May 1980 Vol. LVI No. 5 50p

MOTOR SPORT

Founded in the year nineteen twenty-four





Stereo for £49.95 (+£2.95 p&p) sounds like someone's pulling your leg.

That is, until you consider the two names involved: Scotcade and Auritone.

Because if you've been reading your colour supplements, you'll know that we've been bringing music to your ears for quite a while now.

And if you've ever owned an Auritone, you'll also know that once you've got over the shock of the low price, you're in line for another one.

The incredible sound quality.

STEREO RADIO, AND STEREO CASSETTE.

By now you'll be looking for the catch. But honestly, there isn't one.

This equipment truly is stereo. The cassette's a stereo cassette, and the radio's a stereo radio.

Better still, the radio section has three wavebands, in line with the BBC's recommendations.

With medium wave, long wave and FM you can pick up literally every UK station, and just about anything else you're likely to want to listen to.

And if the programme you're listening to is in stereo, a little red light comes on, just to prove the point.

IT'D BE QUICKER TO TELL YOU WHAT IT DOESN'T DO.

This unit is small, because we wanted it to be portable. But it's by no means thin on facilities.

It'll run off five UM-2 batteries (not included), or the regular mains, using the lead supplied.

The left and right hand speakers have independent volume controls, so you can adjust for balance and overall level.

And because the speakers are extremely efficient, the 1 watt per channel of power gives plenty of strong, clear sound.

(If you want that sound but those around you don't, there's an output for a pair of stereo headphones.)

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YOU DON'T BELIEVE YOUR EYES. YOU WON'T BELIEVE YOUR EARS.

RECORD FROM THE RADIO, OR FROM THE BUILT-IN MIKES.

Recording from the radio is almost childishly simple.

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The only thing you might possibly have a bit of trouble with is interference in areas where reception isn't all it could be.

No problem. Auritone have incorporated a thing called an "Oscillator Switch." Flick it, and the interference automatically diminishes.

Recording live sounds isn't one iota more difficult.

Two extremely sensitive condenser microphones are built-in.

They pick up the stereo sound, and the automatic level control once again limits the signal.

And by switching the "monitor" to the "on" position, you can listen to what you're recording on the loudspeakers.

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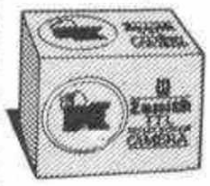
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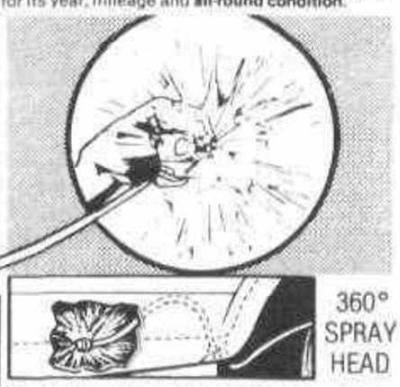
REAL ENGINEERING—TOP QUALITY EQUIPMENT

The equipment some companies offer you is—quite frankly—a joke. Black Knight provide gear that professionals would be proud to use. The new MAXI-SPRAY is constructed from tough durable parts engineered to give precise yet easy one-hand operation to pump through large quantities of RUST.STOP to make the job quick and effective. Feed tube screws direct to RUST.STOP can. Switches to BLACK WAX instantly—no washing up.

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Penetrates every minute crevice, even **microscopic** indentations invisible to naked eyes. 360° spray emits **super-atomised** high-power mist—millions of tiny droplets soak every hidden part of the most inaccessible interior box section. **Kills** existing rust—prevents its return even if treated when wet, even with fresh road salts already on your car. Nothing can stop RUST.STOP working. **Repels** attack from any further corrosive elements, natural or man-made by forming a smooth, flexible, tough skin that won't oxidise or disintegrate over the years. **Once RUST.STOP IS ON; RUST HAS GONE!**

Black Knight RUST.STOP is simply the most advanced rustproofing treatment you can get. Produced by **professionals** with years and years of practical experience in every kind of vehicle rustproofing, the RUST.STOP kit gives you **this guarantee**: used in accordance with the simple step-by-step instructions for most makes and models of car, RUST.STOP will **kill existing rust** completely, **prevent** further corrosion, **repel** any attack from the elements or man-made corrosives such as road-salts, and **hold your car in prime condition** for that all-important time when you decide to sell. Then the Black Knight RUST.STOP **window sticker** will tell the lucky purchaser that your car is **rust-free** and worth the **maximum price** for its year, mileage and **all-round condition**.

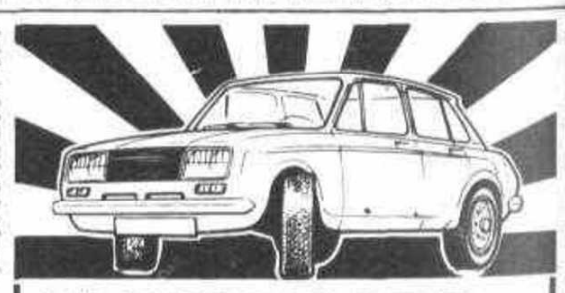


The spray head is **precision engineered**—not an assembly of bits and pieces—to give a **genuine all-round spray** of fine mist under great pressure covering a **true 360°** spherical area to ensure **total penetration** of RUST.STOP into every crevice.

COMPLETE D-I-Y KIT SPECIAL PRICE only £14·95 +£1.50 carr.

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NEW CAR KIT £15.95 +£1.50 carr.



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Restores original shine—even on used cars. Protects car paint-work and chrome against snow, hail, sun, road salts, bird droppings, acid pollution, etc.

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Ideal for metallic paints, chrome, etc.

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TRY THIS SENSATIONAL TEST Take a piece of heavily rusted metal, immerse it completely in strong brine, then without allowing it to dry dip it into Black Knight RUST.STOP and hang it outside to face the worst conditions. Even years later you will not find any further rusting. **WE KNOW—WE'VE DONE IT!**



SAVE £2·50 —order both RUST.STOP and GLOSSGUARD Kits together and we'll send them **FREE** of carriage.

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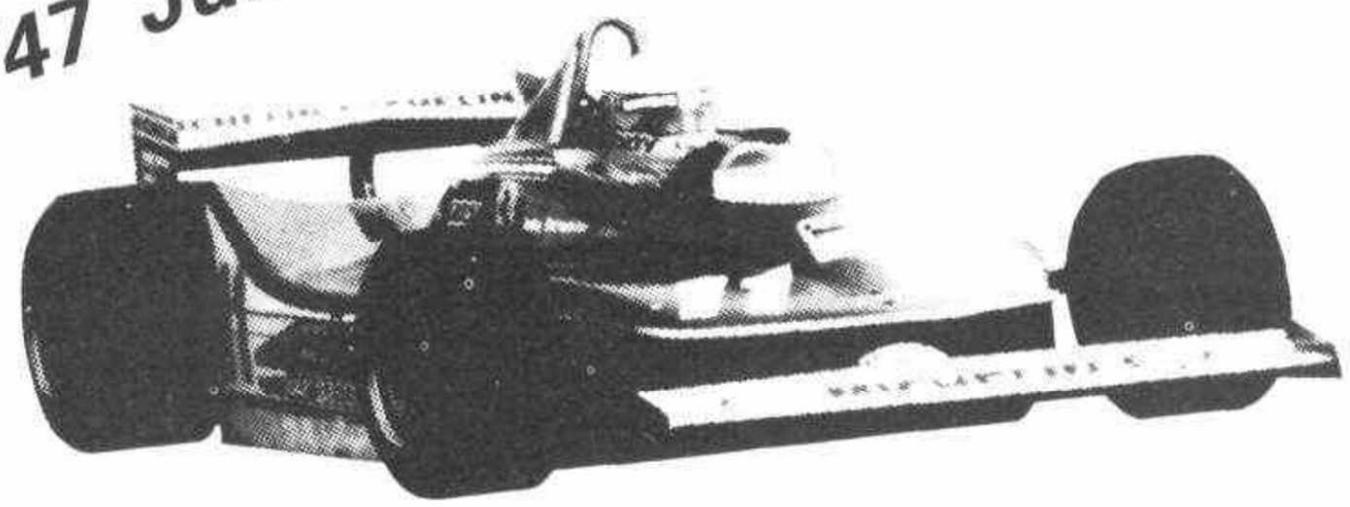
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316, 318, 320 323 I	44.39 I	31.85	N/A	30.36 I	19.95 I	N/A
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MG, TD, TF,	63.20	63.20	N/A	N/A	N/A	N/A
MGA, MGB Midget	} See conversion kit prices, below					
MG3C*						
GILBERN GT Genie				19.27	N/A	N/A
Invader Mk 1, & 3	N/A	N/A	19.27	28.50	N/A	N/A
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Mk. 7, 8, 9, XK140, XK150	31.10	31.10	19.27K	19.27K	13.15	13.15
D Type 2.4, 3.4, 3.8 & 340, 420	31.10	31.10	19.27	N/A	14.75	14.35
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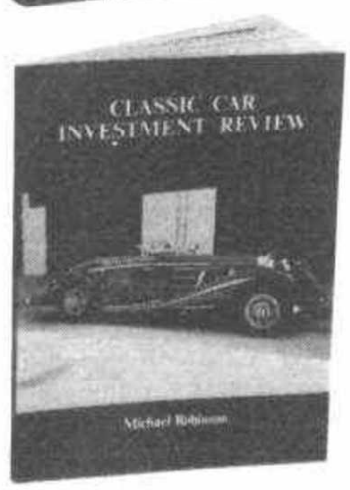


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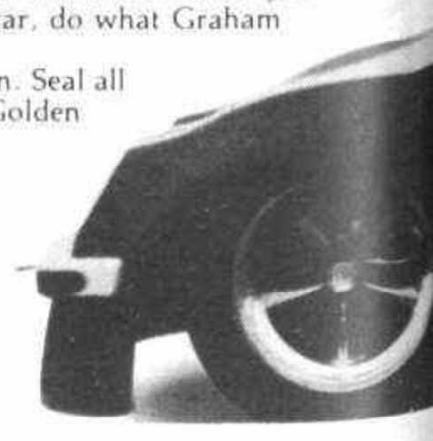
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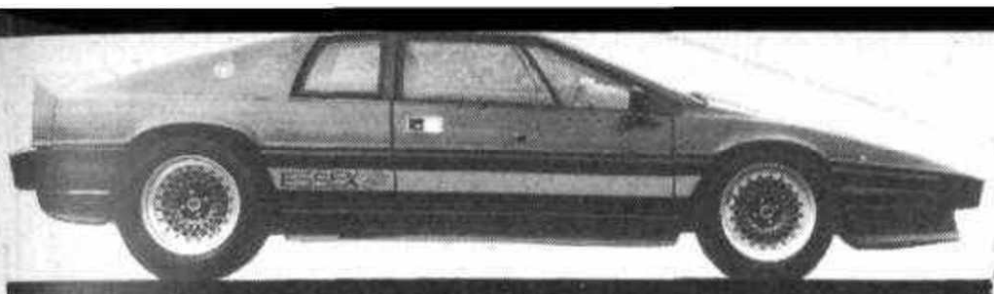
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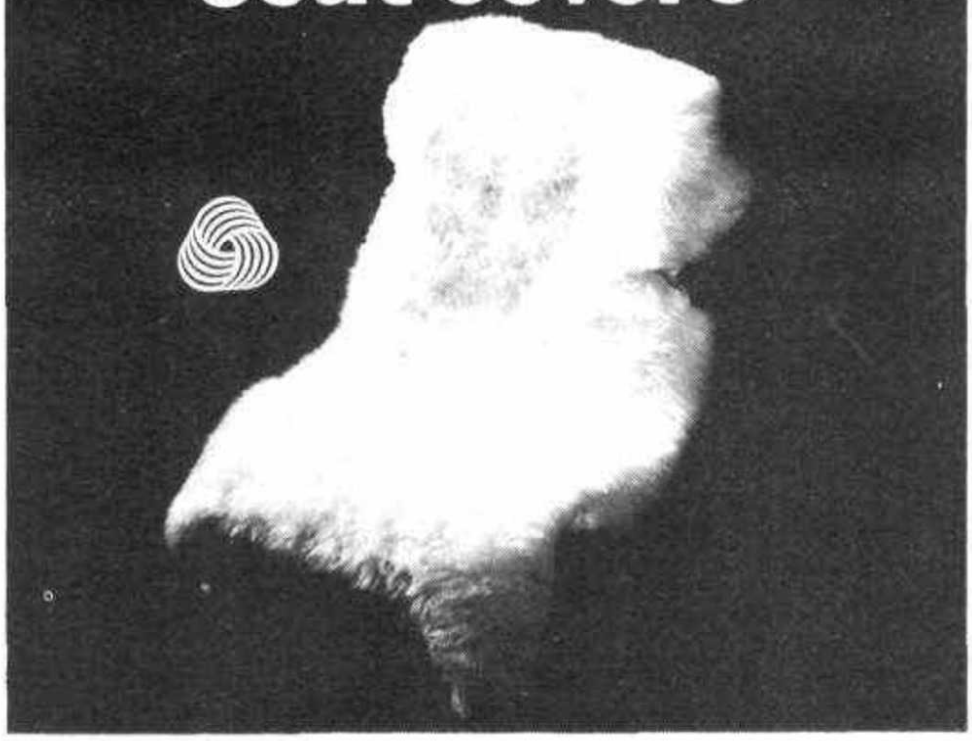
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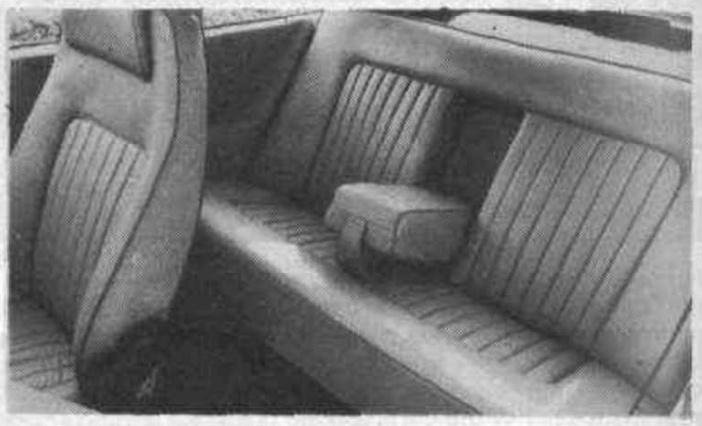


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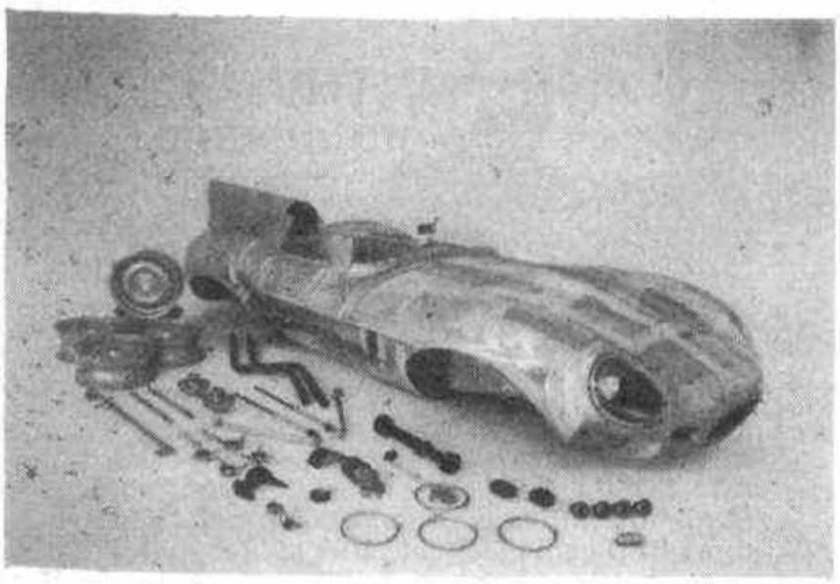
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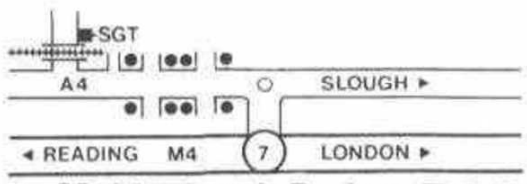
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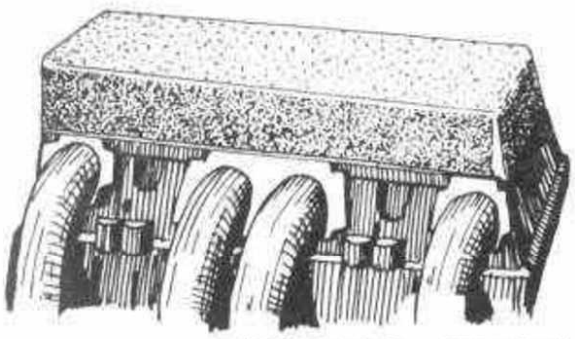
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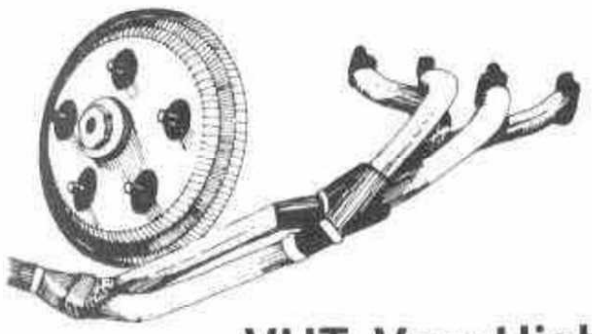
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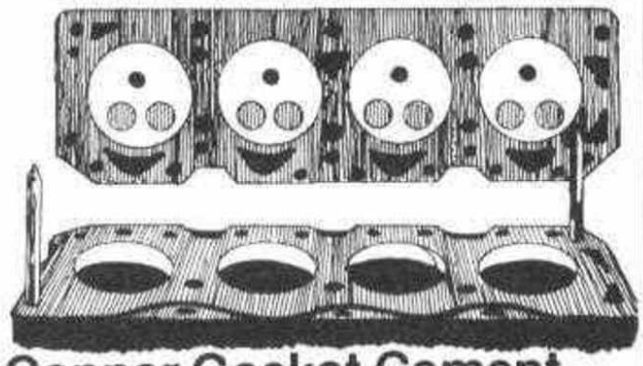
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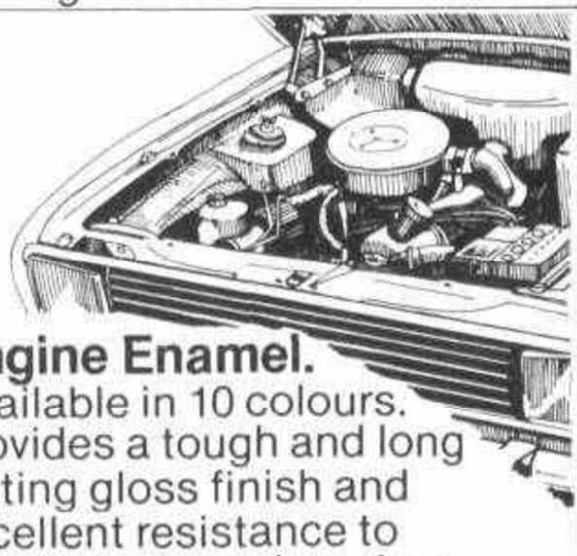
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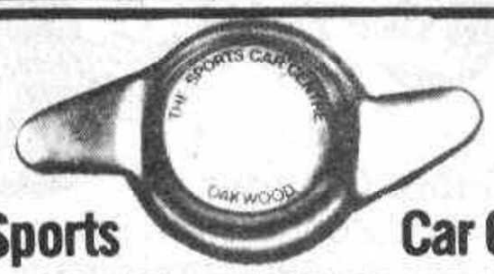
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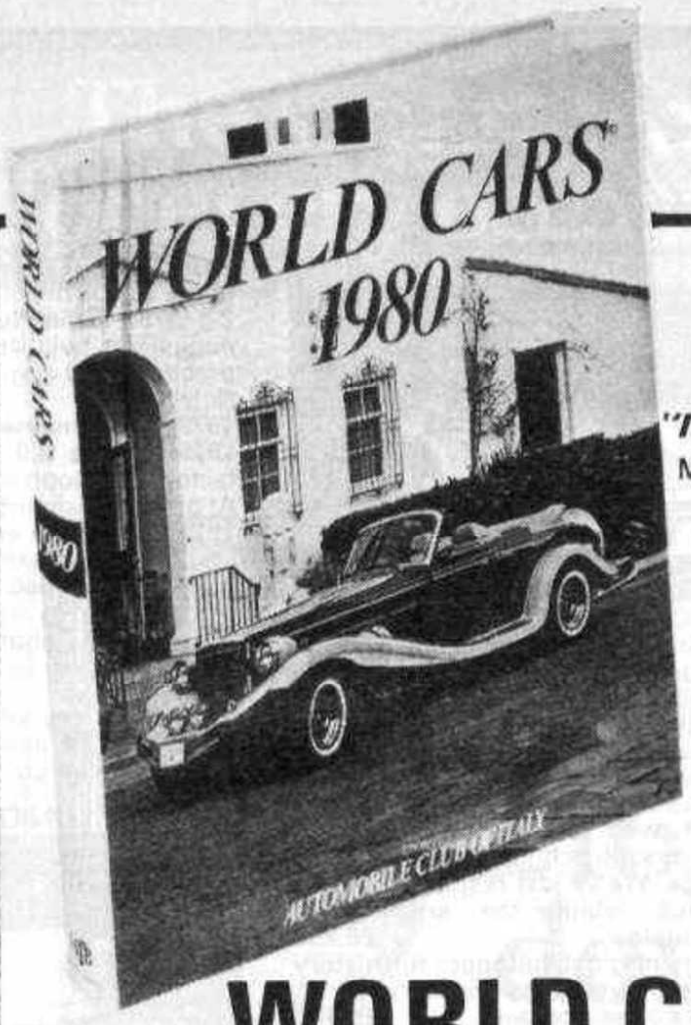
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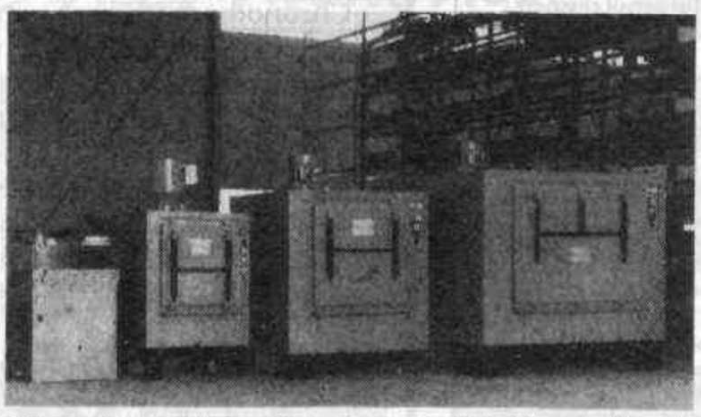
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This equipment is for the poor mechanics, these units will automatically wash and degrease components without any labour involvement other than *loading and unloading. Perhaps you can easily* get top class mechanics and you don't object to them spending 2 or 3 hours a day washing parts with a paraffin brush then don't bother but if you *can't* get mechanics then perhaps we can help you.

The above are only a few of the items we handle, if you have a cleaning problem whatever your trade or industry then perhaps we can assist you, it will only cost you the price of a telephone call.

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chorlton house motor company ltd

1979 MG-B Roadster. Overdrive, 5,900 miles, radio, yellow. **£3,925**

1979 MG Midget. One owner, 14,000 miles, yellow. **£2,925**

1979 Renault RS Gordini. Radio, one owner, 10,000 miles, silver. **£3,999**

1978 Volkswagen Scirocco GLS. One owner, 15,000 miles, tinted glass, alloy wheels, etc., silver. **£4,250**

1978 Triumph TR7. Automatic, one owner, radio, 16.000 miles, maroon. **£2,999**

1978 (Model) Mini 1275 GT. Java green, 25,000 miles. **£2,295**

1977 Triumph TR7. 5-speed gearbox, radio, 19,000 miles recorded, red. **£2,450**

1977 Alfa Romeo 2-litre GTV. 15,000 miles recorded, push button radio, Sundym Glass, in sand with black interior. **£3,400**

1976 Vauxhall Cavalier GL Coupé. Two owners, radio, 9,000 miles, red. **£2,999**

1976 Vauxhall Chevette GLS Hatchback. Fully customised to the tune of £2,000 with special mural paintwork. Extras too numerous to list. **£2,650**

1976 (R) Volkswagen Golf LS 3-door. Metallic green, radio. **£2,295**

1975 (P) MG-B GT V8. Sunroof, radio, 40,000 miles, blaze. **£3,575**

1975 Ford Capri 2-litre (S). In white. **£2,395**

1975 Triumph TR6. O/D, hard and soft top, radio, magenta. **£3,200**

1975 Opel Manta Coupé. 37,000 miles, recorded, radio, yellow. **£2,250**

1975 (P) MGB GT V8. Overdrive, sunroof, radio, 45,000 miles recorded, in bracken. **£3,200**

1973 (M) Mercedes 280E. 45,000 miles, full service history, in yellow. **£3,749**

1973 (M Reg.) Jaguar V12 E-Type DHC. Chrome wheels, 48,000 miles, one owner, red. **£6,995**

1973 (M Reg.) BMW 2002 Coupé. 55,000 miles, orange. **£1,695**

1972 MGB GT. Overdrive, sunroof, average mileage, in purple. **£1,550**

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Switzerland

LAKE GENEVA REGION

A WIDE CHOICE OF EXCURSIONS

THE LAKE OF GENEVA REGION, in the south-west of Switzerland, offers all the conditions necessary for "made to measure" holidays. Excellent roads and comfortable trains bring within easy reach all parts of this particularly lovely district. The chain of the Alps, first of all — with well-known resorts like Villars, Leysin, Les Diablerets, Château d'Oex and Les Mosses — and the Jura range with Ste. Croix-Les Rasses, the Vallée de Joux and St. Cergue. It also boasts several lakes, including the Lake of Geneva with the well-known international town of Geneva and Nyon, Rolle, Morges, Lausanne, Vevey, Montreux along its shores, and the lake of Neuchâtel with Yverdon-les-Bains. Finally, lovely countryside between the Alps and the Jura, in particular in the region of the Broye, completes the choice offered by this very diversified district.

Naturally there are opportunities too for countless excursions, such as to the lake in the Vallée de Joux (at an altitude of 3,300 feet), the Orbe caves at Vallorbe, the Roman remains at Avenches, the Abbey of Payerne (11th century) or Lausanne Cathedral (13th century) and the old town in Geneva. The châteaux of Coppet, Nyon, Morges, Aigle, Grandson and Lucens all have their own museum, while the Château de Chillon remains one of the most popular castles in Europe, with the largest number of visitors.

The remarkable panoramic view from the Rochers-de-Naye allows visitors to admire the whole of the Lake of Geneva, while a cruise on the lake is an invitation to discover, in a very pleasant, relaxing way, picturesque lakeside towns such as Morges, Nyon, Rolle to mention but a few.

The Lake of Geneva Region offers facilities for sports of all kinds, with many covered and open-air swimming pools, artificial skating rinks, tennis courts, riding centres, golf courses — including an Alpine course at Villars — and beaches. It is also possible to ski in mid-summer on the Les Diablerets glacier (approx. 10,000 ft.) and, for the more adventurous, even to go hang-gliding.

The Lake of Geneva Region is also a big centre for art and culture. The international festivals of Lausanne (classical music), Montreux (jazz) and Nyon (folk music), the Villars Rendez-Vous (folklore) and the Geneva Fêtes are but a few of a very wide range.

3 NIGHTS FROM £20 (S. Fr. 69.) is one of the hotel arrangements offered by the tourist offices of the Lake of Geneva Region, comprising accommodation in twin-bedded rooms, breakfast, taxes and service charges included. This basic offer is completed by a whole range of attractive and inexpensive package arrangements.

Fribourg-Neuchâtel Region

FRIBOURG is a canton of historic towns, including its capital Fribourg, and the charming cities of Morat, on the shores of the lake of the same name, Estavayer-le-Lac, on the shores of the lake of Neuchâtel, or Romont, Bulle and Gruyères in the Fore-Alps. It is also renowned for the lovely, still picturesque regions of Charmey, Moléson and the "Lac Noir" (Black Lake).

NEUCHATEL is a canton of mountains — with the Jura range, and water — with the lakes of Neuchâtel and Bienne. La Chaux-de-Fonds, Switzerland's watchmaking capital, and Le Locle, the city of precision engineering, are surrounded by large woods and pastures, while Neuchâtel, an historic town for studying and holidays, is ideally situated on the shores of the lake that bears its name.

From water-skiing to Alpine skiing . . .

Did you know that the Lake of Geneva Region offers one feature that is probably unique of its kind in the world? In less than two hours, it is possible to switch from water skiing on the lake to Alpine skiing on the everlasting snows of the Les Diablerets glacier, at a height of nearly 10,000 ft., which is easily reached by aerial cableway, and has a high altitude restaurant overlooking a magnificent Alpine panorama.

INFORMATION

- Swiss National Tourist Office, Swiss Center, 1 New Coventry Street, Tel: 01-734 1921 — TX 21295 Swisturist Idn. P.O. Box 10, Wardour Street, London W1V 4BJ
- Office du tourisme du Canton de Vaud, avenue de la Gare 10, CH-1002 Lausanne, Tel: 01041/21/22 77 82, TX 24390
- Office du tourisme de Genève, rue de la Tour de l'Ile 1, CH-1204 Genève, Tel: 01041/22/28 72 33, TX 22 795
- Office neuchâtelois du tourisme, rue du Trésor 9, CH-2000 Neuchâtel, Tel: 01041/38/25 17 89
- Union fribourgeoise du tourisme, route Neuve 6, CH-1700 Fribourg, Tel: 01041/37/23 33 63, TX 36499

BOOKING (Through your travel agency or the local tourist office)

LAKE GENEVA REGION

The lake of Geneva
CH-1211 Genève
CH-1260 Nyon
CH-1180 Rolle
CH-1110 Morges
CH-1006 Lausanne
CH-1605 Chexbres
CH-1800 Vevey
CH-1820 Montreux

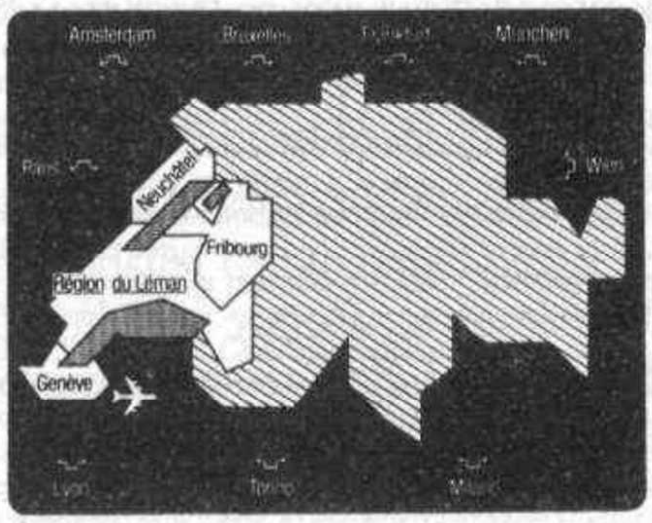
The Broye
CH-1530 Payerne

Nord vaudois
CH-1400 Yverdon-les-Bains
CH-1450 Ste-Croix-les-Rasses

The Jura
CH-1347 Vallée de Joux/Le Sentier
CH-1264 St-Cergue

The Alps
CH-1837 Château-d'Oex
CH-1865 Les Diablerets
CH-1854 Leysin
CH-1861 Les Mosses
CH-1884 Villars

FRIBOURG-NEUCHATEL REGION
CH-1700 Fribourg
CH-3280 Morat
CH-1630 Bulle
CH-1661 Gruyères-Moléson
CH-1637 Charmey
CH-2000 Neuchâtel
CH-2300 La Chaux-de-Fonds





Jaguar have approved Pirelli's outstanding P5 tyre for fitment on the XJ12, XJ6, XJS and Daimler models. To achieve this distinction, Pirelli P5 underwent the most stringent tests that Jaguar could devise.

Tests which proved that the Pirelli P5's unique construction, with a specially wide belt pack, provides maximum stability when cornering and precise responsive steering to please the most demanding of drivers.

The advanced tread design and new tread compound gives all the grip necessary for high speed cornering, braking and acceleration: whether wet or dry.

Jaguar found the P5 reliable; one high speed run on an Italian test track covered 1,100 miles at an average speed of 120 mph. Their tests also revealed the high mileage performance of the tyre and, something rarely associated with a high performance tyre, quietness and comfort.

So now you can drive a Jaguar knowing it'll purr but at the same time have a tremendous bite.

PIRELLI STEEL+NYLON P5

MOTOR SPORT

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

VOL LVI No. 5 MAY 1980

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FRONT COVER PICTURE: SHEKHAR MEHTA'S Datsun 160J kicks up the Kenyan dust on the way to the Ugandan-Asian's third Safari Rally victory. The Datsuns were light, fast and reliable and Mehta, with co-driver Doughty, had a trouble-free run to beat the works Mercedes 450SLCs.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£9.75
	Overseas	£11.20
	USA	$29.15
AIRMAIL:	Canada	$33.25
	Europe	£11.65
	Middle East	£15.70
	Australasia	£19.35
	All other countries	£17.55
	USA	$45.05
	Canada	$51.35

MATTERS OF MOMENT

A MISCELLANY OF MISHAPS

"The answer is in the plural and they bounce" — Sir Edwin Landseer Lutyens, 1869-1944.

Most of the news one sees or reads about these days is distinctly depressing and that which has a motoring flavour is no exception. First, the Chancellor of the Exchequer, Sir Geoffrey Howe, made "April fools" of us, as so many Chancellors have done before him. To increase vehicle-licence duty by 20% and petrol tax by 8% represents not just a fresh burden on savagely-mulcted car owners, but a price-burden on the whole Nation. With the increase in licence duty rising even more steeply for heavy commercial vehicles, this is a tax on Industrial transport that cannot but put up prices all round, in a time of run-away, galloping inflation.

Those who fail to appreciate this, thinking that today's car owners are sufficiently wealthy to withstand this small licence increase of £10 a year, fail to take into consideration the indisputable fact that more costly transport means more expensive goods. And if you know little about that, ask any housewife — she will know that a pint of milk now costs the equivalent of more than 3/-, an insignificant loaf of often indifferently-baked bread more than 6/6d. So, by increasing car-tax, which has gone up from £10 a year to the new £60 a year since the flat-rate method was first used in 1947, Sir Geoffrey has clobbered us all. Is there any wisdom in this, at a time when the spending cut-back in the public sector will reduce public transport services, making a private car more than ever a necessity in rural areas, especially with the Government trying to attract labour to such places, to deploy it where unemployment is heaviest? Note that on every gallon of petrol you buy you now contribute nearly 45½p in tax, and that motor taxation now brings in to the Government over £6,000,000,000 a year. Yet, of the so-called "Road Fund", which Churchill raided in 1926, in future only about 30% of it will go towards upkeep of Britain's vital road network . . .

However, car owners have long been among the hardest hit of the community in terms of tax, the enormous essential usage of private cars by the work-force of the country not withstanding. However, there is nothing we can do about it at present, so let's leave the mishap of the Budget and turn to other mishaps of May. Before we do so, though, we wonder how the petroleum world will explain away the fact that, in the midst of the alleged world-shortage of fuel, there is a glut of petrol in Britain at the moment, yet it costs more here than in Germany, although politicians pride themselves on Britain now being a major oil-producing nation, with the valuable spirit squirting out from the floor of the North Sea, and ICI petrol beginning to go on sale at the pumps?

The next "mishap" concerns that great Easter marathon, the East African Safari Rally. G.P. will be explaining how it went, in his "Rally Review", elsewhere in this issue. The sad truth has to be noted here, if only in fairness to the fact that we used to enthuse editorially when a car from Britain or Europe pulled off the top honours in this dusty shop-window for rugged motor cars, that again the Safari Rally has been won by Datsun. It must still be a tough event if Mercedes-Benz, which we regard as the best-engineered car in the world, suffered a broken back-axle on one of their competing cars! We have observed before that it is the Japs that British Leyland and the rest of the European motor manufacturers have to beat — that Nation of the Risen Sun that exported 3.2-million cars last year, but imported a mere 50,000 or less. A British publisher has just seen fit to release a full-scale book relating the high engineering standards and superb styling of Suzuki products, and Eberhardt von Kuenheim, BMW Chairman, has said that Britain needs to learn Japanese and understand the Japanese way of thinking if she is to combat the ever-expanding competition from the Orient. Of inflation and the last Budget we might say with Falstaff that "I can get no remedy against this consumption of the purse; borrowing only lingers and lingers it out, but the disease is incurable"; and we might well follow Hamlet over the Japanese menace: "Whether 'tis nobler in the mind to suffer the slings and arrows of outrageous fortune, or to take arms against a seas of troubles, and by opposing end them? That is the question!" The BMW Chairman believes that the cure is not protectionism by imposing sanctions, but better products that customers will be satisfied, even eager, to buy . . .

Finally, for one more setback is surely enough for one month, as we close for Press comes news of the call-in of Lancia Betas due to rusted-through rear engine mounts, which it is said reduces the value of comparatively recent cars of this make and model to that of scrap. The full facts are not available and we are sorry for Andrew Andersz whose task it is to explain them, or explain them away, to the Media. Lancia has been for so long one of the most respected of cars, a *grande marque*. Now it appears as if the quotation which heads this Editorial applies, and bowed will be the heads of those who remember the sheer excellence of

Continued overleaf

Motor Sport Fixture List for May

★ 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
May 3rd/4th	**ASAC de Grasse**	—	**France**	**Criterium Alpin Rally (European Rally Championship) (INT)**	—
May 3rd/4th	Chess Valley MC	Penta Reading Limited, Basingstoke Road, Reading, Berks.	175/717712	Three Counties Rally *(R)*	23.00
May 4th	**RACB**	**Zolder**	**Belgian**	**Belgian Grand Prix (World Championship Round) (INT)**	—
May 4th	—	**Magny-Cours**	**France**	**Magny-Cours European Formula 3 Championship (INT)**	—
May 4th	Donington RC	Donington Park Circuit	Derby	Race Meeting *(R)* (Motoring News Championship Round)	14.00
May 4th	Coalville CC	Bardon Hill, Leics.	129/453130	Rally Steer Stages *(CI)*	09.30
May 4th	Exeter MC & Taunton MC	Looe	Cornwall	Special Stage Rally (Round of Esso/BTRDA stage Rally Championship) *(N)*	08.31
May 4th	Bugatti Owner's Club	Prestcott Hill	Nr. Cheltenham	RAC Hill Climb Championship *(N)*	11.00
May 5th	**BRSCC**	**Mallory Park Circuit, Kirkby Mallory**	**Leicester**	**Race Meeting (Aurora AFX British Formula 1 Championship) (INT)**	**14.30**
May 5th	BARC	—	Pontypool	Hill Climb Championship	—
May 5th	BRDC	Silverstone Circuit	Silverstone, Towcester, Northants	Race Meeting *(N/R)*	14.15
May 5th	BARC	Thruxton Circuit,	Nr. Andover, Hants	Race Meeting (Vandervell British Formula 3 Championship) *(R)*	14.00
May 5th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting *(C)*	14.30
May 5th	Morecambe CC	Slag Heaps, Warton	97/487 713	Highwayman Stages Rally *(R)*	—
May 5th	Harrow CC	Heston Service Station	M4 Westbound	Autotest Meeting *(C)*	11.00
May 5th	BRSCC	Castle Combe Circuit	Chippenham, Wilts	Race Meeting *(R)*	14.00
May 5th	Astra MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting *(R)*	14.00
May 9th/10th	**South Wales AC**	**Cith Hall, Cardiff**	**S. Wales**	**Atcost Rally (INT)**	**13.30**
May 10th	Lanarkshire CC	Stag Hotel, Lorne Street, Lochgilphead	55/862880	Blane Stages Rally *(R)*	11.01
May 10th	BARC NW	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting *(R)*	14.00
May 10th/11th	Rugby MC	The Bannaventa, Whilton Marine, Whilton, Northamptonshire	152/618644	Esso Dunsmore Rally (R)	—
May 11th	BARC	Snetterton Circuit	Attleborough, Norfolk	Vandervell British Formula 3 Championship *(R)*	14.30
May 11th	**BRDC**	**Silverstone Circuit, Silverstone**	**Towcester, Northants**	**Silverstone Six Hours (World Championship for Makes) (INT)**	**12.00**
May 11th	BARC	Croft Autodrome	Darlington, Co. Durham	Race Meeting	14.30
May 11th	AMOC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (FIA Historic Championship) *(INT/R)*	—
May 11th	SMRC	Ingliston Circuit	Edinburgh	Race Meeting *(R)*	—
May 11th	BRSCC N	Croft Autodrome	Darlington, Co. Durham	Race Meeting *(R)*	14.00
May 11th	Astra MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting *(R)*	—
May 11th	Singer OC	RNAY Wroughton	Swindon, Wilts	Sprint Meeting (Round Welsh Speed Championships) *(R)*	13.00
May 11th	VSCC	Curborough	Nr. Lichfield	Curborough Sprint *(C)*	13.30
May 11th	**Vallelunga ACI Sport**	—	**Italy**	**European Formula 2 Championship (INT)**	—
May 11th	**Real Automovil Club de España**	—	**Spain**	**European Touring Car Championship (INT)**	—
May 14th/18th	**AC Pavia**	—	**Italy**	**Four Regions Rally (European Rally Championship) (INT)**	—
May 17th	750 MC	Aintree Circuit	Liverpool	Race Meeting *(R)*	—
May 17th/18th	Colchester & District MC	Scotts Limited, Ipswich Road, Colchester	168/015279½	Evening Gazette Trophy Rally *(CJ)*	23.01
May 17th/18th	Manx Auto Sport	Palace Hotel, Central Promenade	Douglas, Isle of Man	Rothmans Manx Stages Rally (Round of Castrol/Autosport Rally Championship) *(N)*	09.00
May 17th/18th	**Asac Lorrain**	—	France	**Rally Lorraine (European Rally Championship) (INT)**	—
May 18th	Automobile Club de Monaco	Monaco	—	Monaco Grand Prix (Round World Championship) *(INT)*	—
May 18th	BARC	Mallory Park Circuit, Mallory Park	Leicester	Race Meeting *(R)*	14.00
May 18th	BRSCC	Cadwell Park Circuit	Louth, Lincs.,	Race Meeting *(R)*	14.00
May 18th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting *(R)*	—
May 18th	Sevenoaks & District MC	North Weald Aerodrome	—	Lex Bexleyheath Lorraine Barrow Autotests *(R)*	—
May 23rd/25th	**South Swedish Rally**	—	**Sweden**	**South Swedish Rally (European Rally Championship) (INT)**	—
May 24th/30th	**Automobile et Touring Club**	—	**Greece**	Acropolis Rally (World Championship Rally Round) (INT)	—
May 25th	**ADAC Nordrhein EV**	**Nurburgring**	Germany	**Nurburgring 1,000 Kms. (World Championship for Makes) (INT)**	—
May 25th	**Oesterreichischer Automobile Sport Club**	**Salzburgring**	**Austria**	**European Touring Car Championship (INT)**	—
May 25th	**USAC**	**Indianapolis**	**USA**	**Indianapolis 500 (INT)**	—
May 25th	Donington Racing Club	Donington Park Circuit	Derby	Race Meeting (Round Motoring News Championship) *(INT/R)*	14.00
May 25th	BRSCC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting *(C)*	14.00
May 25th	750 MC	Snetterton Circuit, Norwich	Norfolk	Race Meeting *(R)*	—
May 25th	BARC	Croft Autodrome	Darlington, Co. Durham	Race Meeting *(R)*	14.00
May 25th	Astra MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting *(R)*	—
May 26th	BRDC	Silverstone Circuit,	Towcester, Northants	British Formula 3 Championship Meeting *(INT/R)*	14.00
May 26th	**BARC**	**Thruxton Circuit**	**Andover, Hants**	**Aurora AFX Formula 1 (INT)**	**13.30**
May 26th	**ASACO Basse Normandie**	**Pau**	**France**	**European Championship Formula 2 (INT)**	—
May 26th	**NAV**	**Zandvoort**	**Holland**	**European Championship Formula 3 (INT)**	—
May 26th	BARC	Snetterton Circuit	Norwich, Norfolk	Race Meeting *(R)*	14.30
May 26th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting *(C)*	14.30
May 26th	BRSCC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting *(R)*	14.30
May 26th	BRSCC	Castle Combe Circuit	Chippenham, Wilts	Race Meeting *(R)*	14.00
May 31st	500 MRC	Kirkistown Circuit	Belfast	Race Meeting *(C)*	—
June 1st	**Real Automovil Club de Espana**	**Jarama**	**Spain**	**Spanish Grand Prix (Round World Championship) (INT)**	—
June 1st	BARC	Lydden Hill Circit	Dover, Kent	Race Meeting *(R)*	14.15

MATTERS OF MOMENT

Continued from previous page

former Lancia top models, from advanced vintage Lambda to the splendid little Aprilia and the B20 GT and Aurelia, etc. Excessive salt on winter roads can be blamed for much deterioration of our prized motor cars — if it were not for the Demon Rust, think of the wonderful bargains there would have been in old Jaguars, Mk. IV Bentleys, Daimler Majestic Majors and the like — but this Lancia mishap would seem to be the worst manifestation yet. One hopes that the Lancia name will not go tarnished for too long, although maybe W.B. was right when, after road-testing a Beta 1800 in 1974, he observed that it was a refined car of considerable character that should give pleasure to the family-man while being acceptable to enthusiastic drivers and that at its then-price of £2,096 it had to be regarded as quite an achievement; however he concluded his report with the words: "But it is not a Lancia" . . .

Silverstone Six Hours

THE major British racing event of the month is the Silverstone Six Hour Race, a round of the World Championship for Makes, which starts at 12 noon on May 11th, preceded by practice on Saturday the 10th.

As we went to Press an encouraging 44 entries had been received, including five Porsche 935 Turbos. Both works Lancia Beta Montecarlo Turbos are expected, for Cheever/Alboreto and Patrese/Röhrl. Making its debut in a run up to Le Mans will be the mid-engined, Aston Martin powered AVG Advantage GT Prototype for Preece, Duret and Phillips. O'Rourke, Norman and Craft will be out in the Ferrari BB512 which O'Rourke has entered for Le Mans. Neve will be in a BMW M1 and Lombardi/Brambilla will have the works Osella, David Purley will share the Ibec Le Mans car with Bracey and Niddell and the all-new, DFV-engined Gp 6 ACR Longines 80 will make its debut with Chevalley and Triscony.

BULLDOG

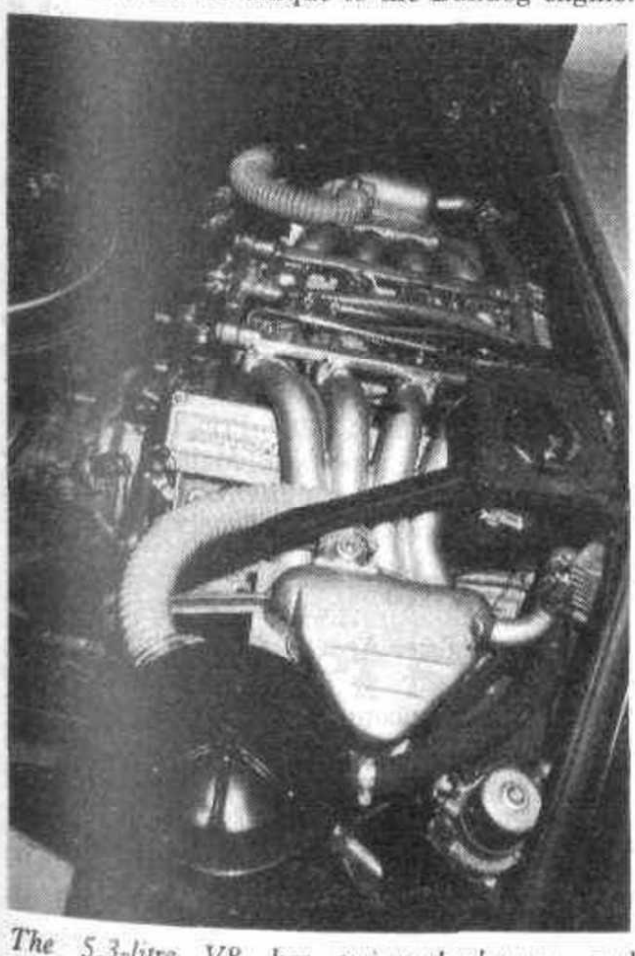
Aston Martin's Boxer Eater

DESIGNED to be the ultimate road-going supercar, Aston Martin's dramatic twin-turbocharged, gull-wing, mid-engined two-seater sports car, announced to the Press appropriately in Aston Clinton last month, may never go into production. If it does, depending upon demand after the prototype's world tour, only a handful will be individually hand-built at necessarily astronomical price. The Bulldog exists as a patriotic flag waver, an image maker for Aston Martin and proof of the rejuvenated Newport Pagnell company's abilities in research and development and prototype build work for other companies.

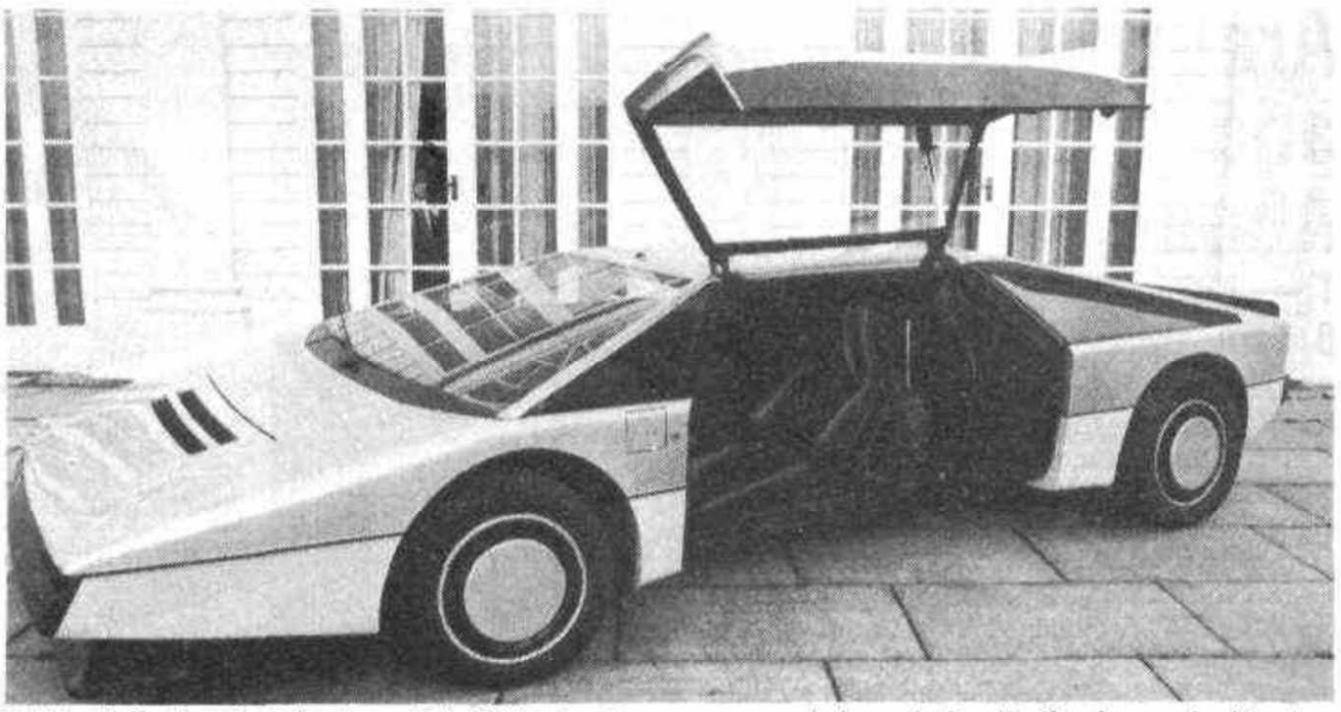
The Bulldog came from the drawing board of Bill Towns and was developed practically from scratch, in exactly one year to the day of the Press launch, by a tiny and youthful team led by Project Engineer Keith Martin, with Steve Hallam as Development Engineer and Mike Duff as Design Engineer.

A maximum speed of over 190 m.p.h. is projected, with 0-60 m.p.h. in 5.1 sec. and 100 m.p.h. in 10.1 sec. and in very few test miles this intriguing prototype has already run up to over 170 m.p.h. Power from its 5.3-litre, 4 o.h.c., all-aluminium V8 must be massive indeed, with a claimed 60 per cent. more than the standard, unturbocharged, Vantage engine, which by my calculations must give the Bulldog somewhere between 650 and 665 b.h.p. with the boost pressure limited to 12 p.s.i. Aston Martin do not quote power outputs, of course.

Although the Lagonda Turbo engine, described last month, and the Bulldog's engine have been developed in parallel and both use twin Garrett AiResearch turbochargers and waste gates, there are major differences in execution and power output. Almost purely for reasons of compactness the Bulldog has reverted to the old Aston Martin system of Bosch mechanical fuel-injection. Vantage inlet valves are fitted, but the camshafts are unique to the Bulldog engine.



The 5.3-litre V8 has twin-turbochargers and probably delivers in excess of 650 b.h.p.



Bulldog is beefy rather than beautiful. Gull-wing doors are operated electro-hydraulically; the exterior l.h. door switch lies under the small panel ahead of the door. A centre panel in the bonnet is lowered to reveal five headlamps to the rear of the two vents. Note the sill-less design. This possibly one-off prototype is l.h.d.

Cosworth forged pistons reduce the compression ratio to 7.5:1. Full-flow oil filters are fitted.

All this power is fed through a ZF five-speed gearbox and transaxle connected directly to the back of the engine and driving through a 10½ in. AP single plate clutch and Hardy Spicer driveshafts with double Hooke's joints and roller splines.

The Bulldog looks massive, its Towns body 6 ft. 3½ in. wide, yet it is only 3 ft. 7 in. high. A multi-tubular backbone chassis with an integral roll-over bar, diagonally braced, carries a light steel framework on which the hand-formed aluminium bodywork is mounted. A sheet steel floor-pan is welded into the chassis.

The unequal length double wishbone front suspension and uprights are slightly modified versions of those used on the Lagonda. The rear suspension is a departure from conventional mid-engined design but in line with the Aston Martin Lagonda production front-engine cars, in that it uses a De Dion axle, located longitudinally by four trailing arms and laterally by a modified Watts linkage. The De Dion tube sweeps over the top of the gearbox casing. With its massive 345/35 VR 15 Pirelli P7 tyres on 11 in. rims presented squarely to the tarmac by the De Dion, traction should be remarkable. The Compomotive split rim wheels at the front are of more modest 8½ in. width, shod with 225/50 VR 15 P7s. The huge brakes, with 11.67 in diameter ventilated discs and Lockheed four-pot calipers all round, are to CanAm specification. Non-assisted steering is rack and pinion with anti-Ackermann geometry.

The Bulldog is full of intriguing features, like the gull-wing doors which open electro-hydraulically at the touch of a switch to reveal a completely sill-less aperture for easy access. Five headlamps are concealed behind a movable flap half-way down the "bonnet" line and the LCD digital instrumentation features digits illuminated by fibre optics — an automotive "first". A specially designed six-bar linkage for the windscreen wipers allows the single 26 in. blade to sweep through 145 deg.

The interior has been beautifully trimmed in Connolly leather and Wilton carpeting by Aston Martin's experimental trim shop. It is fully road equipped with a specially developed air conditioning system and National Panasonic stereo radio and tape deck. A Michelin radial space-saver spare wheel is fitted under the engine cover and a concealed bracket allows the punctured road wheel to be carried outside the car after removal. Just one thing is lacking by road car standards: there is no luggage space whatsoever!

Intriguingly, the idea for Bulldog evolved from a lunch Aston Martin's Chairman, Alan Curtis, had with Sir Michael Edwardes and Ray Horrocks of BL, at which the possibility of a Jaguar-powered, mid-engined Aston Martin car was discussed. That came to nought, but it did give rise to the Bulldog concept. The Bulldog name, originally a code name only, came not from an initial patriotic fervour, but from Curtis' Bristol Bulldog fighter.

Though Curtis did mention Le Mans in passing in his speech, there are no plans to convert Bulldog — which has no design connections whatsoever with the mid-engined Lola-Aston Martin of 1967 — into a racing car. Even stripped of its road-going equipment the chassis would be far too heavy, Keith Martin told us. Yes, the enthusiasts at Aston Martin would love to re-enter motor racing, but not without a huge bag of gold from a sponsor. — C.R.



The rear spoiler is a straight, vertical surface and the rear window is heavily louvred.

Around and About

The BMW Cabriolet on Sale in Britain

TOWARDS the end of last year we borrowed a BMW 323i Cabriolet from Frank Sytner, who was offering these Bauer conversions on registered 3-series saloons. Although the Cabriolet was available new as a model in its own right on the Continent, it could not be brought into Britain as a new car because of the lack of Type Approval. Now BMW have obtained Type Approval, and will be importing 120 of these Cabriolets this year through their impressive new Bracknell HQ, the official opening of which we attended at the end of March.

The Bauer Cabriolet is available in both 320 and 323i forms, which cost £9,014 and £10,094 respectively.

Like the old 2002 Cabriolet, a firm favourite of ours, the 3-series Cabriolet has a detachable, Targa-style, steel roof section, provision for which is made in the boot without impeding luggage space too much. The soft, rear section of the roof, behind the roll-over bar, folds down fairly neatly under a hood cover. The Targa-top can be removed on its own, to give the effect of a large sunroof, or in conjunction with the rear hood, and with the side windows wound down as well, the effect is of being in a slightly caged in open sports car.

Sytner's 323i Cabriolet, with some 16,000 miles on the clock, was draught-free, water-proof and with not all that much more wind-noise than the fixed-head, though wind-noise suppression is not the best attribute of the standard 3-series. The only snag of any real note was drumming of the large plastic rear window at highly illegal speeds, and consequent deterioration in mirror vision.

With so much of the heavy steel and glass "top-hat" removed from the 323i, the handling felt a shade better than normal. It was also the first 323i we had driven that actually performed as well as we thought it ought to — and that in spite of a weeping head gasket. The engine had the familiar, diesel-like clatter at low revs, but was generally rather smoother and less noisy than other 323is we have experienced, which have been something of a disappointment in terms of engine refinement.

New Cabriolets are available through BMW dealers, which includes Sytners, who are also continuing their conversion service on second-hand 3-series at a cost of £3,000-£4,000 for both models, including return transport (for the car, not the owner!) to Bauer in Germany. Frank Sytner Ltd. are at 165 Huntingdon Street, Nottingham NG1 3NH. — C.R.

A Tribute to Stirling Moss

LIFE seems to be beginning again at 50 for Stirling Moss. Not only has he restarted his professional racing career again, after a gap of 18 years, and married the charming Susie Paine, his third attempt at wedlock, now he has had a Tribute Day for him organised at Brands Hatch.

The principle is similar to that of a cricketer's testimonial match, with part of the proceeds going to S.M.

But for motor racing enthusiasts there will be much more to this day on May 5th. Sponsorship from Pace Petroleum, whose boss, Victor Gauntlett, is a well-known vintage Bentley exponent in his 4½, is enabling Fangio to be brought over for the occasion. Other personalities on hand will hopefully include Jackie Stewart, Mike Hailwood, John Surtees, Roy Salvadori, Innes Ireland, Rob Walker, Colin Chapman and many others connected with Moss' racing era.

The basis of the tribute day is a normal Brands Hatch club meeting, including FF2000, Townsend Thoresen FF, Debenham's Fiestas and modsports. There should also be a demonstration of 500 c.c. F3 cars, the formula in which Moss started his incredible career, and the highlight of the day will be a parade including the 1955 Mille Miglia winning Mercedes 300SLR (well . . . the spare car, actually), two Lister-Jaguars, C- and D-type Jaguars, Aston Martin DBR1 and DB3S, BMW 328, Rob Walker's 300SL Gullwing Mercedes, a JCB Ferrari Dino (the genuine one, we would hope), a Vanwall, an HWM, the Donington Collection's Lotus 18 and BRM P25, Vic Norman's 250F and, hopefully, the Ferguson P99 in which Moss won the 1961 Oulton Gold Cup. — C.R.



Moss and Vanwall. Homage can be paid to them both at Brands Hatch on May 5th.

Stamps with a Motor Racing Flavour

APART from being a man with an ambition to win Le Mans, a mouthwatering collection of historic racing cars and the ability to drive them very quickly, Alain de Cadenet is a world expert on George V stamps. For those who know his philatelic interests it was no surprise that he was able to attract sponsorship from the British Post Office for his North American racing season with the de Cadenet in 1978 and for the sortie he and Neil Corner made with DBR4 Aston Martin and V12 Ferrari Dion respectively to the Long Beach Historic Race on Grand Prix weekend last month (see page 663/664).

Now de Cadenet is to busy himself adding a motor racing flavour to the International Stamp Exhibition at Earls Court from May 6th-14th, the premier world exhibition which Britain hosts every ten years. He'll be working for the Post Office in the children's section of the exhibition, in a recreation of Victorian railway station, complete with engines, carriages and other effects, where he will be giving lectures and film shows with a motor racing flavour. De Cadenet thinks that it could be of great interest to MOTOR SPORT readers and their children.

The exhibition generally will include part of the Queen's stamp collection, de Cadenet's collection of George V stamps, matched in the world only by that of the Queen, and a sheet of Penny Blacks.

TR Register Le Mans Appeal 1980

THE stalwarts of the TR Register are going all out to ensure that the Le Mans effort of the Janspeed/ADA TR7 Turbo, described in this issue on page 636, has a strong piece of cable behind it rather than the shoestring on which it has existed so far. The Register has launched an appeal to raise £20,000 needed to run the first TR in the 24 hour marathon for 19 years. Their ideal is to raise at least enough money to be able to run the car in British Racing Green and under the Register's name. Contributions are being encouraged initally from Register members, but contributions from non-members will doubtless be welcome. Sweaters, T-shirts and sweat shirts bearing the team logo are being marketed, of which the entire profit will go to the Appeal. Further details from Alec Pringle, who'll be manning the TR pit at Le Mans, assisted by Register members, at 120 Cuckmere Way, Hollingbury, Brighton, East Sussex. — C.R.

Club Events

THE XK Register Area 9 of the Jaguar Drivers Club will hold its Annual Spring Rally, incorporating Concours and Driving Tests, at the National Motor Museum, Beaulieu, on May 18th. The public will be welcome from 9 a.m.

Knebworth Park in Hertfordshire will be choc-a-bloc with Alfa Romeos on June 1st for the National Alfa Day. It will start at 2 p.m.

The Bugatti OC reminds us that it will be holding the Newton Classic Hill-climb at Prescott on June 1st, starting at 11 a.m. — C.R.

Piloting the Europa Blimp is no ordinary job. It involves as much study and preparation as the finest commercial airline would demand.

For six months of the year you are preparing 200,000 cu.ft. of helium-packed Dacron for a voyage that will take you through virtually every country in Europe. The rest of the time you are sailing passengers through the skies.

But whether you're scaling Nelson's column or towering over Pisa the safety of your passengers is always uppermost in your mind.

Perfect vision is a must. So is a high level of concentration. And the sunglasses you wear must be capable of maximum performance – at all times, in all conditions.

Tristano Caracciola was chosen out of 350 applicants to be a Goodyear pilot.

He's very particular about his sunglasses:



Why the pilot of the Goodyear airship wears RayBan sunglasses when he goes to the theatre.

"With a job like mine it's essential that you take good care of your eyes.

I'm often flying in bright sunlight and, without sunglasses that would be a big strain.

Reading instruments all day in the airship, whilst at the same time, looking outside for reference points involves a lot of eye movement.

That can be very tiring.



The eyes use up a lot of the body's energy. More than you would think. So the more you can protect them, the more alert you feel.

The lenses in my RayBan sunglasses were specifically developed to provide superior protection.

They don't just filter visible glare. They also block the invisible, the ultra-violet and the infra-red.

Not only that, the green photochromatic lenses really do improve vision. I find I can read the clouds much better when I have them on. And that's important when you're flying an airship because the clouds tell you a lot about the weather.

When I was flying aeroplanes, before I took this job, I was working in Los Angeles. And there, the haze is something else.

It's like a sea of cloud beneath you. Flying above it is like flying above a reflecting mirror.

So sunglasses are absolutely essential.

A pair of RayBan's becomes like any other important part of your flying equipment.

I first heard about them nine years ago. Like all Italian boys I was crazy about motor bikes.

But riding a bike involves a lot of looking around and if you wear sunglasses you're always losing them.

So I used to buy cheap ones. And then a friend let me try his RayBan 'Outdoorsmen.' They have frames that clip behind the ears. They never fall off.

Also, they fit the shape of your face that way shielding you from fumes and dust.

More importantly, the lenses will take the impact of any small stones thrown up by cars. So you're always protected.

As well as the pair with green lenses that I wear for flying and motor cycling, I also now wear a pair of RayBan 'Ambermatics.'

They have rapidly changing lenses that automatically adjust in colour to any light conditions, indoors or out.

Most of the ground-crew also wear them. They really need them, because they're often outdoors all day looking into the sky.

They don't mind paying for the extra protection that RayBan's give them.

Neither do I.

And if you care for your eyes, as much as we do, you'll invest now and buy a pair of RayBan sunglasses. They're well worth it, you'll be buying the best in the world."

Ray-Ban Sunglasses

Put other sunglasses in the shade.



RayBan sunglasses available from opticians and leading department stores or for further information write to Bausch & Lomb, 14 Ascot Road, Clock House Lane, Feltham, Middlesex.

RayBan sunglasses supplied to Lionheart – Challenger for the America's Cup 1980.

RayBan is a registered trade mark of Bausch & Lomb.

BAUSCH & LOMB

Goodyear Airship Proposed Venues for 1980

London	May 7th-13th
Wolverhampton	May 15th-18th
Edinburgh	May 20th-28th
Doncaster	May 29th-June 4th
Cardiff	June 5th-11th
Bournemouth	June 12th-17th

TUNING TOPICS

For Chevette HS 2300 read HSR 2300 . . .

THE HIGHEST performance version of the Vauxhall Chevette was the twin overhead camshaft HS2300 model. This near-120 m.p.h. small car officially ceased production at something over 400 units in total during the last quarter of 1979.

To their credit Vauxhall tried to make it a thoroughly civilised road car. They largely succeeded in this aim while providing a lot of performance, but the real object was competition success. Here they were extremely successful for the Luton marque, with cars prepared at Dealer Team Vauxhall premises in Shepreth, captured the premier home international Rally Championship last season. It was the first time that a Ford had *not* won the title for nearly a decade. It represented only just over three seasons' hard work since the debut of the Chevette 16-valve engined model on the 1976 RAC Rally.

Then it was driven by Will Sparrow (by coincidence the last man to win the National Rally Championship in anything but a Ford before Vauxhall broke the tradition), but by 1977 Pentti Airikkala had arrived. The Finn stayed with DTV and produced the victories that ensured the 1979 title, ably supported by Jim McRae.

The replacement of the HS 2300 by the HSR 2300 shows DTV are keen to keep their advantage over the tough opposition found in international rallying these days from sales-hungry concerns like Toyota, Fiat, Opel and even Mercedes. The fact that DTV have appointed McRae to defend the home international Championship and sent Airikkala off in pursuit of the European title is another indication that this is not an outfit to sit on its laurels.

What does the extra R in the car's title signify?

The designation covers a number of important body and mechanical changes that make the car more suitable for competition today (especially on tarmac events) and a considerable eye-catcher on the road. At £7,146.39, plus £345 in our case for an extra pack of performance parts, there may be a case for the Chevette HSR 2300 as a collector's car, for only 50 need be made to satisfy the international sporting authorities that this is an evolutionary development of the HS 2300.



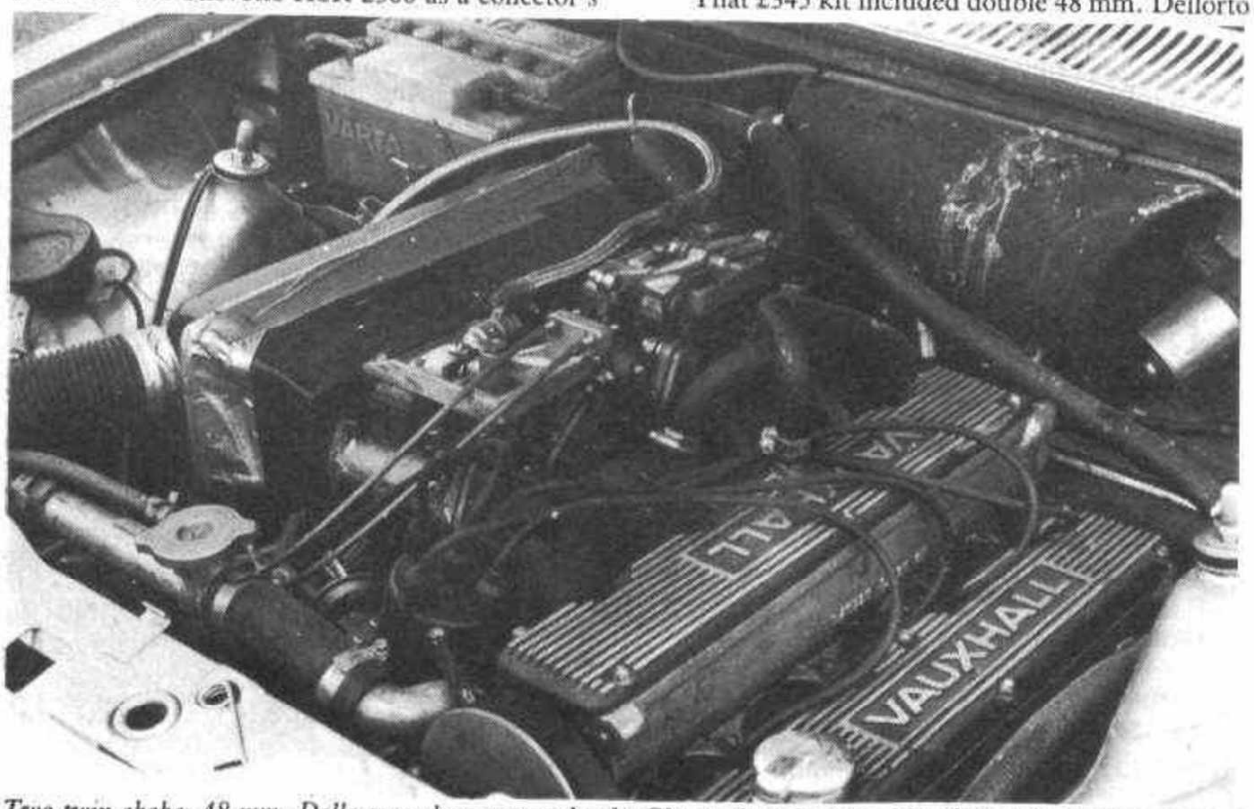
J.W. shows off the HSR 2300's marvellous handling.

The bodywork baffled many casual observers, but everyone seemed to like the metallic silver reshaping that disguised the car's origins so successfully.

Glassfibre is used for the front and rear wheel arch extensions, as it is for the entire hatchback, with an integral spoiler for production; "ours" was a separate prototype. The entire nose cone with spoiler, the unstressed exterior panel of the bonnet with its distinctive power bulge, the "running boards" — even the rear bumper, all are made in glassfibre too. A small glassfibre lip is moulded above the hatchback orifice and neat provision is made for the fuel tank with a magnetic flap in one rear wheel arch extension.

Where necessary rivets are used for attachment with body filler, the whole job and the smart paint the responsibility of Star Custom Vehicles, Ampthill, Beds. They also supplied some extra wood trim within the otherwise standard HS interior.

That £345 kit included double 48 mm. Dellorto twin-choke carburetters with accompanying inlet manifold and airbox, plus a 3.18:1 axle ratio instead of the production 3.44:1. DTV say the revised carburation (normal fitment is a pair of Stromberg single-choke instruments) provides "up to 10 b.h.p. increase — with the standard final drive we have seen in excess of 15 b.h.p. improvement."



Two twin-choke, 48 mm. Dellorto carburetters make the Chevette's twin-cam, 16-valve engine look even more interesting than usual.

DTV rolling road figures quote a maximum of 114 b.h.p. at the rear wheels. Standard maximum horsepower is quoted as 127 b.h.p. at the flywheel. More important on the road is that there are masses of usable pulling torque between 2,000 and 5,000 r.p.m., making the Chevette a charming car to drive briskly and easily.

The R designation gave DTV the chance to incorporate a twin-plate clutch as part of the specification and other important changes include a revised rear suspension/anti-roll bar mounting that will allow pretty well any rear end layout to be assessed on the coil sprung live axle for competition. To fill those aggressive wheelarch extensions 7 in. rim Cromona alloy wheels are utilised, the test car fitted with Pirelli 215/60 13 Cinturatos. These look like Minilites but are made in alloy, not the magnesium that earned Tech Del such a high reputation.

The transmission retains the fast-changing Getrag five-speed gearbox, complete with first awkwardly mounted to the left. However a limited slip differential was fitted to the HSR we tried, and that was not standard equipment on HS.

I drove the car for three weeks as C.R. had fallen completely for the charms of a five-speed Golf. He was probably right not to shatter the smooth high performance Christmas he enjoyed with the injected VW, but I enjoyed the trip back to a rorty road car of the kind I used to test regularly. Unfortunately it ended the way many of those tuned tests did in the late sixties too . . . the Chevette started to overheat in normal motoring and it took Vauxhall to subsequently trace the origin of the slow water leak that brought on the condition: it was from a minor gasket on a transfer pipe from head to radiator.

Over that three week period the Chevette was mainly driven along greasy or icy lanes. It acquitted itself brilliantly. The handling was simply the best I have tried in a front engine rear drive car of this nature, the little Vauxhall sprinting from point to point with extra stopping

and swerving ability that makes it a pleasure to drive.

The engine does its bit well, but at a 17 m.p.g. penalty. The iron block, Vauxhall aluminium head (they get most upset if you talk about Lotus ancestry, but I still maintain it was Lotus who originally developed the four-cylinder Vauxhall unit, though for another purpose) motor pulls the taller gearing admirably.

The speedometer was reading slow on our car, but nothing could hide the usefulness of nearly 40 m.p.h. in first, 50 m.p.h. in second, 82 m.p.h. in third and 104½ m.p.h. in fourth, all taken at the standard 6,100 r.p.m. Top speed? We managed fractionally over 118 m.p.h. on a test track recently coated with ice. Those who don't mind the extra noise are invited to pay extra for a fabricated steel exhaust manifold that apparently will allow the Vauxhall close to its theoretical maximum on this axle ratio of nearly 130 m.p.h.

At the conclusion of the test I thought there were only two things that could be improved from the driving side. First were the brakes, for the mixed disc drum layout proved a bit too insensitive for comfort on ice: four-wheel discs or a better match front to rear would improve things, at a price. Secondly those minor instruments do not belong down on the centre console in a serious driving car: you could have an accident looking at them frequently, as I had to when the overheating set in.

All 50 Chevette HSR 2300s have been dispatched to selected Vauxhall dealers now, but DTV at 0763 60051 say they will try to locate one for interested readers. — J.W.

A TR7 for Le Mans

THE JANSPEED twin turbo TR7 racing project has re-emerged in West London. ADA Engineering, who operate from an innocuous surburban street in the hinterland between Shepherds Bush and Acton, are to field the car at Le Mans, preceded by the Silverstone Six Hours and possibly Monza.

In a fine piece of co-operative thinking, ADA partner Ian Harrower and Janspeed's Janos Odor have pooled their resources.

Jan still owns the car (first shown in the winter of 1977/78, when it attracted a lot of favourable comment for its patriotic-liveried and aerodynamic body) and will continue to develop the twin Rotomaster version of the 3½-litre Rover V8.

ADA have concentrated, since November 1979, on fabricating the basic chassis, suspension and running gear. We went along to see them at work in late March. The basic plot is a Group 5 Triumph weighing around 1,000 kg. and propelled by 450-550 b.h.p. according to boost used. They do not expect to beat the 800 horsepower plus twin turbo Porsche 935s, but with support from a lot of small suppliers and the TR Register, it is hoped to raise sufficient interest to carry on development while waving the flag at the Sarthe circuit. Drivers will be ex-BRM (now BRSCC executive) Mike Wilds, John Sheldon and Harrower himself.

Although a comprehensive roll cage completed the picture of a developed car when the Janspeed TR was shown, a great deal of detail fabrication and design work has gone into the revitalised project. Brabham fan car project engineer David Cox has contributed, especially on the turbocharger cooling side. Not only is there a conventional water-based intercooler at the front, but also a refrigerant unit mounted underneath the bootlid. A normal racing radiator to look after the engine is also nose-mounted, but the coolers for gearbox and differential are neatly mounted in the side panels on the passenger side of this RHD hardtop.



ADA's Ian Harrower, right, and Chris Crawford, with the Janspeed twin-turbo Triumph TR7 being prepared for Le Mans.

The front suspension is very different, using a March Formula Two rear hub assembly to cope with the sharply increased stub axle loads, but retaining the MacPherson strut principle as demanded by regulations.

At the rear more conventional thinking is displayed with a four link Group 4 rallying-style heavy duty axle additionally restrained by Panhard rod. A vertical Bilstein damper with racing spring wrapped around it sits atop the axle, a rather different arrangement to the separate coil spring/damper layout of the TR7 in production trim.

An enormous amount of work was devoted to the brakes. The discs are AP 12 in. diameter by 1¼ in. thick with detail attention paid to avoiding the tendency toward cracking by radial slots in the disc face inserts. Wheels are 15 in. diameter with 10 in. front width and 14 in. at the rear. The constructors were keen to avoid over-tyring the car, bearing the Mulsanne straight in mind.

Which gearbox is to be installed is as yet undecided. The Rover SD1-based 5-speed was out on the grounds that it would not be able to cope with an engine that is lighter than a Cosworth DFV, but can give more power than the Cosworth under the planned, full 20 lb. boost. A big Jaguar 4-speed looked a real possibility — "heavy, but it should be reliable, judging by its performance in those racing coupés," we were told.

Peering at the chassis itself, a massive transverse tube holds both front rails in position rather more rigidly than before, and the roll cage is linked into the front suspension turrets. Double skinning has been employed around the gearbox tunnel.

The rack and pinion steering is centred on the use of a high ratio LHD rack, moved to a new home behind the engine, and mounted upside down. The seat mounting has all been freshly fabricated to lower the driver clear of the roll cage and fit in with the long distance racing controls that ADA have installed. Naturally the wiring is one major task in a car designed for 24-hour racing. Access to fuses and relays is all provided within the cockpit.

Originally the engine was mounted so far back that the front bulkhead was almost bypassed. Now that bulkhead is restored, though the engine, in dry sump form with a new sump made by ADA, is lower and further rearward than in production trim. Other fabrication includes that of a fuel tank with top contours designed to feed air to that refrigerant unit. The dry sump oil tank also mounts in the boot.

It is nice to see that ADA and Janspeed have got on with the job, rather than shrieking how they will beat the World. As writers we have become wary of British projects in long distance racing, especially when centred on emotive names like Aston Martin or Jaguar!

We wish the team luck at Le Mans, but it may well be that they will have managed to race once before you read this. They quietly admitted that they were going to try to have the car ready for Monza in April, though the real target was a Silverstone shakedown (May 11th) for Le Mans in June. — J.W.

Ten Years of the TR Register

TALKING of TRs, the TR Register informs us that it is ten years since its formation and membership now stands at a healthy 4,000. The Register's original aim was to preserve the TR2/3/3A by means such as assistance with spares. The interests were broadened in 1977 to welcome the TR4/4A/5 and 6, but drawing the line at the TR7, spares for which were available through normal sources. But with the formation of the Register into a limited company earlier this year, TR7 owners as ordinary members can enjoy all other club facilities equally with voting members.

The Register's involvement in most forms of motorsport had a highlight last year when a mixed team of TR2, 3, 5, 6 and 7 finished second in the Birkett 6-hour Relay Race after leading for three hours.

