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May 13th David Bettinson at Brands Hatch.
May 20th David Bettinson at Cadwell Park.
May 28th David Bettinson at Oulton Park.
May 30th, June 1st and 2nd, Shell Oil Stand, Royal Bath and West Show.
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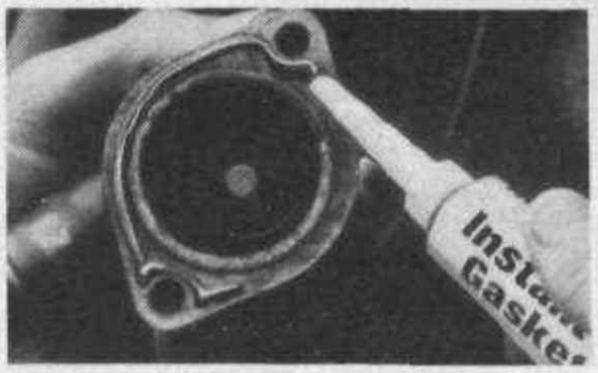


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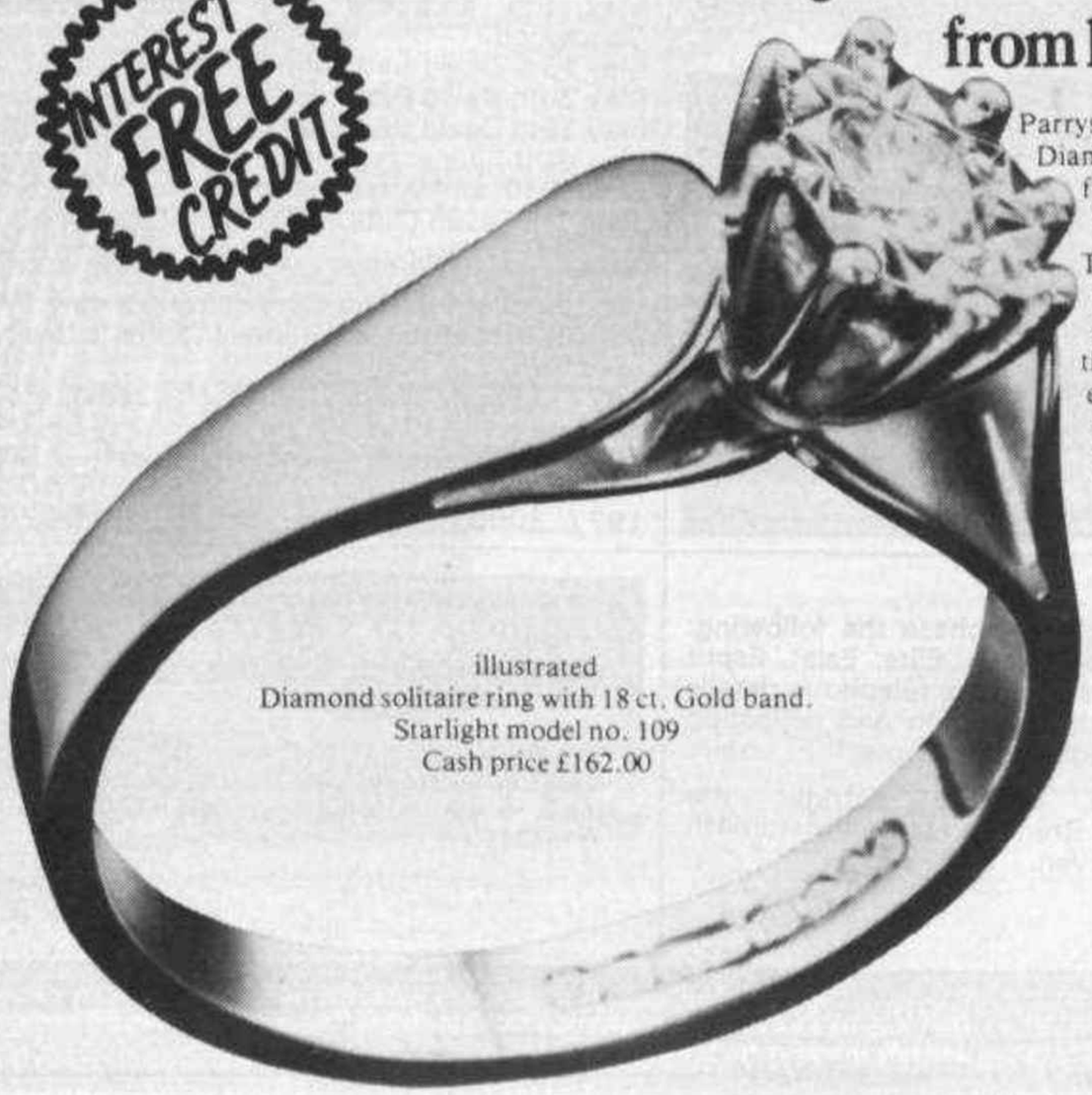
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1977 (Mdl) ALFETTA 2.0 GTV. Metallic blue with grey velour upholstery, radio, 13,000 miles. **£3,995.**

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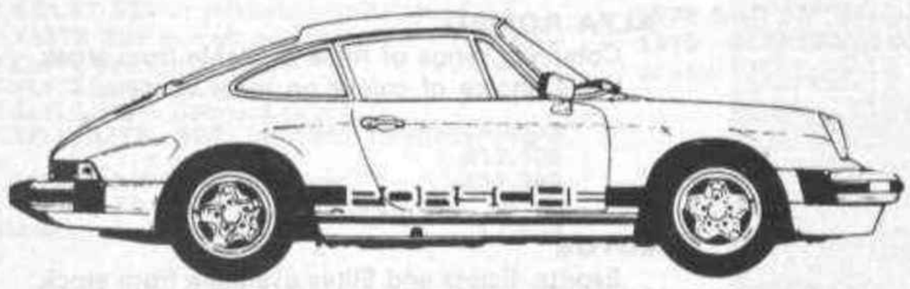
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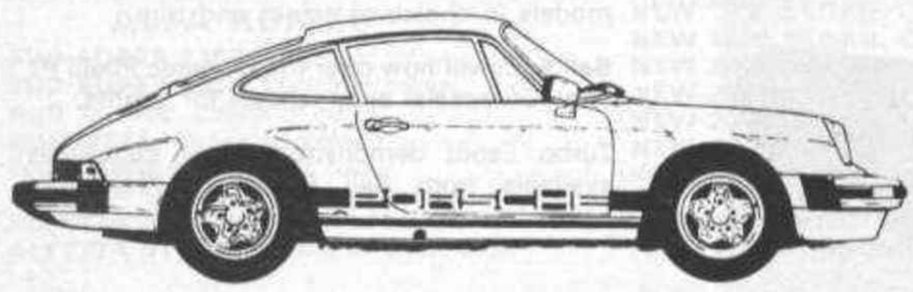
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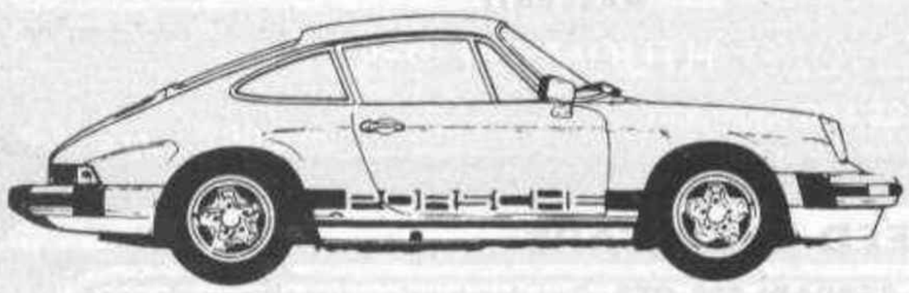
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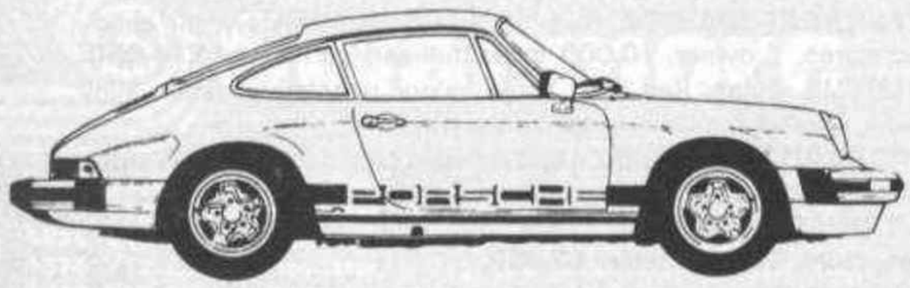
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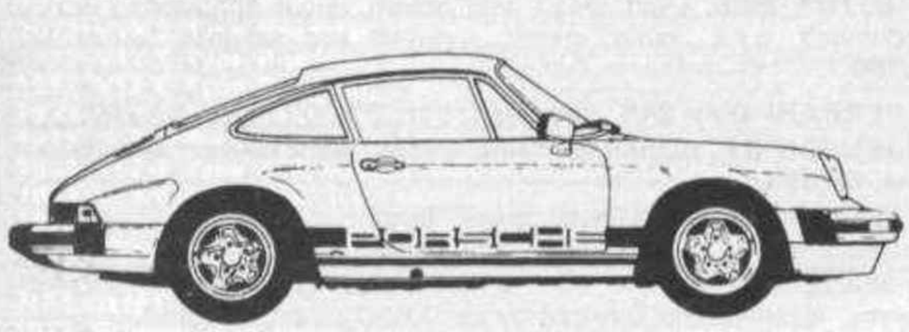
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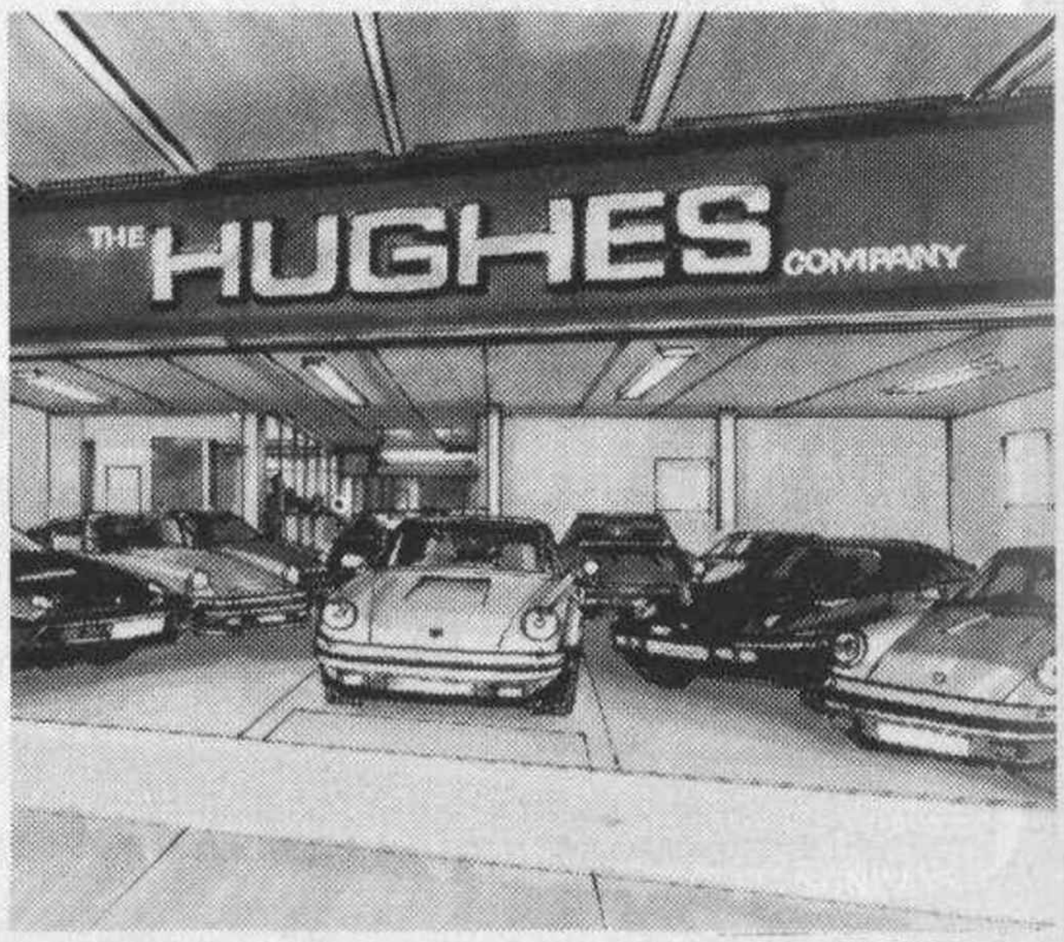
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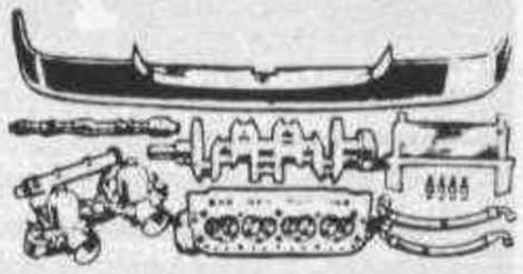
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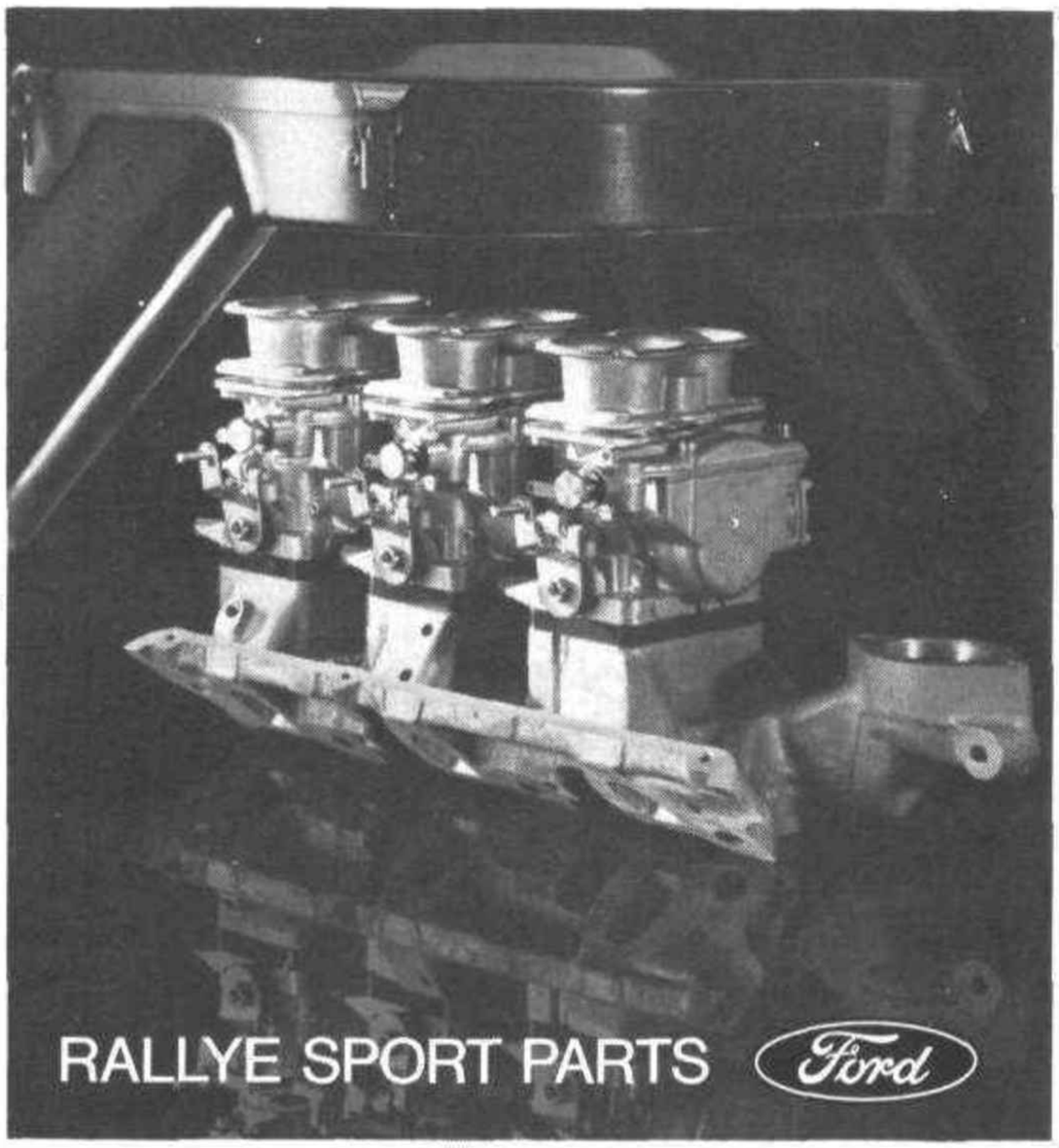
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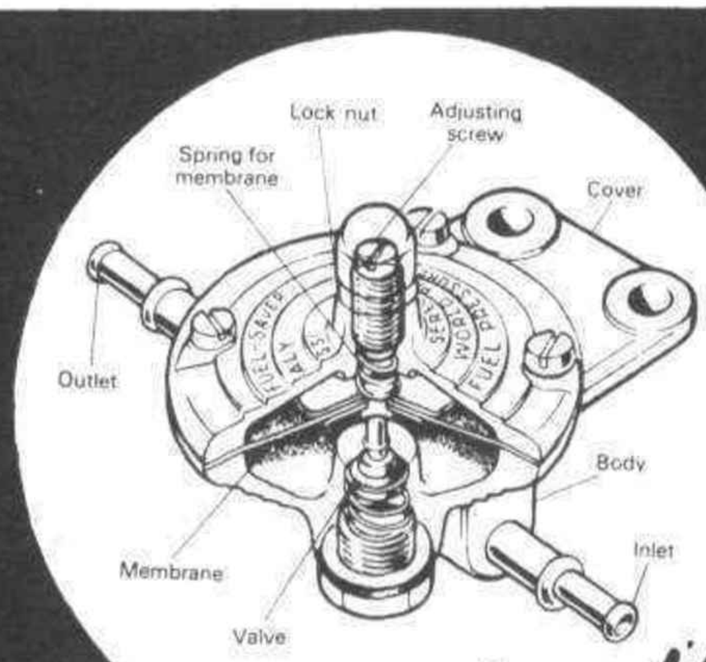
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- **Swiss National Tourist Office,** Swiss Center, 1 New Coventry Street, Tel. 01-734 19 21 – TX 21295 swisturist ldn. P.O. Box 10 Wardour Street, London W1V 4BJ.
- **Office du tourisme du Canton de Vaud,** avenue de la Gare 10, 1002 Lausanne (Switzerland). Tel. 01041/21/22 77 82 – TX 24390.
- **Office du tourisme de Genève,** rue de la Tour de l'Ile 1, 1204 Genève. Tel. 01041/22/28 72 33, TX 22795.
- **Office neuchâtelois du tourisme,** rue du Trésor 9, 2000 Neuchâtel. Tel. 01041/38/25 17 89.
- **Union fribourgeoise du tourisme,** route Neuve 6, 1700 Fribourg. Tel. 01041/37/23 33 63, TX 36499 unto.

