000. Heathfield (043-52) 3035. (23458

**MGB GT** 'G' Reg., excellent throughout. Wire wheels, radio, tax, MoT. Fantastic car in every respect. £865. 0622 44243 (Kent). 23194

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**MG MAGNETTE** ZB, 1958, black. Concours winner 1976. Ziebart. 66,000 miles, reg. no. 43 CAR. £1,000. W. Miller. Stevenage 2444, ext. 219 (9a.m.-4p.m.). (23466

**ASTON MARTIN** DB5 Vantage, engine overhaul, new clutch, gearbox, brakes, suspension, rear axle, needs some body & chassis work to make Concours. R. Loveday, Northwood 24626. Day. (23451

**MGB GT** Flamenco red, 9,700 miles, registered October 1977. Fully undersealed. Stereo radio/cassette. £3,650 o.n.o. Tel: Abergavenny 4219 after 6 p.m. (23463

**AUSTIN HEALEY** III. 1967. O/E white & ice blue rebuilt coachwork. Reconditioned engine, new clutch, radiator, shock absorbers, brake shoes, water pump, carpets & hood/tonneau (double duck). 11 months MoT. All steel wings etc. £3,200 o.n.o. Havant (0705) 472686 day, 486103 evenings. (23455

**TR4** 1962. O/D. Surrey top. MoT. £800 o.n.o. Also spares, engine, gearbox, doors etc. Phone Kidderminster 700538 Evenings. (23447

**1901** Delin car 4hp, believed to be only one other in existence. Beautifully restored, v.c.c. registered. MoT. £6,000. Christy's of Brighton, 87 Gloucester Rd., Brighton 692682. (23448

**LAGONDA** 1935 M45 Pillarless saloon. LG45 (1938) engine. Complete new tyres. £4,600 o.n.o. Tunbridge Wells (0892) 38038. (23450

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**ASTON MARTIN** Mk II short chassis roadster. American restoration in near mint condition. BRG colour, black wire wheels, black duck hood tonneau, s/screens, beautiful cream goatskin interior – looks superb and drives as an Aston should. Probably the finest example available of this great car. £15,500. Don Hudgins, 130E Bodley Ave., Kirkwood, Missouri 63122 USA. Phone 314 965 7361. (23508

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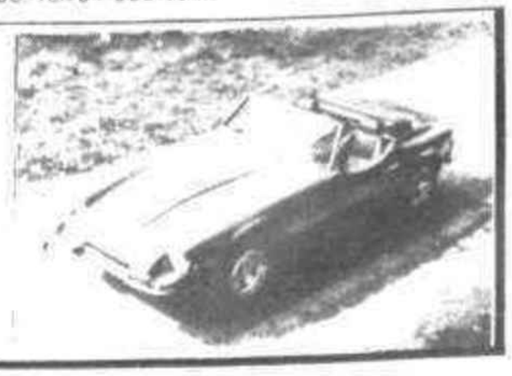
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Morgan TVR



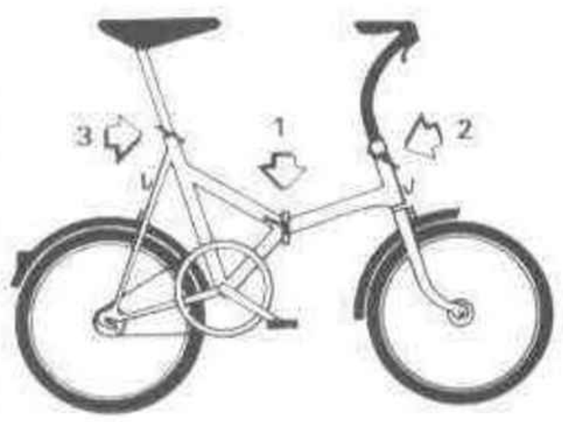




Come to the shrine of the Motoring Muse, and make us an offer we can't refuse. **Morgan Plus 8,** 1978, Canary yellow, aluminium body, 3,600 miles, supplied new by us and now for sale due to the young master being posted o'seas. **Morgan 4/4 2-seater,** 1963, yellow, wire wheels, aluminium panels, 1,558 cc twin-cam engine. **Morgan 4/4** 2-seater, 1970, Nut brown, chrome wire wheels, tan leather, bonnet strap, roll bar. I personally think that bonnet straps look nice on a Morgan, but often wonder whether people fit them just for appearance, or to keep the bonnet shut in case the catches fail (they never do) or for some other reason. My own theory is that it's for the same purpose as the leather belt worn by Olympic weight-lifters, presumably to keep the source of power under control during moments of great stress. This particular car is the one I mentioned last month as having belonged to an ex racing driver whose problem was that, although he certainly possessed the necessary lead foot, he applied it more frequently to the brake pedal than to the accelerator. **Morgan 4/4 4-seater** 1970, regal red, wire wheels, luggage grid, owned by engineer who is now the happy owner of a new TVR Convertible. **Morgan 4/4** 2-seater, 1978, Signal red, wire wheels, spotlights, bonnet strap. **Morgan 4/4** 4-seater, 1976, Royal Ivory cum brown, wire wheels, one owner. **Morgan 4/4** 1976, silver blue, wire wheels, grid, spare wheel cover. **Morgan Plus 8,** 1973, Signal red, Rover box, wide track, reclining and folding seats. **Morgan 4/4** 1971, Royal Ivory, wire wheels, bucket seats, spotlights, has spent last few years quietly on the South Coast. **Morgan 4/4 4-seater** 1974, Imperial crimson, wire wheels, reclining & folding, grid, strap, spots. **Morgan 4/4,** 1973, Signal red, tonneau cover, carpeted interior, supplied by us to prev. onr while he waited for his new 4/4 which has just arrived, someone has apparently removed the trafficators and put them back in the wrong place. Sounds interesting. **Morgan 4/4** 1976 Deep Brunswick, chrome wires, stone leather and hood, one owner, in last month's thrilling instalment we left this car being prodded in the yard; the chap bought our black '77 4/4 instead so this one is still awaiting a kind owner. **Morgan 4/4,** 1976, Restall seats, Signal red, alloy body, roll bar, no fan (attn. Niki Lauda). **Morgan 4/4,** 1972, Orange chrome, black leather, wire wheels. **Morgan Plus 8,** 1978, silver, bestrapped bonnet. **Morgan 4/4,** 1972, Royal Ivory, wire wheels, bucket seats, grid, this car is at the post-prod but pre-decision taking stage. Lends a new meaning to the word "Prodsports". I suppose. **Morgan 4/4/4,** 1976 Deep Brunswick, brown leather, wire wheels, grid. I specially like brown leather on Morgans, as this is one of my favourite colours. Which reminds me that about 12 years ago we had a mechanic called Rob Harris and one day I sent him to the breaker's yard buy a second hand back axle off an Austin A55 in the hope that it might fit an elderly and immobile MGA we had in stock. After a tour of the local gipsy establishments he reported back that he had located the necessary component at Bushey. "It's a brown one", he said. "How nice", I thought, imagining that the colour scheme was used on some sort of pilot batch fathered by Sid Enever or Alec Issigonis, perhaps with an experimental Tufnol c.w.p. But the mundane reality was simply that the new £10 note had recently been introduced, sepia in colour, and our friend was merely using the latest Borehamwood slang to indicate the price of the above-mentioned component. **Morgan 4/4 4-seater,** 1977, Signal red, leather interior, reclining & folding seats, grid, bonnet strap, please buy this as someone is threatening to trade in a yogurt-coloured Datsun Cherry for it, and I would prefer to avoid such an indigestible combination. **TVR 3000M,** 1977, metallic brown, tan vinyl roof, radio, sunroof etc. etc. **TVR 3000M,** 1976, brown, cream vinyl roof, radio/stereo, sunroof, supplied by and serviced at JBG. **TVR 1600M,** 1972, metallic blue, recent work carried out at factory, late property of Morgan driving lady. **TVR Taimar** 1977, metallic green, sunroof, electric windows, cassette player/radio, sold new by us to bloke who has a tiger for a pet. Now my secretary Nysha wants one which is stupid because on holiday in America earlier this year she met someone with a pet puma and upon return to Arkley she received word that this vicious beast had bitten off David Soul's thumb during the course of an animated Hollywood party. **TVR 3000M,** 1973, red, Wolfrace wheels, radio, 2 owners. **TVR Turbo,** 1977, black, white "Turbo" band, black leather, sunroof, radio/cassette, electric windows, Wolfrace wheels, electric aerial, "TVR" registration no., 1 lady onr. **TVR Turbo Taimar,** 1976 Motor Show car, white, brown model band, oatmeal trim, radio/cassette, sunroof, serviced by us. **Arkley SS,** Sunburst gold, 1974 chassis but newly built to my choice of colour. I have not seen it yet but the report from Arkley reads "My Gawd, who chose that horrible colour?" The only person who says they like it has been accused of being a crawler (not the middle-of-the-road sort). **Arkley SS,** also 1974 chassis, regal red, our demo car, have yet to decide which one to keep. **Alfa Romeo 2000GTV,** 1973M, yellow-beige, radio with 4 speakers, low-profile tyres, I used this car for a while, and can testify to its excellent fuel consumption and very muscular engine. We also had an **Alfa Spyder,** 1972, blue, but this may have already been sold. **Matra Simca Bagheera,** 1975 T registered, French blue, LHD, alloy wheels, radio, looks a 1,000,000NF but only 1,300 cc with performance to match. **Lotus Europa Twincam,** 1972 (?), red with oatmeal trim, electric windows, **MGB,** 1972, red, overdrive etc. etc. I have just read that Jaguars are now fitting the not-specially-brilliant Rover 5-speed box in lieu of the old 4-speeder + Laycock de Normanville hors d'oeuvredrive.



Time was when almost every British car right down to the 8 h.p. Standard could be fitted with this ingenious and excellent device. Now, with the exception of the MGB (now living on borrowed time because BL have been criminally negligent in failing to update it in the way its excellent basic design deserves), I can't think of any car you can buy now which will contribute to Capt. Laycock's (or was it Col. De Normanville?) richly deserved royalty. **MG Midget,** blue 1975 wooden steering wheel, wooden gearknob, Mini 1275GT, 1974, white, yellow trim, dual exhaust, leather steering wheel. **Renault 5TS,** 1976, metallic blue, dark blue velour trim. I am using this at present; to my great surprise it can be wound up to an indicated 113 m.p.h. on the "N3", it is also very untiring to drive. **Daimler Dart,** date unknown, white, red interior, black hardtop, rebuilt engine. **Mercedes 450SLC** (the 4-seater), 1975, metallic gold, radio, one owner — a famous showjumper (we did notice some rusty sort of inverted U shape marks on the pedal rubbers). **Triumph Stag,** 1973, h. and s. top. **MGB,** 1972, red, overdrive. **Lotus Elan Sprint,** 1973, white. **TVR,** 1972, no further details. **NEW MORGAN:** Our men attended the new Birmingham Motor Show (spelt S-H-O-V-E) and took Morgan orders taking us into the 21st century. But we'll still be glad to give brochures, test-drive anything you like. **NEW TVR:** There is one new TVR for 1979, the Turbo Convertible. We usually have a few new TVRs in stock, or one can be ordered to your exact spec. for delivery in quite a short time. All models including the Turbo can be demonstrated by appt. **ARKLEY SS:** Without warning we received a large and very favourable write-up in the Sunday Times last weekend. Surprisingly, in view of the supposedly A1-A2 readership, we were immediately inundated with enquiries and were sold out of Arkley kits within about 3 days. Please send SAE and 25p stamps for Arkley brochure and Autocar test report. **Sundry News from Arkley:** We have just celebrated November 5th but unfortunately all our "old bangers" are still here! A girl driving a Fiat 124 past our garage gates was so riveted by the sight of CJA drawing up in our TVR Turbo that she drove off the road and came to a halt in the arms of a tree stump. We have some cloth badges, 3½" diameter, red and blue on white, with a wide-tyred Morgan surrounded by "JOHN BRITTEN ALL-BRITISH RACING TEAM", 60 pence post free. I rang from home to ask our new man David the correct toe-in for our International Harvester Scout SSII. He proceeded to waste ½ an hour looking up "Towing Bracket" etc. He has now been sent out to buy three degrees of negative camber. Hasn't been seen since. We have books for sale on Morgans, TVRs, Specials etc. When I first took an interest in sports cars there only seemed to be two books on the subject; I think they were called "British Sports Cars" by Gregor Grant, and "Specials" by John Bolster. We used to read them again and again. And again! Also the Morgan poster, full colour, multi-image. Pr. front Bilsteins for all 3-series 4-cyl. BMWs, one third of new price. Another First! Not only was I the first non-Sikh in Finchley to be "done" for not wearing a crash helmet, but I now believe that I was the first man in Hendon to be stopped by the Police and be asked "*'oo d'yer think you are then, Mario Andretti?*". Music to my ears, and certainly makes a change from James 'unt/Stirling Moss. If you wish to receive a similar compliment, look out for two uniformed sergeants in an erratically driven dark blue Hunter. We are as usual closed from Christmas Eve till Jan. 2nd, at other times open to 7 pm weekdays, 6 pm Sats. Folding Microcycle £95 incl. Sturmey Archer. Merry Christmas!








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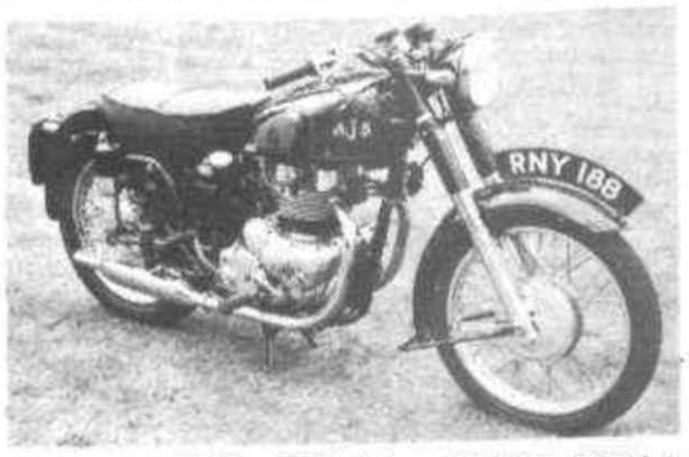
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**LANCIA FULVIA** S3 Coupe. 1.3S. 1974. Excellent condition, 2 owners, taxed, full MoT, radio. £1,450 o.n.o. Middlesbrough 594242 (day), 590052 (even.). (23615

**LAGONDA** 2½-litre Saloon, 1953. Excellent condition. 2 owners from new. £1,500 o.n.o. Consider exchange Rolls/Bentley chassis, etc. Cash either way. Dowd, Fairwinds, Aston, Nantwich. Tel: 0270 78406. (23616

**MORGAN** +8. 1971K. Green/black, blueprinted engine (3,000 miles). Holley crane cam, Spax all-round, anti-tramp bar, Panhard rod, Aeroquip, Minilites, Kenlowe, oil-cooler, re-sprayed, re-trimmed, new king pins and bushes. Offers. Tel: Edingworth (Som.) 548. (23617

**1973 VOLVO** 1800ES Sports Estate, 39,000 miles, 2 owners, gold, black leather, radio, new tyres, outstanding. A.A. welcome. £3,350. 0704 33654 (office), 66184 (home) (Southport). 23621

**AUSTIN-HEALEY** 100-6. In mint condition, 38,000 miles with history and engineer's report. Totally original, never repainted or spoilt in any way. Unused spare! Offers circa £4,500. Box No. 5923. (23620

**BENTLEY S.1.** (1958) Meticulously maintained by Brighton Agency and company chauffeur. Admirable example of the Standard Saloon in Silver over Steel Blue with grey/blue interior. £6,500. Details during office hours 0273 607926. (23622

**BEARDMORE TAXI** 1966, with meter. Only 50 of this 4-door model made. Petrol, exceptional condition. £2,250 o.n.o. Tel: 01-359 2420 mornings. (8159

**LOTUS +2**, July 1970. Gold, 3.55 diff., enthusiast maintained, excellent order, many renewals. Long M.o.T. £1,500 o.n.o. Simpson, Carlisle 25221 (office). (23635

**SWIFT 1928** 10 h.p. tourer. Restored three years ago, 900 miles since then. Offers around £3,800. Cobham (Surrey) 7864. (23633

**DATSUN 240Z 1972**, Superb, red, real eyecatcher, huge Wolfraces, M.o.T. d.Sept. £1,750 o.n.o. Epsom 24822 evenings. (23636

**VERY ATTRACTIVE ROADSTER.** Earliest A-S Hurricane. 16 h.p. convertible. Reg'd Nov. 1946. 103,000 miles, 46,000 in past 18 years with present owner. Tax and M.o.T. Regularly garage maintained, tendency to overheat, nevertheless a good example of an unrestored road car. Offers in the region of £1,850. Initial enquiries please to 6, The Houses, Ashton Road, Bampton, Oxford, OX82 or Bampton Castle 850605. (23639

**MINI COOPER** 1969. One owner, genuine, 16,000 miles. Red/grey, v.g.c., extras, Taxed/M.o.T. Jan. £700. 01-428 4815. (23638

**ALFA ROMEO ALFETTA** 1975. Reg. No. GKT 1N. Blue, very good condition. £1,750 o.v.n.o. Phone 0843 25758 evenings or weekends. (23640

**ALFA 2000 GTV** 1975. Radio/cassette, yellow, black trim, Ziebart, very well maintained, good condition. £2,250. Tel. 01-589 4206 evenings, 061-928 3957 weekends. (23641

**MORGAN PLUS 8** 1974. Dark blue with black interior, personal reg., extras, 18,000 miles, immaculate. £4,950. Maidenhead 26870. (23642

**CITROEN CX 2400 GTi** February 1978. Metallic blue, airconditioning, Armaglazed, 5,000 miles, £6,000 (current cost over £7,500) – Crosby, 061-928 9516 or Wilmslow 25840. (23645

**CITROEN CX 2200 PALLAS,** March 1978, White, blue trim, 31,000 miles, v.g.c. £3,000 – Crosby, 061-928 9516 or Wilmslow 25840. (23645


# "Tsslch"

*. . . says phone, sucking its teeth.*

"What does that signify?" says you.