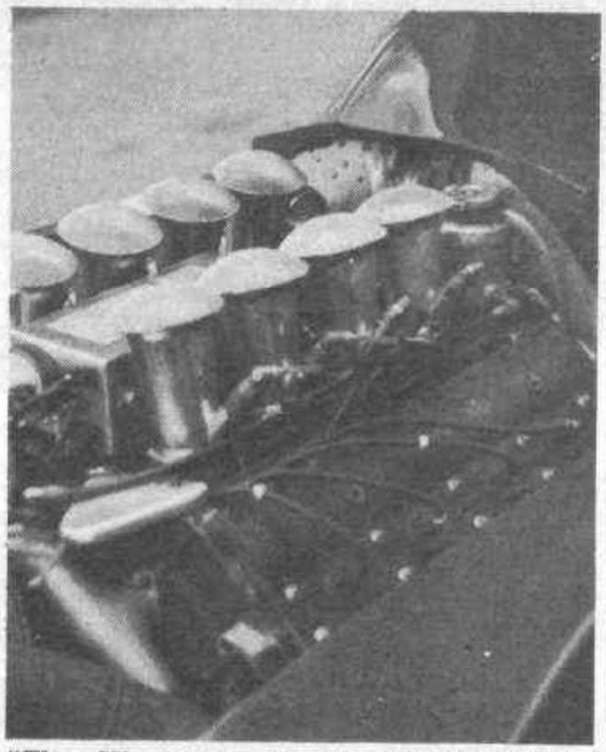
Membership details are available from the Membership Secretary on Berkhamsted (04427) 5906 during office hours.

The Cosworth-Ford DFV

A WORD has been whispered in our ear by Keith Duckworth (and in the ear of every other magazine that he could think of!) regarding the description of his well-known and highly successful Formula One engine. It first appeared in 1967 so we obviously have had a lot of new readers in the ensuing thirteen years. When the previous Formula One was in full swing, for 1½-litre engines, the most successful engine was the V8 Coventry-Climax, used by Lotus, Cooper and Lola, but a sad fact was that the firm of Coventry-Climax did not receive as much publicity as they deserved, mainly because cars were called Lotus-Climax, Cooper-Climax etc., and I recall Leonard Lee, the chairman of Coventry-Climax, telling me how disappointed he was when he attended Trade Fairs and Industrial gatherings, to find that people who knew about Coventry-Climax industrial engines and equipment, didn't realise that the same firm made the Formula One racing engine.

When it was announced that the 1½-litre Formula was to finish at the end of 1965 and a 3-litre Formula was to start in 1966, Coventry-Climax decided to pull out of the racing engine game. This left the British special-builders in dire trouble, for none of them were capable of building their own engines, let alone designing them. Walter Hayes, of the British Ford operation, could see that Britain was going to lose its grip on Formula One, which had been achieved by blood, sweat and tears by BRM, HWM, Connaught, Vanwall, Cooper and Lotus over the years since 1949, so he instigated an engine project with Keith Duckworth and his Cosworth Engineering firm. Duckworth was already doing engine work for Formula 3 and Formula 2 and had lots of advanced ideas on cylinder head and piston design. Hayes persuaded Ford to invest £100,000 in a Formula One project with Cosworth Engineering (Cosworth was an amalgam of the names of Mike Costin, the production engineer and Keith Duckworth the designer), and in 1964/5 that was a lot of money. This paid for the design and development of a 4-cylinder Formula 2 engine which was a test-bed for the proposed V8 engine for Formula One. The compact 3-litre V8 was called the DFV, standing for Double-Four-Valve, for the 4-cylinder engine had developed the Duckworth's four-valve cylinder head design. The whole project was carried out by Cosworth Engineering in Northampton, Ford of Dagenham merely paying the bills. Duckworth did all the design work himself, even to detailing, and Ford executives could never understand why the chief designer of their project often missed board meetings because he was busy at the drawing board. Although it was Ford money it was Duckworth design and Cosworth manufacture, the castings and forgings being done in Birmingham and Coventry, not in Dagenham or Detroit. The deal was that in return for the £100,000 Ford could have their name on the engine.

Depending on your views and your knowledge, you called the engine a Ford V8, a Ford-Cosworth V8, a Cosworth-Ford V8, or simply a Cosworth V8. It was surprising how many people thought the engines were manufactured at the Ford plant in Dagenham. The first engines were supplied exclusively to Lotus in 1967 and the following year they were available to other teams and since then have been used in just about every branch of motoring sport, from Le Mans to Hillclimbs,



"The V8 engine in the British Leyland Unipart-Ensign. What is it?"

always giving Ford publicity, even though the original deal was only for Formula One.

All went along happily until Frank Williams tied up the sponsorship with Saudi Arabia. In that very strict country certain business firms and names had been put on a black-list due to them having provided aid for Saudi Arabia's opponents in their struggle for supremacy in the Middle East. One of these firms was Ford, so the Williams team discreetly covered up the word Ford cast into the cambox covers of the Cosworth engines, or ground them off altogether and the cars were described as Williams-Cosworth. At about this time Duckworth was well underway with an Indianapolis engine project, using the basic design of the DFV, but reduced in capacity for the USAC rules and re-designed in detail to withstand the power developed by alcohol fuel and turbo-charging. As this project was nothing to do with Ford or with Formula One, and wa strictly a Cosworth Engineering project, th Indianapolis engine was called the Coswort DFX, and the cambox covers were redesigned t eliminate the name Ford and substitute the nam Cosworth. Frank Williams soon got onto this an got some Cosworth cambox covers for hi Formula One engines, which kept his sponsor happy and avoided the embarrassing question from onlookers as to why there was black tap over the name Ford, or why the name had bee ground off.

When the 1980 season began with the Ensig team receiving sponsorship from Unipart, subsidiary of British Leyland, there was mor embarrassment about the name Ford on th Cosworth DFV. More black tape or grindin operations were called for. Then the bus an truck division of British Leyland co-sponsore the Williams team with the Saudi Arabian firms so Frank Williams was doubly embarrassed especially when the Saudis agreed to the nam LEYLAND being painted in large letters on th sides of their cars. The lay-public probably think that Alan Jones uses some sort of British Leyland engine, while the red, white and blu Unipart-Ensign must surely use a British Leyland engine!

Keith Duckworth has been heard to say " don't give a —— what you call the engine, Ford have had more than their £100,000 of publicity out of their Formula One deal". But Ford are stil touchy about the subject (I still have their letter o 1967 trying to kid me that it was a Ford engine not a Cosworth engine) and on their behal Duckworth has been muttering in the ears of the sporting press, saying that ". . . according to the original contractual agreement the unit is the Ford DFV Formula One engine . . ." So now we know. Just as a Lotus has always been a Lotus and not a John Player Special, as far as I am concerned, the engine it uses is a Cosworth V8 or Cosworth DFV (paid for originally by the Ford Motor Company, for which we are all very grateful, but it was thirteen years ago). — D.S.J.



A Drophead XJ-S

SOMEBODY had to do it sometime. The Jaguar XJ-S has cried out for a convertible version, but it has been left to the Americans to effect the metamorphosis that BL can't or won't. Royal Carriage Motors of Kirkland, Washington State, are producing a limited edition of 250 of these convertible XJ-Ss, grandiosely called the XJ Phaeton or, in super luxury guise, Phaeton Par Excellence.

"We, at Royal Carriage Motors, cannot help but feel that Sir William Lyons would totally approve and, perhaps, wish secretly that he himself had been responsible for the XJ-Phaeton's creation", say its originators.

Gone are those flying-buttresses and strange rear window, and the result, hood down at least, is a very beautiful looking open sports car. The hood itself is marred by the tiny rear window.

Extensive bracing replaces the lost strength. The bodies are stripped to bare metal and refinished to a high standard, while the interiors are completely retrimmed. Interesting extras available include integral jacking and a 5-speed ZF transmission conversion. — C.R.



The Ford Fiesta 1.3 Ghia — An Appreciation

THE FIESTA, Ford's World small-car, was announced in the summer of 1976 and to date over 1½-million have been sold. We have referred to it on many occasions, so this is neither road-test report nor a technical discourse about the Fiesta. But I want to pay tribute to the Ghia version of the load-absorbing three-door Hatchback that I have been sampling recently. It so happened that it followed the luxurious Renault 30TX I had been testing, and arrived for appraisal when the Rover 3500 was being serviced. This seemed unfortunate, because I had some longish journeys ahead of me.

I was soon to find how well the little Ford took everything in its stride. Driving out of London along the congested Thames Embankment in the rush-hour, it was convenient to be in a compact car, and away from the M30 I was able to appreciate the excellent candle-power of the Ford halogen headlamps, which belie their small size and which are also good on dipped-beam. The next day I set off from the Surrey/Hampshire border in a freezing-fog for Brighton and discovered the Fiesta to demist effectively and to have a much appreciated high-output heater. That afternoon I had to drive from Sussex to mid-Wales, which I accomplished non-stop except for traffic hold-ups. After getting away from the drivers of the former county, who as ever seem either to be training for a slow-race or perhaps think anything over 40 hazardous, speed could be picked up in Hampshire, on the scenically pleasing route from Petersfield to Basingstoke, after which Newbury was attained quickly and a spell on the M4 showed me that at an indicated 70 m.p.h. at 4,000 r.p.m. the noise-level of the 49 b.h.p. (DIN) push-rod o.h.v. engine is quite acceptable. Beyond the Swindon turn-off I was on familiar ground, and in a hurry, so the Fiesta's good road-clinging (the tyres were Michelin XZX — from the race-winning tyre makers) and accurate, bulkhead-mounted, rack-and-pinion steering were appreciated, although it feels vague in the straight ahead position. In this long afternoon's haul I rated the driving seat as comfortable as the Rover's.

The next week-end four people and their luggage set off in the Fiesta Ghia for Northampton at a rate of knots and I discovered that road-holding was not affected by the heavy load. This called for small suitcases but when only two people are travelling the back seat folds, giving 42.6 cub. ft. of luggage-space. The Fiesta then went to Silverstone the next day and returned from there, *via* Nottingham, to Wales, again fully laden, that evening. In between times it was used for local pottering but was soon doing another day-stint of over 300 miles out of Wales, over the Cotswolds and through the Chilterns, when I looked at a collection of racing cars embracing a 3.3 GP, a 4.9 and a Type 57 Bugatti, etc. That run was mostly in torrential rain but again the performance and comfort were more than adequate, and in these unpleasant conditions the rear wipe/wash aided safety, the fluid container of ample capacity, so that frequent topping up, even with washed headlamps is not necessary.

Throughout all this Fiesta-commuting I was continually doing "full-to-fulls" to try to convince myself that this charming little Ford really was using petrol as conservingly as it seemed to be doing. The gauge, very easily read, like all the instruments, was apt to be pessimistic, no bad thing in this Motorway-age, but my checks showed the best m.p.g. figure to have been 40.7; the overall average petrol-thirst came out at 38.4 m.p.g., with not much hanging about. Which means a petrol-range of some 270 miles without running dry. The automatic-choke worked instantly for every start. The front-hinged bonnet lid self-props and releases, and the sump dip-stick is 100% accessible. The eager little oversquare power-pack, peaking at 5,600 r.p.m. and providing nearly 100 m.p.h. and 0-60 m.p.h. pick-up in 10.7 seconds, used oil at the rate of approx. 1,000 m.p.p.

What else? Well, the Fiesta rides well and clings well. I noted recently that the new Opel Kadett also handles very well for a small-car but would be better with improved damping. Ford seem to have got the damping right, for their Fiesta. The Ghia model gives you a lot of extra little luxuries but you can check these off in Ford's attractive colour-catalogue. Those I especially liked were the remote control external mirror, the many stowages including door-bins and a lockable under-floor cavity (which I couldn't find!), the removeable/tilting glass sunroof, the rich-looking velour upholstery, an illuminated clock and others afore-mentioned.

The excellence of the gear-shift is in Ford's long tradition of good gearboxes, the brakes are servo-assisted and after the initial feeling that there was no anchorage there, which is usual when coming from a heavy to a light car, they proved entirely acceptable, and progressive in action. The clutch was a bit Fiesta-sharp but not wildly so. Those slothful over their gear-shifting will be glad to know that the engine runs happily, and pulls away silkily, from 25 m.p.h. in top gear. I have already praised the Halogen headlamps, you get dimmable facia-lighting, intermittent 2-speed screen wiping, and many other conveniences in this attractively-styled little Fiesta Ghia and the "posh" trims, of course, but with mahogany confined to the panels. It is admirable, in my estimation, not only as a good second-car but as a practical substitute, even over big-mileage hauls, for the petrol-guzzlers. Ford of Britain know what most motorists want and, as I have said before, the Fiesta must be the car we shall all soon be needing! As I write, the top of the range Ghia Fiesta can be yours, as the advertisements say, for £4,250. — W.B.

Backing Britain

ENCOURAGING to see Hector Monro, Minister of Sport, attending the Pace Petroleum presentation of £30,000 to Nigel Mansell in London recently. Mr. Monro, a familiar name to members of the Bentley Drivers' Club, made enthusiastic noises about British participation in motorsport, regretting the comparative lack of drivers from this country in Formula One today. Pressed to give some assurance of government help to the successful industry that has grown up around competition cars in the UK, Mr. Monro adhered strictly to Thatcher/Howe policy guidelines of the industry helping itself, not asking for government money.

The £30,000 that Mansell has accepted now, payment covering a three-year contract, is a laudable gesture. MOTOR SPORT readers will remember, however, that the Formula Three category (in which Mansell is running a works March this year) demands over £60,000 p.a. to succeed at the top level: Mansell's father confirmed a figure of over £70,000 was nearer the mark in 1980. After that talk begins at the £150,000 level for Formula Two and a season of Aurora F1 in this country may account for £200,000. Telephone numbers that account partly for the lack of progress by the many talented drivers Britain spawns from the ranks of Formula Ford each year.

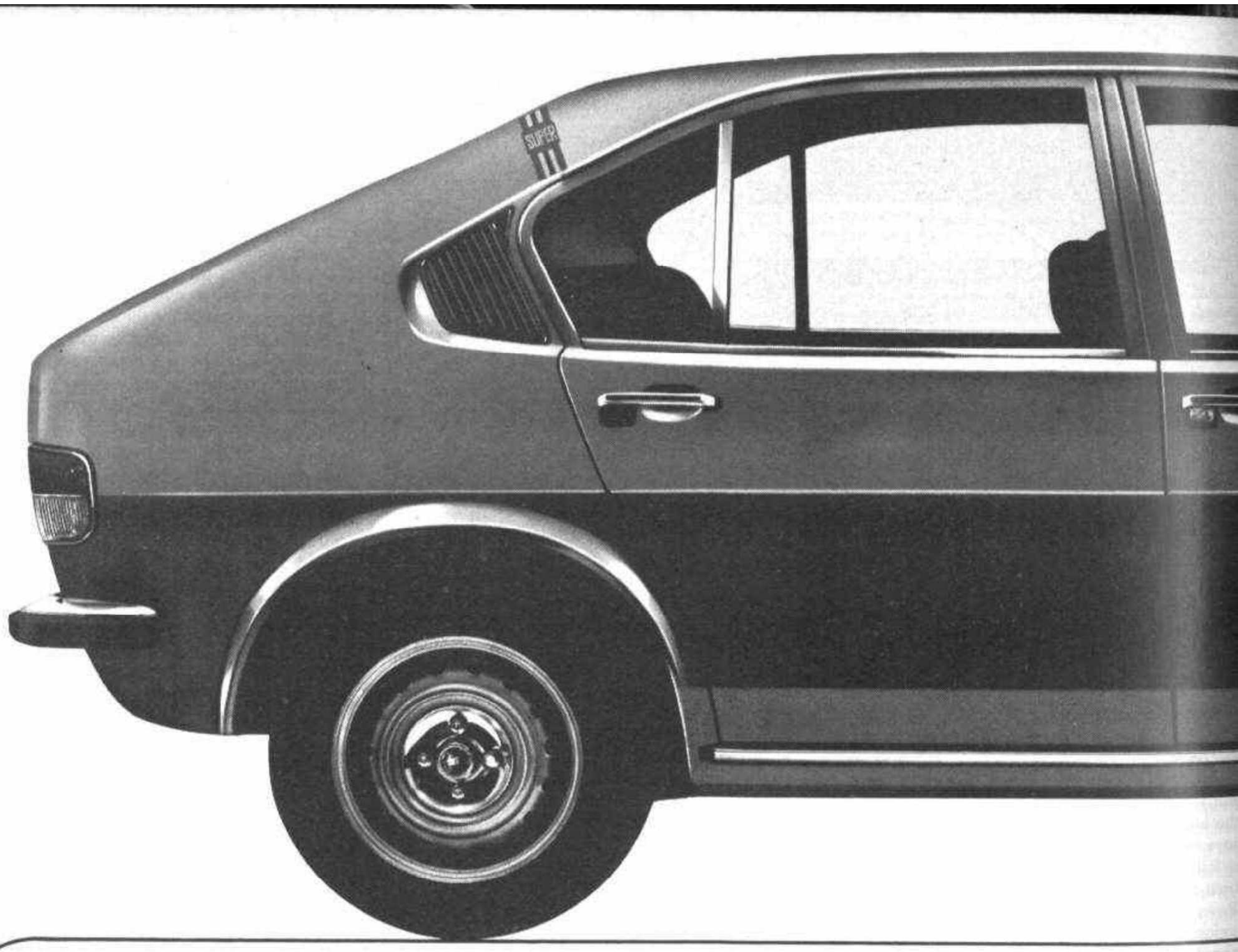
A determined driver like Mansell knows his way around the works teams and will make money go a lot further than such figures would suggest, but there's still no getting away from the fact that money, and lots of it, is the pre-occupation for many aspiring drivers today.

I was pleased to hear from Mansell that he has landed the job of testing Lotus GP cars, whenever the factory cannot fly in their regular drivers. Unfortunately those who have performed such duties for Lotus before have not always found it beneficial to their careers. — J.W.

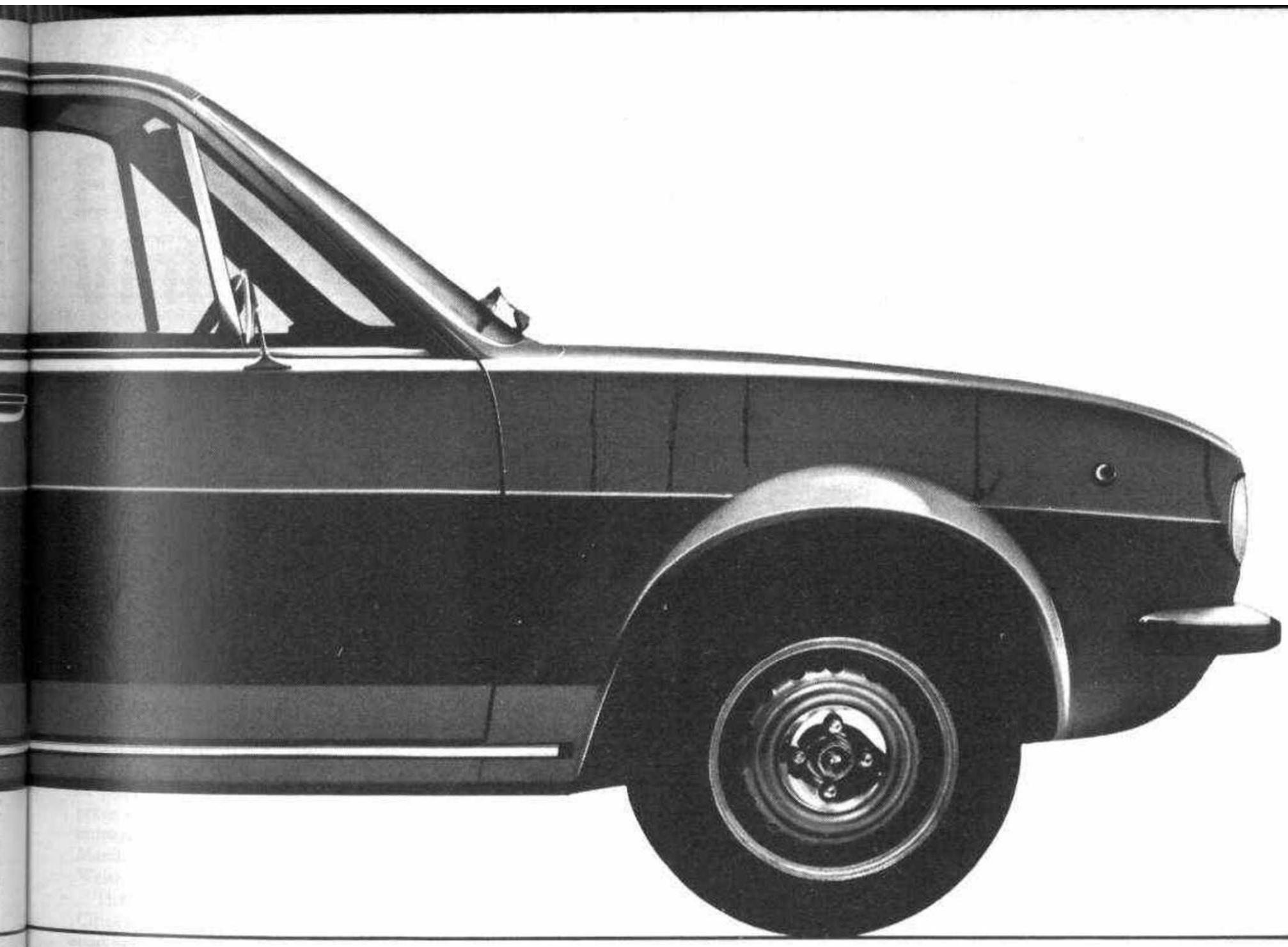
Elva Owners' Club

THE newly-formed Elva Owners' Club already has forty members from Europe and the USA, with cars including Formula Juniors, Couriers, and various Marks of sports racing cars, including the Elva-Porsche and McLaren Elva.

The Club's first "Get-Together" will be held at the George Hotel, Rye, E. Sussex on Saturday, May 31st. Those attending are expected to include many former employees of Elva. Further details from Roger A. Dunbar, Hon. Secretary, 124 Marine Crescent, Goring-by-Sea, Worthing, W. Sussex BN12 4HR (0903 42874), who would be particularly pleased to hear from anyone who has been involved with Elva in the past.



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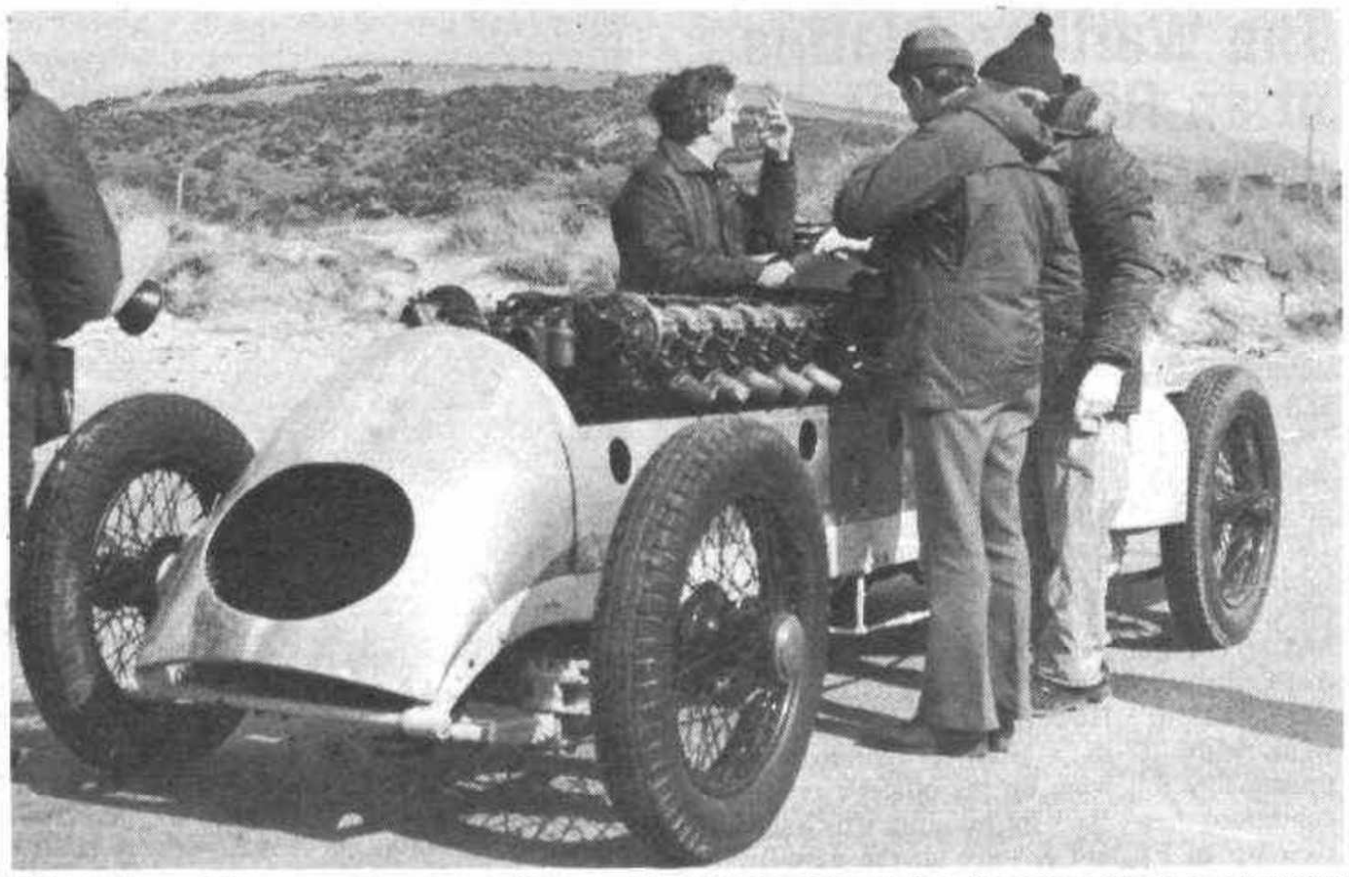
A SECTION DEVOTED TO OLD-CAR MATTERS

"Babs" Runs Again

THERE is good news for those who enjoy watching historic documentaries on TV. The BBC is to show, later this year, such a film, about the World's Land Speed Record, making use of existing video-tapes, but also introducing some live coverage, taken this year.

Among the latter part of the programme will be a feature about "Babs", the 27-litre Liberty-aero-engined Thomas Special in which Parry Thomas was killed at Pendine sands 53 years ago, while attempting to regain his own record of 171.09 m.p.h. Owen Wyn-Owen has exercised "Babs" on a number of occasions since he disinterred the old racing car from her 1927 grave and rebuilt it. To see it in action on this most recent occasion we assembled one freezing March morning at a suitably-deserted stretch of Welsh beach.

The Producer, Jeff Goddard, arrived in a Citroën GS, Raymond Baxter, who was doing this part of the script and commentary, in his recently-acquired Saab 900 Turbo, his first foreign car, with which, he told me, he is very satisfied, seeing it as one way of conserving fuel without sacrificing performance. The camera and sound crews came in those excellent workhorses, two Ford Cortina 2.0 GL saloons. "Babs" arrived on a trailer behind a Land-Rover powered with a 3-litre Rover car engine and Wyn-Owen drove up in his well-known yellow VW Beetle. I was pleased to see that a start has been made on a body for "Babs". Although she still wears the damaged original tail, Wyn-Owen has recently made up a new radiator cowl in aluminium to the correct shape and has fitted bonnet side-panels, although the car still lacks a bonnet-top (this will eventually be secured by fastenings reached through holes in the bonnet sides, as in Thomas' time) and cockpit sides.



"Babs" shows off her new aluminium radiator cowl and bonnet side-panels prior to her exercise on the Welsh beach. The gesticulating hand belongs to Wyn-Owen, the bobble hat to Raymond Baxter.

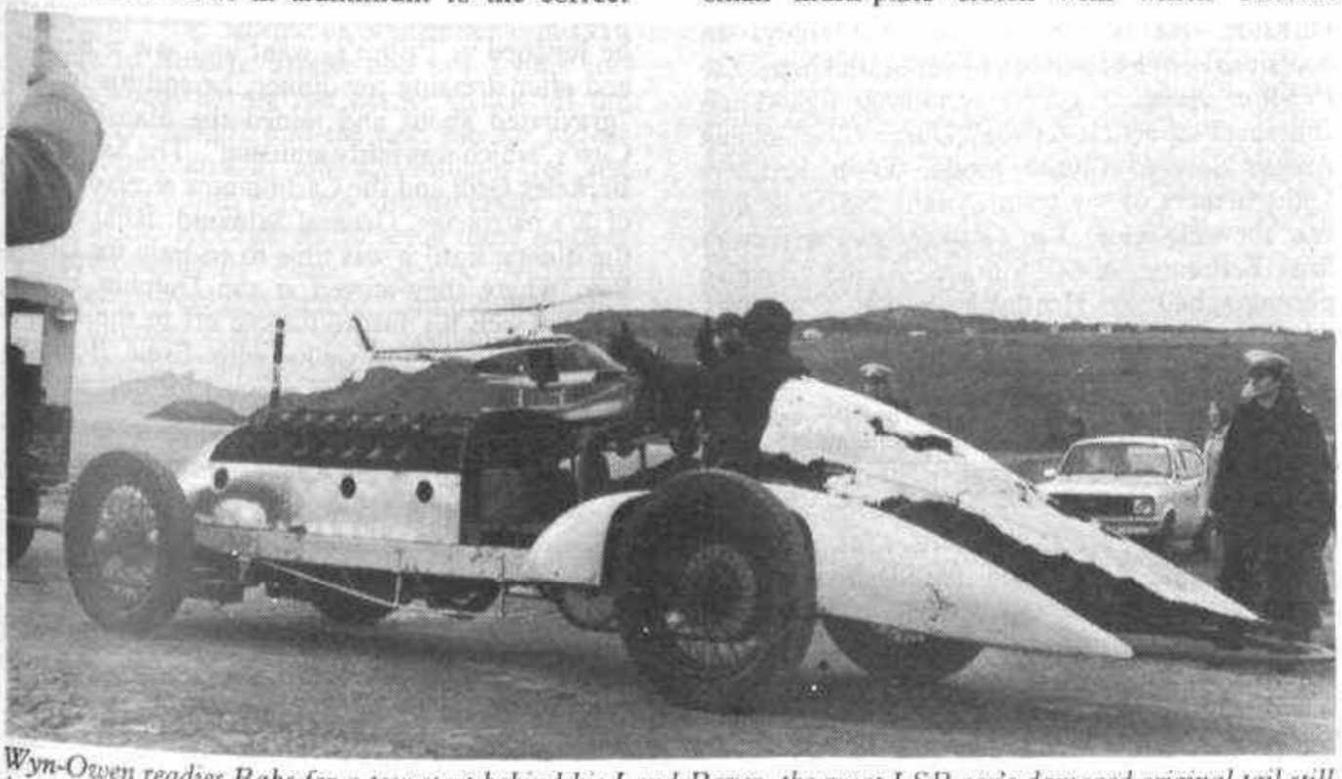


"Looking very much as it did all those years ago" — but the TV crew's helicopter gives the game away.

When the time came to fire-up, the old LSR car responded easily enough to the loud staccato from its 12 stub-exhausts after a short tow behind the Land-Rover, on a bar with an ingenious self-release. Alas, the weak aspect of the car is the small multi-plate clutch with which Thomas replaced the former Mercedes scroll clutch. This overheats very easily after which it engages with a jerk. This soon caused the key on the n/s driving sprocket to shear, which has happened before. However, I took the mechanics in the Rover 3500 to the Ffestiniog Railway workshops, where a new key was expeditiously made up — and within half-an-hour or so it was being refitted. Where in England would one have received such prompt and willing service?

"Babs" then made many runs up and down the beach, looking very much as it did all those years ago when it was so vitally important to Parry Thomas that he break the LSR, but with such a tragic result. Wyn-Owen scorned helmet or goggles, but Raymond Baxter wisely wore these for his ride as an intrepid passenger. The top speed was estimated as 60-70 m.p.h., and Owen admitted that to save the clutch he had never changed out of bottom gear! The helicopter from which he was being filmed couldn't fly at much below 60 m.p.h., which seemed to confirm the speed.

It was a very enjoyable occasion, with only a small enthusiastic gathering of onlookers, and the Police very helpful and knowledgeable. I only hope everyone present spared a thought for that great Welsh racing motorist, J. G. Parry Thomas, driving "Babs", not at 60, but at over 170 m.p.h. . . . — W.B.



Wyn-Owen readies Babs for a tow start behind his Land-Rover, the great LSR car's damaged original tail still in place.

V-E-V Miscellany. — The March issue of *Action*, the magazine of the AC OC, contained an article on the supercharged AC raced by Raymond Mays, including an eye-witness account of seeing it run in the 1925 JCC 200-Mile Race. The STD Register has asked us to say that this year's Wolverhampton Rally will take place in June, a fixture we omitted mentioning as we had no actual date for it. A reader who attended an Open Day at Epsom Coaches held to celebrate this Company's Jubilee and its acquisition of a fleet of new Leyland Leopards, says that the concern was founded by the father of the present owner, H. R. Richmond, who was apprenticed to Argylls and started in 1920 with one solid-tyred charabanc. He later purchased Albion coaches because he had friends who had served their time there, moving to new premises in 1924. The latest premises still contain pictures of the Company's coaches, such

The Wartime Diaries of an RFC Officer

Continued from the April issue

WE LEFT the young Flying Officer X standing-by at Thetford aerodrome until 4 a.m. because there had been a report that zeppelins were over England on the night of August 8th/9th, 1916. Not surprisingly he got up late the following morning but then went up to the sheds and did one or two small jobs, before flying alone over to Rowdham in BE12 No. 6160. The flight, which was to inspect the state of the landing ground, took 25 minutes, at 2,500 feet behind the 140 h.p. RAF engine, including returning in time for lunch. It was then time to see "old Beanlands" off to Sedgeford in X's Adler two-seater which had served him faithfully for some time. The diary entry continues: "Am now here by myself and bored stiff". However, the CO, Capt. Wyllie, went with X in a staff-car to Rowdham, presumably following up his officer's report on conditions there. Back for tea, after which the CO took up an FE and X took up the new BE12, 6161, which he flew for half-an-hour at 6,500 feet, until its RAF engine gave out and he had to bring it down in the marshes just outside the aerodrome, which he did without breaking anything. Just before that X had been up in BE2c No. 4203, for two short, low flips round the landing ground, with two different passengers, and both times the engine had been mis-firing badly, so it had been quite a day. Perhaps to restore his nerve, ten minutes after the forced-landing in the aforesaid BE12 X took the CO up for a flip at 500 feet round the aerodrome in the BE2c, with its engine still running badly. . .



We were pleased to receive this photograph from Mrs. Sybil Jacobs, whose father was the Tollerton mentioned throughout "The Wartime Diaries of an RFC Officer". Here her father is shown at the wheel of a large Edwardian "racing" car, presumably connected with Flying Officer X. But what is it? Mrs. Jacobs, who thought it was the Itala, which we doubt, points out that her father was X's Flight Mechanic, not batman as we assumed. Tollerton served his apprenticeship with General Motors at Willesden, where he did chassis testing, before moving to the Long Acre Showrooms where he first met X. After the war he rejoined the family motor and motorcycle business in Grimsby, started by his father in 1895 and closed by town development in 1970.

The day after this, which dawned very hot, X was busy in the Flight sheds all the morning but was still finding it "beastly dull" on his own. In the afternoon he returned to his Flight office and wrote several letters. He was then asked to take up the ailing BE2c No. 4203, which he was able to pass as serviceable after testing it for quarter-of-an-hour at 1,600 feet, accompanied by 2nd Air Mechanic Scott. X spent the time after dinner alone with his CO, as all the other officers had gone off to the boxing tournament. The next day it was work as usual but, with everything packed up, X was able to give a "hun" (? — a soldier, whose rank was that of Lieutenant) a joy-ride lasting 25 minutes in that same BE2c, climbing to 1,800 feet. He then departed in the Adler, which he must have had sent back, to friends nearby, where he spent the night, meeting "old Beanlands" and "having a good old slack time".

Using the train to get to London, X resumed his customary high-pressure social life, and it is of note that in this anxious summer of 1916, at the height of the War, theatres and cinemas were still open. A friend of X's, Dalziel, had to "crash off to his camp", so he bought the Adler for £120, after they had returned to Newmarket by train and driven it down to London. X had meanwhile seen his doctor, Dr. Swann, and had been granted ten days sick-leave, some of which he spent having lunch with his father at their house, Howards, near Newbury, and with his mother in Buxton — "Find Buxton too deadly for words". X dined there, with his family, at the Empire Hotel.

But the young pilot was getting restless, in spite of going by train with his father to stay with a Mrs. Bentley in Market Harborough, where he "spent rest of evening messing about with Esmé Bentley, quite a nice little thing, and after dinner made a noise on the piano". He was off alone by train for London early the next morning, where he lunched at Prince's, went and saw a Berliet, and after dressing for dinner, he and his friends "gravitated about and joined the Mansfields at Ciro's, which was fairly amusing". The Savoy, the Berkeley Grill and the Carlton now received more of X's patronage, General Salmond, RFC among the diners, until it was time to en-train for Herne Bay, where they stayed at the Dolphin Hotel. Having seen his future fiancée off to the Isle of Wight X went for walks with Esmé Bentley, listened to the band, and dressed for dinner with



". . . landed in the marshes outside the aerodrome without breaking anything". This pilot was less fortunate, or less skilful.

MISCELLANY — continued from previous page

as a six-wheeler thought to be a Reo, and a Lancia. Epsom Coaches' Diamond Jubilee time-table contains two such pictures and states that the Company, which is still a private one (like MOTOR SPORT), is the largest independent coach operator in Surrey, with a fleet of 48 coaches, Leylands these days, which travel more than 150,000 miles a year, the fleet being kept up to date by the purchase of eight new coaches a year. A reader who is restoring a 1929 6C 1750 Alfa Romeo with Castagna cabriolet body would like to find another owner of a Castagna body so that he can ascertain how the interior trim, the seats, etc., were arranged by this coachbuilder. Letters can be forward.

It is popularly said that Parry Thomas usually wore a Fairisle pullover but a correspondent queries this, saying that one of Thomas' apprentices, who was with him almost every day, never saw him in a coloured pullover and therefore Thomas must have been addicted to a Shetland or Arran non-coloured woollen pullover — any comments? Among the extremely interesting and much appreciated material which readers so kindly send us is a clipping from the *Goole Times* about the chauffeur, Bill Joy, who used to be employed by Sir Denistoun Burney, designer of the rear-engined Burney Streamline car. The article recounts how the late Mr. Joy drove these cars on their trials, and later on ordinary journeys. It was he who delivered the Prince of Wales' Burney Streamline, His Royal Highness showing great interest in the details of his new car (in which, we seem to recall, he later knocked over a girl-cyclist). After the R101 airship disaster had closed Howden, Sir Denistoun moved from his Carlton Terrace town house to Maidenhead, where the Burneys were made. Mr. Joy moved to a mews flat behind Grosvenor Square and tells of the time when he was allowed to take his visiting sister on a sight-seeing tour of London in his employer's Burney and how pleased Sir Denistoun was when informed by his chauffeur that they had been caught in a Buckingham Palace Garden Party traffic-jam, among all the Daimlers, Rolls-Royces and Bentleys, and that it was the Burney Streamline that had been followed by all eyes! Another reader has sent a cutting from a local newspaper which recently interviewed Mr. Ernest Siddeley, son of John Siddeley, who until his retirement in 1937, was Technical and Works Manager to the Armstrong Siddeley Company of Parkside. He is now 85 but still enjoys an occasional game of golf, and lives in Bloxham. *The Pre-War Austin 7 Club's Newsletter* for March contained an article on the "Dutch Clog" racing Austin Sevens. Chuffs Model Train Peddlers Ltd., makers of toy trains, use a 1937 Austin 7 van for deliveries. *The Observer* had a picture last February of a vintage Austin Twelve photographed at Heathrow beside Concorde, which won the photographer a £5 prize. Unfortunately the caption says the car is a Clifton saloon, whereas it is clearly an open tourer, so we hope the caption wasn't taken into consideration in the judging! The Baker Engraving Co. of Exmouth is recommended by the owner of a vintage Bentley for which this firm made an excellent job of restoring the dashboard-plate carrying the dynamo and magneto switches and the mixture control, in spite of some of the wording on the plate being engraved on an arc. A radiator-grille for an eight-cylinder Brough Superior is badly needed to help in the restoration of one of these cars in Hertfordshire, if anyone can supply one. — W.B.

General Cavendish, but "was bored stiff". He was soon writing to Tollerton (his Flight Mechanic — see accompanying photograph), who had taken the RFC Itala to London. X had received a further ten days' sick leave, most of which he seems to have spent with his new-found friend Esmé, with whom he walked to the Queens Hotel to see a children's beauty contest and dance on the pier — "Extraordinarily amusing and we were intensely amused". Some of the kids in the contest came to bathe, go out in a boat, and to a tea-shop the next day. X then took the 4.50 boat to the mainland. The Matron of the RFC Home at Freshwater, a Mrs. Marinden, had been among the many guests X and his family had entertained while at the sea-side, as it seems that X was to convalesce on the Isle of Wight.

He later made fresh contact with the War Office and looked at an Austin car. Granted a month's extension of his sick-leave, X spent some of it on the Isle of Wight, with the usual round of dances and socialising. Cars seem to have been forgotten for a while, although the Matron took them out in hers. Back in London — "tried on new field boots" — X looked at an Austin landaulette with his mother. It was brought round by Tollerton after lunch so that they could go to Rumplemeyers in it and have tea with Lady Torphicon. It was now September 1916. X spent a morning looking at cars with Tollerton, and in the afternoon went to a motor-sale and to the RFC garage, and then to look at "zeppelin relics" at Adastral House.

The need for another car having become acute, X saw about a Berliet and in the early evening of a September day drove it up to Newmarket from London, taking a girl with him and also Tollerton, who put up in a village — "a topping run". That week-end the corn was being cut and X and his friends went ratting and then rabbiting, with the dogs. The newly-acquired Berliet was serving well, for runs to and from London while X was in Newmarket, and for local journeys. The run to town could be done very comfortably between mid-afternoon and dinner. In the country X would attend shoots, weed rose-beds, and generally fit in with whatever was happening. The car was in frequent use on the run to and from London, doing it on one occasion in 3½ hours, although it was halted on Newmarket Heath while its occupants watched the last race. Tollerton was usually present.

It looks as if X was to be out of the RFC for some time (he actually resumed flying in the summer of 1918) because on September 17th 1916 he went to Adastral House and saw Lyons and Frances about having the Berliet struck off the War Office strength and the next day he got his petrol-licence and a new accumulator for the Berliet from Smith's. It was also necessary to see Storey at the RFC garage to settle these matters and presumably to release Tollerton, while the Itala's gears were also seen to. This did not in any way interfere with X's socialising, and theatre-going; "Some", at the Vaudeville, is described as a show that "wasn't really bad". It seems as if X may have damaged the Itala's gearbox while using it privately and that he had to square the WO over this. He was then free to indulge in some motor-coping, looking at cars with a Mrs. Tate and finally selling her an Imperial car from the Mercedes Company. (There were seven cars of this make but this one was possibly a large American touring car.) X seems to have collected his commission from the Mercedes Co. on his way home, and then he celebrated by having supper at the Savoy with George Robey.

The next day X went back to the Mercedes Co. and bought a 40 h.p. Austin with Vanden Plas cabriolet body, for £150, and he then spent the entire afternoon cleaning it up. Tollerton was in on this and X got a man to help him, at the garage at No. 15 Ennismore Mews which X was renting for £1 a week, by the month. The day after was a Sunday and X attended 10 o'clock Mass and then motored down to Chesham in the Austin, to lunch with Lady Chesham, General Salmond, and Esmé Bentley. The week following began with X messing about with his cars, having tea with a large party of friends at the Piccadilly Hotel, doing a cinema afterwards, and taking in "Chu Chin Chow" at His Majesty's Theatre after dining at home. The war intrudes slightly here, because they left the theatre early, as X "heard a zeppelin coming." . . .

Work on the cars kept X busy when he wasn't lunching with his doctor, driving in the Berliet to a Convent to collect some young children whom he took to see "Razzle Dazzle", home to tea, and then to Harrod's to buy them flowers, before taking them back to school in the Austin — a kind of wartime charity work one supposes! After lunch at the Ritz with his father and Lady James the next day, X dismisses "Her Husband's Wife" at the New Theatre as "a rotten show". Apart from acting as best man at his doctor's wedding X was now spending more time in his garage, tuning up the Austin and washing down the Berliet, etc. He notes that "his friend Ronnie was working on the Itala." They got it going and after changing for lunch at the Hyde Park Hotel they drove in it to Harrow, to take one of X's schoolgirl pals out to tea. The Itala was later driven from Rawling's to Peckham and the Austin was used to pick up Mrs. Tate and drive her to her place at Chippenham, near Newmarket, which was a run lasting from after lunch until dinner-time. Up at the farm X would feed the animals and he and a girl-friend would attend the races, on one occasion clearing £21 between them. X also worked on the gearbox of one of the cars. He was now back on light-duty after another Medical Board and had been to see Col. Warner and Major Durey at the WO about his next posting. Back in London, X went to see Lady Mexborough's Rolls-Royce, which he drove around when not using the Berliet. He invited Lt. Robinson, VC, to dine with him, and used the 40 h.p. Austin to take the ladies to Drury Lane to see "Dr. Anna" (X's comment was "The best of luck!") and then to dine at the Savoy. . . .

The War Office had X in harness again by the early October of 1916, however. He did work for Col. Beaty, "but not more than I could help", interspersed with lunch at the Berkeley, the Ritz, the Savoy, or the Cecil. Unity (was this Unity Mitford?) was taken to her theatre, and Mills now comes into the picture. He had a 90 h.p. Daimler — which sounds as if it was one of the big poppet-valve racing cars — kept at the RFC garage, in which he and X motored one Saturday down to Eastbourne, staying for the dance at the Grand Hotel. On the Sunday they began the return journey at 9 o'clock, had two tyre bursts and ran over a dog, but were lunching in Prince's grill-room by 1.45. Not content with the morning's drive, X got his Berliet out and went to Harrow to bring his girl-friend back to tea, taking her home afterwards. The Itala, which X must presumably have acquired, was now sold, for £185. One Monday X was required to take four French officers, including the O/C the French Flying Corps, down to Farnborough, to be shown over the Royal Aircraft Factory by Col. Collier. A closed RFC Crossley came for them and General Branker met the party, lunch being taken in the RAF mess. As relaxation, Mills and X had been to Brighton and back the previous Sunday, in the Big Daimler. . . .

(To be continued)

Oh Dear Department:— There were two misprints in my article on John Walker's 1908 GP Panhard-Levassor last month. The person who bought the Bugatti "Black Bess" before the war was not Brig.-Gen. Miles but the late Brig.-Gen. G. M. Giles, and the third control in the car's cockpit, the ignition change-over switch, was described as a "lower", which doesn't make sense — I wrote "lever". In mentioning pre-war Edwardian racing in that article it might have been thought that I should have referred to Mavro's GP Opel (fully covered in MOTOR SPORT quite recently) and the 22-litre Fiat "Mephistopheles". But the former is hardly an Edwardian giant and the latter, when owned by Peter Wike, mostly lay dormant, until Naylor got it going on the circuits for a while, after the war. Also the 12/30 Talbot of Peter Moores started life as a tourer *and* was converted into a 2-seater, not *vice-versa*. The VSCC Pomeroy Trophy rules specified cars are the minimum, not maximum capacity of 2¼-litres, so this year's victory by a 2-3-litre Bugatti is very appropriate, There are a few more of our celebrated errors scattered about, such as Esson-Scott clocking under three seconds at Chalfont hill-climb but I hope the original meanings are obvious! — W.B.



GET OUT AND GET UNDER. — Reader W. A. D. Lloyd thought we might be interested in this early attempt at "own maintenance" displayed by these two young ladies, daughters of the local Squire of a small village in Montgomeryshire.



The Windsor tourer with which C. A. Paul gained many notable successes in the well-known trials during the vintage period, including winning a Triple Award by getting gold medals in the 1929 MCC Exeter, Land's End and Edinburgh. In this picture it is being followed by a Buick saloon and a competing Morris Minor saloon.

C. A. Paul — Windsor Exponent

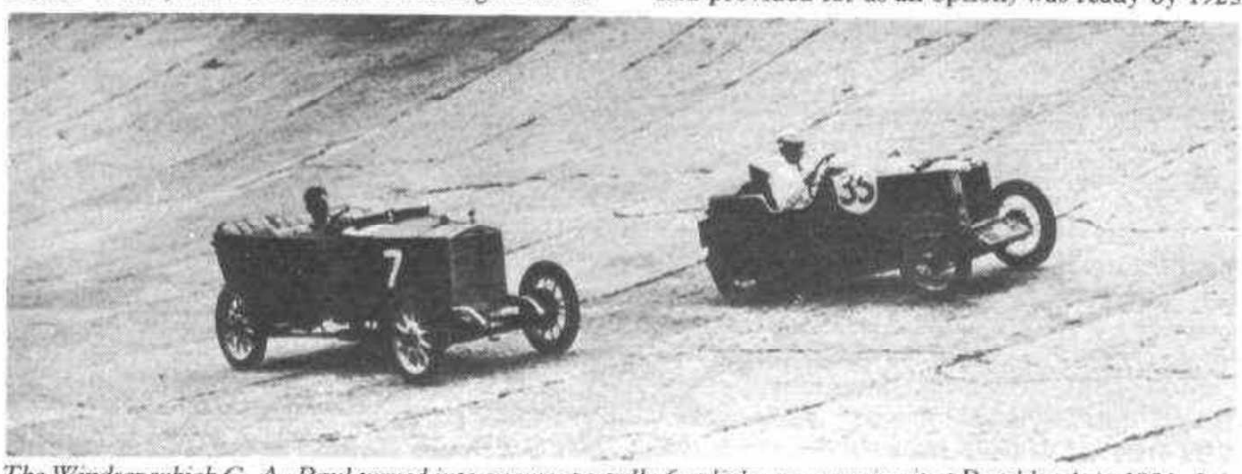
THAT well-known competitor in VSCC events, Tom Threlfall, put me in touch with Cyril Paul — as this gentleman said himself. "not the Cyril Paul who did the real racing," but the amateur driver who did so well at Brooklands and in trials, with a rare make of light-car, the Windsor. The other Cyril Paul (no relation) was racing at the same time, incidentally.

C. A. Paul remembers the GN cyclecar in the very early days, when he was a junior employee in a Bank at Hendon just before the First World War broke out. The testers from the near-by works of H. R. Godfrey and "Archie" Frazer-Nash used Brampton Grove, in which the Bank was situated, for testing purposes, carrying with them a length of rope, which they would wind round the exposed flywheel of an engine after it had stalled, give a yank, and with luck the recalcitrant GN would restart . . . This made a good opening, because I had been looking at three GNs at a near-by garage, before I interviewed Mr. Paul.

War put an end to Mr. Paul's banking aspirations. He had joined the Territorial Army, was in camp in August 1914, and never went back. When he returned to this country, after service Overseas with the ASC, as it then was, in the Motor Transport Section, he went into the Motor Trade, with a business in Ealing. One of his customers wanted a high-grade light-car and decided on a Windsor, which Mr. Paul supplied. He became an Agent for these exclusive little cars and decided to use one for the prevailing competition events such as those run by the Motor Cycling Club, etc., and at Brooklands by the Light Car Club, which had just been formed.

The Windsor is an interesting car, about which very little has been researched. It was made in the Windsor Car Works at 236a Lancaster Road, Notting Hill Gate, London W.11, by James Bartle, having its debut in 1924 and disappearing around 1928. It appears that somehow, when most of the small-output manufacturers were buying proprietary power units, James Bartle managed to make his own, a push-rod overhead-valve unit of notably clean exterior appearance. It had a bore and stroke of 65 × 102 mm. (1,353 c.c.) and was mated to a four-speed gearbox. A neat Rolls-Royce style radiator was used, in conjunction with thermo-syphon cooling, and with two-tone paintwork and flaired mudguards for the more sporting models, the Windsor was a very attractive, eye-catching car. It wasn't cheap. No chassis price was quoted, the makers preferring to supply complete cars, which at first were priced at from £360 to £465, although towards the end, no doubt to try to sustain sales, these prices fell, finally to £295 for a tourer, £395 for a saloon, and a chassis was eventually offered, in 1927, for £240.

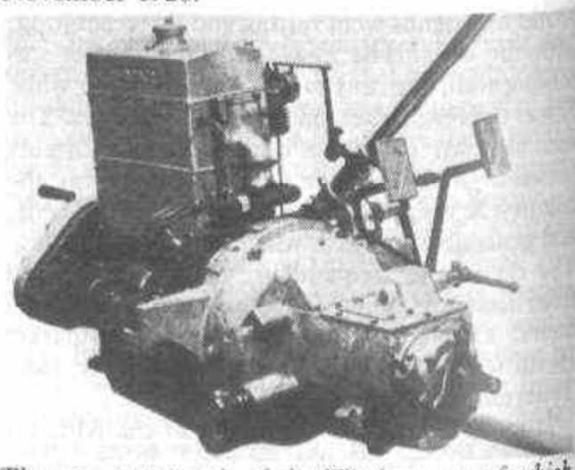
The Windsor was rated at 10.4 h.p. and known as a 10/15. It was very completely equipped and had four-wheel-brakes from the commencement, while the larger bodies could accommodate five persons. The first chassis, with coil ignition (soon changed for a magneto which the engine design had provided for as an option) was ready by 1923 and the Western Iron Works had a hand in the venture. The cylinders were set very close, their walls actually touching, which enabled a compact engine with a two-bearing crankshaft to be used. As I have said, this was very neatly contrived with a square polished valve-cover, and the ancillaries neatly hidden. It seems to have aped some of the good points of the 12/50 Alvis. The Windsor has been likened to a good Italian design of its period and one historian has called it probably the best-made, all-British vintage light-car.



The Windsor which C. A. Paul turned into an unexpectedly fast light-car, running it at Brooklands in 1931. It is here seen behind an MG Midget on the Members banking.

The Company had a maroon-and-black two-seater and a blue-and-black coupé, as well as a tourer, at the 1923 Olympia Motor Show and one of the first owners, perhaps Mr. Paul's customer, was very pleased with his, obtaining 58 m.p.h. and just over 35 m.p.g. Among the customers was the Countess of Brecknock, who had a 1924 coupé fitted with an external spot-lamp mounted on the door pillar. The finish of the cars was highly spoken of and at Olympia in 1924 the two-tone theme was emphasised by a black-and-white coupé exhibit, offset by a black two-seater with grey upholstery. All those who used Windsors seem to have spoken well of them, except for minor items not usually related to the mechanical specification.

For 1925 the former splash-lubrication system was changed to pressure-feed, and although Mr. C. S. Windsor, who had been responsible for the car, died that December, soon after being taken ill in his office, the Company did not at first founder, exhibits appearing again at the 1926 Motor Show. Minor improvements such as a rear-mounted petrol tank, etc., were by then incorporated, and a so-called sports-model had been introduced, which MOTOR SPORT road-tested in November 1926.



The neat power unit of the Windsor, one of which Mr. Paul tuned so effectively for use at Brooklands. In standard form it developed about 30 b.h.p.

However, the Windsor vanished from the Show after 1926. There had been some competition appearances of the make quite early on, including a team of three entered for a JCC High Speed Trial at Brooklands. Mr. Paul then began to use a Windsor tourer (complete with tonneau cover, hood bag and two-pane windscreen, and using the larger tyres of the later cars instead of the former 810 × 90 covers, and carrying a second spare wheel), in the MCC long-distance and other trials, accompanied by his wife. He was extremely successful, and in 1929 gained the coveted MCC Triple Award, by winning gold-medals in all three of the main MCC reliability trials — that splendid trophy, a sign-post with three direction fingers pointing to Exeter, Land's End and Edinburgh, is still amongst Mr. Paul's possessions, although he confesses that the Windsor would only *just* climb the rough, stony 200 yards of Beggar's Roost's 1-in-4 gradient! In one London-Holyhead Trial Mr. Paul broke the Windsor's off-side front

spring but by lashing a wood block between the front axle and the chassis frame he completed the route, got his Premier Award, and even returned to London without effecting repairs.

That the London-registered Windsor served him well is indicated by the cups he still has, won in events run by the Surbiton MC, the Ealing & District MCC, the Woking MC South-West Centre, and the Junior Car Club, etc. But he has no illusions; when I asked him how many Windsors he sold the answer was "About ten or twelve", and with a mischievous smile, he added "probably that was most of their output! Spares, though, were never any problem, especially as Mr. Paul's business was so close to where the Windsor was made.

Before this Mr. Paul had had a two-cylinder air-cooled Humberette, in which large loads of his Army friends would indulge on pub-crawls in 1916. He later shipped a Type 30 Bugatti two-seater over from France, ran a Gwynne Eight for a time, and being in the Trade, was able to use war-surplus Sunbeams and Vauxhalls for holiday tours, etc. But it was with the Windsor that he concentrated his competition driving. When the Light Car Club was formed he was in at the beginning, and he and Mrs. Paul "spent many happy days at Brooklands", as did so many of us. He knew the Blake brothers, and their 1903 GB Napier and very early Daimler, and he used his Windsor for the Relay Races, etc. Once, having a good Gordon England Austin 7 in the showrooms he tuned it up and used it for a race on the Brooklands Mountain circuit at a Club Meeting, as likely to be quicker. A nostalgic photograph exists of this car — the pointed tail model, rather like a Stadium — on the banking below an M-type MG Midget and a Singer Junior Porlock . . . Mrs. Paul is passengering her husband, wearing a couch hat, as are the girls in the other cars.

It was this association with Brooklands that encouraged Mr. Paul to build a rather special Windsor. He obtained one of the early chassis, which had a wheelbase of 8' 6", as distinct from the later chassis with the nine foot-wheelbase that figured in most of the production cars, and on it he put a light touring body from a Gwynne Eight — the four-seater body, not the Gwynne "hip-bath" body. I had one of these four-seater Gwynnes during the war; on that chassis it stuck out too far behind but for the Windsor chassis it was too short, with the result, Mr. Paul recalls, that it didn't quite meet at the scuttle and always looked as if it was about to fall off!

The Windsor engine was sent to Laystall's, to be bored out, by 3 mm. as far as is remembered, and its exhaust-valve seats were opened out. A friend was making the Chambers carburetter, which gave a very free air-flow at full throttle, so one of these was used, and the Windsor engine was carefully re-assembled, all the work being done at Mr. Paul's premises, by a very capable Welsh mechanic. Mr. Paul cannot remember a special camshaft being made, nor was there any pretence at streamlining, apart from substituting two aero screens for the normal one and taking the exhaust out under the car through a cylindrical silencer that complied with Brooklands' regulations. Although the standard back-axle ratio was really too low, at 4.44 to 1, it was also retained, which made third gear too low, although this probably assisted acceleration. A rev. counter was fitted to keep an eye on engine speed. At first the big-ends used to melt, but by studying the oil-throwers used by Gordon England (although a Brooklands Super-Sports Austin 7 which Paul had never went very well for him) that problem was overcome. The Windsor's two-bearing crankshaft stood up, and when the fabric universal joints caused the prop shaft to whip at 70 m.p.h. they were replaced with Hardy Spicers. The springs were unsuited to high speed until the inevitable Hartford shock-absorbers had been fitted. Incidentally, the engine was lubricated with Sitex oil, as a small bonus was paid.

The results were very satisfactory. The Windsor lapped Brooklands consistently, under good conditions, at some 85 m.p.h., coming off the bankings at about 95 m.p.h. and it could, I am told, out-accelerate Aldington's Frazer Nash. Not bad, from a car that normally wouldn't do more than 55/60 m.p.h. In the 1931 LCC Grand Prix Relay Race, won by the Austin team at 81.77 m.p.h., the Windsor was teamed with Outlaw's Riley Nine and Masters' Aston Martin and in spite of the latter running for many laps with oiled plugs, they finished 8th, averaging just under 61 m.p.h. including the sash-changes.

All that happened a long time ago and Mr. Paul, now aged 86, has lost touch with his old Windsor. In recent times he has had good service from Ford Anglias, his present car being an Anglia 105E Estate with a 1300 Cortina engine. His last competition appearance at Brooklands was probably at the 1931 BARC August Meeting, at which he drove an Austin 7 with an Alta cylinder head in a Mountain-circuit handicap.

W.B.

Vintage Postbag

A Chain-Driven Mercedes

Sir,

Perhaps the enclosed photograph and details would make an item in your Veteran section of a future issue. My late father, who owned a garage in Eastbourne from 1905-1914, owned this chain-driven Mercedes-Benz, since identified as the famous ex-Gordon Watney car, year 1906? He also owned the garage business, see enclosed photograph. Hoping this would be of interest to your many readers, including myself from 1925 on. I retired from my own garage in 1978 but will continue to motor I hope for many years to follow.

Lewes J. R. HARDING

"How Slow Is A Light Car?"

Sir,

I entirely agree with your opening remarks in "How Slow is a Light Car?" (MOTOR SPORT, March). The roads in the early twenties were narrow and winding, while the country lanes still had a loose macadam surface. So, light cars cruised at 35 m.p.h. because travelling much faster usually resulted in a series of phenomenal avoidances, with locked rear wheels.

However, I cannot accept the figures you quote for the Amilcar GGSS. The timed maximum, from a contemporary report, was 59 m.p.h., and other figures which put this in perspective were 65 m.p.h. for the Type 40 Bugatti and 67 m.p.h. for the Anzani-engined Frazer Nash. These cars were timed at higher speeds in Brooklands events, but that was with screens, wings, and lamps removed, which made an enormous difference. You have only to look at the tiny valves, like small nails, of the Amilcar to realise that it was incapable of high speeds.

On the same page, Mr. C. G. Knight claims 60 m.p.h. and 60 m.p.g. for the 7.5 h.p. Mathis. One assumes that some early speedometers have become highly optimistic with the years, so let us quote stopwatch figures only, over a measured distance.

Edenbridge JOHN V. BOLSTER

[I quoted figures from the Journal of the Light Car Section of the VSCC, taken, I thought, by stopwatch. I think speedometers and odometers have been, and still are, a source of much optimism. I think I know what Mr. Bolster means about "Valves like small nails", but has he ever seen those from a 7/12 h.p. Peugeot of the period? — Ed.]

Sir,

W.B. asks "How Slow is a Light Car?".

In August, 1925, I sat alongside my father in our family 1924 11/4 Humber Tourer (OK 4882) on the long, straight road between Rhyl and Prestatyn. I was 10 years old. It was a good day and father was in a good mood. Egged on by we three children he decided to see what the Humber would really do. To our mounting excitement, the speedometer crept very, very slowly up to 50, 52, 53, 54 . . . 55! At this pinnacle of achievement father lifted his foot and set about the business of slowing "the old 'bus" down before the end of the straight. I can vouch for that 55 m.p.h. but not, of course, for any speedometer error.

There had been a previous 11/4 Humber (OH 5060) with a single pane windscreen and, subsequently, an enormous 1927 7 str. Humber '20' saloon (OX 1322), itself to be replaced by a 1932 Sunbeam '20' (OV 3234) on which I cut my first (legal) gear teeth. Later there was a rare 1937

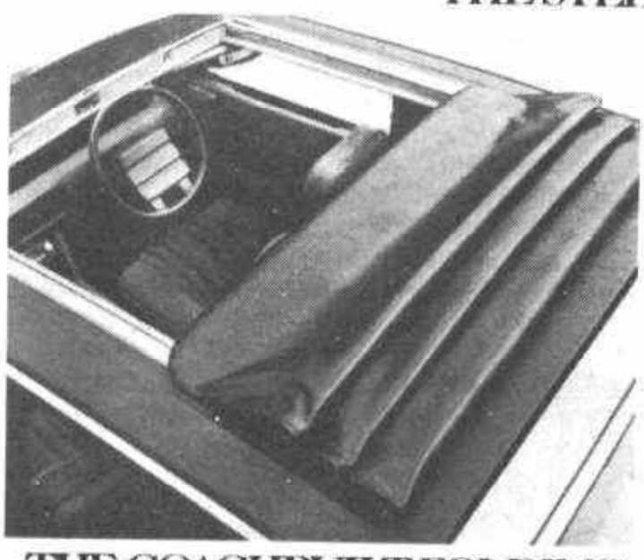


The famous ex-Gordon Watney chain-driven Mercedes owned by Mr. Harding's father (see letter above), and photographed on the Eastbourne-Bexhill road in 1909.

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17 h.p. Armstrong Siddeley "Atalanta" saloon (COB 868).

By this time my brother and I had our own cars; I remember particularly a special-bodied 2 str. Morris Minor masquerading as a "Colmore Special" (OF 7602), MG P-type 4 str. (WP 7113), Austin Nippy (AOL 530), MG 'N' type 2 str. (COF 915) and a 1½-litre Riley "Lynx" (CON 414). There was also — owned for 10 days only, as my father would not let me keep it — a 1924 Bamford & Martin sv Aston Martin (XT 4102). I did not really appreciate it at the time or I might have fought harder to keep it, but I wish I had it now!

I often wonder about the later fate of these cars — does anyone know? I would be most interested to hear.

Histon PETER ARTHUR

Swansea's Licensing Records

Sir,

Thank you very much for your recent letter concerning the records on historical vehicles held at the Driver and Vehicle Licensing Centre. Since the closure of the Local Authorities' Motor Taxation Offices on March 17th 1978, the registration and licensing of all vehicles has been undertaken by the Department of Transport's Local Vehicle Licensing Offices (LVLOs). Records relating to vehicles which have almost certainly been scrapped, but not notified as such have been disposed of. No record is maintained on the central record of any vehicle on which no licensing transaction has taken place since the end of 1976.

The older, conventional, motor vehicle registration and taxation records maintained by Local Taxation Offices were disposed of as follows:—

(a) Records up to the end of 1920, consisting of registers of motor vehicle marks and numbers, were not public records, since before that date motor licensing was entirely the responsibility of local authorities, were deemed to be the property of the respective local authority or its successor under reorganisation, and were offered to local authority record offices.

(b) Post 1920 vehicle registers plus files relating to applications for registration and renewal are covered by the Public Records Acts. Those covering the period 1921 to 1939 were considered to have some interest from the point of view of local history and of historians of the motor industry, and were also offered to local authorities.

(c) A small representative sample of the remaining records was transferred to the Public Records Office, Kew, Richmond, Surrey, TW9 4DU.

(d) Some miscellaneous records relating to the County Boroughs of Merthyr Tydfil, Oldham and Salford are held at this Centre.

The remainder were not judged to be worthy of permanent preservation among the public records and have been destroyed.

It would appear that the majority of the enquiries you would wish to make would relate to the former Local Taxation Office records and you are, therefore, advised to contact the records office of the respective local authority. The transfer of records to local authorities was by way of an outright gift and this Department therefore has no control over these records. Under normal circumstances access to them is understood to be restricted to the following categories of enquirer:—

(a) Someone who has a genuine interest in a particular vehicle i.e. they have the vehicle in their possession and have proof to that effect.

(b) Accredited members of a particular vehicle club/society.

(c) Genuine students interested in vehicles of that era.

Enquiries may be made of the central record at this Centre, providing the enquirer shows reasonable cause. The enquirer is given details of the registered keeper and the latest licensing details. A search fee of £2 is charged for each registration mark enquired about. I hope that this answers your queries satisfactorily, but if you have any further queries please do not hesitate to contact me.

Swansea ELIZABETH D'SUBIN
Information Branch,
Department of Transport

[Now we know! — Ed.]

Memories of "Archie" Frazer-Nash

Sir,

I was most interested in A Tribute to Archie Frazer-Nash.

During the General Strike some of the Brooklands drivers formed what I believe they called "The Brooklands Flying Squad".

My father was a Police Officer in the Special Branch, CID, Scotland Yard, and Archie F-N was his driver. I remember him telling me that they had been doing 70 m.p.h. along the Embankment. My father arranged for the Police to test a Frazer Nash for police work, but unfortunately these cars were hardly suitable for two officers plus radio, etc. I believe Lea-Francis were chosen.

Archie F-N visited us once or twice in Clapham, driving a Deemster, which I recall looked rather like an AC.

The family car at this time was a 1924 4-seater Morris-Cowley (with a VW Derrington exhaust), and we were invited by Archie to visit the works at Kingston. While there the Cowley was fitted with a 40 mm. Solex Carburetter which improved the performance but only gave 19 m.p.g. During this visit we met H. J. Aldington. The workshop seemed to be full of single seater hill-climb cars, and one long car which Archie said was his Brooklands car.

Archie Frazer-Nash was a most charming man and brilliant engineer. My interest in motor racing started I feel when I visited the works (this would be in 1927). I was 14 years old then started going to Brooklands in 1929, and hardly missed a meeting till the war ended motor sport.

I still have never been in a Frazer Nash . . . perhaps one day? Many thanks for a great magazine.

Padstow E. A. NORWOOD

Sprung Wheels

Sir,

In the March issue you illustrate two cars fitted with "intriguing" wheels. I have never seen any like these but I do recall another unusual design which I have never noticed being mentioned in MOTOR SPORT.

This type of wheel was known as the "Lynton" wheel, made by the Lynton Wheel Co. of Warrington I believe. When I was about 5 years of age, i.e. about 1912 my grandfather had a White Steam car in which I had my first motoring experiences that I can remember. This car was fitted with Lynton wheels which comprised an inner and and outer pressing with spokes, rather like those of an artillery wheel, with a clinch for the bead of the "tyre" which consisted of a number of rubber blocks about the size of a half-brick, with a bead moulded at the base of each block on the inner and outer sides. The inner and outer parts of the wheel were mounted on a splined hub, with leaf springs of a lazy "S" form fitted between some of the spokes, the whole lot being secured by a large brass hub cap about 6" or 7" diameter and a cap nut about 3" across flats. As the nut was tightened the outer part of the wheel was forced nearer to the inner part against the pressure of the leaf springs. As the pressure was released one outer part moved away from the inner owing to spring pressure. This enabled a series of rubber blocks to be inserted between the inner and outer portions of the wheel, being spaced about ½" apart. When completely assembled the "tyre" looked rather like the plain grooved tread of a normal pneumatic tyre. The spacing of the blocks also added to the resilience. The object of all this was to obtain freedom from punctures which grandfather dreaded. However there was an alternative hazard which was nearly as bad as a puncture. In dry weather there were always loose flints from the waterbound macadam roads of the district and a flint of the right size could become jammed between the rubber blocks, sometimes forcing one out of the wheel. I recall one occasion when this occurred with a crack like a gunshot as the displaced block hit the front mudguard and flew over the hedge into a cornfield. Fortunately the driver marked the spot more or less and to save himself a walk of a hundred yards or so he stuffed little me through a convenient hole in the hedge-bottom. So there I was, crawling about among the corn stalks in obedience to shouts over the hedge of "right a bit, forward a bit" etc., etc. Eventually I found the block and returned through the hole in the hedge to watch the process of reassembly. The trick was to slacken off the hub nut enough to allow the block to be banged into position but not so much that all the other blocks would slide round and need re-spacing or even fall out. The driver's commentary was fascinating and I learned a number of new words.

I have never seen another car with this type of wheel and it would be interesting to know if any other readers of MOTOR SPORT have done so.

Clifford's Mesne ROY J. BURTON

"Why Do They Do It"?

Sir,

Sam Clutton is absolutely right when he says "that people race funny old cars because they enjoy it".

Of course it would be marvellous if all the cars had survived in a very original state but I believe that some modifications must surely be allowed for the sake of safety and the absence of authentic replacement parts.

The important thing is that these cars, especially the early Edwardian cars, are used. As Filson Young said in 1904 "The true home of the motor car is not in garage or workshop, showroom or factory, but on the open road". If he was alive today I'm sure he would have added the words "museum or bank vault".

I know exactly what Sam means when he drives his Itala that "it is an experience of pure joy". Every time I take my Mercedes out I just cannot believe the power that these early machines have and the resurgence in the competitive use of these cars sets an example to the vintage owners not to treat them as investments but as motor cars. I often wonder just where some people come in the car-owner relationship. Does the owner own the car and use it to its full capacity or more often does the car own the owner using him to polish and revere it above all else?

These cars give no pleasure to anyone stuck on blocks in their centrally-heated garages. Oh for the Holyhead road, the smell of paraffin lamps, the sound of heavy chains, an empty passenger seat and a full moon. . . .

Conkwell R. A. COLLINGS

V-E-V Odds & Ends. — The Bullnose Morris Club is very much alive, with more than 370 members, of whom 44 live overseas. Its February magazine lists five new *flatnose* Morris owners who have joined recently, their vehicles including a nearly-fully-restored 1928 Morris-Oxford ¾-coupé, a 1930 Ambulance needing total restoration, a 1932 Morris-Cowley van in need of new woodwork, and a rare 1930 Morris Major saloon with folding sun-roof. There is an article in the magazine about working for W. R. Morris (later Lord Nuffield) and the Club has rallies pending in Scotland and Cumbria. The new London Transport Museum in Covent Garden was opened by HRH Princess Anne on March 28th. In conjunction with it two petrol-engined vintage 'buses will operate on Route-100, stopping at all regular No. 6 stops, from the Museum to Oxford Circus, *via* the Strand, Trafalgar Square, Piccadilly Circus and Regent Street, every day, the round-trip costing 70p, with intermediate fares of from 20p to 40p. The 'buses will be Obsolete Fleet's 1925 open-top Dennis and 1930 covered-top, open-staircase AEC Regent. The former was originally owned by the "pirate" concern of Dominion and acquired by the LGOC in 1929, the latter by Thomas Tilling until it went to London Transport in 1933. The Dennis lay for 38 years in a farmyard, was restored in 1972, and had not served the public since 1932, until now. The AEC, found in a scrapyard in 1966, last ran in 1949 in regular service. We applaud this venture, by London Transport which is sponsored by Haig Whiskey. To really recapture the pre-war spirit of the thing you should take a trip on the top deck of the Dennis, even if, girls, it means using an umbrella on wet days. . . .

We were in error in saying that the Register of the Hispano Suiza Society of America is available to anyone interested. It is for members only, copyrighted and registered, and the Society is commendably doing its best to prevent commercial use being made of it. The Bristol Austin Seven Club has a rally at Berkeley Castle, in Gloucestershire, on June 22nd. Entry forms from: D. Shaw, Briar Cottage, Elberton, Olveston, Bristol BS12 3AQ. Other makes of vintage cars will be admitted free of charge. A brochure from The Slough Estates Group, kindly sent to us by Brian Joscelyne, contains an interesting picture of part of the war-surplus vehicle dump at Slough, *circa* 1918. In the foreground is what is almost certainly a RFC Crossley chassis, dismantled even to half its engine being missing, but not its ribbed exhaust manifold. There is a twin-tyred Crossley truck in the background, and another old truck bearing a notice "RAF-Attewater". The RAF was of recent formation in 1918, so this vehicle was presumably a legacy it had had from the RFC. What is especially interesting is that when the Depot was bought by Slough Trading Estates in 1920 over 30 buildings had been erected on the site and the railway lines had appeared — yet I believe there was still enough open country there for a Press demonstration of Citröen half-tracks to be held in the early 1920s. Until 1926 one of these buildings was the largest factory under one roof in the country. It was occupied then by Citroën Cars and Mars Ltd., and is still used by "Mars-bars" today.



BMW's new 3.5-litre, fuel-injected M535i, a product of the Motorsport division, and shortly to go on sale to the British public, is recognisable from the front by its deep, vented spoiler.

A Fast "5" from BMW Motorsport

IT's a new BMW with a "Big M." A brand of milk for Australians perhaps, but a new driver's car for European motorists. The German motor manufacturer's new motorsport orientated M535i, shown at the recent Geneva Motor Show and due in British showrooms in September with a price tag of £13,745, joins the M1 Coupé of ProCar fame as the only cars from the Munich stable to carry an M as a prefix to the model code. The car, with its Series Five body and 3.5-litre fuel-injected engine, is a product from BMW Motorsport GmbH and is being built with an annual production target of 1,200 in mind, 200 of which are destined for the British market.

Originally conceived as a motorsport special, the car will keep its close birth links with the company's respected motorsport division as customer production will be very much of a combined divisional effort with the company's main production houses. Eighty-five per cent of the new car is being built by the company's traditional production lines and the final 15 per cent will be completed in the hands of the motorsport division.

Motorists are likely to see more of these combined productions in future as a BMW spokesman told me in Munich recently that one of the BMW GmbH's future areas of activity would be in that of high performance road cars. It sounds a very logical step for the company. It has a successful competition sector and as motor manufacturers go motor racing to sell cars, it's appropriate to link the activities of a motorsport division as closely to customer production as feasibly possible. The only constraint to large numbers of cars being built in this manner by the German company is likely to be the physical ability of the hard-pressed motorsport division to complete the task in hand.

The 3.5-litre engine used for this model is the same unit as fitted to the company's 635 CSi Coupé and 735i Saloon models. With the lighter Series Five bodyshell, the engine develops 218 h.p. at 5,200 revs. and has a maximum torque of 224 lb. ft. at 4,000 revs. With a compression ratio of 9.3:1, the six-cylinder unit boasts a stroke of 84 mm. and a bore of 93.4 mm. A close-ratio five-speed gearbox is fitted and, to care for the lighter bodyshell, there are up-rated ventilated disc brakes front and rear as well as up-rated suspension at both ends. The suspension at the front is McPherson independent with an anti-roll bar while at the rear, it's independent with semi-trailing arms, coil springs and an anti-roll bar. Steering is of the power-assisted recirculating ball type. The BMW M535i, which sports a limited-slip differential among its mechanicals, is seated on light alloy wheels and Michelin 195/70VR 14 XWX tyres.

With the already mentioned lighter bodyshell and peppy 3.5-litre fuel injected power unit, this new machine from Bavaria has a claimed top speed of above 136 m.p.h. and a 0-62 m.p.h. acceleration figure of 7.5 seconds. And fitted to

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We regret to learn that the great coachbuilder, Giovanni Michelotti, has died, Don't forget the Jowett International Weekend at Middlesbrough on May 23rd-26th.

The Caithness & Sutherland VVC's Inverness to John O'Groats 10th Anniversary Run happens on June 7th/8th. Entries have just about closed; details from Miss L. E. Gunn, Newton House, Lybster. John Moon writes to suggest that the Ulster Austin 7 that Alan Smith was enquiring about is probably the car owned by the late Holland Birkett, which had an enlarged hole in its pointed tail to accommodate Holly's English Sheepdog, as I well remember. The Austin Seven OC will be holding an ambitious rally at Wooburn Park, Bourne End, Bucks., on July 12th. Open to every type of historic vehicle, entry forms are available from D. Orriss, 63, Chalklands, Bourne End, Bucks (06285 24652). A 1924 OE 30/98 Vauxhall has been found in a shed in Western Australia into which it was driven in 1950 and never used again. It is about to be restored. Londoners may care to note that the Historic Commercial Vehicle Club's "Wheels of Yesterday Rally" will take place in Battersea Park from May 3rd-5th. Ask a silly question and you may well get a silly answer! When I enquired of someone why Leyland 'buses used to emit a characteristic engine roar I was told, "Because they were Lions". . . . — W.B.

the car to help maintain its stability on the open highways of Europe are front and rear spoilers, no doubt adding to the car's cosmetic appeal but there for functional reasons too.

I say Europe because this car will not be destined for the United States market, the 3.5-litre engine not having been homologated by the authorities for sale on the other side of the Atlantic. Once inside this car, there are a couple of quite inviting Recaro seats for the driver and front passenger. These seats are not only snug and comfortable, but give good lateral support. The driver controls are easily operated and the instrument panel view is clear while waiting to occupy the hands is a leather-covered small sports steering wheel. The car's gearbox provides easy changing once one has gained the confidence of the first gear position, sited in a dog-legged fashion down to the left. There's no overdrive gear, all five closely-set gears being direct drive, but cruising at high speed in fifth is a pleasure.