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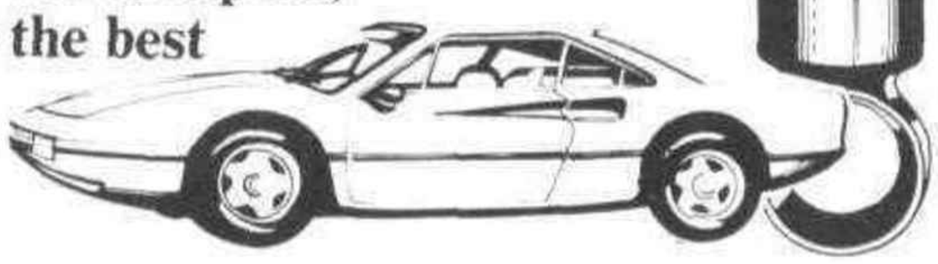
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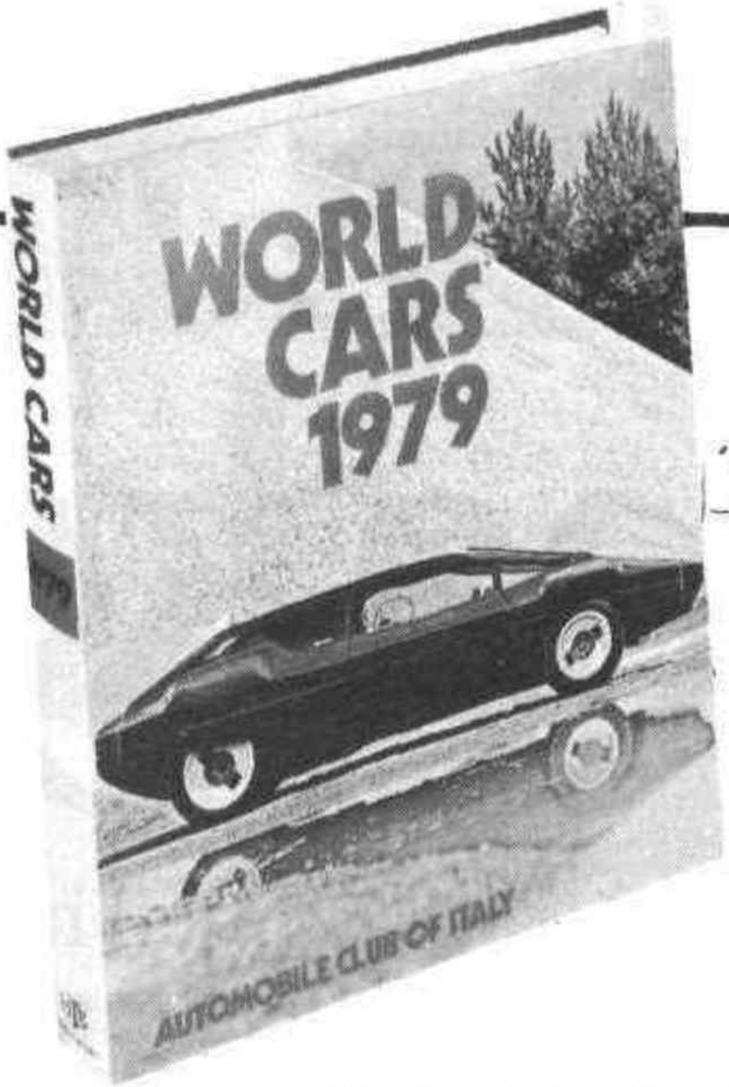
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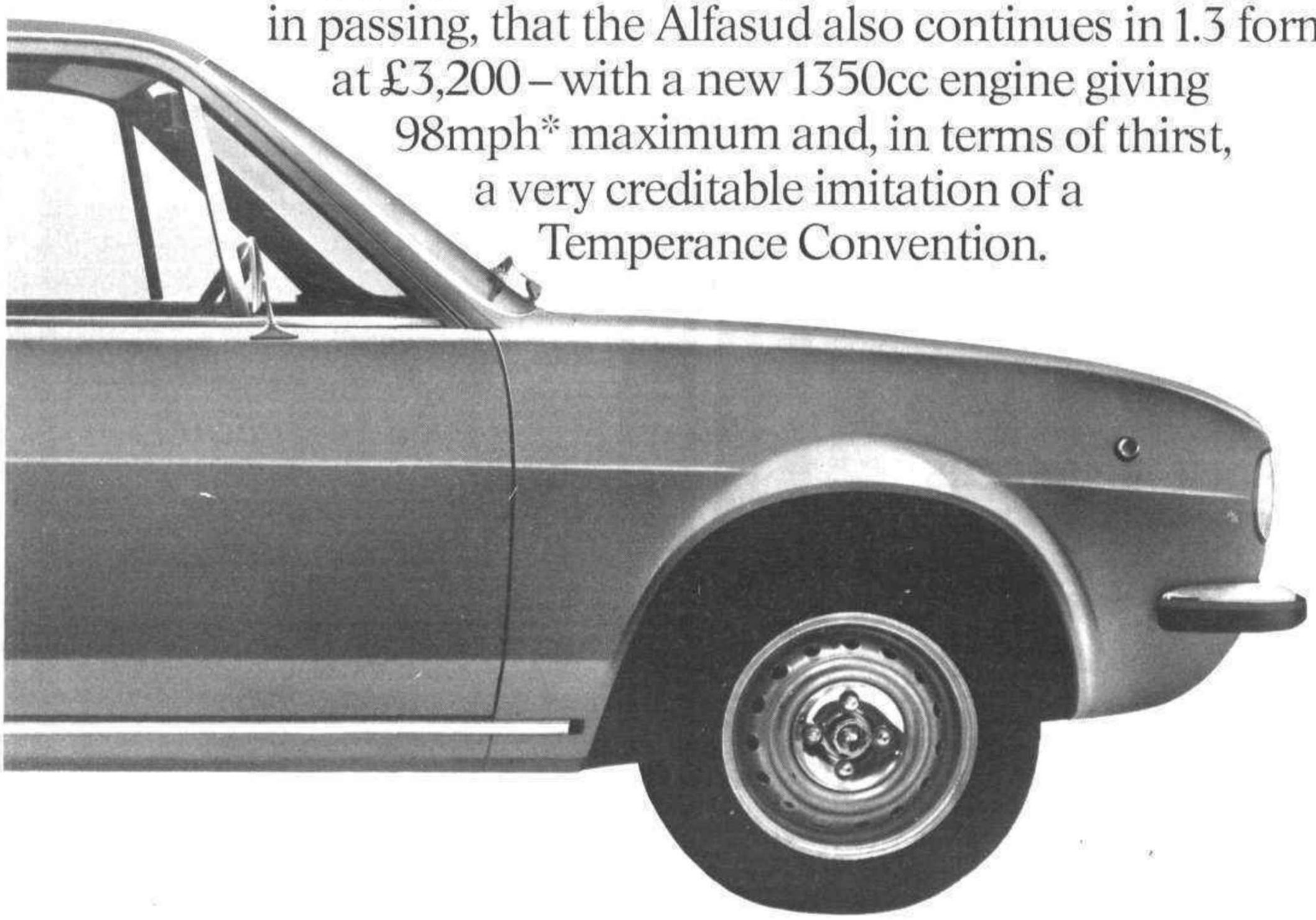
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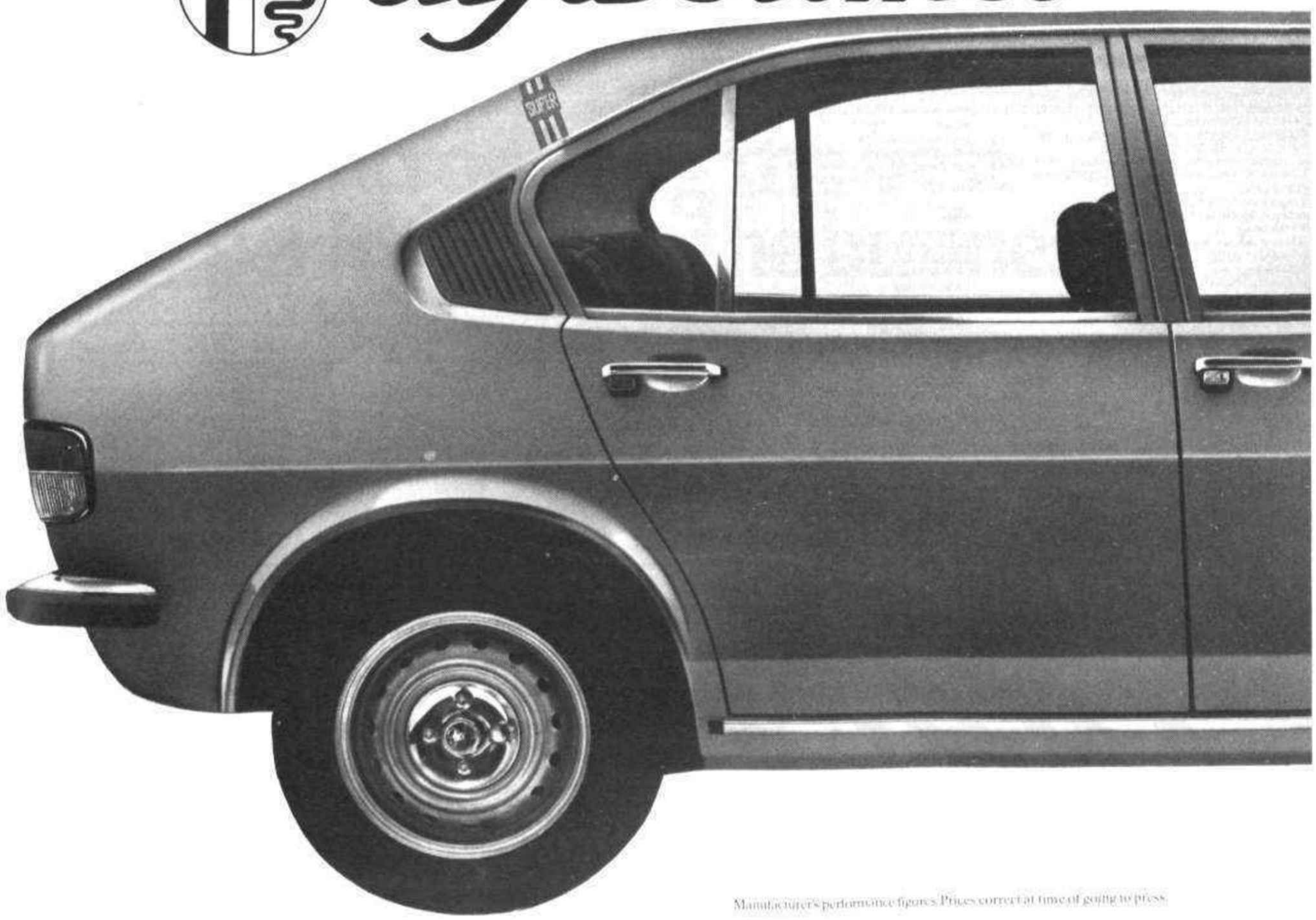
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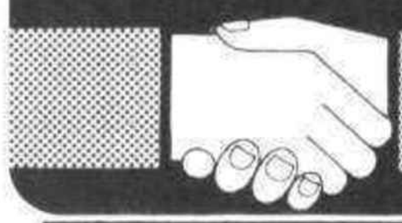
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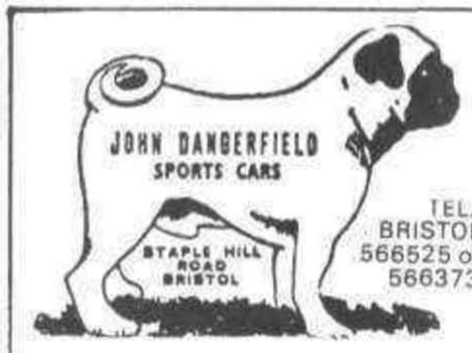
Recently, while Scribe No. 1 was reclining, terrified, in the ergonomic chair of the local, Porsche-driving dentist; the avenging angel of the NHS approached, filled my mouth with various bits of assorted ironmongery, and then made a full frontal assault on our advertising image. "Friends of mine says you're not up-market enough!" said he. "Urgle – gurgle – splot!" said I, brilliantly. "Adverts should – 'sorry!' – match your reputation, which is – 'open VERY wide!' – very good," said he. My answer rattled about in my head, ricocheted off the sharp edges of my agonised mind, but failed to exit through the minefield that was once my mouth. "Gon'k aglee," I managed.
What I really thought was, "Well, well, we've just revamped our ad. to get it over to folk that, despite our smooth-looking adverts, we ARE enthusiastic, we ARE in the North, and we DO cater for ALL interested sports folk, NOT just the big spenders." – So, who's right? . . . He's not really SUCH a bad dentist, either . . . !

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MG 'B' GT 1974. 'N' reg'd, maroon. Impact bumpers. O/drive **£2,395**
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TRIUMPH STAG 1974. H & S tops. Man/o/drive **£2,900**
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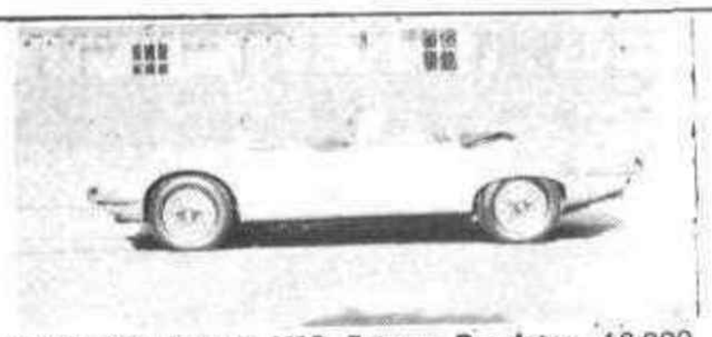
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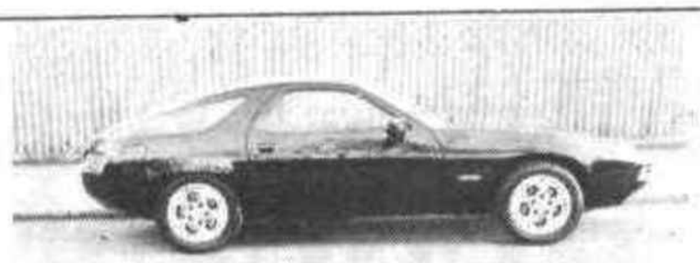
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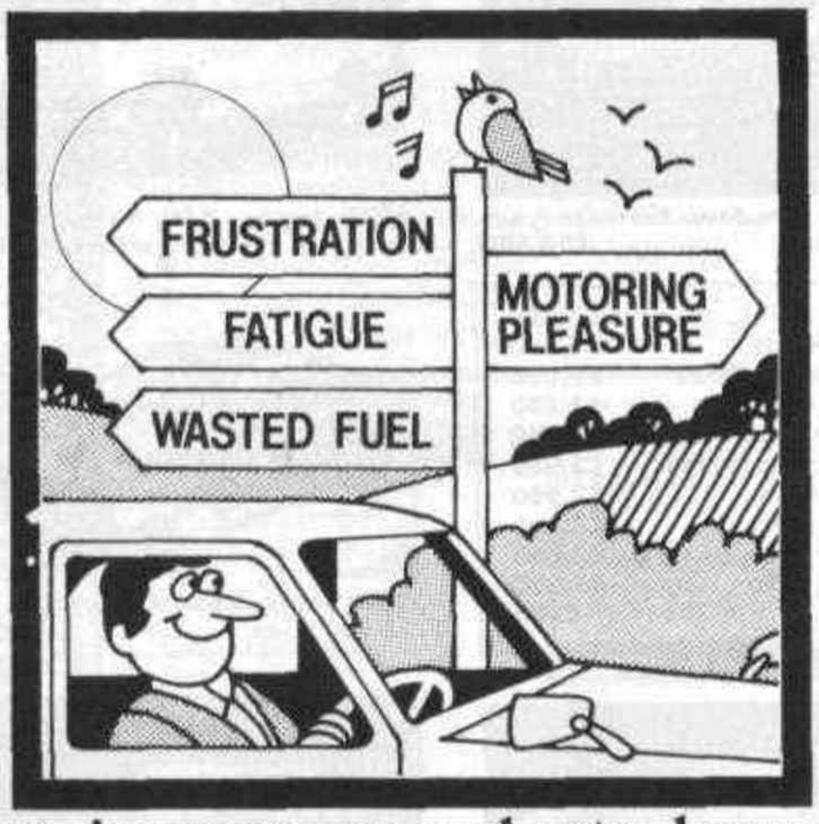
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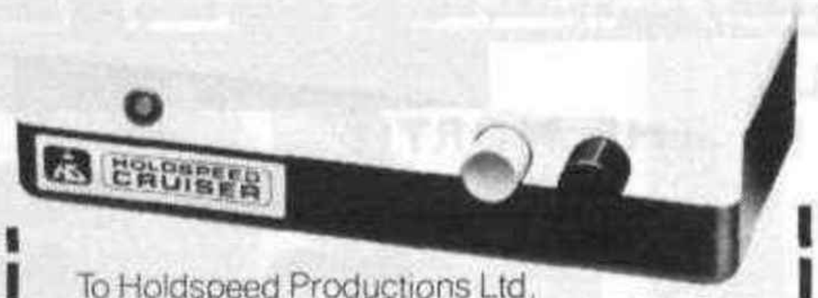
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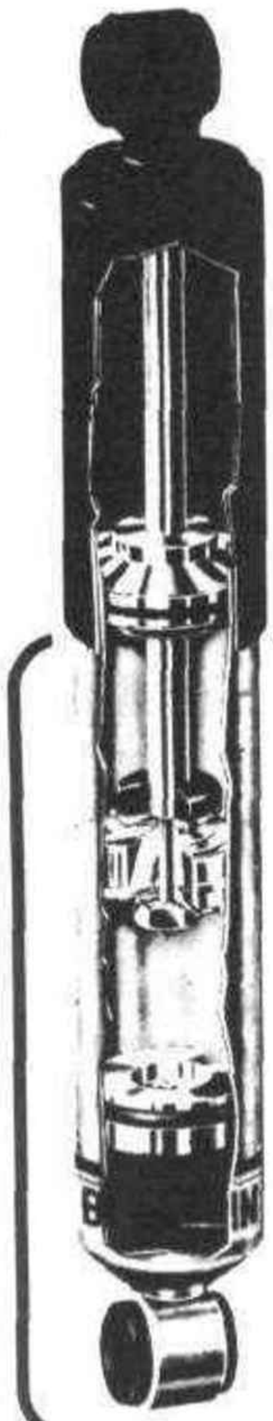
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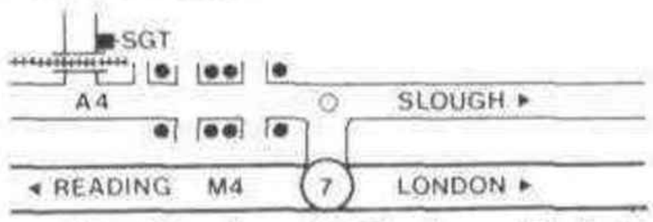
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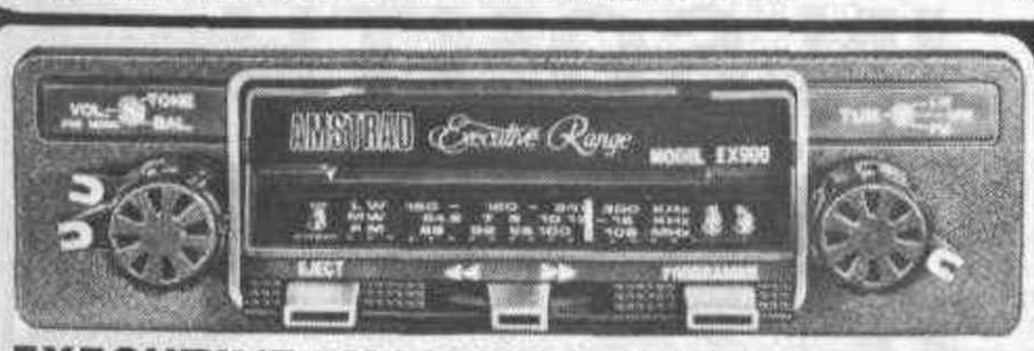
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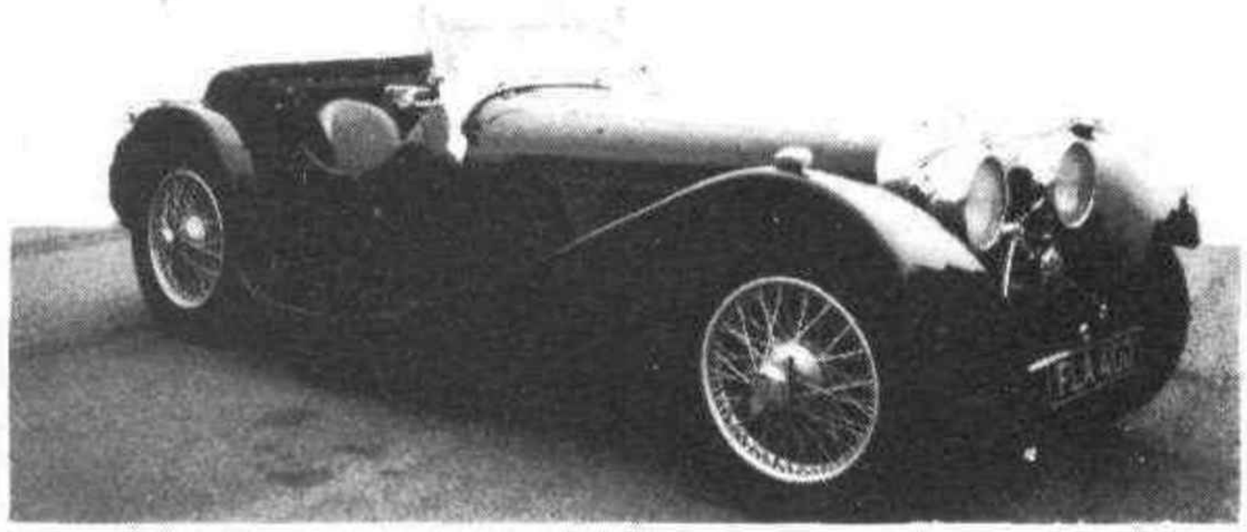


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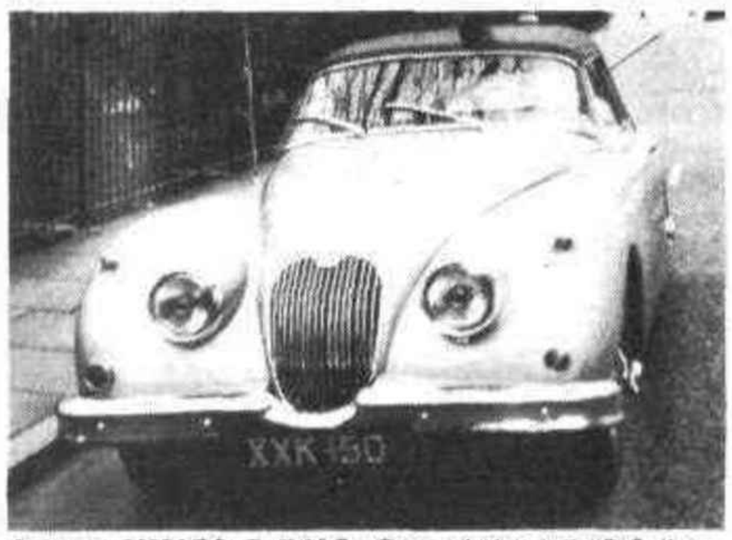
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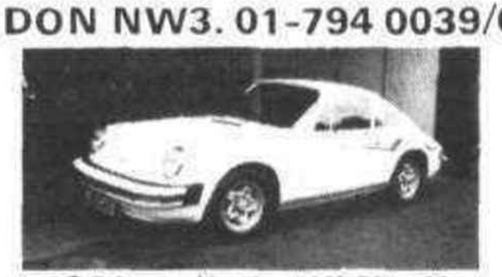
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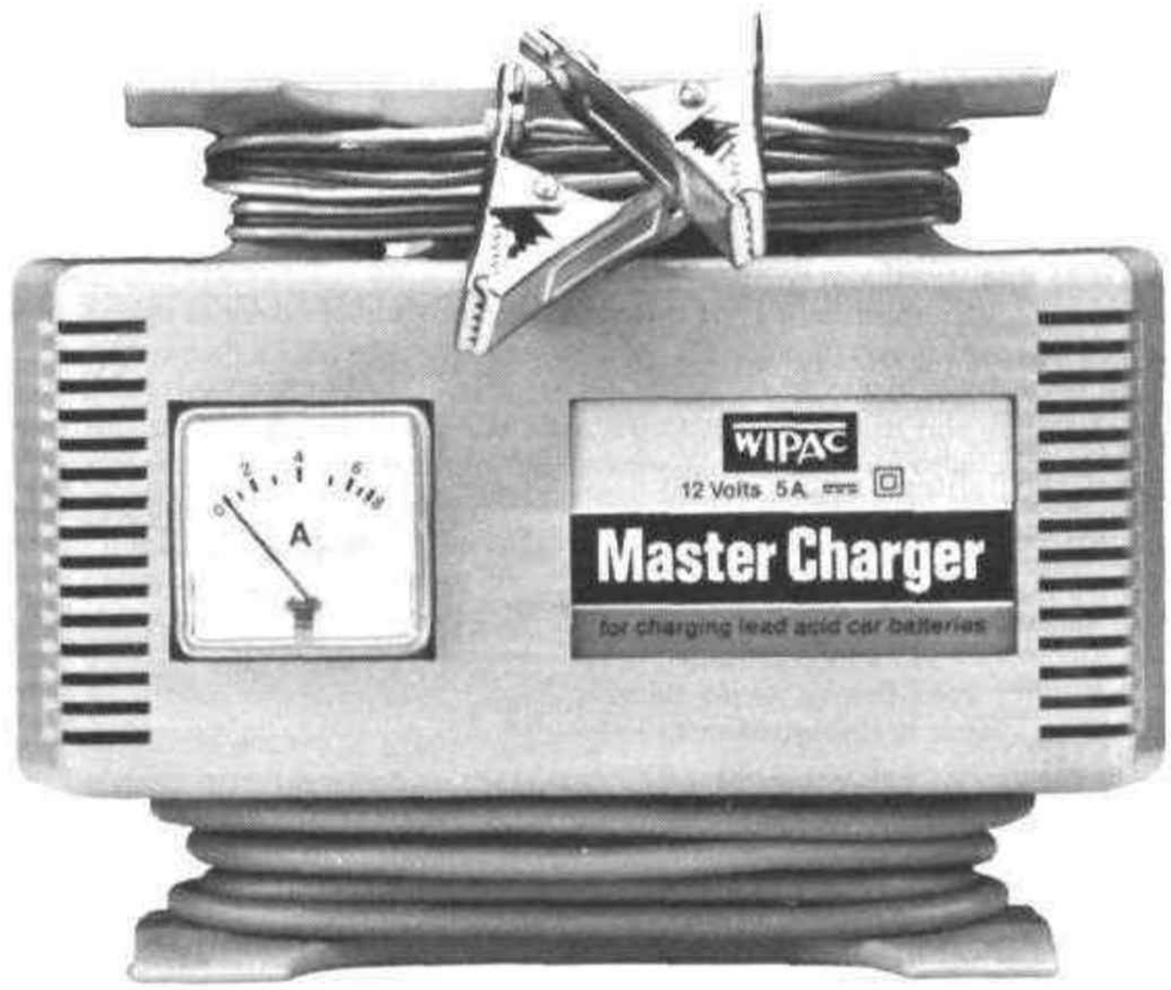
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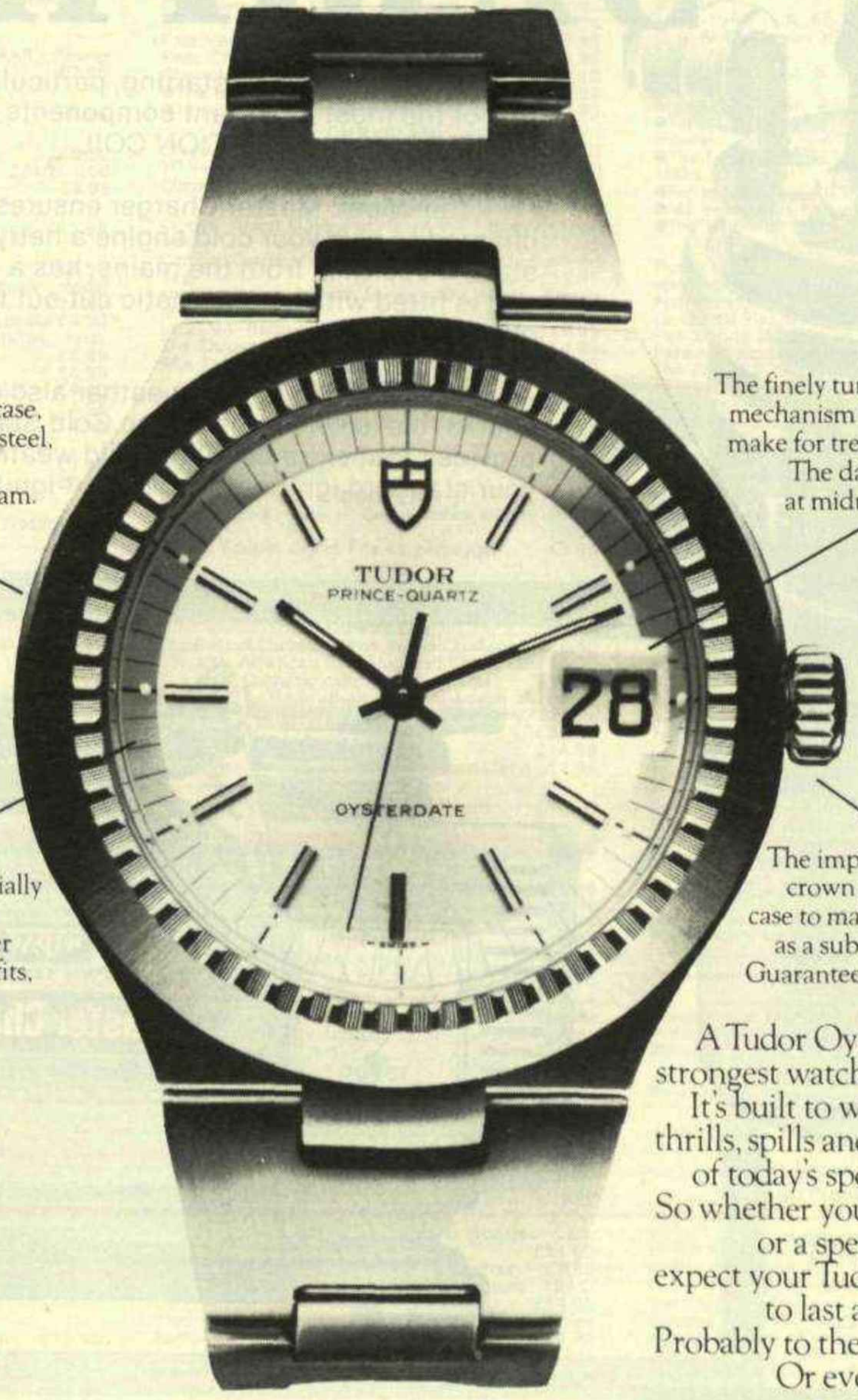


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MOTOR SPORT

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

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FRONT COVER PICTURE: THE FERRARI 312T4s of Gilles Villeneuve lead Patrick Depailler (Ligier JS11), Mario Andretti (Lotus 79), James Hunt (Wolf WR9) and the rest of the pack into Shoreline Drive hairpin on the opening lap of the US Grand Prix (West) at Long Beach. Villeneuve drove a masterly race, leading from start to finish to beat his second-placed team-mate, Scheckter, by nearly half-a-minute.