*"Well – this barrer yore advertisin', sports innit?"*

"Yes, MG's are funny that way"

*"Tsslch"*

"Got something in your teeth?"

*"No squire no. Softop innit?"*

"Glad you noticed – it's in the ad."

*"Tsslch . . . anna seventeefive . . ."*

"Look – if you're not interested in a nineteen seventy five soft top MG why're you answering the ad.?"

*"Oh iyam squire iyam but, tsslch . . . the price. Lessee – wunowner, that's summing, butter seventeefive softop attat price, tsslch . . . ourabouta nundred less? Cashin'and"*

"Richardson's"

*"A?"*

"I said Richardson's. It's obvious you don't care if it's an MG or a Fire-engine, but they will. Soft top, hard top, cheque, cash in hand, whatever – they'll buy it because it's an MG and I'll be saved from listening to any more of these stupid phone calls"

*"What'd you say if I said fiftee off?"*

"Tsslch off!"

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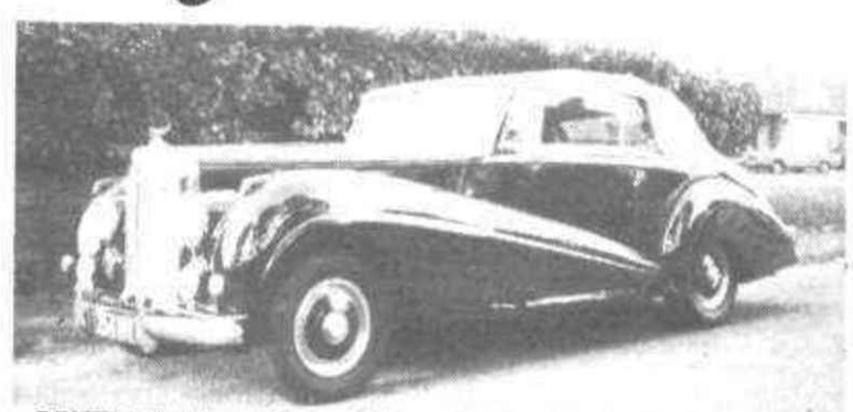
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ROLLS-ROYCE Silver Cloud III 4-door saloon by H. J. Mulliner/Park Ward, "Flying Spur" first registered 1964. The most desirable post-war Rolls-Royce £21,500.



BENTLEY Mk. 6 Convertible, coachwork by Park Ward, first registered 1951, elegantly finished in garnet with beige hide trim and matching hood (power operated) £10,950.

**THE COOKHAM DEAN MOTOR CO. LTD., CHURCH ROAD, COOKHAM DEAN, BERKS, Nr. MAIDENHEAD, Tel: MARLOW (06284) 6161**

## FOR SALE—continued,

**1964 VOLVO 1800E SPORTS** Red with black trim. Good condition. Offers around £1,000. Green, Cambridge 60784. (23630

**1948 MORRIS 8** Series E. MoT Sept. 79, taxed Jan. '79. £500. Avonside 2659. (23631

**TRIUMPH TR6** 1972. Dark blue with red coachline and light grey trim, overdrive. Taxed, M.o.T. July, excellent condition throughout. £1,425, o.n.o. Berkswell 32229 (Coventry). (23643

**BMW 3.0S,** 1972 automatic, power steering, four headrests, radio/cassette, five speakers, full service history, one previous owner new Cibie headlights, brake pads, silencers, bills for three years, mid blue, beige velour, below average mileage, superb example. Offers near £1,990. Newcastle upon Tyne 851669. (23644

**SUNBEAM ALPINE III,** 1963. Superb in all respects, long M.o.T., hardtop, Tonneau. Giveaway price £450. Beyton 70885 (Suffolk). (23648

**FIAT 130** Saloon 3.2-litre V6. Automatic, power steering, many refinements include electric windows, luxurious cord interior, reclining seats, rear window blinds, etc., superb handling, taxed, M.o.T., very good condition throughout. £1,375. Sidmouth 3739. (23649

**TR6,** August 75, P reg., O/d, white, red hardtop, 34,000 miles, 2 owners, immac. cond. £2,800 o.n.o. Phone Padiham 76324 anytime. (23650

**'74 PEUGEOT 304S** Cabriolet convertible, yellow, 1 owner, 20,000 miles, as new, radio. £1,975 o.n.o. Phone Burnley 76124. (23650

**CLAN CRUSADER,** 'M' reg., yellow, sunroof, Sundym, alloys, 998 c.c. engine, low mileage, £1,250 o.n.o. Wolverhampton 38687. (23651

## FOR SALE—continued

**MG MIDGET** 'N' reg., 1275 c.c., 21,000 miles, M.o.T. Oct. '79. £1,300 o.n.o. Phone Sheffield 0742 306969. (23652

**PANTERA 1973,** Yellow coachwork with black cloth trim, radio/cassette, new Goodyear tyres, 2 owners, 43,000 miles. A truly superb car. £4,885 o.n.o. 01-794 8088. (23653

**MERCEDES BENZ 280 SL.** Automatic 1969, power steering, Becker AM/FM radio, l.h.d., an outstanding example in unmarked metallic grey with black leather hardtop. Plus a totally new mohair soft top, mechanically perfect, meticulously maintained from new, cannot be faulted. £4,750 o.n.o. Phone Odiham (025671) 2141. (23658

**BRITANNIA PROTOTYPE,** featured 'Classic Cars' May 1978 (photocopy on request), been standing for some time, needs work, unique alloy bodied collector's car, must sell (house purchase) £950. Biggin Hill (Kent) 73789. (23659

**STAG,** late 1975 (P), h/stops, Sundym, p/steering, e/windows, white, virtually new tyres, low mileage and immaculate. Guaranteed, private sale. £3,325. Williams 01-467 2172. (23661

**TR6,** 1975 'N' reg., o/d, 2 owners, 26,000 miles, red, white h/top, ex. cond., M.o.T. Aug. 79. £2,550 o.n.o. Ring 0282 32289 office hours, ask for Martin. (23660

**TR6.** Registered May 1975, totally original and immaculate example, in Pimento red with black interior, 13,000 miles from new, spare tyre and toolkit unused, headrests, radio, Tonneau cover. Private sale with genuine reason. Offers in the region of £3,450. Telephone day, Lichfield 56907, evenings, Burton-on-Trent 790919. (23665

## FOR SALE—continued

**PORSCHE CARRERA 2.7** for £1,995! No, but my 1968 911S looks like one with spoiler, air dam and insignia, almost as quick, special registration number, current 1980-1 '7100 W' Electric roof. Southampton 34557 (day) Cadnam 2372 (evening). (23662

**CONSUL 375,** 1961. One owner from new, taxed end September 1979, M.o.T. September 1979. £325 o.n.o. Chelmsford 83142. (23663

**DAIMLER 250 V8** auto, 1965. Ideal basis for renovation, new front wings, exhaust, carpets, etc., full service and gearbox overhaul just carried out, 12 months M.o.T., in daily use, must be worth £450. Also 1962 Humber 3-litre Snipe for spares, offers. Huddersfield (0484) 650812 working hours. (23664

**ALFA ROMEO GTV.** Red, black interior, radio/cassette, four new tyres, recent new water pump, brake pads, 25,000 miles on replacement 2000 engine. £900 spent last three years, superb car to drive, goes like stink very pretty and only £845, but try offer as new Alfetta coming. Newcastle-upon-Tyne 851669. (23670

**MG-B ROADSTER,** Dec 1975 (P reg.), 2,400 miles, one owner from new, Tahiti blue, autumn leaf trim, rustproofed, overdrive, head restraints, Tonneau cover, new XZX's and exhaust, 12 months tax and test. £2,195 o.n.o. Tel. Alsager 2710. (23673

**WELL CARED FOR** 1977 MG-B GT. Red, all BGT refinements. £3,550 o.n.o. For sale due to owner's mother suffering a stroke and unable to travel in car. John White, Chesterfield 37858. (23675

**MORGAN** Three-wheeler, Ford engine, 1949. Beautiful little car. £1,650. Leicester 51802 daytime, 418183 evenings. (23676

## FOR SALE—continued

**XK 140 DROPHEAD,** 1954. Overdrive, excellent engine, mechanics and chassis. Needs new hood and minor tidying to bodywork. Laid up last 2 years. Offers around £2,000. Bolton 592061 evenings and weekend. Farnworth 709465 daytime. (23689

**MG-B ROADSTER,** 1971. Overdrive, radio, new clutch, new hood, new carpets, recent new batteries, 12 months M.o.T. very smart. £875 o.n.o. Bolton 592061 evenings and weekend. Farnworth 709465 daytime. (23689

**LANCIA FULVIA COUPE** 1.6HF Lusso. Brown coachwork, tan vinyl roof, 1973, 46,000 miles, spare aluminium door. £1,650. 01-959 6080. (23671

**PANTHER, LIMA,** S Reg., 5,500 miles, two tone metallic bronze, tonneau, radio/cassette, wire wheels, QH lights, rear fogs, spoiler, overseas posting forces sale. Immaculate £5,100 o.n.o. Bamber Southend 72014. (23533

**ASTON MARTIN DB3** Competition 2-seater Chassis Number DB3/7. This FHC was raced by Angela Brown, Meyer, Sgonina and others, and shown as a concours car. The car is currently in San Francisco, home telephone number 010-1-408 249 2968, office 010-1-408 248 8107. Car now ready for racing, shopping or concours. £10,000 plus shipping. More details from Bishops Waltham 2858. (23445

**JENSEN 541,** 1955. Three carburetter Weslake head, O/d. Taxed. Very nice original condition. £1,595 o.n.o. Bishops Waltham 2858. (23445

**LEA FRANCIS** 14 h.p. Estate 1949. Factory re-conditioned engine, re-upholstered, much work done needs finishing, many spares including engine. £900. Southampton 432353. (23534

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**BENTLEY, 1962, SII,** 4-door Sports Saloon tastefully finished in pearl over shell grey with magnificent French grey hide trim and carpet. This one-owner specimen with a recorded mileage of only 30,000 must surely be one of the finest examples currently available.



**ROLLS-ROYCE, 1962, Silver Cloud II,** 4-door Standard Sports Saloon with a difference having covered only 19,850 miles from new. This superb one owner example is finished in unmarked embassy black with natural tan hide interior, electric windows all tools and just fully serviced. Without question this magnificent carriage must surely be one, if not the finest example currently being offered.



**BENTLEY, 1957, SI** Standard, 4-door Sports Saloon with PAS. Elegantly finished in sand over sable with contrasting beige hide trim. This one family owned car has only 93,000 miles recorded and is in the condition one would expect to find with a car of this background, just fully serviced.



**MUSTANG, 1976, II,** 2-door, fixed head Sports Coupe. This truly magnificent example superbly finished in metallescent silver with contrasting cerise velour trim is fitted with Sundym glass, automatic transmission and power steering, perspex panelled opening sun roof and fitted radio. Altogether one of the nicest compact occasional 4 seaters available.

**MG, 1958, Magnette** Veriatone 2.8, 4-door Sports Saloon. This well- known example is superbly finished in smoke grey over ebony black with original plum hide trim. A first class example of this class marque.



**ROLLS-ROYCE, 1969, Silver Shadow,** 4-door Sports Saloon another outstanding example finished in Astral blue with contrasting champagne hide trim. Fitted with Sundym glass and refrigeration, excellent history with only 70,000 miles recorded.



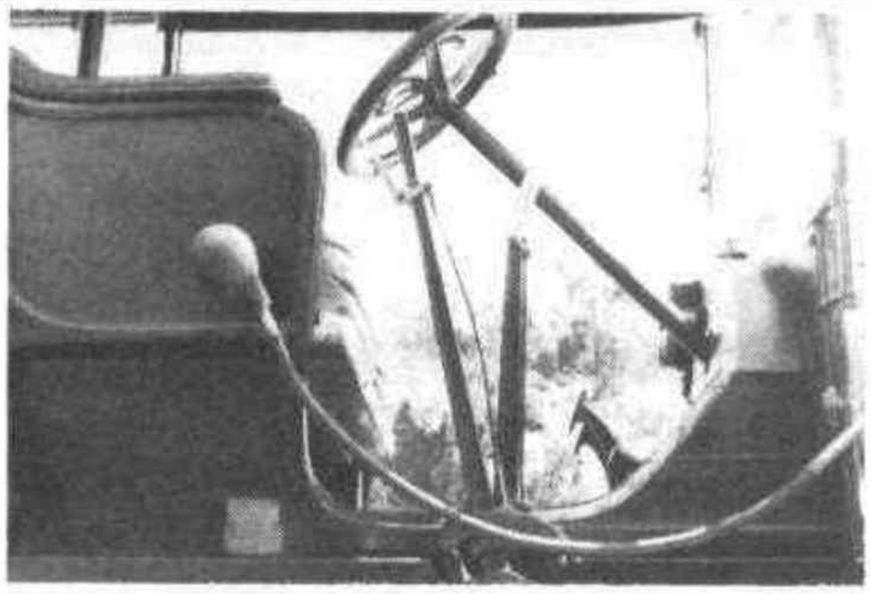
**HUMBER, 1963, Sceptre 1600,** manual with overdrive. Elegantly finished in moonstone over metallic ice blue with matching blue trim and carpet. Now the punchline, the car is not only indistinguishable from new but has the incredibly low recorded mileage of 4,000 miles. Representing superb value.

**AUSTIN, 1958, A35 Pick-Up.** One of the very few works built utilities finished in tweed grey. This extremely original example has just completed a major mechanical overhaul and is in remarkable condition throughout.