I had a brief drive in this new car in Germany recently, courtesy of BMW and C.R. who found himself unable to make the two-day trip at the last moment. The car's running gear provides plenty of welcome torque, the ride is sure and comfortable and the braking firm and direct. The car's handling on fast, open corners is sure and the steering very precise. Though the steering is power assisted, if offers a good "feel" and sure-footed stability. I'm not a great fan of power assisted steering, but the BMW designers have come up with a good "balance".



A rear spoiler helps with the 136 m.p.h. M535i's high-speed stability.

The BMW M535i was an enjoyable car to drive, even if my first taste of this new machine was a little short, partly the fault of the premature arrival of the Munich Airport car park and a need to abide by the departure schedules of British Airways. With only 200 of the cars destined for our shores in the first year of production, motorists with a yearning for a fine motorsport orientated BMW should perhaps start counting their pennies and joining a probable queue.

The BMW M535i is not all the German manufacturer has in its kitty for British motorists. The existing Series Five saloons will be available with an optional overdrive fifth gear, an obvious plus for fuel consumption. The addition of the fifth gear to the model range adds £266 to the price, but the claimed fuel consumption improvement is 5.9 per cent. The existing four-speed units will still be available.

While in Germany, we had the pleasure on our travels in Bavaria to take in the small country town of Buchloe, the home of Burkhard Bovensiepen's famous Alpina factory where, as the friendly man says himself, the best BMWs in the world are built. Bovensiepen, who has now expanded his business activities to include the importing of quality Italian wines, insists he is a manufacturer and not simply a small town tuner of cars and it doesn't take much convincing after a short drive of some of his products to believe him. BMW supply him with bodyshells and many of the parts for his own cars, but most of the mechanical development work is done under Bovensiepen's direction in his incredibly clean Buchloe workshops. He expects to turn out 300 cars this year with prices ranging up to 82,900DM for the BMW Alpina B7 Turbo Coupé. Bovensiepen uses two engines for his customer cars. They are the B6 2.8-litre six-cylinder unit which has a maximum speed of 220 k.p.h. in a Series Five bodyshell or the B7 Turbo 3.0-litre unit which offers 250 k.p.h. plus when fitted to the BMW 635CSi shell. As well as being decked on light alloy wheels with 15 in. or 16 in. rims on Pirelli P7 tyres depending on the car, the Alpina touch has also been added to the interior of the cars with snug Recaro-style seats and a sports-orientated variety of equipment. Though we only had a short drive of the fine Alpina products to a lunch stop in an adjacent town, it was sufficient to gain very favourable initial impressions. The acceleration of the Turbo unit in the saloon bodyshell which I drove was terrific and the braking from those quickly-reached high speeds clean and immediate. It was a pity we didn't have a lot of time but the time was sufficient to whet the appetite. If only the bank manager would listen! — R.G.S.

Brooklands in Literature

HAVING expressed surprise last month that there should be a reference to the racing car "Chitty-Bang-Bang" in a book about Sir Arthur Conan Doyle, I feel that I should now remark that Brooklands is mentioned in "Conan Doyle" by Pierre Nordon (John Murray, 1966). The reference is to Sir Arthur ". . . going round Brooklands racing track at 100 m.p.h. when he was seventy. . . .". That would have been in 1929 and probably relates to a ride in the SSK Mercedes-Benz that his sons Dennis and Adrian Conan Doyle owned at the time. — W.B.

Book Reviews

"Tiger — The Making of a Sports Car" by Mike Taylor. 224 pp. 9½" × 7" (*Gentry Books Ltd., 16 Regency Street, London SW1.* £9.95).

In spite of the proliferation of marque histories pumped out in recent years, the Sunbeam Tiger has escaped the publishers' cage. Now the story of the Rootes Group's fast hybrid has been told in excellent style by Mike Taylor, an erstwhile Tiger owner, whose painstaking research has overcome the surprising lack of information to create an eminently readable and authoritative book. The Tiger had only a very short production run (June 1964 to July 1964), curtailed by the Chrysler takeover, yet Taylor has found a very worthwhile story in this short life.

Taylor credits Norman Garrad with having converted the anti-sports car and anti-motorsport views of Lord Rootes just after the war, to the extent that Garrad was permitted to set up a competitions department in 1948. Thus was laid the trail to Rootes' first and only venture into the high-performance sports car market, via the Sunbeam-Talbot Alpine and the Sunbeam Alpine, the latter, introduced in 1959, styled by Ken Howes in 1956/57 and in Mk. IV form to be the basis of the Tiger. Taylor follows the Alpine from its origins, through its development processes, including the Harrington Alpines, with one of which Proctor and Harper won the Thermal Efficiency Index at Le Mans in 1961, and into the general quest for more power.

Rootes toyed with the idea of Alfa Romeo 1600 or Daimler 2½-litre V8 power for the Alpine, but neither worked, and Jack Brabham's idea of a big American V8 engine went no further at that stage. Meanwhile Carroll Shelby had created the Cobra out of the AC Ace/small block Ford V8 mix, the success of which, on US road and track, was watched with dismay by Ian Garrad, Norman's son and Rootes' West Coast Manager, who saw the need for a Rootes sports car to compete with E-types, Austin-Healeys and Porsches. Subsequently Garrad stirred the couldron which brought together his boss, John Panks, Carroll Shelby and Ken Miles, then Shelby's chief development engineer and test driver. To cut a long story short, Miles "shoe-horned" a 4.2-litre Ford engine into an Alpine II in March 1963, and the Tiger project was under way. Shelby built a second prototype and it was this that arrived in England on a banana boat in July 1963 for Lord Rootes' appraisal — which he accomplished with the handbrake full on!

Taylor goes into great detail about the subsequent development of the "Alpine V8", the extraordinary arrangement by which FoMoCo became an engine supplier to Rootes, the productionising of the Tiger at Jensen Motors and the production history. I suspect, though, that most MOTOR SPORT readers will be attracted by the chapter entitled simply "Competition", a fascinating and detailed account of the model's ill-fated attack on Le Mans in 1964 and its rather more impressive rally record. Another chapter deals with the competition history in the USA. Taylor concludes with a sort of inquest chapter and looks at projects intended to give the model a new lease of life, including the fitment of a Chrysler engine.

A final chapter deals with specific problems to be found with these very fast cars and informs about relevant clubs and spares. Comprehensive

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appendices provide such gems as performance figures for the individual works rally cars, race and rally successes, comparisons of performance with contemporary sports cars and a list of factory competition options, together with their prices in 1965-66.

This is a book which no Sunbeam Tiger or Alpine fan should be without, while non-addicts could soon find themselves converted by Taylor's interesting story. — C.R.

"The Observer's Book of Motorcycles" by R. M. Croucher. 192pp. 5¾" × 3⅝" *rederick Warne Ltd., 40 Bedford Square, London, WC1B 3HE £1.50)*

This is the third edition of the useful little reference book that covers more than 50 motorcycle manufacturers from 15 countries, arranged in alphabetical order with brief histories, specifications and photographs for each make and model. Not only is it true "pocket-size" unlike some so-called pocket-book that would not go into a poacher's pocket, but the price is pocket-size too. In this day and age a book for £1.50 is remarkable and it has to be good value whether you know all about motorcycles or are just beginning to find out. — D.S.J.

"Aston Martin and Lagonda" by Chris Harvey. 245 pp. 10" × 8½". **"The MG A, B and C"** by Chris Harvey. 232 pp. 10" × 8½". (*Oxford Illustrated Press Ltd., Shelley Close, Headington, Oxford OX3 8HB.* £17.95 and £14.95 respectively).

Numbers 5 and 6 in this expensive series from the prolific pen of Chris Harvey. They follow on from Healey, E-type, Jaguar XK and MG T-series offerings and follow the same entertaining, easily read recipe.

It is simply coincidental that the stories of these two famous British sporting marques should have intertwined since OIP published these separate Harvey titles: Harvey makes no claims to being a clairvoyant.

The Aston Martin tale begins in the post-War David Brown days and brings us up to the current V8, Volante, Vantage and Lagonda, but does not of course include the startling Bulldog announced in this issue. It takes us through the Feltham and Newport Pagnell days and the vicissitudes of life under the DB and William Willson Company Development ownerships, up to today's stabilised regime under the guidance of Alan Curtis and his merry men. Separate chapters deal with the Feltham cars, the Newport built DB4, 5 and 6, the Newport DBS to V8 and the Lagondas. There are chapters on the works racing Aston Martins and Astons and Lagondas generally in competition, contemporary road test reports, a guide to problems on the various cars for potential purchasers and existing owners, a quick reference to all the relevant models and other topics which will interest Aston Martin enthusiasts.

The MG book follows similar lines, plus useful chapters on interchangeability of spare parts, a discussion of the MG's potential for modification and concours and competition preparation. I see that my own Janspeed-modified MGB roadster, written up by me in another magazine in 1972, is quoted as having a maximum speed of 125 m.p.h., which I seem to recall was a printer's error at the time, and 115 m.p.h. would have been nearer the mark, except downhill with a following wind. But details of my very fast trip through France to the Paul Ricard circuit in an MGB V8 are accurately recalled — I remember it well! Harvey continues to quote registration numbers of contemporary road test cars, assumed from photographs amidst the text; this is dangerous, because all the journals, including MOTOR SPORT, often use cars other than the actual road test cars for photographic purposes.

No *afficionado* of the two famous marques should be without either book. But it would not be wise to regard them as definitive histories, for their nets are cast too wide, the research too widespread to allow for total accuracy and errors made by earlier publications and historians tend to be repeated. — C.R.

* * *

The Sporting Car Club of South Australia has issued its fourth book, about historic vehicles in that country. This one deals with motorcycles of 1899 to 1930. It is edited by G. H. Brooks, which is a guarantee of accuracy, although there is a loose page of corrections and additions to the No. 1 book of the series; but I am in sympathy with historians prepared to correct theirs, and others, errors. The book contains a fine selection of large pictures, showing motorcycles of all kinds, including competition scenes. As if to remind "pommies" of how tough they can be "down-under", one picture is of a gentleman with a Levis who invented horse-operated bag-loaders (the animals' friend?) and who took up motorcycling *at the age of 81*. . . . The book is available from the Club, at 260 Portrush Road, Beulah Park, South Australia, 5067. — W.B.

* * *

Following up their very pleasing books about "Bedford Buses and Coaches Since 1931" and "Bedford Commercial Vehicles Since 1931", Vauxhall Motors Ltd. of Luton have now come up with a splendid 68-page publication titled "A History of Vauxhall". The large 11½" × 8" pages are packed with fine pictures and other items from the past of this great Company, with an account of its origins and development running through the text. The photographs of 30/98s, GP and TT Vauxhalls, etc., in furious action at sporting venues should delight all our readers, and the book is also worth getting for the big colour-reproduction of Percy Kidner's "Prince Henry" Vauxhall in the 1912 Swedish Winter Trials, won by Vauxhall. The painting is by Michael Turner. Almost all the other Vauxhall cars are illustrated, from 1903 to the present. The good news is that if you send a postcard or letter to the Publicity Department of Vauxhall Motors Limited, PO Box No. 3, Luton, LU2 0SY, saying you saw the offer in MOTOR SPORT, you will receive this fine publication *free of charge*, together with those two aforementioned publications if you want them, and while they remain in print. W.B.

* * *

"Wit and Wisdom of the Moviemakers", edited by John Robert Colombo, is a lighthearted guide to Hollywood and those who made it what it is, and is also a quick guide to those many films of the great movie-stars in which so many cars have appeared, running as the book does from 1916 to 1979. The Hamlyn Group, Astronaut House, Feltham, Middlesex TW14 9AR publish it, at £3.95. — W.B.

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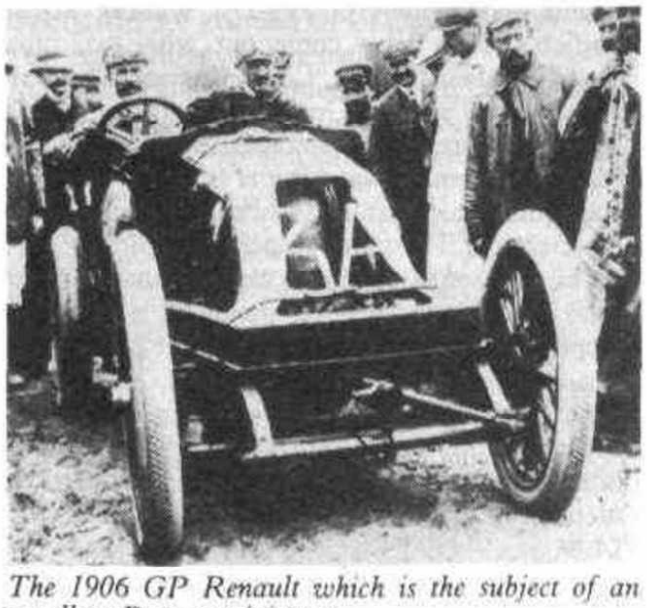
Frederick Warne (Publishers) Ltd. have added another title to the Warne Gerrard Guides for Walkers series, this one dealing with beautiful South Devon. "South Devon Walks for Motorists" by Alan Coles, contains 30 circular walks, from a parked car and back again. All routes described have public right of way and vary in length from two to seven miles. The walks are said to be mostly non-strenuous and to have been designed for those who enjoy the peace and beauty of the countryside. This soft-backed book costs a modest £1.50 — C.R.

* * *

Those who have a liking for toy, as distinct from model, boats of all ages and types can obtain a beautifully colour-illustrated book on this subject, called simply "Toy Boats", from the same publisher. — W.B.

Miniatures News

THERE ARE at least two miniatures in the Brumm series that I think you should see. One of these, No. 14 in their Oro "Revival" series, is a model of the Fiat "Mephistopheles Eldridge". That is to say, of the famous 21-litre aero-engined car in which Ernest Eldridge so bravely broke the Land Speed Record on the road at Arpajon, near Paris in 1924, at 146.01 m.p.h. The model shows this great racing car in the form in which it was resuscitated after the war by a VCC member and run for a time in this country, before retiring into the Turin Museum. Thus the back of the off-set driving seat is too high, although this was not altered by Fiat when they took over the historic car. But the model's detail is fascinating — the driving chains with guards over them, the tall tapering brass radiator with Fiat name-plate, the dumb-irons cross-bar, the drilled outside control-levers including what I take to be a (smaller) advance-and-retard lever, the huge external exhaust pipe over which the rear bonnet strap passes correctly, and the FIAT lettering in white on this red monster, although the latter is not quite correctly positioned. Even the chassis-bracing tie-rods, the dual rear shock-absorbers, the aeroscreen, and the Reg. No. XD-7117, are there. The wire wheels with knock-off type hub-caps, the long undershield, and the bonnet louvres and air-vents, are also very well contrived. I like this little model very much indeed; what a fine companion it would make to a Grand Prix Models' miniature of "Chitty-Bang-Bang I". Brumm refer to it as a 320 h.p. Fiat and GP Models and other specialist suppliers have stocks, the former charging £3.29 for the kit.



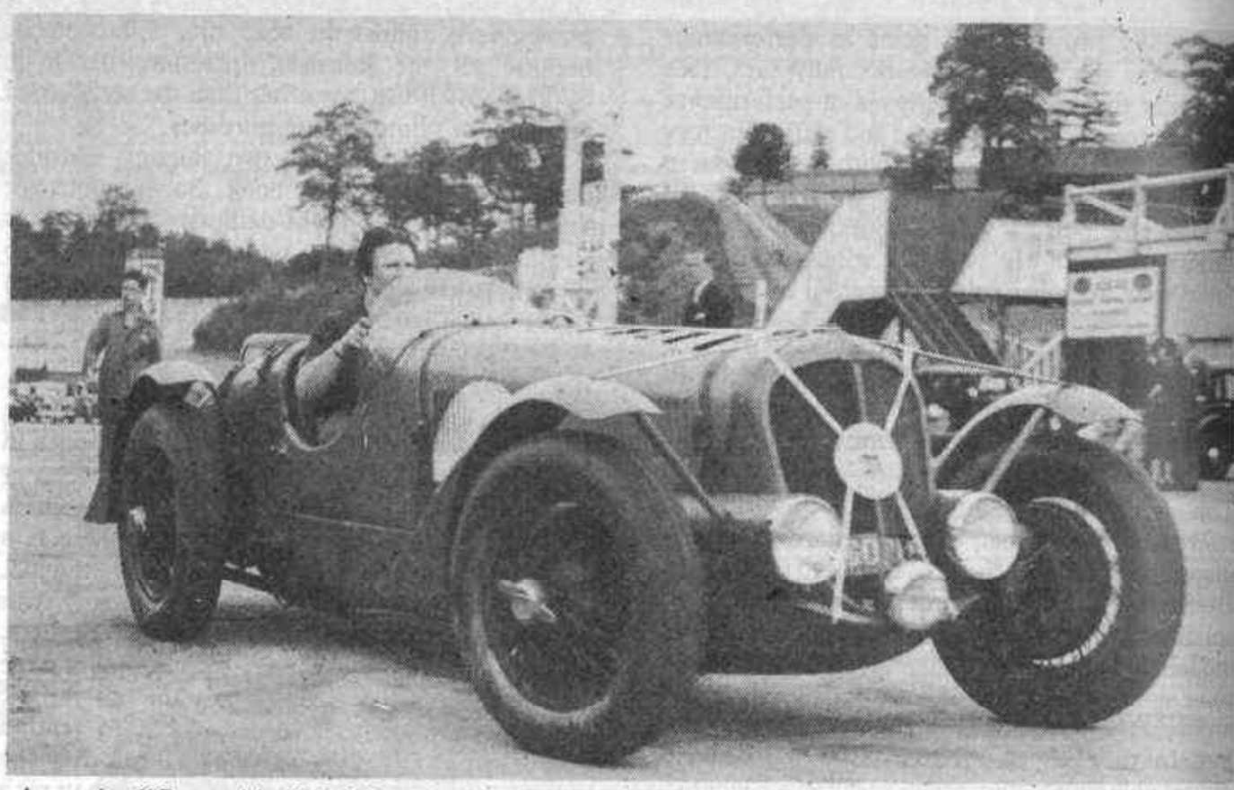
The 1906 GP Renault which is the subject of an excellent Brumm miniature.

The other Brumm miniature to which I would draw your attention is No. 18 in the same series, described by the makers as a 1906 Renault GP 3B Corsa of 90 h.p. In other words, the car with which Szisz won the French Grand Prix that year, at Le Mans. As nicely-detailed as the Fiat, this miniature racing Renault is about 3¾" long (the Fiat measures 4½" in length). It has the correct wire-mesh sides to the coal-scuttle bonnet, three spare-tyres on the tail as during the race, the dashboard oiler, the big brass dashboard-radiator, and the correct artillery wheels. It carries the

The Delahaye 135M "Competition"

IN 1935 the Delahaye and Delage firms amalgamated and from being rather dull touring cars Delahaye took on a new lease of life with a very sporting flair. In 1936 there appeared a competition version of the production 135M, built specifically for sports car racing, and the French organisers supported this move by changing all their Grand Prix races into sports car races. This also suited Talbot-Darracq and Bugatti, who had long since been left behind in the Grand Prix stakes, so sports car racing was very strong in France in the years 1936-39.

The competition version of the 135M Delahaye was a very exciting looking car, and still is today, and at the time it fired my schoolboy imagination the way D-type Jaguars and Porsche 917s did for schoolboys of later eras. We first saw them in Great Britain when six of them ran in the Tourist Trophy in Ulster at the end of 1936, and in the following three years Competition Delahayes appeared regularly at British events, mostly brought over by French drivers for the occasion. One car resided permanently in Great Britain, and was registered DUV 870. It was written up in great detail in MOTOR SPORT in MAY 1975, and is still owned by Rob Walker. I cannot say for sure how many competition models were built by the Delahaye factory, but I would doubt if it was more than a dozen, for these shorter, lighter and narrower versions of the production 135M were essentially built for racing rather than road use. Certainly there are not many about today, but they are a car that a lot of people would like to own, and I know I would like to own one. Due to this shortage a number of individuals have made copies, ostensibly for their own use, using production Delahaye components.



A genuine "Competition" Delahaye in the paddock at Brooklands in 1938 driven by Mme. Germaine Rouau when she brought the car over for the Dunlop Jubilee meeting on September 24th. This one is a 1936 car, with "quasi" four-seater body, built for the Le Mans 24 hour race, which was cancelled at the last minute that year.

It is not very difficult to find a production Delahaye chassis and shorten it and modify to "Competition" specification and to alter axle and suspension components, for the competition cars were all built from production components. Bodywork and wings are no problem to a competent "tin-basher", but the gearbox is a problem, for the competition cars used a special close-ratio "crash" gearbox and there are none about. The production 135M could be had with a Cotal electro-magnetic gearbox, and this box was an option in the "Competition" model. Walker's car actually has such a gearbox in it at present, calling for a battery of "juggernaut" proportions.

The first fake "Competition" Delahaye to appear was some years ago when Michael Scott, of the Vintage Insurance world, had one made for his own pleasure. It was not done very well as many of the major components were unmodified, though from the far end of the Silverstone paddock you could have been forgiven for thinking it was a genuine "Competition" 135M, especially as it was painted French racing blue and had the right shape of body. Close inspection soon revealed its short-comings, but no matter, Scott merely wanted a typical car to use on the road. It was not long before it appeared in an auction sale at Beaulieu and was bought by John Coombes, the Jaguar dealer in Guildford and it has been in his showrooms ever since.

After this Count Donhof, the German museum owner, produced a half completed car that was said to have been found in Czechoslovakia! He shipped this over to Tony Merrick, of White Waltham, with the request for him to complete the car. The chassis had been shortened rather badly and Merrick really had to start all over again. He borrowed Rob Walker's car to use as a pattern, even though the radiator grille, the rear mudguards and the tail are all wrong on that car, and as far as I know fake number 2 is in Donhof's museum, or collection, in Germany.

More or less concurrent with this project Nick Jarvis of Bracknell built fake number 3 and this was a much more workman-like job, being almost

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MINIATURES NEWS —
continued from previous page

racing number 1, presumably intended to be that of the winning car, by someone not conversant with the numbering in the 1906 race. It has also a curly bulb-horn, steps for getting into the seats, with a cylindrical oil-tank on the n/s one, and an acetelyne headlamp mounted on the n/s. Not in keeping with the GP winner, you may say. This is partially true, and one wonders where Brumm modelled their model, as it were, especially as François Szisz carried number 3A in the Grand Prix. But wait!

The dramatic post-race history of this Renault must not be overlooked. The actual Renault driven to victory by Szisz in the GP was, it is said, in poor condition after that gruelling two-day 770-mile race, especially as it had been used by the entire team as the practice car. An Englishman immediately put in a bid for it, however. The story goes that Renault thought that in its worn-out state it would scarcely give him satisfaction and so they substituted one of the other cars of the team, probably Edmond's, which had retired on the first day due to the dust-laying material on the road affecting its driver's eyes. (Note that 3B was Edmond's race-number, my dear Watson!) However, the new owner of this exciting Renault somehow learned of the transfer of number 3A to the wrong car (historians were having a rough path, even then!), and demanded the actual race-winner. In it the proud Englishman came to Dieppe to see the 1907 Grand Prix and went in this Renault to Fécamp for dinner one evening. Returning, he crashed into a tree and was killed. For two years the car was kept by those investigating the cause of the accident. Then it was sold at an auction. When the war came the old car, its fame forgotten, was impounded and used by a crack French Air Squadron for dashes between its base aerodrome and the front-line, from camp to the gaiety of Paris, and from point-to-point along the fighting-line. Famous pilots apparently drove it, at 10 m.p.g., and despite a tyre-life of 500 miles, under these conditions.

The war over, the old racer was sold, it is said, for a tenth of the price of 55,000-francs that the keen Englishman had paid for it in 1906. It was bought now only for re-sale. But there were no offers for the big, ancient, thirsty two-seater, and it was to be seen around Paris for some long time, before it finally vanished. There is evidence that since the race it had acquired front mudguards and a registration number, so the Brumm model's lamp and side-steps can perhaps be accepted. Incidentally, when Szisz, for sentimental reasons, tried to find his old car in 1923 it had completely vanished. (Renault had made some small-scale duplicates (or copies in modern RAC jargon) of the winning car soon after the race and I had some experience of the one, run by Marcus Chambers, just before WW2.)

After this, who could resist the Brumm miniature? Even if you should really give it a more prominent starting-handle than it has, and a dumb-iron cross-member. It is available as a kit from model shops here, for about the same price as that for the Fiat kit.

* * *

Grand Prix models of 173-175 Watling Street, Radlett, Herts have come out with two more models in their famous "Classic" series. These are of the 1956 Type 251 Grand Prix Bugatti, the last effort of Ettore Bugatti to race in such events, and which I remember watching at Reims at the time, and, quite a contrast, a 1962 Porsche Targa Florio RS 1 coupé. They are, respectively Nos. 83 and 79 in this series of 1:43-scale miniatures that is soon, I am glad to hear, to include a model of the Napier-Railton, to line up with other Brooklands' denizens from the GP Models range. The kits sell for £6.45 each. They also have a comprehensive 110-page model-car catalogue that takes in all kinds of models, ready-made as well as kits, metal, plastic, resin and the rest. It is available for £4.00 post-free in the UK, £5.00 to anywhere outside the UK, except to the Far East, when about 50p extra should be sent. — W.B.

Take One Capri 3.0S . . .

A muscular Series X car from Ford

NEARLY two years and an inflationary £1,232 since the MOTOR SPORT road test in August 1978, Ford's Capri 3.0S still justifies the tag of the best value-for-money performance car on the market. This versatile, 120 m.p.h., four-seater hatchback is such a good basic package and so responsive to development that now, as then, it remains the car to beat in the Tricentrol RAC British Saloon Car Championship, although whether it will be later in the season if BL Motorsport's new Rover 3500s can overcome their teething problems will be interesting to observe.

The standard car is both fast and fun. But if that isn't good enough, or you want to make it different to your neighbour's (and my neighbour loves his 3.0S!) then Ford offer a flexible selection of Series X performance parts to uprate this 3-litre V6 Capri part way towards the Group 1½ racing specification. There's the choice of modifying the car mechanically, using a selection of items from the X-pack or a combination of all, but leaving the bodywork standard, or modifying the exterior by adding flared wheel arches and front spoiler while leaving the mechanical side alone. The ultimate plot is to amalgamate the two concepts to make a very purposeful looking and sizzlingly fast road-burner.



Low and sleek, the Series X Capri, with beautifully fared-in wheel-arches and front spoiler, has the appearance and character of a "poorman's supercar".

This is what Ford had done to the 3.0S I have been trying, which incorporated just about everything available from the X-pack and would leave little change out of £10,000. The standard car now costs £5,825.

The bodywork changes are major and not a job for the do-it-yourself man unless he happens to have his own spray booth. Wide, glassfibre wheel arches are blended into the existing, but cut about, sheet steel and a big air dam added to the front. Virtually a complete respray is required. The result is far from boy racerish, for the curvaceous arches are beautifully and subtly blended into the Capri's overall shape to create a very tasteful and exciting-looking package, the squat and purposeful appearance completed by the addition of 7¼ in. rim RS alloy wheels shod with 205/60 section Pirelli P6 tyres. I was very taken by the aesthetics, which are so well contrived as to lift this Series X car out of the realms of "just a modified Capri" into a very distinctive "poor man's supercar".

Except for some cheapness of finish, the standard 3.0S leaves little to be desired in its ergonomically excellent interior, so long as the optional Recaro seats are specified. Ford sensibly leave the Series X interior well alone, save for the Recaros.

It's a different story under the skin, however, where this full-house X-pack car is radically modified. Triple, twin-choke, downdraught Weber DCMF carburetters replace the single item between the vee. There are bigger inlet and exhaust valves, special cylinder head gaskets, an electric fuel pump to cope with the increased fuel demands and a larger radiator. The result is a boost in power from 138 b.h.p. at 5,000 r.p.m. to 175 b.h.p. at the same figure. Torque is hoisted from 174 lb. ft. at 3,000 rpm to 194 lb. ft. at 4,000 r.p.m. The drivetrain is deemed adequate to cope with the extra urge, though a limited slip differential is fitted to calm the wheelspin from which even the standard car can suffer. The final drive ratio is unchanged at 3.09:1.

To stop this extra "go", big, 10.8 in. diameter ventilated front discs replace the normal 9.6 in. variety and are gripped by Granada calipers. The 8 in. rear drums are unchanged.

Gas-filled Bilstein front struts and rear dampers are fitted, along with uprated coil springs, a revised anti-roll bar and anti-dive modifications at the front and standard leaf springs and an anti-roll bar are allied to the live rear axle.



Sporting handling. . . .

All this spells excitement and it does not disappoint, the noise of the exhausts alone — rising from a gruff rumble at low revs to a healthy bellow as the tachometer rises — being enough to stir the adrenalin. For possibly aesthetic rather than practical reasons the ends of the exhaust pipes are flattened like those of the fuel-injected Capri RS 2600 I tested in Germany several years ago. A manual choke is fitted in place of the single carburetter car's automatic item, but I found a few pumps on the throttle pedal were the best means of stirring the beast into life from cold. Apart from a few polite coughs it was reasonably well behaved on driving away from cold.

Not unexpectedly, the Series X is less tractable than the lazy and gentle standard 3.0S, yet it remains content to trickle along in the upper of its four gears in 30 m.p.h. limits. Squashing the throttle to the floor too eagerly in top with too few revs aboard will bring a flat refusal from the triple Webers, though they respond willingly to gradual progression. But this is a car for fast driving, not dawdling, and driven appropriately it responds in muscular fashion, bellowing its way ferociously through the speed ranges. Should you demand it, this 3.0S will scorch off the line to 60 m.p.h. in around 7½ sec. say Ford, against 8.9 sec. for the standard car, while the mighty top-end performance is shown by a 0-100 m.p.h. time of about 21 sec against the normal 27 sec. Top speed is 130 m.p.h. plus in favourable conditions.

It is in top gear at the upper end of the scale that the Series X car shows its true colours, for impressive though the acceleration figures through the gears may be, there is always the feeling that the engine should be revving a lot more freely than it does; a slightly "wilder" camshaft to take advantage of those six carburetter chokes would make all the difference and transform this characterful car into a real Porsche-eater. Alas, it might also make this Capri into rather more of a gas-guzzler than it already is. A combination of fast roadwork and fairly sensible town driving brought an average of only 16.06 m.p.h. though 20 m.p.g. might be expected on a run. To be fair, this is pretty good compared with anything of similar performance.

Handling and roadholding match the sporting performance characteristics, the P6s showing fantastic grip in all conditions. Gentle understeer characteristics can be changed to full blooded power slides if desired. The suspension feels taut and firmly tied down, the power steering beautifully positive and ideally weighted, whereas that of the standard car, with smaller tyre footprint, could be criticised as too light. Though the pedal is a little bit weak in feel, the brakes are magnificent and the anti-dive contributes greatly to the smoothness of progress without reducing feed back near the limit of braking adhesion. It feels a really thoroughbred chassis all round, tremendously rewarding and effortless to drive quickly, the only drawbacks being a firm ride and, in built up areas, an embarrassing graunching and rubber-squealing cacaphony when turning slow corners caused by the tightly set limited slip differential.

This Series X Capri is full of guts, a full-blooded, powerful sports car in the old style dressed up as a modern coupé, with a responsive chassis that adds exhilaration — and, alas, a fairly high noise level — to every journey. I was so taken with the test car, the next best thing to a Porsche, that I actually inquired about buying it from Ford, but C00 260T had already found a home — in the hands of Mike Wilds as the now somewhat more garish MCD course car. — C.R.

DELAHAYE — continued from opposite page.

faultless. This seems to have passed into the dealer/auction circuit. A fourth fake is very near completion at the Jarvis works and looks remarkably genuine, with a lot of pains being taken to get details right, while a fifth fake is under construction in Hampshire using much of the Jarvis know-how and patterns for various components. Certain unobtainable parts are being made though gearboxes still present a problem.

There is nothing wrong with all these people making themselves, or having made, Delahaye specials, and the "Competition" 135M is a splendid car to copy, but if anyone is thinking of buying a "Competition" Delahaye in the next decade, either from an Auction Sale or from a dealer, they would be well advised to enquire closely into its parentage.—D.S.J.

VINTAGE LIGHT CARS IN WALES

THE ANNUAL Welsh Week-end of the Light Car and Edwardian Section of the VSCC took place on March 29th/30th, based on the Abernant Lake Hotel at Llanwrtyd Wells, where the spacious grounds were well suited to the driving-tests on the Saturday afternoon and there is ample space both for parking competing cars on private ground, and for the film-show and the dinner. I make no excuse for reporting this quite minor happening in the vintage motoring world, because it is one of the happiest events of the year, free from the commercialism and bickering that can mar other, more prestigious, sporting occasions.

The increased price of petrol caused no drop in enthusiasm, for 44 entries were received by the capable new organiser, Simon Colledge, although this didn't involve quite that number of cars, because it is a notable feature of the Section that wives and daughters drive those entered by husbands and fathers. There were also a few non-appearers. Clive Jeddere-Fisher had just failed to get this Fiat 509A ready in time, nor did Wallace's Standard Canley, Rosie Shapland's 10/23 Talbot, or the 5cv Citroën arrive. The star effort must be that of Branislav Sudjic, who drove down from north of Edinburgh on the Friday in his ex-Maxwell twin-cam Salmson, and set off on the return nine-hour journey to Scotland, on the Sunday.

There were five tests on the Saturday, consisting of the usual garaging and "mind-those-pylons" frolics, plus a final one in which a wheel had to be removed and replaced. Hard on the girls' finger-nails, this last test provided the spectacle of Tony Jones lifting his Austin 7 both on and off the jack, Elaine Drake doing it very well with her Amilcar's centre-lock hub, a long-handled jack assisting Wheeler and Wendy Cooksey (separately, of course) to elevate the Morris-Cowley, its engine idling quietly meanwhile, Seymour Price doing the test methodically and very quickly on his hoodless Austin Chummy — shades of one of my pre-war A7s — finally pushing it off the jack, and Harper (M-type MG) and Nutter (Morris-Cowley) using hydraulic jacks. Elder was equipped with vast garage trolley-jack and big wheelbrace but, alas, his 1924 sports Bayliss-Thomas had broken a tooth in its crownwheel and pinion in a previous test and this finally caused its retirement after two hills in the trial on the morrow. The Salmson claimed non-detachable wheels, so Sudjic was made to change a plug instead, which involved removing the plate between the camboxes. I had entered the 1924 12/20 Calthorpe Mulliner-bodied two-seater but, having no jack-handle, opted out with the excuse that the NUJ would probably not approve of a working journalist doubling up as a garage mechanic. . . .

After the Rivers-Fletcher Club Film and Bill Mason's great film "The Titans" had been shown by Russel Wilson-Kitchen, and a good dinner had been partaken of, the 1979 awards were presented by Winifred Boddy. Mike Hurst collected the Llwynbarried and Colin Crabbe Trophies, the latter a GP Mercedes-Benz piston, Ruth Hirst the Ladies' Trophy, Tony Jones the De Salis Trophy, Jack McEwen the Lady Rachael Trophy, Barry Clarke the Edwardian Trophy, Simon Coates the Talbot Trophy, Peter Morgan the Douglas Fitzpatrick Trophy (an unbelievably enormous piston from a 21-litre Maybach aero-engine,



Robin Batchelor's 1925 Morris-Cowley is assisted by "bouncer" Julian Ghosh on the first of the sections on t VSCC Light Car Welsh Week-End.



Long-distance driver. — Branislav Sudjic's Salmson, seen approaching the wheel/plug removal test, was driven down from north of Edinburgh and home again afterwards.

mounted on a plinth), Anthony Costigan the Navigator's Trophy and Mick O'Callaghan and Mick Pratt the Marshall's Award, etc.

The first hill on the Sunday was a successful "stopper" but among those who scorned its ever-steepening gradient was Nancy McEwen (Mk. IV Riley 9), while Tom Threlfall did very well in the 1924 vee-twin BSA, banging in the clutch and relying thereafter on this oil-filled Hotchkiss component not burning out. Price's Chummy Austin, in contrast, was experiencing clutch slip from unwanted oil on that component,



Welsh competitor on the Welsh Week-End. — Seymour Price caught by the camera as he tackles the wheel-removal test, his Austin Chummy gaining a 2nd class Award.

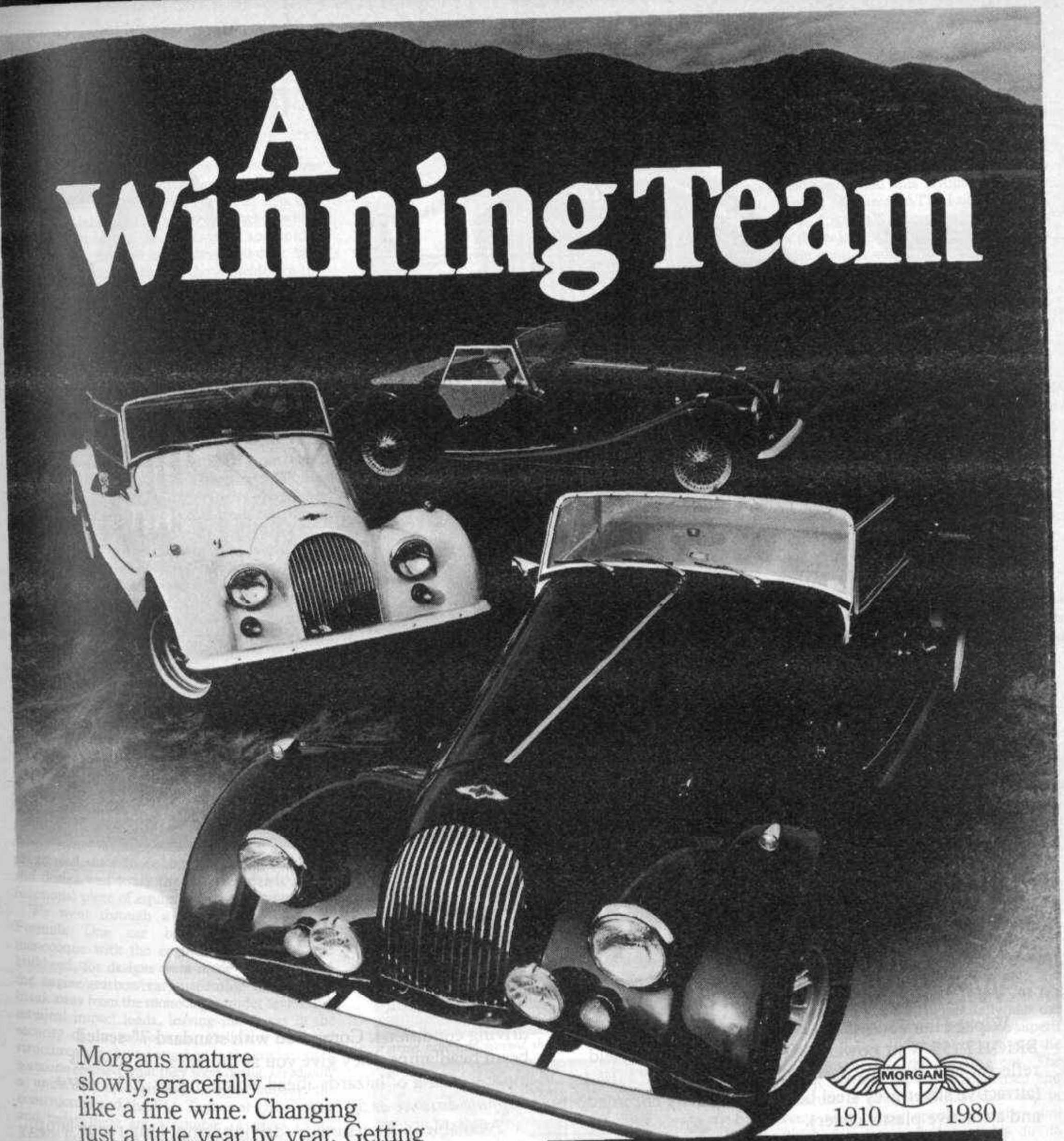
but Robin Batchelor's 1925 Morris-Cow tourer, with Julian Ghosh conducting bouncing from the tonneau, ascended marker-13, aided, it was rumoured, by hot from the balloon that its driver sometim substitutes as another form of sporti transport. . .

Most drivers failed below the rocky outcrop Section 1, even Odell who, having unloaded surplus weight, except Hamish Moffatt, tried it *reverse* in his 12/24 Lagonda all-weather. T Amilcar was suffering all day from boiling, Hi Triumph Super 7 was down on power (so that Calthorpe actually overtook it, up ordinary-road third-gear gradient), and Peaco having performed well in the driving-tests, w now finding his 1930 sunroof Morris Minor salo apt to play up. Dr. Andrews' Riley 9 tourer w blowing oil-mist over his feet, and Wheeler's 19 Morris-Cowley, with copy-Chummy bod developed gearbox trouble after the last h section. Clarke's Austin was reported to ha carburation problems but this didn't prevent daughter "cleaning" Section 5 in fine style, whe Peacop also had no trouble, and Matt Vincent his 1924 Austin 7 Chummy on b.e. tyres clinch victory with faultless ascents of these last t earthy sections. Phip Diffey was out of luck wh we saw him on the first section, in spite of his t sons bouncing enthusiastically in the back-seat his 9/20 Humber tourer and the rumour insertion into its sump beforehand of some rock fuel, but he got to marker-7. As a change fro the Chummy brigade, de Salis drove a smu two-tone "top-hat" Austin 7 metal saloon whi was about the BSA's equal on Section 1. spectating novelty, until it blew a valve-cap o was Rosemary Burke's air-cooled vee-tw Peugeot-JAP, and the only competing Edwardi was Ron Knight's practical, 1914 Clegg-Darra touring-car. The event, ably put on by Keith Hi ended at the "New Inn" at Newbridge-on-Wy — W.B.

The results were announced promptly, as follow

Llwynbarried and "Beaded-Edge" Trophies: M. Vincent (1 Austin 7 Chummy).
First-class Awards Overall: B. Clarke (Austin 7), T. Jo (Austin 7), T. Threlfall (BSA).
Second-class Awards Overall: M. Ellis (MG), J. Peacop (Mo Minor), S. Price (Austin 7).
First-class Award and "Beaded-Edge" Award, in Driving-Te R. Beebee (Austin 7), **Second-class Award:** R. Hill (Triu Super 7). **Third-class Award:** M. Hirst (Morris Minor).
First-class Award in Trial: P. Diffey (Humber), **Second-cl Awards:** Nancy McEwen (Riley), Eleanor Clarke (Austin 7), R Hirst (Morris Minor).

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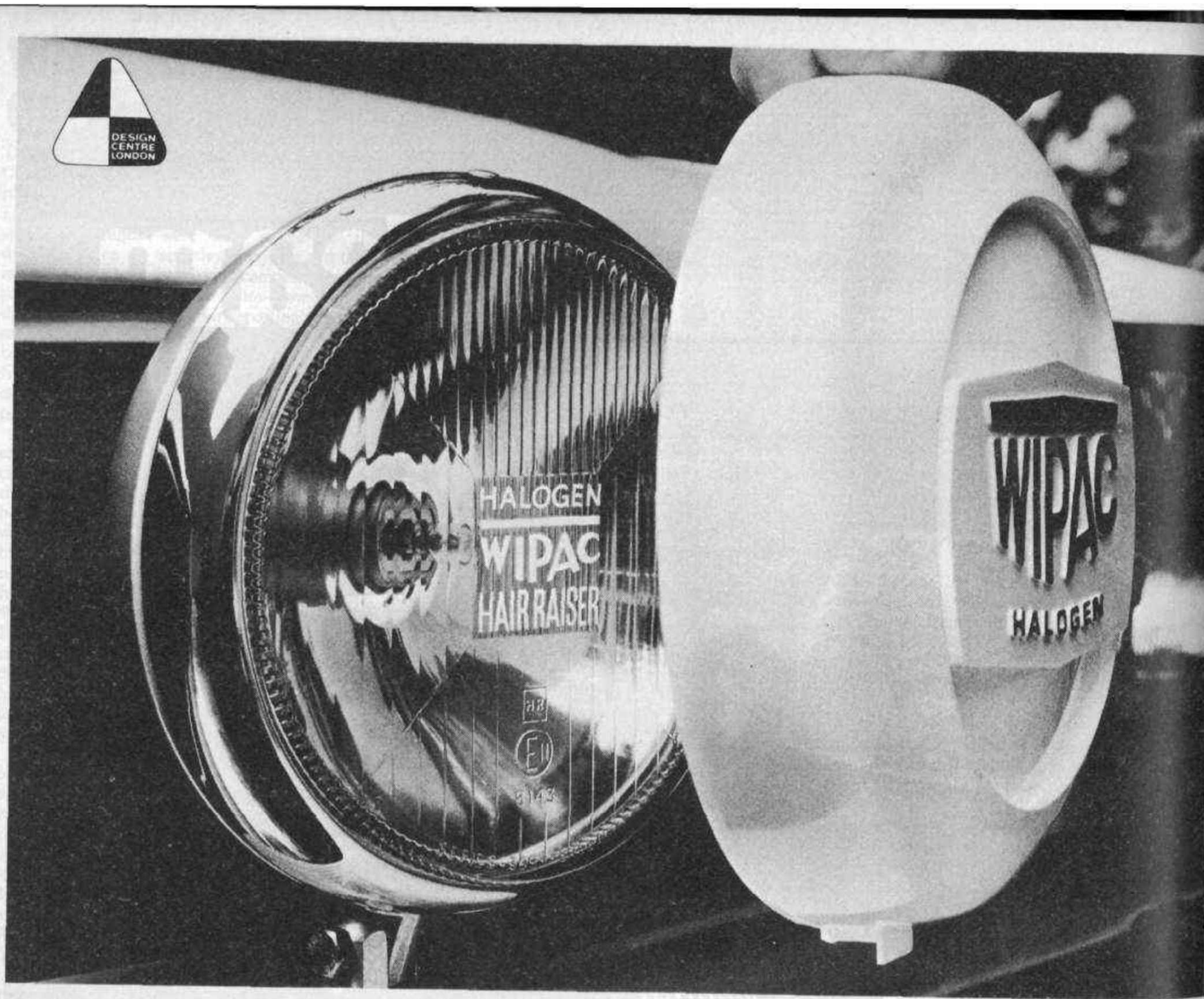
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Formula One Trend of Design

Safety roll-over bars

I THINK the safety roll-over bar came to us from the USA, and when it first appeared it was a bit of a joke. The idea was to provide a tubular structure projecting higher than the driver's head, which would protect him if the car crashed and landed upside down. In the early days roll-over bars consisted of a simple tubular hoop welded to the chassis frame that often was not tall enough and, more often, not strong enough to support the weight of the car even if it had been turned gently over. The whole business seemed a bit stupid and a sop to the safety-gods who seemed incapable of rational thinking and copied USA ideas blindly. I saw roll-over bars measured with a mechanic sitting in the car and not wearing a crash-hat, so that when the driver was in the car his crash-hat was inches higher than the tubular hoop; I saw these hoops flatten completely when a car skated along upside down and I saw hoops with no fore and aft strength other than the quality of welding. It is not surprising that I could not take them seriously.

In those early days of the safety parade one well-known foreign driver, who drove for an English team, did not have a great command of technical knowledge and from his visits to the USA he had learnt the term "roll-bar" referring to the tubular hoop behind his head. At the time it was the beginning of the technique of adjusting the suspension roll, or roll-stiffness, by means of different anti-roll torsion bars; the solid steel bar joining the two suspensions and operating in twist. Engineers called these "roll-bars" in loose talk and when the driver in question heard the team's chief engineer say "We'll change the roll-bar and see how it affects the handling," our foreign driver was very puzzled, because "roll-bar" to him was the tubular hoop behind his head and he couldn't see how changing it could affect the handling! Fortunately we have progressed since those days, both in knowledge and design and today the roll-over bar is a very functional piece of equipment.

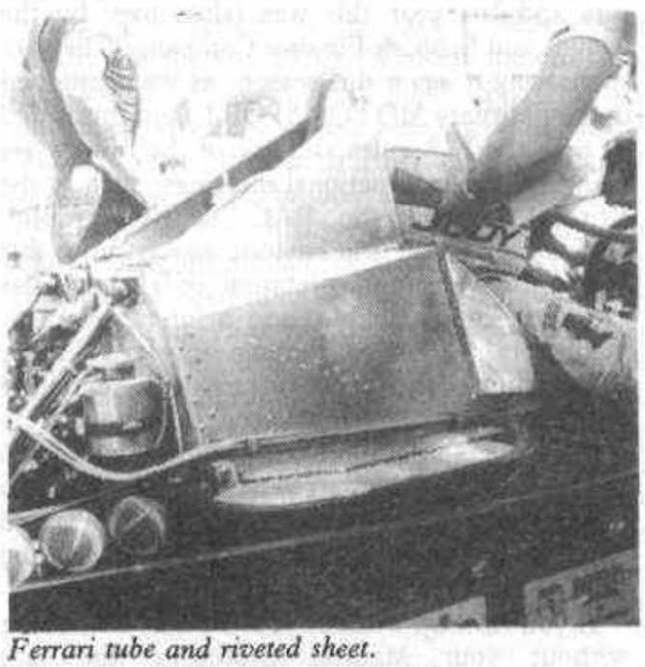
We went through a bad period when the Formula One car became an aluminium monocoque with the engine bolted to the rear bulkhead, for designs were made which allowed the engine/gearbox/rear suspension assembly to break away from the monocoque under severe and terminal impact loads, leaving the driver in the security of the monocoque. Roll-over bars and structures were being attached to the engine, until someone realised what they were doing. Gradually a uniformity of thinking evolved among the constructors and the FIA Technical Commission and today there are a number of pages in the Yellow Book on the requirements and suggestions on design. The structure has to be able to withstand three simultaneously applied loads, lateral, fore and aft and vertical and they are a function of the weight of the car, complete with driver and full petrol tanks (i.e. starting line weight). This weight is W and the calculated lateral load is 1½ × W, the fore and aft load is 5½ × W and the vertical load is 7½ × W, so it can be seen that the roll-over structure today is a pretty serious design study. Specifications are laid down for the quality of material used, whether steel or aluminium, but the basic design is left to the individual designer. However, he has to have available at Scrutineering drawings of the construction and calculations to prove that the structure complies with the strength requirements. As far as I can find out nobody has tested a roll-over structure physically and all designers hope that their structure will never be tested in a practical manner, in the form of an end-over-end accident.



Lotus 81 — aluminium tubing.



Fittipaldi — welded tube and sheet.


Ferrari tube and riveted sheet.


Renault — welded sheet.

Fittipaldi (*née* Wolf) and Shadow use a tubular hoop and another rearward running hoop welded to it with gusset plates welded to both hoops to form a rigid box-section. Brabham use a somewhat similar construction. Ferrari have a variation on the hoop and double bracing struts, by having aluminium sheet riveted to the tubes to fill in the triangles formed at the sides of the structure. Osella are alone in using a hoop with a single rearward bracing strut joined to a cross tube in the main hoop. Renault are completely on their own in using a fabricated structure of welded steel sheet, to form a single vertical hoop which is riveted permanently to the monocoque.

We have come a long way since the appearance of the first tubular roll-over bars that you could almost bend with your hand, in the days of the 1½-litre Formula in 1961. Now the roll-over bar is a carefully stressed part of the car and an important part of the monocoque now that the driver is strapped firmly within his capsule so that he stays with the strongest part of the car throughout any accident, even though wheels, suspensions, gearbox, engine and sidepods may break away while the kinetic energy of 150 m.p.h. is being dissipated in a short space of time.

D.S.J.

Castrol Films

THIS YEAR'S films by Castrol, which are available on loan to motor clubs and other organisations, feature extreme ends of the sporting world. "A Tale of Two Rallies" as the name implies films the San Remo Rally and the RAC Rally of last year, the first with some superb scenic views of Italian mountain country and the road-race atmosphere of the Italian event. The British event captures the more condensed and artificial nature of our forest-track rally and in both events rally people appear as rather dull personalities when interviewed, probably due to the fatigue brought on by long day and night driving, cooped up in a noisy tin box. The action is made by the sight of the wicked-looking Lancia Stratos and the mean-looking Triumph TR7-V8.

The second film is all about the British motorcycle Grand Prix at Silverstone last year, with glimpses of the intriguing new 500 c.c. Honda Grand Prix bikes and the knee-scraping antics of the top motorcycle aces. If you are not a Barry Sheene fan, give this one a miss, for he is shown up in a bad light as a person. — D.S.J.

N.B. The films are available from Castrol Film Library, Castrol Ltd., Athena Avenue, Elgin Trading Estate, Swindon, Wiltshire SN2 1EQ.

Historics are Hysterical



Neil Corner's splendid V12 Ferrari Dino made its post-rebuild debut in the historic race at Long Beach, where its clutch failed. The following weekend Corner took the car to pole position for the Lloyds and Scottish Race at Silverstone (with new clutch friction material temporarily secured with Araldite!), but Lindsay, Norman and de Cadenet withdrew from the race because of the presence of Bamford's newly-created Ferrari.

AT THE end of last year we reviewed the Lloyds and Scottish Finance Company's Historic Car Championship, and suggested that some of the cars had rather suspect parentage while others bore little resemblance to the car as originally raced when they were new. Lister cars that had begun life with Chevrolet V8 engines in them now race with Jaguar power units, the Cooper that was built to take a 2-litre ERA engine, now races with a British engine installed, ERAs that spent all their life as 1½-litre cars now have 2-litre engines, and in one case a 2.2-litre engine, and a Maserati accepted as pre-war has a post-war two-stage engine propelling it. The whole scene is very muddled, but at least all the cars are old and obsolete as are most of the components, apart from pieces that wore out or got broken. Most of the cars have a traceable history going back to the day they were built at the parent factory. In the case of the Donington Collection's P25 BRMs, they were resurrected from the remains of the original cars, with the blessing of the BRM firm before its demise. Other cars have suffered major accidents while racing and the rebuild has often meant making an entirely new chassis frame to replace the bent one, but in most cases the continuity is not broken, even if the car is broken. In the case of one Talbot-Lago, it was crashed in 1954 and the driver was killed. The wreckage was put in its transporter and the lorry was left at the factory for four years untouched. The present owner salvaged the wreckage from the lorry and rebuilt it over a long period.

In some cases there are gaps in the continuity of a car and some of these are very suspect, notably Bugattis, while in other makes cars have been made from spare parts, the resultant entity having no known history or continuity. As most people involved in the old car game are interested in the past history of their cars, especially if they were involved in famous landmarks in motor racing history, the general feeling is that all old racing cars should be given a certificate of authenticity, and this is done with a list of questions on an FIA form, which has to have the approval stamp of the RAC Historic Committee. Until now this authenticity has been pretty lenient and some cars have been given the benefit of the doubt as regards their past.

Unfortunately certain people have abused this leniency and others have flaunted it in a despicable manner, quite against "the spirit of old car racing", which is basically to preserve old cars and to run them in suitable events for the sheer fun of the thing. Whether this abuse has been engendered by enthusiasm or personal gain is hard to say, but being lenient once more, let us say it is "over" enthusiasm. As a result the FIA authenticity questions are being tightened up for 1981 and cars without a continuous traceable history will not be acceptable. Everyone in the old car game who wants to play at racing has 1980 in which to dig out the continuous past history of their historic car.

In the VSCC the rules are pretty flexible and there is some small print which reads "at the discretion of the committee" which means that if the owner, the car, or both, conform to the spirit of the game by being a decent chap, and the car is interesting, then they are accepted for race meetings run by the club. There is nothing very serious at stake in VSCC events, apart from enjoyment and the love of "just messing about with old cars". There are no Championships, no points to be gained, no kudos or acclaim at the end of the season, each race and each meeting stands on its own merit. It was in VSCC circles that it all began and VSCC meetings are still run for the same reasons and for the same cars. On a wider field the world at large and the FIA have cottoned on to old car racing, and at once there was an FIA Championship, with a Champion driver nominated at the end of the season, with a points scoring system as serious as the Formula One Championship, and this is where it all went wrong. The firm of J. C. Bamford, through a subsidiary, started a British Championship for old cars and last year this was taken over by the Lloyds and Scottish Finance Company. They are sponsoring it again this season, as we mentioned in the February MOTOR SPORT, and this is tied in with the FIA rules as some of the rounds are being held at International meetings, such as the British GP and the RAC Tourist Trophy. Unfortunately the title Historic was given to this activity and the interpretation of Historic has caused a lot of trouble, and a lot of work for volunteers who have become involved in the organisation of the scene. Just as you have to have an official driving/racing licence to take part in FIA events, and a Medical Certificate before you can race, your old car has to have an identity form before it can race. Not to identify that it is an old car, but to identify that it is a genuine old car, and not one recently built.

If you turn up without your Racing Licence or without your Medical Certificate the race organisers, following the rules of the FIA/RAC will stop you taking part. If your car does not have its official identity form it should also be stopped from racing. In Group 1 Saloon car racing, for example, this does happen. In old car racing the organisers have been known to overlook this rule for the car, but not for the Racing Licence and the Medical Certificate. At the first round of the Lloyds and Scottish Historic Championship at Silverstone on Easter Monday, run by the BRDC, a number of cars were allowed to race even though the owners could not produce their authenticity papers, which was a gross disregard of the rules. Some of the owners had merely forgotten to bring their papers with them, (though they did not forget their Racing Licence and Medical Certificate), while others had cars only recently acquired and had not had time to fill in their forms and send them off for authentication. In one case the car had been submitted for authentication the week before the meeting and had been officially turned down, yet the owner sent it along and the Stewards let it run, knowing full well that it had been refused authentication by the RAC Historic Committee. This car actually won the race, such as it was, and a lot of people with famous old cars were justifiably a bit incensed.

The RAC Historic Committee have nominated a working group to advise on the history of old racing cars, and this group consists of Doug Nye, Duncan Rabagliatti and Denis Jenkinson, who between them probably have more information on old racing cars than anyone else. The "rogue" car in question at the Easter Monday meeting was the Dino 246 Ferrari driven by Stirling Moss. This is literally a brand new Ferrari, not made at Maranello, but made by David Clarke's Graypaul Motors of Loughborough. Last year Anthony Bamford, the son of the JCB empire, produced a Dino Ferrari 246 which Willie Green drove with great aplomb and won the Historic Championship. This car was one that Enzo Ferrari had built up from the remnants of the 1960 Ferrari team, as a museum piece which he intended to present to the Ford Museum in Detroit, at a time when Ford were negotiating to buy a big interest in the Ferrari firm, before Fiat stepped in. Before the car arrived in Detroit Ferrari fell out with Ford and the car stopped at Luigi Chinetti's dealership in New York. It stayed there for something like seventeen years, until Anthony Bamford negotiated to buy it. When Ferrari built the car it was purely a show-piece, with no legends or history with it, probably containing parts from most of the 1960 team cars. The engine was stamped 0003 and part of the bodywork had a 3 on it, so Bamford gave the car the identity 0003, for what it was worth. Another show-piece was built up by the Ferrari factory and presented to the Biscaretti Museum in Turin, and this was ostensibly 0005. A third of the team cars 0007 had a V12 sports car engine installed by the factory, for the New Zealander Pat Hoare and was sent "down-under" for the 1961 Tasman races. The remaining team cars were broken up, the bodies, chassis, tanks etc going to the scrap yard, and the engines, gearboxes and sundry odd bits being dumped in the factory morgue.

Some years later Anthony Bamford negotiated buy a lorry load of this scrap material from the rrari morgue, and he shipped it back to gland on spec. The Pat Hoare car led a hard life New Zealand and was eventually turned into a d-racing GT car, though all the bits that were noved, including the whole body and the tanks, re "put up in the loft". Two years ago Neil rner acquired the car, together with all the bits d pieces, and Dick Crossthwaite and his team at ossland Engineering painstakingly rebuilt the back to its 1960/61 condition, and we featured in our colour section in January. Meanwhile the ino 246 in Turin stayed there and Anthony mford hung on to the one he got from America. the middle of last year he sorted through his rry load of Ferrari scrap and found a nearly mplete Dino 246 engine, the 2½-litre V6, with ohc, as in his car 0003. He also found a rear le/gearbox assembly and a steering box. He ve these three components to Graypaul Motors th the request that they create another Dino rrari. They stripped 0003 completely and used e chassis frame to make a jig, and on it they ilt another chassis frame, identical to 0003. The rap-yard engine was installed, as was the le/gearbox unit and the steering box; the rest ey had to make from scratch. All the suspension embers, the uprights, the hubs, the steering nnections, the fuel tanks, the oil tank, the diators, the exhaust system, the pipe-work for el and oil, the bulkhead, the bodywork, the akes, everything, was made from scratch, using e original components of 0003 as patterns. It as a veritable work of art, and all the time there as no word from the Ferrari factory, no official essing, no help whatsoever, merely total silence. hen the car was finished it was a perfect copy of 03, except that the welding on the chassis was uch better and the chassis stiffness was nproved, while it used separate water and oil diators, whereas 0003 had a single unit mbining both fluids. The oil tank was welded, d not riveted as the original one, and the fuel nks were riveted for appearance sake only, the trol being carried in modern rubber-bag tanks side the fake shells. The instruments were fferent as they could only find production ones d not the genuine factory racing instruments.

As the engine had 0006 stamped on it, this new r was offered for authentication as an historic r under this number, BUT — the original 0006 r that was broken up by the factory had a long heelbase chassis, and 0003 had a short heelbase chassis, for during 1960 the Ferrari ctory were finding out about fore and aft eight-distribution and 0006 and 0007 were both ng wheelbase cars. Doug Nye acquired this formation, together with the appropriate easurements, from the Ferrari factory when he as writing his magnum opus on the Dino errari, which was published last year. For a umber of reasons, most of which are lf-evident, the RAC Historic Committee told e Bamford organisation that the car was not ceptable as an Historic Racing Car. As a copy of n Historic Racing Car it is superb, and if 95% of e people playing at old car racing did not take it riously, this new Dino Ferrari would be totally ceptable. Because this 95% have genuine old ars, preserved and maintained regardless of cost, ey feel that the 5% should play the same game nd not despoil it. If the making of historic racing ars continues it will turn the whole thing into a rce, and historics are hysterical enough at the resent, without turning hysteria into omedy.—D.S.J.

More About the Watkins Monoplane

I WAS somewhat surprised, but delighted, to see the article on the Watkins Robin Goch ("Red Robin") monoplane in the February MOTOR SPORT. Whilst serving at RAF St. Athan in 1975 this little aeroplane intrigued me, standing in the company of some very well-known aircraft, many of which are now in the Hendon Battle-of-Britain Museum. I found that the RAF had very little information on it and much of this was conflicting, so I started to research wider, but with only limited success. Watkins obviously was never on very good terms with the Press, possibly due to their failing, originally, to report his early activities. After he died in December 1976 the *South Wales Echo* published a somewhat derisory "obituary" entitled "Did he fly or was it pie in the sky?". My countering letter to that paper drew a number of supporters of Watkins but regrettably they all repeated Watkins' own claims and no new evidence came forward until the Mr. Farragher, mentioned in your article, contacted me and passed to me, on behalf of the RAF, a box of papers he had salvaged from Mr. Watkins' old home. From scraps of evidence in that box, and checking them against independent sources, I have pieced together a fairly complete history of Horace Watkins' aeronautical activities.

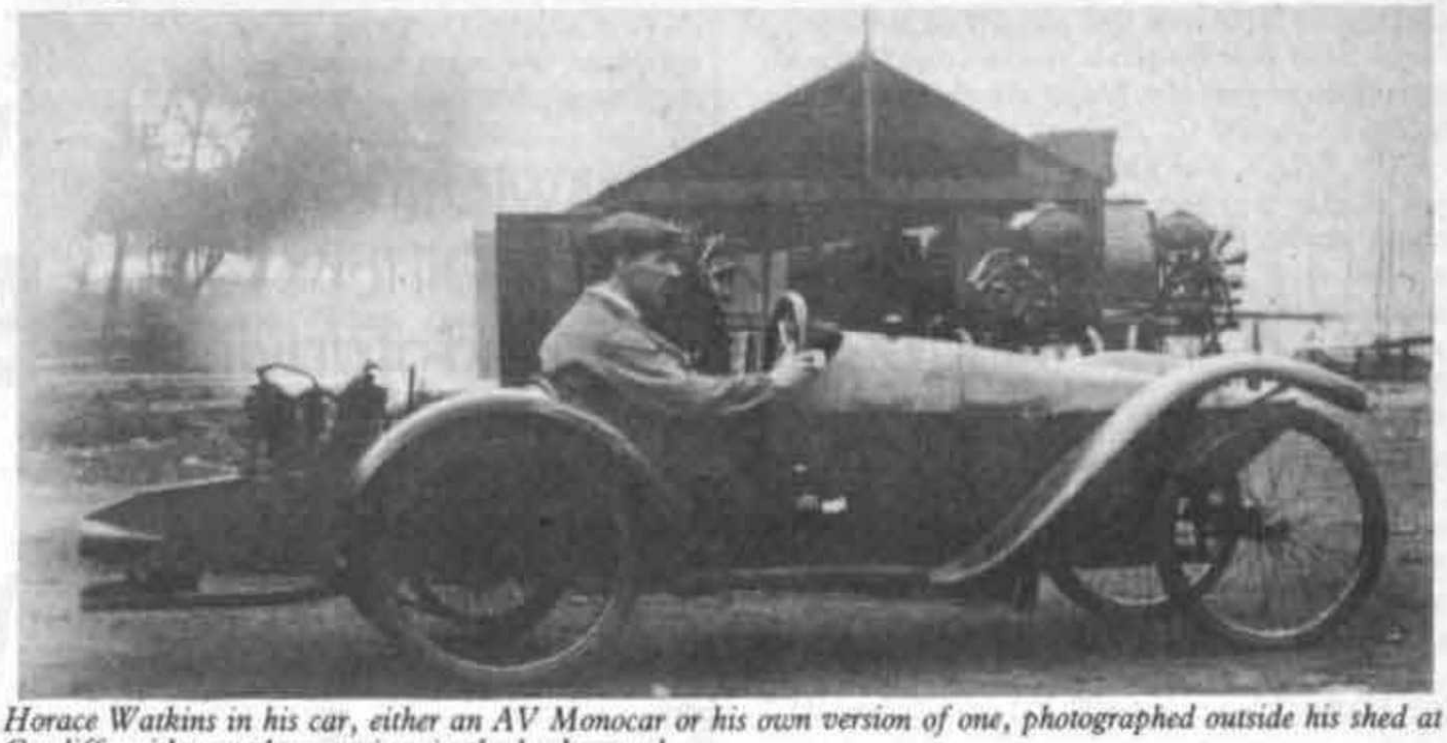
I am fully satisfied that the aircraft flew and pretty confident of two other facts. First, that all his technical claims were justified. Secondly, that his dating was most unreliable. This may have been deliberate, as I even found, from the Public Records Office, that he quoted his date of birth incorrectly. It was this matter of dating that caused problems when his early activities were being investigated by the Royal Aeronautical Society in the late 1950s. Watkins showed these gentlemen his scrapbook of Press-cuttings, including coverage of his meeting with Gustav Hamel when the latter was thrilling Cardiff crowds with exhibitions of looping-the-loop. Watkins had the cuttings dated as March, 1910 but the meeting actually occurred in March, 1914! I have not been able to trace the origin of two other cuttings but his quoted origins are also incorrect. The Royal Aeronautical Society turned its back on him, and his offer to give the aircraft to the National Museum of Wales went sour over an argument as to how to display it. He tried to substantiate his claims but he found to his cost that he appeared to have outlived all his known contemporary eye-witnesses.



An early picture of Mr. Watkins, as one of the crew of this Gladiator car

A chance meeting between an RAF officer, Flying-Officer Baker, and Mr. Watkins in 1962 resulted in the monoplane being moved to RAF St. Athan. There it was restored by Mr. Watkins, assisted by a couple of NCOs, and went on show with much publicity at that Station's annual "Battle of Britain" Open Day. In 1964 RAF St. Athan celebrated the 50th Anniversary of the RFC with a pageant, at which the now-77-year-old (not 85) Horace Watkins was given star treatment. The University of Wales Air Squadron named its Aerobatic Trophy after him and he revelled in this late-found publicity. As a result he was satisfied that his aeroplane would be respectfully cared for by RAF St. Athan and would remain in Wales. And so there it stays. . . .

In 1904 the South Wales Motor Company of Cardiff agreed to take the 17-year-old Horace Watkins on at 8/- a week and train him for three years without charge. This enclosed photo. of Watkins (above) and friends on a French-built Gladiator is believed to have been taken in 1907. In another photo Watkins is wearing the same outfit while standing beside his half-built and engineless aircraft. This leads me to believe that his claim that he started work on the machine around 1907 or '08 is correct. Other photos show that the machine, as it now stands, has been greatly modified from its original form. Three different undercarriages were fitted, as well as three different propellers. The tailplane was also repositioned and the engine modified. But most importantly, the original warping wings were



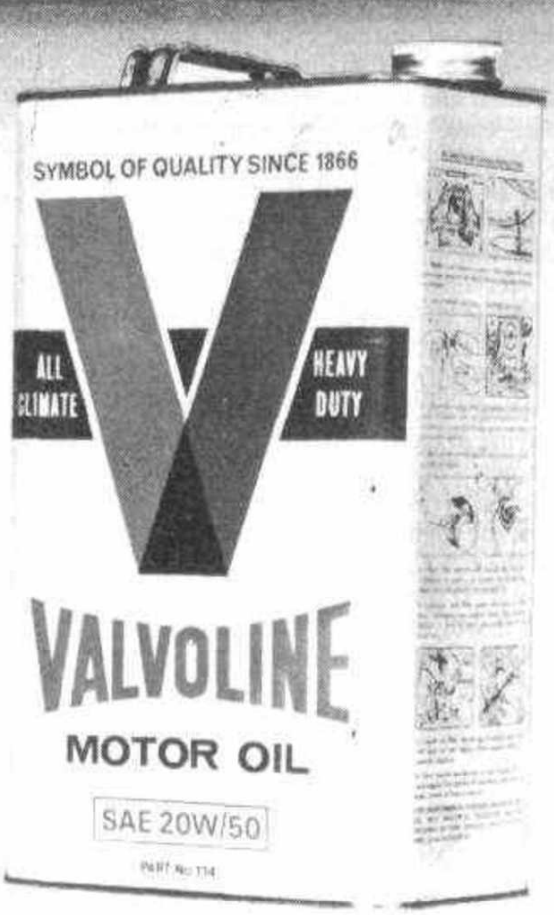
Horace Watkins in his car, either an AV Monocar or his own version of one, photographed outside his shed at Cardiff, with aeroplane engines in the background.

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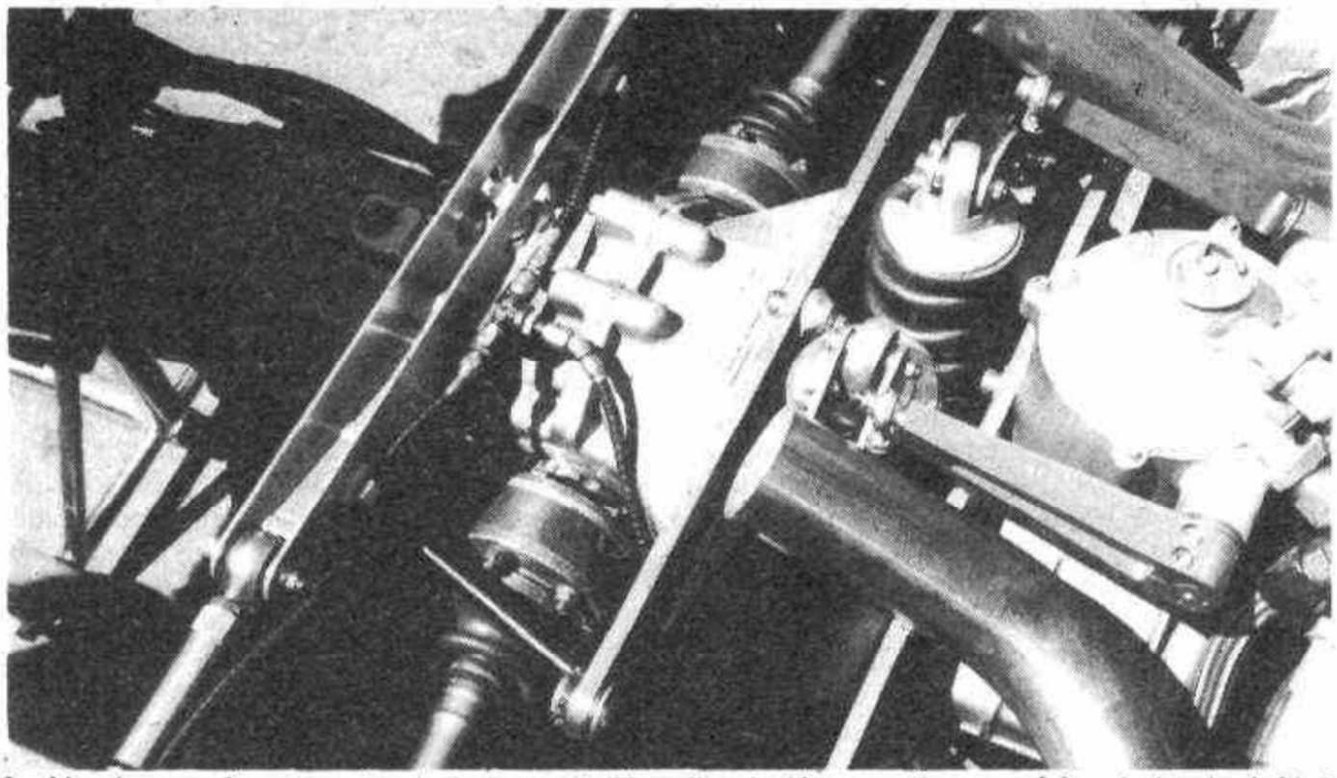
Notes on the Cars at Long Beach

OUTWARDLY THE technical scene in Formula One may seem to have stabilised but, in fact, this is far from true. While no totally new designs are appearing at the moment, detail changes are being made continuously, mostly in endeavours to improve the flow of air under the car and to (hopefully) make better use of it. As this under-car air-flow is improved to create more down-force on the tyres, external aids such as nose-fins and rear aerofoils are being drastically altered or even discarded. Not so long ago everyone was trying hard to prevent air getting under the cars, for indiscriminate air was causing lift and making cars almost airborne at speed. Then Lotus came along with the 78 which actively encouraged air to pass under the car, but while it was under there they directed its flow and activity to create a low-pressure area which, in effect, sucked the car down onto the road. From the success of the Lotus 78 and the even greater success of the Lotus 79 everyone followed the Lotus-route and now most design changes are aimed at cleaning up the under-side of the car, especially around the gearbox area. The once fashionable inboard rear brakes have now all been moved outboard, air flow being considered more important than un-sprung weight, and Ferrari have been at pains to reduce the overall width of their flat-12 engine to give more air space along the sides of the car. The aerodynamic side-pod filling in the space between the wheels has inadvertently removed one of the hazards of open-wheeler racing, for it is now virtually impossible for two cars to inter-lock wheels like they used to. Also the under-car air-flow designs have concentrated all the petrol into a single central fuel-cell and the side-pods effectively protect it from quite major impacts. All of which means that today's Formula One designs are a lot safer in accidents than those of yesterday.

Ferrari: The same three cars that were used in South Africa, 046 (Scheckter), 045 (Villeneuve) and 042 as the spare. During practice Scheckter also drove the spare. The full-width front aerofoil on the Ferrari is attached to a small fibreglass nose-cone and this is attached to the monocoque by three self-locking pins, one on top in the middle and one low down each side. These pins have a groove round them into which spring-loaded balls drop when it is pressed home. A ring on the end of the pin allows you to jerk the pin out for removal. During practice the Ferrari mechanics were seen reamering-out the top locating holes, as some of the nose-cone attachments would not accept the locating pin! the sort of thing that should have been checked in the workshop.

Tyrrell: The Candy financed team now have three 1980 cars, 010/3 making its debut in California as the spare car for Jarier and Daly, though it was not used in the race. Jarier drove 010/1 and Daly drove 010/2.

Brabham: For some while now Brabham have been working with the American Pete Weismann on a new gearbox/final-drive unit for the BT49 and it made its first public appearance during practice fitted to BT49/03. Weismann has been making racing transmissions for some while, but this is his first entry into Formula One, though many teams have used his self-locking differential in other gearboxes. USAC and Can-Am have been Weismann's main sphere of activity. This new gearbox, with five or six speeds, to choice, achieves two things; it is slim to give more air space and there is nothing behind the final drive housing, which improves the polar-moment-of-inertia of the car, and allows the suspension spring units to be mounted behind this housing, out of the air-stream. The gearbox is effectively underneath the differential unit, with the gear shafts running transversely and spur gears taking the drive up to the axle line. Input bevels turn the drive through ninety-degrees at the front of the housing and the layout allows a lower engine mounting. On the righthand side of the casing is a detachable plate and the gear cluster can be withdrawn through this opening for ease of ratio changing. The outside of the casting is smooth as



Looking down on the new gearbox in the Lotus 81. The coil-spring/damper units are sunk into the housing behind the circular oil tank.

WATKINS MONOPLANE — from previous page

replaced by rigid structures with ailerons and a much more efficient wing-section. None of the early photos show this later wing, and I believe the original wing would have not sustained the aeroplane in flight, but that he might have achieved some short hops with it like that, and hence his 1909 "first-flight" claim. After all, the Wright Brothers' first flight in 1903 was of only 100 yards!

Horace Watkins was a keen photographer and several of his surviving photos were taken by friends. However, not one shows the aeroplane other than very static. Did anyone take any photographs of it in flight? The Press certainly don't appear to have done so. Two eye-witnesses, traced in the 1960s, dated flights they saw as 1911. So I finally concluded that his real cross-country flights probably occurred after the rigid wing was fitted, around 1911 to 1913.

Horace Watkins was a keen member of the Cardiff Motor Club. His scrapbook shows him with the different motorcycles and in May 1913 he recorded the fastest time in a Rhubina, Cardiff, Hill Climb on a 3½ h.p. Primus. He also built his own sports car, as the photo shows. [The cars appears to be a normal AV Monocar! — Ed.] This photo of it is particularly interesting because in the background is the shed at Mynathdy Farm, near Pontcanna Park, Cardiff, where he built the Robin Goch Monoplane. It also shows several Gnome Rotary aero-engines, on test stands. The exact date of this photo has not been established, but the aero-engines might be related to his work at A. V. Roe in Manchester around 1914 or, more likely, when later working for Peter Hooker Limited. He also claimed he built the engine and chassis for the SS car shown at Olympia in 1916. [Another mystery, because there was no Motor Show in 1916 and no SS car until 1931, apart from a very obscure London one of 1900 — Ed.] By 1918 he was working with Gnome Rhone Engines and then joined the Experimental Engine Department of Air-Co at Hendon, where his work included an 800 h.p. 16-cylinder "X" type air-cooled engine. When this company was bought out in June, 1920 he lost his job and appears to have returned to his home in Cardiff to work and to continue to experiment on a variety of subjects, from radio to a primitive lazer. His patents included sparking-plugs, a submarine detection device, a strap-making machine and a number of other devices. None of them appear to have come to anything. He did *not* patent his Robin Goch Monoplane but he did patent a monstrosity of an aircraft with a flexible propeller-shaft in 1916 — again without result. Between the wars he worked, primarily as a jobbing engineer, and was well respected around Cardiff. But he just did not have the business acumen to exploit his brilliant engineering skills. Watkins claimed that he was the first person to fly by night over Wales. I have no reason to doubt that claim, especially as the aeroplane is fitted with a range of fascinating night-flying devices. But I feel that his real claim to fame should have been that he was the first man to fly an aeroplane over Britain, having designed and built both it and its engine. He would only then be comparable with the Wright Brothers. — Wing-Commander D. H. Hughes, CEng, MRAeS, RAF.

Postscript: Some further photographs have come from Wing-Commander Hughes which suggest that C. H. Watkins may have built his own cyclecar in 1914, although if he did so, this closely resembled an AV Monocar. The additional photographs also throw more light on the mysterious "S-S" car, of which Watkins said he built the engine and chassis for the 1916 Olympia Show. This is quite clearly a six-cylinder 30 h.p. Sheffield-Simplex and as its rear number plate carries the letters SS — SS presumably for publicity purposes — it might well have been intended for a Motor Show, even if there was no Show in 1916. Why it should have been made at Hendon and not at Tinsley, near Sheffield, I do not know. — W.B.

all the stiffening ribs are internal. That it is a joint project is shown by the name MRD – Weismann cast into the housing, MRD being the initials of Motor Racing Developments which was the original firm created by Jack Brabham and Ron Tauranac to run the Brabham racing team, and which Ecclestone bought off Brabham when he went back to Australia.