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MATTERS OF MOMENT

■ GOING SMALL

With petrol prices already rising, towards the expected £1 or more per gallon, there is one infallible way for one section of the motoring community to cut the cost of the essential fluid. That is to run a car that gives a lower m.p.g. than the one at present in use. The most elemental of arithmetic shows that one can cut the cost of the personal petrol-bill in half, simply by using, for instance, a car that does 36 m.p.g. in place of a car that consumes petrol at the rate of 18 m.p.g., or by using one that manages 44 m.p.g. instead of 22 m.p.g., and so on. The prospect of thus reducing the price of petrol to around a token 50p a gallon must surely have a wide appeal; or must eventually, as inflation, and prices generally, continue to rise.

While there are those, ourselves included, who may have preferred large, high-performance cars to the little 'uns in the past, the prevailing and future economic trends point to growing usage of small, petrol-economical cars, even to there being something of a new Small Car Cult, from Reliant "Kitten Kraze" upwards. There was a time when even the leading racing-drivers saw no shame in running minute motor cars. Indeed, the pre-war Fiat 500 or "Topolino" soon became quite the fashionable thing with them, and this was repeated after the war when many racing-drivers ran Cooper-Minis. Long before that the great Albert Divo did not regard a Citroen 5 CV as beneath his dignity and Earl Howe was happy to let his stable run from an enormous Mercedes-Benz to a little Fiat "Mouse". In racing, some meritorious performances have been put up by cars with very modest engine capacities. At Le Mans, for instance, since the war, a 611 c.c. Monopole has won the Biennial Cup, a 614 c.c. Monopole the Index of Performance *and* the Biennial Cup, with a 611 c.c. Dyna-Panhard the runner-up, and there have been similar achievements along the years by 612 c.c. Panhard, 745 c.c. DB, 744 c.c. Lotus, 749 c.c. Osca, 702 c.c. DB, etc. Say, if you will, that the French seem to have had a knack of ensuring that these categories of their famous race went to National products (until Colin Chapman unseated them), the fact remains that tiny-engined sports/racing cars proved that they could last out the 24 hours at Le Mans at respectable average speeds. With the ever-rising costs of motoring, and of living generally, it seems logical to expect to see increasing interest taken in the smaller, more economical cars, for ordinary use.

Great Britain is well suited to small cars, which became fashionable here in 1912 and which have had at least two magazines devoted to fostering them. Such cars have advanced so far since then in specification and performance that a new Small Car Cult seems likely. Only in ride and noise-level do they lose out to larger cars, if you accept that it is now regarded as criminal to drive at over 60 m.p.h. on ordinary roads or exceed 70 m.p.h. on our fine motorways. So it could be that soon all but the very largest of people, or those who hold status-symbolism sacred, will turn to smaller cars, in order to reduce their fuel bills by something approaching half those of the big cars they have been enjoying. If we are correct in this, there would seem to be a lucrative market for the first manufacturer who devotes attention to even better suspension and more effective sound-damping in a small-engined car.

We can see the New Cult becoming quite the smart-thing, as well-known motoring personalities vie with one another in owning the more desirable small cars. Some will probably go for those that combine the highest m.p.g. with the plushiest de luxe equipment, others for those giving the highest performance with not too much sacrifice in fuel economy. In this probable enthusiasm for this New Cult, a big contribution could be made by the tuning specialists, and by those who build better-than-standard bodywork, remembering how the former have obtained improved m.p.g. as well as higher m.p.h. from production engines, and how very refined, fully-equipped small cars have been made by Vanden Plas and others. It may be that, with British Leyland reduced to building Hondas in the smaller-car field, there will be a swing to Fiestas, Chevettes, "Fives", Polos and Golfs, on the part of those who wish to keep sales within the EEC and the Japs at bay – and here we may say that, after noting that five Japanese makes took the first five places in the TV "That's Life" Esther Rantzen "motor-race" (which is really a reliability chart based on the experiences of that programme's viewers with their cars) we asked how these findings were obtained, because this very influential television programme must have a great impact on potential new-car customers. We were not entirely happy that one car was picked out for a flaming embellishment because "it had caught fire and melted", and that another car was ridiculed for "hopping like a kangaroo", by "That's Life". No doubt the producers of such a widely-viewed and outspoken programme are 100% careful in how they reach their conclusions. Alas, we cannot tell you how they go about this because in spite of our written request for information, and several follow-up telephone calls, no reply has been received as we go to press from the lady with the memorable smile. . . .

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 4 6th	**ASAC Grasse**	—	**France**	**Criterium Alpin (European Rally Championship) (INT)**	—
May 4 6th	**Stichting Automobielsport Rotterdam**	—	**Holland**	**Gulf Tulip Rally (European Rally Championship) (INT)**	—
May 5 6th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**Rivet Supply World Manufacturers' Championship 6 Hours (INT)**	12.00
May 5 6th	Bugatti OC	Prescott	Cheltenham	RAC Hill Climb Championship (*N*)	—
May 5 6th	Taunton Motoring Club and Exeter Motor Club	Exeter Crest Motel, Middlemoor, Exeter	192 957919	South West Stages (*N*)	00.01
May 6th	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	14.00
May 6th	BARC	Cadwell Park Circuit	Louth, Lincs	Race Meeting (*R*)	14.00
May 6th	Triumph Sporting Owners' Club	Baitings Dam, Ripponden	110 012191	Hill Climb (*C*)	—
May 7th	BRSCC (M)	Mallory Park Circuit, Kirkby Mallory	Leicester	Aurora British Formula 1 Championship (*INT*)	14.00
May 7th	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Gerry Marshall Benefit Meeting (*R*)	14.30
May 7th	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*R*)	14.00
May 7th	Astra MC	Lydden Hill Circuit	Canterbury, Kent	Festival of Motor Sport (*R*)	14.00
May 7th	MGCC (NW)	Scammonden Dam	Huddersfield	Hill Climb (*R*)	13.45
May 7th	Hagley & Dist. LCC	Loton Park, Alberbury	Shrewsbury	Castrol National Team Hill Climb (*N*)	14.00
May 10 12th	**SWAC**	**Civic Centre, Cardiff**	—	**Phonepower Welsh Rally (European Rally Championship) (INT)**	19.00
May 12th	BARC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
May 12th	VSCC	Donington Park Circuit	Derby	The Shuttleworth & Nuffield Trophies Meeting (*C*)	14.00
May 13th	**RACB**	**Zolder**	**Belgium**	**Belgian Grand Prix (World Championship round 6) (INT)**	—
May 13th	**Vallelunga SPA**	**Vallelunga**	**Italy**	**European Formula 2 Championship (INT)**	—
May 13th	**Real Automovil Club de Espana**	**Jarama**	**Spain**	**European Touring Car Championship (INT)**	—
May 13th	BARC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.00
May 13th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (*R*)	14.30
May 13th	BRSCC (N)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.45
May 18 20th	**ASAC Lorrain**	—	**France**	**Lorraine Rally (European Rally Championship) (INT)**	—
May 18 20th	**AC di Pavia**	—	**Italy**	**Rally of 4 Regions (European Rally Championship) (INT)**	—
May 19th	Mid-Cheshire MRC	Aintree Circuit	Liverpool	Race Meeting (*R*)	—
May 20th	**AC Firenze**	**Mugello**	**Italy**	**European Formula 2 Championship (INT)**	—
May 20th	**BRDC**	**Donington Park Circuit**	**Derby**	**European Formula 3 Championship (INT)**	—
May 20th	**BARC**	**Snetterton Circuit**	**Thetford, Norfolk**	**Aurora British Formula 1 Championship (INT)**	14.00
May 20th	**AMOC**	**Brands Hatch Circuit, Fawkham**	**Dartford, Kent**	**FIA International Historic Car Races (INT)**	—
May 20th	BRSCC (N)	Cadwell Park Circuit	Louth, Lincs	Race Meeting (*R*)	14.00
May 20th	750 MC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	—
May 20th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	—
May 20th	XK Register of the Jaguar Drivers' Club	The National Motor Museum, Beaulieu, Hants	—	Annual Spring Rally Concours Driving Tests	09.00
May 25 27th	**South Swedish Rally**	—	**Sweden**	**South Swedish Rally (European Rally Championship) (INT)**	—
May 26th	MGCC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	11.30
May 26th	500 MRCI	Kirkistown Circuit	Belfast	Race Meeting (*C*)	—
May 26 June 1st	**Automobile et Touring Club de Grece (ELPA)**	—	**Greece**	**Acropolis Rally (World Rally Championship) (INT)**	—
May 27th	**AC Monaco**	**Monaco**	—	**Monaco Grand Prix (World Championship round 7) (INT)**	—
May 27th	**USAC**	**Indianapolis**	**USA**	**Indianapolis 500 (INT)**	—
May 27th	BARC (Y)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
May 27th	Donington RC	Donington Park Circuit	Derby	Race Meeting (*R*)	—
May 27th	Astra MC	Lydden Hill Circuit	Canterbury, Kent	Festival of Motor Sport (*R*)	14.00
May 28th	**BARC**	**Thruxton Circuit**	**Andover, Hampshire**	**Aurora British Formula 1 Championship (INT)**	**14.30**
May 28th	**BRDC**	**Silverstone Circuit**	***Towcester*, Northants**	***Vandervell Formula 3 Championship (INT R)***	—
May 28th	BRSCC (M)	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*N C*)	14.00
May 28th	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.30
May 28th	BRSCC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
May 28th	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wiltshire	Race Meeting (*R*)	14.00
May 28th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (*C*)	14.30
June 2 3rd	Bugatti OC	Prescott	Cheltenham	Classic Car Hill Climb (*R*)	—
June 3rd	**ADAC-Zentrale e.V. ADAC-Mittelrhein e.V.**	**Nurburgring**	**Germany**	**World Championship for Makes (INT)**	—
June 3rd	**ASAC Basco Bearnais**	**Pau**	**France**	**European Formula 2 Championship (INT)**	—
June 3rd	**STMSC-Sektion Knittelfeld des STAMK**	**Osterreichring**	**Austria**	**European Touring Car Championship (INT)**	—
June 3rd	**RAC**	**Donington Park Circuit**	**Derby**	**Gunnar Nilsson Memorial Formula 1 Trophy Race (INT)**	—
June 3rd	BARC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.00
June 3rd	BARC (LH)	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.15
June 3rd	RMC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	—
June 4th	**Nederlandse Autorensport Vereniging Zandvoort**	**Zandvoort**	**Holland**	**European Formula 3 Championship Aurora British Formula 1 Championship (INT)**	.

MATTERS OF MOMENT –
continued from previous page.

Reverting to the probability of a cult for the smaller cars, there are already some effective top-of-the-range models of certain makes that merit the attention of those contemplating a move away from petrol-thirsty cars. The Ford 1.1-litre Fiesta S, with its glass roof-panel and many other de-luxe amenities, which we have been driving recently, would seem to meet the requirements admirably.

THE GENERAL ELECTION

WITH A General Election only a few days away as this issue of MOTOR SPORT is published, may we offer you the thought that a great majority of car owners would be likely to vote for the Party which promises to reduce the savage and increasing price of petrol by reducing the tax on such fuel, which tax represents a large proportion of the approaching £1 per gallon threat. This could surely be accomplished by spreading taxation over other commodities, especially tobacco and alcohol, thereby penalising the use of two things regarded as "suicidal" by do-gooders and welfare-staters, while giving a break for once to the "lethal weapons" that have been so over-taxed for so long, and increased taxation on which means a rise in the day-to-day cost of living for every one of us.

Then, it seems that the Seat-Belt Bill will again take a back seat. While encouraging those

Continued on page 616.



Shekhar Mehta (left) and Mike Doughty celebrate a fine win for Datsun. (Colour photographs appear on pages 659/660.)

RALLY REVIEW

THE SAFARI RALLY

RALLIES are either won or lost; they can never be bought. No matter how massive an operation is mounted to back up a team of cars, competing skill and organisational efficiency are essential ingredients which are totally unrelated to the size of a service fleet and the depth of a paying pocket.

Were this not so, Mercedes-Benz would certainly have walked away with victory in the Safari Rally over the Easter weekend, for they mounted a massive service operation of proportions which amazed everyone, even the team's own drivers. Whereas most rally teams try to base themselves at a garage or some other workshop-type premises, the Mercedes team rented an aircraft hangar at Nairobi's Wilson Airport and filled it with crates, spares, tyres and various other equipment. There was just enough space left for mechanics to work on the cars, but the fleet of over fifty support vehicles of one kind or another had to be lined up outside.

With six competing cars, service vans, 4-w-d vehicles for assistance in muddy sections, fast emergency service cars, aircraft, a helicopter and a whole army of locally hired staff to supplement the German mechanics, the entire operation was enormous and certainly far costlier than any factory entry in any World Championship rally that we have seen.

But despite the vast resources at their disposal, mistakes were made by the Mercedes people, and the disappointment they felt when they lost the lead, and victory, on the final night bordered on total despair. Last year they had returned to competition with the Safari Rally but managed only one finisher, in sixth place. The mistakes of 1978 were put right for 1979, but others took their place and the operation was not as efficiently run as it might have been.

The first mistake of the Mercedes team was to enter two types of car, three 450SLCs and three 280Es. This meant that the spare parts load was doubled, and it led to such time-consuming incidents as taking a 280E rear axle into a section to rescue Bjorn Waldegard who had broken the differential of his 450SLC. That error was put right by removing the rear axle from a 450SLC practice car which was being used for fast emergency service. Another was an apparent reluctance on the part of German mechanics to do anything unless it was on the direct instructions of team manager Waxenburger, and a reluctance on his part to delegate work. In fact, when Waldegard's replacement rear axle was being installed, it was Waxenburger himself who was under the car doing the job. Furthermore, the team was using American-type Citizens' Band radios which were low-powered, picked up tremendous interference and had a very limited range even in line of sight. Even with an airborne relay station, communications were very difficult and sometimes broke down altogether.

The vastness of Kenya is such that a pretty comprehensive service network is required to give competitors the support they need. Gone are the days when the Safari was just a contest between cars and their occupants, and even private entrants now recruit their friends to drive out into the bush to supply them with fuel, tyres and spares at predetermined locations. For a works team, such support is vital, and in order to maintain control over a scattered battalion of moving, leap-frogging support vehicles, two-way radios are installed in competing cars and service cars, and the problem of signal-obstructing mountains overcome by having an aircraft circling overhead to relay messages.

The undisputed experts in this field are Marshalls (East Africa) Ltd., the Nairobi-based Peugeot importers. Although their service fleet was modest compared with those of their competitors, their efficient communications rendered them extremely effective. They put a pressurised, twin turbo-prop aircraft up at 33,000 feet, installed high-powered VHF radios, maintained strict communications discipline, set up an operations room in the top floor boardroom of their Nairobi head offices and ran a faultless operation which put those of other teams to shame. It should be noted that the personnel running the operation were all Marshalls' executives and all seasoned Safari competitors. Indeed, managing director Paddy Cliff has twice won the event as a co-driver.

Were it not for the communications system of the Peugeot team the organisers would very likely have lost control over the rally, for they were using no communications system at all save for getting section times back to Rally HQ by public or private telephone or by amateur radio, and frequently made requests to the Peugeot operations room to let them know what was going on.

Alas, although the Peugeot team was most effectively run, the V6 engines of the 504 Coupes were not up to it and three of the four cars retired, leaving that of Jean-Claude Lefebvre (last year's winning co-driver) to finish in twelfth place. It should be said that the engine problems were not all inherent, Lampinen, for instance, running his main bearings some 40 kilometres after cracking his sump on a rock.

Before the start there were very few bets being put on the three-car Fiat team, for the 131 Abarths had given much trouble in practice and they were expected to be too fragile even to finish. But predictions of this kind are rarely obeyed by events, and all three cars finished in the first ten. They were very quick, but gave occasional trouble which caused delays and none of them was ever leading the event.

Praise must go to Finnish driver Markku Alen for his third place; he is by no means a long distance man and prefers much shorter sprint-type events such as those popular in Europe. Furthermore, it was his first visit to Kenya and it is to his credit that he coped admirably with the peculiar characteristics of that country, although he made no secret of the fact that it wasn't really his kind of rally.

The Datsun team, like that of Marshalls, has considerable experience of competing in the Safari, and even if the company tackles no other events in the year a works team is always sent to Kenya at Eastertime. Like the others, they use factory mechanics backed up by local people, and although their 160J saloons were not quite as fast as the cars of their rivals they were strong enough to keep going on the rough roads whilst others were stopping for repairs or replacements. The cars of Rauno Aaltonen and Harry Kallstrom did suffer rear suspension failures which cost considerable time, but that of Shekhar Mehta ran almost faultlessly and he was always right up among the leaders. In fact, when he took the lead from Hannu Mikkola on the final night, it was the third time that he had occupied that position.

It was Waldegard, in his 450SLC, who was in front by the time night fell on the first day, but later the lead was held by Mehta in his Datsun, Makinen in his Peugeot 504 Coupe, Mikkola in his 450SLC then finally Mehta. Altogether, the lead changed hands some eight times, but always between these drivers. For one section Makinen and Mehta were joint leaders, and at one time there was an altercation between them after Mehta had caught up with Makinen who failed to move over to let the Datsun by. Eventually, Mehta managed to get alongside, only to be sideswiped by the Peugeot.

From the 66 starters, only the cars of Datsun, Fiat, Peugeot and Mercedes could be said to have a winning chance, and it turned out, as it invariably does, that the winner was the one who stopped least for repairs.

After the various changes of lead throughout



Engine problems defeated the well-organised Peugeot team. This 504 Coupe of Lefebvre/Delferrier was the only one to finish.

the first and second legs of the rally, Hannu Mikkola seemed certain to return victorious to Nairobi at the end of the third and final leg, for his advantage over Shekhar Mehta was sufficient to allow him to refrain from pushing the Mercedes to the point of breakage risk.

However, around midnight on the final night the fan of the car worked itself loose and holed the radiator. It was by no means a small hole, and as soon as Mikkola saw the temperature go up he stopped. When he saw the damage he had no alternative but to wait for team-mate Waldegard to come along, for his own radio had stopped working and he could only get help by asking Waldegard to summon it on his radio. Eventually mechanics did arrive, but the whole process took time, and when Mikkola finally got under way again he had lost a good hour and this let Mehta through into the lead. Mikkola pulled out all the stops after that and took time off Mehta on almost every section, but the end was too near and there just wasn't enough distance left for him to regain the lead.

No mention of the Safari would be complete without reference to the weather, for the Kenyan climate plays an enormous part in the event. Indeed, the possibility of rain is one of the biggest topics of conversation in Nairobi just before Easter, putting British bar-stool bunion-watchers to shame. The Safari is more than just a contest between cars and their crews; competitors have to consider the violence of nature as well, and the possibility of sudden thunderstorms, flash floods, instant rivers and even roads and bridges washed away has to be taken into account. Some say that for this reason the Safari cannot properly be called a rally, but most regard it as one step beyond, an adventure without parallel in the international calendar.

This year was more dry than wet, but nevertheless there were many localised storms which produced ribbons of glutinous mud in which many got stuck and needed the help of strategically placed 4-w-d vehicles. Alas, many of the privateers running towards the end of the field had no resources to provide for such luxuries, and when they came along the "mud cars" of the works teams had long since gone. Many of them spent so much time hauling and pushing that they went beyond their maximum lateness and were out of the rally.

One incident deserves to be singled out, and that was the sudden rising of the water in a drift near Kitui, during the return from Mombasa on the second leg. The leading six cars got through, and then the water became so deep and fast-flowing that to attempt a crossing would have been suicidal. A queue formed, and although a few crews led by the wily Joginder Singh in his Mercedes found a way around the drift by travelling in a wide circle to cross not the main flow of water but several of its smaller tributaries, it was well over three hours before any attempt at crossing could be made.

At this time the organisers were out of touch with the situation, and it was only by courtesy of the communications network of the Peugeot team (they had a radio-equipped 4-w-d vehicle on each side of the drift) that they got to know what was going on. Eventually the cars made the crossing one by one at the end of a rope hauled by a 4-w-d truck, with another such vehicle holding back from behind to prevent the car being washed away by the strong current. It was by no means an incident new to the Safari, for it has happened on countless occasions, but it nevertheless taxes ingenuity each time it does happen.

The 21 muddy finishers took nearly nine hours to get back to Nairobi, the first getting back just after 1 pm on Easter Monday and the last around 10 pm. As it happened the organisers extended maximum permitted lateness to allow the last runners to be classified as finishers, a leniency which they have not shown to others in past years.



The fourth-placed Mercedes 280E of Cowan/Syer ploughs through typically rutty terrain.

One might say that the high proportion of finishers, nearly a third of the starters, indicates that the Safari was not as tough as it has been, but that wasn't really the case at all. The Safari is always the most arduous of rallies, and the retirement rate this year was reduced by several extensions of maximum lateness, and the cancellation of all penalties in the section which contained that obstructing, torrent-filled drift at Kitui.

Although a Datsun won, Ford still holds the lead in the World Rally Championship for Makes, but more significant are positions in the Drivers' Championship; Mikkola's second place, and Waldegard's sixth, have put these drivers into the joint lead of the series, each with 51 points – and both are contracted Ford drivers released on this occasion to drive for Mercedes. It remains to be seen how the Ford team will handle the possibility of this personal rivalry within its camp, although we hasten to add that Mikkola and Waldegard are the best of friends and will remain so. – G.P.