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## FOR SALE–continued

**MW 2000** CS Coupe 1967. One owner from new 7,000 miles. Really exceptional condition. £1,750. ortis. Lakeham House, Higher Ashton, Exeter. one Christow 52248. (23312

**RIUMPH 2000** Mk1. Overdrive, taxed, MoT, new res, exhaust. £200. Box No. 5917. (23136

**OTUS ELITE TWIN-CAM 1970,** one of only ree built by the factory, no engine, no gearbox. ood condition. £2,500. Box No. 5915. (23021

**STON MARTIN** Short chassis Volante. mmaculate condition and very low mileage. A erfect example of this very rare model of which only were built. May be inspected London or West ountry. Price and details on request. Box No. 919. (23312

**R2** Completely restored to original beauty, swop omething interesting or sell £3,000. Tel wainsthorpe 470834 (Norfolk). (23535

**050 BENTLEY** Hooper Empress, all aluminium ody razor edge saloon in superb original condition aving covered a mere 107,000 miles in the hands three previous owners, believed only eight made. rare and sound investment. £8,500. Phone 049 01-2182 (Oxfordshire). (23537

**VR 3000M** N reg, metallic blue, vinyl sunroof, oy wheels, tinted windows, radio. £2,750 o.n.o istol 504262. (23538

**G-B GT V8** Chrome bumper model. 1975 pecial order black with black trim and tinted glass. 4,000 miles. Service history, two lady owners. ebart antirust treatment. Possibly finest model of type available anywhere. Fitted radio-cassette. 3,750. Telephone Hertford 50197 for full etails. (23539

## FOR SALE–continued

**MORGAN 4/4** Series 4, 2-seater, immaculate following professional rebuild. £3,250 o.n.o. Rochdale 33516 (STD 0706). (23540

**ROVER 100** 1961, taxed, long MoT, four new tyres, radio, bargain quick sale £375 – Baker, Millhouse, St. Buryan, Penzance (St. Buryan 496). (23542

**DOLOMITE SPRINT 1974,** emerald green, vinyl roof, 46,000 miles, taxed. Real wolf in sheep's clothing. £1,600 o.n.o. 0454 413222 (Bristol). (23543

**FIAT 124 SPORT** 1974, 1800 c.c. v.g.c., long MoT, £1,395 o.n.o. Might PX. 01-237 8085 after 6.30. (23544

**MG-B** Aug. 72, Bronze, 55,000 miles, Radiomobile, tonneaus, spats, immaculate, MoT Aug. £1,295. Exchange TR6. 01-673-1919. (23546

**ASTON MARTIN DB5** 1965, standard engine, 5-speed manual gearbox, sierra blue with beige leather trim, radio, 2 extra wheels with snow tyres. Delightful cherished car, well maintained in above average condition. £5,250.00. 01-393 8580 day, Burgh Heath 54369 evening. (23545

**TVR GRANTURA 2A** 1962, very original, 1,622 c.c., MG-A, WW, discs, recent paint (B.R.G.), suspension rebuild, £850 o.v.n.o. Tel. Partridge Green (0403) 710980 (Sussex). (23547

**ROLLS-ROYCE 20-25** hearse 1938. Wing mounted spare wheel, P100 lamps, very good order throughout. Would convert into very impressive roadster or Landaulette. Any inspection welcomed. £4,400. 02357-2317 (Oxon). (23548

**FIAT TOPOLINO 500C** 1955 convertible saloon, 30,000 miles, £425 o.n.o. Tel. Darlington 53811 ext 46 work hours. (23553

## FOR SALE–continued

**ASHLEY/FORD** Special 2 + 2 fixed head coupe built 1965, stored since 1968, excellent body, wire wheels, good tyres, needs engine fitting, room wanted hence only £175. Tel. Leamington Spa 0926 21891 day, 24952 evenings. (23549

**AUSTIN A40** Farina. Reg No. 925 SF. £120, no MoT or tax, easy for enthusiast. 032556636. (23551

**LOTUS ELAN +2S130** 1971. Lime with black sunshine roof. Recon. engine, new brakes, tyres and bearings. 11 months M.o.T. £1,900 o.n.o. York 799277. (23719

**ASTON MARTIN** DB5 1965 registration – No. DB5. Red with beige leather. Concours condition with rebuilt suspension, steering, engine, brakes etc. Offers over £7,500. Tel. 0695 422203. (23709

**ROLLS-ROYCE** Silver Cloud 3 Convertible, Mulliner Park Ward. Ming blue with grey leather (new) or Bentley S2 Mulliner Park Ward, identical to above. Tel. 0695 422203. (23709

**MORGAN +8.** In exceptionally good condition. Large bills for recent renovation by Morgan factory. Offers invited in excess of £4,000. Part exchange considered. Viewing by appointment only. James 0484 39461 day or 0924 496217 evening. (23710

**MARCOS FORD** 3-litre in excellent condition bodily and mechanically, every conceivable extra and original Marcos alloy wheels. Offers are invited for this fast appreciating Mark at around £3,500. Part exch. considered. Viewing by appointment only. James 0484 39461 day or 0924 496217 evening. (23710

**BMW 2002 T11.** August 1973. Immaculate 42,000 miles. Full service history. £2,200. Tel. 01-499 2168. (23712

## FOR SALE–continued

**BMW TURBO** 1974, full service history, 38,000 miles, Polaris silver, tints, alloys, radio/stereo, mint condition, one of the best available, part exchange considered. £3,850. Bagshot 71344. (23554

**LIGHTWEIGHT LOTUS ELAN** 1964. Genuine racing chassis No. 26 R 4. New Cosworth twin-cam. Special body work, very original, probably unique. Registration 1 ELA. MoT, taxed. £4,000 negotiable. 01-852 8904. (23555

**FORD POPULAR** 100E 1961. MoT, tax, solid chassis and body, many spares. £130 o.n.o. 106 Fornham Road, Bury St. Edmunds. (23556

**1959 JAGUAR XK 150S** F.H.C. Dark blue with beige upholstery. One owner, overdrive, regd. no. WYH 150. Restored as original. In superb condition. A really exceptional car. £5,000. Ring Nutfield Ridge 3242. (23552

**2 + 2 FIAT 130** Coupé 1973. M. Striking metallic blue. Luxurious Velour Interior, Sundym, mags, music, electric windows. U6 3.2. Auto, pas. Beautiful car. £2,750 o.n.o. Possible part exchange. Stamford, Lincs. 0780-4312. (23559

**VOLVO 123 GT** Dec '68. White, red int., usual extras, plus radio. £825 o.n.o. Chandlers Ford 66623 (Hants). (23557

**CONCOURS** restoration to date on MG-PA 2-seater sports. Rebuilt chassis fitted rebuilt Morris 8 engine/box. Completely rebuilt body to original specification, re-skinned in aluminium, re-chromed, requires respray/retrim to finish. Cheltenham 27298/24402. (23561

**350SL** 1972. Hard/soft tops, auto, 6,000 miles. £8,200 can be seen Highway Motors, Sandwich 2034. (23563

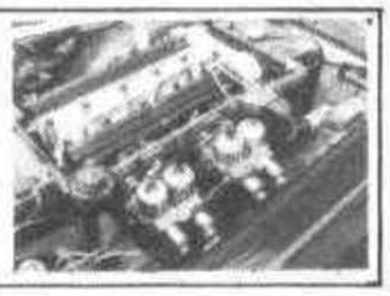

# NOSTALGIA

## THINKING OF MOVING ...?

Some of you may have noticed that some months back I announced a possible relocation for 'NOSTALGIA' in the Bucks area. Well, this possibility is now a specific intention and **I AM ACTIVELY SEEKING A 6 BEDROOM HOUSE WITH, OF COURSE, PLENTIFUL GARAGING SOMEWHERE IN THE 'DIAMOND' BOUNDED BY HEMEL HEMPSTEAD IN THE NORTH, HIGH WYCOMBE IN THE WEST, DENHAM IN THE EAST, AND MAIDENHEAD IN THE SOUTH; THE CHALFONT AREA IS PREFERRED. If you can help, please get in touch.**



**STOP PRESS – JUST ARRIVED!**
**1960 EX WORKS TRIUMPH TRS LE MANS – 929 HP;** placed 11th overall (2nd British car home) at Le Mans, 1961, this is the last of the famous quartet of unique TRs that won the Team Prize for Triumph that year. Totally original in every detail including the buxom twin-cam "Sabrina" engine with twin-choke S.U.s etc., Le Mans lights and switches, regulation weather equipment and so on; believed under 3,000 miles from new, but stripped and reassembled during the past year. Eminently road-usable and, of course, for International Historic Racing in 1979 where it is guaranteed to be a major new attraction – **92 pts.** *Photo.*





**1967 MERCEDES 250 SE AUTO. SALOON – RHM 999F;** 34,000 m., totally original and literally as brand new in every respect. **94 pts. – SPECIAL OFFER FOR CHRISTMAS – £3,800 – which is extraordinarily good value for money!** *Photo.*



**1966 ALFA ROMEO 1600 GT I (LHD) – YRK 4895;** one of the very rare all-aluminium road/race GT's, so successful in the sixties; full 'works' spec. incl. 8 plug head, large Webers, C/R box, Campagnolo wheels etc., and certain special features that mean it may be an Auto-Delta car; 30,000 m., eligible for Group IV Post Historic events, but genuinely docile enough for shopping – **86 pts.** *Photo.*



**1967/70 EX WORKS MGC LIGHT-WEIGHT GT – VHY 5H;** the famous all-aluminium 'Targa Florio' car, 3,000 m. from new and original to the last nut and bolt incl. the 'Concurrente Verificatione' Entrant's Sticker. Special everything – 202 bhp alloy-head engine, Webers, 'Tulip' box with o/d, ZF diff. etc., fully trimmed and road usable, and entered in Post Historic Events too (it beat a GT 40 at Silverstone last year, and was driven home afterwards!) Full article and double page colour portrait in Thoroughbred & Classic Cars – Dec. 1977. **86 pts.** *Photo.*

**1956 CORVETTE SPORTS (LHD) – MK 550;** an extremely rare and sought-after American 'Classic', still largely original; 2 speed Auto., hard/soft tops etc., all in first-rate condition – **86 pts.** *Photo.*



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## FOR SALE—continued

**LANCIA FULVIA** S3. Oct 1976. 32,000 miles. Metallic blue. Immaculate, sunroof, etc. £2,650. Tel: Stafford 780313 evenings. (23711

**1950 Y-TYPE MG.** 2-tone, sunshine roof and other extras. Current M.o.T. Photograph available. Best offer over £3,500 will secure. Replies to Box 5924. (23654

**JENSEN HEALEY,** 1974, "N" Reg. Blue, tan interior, H & S tops, boot rack, stereo, radio, T & T. £1,850 o.n.o. Doug Witney, 72522 work. (23667

**ALFA ROMEO** Berlina 2000. Red. 1972 (L) 71,000 new clutch. Must sell therefore £850. Reading 82464. (23716

**RILEY 2½** RMF 1953. Original. M.o.T. Taxed. Offers. Leicester 432243. (23720

**JAGUAR XJ 4.2** Coupe. October 1977, squadron blue, blue velour interior, black vinyl roof, electric steel sun-roof, chrome wheels, tints, radio/stereo, 10,000 miles only. One of the last made. £8,775 o.n.o. Tel: 061-485 6051. (23715

**OPULENT** golden-brown Sunbeam Rapier. Two caring owners since new in February 1973. (L-reg). Excellent condition throughout, guaranteed 45,000 miles. Your chance to acquire a true GT vehicle (as defined by DSJ) at budget price. Cruises legal limit at only 3,000 r.p.m. Range 400 miles per tankful. 0-60 in not much more than 10 secs.! Beast lying Stockport, Cheshire area. Present keeper will negotiate around £800. For more details Tel: Fred Findlow during leisure hours on 061 483 0455. (23718

**JOWETT JAVELIN** 1952. Black with brown leather, excellent condition. Taxed & M.o.T., £650. Moreton-in-Marsh 50751. (23717

**ROLLS-ROYCE** 1934 20/25 Barker Sports Saloon Limousine, original. Excellent condition. £8,500. 37 Piemont Gardens, Bexhill, Sussex. (23721

**1935 ALVIS** Firebird Tourer. Requires some restoration, offers to – Tel: Barnsley 87249. (23713

**TVR 3000M,** red/white model band, sunroof, tints, stereo, alloys, VGC. Family expanding! £2,950. Tunbridge Wells 40407. (23714

**MG-B GT** Jubilee, Sept. 75, reg. P. One owner only, 34,000 m. Taxed till January 79. M.o.T. till August 1979. Used as second car. £700 spent on servicing and extras including Webasto sunroof, O/d, tints, radio and alarm etc. Superb example. £2,750. Tel: 01-886 0460. (23724

**MG-B GT,** 1973. White, with overdrive. Excellent mechanical condition, body immaculate. Full repair history. M.o.T. June 79. Taxed Feb. 79. £1,400. Phone Knottingley, Yorks 82168. (23728

**TVR 1600M,** R regd. 19,000 miles, Sundym glass, HRW, reclining seats, oatmeal trim, vinyl roof, regularly and recently serviced, new exhaust. £3,450. 061-494 1078. (23730

**MORGAN THREE-WHEELER.** Well known and successful club racer. Tax and M.o.T. SAE for complete specification to Chris Western, 123 Parsonage Road, Rainham, Essex, RM13 9LE. (23731

**SUPERSPEED V6** Escort, 1969. Unique vehicle, £4,000+ restoration to perfect 1978 condition. Beautiful ermine white, works arched bodywork. 8 x 13 alloy wheels, superb tractable 200 b.h.p. engine, factory type Bilstein suspension, LSD etc. Condition in all respects is indistinguishable from new. Mileage 9,700. Complete photographic/documented file of all work. Sensible offers/part exchange considered. Full details from Hertford (0992) 57473. (23735

**L REG. LANCIA** 2000 Saloon. Blue/red interior, PAS, HRW, nice condition, taxed January, M.o.T. May, £845: J reg. Ford Capri 2000 GT. Fitted V6 3000 engine, nice condition red, black vinyl top. M.o.T. April, taxed March, £525. 061-881 3354. (23729

**BENTLEY S1,** 1956. Less than 500 miles since complete engine rebuild (at a cost of £1,500), front suspension rebuild (£5.50) and complete gearbox overhaul. Sunshine roof, new M.o.T. but needs respray hence only £3,500. Also 1967 Daimler Sovereign, two owners, 64,000 miles, superb condition throughout. Automatic, PAS, radio, etc. £750. Both cars for sale due to house purchase. 01-402 4013 almost anytime. (23722

**DAIMLER 1965** 2½ V8 Automatic. Very good condition. Body extensively renewed. 90,000 miles, new M.o.T., regularly serviced. Full history, two owners. £1,500 o.n.o. Tel: Leicester 674061. (23732

**1934 MG NA** Magnette, 6 cylinder, o.h.c. VSCC eligible. Dismantled, rear of body missing. Ideal restoration project. Offers around £1,250. Phone Halifax 0422-57573 evenings. (23723

**1978 (T) MORGAN** 4/4 four-seater sports car, 380 miles only, silver with black interior. Many extras, £6,250. Tel: 0246 414753 office hours. (23727

**PIPER GTT,** 1970. Bargain for quick sale at £950 o.n.o. Taxed, M.o.T. Phone Matlock (0629) 55878. (23739

**1936 MORGAN** MX4 Barrel Back. Good runner. Might take classic motorbike or less complete Morgan in part exchange. £3,000. Tel: 01-578 3810. (23738

**EXTREMELY RARE** 1956 Vanguard Sportsman 4-door saloon. Original factory prototype: beautiful condition. Overdrive, M.o.T., spares. Forced sale – highest offer secures. Photographs available. Leighton Buzzard. Tel: (052 53) 2413. (23737

**WHY BUY** an Alfasud when you can have my 1600 Giulia Super for less than half the price. One lady owner from new. 39,000 miles, carefully maintained in excellent condition, full service history, all the usual Alfa Romeo qualities. Tel: Rugby 810252 (evenings). (23741

**RARE 1932** BSA. Three-wheel cycle-car. Not complete but comprises all mechanical parts, 895 c.c. V-Twin O.H.V. Hotchkiss engine, gearbox, suspension chassis, wheels, etc. but no body. £350 or near offer. Telephone 061-794 5188 (Manchester). (23742

**ASTON MARTIN** DB2-4 Mk. III DBA Drophead. Metallic maroon, 1 owner last 11 years, unused for nine years when engine had new crank, pistons, clutch etc., recently resprayed and chromed, exceptional order. £5,000+ Porteous, Lennextown 310322. Office hours. (23743

**AUSTIN HEALEY 100** and Frogeye Sprite workshop manuals. Original Austin publications. Offers. Harrogate 863068. (23744

**MORGAN 4/4** 4-seater 1971. Excellent condition, many extras, long M.o.T. Reluctant sale at £3,500 o.n.o. Tel: John Norrish, Milton Keynes 71111 (days). (23748

**CITROEN DS21 EFI.** 1972, excellent condition, Bosch electronic injection, 139 b.h.p., full Pallas trim, luxury with performance. £825. Barkway 726 (Herts). (23751

**PORSCHE 912.** 1968, good example, red, black interior, electric sunroof, 5 speed gearbox, radio, new exhaust. £1,750 o.n.o. Eversley 734227 (near Reading). (23746

**LOTUS ELAN** Sprint FHC. August 1972. Lagoon blue/white, one owner, 38,000 miles, specialist maintained, bills available. £500 recently spent, including new water-pump, starter, ring gear, silencer, clutch, M.o.T. Extras include radio, h.r.w., tinted screen, air horns, superb condition. £2,675. Tony Higlett 01-589 7273 (day), 01-223 1876 (evenings). (23749