The rear suspension layout on BT49/03 was special to this car, with long rocker arms operating the coil-spring/damper units mounted vertically and side-by-side behind the Weismann transmission. Piquet drove this car during Friday and initial tests seemed satisfactory and everyone was pretty happy, but it was not considered race-worthy. For qualifying and the race Piquet drove a brand new car, BT49/06, while Zunino drove BT49/05 which he had used in South Africa. It is unlikely that BT49/05 will be seen again as it had the whole of the right-side ripped off when Regazzoni's Ensign ran into it during his high-speed accident. The monocoque might be salvable.

McLaren: Two cars to the latest specification as regards rear suspension layout and geometry, M29C/2 for Watson, M29C/4 for South, with M29B/1 as the spare. Watson used the spare car in practice as well as his own, but raced M29C/2.

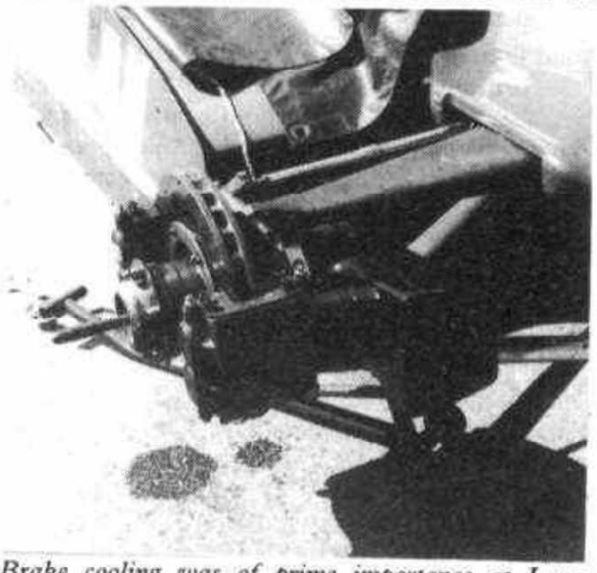
ATS: The new car that Marc Surer crashed in South Africa was scrapped and a brand new car was built to the same design. This was D4/02 and after performing well in practice it was eliminated from the race within half a lap when a drive-shaft constant-velocity universal joint broke.

Lotus: The same three cars as in South Africa, though de Angelis took over 81/3 and 81/1 was relegated to the spare. 81/2 (Andretti) and 81/3 (de Angelis) were both fitted with new Lotus gearboxes in which there was a cavity in the forward end of the casting, into which the coil spring/damper units were inserted, one each side of the power input shaft from the engine. The oil tank is still an integral part of the gearbox casing, immediately ahead of the spring cavity. This positioning took them out of the under-car airstream and they were operated by long rocker arms. These new gearbox/final drive castings were very slim and devoid of any external lugs for inboard brakes or suspension mountings as on the old type Lotus gearbox. The internals were the usual amalgam of Hewland and ZF parts. The spare car was using one of the earlier transmission units with external springs, and its wheelbase was some three inches shorter than the other two cars. Although the team drivers raced the newer cars, albeit for a very brief moment, Andretti also used the spare car during practice.

In the race 81/3 had its right front suspension torn out by the roots, when de Angelis crashed into a stationary car in the lap 4 multiple pile up, and that corner of the monocoque was crashed almost beyond recognition.

Ensign: The Unipart-sponsored team had their two new cars, MN11 and MN12 and Regazzoni used both during practice, though MN11 was his designated race-car. In the race he appears to have had total brake failure which caused him to go straight on at the hairpin at the end of the bottom straight. The car was totally destroyed in the accident, which makes it difficult to diagnose what actually happened. If an hydraulic line had fractured or an hydraulic seal had failed there would have been some brakes, due to the obligatory twin-circuit system. If a leak occurs in the system for the front brakes the brake pedal balance bar would swing to full movement and you would have rear brakes; if a leak occurred in the rear system you would have front brakes. For there to be no brakes at all suggests a mechanical failure between the driver's foot and the twin master-cylinders, or an hydraulic failure in both circuits simultaneously, which is highly unlikely.

Renault: Jabouille had his brand new 1980 car in South Africa, and now it was Arnoux's turn. The team-leader was using RE23 and the number two driver had RE24, while RE22 was the team spare. Arnoux's car was fitted with a power-assisted braking system for the first day of practice and this was transferred to the spare car for the second day, and not used in the race. The system is devised by Automotive Products of Leamington-Spa, of which Lockheed are an integral part. Modern Formula One brakes (and tyres) can generate as much as 2g on deceleration, but this calls for a pedal pressure of around 200 lb., which is very tiring for the driver, so AP have come up with a power-assistance which reduces the effort to around 100 lb. A small oil pump is mounted on the left of the Renault V6 engine, driven by a toothed belt from the front of the exhaust camshaft and this pump, with its own oil reservoir mounted on the side of the main oil



Brake cooling was of prime importance at Long Beach. Large scoops on the Tyrrell 010 were typical of the trends.

tank, supplies the pressure for the power assistance to the main brake system through two servo valves which control the amount of power assistance supplied by the pump. The assistance does not affect the pedal travel, nor the sensitivity and feel to the driver, and Arnoux was fairly happy with the system on the first try-out, but Renault declined to use it in the race until more testing has been carried out.

Shadow: The activities of this team are very limited and they only sent two cars to California and no spare car. DN11/02 that crashed badly at Kyalami was a write-off and its place was taken by DN11/01, the first of their 1980 cars, and was driven by Kennedy, while Lees drove DN11/03. Practice was very fraught for the team for Kennedy's car had a rear upright break, these being fabricated from sheet steel, and then Lees went sick with a Californian cold, and neither car qualified for the race.

Fittipaldi: The usual three cars, with Emerson Fittipaldi in F7/1, Rosberg in F7/2 and F7/3 as the spare. When Rosberg hit the wall with F7/2 the front bulkhead structure of the monocoque was distorted and would need putting back on the jig to repair, so the car was abandoned and Rosberg took over F7/3, which is the first all new car from the revitalised Fittipaldi Automotive.

Alfa Romeo: the V12 Alfa Romeo Autodelta engines sounded very sharp and emitted a much more powerful exhaust note than ever they did in the BT48 Brabhams. There were three cars, 179/01 (Depailler), 179/02 (Giacomelli) and 179/03 as the T-car, but Depailler took ov 179/03 almost immediately and used it throughou practice and for the race. The fact that the driver feet and the pedals are ahead of the front wheels causing some concern in FISA technical circle but this is of necessity due to the length of the V engine.

Ligier: Only detail aerodynamic changes these cars, which are still up-rated 1979 model hence the JS11/15 designation. They were usin very small rear aerofoils and experimenting wit no front fins. Laffite raced 03, but also used 01 i practice, and Pironi raced 04.

Williams: The same cars as in South Africa FW07B/7 for Jones, FW07B/5 for Reutemann and FW07B/6 the spare. Thicker brake discs wer being used and extra cooling ducts. Some ne three-spoke Dymag front wheels were used of stronger design than the previous four-spok ones, this improvement being called for a improved cornering forces were tending to crac the original wheels. Reutemann used the spare ca on Friday, after he crashed his own car lightly an Jones used the spare car for the race after his ow car broke its engine during the morning warm-up A new Saudi-Arabian name appeared on the cars SIYANCO.

Arrows: As in South Africa, with Patrese i A3/3. Mass in A3/4 and A3/1 as the spare Trouble with his own car caused Mass to use th spare in practice. The team achieved a 100% finish, with second and seventh places, with n troubles, which is something few teams can claim

Osella: This small "one-man band" continue t struggle along with their single car. — D.S.J.

MCC Land's End Trial (April 4th-5th)

IN SPITE of the RAC's policy of charging fo trials and rallies by the competitor-mile, the 198 Land's End (the 59th) was well over-subscribe for entries, and eventually took 328 competin vehicles, of which 130 were motorcycles. The route was 417 miles long, and there were 1 observed sections — rather more than usual.

Slowley Farm, one of the new sections nea Minehead, was a trap for the low-slung, which included Morgans; Beggar's Roost was less rough than usual but served to de-chain Boyce's Frazer Nash (Johnson's had de-chained itself on the approach road). The re-start on Darracott caught many, including Clarke's Austin and Bowles' very interesting Ford V8 Ulster. Crackington was still sticky at the top in spite of the dry weather, and proved the most difficult section of all. Hustyn, on its 50th anniversary, was metalled, but its double stop and restart test seemed to be too difficult for half the entry.

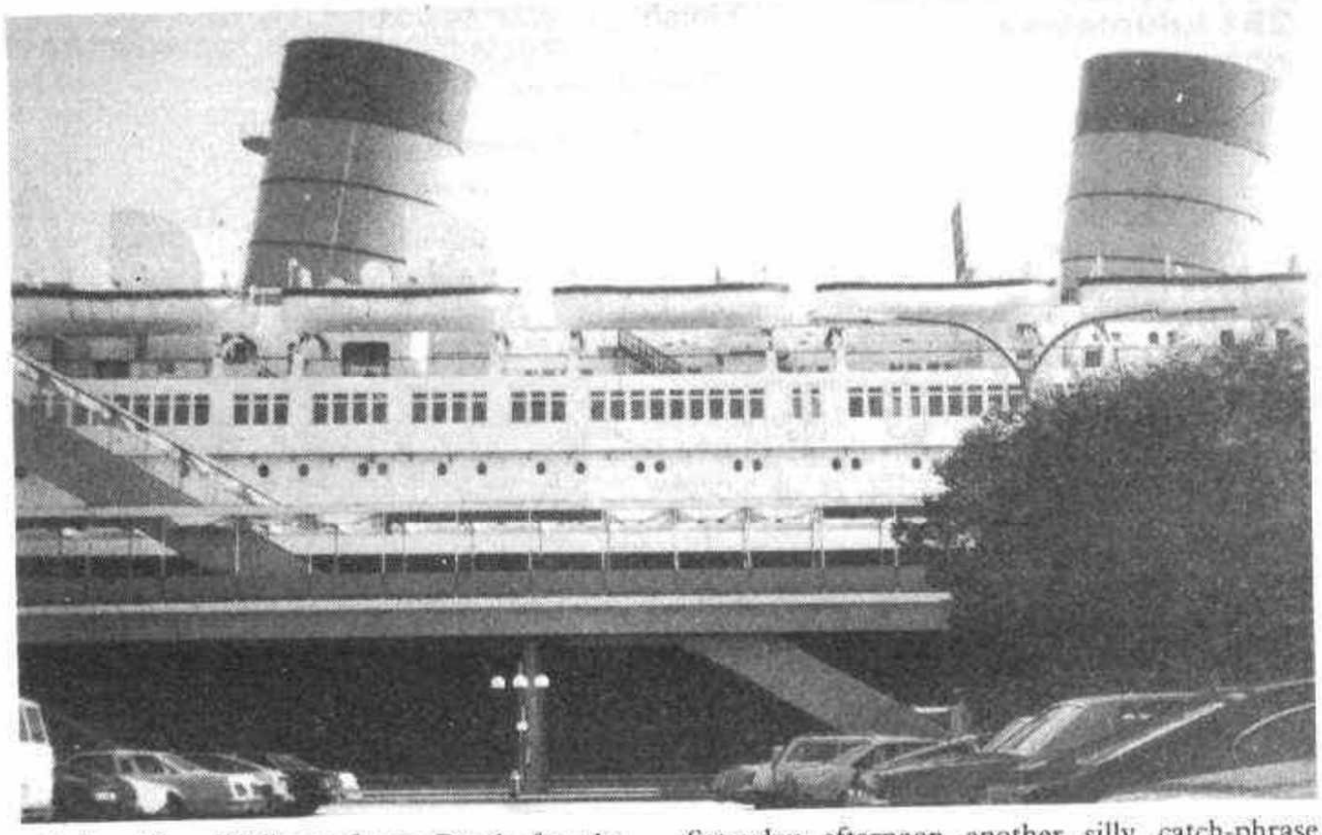
Blue Hills Mine was quite dry, and was climbed by most — including the Andrews Piaggio — a 185 c.c. 3-wheeled Italian delivery truck; it shunned the last section, Old Stoney, though, for fear of falling down one of the larger crevasses. Wilson's Fiat 600 was not deterred by the holes, and fell into one.

H. W. Tucker Peake was clerk of the course; he and his colleagues are to be congratulated on keeping this type of event very much alive, in spite of the heavy hand of the Belgrave Square bureaucracy. — T.J.T.

VSCC Wessex Trial Results

Wessex Trophy winner: B. M. Clarke (1928/35 Austin).
First Class Awards: R. G. Winder (1927 Austin), P. W. Still (1937 Frazer-Nash), S. W. Dear (1934 M.G.).
Second Class Awards: A. Fairless (1926/30 Austin), I. Davison (1934 M.G.).
Third Class Awards: M. Piers-Hall (1929 Austin), H. F. Moffatt (1923 Bugatti).

Reflections on the Queen Mary



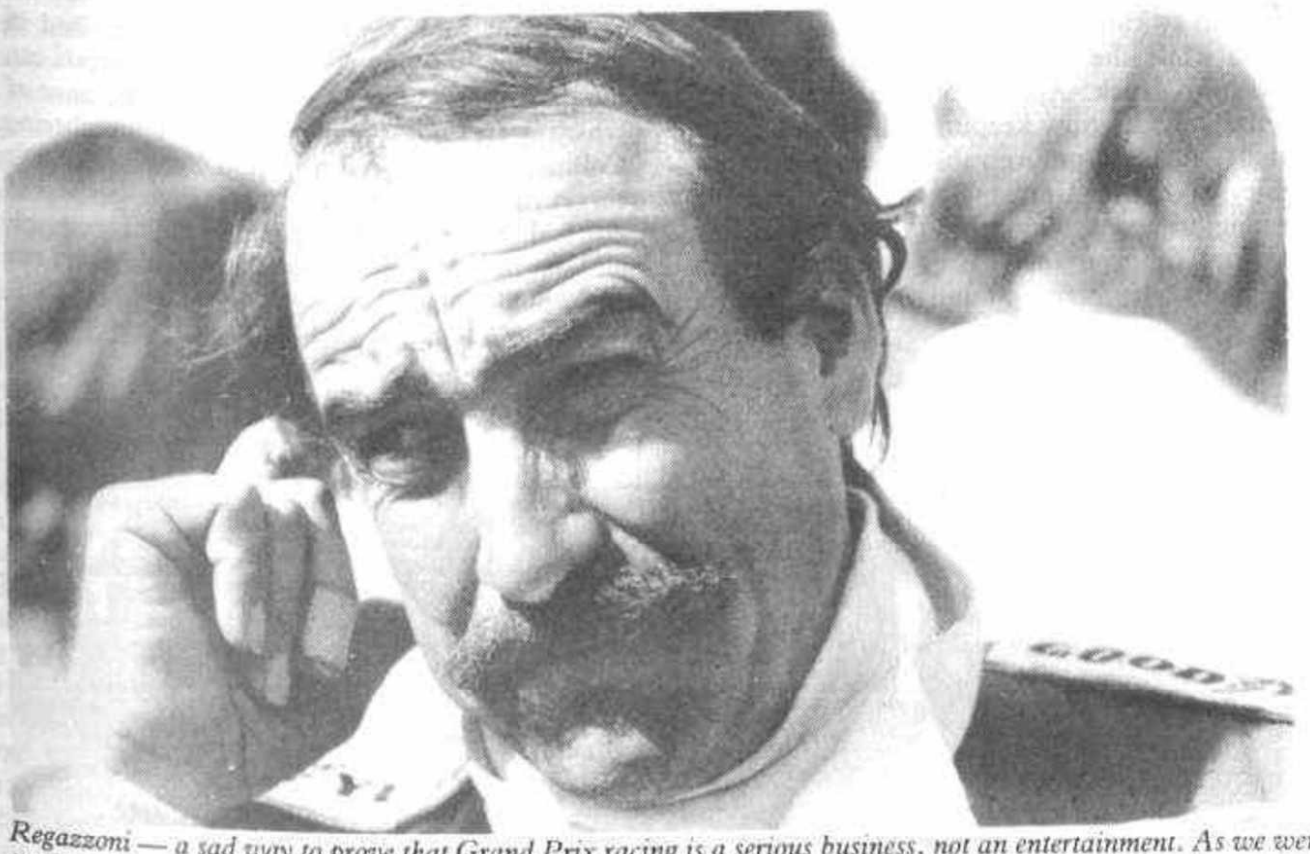
IF YOU are lucky and have a cabin on the starboard side of the Queen Mary which is anchored in Long Beach bay, and run as an hotel, you look out of your port holes across the blue/green waters to the sandy beaches on the far side of the bay and a back-drop of tall buildings in Downtown Long Beach, through the streets of which the Grand Prix is run. If you happen to have a cabin on the port side you look out on a vista of cranes and derricks in the Port of Long Beach, rather like being at Tilbury on the Thames, except that beyond the industrial scene is the open sea with a surprising number of oil tankers at anchor. Oil is quite a business around the Long Beach area of California and all over the place, and in some unlikely places, are pumps working on a rocking-beam principle, nodding gently up and down and sucking the oil out of the ground and into a complex pipe system. Some of these nodding "donkeys" are driven by electric motors, some by small petrol engines and some by enormous great diesel engines, depending on how deep the oil well is. Out in the bay of Long Beach are some small islands that appear to have apartment blocks on them, but in fact they are empty structures covering up a gently nodding oil pump! The City of Long Beach wanted to keep its pleasant bay looking pleasant, even though there was an oil industry in its centre.

On the way to California I was reading a very funny book by Spike Milligan about his adventures in the Army when they invaded Italy during the war. The journey by ship across the Mediterranean took quite a time and every now and then during the narrative, would be the phrase "The face of the helmsman showed white through the wheelhouse" and sometimes it would be "The helmsman's face showed white through the wheelhouse". Fatigue, fright and the rigours of landing were all well portrayed amidst the Milligan humour and while struggling through Italy's mountain with gun-tractors and Brengun carriers Milligan suddenly replied, to someone's question, "the helmsman, whose face shone white through the wheelhouse" which was a lovely way of portraying how the whole scene was almost two much for him. While at Long Beach for the practice and the Grand Prix I kept having this phrase in my thoughts, and they were accompanied by another one that recalled a trip in Portugal and Spain in 1958. This was the phrase "there isn't a cloud in the sky". I had gone to the Portuguese Grand Prix with a friend in my old Porsche 356A and there was no hurry to get back, so we wandered about Portugal and Spain visiting friends and going to bull-fights. The weather was superb and we knew we'd have to return to Italy eventually so we resolved to wander about until clouds appeared in the bright blue skies. It took quite a few days and our catch-word for that trip was "there isn't a cloud in the sky", which meant another day's holiday. Eventually a mean little cloud appeared and we kept our word and turned northwards. The weather at Long Beach reminded me of this catch-phrase, for every day "there wasn't a cloud in the sky", until race day when I looked up and thought "oh yes there is" but looking again I saw that it was man-made clouds from a light aeroplane that was sky-writing, spelling out advertisements for Toyota cars, who were the main sponsors of the meeting. During the final timed session on Saturday afternoon another silly catch-phrase kept running through my mind. Someone had said to me as I passed by the ATS pits "Jan Lammers is on pole position", and as I walked on to see what Renault and Brabham and Ferrari were up to, I became as confused as Spike Milligan had been. All I could think to myself was "the helmsman's face showed white through the wheelhouse" - "there isn't a cloud in the sky" - "and Jan Lammers is on pole position". I went and sat in the shade, feeling that the sun was too much for me. Even when I looked at the Renault, listened to the Ferrari, or watched Nelson Piquet, all I could think was "and Jan Lammers is on pole position, and the helmsman's face is showing white through the wheelhouse".

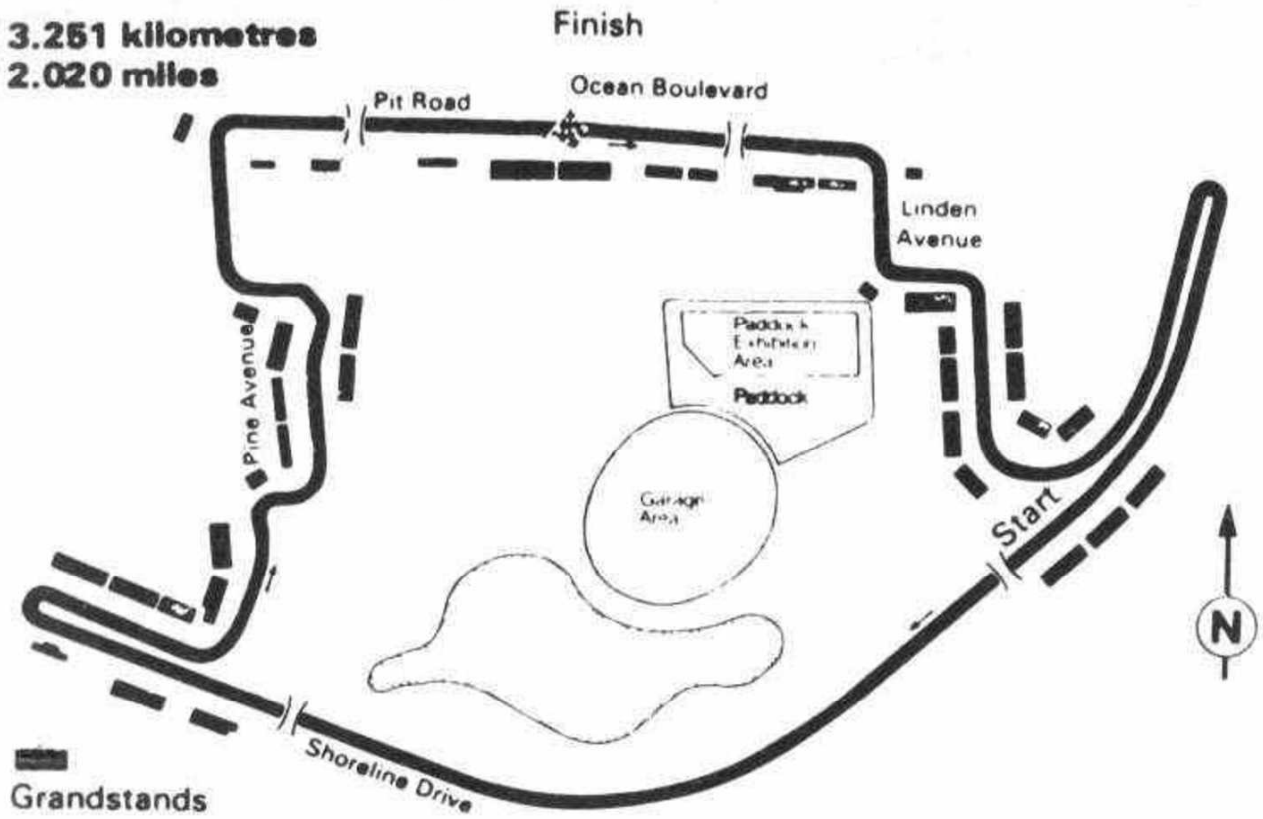
In fact, it was true. For a fleeting moment Jan Lammers *was* on pole position, having got his skates on when everyone else was frigging about, and this ended up in fourth place overall. I looked up and there really wasn't a cloud in the sky. When I got back to the Queen Mary I went and looked in the wheelhouse, but there was no helmsman and no white face. I retired to bed slightly delirious.

Supporting the Grand Prix were a variety of races of a National character, such as Formula Atlantic events, Celebrity events and Historic events. You needed to be an American to understand what it was that made some of the people in the Celebrity race celebrities, but no doubt it was all quite satisfying to Toyota who backed the event. Among the Historic activities there was a race on Saturday to which Neil Corner and Alain de Cadenet had been invited with their Grand Prix/Tasman cars, the former with his long wheelbase 1960 Dino Ferrari into which the factory shoe-horned a V12-250 GT engine for New Zealander Pat Hoare at the end of the 1960 season, and the latter with the 3-litre engined GP Aston Martin that he acquired from Corner two years ago. Among the American owned cars there was nothing to match these two and de Cadenet won, and Corner retired with one lap to go when the clutch packed up. This was the Ferrari's first outing outside of New Zealand since 1960, and its first event since a nose-to-tail rebuild by Crossland Engineering.

On Sunday morning there was a "Golden Oldies" demonstration-cum-race which was headed by Rene Dreyfus putting in some laps in a Bugatti. The Historic Happening was a delight for American and European Grand Prix fans alike, for it featured five of America's Grand Prix



Regazzoni — a sad way to prove that Grand Prix racing is a serious business, not an entertainment. As we went to press, Regga was on his way back to Switzerland, still unable to move his legs, but with feeling in them, which doctors see as a good sign that he WILL walk again.



stars of the past. Dan Gurney drove a sports Maserati, Phil Hill a sports Ferrari, Carroll Shelby the Tasman Aston Martin, Pete Lovely a Cooper-Monaco and Ritchie Ginther in an ex-works flat 8 Porsche 1½-litre. They were accompanied by Sir Jack Brabham in a sports Aston Martin, and had Denny Hulme arrived a bit earlier he too could have joined in. While it was good to see these drivers again, the sight of them driving old cars made you realise just how much we have progressed in twenty years. The old cars seemed to be very quiet and did not accelerate visibly, compared to today's Formula One cars in which 500 b.h.p. has an actual physical impact on you as it leaves a corner, and the acceleration is breath-taking, to say nothing of the 2g retardation factor. It is always nice to meet up with old drivers again, and sadly some of the nicest ones we can never see again. Dan Gurney is as youthful as ever, and running his AAR-Eagle firm, concentrating on building cars for American racing. He recently had a one-off race in a NASCAR saloon car race at Riverside, and until the car blew up, he wasn't disgracing himself by all accounts. Phil Hill is deeply involved in a very thriving old-car restoration business in Santa Monica, using the vast premises of the old Santa Monica bus company. It is the nuts and bolts and mechanics of the business that occupy Phil Hill as a very full-time job, while his partner Ken Vaughn looks after the business side of things. Phil always did like fettling and today at 52 years of age he is as happy as the proverbial pig in the fertiliser. Carroll Shelby is taking things pretty easy these days, having suffered a mild heart attack, but he has a number of business interests which keep him solvent and he makes frequent trips to Africa to go big game hunting. Ritchie Ginther stayed in the motor trade and racing game for quite a time after he withdrew from Grand Prix driving, but a few years ago he opted out of all business responsibility and set off into the desert in a comfortable motor-caravan. He now roams around California and the West Coast wherever his will takes him, thoroughly enjoying his nomadic life, spending time in the mountains, in the desert, on the sea shore or with friends or his family, depending entirely on the weather and his mood. It was very refreshing talking to "little 'ol Ginther" again. Pete Lovely, who raced Lotus cars in Europe, including a Lotus 49 which he still owns, has a flourishing Volkswagen dealership in Seattle and leads a busy life of an active businessman, still taking a keen interest in the present day racing scene.

Before practice began the Long Beach organisers were congratulating themselves on having everything organised to perfection, with no further improvements possible. They were sticking their neck out a bit, but by and large it was true, for nearly everything seemed to run very smoothly, though not all the 85,000 paying customers on race day saw as much as they would have liked to. One thing the Long Beach circuit lacks is a quick means of removing broken-down or crashed cars from some parts of the course. They should take a leaf out of the Monaco organiser's book and position mobile cranes at strategic points, which very long extendable jibs that can reach out and pluck a car up off the circuit and lift it over the barriers. As all cars now have strong roll-over bars behind the cockpit it is a simple matter to lift a Formula One car with a crane. If the roll-over structure was to tear loose from the monocoque when the car was lifted I am sure the scrutineers would want to know why. During practice there were times when cars stopped in awkward places and practice had to be stopped while the wreck was gathered up by a break-down truck. Apart from this lack in the organisation, the time keeping still wasn't up to scratch, which is unforgivable in an electronic country like the United States. For ease of checking on people allowed in the pit lane it was obligatory for everyone to register and have a plastic bracelet fixed round their wrist. It certainly made the gate marshals' job a lot easie but when I found that Mr. Obergruppenfuhr Ecclestone did not have his on his wrist, bu tucked away around his trouser belt, I felt force to ceremoniously cut mine off and keep available to show when required. If marshals ca accept the word of Ecclestone, they can accept th word of D.S.J!

The third place by Emerson Fittipaldi is a goo example of the dictum "don't give up". At th start he was in twenty-fourth position, having jus scraped on to the grid in last position and no-on would have given odds on him finishing in th first six. Because of the mayhem ahead of hir throughout the race he kept on moving up th field and on his way he battled with Watson, an passed him, then he later passed Rosberg, an Daly when the Tyrrell was running out of brakes He was never able to pass Regazzoni, though h was running close to the Ensign at times, but a cars crashed or had mechanical trouble the yellow Fittipaldi car, sponsored by Skol Lager, kep moving up places until it was in third place, albei a lap behind the leader. In the closing stages nic Nelson Piquet let his hero and mentor go by, to b on the same lap at the finish. Emerson Fittipald was lucky to finish third, but if you don't kee flogging on you won't be around when the luck i handed out.

In addition to the Grand Prix the Long Beac scene tends to be a social one for America enthusiasts, with various parties and function happening all around. The celebrity race seeme to be pretty closely tied in with people fro Hollywood, which is only a few miles away, an entertainment was one of the keynotes. I call thi Razz-ma-tazz and I do not include Formula On in it, for the Grand Prix and Grand Prix cars are pretty serious business as far as I am concerned Many people tell me I am wrong and am living i the past and that today Formula One is primarily entertainment. Jackie Stewart used to bang o about this, and in a recent interview Morris Nunn was quoted as saying "I see Formula One as a entertainment". I wonder if he still sees it a entertainment after looking at what was left of hi Ensign MN11 and after visiting dear old Regga i hospital. I think Formula One, or Grand Pri racing, is a hard and serious business, and should not be treated lightly. I don't think Stewart o Ken Tyrrell thought there was much entertainment in Formula One when they saw the remains of Francois Cevert when he crashed i practice at Watkins Glen, and Enzo Ferrari can look back on a lifetime of bad moments, none o which were entertainment. I am remembering Collins, Musso, von Trips, and Bandini. I don't forget the chaps who paid a high price "to entertain us" as some people have it. It is research and development into the unknown as far as I am concerned.

D.S.J.



De Cadenet's win for Britain in Saturday's historic race was at the expense of a modified nose in the Tasman Aston.



Moss had his first outing in the Audi 80 GLE at Mallory Park, where he retired with a broken throttle linkage. At Oulton he had clutch problems.

Oulton Outing

D.S.J. ENDORSED my own belief when, reporting on the South African Grand Prix, he said that every Renault owner from humble R5 to V6 saloon must have thought (after seeing René Arnoux win in the RE21) "Man, look at these Renault cars, aren't they something", and that the Renault F1 success must have "influenced a lot of people that Renault was the car to buy". Thinking that, to a lesser extent, something of the same sort would apply to Rover, if one of the two Team Triplex 3500s won the second round of the Tricentrol British Saloon Car Championship (they had been beaten at Mallory Park by the *Autocar* Ford Capris), and having the long-range road-test Rover 3500 in which to make the journey to the BRSCC Meeting at Oulton Park on Good Friday, I went along to see what would happen.

It seemed a bit odd watching motor racing on a religious holiday — remembering that no racing was ever allowed to happen on Sundays at Brooklands, although it was all right to take your girlfriend to The Dánsant, to the tune of the gramophone, on the Hill on Sunday afternoons in the 1920s. . . .

Anyway, to Oulton Park on Good Friday, I drove, unhampered by holiday traffic, although plenty of that was using the Shrewsbury by-pass on its way to the beauties of North Wales. The first surprise at Oulton was being told politely that, although the car was displaying the correct sticker, the Paddock was full, two hours before the first race. (I was soon to discover that the way to get in was to arrive in an impressive Mercedes-Benz and tell the gate-marshal that you were "ITN, loaded with heavy cameras." . . .) Entering on foot the holy-of-holies, came the next surprise. Used to walking freely over the grass at VSCC meetings, chatting to friends, on this day of *The Sun* F1 Gold Cup Race (first round of the 1980 Aurora AFX National F1 Championship), you couldn't see the grass for the marquees and the hospitality caravans.

However, it was all nicely informal. For instance, I was able to walk into the tent in which the Team Akai Audi 800GLEs were being readied for Moss and Lloyd without restraint and the big marquee in which the thirteen BMW 323i saloons were being prepared for the BMW County Championship Race was open to the public — this race is nothing new, incidentally, for did they not have one-make races for Model-T Fords, Austin 7s, Morris-Cowleys, Fiat 500s, etc., at Brooklands before the war? After an orange squash in the Audi Akai caravan and a hand-shake from Stirling (who had his smaller personal caravan adjacent and was on his way to meet the photographers), I went to the Press box. This, too, was fully-manned, whereas at vintage meetings you share it with a few tired flies endlessly climbing the windows in search of more sustenance than is provided by the few crumbs and tobacco-ash left by the motor-noters. Talking of windows, what a pity one isn't provided in this Press box so that the action on Old Hall Corner could be seen.

It was no doubt Moss who had brought the big crowds of spectators, estimated at over 20,000 (a £50,000 gate?), to see what he would make of his second appearance in the Saloon Car Championship. Alas, it didn't work out for them. Although Stirling had pole-position on the grid, from the faster Toyota Celica of Chris Hodgetts, he made a bad start, was in sixth place after three laps, behind Hodgetts, Lloyd, Morris (VW Scirocco), Watts (Talbot-Sunbeam Avenger) and Longman (Ford Fiesta), and although Moss got up to fourth position after six laps, he was never in the running and clutch trouble dropped him to seventh at the finish. The Toyota led throughout, from the VW and the other Audi, and I wondered how many of the hard-headed North Country onlookers present would go away determined to buy a Japanese car?

It didn't work out any better for the Rovers in the larger-capacity section of the Saloon Car Championship. The Ford Capris of Gordon Spice, Andy Rouse and Vince Woodman were on the front row of the grid and it was a race between the two former drivers, who ran right away from the others. They delighted the crowd by running in very close company, even side-by-side past the pits-grandstands on lap seven of the 25-lap contest. Spice led almost all the time, except when Rouse took the lead momentarily on laps nine and 11. It has been said that the *Motor* Rovers emit a fine battle-cry. But for my money it was the two Ford Capri IIIs that sounded so splendidly crisp at Oulton, with Woodman's Capri emitting a grand yowl.

For a time Jeff Allam's Rover led the "second race", but right out of sight of the flying Fords, and after ten laps he was overtaken by Goode's Capri. Rex Greenslade, in the other *Motor* Rover, ran behind Win Percy's Mazda RX-7 which won the 1,601-2,300 c.c. class of the race at 83.07 m.p.h., tailed by the other two RX-7s, both of which were a lap behind. Spice's Ford Capri, in winning outright, averaged 85.65 m.p.h. and set a new class lap-record of 87.19 m.p.h. endorsing my opinion that Ford make outstanding Sporting Cars. There was a field of 13, from which the only retirement was Graham's Ford Capri 3000S, after four laps.

Of the other races, the BMW thing, also with 13 runners went to Bulman, who won at 80.37 m.p.h. from Brundle and Williams, the £250 first prize going to The Lord's Taverners charity — a nice gesture.

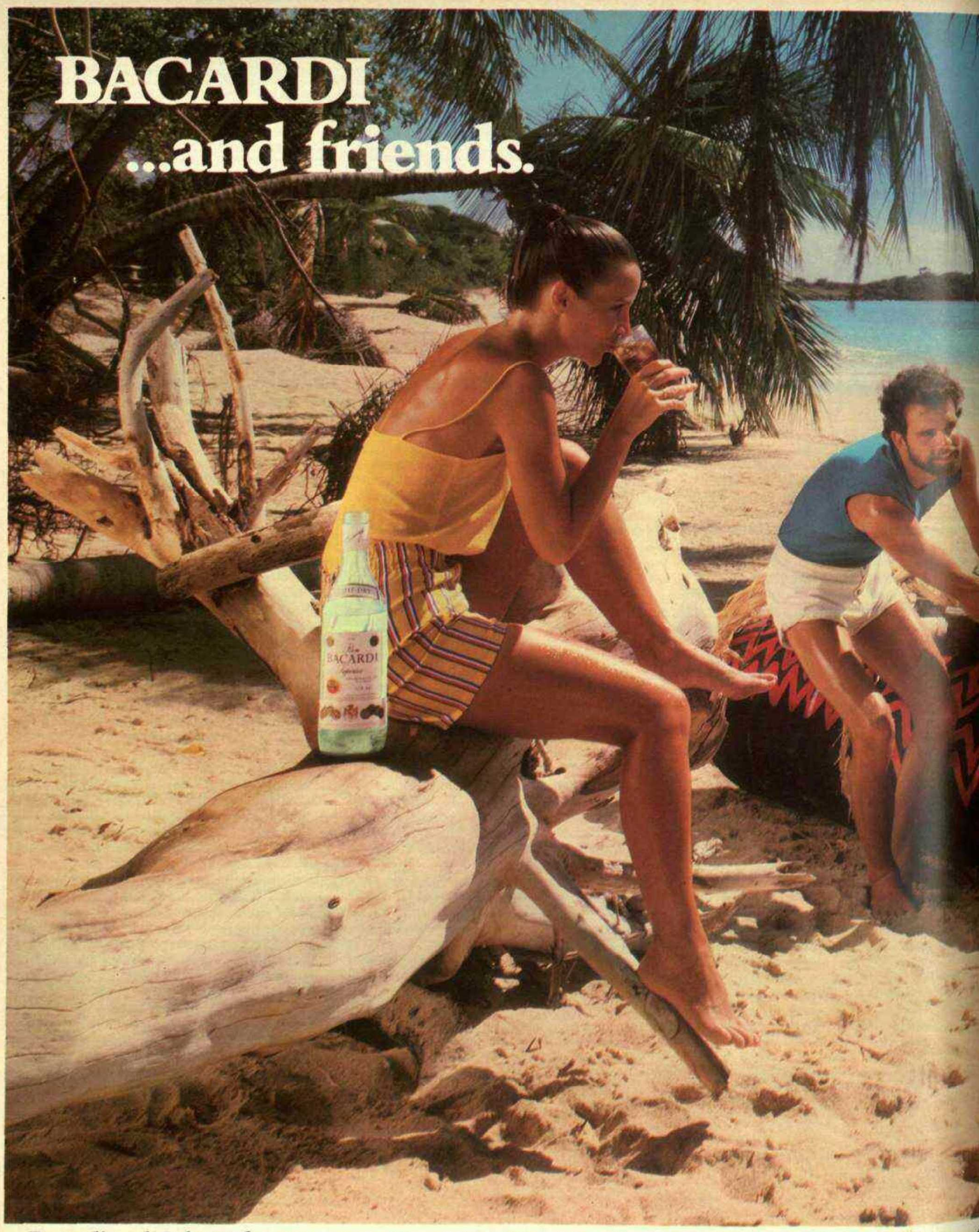
The Sun Gold Cup race for F1 and F2 cars again had a field of 13. It dragged on for 65 laps of the 1.65-mile circuit. Guy Edwards had no trouble winning it, at 107.8 m.p.h. in the Cosworth DFV-engined Arrows A1B. He led all the way and was presented with the great Gold Cup by Stirling, who I see, from the Kettlewell Book, has himself won it five times at Oulton Park, in Maserati 250F (twice), Cooper T45, Lotus 18 and Fergusson P99 cars. Desiré Wilson was third for 14 laps but her Wolf WR4 later retired, and it had already been passed by Lees' sister car, in spite of a spin on his opening lap, this chassis having had seven inches extra wheelbase welded into it shortly before the start. However, it was the Chilian driver, Eliseo Salazer, who pressed Edwards if anyone did, until his Cosworth-powered Williams FW07 retired on lap 58 with engine trouble. That left the Edwards' Arrows a certain winner, with Emilio de Villota (Wiliams FW07) second, and Ray Mallock third in his Surtees TS20 which had lost its brakes around half-distance and which was apparently handling less effectively than as previously set-up. Crawford's Chevron B42 was fourth, leading the F2 section of the race, from the Chevrons of Robinson and Dean. Edwards' win gave a substantial sum to a charity for deaf people — appropriate, in view of the noise of the cars!

The Derwent TV Sports 2000 15-lap race was won by Ian Taylor, who led from start to finish in the Nelson-engined Tiga SC80. In this processional race Weaver's Scholar-powered Tiga SC79 was the only car to keep close to the leader.

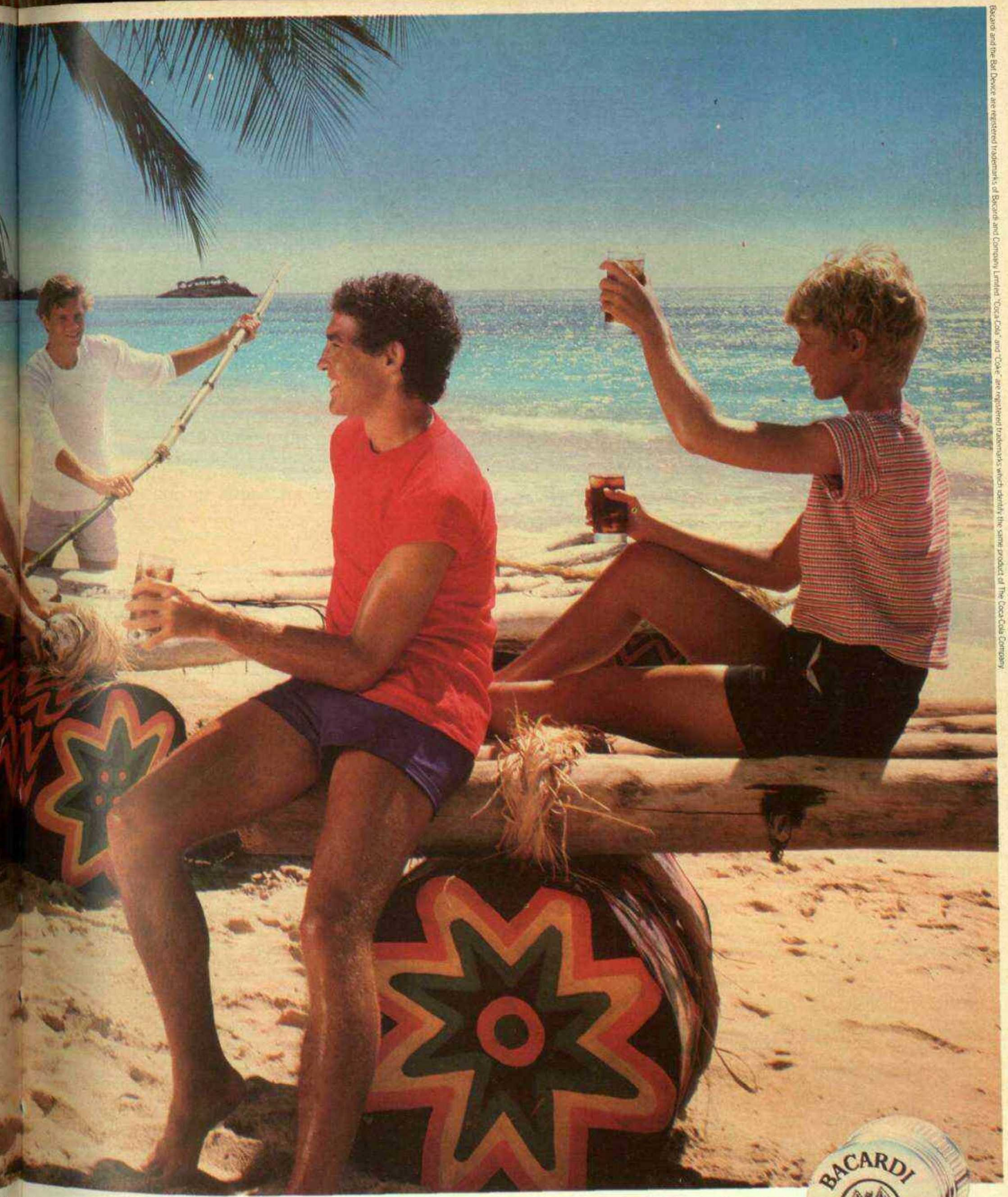
Having had my fill of this kind of racing, I decided to get away at 17.45 before the big crowd began to leave. No way! Those around me with like intentions sat in their cars for 1½ hours without moving. It might be thought, especially by the less-enthusiastic, that it is a bit of a "con" for Cheshire Car Circuit Ltd. to bring all these cars in over a single-lane Bailey bridge with a 5 m.p.h. speed-limit, let them park without much supervision, and then leave them to get out as best they can. I cannot resist remarking that before they ever saw any motor racing at Brooklands Track the constructors put in a car bridge, a car tunnel, pedestrian tunnels, and later a pedestrian bridge, to facilitate entering and leaving while racing was in progress. Progress? Mr. Webb, please note!

However, if it was difficult to get away from Oulton Park, and if the Rover challenge to those so-effective Ford Capris had again come to nought, my ordinary Rover 3500 proved an admirable car for covering the rural-route home, by way of Tarporley, Whitchurch, Wem, Shrewsbury, Clun, Knighton and Penybont, in two hours. — W.B.

N.B.: Not having gone to Thruxton on Easter Monday, it would have been nice to have known how the saloon-cars fared there. But, although Murray Walker and James Hunt gave a good coverage of the FF, F3 and F2 races in the BBC's "Grandstand" programme, saloons were ignored. As so many football and horse-race results are flashed on the screen, why couldn't this have been done for these motor races?



Bacardi and Coke? Of course. Bacardi and lemonade? By all means. Bacardi and tonic? Why not
Bacardi rum on the rocks? Naturally. Bacardi and friends? Every time.



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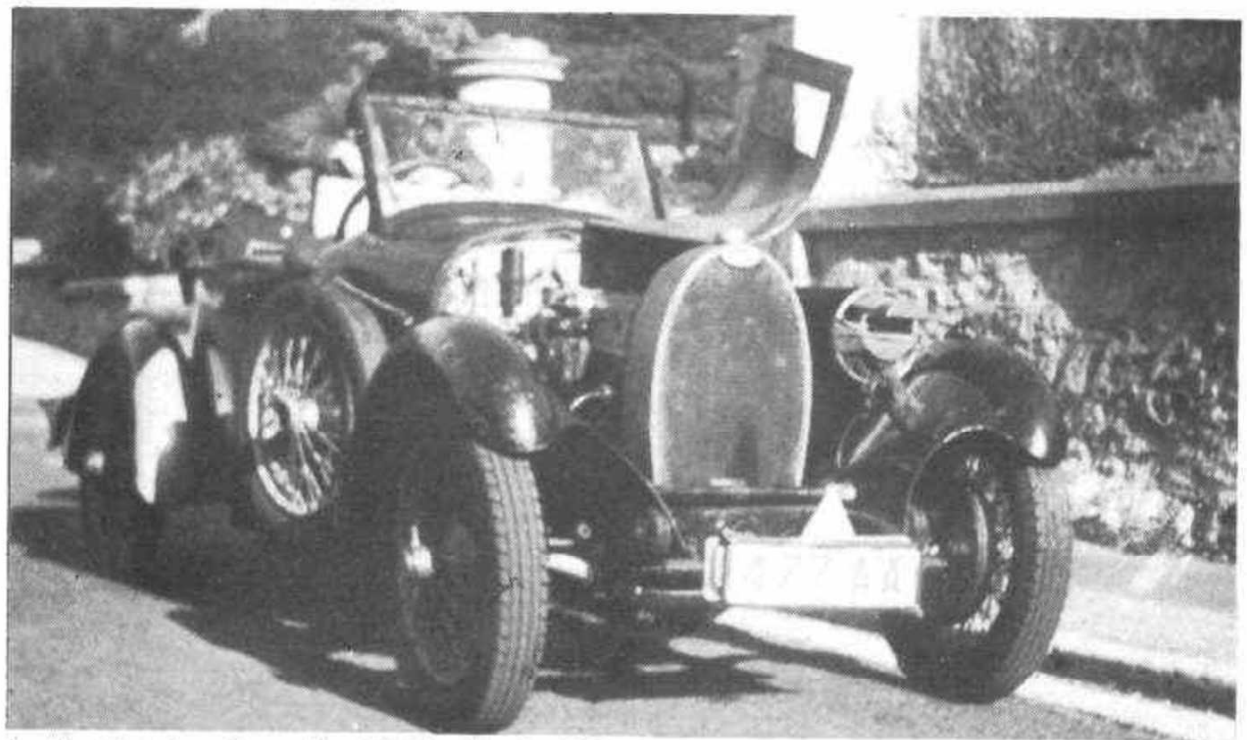
BUGATTI

THE Bugatti car has always be
a source of interest to
motoring enthusiast, and m
recently the public at large ha
"discovered" Bugatti, while
book world produces bigger a
better Bugatti books for a pr
that would have bought one
the cars shown on the pag
For as long as I can remembe
have enjoyed Bugattis, thoug
never let my eyes beco
elliptical, like some owners
know, and though I have driv
most models over the past
years I have only ever own
one Bugatti and that was
non-runner. Many years ago
coined the phrase "Bugattis a
nice cars for your friends
own" and it still holds go

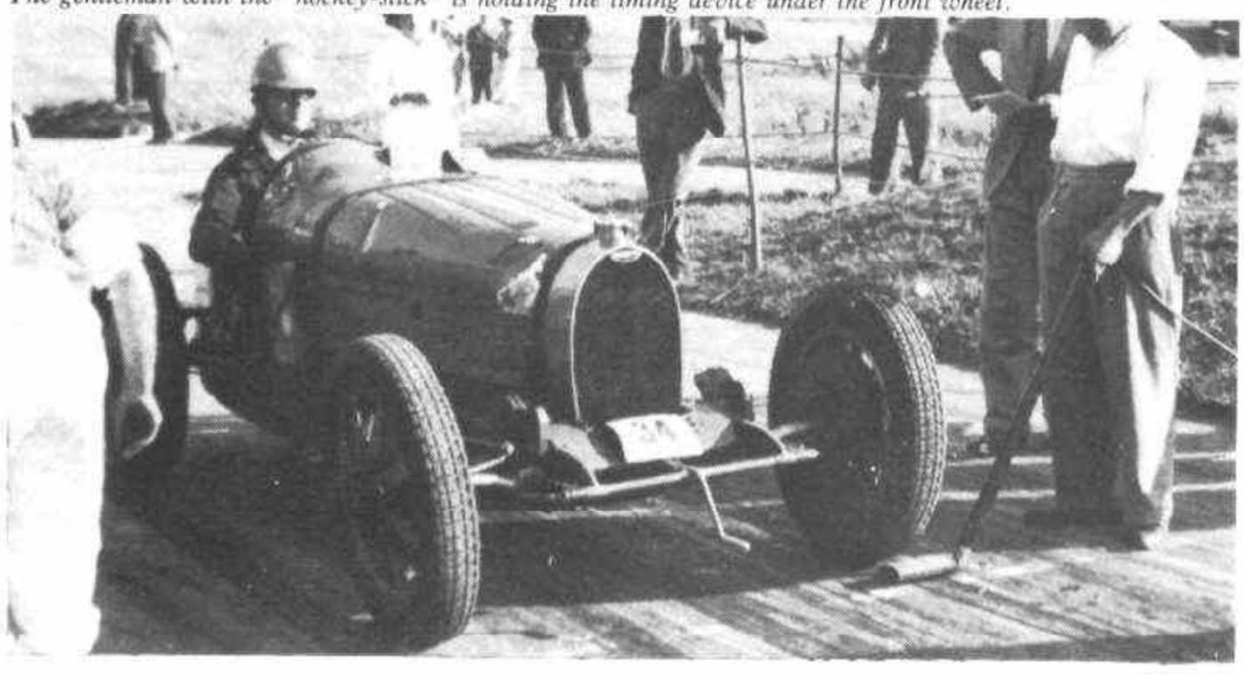


This Type 59 is seen at the Lewes Speed Trials in 1938. Owned by Arthur Baron at the time, it was previously owned by the Duke of Grafton and C. E. C. Martin.

The Type 40 tourer shown below was acquired by Holland Birkett in 1943. It is seen at a roadside stop on the day of collection. This was UU 8184.



Another photo from Lewes Speed Trials, this time J. Lemon Burton on the starting line in a twin-cam Type 51. The gentleman with the "hockey-stick" is holding the timing device under the front wheel.





This modified Bugatti was in Switzerland in 1954 supercharged straight-eight, it might have bee rebodied Type 35B or a Type 43.

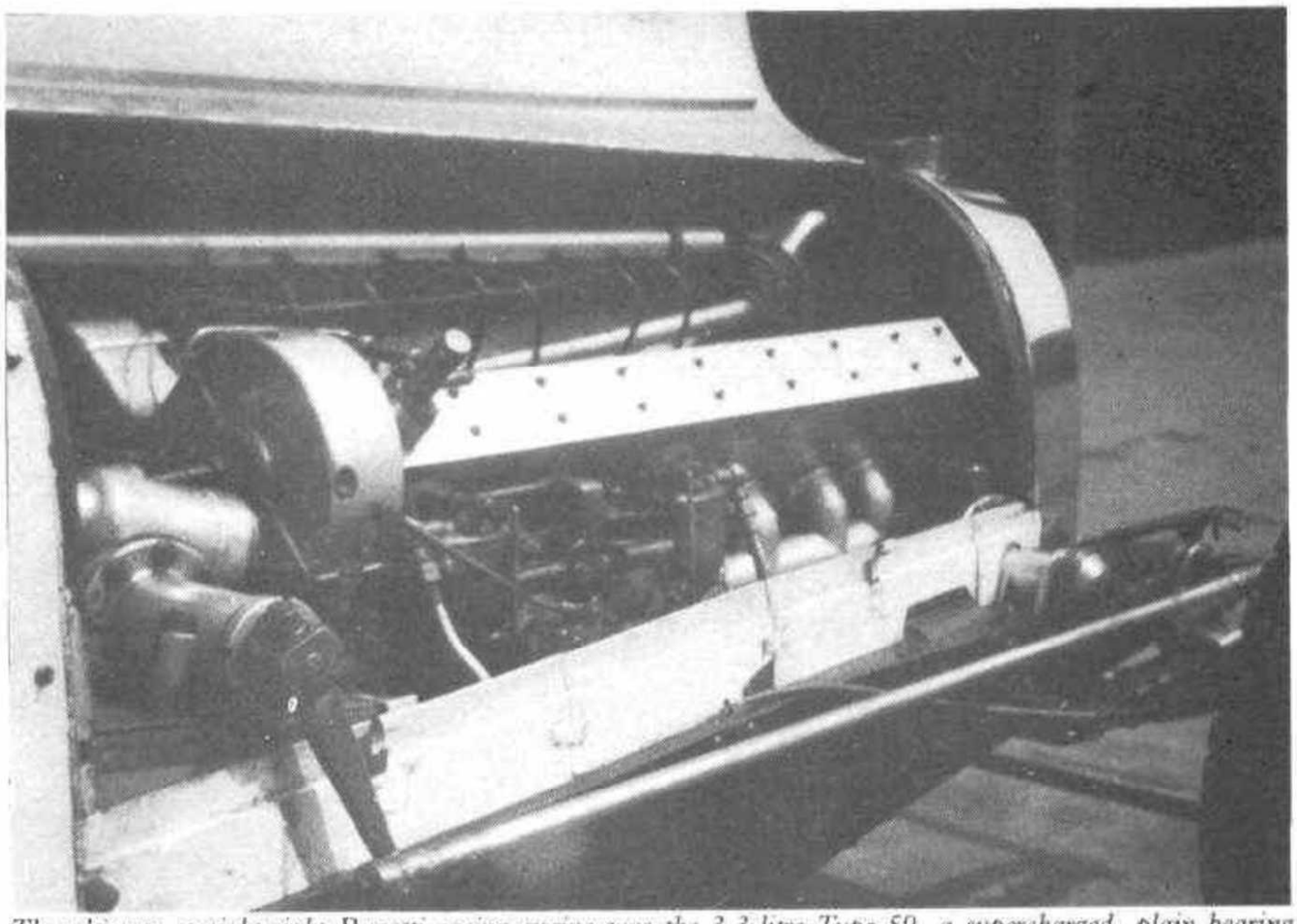
In 1944 at the filming of motor racing scenes for "T Rake's Progress". We were supposed to fake accident. The driver of this rare Type 39 got enthusiastic and had a genuine accident.



BUGATTI

today; fortunately I have a great number of friends.

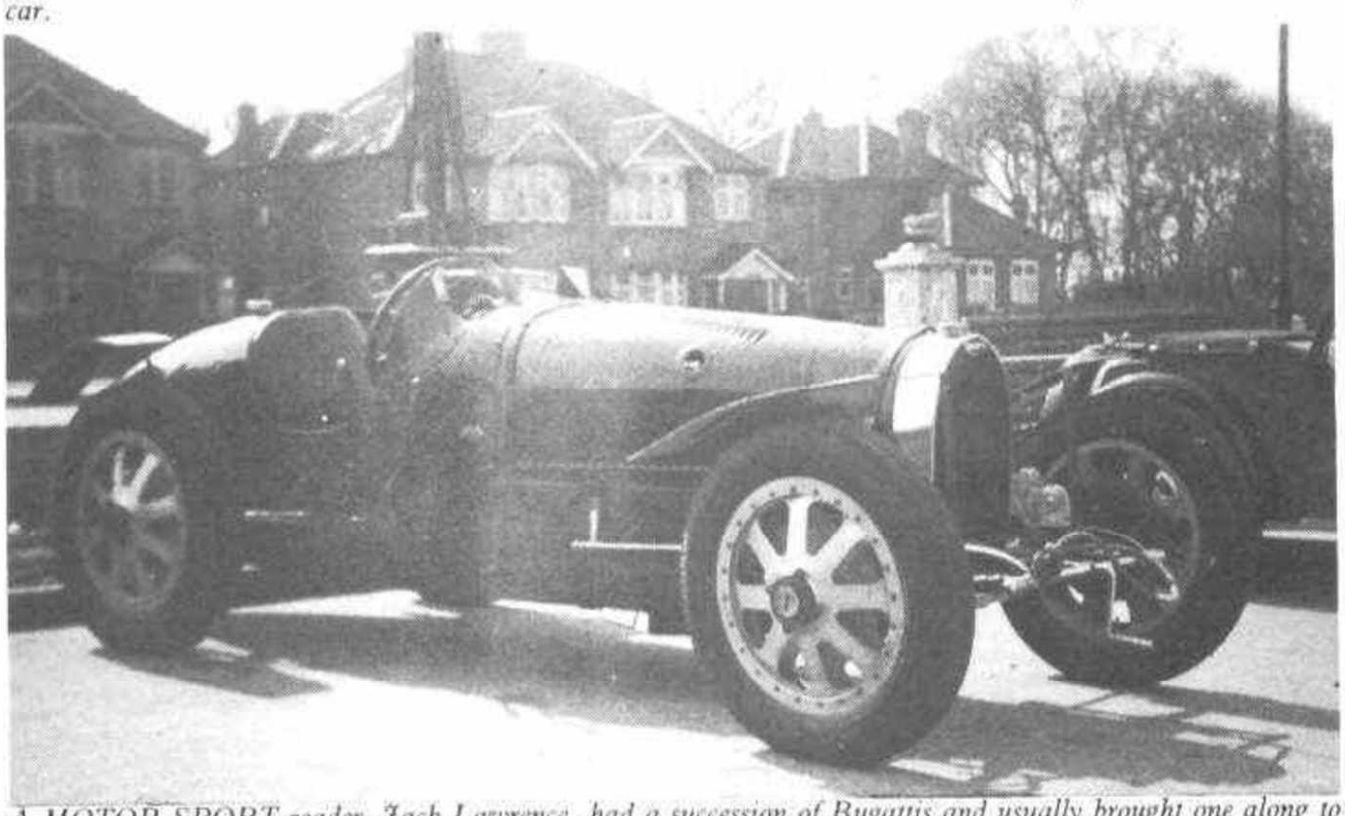
While sorting through my dusty archives, accumulated since 1932, I dug out a collection of Bugatti negatives that I took over the years, which have never been printed and decided that this double page spread of Bugatti photographs might please enthusiasts for the Molsheim Magic among our readers, as well as enthusiasts for other makes, such as Alfa Romeo, Ferrari, Maserati, Frazer Nash, Alvis and so on. The quality is not of the highest order as they were taken with a vintage "Box Brownie", but the content more than makes up for that. — D.S.J.



The ultimate straight-eight Bugatti racing engine was the 3.3-litre Type 59, a supercharged, plain bearing engine, with two overhead camshafts driven from a train of gears at the rear. This is the Brian Lewis, C. I. Craig car.

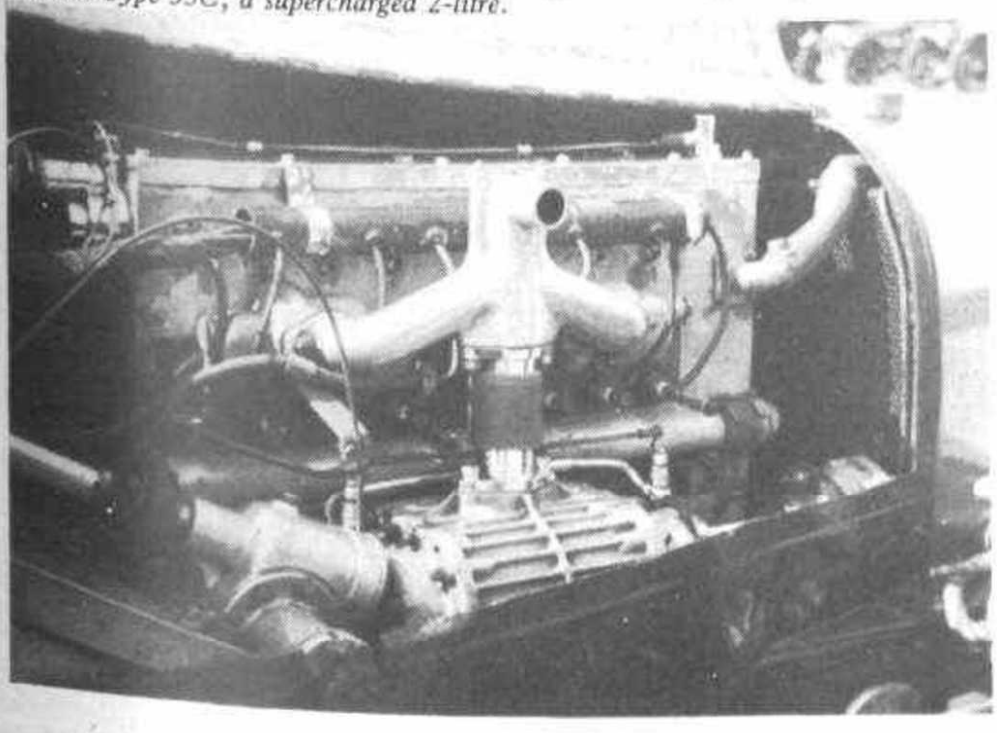


This is Major Charles Lambton's Type 37 after being rebuilt and road-equipped at Phegre Engineering in 1960.

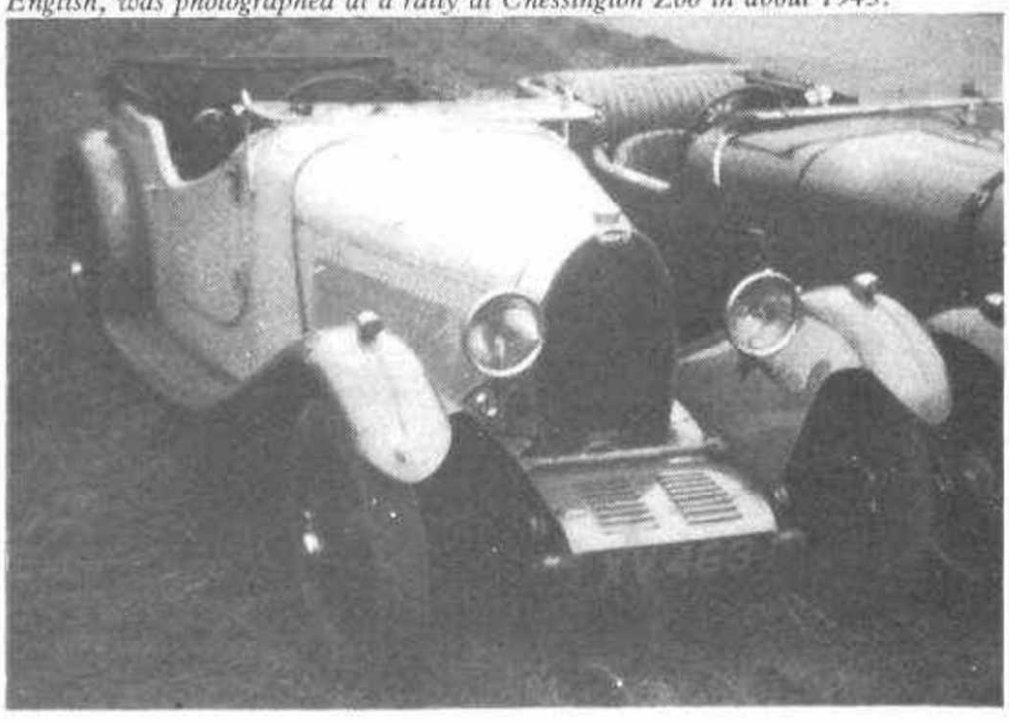


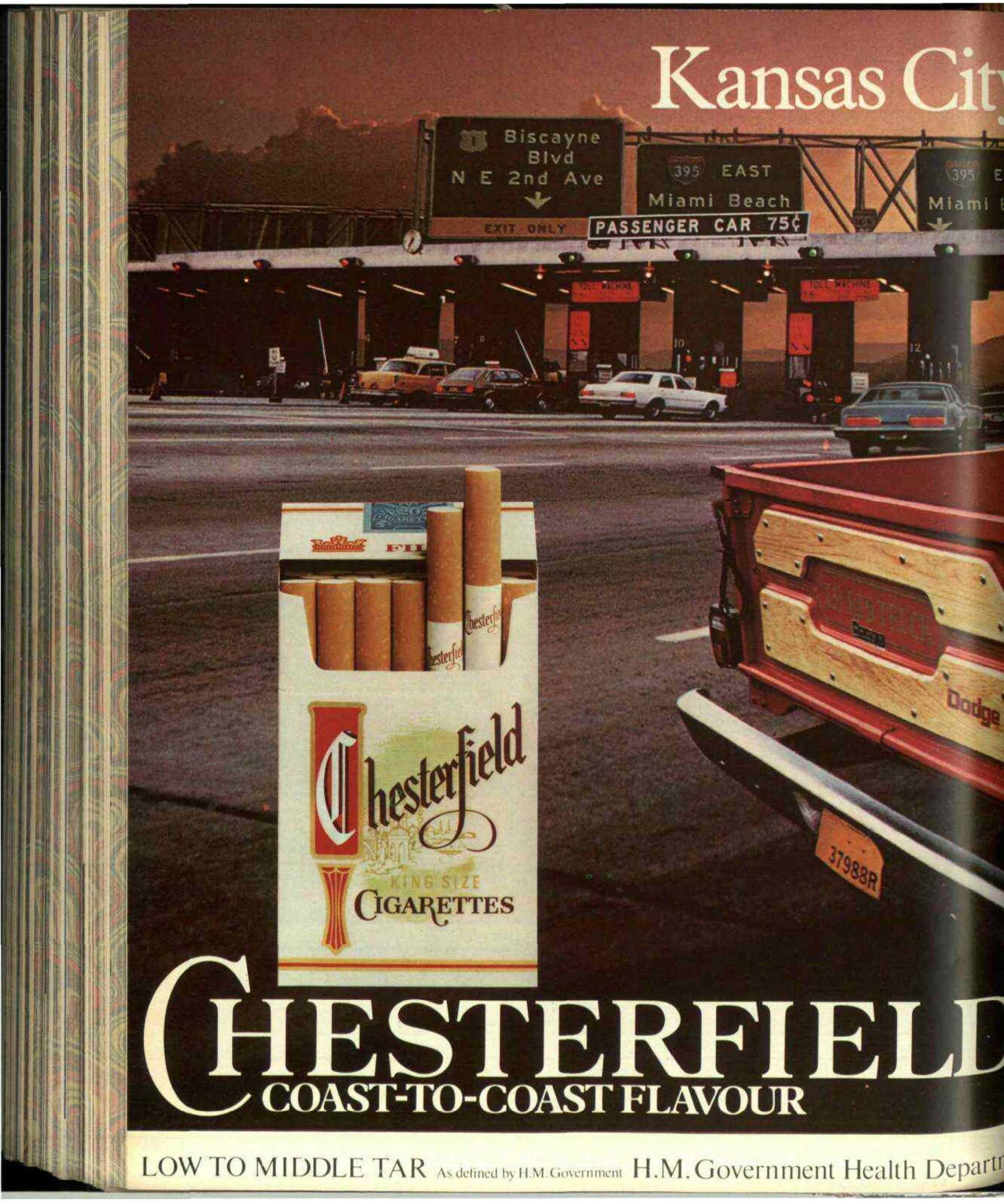
A MOTOR SPORT reader, Jack Lawrence, had a succession of Bugattis and usually brought one along to wartime club gatherings. This is his Type 35C at a 750 Club meeting.

The derivatives of the straight-eight Bugatti engine are always a joy to behold and this is a Type 35C, a supercharged 2-litre.



This Type 40 with non-original proprietary four-seater body, which looks very English, was photographed at a rally at Chessington Zoo in about 1945.




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LOW TO MIDDLE TAR As defined by H.M. Government H.M. Government Health Depart



ments' WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

Racing Car Development

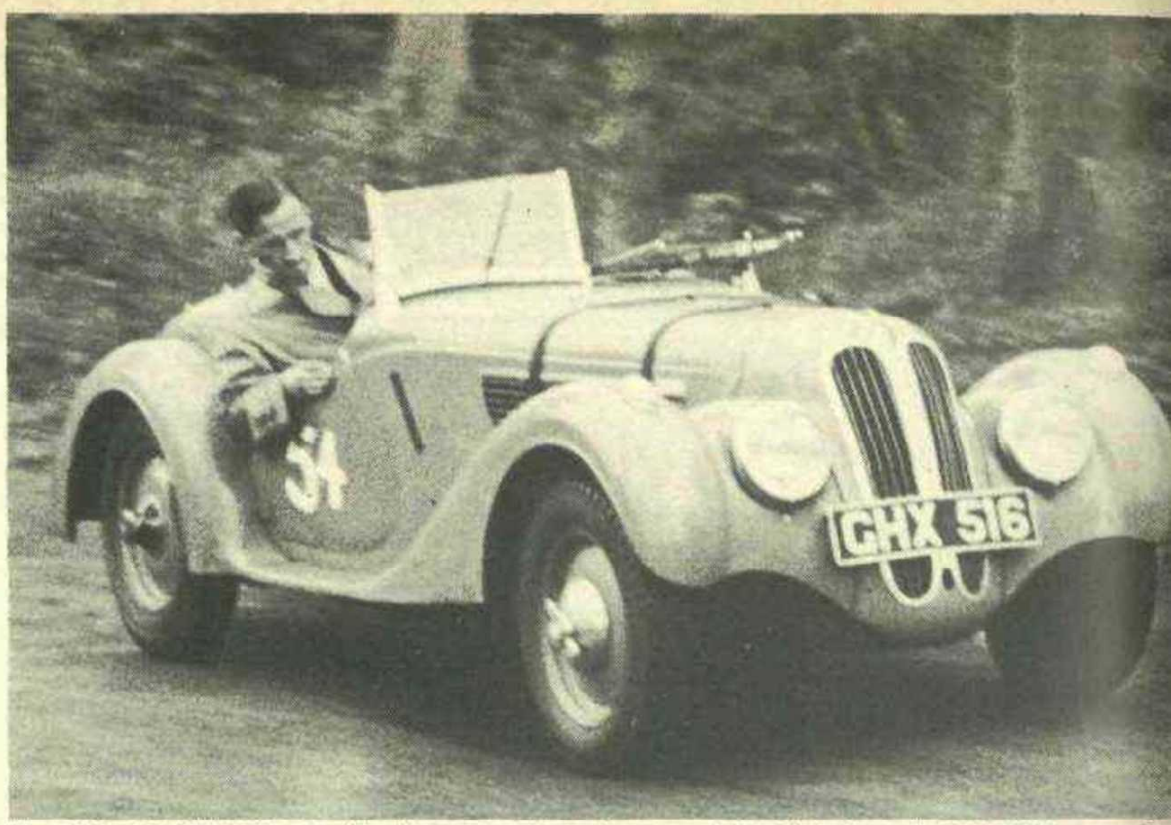
WHEN the BMW 328 sports car was introduced to Great Britain in 1936 it created quite a stir, for here was a very civilised 2-litre car that could be used for everything from shopping to Brooklands racing. Its six-cylinder push-rod engine used an ingenious valve gear in which inclined overhead valves were operated from a single side-mounted camshaft by means of rockers and transverse pushrods as well as the orthodox vertical pushrods. This gave all the advantages of two overhead camshafts without any of the usual complications of camshaft drives. To launch the new model the concessionaires ran a slightly tuned pre-production model at Brooklands where it covered 102 miles in one hour. As sold in strict production form the 328 was capable of 95 m.p.h., but with a few optional extras it was good for nearly 110 m.p.h. and racing versions could be developed to reach 125 m.p.h. One customer repeated the hour run at Brooklands with her car and put 105 miles into the hour and H. J. Aldington covered 107 miles in one hour at an MCC High Speed trial.

The car featured here is GHX 516, a normal production BMW 328 purchased new in 1937 by Leslie Johnson and was noted for the way he used it for every imaginable type of sport during 1938/39. It ran in sprints, hill-climbs and circuit races all over the country, and also in rallies and off-road trials, always running fully-equipped as illustrated and always driven to the meeting. L. G. Johnson (BMW) was a familiar name in the awards list and the 328 was recognised as being a remarkable all-rounder. While competitors with other cars stripped all the road equipment off at hill-climbs and sprints, the 328 owner left everything in place and merely folded the windscreen flat, or as in the photograph of GHX 516 at Prescott, only one half of the windscreen.

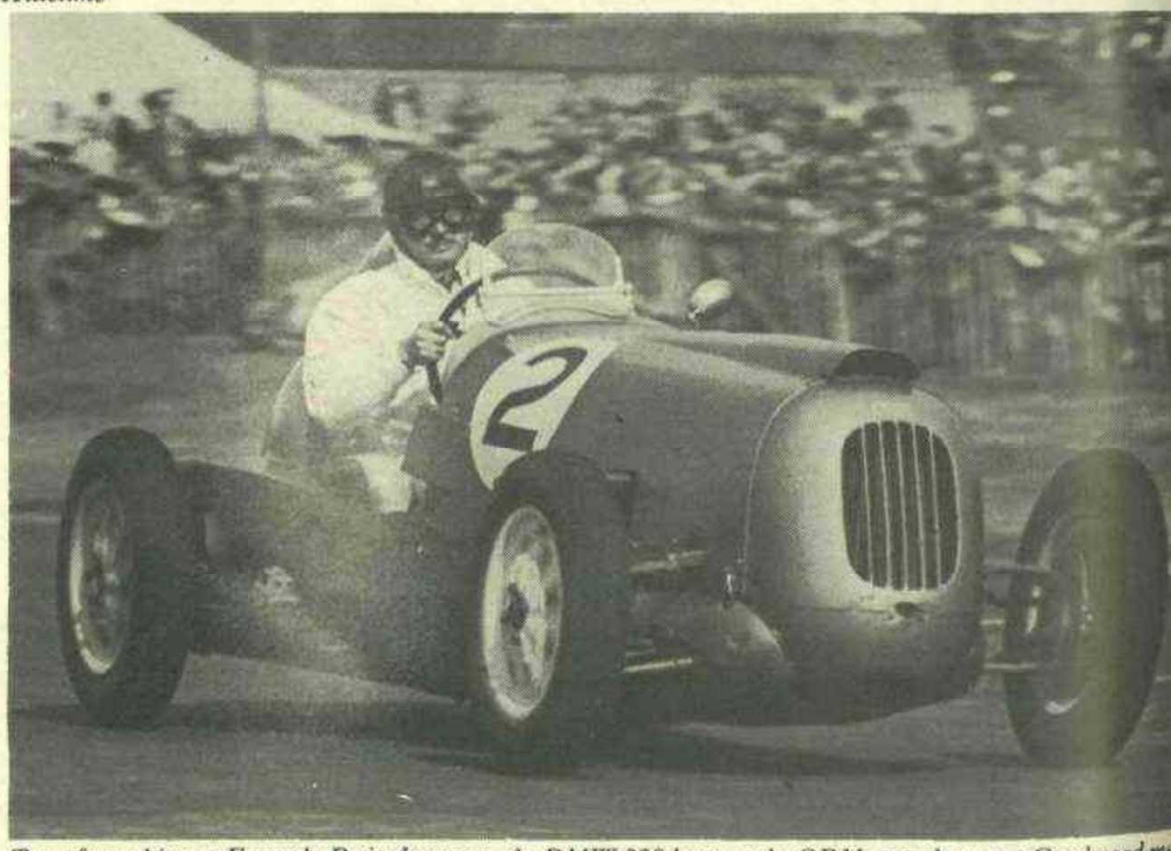
In 1946 when sprints and hillclimbs resumed after the war, an enthusiast in North London, Oscar Moore, acquired a 328 and was so pleased with it that he soon acquired a better one. This was GHX 516 and Moore used it in a number of race meetings in Europe. Searching for more performance the car was totally rebuilt with light weight as the keynote, for the basic 328 was pretty light to start with. An alloy body of minimum proportions was built and small cycle-type mudguards were used and major items such as the wheels were replaced by special light alloy ones.

At this time Formula B (which subsequently became Formula 2) was under way, for cars of 2 litres capacity and Moore felt that the 328 BMW had a lot of potential for this category so during the winter of 1947/48 GHX 516 underwent another change. It was transformed into a pure single-seater racing car, as shown in the lower photograph on this page, and became the OBM, these being Moore's initials. The steering was moved towards the centre-line of the car, a fuel tank occupied the space alongside the driver, many steel parts were replaced by alloy components manufactured by Moore's friend Ron Willis, the spring rates were revised as were the shock-absorbers; gearbox and axle ratios were altered and the engine was developed to run on a mixture of methanol, benzol, acetone, and nitro-benzine, which was quite an exciting smelling brew. Wheels and brakes all received attention and the magnesium-alloy wheels weighed 8 lbs each, compared to the 21 lbs of the standard steel wheel. When all the modifications were finished a light alloy single-seater body was built and the original production BMW 328 had now gone for ever and in its place stood the OBM.

During 1949 Oscar Moore raced the car extensively all over Europe, in Belgium, France and Italy and was well-pleased with the conversion and though it was no match for Formula B cars from Ferrari or Gordini, it gave the owner the opportunity for a lot of real motor racing on European road circuits. All that was available in England was racing on disused airfields, which did not appeal to Oscar Moore. When Moore gave up Formula B racing and turned to big-engined sports car racing the OBM was sold and in the passage of time has disappeared, unless some reader has it hidden away in a lock-up garage.—D.S.J.



The original BMW 328 as used in all manner of sporting events by Leslie Johnson in 1938/39 is seen at Pre Hillclimb



Transformed into a Formula B single-seater, the BMW 328 became the OBM, seen here at a Goodwood me in 1949.

The Things They Say. . . .

"Lancia then adopted front-wheel-drive this was obviously not the reason for progressive decline of that once-glorious *ma* The choice of models, their excessive weight high manufacturing costs were, in my opin the reasons for failure". — Dante Giacosa, famous Chief Engineer, expressing his vie Lancia in 1955, in his recent book "Forty Y of Design with Fiat". Would he regard new Lancia Gamma as restoring the *status q*

May Day

THE 16th Rallye Renault takes place at Long on May 11th from 11 a.m. to 4.30 p.m. du Longleat's 400 Anniversary Celebrations an Malmesbury on May 26th, where the town ha 1,100th year's Gala Celebrations, there will Veteran and Vintage Car display, details of w are available from the Publicity Office, 36 C Hayes, Malmesbury, Wilts., 066-62-2188.