SAFARI RALLY

1st	:	S. Mehta/M. Doughty (Datsun 160J) (2)	6 h. 27 min.
2nd	:	H. Mikkola/A. Hertz (Mercedes 450SLC) (4)	7 h. 15 min.
3rd	:	M. Alen/I. Kivimaki (Fiat 131 Abarth) (4)	7 h. 20 min.
4th	:	A. Cowan/J. Syer (Mercedes 280E) (2)	7 h. 36 min.
5th	:	R. Aaltonen/L. Drews (Datsun 160J) (2)	8 h. 06 min.
6th	:	B. Waldegard/H. Thorszelius (Mercedes 450SLC) (4)	9 h. 20 min.
7th	:	M. Kirkland/D. Howarth (Datsun 160J) (2)	9 h. 34 min.
8th	:	W. Rohrl/C. Geistdorfer (Fiat 131 Abarth) (4)	10 h. 25 min.
9th	:	H. Kallstrom/C. Billstam (Datsun 160J) (2)	10 h. 43 min.
10th	:	S. Munari/S. Maiga (Fiat 131 Abarth) (4)	11 h. 33 min.
11th	:	S. Joginder/D. Doig (Mercedes 280E) (2)	11 h. 40 min.
12th	:	J-C. Lefebvre/C. Delferrier (Peugeot 504 Coupe) (4)	13 h. 18 min.
13th	:	J. Hellier/K. Shah (Datsun 160J) (2)	14 h. 40 min.
14th	:	R. Ulyate/I. Street (Fiat 131 Abarth) (4)	14 h. 44 min.
15th	:	Y. Iwashita/Y. Nakahara (Datsun 160J) (2)	14 h. 46 min.
16th	:	F. Tundo/J. Hope (Ford Escort RS) (4)	17 h. 51 min.
17th	:	M. Noor/M. Din (Mitsubishi Lancer) (2)	20 h. 00 min.
18th	:	S. Denis/P. Tilbury (Toyota Carina) (2)	24 h. 04 min.
19th	:	R. Ruedin/A. Khan (Mitsubishi Lancer) (2)	24 h. 39 min.
20th	:	H. P. Ruedin/E. Ender (Mitsubishi Lancer) (2)	26 h. 10 min.
21st	:	G. Githu/W. Obado-Ookok (Fiat 131 Abarth) (4)	29 h. 40 min.

66 starters. 21 finishers



CIRCUIT OF IRELAND RALLY Winners of the Circuit of Ireland International Rally over the Easter weekend were Pentti Airikkala/Risto Virtanen in this DTV Chevette 2300HS. This fast, "toughest ever" tarmac Circuit caused carnage amongst some of the leading opposition. Airikkala dominated throughout and finished more than ten minutes ahead of the Coleman/Donohue Escort RS 1800. Third were Fisher/Frazer (Escort RS 1800), fourth, Buckley/Caplice (Escort RS 1800) fifth, D. McCartney/Scott (Chrysler Sunbeam) and sixth were Blomqvist/Cederberg in a Saab Turbo after a brave drive with virtually no brakes.

Photograph by Colin Taylor Productions

Race of Champions

Sunshine Day

Brands Hatch, April 15th

SNOWED OFF on March 18th the Race of Champions meeting was held in glorious sunshine on Easter Sunday before a fair-sized crowd, which should indicate to over-enthusiastic race promoters that the old-established principle (now long forgotten) of starting a new season at Easter wasn't such a bad idea. The idea behind this year's Race of Champions was to raise money for the Gunnar Nilsson Memorial Fund for cancer research, the likeable young Swede dying from cancer just prior to his thirtieth birthday. Hopefully everyone was giving their services free-of-charge for the meeting, the finance-orientated Formula One Constructors Association agreeing to put on a benefit-show for the occasion. When the meeting was originally suggested for Easter Sunday the FOCA threw their hands up in horror, saying it was impossible with the Grand Prix season in full swing. However, nothing is impossible, even to FOCA, and when the original race date of March 18th was abandoned because of snow on the Kentish stadium, it was agreed to support the event on Easter Sunday, April 15th. On April 8th they were all racing in California, on Thursday April 12th they were at a test-day at Zolder in Belgium, and on Saturday April 14th they were due at Brands Hatch for practice. With a schedule like that it was not surprising that some of the promised entry fell by the wayside. It was too much for the teams of ATS, Fittipaldi Automotive, Ensign, Merzario and Frank Williams Engineering. However, entries came from Team Lotus, Brabham, McLaren, Ferrari, Shadow and Arrows.

Team Lotus gave the first public showing of the Lotus 80, albeit only during practice, as it was still not race-worthy, and Mario Andretti drove it. Since its press debut it has grown nose-fins and a second rear spoiler mounted at the top of the side-plates (shame on you, Chapman!). A detailed description of this new Lotus will hopefully appear next month. For the race, World Champion Andretti had Lotus 79/3 with a very "second hand" engine as the Cosworth resources were a bit strained. Mr. Ecclestone did us proud with his Brabham-Alfa Romeo team, producing two of the latest BT48 models with V12 power units, 48/2 for ex-World Champion Lauda and 48/1 for the rising star from Brazil Nelson Piquet (pronounce it Pee Kay, because I think you may be saying it quite often in the not too distant future). John Watson had the McLaren M28/2 which he had driven at Long Beach now back in its red and white Marlboro colours, but not going any better. Ferrari sent the modified 312T3 for Gilles Villeneuve, with which they experimented with side-skirts and under-car air-flow before perfecting the T4. Elio de Angelis had a works Shadow and Jochen Mass had a works Arrows. These seven represented the world of top Formula One racing, but running concurrently was a strong entry of British Formula One league competitors taking part in a series of races sponsored by the slot-racing firm Aurora. As these competitors are limited to a "nominally good" Goodyear tyre and use ex-works cars from one, two or three years ago, they could not expect to be competitive with the FOCA drivers. This category is at last proving to be a good training ground for newcomers aspiring to Grand Prix racing and a good haven for those who tried Grand Prix and failed to make the grade but are reluctant to give up.

The race was run over 40 laps of the full



Young Villeneuve harries the World Champion as the pair shoot through on the inside of an Aurora competitor at Druids.

circuit at Brands Hatch, with the seven FOCA members at the head of the grid and the twelve Aurora runners on a separate grid behind. The Aurora grid was reduced to eleven when the favourite runner David Kennedy failed to make the start with the Theodore Racing Wolf WR4 due to gearbox trouble at the last minute. Lauda led away, hotly pursued by Villeneuve and Andretti, but going into the left-hander before leaving the Club circuit, the World Champion dived inside the Ferrari, cutting across in front of it in a very healthy racing manoeuvre. Villeneuve was not impressed and soon nipped by the Lotus, so that the order at the end of the first lap was

STARTING GRID

1 M. Andretti *(Lotus-Cosworth V8)* 78/3 1 min. 17.52 sec.	5 N. Lauda *(Brabham-Alfa Romeo V12)* BT48/2 1 min. 17.76 sec.
12 G. Villeneuve *(Ferrari-flat-12)* 312T3A/033 1 min. 17.85 sec.	6 N. Piquet *(Brabham-Alfa Romeo V12)* BT 48/1 1 min. 17.98 sec.
30 J. Mass *(Arrows-Cosworth V8)* A1/05 1 min. 18.93 sec.	18 E. de Angelis *(Shadow-Cosworth V8)* DN9B 1 min. 19.57 sec.
7 J. Watson *(McLaren-Cosworth V8)* M28/2 1 min. 20.30 sec.	
British F1 League	
56 R. Keegan *(Arrows-Cosworth V8)* A1/02 1 min. 20.65 sec.	41 Mrs. D. Wilson *(Tyrrell-Cosworth V8)* 008/3 1 min. 20.80 sec.
44 G. Edwards *(Fittipaldi-Cosworth V8)* F5A/2 1 min. 20.90 sec.	43 E. Villota *(Lotus-Cosworth V8)* 78/1 1 min. 21.67 sec.
*51 Non-Starter	52 P. Bulman *(Surtees-Cosworth V8)* TS20 1 min. 22.41 sec.
46 T. Needell *(Chevron-Cosworth V8)* B41 1 min. 22.5 sec.	49 G. Agostini *(Williams-Cosworth V8)* FW06/001 1 min. 22.60 sec.
42 G. Smiley *(Tyrrell-Cosworth V8)* 008 1 min. 23.2 sec.	45 B. de Dryver *(Fittipaldi-Cosworth V8)* F5A/3 1 min. 23.44 sec.
47 V. Musetti *(March-Cosworth V8)* 771 1 min. 25.61sec.	63 R. Smith *(Ensign-Cosworth V8)* MN02 1 min. 26.37 sec.

*51 D. Kennedy *(Wolf WR4)* 1 min. 22.35 sec. – gearbox trouble.

Lauda (Brabham V12) Villeneuve (Ferrari flat-12) and Andretti (Lotus V8) – when you've seen one Formula One car, you've seen them all, runs the platitude used by the bored and cynical critics of Formula One! It looked as though Lauda was going to run away with this non-championship event in his 1979 car, against the 1978½ Ferrari and the 1978 Lotus, but Goodyear tyres thought otherwise and after only 8 laps he was in the pits for a tyre change as somebody in the Brabham team had obviously made a bad decision on what to use and how to set-up the suspension. By this time Piquet had passed Mass and taken fourth place, which became third; trailing along behind, but ahead of the Aurora runners were de Angelis and Watson.

Villeneuve led for laps 8 and 9 and then Andretti decided his rightful place as World Champion was at the front so he took the lead on lap 10, at which point Piquet headed his Brabham for the pits to change a tyre. "Aha," we thought, "nice Mr. Ecclestone has arranged a handicap for his drivers by giving them a mandatory pit-stop, to nullify their advantage in having 1979 cars." But it wasn't as simple as that, a wrong decision had been made. Leading the Aurora field was Rupert Keegan in an ex-works Arrows, followed by Desire Wilson, the South African woman driver in an ex-works Tyrrell 008, Guy Edwards in an ex-works Fittipaldi F5A and Villota in a Lotus 78 bought from the Hector Rebaque team.

For another 10 laps Andretti and Villeneuve ran round in formation, but then the Lotus began to suffer from brake fade and the Ferrari closed on it foot-by-foot, yard-by-yard, until the start of lap 28 when the young French-Canadian decided the Lotus was spot-on in his sights and he took Andretti right on the apex of Paddock Bend in a beautifully timed manoeuvre. All those people in the bar who were bemoaning the lack of passing in Formula One missed it, but the huge crowd in the enclosures around that part of the Stadium didn't miss it, and they saw one of the many reasons why Gilles Villeneuve is a name to be remembered.

All this while Jochen Mass had been holding a lonely third place, but Nelson Piquet had other ideas following his pit stop, and in spite of a split exhaust manifold making the V12 Alfa Romeo sound a bit flat, he was going faster and faster, really getting into the swing of the Brands Hatch circuit. He soon caught and passed Mass and with Andretti in further trouble with front tyres that were blistering, he set his sights on second place. Out in front Villeneuve was in complete control in that smooth, cool, style that is becoming increasingly impressive. With fading



Keegan's Arrows lead the Aurora tribe until its engine blew four laps from the flag. It's amazing where sponsorship comes from – Keegan was publicising a new Walt Disney film.

brakes and both front tyres coming up in bubbles, Andretti was having a miserable time, but kept going "softly-softly". Piquet was in exactly the opposite situation and was going "harder and harder" and took Andretti on lap 36, setting up a new all-time lap record for the circuit as he did so. His time was 1 min. 17.46 sec. (121.47 m.p.h.), which not only bent Lauda's existing record of 1 min. 18.60 secs., but also Peterson's fastest practice lap of 1 min. 17.61 secs. (Mark with interest, young Pee-Kay).

In winning the 40 laps race Villeneuve lapped Niki Lauda, who just seemed to be going through the motions of being a professional racing driver, and led Piquet home by 15 seconds. A praiseworthy World Champion struggled home into third place on front tyres that I wouldn't have driven down the pit-lane on, and the cheery Jochen Mass finished fourth. John Watson faded quietly away with the McLaren, hoping the sponsors didn't notice and de Angelis followed Lauda home. The Aurora class was a bit processional with Keegan leading comfortably until lap 36 when his engine blew up and this would have let Desire Wilson into the lead, but her engine was sick and she was dropping back, so Guy Edwards inherited the lead. Among the other fancied newcomers Needell crashed the Formula One Chevron rather badly and Bullman crashed his works Surtees, while Villota disappeared in a cloud of smoke.

As pleasant Bank Holiday entertainment the experiment of mixing the FOCA Formula One cars with the Aurora Championship cars was very successful, only next time there should be some sort of handicap system so that it can be all one race and not two separate ones. How about a lap start for the Aurora cars, or two pit stops for the FOCA cars, one for tyres and one for fuel?

To fill out the 2-day programme and justify the cost to spectators there were races for Formula Ford, Formula Atlantic, Formula Two, Sunbeam saloons, BMW Saloons, and Formula Sports 2000 as well as aerobatics by a small bi-plane. Everybody won at Brands Hatch but Gilles Villeneuve was the winner of the Race of Champions. – D.S.J.

Results:

RACE OF CHAMPIONS – Formula One and British Formula One League – 40 laps – Brands Hatch – 4.207 kilometres per lap – 168.28 kilometres – Warm and dry

1st:	G. Villeneuve (Ferrari 312T3A/033)	53 min. 17.12 sec. – 189.452 k.p.h.
2nd:	N. Piquet (Brabham BT48/1)	53 min. 32.19 sec. (117.72 m.p.h.
3rd:	M. Andretti (Lotus 79/3)	53 min. 40.29 sec.
4th:	J. Mass (Arrows A1/05)	53 min. 57.88 sec.
5th:	N. Lauda (Brabham BT48/2)	1 lap behind
6th:	E. de Angelis (Shadow DN9B)	1 lap behind
7th:	G. Edwards (Fittipaldi F5A)	1 lap behind – Winner British F1 class
8th:	B. de Dryver (Fittipaldi F5A)	1 lap behind
9th:	Mrs. D. Wilson (Tyrrell 008)	2 laps behind
10th:	G. Smiley (Tyrrell 008)	2 laps behind
11th:	G. Agostini (Williams FW06)	2 laps behind
12th:	V. Musetti (March 771)	4 laps behind
13th:	R. Smith (Ensign MN02)	4 laps behind

Fastest lap: N. Piquet (Brabham BT48/1) in 1 min. 17.46 sec. – 195.49 k.p.h. *(new record)* – (121.47 m.p.h.)

Retirements: T. Needell (Chevron B41) on lap 17; J. Watson (McLaren M38/2) on lap 19; P. Bullman (Surtees TS20) on lap 25; E. Villota (Lotus 78) on lap 35; R. Keegan (Arrows A1) on lap 36.

18 *starters* – 13 *finishers*

MATTERS OF MOMENT –
continued from page 612.

who belt-up voluntarily, we are opposed to compulsion. In fact, to bring in legislation making it a criminal offence not to strap oneself to one's vehicle is seen to be unnecessary when the relevant statistics are studied. Thus, the MoT's estimates of deaths that might be saved by compulsion are far too optimistic. As a letter in the *Daily Telegraph* has pointed out, the number of road-traffic deaths for all categories of road user is rather less than it was nearly 50 years ago, despite an increase in vehicles from about two-million to over 17-million. The injured, about 9/10ths of whom suffered quite minor injuries, increased by a factor of almost two, but the population has increased by approx. a quarter. Between 1972 and 1977 serious or fatal car accidents have been decreasing, and for many years here fatalities per vehicle mile have been half to a quarter of those in other industrialised countries. Taking the last year for which figures are available, car-occupant deaths in this country in 1976 were 2,520, whereas deaths from suicides totalled 4,246, from domestic accidents 6,250, from lung-cancer 37,000, the total from all causes being 660,000 deaths. The average car driver's risk of an accident resulting in injury or death occurs once every 180 years, of sustaining serious injury once every 800 years, of being killed once every 10,000 years. In countries where seat belt compulsion is law, results have not been as satisfactory as was hoped, due partly to static belts being worn too loosely.

So, as the *Telegraph* correspondent we have quoted said, "Compulsory seat-belt wearing is therefore not a special case of overwhelming fundamental value, but a part of the impersonal – some would say cold-blooded – apparatus of the bureaucratic State. Many must feel that the case against compulsion is stronger than the case for it. As the number of inertia-reel belts increases, the wearing rate will almost certainly improve; but to compel the responsible citizen to forgo his freedom of choice would be as presumptuous – and as dangerous – as denying that an Englishman's home is his castle". Votes would be gained, we suggest, by the Party that promises not to waste any more of the time of the House on this matter of belt-up compulsion. Especially remembering that the Bill was thrown out in 1973, 1974 and 1976, and that drivers who pay exorbitant car and petrol taxes and who are persecuted by radar and parking-wardens will scarcely agree with the late Transport Under-Secretary that to drive unbelted is a minor appendage of the *freedom* to drive a motor car.

CORRECTIONS

WE APOLOGISE for some unfortunate errors in last month's issue. We all know that the Ferrari is a post-war make; the cars running on alcohol fuel in the 1936 Mille Miglia were not Ferraris but *Scuderia Ferrari* Alfa Romeos, and Mussolini's Alfa Romeo ran on alcohol from Italian-stills, not on benzole (p.444). In the caption to the picture on p.459 Ken Thomson is wrongly described as Reid Railton, and we regret the mis-spelling of Lt. Col. "Goldie" Gardner's name throughout this article. Also, Gardner's car had the chassis of the MG "Magic Magnette", not that of the "Magic Midget". In the E-type Jaguar picture on p.480 the year quoted should be 1975 as we had it in the text, not 1971. Mrs. Goff Imhoff's name is Nina, not Nancy, as a correspondent wrote on page 455. – W.B.

The Gunnar Nilsson Memorial Meeting

THE FORMULA ONE race planned as the star attraction at Donington Park's Gunnar Nilsson Memorial Meeting on June 3rd has been cancelled. In its place FOCA will run a series of single car demonstration laps with the top Grand Prix drivers and cars pitting themselves against the clock one at a time to set a new outright lap record. As Bernie Ecclestone has threatened to bring the Brabham fan car along, banned after its Swedish victory last year, it should be an exercise well worth watching.

In theory a ProCar race with Grand Prix drivers in mid-engined BMW M1s should be held too, but that depends upon what happens to this Championship at Zolder and Monaco.

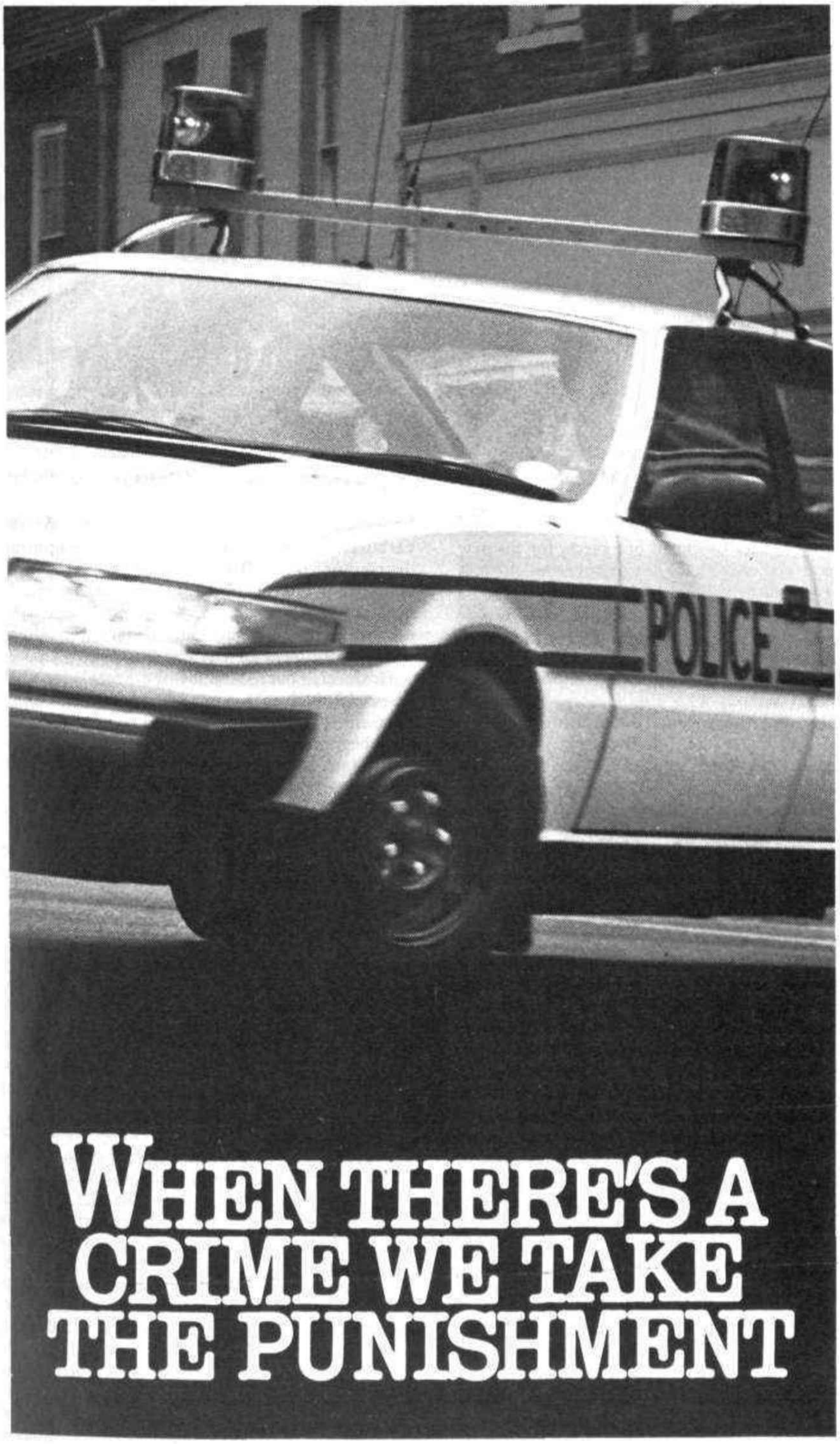
Silverstone 6-hours

STAR ATTRACTION in the British motor-racing calendar for May is the Silverstone round of the 1979 World Championship of Makes, this six-hour long British race sponsored by the Rivet Supply Company.

Several teams are using the Silverstone race as a shakedown for Le Mans including Porsche, with an Essex Petroleum-backed, long-tailed 936 for Redman/Mass, the interesting Japanese-built, DFV-powered Dome Zero R-L to be driven by Craft/Spice, De Cadenet in his own DFV-powered car, Bracey's Hesketh 308 and Robin Hamilton's Aston Martin V8 with no lesser name than Derek Bell down as main driver. A surprise late entry from Le Mans contenders is from Lancia, with a singleton Turbocharged Monte Carlo for Patrese/Rohrl. Porsche 935 privateers include Schurti/Fitzpatrick, Ludwig and Wollek.

* * *

Other attractions during May include: A flying display at the Shuttleworth Collection, Old Warden Aerodrome, Biggleswade, Beds., on May 27th, gates opening at 11 a.m., flying commencing at 2 p.m. (copies of the calendar of events for 1979 can be obtained from the Collection's General Manager at the address above, enclosing an s.a.e.); the AMOC's International Historic Race Meeting at Brands Hatch on May 20th, incorporating the only UK round of the Coupe d'Europe historic championship (racing starts at 2.15 p.m.); the Armstrong-Siddeley Owners' Club Midlands National Day, Dorsington Manor, Bidford-on-Avon on May 13th; and the Morgan Sports Car Club's International Weekend at Knebworth House, Hertfordshire on May 19th/20th.