**LANCIA FULVIA** 1600 Zagato, 1973, 48,000 miles, red, in excellent condition. £1,750. Worthing 38449. (23747

**1969 LOTUS ELAN** S4 SE FHC, black badge model, absolutely incredible condition, much money spent, M.o.T. £1,650. Tel. March 740075. (23756

**SWALLOW DORETTI** Mk. II Sabre 1954. A very rare 2-str. sports car, only 2 made, TR mechanicals, aluminium body by Swallow Coachbuilding, in beautiful condition, mechanicals completely overhauled in last year. Raced at Silverstone, eligible HSCC, owned by Triumph. 1st prize in concours at Castle Donington 1978. Posting overseas forces sale. Offers over £4,500. Bordon (02403) 3703 Hants, evenings. (23750

**MG-B, 1967.** White, leather upholstery, 39,000 miles only, full service history, excellent condition, original hood, tonneau. £1,000. Phone 441 2382 after 6 p.m. (23752

**TR3A 1958.** Non-operative since 1977. All original components, body good, paintwork, engine and upholstery in need of repair. Enthusiast's car, good soft tops, owner overseas resident. All offers considered. Reply Box No. 5926. (23745

**MK. 2 INTERCEPTOR.** Excellent throughout. Mark 3 wheels, 8-track, usual Jensen refinements. Reg No. JS 7777. £4,000. Worthing 31604. (23757

**MG TD, 1950.** Taxed and M.o.T. In daily use. Good condition. £3,250. Worthing 31604. (23757

**FORD CAPRI** 3000 GXL Auto. M reg., fern green, excellent condition, radio/stereo, sunroof, etc. 12 months M.o.T., 38,000 miles. £1,350 o.n.o. Telephone Preston (0772) 600482. (23755

**BMW 2002.** 1971, Malaga with black interior, very good condition, long M.o.T., towbar. £895. 073-521 3681 (Reading). (23760

**ALFA ROMEO** 2000 Berlina. 1972, beige with tan interior, very good condition. £885. Tel. Warwick 47318 weekends, Ely 720 525 weekdays. (23758

**1936 AUSTIN** 7 Pearl Cabriolet excellent condition, M.o.T. £1,100 1952 Sunbeam S8. £450. Camborne 713386. (23754

**AUSTIN HEALEY** Frogeye 1959. Metal body, hard, soft tops, good condition, rebuilt, £850. 22 Regent Terrace, Harrogate after 6 p.m. (23762

**LANCIA AURELIA** B20. 3rd series, fitted 6th series engine. Flaminia transaxle, taxed, tested. £900. No offers. Newport (Dyfed) 820773. (23761

**E-TYPE V12 2+2.** 47,000 miles, white, Black interior, radio, new tyres, immaculate. £5,250. Bird, Newmarket (0683) 5782. (23766

**1946 MORRIS 10/4-M.** Oxford registration KFC 105, original logbook and handbook, 5 new tyres, excellent condition, sound investment. £695 o.n.o. Swindon 0793 693 615. (23768

**1933 AUSTIN EIGHT.** Special estate body, excellent condition. £2,000. o.n.o. Tel. Wilton 2650. (23774


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**1975 LOTUS Europa Special.** 5 speed. Emerald green. 23,000 miles. one owner, oatmeal, alloys.

**1975 LOTUS Europa Special.** 5 speed. Colorado. 28,000 miles. oatmeal, alloys. sundym.

**1975 (Series) LOTUS Europa Special.** 5 speed. Roman purple. 24,000 miles. oatmeal, alloys, sundym.

**1975 (Series) LOTUS Europa Special.** 5 speed. JPS. 9,000 miles. oatmeal, alloys. sundym.

**1973 LOTUS Europa Special.** 5 speed. JPS. alloys. sundym. radio/stereo.

**1973 LOTUS Europa Special.** 5 speed. white. alloys. Sundym. one owner. radio/stereo.

**1973 LOTUS Europa Special.** Bronze. oatmeal. alloys. Sundym. radio.

**1973 LOTUS Europa Special.** Met. blue. oatmeal. alloys. Sundym. radio.

**1973 (Series) LOTUS Elan Sprint.** d.h.c. J.P.S.

**1973 (Series) LOTUS Elan Sprint.** f.h.c. Red.

**1973 (Series) LOTUS Elan Sprint.** d.h.c. White.

**1972 (Series) LOTUS Elan Sprint.** f.h.c. Green/white.

**1972 (Series) LOTUS Elan Sprint. fhc,** white.

**1969 LOTUS Elan S4/SE.** f.h.c. Beige. service.

**1968 LOTUS Elan S4 SE fhc,** JPS. Minilites.

**1962 LOTUS Super 7 series II.** Cosworth engine. 21,000 miles.

**1975 LOTUS Seven Series III.** 6,000 miles. BDA engine. Cosmic wheels. roll bar.

**New MORGAN 4/4.** 2-seater. Red. wires. extras.

**1977 MORGAN Plus 8.** Primrose. lightweight. 13,000.

**1975 MORGAN Plus 8.** Brown. leather. 20,000.

**1972 MORGAN Plus 8.** Silver. superb.

**1976 MORGAN 4/4.** 4-seater. Brown/cream. leather int., one owner. wires.

**1972 MORGAN 4/4.** 4-seater. Navy. extras.

**1974 MORGAN 4/4.** 2-seater. Blue. 27,000 miles. leather int., wires. service history.

**1973 MORGAN 4/4.** 2-seater. White. 30,000 miles., extras.

**1973 FERRARI Dino 246 GT.** Primrose. 31,000 miles. factory flares. radio/stereo.

**1973 FERRARI DINO 246 GT.** Primrose. 46,000 miles. full service history. radio/stereo.

**1972 FERRARI Dino 246 GT.** Primrose. 36,000 miles. radio/stereo.

**1972 FERRARI Daytona 365 GTB.** Yellow. leather. air cond.. service history. 29,000 miles.

**1975 ALFA ROMEO Veloce 2000 Spyder.** Navy. 28,000 miles.

**1975 (Series) CHEVROLET Corvette Stingray 350.** 4 speed. high performance engine. split roof. Burgundy. 22,000 miles. leather int.. air cond., power windows. Tilt wheel.

**1973 (Series) JAGUAR E Type V12 2+2.** Auto. met. silver. 45,000 miles.

**1972 JAGUAR E Type V12 2+2.** Manual. white. 14,000 miles. wires. one owner.

**1970 JAGUAR E type Roadster.** White. low mileage. cww. radio. full history.

**1970 JAGUAR E type 4.2, 2+2.** Burgundy. 49,000 miles. two owners. radio/stereo.

**1970 JAGUAR E Type 4.2, f.h.c.** Navy. low mileage. c.w.w. radio.

**1958 JAGUAR XK 150.** f.h.c. 3.4. BRG. w/w.

**1968 JAGUAR 340** White. auto. radio.

**1964 DAIMLER 2½-litre.** 21,000 miles only. white. one owner.

**1976 PORSCHE Turbo.** Met. burgundy. 14,000 miles. leather. e/sunroof.

**1974 PORSCHE 911S Targa.** White. 49,000 miles. radio/stereo. service.

**1973 PORSCHE 911E.** Brown. 50,000 miles. new engine.

**1977 MG-B GT.** Blaze. 6,00 miles. Ziebart.

**1973 MGB GT.** Blaze. low mileage. radio/stereo.

**1971 MG-B GT.** Blaze. low mileage.

**1967 MG-B Roadster.** Black. white hood. wires.

**393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2**


## FOR SALE—continued

**IUAR 3.8 S-TYPE.** 1965. f.h.c., dark blue, ine one owner and only 54,000 miles, full ce history. Ziebart rustproofed, various new s, tyres, exhaust, etc. in exceptional condition. 95. Tel. 304 6655 — 304 6050 (23767 ings.

**T XI-9.** 1977. cassette. Halogen headlights. 11 ths tax. 18,000 miles, just serviced. still under anty. £2,800. 01-679 4975 around 7 (23771

**S ALVIS.** 16.95 h.p. Doctor's Coupé. new ator, etc. very good order, would exchange for tinel steam wagon or offers. Telephone: dcorn 890211. (23772

**S XK 140.** Overdrive. 60,000 miles. summer only 1960-1970. laid-up since. Never flogged. llent oil pressure. 100% engine transmission chassis, clutch and brakes. Relined. Offers near 00. Tel. 099-67 2940. (23773

**NTE CARLO** by Lancia. gleaming white with k trim and red interior. Convertible June 1977. utiful car with stero radio/cassette. 14,000 s. Lancia maintained. Exciting mid-engined 2-er. Offers to £5,000. Roberts 01-930 4163 (23808 l.

**-FIFTIES CLASSICS:** Pegaso £1,028. ring GT Porsche 550 sports/racer. Tel: 01-332 3 or write Box No. 5929. (23807

**O CLASSIC TWENTIES:** Rolls-Royce 20 ker Tourer, Alvis Speed 20 sports saloon. Tel: 01-1803 or write Box No. 5929. (23807

**VER** 3.5 Coupe. 1972. Two owners. White/grey , excellent condition throughout, immaculate ior. Electronic ignition and other extras. £1,800 o. 01-977 1333. (23805

**NTLEY S.I.** 1959. Claret/Tudor grey. hanically perfect, excellent bodywork. £4,000 n.o. Tel: 01-977 1333. (23805

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**CORT MEXICO,** December 1971, red, one er from new, good body and mechanics, air s, undersealed, respray last year, must be sold to overseas appointment. Will deliver anywhere K to genuine purchaser at £700. Tel: day 01-4010. Ext. 532, night 0234 856016. (23792

**EY LYNX** Tourer. 1936. 1½-litre, sound running r. MoT, reupholstered, good hood and screens Offers invited around £3,500. Tel: Weybridge 75 evenings. (237934

## FOR SALE—continued

**TR2.** 1955. original steel body, mechanically rebuilt, white with red trim, radial tyres, o/d gearbox, soft top, tax and MoT, this car is a fine example of the marque. £1,850 o.n.o. Tel. 07356 6777 (Hampshire). (20584

## WANTED

**AUSTIN 12/4** Clifton Tourer. No later than 1927. any condition considered. Up to £2,000 paid. Tel:Ashford 51924. (22520

**TWO-SEATER** Bullnose Morris, possibly with Dickey. No later than 1927. any condition considered. Up to £1,800 paid. Tel: Ashford 51924. ((22520

**WANTED** Rolls-Royce 25/30 or Phantom I or II in good condition to replace P1 destroyed by fire, preferably Open tourer or Sedanca. Please write full particulars. Box No. 5911. (22602.

**ALVIS WANTED.** Any pre-1950 or pre-war convertible. Any condition considered. (Manley, Cheshire) 09284-459. (22318

**MG TF/TC/TD** wanted any condition from concours considered, but must be runner, will travel. 01-886 3080. (21214

**MG TF 1500** block or complete engine, also MG T type Laystall Lucas alloy cylinder head. Tel. Bidford on Avon (078988) 2475 evenings. (21161

**BENTLEY ENTHUSIAST** wants Derby Crewe or Mk. VI. Cash awaits will inspect forthwith (I am not a dealer). Please Tel. Bransgore 72203 (Hants). (21394

**ANY MANX** Norton engine but 79 x 100 round head preferable, gearbox also desired. 3 Hope Terrace, Martinstown, Dorchester. (20849

**ROLLS PHANTOM** or Twenty chassis wanted good cash price paid, running or rolling. Nudd Hemington House, Shardlow. Tel: Derby 792177. (20551

**WANTED:** One pair late type P100 headlamps in good condition. Geoffrey Shrive, 12 Sundon Road, Harlington, Beds. Phone: Toddington 2957. (22068

**MG T, P, J** or similar desperately wanted for private restoration. Condition, originality, price and distance not of paramount importance. Absolutely anything MG considered. Please ring Skipton (0756) 2972 (home) 60426 (work). (21490

**WANTED BY** Dutch collector. Pay cash. Distance no object. Any interesting car. Prefer Rolls-Bentley but any car considered. Write with picture Vuurvlinderstraat 25, Eindhoven Netherlands. (19394

## WANTED—continued

**MG PB** By enthusiast, for restoration, complete. Anything considered around £1,800. Telephone Ross-on-Wye 4367. (22472

**ASTON MARTIN** DB4/5/6 or V8. Damaged or rough model considered. Price according to condition. 053-721 2395 daytime. (22516

**BENTLEY MARK VI** or R Type requiring body attention. G. Shrive, Toddington (Beds) 2957. (22658

**MG-As WANTED** by genuine enthusiasts. Absolutely anything considered. Phone Harrogate (0423) 780519. (14817

**WANTED:** Enthusiast requires any interesting sports or racing car also PVT. Any age! Any condition! Immediate payment! Telephone: 01-385 1805 (Kensington). (20414

**ALVIS SPEED** 20/25, 12/50, beetle ducks-back Lagonda 3/4½-litre Frazer Nash blown Alfa, or similar sports car in good condition. Some work not objected to 01-274 8109. (19870

**VINTAGE BENTLEY** required. Prefer original 4½ tourer but anything considered including Derby drophead. Box No. 5864. (19870

**ALVIS 12/50** rolling chassis, preferably with 1,496 c.c. engine, wanted by VSCC member for restoration purposes. Batten, North Cottage, Ridlington, Uppingham, Rutland. (22926

**CYLINDER HEAD** for DB5 required. New or second-hand. With or without valves. Please phone Bewdley 403232. (22814

**ENTHUSIAST DESPERATELY** wants Bentley Mk. VI running chassis or tatty car for restorstion project. Also any mechanical bits. Also Mk. VI log book from scrapped car. Please phone 01-352 0171 days or 01-943 0350 evenings. (23004

**£45 OFFERED** for mint copy of "Grand Prix Cars" Vol. 2. Phone 235-4295. (23144

**PREFECT/POPULAR**/Anglia convertible (1946-1949) wanted in restorable condition. Also 1940s/1950s Vespa. 01-898 3829 evenings. (22776

**TRIUMPH RENOWN** Saloon. Must have excellent interior and coachwork, sound mechanics, and well shod. Cash waiting. Ring 01-977 1730. (22686

**WANTED MERCEDES** 38/250 engine 1829 vintage or parts thereof. Also back axle for same. I will travel anywhere to obtain these parts. R. J. Burrell, 166 Clifton Ave., South Benfleet 4174, Essex. (23132

**NEUBAUER,** autobiography. Wish to purchase a good condition copy. Offers. John Thomson, 23 Heath Close, Dartford, Kent. (23127

## WANTED—continued

**PVT GENT** (1954) needs accommodation for himself and PVT car (1932) in Glasgow area from January 1979 for up to three years. 117 Upper Westwood, Bradford-on-Avon, Wilts. (23126

**MERCEDES 300 SL** in excellent or mint condition wanted by private collector. Write to H. P. Lang, Nauroder Str. 27, 62 Wiesbaden-Bierstadt, W. Germany. (97484

**MERCEDES 300 S** Convertible requested. Write to H. P. Lang, Nauroder Str. 27, 62 Wiesbaden-Bierstadt, W. Germany. (97484

**BMW 507** in excellent condition. Please contact H. P. Lang, Nauroder Str. 27, 62 Wiesbaden-Bierstadt, W. Germany. (97484

**GIULIA NUOVA** Super Alfa Romeo 1300/1600. Left hand drive would be acceptable. Phone Carlisle 0228 60423. (23037

**WANTED:** Factory workshop manual for Rover 90, Part No. 4305. Also spare parts list, Part No. 4235. Good prices paid by private owner. Powis, 01-642 4733 evenings please. (22920

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**WANTED:** "Motor Sport" 1945-50 inclusive, Jan. 1952, Oct. 1953, May/June 1961, also copy "Formula 1 Record" by Sheldon etc. Mason, 20 Knapton Close, Moor Park, Strensall, York YO3 8ZF. Tel: (0904) 28556 (business), 490891 (home). (23024

**TALBOT 8/18** or 10/23 rear axle, or any parts. A. Booth, "Kestrels", Berwick St. John, Shaftesbury, Dorset. 074788-671. (23185

**WANTED:** Chevrolet National no later than 1928. Pay up to £4,500, dependent on condition. M. Sweeney Esq., 7c New Park Road, Ashford, Middx. Phone Ashford 51924. (23193

**ROOM WANTED:** Five Francis Barnetts, reasonable lookers, condition unknown. £300. Smith, Cwmduad, Carmarthen. (23022

**GWK.** Any mechanical or body parts urgently required for Coventry Simplex engined 2-cylinder car approx. 1914. C. Jaques 0444 413198. Cuckfield Park, Cuckfield, Sussex. (23010