Answering Machine.

Motor Magazine had this to say about the Porsche 911SC "...still one of the best supercars, excellent handling and roadholding. Comfortable and quiet...beautifully made."†

They were no less flattering in their study of the 911 Turbo.

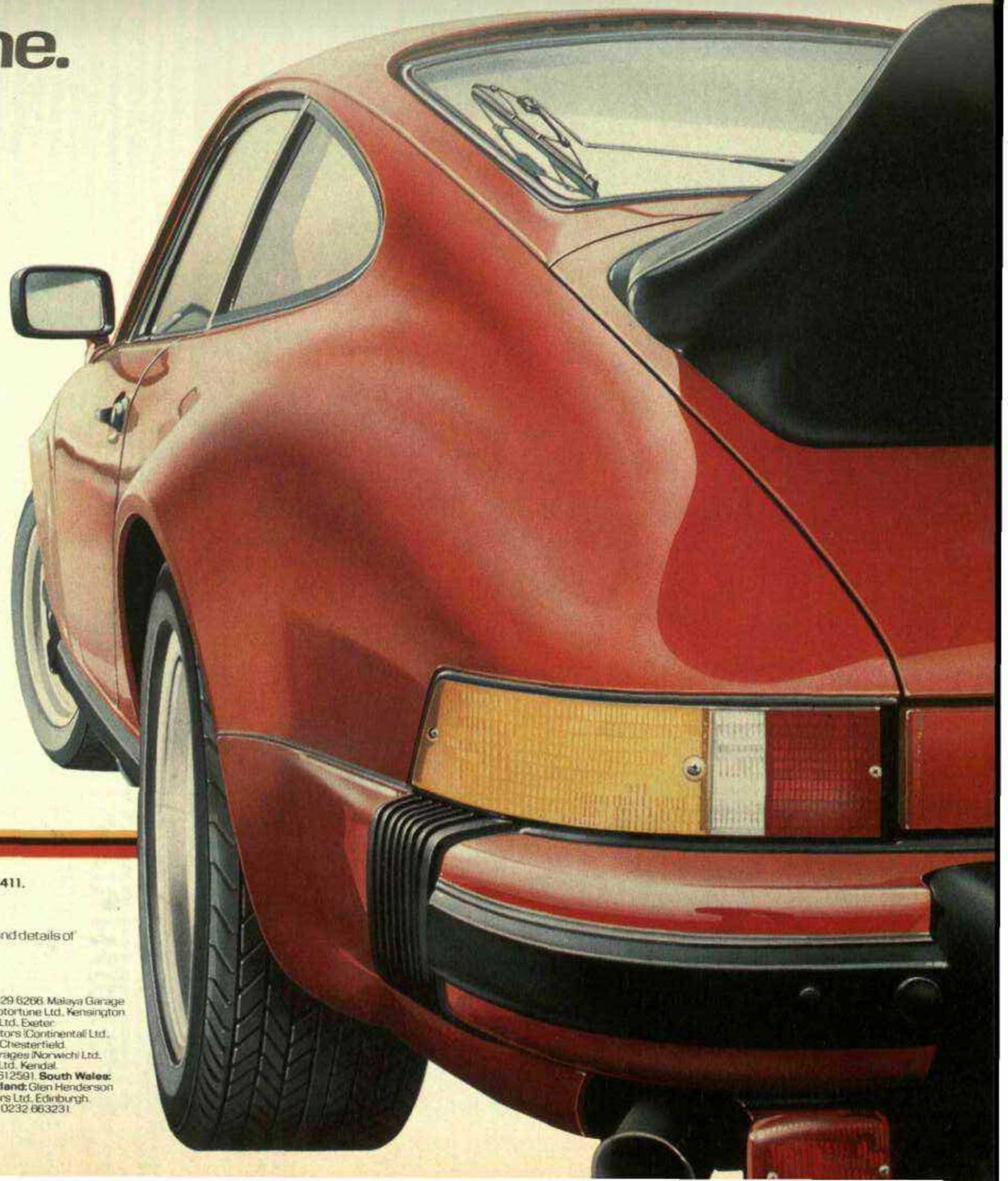
"The top speed turned out to be 160.1 mph, and 0-60 mph was covered in 5.3 sec. All that performance is matched by unequalled roadholding, supremely sensitive handling and superlative brakes. What is most impressive, though, is that the Turbo can be relied upon to fire up from cold every morning, and it only requires a service every 12,000 miles."††

Just a small sample of the universal acclaim given to the Porsche 911 range.

We'll only add that all Porsches come with our 6-year Longlife warranty.

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The present Porsche line-up consists of ten models: the four cylinder 924 Series from £9,104; the six cylinder 911 Series from £16,109 and the eight cylinder 928 Series from £21,827.
Prices, correct at time of going to press, exclude number plates and delivery. For further information and details of leasing facilities contact your nearest official Porsche Centre.

†Motor Magazine 26th January, 1980. ††Motor Magazine 2nd February, 1980.

South East: A.F.N. Ltd., Isleworth. Tel: 01 560 1011. A.F.N. Ltd., Guildford. Tel: 0483 38448. Charles Follett Ltd., Mayfair. Tel: 01-629 6266. Malaya Garage (Billingshurst) Ltd., Billingshurst. Tel: 040 381 3341. Malton Car Concessionaires Ltd., Henley on Thames. Tel: 04912 7811. Motortune Ltd., Kensington. Tel: 01 581 1234. **South West:** Dick Lovett Specialist Cars (Marlborough) Ltd., Marlborough. Tel: 0672 52381. Parks (Exeter) Ltd., Exeter. Tel: 0392 32145/6. **South:** Heddell and Deeks (Motors) Ltd., Bournemouth. Tel: 0202 510252. **West Midlands:** Swinford Motors (Continental) Ltd., Stourbridge. Tel: 038 482 3047. **East Midlands:** Roger Clark (Cars) Ltd., Narborough. Tel: 0533 848270. Gordon Lamb Ltd., Chesterfield. Tel: 0246 45161. **East Anglia and Essex:** Lancaster Garages (Colchester) Ltd., Colchester. Tel: 0206 4814). Lancaster Garages (Norwich) Ltd., Norwich. Tel: 0603 401814. **North West:** Ian Anthony Sales (Knutsford) Ltd., Knutsford. Tel: 0565 52737. Parker and Parker Ltd., Kendal. Tel: 0539 24331. **North East:** JCT 600 Ltd., Leeds. Tel: 0532 508454. Gordon Ramsay Ltd., Newcastle upon Tyne. Tel: 0632 612591. **South Wales:** Howells Garages (Cardiff) Ltd., Cardiff. Tel: 0222 592363. **North Wales:** Dingle Garages, Colwyn Bay. Tel: 0492 30456. **Scotland:** Glen Henderson Motors (Stuttgart) Ltd., Ayr. Tel: 0292 82727. Glen Henderson Motors Ltd., Glasgow. Tel: 041 943 1155. Glen Henderson Motors Ltd., Edinburgh. Tel: 031 225 9266. **Northern Ireland:** Isaac Agnew Ltd. (Retail) Glengormley. Tel: 02313 7111. Isaac Agnew Ltd., Belfast. Tel: 0232 663231. **Channel Islands:** Jones Garage, St. Saviour, Jersey. Tel: 0534 26156.



Piquet's Brabham heads Arnoux's Renault and Depailler's Alfa Romeo out of the first corner at Long Beach as drama goes on at the back of the field. Andretti's Lotus can be seen airborne after running over Jarier's Tyrrell. Mass, hidden, is taking avoiding action which caused Zunino to ram the wall.

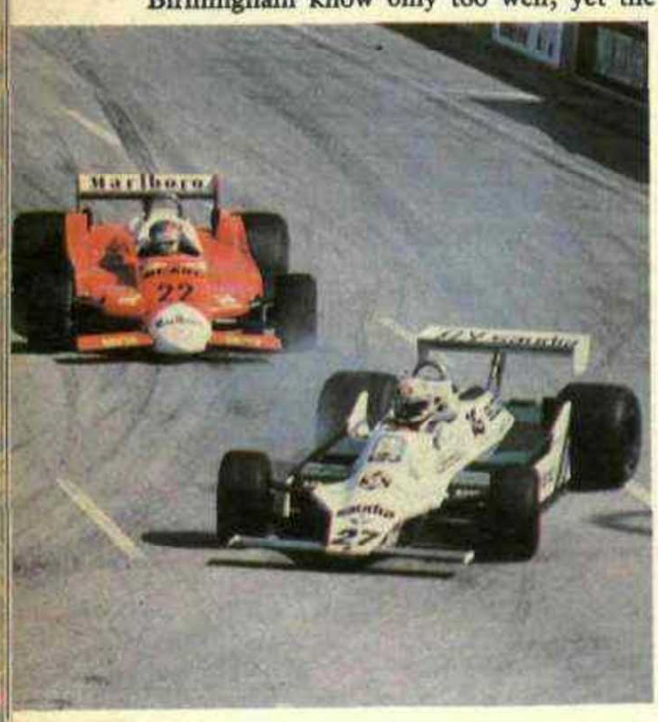
THE UNITED STATES GP (WEST)

A young man on his way

Long Beach, California, March 30th

THE MARK of success of an event is when it becomes established and accepted in a short space of time, with no doubts or discussions, and the Grand Prix at Long Beach in California is one such event. Getting a race organised around the streets of a city is a daunting and difficult problem, as the enthusiasts of the City of Birmingham know only too well, yet the Long Beach group not only got their race off the ground very quickly, but got it established and accepted by the hard-bitten world of Formula One almost instantly. The first race round the city streets was a Formula 5000 race in 1975 and the first Formula One Grand Prix was in 1976. Here we all were at the fifth Grand Prix to be held at Long Beach and the overall feeling was that the event was nearly as old as the Monaco GP! By all the rules and laws of this plastic age in which we live, a race round streets of Long Beach doesn't make sense. anyone re-created the Long Beach circuit as artificial Autodrome, with all the concrete wa minimal run-off areas, cambered roads, char of surface, blind brows, bumps, dips and holl they would be "laughed out of court". As I h said before, thank goodness the world of Form One is full of hypocrites. I enjoy the Long Be race and the circuit is much better than Mona long may it continue.

Thanks to package-tours and group-travel air the arrival in California is well before serious business of practice begins and there i pre-practice testing allowed, as at Mona though some teams go off to various permar tracks for private testing. Consequently ther the opportunity to investigate a little of Califo before the 10 a.m. practice session on Fr morning. As is accepted fact the entire Grand entry was all set and ready to go under clear skies when the circuit was officially opened for morning untimed session preparatory to the ti qualifying session in the afternoon. There wer drivers ready to do battle for the 24 grid positi and if Mr. Ecclestone had got his way there w have been 28 drivers. At the last minute he t to bull-doze a third Brabham entry for oval-track racer Rick Mears, but he confronted with the rules he agreed to last which called for three months advance warn for enlarging a team or substituting a new d into Formula One. The convener of the cl





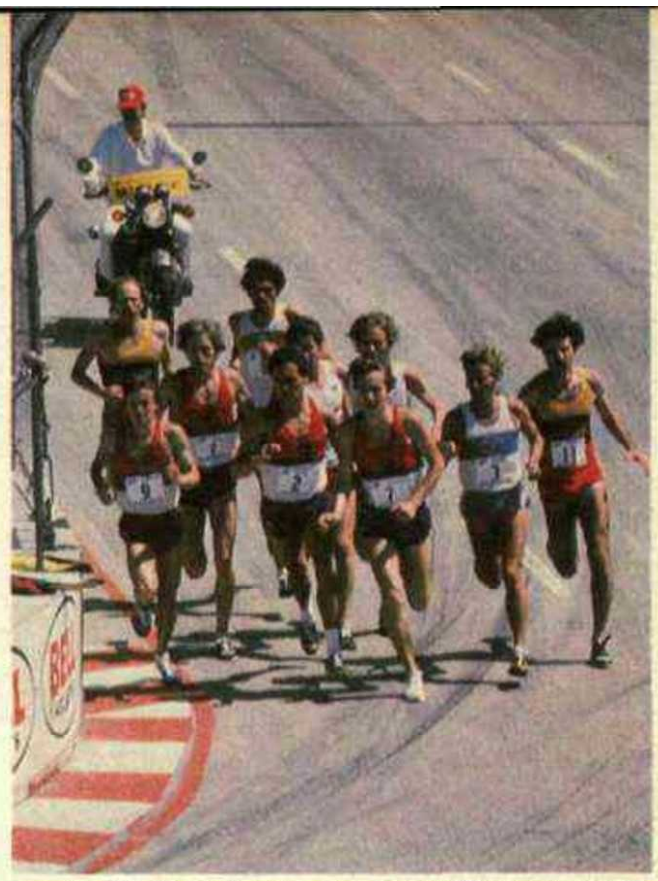
Jones found Depailler a difficult man to overtake muffed this attempt when he slewed sideways braking.



litre unblown engines, Goodyear tyres or Michelin tyres, race-worthy tyres or qualifying tyres, it was the same for everyone, so practice took a pretty serious aspect, and no-one had been trying the circuit previously.

There were a few changes to be seen, the McLaren team had invited Stephen South to stand-in for the injured Alain Prost and the ATS team had built a brand new D4 car and Jan Lammers was taking the place of the injured Marc Surer. The Brabham team were trying out a new gearbox on their spare car, Lotus had new gearboxes on their two cars to be used by Andretti and de Angelis, Renault were trying an AP power-assisted brake system on Arnoux's car, which was a brand new car, Shadow had built up another car to replace the one destroyed in S. Africa, many teams were using bigger brake discs and extra cooling ducts and aerodynamic devices were going out of fashion; nose-fins were disappearing altogether on some cars and rear aerofoils were reduced to very small proportions on others, while sliding skirts and the efficiency of the mechanisms were still occupying designers' minds. I often think it is very fortunate that the shop found the shop door closed – and locked!

The previous Grand Prix was at Kyalami, 5,500 feet above sea-level, and there had been a lot of muttering about the unfair advantage that the turbo-charged Renault's had had. Now we were at sea-level and all things were equal for all teams, while in addition the Goodyear Tyre Company had relented on their decision about supplying qualifying tyres and had come prepared to let everyone have special short-life tyres. This was a final fling, for it has been agreed all round that special qualifying tyres will not be used by anyone as from the next Grand Prix, which is in Belgium on May 4th. There was now nothing for anyone to gripe about. Turbo-charged 1½ litre engines, or 3



Bedford won for Britain in the pre-GP running race.

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Jody Scheckter	ZA	Ferrari	312T5	Red/White	Ferrari flat-12	Michelin	Fiat/Agip
2	Gilles Villeneuve	CDN	Ferrari	312T5	Red/White	Ferrari flat-12	Michelin	Fiat/Agip
3	Jean-Pierre Jarier	FR	Tyrrell	010	Blue/Red	Cosworth V8	Goodyear	Candy Appliances
4	Derek Daly	IRL	Tyrrell	010	Blue/Red	Cosworth V8	Goodyear	Candy Appliances
5	Nelson Piquet	BR	Brabham	BT49	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
6	Ricardo Zunino	ARG	Brabham	BT49	Blue/Whte	Cosworth V8	Goodyear	Parmalat Foods
7	John Watson	ULS	McLaren	M29	White/Red	Cosworth V8	Goodyear	Marlboro/Castrol
8	Stephen South	GB	McLaren	M29	White/Red	Cosworth V8	Goodyear	Marlboro/Castrol
9	Jan Lammers	NL	ATS	D4	Yellow	Cosworth V8	Goodyear	ATS Wheels
11	Mario Andretti	USA	Lotus	EL81	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
12	Elio de Angelis	I	Lotus	EL81	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
14	Gianclaudio Regazzoni	CH	Ensign	N180	Red/White/Blue	Cosworth V8	Goodyear	Unipart
15	Jean-Pierre Jabouille	FR	Renault	RE	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	Rene Arnoux	FR	Renault	RE	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Geoffrey Lees	GB	Shadow	DN11	Black	Cosworth V8	Goodyear	Interlekt
18	David Kennedy	IRL	Shadow	DN11	Black	Cosworth V8	Goodyear	Interlekt
20	Emerson Fittipaldi	BR	Fittipaldi	F7	Yellow	Cosworth V8	Goodyear	Skol Lager
21	Keijo Rosberg	FIN	Fittipaldi	F7	Yellow	Cosworth V8	Goodyear	Skol Lager
22	Patrick Depailler	FR	Alfa Romeo	179	Red/White	Alfa Romeo V12	Goodyear	Marlboro
23	Bruno Giacomelli	I	Alfa Romeo	179	Red/White	Alfa Romeo V12	Goodyear	Marlboro
25	Didier Pironi	FR	Ligier	JS11/15	Blue/White	Cosworth V8	Goodyear	Gitanes/ELF
26	Jacques Laffite	FR	Ligier	JS11/15	Blue/White	Cosworth V8	Goodyear	Gitanes/ELF
27	Alan Jones	AUS	Williams	FW07B	White/Green	Cosworth V8	Goodyear	Saudia Arabia/Leyland
28	Carlos Reutemann	ARG	Williams	FW07B	White/Green	Cosworth V8	Goodyear	Saudia Arabia/Leyland
29	Riccardo Patrese	I	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
30	Jochen Mass	D	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
31	Eddie Cheever	USA	Osella	FA1	White/Black	Cosworth V8	Goodyear	Denim Aftershave

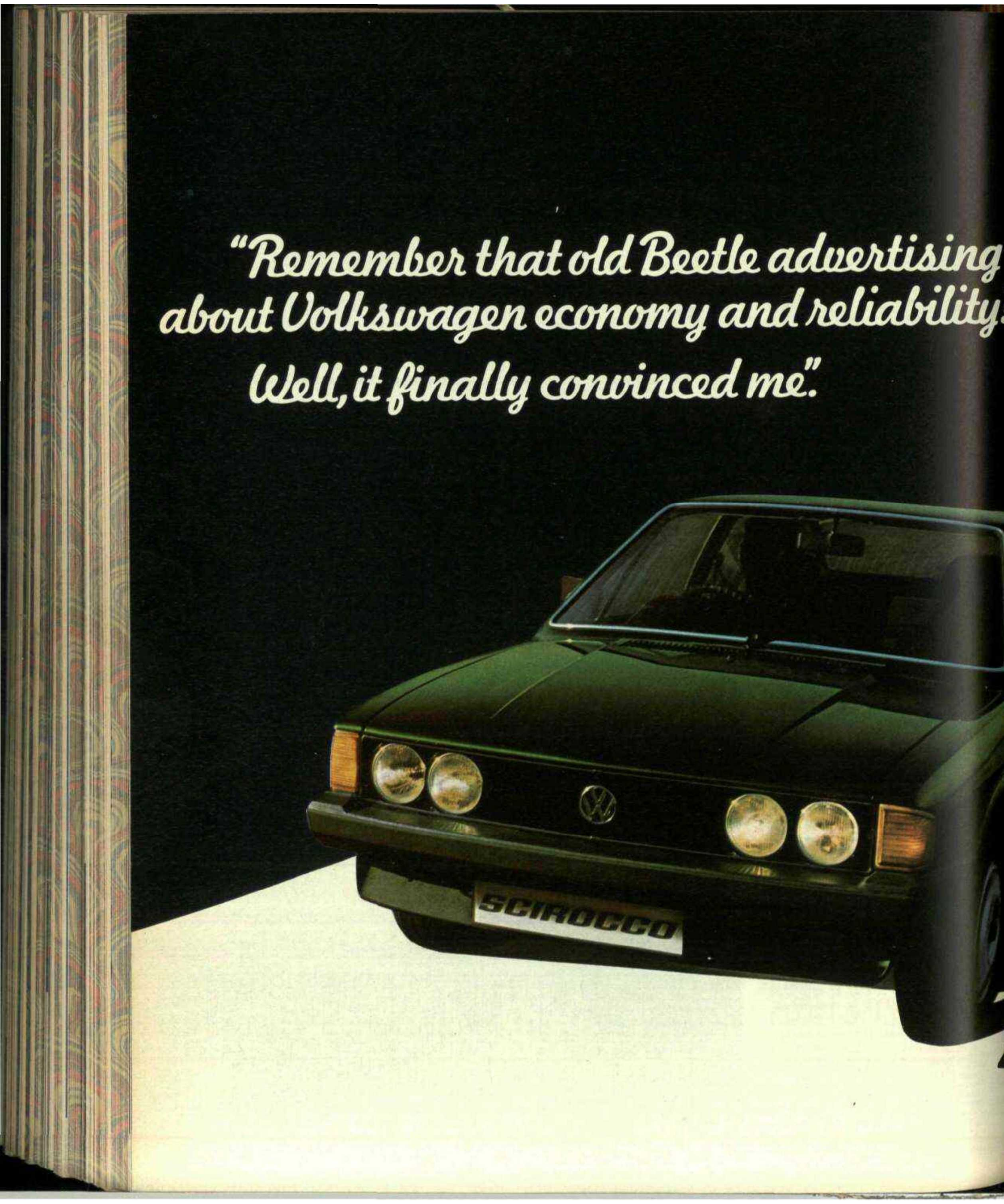
Piquet powers the winning Brabham out of the hairpin in pursuit of back markers.



PRACTICE TIMES

No.	Driver	Friday	Saturday
1	J. Scheckter	1.20.382	1.20.151
2	G. Villeneuve	1.20.182	1.19.285
3	J-P. Jarier	1.20.815	1.19.318
4	D. Daly	1.20.935	1.19.744
5	N. Piquet	1.19.571	**1.17.694**
6	R. Zunino	1.20.419	no improvement
7	J. Watson	1.22.218	1.20.868
8	S. South	1.24.896	1.24.121
9	J. Lammers	1.20.234	1.18.783
11	M. Andretti	1.21.197	1.19.763
12	E. de Angelis	1.20.830	1.21.242
14	G. Regazzoni	1.21.477	1.20.984
15	J-P. Jabouille	1.20.147	1.19.316
16	R. Arnoux	1.19.862	1.18.689
17	G. Lees	1.23.486	no practice
18	D. Kennedy	1.23.781	1.21.523
20	E. Fittipaldi	1.22.288	1.21.350
21	K. Rosberg	1.22.498	1.20.911
22	P. Depailler	1.20.564	1.18.719
23	B. Giacomelli	1.20.606	1.18.924
25	D. Pironi	**1.19.305**	1.19.276
26	J. Laffite	1.20.406	1.19.455
27	A. Jones	1.19.440	1.18.819
28	C. Reutemann	1.19.907	1.18.964
29	R. Patrese	1.20.824	1.19.071
30	J. Mass	1.21.665	1.20.410
31	E. Cheever	1.22.442	1.20.808

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majority of teams do not have to think about engines, leaving it all to Cosworth Engineering, otherwise there would be an acute shortage of brain-power in some teams. On the other hand it makes you appreciate teams like Ferrari, Alfa Romeo and Renault who have to deal with all aspects of the Formula One car.

All the usual troubles arose during the morning session, with engines breaking, gearboxes breaking, cars being broken against the concrete walls, cars spinning, drivers complaining, drivers contented, drivers happy and drivers miserable, in fact, never a dull moment. There was certainly no shortage of enthusiasm and no shortage of "pressing-on", even if some of it was regardless. When the excitement of the morning had dissipated and preparations were begun for the all-important timed session it was seen that Rosberg was to take the spare Fittipaldi car, F7/3, which is the first totally new 1980 car from the united forces of last year's Wolf team and Fittipaldi Automotive. He had hit a wall in the morning and distorted the monocoque on F7/2 it was put to one side. The reason he hit the was because he misjudged his apex on right-angle bend leading onto the pit straight, front wheel bumping the curb, which boun the whole car off-line and into the wall on outside of the exit of the corner. Reutemann to use the spare Williams, number 6, as he bent his own car, number 5 and it was taking to fit new suspension parts. Mass was in the sp Arrows, number A3/1, as the engine in A3/4 blown up.

The Long Beach circuit is such that you hav work hard and concentrate hard even if you going slowly, for there are so many sharp cor and hazards that a moment of inattention will you in deep trouble. Arnoux was using the sp Renault RE22, as he was not fully convin about the power-assisted braking on RE24, w

STARTING GRID

	5 N. Piquet *(Brabham-Cosworth V8)* BT49/06 1 min. 17.694 sec. (1 min. 19.830 sec.)
16 R. Arnoux *(Renault V6 t/c)* RE24 1 min. 18.689 sec. (1 min. 21.280 sec.)	
	22 P. Depailler *(Alfa-Romeo V12)* 179/03 1 min. 18.719 sec. (1 min. 20.760 sec.)
9 J. Lammers *(ATS-Cosworth V8)* D4/02 1 min. 18.783 sec. (no time)	
	27* A.Jones *(Williams-Cosworth V8)* FW07B/6 (T) 1 min. 18.819 sec. (1 min. 20.670 sec.)
23 B. Giacomelli *(Alfa Romeo V12)* 179/02 1 min. 18.924 sec. (1 min. 20.790 sec.)	
	28 C. Reutemann *(Williams-Cosworth V8)* FW07B/5 1 min. 18.964 sec. (1 min. 21.920 sec.)
29 R. Patrese *(Arrows-Cosworth V8)* A3/3 1 min. 19.071 sec. (1 min. 21.350 sec.)	
	25 D. Pironi *(Ligier-Cosworth V8)* JS11/15/04 1 min. 19.276 sec. (1 min. 20.610 sec.)
2 G. Villeneuve *(Ferrari flat-12)* 312 T5/045 1 min. 19.285 sec. (1 min. 20.470 sec.)	
	15 J-P. Jabouille *(Renault-V6 t/c)* RE23 1 min. 19.316 sec. (1 min. 23.480 sec.)
3 J-P. Jarier *(Tyrrell-Cosworth V8)* 010/1 1 min. 19.318 sec. (1 min. 23.580 sec.)	
	26 J. Laffite *(Ligier-Cosworth V8)* JS11/15/03 1 min. 19.455 sec. (1 min. 21.180 sec.)
4 D. Daly *(Tyrrell-Cosworth V8)* 010/2 1 min. 19.744 sec. (1 min. 21.910 sec.)	
	11 M. Andretti *(Lotus-Cosworth V8)* 81/2 1 min. 19.763 sec. (no time)
1 J. Scheckter *(Ferrari flat-12)* 312 T5/046 1 min. 20.151 sec. ** (1 min. 20.480 sec.)	
	30 J. Mass *(Arrows-Cosworth V8)* A3/4 1 min. 20.410 sec. (1 min. 20.710 sec.)
6 R. Zunino *(Brabham-Cosworth V8)* BT49/05 1 min. 20.419 sec. (no time)	
	31 E. Cheever *(Osella-Cosworth V8)* FA1/1 1 min. 20.808 sec. (1 min. 22.410 sec.)
12 E. de Angelis *(Lotus-Cosworth V8)* 81/3 1 min. 20.830 sec. (1 min. 24.130 sec.)	
	7 J. Watson *(McLaren-Cosworth V8)* M29C/2 1 min. 20.868 sec. (1 min. 21.650 sec.)
21 K. Rosberg *(Fittipaldi-Cosworth V8)* F7/3 (T) 1 min. 20.911 sec. (1 min. 22.190 sec.)	
	14 G. Regazzoni *(Ensign-Cosworth V8)* MN11 1 min. 20.984 sec. (1 min. 21.910 sec.)
20 E. Fittipaldi *(Fittipaldi-Cosworth V8)* F7/1 1 min. 21.350 sec. (1 min. 21.510 sec.)	

Did not qualify:

18 D. Kennedy (Shadow DN11/03)	1 min. 21.523 sec.
17 G. Lees (Shadow DN11/01)	1 min. 23. 486 sec.
8 S. South (McLaren M29C/4)	1 min. 24 .121 sec.

N.B. (T) is spare car

*Time recorded in Williams FW07B/7
**Time recorded in Ferrari 312 T5/042 (T)
Times in brackets are best lap in race.



Towards the end of the race, Daly found himself in a dice with Jabouille after the Renault had been delayed frequent pit stops.



A delighted Piquet, moved by his first Grand Prix victory, has his arm raised in a victory wave by his hero idol, the third-placed Fittipaldi, while second-placed Patrese shares the rostrum.

Decisions, decisions.


Memphis Black

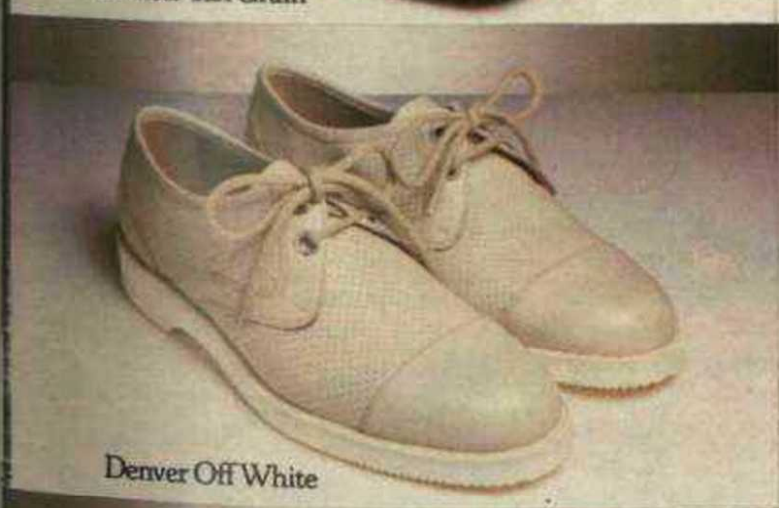

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Piquet was giving the spare Brabham, BT49/03, a try using the new Weisemann gearbox. Daly came in with a crumpled nose on his Tyrrell, and Watson was sitting patiently while the McLaren mechanics tried to stop M29C/2 from boiling. Laffite abandoned his Ligier after brushing a wall, and transferred to the spare car and Kennedy's Shadow was wheeled in with the left-rear wheel at a drunken angle due to a broken upright. Giacomelli came in with the nose of his Alfa Romeo all bent out of shape and Stephen South bent his McLaren when he had to dodge Depailler's Alfa Romeo which was travelling slowly and unexpectedly. Watson was in the spare McLaren so it was the end of South's practice. Mass was still in trouble for the spare Arrows broke a drive-shaft universal joint. When it was all over there were no great surprises and the first six were Pironi (Ligier), Jones (Williams), Piquet (Brabham), Arnoux (Renault), Reutemann (Williams) and Jabouille (Renault). Those people who credited the Renault performance in South Africa solely to the altitude were having to think again, for both Renault drivers were up near the front in spite of a lot of brake trouble. At the back of the field were Lees, Kennedy and South, indicating that Formula One is not an easy game to break into.

The Saturday morning test-session saw most of the Friday troubles put right, though Rosberg was still using the spare Fittipaldi car. The AP power-assisted braking system was transferred to the spare Renault and Arnoux got back into his brand new car. Reutemann was back in his own car, as was Mass and everything went a lot more smoothly as everyone prepared for the final fling in the afternoon test-session. Apart from a good grid position netting the driver/team a lot of money from the FOCA kitty, it was also pretty vital for the race as overtaking through the streets is not all that easy, and there are sections where you can get badly held up by a slower car. The weather was staying perfect, with cloudless skies and everyone was wound up pretty tight. The Ferrari team seemed to be getting nowhere at all, and got in a flap when Scheckter's car went sick and they had to prepare the spare car, number



Fittipaldi holds off Watson and Mass.

042, in double-quick time. In Friday's timed session Lammers had got the new ATS round in a very respectable time, which had given him eighth position overall, but whether it was significant or merely because a lot of drivers were still fiddling about with their cars was difficult to say. However, while a lot of people were still fiddling the young Dutch boy was out and away, improving on his Friday time and for a brief and glorious moment he held pole position! Drivers like Piquet, Arnoux and Depailler were getting on with the job, tough-eggs like Alan Jones were battling against the odds, in his case a recent attack of pleurisy and a still uncomfortable chest condition, the moaners were moaning, the "old women" were doing their knitting and the whole scene was completely satisfactory and pretty normal. A race for pole position was developing between Nelson Piquet in Brabham BT49/06 and Rene Arnoux in Renault RE24, two new cars on the Formula One scene. When Piquet stopped for a change of tyres the Brabham mechanics worked with a will, and as the young Brazilian took off down the pit road in a full-lock power slide, wheels spinning and revs up near the maximum, his mechanics grinned with delight for they knew their driver was "right on song" and determined to hang on to pole-position lap time. Arnoux was doing wonders with the turbo-charged Renault, and when he came in with the nose cone all smashed in a new one was quickly fitted and he was away again.

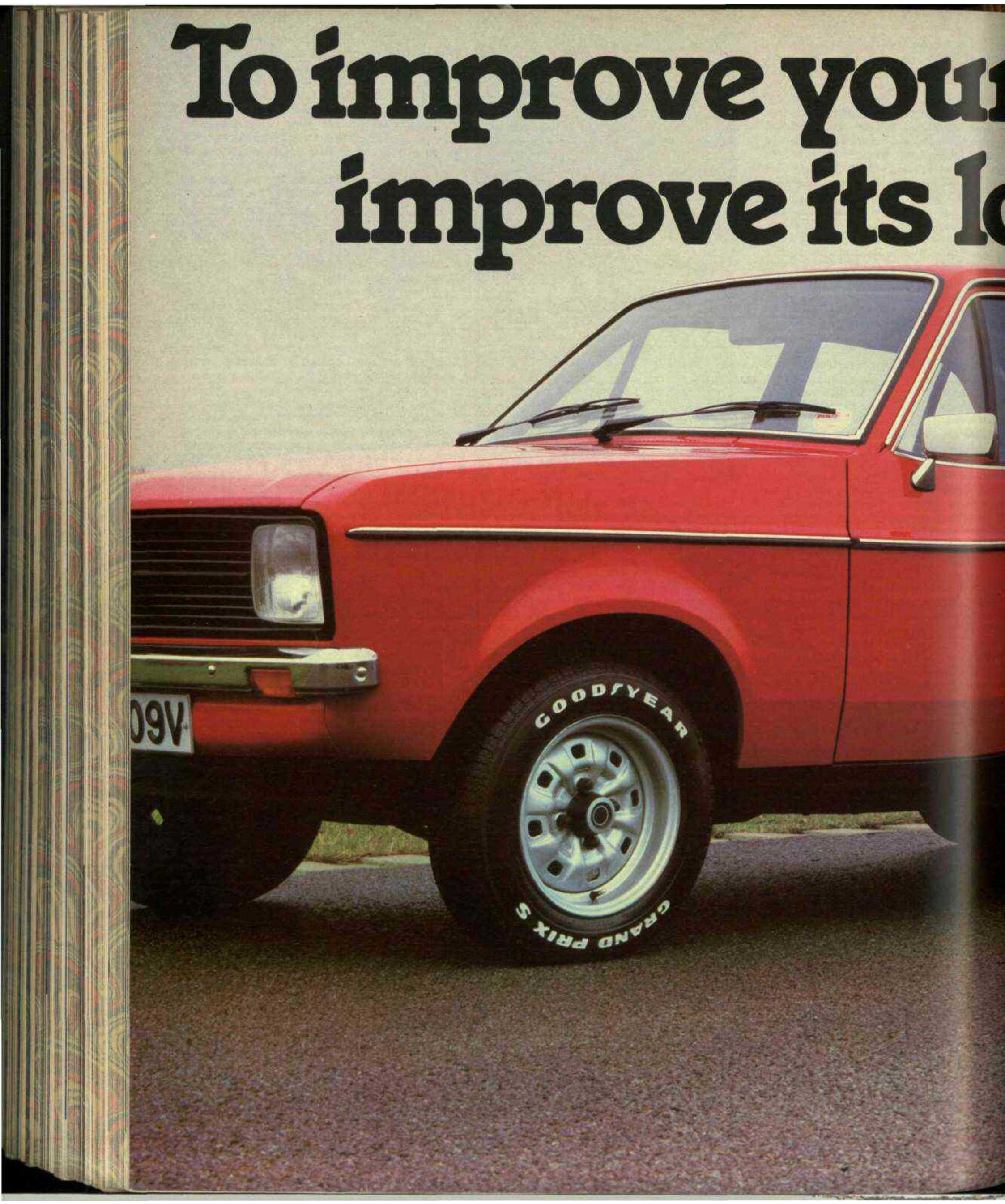
Those who were not winning had good excuses ready, such as "poor traction", "bad turn-in", "no grip", "not enough down-force", "too much understeer", "too much oversteer" and a whole lot more "gobble-de-gook" of modern technology. Those who had no ready-made excuse said the track got slower as the afternoon wore on! It looked to me as though Piquet and Arnoux were going faster and faster as the day wore on. When it was all sorted out Piquet was on pole-position by a whole second from Arnoux, but the little Frenchman had shown that the Renault was not to be ignored even on twisty circuits. The Renault team were more than delighted for even they thought the turbo-charged engine would be at a disadvantage on the slow corners. Lammer's courageous efforts with the new ATS netted him an incredible fourth place overall, just behind the tenacious Patrick Depailler with the very healthy sounding Alfa Romeo V12 and all the "stars" and "prima-donnas" who know they can drive better than the Dutch F3 driver, and have better cars than the ATS, hid behind the excuse that the track had "become slower" just as they were ready for their great bid for pole-position. Some people will talk themselves out of anything, and some people believe them.

On Sunday morning there was the regulation thirty-minute warm-up in which the idea is to

Patrese, holding third place, fends off the advances of Scheckter's Ferrari.



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GOODYEAR



The unfortunate "Regga" leads a six-car dice through the spectator protection fences which insurance company demands have made a feature of Long Beach.

make a last-minute check on everything, running with full petrol load and on race tyres and if all the Saturday night work by the mechanics has been done well there should be no trouble. But the best laid plans . . . etc., etc. Piquet was about to overtake Daly when the Irishman made the fatal novice-mistake of trying to get out of the way, instead of getting on with what he was doing, and the result was an airborne Brabham and a bent Tyrrell. The Brabham was carefully checked for alignment and found to be OK, and the Tyrrell was straightened as well as possible. Alan Jones came walking down the pit road, having left his Williams by the track side with a seriously blown-up engine and Reutemann came to rest with the inboard universal joint broken on a drive-shaft. There was no time to change Jones' engine so the spare car was prepared for him, while Reutemann's broken pieces were replaced. The Ensign also broke a universal joint, and had new components fitted, this being MN11, the first of the 1980 cars. Scheckter was back in his own car, as were Laffite and Mass and once the Williams team were sorted out everything seemed to be in order. The three non-starters were Kennedy, Lees and South, and Fittipaldi and Regazzoni were on the back row of the grid. Geoff Lees had disappeared after the first day of practice, due to catching the fashionable Californian cold, and no-one seemed very interested in taking over his Shadow.

The start for the Long Beach Grand Prix is situated on the bottom straight, leading towards the Queen's Hairpin, but the timing line and finish line are still on the top straight, opposite the pits on Ocean Boulevard, so the race is actually 80½ laps in length. As at Monaco, or any other tight and twisty circuit, it is a terrible problem to find a suitable place to start 24 cars, with a 0-100 mph time in the region of 5 seconds, and not have them fall over each other at the first corner. The start was due at 2 pm and though the skies were still cloudless a light breeze was whisking the dust and rubbish about. All 24 cars left the pit lane to be driven round to the finishing straight where they assembled in grid order. When all was ready and 2 pm approached they set off in formation, led by Piquet in the blue and white Brabham, with John Watson's McLaren needing a push-start. They paused at the starting lights on Shoreline Drive, the red light shone, then the green and 24 accelerator pedals were flattened as clutch pedals were released. Piquet and Arnoux were side-by-side round the hairpin, with the Brabham taking the advantage of the inside line, and Depailler driving through into second place. At the back of the field Andretti ran over someone's rear wheel and bent his steering and Zunino dodged out of the way of what he thought was going to be an accident and hit the outside wall!

Up onto the top-straight to start the first timed lap Piquet led from Depailler, Arnoux, Jones, Giacomelli and Patrese. The number two Brabham of Zunino stayed down at the hairpin, Andretti was right down among the back-markers and the ATS came to rest on the top straight with a broken drive-shaft universal joint. At the end of the first full lap Piquet still led from Depailler, Arnoux, Jones, Giacomelli, Patrese, Reutemann and Villeneuve all nose-to-tail. Then came Daly, Pironi, Scheckter, Jabouille, Rosberg and Laffite all very close, with Regazzoni, Watson and Fittipaldi bringing up the rear. Mass was into the pits to change a punctured tyre and Andretti was in to withdraw due to the bent steering on his Lotus. One and a half laps gone and three cars out of the race already. There was no change on the next lap but by the end of lap 3 Piquet had pulled out a measurable lead over Depailler, and he was not waiting for anyone. Jones had overtaken Arnoux and had his sights firmly on the back of the Alfa Romeo, while Reutemann had pushed the second Williams car past Patrese's Arrows.

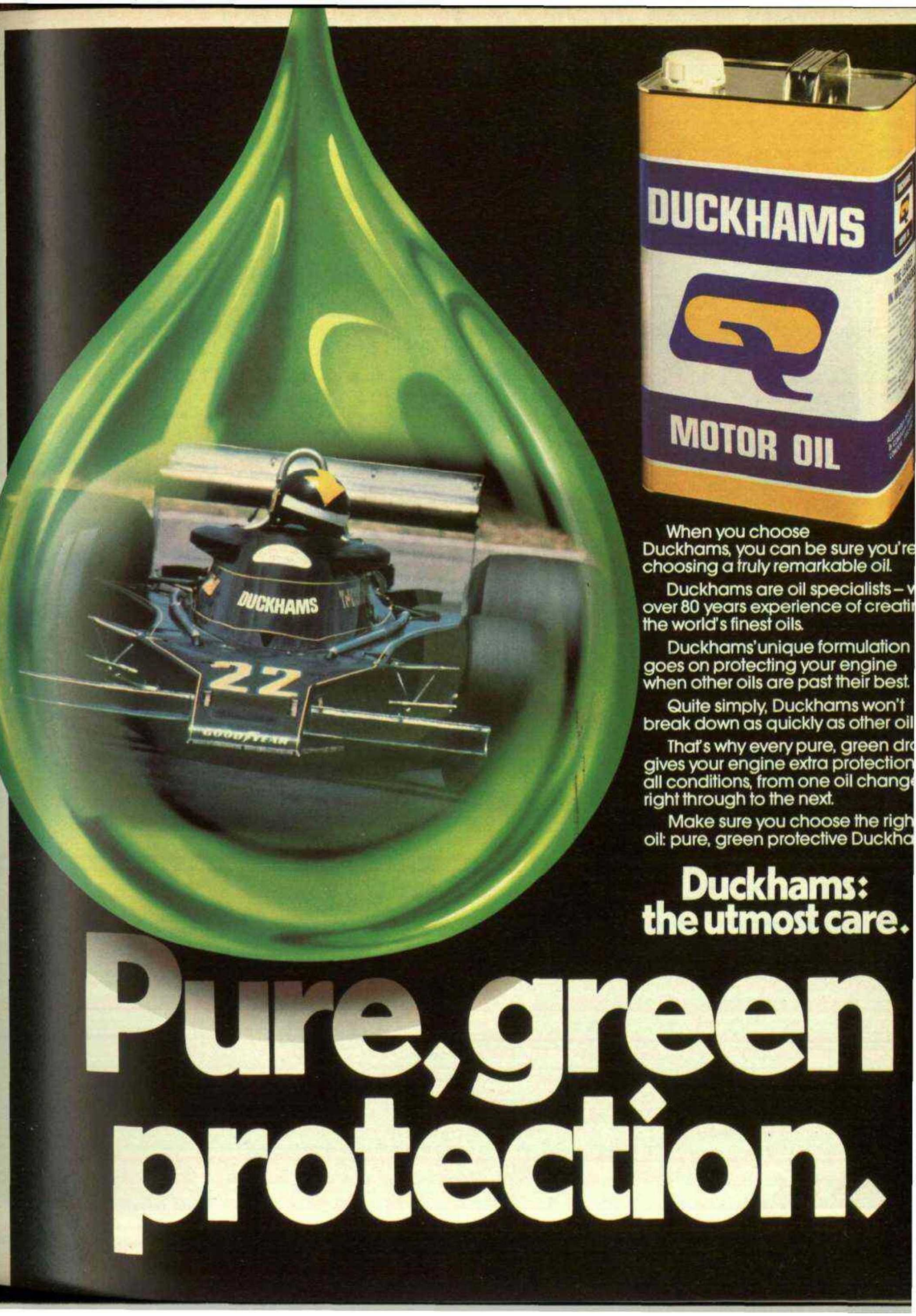
On the fourth lap, as the mid-field r braked for the hairpin before the bottom s Giacomelli got his Alfa Romeo all crossed spun sideways and then rolled back acr track. All hell broke loose and while the u ones ran into each other the lucky ones f way through the melee. When the dust had Giacomelli had gone, heading for the pit new front, leaving Jarier's Tyrrell minus a the de Angelis Lotus 81 with the right corner smashed in, Reutemann's Williams broken drive-shaft joint, and Cheeve Scheckter heading for the pits. The Osel been punted up the back and Scheckter h flat-spots on his tyres as he locked everyth in a panic stop. This little *kerfuffle* alter whole pattern of the race from fourth place but out in front Piquet was completely un and was pulling away beautifully, drivin lovely precision and looking the complete of the situation. In the multiple accid Angelis had suffered foot injuries and ha taken off to hospital and it was remarkab no-one else was injured.

At 5 laps the scene was well settled, w Brabham well ahead and going strongly. De was still second and driving his heart out, was only a matter of time before he would give in to the pressure from the cool Mr. Arnoux was doing a terrific job hanging o Williams and behind them Patrese was pressured by Villeneuve, which was not a position to be in. All the way through th there were little scraps developing, apar Piquet who was well out on his own. Daly Tyrrell between the two Ligiers, all r nose-to-tail, Jabouille with fading brak hounded by Rosberg and Regazzoni, Wats Fittipaldi were locked in combat. Scheckt Giacomelli were well behind after their pit as was Jochen Mass. By 10 laps we were d 17 cars and of those Jabouille's Renault was

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pits with boiling brake fluid. The Ligiers disposed of Daly's Tyrrell and the Irishman fell into the clutches of the Regazzoni, Watson, Fittipaldi dice, for they had caught up and also enveloped Rosberg. Making up time from his pit stop Jochen Mass caught this lot, though he was a lap behind, so there were six cars involved in a pretty free-for-all scrap. On lap 18 Jones got past Depailler, to take second place and Villeneuve had long since dealt with Patrese and Arnoux and at 20 laps, or quarter distance, the order was the implacable Piquet commanding the whole scene, followed by Jones and Depailler, then Villeneuve and Arnoux, the Frenchman still refusing to give up trying, Patrese on his own, and Laffite on his own. There was now a sizeable gap before Pironi appeared, his Ligier having ruined its rear tyres, and then came the motley crowd with Mass working his way through them and Giacomelli having caught them up. Fittipaldi had got past Watson, Rosberg and Daly and was hanging on to Regazzoni's Ensign. Jabouille was still in and out of the pits with his brake troubles.

By 27 laps Piquet was right behind the motley crowd at the back of the field, about to lap them, and as it was a pretty unruly crowd all engaged in their own battles, he had quite a challenge ahead of him. Time was on his side for he had a good lead over Jones, but there was no room for errors. One by one he picked them off, taking his time and never putting a wheel wrong and as he disposed of them they were automatically presented as an obstacle to the following Alan Jones. It took Piquet eight laps to work his way



De Angelis seemed unable to pull himself together from the rest of the meeting after this wall kissing incident with his Lotus 81 in practice.

through the end of the field, but he was safely through and away, having shown intelligent caution in a tricky situation. Jones got through them all in six laps, but Piquet had the pace of the race so well in hand that he kept the same lead over the Williams. Laffite's Ligier subsided down at the Queen's Hairpin with a flat tyre on lap 37 and Depailler's brave drive came to an end on lap 41 with a suspension breakage and a lurid spin.

To consolidate his lead Piquet set a new lap record in 1 min. 19.830 secs on lap 38, which was a staggering improvement over the old record of 1 min. 21.200 secs set up by Villeneuve in last year's race. The French-Canadian was driving his Ferrari harder than it really wanted to go and on lap 41 he was lapping Derek Daly when he tripped over the Tyrrell and damaged the Ferrari front wing. He shot into the pits for a new nose cone and took off like "Jack the Bear" in fifth place, but now a lap down on Piquet. He was in again on the next lap as the body work had not been fixed properly (the Ferrari team really are going to pieces). This time he rejoined the race, going as fast as ever, down among the motley crowd at the back. His efforts came to naught when a drive-shaft joint broke on lap 47 and on the next lap we lost another front runner when Alan Jones fell over Giacomelli's Alfa Romeo as he was lapping it. The collision bent the left side track-rod almost double and also bent the right-side one, so with wheels splayed out Jones had to abandon his Williams. As Arnoux had been forced to drop right back with failing brakes, Patrese had inherited places and with all the retirements ahead of him he found himself now in second place, albeit nearly a lap behind Piquet. The Brabham driver was still driving beautifully smoothly and was literally coasting along, any possible opposition having long gone. After his second accident Giacomelli's Alfa Romeo was too badly damaged to continue racing, though he limped back to the pits, thus avoiding the wrath

Concluded on page 705

Lammers made a cracking performance in practice to put his ATS on the second row, a display which must have caused the following Piquet some surprise. But he got no further than the first lap in the race.





Shekhar Mehta splashes through one of the very few water crossings in the entire event, this one near Kilimanjaro.

RALLY REVIEW

Marlboro Safari Rally

ITS ORGANISATION is antiquated, its timing system straight out of a British event of some twenty years ago, its communications hopelessly inadequate and its results processing probably the slowest of all comparable events throughout the world, yet the Safari Rally continues to be one of the most physically gruelling, mechanically demanding and highly popular events in the calendar. What is more, it takes place in a country which provides an element of adventure which is quite unique, and we have come across no-one who has not enjoyed every moment of the event, no matter what his or her capacity.

Life's lazy pace in Kenya can be bitterly frustrating to those with urgent rally preparations to perform, and Safari visitors soon learn that all manner of routine tasks, from acquiring a temporary two-way radio licence to collecting an item of spare parts from customs, can very easily stretch from one day to the next, and the next, Indeed, the Swahili *badu kidogo* might have come straight from the Spanish *mañana*.

Even the rally organisers, beset by headaches which do not affect their counterparts in other countries, find themselves snowed under by administrative and other work which is desperately in need of streamlining. However, the rally is outstandingly successful, is well known throughout the world and is followed avidly by the entire population of the country — which is more than can be said even of the RAC Rally. The danger of this situation is all too evident, as every Monte-Carlo follower will know. Success and popularity can breed apathy, and no good ever came from resting too long on one's laurels. The Safari is on a pedestal, but unless it is regularly maintained it could one day crumble, and that would be the saddest of days.

Enough of what could be; now to what was. As always, the Safari continued to shun the use of closed-road special stages and ran on open roads and tracks with timing in minutes, not seconds. This can be a little un-nerving in the vicinity of townships but is nevertheless accepted by all concerned. In the open bush there is hardly any traffic at all as everyone knows of the passage of the event, but it does sometimes happen that the driver of a truck, tractor or grossly overladen *matatu* (pick-up converted into a taxi) will take to the Safari route.

Safari talk without mention of the weather is like the proverbial Yorkshire apple pie without the cheese. The Easter weekend falls between one of Kenya's dry seasons and the coming of the Long Rains, and the whole character of the Safari depends on whether those rains come before or after the event. If they come before, the entire rally can be a long, sticky battle through endless ribbons of glutinous mud and wheel-spinning, clutch-burning climbs up very slippery escarpments. If they stay away until after Easter, the rally is invariably a hot slog through blankets of thick, choking dust, accompanied by red eyes, sore throats and croak-voiced tales of near misses whilst overtaking through the dense clouds.

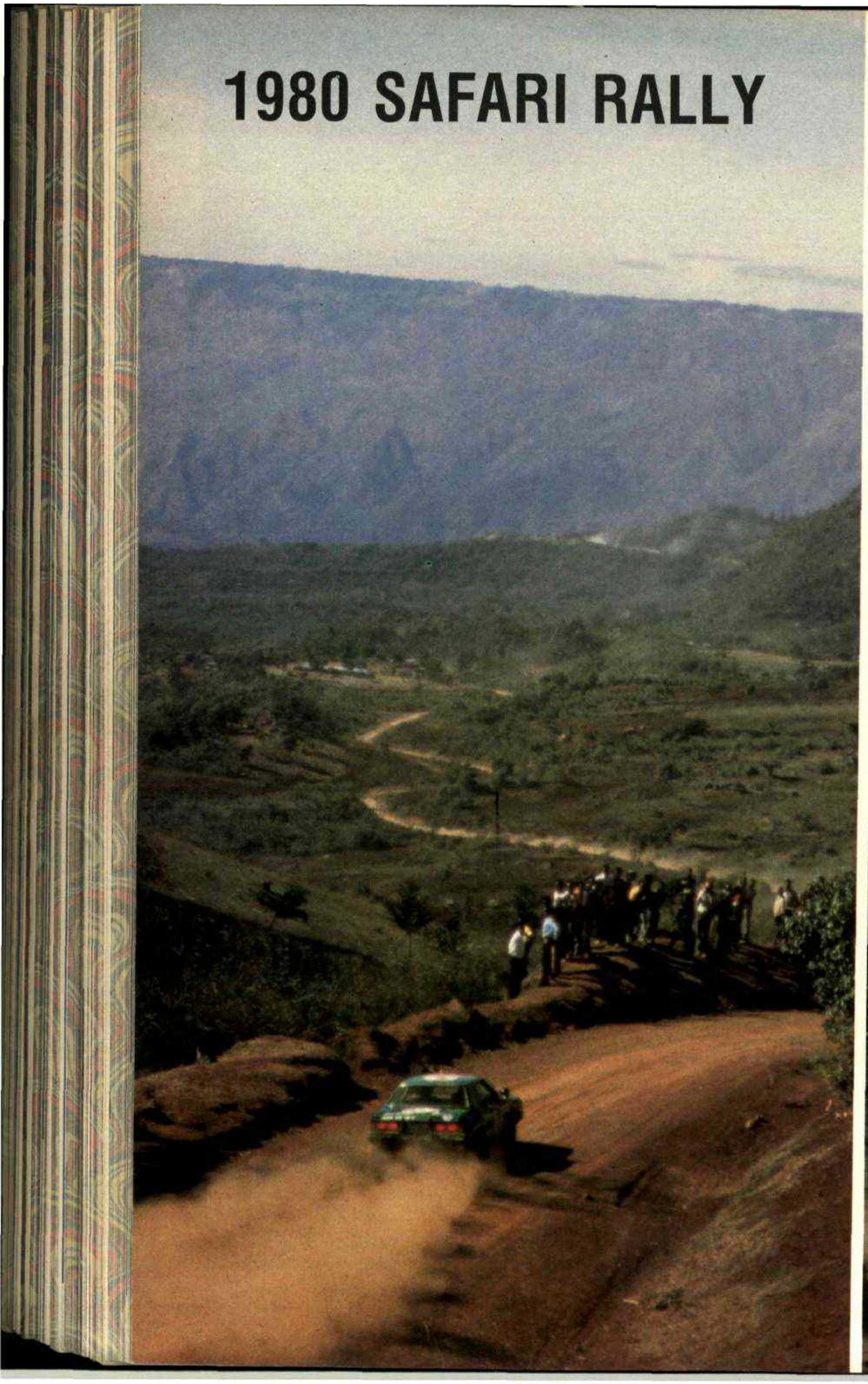
Of course, there can be a mixture of both conditions as short, violent thunderstorms soak small areas of the countryside at night and the morning sun rapidly dries everything up again.

As Safari week approaches, attentions focus on the sky, the wind and conditions to the South in Dar es Salaam, for the rains usually come up from Tanzania. Official weather forecasts are nothing to go by, and those who know usually keep in contact with farmers whose timing instincts for planting, reaping or crop spraying can usually be relied upon to provide a guide for the choice of tyres, the deployment of mud vehicles and the number of replacement air filter elements which have to be kept in readiness.

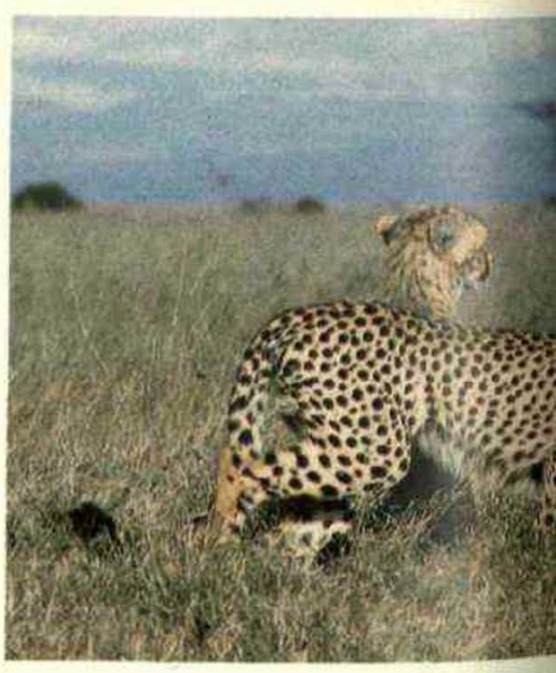
This year the days before the rally saw as many upturned faces as ever, but apart from isolated thunderstorms and the occasional night-time rainstorm over Nairobi, there was no real sign of the Long Rains themselves. They were certainly not far off, for the temperature and the humidity soared, but they kept off until after Easter and the rally itself was the driest for many years. One solitary thunderstorm to the North of Kilimanjaro did turn a road into a mud ribbon, and it was regrettable that this section of the route was taken out in favour of a trip up the tarmac of the Mombasa-Nairobi road.

The heat during the rally was near unbearable. Even seasoned local people were complaining and exhaustion affected everyone, especially at the coast where it is always much hotter and more humid than up-country. The interiors of parked cars became like ovens, fingers were being burnt on bonnet tops, salt tablets were producing their customary nausea, exposed beer bottles were exploding and perspiration was being dried almost as fast is it was forming.

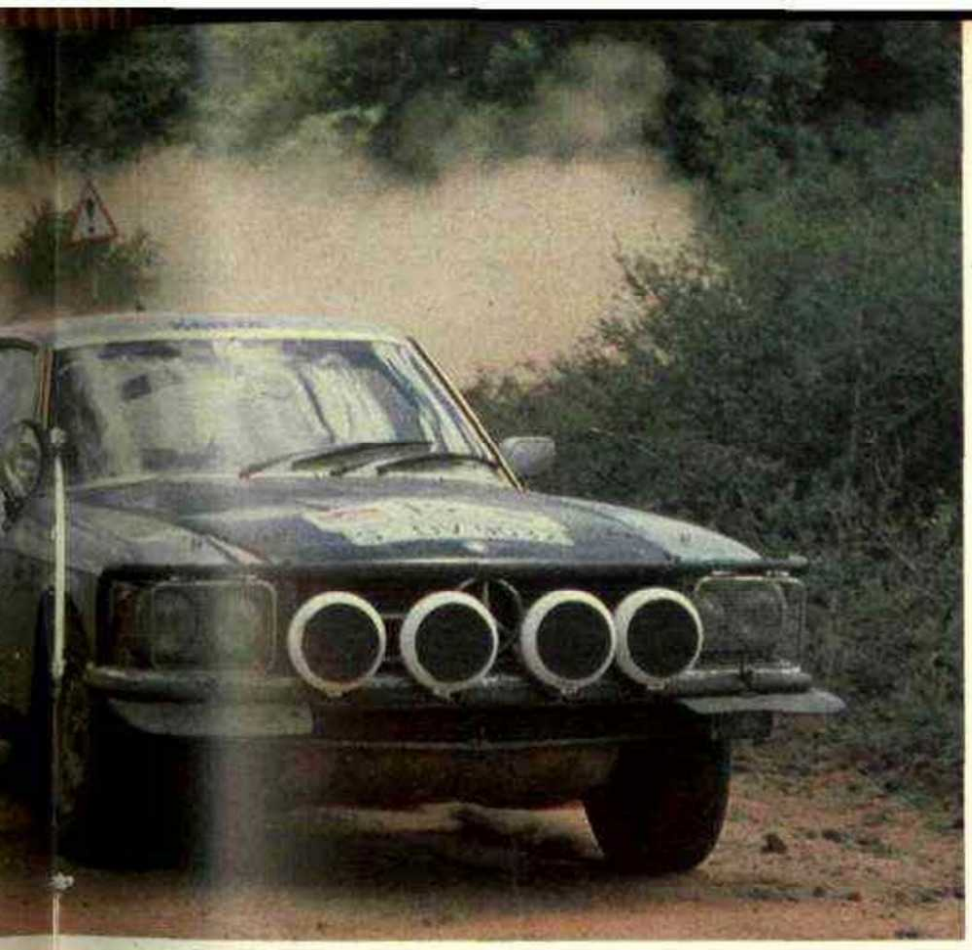
1980 SAFARI RALLY













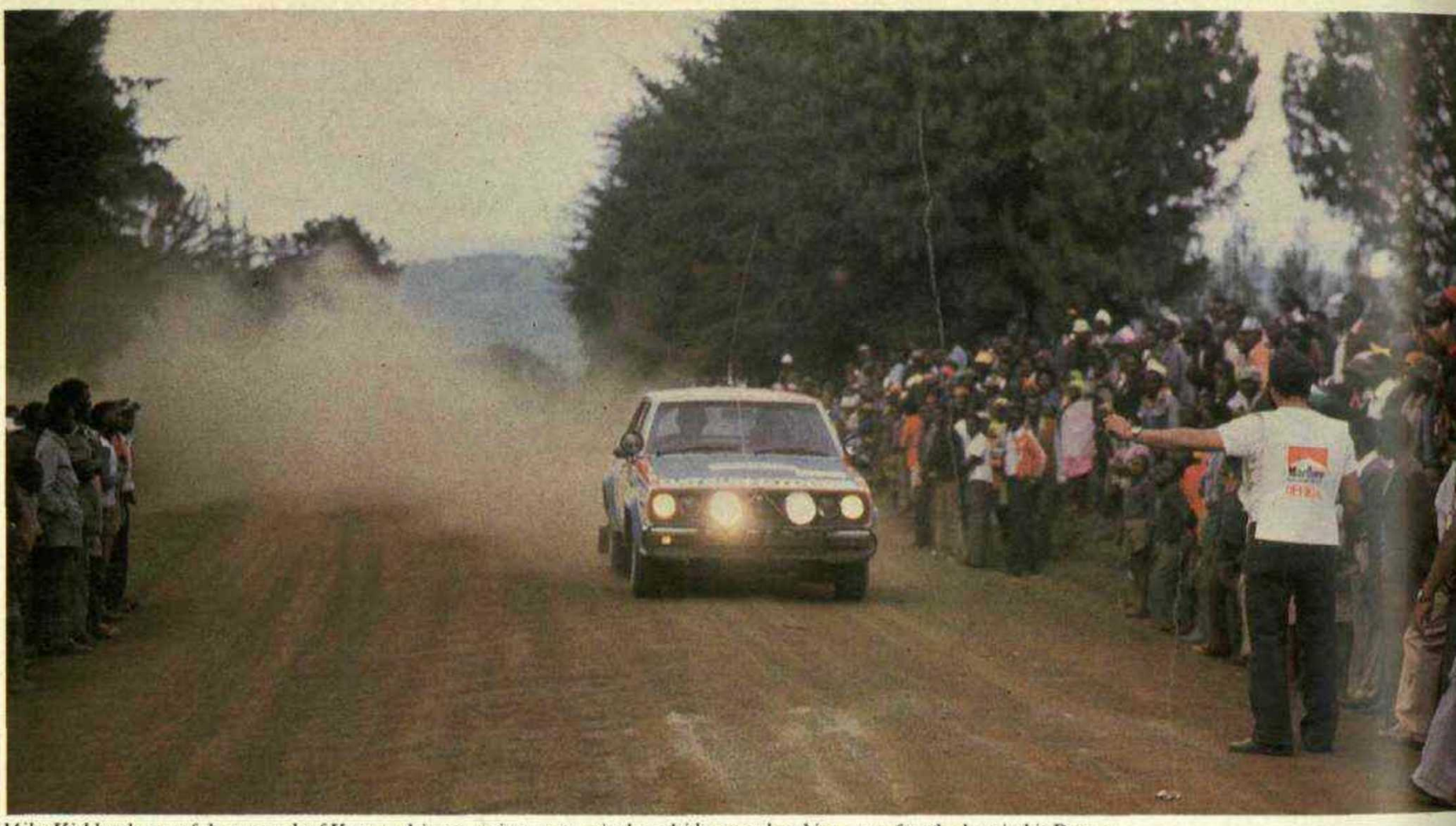


Heading down the Tambach Escarpment into the Kerio Valley is the Datsun Sylvia of Yoshio Iwashita (far left) who finished seventh. Above is Vic Preston's Mercedes 450 SLC which was third and best placed of the Mercedes, and below the fifth placed Ascona 400 of Jean-Pierre Nicolas whose result delighted the Opel people on their first Safari outing with this car. Rauno Aaltonen's Datsun (top right) negotiates a level crossing in a sisal estate near Mwatate, whilst Björn Waldegård's Mercedes (centre right) passes through South Kinangop on its way to Nairobi, then still a minute ahead of Shekhar Mehta. Below right, Jochi Kleint's Ascona 400 receives clutch attention out in the bush.









Mike Kirkland, one of the top rank of Kenyan drivers, arrives at a typical roadside control on his way to fourth place in his Datsun.

The hot air was doing little to help keep engines cool and up the steep climbs of the Taita Hills competitors were having to turn heaters to full blast in order to keep water temperatures below danger level. Their own discomfort was obvious when one after another they arrived at service points, grabbed bottles from cool boxes, gulped down some of the contents and poured the remainder over their heads.

Throughout all the heat and the dust the main challengers for victory were Mercedes and Datsun, the former with all the no-cost-spared resources of the mighty German company and the latter with far less ostentation but considerably more experience. Peugeot was not there, but Marshalls (EA) Ltd. entered a single 504 for veteran Bert Shankland from Tanzania, whilst Opel was highly delighted at getting two Ascona 400s in the first ten at the first Safari attempt for this car.

Mercedes, with a vast fleet of service vehicles, an army of staff, air support by fixed-wing aircraft and helicopters, and a stock of tyres and spare parts that would keep the average rally team going for a whole year, was tipped as the favourite, but not even the fattest wallet in the world can be sure of buying success and things didn't work out according to Stuttgart strategy.

The 450 SLCs were impeccably prepared and looked brutally purposeful, but not even the long stints of meticulous computer-recorded testing of last year were able to show up the defects which were the team's undoing during the rally itself. There is no harder test than actual competition and under the rigours of the rally hub failures resulted in loss of wheels and huge chunks of penalty which put the cars out of the running.

The Datsuns were lighter, not so very much slower, more reliable and certainly mechanically simpler than the Mercedes, with the result that Japanese service stops were invariably brisker than those of the Germans. What is more, the Japanese mechanics were able to make precautionary component changes fairly quickly whereas the Stuttgart people either had no time for this or had not built it into their service plans.

After the first and second legs of the rally the Datsun mechanics descended on the Violets of Shekhar Mehta and Rauno Aaltonen, using up all the available time to change any assembly which could be changed. They were given complete, new rear axles for instance, the time for such a change being about eleven minutes. In contrast, something like an hour was needed for a similar operation on a Mercedes, so no such precautions were taken when the 450 SLCs arrived at Nairobi after the first and second legs.

This had an immense bearing (unintention pun) on the result, for very soon after the start the second leg Hannu Mikkola lost a rear wh from his 450 SLC and had to sit waiting in t bush for helicopter and service cars to arrive. would have got going eventually, but as co-driv Arne Hertz was slowing down following cars o of them struck his hand and smashed two of fingers. Dosed with pain-killing morphine, wasn't able to continue, although team manag Waxenburger at first thought otherwise when took Hertz's place alongside Mikkola a continued through the route to Mombasa.

He had hoped that the organisers would ha allowed this temporary substitution, but of cour

Continued on page 7



On the finishing ramp, Mehta and Doughty are joined by team manager Wakabayashi and a young Japanese girl.

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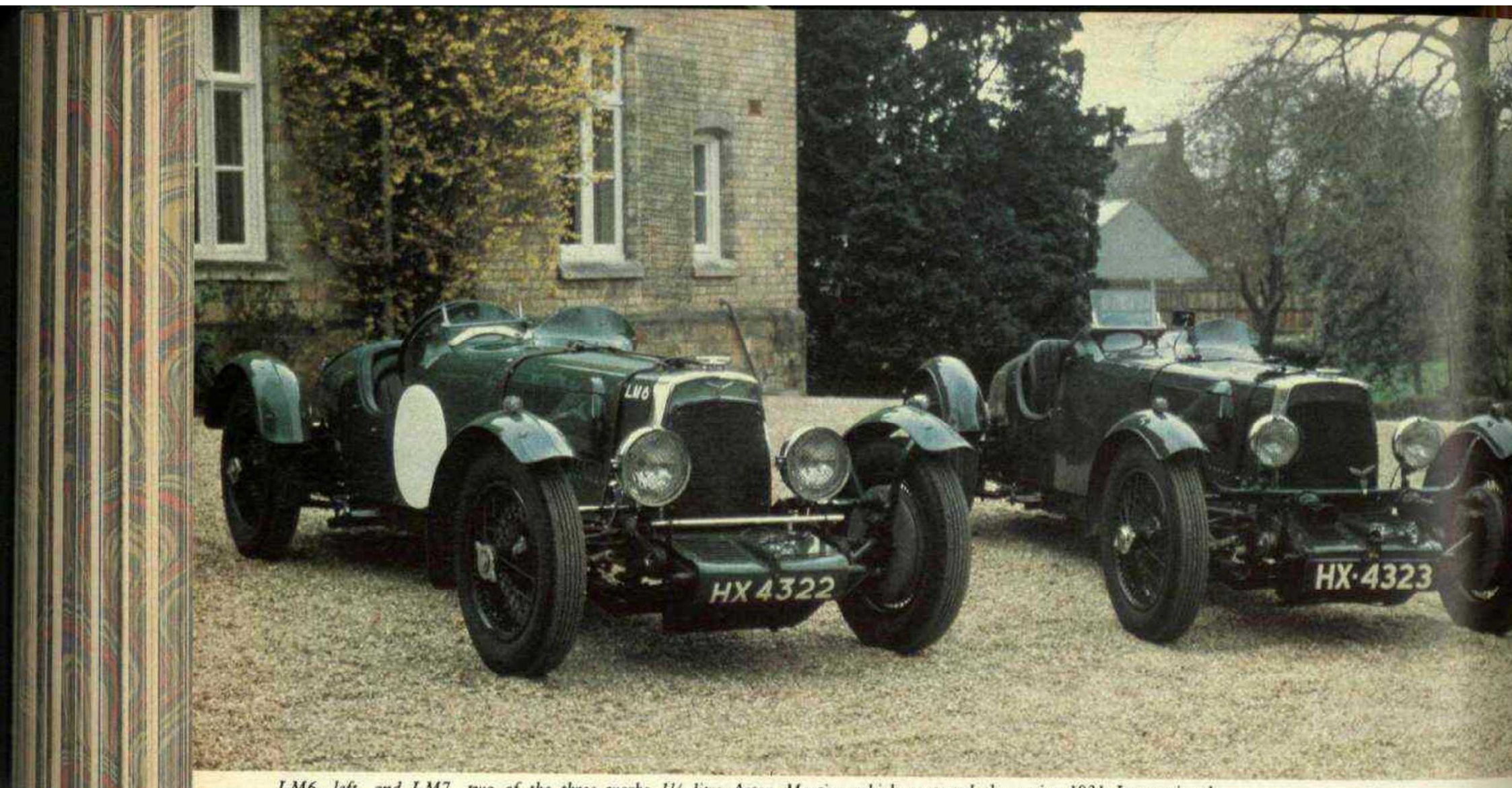
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LM6, left, and LM7, two of the three works 1½-litre Aston Martins which contested the major 1931 Internationals.

The 1931 Aston Martin Team Cars

The Deputy Editor reunites LM6 with LM7

IN 1931 Britain was in the midst of the Great Depression. The motor industry was hard hit, not least the tiny firm of Aston Martin Ltd., at Feltham, Middlesex, whose order book for its expensive, small sports cars was practically empty, the works at a virtual standstill. Against this depressing background, the management of Aston Martin, led by A. C. Bertelli, took a calculated gamble to re-establish solvency; they would build a team of three brand new cars to contest the three major long distance international sports car races in 1931, the J.C.C. Double-Twelve at Brooklands, The Grand Prix D'Endurance at Le Mans, and the Ulster Tourist Trophy at Ards. The cars were to be the ultimate development of the International sports model and, in accordance with Bertelli's scheme of things, were given chassis numbers LM5, LM6 and LM7, registered HX 4321, HX 4322 and HX 4323 — a Middlesex prefix — respectively. The prefix LM was used on all the 22 1½-litre and 2-litre works racing cars built between 1928 and 1936, the number 13 being studiously omitted.

All three 1931 cars survive today, a tribute to the durability of those relatively heavy (17 cwt.) works racing cars, whose competitiveness was intended to result from endurance rather than sheer speed. LM5 is in Canada, replete with 2/4 seater body fitted before Crosthwaite used it in the 1933 RAC Hastings Rally. The other two, still with spartan two-seater bodies, reside in England and one sunny day early last month I drove LM7 from its North London haunt to meet up with LM6 at its country home in Huntingdonshire.

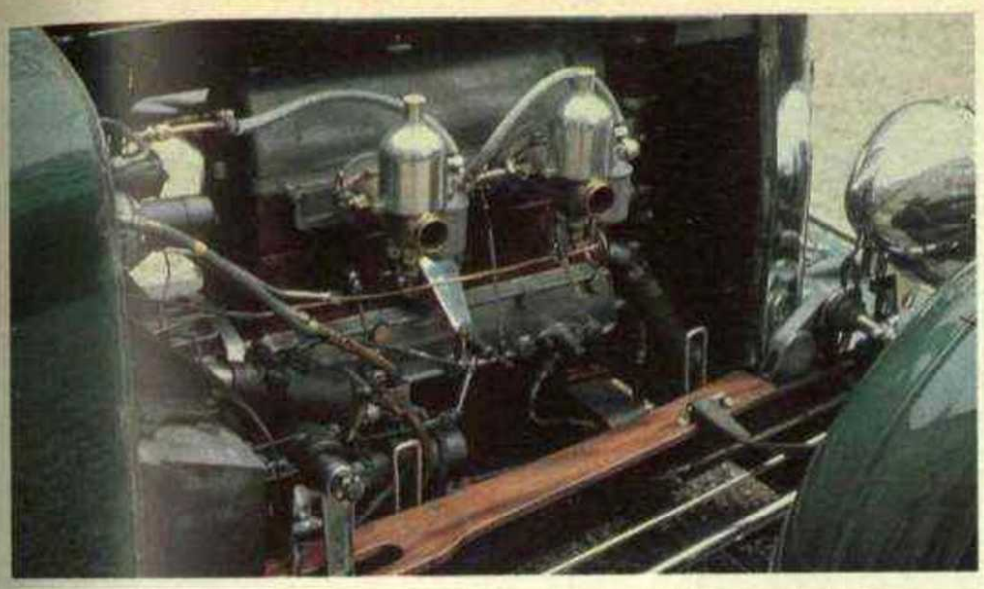
I have Derrick Edwards and Judy Hogg of Morntane Engineering Ltd., Highgate, to thank for organising this delightful brush with Aston Martin history. They pointed me northwards in LM7 armed only with a Nikkormat, notebook, moveable spanner and spare set of plugs. LM7 has belonged to Ted Inman Hunter, ex-Feltham apprentice and redoubtable Aston Historian, since 1959; Morntane store and maintain it. LM6, on the other hand, is in the joint ownership of Morntane and Air Vice-Marshal John Rogers, Air Officer Commanding RAF Training Units, into whose hands it will probably pass permanently at the end of the year. I had hoped to drive LM6 as well, but its Lucas dynamo and magneto, the latter driven off the back of the former by a Simms Vernier coupling, were in transit from Huddersfield, following an overhaul, and manpower had to be used to bring LM6 face to face with LM7 for photography and detail comparison. LM6 shares a garage in Brampton with another illustrious racing Aston Martin, John Rogers' 1933 Le Mans, which C. M. Anthony drove for the Winter Garden Garage in some 50 national events in the '30s.

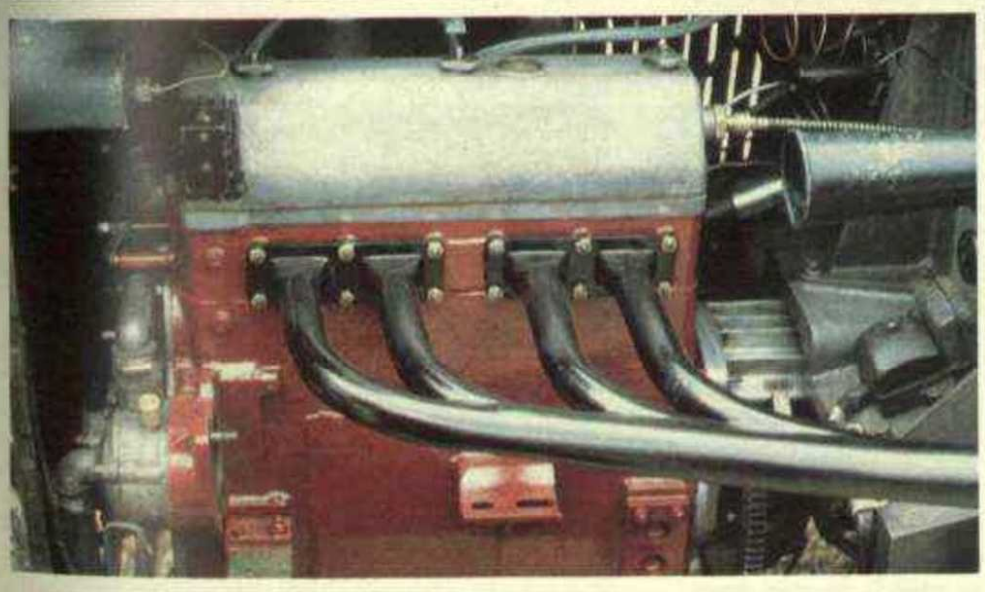
These racing Internationals related directly to the design for the first post-Bamford and Martin Aston Martin introduced on the eve of the 1927 Olympia Motor Show by the team of Renwick and Bertelli. That is to say they used the R & B 1½-litre, four-cylinder engined allied to a separate, four speed gearbox, connected to the underslung, worm drive rear axle by a torque tube. They were the last works cars to use this layout, being superseded in 1932 by the Le Mans model, with gearbox in unit and an ENV bevel gear axle. Bertelli's remarkable 1½-litre engine reached its zenith of development in the magnificent Ulster model in 1935.