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A SECTION DEVOTED TO OLD-CAR MATTERS

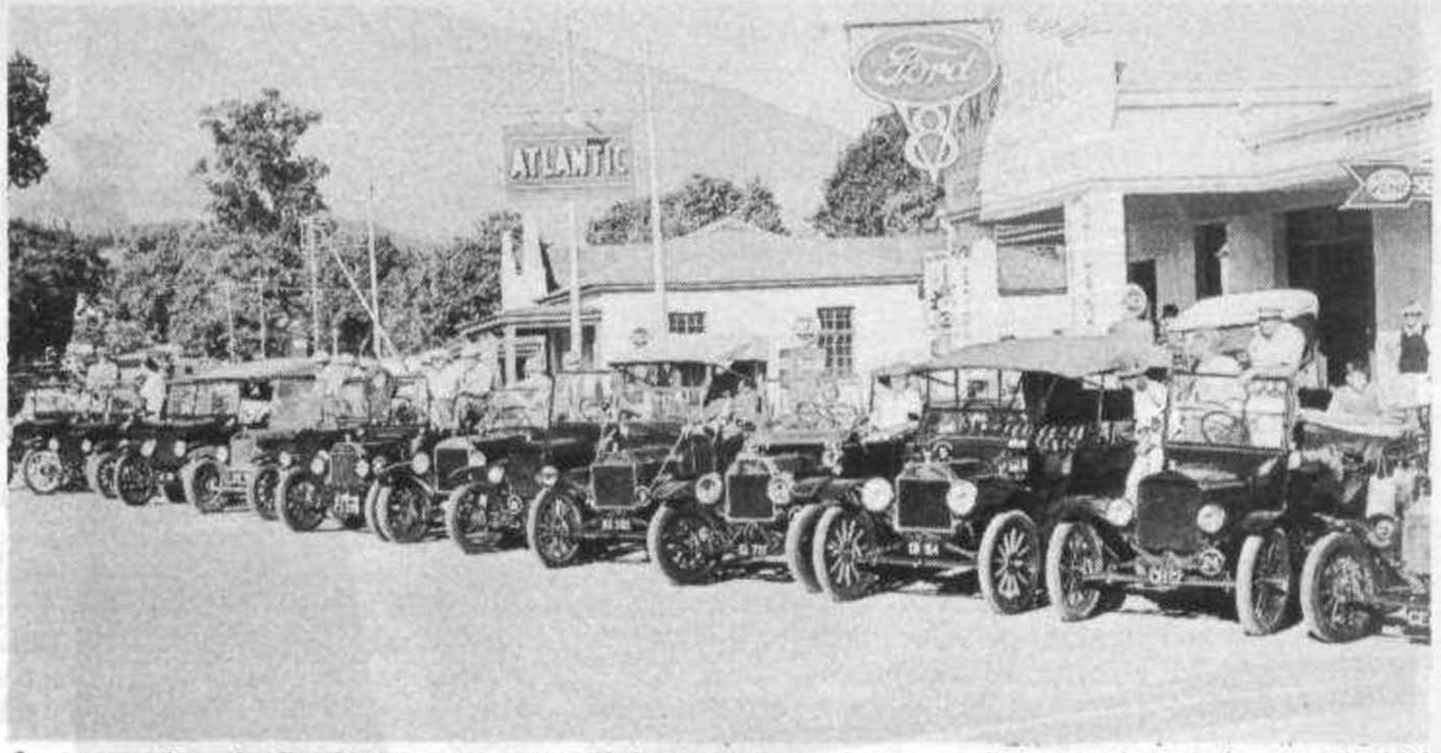
Ford Crankshafts

A MINOR item of motoring history concerns the evolution of crankshafts for Ford motor cars. When reading J.W.'s article in the March issue about the Rally Fiestas I noted that he referred to the "iron crankshaft" of the Kent cross-flow engine used for some of these cars. This occasioned no surprise, because for a long time Ford has used cast-iron crankshafts. The question posed is, when did they achieve this breakthrough?

I had thought the change from steel to iron for this essential engine component had been made at the time of that other great Ford breakthrough, the advent of their low-cost vee-eight-cylinder power unit, in 1932. At a time when multi-cylinder engines were popular for quite ordinary cars – I covered some of the aspects of the once-coveted straight-eight type of engine last month – Henry Ford was determined to have a V8 for his new model that was to follow the then-current four-cylinder Model-B and its derivatives. At this crucial time Chevrolet was again winning the American sales-race, with an overhead-valve six-cylinder offering, and the Chrysler-built Plymouth PB, with its four-cylinder engine on "Floating-Power" mountings and with hydraulic brakes, was a tough competitor, with a new six-cylinder Plymouth PC in the offing for 1933.

Statistics are sometimes tricky things to wield, but it is generally accepted, I think, that Chevrolet made 63,464 more vehicles in the 1932 calendar-year than Ford, and that Henry Ford's 1932 production target of 1,500,000 fell sadly short. Ford had never liked the six-cylinder engine since his not-very-successful 6-litre Model-K of 1904 and was now determined to bring out his low-cost V8, inspite of the disruption this caused to production schedules. It is interesting to remember that his arch-rival, Chevrolet, had dabbled with a vee-eight many years earlier. This did not bother Henry Ford, for at that time he was outselling Chevrolet with his Model-T in the ratio of 12-to-1 and making that automobile at a fifth of the cost of the 288 cu. in. 8-pot Chevvy. Ford had his own vee-eight at that time, too, in the form of the prestigious Lincoln V8, introduced in 1922. But the problem was to employ an inexpensive power-pack of this type. It was not possible to scale-down the Lincoln or any of the other vee-eight engines, which were expensive to manufacture, with their separate crankcase and cylinder blocks, and complex inlet and exhaust manifolding, etc. Packard had set high standards of smooth-running, refinement and dependability with their in-line-eight by 1931 but this type of eight was too long for installation in a people's high-performance car.

These factors were what made Ford experiment with new foundry techniques until it



In 1932, when the Ford V8 was announced, it was estimated that 7-million Fords were in use, of which some 60% were Model-Ts.

was possible to cast, in iron, the crankcase and the two cylinder blocks in one piece, for his new V8, and not only that, but to core the exhaust ports within the cylinder blocks. The story of the problems that had to be solved by the unfortunate Charles Sorensen, who had been given the task of producing this new concept of a vee-eight, the ignition and carburation problems then encountered with the prototype Ford V8 engines, and the chronic overheating troubles, frame weakness, etc. of the first production examples, has been well told elsewhere – in "Ford In The Thirties" by Paul Woudenberg, Ph.D (Peterson Publishing Co., Los Angeles, 1974) and in "Forty Years with Ford" by Charles E. Sorensen himself (Jonathan Cape, 1957), for instance.

The Ford Motor Company had intended to commence production of the new V8 cylinder block moulds at the rate of 100 per hour in a continuous operation and it is a fact that, in spite of all the complex new tooling and foundry operations involved, the V8 block was machine-finished at a new low, in terms of unit cost. Thus this brilliant new power unit was persuaded into production, in spite of the fact that ten months prior to the intended announcement date, in the fall of 1931, the engine had scarcely been run, serious dynamometer testing not beginning until June of that year. All manner of changes had to



The First Ford V8 was the Model 18, virtually a Model-A but powered with the new cast-iron 8-cylinder engine, although to prepare for this a new chassis frame, 2½" added to the wheel-base, larger (12 ") brake drums, a slightly higher, synchromesh second gear, smaller-diameter but wider (18" x 5.25") tyres and, a retrograde step, lower-geared steering (13.1 to 1 against 11.5 to 1, which dropped to 15.1 by 1934 and to an unmanageable 17.1 in 1937 Fords) were used.

Here Reggie Tongue's Model-18 Ford V8 is seen taking part in a trial – he bought this car for £85 in 1935 and was very enthusiastic about it. – see MOTOR SPORT for May 1947. Dick Seaman had one and the "Jabberwocks" team of two similar V8 coupes was very successful in pre-war trials.

be made to the exhaust porting, to the carburetter and fuel pump, and to the ignition distributor, etc. (Experts have it that the carburation problems were not properly overcome until late in 1933, and that the overheating wasn't cured until the water pumps were repositioned in 1937.)

However, spurred on by the knowledge that Chevrolet had sold 74,848 more vehicles than Ford in 1931 and was out-selling him again at the beginning of 1932, Henry Ford was determined to get his brilliant new project on the market, and when the first Model-18 V8 was released to the public on March 30th, 1932 it is said that more than 5,500,000 people visited Ford showrooms in America on that day, the numbers increasing in the next few days, in spite of the prevailing financial depression; alas, deliveries could not be met immediately, because only 1,000 V8s existed. There may not have been the World-wide excitement that the Model-A's debut, as replacement for the long-lived Model-T Ford, had provoked in 1927 but there must have been much speculation about the new multi-cylinder Ford, for as late as December 1931 *Business Week*, in their Christmas issue, apparently wasn't sure whether Henry was going for a straight-eight or a vee-eight.

When it *was* released, the new V8 looked outwardly like a four-pot Model-B, except for the V8 badge on its tie-bar between the headlamps, until restyled for 1934, by Eugene Gregorie, as the Model-40. Ford had to face critics who predicted heavy gas-consumption from an eight, rapid wear occasioned by the admittedly scintillating performance, and also uninformed opinion that thought the pistons would wear rapidly on one side because they did not reciprocate vertically. It all proved unfounded, and if, as has been shown, Chevrolet sales outstripped Ford's in 1932, after the V8 had got to the customers, from June of that year onwards, the position changed, with the Model-18s and Model-Bs selling a total of 195,988 by the end of December, whereas Chevrolet had sold 57,839 fewer cars in that period. Moreover, once the Ford engineers had got to grips with the early problems the new V8 was decently reliable, if perhaps under-braked and too casually steered, for its effortless acceleration and top speed. This wasn't so with its rivals. The new Chevrolet Six had back-axle troubles, necessitating four redesigns between 1930 and 1933, it ran bearings, with its splash-lubrication, which persisted even after the engine had been converted to pressure lubrication in 1935, and it

is said that it wasn't until that year that its inherent problems with the overhead-valve-gear were solved. Whereas the pressure-fed, side-valve Ford V8, soon restyled, went on to unquestionable success, and the mechanical concept was carried on to the low-cost V12 Lincoln Zephyr, announced in 1936. With all this clever concentration on vee-engine layouts, I find it stimulating that Ford of Britain's present top models in the private-car and commercial-vehicle fields use excellent V6 power-packs.

All this has taken me some way from the topic I opened with, namely the composition of Ford crankshafts. Originally, Ford used forged steel crankshafts, as did almost all other manufacturers, with specialist cars like Bugatti, Sunbeam, Hispano Suiza and Roesch Talbot having their crankshafts machined out of solid steel billets, wasteful of material for ordinary engines. Both the aforementioned books indicate that Ford was using forged crankshafts for the first Model-18 V8. Steel is not actually specified in Woudenberg's book, and Sorensen, after describing how the revolutionary one-piece rigid V8 block was able to be cast in iron, after research which was under his control and that of Joe Galamb and Hanson in the formative stages, goes on to say that the V8 crankshaft started as a forging but that he and H. McCarroll then searched for a steel that could be cast and would still meet the physical requirements of a crankshaft. After much experimentation they found a steel that was better crankshaft material than any other suitable forging bar. The finished cast crank cost a dollar less than a forged crank, and the method was covered by patents. So we can conclude that the first, or perhaps the early production, Ford V8s had cast-*steel* crankshafts. But when did Ford make the next breakthrough and use *cast-iron* crankshafts? (I am aware that a careful definition is called for here, the cast-iron used by Ford sometimes being referred to as chrome silicon cast-steel; as it has only about 5½% of alloys, the rest being iron, the steel designation is incorrect.)

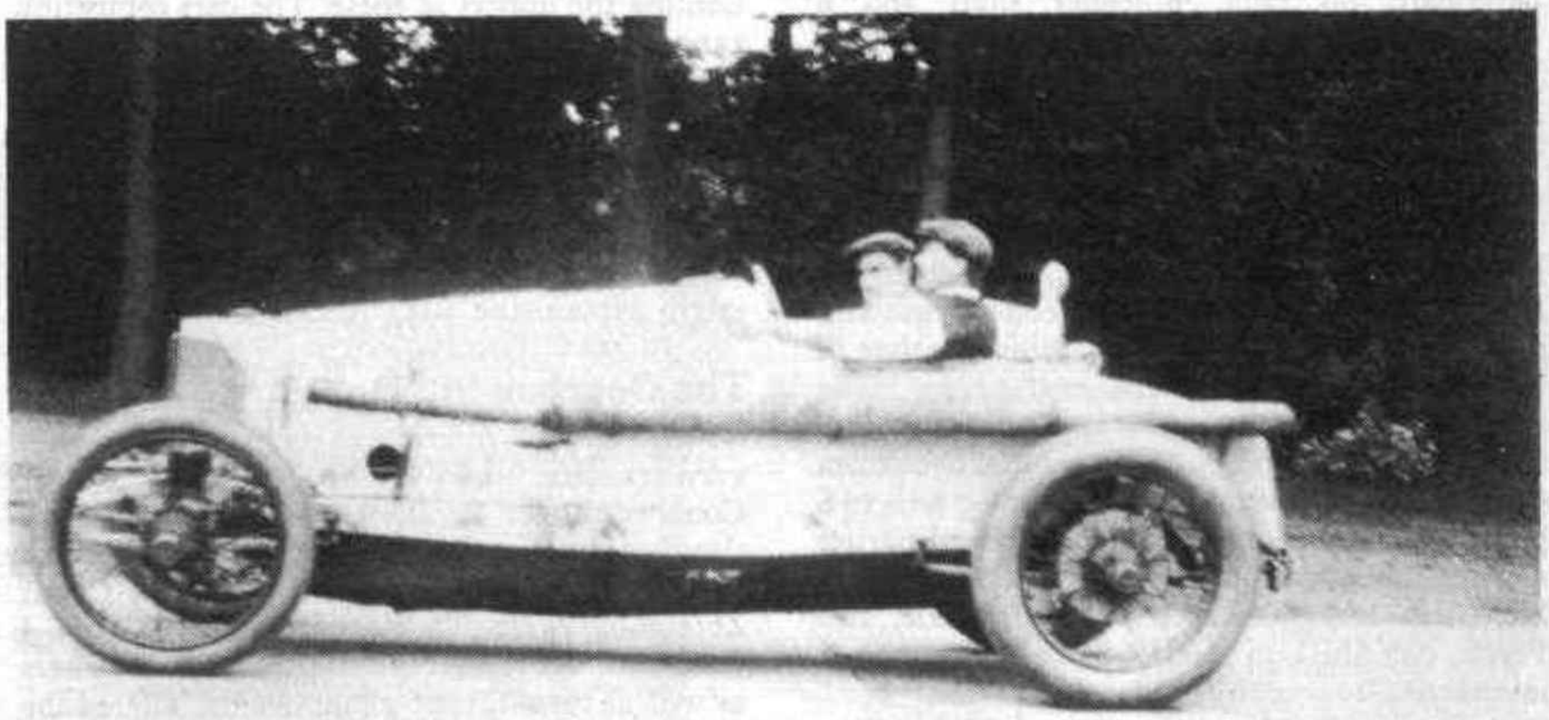
The changes in engine materials to some extent mark the distinction between the vintage and the post-vintage engines. Whereas at one time the cylinder block would be separate from the crankcase, and the crankcase closed by an aluminium sump, the one-piece cast-iron or steel block and crankcase took over and the sump soon became a tin pressing. The Austin Seven was one of the last utility engines to retain a separate block and alloy crankcase, even though the latter was closed by a tin oil-tray. Mostly this remains true today, except for a few aluminium engines, as in the Rover 3500 V8, etc. Pistons changed along the years from cast-iron to steel and then to aluminium, although early steel pistons were apt to wear quickly and sometimes a change back to cast-iron was made. Cylinder blocks have been made of iron, steel and aluminium but I think the mention of cast-iron con.-rods in the Lagonda Book referred to recently was a misprint, these being mild steel or duralumin stampings, but sometimes steel forgings. Cylinder heads have been of iron, steel, bronze and aluminium and the late Laurence Pomeroy left his brilliant designing at Vauxhall's soon after WW1 to try to promote an all-aluminium car in the USA. Any comments? – W.B.

Out of the Past

FROM an old film, found in the attic of a house, a reader has sent us some photographic enlargements which are of aeroplanes and pilots except for one, which is of a 1914 GP Mercedes. These pose the questions, which of the team that dominated that French GP at Lyons at the eve of the war was this, who took its picture, and was it then at some foreign aerodrome?

Let us see whether the pictures provide any clues. Some are of unidentifiable aeroplanes or personnel. Three are of a Pfalz D XII biplane in German markings. Another is of an Armstrong-Whitworth FK 8, or "Big Ack", No. 5075, wearing RAF roundels. Two of the pictures seem to show a BE2C which has crashed onto what looks like the roof of a sports pavilion. But while the engine looks to be an RAF V8, the forward-facing exhaust off-takes, square tips of wings and tailplane, and cylindrical tank under the centre-section confuse identification. Another picture shows three pilots standing in front of a truck which seems to have a foreign Reg. No. and is conveying the remains of what appears to be a crashed fuselage, perhaps from a Fokker; one of them is, I think, in RFC uniform, the others in RAF uniforms and one has both hands bandaged. This might just recall the aerodrome to a reader, and we reproduce three of them. But the difficulty is that not all of the exposures may have been made at the same period or place. The Pfalz, for instance, was taken in front of hangars in the snow, but not the others. As to the period, the Pfalz D XII didn't go into service until late in 1918, having been tested at Aldershot that June. It seems unlikely that a captured one would have been flown to England that late and so we may surmise that these photographs were taken after we had over-run a German airfield, perhaps during the occupation period. Very few BE2Cs were on the Western Front as late as this, if indeed that is what the crashed machine was. This could suggest that our unknown photographer made very sporadic use of his camera, and the fact that the film remained undeveloped for over 60 years might endorse this. It could also explain away the Mercedes, which could be Zborowski's, taken in this country. On the other hand, the AW could not have been photographed much before 1917. The serial number on its tail might suggest that it was at its makers, or a contractor's, airfield.

What of the Mercedes, was it seen here or abroad? One of the victorious team cars definitely



A 1914 GP Mercedes. But which is it, and where?

came to London. It was requisitioned after war had broken out and taken in August 1914 to Derby for examination by Rolls-Royce. All this was described, in much detail, for the first time, in MOTOR SPORT, June 1966, p.498. Some accounts say the car was in the British Mercedes premises in Shaftesbury Avenue, others that it was taken from Gordon Watney's Long Acre depot. The latter story may have arisen because Watney said that he had bought the winning car, and would race it at Brooklands on August Bank Holiday. In fact, Mercedes refused him this particular car, he refused any other, and although he ran a 9.2-litre Mercedes and two Peugeots, one of which, driven by Toop, won for him the Lightning Short Handicap, the illustrious 1914 GP car was not entered. Had Watney bought it, surely it would have been at his Weybridge workshops? Incidentally, he has been called "an English Brewer" in a recent book. But if he was a member of Watney's Brewery he concentrated on his motor trading, and is said to have turned to the theatre after the war. I would dearly like to know more about how the GP Mercedes was taken to Derby (it is said to have been towed, but by what car, and why wasn't it driven?), and what happened to it after Henry Royce had dissected it. It was thought at the time to have been the spare race car. Count Zborowski ran one of these Mercedes at Brooklands from 1921, generally accepted to have been the GP winner driven by Lautenschlager, on what evidence I am not clear. This is the car so ably restored by Philip Mann in the 1960s – see MOTOR SPORT for June 1970. It would have seemed logical for Zborowski to have bought the car that was in this country, assuming R-R ever reassembled it, but Clive Gallop, his Racing Manager, once told me that he thought it had been discovered on the Continent. Could this have been where the car was photographed by the unknown photographer? – W.B.



What aircraft, and where did it crash?

V-E-V Miscellany. – The Rover Sports Register, which caters for Rovers of all ages and types, is holding another Rally organised by its East Midlands Section, at Belvoir Castle, between Nottingham and Grantham, on June 24th. Entry forms from: T. Couldry, 5 Holme Lane, Radcliffe Road, Bassingfields, Radcliffe-on-Trent, near Nottingham. A six-cylinder side-valve Citroen saloon, thought to be a 1929 C6F model, has been bought by someone in Essex. A rare 1933 Type 380K Mercedes-Benz drophead coupe which arrived in Canada from America about four years ago is now in very sound condition; its wiring-loom was replaced after help from the Daimler-Benz Museum in Stuttgart. The car was illustrated in "The Mighty Mercedes" and its present owner, who is enjoying using it, would like to know more of its history. Its UK Reg. No. is thought to have been LLD 5. A Unic chassis, possibly the only surviving one of its type, thought to be a 1913 16/24 h.p. model, is to be restored in Oxford and the reader who bought it seeks information to assist in the work, and needs a radiator, scuttle petrol tank, dashboard oil tank, propeller shaft and a handbrake lever for it. Letters can be forwarded. To finance this rebuild the Unic owner's 1934 Morris Isis has been sold and he is using a 1924 BSA 350 c.c. motorcycle and his wife's 1929 Austin Seven as regular transport.

We have seen a note somewhere that the remains of the grandstand built at Kilrush in Ireland for the 1903 Gordon Bennett race still exist; does anyone know about this? The date of the Royal College of Arts' exhibition "The Amazing Bugattis", which is being sponsored by *The Observer* and Moet & Chandon, will be from October 9th to November 18th, from 10 a.m. to 6 p.m., including Sundays, but pre-booked parties and school-children only on Mondays. A reader has three two-gallon petrol tins for sale, two Pratts, one Shell, in good condition, if anyone is interested.

Bob Peacey of Cheltenham writes to say he had a letter from one of our readers in Tunbridge Wells, about a year ago, asking for further information about his father's steam-cars but he has been confined to bed until recently and has mislaid this enquiry; if the correspondent will write again he would like to reply. From the Bullnose Morris Club magazine we learn that there are now 129 flatnose Morrises in the Club, including new members, one with a part-restored 1929 Cowley saloon in Fife, another with a 1928 Cowley in Australia which has Holden two-door saloon bodywork, bought from its original owner in 1968, but only recently restored. The same magazine carries some notes on running costs for a 1925 Morris Oxford tourer, which was bought in 1925 for £285 and sold in 1932 for £75, and which cost 5.54 pence per mile to run during that time, inclusive of depreciation on purchase price; the petrol consumption fell from a best of 26.26 m.p.g. in 1925 to 20.47 m.p.g. in 1932, with a decoke in 1928, but oil consumption remained between 764 m.p.g. and 529 m.p.g. The car's Reg. No. is given as NT 6317, which might ring a bell with a reader somewhere.

International Alvis Day is on May 13th, at Knebworth, commencing at 11 a.m. In the voting to establish whether the Vintage Motor Cycle Club should abide by its present ruling of not accepting machines made after 1952 or extend its membership to owners of motorcycles that are 25 years or more of age, 2,503 out of a membership of over 5,000 voted and the result was 62.5% in favour of the existing ruling, 34% in favour of introducing more recent machines, 3.5% of the votes being spoiled or void. Incidentally, the Dutch National Club for old motorcycles stops at the 1940 limit. The VMCC's fifth International Assembly will take place at Harrogate from July 27th-29th and will include a trial, a *Concours d'Elegance*, civic reception, dance and prize-giving. Entries close by June 2nd. The Veteran Car Club celebrates its 50th anniversary next year and special events are being organised, including, if sufficient support is received, a Golden Jubilee Rally from June 2nd to June 7th, which H. R. Owen have agreed to under-write, with organisation in the hands of Cecil Bendall and Tony Bourne. The VCC has now resolved its magazine problems and *Veteran Car* is in the capable editorship of Michael Worthington-Williams. VCC membership stands at 1,208. – W.B.

Vintage in India

A CORRESPONDENT informs us that for the 14th Statesman Vintage Rally in New Delhi an entry of 67 was obtained, in spite of the spares difficulty, due to scarcity and foreign-exchange limiting the import of these. The cars competing ranged from a Delaunay-Belleville dated as 1905 to 1939 Bentley, Packard and other makes. A Standard 8 had been found in 1973 in its original packing-case and a 1938 Cadillac tourer had but 12,000 miles on its odometer. There was a 1936 Royal Daimler in the programme, as if to cock-a-snoot at a 1937 40/50 Rolls-Royce, and someone might explain the 1932 Auckland. – W.B.

The Gearbox in "Babs"

A SMALL but interesting item occurs in that very readable book "I Kept No Diary" by Air Commodore F. R. Banks, which is reviewed elsewhere in this issue. It may be remembered that when writing some time ago of the Count Zborowski/Parry Thomas LSR car "Babs" I remarked that it has been stated, by other writers as well as myself, that when Thomas altered the former Liberty aero-engined Higham Special to his own requirements he retained the ancient gearbox from the 200 h.p. Benz that the Count had incorporated in his huge hybrid when this was constructed in 1923-4, but that Owen Wyn-Owen, the present keeper of "Babs", has told me that when he examined the long-wheelbase 200 h.p. Benz in the Birmingham Science Museum its gearbox casing was seen to differ from that in "Babs". This surprised me at the time, because it seemed unlikely that the long-wheelbase and racing Benz cars of this kind, both chain-driven, would not have had identical gearbox casings.