**ALVIS 12/50** engine wanted. Anything considered. Fairley, 15 Luxor Gardens, Belfast 5. Tel: 654350. (23015





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**74 Scimitar GTE.** Manual, overdrive in yellow with black trim, usual extras, a very clean and tidy motor car ..... **£3,400**
**77 TVR Taimar,** white, coach band, sunshine roof, oatmeal trim, stereo radio/cassette ..... **£6250**

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**MG-B GT 1976.** Yellow, O/d., HRW ..... **£2,999**

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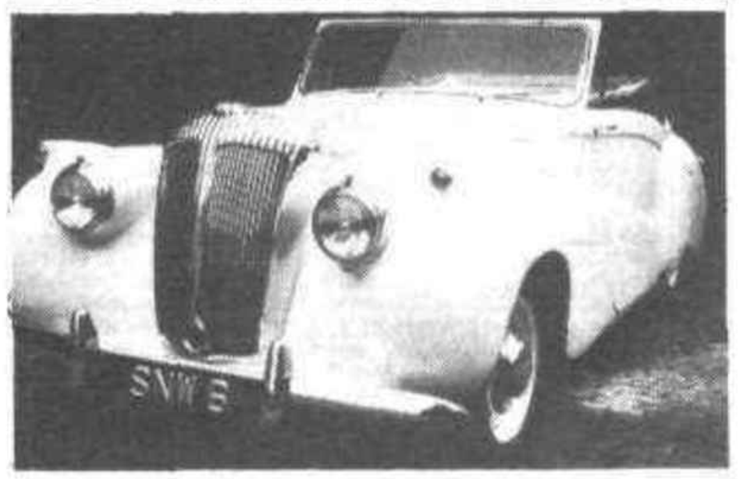
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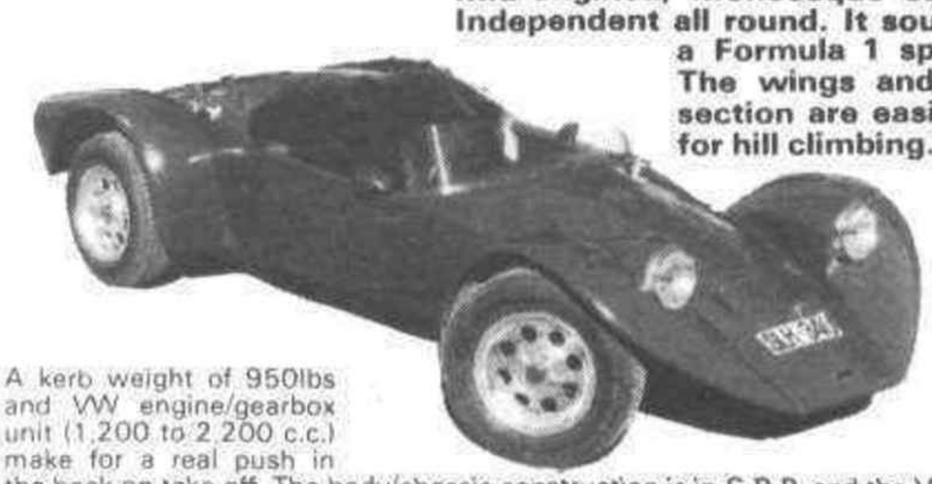


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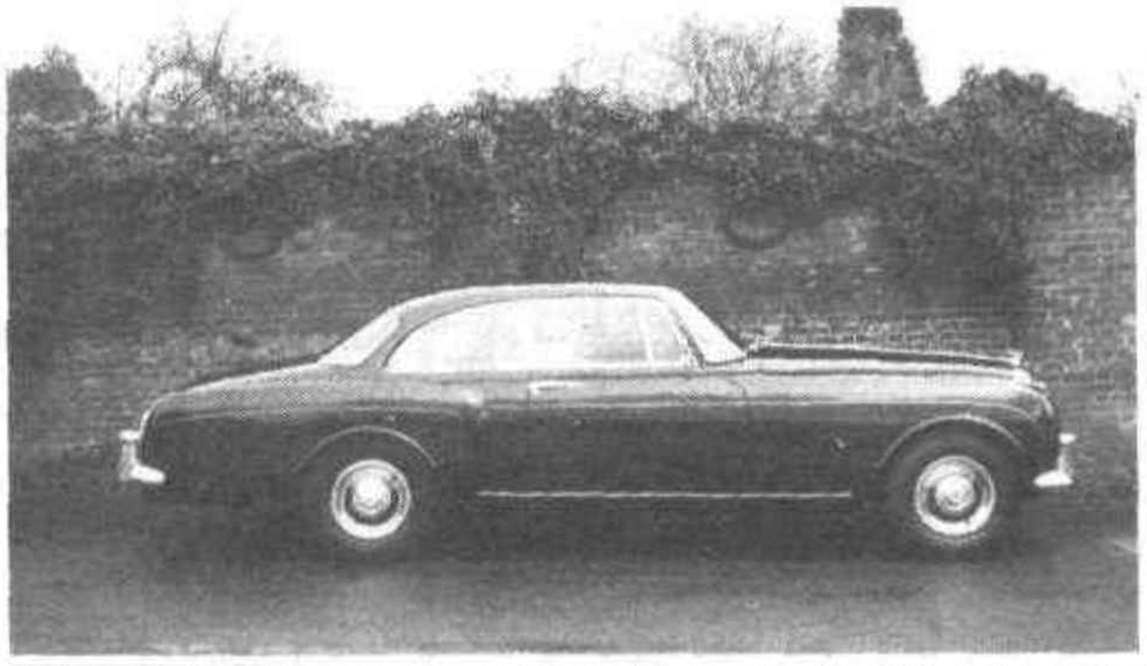
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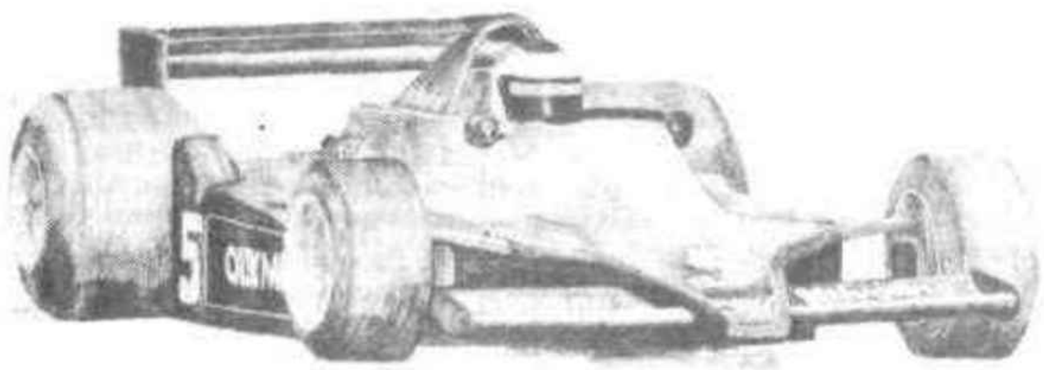
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**LOTUS SEVEN SERIES IV** Ultimate fun car fitted with rapid twin-cam unit, red with black cockpit. **£2,585**

**ALFA ROMEO SPYDER 2000** Choice of 2 of these attractive 5-speed 2-seaters, red or yellow, 1973-7. from **£2,085**

**PORSCHE 911 SC.** Unblemished 1978 model in bronze with cork pinstriped cloth, radio/tape, electric sunroof and windows, alloy wheels, cruise control, etc. Low mileage by sole owner. **£15,685**

**TVR TAIMAR** Choice of 3 hand-picked 1977-8 liftback coupes. Yellow beige trim, roof and band. Dark brown with beige cloth and band and silver with black trim and band. All one owner, low mileage cars with sunroof, alloy wheels, radio/tape, etc. Save £2,000 on present price. from **£5,895**

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**CORVETTE STINGRAY 454.** Roadster in silver with black trim, auto, PAS, air cond., am/fm radio, etc. **£6,485**

**TRIUMPH TR7** Choice of 4 selected cars in Tahiti blue, red, brown and white, 2 with 4-speed and 2 with 5-speed. 1976-8. from **£2,585**

**MG MIDGET** Choice of 6 of these popular little cars in various colours, 4 1500's 1975-8, and 2 1275's, 1973-4. from **£1,395**

**FERRARI DINO 246 GT** Choice of 2 of these attractive and sought-after coupes in white or yellow, both with black cockpit, radio, elec. windows, alloy wheels. 1973-4. from **£7,895**

**LOTUS +2S 130** Choice of 2 above average examples, JPS black and gold (5-speed), Monaco red with black trim, both radio, alloy wheels, elec. windows, etc. from **£2,995**

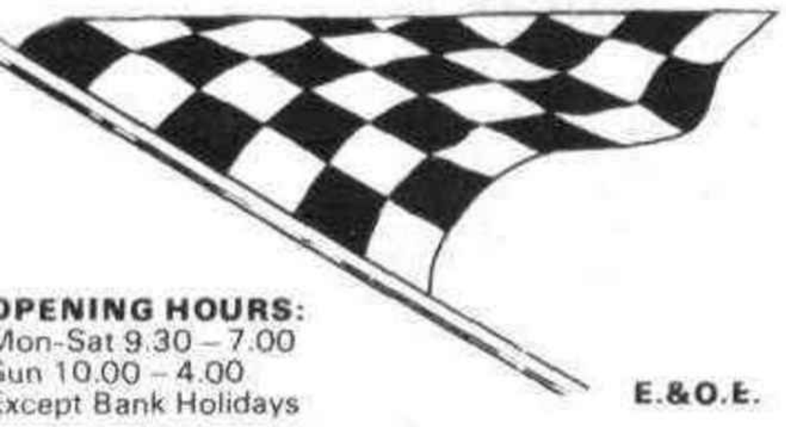
**TRIUMPH SPITFIRE 1500** Choice of 3 1976-8 roadsters in Mimosa, Tahiti blue or vermillion, two with hard tops. from **£2,095**

**MASERATI MERAK SS** Most striking 1977 coupe in rosso with grey velour, air cond., radio/elec. aerial, alloy wheels, etc. A one owner, low mileage car with service history. **£11,985**

**PORSCHE TURBO.** Striking in yellow with black look wing and trim, air conditioning, radio/tape, electric sunroof and windows, alloy wheels with P7s. Reg. in '77 but imported continental car manufactured in '75. **£11,985**

**LANCIA MONTE CARLO** Choice of 4 unblemished 1977-8 very low mileage cars. Gold, Met. blue or Met. green, 2 Targas and 2 fixed heads. from **£5,485**

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**STOP PRESS** – 15 J2/F2/L2 ash frame body kits are being produced this autumn. As before including all timbers, doors, plans, **£350.** Send £50 deposit now. P type 2 & 4 seater bodies in the spring. Complete TA/B/C bodies, **£975** finished in steel.

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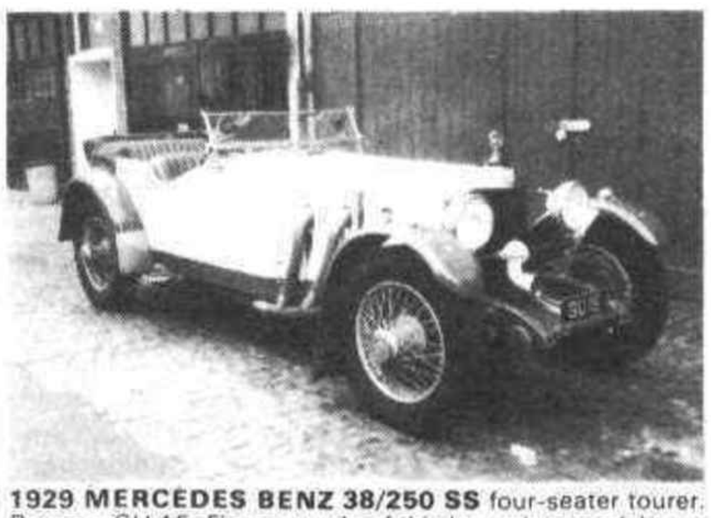
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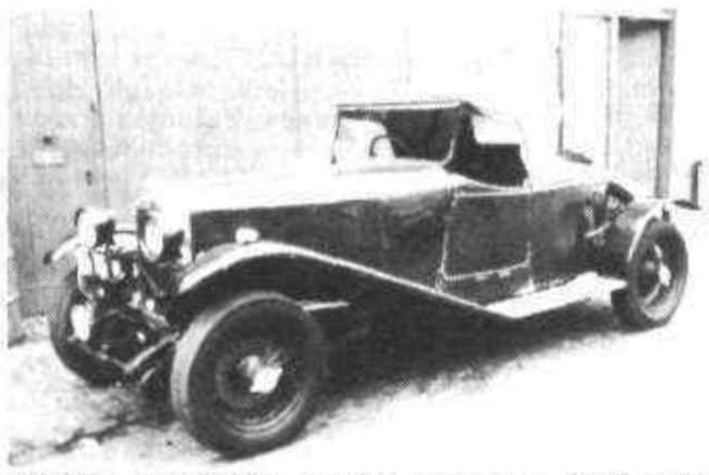
**1929 MERCEDES BENZ 38/250 SS** four-seater tourer. Reg. no. GU 15. Fine example of this legendary model.



**1951 FRAZER NASH Le Mans replica,** restored to mint condition.

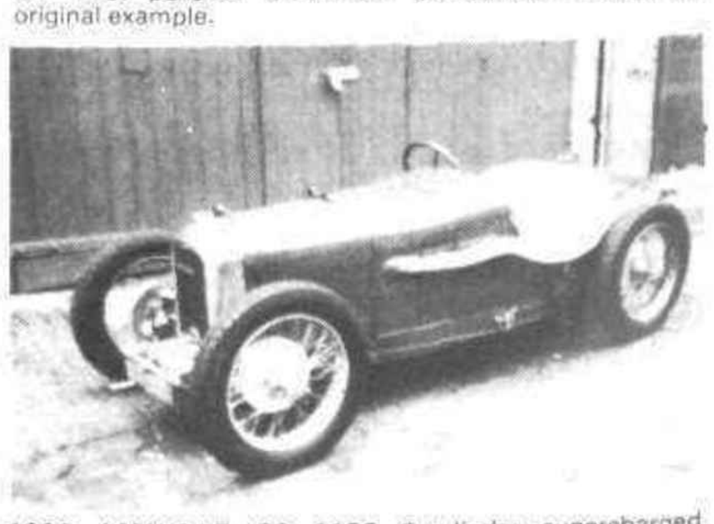


**1924 VAUXHALL 30/98 Velox** tourer, chassis number OE 115, polished aluminium coachwork. Exceptional original example.



**1929/30 LAGONDA 2-Litre,** rebuilt in 1938 with attractive two seater coachwork. Originally supercharged, now running unblown.

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**1932 ALFA ROMEO 8c.** Chassis no. 2211054, supercharged 2.3 Litre close-coupled Drophead Coupe by Graber.



**1926 AMILCAR C6 1100** 6-cylinder supercharged competition car restored to mint condition.

**1938 SS 100 3½ Litre** two seater.
**1934 RILEY IMP** two seater.
**1925 BENTLEY 3-Litre** Drophead Coupe by Corsica.
**1928 BUGATTI Type 40** Jarvis tourer.
**1923 BUGATTI BRESCIA** two seater.

**1933 ALVIS SPEED 20** Cross & Ellis tourer undergoing restoration.
**1931 ROLLS-ROYCE 20/25** Sedanca de Ville by Windover.
**1923 ROLLS-ROYCE 20** saloon by Hooper.
**1936 ROLLS-ROYCE 25/30** touring saloon by Windover.
**1920 VAUXHALL 'D' Type 23/60** Sedanca Landaulette by A. Mulliner.

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We sold 85% of the catalogued cars present in our sale of October 31st, and nearly as many of the late entries. Early entry however always ensures maximum publicity and chance of sale.