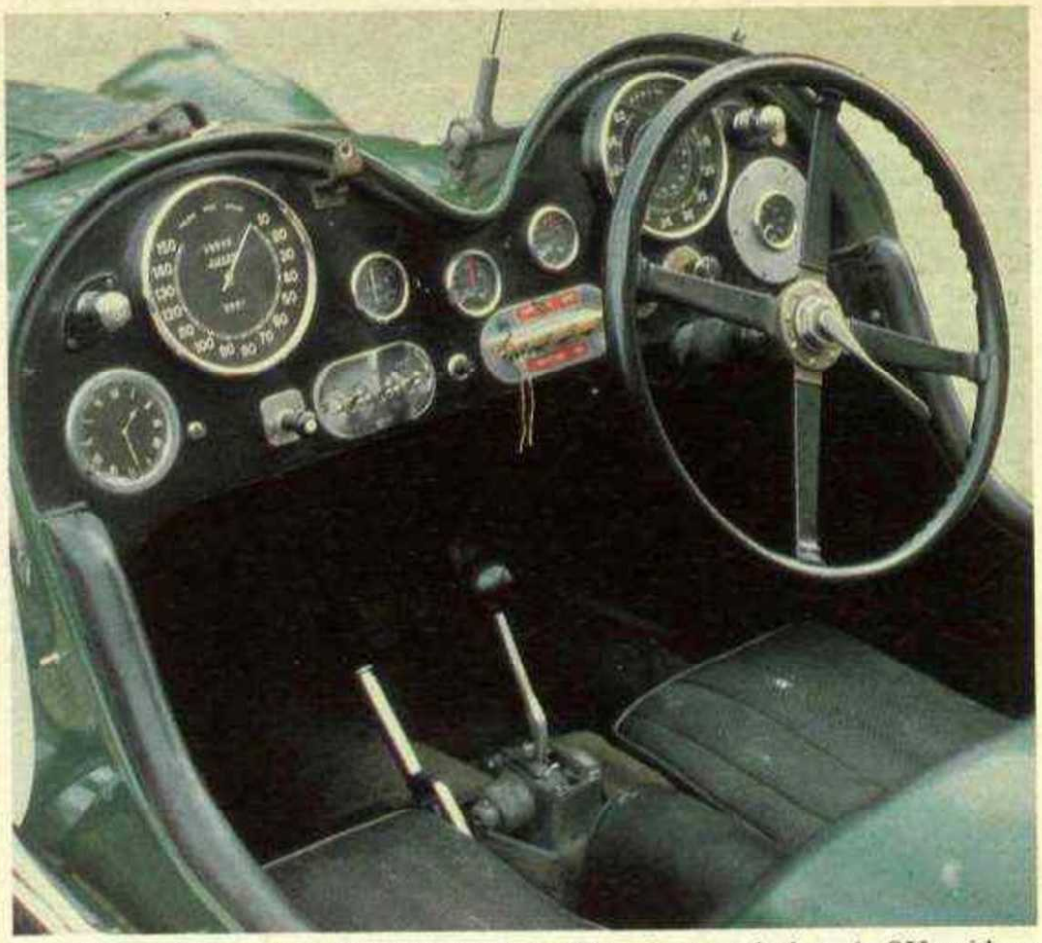
These engines had dimensions of 69.25 mm. × 99 mm. and a capacity of 1,493 c.c. in a one-pi cylinder block and crankcase. The eight val were overhead in a cast-iron, detachable cylin head and operated by a single overhead camsh and eccentric rockers. A Fabroil pinion (steel the later racing cars) drove a jackshaft at h engine speed, which in turn drove the camsh via a Weller-tensioned, inverted tooth chain. R B patented the valve layout, in which the val operated parallel to each other, but at an angle the vertical, in a Ricardo-style, wedge-shap combustion chamber, in 1926. The Nitrall crankshaft ran in three white metal bearings a carried H-section, duralumin connecting rods.

Bertelli designed a racing version of h 1½-litre road car for the 1928 season. A maj difference on the two team cars, LM1 and LM was the adoption of dry-sump lubrication, whi became a standard feature on production 1½-lit cars with the introduction of the Internation model in 1929. The engine oil was contained in tank mounted between the dumb irons, gear ty feed and scavenge pumps being mounted tandem on the front of the timing cover ar driven off the jackshaft. One of the low-slu Aston team cars took the Rudge-Whitworth 1,0 franc prize in the Le Mans 24 hour race for bei the fastest 1½-litre car in the first 20 laps. Neith car finished. Le Mans was eschewed in favour the Brooklands Double-Twelve in 1929. Bertel designer, constructor and driver, finished fif overall with Jack Bezzant in a new car, LM3, an the same team finished ninth in the Irish GP Phoenix Park a few weeks later. LM3 was joine by LM4 for 1930. Both cars were entered for th Double-Twelve. Bertelli/Holder finished four overall and second in class with LM4. LM retired. Davis was seventh and won the 1½-litr class in the Irish GP with LM4.

So the 1931 season approached and the decisio was made to run a three car team developed fro





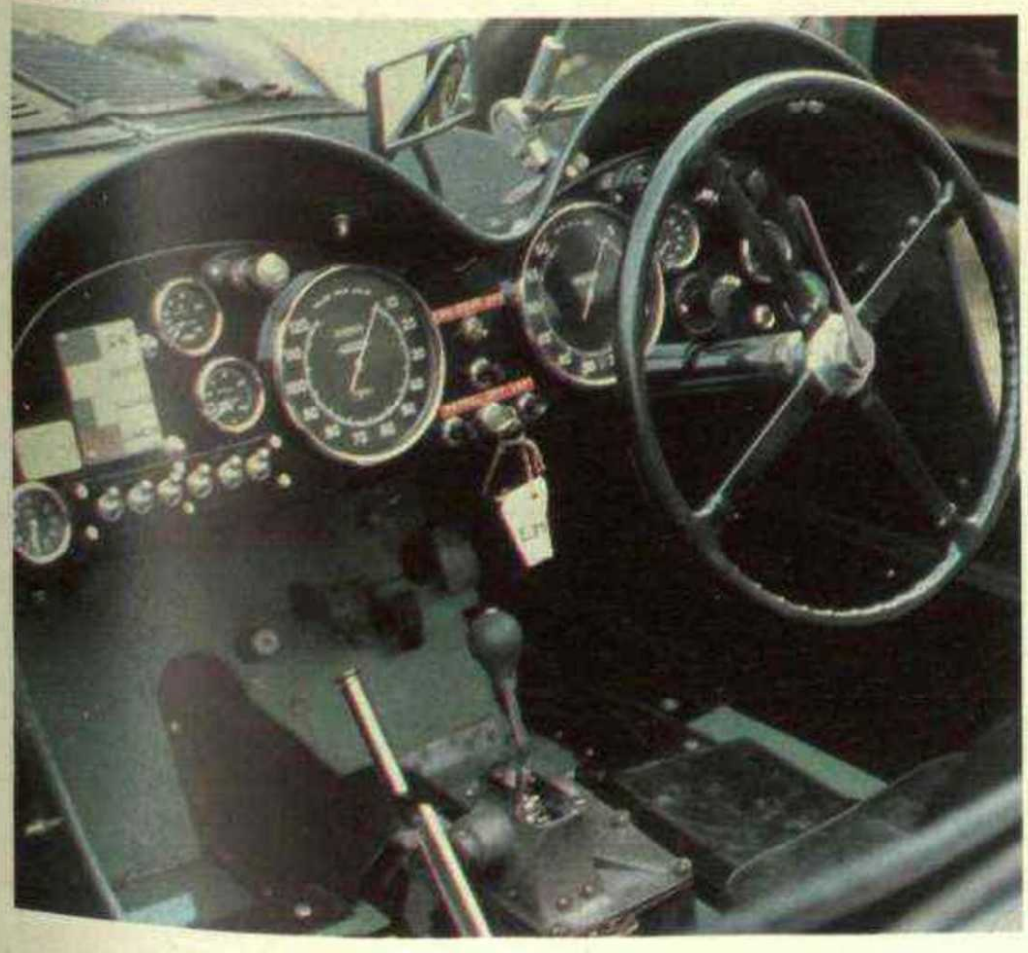


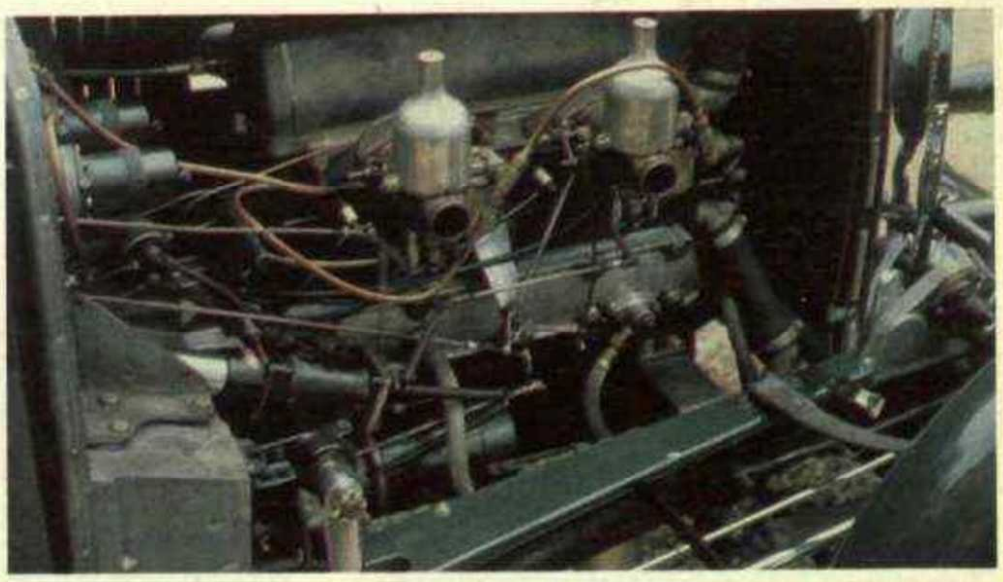
LM6. The o.s. view of the 1½-litre Bertelli engine reveals the twin SUs with top filled float chambers and scuttle mounted SU electric pumps; in the early races the team cars used base-fed float chambers with pumps mounted on the chassis. The dynamo and magneto are missing. They are normally driven from the back of the water pump, on the left of the bottom picture, which cools the head only, the block being cooled by thermo syphon. Semi-bench seats are fitted and the facia is wrongly positioned.

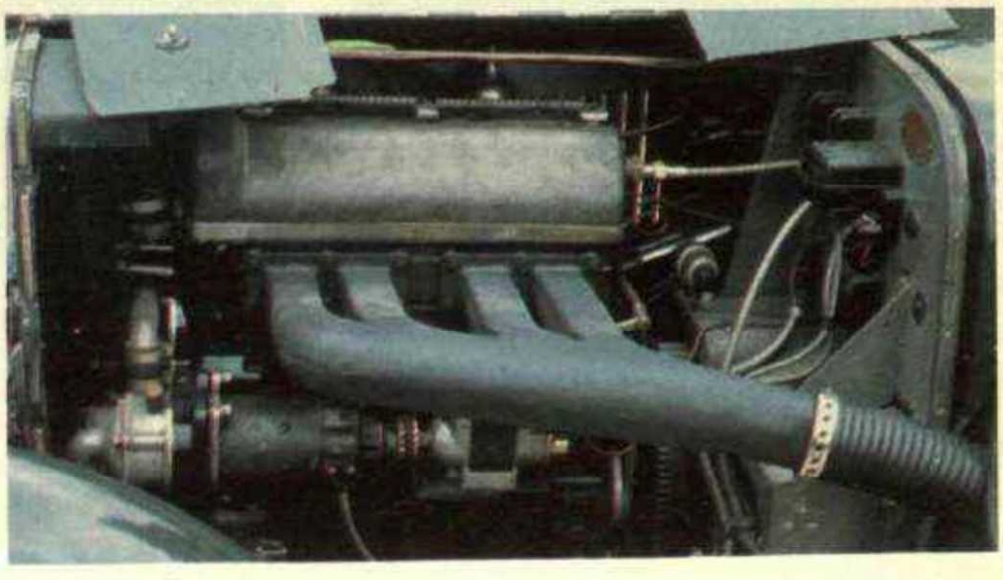
the production Internationals, this at a time when the company was receiving financial help from H. J. Aldington of Frazer Nash, who had been appointed exclusive distributor for Aston Martin through AFN Ltd. These identical cars, LM5, 6 and 7, had spartan, narrow, two-seater, doorless bodies, radiators 2½ in. lower than standard and protected by stoneguards, prominent cowls on the scuttle and long, rounded tails. Their engines were tuned to develop 70 b.h.p. at 5,000 r.p.m. on a 9:1 compression ratio. The suspect Fabroil pinions in the timing gears were replaced by steel. Close ratio gears were fitted with ratios of 12.18 on 1st, 7.57 on second, 5.56 on third and 4.75 on top. The aluminium sleeved, worm drive rear axles, always a troublesome point, were strengthened with steel sleeves. Wider brake drums, of 14 in. diameter, were adopted, with shoes mounted on individual fulcrums. All up weight was just under 17 cwt., helped by extensive use of alloys.

All three cars were readied for the third Brooklands Double-Twelve, a race swamped with 14 of the new and favourably handicapped MG

LM7. The pit signalling chart and Bertelli name plate on the facia were rescued from LM7 by Inman Hunter in 1931 and restored to it when he acquired and rebuilt the car in the 1960s. Note the advance and retard lever in the middle of the wheel and huge main instruments. The gated gearshift sits atop the separate gearbox. LM7 has lower, bucket seats. The exhaust manifold is to the correct pattern, unlike that of LM6. Note the Vernier drive between the dynamo and magneto.









The long, rounded tails were unique to these team cars. Note the long steering drop arm.

Midgets. Bertelli and Bezzant, probably in LM6, though there remains some doubt as to who drove which car, of which more later, finished sixth overall and first in class behind five of the little Midgets, covering 1,791.7 miles at an average speed of 74.65 m.p.h. This was in spite of a broken rocker, "And the accessibility of the valve gear is well shown by the fact that he (Bertelli) was away with a new rocker in place in five minutes", said the MOTOR SPORT report at the time. Cushman and Gallop, who had replaced Campbell at the last minute, took second in class and 16th overall (1,773.1 miles, 73.88 m.p.h.), but poor LM7 — or was it? — driven by Benjafield and Cook retired in the second 12 hours with piston trouble originated by a broken valve. Nevertheless, it had been a good showing, of vital importance to Aston Martin's survival, and augured well for the three new team cars at Le Mans. The winners on handicap, incidentally, had been the Earl of March and Chris Staniland, whose Midget covered 1,547.9 miles at 65.62 m.p.h.

Pairings for Le Mans were Bertelli/Harvey (No. 24), Bezzant/Cook (No. 25) and Newsome/Peacock (No. 26). As a question mark hangs over who drove which chassis number, I will ignore that for the moment. The race started well for the Astons which were in sixth (25), seventh (26) and ninth (24) places after four hours. But as darkness came down, so the troubles began for the Feltham team as the stays for the cycle front wings began to break up and the bolts holding the big Zeiss headlamps, specially fitted for the race, sheared, sending the beams skywards. Bertelli evolved a complex system of knotted ropes, clearly shown in some of our archive photographs, to hold things together. But this was not enough to save Bezzant/Cook, who lost a wing late on Sunday morning and, unable to replace it, were forced to retire under the regulations. With only 1½ hours left to go Newsome and Peacock were forced out too, but the valiant No. 24, driven by Bertelli a Harvey, soldiered on to fifth place overall and fi in class, having covered 2,286.393 km. at average speed of 95.679 k.p.h.

Next came the Ulster Tourist Trophy at Ar in which the three team cars boasted power bul in their louvred bonnet sides to accommod larger SU carburetters, and fixed front wings a headlamps supported on strong cross tub Harvey won the class and finished fourteen overall at 68.49 m.p.h. with LM5, Bertelli to second in class and 18th overall with LM6 66.42 m.p.h., but Cook, in LM7, had persiste carburetter problems, a manifestation of pract troubles which it had been possible to cure on t other cars, but not on his, and had to retire.

Though it was not the most successful of Ast Martin's racing seasons, 1931 at least netted thi class wins, that of Bertelli at Le Mans qualifyi him for the final of the Biennial Cup in 193 which he consequently won, to the great benefit Aston Martin prestige. At the end of the 19 season LM5 was sold off to a private owner, LM was used briefly for Villiers supercharg experiments by Henry Birkin and Couper Ltd was borrowed by Widengren to run in t Swedish Winter GP, fitted with spikes, early 1932 and was then sold to Mr. and Mrs. White f use in amateur events. LM7 was bought "Mort" Morris Goodall to begin a new and bu competition life. But first of all it was borrow by MOTOR SPORT and road tested in t December 1931 issue, the writer being impress by the car's balance, braking and acceleration. H saw 86 m.p.h. at 4.600 r.p.m. in top and recall that the team cars had been timed at 90 m.p.h. the Newtownards straight in Ulster.

Morris Goodall used LM7 in the major tria over the 1931/32 winter, winning Silver medals the Exeter, Land's End and Edinburgh Trials, H and LM7 were left to uphold Aston Mart honour, with works support, in the 1932 JC 1,000 miles race at Brooklands, when the ne works team cars had to be scratched because of lack of preparation. Alas, they weren't fa enough to be placed, being flagged off at the en with 388 laps to their credit. LM7 found itse co-opted back into the works team in a shoestrin attack on the 1933 Le Mans race, alongside tw 1932 team cars, but drivers Morris Goodall an

Unlike LM6, LM7, shown here, has fixed wings on a cross-tube. The 14 in. brakes are operated mechanically via the Perrot shaft at the top, Hartford shock-absorbers ar fitted. The tail-mounted fuel tank holds 22 gall.





Elsie Wisdom had to retire.

After Morris Goodall disposed of LM7 it passed through a myriad hands, including a new RAF owner practically every couple of months, for sadly obvious reasons, at almost every airfield in southern England during the War. Finally it found appropriate sanctuary in 1959, when Ted Inman Hunter, who had worked on the 1931 team cars as an apprentice at Aston Martin, acquired LM7 from Maurice Rickard and began the long process of meticulous, chassis-upwards restoration.

LM6 too passed through many hands until Roy Dudley bought and restored it. He raced it frequently. Morntane director Nick Mason acquired it in the mid '70s and since then LM6 has been campaigned more often than not by Judy Hogg.

But what of the mystery of which car did what? For many years the AMOC Register attributed LM6 with having finished fifth in the hands of Bertelli/Harvey in the 1931 Le Mans race and LM7 as having been the Cook/Bezzant car which retired. In later years A. C. Bertelli and Humphrey Cook voiced conflicting opinions, which set Inman Hunter to dig deeper. Much cross checking has convinced him that LM7 was in fact the fifth placed Bertelli car. Evidence includes a tag taken from the axle of LM6, which describes it as having been No. 25 at Le Mans, whereas Bertelli was 24. A photograph taken by *The Autocar* of the three team cars just before the TT, shows the outlines of 24 on the radiator of HX 4323, LM7, and 25 on HX 4322, LM6 (number plates were removed for racing, and while it may be possible that the plates were sometimes appropriated to the wrong car, it seems unlikely). My own studies using the MOTOR SPORT archives, with the photographs of HX 4323, known to be LM7, when tested after the TT, as a base point, tend to confirm Inman Hunter's findings, a further pointer to come to light being that LM7's horn push was slightly further up the outside of the scuttle than those of the other two team cars. But doubt still remains as to who drove which in the 1931 Double-Twelve and so far I have been unable to trace MOTOR SPORT's photographs of the event to give a clue.

Inman Hunter's tag from LM6 also described it as having been no. 30 in the Double-Twelve, which makes it Bertelli's class winning car, but there are no such pointers to appropriate LM5 and LM6. Whatever, John Rogers and I, on this April day, were confident that between us we had the winner(s) of those two class awards which were so important to the future of Aston Martin forty-nine years ago.

Begoggled behind the little aero-screen and scuttle cowl, I pointed LM7 north out of London and up the A1, acclimatising myself to the precise, 1½ turns 1. t 1. Bishop-type steering via the huge, four-spoke wheel with the advance and retard lever dominating its boss. The gearbox has a splendid alloy gate, with reverse stop catch, and a stubby lever surmounted when new, it is said, by a rubber knob more familiar in domestic circumstances. A clutch stop is fitted. The gears are in conventional H-pattern, but rather more difficult to master than the precision gate suggests. Judy Hogg advised semi-double declutching (without blipping the throttle) on the way up and normal double declutching on the way down. Downwards was fine and so was the first to second, but I found the cleanest changes into third and top were made by shifting the lever straight through, without releasing the clutch in neutral. The well worn AM pedals have their accelerator in the centre and heel and toeing is



Looking much as it did 49 years ago, LM7 poses outside John Roger's home.

easy. These sporting Astons were always renowned for the excellence of their mechanical brakes and even today their performance and stability is not out of place. Indeed, LM7 felt to have one of the nicest pre-War chassis I have driven, with stable and predictable handling, albeit a bit nose heavy, and commendable stiffness in the chassis. Alas, I could not test fully the reputation of the Bertelli engine, for a misfire caused by a replacement magneto began to interrupt the bark from the Brooklands fish-tail and the tachometer had packed up, but we cruised along happily at 60 m.p.h., imagining the Mulsanne straight unwinding beyond the superbly louvred bonnet and hefty straps.

John Rogers had hurried back from an official inspection of the Red Arrows to greet us, his eyes lit with enthusiasm as the two famous cars came together for an interesting comparison of how their once identical specifications had varied with time and rebuilds. One major point we knew



Bertelli on his way to a class win, Le Mans 1931.

Cook attempts to cure the carburetter malady afflicting LM7 in the 1931 TT.



already: while LM6's worm-drive axle has survived, LM7's power is fed through a Le Mans type spiral bevel axle with which Inman Hunter replaced the wide track Lancia Lambda axle fitted when he bought the car. LM6 has been rebuilt to 1931 Le Mans specification with moving front wings and big Zeiss headlamps, but LM7 has the TT-type crosstube, fixed wings and smaller headlights. Both rounded tail sections and 22 gallon tanks with twin fillers seem to be original, but whereas LM6 has the correct large aperture in its top, covered now with an aluminium panel instead of canvas, LM7 retains the little, hinged locker which "Mort" Morris-Goodall fitted for his honeymoon, for LM7 doubled as his road car. At some stage, probably when Rickard had it, a split has been made in the tail to facilitate access to the axle. Inman Hunter paid great attention to accurate detail in his rebuild, right down to tracing a correct Bosch horn in Australia to complete the pairing on top of the 2½ gall. oil tank between the dumb irons, and padding the cockpit sides with split hosepipe. Both have the right dinner plate size speedometer and tachometer, but the facias themselves seem to have been chopped about a little and LM6's is wrongly positioned almost flush with the cowls. LM7's *pièces de resistance* are the original pit signalling code and Bertelli name plate, which Inman Hunter was told to unscrew and throw away when Morris-Goodall bought the car at the end of 1931. The apprentice magpie kept them, to reunite them with LM7 when, by a kind twist of fate, he realised his life's ambition and bought this famous car so many years later.

LM6's engine is reputed to be by far the quicker of the two, in spite of a tell-tale plate welded on the side of the block, having been raced more actively in recent times, while LM7's is overdue for a rebuild and fine tuning. John Rogers and one of his sons intend to give LM6 a full season of racing in 1980 and Inman Hunter will air LM7 on occasions, to continue the worthy competition careers of these two cars which helped preserve Aston Martin and set them on a path of fluctuating fortunes, to reach a "high" this month with the announcement of the incredible, mid-engined Bulldog. — C.R.

HOCKENHEIM GROUP 5

KLAUS LUDWIG driving a Zakspeed Cap 1.7-litre turbo, left, won the over 2-litre (1. turbo) division race in the third round of th German Group 5 Championship a Hockenheim on April 13th. The leade throughout most of the 18 lap race was Bo Wollek, driving Georg Loos' unsponsore Porsche 935 Turbo, 9 above. Wollek, her lapping a backmarker, was chased by Axe Plankenhorn, driving the Kremer brothers orange Jagermeister 935 Turbo, whil Ludwig maintained a watching brief. Wolle ran out of fuel on the last lap an Plankenhorn and Ludwig were left to race fo the flag. The Capri dived inside the Porsch on the last corner, the cars touched and spu off, but Ludwig was able to restart first t claim a protested victory. The smalle division race fell to Heyer's Lancia Bet Montecarlo turbo, which came from behind as seen below, a duo of 1.4 Zakspeed turbo Capris, headed here by Harald Ertl.



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Amethyst

Amethyst, that mysterious dark violet quartz crystal, has been prized since antiquity as a gemstone. In fact it adorns the Royal Sceptre and the orb of the Crown Jewels, and is particularly favoured as a jewel for Bishops' mitres. Its name is derived from the Greek word **amethustos**, meaning sober, as the stone was believed to protect the wearer from inebriation and endow him with supernatural powers. These specimens are judged to be between 60 and 175 million years old.

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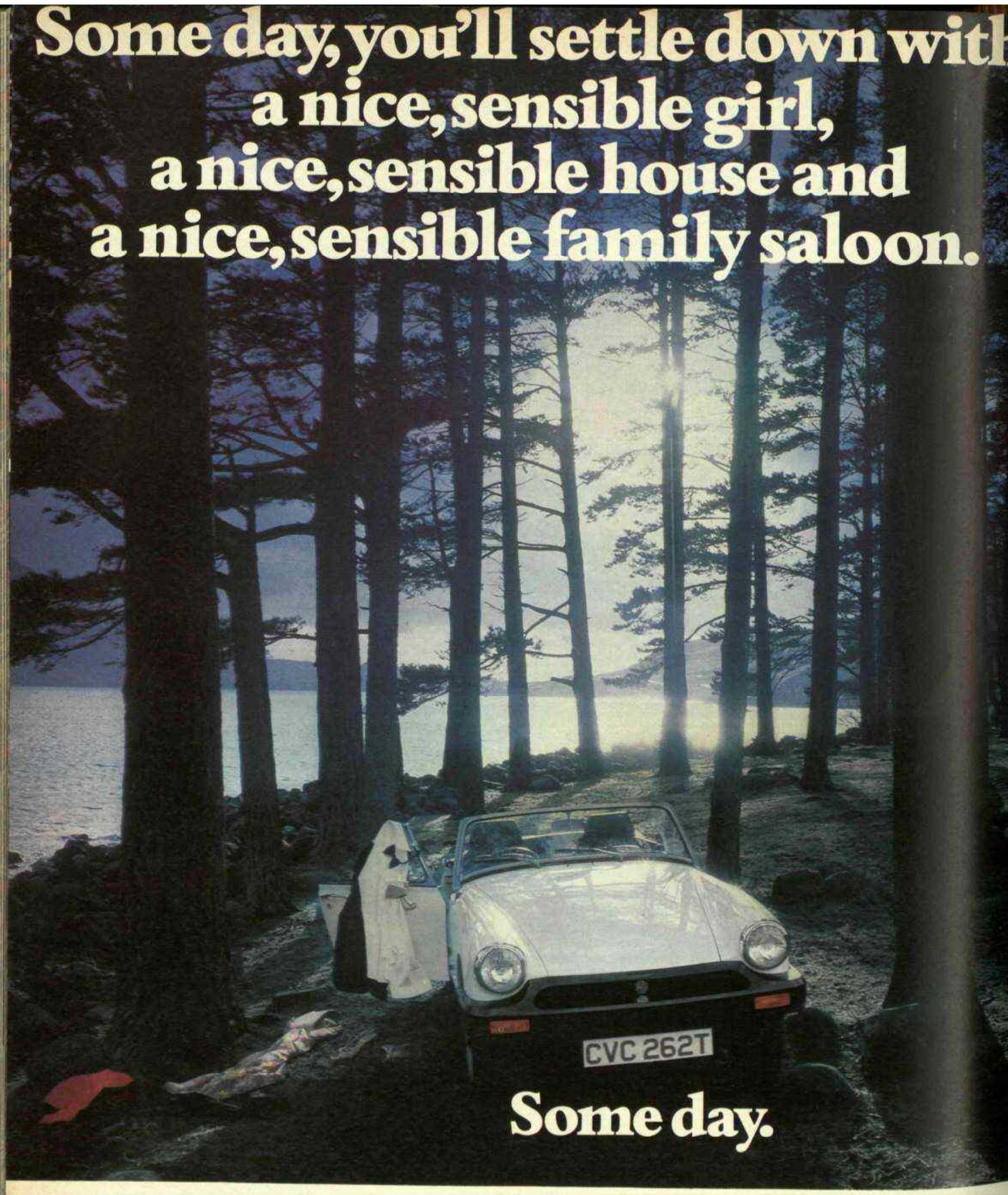
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MG MIDGET
Jaguar Rover Triumph

SALOONS AT MALLORY FORD'S well-developed Capris had it all their own way in the first round of the Tricentrol RAC British Saloon Car Championship at Mallory Park, teething problems upsetting the début of the BL Motorsport-backed Rover 3500s. Capri-mounted Gordon Spice, leading above, narrowly lost the race to team-mate Andy Rouse, shown in third place behind Woodman's Capri. Below, Percy's class-winning Mazda RX-7 and Morrison's sister car sandwich Greenslade's Rover.

The Cavalier Sports Hatch is the kind of car that encourages spirited driving.

Even the 1600 models accelerate from 0 to 60 mph in a brisk 12 seconds and then right on up to the magic 100 mark.

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All share the same aerodynamically smoothed body shape and stabilising front spoiler.

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42 6295 FOR DETAILS OF VAUXHALL'S PERSONAL EXPORT SCHEME RING LUTON (0582) 42 6197 *BY COURTESY OF MOTOR SPORT (MAGAZINE).

THRUXTON FORMULA TWO

BRITISH drivers dominated the first round of the 1980 European Formula Two Championship, a Thruxton on Easter Monday. Above, victor Brian Henton heads runner up Derek Warwick, bot driving Hart powered, Pirelli shod Toleman cars for the Toleman Group Motorsport team. Henton, his car handling perfectly throughout, relieve Warwick's oversteering car of the lead on lap nineteen of the 55-lap event, and thereafter the pair were able to stroll home comfortably ahead.





JOY of victory for Henton (left) and Warwick on the podium. There was no joy for Teo Fabi (right) the March works team leader, who was off the pace from the word go, his choice of soft Goodyear tyres proving unwise. Teammate Mike Thackwell was similarly handicapped, but Project Four drivers Andrea de Cesaris (below left) and Chico Serra (below right) kept the March flag flying, their harder compound Goodyears at least lasting the race distance. De Cesaris, the early leader, finished an eventual third, Serra, fourth. Both were outpaced by the Toleman duo.







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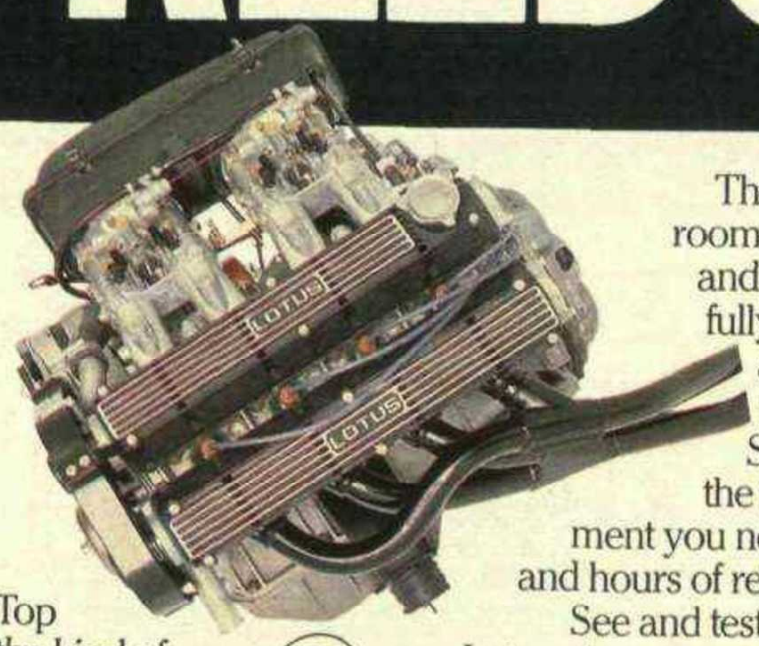
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Sunbeam Lotus *the freedom ride* **TALBOT**

TALBOT ON THE MOVE

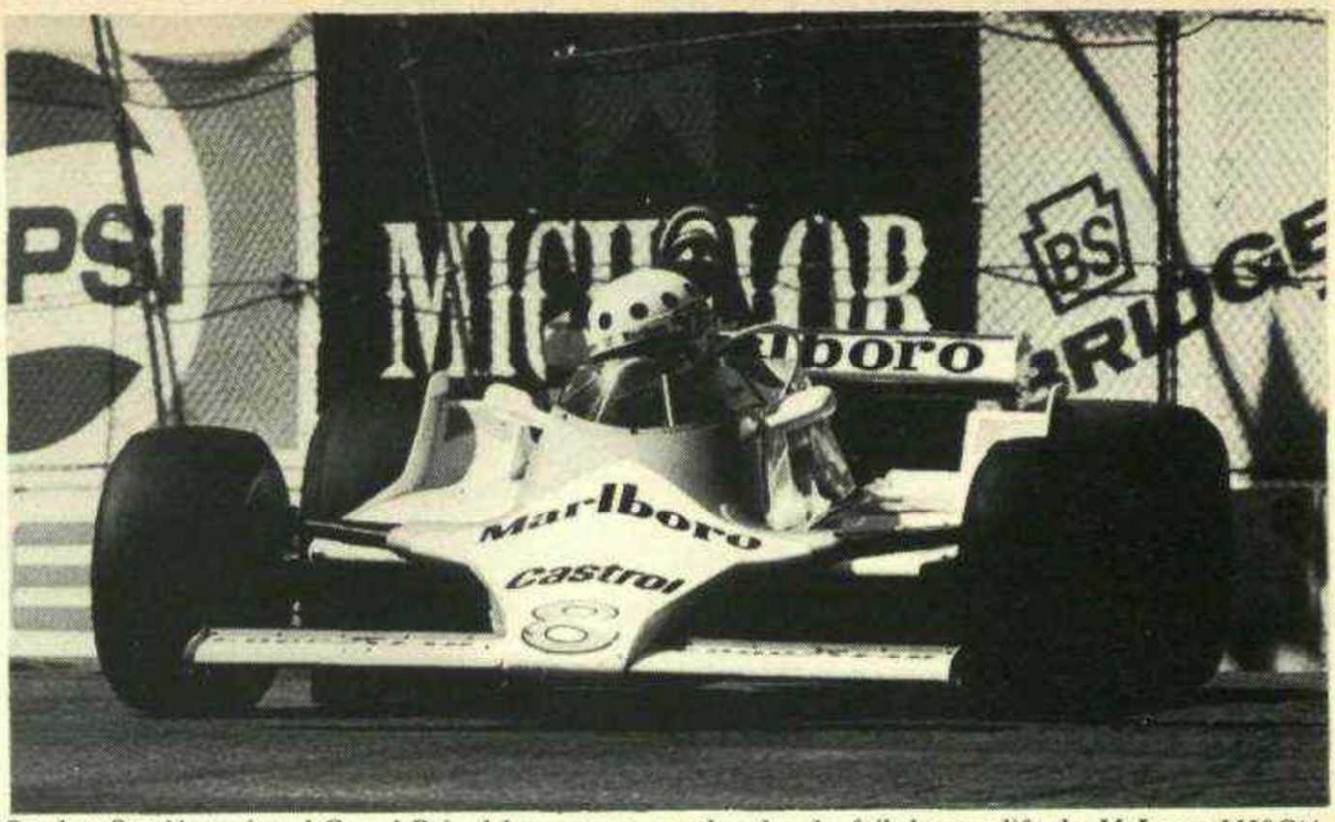
US GP (West) — continued from page 686

of the burly Australian.

As Regazzoni hurtled down to the Queen's Hairpin at something like 170 m.p.h. he unaccountably lost all his brakes and went straight on. The Ensign struck the abandoned Brabham of Zunino, slicing everything off the right-hand side, and crashed head on into the barrier. Poor old "Regga" was trapped in the wreckage for a long time, while the rescue crew cut the smashed car to pieces to get him out. He was taken to hospital with leg and spinal injuries.

For Nelson Piquet the last quarter of the race was a mere formality and he cruised round as smooth as ever, with only Patrese on the same lap. For the remnants of the field, who were a lap behind it was a different story for third place was there to be taken by anyone who tried. Although Arnoux was still holding on to third place he was slowing all the time due to his lack of brakes so Watson overtook Fittipaldi, with his eye on that third place, but the Brazilian fought back and repassed. After his stop for tyres Scheckter had slowly clawed his way back up through the field and was not far behind the Watson/Fittipaldi duel, while Rosberg had dropped back to retire on lap 59 when his engine failed, and Daly was going slowly with fading brakes. On lap 63 Arnoux had his right-rear tyre fail and limped to the pits for a replacement, and this let Fittipaldi up into third place, with Watson fourth, the McLaren giving trouble with its gear selection. Scheckter was now fifth and the remaining runners were Pironi, who had lost a lot of time first with failing tyres and then a long stop for a tyre change, Mass, Daly, Arnoux and Jabouille, the Renault number one being a long way behind after stopping repeatedly to have the brake fluid changed to try and stop the overheating of the fluid.

In the closing stages Scheckter chased after Watson, occasionally getting very close to him but the Ulsterman held off the South African to the end of the race. Meanwhile Piquet had slowed right down and let Emerson Fittipaldi unlap himself so that he could complete the full 80 laps in third place. It was a moving scene on the winners' rostrum as Nelson Piquet received the



Stephen South's projected Grand Prix debut come to nought when he failed to qualify the McLaren M29C/4

plaudits for his first Grand Prix victory, with his hero and idol alongside him, for every rising Brazilian racing driver must admire Emerson Fittipaldi who led the resurgence of motor racing in Brazil. The new star from Brazil was completely overcome by the occasion, but he earned his acclaim to the full, with pole-position on the starting grid, a new lap record in the race and a victory after leading from start to finish. One of today's natural winners and I am sure Fittipaldi and all of Brazil are proud of him.

D.S.J.

THE UNITED STATES (WEST) GRAND PRIX — Formula One — 80½ laps — Long Beach — 3.251 Kilometres per lap — 261.7 Kilometres — Very Warm

1st	Nelson Piquet (Brabham BT49/06)	1 hr. 50 min. 18.550 sec. — 142.385 k.p.h.
2nd	Riccardo Patrese (Arrows A3/3)	1 hr. 51 min. 07.762 sec.
3rd	Emerson Fittipaldi (Fittipaldi F7/1)	1 hr. 51 min. 37.113 sec.
4th	John Watson (McLaren M29C/2)	1 lap behind
5th	Jody Scheckter (Ferrari 312T5/046)	1 lap behind
6th	Didier Pironi (Ligier JS11/15/04)	1 lap behind
7th	Jochen Mass (Arrows A3/4)	1 lap behind
8th	Derek Daly (Tyrrell 010/2)	1 lap behind
9th	René Arnoux (Renault RE24)	2 laps behind
10th	Jean-Pierre Jabouille (Renault RE23)	9 laps behind

Fastest lap: Nelson Piquet (Brabham BT49/06) in 1 min. 18.830 sec. — on lap 38 — 146.601 k.p.h.

Retirements: Riccardo Zunino (Brabham BT49/05) accident, on first lap; Jan Lammers (ATS D4/02) broken drive-shaft joint, on first lap; Mario Andretti (Lotus EL81/2) accident damage, on lap 1; Elio de Angelis (Lotus EL81/3) accident, on lap 4; Jean-Pierre Jarier (Tyrrell 010/1) accident, on lap 4; C. Reutemann (Williams FW07B/5) accident involvement, on lap 4; E. Cheever (Osella FA1/1) broken drive-shaft joint, on lap 12; J. Laffite (Ligier JS11/15/03) tyre failure, on lap 37; P. Depailler (Alfa Romeo 179/03) suspension failure, on lap 41; G. Villeneuve (Ferrari 312 T5/045) broken drive-shaft joint, on lap 47; A. Jones (Williams FW07B/6) accident damage, on lap 48; B. Giacomelli (Alfa Romeo 179/02) accident damage, on lap 49; G. Regazzoni (Ensign MN11) accident, on lap 51; K. Rosberg (Fittipaldi F7/3) engine failure, on lap 59.

24 starters — 10 finishers

SAFARI RALLY —

Continued from page 690

it was completely against all the rules. In any case, Hertz was in no condition to continue, although we imagine that he would have struggled gamely on if he thought that there would have been a chance of success.

Earlier, in the first leg, Waldegård (Mercedes) and Mehta (Datsun) were having a very close tussle, first one leading by a minute and then the other, with Cowan (Mercedes) and Aaltonen (Datsun) in close attendance. But both Waldegård and Cowan spent some time off the road in the second leg, and then experienced those hub failures in the third. The Datsuns never faltered and they sped on to first and second places, that of Mehta and Doughty with neither a dent nor a scratch, only a replaced rear screen, but that of Aaltonen and Drews showing the evidence of a very quick somersault which caused no more than a minute's delay.

Disappointment would be an extremely mild description of Mercedes feelings at the end, for the team, and many others including the bookmakers, felt that their success was assured. But there is no short cut around the lessons which can only be learned in the heat of contest and we are sure that the Stuttgart team has now realised this and will continue with an active competitions programme.

Mehta's success came from exactly the same kind of inspired, sensible driving which took him, with co-driver Mike Doughty, to a win last year. He now has three Safari wins to his credit, and next year he will undoubtedly be striving for his fourth, to beat the score of veteran Joginder Singh who also has three wins behind him.

We would be lacking if we were to ignore a commercial aspect of the rally, its sponsorship by the cigarette company Marlboro. This was the first of three years' backing by that company and there were a few troublesome points to be sorted out before the start, mainly concerning the logo which was incorporated in the rally numbers displayed on the doors and roofs of the competing cars. Sadly, a BBC film unit took exception to the size of these logos and left for home before the start of the rally with the explanation that the BBC would not tolerate such blatant advertising as cars made to look like cigarette packets.

In fairness, we must say that this was indeed an exaggeration, as photographs on these pages will show. Marlboro was investing a sizeable sum in the event and was entitled to a reasonable return. After all, well paid pipers should only play tunes chosen for them. Ironically, BBC news programmes eventually showed film supplied to them by freelance agencies — with the "offensive" logos clearly in view.

Whatever its administrative shortcomings and however many people feel that its organisation is in dire need of being updated, the Safari nevertheless remains outstandingly in a class of its own. Changes may be needed behind the scenes, but the competition itself should be left strictly alone. Rallying adventures are rare enough these days, and the world would be a sadder place if anyone meddled with the make-up of this great classic. — G.P.

Results:

1st	S. Mehta/M. Doughty (Datsun 160J)	207 min.
2nd	R. Aaltonen/L. Drews (Datsun 160J)	242 min.
3rd	V. Preston Jnr./J. Lyall (Mercedes 450)	307 min.
4th	M. Kirkland/D. Haworth (Datsun 160J)	345 min.
5th	J-P. Nicolas/H. Liddon (Opel Ascona 400)	401 min.
6th	A. Cowan/K. Kaiser (Mercedes 450)	423 min.
7th	Y. Iwashita/Y. Nakamara (Datsun Sylvia)	435 min.
8th	J. Hellier/C. Bates (Datsun 160J)	440 min.
9th	J. Kleint/G. Wanger (Opel Ascona 400)	442 min.
10th	B. Waldegård/H. Thorszelius (Mercedes 450)	453 min.

The Things They Say. . . .

"Lancia then adopted front-wheel-drive but this was obviously not the reason for the progressive decline of that once-glorious *marque*. The choice of models, their excessive weight and high manufacturing costs were, in my opinion, the reasons for failure". — Dante Giacosa, Fiat's famous Chief Engineer, expressing his view of Lancia in 1955, in his recent book "Forty Years of Design with Fiat". Would he regard the new Lancia Gamma as restoring the *status quo*?—W.B.


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Dhobi

P.O. Box 45, Clegg Street,
Oldham, Lancs.

Letters from Readers

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

The "Triangle Flying Saucer"

Sir,

As the final owner of the "Triangle Flying Saucer", I was so very sorry to read the Obituary of Ted Lloyd-Jones in the March issue of MOTOR SPORT. Perhaps a little more information about this splendid aero-engined car which he created, and it's ultimate fate, would be of interest.

Apparently, in the early part of WW2 arrangements were made to flood the mouth of the Severn near Bristol with petrol as a gesture of welcome to German invaders whom it was hoped to incinerate. Ted told me that several Rolls-Royce Kestrel engines, with airscrews, were mounted in suitable places to blow the burning petrol in the required direction into the path of the enemy. Early in the 1950's, he acquired one of these 21-litre unsupercharged 610 b.h.p. engines and conceived the idea of mounting it in a shortened Daimler Armoured Scout car chassis, replacing the rear-mounted Daimler D8 18 engine.

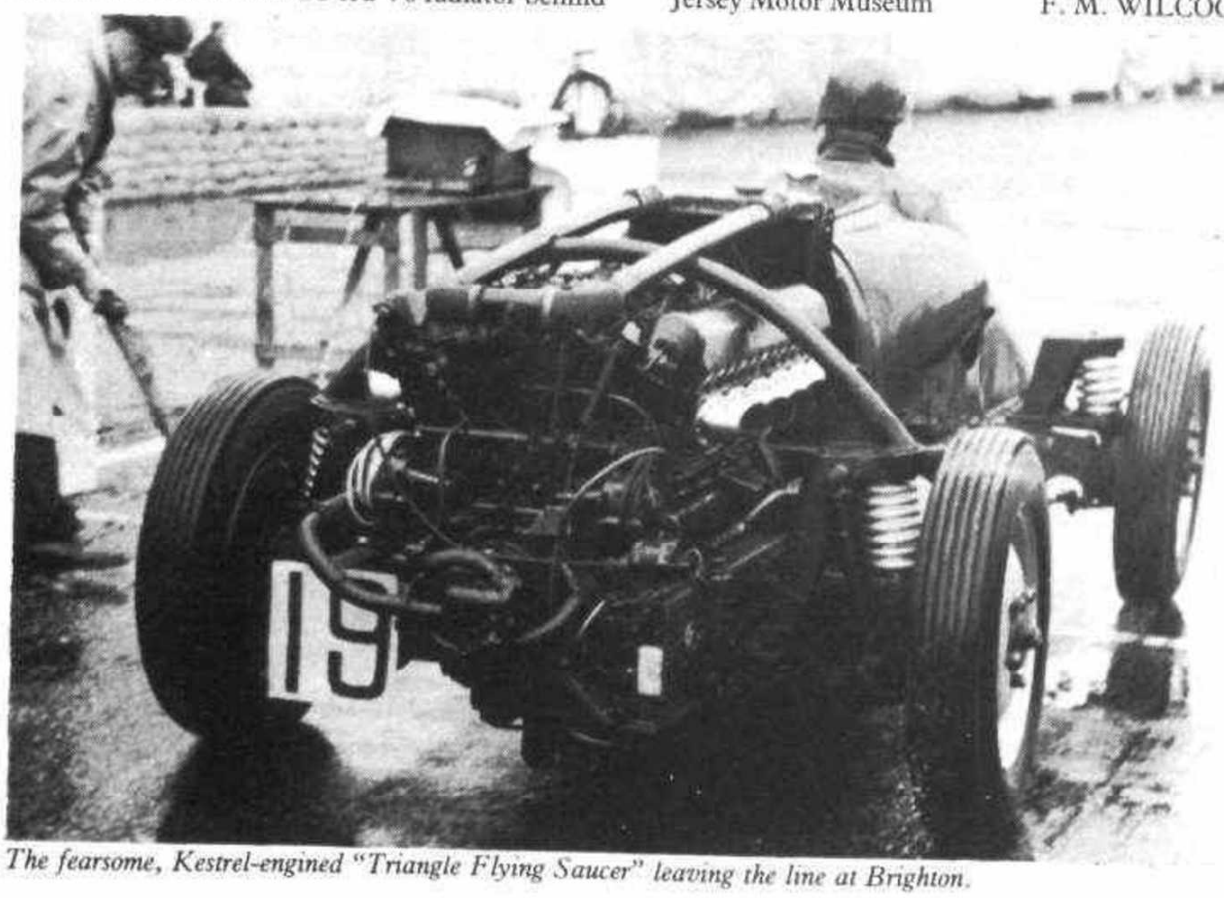
The Wilson gearbox was discarded and replaced by a Vauxhall 30/98 gearbox which coupled direct to the armoured car 4 wheel drive transfer gearbox. Typical of Ted, he made a new aluminium lid for the transfer gearbox upon which were raised cast letters giving very rude lubrication instructions! This gearbox did indeed give trouble from time to time absorbing some 6 times it's designed rating, but the vintage Vauxhall main gearbox seemed to be quite trouble-free. The Scout car transmission incorporated 4 crown wheels & pinions, driven by 4 prop shafts from the above transfer gearbox and various people have asked me how it was possible for such high speeds to be obtained bearing in mind the maximum r.p.m. of 2,900. The answer is that as in my own 27-litre Swandean Spitfire Special, the main gearbox was reversed so that bottom gear was direct drive and all succeeding gears were overdrives!

Ted very bravely sat in the nose of the Flying Saucer with his back to a Ford V8 radiator behind which the Kestrel belched flame from it's stub exhausts. The car was usually tow-started as although there was provision for a starting handle via a reduction gearbox built into the engine, the moment the engine fired it immediately burnt off the unfortunate mechanics eyebrows.

Some time around 1957 I had sold the Spitfire Special and a Hampshire garage offered me the Saucer, Ted having apparently given up competitive driving due to a tiff, it was said, over his Competition Licence. I couldn't resist another aero-engined car and took the Saucer home with me on the end of a tow rope to Worthing. Apart from a broken transfer gearbox which was easily replaced from war surplus stocks, the car was in good order and a tow-start down the Worthing to Arundel road soon had her running. Competing at Brighton Speed Trials, I soon found the short wheelbase produced distinctly twitchy handling with a great urge to drift towards the iron railings and the sea. Disaster overtook the engine at Thorney Island Speed Trials when a con rod appeared through the side of the crankcase.

Fortunately, I had a spare supercharged Kestrel engine but whilst I was considering building another unblown engine out of the bits, I was approached by Hawker's who were in desperate need of a blown Kestrel engine to restore a Hawker Hart to flying condition. They wished to buy both Kestrel engines and after much thought I decided that, on balance, it was more important to get the Hart back in the air again. Hawker's told me that they had scoured the world in a fruitless attempt to find a suitable Kestrel engine. So the Triangle Flying Saucer and both engines were sold, and the Saucer itself was broken up for scrap in Percy Voak's scrapyard at Worthing. The only parts which survived were the 30/98 gearbox passed on to a Vauxhall owner, and the badge from the nose. It is on my desk as I write and is triangular shape reading "Triangle Soucoupe Volante" and depicts a Flying Saucer. Doubtless, Ted Lloyd-Jones is now at the controls with the throttle wide open.

Jersey Motor Museum F. M. WILCOCK



The fearsome, Kestrel-engined "Triangle Flying Saucer" leaving the line at Brighton.



The brave Ted Lloyd-Jones, perched in the mi 21-litre "Triangle Flying Saucer", throws up spray in the Brighton Speed Trials.

The BBC's Grand Prix Cover

Sir,

I can understand the BBC not wanting to s Murray Walker to the circuit at all so that t can get him to add his commentary in the stu But why is it necessary to dub the sound of cars in later as well? Could that be cheaper t synchronising sight and sound?

Sight and sound do not correspond, and takes away half the thrill of the race.

The other half is nullified if the commenta seems to be in a state of perpetual hysteria. If BBC could do car events as well as they do ho events our gratitude would be unbounded.

Maldon OWEN LAWRENCE-JON

VAT on Motorcycling Helm

Sir,

You appear to be under the impression th protective helmets are liable to the standard r of VAT (Matters of Moment, April 1980).

Such helmets have always been zero rat under the Zero Rate Schedule Group 17, item (page 61 of VAT notice 701: Scope a Coverage).

Item 3 "Protective helmets for wear by a pers driving or riding a motor bicycle". Notes. "T qualify for zero rating, the goods, whether home manufacture or imported, must bo conform to the appropriate British Standar Institution standard AND be marked or labell with the British Standards Mark (known as th 'Kitemark') indicating compliance with th standard".

The appropriate standards are:

(c) Protective helmets for motorcyclists: B 5361 : 1976 or BS 2495 : 1977.

I would suggest you contact your local VA Office if you require a copy of the notice, unde Customs & Excise in the phone directory.

Many thanks for what is usually an interestin and accurate magazine.

Sunderland DAVID CLARK (Customs Officer

* * *

Sir,

I would like to congratulate you on the April 1s issue of MOTOR SPORT and your excellen April Fools Joke regarding the VAT on safet helmets. Doubtless this will have caused considerable response from various quarter pontificating with lengthy corrections that VA does not apply.

The amusing aspect of your editorial should no be allowed to distract, however, from the seriou point you are making, i.e., that the individua should be allowed freedom of choice whilst stil advocating the use of safety devices — albei without compulsion.

Halesowen E. T. OGILVIE-HARDY Chairman and Managing Director, Griffin Helmets Ltd.

Silverstone Historics

Sir,

May I beg use of your columns to comment, somewhat bitterly, on two topics which have been discussed in your correspondence columns over the past twelve months, namely the cost of spectating at events and historic racing car authenticity.

Last Easter I attended the Silverstone Bank Holiday meeting and thoroughly enjoyed an uncrowded, moderately priced day out and in particular the historic single seater race which was sensibly programmed in the middle of the meeting with practice for it late in the morning. Thus the cars had maximum exposure. Enthused, I encouraged friends to come this year. But I shall not go again, my recently rekindled enthusiasm for historic cars notwithstanding; entrance costs were unacceptably high and to schedule the start of the main event for 6.05 p.m. (it actually started at 6.30 p.m.) was ridiculous and many with young children or long return distances to travel were heard to complain bitterly. I can only presume Stirling Moss's participation at Thruxton was the cause. Furthermore, I then found myself sympathising, mistakenly, for those non-starters Messrs. Corner, de Cadanet, Lindsay and Norman who I presumed had suffered technical problems during practice. I now learn that they withdrew as a result of petty wrangling over the authenticity of the Moss Ferrari. They may have a case, but I hope they remain happy that they spoiled a considerable part of my, and other ordinary people's, Easter trip out. It was the sort of action one might expect from modern Grand Prix stars — but not from a body I believed to be made up from Sporting Gentlemen. Perhaps D.S.J. would care to comment?

This leads me to my next point: authenticity. Most readers will be familiar with the arguments previously rehearsed so I will be brief. No racing car remains absolutely original after its first race. May I propose, therefore, that the test is whether or not the car matches its original specification. So if Mr. Corner blows up his V-12 engine and has funds to commission the building of a true replica and have it subjected to scrutiny then I for one shall be happy. Because, in the final analysis I want to see both his and Moss's car racing — providing, of course, that they have not both got the latest Cosworth Formula 1 engine under their bonnets. As to who wins? I could not care less and I am disappointed that Corner & Co. feel it is that important.

Bulford, Wilts. Major W. L. PENDER

From the Other Side of the Fence

Sir,

As a long-time Historic car racing enthusiast (and actually a former member of the HSCC 10 years back when I owned an Abarth Zagato) who graduated some time ago to racing on two wheels, I have followed with considerable interest your recent articles and correspondence on the question of the authenticity of certain historic racing machinery. Permit me therefore to offer a few unsolicited comments from the other side of the fence.

Some months ago some fellow bike racers and I founded the Classic Racing Motorcycle Club. Not altogether to our surprise membership has boomed, as owners/riders of 50s and 60s machines not catered for by the Vintage (i.e. 25 years old or more) Club recognised that here at last was a movement which provided them with the opportunity to air their machines in either a race or parade context on the track without being blown off by modern-day (mostly Japanese) 2-strokes. I imagine the HSCC was formed for much the same reasons. We cater too for the period 1945-1972, approximating most closely to the HSCC dates: after reading their PRO Mr. Pratley's letter in your last issue it appears we have even more in common in terms of approach.

Racing motorcycles — like cars — are built to be used on the track: it's their natural habitat. Over the years they are used thus, win races, finish last, blow up, overrev, wear out, crash, run like clockwork and sometimes not at all. They may be loved or despised, cherished or neglected, well maintained or badly prepared, rebuilt, renovated or left to rot. More and more of them eventually pass into the hands of someone like myself who prefers to race machines of a previous era (though I ought for the record to admit that I do also run a Formula 1 Kawasaki). We restore them, and put them back on the track again, where they belong. To do so will often entail replacing parts that have corroded, worn, broken or are simply unsafe (Lotus mag wheels and Aermacchi steering damper brackets are good examples of the latter). In the process some "originality" must be lost — but is it better to have the machine out on the track again where both the public and the rider/driver can derive pleasure from its appearance, or locked away out of sight in a garage stagnating (sorry — forgot to use the speculators' term: "appreciating")?

When faced with the question of originality we examined our reasons for existence, and developed a pragmatic approach. With over 500 members and nearly 2,000 machines in the Club we have no need for extra paperwork, so the FIVA-type registration form was briefly considered, then rejected. After all, what's to stop the dedicated rule-bender from altering the specification after the machine has been approved? With 200-300 machines to be scrutineered for safety at each meeting, there's no time to compare every detail on every machine with its carnet. And while cars are less numerous at meetings there's more to them, so more to check.

We therefore decided to concentrate on *outward visual authenticity* (*not* originality) — to make sure that our races looked "right" (meaning of the period). Thus a Manx Norton with non-original mid-60s type Oldani front brake is quite acceptable, even though the component was manufactured after the machine's production run ended. A front disc or Yamaha drum brake would by the same token *not* be acceptable. But if in order to get the machine to the line the owner has had to fit a new (even pattern) frame, new crankcases, Venolia piston or even to build the engine up out of spares, provided the engine is externally unmodified and the cycle parts visually authentic — that's good enough for us, and I can't for the life of me see why it shouldn't be so on four wheels as well.

A similar problem to your "replica" 250F currently confronts the CRMC. A total of 12 Linto 500 c.c. GP machines were constructed in 1969/70; 6 are known to exist still (four alone are in the UK!). Nos. 13 and 14 are currently being built up in Italy out of spares left over after the effort to beat Ago and the MVs was finally doomed. One of these will have a newly-constructed frame, built on the works jig, and is apparently destined for Britain. We shall welcome it with open arms, because the sight and sound of such a beast at British Classic events will only serve to enrich the whole spectacle. It can't possibly enrich the owner very much, because with No. 14 stamped on the engine it will be known to one and all as what the purists would term a "replica" — but none the less worthwhile for all that. And it *is* a Linto — just as much as our Manx Norton with the new frame and reconstructed engine, replacing the original parts made unserviceable in the course of years of competition, is a Manx.

If I may be allowed to pontificate for a moment, what's gone wrong with Historic car racing is first of all that the cars have got to be worth too darn much, and secondly that the whole thing has got much too serious, with European Championships and the like (mostly contested by journalists and dealers, as far as I can see!). If someone wants to pay through the nose for a 250F Maserati of doubtful heritage — why not let him? And if he wants to run it in historic racing — why can't he? When I used to watch Charlie Lucas driving the 250F on the limit 10 years ago or so, there was always a gaggle of six or seven similar cars behind him, and a great sight, sound and smell it was too. Where are they all now? Busily appreciating in their garages, no doubt, just like all the D-types. "Oh but they're too valuable to race." That's the cue for the punchline: what man has made, man can make again, and if this whole business of "originality" went out the window, you'd see a lot more of the cars you all want to see back on the tracks again.

May I just say that if any clubs or race organisers would like the CRMC to put on a Classic racing bike display or parade at semi-racing speeds at any of their meetings, we'll be more than happy to oblige. Please write to me at the address below.

I've read MOTOR SPORT now since the age of eight — my first copy recounted Mike Hawthorn's first GP win! It's now the only car magazine I read — and I couldn't imagine the first of the month without it. Long may you prosper.

CRMC, PO Box 147, ALAN CATHCART
London W5

Authentication

Sir,

Peter Dixon seems to have misunderstood the point of my letter. The method of accepting historic racing cars practised by the VSCC is surely the most practical and acceptable way. They do not issue their own passport/carnet document as he implies, but of course they do endorse the FIA/RAC document for those members who wish to enter International events. As far as I know, this applies to the AMOC. There does not seem to be any point in issuing an almost carbon copy of this rambling five-page document thereby duplicating an unsatisfactory process which is not followed up.

The VSCC may employ a small professional office staff but the relevant Committee consists of amateur members who will even go and examine cars themselves where doubt exists.

The point is that if historic sports cars were authenticated in a similar manner by the HSCC, then event organisers could base their meetings on the two governing Clubs' rules. In time, the RAC and FIA would become aware of this effective procedure and, hopefully, will modify their own rules accordingly for International events.

Brixham. BARRY SIMPSON

A Street Rodding Supporter

Sir,

The answer to E. C. Sharrocks question "Where have all the specials gone?" is to street rods and customs.

I realise thoughts of such cars conjure up ideas of drug-crazed hooligans in the minds of some of your readers, but this is simply unrealistic. Most rodders are respectable and knowledgeable car



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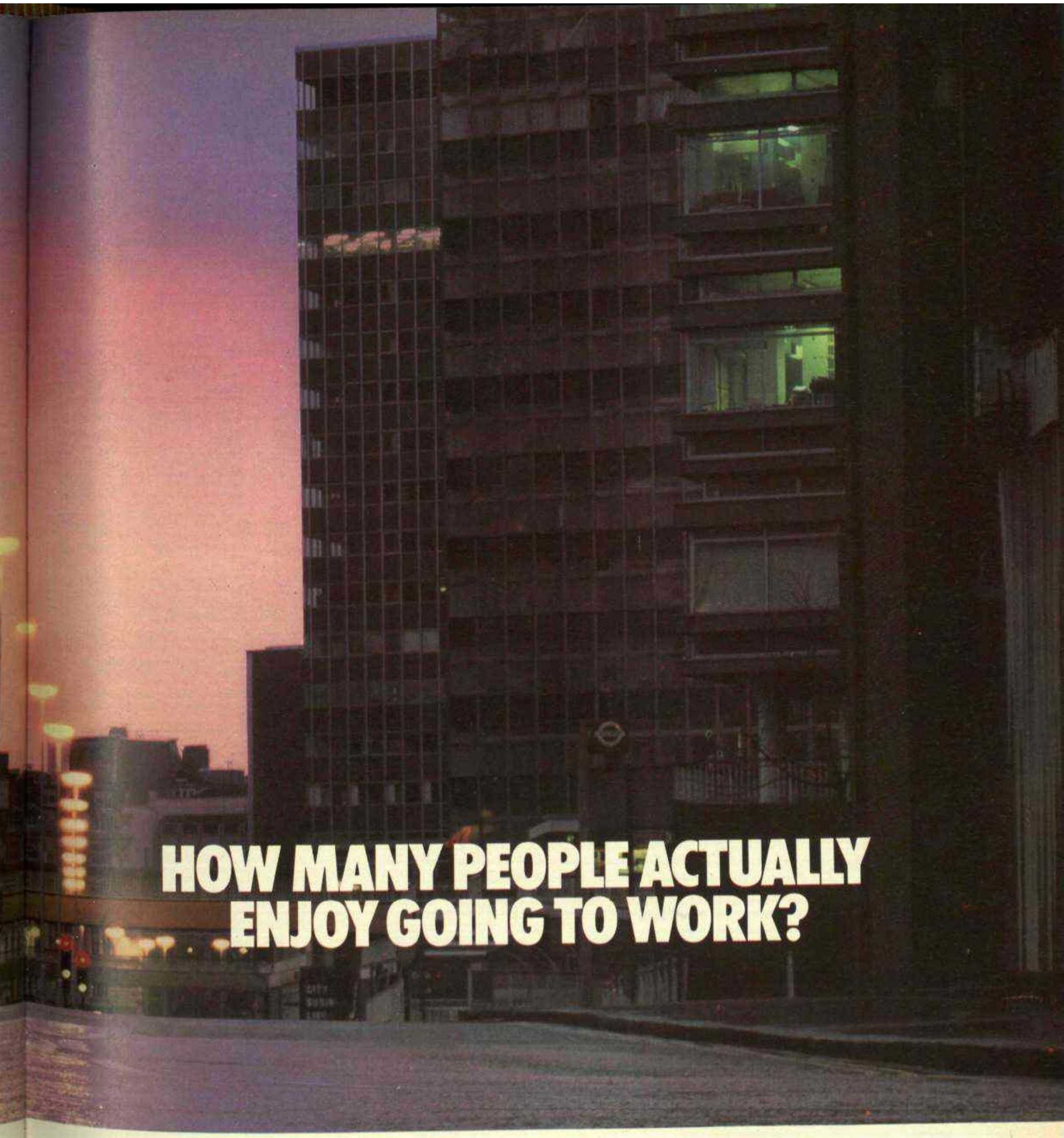
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would, according to the laws of physics, be a compromise.

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Hull (0482) 25071
Harvey Motors (Grimsby) Ltd
Grimsby (0472) 718356
Peter West Motors
Scunthorpe (0724) 64251
Isle of Man
BMN Carriages Ltd
Douglas (0624) 3380
Isle of Wight
Blackwater Service Station
Newport (0983) 523684
Kent
Euromotors
Sevenoaks (0732) 50035/6
George Hammond Motors Ltd
Dover (0304) 821351
L & C Auto Services
Tunbridge Wells (0892) 39355
Station Garage Ltd
Maidstone (0622) 812358
Sundridge Park Motors Ltd
Bromley (01) 857 2291
Lancashire
Kinders Service Station
Broughton Preston
(0772) 863922
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Kelbrook (028 284) 2380
Derek Woodman Ltd
Blackpool (0253) 402541
Leicestershire
Cooper Leicester Ltd
Rothley (0533) 374444
Regent Autocar Company
Kibworth (053 753) 2303
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Lincoln (0522) 21345
Robert A. Wilson Ltd
Boston (0205) 67535
Gt. London
Burton & Deakin Ltd
Hayes 01-462 1211
Cheyne Motors Ltd
Putney 01-788 4314
Coopes Thames Ditton Ltd
Surbiton 01-398 8311
Cooper Car Co. Ltd
Bishopsgate 01-377 8811
E & O Motor Co
Ruislip (08956) 37262
First Front Garages Ltd
Vauxhall Cross 01-582 5288
Hexagon of Highgate Ltd
Highgate 01-348 5151
LKJ Garages Ltd
Romford (0708) 69611/2/3
Marcals Ltd
Hale Lane 01-959 6961
MLG Motors Ltd
Chiswick High Road 01-995 1683
Motofunie Ltd
SW3 01-581 1234
New Hatherley Garages
Selcup 01-300 1126/7
Park Lane Ltd
Park Lane 01-629 9277
W. Shirley & Sons Ltd
West Croydon 01-688 0716/8341
Gt. Manchester
Anderson Motors Ltd
Stockport 061-483 6271
Ian Anthony (Sales) Ltd
Bury 061-761 2221
Newlands Motor Co. Ltd
Bolton (0204) 38721
Williams Motor Co. Ltd
Deansgate 061-832 8781/6
Merseyside
The Beechwood Garage Ltd
Liverpool (051-427) 2281/8897
Williams Motor Co. (Liverpool)
Liverpool (051-207) 7213
W. Midlands
Cheylesmore Garage Ltd
Coventry (0203) 46144
David Prophet Ltd
Shirley (021-744) 4488
Rydale Cars Ltd
Warley (021-552) 2825
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H. E. Avenil & Sons Ltd
Norwich (0603) 21471
Sorensons Motors Ltd
Kings Lynn (0485) 41526
Northamptonshire
Wollaston Motors Ltd
Northampton (0933) 664573
Northumberland
Fawdingtons (Stocksfield) Ltd
Stocksfield (06615) 3158/2283
John Rutherford & Sons Ltd
Cornhill on Tweed
Coldstream (0890) 2146/7/8
Nottinghamshire
Sytner of Nottingham Ltd
Nottingham (0602) 582831
Oxfordshire
All Saints Service Station
Faringdon (0367) 20614
Bristol Street Motors (Banbury) Ltd
Banbury (0295) 53511
North Oxford Garage Ltd
Oxford (0865) 511461
Shropshire
A. Beaucierk & Son
Oswestry (0691) 2413
Enterprise Garage
(Bridgnorth) Ltd
Bridgnorth (07462) 4343
George Oakley's Garage
Shrewsbury (0743) 3250
Somerset
L. J. Irvine & Sons Ltd
Bridgwater (0278) 55133
Somerset Motors Ltd
Yeovil (0935) 23581
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Hartshill Autos
Stoke-on-Trent (0782) 35119
Walton Garage Stafford Ltd
Stafford (0785) 612934/5
Suffolk
Minden Motor Co. Ltd
Bury St. Edmunds (0284) 3418/9
Stocks BMW
Ipswich (0473) 49666
Surrey
Coombs & Sons Guildford Ltd
Guildford (0483) 69944/62907
Cronk Garages Chipstead Ltd
Chipstead, Downland (07375) 56221
New Central Garage
Cobham (966) 7141
Romans of Woking
Pirbright
Brookwood (04867) 4567
Tower of Egham
Egham (9531) 6431
Sussex
The Ashdown Garage
Haywards Heath
Chelwood Gate (082 574) 456
Chandlers Ltd
Brighton (0273) 27991
Chandlers Service Stn
Lancing (0903) 65074/5/6/7
Dallons of Hailsham Ltd
Hailsham (0323) 844032/844482
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Horsham (0403) 60246/8
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Priory Cars Ltd
North Shields (0632) 578227
Mill Garages (Sunderland) Ltd
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Warwick (0926) 44273
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BMW

THE ULTIMATE DRIVING MACHINE

enthusiasts who dislike the "cowboy" element of the sport as much as you do.

Probably, the customised vehicles the majority of your readers disapprove of most are rods, these being based on cars of pre-1949 design. If the cars used were in excellent original condition and then ripped apart simply for the body, disapproval would be understandable. Most cars used, however, are rescued from scrapyards, farms or old ladies' gardens or are purchased through classified advertisements for usually under £100 and are past restorable condition to the original design

Furthermore, the parts that are not used (normally mechanicals, but often chassis, glass, lights and seats) are usually sold, thus increasing the amount of such parts on the market, through advertisements in the rodding magazines. I recommend owners of the more mundane machinery, e.g. sidevalve Fords, Austin Devons, etc., to look in such magazines for parts, indeed some of the more enterprising restorers even advertise for the parts they need.

I hope this letter clears up a few points about street rodding, which is growing all the time, and before you dismiss it as a passing phase look at one of the magazines. You'll be amazed not only by the paint but also the detailed engineering involved.

Thanks for the space!

Waltham Cross SIMON BEETON (16)

Throw-away 'Bikes?

Sir,

I think Mr. Jules has got his wires crossed (MOTOR SPORT, February '80) when giving his reason for the death of the British motorcycle industry.

It is precisely because the new ones were just as bad as his 15-year-old BSA that they succumbed to the Jap. models.

If Mr. Jules could just forget his blind prejudice and really look at them it would be obvious how advanced was the thinking and design that went into them from the outset, and still does. Better still have a ride on one and then think back to your thumping old Beesa.

The only annoying aspect to me about the whole situation is that with such a clear example to learn from the British car industry seems hell bent on following the same path to oblivion.

If anyone is throwing away Jap. 'bikes as Mr. Jules contends I wish someone would throw me a "Goldwing".

Maldon JACK CARPENTER

Information Required

Sir,

For my sins I am deeply embroiled in writing hopefully definitive histories of BRM, Cooper and Lola competition cars. If any readers who have had first-hand experience of any of these cars feel they can contribute something worthwhile to my research I would be very grateful indeed to hear from them . . . anything, however minor it might seem, could well prove to be the missing part of some very complex jigsaw puzzles. I hope somebody out there might be interested?

Farnham, Surrey DOUG NYE

[Letters will be forwarded. — Ed.]

A Vauxhall Pedal Car

Sir,

I was particularly interested in the photograph accompanying the letter of Mr. Seyd (Vintage Postbag January 1980) and in your obvious appreciation of the small pedal car. My middle son, Reuben, has a very similar car and I enclose several photographs which my be of interest to you and your readers.

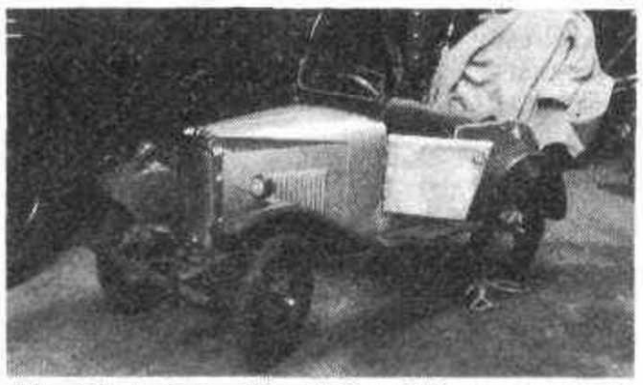
It was made by Lines Bros. whose trade mark and name appear on the nearside running board, and has been substantially restored.

The vehicle drives superbly, so I am told, on the level but it is too heavy for the size of driver on anything but level ground or very slight inclines either way.

The piece of rope, which can be seen in the photographs, is to prevent my intrepid lad running away with himself.

He tells me the car is extremely comfortable, which I put down to being suspended on half-elliptic springs front and rear. The wheels are quick detachable type apart from one driving wheel at the rear.

Ilkley ROGER Ll. WHITTAKER



The Lines Bros. Vauxhall pedal car owned by Reuben Whittaker.

Wrong Driver

Sir,

Having been a reader of your excellent magazine for many years, I was surprised to find a mistake in the small paragraph entitled "Silverstone Formula Three".

The caption for the second photograph said "Acheson leads Columbian Roberto Guerrero (Argo JM6) and Nigel Mansell (Works March 803). The trio had an enthralling dice in the early laps but Guerrero eventually dropped to finish fifth and Mansell had to settle for fourth place".

The trio in the photograph did have an enthralling dice, but Acheson did not lead Guerrero. It was the Belgian Thierry Thassin (Argo JM6) who was involved with Mansell and Acheson in the fight for third place. On lap 10 Thassin's over-enthusiasm caused him to spin at Woodcote and drop to thirteenth position, and he eventually finished twelfth.

While this trio were locked in battle, Guerrero was actually in second place in an effort to try and catch the leader, Sweden's Stefan Johansson, who was not to be caught. Guerrero did drop back to fifth place at the finish having been passed by Acheson, Blanchet and Mansell.

Manchester SARAH TAYLOR

[Our Kiwi caption writer has donned the appropriate sackcloth and ashes. — Ed.]

Rubber Glove Power

Sir,

I was delighted to see a reference to my Speed 20 Alvis in your Pomeroy report even if you got nearly every detail wrong! It is a saloon not a tourer (Olympia Show Car in fact) and the rubber glove was *in addition* to a metal cap. Normally one would not fill the tank to the brim but one has to for the Pomeroy and the filler is level with the top of the tank. The glove was a precaution against surge. In fact we tried to tape two or more of the fingers down to create a more aesthetically appealing shape, but the rubber was neoprene in anticipation of another RAC regulation relating to rubberware and no tape would stick! The glove expanded with petrol vapour but the hoped-for thrust producing burst at the start of the standing quarter, did not happen.

Halstead D. G. ROUSE

Esson-Scott's XK 120

Sir,

I was delighted to read your article, ending up with a lovely photograph of his Jaguar XK 120 FHC, VPE 181.

I am quite sure this was not a 1952 car, as the late Philip Cunliffe-Lister bought it new in 1954 and we did the Tulip Rally together in 1955.

He had the C Type modification done and stiffer front torsion bars, all by Jaguars.

Dunlops kindly made up some "Fort" covers with racing rubber, so that they would last!

In the wet they were lethal, but second gear was fabulous on the hilly sections and out of hairpin bends!!

Working up to the Tulip, it won the Concours, after the Redex Rally at Hastings in November 1954, and apart from the wing mirrors looks exactly the same.

Chichester H. M. GADSBY

Restructuring Sports Car Racing

Sir,

With reference to K. R. Stubb's letter in the March issue of MOTOR SPORT, I would like to draw your attention to the following two sets of proposals aimed at restructuring Sports Car Racing.

The first of these was submitted to the CSI in 1975 by Keith Duckworth of Cosworth Engineering and Ralph Broad of Broadspeed Engineering but a reply was never received. They maintained that whilst no Company was willing to invest the huge amounts of money needed to try and break the Porsche monopoly of G5, the only way ahead for Sports Car Racing was for the manufacturers, entrants, circuit owners, promoters and drivers to get together and draw up some kind of reciprocal agreement.

To give some indication of what the regulations for such a championship could be, Duckworth and Broad submitted the following outline which, they said, would provide a spectacular form of endurance racing in which as many manufacturers as possible would be in with a chance of outright victory.

DEFINITION

Special production cars for which no minimum production number is required but which originate from cars recognised in Production Touring Car and Production Grand Touring Car categories.

GENERAL SPECIFICATION

Body/Chassis unit: Series production coachwork and/or chassis unit as well as the exterior coachwork dimensions must be retained without modification except as regard to the following:

It is allowed to strengthen the body/chassis unit. To lighten all non-structural members and to modify the inner wheel arches and chassis side rails to facilitate the fitting of larger wheels and tyres but in no way must these modifications weaken the main structural member.

Aerodynamic devices: These must be contained within the overall width, height and length determined by the recognised body dimensions, excluding the wing extensions, with the exception of rear aerodynamic devices which may project beyond the rear of the recognised body shape by no more than 30 cm. Aerodynamic devices fitted to the front of the car must be mounted below the horizontal line determined by the centre of the front wheel hubs. No aerodynamic devices must be fitted to the rear which obstructs the rear window by more than 33⅓% of the rear window vertical depth, i.e. if the vertical depth of the rear window is 30 cm., the aerodynamic device must be no higher than 10 cm. from the lower edge of the rear window measured in the vertical plane.

Wing extensions: These will be permitted on condition they do not entail an increase of 7.5 cm. on the wing width of either side of the car.

Minimum weight: 1,100 kg.

Engine: Cylinder capacity limits as follows: 6.0 litres — 2 valves per cylinder pushrod operation; 5.5 litres — 2 valves per cylinder, free operation; 3.5 litres — 4 valves per cylinder, free operation; 2.0 litres, supercharged/turbocharged — 2 or 4 valves per cylinder, free operation.

There are no classes — all cars run on a scratch basis. The FIA reserves the right to amend the engine cylinder capacity limits after the first 12 months is it is found that one capacity class has too great an advantage.

The original cylinder block recognised on the basic car must be used. The cylinder capacity is free up to the above limits. This can be achieved by altering the bore or stroke or both.

It is permitted to strengthen the cylinder block, provided the origin of the series production cylinder block may always be ascertained.

The engine must remain in the original engine compartment.

The engine must be capable of being started by on board means.

Wheels: Free but must be of the same diameter on all four wheels.

Tyres: Free but maximum tread width must be no greater than 15 in.

Brakes: Free. However, the braking system must be so conceived that the effect of the brake pedal is normally exerted on all four wheels. In case of a leakage, at some point in the piping or a fault in some part of the brake transmission, the action of the pedal must still be exerted on at least two wheels.

Other Mechanical Components: Free. However, the drive wheels on the recognised basic model should remain the drive wheels. This implies that a four-wheel-drive transmission can only be used on a car so designed at the origin.

Suspension: Free.

Steering: Free.

Electrical & Lighting System: Free, but lighting system must conform to the basic configuration of the recognised car regarding the external appearance.

The second set of proposals was revealed in April 1977 when it was announced that representatives from Porsche, BMW, Ford, Leyland, Chrysler, Vauxhall, Opel, Saab and Toyota had discussed the possibility of establishing a new sports car formula using production-block 2-litre engines in front-engined rear-wheel-drive, 4-seater cars. They felt that this would acknowledge the need for the costs of competitive participation in the World Championship of Makes to be drastically reduced as well as taking into account current trends in world-wide road car legislation and design. They added that besides cars from their own factories those from Alfa Romeo, Colt, Datsun, Fiat, Lancia, Lotus, Mazda, Renault and VW would also be eligible to compete under these rules.

It would now appear that the CSI intend on reconstituting Sports Car Racing along the lines of the Le Mans/IMSA GTP category which allows for closed 2-seater cars with covered wheels, the rules falling somewhere between the present G5 and G6. Jean-Marie Balestre has stated that Porsche, BMW and Ferrari are interested in the new proposals. The Japanese Dome company has already announced a new car which they intend to enter in the GTP category at Le Mans this year. However, Sports Car Racing will not return to its former level of competitiveness if manufacturers are only willing to race at Le Mans. To overcome this I would suggest a revision of the Sports Car Racing calendar along the following lines:

In addition to Le Mans there would be races at Daytona and one other American venue whilst in Europe there would be the 1,000 km. of Spa-Francorchamps, Monza and the Nurburgring. Each of these circuits has lost its F1 race and would surely be guaranteed of a large crowd if this became their major meeting of the year. In addition to this I would advocate a British round of the series at Silverstone (why not restore the old TT status) and a final race at Brno in Czechoslovakia where 120,000 people annually attend their round of the ETC.

Surely this would provide a secure financial basis for a new World Championship of Makes aimed at attracting new manufacturers as well as those already established in Sports Car Racing?

Orpington MARC. W. BRODDY



The Ford V8-engined rail truck referred to by Mr. De La Rue. Note the early example of customising!

Ford's Versatile V8

Sir,

Recent correspondence as to the versatile nature of the pre-World War 2 Ford V8 engine has prompted me to turn out the enclosed photograph taken in the Sinai desert in 1942.