Now, having read Air Commodore Banks' book, I find that he refers to joining Peter Hooker Ltd. of Walthamstow, to develop the 1,500 h.p. Stromboli airship engine designed by Ettore Lanzerotti Spina and that some of the interesting jobs they had while he was there were building the 1½-litre straight-eight engines for Parry Thomas' Thomas Special "flat-iron" racing cars and making the clutch and gearbox he had redesigned for "Babs". Hedley Thomson was General Manager of Peter Hooker Ltd., a company which had taken up licences to make Gnome and Le Rhone rotary aero-engines, and as he was the Thomson of Thomson & Taylor's of Brooklands, the link-up is understandable. Indeed, Thomas' four-cylinder engines for the first 1.5-litre and 1.8-litre Thomas Specials were made by Hooker's. I was not aware that the straight-eight engines were made there also, but Rod Banks remembers that they certainly machined the cylinder blocks, and he believes the crankshafts and con.-rods, for these engines, although they may have been assembled at Brooklands. Banks knew Parry Thomas quite well, he says, as he came frequently to Walthamstow and Banks also met him at Brooklands.

So far as "Babs" is concerned, it is known that Thomas abandoned the Mercedes scroll-clutch that Zborowski had used for the Higham Special, substituting a small multi-disc one of his own, and Air Commodore Banks says this was machined and assembled by Peter Hooker's. Banks has made no further mention of Hooker's making a redesigned gearbox for Thomas in correspondence I have had with him, and it all happened a long time ago, but in his book he does refer to this.

Now when the Higham Special was proudly reversed out if its lair for the very first time in 1924 the late Col. Clive Gallop told me that the fierce clutch caused the reverse-shaft to break out of the gearbox casing. They tested the alloy of this casing, which dated back to perhaps 1907, and found that it had a very low tensile strength. (For metallurgists, Gallop told me this was only four tons.) Gallop was then sent post-haste by Zborowski to Mannheim, in Germany, where he secured the only remaining Benz gearbox of this kind. (The journey was made by air and I am still waiting patiently for a reader well versed in aviation matters to tell me which services and routes Gallop could have used for this journey in 1924, remembering the weight of the "parcel" he returned with.)

In view of this calamity with the original gearbox it does seem likely that even if Thomas retained the other Benz box's internals, or some of them, he might well have felt a new casing to be desirable before attempting speeds of over 170 m.p.h. with "Babs" and got Hooker's to make it.
W.B.

V-E-V Odds & Ends. – Those who feel that minority movements deserve especial support will be glad to know that the Trojan OC had its AGM and dinner on April 7th and intends to stage its Gloucester Rally on July 7th. Its magazine, Spring edition, carried an advertisement reminding us that the RAF used Trojan two-stroke trucks, then priced from £135, and had placed many repeat orders for them, an article about a Trojan Wayfarer bought from a breaker for £14 when it was only a couple of years old, and details of the Trojan camp beds, priced from 21/- (105p) before the war. A derelict Humber 14/40, registered as an agricultural vehicle, is being restored by a Humber Register member and fitted with a two-seater body off a similar Humber. In the International Year of the Child the UNICEF is holding what sounds like an ambitious rally in the grounds of Milton House, near Salisbury, on July 1st, which will have veteran and vintage cars present. So if you want to support a good cause and see some interesting vehicles, note the date. There will be plaques for drivers who attend – entry forms from Lady Lewando, UK Committee for UNICEF, 46-48 Osnaburg Street, London NW1 3PC. An ABC motorcycle has come to light in Herefordshire and another is reported from Holland, where one family has owned it since it was new. In Lincolnshire an ABC Scootamota is being restored and two WW1 ABC auxiliary engines, of the kind used to pump water from the trenches, one of 250 c.c. and the other a 500 c.c. unit with Lyons & Wrench generator, are being rebuilt in Surrey – this from the Bean CC magazine. Re-reading Woudenberg, an intriguing snippet emerges. It seems that at the time when the Ford V8 was a new car it was estimated that there were some 7,000,000 Fords on the roads, and of these nearly 60% were Model-Ts, although the

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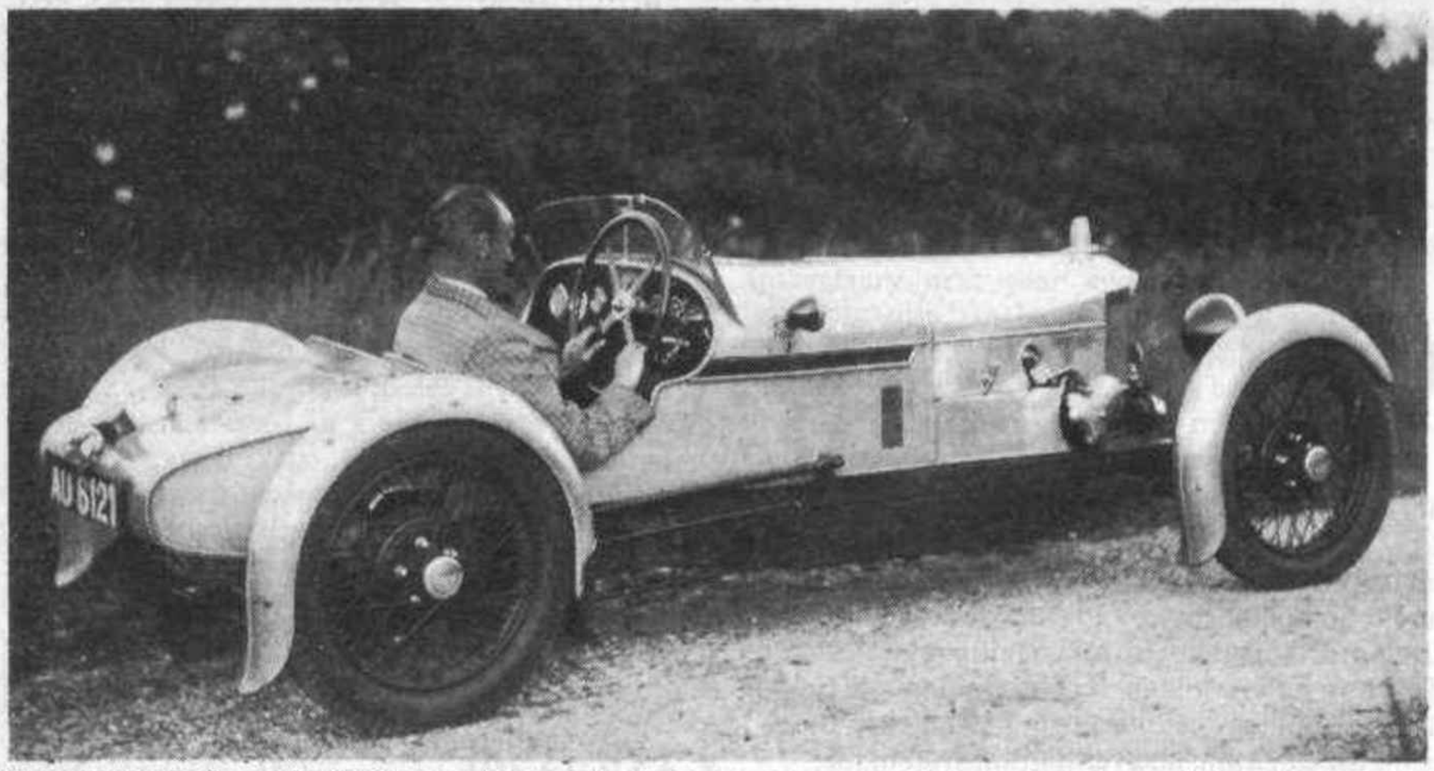
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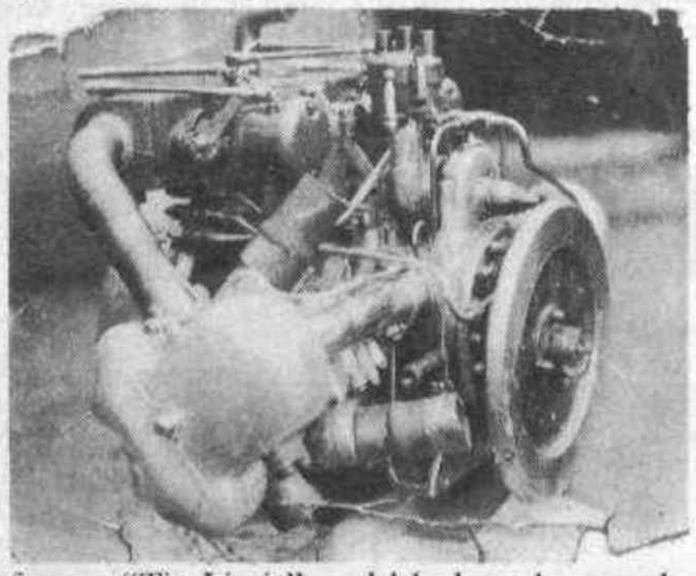
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The unusual, flat-twin ABC car with low-built sports two-seater body and water-cooled engine, shown separately below.



famous "Tin Lizzie" model had not been made for more than five years. The demand for spares for these aged planetary-transmission Fords was then still enormous and as late as 1932 the factory is said to have supplied 135 *brand-new* Model-T engines. However, good as the Model-T was, with the advent of the Model-A Ford, and its precision production methods, Ford was able, apparently, to cut its spare-parts stock by 50%.

An unusual flat-twin ABC car which someone converted to water cooling and fitted with a low-built sports two-seater body many years ago has surfaced and was offered for sale recently. In the last issue before the regretted demise of the London-published Prince Marshall/Nick Baldwin *Old Motor,* reference was made therein to the remarkable building on its five-acre site at Barlby Road, North Kensington, from which the first of Lord Shrewsbury's Talbots emerged in 1904 and where the Roesch Talbots were made between the wars. It was stated that although this "perfectly-preserved and almost completely unaltered Edwardian building" was known to the GLC's Historic Buildings Division, it is not protected as a Listed Building because this depends on architectural importance, not historical significance. It was suggested that those concerned might like to write to Mr. J. W. George, Room 605c, GLC, County Hall, Waterloo, London, SE1, suggesting that this early motor factory be preserved. No doubt members of the STD Register will be anxious to take some action. Incidentally, the STD Register's annual Wolverhampton Week-End is on June 30th/July 1st and their Driving Tests at Sandhurst in Mid-September. Vintage and p.v.t. cars, to a rather original dating scheme, and historic commercial vehicles, will take place in the 2nd Sandwell Parade, starting from Swan Pool Car Park, Sandwell, at about 10 a.m. on May 13th, going through Wednesbury, Tipton, Oldbury and Smethwick, to finish at Dartmouth Park, West Bromwich at about noon, for a static display and Concours d'Elegance. This event has the support of Sandwell Metropolitan Borough Council. Entries have closed but you may care to spectate. A veteran 6 h.p. single-cylinder Imperial has been restored and should be seen in VCC runs this year. There is a great use of old-car material these days for show-biz and advertising purposes, etc., so it is not surprising that it sometimes goes astray. A reader has, for example, pointed out to us that on the Farnell Instruments' calendar there is a fine colour picture of a 1912 Unic drophead coupe, the caption to which draws attention to "the brass fire-prevention canister to hand on the running-board". This is, of course, an acetylene generator! Singer National Day is at Knebworth House, Knebworth, Herts on May 27th and the Riley Register has its 25th Anniversary Rally in Coventry over the weekend of June 30th/July 1st. – W.B.

Vintage Postbag

Lanchester versus Rolls-Royce

Sir

Your articles on "They Believed in Ghosts" and the R. R. Chauffeur's School were most interesting. The stupendous list of R.R maintenance items in the latter reminded me of a story told to me long ago by a member of the family of the last managing director of the old Lanchester company.

A potential customer inquired of Rolls-Royce about the guarantee. He was told that this was dependent on a day's sojourn by the car annually at the service depot, so he went to Lanchesters, and they said that provided their maintenance instructions were observed by the owner nothing further would be required. He bought a 21 h.p. Lanchester and ran it for 20,000 miles in five years, exchanging it then for a Straight-Eight. (I saw that 21 at various times in various parts of the country; very curiously it was the only 21 fitted with sedanca coachwork, though sedanca-bodied examples were to be seen throughout the production runs of the Forty and the Straight-Eight. The succeeding Straight-Eight was also a sedanca, and a very handsome one.)

Godmanston W. STUART BEST

The Thomas Transmission

Sir,

I was very interested to read the letter from Ian Thompson concerning the Parry Thomas car.

In February 1976, the Colchester Vintage Motor Club printed a photograph of the Parry Thomas Road Train which was fitted with his own transmission, petrol-electric. Both the trailers were fitted with electric motors to the rear wheels which were boosted from the driver's seat for uphill work.

This information and photograph were supplied by a member of the CVMC who has promised to let us have the photographic plates of the Parry Thomas Pipe and Delahaye cars for publication later this year, together with an article describing their construction and subsequent history.

Incidentally, he purchased the Pipe car from the late Hedley Thompson together with part of his library in 1949. The Pipe was fitted with a Tickford convertible body and had twelve forward speeds and reverse, an electric starter, electric lights fitted in the rear of the hood, electric foot-warmer for the rear passengers and only one entrance door fitted to the nearside rear of the body.

Manningtree PAUL GALLIFANT
Sec., Colchester Vintage MC

(We recollect hearing of the Pipe, and these photographic plates, some years ago, and will be glad to hear more of them. – Ed.)

Information Supplied and Wanted

Sir,

The solution to Mr. Rundell's "mystery" car (Vintage Postbag, March issue) is not too difficult, for the car is plainly a 1909 12 h.p. (RAC 20.08 h.p.) Humber, with the standard bodywork as catalogued.

May I now appeal to your knowledgeable readers to try to help solve another mystery? This relates to the 2-litre Birkin-Comery, a sports/racing car the engine of which was designed by H. R. S. (later Sir Henry) Birkin and W. Comery and was fitted in an apparently standard short-chassis Bamford & Martin Aston-Martin. The car appeared at several sprint events in 1924, in which year it certainly put in an appearance at the Herne Bay Speed Trials (where it did the 1-kilometre course in 26.4 seconds) and at the Skegness Sand Races in June. I believe that it also appeared at Southport in that year. I would be most grateful for any further information about the engine itself, the identity of Mr. W. Comery, and in particular, the precise identity of the Aston-Martin chassis into which the engine was placed. If anyone could come up with a photograph, my cup of joy would be complete! And I wonder what happened to this car/engine, which seems to have been lost without trace.

Tenbury Wells A. B. DEMAUS



Mr. Howard's father pictured in a Fiat 510S during the 1920's

Another Fiat Tipo 510

Sir,

Further to the letter from Mr. Kiernan White (January issue), concerning the 1923 Fiat 510S.

I am enclosing a photograph taken in the 1920s in Italy, showing my father at the wheel of a rather sporting Fiat 510.

Utley G. E. HOWARD

What Is It?

Sir,

We seem to have this engine. No one has so far identified it, so would appreciate assistance. Four cylinder, non-detachable cylinder head.

Worcester ROSS McCALL

An Unusual Sunbeam

Sir,

I recently acquired a small number of photographs of locally-registered (Dewsbury) old vehicles, amongst them this striking sports Sunbeam. I do not know when the original glass negatives were produced – some of the prints are obviously "period" – but the Sunbeam may have been photographed relatively recently.

Can anyone identify the car, and was this body a factory offering or a specially commissioned "one-off"? Our friends at Swansea have declined to give any details, even of the date of registration or model of car, as historical interest is not regarded as "reasonable cause" for enquiry.

So, sir, I rely upon your widely informed readership, or, indeed, your good self, to furnish any details of this beautiful machine, which, together with its local connections, has aroused my curiosity.

The beginning of each month is keenly awaited, and I particularly enjoyed your article



Countess Zborowska's two-seater Lambda when owned by by Mr. Oliver . . .



The mystery engine acquired by Mr. McCall.

on the pre- and post-Armistice Rolls-Royce 40/50s, though I must admit to starting at the back of the magazine, if only to keep track of the amazing prices now being asked for almost anything on wheels!

Liversedge STEVEN P. DICKINSON

(This looks familiar and I think this is a 16 h.p. Sunbeam, *circa* 1920. It is clearly specially-bodied. Over to our readers! – Ed.)

Lancia Lambda FN 6911

Sir,

I was delighted to see the picture of Countess Zborowska's unique two-seater Lambda on page 1784 of MOTOR SPORT for December, 1978. I owned this car from 1953 to 1956 when, as related by Mr. Gerald Batt in his letter on page 1675 of MOTOR SPORT for November, 1978, I sold it to Mr. Oliffe Richmond in Chelsea.

For me, it was the last of the five Lambdas that I had owned during the previous ten years. I had bought it from Bob West, then the doyen of Lancia repairers, who was selling it on behalf of another of his customers from his workshop in Queen's Gate Place Mews, just off the Cromwell Road. He told me that it had been the 1925 Milan Show car – a year later than the year mentioned by Mr. Batt. At all events, I think it was a 5th Series car with, by the time I bought it, an 8th Series engine which gave it a pretty fair turn of speed by Lambda standards. Unfortunately, some comedian in its earlier life had removed its front and rear wings – which, in a Lambda, have an additional function to perform in stiffening the monococque body-cum-chassis structure – and replaced them with cycle-type wings. I enclose two pictures of the car to show the result.

The effect of this emasculation was that, as the car approached its maximum speed of 70-75 m.p.h., it would develop quite alarming "shakes" and one had then to slow down to 60 m.p.h. to reduce the torsional stresses to an acceptable level. In retrospect, I suppose it might have been a simple matter of wheel balance, but as I had not run into any similar trouble with any of my four previous Lambdas and, at the time, I certainly attributed it to the absence of the original wings.

Accordingly, I was very pleased to see that the car has now been fitted – or rather *re*fitted – with wings of the original type.

Amongst the other mods that had been made to the car when I had it was the fitting of a "Brooklands" spring-spoked steering-wheel and a chrome radiator stoneguard. It appears from Mr. Batt's photograph that both of these have been shed – and the headlamps changed from what they were in my day.

Mr. Richmond bought the car from me unseen over the telephone for £100 and I well remember driving it up one glorious summer morning from Ottershaw to Chelsea to deliver it to him and collect the lolly! Please tell Mr. Batt that I would be very willing to repurchase the car from him any time for the same figure despite its now greater age!

The price was a fair one in 1956 and I do so share and echo the feelings of Mr. Alexander as expressed in the last paragraph of his letter at page 1600 of MOTOR SPORT for November 1978 when he wrote: "Those were really the days and I am extremely thankful that I was able to enjoy so much of what is now vintage motoring without having to worry about whether some slight mishap was going to knock £10,000 off the value of the car". Happy days – but, alas, now gone for ever!

Basingstoke HUMPHREY OLIVER

Straight Eights (Chronic or Otherwise)

Sir,

One automobile manufacturer whose enthusiasm for the in-line-eight engine emphatically did not lead him into bankruptcy, and who produced a product universally acknowledged for its excellence and style, was Packard. Indeed, if one talks to any enthusiast who has any recollections of the between-war scene, "straight eight" means PACKARD.

Packard's renowned eight-in-line was first introduced in 1923 and ran without major alteration until the mid-fifties, an unparalleled record of longevity! It was introduced to replace the twin-six (V12), which was then considered to be dated and too complicated. The *Autocar* Road Test of July 27th 1934, described a standard eight model as "a car well able to hold its own with fine cars the world over" and went on to describe its silky smoothness, inaudible engine, etc. My own similar example, some 45 years later still exhibits the same fine qualities.

The company did go into liquidation in 1956 after following the almost universal change to V-8 configuration, but for reasons other than those



. . . photographed at Amersham in 1955 en route for VSCC Silverstone

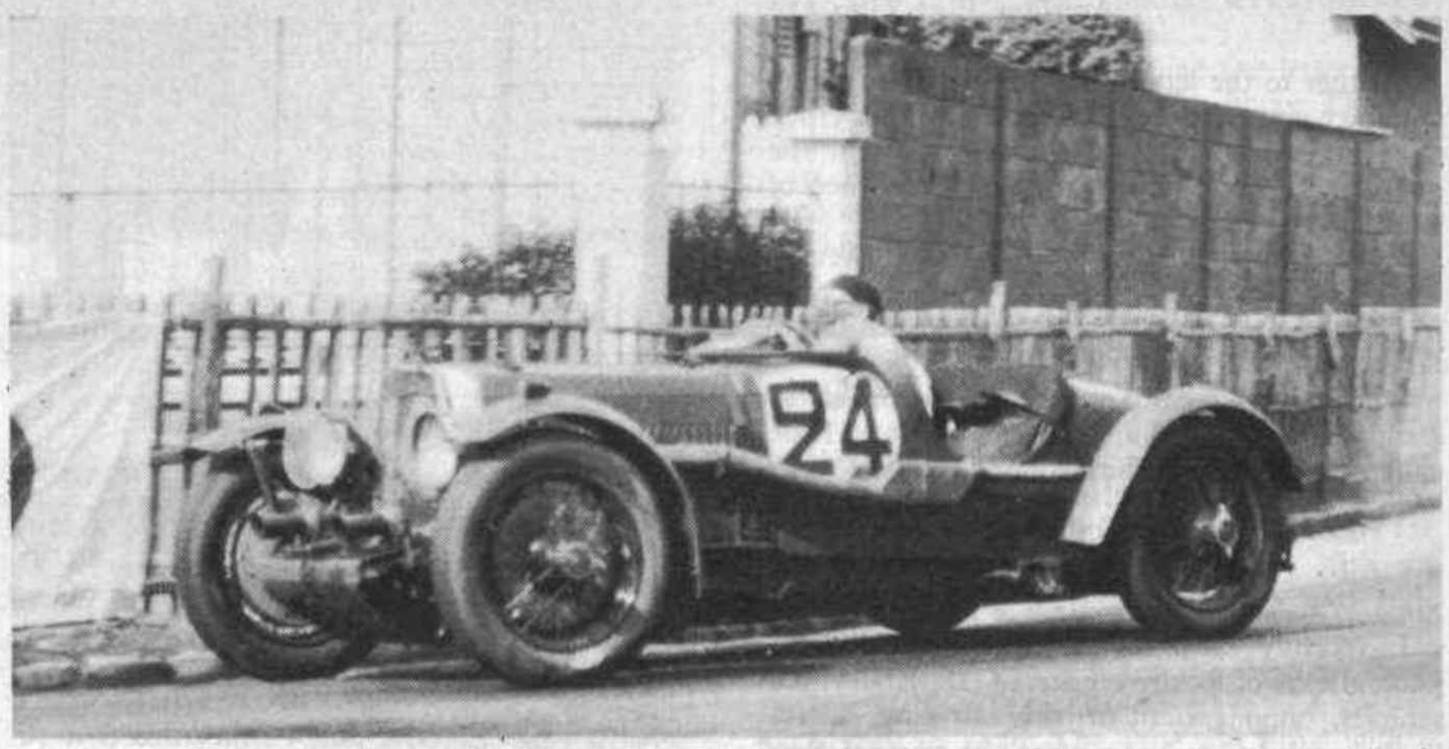
OBITUARIES

A. C. Bertelli

AUGUSTUS CESARE BERTELLI, whose name will always be associated with the second generation of Aston Martin sports-cars, has died at an age of very nearly 90 years. Born in Genoa, he came to Cardiff when four years old. In that city he served his engineering apprenticeship – so not only the Alvis but the Aston Martin have links with Wales. He returned to Italy to work for Fiat in Turin for a year, during which he went as riding mechanic to Felice Nazzaro in the Coppa Florio. He came back to Britain when war was imminent and, unwanted by the Army on health grounds he joined the Grahame-White aeroplane depot at Hendon. He married his wife Vera in 1918.

After the war was over Bertelli went to Alldays and Onion in Birmingham and designed a new Enfield-Alldays car from the Enfield interests they had taken over. The new Enfield-Alldays was raced at Brooklands. Bertelli also worked on A. W. Reeves' unsuccessful 1919 radial-engined Enfield-Alldays small-car. His more conventional racing cars were noticed by millionaire Woolf Barnato, who wanted an entry into more exciting motor-racing than he had enjoyed up to that time, and Bertelli went to his place at Lingfield and built McCollum sleeve-valve cars for the 200-Mile Race. When all the team cars broke down Barnato lost interest and A.C.B. moved on, to link up with W. S. Renwick, who had inherited a fortune, and produce the R&B car in Tyseley. That led on to Bertelli becoming the instigator of the new overhead-camshaft Aston Martin at the Feltham factory, in the grounds of the Hanworth Air Park.