The following are just a selection of the cars we sold



Facel Vega £4,000



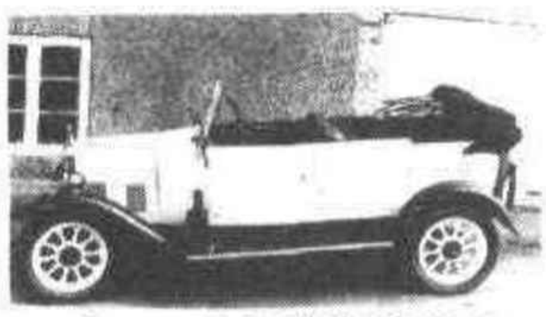
Aston 2-Litre £7,600



CV8 Jensen £4,400



S2 Bentley £8,000



Lagonda 12/40 £3,000



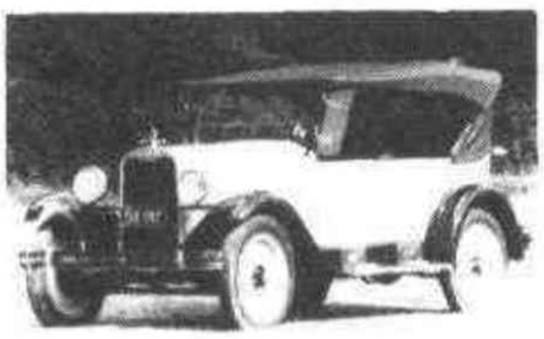
MGA £2,300



3-Litre Lagonda £12,000



Silver Cloud III Coupe £17,500



1927 Chevrolet £4,000



Aston International £7,600



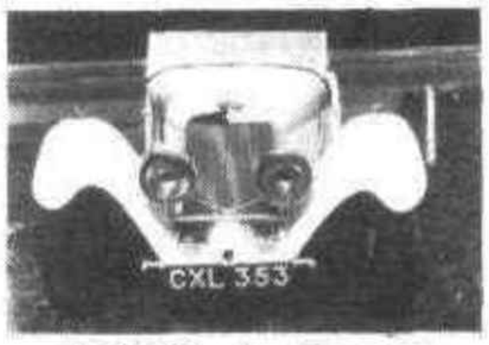
De Tomaso Pantera £4,750



Shabby Austin Chummy £2,200



1926 Hispano Suiza Barcelona £12,500




1935 Squire Tourer £15,500



Humber 14 Tourer £1,600



Austin 7 £1,650

## ENTRIES NOW INVITED FOR OUR 19th AUCTION

### on Monday February 19th

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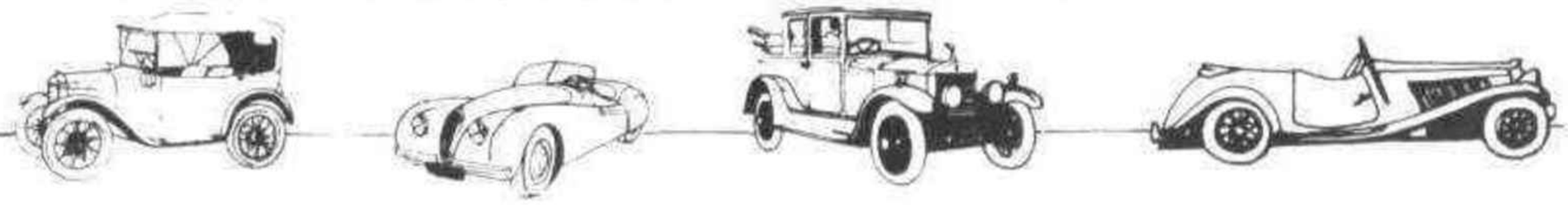
Entries received before January 3rd will be included space permitting, in our February full page advert. Catalogues closes January 10th.

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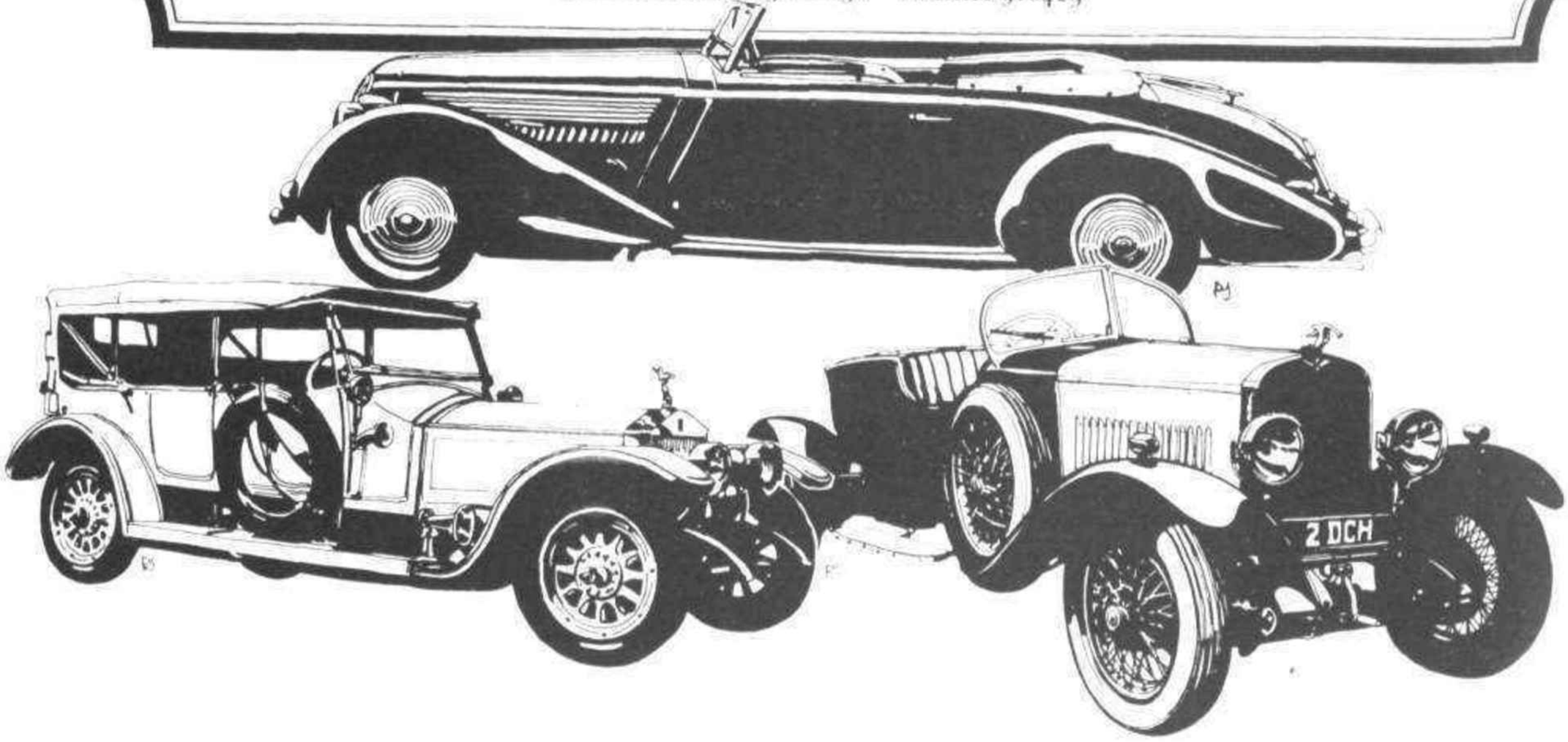
THE NATIONAAL AUTOMOBIELMUSEUM,
LEIDSCHENDAM
IN APRIL 1979

ENTRY FORMS AND DETAILS FROM
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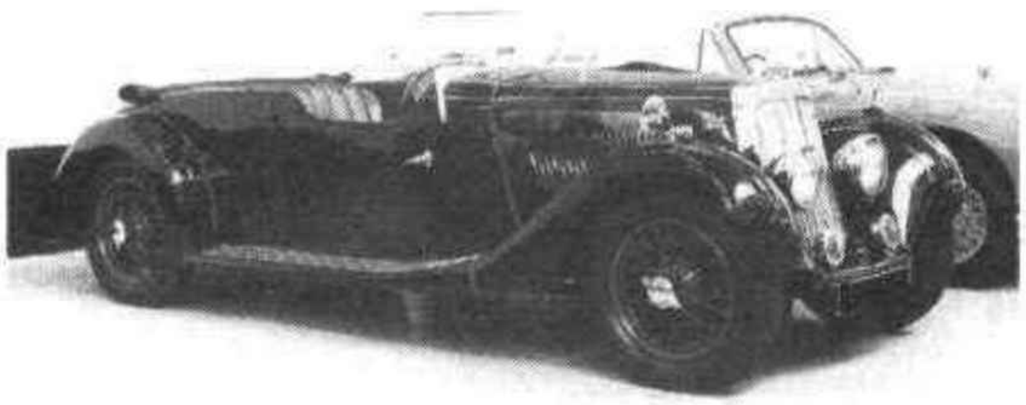
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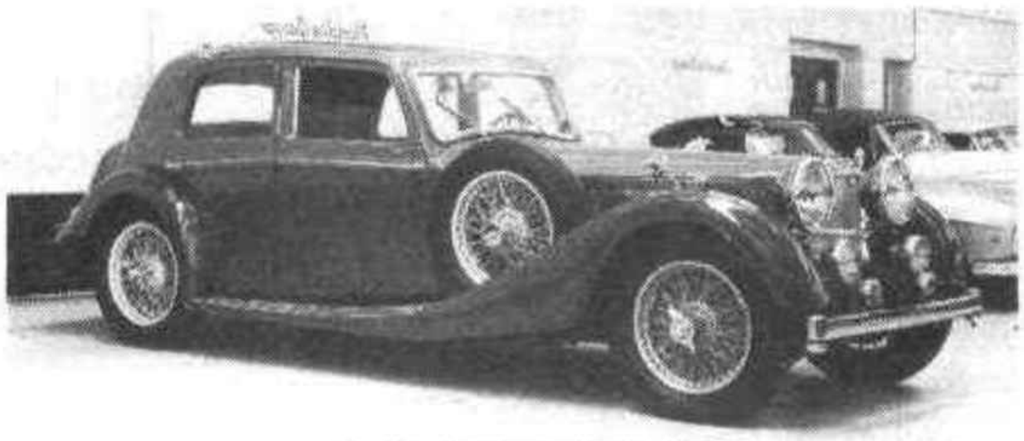
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1937 ASTON MARTIN



1953 MG TF



1936 ALVIS SPEED 25



1951 JAGUAR 120



1937 RILEY LYNX



1967 ASTON MARTIN DB6



1953 MORGAN LHD



1937 TRIUMPH GLORIA



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1965 **AUSTIN HEALEY 3000 MK III**
1931 **ROVER BOAT TAILED TOURER**
1955 **ROLLS-ROYCE SILVER WRAITH, LWB**
1967 **JAGUAR 'E' TYPE ROADSTER,** yellow
1959 **MGA DROPHEAD,** red, concours.



**1972 LOTUS ELAN SPRINT, yellow over white, full sprint spec. Choice of 2.**



**1950 JAGUAR XK120 Roadster, white with red trim, plus one LHD model, red with CWW.**



**1975 LAMBORGHINI URRACO, silver grey with grey trim latest spec. with new gearbox and engine overhaul. Superb example.**

1975 **LOTUS EUROPA GS SPECIAL**
1969 **PORSCHE 911S,** white, mint
1927 **MORRIS COWLEY 2 SEATER** with dicky
1938 **DAIMLER LIGHT 20 SALOON**
1947 **MGTC** red, racing type
1975 **LAMBORGHINI URRACO,** mint
1968 **ASTON MARTIN DBS6 VANTAGE**
1972 **FERRARI DINO, LHD**
1973 **JAGUAR V12 'E' ROADSTER**
1977 **PANTHER LIMA,** modified
1965 **JENSEN CV8,** red, auto
1964 **JAGUAR 3.8 'E'** FHC
1972 **CITROEN MASERATI,** blue
1964 **ALFA ROMEO 2600 SPYDER**
1967 **MERCEDES 250SL,** gold
1939 **AUSTIN GOODWOOD SALOON**
1966 **ROVER 3 LITRE COUPE,** mint
1933 **ALVIS FIREFLY,** green
1924 **ESSEX TOURER,** blue
1952 **FORD POPULAR,** grey, v. low mileage
1971 **LOTUS ELAN +2S,** red
1956 **DAIMLER CONQUEST** drophead coupe
1961 **MORGAN+4,** yellow
1967 **BUICK RIVIERA,** bronze
1961 **ALVIS TD 21** drophead
1927 **ROLLS-ROYCE 20 HP** by Barker
1965 **ALVIS TE21 Coupe,** grey
1965 **MERCEDES 220 SE Convertible**
1959 **BENTLEY S1,** black
1969 **MERCEDES 260 SL,** gold
1934 **DAIMLER LIMO.** By Hooper
1956 **BUCKLER 2 STR. Sports**
1936 **AUSTIN 10,** brown/cream
1961 **ASTON MARTIN DB4,** blue
1964 **ROLLS-ROYCE SC III,** blue/silver
1971 **ASTON MARTIN DBS V8,** red
1969 **ROLLS-ROYCE SILVER/SHADOW.**
1966 **BRISTOL 409,** silver/grey
1963 **AUSTIN HEALEY 3000 IIA**
1965 **BENTLEY Continental Flying Spur**
1958 **TRIUMPH TR3A,** black, w/w
1973 **FERRARI Dino,** red
1963 **DAIMLER Dart,** red, w/w
1967 **JAGUAR 'E' Type 4.2 ROADSTER**
1956 **JAGUAR SK140 COUPE,** BRG
1966 **ASTON MARTIN DB5,** white
1948 **MG TB SALOON,** red
1946 **ROVER 16,** black/red
1923 **DODGE 4Dr. SEDAN,** black/blue, manual
1911 **DAIMLER 3 Dr.** Tourer, grey
1938 **ROLLS-ROYCE 25/30** Sports Saloon
1961 **MORGAN +4 COUPE,** BRG
1923 **ABC Roadster,** aluminium body, 2-seater
1936 **DELAGE D6 Coupe,** red
1933 **VAUXHALL SILENT SPEED,** boat-tailed tourer
1936 **AC DROPHEAD** with Dickey, green
1954 **ROLLS SILVER WRAITH** by Mulliner
1960 **ROVER 80 SALOON,** grey manual
1955 **ROVER 75 SALOON,** beige, LHD. Manual
1960 **ROVER 100 SALOON,** black, manual
1964 **ROVER 100 SALOON,** green, manual
1964 **ROVER 100 SALOON,** grey, manual
1964 **ROVER 110 SALOON,** green, manual
1971 **ROVER 3½-LITRE COUPE,** grey, auto
1950 **HUMBER DROPHEAD** by Tickford, green
1928 **SINGER 9 HP SALOON,** maroon

1971 **ALFA ROMEO 1950GTV,** grey
1958 **STUDEBAKER HAWK,** black
1958 **MG MAGNETTE,** pale blue, mint
1955 **SUNBEAM TALBOT 90,** blue, manual
1963 **ROLLS-ROYCE SCIII,** Continental H. J. Mulliner
1963 **PEGASO SPORTS, V8,** V. rare, blue
1956 **JAGUAR SK140 ROADSTER,** blue
1947 **ARMSTRONG SIDDELEY,** black
1967 **TRIUMPH TR4A,** BRG



**1976 SPARTAN V8, metallic blue with black leather trim, unique and rapid car.**



**1973 FERRARI DINO 246GT. Red with black trim, well maintained example, choice of 3 including one LHD.**



**1975 LOTUS EUROPA G.S. SPECIAL, superb unique car on Europa twin cam base, mint condition, grey velour trim etc.**



**1967 JAGUAR 4.2 'E' TYPE roadster, primrose yellow with black trim. Choice of 4 plus 2 V12 models.**



**1957 AUSTIN HEALEY 100/4 Superb example in red with black trim. Choice of 3 plus 4 100/6 and 4 Mk III models.**



**1961 DAIMLER DART, red with black trim. Much work recently done, choice of 3.**

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**1967 MASERATI QUATROPORTE**
**1973 JENSEN INTERCEPTER SIII**
**1969 RELIANT SCIMITAR,** bronze
**1974 MINI,** 1360 engine, black
**1962 TRIUMPH TR4,** white, w/w
**1969 JAGUAR 'E' ROADSTER,** white
**1960 MORRIS MINOR CONVERTIBLE,** grey