The vehicle shown was a lightweight reconnaissance truck used in the 1938 Palestinian campaign and adapted locally for broad gauge railway use. The previous machine gun mounting on the top of the cab and the fittings for extra petrol cans at the rear can be observed. The door murals are an early example of customising!

I used it for inspection purposes in and around a rail-served ammunition depot then under construction.

Being fitted however with a normal automobile gearbox its speed in reverse was extremely limited, certainly not enough to enable me to retire in time from a head-on collision with a shunting locomotive using the same line — but that is another story.

Leicester J. H. DE LA RUE

Wrong Marque

Sir,

I thank you for reviewing "Maserati Road Cars", by Richard Crump and I, in MOTOR SPORT.

Unfortunately one error was made. Richard Crump is the Maserati man, selling and servicing cars of this make. Next to supplying spare parts he has many parts made, thus helping a lot of Maserati owners to keep their cars on the road and track.

I specialise in Ferrari cars and parts.

Seon, Switzerland ROB DE LA RIVE BOX

Amaroo Park

Sir,

I enjoyed J.W.'s account of his driving experiences in Australia.

I may have the solution to his problem of the rock face run-off area at Amaroo Park near Sydney. The photograph on page 33 of MOTOR SPORT, January 1980 shows a Commodore 5.0 Estate going around the circuit in the wrong direction.

Lots of luck mate!

Roseville, NSW REG DARWELL
(ARDC Member)

Viva la Fiesta

Sir,

I always enjoy your "My Year's Motoring" may I be permitted to comment? You were rightly nice about the Fiesta, but I have not heard of the fierce clutch complaint here where all of the very many Fiesta comes from the Valencia plant. The clutch pedal certainly has little feel, and unless one knows the car it is difficult to immediately choose the effective part of the pedal travel; I imagine this is probably true of all diaphragm clutches? [No — Ed.]

An engineer friend and I own three Fiestas and find they are extremely well finished and put together little cars. This is after ten years of using Spanish built Renault and Seats, all of which have excited favourable comparative comment when taken to the marque's service stations when in Britain. With petrol at an equivalent of £1.41 for 90 and £1.64 for 96 it is good to be able to use the former on the 957s and a mixture of the two on the 1100. *"Viva la Fiesta Española".*

Malaga P. H. HYLTON

Philatelic Journey

Sir,

I should be obliged if you would publish the contents of this letter.

In June 1980 I am driving my 1936 Talbot tourer to a point beyond the Arctic Circle and back to raise money for the Gunnar Nilsson Cancer Treatment Fund.

One of the means of raising money is by the issue of "Special Event" philatelic covers. These covers carry engravings of the car and the route to be followed. Some will be franked at the point of departure and the balance in Norway. A number of the covers will carry the signatures of famous drivers and motorcyclists, past and present. Amongst those who have agreed to sign are Stirling Moss, Sammy Davis, The Duke of Richmond & Gordon, Geoff Duke, Mike Hailwood and Guy Edwards.

Anybody wishing to purchase these covers should apply to J. & M. Arlington, 45, Lakenheath, London N14 4RL. The covers will cost £1.10 and £1.85 for the unsigned and £3.25 for the signed.

Liverpool D. J. S. LAMBERT

TAILPIECE



The Love Bugs. Photographed in Brunei by John Norman

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JAGUAR E-TYPE Roadster. 1968. 4.2, red, c.w.w., excellent condition, 51,000 miles. £4,750. Tel: Maidstone 30248. (51948

LAGONDA DROPHEAD Coupé. 1949. Very rare, tax and M.o.T. Offers over £1,000. Tel: 01-229 7100 and 01-459 3511. (51865

ASTON MARTIN DB5. 1964. Metallic blue, AMOC, complete *engine overhaul*, new clutch, tyres, w.w, carpets, etc., full history available. Best offer over £8,000. Tel: 040 782 345. (48400

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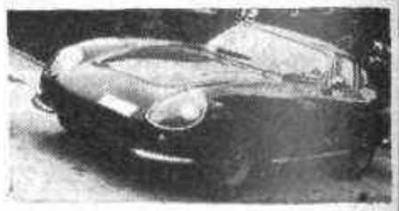
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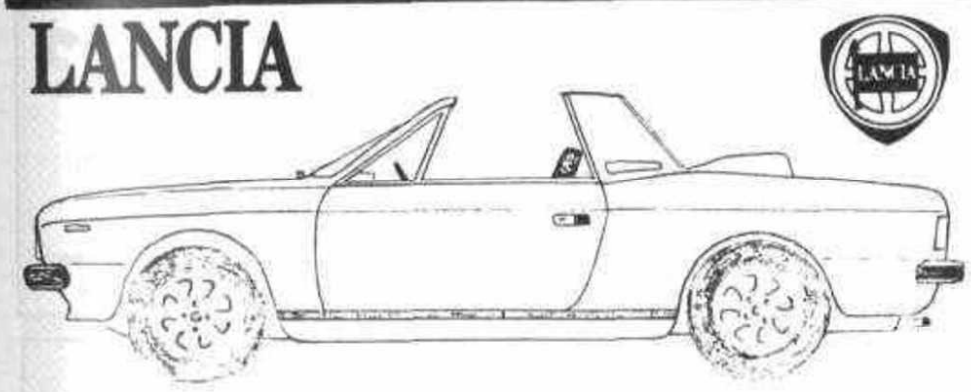


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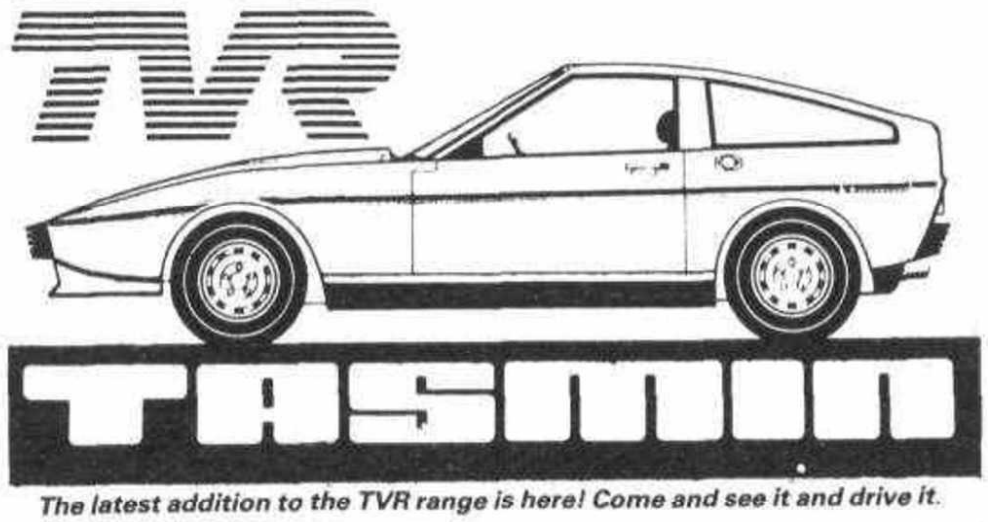
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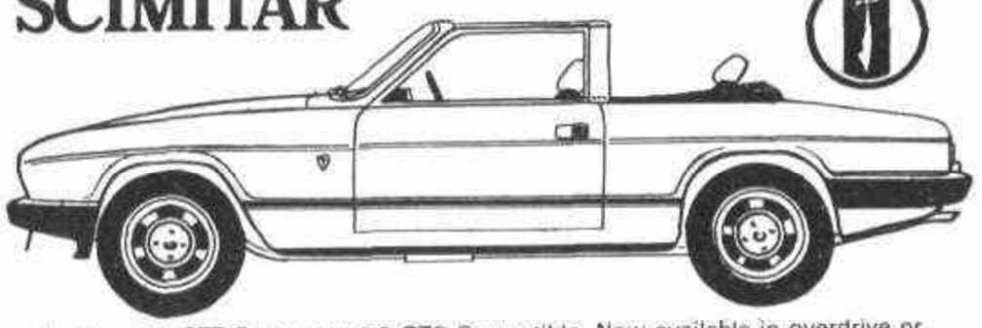
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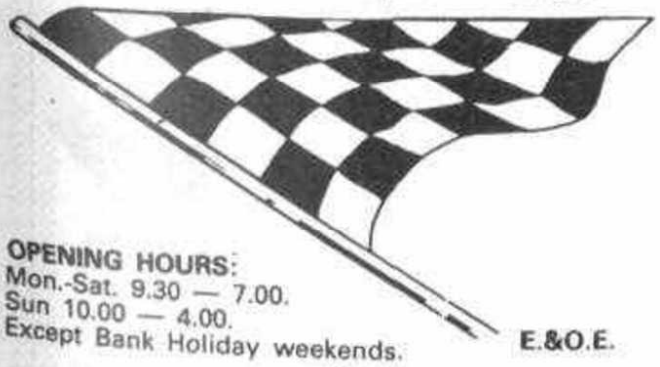
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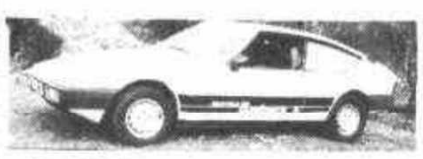
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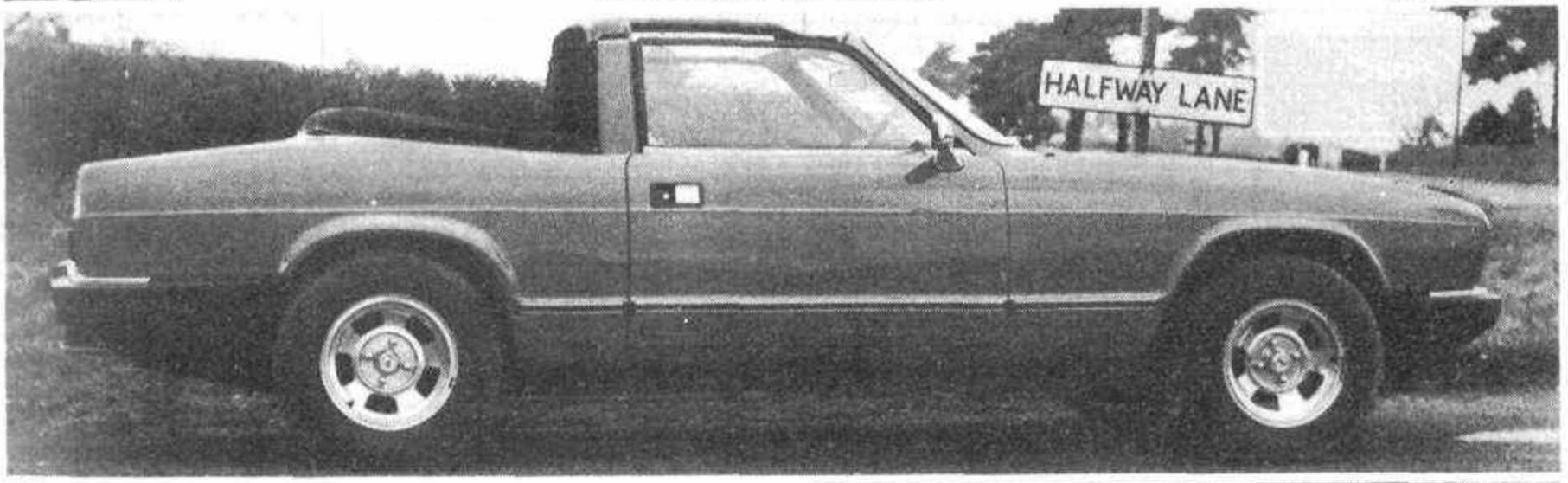
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1974 N TR6 in magenta with hard and soft tops, radio, overdrive, 44,000 miles **£2,995**

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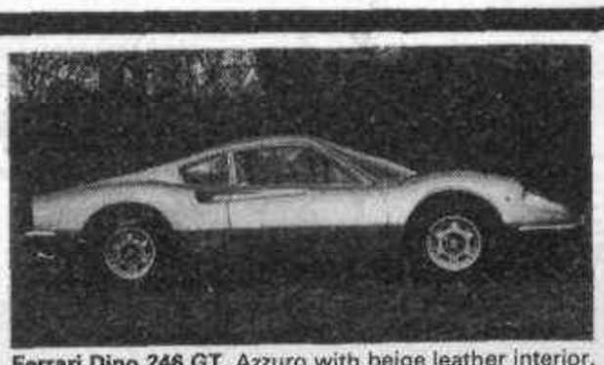
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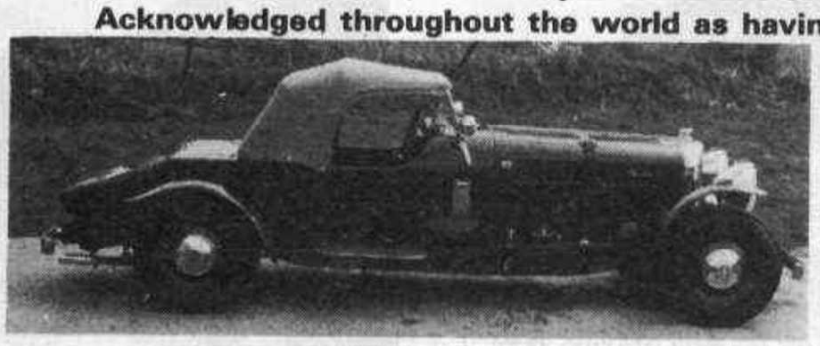
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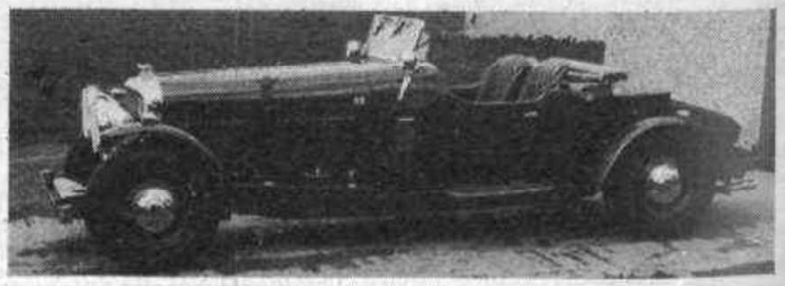
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I also have another unique Sports Bentley, which is a 1937 Bentley 4¼-litre competition sports 2-seater. This very racy looking Bentley, which has been shortened and lowered, has not been used since a *chassis up complete rebuild* (which has taken many years and includes all mechanics and coachwork, etc.). It has very attractive boat-tail open 2-seater sports coachwork and is similar to the Rivers Fletcher Bentley pictured bottom page 228 in Green's book "Bentley — 50 years of the Marque" but has in addition, a fold flat windscreen, twin aeroscreens, tonneau cover and hood, etc. It is in superb show condition in red with black Connolly leather interior. (At the time of going to press, 2/4/80, this car is not yet in stock, hence no photos, but hopefully will be by the time this advert appears.)

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As I have been at Brook Mews for over 20 years, I regret that my lease is soon to expire, and at the moment a renewal seems very remote, and rather than be stuck with a load of cars with nowhere to put them, all the above cars have been greatly reduced in price to a little above my cost prices. If anyone knows of premises in or around London that will hold about 12 large cars, I will be obliged to receive details.

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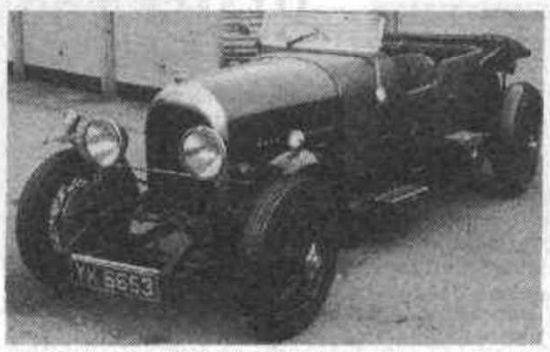
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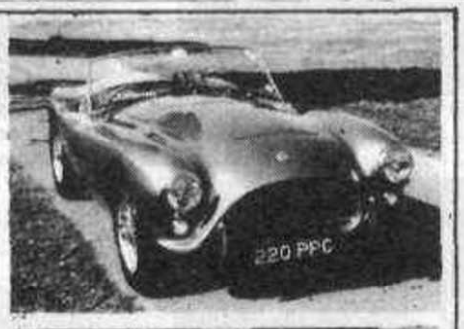
As a result of my preamble in 'Motor Sport' — April issue — I received a letter from a gentleman in Bristol who had seen my **COBRA Mk 2 4.7 (below)** at Silverstone on March 8th. I hope he will not object if I quote a few words:— ". . . **I have been striving for three years to produce a Concours car and I was both demoralized and inspired by the condition of your Cobra. By its very definition "the best" is simply that, and there is no better . . . I sincerely congratulate you on what is I know (an over-usec expression) — a work of art."**

Well — thank you — it really makes it all worthwhile!

Those who saw my **white 280 SE Convertible** at Silverstone on April 7th for the first round of the Lloyds and Scottish Historic Series (a potential "self-destruct" situation rapidly gathering momentum there!) will I hope also echo the above correspondent's views; over the next few months I shall endeavour to show several newly completed restorations at various major events, all worthy of the claim "the best anywhere". **Look out for the first of these at BRANDS HATCH on MAY 5th for the STIRLING MOSS CELEBRATION, and at the other outings shown below.**

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1963 ASA MILLE GT — LHD; one of 50 "Ferrarina" (Baby Ferrari) coupés; 91 b.h.p., 1-litre, s.o.h.c. (115 m.p.h.); part alloy body, Campagnolo wheels etc.; a very pretty, inexpensive and classic GT in presentable order; located in Bucks. A *Photo.*



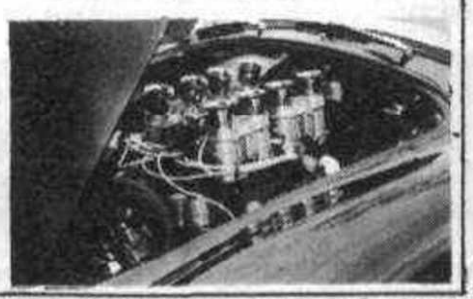
1965 AC FORD COBRA '427' — RHD; 'Motor Sport' featured this actual car in their article on 'Cobra Parts' in June '75; since then it has covered only 7,000 miles; genuine 7-litre Cobra Chassis No. (of course!); absolutely magnificent throughout, just totally checked over at CP Autokraft; the quickest '427' I've ever driven — D



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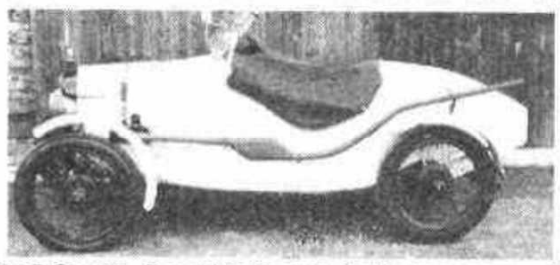
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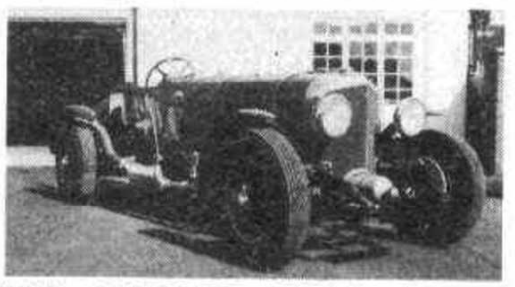
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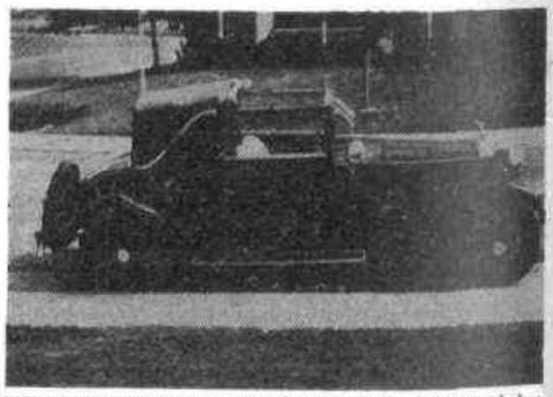
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1934 ASTON MARTIN Mk 11. Four seater tourer, excellent original condition.



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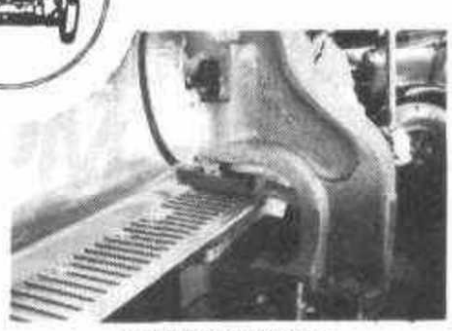
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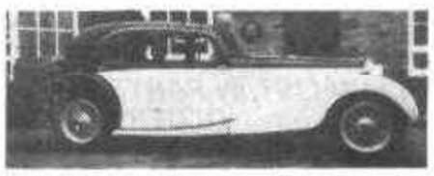
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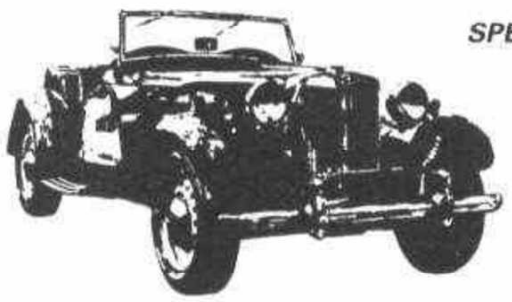
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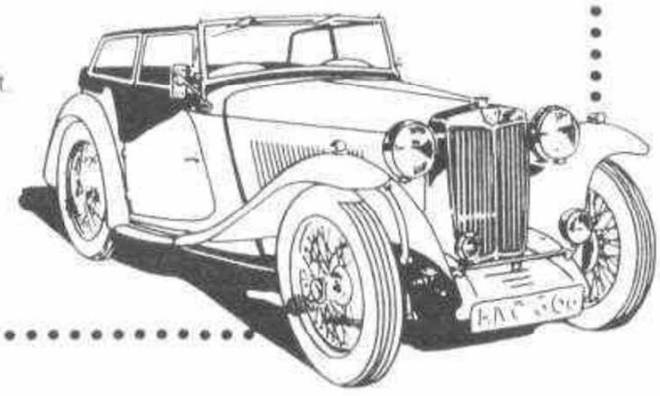
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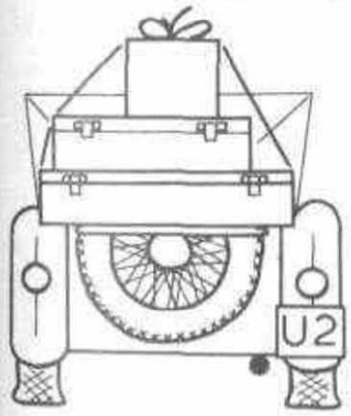
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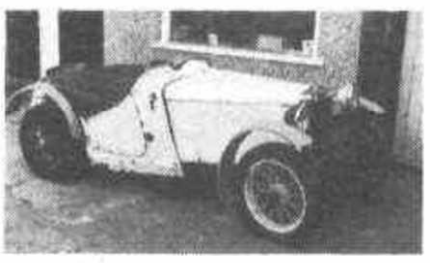
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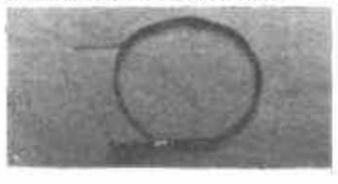


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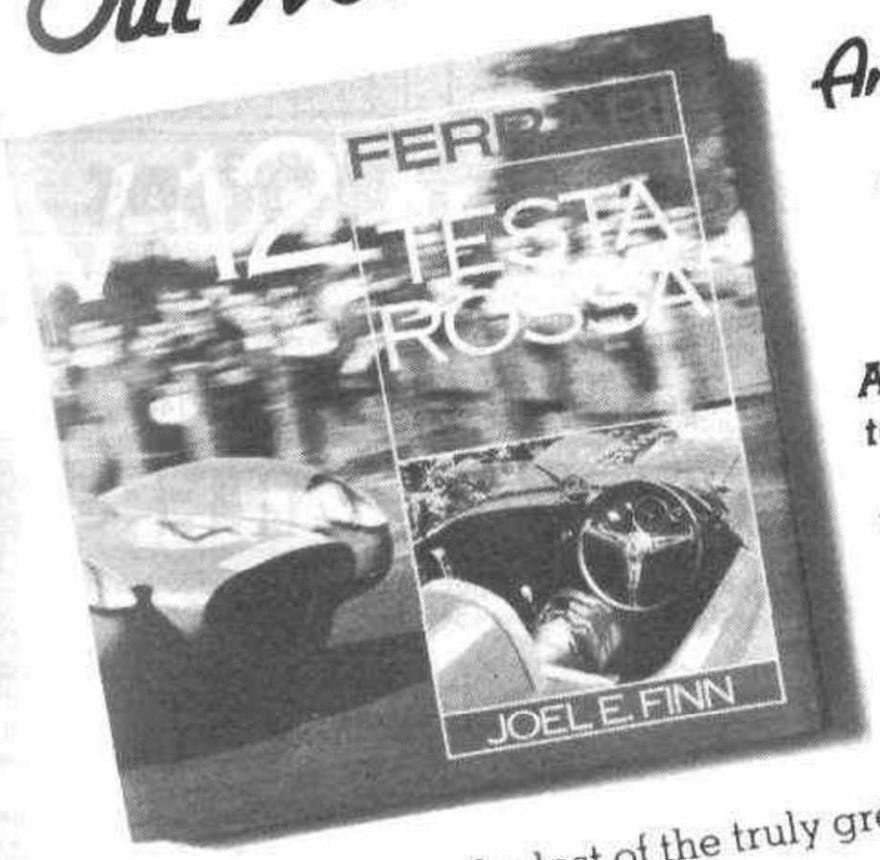
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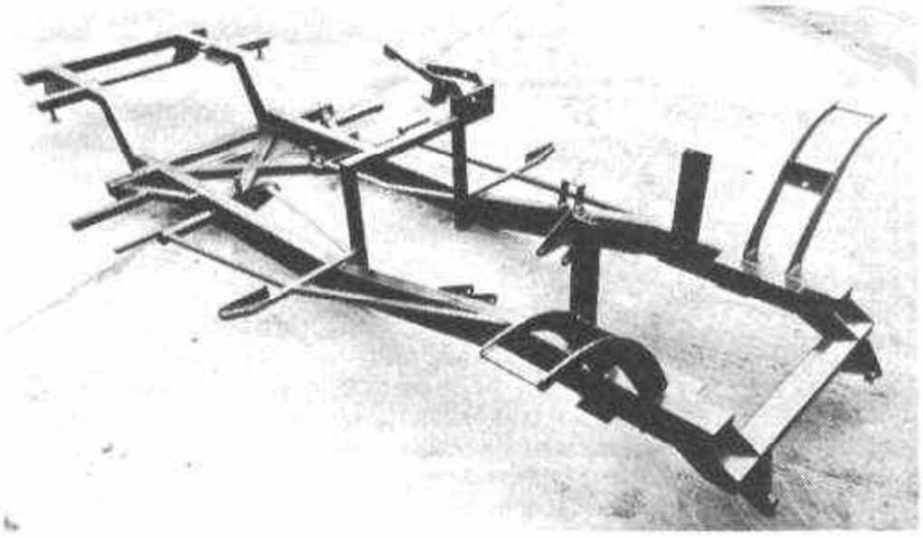
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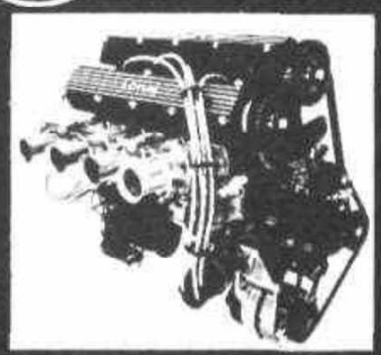
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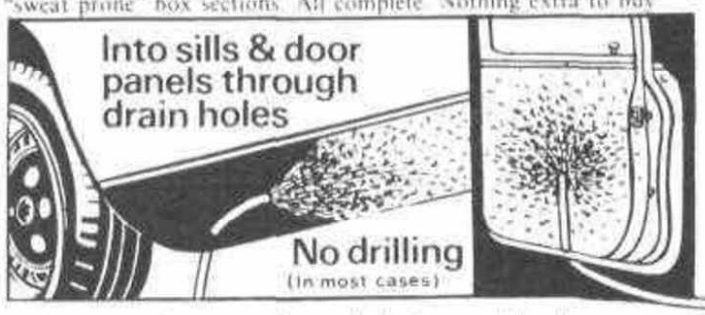
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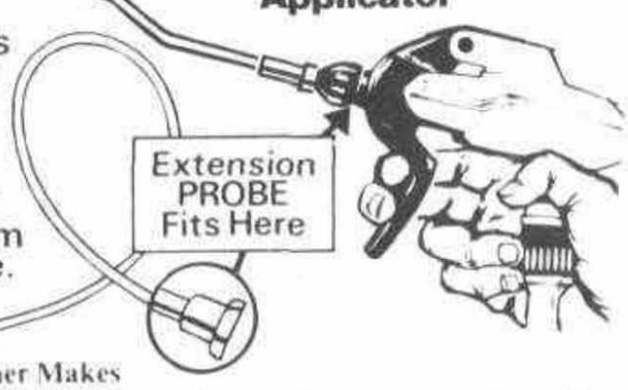
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Min. preparation. No need to crawl under car (in most cases). Suction end of Super 'JUMBO' Applicator feeds direct from Waxoyl can. Pull trigger to load up. Let fly! Hardly any contact with fluid. (Soft and smooth to hands anyway.) Adjustable, wide-to-concentrated spray nozzle plus cranked extension speeds job at awkward access points. 5ft. Nylon extension includes 360° spray nozzle end of 5mm dia. probe for "sweat prone" box sections. All complete. Nothing extra to buy.

with FINNIGAN'S *Fast Working* New, Adjustable Spray, Trigger operated 'SUPER JUMBO' Applicator



Extension PROBE sprays ends & sides all round. No bare patches. ◀ Full 360° from 5mm dia. nozzle.



AA REPORTS after FOUR WINTERS "No rust on visible WAXOYL treated areas"

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One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend WAXOYL for brine circulation pipes

Rust Knaws Upwards

Inescapable air moisture spews rust spores on metal deep in-below chassis and car body. Spores grow, multiply fast. Metal feeds its own erosion! Treachers spreads. Underframe rots. Box section condensation sprouts ghastly rust 'bubbles' on wings, doors, bonnet, boot lid. Brush-on rust killer? Useless. There's ten times more of the infernal stuff on UNDERside. Hidden! It's the very problem Waxoyl is designed specifically to solve! Low viscosity, and magnetic 'pull' seeps Waxoyl into every rust trap **in entire vehicle system.** Result? Waxoyl holds 'Showroom' condition. Virtually for entire car life.

Salt & Water Spray Tests

This sorts out rustproofers like nothing else. Swiss Gov't. Labs. put Waxoyl-coated metal strips along with those of other leading makes into withering spray tests in corrosive atmospheres. Raise temps to 40° C for two hours twice daily. Salt sprays for five minutes every hour. *Continuously* until rustproofers break down.

Finnigan's derive modest satisfaction from Swiss report. As rival makes disintegrate, Waxoyl proves **'Metal unchanged'.** Waxoyl *rust Inhibitor* CHASES OUT moisture from ferrous oxide rusting. Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofer renews treatment. Hence usual (charged for) follow-up check. But no further attention with Waxoyl apart for Autumn Wheelarch "look-see". Like big world users, you too, can always trust Waxoyl.

Waxoyl holds 'Showroom' condition.

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back. The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W. *'On Rover 3,500 coating still intact in corrosive sea air'* Motor Magazine. *'Remains active indefinitely'* Westerly Marine, Portsmouth. *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club Veteran Motorists Mag. *'No sign of corrosion on '22 car; does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield. *'9 Yr. old Volvo looks less than half its age'* Civil Eng'ng. Polytechnic. *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date'*

If Considering Other Makes

Please realise that some rustproofers give short-lived results using thin cheap oils. Those with harmful acids need washing off (otherwise acids eat metal!) Zinc compounds eventually fail. But please, watch out! Others (even with ads. that look like Waxoyl ads.) may try to charm you into buying something that seems to be Waxoyl. But salt and water spray tests prove it can't be.

Year After Year Protection

Ignore pounding grit, slush, vicious road salt(!) in rust-loaded Winter conditions. Be indifferent to wet, sticks. Summer days' condensation rust moisture dropping onto raw metal edges within box sections, sills, door panels, all sweat-prone areas.

Waxoyl Users Find Other Uses

Almost invisible Waxoyl spray suffices to waterproof and protect Leatherware. Super for Work Boots! (Says Scottish user) Metal Guttering, Boat Trailers, Washing Machine Casing. Preserves wood attached to metal (nothing else protects both at same time) Boat Trailers, Lengthens battery life in Car, Fork Lift Truck. Incredible protection for Oil Tanks on bases otherwise impossible to rustproof. Protects exterior Electrical Switches & Light Sockets, Farm Machinery, Prevents & Kills Wooly Aphis (spray Apple Trees before buds open) Corrugated Iron, Gates, Hinges, Padlocks, Bolts. Anything & everything vulnerable to damp.

Trial Offer: 500 ml. (.88 Pt.) TIN for your oil can test behind chrome strips or brush-on door edges, free brake linkages. Watch Waxoyl chase water off metal. Amazing! £1.02 P/pk. 62p 7 oz. Waxoyl Aerosol. Send £1.14 P/pk. 30p
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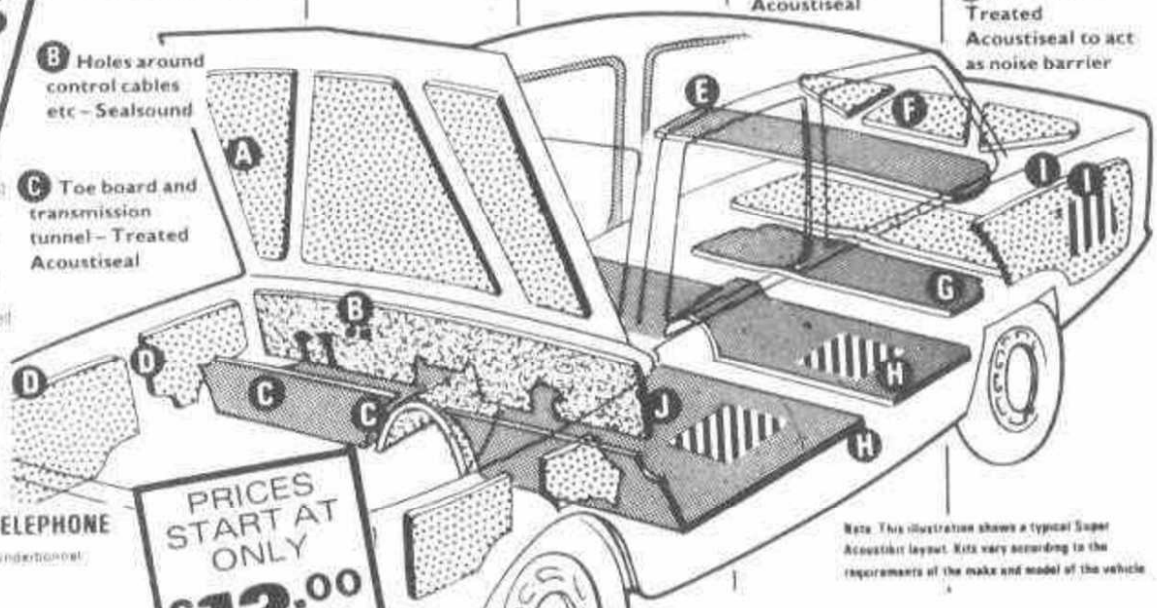
G Under rear seat – Untreated Acoustiseal to absorb drive train noises

H Front and rear floor – Vibra Pads to prevent drumming – Untreated Acoustiseal to absorb noise

F Boot lid – Treated Acoustiseal

I Boot sides & floor – Treated Acoustiseal and Vibra Pads to muffle exhaust noise penetration and petrol tank drumming

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SUPERB 1600E CORTINA, 1969. Bodywork and mechanics excellent, 10,000 miles on reconditioned engine, very reliable, metallic bronze, tan vinyl roof, many new parts. Offers over £900 accepted for this appreciating asset. Phone: (0844) 291847 after 5 p.m. (53929

ROVER 75 P4. Mexico brown and beige, red leather interior, radiator muff, tool kit, owners manual, taxed, M.o.T., a lovely car. £450. Tel: 01-574 7423 (Middx). (53927

1967 ALVIS TF21 Automatic. Power steering, radio, wire wheels, new exhaust, blue, used as second car in summer, lovely to drive. £3,950. Bristol 614424. (54040

LANCIA BETA Spyder Convertible 1978. White, tan interior, 14,000 miles, M.o.T., 2 years transferable warranty, beautiful condition. £4,450 o.n.o. Tel: Northampton 585458. (54061

CITROEN B2 1923. Slate grey tourer with sidescreens, spare engine block may be available. This car is in good condition, M.o.T./taxed and in use for commuting to work in fine weather. Offer nearest *£4,250 secures this fine car. Telephone: Gordon-Duff*, Crafts Hill 80040 working hours or Swavesey 31151 evenings. (54056

MASERATI-KAMSIN. 14,000 miles only, 140 m.p.h. plus, 1 owner, fabulous super-car, complete with No. 1 registration number, 4.7 V8, air conditioned, electric windows. Now £29,000 new, offered at £10,000. H.P. terms could be arranged, might exchange. 01-643 7266 (Surrey). (54064

ASTON MARTIN DBS V8 1974. *Carburetter model*, 5 speed manual, air conditioned, expensive cassette-radio, new tyres, exhaust, clutch, fabulous performance, finished in metallic Cornish gold. Now £28,000 new, offered at only £7,950 o.n.o. H.P. terms could be arranged. Tel: 01-643 7266 (Surrey). (54064

FORD RS2000, Custom 1979, midnight blue, radio/cassette, 2 year multi guarantee, immaculate condition. £4,250 o.n.o. Boston (0205) 66184. (54060

FIAT X19, November 1979, V reg. Ill health forces sale. Metallic red, 4,000 miles, under manufacturer's warranty until Nov. 1980. Immaculate condition, one careful lady owner. Save over £1,000 on new. £4,500. Ring: J. Baker, Bedford 711200. (54059

1928 RENAULT NN (9/15) RHD. Chassis restored and running. Much expensive detail work done. Needs attention to open tourer bodywork to complete. Help given. £2,000. Henley (04912) 4567. (54058

E-TYPE 4.2 2+2 1967. Excellent condition, metallic grey, chrome wheels, radio, rebuilt auto-transmission by Jaguar. New camshafts, exhaust valves, radiator, brakes rebuilt. Maintained by enthusiast since 1973. £4,500. Farnborough (Hants) 44295. (54054

BRISTOL 405 2-litre Saloon, 1955. 271 HRT. New Avon Turbospeed tyres, mileage 85,273, light grey, red interior, engine mechanically sound and perfect, immaculate inside and outside, one owner since 1961. Offers invited. Also Bristol 405 gearbox and one almost new 6.00 x 16 Michelin crossply. Worthing 201254. (54053

DOLOMITE SPRINT, 1977 (S), Auto. Red, 22,000 miles, new bead, stainless exhaust. £2,750 o.n.o. Must sell. Tel: Stevenage 820603. (54052

MERCEDES 220A, 1955. Superb condition, service history. Recent complete engine recondition. Imminent removal and another old car forces sale. £1,500. N. London. 01-802 1328. (54051

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WOLSELEY 1500 Saloon, 1962. Genuine total mileage 41,000. Excellent mechanical condition. New dynamo. Original carpets fitted. Leather upholstery unmarked. Walnut dashboard, all instruments working. Original instruction book. Tools. Spot lamps, wing mirrors fitted. Most attractive car for everyday use and sound investment. Offers over £650. Tel: Steens Bridge 622. (54049

TVR 1600M, L reg. M.o.T. Sunroof. Quick sale £1,400 o.n.o. Coggeshall (0376) 61252. (54048

MERCEDES 350 SL. 1977 (S reg.). White, automatic, p.a.s., hard/soft top, radio/cassette, genuine 14,000 miles, immaculate condition. £13,950 o.n.o. St Albans 68211, evening 65448. (54047

1938 SUNBEAM TALBOT, 76,000 miles, mechanically *excellent, resprayed maroon, rechromed, trimmed in* best Connolly hide. Used daily. For further details ring: Ely 0353 720024. (54043

ROVER 80, 1960. Garaged for two years. Ideal for spares or renovation. Offers. Call: 16 St. John's Crescent, Clowne, Nr. Chesterfield. (54046

LOTUS ELAN SPRINT. 1973, FHC, 40,000 miles warranted mileage. Purchased after independent survey (available) 12 months ago. £600 spent since then on parts to bring vehicle into immaculate order. Bills and receipts available. Chassis, brakes, suspension, exhaust and engine just subjected to major overhaul. Removatop sunshine roof, h.r.w., radio, c.r. box, metallic gold over white. 12 months M.o.T. £3,900 o.n.o. Ring: Reading 332994. (54045

MINI COOPER, 1962, 977cc. In exceptional condition, rust free, much time and money spent. Offers around £1,000. Telephone: Oakhill 840330 (Somerset) after 6.30. (53935

BEDFORD AMBULANCE, 1949. *Long nose, coachbuilt* aluminium Lomas, 20,000 miles only since new, mechanics, body mostly v.g.c. Converted to Caravan. Stored, space wanted, hence only £625 o.n.o. Littlehampton (Sussex) 3373. (54042

JAGUAR XK140 FHC. Wire wheels, rebuilt engine, 8 track tape, good paint and interior, a lovely car. £4,000 o.n.o. Roger Lake, 10500 Morgan Territory Rd., Livermore, California 94550, U.S.A. (54039

RILEY 2½ RMF 1952. Genuine 72,000 miles, 3 owners, M.o.T. £1,450. 1½ 1954. Original logbook, service history, superb throughout. M.o.T. £1,800. Extensive quantities spares also available. Saffron Walden 22330. (54038

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MG PA, 1934. Near complete extensive rebuild. Sensible offers. Brighton 411228. (54033

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LOTUS SEVEN Mk 3, 1977. Black, beige tonneau, roll bar, Wolfrace wheels, only 1,500 miles from new. £2,900 or reasonable offer. Tel: Maidstone 675683 (home). (54031

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ASTON MARTIN DV8, F.I., 1973. Manual, M.o.T. February 1981, single headlight model, 46,000 miles, blue, black upholstery, air conditioning, self-seeking radio/cassette, new tyres, exhaust, clutch. Recent Aston agent report. £5,250. 058 082 469. (54030

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JAGUAR XJS SPECIAL. Black, gold coach lines, fawn interior, reg. March 1979, 9,000 miles only, immaculate. Supercover to March 1981. £13,950. Tel: Warwick (0926) 496141, 8-6. (54026

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ASTON MARTIN DB6, 1968. One lady owner, till January 1980, only 48,000 miles, air conditioning, quite superb, full details telephone: Terry on Cheltenham 41213/38455 (days), Churchdown 714125 (evenings). £5,750, cheap exchange considered. A.M.O.C. member. (54018

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£6,495 MERCEDES 350 SL. Finished in Icon Gold with black tex trim, extras include mag alloy wheels, tinted glass, radio, personal registration number WEE 40.

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£5,375 1977 R ALFA ROMEO SPYDER. Finished in White with black *upholstery. Fitted with five speed* gearbox, p.b. radio, one owner.

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£3,495 1978 S VW GOLF GLS. Finished in Metallic Silver with dark blue cloth upholstery. Fitted with metal sun roof and tinted glass, one owner.

£3,395 1978 TRIUMPH TR7. Finished in very attractive two-tone Dark Brown and Cream. Fitted with 5-speed gearbox and radio-cassette player.

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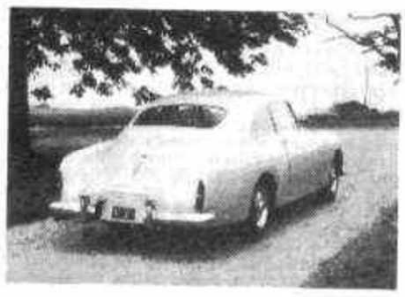
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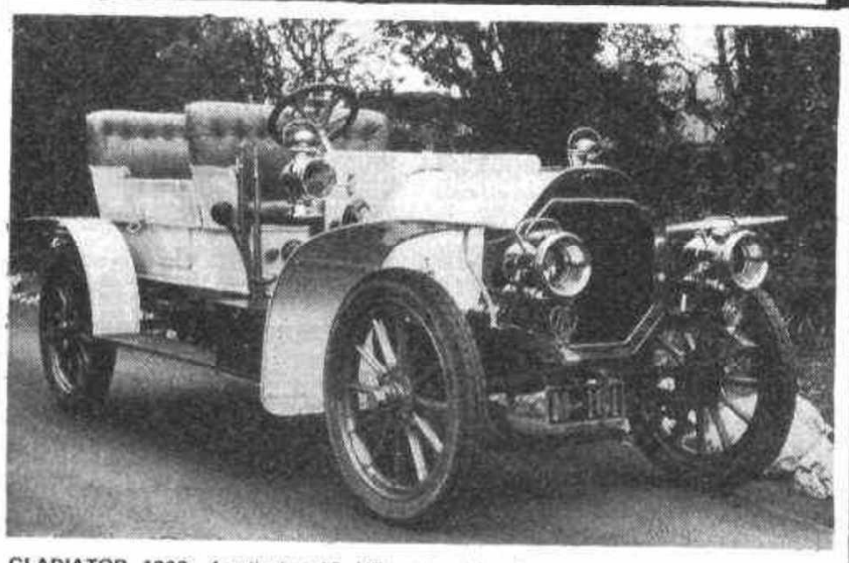
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1978 (Dec.) B. Red, one owner, 12,765 miles, radio £3,745
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1976 B GT. Yellow, tinted , overdrive, headrests, £70 pre-sale service £2,695
1976 B GT. Citron, o/d, wire wheels, sunroof, H.R.W. £2,765
1976 B GT V8. Black/tan, usual V8 extras, including radio, two owners £3,845
1976 B GT V8. Tundra/tan, nylon, 26,767 miles, lady owner since April 78, radio/cassette, 4 new tyres, £191 pre-sale service £4,445
1975 B. Yellow/black, 27,578 miles, two owners, radio, works hard top/soft top, o/d, £120 pre-sale service £2,545
1974 B GT. Blaze, overdrive, radio/cassette, H.R.W., headrests, tinted, chrome wheels £2,125
1974 B GT V8. Damask red, 37,074 miles, overdrive, radio/cassette, two owners (one since Feb 76) £150 pre-sale service £2,995
1974 (N) B GT V8. Damask red, 35,945 miles, one owner since April 75, £100 pre-sale service £3,295

ARRIVING SHORTLY: **76 Midget; 74 B GT** with 17,000 miles; **76 B GT V8.** Sunroof, red 21,000 miles; **74 B GT Roadster.** Blue, last of the chrome bumper models

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1969 Aston Martin DBS. Metallic red/black, chrome wire wheels, manual 5-speed, electric windows, radio, last owner four years, bills available in his ownership for approx. £5,000. ..... £5,250
1964 Austin Healey 3000 Mk III. White/red, last owner 3 years, overdrive, wire wheels £3,995
1963 Bentley Series III. Two-tone green, local owner last six years £7,545
1967 Cadillac De-Ville. Metallic green, 40,609 miles, ex-late Paul Getty. £3,255
1977 (October) Datsun 260Z 2+2. Metallic aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio £4,995
1978 Fiat X19. 1290 c.c., orange, two owners, Targa hard top £3,195
1979 reg. ('78 model) Ford Thunderbird. 2-door coupé, gold, one owner, 22,073 miles, air conditioning, radio, automatic, PAS, electric windows £3,995
1974 Jaguar 4.2 XJ6. Dark blue, one owner, new engine just fitted by us, total bill £980, air conditioning, sunroof, radio, electric windows, PAS, automatic £3,995
1967 Jaguar 420. Automatic, radio, new tyres, approx. £500 spent by us. £895
1977 Reg. (71 model) Maserati Indy. Met green, 5-speed box, air cond., p.a.s., complete history file available £5,500
1972 Lotus Europa Special Twin Cam. JPS colours, arriving shortly.
19/1 Mercedes-Benz 280SL. LHD, white/black, hard and soft tops, manual, PAS. £3,995
1967 Mercedes-Benz 250 SE saloon. Grey/red, automatic and p/steering. £795
1978 Scimitar GTE. Celtic brown, 21,813 miles, host of extras including electric windows £5,295
1978 Triumph Spitfire 1500. Jarva green/black and white check, o/d, hard and soft top, radio, head rests, 27,498 miles £3,195
1978 Triumph Spitfire. Yellow, one owner, o/d, 12,890 miles, headrests £2,795
1978 (Dec.) Triumph Spitfire. Pageant blue, one owner, 12,113 miles, overdrive, £143 service 4.3.80, Supercover until 3.12.80. ..... £3,095
1977 (R) TR7. Yellow, green trim, one owner, 25,851 miles. £2,675
1977 Triumph Stag Convertible. Racing green, tan trim, one owner, electric windows, radio, PAS, overdrive, alloy wheels. £4,995
1974 Triumph TR6. Green mallard, hard top, radio, overdrive, 36,294. £2,795
1972 Triumph TR6. Hard top, damson, one owner only, modified to Strombergs. £1,750
1977 Morris Marina 4-door 1.3 Super. Brown, one owner, 18,687 miles. £1,595

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Alfa Romeo 2000 Spyder 1977T. Radio, 19,000 miles, blue/red trim. £4,995
Lotus Elan +2S 130/5 1973. Sunroof, Sundym, radio, lagoon blue, oatmeal trim. £3,295
Triumph TR7 1977. Five speed, radio/cassette, 19,000 miles, white. £2,795
Reliant Scimitar GTE 1977. Auto., electric windows, Sundym, brown/brown leather. £4,295
Fiat X19 Lido 1978T. Radio/cassette, 15,000 miles, black pearl. £3,750
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MG BGT 1978T. Overdrive, 16,000 miles, pageant blue. £3,995
MG BGT 1978. Overdrive, 23,000 miles, white. £3,895
MG BGT 1977. Overdrive, radio/cassette, 23,000 miles, Brooklands green. £3,395
MG BGT 1977 Model. Overdrive, sunroof, chrome wheels, radio/cassette, Ziebart, yellow. £3,095
MG BGT 1976. Overdrive, radio, Sundym, red. £2,895
MG BGT 1975. Overdrive, radio, red. £2,595
MG BGT V8 1974. Overdrive, Sundym, yellow. £2,695
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MG B Roadster 1978. Overdrive, 15,000 miles, black. £3,550
MG B Roadster 1978. Overdrive, 15,000 miles, white. £3,550
MG B Roadster 1977S. Overdrive, radio, white. £2,995
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Triumph Spitfire 1977. 21,000 miles, Inca yellow. £2,495
Triumph Spitfire 1977. Radio, blue. £2,450
Triumph Spitfire 1976. Ziebart rustproofed, Java green. £1,995
Triumph Spitfire 1974N. Overdrive, hard top, yellow. £1,495
MG Midget, 1978. Ziebart rustproofed, yellow, 1 owner £2,595

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FIAT 130 Coupe. Immaculate metallic blue Pininfarina coachwork (no usual rot), luxurious red velour interior, automatic, power steering, electric tinted windows, alloy wheels, rear window blinds, 4 speaker radio/cassette. Outstanding modern classic — super condition throughout. £2,750. Weekdays: 096 62 2291, weekends: 0704 33214. (54589

ASTON MARTIN DB6, 1969, automatic. Silver grey/blue upholstery, all usual refinements including p.a.s., mechanically, bodily and interior all superb. £5,250. Phone: Basildon (0268) 551408. (54587

LOTUS ELAN S4 SE Convertible. Red, Webers, complete mechanical rebuild after 5 years storage, very low mileage, original green log book, M.o.T. This car is superb throughout. £3,400 o.n.o. Staines 58045. (54609

ALFA ROMEO Spyder Veloce 2000, 1978. Red/black interior, 9,000 miles. Alfa Plus and Dinitrol rust proof guarantee. Stereo cassette/radio, one of the very last imported into the U.K. Absolutely magnificent condition. £6,450 o.n.o. Tel: Leicester 551432 (business hours, 719505 (evenings/weekends). (54608

1936 A.C. 2 litre Sports 4 seater. New non-standard body need finishing. £1,750. Rugby 832157. (54607

ALFA SPYDER 2000 DH Coupe, 1976. One owner, radio/cassette, fabulous throughout. Must sell. £2,950. 01-567 5412. (54606

BMW 2002 Tii. 5-speed gearbox, M reg., blue-printed engine, 31,000 miles, Bilstein negative camber suspension, Recaro seats, wide Facelift wheels, Cibies. Rare and quick. Offers. 01-567 5412. (54606

MG TD II, 1953. Rebuilt over last four years, one owner last 12 years. £6,000. Tel: Basingstoke 51624. (54605

ARMSTRONG SIDDELEY Hurricane. Convertible. Completely restored, substantial bills available and many new spares. Superb example. £2,800. Please phone: Kings Langley (Herts.) 66960. (54604

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MORGAN 4/4 2 seater, 1972. Orange, reconditioned engine, +8 spots, wire wheels, tonnet strap, tonneau. Good condition. £3,900. 051-336 6385 (Cheshire). (54599

PANTHER LIMA, 1978. Yellow and black, 45,000 miles, good condition, factory serviced. Must be sold. £3,600 o.n.o. Telephone: 093-581 2436. (54586

1979 PORSCHE 928. Silver with auto and air conditioning, only 10,500 miles, first class condition. £16,750. Ring: 0533 760181 daytime. (54622

LOTUS ELAN S4/SE FHC, 1970. Immaculate original condition. £2,500. More details, tel: Caston 231 (Norfolk). (54621

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BMW 2002 Cabriolet. Metallic Taiga, new cloth hood, full M.o.T., LHD, beautiful clean car. This is sophisticated 4-seat open top motoring. £1,900 or good offer. Phone: Batley 470787. (54620

RELIANT SCIMITAR GTE. Black, auto, good condition, N reg., average mileage. £2,200. Tel: Bilton 2141. (54619

MORGAN 4 SEATER, 1975. Orange, 24,000 miles, tonneau, one owner. £4,950. 021-743 3918. (54618

CLASSIC JAGUAR 420G, 1969. Excellent body, recent bills for over £1,500, a beautiful elegant car. Offers. Mr. Shepherd, office: 01-930 1031, evenings: 01-370 5507, weekends: 0865 62467. (54617

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MG-B ROADSTER, S reg. Blue with grey cloth trim, overdrive, 20,800 miles, stereo cassette, hard and soft tops, immaculate condition. £2,850 o.n.o. Wolverhampton 38687. (54615

1972 (K) LOTUS ELAN Sprint DHC. Blue/white, 51,000 miles, exceptional condition. Must be one of the nicest around. £3,550. 1979 (T) BMW 323i. Black, Alpinas, tints, sunroof, stereo, service history, 32,000 miles, but drives and looks like new, hence £6,250. 051-728 7331 (day), 051-428 2266 (evenings). (54613

MGB GT, 1974 (N). Blaze, black cloth, chrome bumpers, 39,000 miles, overdrive, radio, excellent condition, full service history, tax and M.o.T. £1,995. Tel: 01-204 4905 (evenigs). (54612

SCIMITAR GTE, 1972. Overdrive, stereo radio/tape, tow bar, rebuilt gearbox, replacement petrol tank, superb condition. Bargain £1,600 o.n.o. Tel: Malmesbury, Wilts. (066 62) 2703. (54611

JAGUAR 240 manufactured 1967 in exceptionally good original condition, very sound bodywork and original paintwork. Considerable mechanical work recently carried out to include new top engine overhaul, factory replacement gearbox, new exhaust system and new tyres. Long M.o.T. This is a low mileage and well maintained classic car which is offered at a realistic price. £1,650. Tel: 01-236 7831 (day), 01-603 2495 (evening). (54676

ALFA SPYDER (P reg.), immaculate, 39,000 miles, blue. £3,900. Owner seeks family car. Tel: Presland 01-628 9611 (daytime). (54678

E TYPE JAGUAR 3.8 litre Series I F.H.C. 1964. A rare and appreciating classic in superb original condition. Dark blue coachwork with blue interior trim and chrome wire wheels. £7,000 o.n.o. Tel: Chesham (02405) 5709 (evenings and weekends). (54679

MORGAN +8 1972. Porsche red, 29,000 miles only, M.o.T. March '81. £4,995. Tel: Saffron Walden 25074. (54680

PORSCHE 911 RST 1973. Yellow, electric windows, sunroof and aerial, stereo radio and tape. A.F.N. maintained and road report, history. One of the finest remaining examples of this limited production car. Generally recognised as being the finest model in the 911 series. £10,500. Phone: business hours, Norwich 41517 - other times, Pickmere 3772. (54681

E TYPE F.H.C. 1962 in old English white. Over £3,000 recently spent on extensive renovation which includes retrim in red Connolly leather, many parts rechromed, and mechanically overhauled. Car is now in superb condition. Offers around £5,000. Tel: Germoe 2305. (54686

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E TYPE 1970 4.2 F.H.C. Sunroof, c.w.w., radio and stereo, immaculate condition inside and out. Only used for summer months. £3,950. Tel: 0952 813677 (Shropshire). (54685

MGB ROADSTER 1976. White/black, 26,500 miles, immaculate throughout. £2,500 o.n.o. Tel: (East Grinstead) 0342 312074. (54687

CHEVROLET IMPALA 396g.i. Turbo-Jet. High performance, big block, Holley 800 double pumper, Crane cams, Hooker headers, performance ignition, etc. Beautiful metallic green body, white power hood. One of the last 1966 big block Impalas. In immaculate condition throughout, imported from U.S.A. November '79. A gift at £2,800. Tel: Littlehampton 6081. (54688

GILBERN INVADER. Built new in 1979. 4,000 miles only, 3 litre, overdrive, radio, latest American style bumpers, etc., metallic blue with cream interior. A beautiful and specatcular coupe and a unique opportunity for only £5,495. Tel: 0782 515646. (54689

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STAG. 19,000 miles only, 'P' reg., superb original condition, in striking mimosa yellow with black trim. Manual with overdrive, power steering, electric windows, tinted glass, hard/soft tops, rustproofed from new and still under guarantee, expensive radio/tape and electric aerial. This must be the perfect detachable hardtop/convertible to suit the British climate you could buy, any trial or inspection. £3,750. Tel: 0253 726237. (54692

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1936 AUSTIN light 12/4 4 seater tourer, excellent body and mechanics, good all-weather equipment. Licenced and new M.o.T. £3,850. Tel: Marlborough (Wilts) 53844. (54693

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HONDA S800. Super original example, completed 9,000 miles in last 7 years. Offers. Paul, 0272 855824. (54695

MERCEDES 230 SL 1965. Rare manual model, white with black h/s tops. Exceptional condition throughout, genuine 78,000 miles. Regretful sale by enthusiast owner. Might p/ex. £4,250. Tel: 0273-412588 (Brighton). (53037

FERRARI 250 GT. 1958 Earls Court Motor Show car, in excellent condition. For sale with '1' Reg. No. £11,500. Tel: 05645 78142. (54696

FROGEYE. Excellent mechanics and body, all metal. £1,350. M.o.t., taxed. George, 'Netherwood', Tupsley, Hereford. Tel: 2388 (between 6 and 7 p.m.) (54697

MG-C GT, 1968. BRG, black trim, wires, radio, almost completely rebuilt, resprayed and rechromed. High standard, lovely condition. £1,595. Tel: 021 705 7813 or 021 745 4854. (50879

PEUGEOT 504 Convertible V6 2.6-litre. 1977. 1 owner, p.a.s., stereo. Fabulous rare car, l.h.d. What offers. Tel: 01-567 5412. (54849

TRIUMPH TR6 Roadster. 1974 'N' Reg. O.d, average mileage, taxed and M.o.T., good condition, well looked after. Best offer secures. Tel: Ashby-de-la-Zouch 2519. (54871

RILEY 1½ RMA. 1950. Splendid order, taxed, M.o.T., two owners. £2,250. Tel: Petersfield 2480. (54870

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1914 SWIFT Cyclecar. Engine chassis, radiator, back axle, gearbox casing, windscreen frame, brass lamps and other parts. £495 the lot. M. Thompson, 14 Crosthwaite Pk., South Dunlaoghaire, Dublin. Tel: 806852. (54874

HISTORIC JAGUAR XK120. Page 60 "Jaguars in Competition". £5,000. Bentley 1939 Mann Egerton Saloon. Alloy razor edge. £5,000. Both stored many years, unrestored, need tidying. Original log books. Will take 50% cash plus interesting car, Alfa, L/Rapier, MG etc. Any condition. Tel: (Llansannan) 074 577 373. (54872

MORRIS MINOR. 1966. 2-door, excellent blue bodywork, matching interior, undersealed from new, garaged, 33,000 miles, bills available, sole lady owner retiring. Private sale. £1,245. Tel: Waltham Cross 38265. (54869

RENAULT 30TS AUTOMATIC. 1976. E/windows, c/locking, radio, towbar, new battery, new gearbox, new exhaust, fantastic bargain. £1,350. Butcher. Tel: Winchester 2813. (54868

SCIMITAR GTE. 1973 (M). Beautiful condition inside and out, automatic, ivory, tan interior, all extras only 38,000 miles. Reason for sale only done 5,000 miles in last year. Taxed, year's M.o.T., recently serviced. £2,495. Tel: Lymm 5303. (54867

1980 RX-7 Mazda Sports. Red, black interior, tinted glass, stereo/radio cassette, rear fog lights, front spots, 3,000 miles. £7,950. Tel: (day) Portsmouth 28425, (evenings) Birdham 512112. (54864

MGB GT V8. 1976. Black with black interior, tinted windows and chrome alloy wheels, 30,000 miles, not used during winter, taxed, tested and major service just completed. £3,850. Tel: Gainsborough (0427) 880465. (54862

LOTUS MK. VI. 1954. Chassis No. 40, original example with MG XPAG engine and box. Totally restored from bare chassis frame. Registered with HSCC. M.o.T., tax, excellent investment. £3,550. Tel: 0543 490232. (54866

1976 DAIMLER Soveriegn Series II 4.2 Auto. Old English white, black vinyl roof, red leather upholstery, CP trims, Halogen headlights, front & rear fogs, Sundym electric windows, twin 1979 r/c door mirrors, RN 712 radio cassette/recorder & microphone with 4 speakers, roof aerial, mud flaps, burglar alarm. Ziebarted, M.o.T. March 1981, superb machine, 58,000 miles, dealer maintained. £5,250. Tel: (evenings) Ilkley 600969 (0943). (54865

MGC GT. 1968. Manual, o/d, BRG, w/w, radio, tinted glass, h.r.w., wiper, towbar, electronic ignition, Kenlowe fan, special exhaust, manifold. New rear brakes, M.o.T., good condition, spares. £1,600. Tel: St. Dominick (0579) 50554. (54863

MGB GT V8. 1973. Damask red, Lumenition ignition, new dampeners, recent kingpins/batteries, average mileage. £2,750 o.v.n.o. Rose. Tel: Peterborough 71321 (work), 73042 (home). (54861

MG 1948 Model YA. Basically sound bodywork. Best offer over £400. Tel: 0902 758821. (54860

MERCEDES-BENZ 190 SL. 1961. Showroom condition, white, black double-duck soft top, red interior. £4,800 or near offer. Tel: Modbury 0548 830 503. (54859

FIAT 124 Sports Coupe 1600. 'M'-Reg. Recent engine and gearbox overhaul, dark blue, bodywork in excellent condition. £795. Tel: Evershot 372 (Dorset). (54858

LOTUS ELAN S4/SE DHC. 1970. Good condition. £2,250. Tel: 0995 70312. (54856

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DAIMLER SP 250 DART. Automatic, 1962, fine condition, 12 month's M.o.T. £1,625. Tel.: 021 308 1078. (54711

AUDI 100LS COUPÉ. Brown, 1974, new engine, brown, sunroof, 12 month's M.o.T. £1,275. Tel.: Tamworth Staffs 52126 days, 021 308 1078 evenings. (54711

SWALLOW DORETTI MARK II. 2-seater sports, 1954, aluminium bodywork in midnight blue, TR2 mechanics, overdrive, very good condition throughout after considerable expenditure, M.o.T. November, unique and practical. £2,750. Tel.: 01-940 0689. (54709

E-TYPE JAGUAR V12 2+2 FHC. 1973, chrome wheels, automatic, 30,000 genuine miles, red, biscuit upholstery. £6,750. Tel.: day Portsmouth (0705) 28425, evenings Waterlooville (07014) 53101. (54718

TR6, 1974 ROADSTER. Red, black roof and interior, tonneau, Ziebarted, radio, overdrive, low mileage, immaculate. £2,650. Tel.: Bewdley, Worcs. (0299) 404207. (54700

MULSANNE JAGUAR. This exciting yet practical well known 4-seater motor car (based Mk II) built by Albert Betts of AWB Engineering, the Jaguar specialist, 380 bhp engine, full race suspension, V12 brakes, road test report by Car & Conversions available, poss. p/x, why. £4,950. Tel.: 01-458 6387, 01-435 1866 messages. (54701

ALVIS 12/60 TL. 1932, Cross & Ellis 4-seater tourer, full weather equipment, good original condition, excellent mechanics, tax, M.o.T. Realistic price for immediate sale, £3,950. Tel.: Luton 27450. (54702

RELIANT SCIMITAR GTE (T) 1979, maroon/tan interior, auto., pas, electric windows, stereo/radio, Wolfrace wheels, spots, h/rests, etc., 17,000 plus miles, one owner. £6,750 o.n.o. Tel.: Sam Taylor (H) Ramsbottom 2651 (W) 061-764 4320. (54703

MG TF. 1954 1250, mechanically good, low original mileage. Body completely stripped recently and resprayed MG red. Offers over £5,000. Tel.: 0829 70733. (547044

DAIMLER SP250B. 1961, needs some renovation, stored last 4 years, some new spares available. £800. Parsons, 44 Howard Agne Close, Bovingdon, Herts. Te.: 0442 832048 weekends. (54705

ALVIS TE 24. Series Three Graber drophead, automatic, nice example. This model £2,250. Tel.: 01-840 2435. (54706

ASTON MARTIN DB4. 1961, light blue, very good condition, s/s exhaust, long M.o.T. £3,500 o.n.o. Tel: 01-903 8353 ext. 326, 01-864 7880 after 6 p.m. (54707

MG-TD MARK II. 1953, white, red upholstery, M.o.T. £5,300. Outstanding rebuilt example of this rare TD. Tel.: Southampton 734608. (54708

FERRARI DINO 246 GT. Genuine 29,000 miles from new, full history, finished in red, complete checkover by Ferrari main agents just completed. Mint condition. Offers. Tel: Mr. Webster on Harrogate 883070. (54698

DAIMLER SP250. 1964. One owner, 110,000 miles, silver and black hood, needs repainting, otherwise in excellent condition for year, reason for sale need garage space, some spares including tyres. £2,500. Tel: 01-452 3952. (54731

FOR SALE—continued

ROLLS-ROYCE 1928 20 h.p. Tourer. In very excellent condition throughout following extensive rebuild. Offers. Tel: 042 127 2182 (Cadnam) evenings. (54741

'P'-REGISTRATION Fiat 124 Sports Coupé 1800. Endrust and Armagiaze, 43,000 miles with service history from new, sunroof, radio/stereo, electronic ignition. Extremely economical and really exceptional condition throughout. Must sell. £1,595 o.n.o. Tel: 021 353 2393. (54739

DAIMLER V8 250. 1966. Probably finest available. 16,000 miles from new, fastidiously maintained, mint condition. £3,500. Tel: 021 354 4434 (Birmingham). (54738

ROVER 100. 1962. Dark blue bodywork and upholstery, conscientiously maintained by fastidious owner. Well worth seeing. £890. Tel: Lymington 76657. (54737

JAGUAR 1949 Mk. V Saloon. In excellent original condition. £2,750. P/ex considered. Tel: South Benfleet 4174. (54736

PORSCHE 911 2.4 1972 (L reg.), unmarked white paintwork, tinted glass, electric windows, still running in after total mechanical overhaul at main Porsche agents. Bills for £3,650, briefly - engine and gearbox rebuilt, new clutch, brakes, heat exchanger, oil tank, four new Pirelli tyres, new shock absorbers, full A.F.N. report. A really superb straight and rust-free motorcar. Offered for urgent sale at little more than recent expenditure. £4,250. Tel: 0243 828608 (Sussex). (54303

ROVER 110 1963, nice condition, taxed, M.o.T., Reg. No. RVV 950, reluctant sale. £550. Tel: Bedford 54040. (54304

MORGAN +4, four seater, 1967, crimson. Totally rebuilt bodily last summer. Professionally modified TR4A engine. Mine 7 years, £5,500 o.n.o. Full details, phone: Topsham 4758. (54302

LANCIA ZAGATO 1.3 Fulvia Sport, 1969. Sunroof, superbly distinctive appearance, fast, economical, long M.o.T., taxed, very rare, but easy to maintain without breaking the bank. Photo available. £875, offers considered. Southport (0704) 20851. (54301

AC 428, 1971. Two owners from new, 52,000 miles, air conditioned, stereo, chrome wires, exceptionally fast and rare car. £7,500. Tel: Hartley Wintney 3750, daytime. (54300

FERRARI 308 GT4 2+2. 11,000 miles, first registered Dec. 77. Metallic dark blue, magnolia interior, concours condition throughout, fast, private Reg. £10,500. Tel: 0493 721153 (evenings). (54299

FERRARI 365 GT4 2+2. 39,000 miles, 1974, immaculate car with detailed service history, V12 engine expertly prepared yielding road speed over 170 mph. Metallic powder blue, royal blue interior, private Reg. £10,750. Tel: 0493 721153 (evenings). (54299

DAIMLER 250 V8. 26,000 miles only, completely original condition, dark blue, grey upholstery, carpets and back seat unmarked. First registered June 1964. Seen Southampton area. £3,000. Tel: Cadnam (042 127) 2234. (54298

LANCIA 1.3 RALLYE, old but good. £375. Halfway House 483. (54295

LANCIA FULVIA 1.3 Coupe 1973. White, very good condition, only 27,000 miles by two lady owners. M.o.T. to April 1981, taxed. £1,595. Tel: Redhill 67833. (54292

FOR SALE—continued

ALVIS TE21 very good condition bodily and mechanically. TD21 for rebuild. £3,000 the pair. Tel: 0562 83309. (54297

1953 MORRIS Six saloon. Clarendon grey, red leather. Totally renovated and in immaculate condition, M.o.T. 12 months, taxed to June, workshop manual and spares. Inspection welcome. £1,400 o.n.o. Tel: High Flatts 491 (after 6 p.m.). (54293

FERRARI 308 GTB. 'R' reg., black, beige hide, 33,000 miles, rare, superior, glassfibre body, history, immaculate. £10,950, p/ex Porsche plus cash possible. Tel: Redruth 218322. (54291

ALFA SUD 1.5 Super 1979. Red, 7,000 miles, immaculate. Change of plans forces sale. Please ring Basingstoke 770247 any evening. It's a bargain. £2,800. (54290

1929 STANDARD Teignmouth fabric saloon in outstanding original condition. New tyres, M.o.T., taxed. £2,000. Tel: Bishops Waltham 2684 (Hants). (54289

1935 LANCHESTER 10 saloon. New tyres, very sound. £1,100. Tel: Bishops Waltham 2684 (Hants). (54289

MG-C GT 1968. B.r.g., 11 months M.o.T., new kingpins, steering rack, batteries, front wing. 12 months ago, new sills inner and outer, much new chrome and respray. Must sell, owner going abroad. £1,000. Phone: Worlingworth 525 (after 8 p.m.). (54288

MERCEDES 280 SL 1968. Two owners, 80,000 miles, white with black interior and h/top, automatic, p.a.s., 3rd seat, stereo, etc., perfect hood (original) and tonneau. Full service history, extremely good original condition. £5,750. Tel: 03447 5855 (Berks). (54287

CARRERA TARGA 2.7 (210 b.h.p.) 1974. L.H.D., 1 owner, 23,00 miles, totally original and in perfect condition, impeccable history, apple green/black chrome. A superb example of this much sought after and very fast model. £10,850. Tel: 03447 5855 (Berks). (54287

PORSCHE - kind employer is providing new Porsche so old one must go. 1978 924, black inside and out, low mileage, stereo radio/cassette. £7,250. Phone: 01-937 6008. (54285

FERRARI 275 GTB/2 cam 1964. Featured in Oct. 77 Thoroughbred & Classic Cars. Chiari rosso/black upholstery, Borrani wire wheels, much recent work, new clutch, re-built suspension, etc. Beautiful car in excellent condition. Tel: Ashtead 72788 (Surrey). (54362

FERRARI 275 GTB4. Dark metallic blue. Borranis. One of 25 4-cam cars with r.h.d. Built early 1968. Tel: Dorking (0306) 730987. (54363

KITCHENER K3. F3-sized F5000 car. Ideal sprints, hill climbs. Takes Ford (or Chevrolet or Rover/Buick) V-8. Monocoque. Updated with March nose, F1 brakes, split-rim wheels, DG300. Complete, less engine, £1,250 or offer. Tel: Dorking (0306) 730256 (after 7.30 p.m.). (54363

JAGUAR E-TYPE V12 Roadster manual. Azure blue/black leather, chrome wires, 41,000 miles, Ziebarted, maintained by Jaguar specialist. Beautiful car sensibly priced to sell £6,200. Phone: (Southend) 0702 44780 (day), 0702 76089 (evenings). (54376

1934 RILEY IMP. Not cheap but the best never is. 2,000 miles since complete rebuild. Stainless steel bolts, parts. All complete with spare engine, gearboxes, tyres, steering boxes, etc. Offers around £16,000. Tel: Leek 0538 382810. (54375

FOR SALE—continued

BRISTOL 411, Series 3, 1972 for sale privately. Simply superb, paintwork immaculate, leather interior faultless. Regularly serviced by Bristol, maintained regardless of cost, engine overhauled and Carter carburettor fitted, runs well. Guaranteed mileage 72,000. M.o.T. until May '81. Air conditioning. This hand-built 411, Series 3 has a most elegant appearance. £5,900 o.n.o. Tel: Camberley 21831. (54377

SCIMITAR GTE 1973. Automatic, M.o.T., taxed, major overhaul completed including guaranteed recon. engine, custom seats, Wolfrace wheels, Spax adjustable suspension, radio, spots, s/tape, vinyl/sunroof. £1,850 o.v.n.o. Tel: Caterham 44976. (54374

MORGAN THREEWHEELER, 1924 family, fabric body, A/C J.A.P. S/V; in need of restoration but complete. £2,000. Tel: Brighton 698697 (after 7 p.m.). (54371

LOTUS ELAN SPRINT FHC. Yellow, final chassis produced, 23,000 miles, immaculate. £5,500 o.n.o. Seen Goodway 3rd May. Tel: Dunstable 606974. (54367

COMPLETE family kit of mint 1979 Spitfire, only 3,000 miles (£3,200) and wife's shopping 1978 12,000 miles Fiat de Ville (£1,200). Exchange both or either for very good Morgan. Cash either way or sell separately. Tel: 07555-4452 (Saltash). (54365

AUSTIN SEVEN. 1937 rolling chassis, wheels, engine and gearbox parts, chrome radiator shells and other parts. Tel: Clive 573 (Salop). (54364

COOPER 'S' Mk III, 1970. Magenta, vinyl sunroof, flares, Magna alloys, low profiles, full dash, Billover seats. Excellent condition. Almost totally rebuilt present 5 year ownership. Appreciating, usable asset. Mk III uses 4 or 5 star. Insurance now group 4 (was 6). Around £1,450. Tel: Maidenhead 25311 (evenings). (54378

CONCOURS D'ELEGANCE. Sunday 8th June at Shelsley Walsh Hillclimb, 10 miles west of Worcester. Enjoy the excitement of a hillclimb championship round and savour the atmosphere of the world's oldest motor sport venue still in continuous use. All cars wecome. Entry forms available on the day, or in advance from David Nursey, Midland Automobile Club, Flat 4, 73 Ravenhurst Road, Harborne, Birmingham B17 9SR. (54372

1938 ROLLS-ROYCE WRAITH with several important spare parts. Ring Woking (Surrey) 72449 evenings or weekends. (54373

JOWETT 1934 saloon. Excellent. Body and paintwork very original, not used for many years. Complete with large quantity of spares. Phone (Bath) 0225 833156. (54369

E TYPE V12 2+2 left hand drive. 30,000 miles, manual, air conditioning, chrome wire wheels, Ascot fawn-biscuit trim, recent service, M.o.T., stunning condition. Part exchange finance possible. £5,450. Tel: Rover 01-570 6196. 9 Argyle Road, Hounslow, Middx., England. (54568

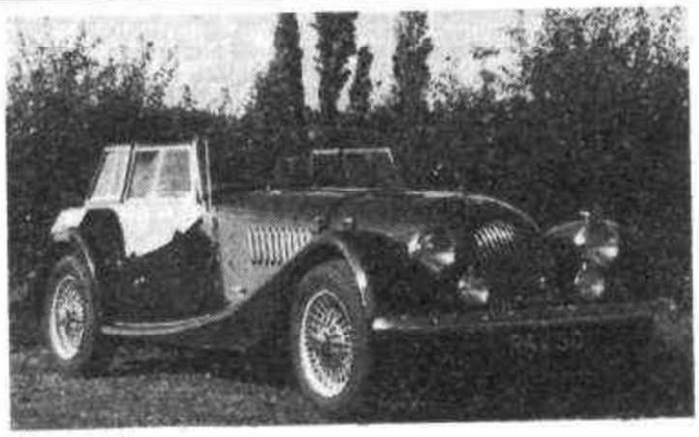
JAGUAR MK II 2.4, 1966. 43,000 miles, overdrive, 2 owners, grey, red leather trim, whitewalls, 1 year M.o.T., superb condition. Tel: 01-570 6196. Rover, 9 Argyle Road, Hounslow, Middx., England. (54568

TR5. RAREST and fastest TR sports. Only 31,000 miles from new, Primrose yellow/black trim, overdrive, wire wheels, near concours condition. £3,500. Offley (nr. Luton) 542. (54565

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77 +8 13000 miles Ali body
77 +8 Green brown leather 30000 miles works maintained from new
69 +8 Fully prepared for prod-sports racing and very rapid.
66 +4 4 seater, red with black leather the subject of a recent rebuild.
78 4/4 yellow easy clean wheels 20,000 miles and very smart.
78 4/4 Royal Ivory, wire wheels luggage rack bonnet strap 20000 miles
76 4/4 4 seater, red wire wheels only 12000 miles and immaculate.
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1976 Lancia Beta Coupe 1976 RS 2000 Xpack
1962 Jaguar 3.8 Mark 2 Manual.

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T-shirts £3.50, sweat shirts £6.50, children's T-shirts £2.50, children's sweat shirts £5.50, 24" to 32" chest.
Morgan umbrellas £13.95, Morgan bedspreads £10, Morgan badges 85p. (All prices inc. P&P UK only.)