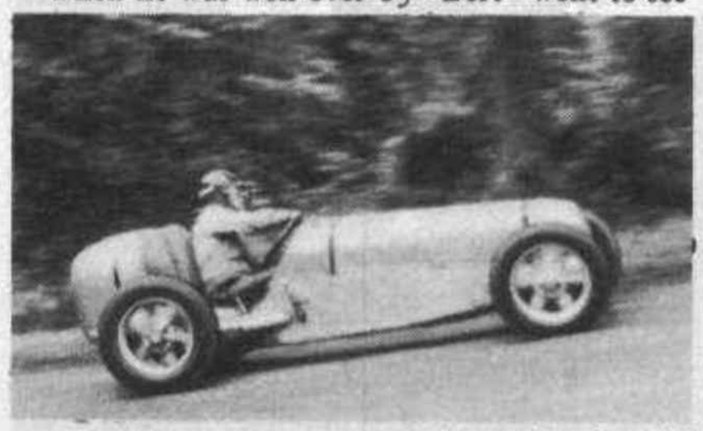
I remember going there by electric-train from London and being very impressed by what I read of this new British sports car in the catalogue I had been given, on the journey home – o.h.-camshaft, valves inclined in one plane, a combination of thermo-syphon and pump cooling, dry-sump lubrication, underslung-worm back-axle, etc. That was to lead to the great years of these vintage AMs, the International, Le Mans and Ulster models, etc. and to their gallant racing appearances, with Bertelli sometimes driving. I recall being allowed out in a TT car that had just come back from the race in Ulster, when AM took the Team Prize, in 1935, "Bert" telling us that although the specification might not be quite standard, all the mods. could be supplied to customers who paid for them, and that the car would be found quite docile, and road-worthy when we drove it through tram-infested Hounslow, etc., and this was definitely the case.



A. C. Bertelli was a very accomplished racing driver in the Aston Martins he designed. Here he is pictured at White House in the 1931 Le Mans 24-hour Race, in which he and Harvey finished sixth overall in this two-seater AM International, LM6, now owned by Nick Mason.

After this phase of the great Aston Martin story was over Bertelli moved on to High Duty Alloys, and after his retirement he raised pedigree cattle in Berkshire. Incidentally, the Welsh AM connection was endorsed when A.C.'s brother Harry Bertelli, who had made horse-drawn vehicles in Cardiff, moved in beside the AM factory at Feltham to build some very fine bodywork on these and other chassis.

When he was well over 85 "Bert" went to see what the modern Aston Martin people were up to, and rode in a V8-engined car. It is nice to know that A. C. Bertelli's life story and particularly its influence on the Aston Martin, one of the best-loved British small sports cars, has been well documented, in books and in the glossy magazine of the Aston Martin OC. – W.B.



J. M. P. Dowson driving the Lightweight Special he built with Alec Issigonis.

J. M. P. Dowson/Bob Dicker

WE REGRET to have to report that J. M. P. Dowson died recently in Worcester Royal Infirmary at the age of 71. Educated at Dunchurch School, Rugby and Pembroke College, Cambridge, Mr. Dowson served in the RAF and farmed 460 acres near Pershore. He will be remembered in our world as a close friend of Alec Issigonis, with whom he shared the building and driving of the rubber-sprung Lightweight Special, the competition appearances of which they shared. We offer condolences to his wife and daughter and to his son who has competed with the Lightweight since the war. Another link with the past has occurred with the death in hospital, after a short illness, of Bob Dicker, aged 86, that remarkable person who saw Brooklands being built, raced motorcycles there, went out to America with the Vickers Vimy that flew the Atlantic in 1919 and who in recent times was a staunch advocate of Brooklands and its history.

VINTAGE POSTBAG –
Continued from previous page

propounded by Lord Montagu. By 1929, 20 of the leading US manufacturers used a straight eight and the number offering V-type engines dropped from 30 to four. In Europe, the original home of the V-type motor, straight eights had completely displaced the V-type engine.

Of all the world's motor makers in the Vintage Period (other than the big 3) Packard consistently earned more money than any other manufacturer. In 1929 alone Packard returned a profit of no less than $26 million, of which shareholders received a whopping $17 million in dividends. Not a bad return on 50,000 cars, and all of them straight eights! Bankruptcy? Ask the man who owns one!

Stevenage HANS EDWARDS

* * *

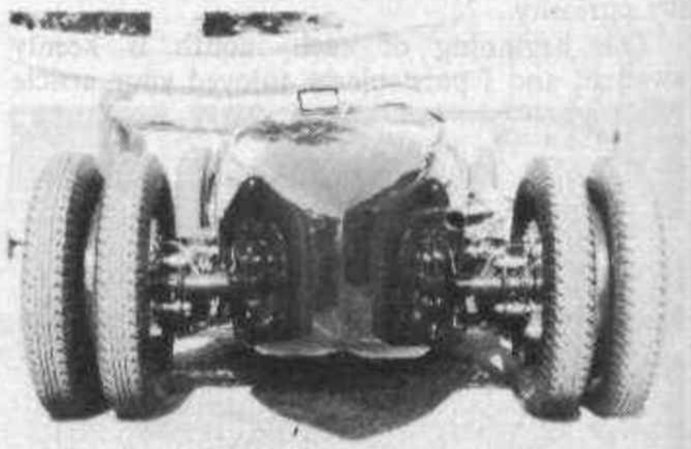
Sir,

The car shown in the photograph at the top of page 463 (March issue) is not a Hampton, but a Clyno. It had a 22 h.p. side-valve engine, three-speed gearbox and conventional rear axle. The car came into the hands of R. H. Collier & Co. Ltd., of Birmingham when they took over the assets of the Clyno company, and was used for some time by C. P. Hamilton-Adams, who was then an apprentice there (and who eventually became Managing Director, I think). Apparently a large Zenith carburettor was used, with a very long induction pipe, without any form of hot spot, so that for the first few miles, the car ran on neat petrol. The brakes and springing were said to be very good, but the steering developed wheel wobble very easily. It would be interesting to know where the engine came from though Clyno were making some of their own towards the end. The car must have been built about 1928/9, as Clyno went into liquidation in the latter year. The Hampton involvement with Röhr (not Rhor) was in 1931, when 100 engines and 50 chassis were ordered, the car being offered with either Röhr (i.f.s.) or Hampton (cart spring) chassis. Later a s.v. 6-cylinder engine was available, the car costing £525 (Röhr chassis) or £375 (Hampton chassis). The car was quite handsome, with a tail radiator and high waistline for the close-coupled saloon body. Wheel discs were fitted. Despite its German chassis, the model was known as the "Empire Sportsman".

All this makes no difference to Lord Montagu's theory, but Clyno reached bankruptcy before Hampton!

Guildford JOHN WILLIS

VINTAGE TAILPIECE



Graeme Loew's ex-Tony Gaze 1936 Alta at last year's Eastern Beach Speed Trials in Australia.
(Photo by G. Splatt)

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The Best of the Big Estates

THE HEADING does not refer to Woburn (The Duke of Bedford), Blenheim (The Duke of Marlborough) or Chatsworth (The Duke of Devonshire) but to another practical product of Ford of Britain, one at the top of their model-range, the Granada 2.8i GLS Estate, which I have been using latterly.

The test car had the German-built V6 2.8-litre engine with Bosch fuel-injection and electronic ignition, in which form this well-proved power unit produces 160 DIN b.h.p. at 5,700 r.p.m. This power pack gives instant starting, quiet and smooth running, and an impressive all-round performance from this vehicle of equally impressive size, the wheelbase being 9′1″, the overall length 15′6″, and the unladen kerb weight 1,323 lb. The drive goes through a light, reasonably smooth but long-travel clutch and Ford's impeccable manual 4-speed gearbox, so pleasant to use, unless automatic transmission is specified. This Ford Granada Estate is a good-looking car, the styling being uncomplicated, of pleasantly clean outline, although not everyone will like the rather plain alloy wheels. In 2.8i GLS form this is an estate car which is not only very comfortable, and it goes without saying spacious, but one which is very easy to load through a self-elevating rear door which has no sill to lift the luggage over. The loading area is 41.7 cu. ft., which can be increased to an again impressive 77 cu. ft. by folding down the rear seats. In the latter form this space has a length of over 80″ x nearly 46″, so this Granada can then cope with most domestic and many light commercial loads.

Thus far it can be appreciated that this is an excellent large estate car, with the accepted Ford practicability and convenient layout of controls, etc. But in this de luxe guise it is far more than that. As tried, the car had the S (for Sports) suspension, in which the double-wishbone front suspension and trailing-arm independent rear suspension by coil springs has a 24 mm. front anti-roll bar, variable-rate back springs, and gas shock-absorbers. This gives this very big car the handling for which the 2.8 Granada saloon is renowned, aided by those splendid Michelin TRX tyres. Add to this the very full special equipment of these top-of-the-range Granada Estates and you have a most acceptable combination of luxury load-swallower, high-performance motor car and "executive-type" accessories. It really is a most enjoyable car, which greatly intrigued me.

I was most impressed with the Granada Estate's fine handling qualities. It can be taken fast into a corner and before the anticipated understeer intrudes you feel the Michelin TRX's breakaway and the long car follows them through without any perceptible oversteer and very little roll. Moreover, ride comfort has not been sacrificed to handleability. The power steering, with a pleasantly small sensibly-rimmed steering-wheel, asks just under 3½ turns, lock-to-lock and the turning-circle is so modest that there is no embarrassment about manoeuvring this lengthy vehicle. It is also very good power steering indeed, light but not unduly so, quick, and possessing plenty of "feel". The vacuum-servo, dual-line, disc/drum brakes arrest the Granada, even when fully laden, very effectively and with no drama – indeed, so powerful are they that, if applied hard, there is a slightly squidgy feel to the front suspension. It was great fun to drive this seemingly ponderous Ford as fast as one wished, and be able to enjoy doing so.



CAVERNOUS CHARGER. – The Ford Granada 2.8i GLS Estate.

The facia has the easy-to-read Ford instruments – 140 m.p.h. speedometer with k.p.h. readings, 7,000 r.p.m. tachometer, fuel and heat gauges, with an off-set battery meter – air conditioning fan and controls, a stereo/cassette radio and two adjustable pivoted, cold-air vents, all within a huge hooded binnacle, trimmed with imitation wood, in front of the driver, on the black panel-moulding. Down on the console there is a clock and cigarette lighter, with another lighter in the rear of the car. Three steering-column stalk-controls, indicators and horn on the left, are used. Stowage for oddments consists of the usual Ford lidded-box between the front seats, a very big open well before the front passenger, with a lidded lockable cubby below it, and a map aperture on the console. Rear window wipe/wash, sensibly high-mounted, if rather venerable Ford fog lamps, electric window-lifts, intermittent screen-wiper setting, adjustable for speed of action, a wind-open sun-roof that creates almost no draught or wind-roar, internally-adjustable driver's-door mirror, rheostat control of instrument lighting, and an automatic aerial for the radio, renders this a very executive-style estate car. Ford's excellent ventilation system is provided and the big doors have effective "keeps". There is central door-locking, but from the driver's door only, and but one key for ignition and doors. The seats are smartly upholstered in cloth, if the door trim isn't high-class leather it fools me, and the rear carpet is easily rolled up if you want to carry livestock or dogs. Vision from the driving-seat is excellent, and as the car is built in Germany you get Bosch electrics.

Driven hard, I got a fuel consumption of 22.7 m.p.g. and thus used the range would be comfortably over 300 miles. The bonnet opens easily but the lid has to be propped up. No oil was used when checked after 850 miles. The cost of this fine Ford is not low – in standard guise it is priced at £7,466 but with the air conditioning, and the special radio this increases to £8,465 in the very acceptable trim in which I tested it. I have long had great admiration for all the Ford range, from Fiesta to Granada, and to be able to have an enormous estate car which has all the "executive" requirements and handles like a good GT saloon, or which can be hurried along like a sports car, and very pleasantly at that, is quite something! This big Granada 2.8i GLS Estate should interest fleet-buyers who are looking for transport for top-bracket travelling salesmen, etc. – W.B.

Short-circuit Spa 24 hours

THE annual Spa-Francorchamps 24-hour saloon car race looks as though it will be the first event held on the new 6.922 km. version of the legendary road racing circuit.

Now that Jacky Ickx has accepted an honorary post on the track management side we can also expect a big push for the Belgian GP to return to the Ardennes circuit in the nineteen-eighties.

How the annual saloon car race will fare on the shorter circuit will be seen on July 19th/22nd. Hopefully it will reduce the accidents that occur in a race full of cars and drivers of such disproportionate abilities, otherwise there can be little justification for the move save that of organisational costs for the long track.

June 17th should mark the last long-circuit Spa-Francorchamps event for cars when the annual sports car event takes place.

A Montrose from Japan

NAMES are something of a headache for the men who market cars in Britain. We have just heard that Fiat have spent a lot of time and money researching British taste to discover that we prefer the name Strada to Ritma, and Mazda have decided on the rather Scottish baronial-sounding title of Montrose for their latest range of saloons and coupes.

Elsewhere the new Mazdas (which were on sale in Japan last October) are known as either the 626 or, at home in Japan, the Capella.

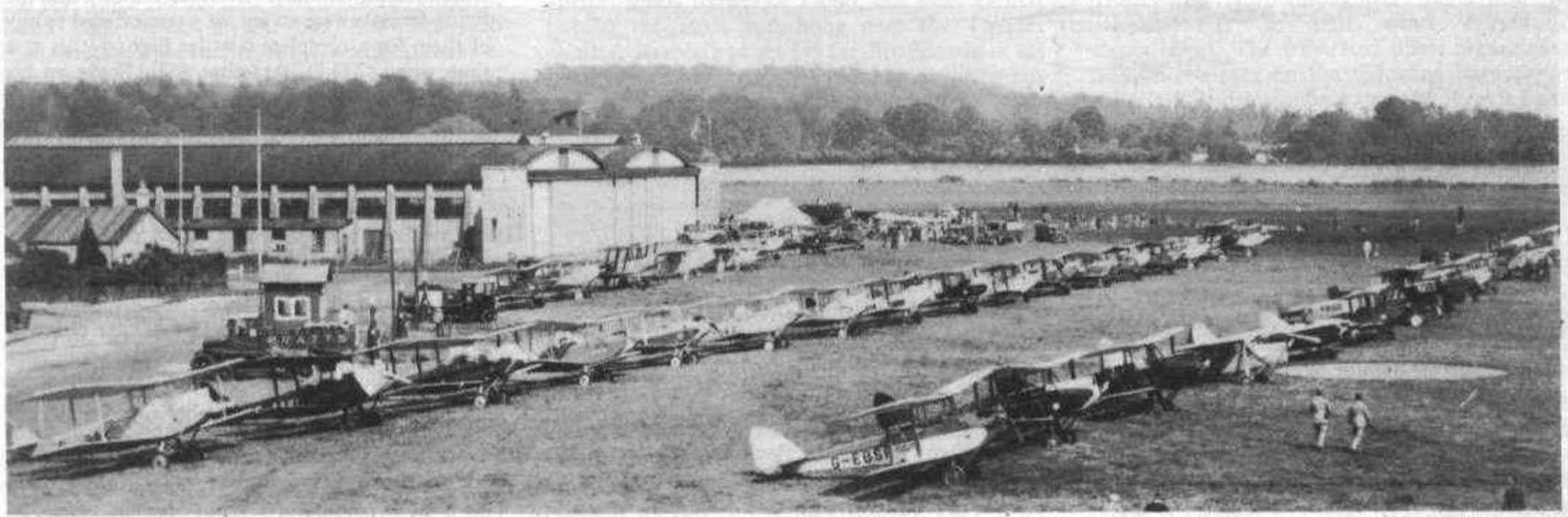
Either way the latest Mazdas went on sale in Britain in April at prices from £3,644 to £4,449. The range consists of four-door saloons in either 1600 or 2000 s.o.h.c. engine sizes, plus a smartly styled 2-litre coupe at the top of the range.

All the 2-litre machines have five-speed gearboxes and these front-engine rear-drive cars are notable for good finish and comfort rather than engineering innovation. A great deal of equipment is built in – items like driver's interior release for the boot and laminated windscreens appearing at the bottom of the range.

We have driven the cars in Malta, but in rather artificial conditions on either bumpy roads or airfield competition, so we will comment further at a later date. What is obvious is that the coupe will attract a lot of favourable comment for its clean body lines.

The Other Side of Brooklands

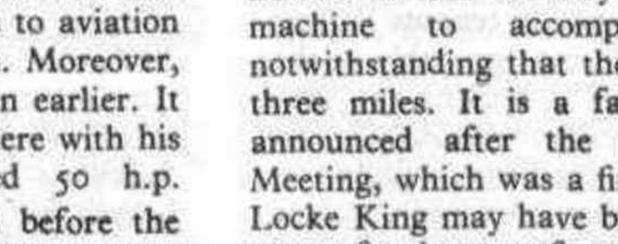
With the arrival of better weather, the Editor recalls the days when people went to Weybridge not only to see the motor racing, but to watch the aeroplane races

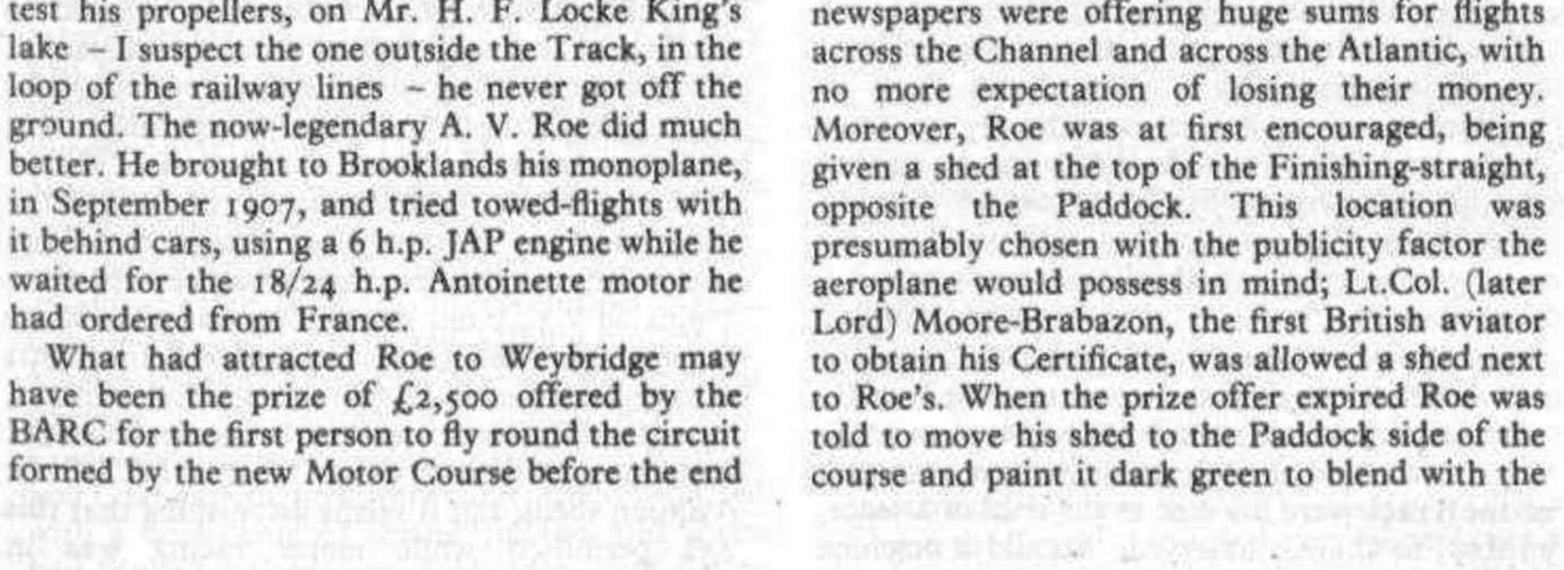


CONSIDERING that the first heavier-than-air machine had proved that it could get off the ground only six years previously, the attention given by the Brooklands authorities to aviation in 1909 deserves to be remembered. Moreover, flying took place at Brooklands even earlier. It seems that Mon. Bellamy arrived there with his machine, powered by a modified 50 h.p. Panhard-Levassor car engine, even before the first motor-race meeting in 1907. However, apart from carrying out some tentative experiments to test his propellers, on Mr. H. F. Locke King's lake – I suspect the one outside the Track, in the loop of the railway lines – he never got off the ground. The now-legendary A. V. Roe did much better. He brought to Brooklands his monoplane, in September 1907, and tried towed-flights with it behind cars, using a 6 h.p. JAP engine while he waited for the 18/24 h.p. Antoinette motor he had ordered from France.

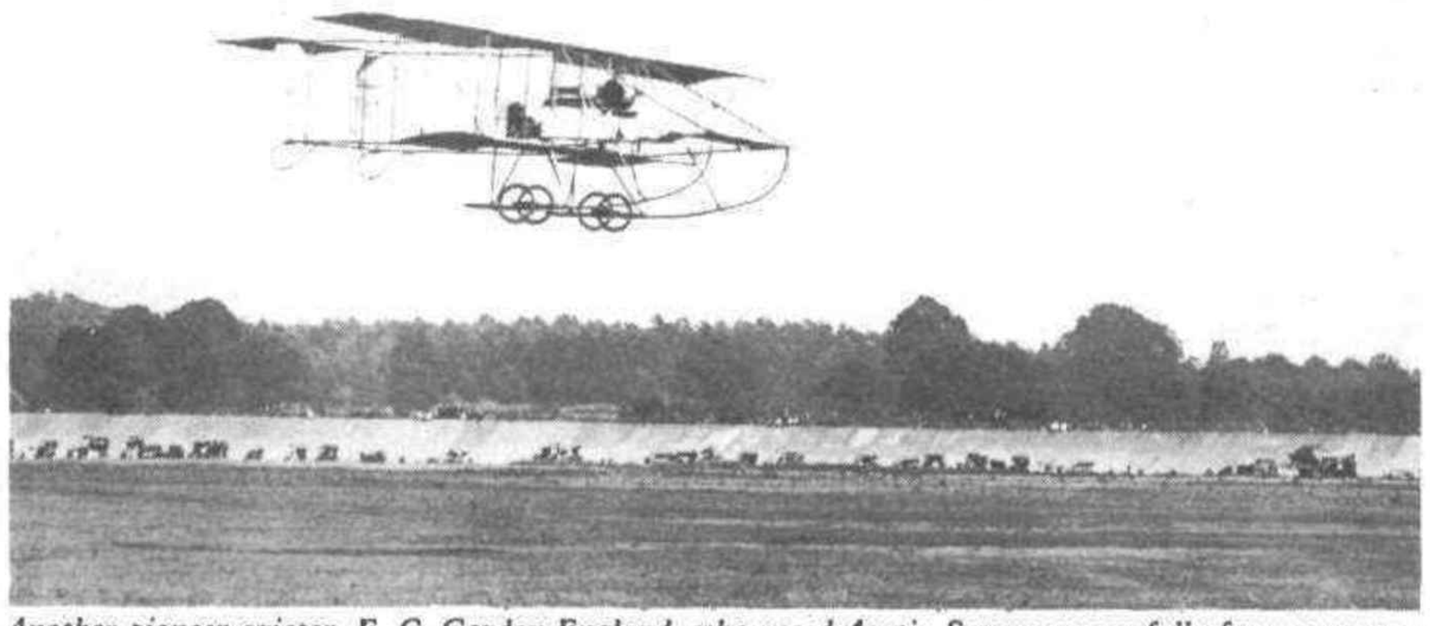
What had attracted Roe to Weybridge may have been the prize of £2,500 offered by the BARC for the first person to fly round the circuit formed by the new Motor Course before the end of 1907. The Club has been criticised for doing what some saw as a publicity ruse, for at the time no-one in this country had a suitable flying-machine to accomplish such a feat, notwithstanding that the distance was less than three miles. It is a fact that this prize was announced after the first Brooklands Race Meeting, which was a financial failure, and Mr. Locke King may have been anxious to see some return for the sum of more than £150,000 he had spent on building Brooklands. Against this, great newspapers were offering huge sums for flights across the Channel and across the Atlantic, with no more expectation of losing their money. Moreover, Roe was at first encouraged, being given a shed at the top of the Finishing-straight, opposite the Paddock. This location was presumably chosen with the publicity factor the aeroplane would possess in mind; Lt.Col. (later Lord) Moore-Brabazon, the first British aviator to obtain his Certificate, was allowed a shed next to Roe's. When the prize offer expired Roe was told to move his shed to the Paddock side of the course and paint it dark green to blend with the Brooklands scenery. No longer was the impoverished would-be aviator officially permitted to sleep in it, as he had done previously, and he wasn't to use his aeroplane before 8 a.m., presumably in case of noise complaints. Moreover, he was supposed to use the grass behind the shed, not the Finishing-straight; but he preferred the concrete and used to lift out a section of the spiked railings when the Clerk-of-the-Course, E. de Rodakowski, wasn't about and push his machine through. On June 8th, 1908 Roe took his machine onto the Track and claimed that it flew some two feet above the ground for a distance of some 75 feet. This should have been a very historic occasion, properly recorded as the first aeroplane flight in Britain. It wasn't. Only the estate carpenter and head-keeper witnessed it and their confirmation didn't count. Rodakowski either felt that Brooklands was being ridiculed or that aeroplanes might cause danger to the cars, and in 1908 Roe was ordered to leave. He is said to have sold his shed for £15 and departed to Lea Marshes. This conflicts with a statement that his shed was still there in the 1930s, but that Brabazon's had gone. I take this to mean that the original shed he used, opposite the Paddock, was put up by the BARC, and that after he moved to the other side of the Finishing-straight he put up his own shed; otherwise, how could he have sold it? If this was so, I can only conclude that this historic shed became the Soda Fountain and Race Card kiosk which remained at the foot of the Test Hill for many years. But if so, it seems odd that when a memorial to Roe's flight was unveiled in 1954, this was put up in the Paddock and when the then-78-year-old pioneer aviator and famous aeroplane manufacturer, now Sir Alliot Verdon-Roe, tried to find the place where he had taken down the Track railings, he couldn't locate it. (The memorial is still there; its plaque refers to Roe's flights of 1907/8 as the first "by the long line of famous pioneers and pilots of many nations who made air history on this flying field at Brooklands" – and it is a tragedy of much magnitude that this wasn't recognised in time to preserve more of it for posterity, overlooking the fact that Roe flew from the Track, not the later aerodrome.)