**1936 RILEY MONACO, black with tan trim, superb example.**



**1962 VANDEN PLAS limousine, black with fawn cloth trim, choice of 3.**



**1975 ASTON MARTIN V8, silver with black trim, manual, choice of 2.**

**1958 PORSCHE 356A,** black
**1969 DAIMLER V8 SALOON,** s/roof
**1971 ROVER 3½-LITRE SALOON,** 1 owner
**1936 RILEY MONACO,** black, mint
**1972 FERRARI DINO,** red, *concours*
**1965 SUNBEAM TIGER, 260,** red
**1966 WOLSELEY HORNET CONVERTIBLE**
**1958 FORD GALAXIE SKYLINER,** power top etc.
**1969 JAGUAR 'E' 2+2 AUTO,** blue
**1965 LANCIA APPIA GTE.,** white
**1929 AUSTIN 7 SALOON**
**1972 ALFA ROMEO SPYDER VELOCE**
**1968 TRIUMPH TR9,** red, low mileage
**1959 RENAULT FLORIDE,** bronze/black
**1965 ALVIS TE21,** pas. w/w, grey
**1955 DAIMLER CONQUEST,** silver/blue
**1973 TRIUMPH STAG,** LHD, d/h, manual
**1959 BENTLEY S1** by Hooper
**1963 BENTLEY SIII** by Mulliner
**1950 BENTLEY 'R' CONTINENTAL**
**1960 MERCEDES 190SL**
**1976 PORSCHE 911SC TARGA** LHD
**1946 ROVER 12 SALOON,** brown/cream
**1961 JAGUAR Mk. II 3.4** auto, blue, w/w, LHD
**1966 JAGUAR Mk. 10,** white auto, e/windows
**1964 JAGUAR 3.4S,** red , automatic
**1965 JAGUAR 3.4S,** metallic blue, manual
**1968 JAGUAR 420,** green, manual
**1965 JAGUAR 3.8S,** dark blue, auto
**1970 JAGUAR 420G,** dark blue, auto, e/windows
**1966 JAGUAR 3.8S,** dark green, auto
**1967 JAGUAR 420,** limeflower, auto, sunroof
**1959 JAGUAR XK150 COUPE,** 3.4 white mint
**1957 JAGUAR Mk.I, SALOON,** auto, grey
**1964 ALFA ROMEO 1600 SPYDER,** red
**1962 JAGUAR Mk.II 2.4** red manual
**1969 JAGUAR 420G,** dark blue, e/windows, sundym
**1966 JAGUAR Mk.III 3.4** black, manual
**1966 JAGUAR 3.4S,** red, manual
**1967 JAGUAR 420,** white, manual
**1962 Mk.II 3.8,** silver, manual, Coombes Conv.
**1956 JAGUAR XK140 Drophead,** auto, LHD, blue
**1951 JAGUAR XK120 ROADSTER,** white
**1963 JAGUAR Mk.III** (4.2 engine & susp.) manual
**1933 ROLLS-ROYCE 20/25** by Mulliner
**1961 JAGUAR Mk. IX,** Auto, grey, two owners
**1970 JAGUAR 'E' TYPE ROADSTER,** manual, sand/sable
**1961 JAGUAR Mk.II 3.4** blue, manual
**1967 DAIMLER 420,** green, auto
**1965 DAIMLER V8 250 SALOON,** golden sand, auto
**1965 DAIMLER V8 250 SALOON,** red, auto.
**1969 DAIMLER V8 250 SALOON,** maroon, manual
**1969 DAIMLER V8 250 SALOON,** brown, auto.
**1964 DAIMLER V8 250 SALOON,** black, auto.
**1965 DAIMLER MAJESTIC MAJOR,** auto, maroon
**1965 JAGUAR 3.4S,** two-tone brown, manual
**1976 JAGUAR Mk.II 3.4** white, manual, history
**1963 JAGUAR Mk.II 3.4,** blue, auto, 1 owner
**1963 JAGUAR Mk.II 2.4,** golden sand, manual
**1965 JAGUAR Mk.10,** auto, black
**1950 JAGUAR Mk. V, 2½-litre,** white, manual
**1971 JAGUAR V12 'E' TYPE,** beige, auto
**1970 JAGUAR 'E' TYPE 4.2** special Roadster
**1905 RENAULT ROLLING CHASSIS**
**1961 ROVER 95 SALOON,** grey, manual

**1973 FERRARI DINO,** red all new metal
**1967 TRIUMPH TR4A, BRG,** bills for £3000, LHD
**1960 CADILLAC COUPE DE VILLE,** Ex. Getty
**1974 PONTIAC FIREBIRD,** 455 engine, fully loaded
**1969 HUMBER HAWK** with division, LHD, black
**1955 SUNBEAM TALBOT 90,** black, manual, S/roof
**1961 LOTUS ELITE,** yellow, mint
**1968 JAGUAR 'E' TYPE 4.2 2+2,** maroon



**1965 BENTLEY SIII CONTINENTAL by Mulliner Park Wark. Regal red with beige trim superb throughout, choice of 3.**



**1959 BENTLEY S1 by Hooper, fawn and black with beige trim. Very elegant car in excellent order throughout, also another similar car.**



**This magnificent DAIMLER DK400 LANDAULETTE was delivered to the Royal Family by Hoopers in 1957, as featured in the Royal Daimler book it is superb in black/maroon.**



**1951 BENTLEY 'R' TYPE Continental, dark green with tan leather trim, concours condition.**



**1973 ROLLS-ROYCE SILVER SHADOW, brewster green with beige trim, choice of 3 plus Bentley 'T'.**



**1950 DAIMLER Drophead by Hooper, two tone green with grey trim, this car was originally owned by King George VI.**

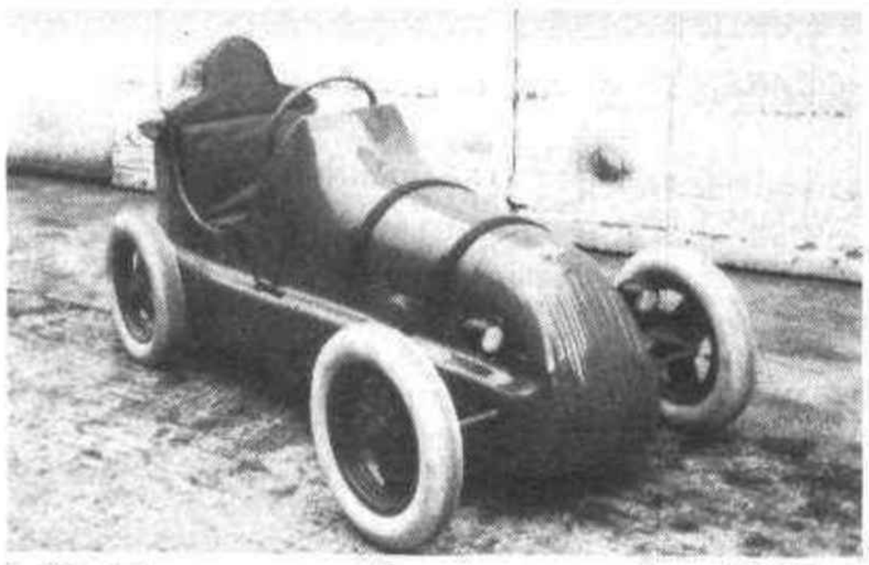
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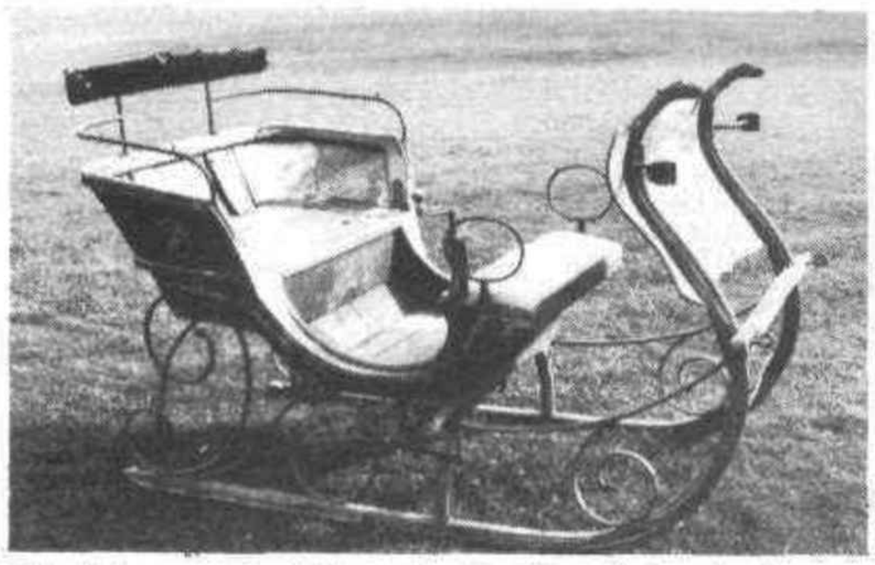
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## To be sold by auction on December 7th at 12 noon at our W2 Bayswater Salerooms



A Christmas present for your motoring child? A battery powered **Austin Seven single seater racing car,** finished in red with white tyres. Similar to the pedal version sold by us in September.



Ideal for any budding Santa Claus! A reindeer or **horse drawn sleigh,** complete with sprag brake. Continental, circa 1860, in need of complete restoration, but traces of original paintwork, upholstery and lining remain.

To be included in this sale is a 1954 Bentley Standard Steel Saloon in shell and Tudor grey, chassis No. B 172D. Also an important collection of original photographs depicting the coachwork of Rothschild and Sons, Turin, circa 1910-12; an Austro-Daimler presentation silver and enamel cigarette case and a small collection of motor car badges and mascots including a Lalique "Falcon" and Rolls-Royce "Spirit of Ecstasy".

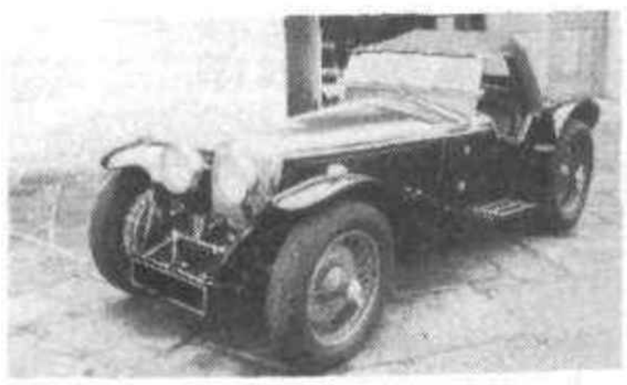
**For further details of this and other sales of motoring and transport interest, please contact Mr. Jeremy Collins on 01-629 6602.**

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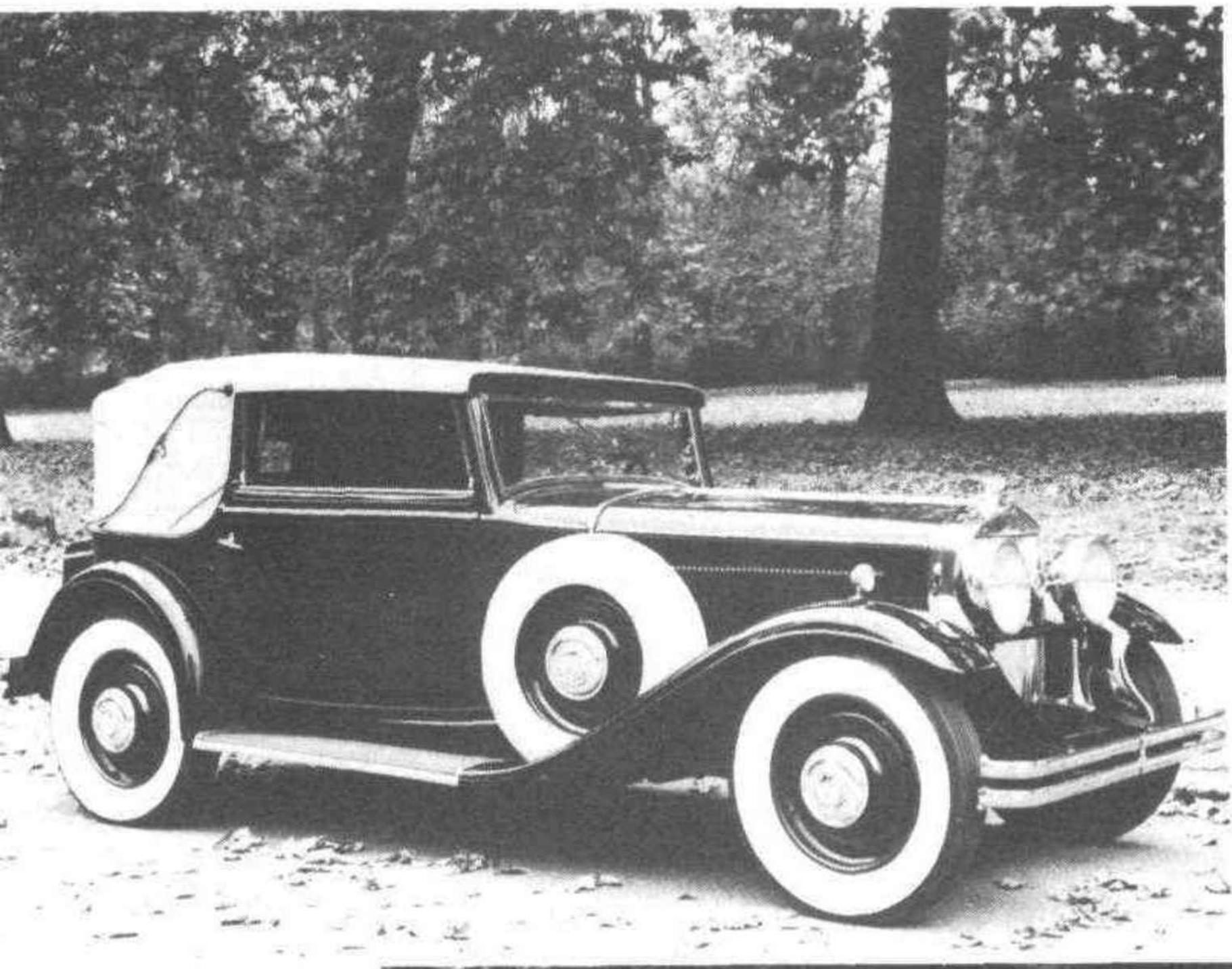
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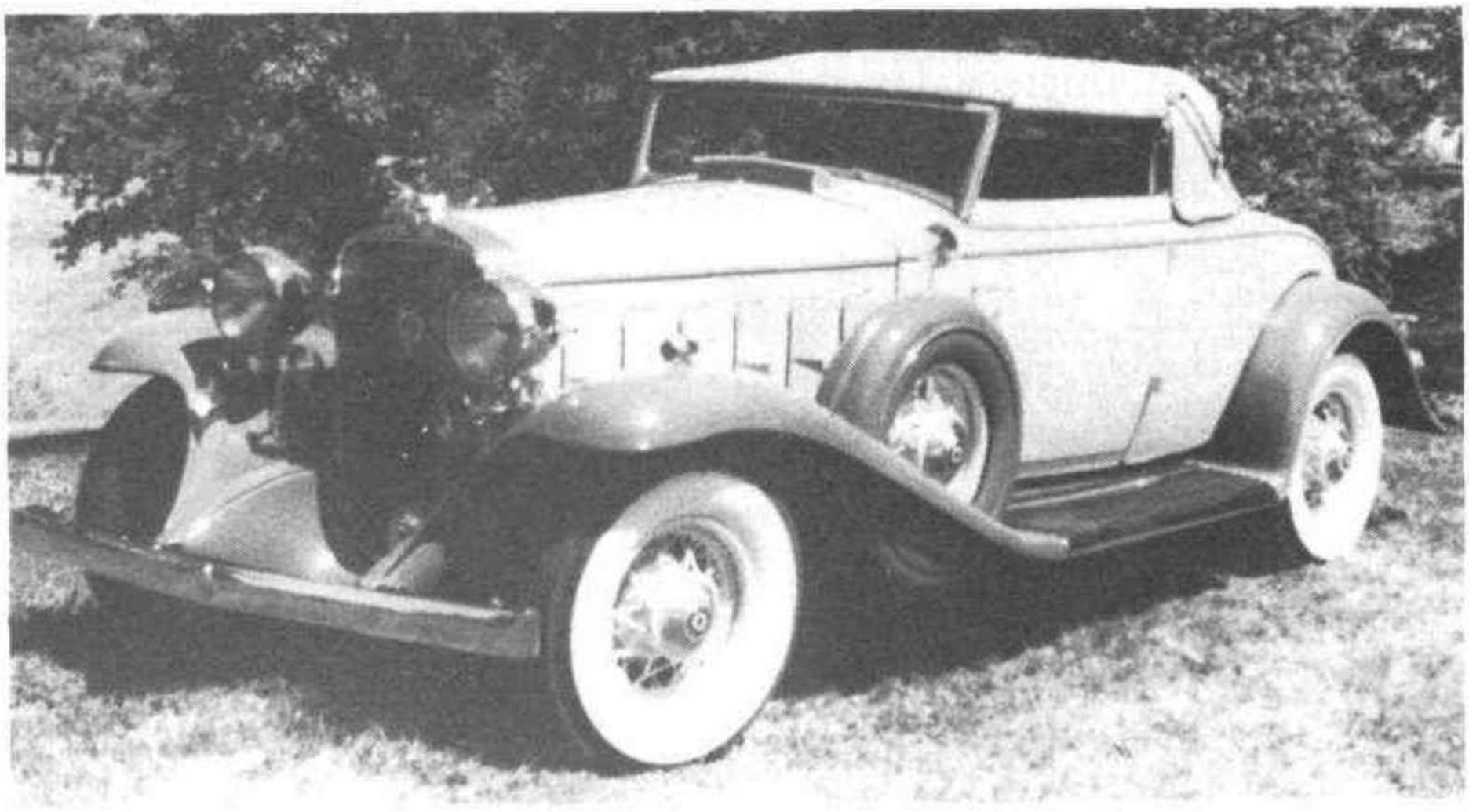