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"Suffering jellyfish, Squirtman, we haven't been to the **Morgan** shop for a month." "You're right, Robin, quick, into the Kittenmobile and let's go." "But what about the Bank Raid, Squirtman." "Tell them to wait for our return, Robin." "Right, Squirtman, power booster retro's on, anti-magnetic compass programmed for the **Morgan** shop. We're off. Crumbling apple pie, Squirtman, there's a new **Morgan 4/4** 4 seater in BRG with wire wheels and leather upholstery and black badge bar, luggage rack." "Can't afford that Morgan, Robin, until after our reward for the bank robbers." "What about this **Morgan**, Squirtman: 1978 **Morgan 4/4**, Royal Ivory, wire wheels, black leather interior, luggage rack, bucket seats, spotlights, £6,250." "Good choice, Robin, but I like this 1975 **Morgan +8** in Desert yellow, black leather upholstery, one owner and just been returned from the factory after a complete overhaul, £6,250." "But Squirtman, you always say that the desert dries you up." "Very funny, Robin, tuck your cape into your leotard." "Now what's next." "1977 **Morgan 4/4** 4 seater in blue, folding and reclining seats, tonneau cover, luggage rack, bonnet strap, black interior, £5,950." "Hooting lugworms, this 1972 **Morgan 4/4** 2 seater in blue has also got 72-spoke wire wheels, Squirtman." "The luggage rack in chrome as well, Robin, £3,875. The future feel probe is vibrating, Robin. Image on screen is a 1973 **Morgan** in kingfisher blue with red leather upholstery, wire wheels, luggage rack, bonnet strap. Image fading now, Robin, let's see some more **Morgans**." "Overheating sauna baths, Squirtman, look at this 1975 **Morgan +8** in lemon yellow two owners from new, 40,000 miles, dark blue leather upholstery, serviced by them from new, luggage rack, tonneau cover. It matches your eyes, Squirtman." "**Morgan** fever is contagious and we haven't got the antidote yet, Robin, so I might give you a **Morgan** accessory to keep you happy. **Morgan** T shirts are good for disguise work." "Maggot crawling lettuce leaves, Squirtman, look at this 1976 **Morgan +8** in Royal Ivory, brown leather upholstery, low mileage, luggage rack, bonnet strap, £6,500." "A nice **Morgan** example, Robin, is this 1977 **Morgan 4/4** in Wonder red, 72-spoke wire wheels, ally body, tonneau cover, £5,950. Next to it is a 1978 **Morgan +8** in nut brown with off white leather interior, tonneau cover, badge bar, spare wheel cover, £7,250." "What's in their non **Morgan** section, Squirtman?" **"METALLIC BLUE AUSTIN HEALEY 3000,** complete rebuild; 1977 **MGB GT,** registered 1976, British Racing Green, overdrive, radio, one owner; 1979 **Dodge** six wheel pick up truck; 1980 **Honda** Dune bike, brand new, unwanted gift. Robin, you notice in the accessories they have now got some more copies of the **Morgan** book." "Right, Squirtman, we must come back next month for another feast of **Morgans**." "Robin, who put the Kittenmobile in the dustbin."

morris stapleton

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FOR SALE—continued

JAGUAR E-TYPE 3.8 FHC. 1964. Black, wire wheels, possible concours winner, must be seen. £5,000 o.n.o. Tel: Matlock 3893. (54567

MG-B GT, 1972. Must be seen to be appreciated, new tyres, Rostyles, radio, overdrive. £1,295. Tel: Doncaster 57801. (54569

ALFA ROMEO ALFETTA GT 1.6. R regd. Red, fast, economical, superb condition, stereo. Bargain £1,695. Luton 33581. (54566

WOOD & PICKETT MINI Clubman Automatic. Only 23,000 miles from new, would cost over £12,000 today to have built. Offers over £3,000. 046276 542. (54565

TR6, 1972. Superb, 31,000 miles, white with red trim, 150 BHP model, new soft top assembly, hard top, overdrive, stereo, tax and M.o.T., condition as mileage suggests. £2,495. Blockley 407 (Glos.) (54564

MATRA SIMCA BAGHEERA, 1974, V regd. Taxed, M.o.T. £1,990 o.n.c.o. Phone: (0632) 822483. (54563

AUSTIN HEALEY 3000 Mk II. Recent £1,200 engine overhaul, £600 spent on body. £3,500. Phone: (0632) 822483. (54563

1930 R-R PHANTOM II reg. 73 MG). Rebuilt engine, choice of one of 2 bodies, either Henley Roadster or Boattail tourer, both need trim and paint. Requires putting back together and finishing. £7,950. Biddle, Tel: 045-383 4665. (54562

1978 TRIUMPH SPITFIRE. White, one owner, 12,000 miles, hardtop, overdrive, radio-cassette, Ziebarted, soundproofed, showroom condition. Company car forces sale. £3,000. Tel: 01-398 5025. (54561

720 AWU. Sunbeam Rapier, 1962. 42,000 miles, 2 owner form new, M.o.T. till September, original log book, good runner. Sensible offer to: (0532) 496462 (office hours). (54560

DAIMLER SOVEREIGN 4.2 Coupe, 1977. Possibly the finest example in existence, 8,000 miles. Offers. Ringwood 77856. (54559

MORRIS 1000, 1967, 4 door. Possibly the finest example in existence, 21,000 miles. Offers. Ringwood 77856. (54559

JAGUAR XK150 3.8S. Overdrive, unique hatchback body, with interesting history, very sound, but needs some work. Useful spares included. £4,950 o.n.o. Worplesdon 232552, evenings. (54557

LANCIA FULVIA Coupe, 1973, 12 months M.o.T., taxed, £995 o.n.o. Mint plus £1,700 cash for TVR/MGB GT V8. Tel: Standish (0257) 422878. (54558

1975 PORSCHE 911, R reg. Immaculate condition, 52,000 miles, electric sunroof windows, new tyres and battery. £7,950. Tel: 0789 720334 (Works). (54555

1931 SUNBEAM 16 h.p. Drophead. Stripped and part restored. £800 o.n.o. Tel: Doncaster 854161. (54553

DAIMLER CONSORT, 1951. One owner, 71,706 miles, complete, known history, ideal rebuild or comprehensive spares. £295. Phone: Mousehole 210. (54552

TR4, 1965. Black/red, w/w, o/d, 6,000 miles since rebuild, must be seen. Offers around £2,000. Phone: Brown, Diss 4668. (54556

TVR TAIMAR 3000 M 1977 (S). 15,000 miles, British racing green with beige coachband and interior, extras include overdrive top and third, halogen headlights, sunroof, sundym windows, panasonic radio/cassette, excellent condition throughout, one owner. £5,000. Bedford (0234) 870977. (54510

MORRIS 1000 1959. 31,000 miles, M.o.T., tax, like new, offers over £1,000. Gordon, Luton 55955. (54511

FOR SALE—continued

FERRARI DINO, 308 GT4, 1978. 13,000 genuine miles, one previous owner, yellow with white leather trim, wide wheels, air conditioning. Would consider part exchange and finance £10,950 o.n.o. 01-593 7541 9-5pm, Wickford (03744) 2208 after 5 pm and weekends. (54551

RILEY ROADSTER Coupe, 2½ litre, 1950. This unusual car was being rebuilt to concours standard by a highly competent engineer and is in "ex-works" condition. Unfortunately the owner died near completion of the work, the little work to finish only serves to prove the quality. Serious inspection and offers invited. St. Buryan 518. (54552

E-TYPE 1973 (M) V12 2 + 2 Manual. Midnight blue, sundym, radio, 52,000 miles, superb car, well looked after, worth £6,500 but will sell for £5,850 o.n.o. Tel: Romsey (0794) 514892. (54498

1932 19 H.P. SUNBEAM. Large imposing saloon, excellent condition mechanically and bodily, interior needs tidying. Bentham 61335. (54499

TVR VIXEN S3 November 1971. Excellent condition, orange. £1,495 o.n.o. Consider part exchange 76-77 Ford Capri 2.0 S or W.H.Y. Tel: Cheltenham (0242) 511240. (54500

E-TYPE V12 2 + 2 1973. A superb car in white with black interior, radio-cassette, maintained regardless, any inspection. £4,500. Tel: Leeds (0532) 693105 after 6.30 or weekends. (54501

TVR 3000 S Convertible Nov. '78. 5,000 miles, black, tan interior, tints, stereo, mint. £6,300 o.n.o. Brighton 596109. (54502

AUSTIN HEALEY Frogeye Sprite 1960. All steel bodywork, solid, reliable and original, reg. 9011 NA. Reluctant sale due to insurance confusion. £850 o.n.o. Tel: Bridlington (0262) 602262. (54503

SCIMITAR COUPE 1968. Electric sunroof, good condition, taxed, M.o.T. 10 months. £1,250 o.n.o. Kingswinford 4957. (54504

SCIMITAR STRAIGHT-SIX Coupe. Exeter green, nice original condition, spoked wheels, overdrive, full M.o.T., realistically priced at £950 o.n.o. Cleethorpes (0472) 67097. (54505

MG YB Saloon 1952. Very good condition, radio, M.o.T. & taxed, offers invited. Weybridge 45025 or Bognor 828556. (54506

MG MIDGET 1964. Absolutely original condition throughout, 55,000 genuine miles, one previous owner, maintained regardless of cost. So offers invited. Tel: 01-643 1577. (54507

ALFA-ROMEO 1977 GTV 2000 Alfetta. Good condition, underseal, respray, radio, tinted, cream, X.A.S. £2,150. Day 01-478 3589, Home Homerton (Nr. Ongar) Essex 355. (54508

MERCEDES 230 SL 1964. Hard, soft top, white, 43,000 miles, manual. £4,350. Tel: Ferndown 871660. (54512

LOTUS EUROPA Twin Cam 1972. Ideal collectors car in mint condition throughout, possibly the best example available in the country. I have owned this car since new and have covered a very low mileage, extras include Minilite wheels, whole car completely unmarked and absolutely original in every respect, very rarely used, always garaged, and never used in bad weather, full service history, can only appreciate in value. £3,800 o.n.o. Tel: 05035 240. (54513

1938 AC. Modified rolling chassis, intended for VSCC special, complete with radiator, gearbox and most of post-war engine. £300. 1948 AC Saloon, complete £300. Barnstaple 3645. (54517

FOR SALE—continued

SCIMITAR GTE November 1972 Overdrive. Chrome wheels, 58,000 miles, beautiful condition, full M.o.T. £1,850. Huntingdon 74732. (54518

VOLVO 1800 E. Dark green, reg. 1971, 77,000 miles, taxed and M.o.T. Sept., reasonably good condition. £1,200 o.n.o. Tel: Huddersfield 661167. (54514

MGA FHC 1959. Mechanically first class, body good and sound, trim details only required to make excellent, many spares, bootrack etc., good investment. Offers over £2,000. Tel: Horley 4472. (54515

FULVIA 1.3 Zugato K reg. Blue/black vinyl, radio/cassette, best four figure offer secures. Melton Mowbray 822300. (54519

LANCIA BETA Monte Carlo Spyder. Red, tan trim, electric windows, reg. December 1977, one owner, low mileage, beautiful example of this exotic looking mid-engined coupe. £3,995. Tel: 0202 731718. (54520

TRIUMPH ROADSTER 2000 1949. Requiring restoration and another, (modified) for spares, with many new and used parts. £1,850 o.n.o. Also available, quantity of used T.R. parts. Brading 757 (I.o.W.). (54521

LOTUS ELITE 504. White, 1978, 23,000 miles, auto, power steering, air cond., alarm, good condition, one owner. £8,950. Tel: 891 2930 evenings. (54522

AUSTIN HEALEY 100/6. Partly dismantled for restoring, works hard top, also BT7 chassis/bulk head, reg 699 DON, ex-works demo car. £1,450. Tel: Norwich (0603) 613925 or 897331. (54523

PORSCHE 912 1967. Must be best around, low mileage, only used in summer, complete history, owned only by Porsche club members and no expense has been spared to keep this car immaculate. Offers over £3,500. Tel: Gerrards Cross 84054 after May 5th. (54527

LANCIA BETA 1600 HPE 'T' reg. 23,000 miles, silver, alloy wheels, protecterol rustproofed, absolutely superb. £3,650. Tel: Southport 64476. (54525

DENMARK SPECIAL 1935, torpedo type aluminium, body b.r.g., Morris chassis, Ford engine, 2 seater aeroscreens, won Brighton speed trials 1946. Full history. £3,500. Bracknell 59207. (54528

BMW 2002 Cabriolet 1973. 45,000 miles, sahara beige, brown interior, special registration number. £2,250 o.n.o. Tel: 01-504 4027. (54529

TWIN CAM SUNBEAM 1926. Standard narrow tourer, excellent, carefully used, original and well maintained sporting motor car, subject 'Talking of Sports Cars' Autocar 1-10-1977. Suggested price £19,000. Geoffrey Hare, Kings Langley 64902. (54530

LANCIA FULVIA 1600 HF Lusso 1972. 59,000 miles, mint condition, beautifully resprayed in original colour (Lancia blue), new tyres, carpet, recent Cibie lighting, Konis and exhaust. Dellorto carbs, sunroof, personal registration, regularly serviced, M.o.T., taxed, all bills available. £2,500. Tel: Southend-on-Sea (0702) 47662. (54531

MINI COOPER 1275 S 1969. Red/black, original condition, M.o.T. March '81. £1,000 o.n.o. Tel: Aberdeen 35413. (54534

MG TD re-sprung, partly rebuilt, has most parts, near Henley/Reading. Tel: Rotherfield Greys 215. (54533

ASTON MARTIN DB5 Vantage 1965. Florida blue, beige interior, must be seen. Tel: Long Eaton 61355. (54389

LOTUS + 2 S 1970. One owner, full history, low mileage. £2,600. Replies to Box No. 6322. (54387

FOR SALE—continued

MARCOS 3 Litre V6 Nov. '70. Critically maintained regardless of cost, must be the best example currently on sale. First sensible offer. Further details Tel: Metheringham 21231. (54386

PORSCHE 911 E 1973. Lovely motor in lovely order, brand new, heater exchangers and oil tank, serviced, M.o.T., stereo, heated rear screen. £4,850. Beaconsfield 5240 evenings. (54385

VOLVO 1800 ES 1973. Green sports coupe, excellent condition, 53,000 miles, M.o.T. £3,250. Tel: Cardiff (0222) 372733. (54383

1913 SUNBEAM 12/16 Tourer. Believed one licensed owner, superb condition, substantial offers only, (Private sale). Tel: 076 383 327. (54384

LAGONDA RAPIDE 1963. No 17 or only 55 made, reg. NMV2. M.o.T.'d, in need of some restoration, hence £3,250. Tel: Fillongley 41317. (54379

RILEY 1½ RME running board model. Black, red interior, good bodywork and mechanics, kit for roof supplied, Konis, new exhaust, battery, full history, original log book. Lost garage forces sale. £850 o.n.o. Walton-on-Thames 26527. (54382

LANCIA FULVIA 1600 Sport Zagato 1972. Average mileage, good condition, offers around £1,600. Tel: Royston 60740. (54381

MORGAN 4/4 4 Seater 1975. B.r.g., wire wheels, and many other extras, outstanding mechanical and bodily condition, maintained regardless of cost. £5,500 o.n.o. Tel: 0472 63633 day, 813121 evenings. (54380

MGC 1968. Blue, white hood, very low mileage, w/w, Kenlowe fan, M.o.T., radio/cartridge, excellent condition throughout. £1,800. Rainham (Essex) 51582. (54579

1949 MORRIS MINOR Convertible (low headlight). V.g.c., original, taxed, M.o.T., spares, etc. Offers over £1,000 please. Box No. 6324. (54578

LOTUS ELITE 501, 1977. White, Champagne cloth trim, 29,000 miles, radio/cassette, new Super Sports, mint condition. £5,750. 051-677 4992. (54577

PORSCHE 911S Targa 2.7 (N). White, stereo cassette, excellent, very reliably. New M.o.T. Will consider p/x plus cash. £7,500 o.n.o. Bagshot 72606. (54576

1972 (AUG.) ROVER 3.5 Coupé. Silver Birch over Burnt Grey, 55,000 miles and maintained in excellent condition, M.o.T., and road licence Feb. 1981. For sale at £1,750 as new car bought. Replies to Box No. 6323. (54574

BMW 3.0CS, 1971. Two owners, full history, exceptional condition. £3,750. Tel: Chandler's Ford 2926, office hours. (54575

MORGAN 4/4 2 seater, 1969. White, £1,300 recently spent, superb condition, new engine, bodywork rebuilt 1976, wire wheels, luggage rack, tonneau. Offers around £4,000. Tel: 0742 387253, ext. 359 (evenings) or write 89 Norwood Rd., Sheffield 5. (54573

DAIMLER SOVEREIGN 4.2 Automatic, 1976. One owner, 33,000 miles, electric roof, electric windows, owned by private chauffeur, illness forces sale. This car is as new, immaculate, view by appointment. £5,200. 01-789 7838. (54572

JAGUAR E TYPE Series II FHC (1969). White with tinted windows, Webasto, c.w.w., new tyres/exhaust, recent complete mechanical rebuild at cost over £1,500. Second owner from new. Reluctant sale at £5,250 o.n.o. Tel: Hoddesdon 41336/7 business, Bishops Stortford 724543. (54585

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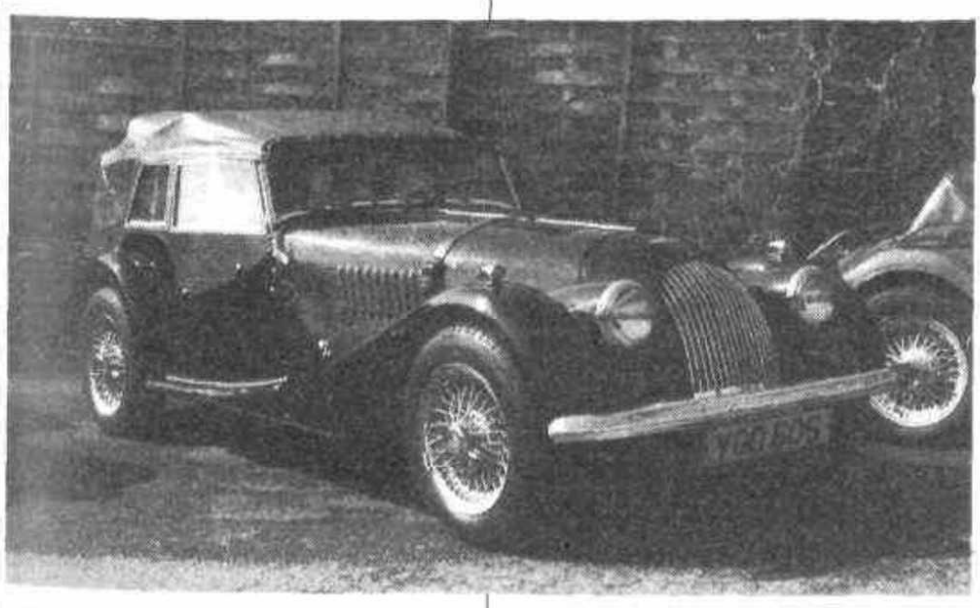
John Britten

Morgan
TVR



"Here we are into May
Working hard to earn our Pay"
So "MAYbe" we can supply you with one of the following: New **TVR Tasmin,** Ferrari red, immediate delivery, list price **£12,800,** but telephone us for details of our "Best of Britten" bonus (with apologies to BL). Should Ferrari red not be to your liking then five weeks is all that is required for one to suit. As an alternative to the Tasmin we can supply the following new/old **TVR's. Taimar,** British Racing Green, neutral model band. **Taimer,** gold, brown model band. **Taimar,** white, brown model band. **Convertible,** Burgundy. All the above offered at a saving of **£1,000** on the manufacturer's "on the road" price. While on the subject of new cars, we have just realised that we have had six new **Morgans** so far this year, which is an improvement on last year's delivery to date. However, this still means that new Morgan **delivery** is a very long time, so for those who cannot wait, how about **Morgan +8, 1979,** Signal red, alloy body, 1,900 miles, for sale at a not unreasonable premium over "new list price". **Morgan 4/4 4 seater, 1979,** silver, wire wheels, black leather, reclining seats, luggage rack. Due to a slight hiccup with the registration documents whoever buys this car off us will appear to be the first owner and the car will appear to be a 1980 although it has covered 6,000 gently driven miles. **Morgan 4/4 2 seater, 1976,** Royal Ivory, chrome wire wheels, reclining black leather seats, one fastidious owner, 4,000 genuine miles, never used in the rain but is guaranteed pre-shrunk! **MGC, 1969,** Snowberry white, wire wheels, tonneau cover, wood rim steering wheel, steering lock, superb example of **MG's** much underrated "muscle car" — **£1,750** (Kinda cute — quotes Nysha). **TVR 3000M, 1975P,** silver fox, black vinyl roof, sunroof, wooden dashboard, has been through our loving hands before and the previous owner is now Turbo charged. **TVR Taimar, 1978,** squadron blue, silver model band and roof, sunroof, radio, 22,000 miles, previous owner now converted. **TVR 3000M, 1977,** white, brown model band, brown vinyl roof, sunroof, radio, oatmeal trim, lovingly cared for by electronic whizz kid (Sparky to his friends!). **"Car Of The Month" — Morgan +8, 1973** miles, ex property of emigrated rag trader, now selling rags to the ex-colonies. **TVR 3000M, 1976,** brown, white model band and sunroof, eye-catching white blaze on bonnet, must have been owned by horse lover. **Morgan +8, 1976,** black, brown leather trim, alloy body, 28,000 miles, ex-Ferrari stable mate and pining for a new rider. **Morgan 4/4 4 seater, 1976,** R, black, reclining seats, tonneau cover, 23,000 miles, plain but honest. **Morgan 4/4 2 seater, 1963** (Nov.), yellow, competition model, 1500cc, new rear axle, spare wheel cover, VR registration number, used to low flying as owned by RAF pilot officer. **TVR 1600M, 1976,** blue, sunroof, radio/cassette, two owners, 29,000 miles, excellent example of the economy sports car. **Arkley SS, 1978,** Regal red, one owner from new, 4,000 miles only. This car was built by "our man" on a new chassis in 1978, for Col. Gresham, DSO, who used it to drive gently around the Welsh mountainsides. **MG** price at **£4,500. TVR 3000M, 1976,** blue, white vinyl roof, sunroof, 30,000 miles, for sale on behalf of emigrating customer and exceptionally good value at **£3,650. Triumph TR7, 1977,** green, sunroof, rad/cass, 24,000 miles, for sale due to inability to carry dog and only **£2,250. Morgan +8, 1973,** red, quick engine and chequered history due to the fact that this was our Guvnor's racer back in the good old days before he took up the more peaceful activity of messing about in boats. **Morgan 4/4 4 seater, 1978,** black, brown leather, wire wheels, alloy body, rustproof, luggage rack, 14,000 miles, in better than new condition. **TVR 1600M, 1975** (Nov.), yellow, black vinyl roof, radio, exceptional condition, more pennies saved per mile. **Morgan 4/4 4 seater, 1976,** Signal red, reclining seats, wire wheels, can be bought as is for reasonable price due to back log at paintshop. **Lotus Europa Special, 1975,** white, 14,000 miles, registration number **7**





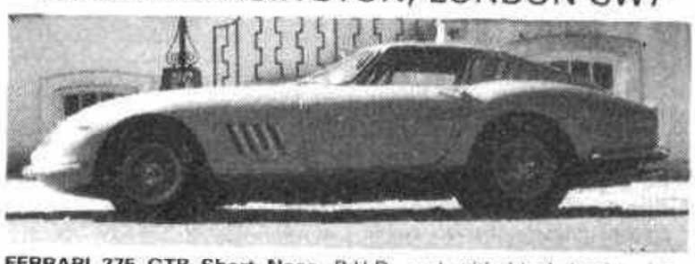
Midget, 1979, brown, 6,000 miles, summertime fun at only **£2,950. Triumph Spitfire, 1979,** white, o/d, 8,000 miles, not exactly a flying machine but get that fresh air feeling for **£3,250. Morgan +8, 1977,** S, Lotus yellow, alloy body, luggage rack, spare wheel cover, 19,000 miles, just had a **£250** service at the Morgan factory. **TVR 3000M, 1977S,** silver, red model band, o/d, sunroof, clock, radio, the overdrive on this car gives it a definite fuel saving bonus. **Lotus Elan +2S 130/S, 1974,** white, 43,000 miles, rad/cass., one year's M.o.T., rare and appreciating model, **£3,500. Lancia Beta Coupé, 2000 1979,** green, one owner, only just run in, saving over **£1,000** on the manufacturer's list **FLY,** in "as new" condition, **£5,500. Lotus Europa Special, 1975,** light blue, 41,000 miles but recent engine and gearbox rebuild, **£4,250. Lotus Europa Special, 1973,** Nov., light blue, 30,000 miles, 1974 model, **£3,500. Alfa Romeo, 1977, GTV** 1.6 litre, plum, **£2,550. Alfa Romeo 1978 GTV,** 2 litre, red, **£2,950. Lotus 7, 1966,** ex-racer, independent rear suspension, 1971 twin cam engine, cycle type wings, 8" wheels, in need of some finishing, sensible offers! Arkley kits: reasonable stocks at present but advisable to order in advance as the summer is now here. Don't forget you can speak to Chris, Nysha or Roger for sales, Vernon for spares and services and Tele Date for anything else . . .



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FERRARI 275 GTB Short Nose. R.H.D., *red with black leather int.*, excellent condition **£17,500**

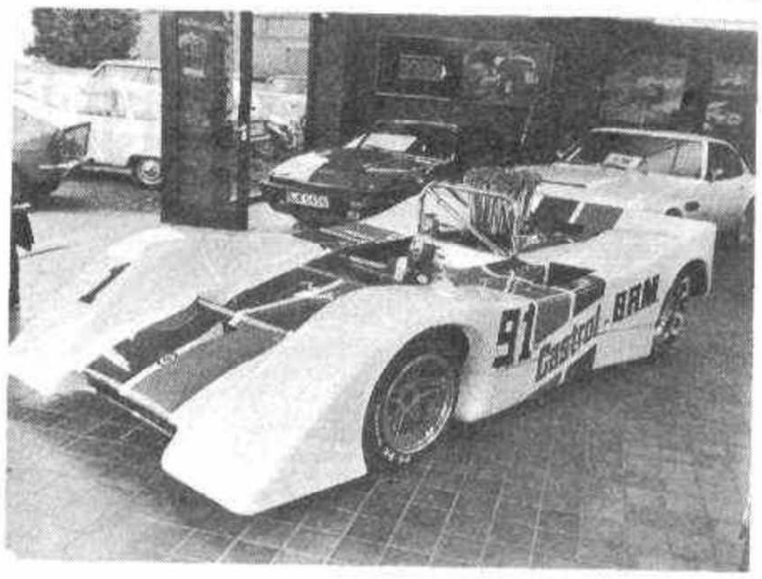


FERRARI 365 GT 2+2 1973. Met. light blue, dark blue int., air cond., 53,000 miles, superb..... **£9,750**



ASTON MARTIN DB6 Volante 1967. Met. light green, black leather int., power hood, auto, p.a.s., 49,000 miles, in absolutely superb cond. **£13,750**

*EXPECTED SOON — **356 GT 2+2 2 CAM, and 250 GT S.W.B.***



BRM P154 Can-Am. Chassis No. 001/2. A truly magnificent example, having been totally and meticulously restored to exacting detail during past six years, now in original colours. 650 b.h.p. 7.6 alloy motor. First reasonable offer accepted with option of spare rebuilt engine, but with wet's and dry's, various new tyres and specially widened Reid four-wheel trailer.

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Both these cars have been restored in every detail and I am sure that each is the best of its kind. They must therefore represent the best value in both enjoyment and investment.

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FOR SALE—continued

BMW 2002 Tii. 'M'-Reg. Stored and recently *refurbished*. £1,395. BMW 320i, 'R'-Reg. Metallic light blue, sunroof, mags., tints, radio/tape. £3,995. Regrettably one of these fast sporting saloons must go. Tel: Stamford (0780) 720568. (54857

MGA 1500. 1958. Recent rebuild, recon. engine, v.g.c. Offers around £1,000. Tel: Draycott 2510, Long Eaton 4491. (54853

AUSTIN SEVEN ARROW 1931). Incomplete but most important parts there, log book, Speedex head, sump. £450. Tel: Lazonby (Cumbria) 402. (54855

OWING TO bouncing cheques reoffered GTE. 1974 *(M)*. 54,000 miles, resprayed, rechromed, sun & vinyl roofs, electric tinted windows, stereo, air horns & Cibie headlights, new spoiler and SS exhausts, engine & g/box overhauled & new o/d. Both fast and economical. £2,500. Harrison, 3 Damask Green, Weston, Herts. Tel: Weston 622. (54854

TRIUMPH VITESSE 2-litre Convertible. 1968. White, 36,000 miles, documents include original bill of sale from Berkeley Square garage. Lady owned from new, hardtop unused, Tonneaux covers, meticulously maintained and garaged from new. M.o.T. taxed Jan. 1981. An excellent rustfree motor car. Offers please around £1,500. Tel: 01-998 8587. (54851

DAIMLER V8 250. 1968. Automatic, sable tan with red leather interior, reconditioned engine, transmission and brake system, recent new tyres, Radiomobile, M.o.T. Also 1963 *model available for spares*. Tel: 0495 772 486. (54850

XK 120 ROADSTER. 1951. White, black interior, wires, owned 10 years, full M.o.T., very good throughout £5,300. Many spares available. Tel: Sheffield 581 723. (50883

DOLOMITE SPRINT. 1973. Excellent condition, engine overhauled. Offers around £1,250. Tel: Stoke-on-Trent 817065. (54780

'E'-TYPE ROADSTER. 1961. Chassis number 850018 (18i, 3.8, finished in dark blue with red leather interior, sparkling chrome wire wheels with *Dunlop slimband* Whitewall tyres. Too many details to list here. Immaculate engine compartment, completely restored to almost Concours condition. A true collectors car, pre-production model. £6,000. Tel: 01-609 1361 (evenings/weekends). (54778

TRIUMPH TR5. 1968. White, wire wheels, exceptional condition. £2,150 o.n.o. Tel: 061 980 3055. (54781

1959 MORGAN 4/4. Totally restored to original condition. £4,500 o.n.o. Can be seen in North London. Tel: 01-455 1773. (54782

JAGUARS. V12 'E'-Type 2.2 Fixed Head Coupé. Navy blue. First registered August 1973. £6,500. XK 140 Fixed Head Coupé. White. First registered 1955. £5,500. Inspection in Edinburgh area by arrangement with Mr. Hewat. Tel: 031 332 4842 after 6 p.m. for *appointment. Messrs. Stirling & Burnet, Solicitors*, Haddington, East Lothian. Agents. (54783

LANCIA FULVIA 1.3S. 1974 (M). Red, excellent condition, taxed, 1 year M.o.T., used as second car. £1,200. Tel: 01-385 2674. (54784

PORSCHE. Dismantling 356A, 356C and 914. Most parts available including gearboxes and 914 engine. Tel: 03677 204 Oxford. (54785

MG BGT. Overdrive, wire wheels, electronic ignition, sunroof, carefully maintained including recent engine overhaul, superb bodywork, family has outgrown the *back seat. £600. Tel: Alderley Edge (Cheshire)* 583514. (54786

FOR SALE—continued

HEALEY 3000 Mk. II. 1961. BT7, custom built to very *high standard. Absolutely superb*, a real head turner. £3,500. No offers. Tel: Ken, 061 798 0638. P/ex. Elan 2+2. (54787

1961 DAIMLER Dart B Spec. Maroon, good condition, rebuilt engine, new exhaust, taxed, M.o.T. £2,100 o.n.o. Tel: 0704 79052 Southport. (54788

1937 BENTLEY 4¼. Mulliner body in outstanding original condition, new stainless steel exhaust. Bentley Owners Club car. £6,250 o.n.o. Tel: 0704 79052 (Southport). (54788

MGB-GT. 1975. Citron yellow, black cloth, o/drive, *tinted windows, 29,000 miles, showroom condition*. £2,350 o.n.o. Tel: Kidsgrove (07816) 3725. (54789

JAGUAR MK. II, 1965. 3.8 automatic cosseted by present owner for six years. Wire wheels, mint red leather, tool kit, complete fully documented, solid, original car. £1,800. Tel: Glasgow 041 427 1104 (54790

JAGUAR MK. II 2.4 1967. Overdrive, s/roof, h.r.w., reclining leather seats, blue, radio, 71,000 miles, M.o.T., price including £200 spares. Excellent condition. £1,200. Tel: 01-660 9198 (Croydon). (54791

JAGUAR MK. II 3.8. 1966. Midnight blue, wire wheels, overdrive, all synchro, rebuilt engine, new brakes, carpets, refurbished red leather, new chrome, woodwork etc. Superb. £3,250. May part-exchange. Tel: 09435 3950. (54972

TVR TAIMAR. Sept. 1978. White with brown coach band, *sunroof, radio, leather seats*, 15,000 miles. £5,500. Contact Robert Ingham, Parnham House, Beaminster. Tel: (0308) 862204, (evenings) 862009. (54793

TR6 ROADSTER. 'N'-Reg. Mimosa, excellent condition, 50,000 miles, 2 owners, receipts, overdrive, rustproofed, undersealed, recent new clutch and exhaust, good 180 XAS.s, many extras, Kenlowe, electronic ignition, Halogen headlights etc. etc., complete with new s/top, taxed, M.o.T. October. Well cared for. Offers around £3,000. Tel: Newbury 41666 *(office hours)*. (54794

MORGAN +8. 1972. One of the very last built with the sought-after Moss gearbox. Genuine 26,000 miles from new, used only as second, summer, car. Exceptional condition in green coachwork with black upholstery, has been properly maintained, the tyres and king-pins being new, extras include luggage rack. Reason for sale — my new +8 is due shortly. £4,850. Atkinson, 115 Newland Park, Hull. Tel: (0482) 43636, (office) 24312. (54795

FOR SALE by auction in Nairobi on May 10th, *Rolls-Royce silver Dawn SHD52. RHD, small boot*, excellent condition. For information contact Antique Auctions, Hotel Intercontinental, Nairobi. (54796

ASTON MARTIN DB6. 1968. Manual, brown coachwork, car only for serious collector. 56,000 miles *from new, mechanically and* bodily faultless, kept constantly in heated garage since 1975, only going on road for two days per year since that time. Many items on car brand new and unused i.e. axle, wheels, exhaust, carpets. Full history and maintenance log kept. All above details can be substantiated. Very sound investment as well as a collector's piece. £7,500. Tel: Blackpool 0253 61598. (54797

CHRYSLER ROADSTER. 1927 model '72'. The type successfully raced at Le Mans in 1928 — third and fourth places. Attractive, fast, reliable car, ready to go *anywhere. Substantial offers to Whittaker 20 Midge* Hall Drive, Rochdale, Lancs. Tel.: 31908. (54875

FOR SALE—continued

BENTLEY 'R'-TYPE Automatic Sports Saloon. 1954. *Black with tan hide, unused recently, rescued and* subsequently serviced & fitted with new exhaust, 4 new tyres etc., mechanically excellent. Requires only detail cosmetics. Very original. £3,950. Tel: 01-402 3214. (54779

JAGUAR V12 'E' Roadster. White, manual. 1974. Well maintained dream car. One previous owner, Barclays need money! £7,000 offers. Thompson. Tel: Bourne End (Bucks) 20516. (54799

FOR SALE. 1934 Austin Big 6 radiator, new. 6 months guarantee. £100 o.n.o. Two 1934 Austin Big 6 *radiators for sale, with surrounds, need repairing*. Offers invited. For Sale. 1950 MGY Riley new radiator. 6 months guarantee. £100 o.n.o. Apply Tansell, 8 Diglis Road, Worcester 352360. (54802

TRIUMPH TR5 PI. White with tan trim, Surrey hard/soft, wires, overdrive. Simply superb. £2,950. Tel: Upton/Severn 3469. (54807

BMW 525. 1974. One enthusiast owner, excellent throughout, sunroof, stereo, l.h.d. £1,850 o.n.o. Tel: 01-460 8731 or 01-467 2751 (evenings). (54804

ASTON MARTIN DB4 Series 4. Mechanically rebuilt by R. S. Williams nine months ago using a four-litre Vantage engine. Since then new turbospeeds, rebuilt CWW, new carpets and other rechroming, stereo tapedeck. First class condition. £8,500 o.n.o. Tel: 01-589 3523. (54805

***AUSTIN HEALEY 3000 Mk. 2A**. The rare one. Wind up* windows as on Mk. 3. Professionally rebuilt 3 years ago, under 5,000 miles since, white over red, red leather interior, 2+2. Yes, room for your children in the back. £5,000. That is less than the cost of a full restoration today. Overseas enquiries welcome. Tel: Blackmore (Essex) 822504. (54806

MGA 1600 Mk. 2 Roadster. Tartan red, paintwork and chrome immaculate, original black leather interior excellent, no rot, as clean as a whistle inside, outside & underneath. Many hours spent on this well looked *after car. Overseas enquiries welcome*. £3,250. Tel: Blackmore (Essex) 822504. (54806

AIRFLOW CHRYSLERS. 1935. C2 Imperial, 8-cyl., part restored. Important, unique vehicle. £750. 1934 SE Croydon 6-cyl. Restored mechanically, drive away. £1,600. Both cars complete and original. Sell separately or together. Offers. Tel: 01-878 2003 (Barnes). (54807

VITESSE 2-LITRE. 1967, good condition, full M.o.T., overdrive, sunroof, radio. £375, Tel.: Brighton 556371 after 6 p.m. (54808

PORSCHE 911T TARGA. 1973, V-Reg., Sportomatic, l.h.d., good condition, very attractive car, M.o.T., tax. £5,000 o.n.o. Tel.: 01-590 3849. (54809

FERRARI DINO 246 GT. Absolutely concours, original condition, 26,600 certified miles, M-Reg., FOC, full *Maranello service history, unused spare, tools*, logbooks, substantial stock spares included, used summers only. £11,950. Tel.: Beaconsfield 4464. (54811

DAMLER DART SP250. 1962, ivory with black interior, genuine 58,000 miles, hard top, overdrive, M.o.T. and tax until March 1981. £2,500. Tel.: R. Couchman 01-379 7474 days, Wargrave 2097 at weekends. (54812

INNOCENTI 120L. 1979 V-Reg., Bertone Mini Hatchback, silver/blue jersey, tinted windows, reclining seats, rear wash/wipe, full instrumentation, stereo, etc., nominal mileage, as new. £3,000. Tel.: 01-935 6286. (54831

FOR SALE—continued

MORGAN PLUS 8. 1977, H-Reg., black, red leather upholstery, reclining seats. £6,750. Tel.: Cheltenham (0242) 862364. (54814

1962 BRABHAM MG MIDGET with Coventry Climax 1,220 c.c. FWE engine (stripped and requires new liners and rings). 46,000 miles from new, finished in black with red interior. This car may be the only *original Brabham MG left out of 21 or so made. Body* and chassis in good order, M.o.T. July 80, original logbook and distinctive Reg. No. Offers to 0484 37804 or 662938 evenings. (54815

MG-B GT. 1974(M) chrome bumpers, citron, *overdrive, many extras*, completely resprayed, 39,000 miles, excellent condition. £2,095. Tel.: Lechlade 52453. (54816

FERRARI 330 GTC. Registered 330 GTC, red, 1966, excellent condition. £13,500 Tel.: Peter Voigt, 0444 86 381 (Sussex). (54817

TVR 3000M. 1978, 17,000 miles, sunroof, stereo radio casette, superb condition, one owner car. Offers around £5,500. Tel.: Winchester 64215 evenings/ weekends. (54818

ASTON MARTIN DROPHEAD DB2/4 Mk. I. 1954, ivory, *new red hood and carpets, M.o.T., real investment*. £7,250 Tel.: Cholderton 633 (Salisbury) (54819

BENTLEY R-TYPE AUTOMATIC. 1953, present owner since 1971, all bills available, good order. £3,200 o.n.o. Tel.: 063 521 303 (Chieveley near Newbury). (54820

JENSEN GT. P-Reg., 20,000 miles only, immaculate brown metallic, tan interior, one owner. £3,950 Tel.: Basingstoke 67194. (54821

MERCEDES BENZ 350 SL, LHD, 1972, V-Reg., metallic beige, alloys, Blaupunkt radio, manual, 46,000 miles mostly accumulated in Berlin where it was serviced by Mercedes prior to importation. Magnificent car in magnificent condition that must make way for a horse trailer and Range Rover. £6,500. Tel.: Mostyn (074-572) 596 after 6 p.m. or at weekends. (54822

ASHLEY FORD SPORTS SALOON, 1960, standing garaged since 1962 in Surrey, bodywork excellent, engine condition unknown. Offers to Box No. 6327. (54825

TR6. 1974, one owner, 28,000 miles, excellent condition, mimosa, hard and soft tops. £3,500. Tel.: Swansea 872590 after 5.30 p.m. (54823

NEED SPACE and money. Large vintage Sunbeam D.H. Coupé, good runner. £3,750. Also 1937 Alvis Speed 25 Replica Tourer. Bargain at £4,500. Tel.: 0925 76 3742. (54824

BMW 520. 1973, possibly *the best example in the* country, immaculate condition, stereo radio/cassette, selling because going abroad. £2,250. Tel.: 0625 526370 after 6 p.m. (54826

MORGAN 4/4 1600 competion 2-seater. 1969, BRG, factory aluminium body panels, leather upholstery, extras. £3,500 plus spares. Tel.: Tregony 631 (Cornwall). (54827

DAIMLER 250 V8 AUTOMATIC. 1968, recent M.o.T., exhausts, etc., excellent running order and coachwork, moving. £1,400. Tel.: 09322 42373 (Surrey) 0789 763451 (Warwickshire). (54828

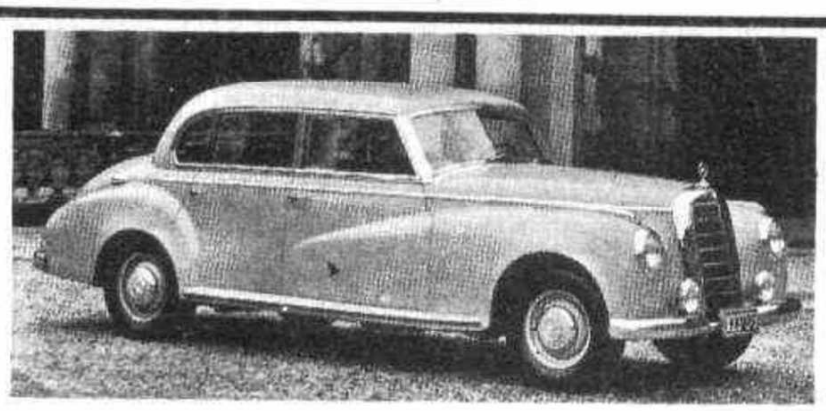
TVR TAIMAR. 1978, unmarked, red bodywork with beige model band and sunroof, matching oatmeal interior, two owners, genuine 19,900 miles, tinted glass, alloy wheels, radio, tax, etc., beautiful looking *TVR in perfect condition throughout. £5,250. Tel.:* Dane End (STD 092084) 561 (Herts). (54839



Of course — you're not going to be sucked in by any old ad. And very wise too. But selling an MG through the classified's can be tiresome; and when we say we can offer a very good price while saving you a great deal of trouble — wouldn't it be a bright move to find out if what we say is true?

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Mercedes Benz 300-C Automatic. 4-door saloon, 1956 model, two owners from new, navy blue, English specifications, right hand drive, just spent £1,500 on mechanical repair with Mercedes Works, Germany, little rust on chrome otherwise excellent runner, 55,000 miles, to be sold by private collector at £6,000 o.n.o.

Tel: 0704-36346, B. Hatley.

FOR SALE—continued

TRIUMPH VITESSE CONVERTIBLE MK. II. 1971 (June), probably one of the best available. Offers around £1,750. Tel.: Hatch Beauchamp 480 685. (54834

BRISTOL 405. 1955, dismantled, all parts available, some work completed, no sensible offer refused. Tel.: 0453 46222. (54835

JAGUAR V12 E-TYPE ROADSTER. 1973M, manual, chrome wire wheels, M.o.T., superb example. £7,600 o.n.o. Tel.: Dunstable 61376 for details. (54837

DAIMLER CONSORT. 1951 luxury saloon, taxed, M.o.T., excellent all round condition and totally original. £1,250. Tel.: Weybridge (Surrey) 49874. (54838

BENTLEY MK. VI 4¼-LITRE. 1950, beautiful garnet and black coachwork, refurbished beige interior, Wilton carpets, year's M.o.T. £3,695. Tel.: Orpington 33667. (54832

ALVIS TC21/100. 1955, 3-litre saloon with sunroof, wire wheels, good mechanical condition, bodywork and interior in need of some attention. £800 o.n.o. D. Gentry, 5 Dover Road, Brightlingsea, Essex. (54829

TVR 3100RS. 1975N, metallic brown, 45,000 miles, 3,000 miles fitted RS 3100 engine conversion 9,000 miles ago, tow bar, adjustable shocks. £3,500. Also wife's Spitfire 1500, white, 1976R, 30,000 miles, hard/soft tops, tonneau, radio, o/d, tow bar. £2,000. Would exchange one or both for GTE in equally good condition with cash adjustment. Tel: Lawshall (STD 028 83) 396 (Nr. Bury St. Edmunds). (54830

FOR SALE—continued

ALFA SPYDER 2000. N-reg., 38,000 miles, excellent condition throughout, new tyres, battery and exhaust, full service history available. £3,450 o.n.o. Tel: 01-643 8040 ext. 6488 (day), Crawley 883906 (evenings and weekends). (54840

MORGAN +8. 1969, black, but only 50,000 miles so in good condition, updated lights, special number. £3,850. Tel.: 01-834 6890 ext. 202 (day) or Royston (0763) 42370 (evening). (54841

1904 CADILLAC 4-seater touring. In good overall condition after older restoration. Offers invited. Replies to Box No. 6328. (54842

ALVIS SPEED 20 SA straight backed Vanden Plas saloon. Suitable for rebuild or rebodying. Highest offer. Box No. 6329. (54843

LANCIA FULVIA 1300 COUPÉ. 1973, red, immaculate, throughout, extras, sunroof. £1,500 o.n.o. Tel.: 02993 3075. (54845

ALFETTA GT. P-Reg., genuine 39,000 miles, 12 months tax, M.o.T., serviced, new exhaust, battery, good tyres, £500 extras including alloys, tinted glass, stereo, immaculate rust free body. Any sensible offers. Tel.: Stratford 68109 or office 021 459 4131 ext. 27. (54844

MERCEDES 280 SL. 1969, automatic, pas, hard and soft top, blue, full history, very well maintained. £4,500. Tel.: 01-794 1337. (54846

TR3A. 1960 3 NPK, complete rebuild, concours condition, red, black interior. For more information tel.: Whiteparish 340 (Wilts). (54848

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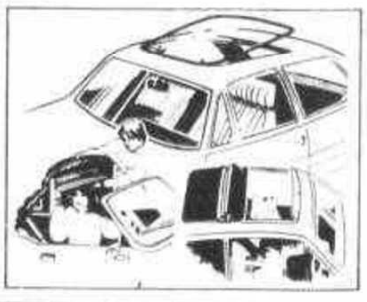
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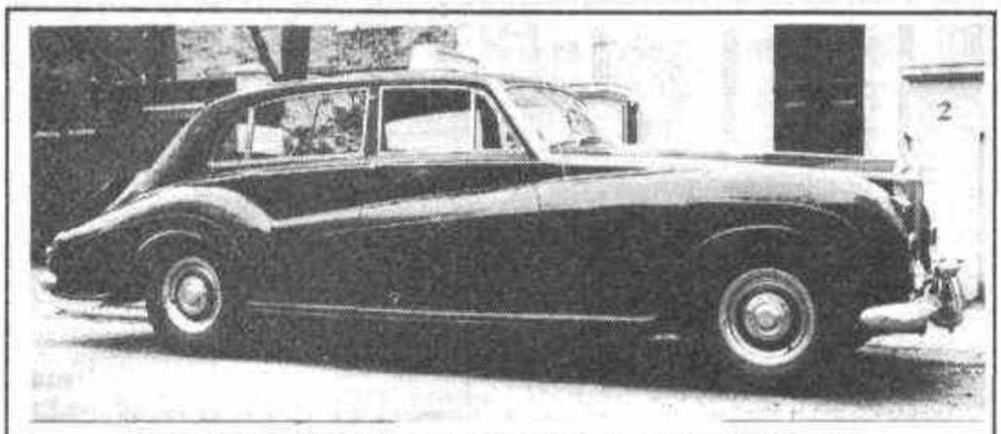


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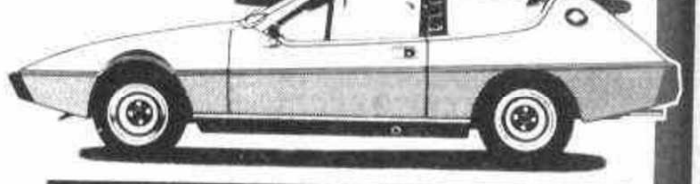
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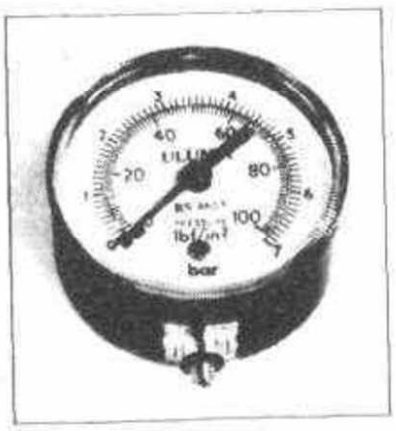
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MISCELLANEOUS

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MISCELLANEOUS – continued

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MISCELLANEOUS – continued

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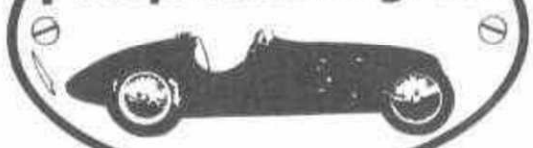
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Apologies for no photographs this month, but we couldn't get the films developed over Easter (surprise). The early copy date means that we usually have several other racing cars in stock and may well have sold some of those advertised. However, if you're thinking of selling or buying any historic racing car, please do ring.

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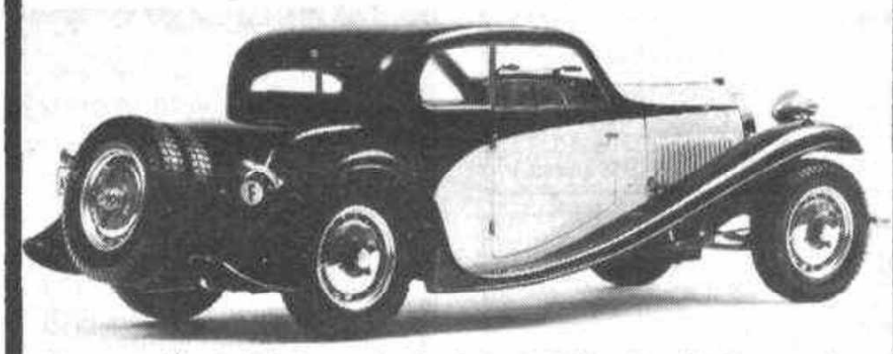
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Bugatti T50 Coupé £215



After two years' fine detail miniature engineering the beautiful 1:8th scale kit of the Bugatti T50 Coupé pictured above is about to become available. We first saw the initial stages of the new model a year ago and thought then that it could well be the best model car kit yet made. Now the prototype is finished, we've seen it, and we think it is the most detailed, best detailed and finest model of its type yet made.

But — be warned — and this is not just sales talk — the manufacturer asked us to pass the message on . . . demand is already so strong for his beautiful Bugatti that initially supplies will be rationed. We are told that we can have our first in about August and we would ask that if you do want one you place a firm order now. You can either pay the full amount or reserve one with a 10% deposit thus enabling us to 'bag' as many as we can of the initial lot.

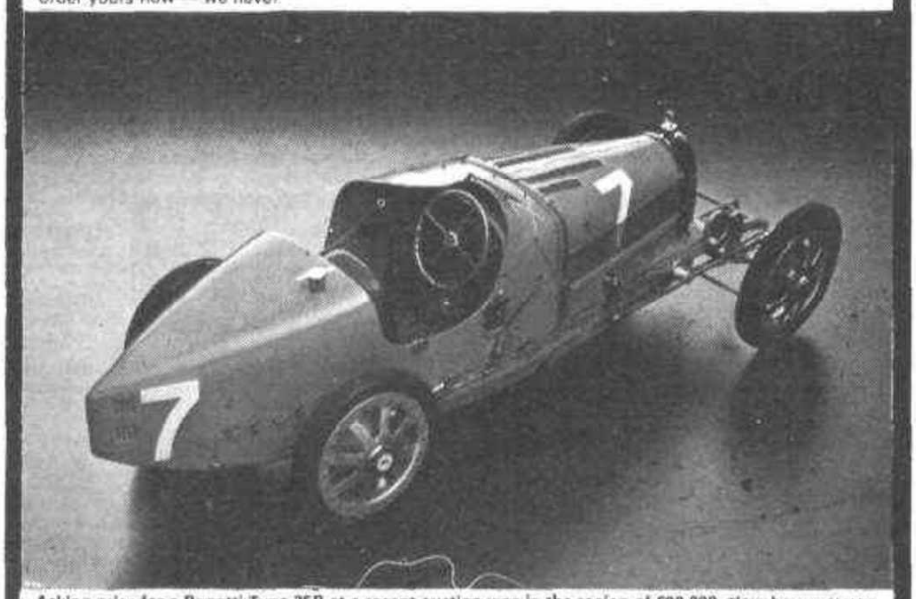
But, let's talk more about the car. The model is based on a 1933 Type 50T which has for some years been undergoing a full restoration at St. Dizier in France. As each part was dismantled it was measured and then reproduced in 1:8th scale. The full-size car task was completed mid-last year and of course at the same time the final tools for the model could be made. You can see the original (owned by P. Guyard) at the "Musee de l'automobile de France" at St. Dizier and in August of course you'll either be able to own your model or ogle ours or grovel at the feet of your bank manager!

So what does this model of the 4.9-litre, double-overhead-camshaft, twin carbed, supercharged beast consist of? The chassis is sheet metal, suspension is metal and works, steering is mostly metal and of course operates. Double disc aluminium type wheels are exact and not difficult to build, tyres are rubber and correctly patterned, all six of them. The radiator, shell and guard are a joy of detail as is the interior with its real leather upholstery, fully detailed, instrumented dash panel on which nothing has been omitted from the full size car.

Under the bonnet the engine is fully detailed with all ancillaries, wires, pipes etc. Inside the engine too the detail is carried to the ultimate — barring actual plugs that spark that is. The pistons move, are connected to the crank which is connected in turn to the prop shaft, to a brass diff. and the whole transmission and engine can be turned over from the starting handle — to do this you have to mount your built model on its display axle stands of course. We didn't mention that even the interior head design is correct with a cam that actually operates — whenever you look at this model you find more detail and wonder at the genius of the men who created it.

There are over 2,500 pieces in the kit in metal, plastic, leather etc. The detail is exact, there is a steel chassis and suspension to build up from making it easy to handle and there are easy to follow illustrated instructions. Given patience, reasonable intelligence and a love of quality you could make a good job of it and we'll bet could sell a well built one for upwards of £750 without any trouble.

There it is then, the latest in 1:8th super detail scale models — brought to you first by GPM the company that even the manufacturers acknowledge probably know most about big scale modelling. It will be available sometime this summer or early autumn for £215 post free UK — we suggest that you order yours now — we have!



Asking price for a Bugatti Type 35B at a recent auction was in the region of £80,000. Now however you can have one built to the same exacting standards as used at Molsheim but for £1,425 not £80,000! Admittedly the size is only 1:8th of the full size and there are only 807 parts in this 465mm long scale masterpiece — but that's the point — it is a masterpiece of model craftsmanship. The actual model was first designed and built in France some three years ago but the manufacturer had problems and production ceased. Now under new management the 1:8th scale 35B is again being made, by hand, at a very slow rate! Each car is hand assembled at a workshop near Vichy and by arrangement with the works Grand Prix Models are able to offer *Motor Sport* readers a small number of fully built models each in its own showcase.

The model is of almost all metal construction with each part hand-machined to a fine finish. The engine is fully detailed, polished and engine turned where necessary, cockpit and all instruments are fully detailed, the steering and brakes actually work, the bodywork is bolted and hand-wired together as in the full size car, the seat and bonnet straps are of course real leather, almost every detail is here from the full size car — and each piece is made by hand! No wonder that when the company appeared to vanish collectors were offering upwards of £2,000 each. Now, thankfully though, we can have this lovingly made miniature which will no doubt rapidly appreciate.

If however you feel you'd like this model but do not want to spend so much then we can offer a simplified, no-engine model at £395 post free in the UK. We also have available the fully built 35B with engine, chassis and all working parts but without body as a pure display piece — this costs £1,168. To follow shortly will be a 35B road-going tourer with every conceivable detail at £1,269. We have an illustrated brochure giving more detail of these masterpieces which we'll be pleased to forward on receipt of a large SAE, and by the time you read this we should have display models in Radlett for you to examine.

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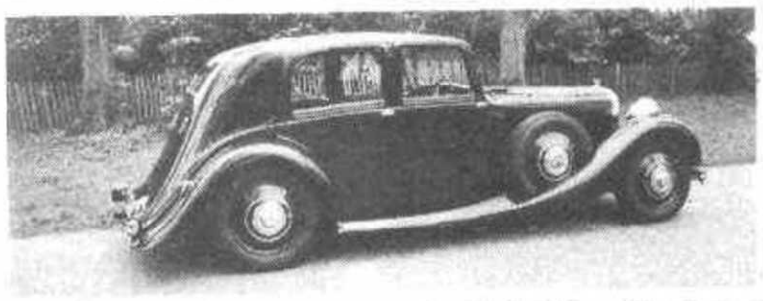
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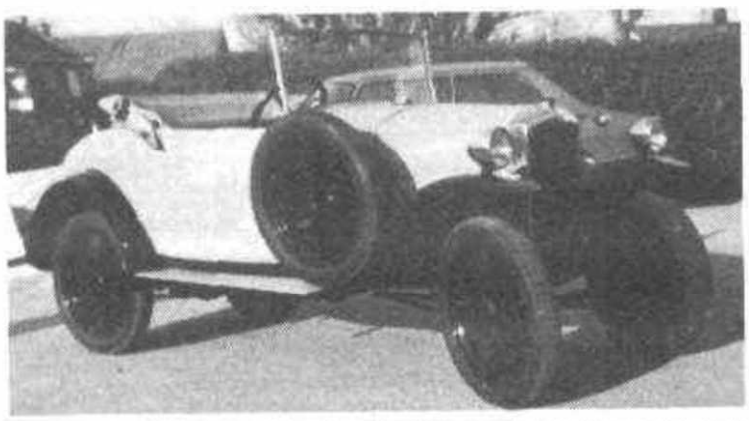
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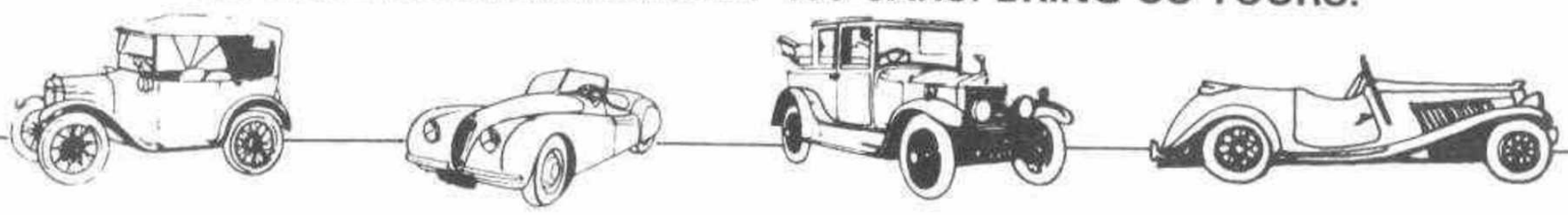
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The Vehicle Sale is a no-booking drive-in affair, but vendors may send £5* (refunded on arrival) with details of their car or bike and we will advertise it by mail and through other journals. Cars may be auctioned or sold by private treaty. Full details on request. Included in the auction will be

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of about 50 cars, all to be sold without reserve; by order of the Trustee in Bankruptcy. These cars include: 2-litre Aston Martin tourer, M45 Lagonda saloon, Flying Spur Bentley S1, a Vauxhall Hurlingham tourer, a 3½-litre Bentley Park Ward drophead, 2 S3 Bentleys, and countless Jaguars, Daimlers, Astons, Rovers, etc.
A catalogue of these and all cars booked in by May 5th will be available at £1.50 post paid (includes admission).
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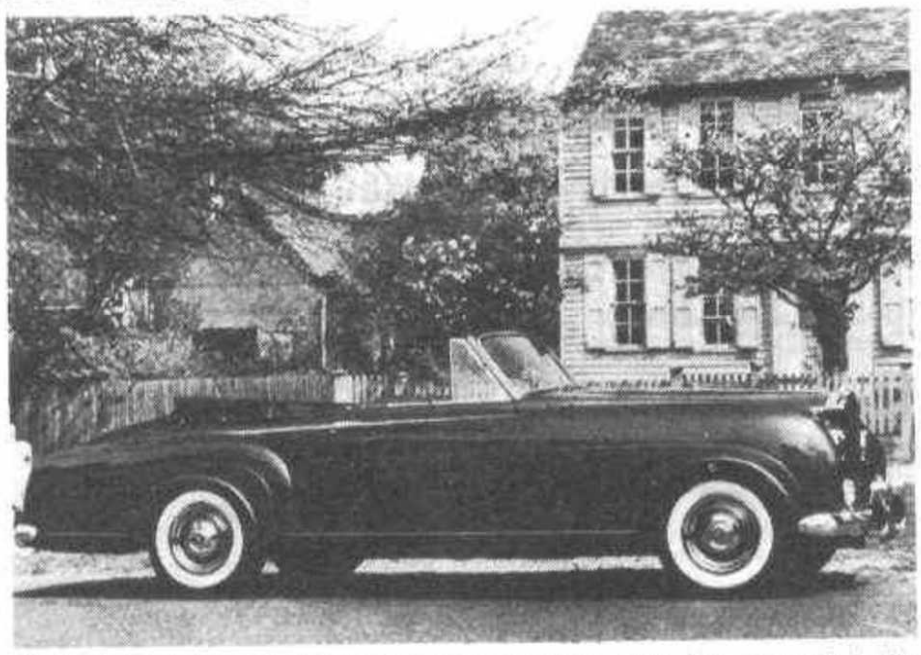
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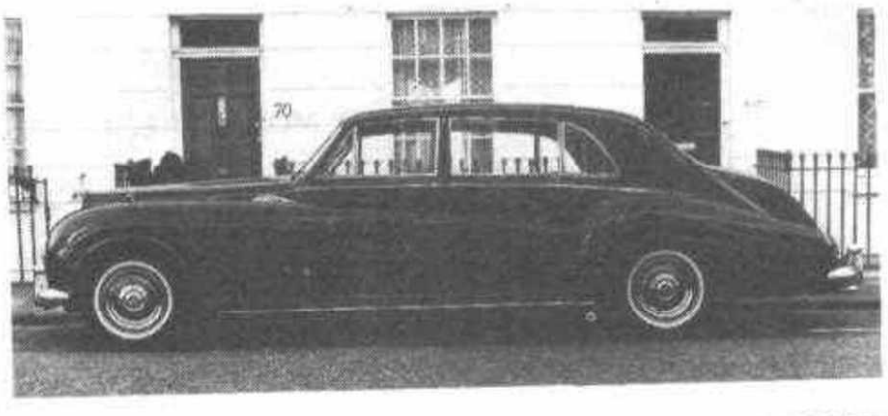
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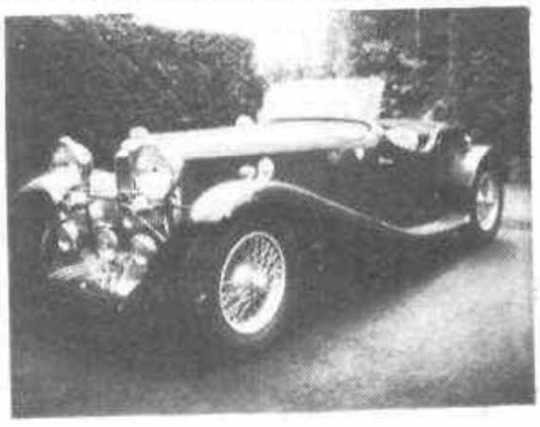
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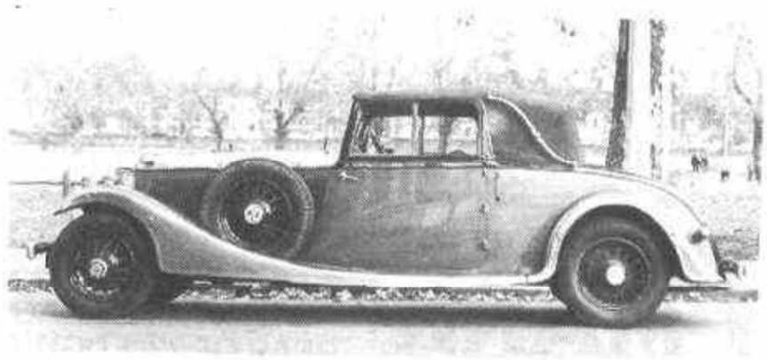
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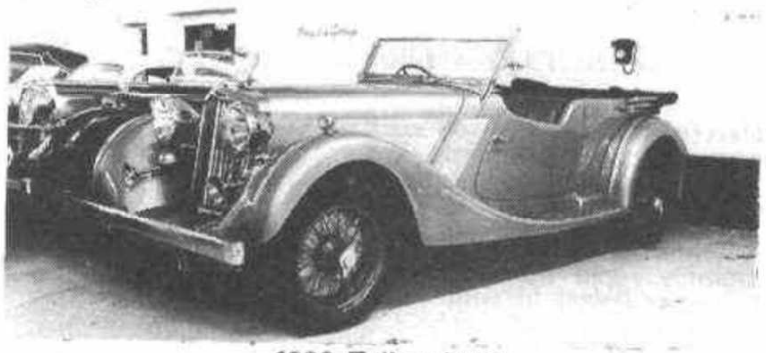
1956 Jaguar XK140



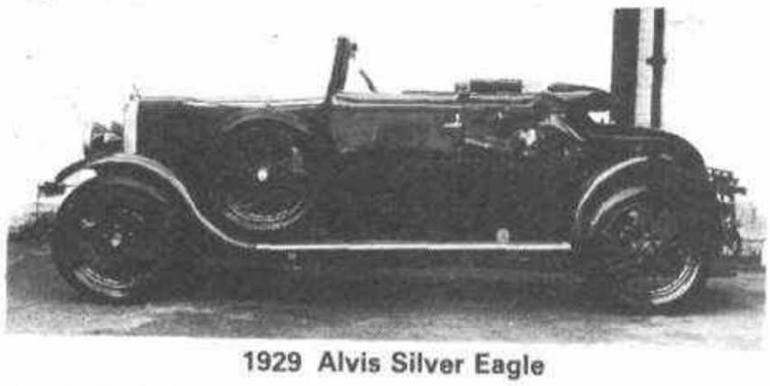
1963 Mercedes 220 SE



1939 Bentley 4¼-litre



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1929 Alvis Silver Eagle

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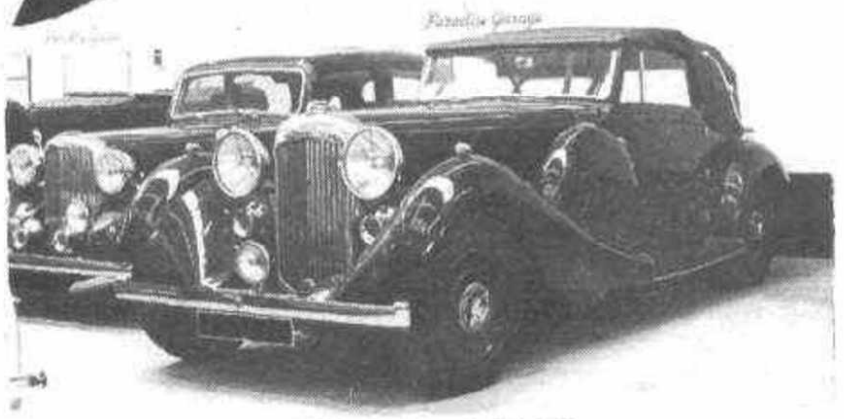
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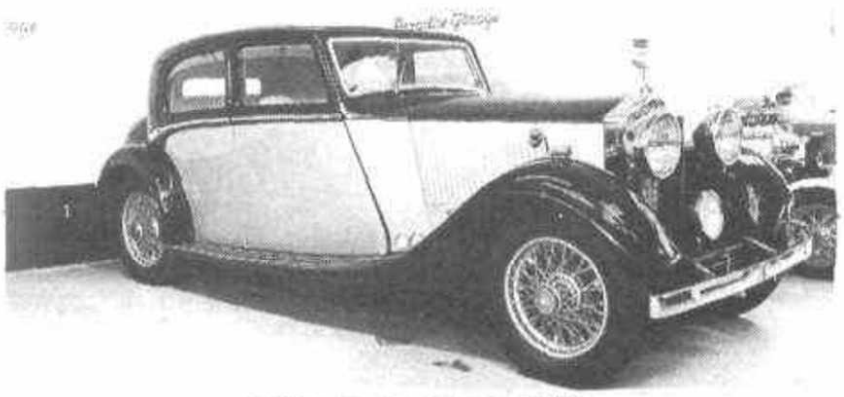
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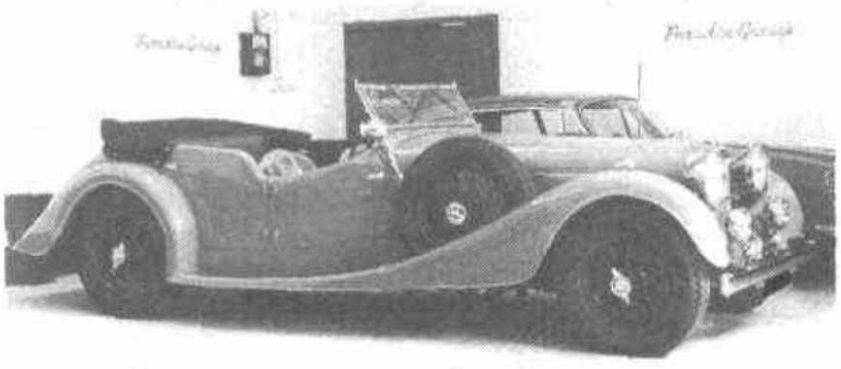
1963 Bentley S3



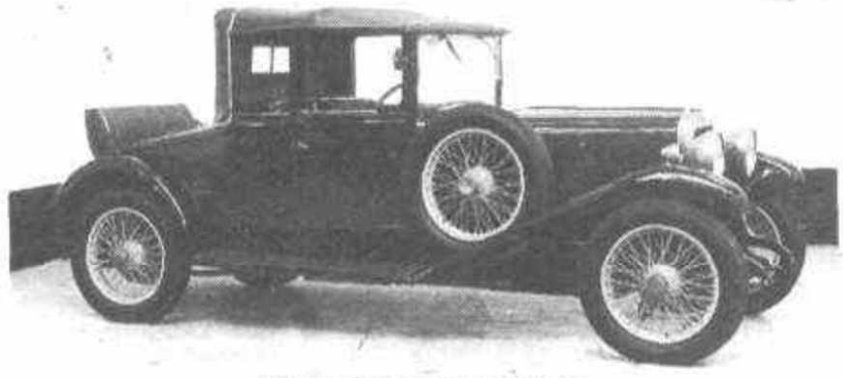
1934 Rolls-Royce 20/25



1931 Lagonda



1936 Alvis Speed 25



1928 Sunbeam 20 h.p.

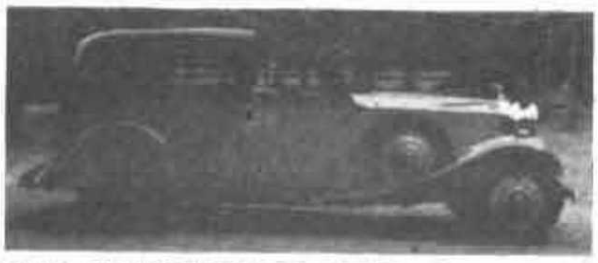
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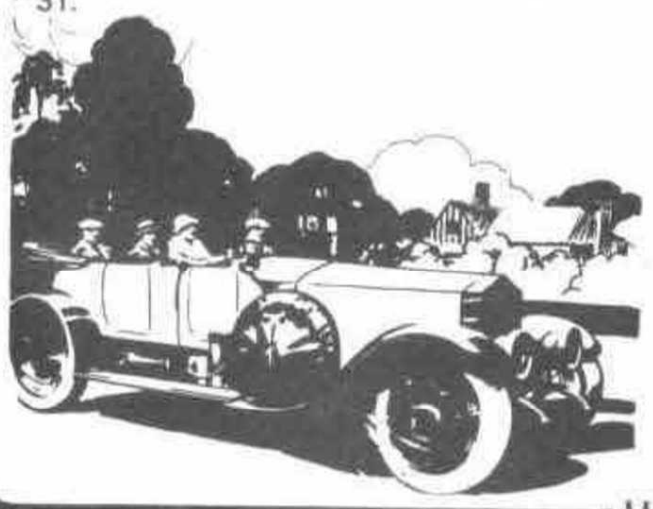
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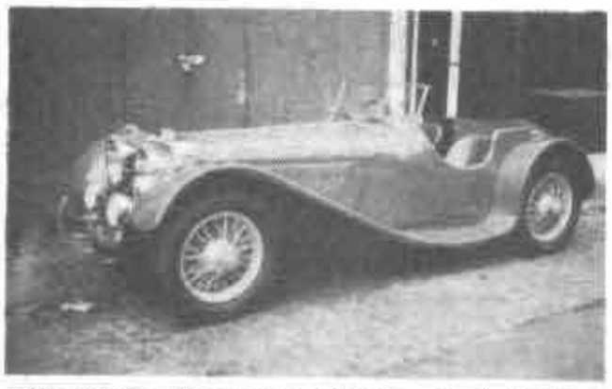
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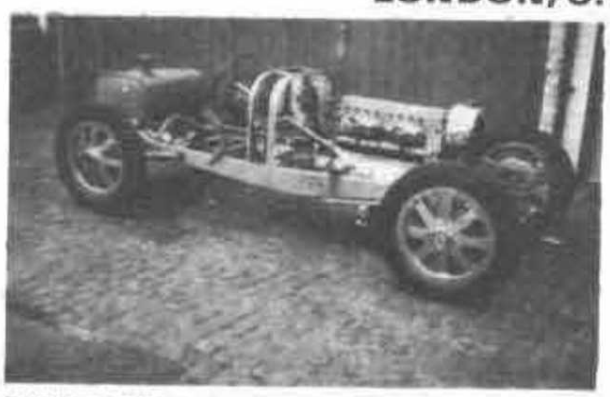
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BUGATTI TYPE 35. 8-cylinder roller bearing Grand Prix car. Partly rebuilt, alloy wheels, replica chassis frame complete with body work.



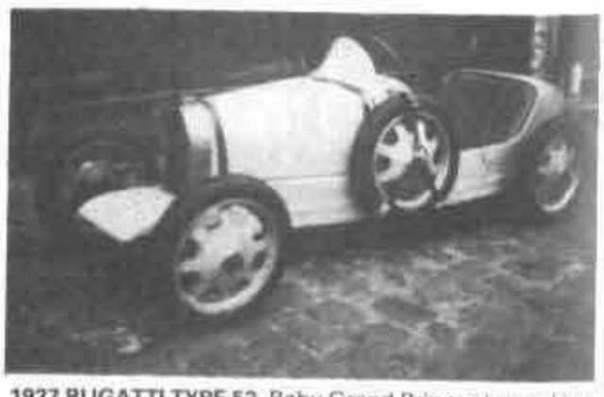
1959 STANGUELLINI FORMULA JUNIOR. Fiat engined single-seater. Ready to race.



1929 RILEY BROOKLANDS. Two-seater.



1934 LAGONDA RAPIER. 1100 c.c. twin overhead camshaft engine, pre-selector gearbox. Unfinished restoration project.



1927 BUGATTI TYPE 52. Baby Grand Prix car in working order.

1923 SUNBEAM 16/40 TOURER. Original button leather upholstery.
1930 ROLLS-ROYCE PHANTOM II. Sedanca/Landaulette by Barker, undergoing restoration.
1933 RILEY 2-LITRE. Ex-Freddie Dixon competition car.
1929 BENTLEY 4½-LITRE. Van den Plas tourer.

1929 AC "ACEDES" 2-LITRE. Two-seater with dickey.
1939 BMW 328. Sports racing two-seater.
1926 BENTLEY 6½-LITRE. 2/3-seater, full recent restoration.
1928 ALFA ROMEO 1½-LITRE. Twin overhead camshaft sports two-seater by James Young.

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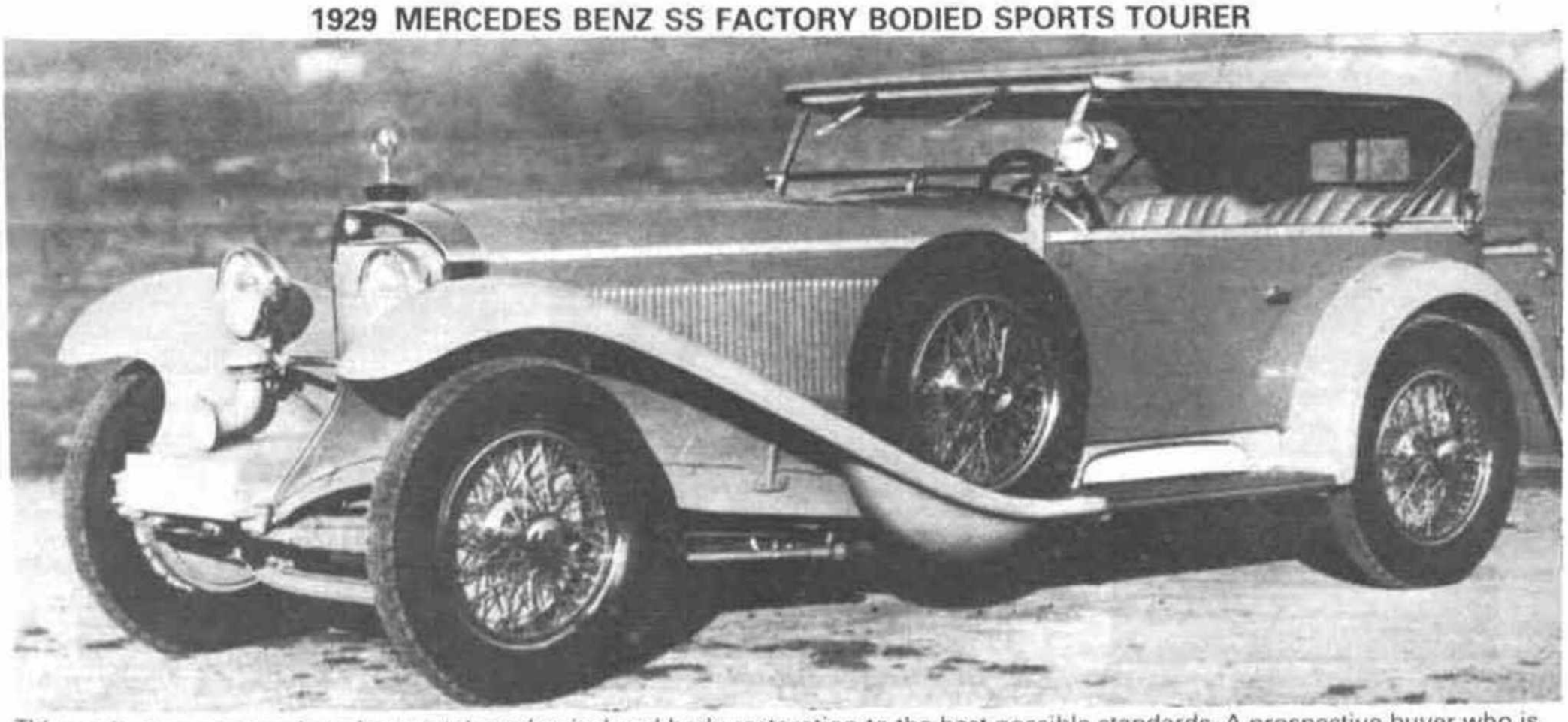
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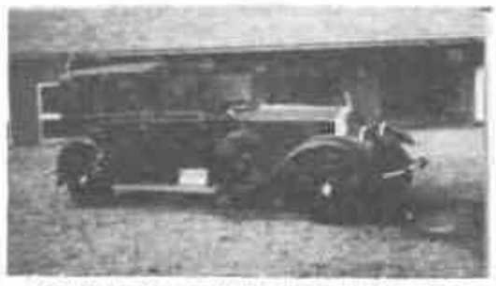
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