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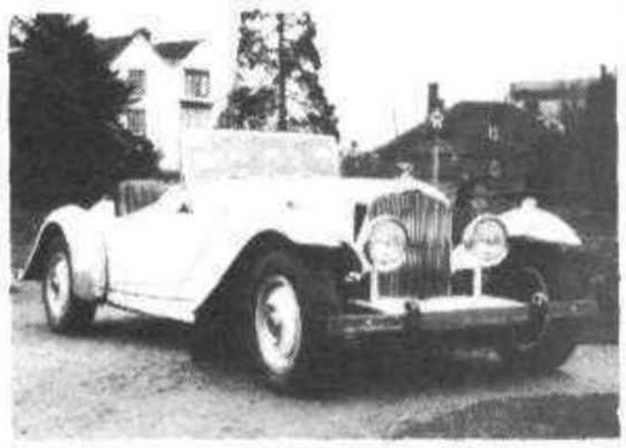
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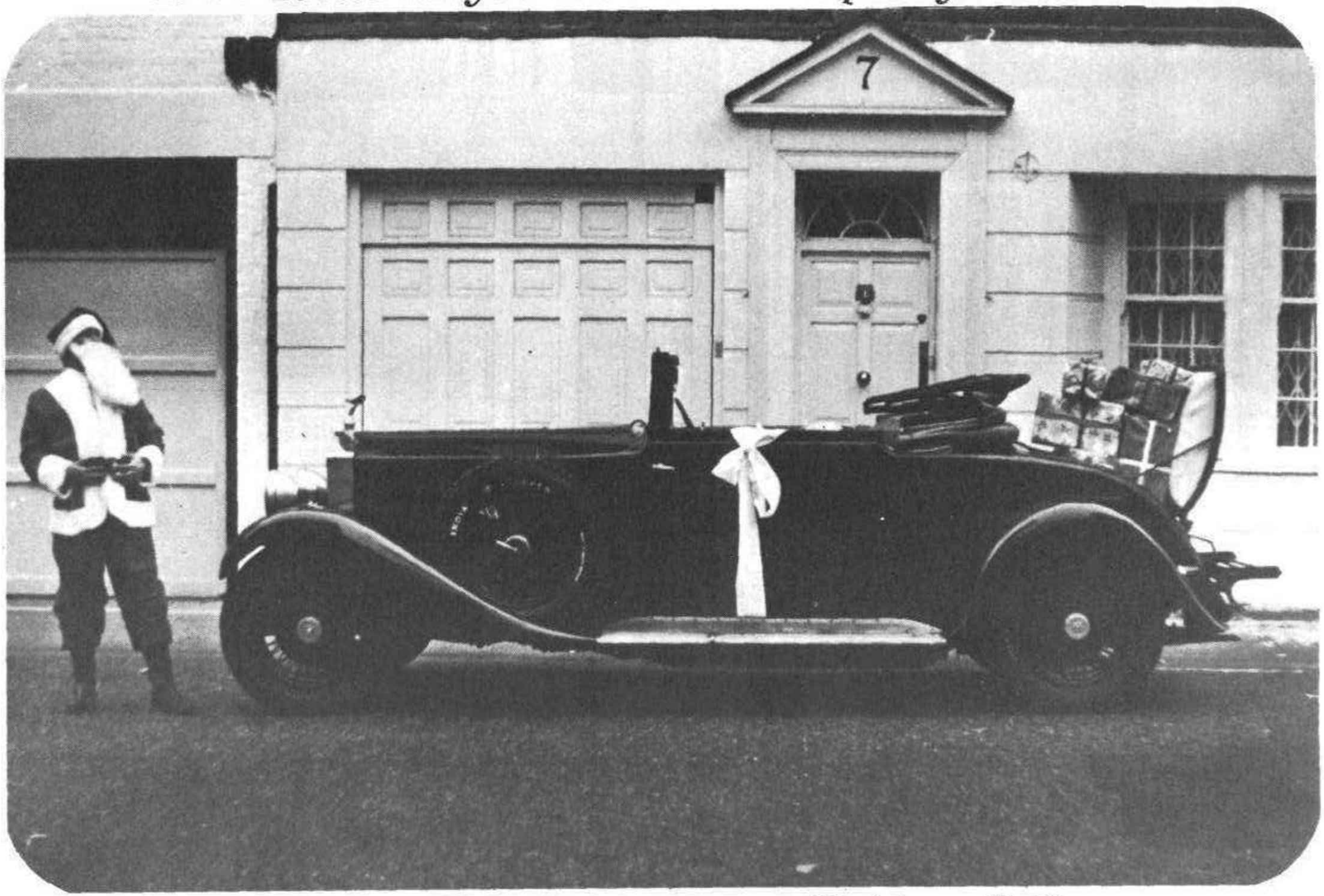
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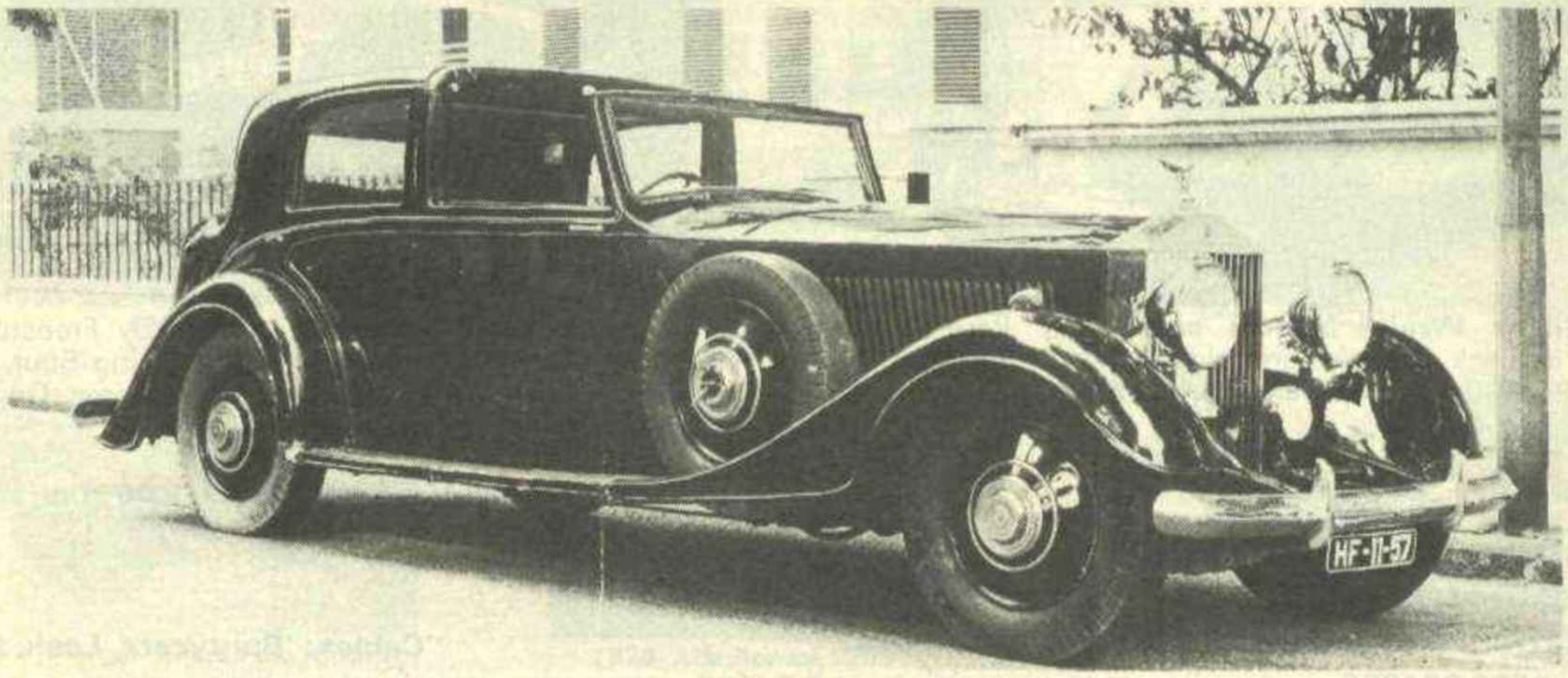

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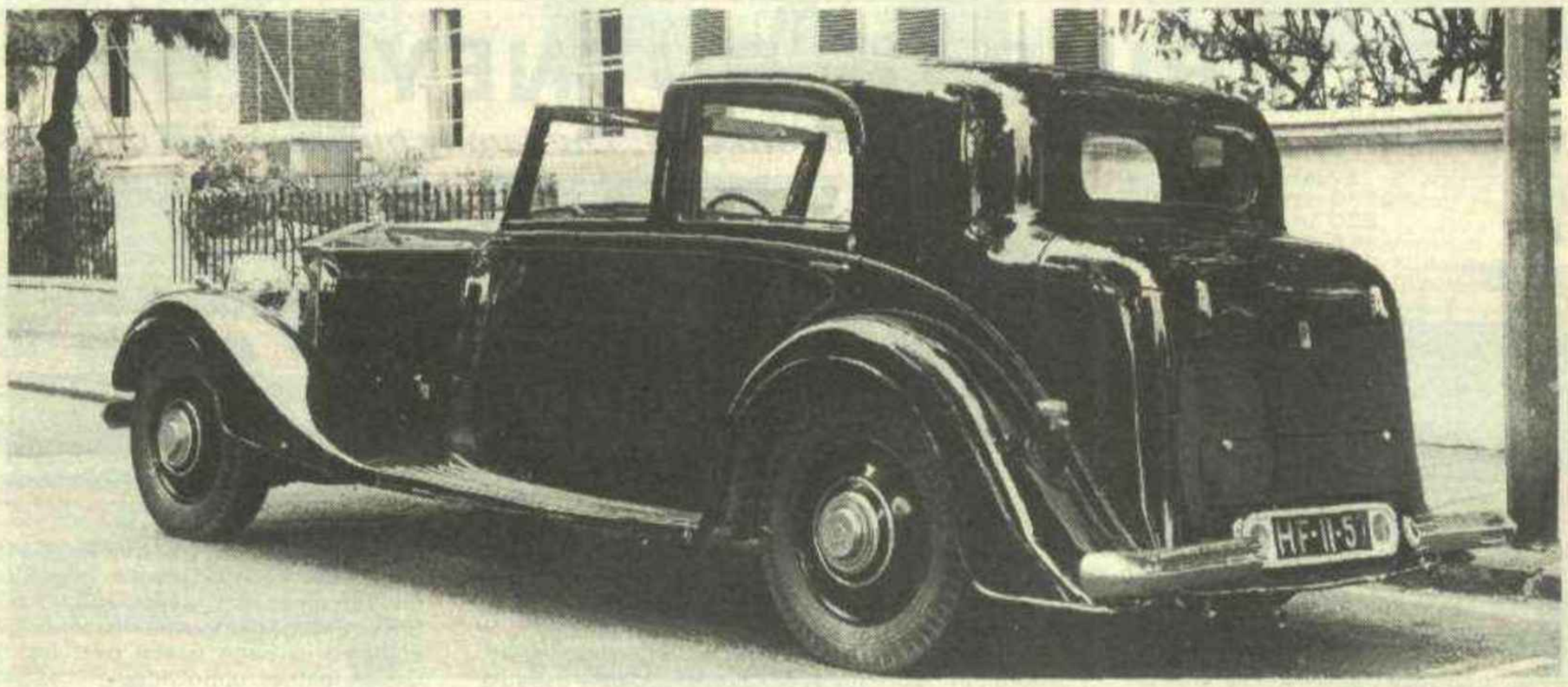
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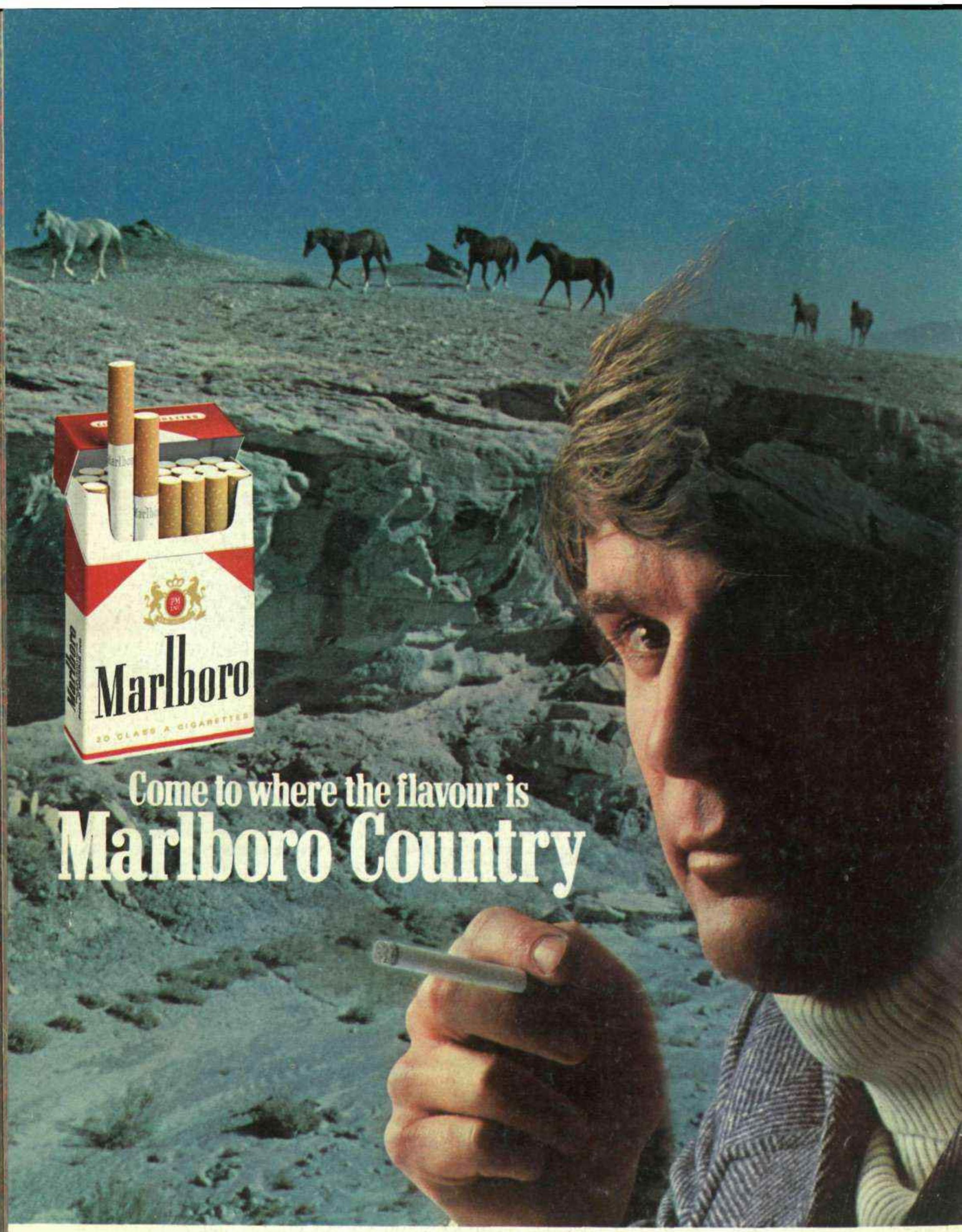
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