If the first Clerk-of-the-Course was very hostile to aviation in general and Roe in particular, a complete change took place when Major (later Col.) Lindsay Lloyd succeeded him.





S. E. Cody, the well-known pioneer aviator, used to fly his "Cathedral" from Farnborough to Brooklands and back.



Another pioneer aviator, E. C. Gordon-England, who raced Austin Sevens successfully for many years after the First World War, shown aloft in his Bristol aeroplane.

He saw that aeroplanes would attract big crowds to Brooklands, of which he satisfied himself after the famous French pilot Louis Paulhan had been invited from the Blackpool flying meeting to come there and give flying displays with his Gnome-engined Henri Farmann pusher biplane. Presumably Mr. Locke King made this worthwhile, and both Mrs. Paulhan and Mrs. (later Dame) Ethel Locke King ascended with him. Eventually Paulhan was able to stay up for nearly 53 minutes and only came down then for more petrol.

A hangar had been put up for Paulhan and about 30 or 40 acres of ground cleared for him at the Byfleet side of the Track – "the other side of Brooklands". After a favourable report from the French aviator Lindsay Lloyd went ahead with a proper flying ground within the Track. C. G. Grey, celebrated Editor of *The Aeroplane*, likened the removal of farms and cottages and trees with the laying waste of the New Forest for Williams' hunting parties but thought that those farm-labourers who lost employment had found new jobs appertaining to the Track. It is said that a loop of the River Wey was straightened out to improve the aerodrome – one wonders if this was a change in the river's intentions, additional to those said to have been necessary two-and-a-half years earlier when building the Motor Course?

Anyway, the aerodrome came into being and developed steadily into becoming the centre of British Aviation, in a way that Hendon never did. It was a valuable asset in both World Wars. Here, though, I am only concerned with the sporting flying that went on there. Lindsay Lloyd believed in the potential of both kinds of flying and by November 1909 was offering to erect sheds at a charge of £10 per month, or £100 per annum, possession of which would give the occupant the right to use the flying ground when it wasn't expedient to close it because of motor racing or other reasons. It is a measure of the efficiency of those times that a shed was promised within four weeks, the first three having been put up in about half that time. I believe that Paulhan's shed was occupied in 1909 by Handasyde, when he moved his 8 h.p. JAP-engined Martinsyde monoplane from Hendon, and that it became the well-known "Blue Bird" tea-rooms and cafe after Martin-Handasyde had moved to a line of six sheds close to the original two, as their business expanded. It seems that adjoining this first shed were those of Alcock and others, which formed an L with the Martin-Handasyde sheds and those of the ABC works. In 1914 Martin-Handasyde moved again, into premises that constituted a large workshop, but their fitter's shop remained in the shed they had used after vacating the Paulhan shed, this works eventually having added at right angles to it a big erecting shop and a further shop parallel to it. These sheds were different from the line running alongside ithe Byfleet banking, and formed the flying village. The line of sheds by Oyster Lane, that survived until 1934, had as tenants Vickers, Bristol, Flanders, Sopwith etc., probably in that order. The "Blue Bird" became a great institution. It was run by Mr. and Mrs. Erdsley Billing, who provided excellent shilling-teas; whether it was named after an aeroplane or to persuade Malcolm Campbell to sample it, I do not know .....

Apparently much revenue was lost at the time of Paulhan's flights because people watched from outside but from 1910 they would flock in considerable numbers to see the flying from inside the Track. No doubt the bankings, cutting off the view within, helped to induce them to enter; they were charged 1/- (5p) and if the weather was too gusty for pilots to venture out a black flag was flown, if there was a chance they might appear, a white flag was shown, but when the weather was good this became a red flag. By 1911 the number of sheds had increased to 36, in seven rows, and the telegraph wires at this part of the Track were lowered to the level of a fence, so that, as C.G.G. observed, "should a machine run too far it will be brought up standing at the edge of the track instead of running out onto the track and being 'cut over' by one of the big racing cars, which is always liable to happen so long as it is possible for a machine to run out under the wires".

* * *

Competition flying commenced at Brooklands in 1910. In April, "weather permitting", James Radley was to be examined by the Royal Aero Club officials for his Aviator's Certificate and the flying tenants were to try for a cup offered to any of them for a complete circular flight – this at a time when C.G.G. said that Alan Boyle on his Avis was the only man there who could fly. By Whitsun Radley was due to demonstrate his Bleriot and those in the Paddock were permitted to walk to the flying ground and sheds by keeping a line of white flags on their right. Immediately after the racing all access from the Track, for cars, except to the exits, was closed off by barriers, to stop vehicles encroaching on the flying ground. Even so, those who disobeyed the order and left the path were in danger of being beheaded, not realising that few of the aeroplanes could so much as hop over them, and some onlookers tended to crowd too closely round machines that stopped some 40 or 50 yards from the hangers. Admission to the ground was free but enclosure spectators had to walk there from the Paddock.

By June 1910, when passenger flights in Grahame-White's Farman biplane were auctioned, Graham-Gilmour demonstrated his Bleriot monoplane and Lt. Launcelot Gibbs, RFA, his Sommer biplane, the aforesaid rules were relaxed slightly, cars being allowed to drive slowly round the Track after the last race, following arrows on the notice boards to park behind the sheds, entering the Flying Ground at a point indicated by a large notice board, but warnings were issued that flying would be held up if cars went in front of the sheds, stopped on the Track, or people walked about the interior of the ground. On August Bank Holiday, 1910, the Aggregate Time of Flight competition was introduced, for all classes of aeroplanes. With a total of 100 sov. in prize money, or cups to the value, and no entrance fee, this attracted an entry of five machines. Flying was allowed from 2 p.m. to 7.30 p.m., but no-one was allowed up after 7 p.m. Three prizes were offered, for flights of over 30 minutes, 15 minutes and five minutes, respectively. Starts were to be made from the southward to a line drawn to the NE of the Aviation sheds, but it seems astonishing that this was permitted while motor racing was in progress.

The competing aeroplanes were A. C. Thomas' Hanriot monoplane with 40 h.p. Clerget engine flown by Cordonnier, Mrs. Grace Bird's 50 h.p.



This picture shows how popular flying was before the 1914/18 War, when spectators were allowed to leave the paddock and enclosures for the "Aviation Ground".

Gnome-powered Farman biplane piloted by Blondeau, H. G. Burford's 35 h.p. Humber monoplane with Humber motor, Gibbs with his 40 h.p. Gnome-Sommer biplane, and the dashing Graham Gilmore on his Bleriot monoplane, with 40 h.p. JAP engine. Considering that it was only a year since Bleriot had conquered the Channel and eight since anyone had flown in such contraptions, the excitement was understandable. In the end, Mr. Straight, the time-keeper, found that Blondeau had flown an aggregate of 3 min. 47.2 sec., and Cordonnier 0 min. 33.4 sec. The others either failed to appear, or to take-off! This was the first round towards the N. C. Neill Cup.

The second Aggregate Time of Flight Competition took place at the October race meeting. This time Thomas flew his Hanriot monoplane himself, with an ENV engine, Graham Gilmour had a Gnome engine in his Bleriot, and Gibbs had changed to a Farman biplane. Mrs. Bird's entry was in again but Burford had dropped out (not literally one hopes). New contestants were the Stirling-Spencer biplane with RH engine, flown by Herbert Spencer, the Gnome-engined Macfie biplane, J. H. Spottiswoode's Avis-ENV monoplane, and G. H. Handasyde with a JAP engine in his Martin-Handasyde monoplane. Thus did flying before the public come to Brooklands, although I have never discovered who won the N. C. Neill Cup awarded for Brooklands' longest flight.

By this time much progress had been made. Aeroplanes had flown the Channel four times, the Irish sea had almost been conquered, and A. V. Ebblewhite had timed Radley's Bleriot XI at 77.67 m.p.h. over a straight kilometre. Longer and longer distances were being flown and aeroplanes were not quite such a novelty as they had been in 1909. Nevertheless, at Brooklands the Aggregate Time of Flight Contests remained the chief aviation events of 1911. Commencing in March, a dozen aeroplanes were entered for the first round. Pixton was to fly A. V. Roe's 30 h.p. Gnome-powered Avro triplane, the pioneer aviator having returned to his former haunt. Claude Grahame-White had a Baby biplane for Martin to pilot. A. R. Low was in charge of the controls of the British & Colonial Aeroplane Company's Bristol biplane. Macfie, Blondeau, and Graham Gilmour were there, the last-named with a works-entered Bristol biplane, and Gibbs had formed a Company of his own, with Astley and Smith piloting, respectively, his two-seater and single-seater Bleriots. Monsieur Ducrocq entrusted himself to a Farman biplane, the celebrated Gustav Hamel took part with his Bleriot *monoposto,* Snowden-Smith flew a Hewlett & Blondeau British Farman, and Captain Maitland had Watkins flying the most powerful entry, a 60 h.p. Howard-Wright-ENV.

As added attractions, at Easter Hamel was to attempt to break the Height Record of 6,595 feet and the World's Height Record of 10,499 feet (he didn't) and S. F. Cody was to fly over from Farnborough and demonstrate his all-British Cody biplane. In July 1911, the *Daily Mail* Circuit of Britain Race started from Brooklands (there were 30 entries) and during the season the spectators saw Herbert Latham arrive late for the Whitsun Meeting on the machine that had carried him to Oxford some time previously. He was the "lion of the day", said *The Autocar,* and following in the footsteps (shouldn't they have said "slipstream"?) of other previous lions, it wasn't until 5 o'clock that he was ready to go up. His machine dipped a wing that struck one of the sheds beside the Track when he was making a very low pass and the Antoinette ploughed through the roof. Latham was unhurt and later he took up another machine. A telephone message conveyed his good fortune to the Paddock, where the notice "Latham Unhurt" was displayed on the Telegraph Board. Cody had arrived early that day to put in more time for the Manville Prize, timed by Major Lloyd, but even earlier, whilst the mists still hung over the Thames Valley, Barber had set off for Brooklands in his Valkyrie racer. He was feeling unwell, but nevertheless gave some fine demonstrations "with both hands off his controlling lever", before flying back to Hendon that evening. Entries for the Aggregate Flight Competition rose to 16 before the year was out, most of the aeroplanes using 50 h.p. Gnome rotary engines, although the Flanders monoplane had a 60 h.p. Green engine, and Humber, Anzani, ABC, and Green engines were seen, the Deperdussin two-seater using a 60 h.p. Anzani. The winner, Howard Pixton, had led for most of the season and by October had flown for 344 min. 53 sec., against Raynam's 195 min. 49 sec. and Chevalier's 45 min. 0 sec. Gordon England had done just 20 min. and Gilmour only 1 min. 49 sec.

It was clear by now that the public preferred racing, indeed, it was said that by 1911 more interest was being displayed in the motor-racing than in the endeavours of a few aviators to remain aloft in their flimsy machines. Except, that is, for the Round Britain Race, when on a scorchingly hot day 30,000 to 40,000 spectators ringed the Track to watch the 21 starters take off and to see Lt. de Vaisseau Conneau in a Bleriot win at 45 m.p.h., from the Deperdussins of Verdines and Valentine. The race had lasted for 22 hr. 28 min. and it would be interesting to know if any of the landing grounds used *en route,* before the machines arrived back at Brooklands, still exist. During 1911 there was a race from Brooklands to Brighton, with four contestants, the winner being Gustav Hamel in (or on) his Gnome-Bleriot XI, perhaps as the "30/98" or "Prince Henry" of the air, at that time. More lighthearted was Gordon Watney's challenge to Latham's Antoinette with his Sixty Mercedes, for a lap of the Track ...

For 1912 the Brooklands authorities decided that aeroplane racing was needed, within the vicinity of the Track, to maintain spectator interest. The first such Aeroplane Handicap was flown at the end of the Easter Monday Meeting – with lawn tennis as a rival attraction! It had an entry of 11 aeroplanes, Herbert Spencer's 50 h.p. Gnome-engined Spencer biplane receiving a start of 9 min. 12 sec. from Tommy Sopwith's scratch Bleriot powered with a 70 h.p. Gnome engine. The distance was about 10 miles and the course was from the Aviation Ground to a turn about five miles westward of the Track at Chobham to a flying finish over the landing area. By this time the new road alongside the Byfleet banking, with a paling fence on the inside and the ditch and stream dividing it from the Byfleet banking, gave more security to those who wanted to visit the Aerodrome. The aeroplanes could have been seen from the Hill throughout the race, but unfortunately a high wind caused its cancellation. The frustrated pilots organised an impromptu race on the following Saturday, to Chertsey Bridge and back, won by Pizey's Bristol Boxkite, by 34 yards from Sopwith's Gnome-Bristol racer.

The Brooklands Aero Club was formed on April 27th, 1912, and the postponed First Aeroplane Handicap was scheduled to be run in May, now with three additional entrants, over a two miles longer course, with the turning point three miles northwards, and two laps to be covered. Again, bad weather washed it out. By this time quite a number of aeroplane races were taking place at Brooklands, but I will concentrate on describing only those which embellished the big car meetings. The Second Aeroplane Handicap, for a 75 sov. first prize, was run at Whitsun, with some preliminary Heats, take-offs being marshalled by Walter H. Weguelin and the handicapping being done by Handasyde and Harold Perrin. Raynham was the winner, with his Sopwith-Wright, from Rhodes-Moorhouse in a Bleriot and Lt. Hotchkiss in a Bristol biplane.



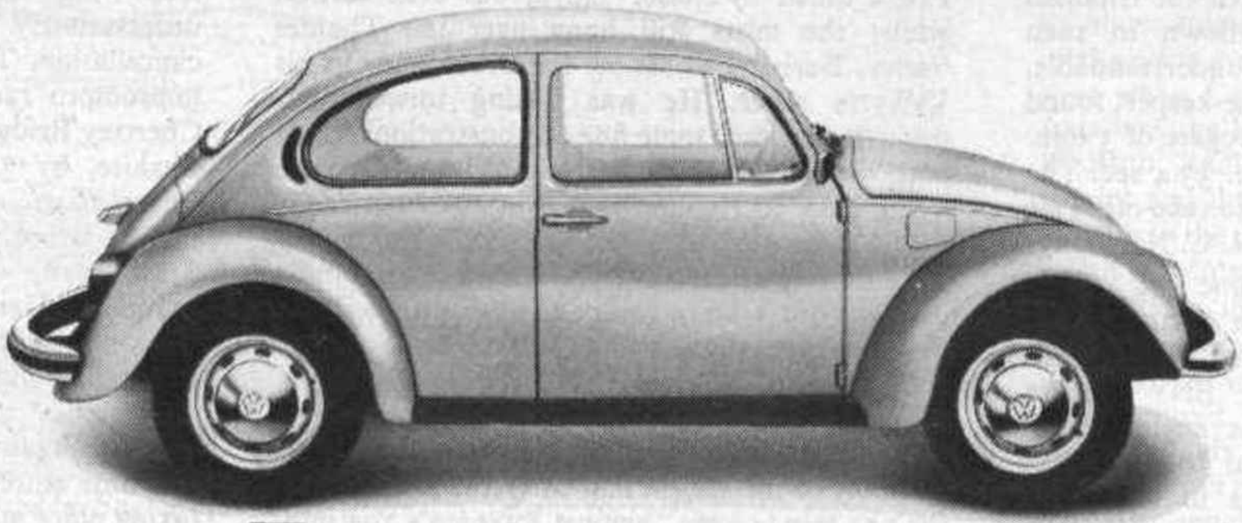
The big crowds which gathered at Brooklands in September 1913 to see Pégoud looping the loop for the first time in Great Britain in his Bleriot. Note the cars parked on the banking and spectators on the track.

With Relay Races, Get-off-the-Ground contests, a continuation of the Aggregate Time-of-Flight contests the aviation fraternity at Brooklands was now very well catered for.

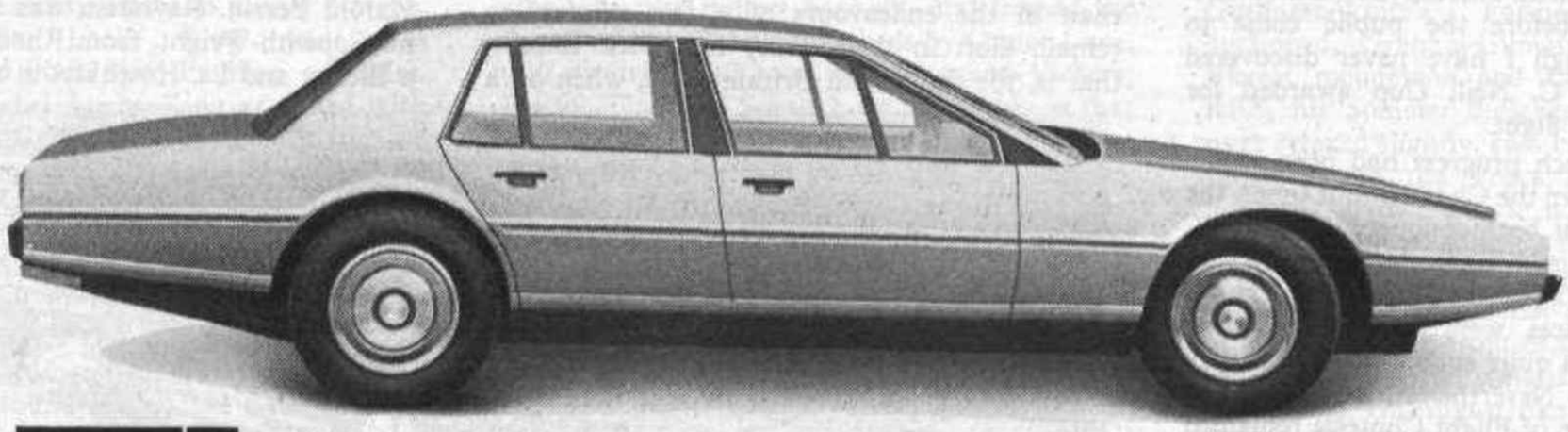
At the Summer Meeting of 1912, the third of the Handicaps took place, over a 12-mile course, using the northward turn and going round markers on the Aviation Ground for the next two laps, these markers being at the corner of the centre block of sheds, opposite the sheds, opposite the Paddock, and at the L & SW signal-post, the finish being between the Judge's Box on the aerodrome and the Fork. This time Pashley in Cody's Austrian-Daimler-powered monoplane was on scratch, giving Spencer in the Gnome-Spencer 11 min. start, and Cody flew his Green-engined biplane. The race had to be postponed until July, when on a sweltering day, guaranteed to make the best of the smell of burnt castor-oil and crushed grass, Lt. Perry won on the Sopwith-Wright. The fourth of these Handicaps having been flown on a non-car day, the fifth was billed for the Autumn BARC Meeting. It was the medicine as before, but for a 50 sov. first prize, against an entry fee of one sovereign. The machines now had their individual numbers, retained all the season, although for a time No. 13 had been used, until hastily dropped. Once

Continued on page 633

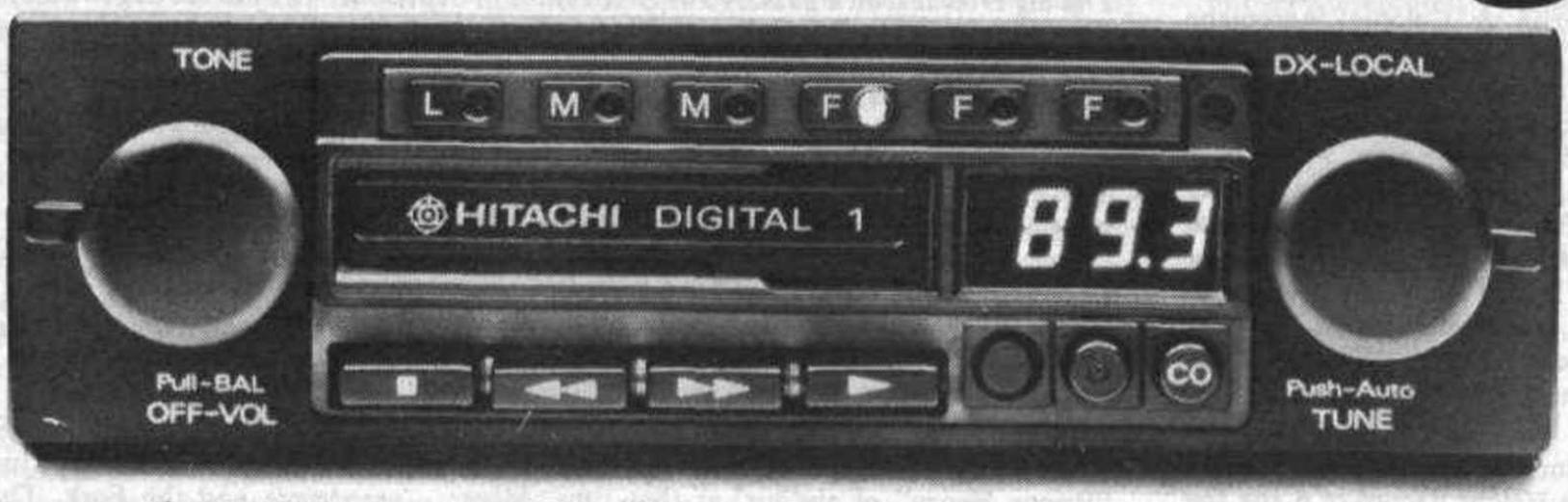
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Book Reviews

"Triumph Cars – The Complete 75-year History" by Richard Langworth and Graham Robson. 312 pp. 10 in. x 7¼ in. (*Motor Racing Publications Ltd., 28 Devonshire Road, London, W4 2HD.* £14.95).

This book, of very high class and containing a great many well-produced pictures, many of them rare, is for dedicated (and looking at the price, one might add well-breeched) fanatics for the Triumph make. I say this because the subject has been well aired in print previously. We have had from the prolific Robson, who presumably taps a typewriter in his sleep "The Story of Triumph Sports Cars", which covers the famous TR series and the controversial straight-eight Triumph Dolomite, and the same author's "The Triumph TRs – A Collector's Guide", and we have had Richard Langworth's "Fifty Years of Triumph". So the only excuse for another tome about this make with the complex history is that the whole pattern should be set out in one volume.

That is what this volume is and no doubt Triumph owners, of whom there is a growing number, it seems in America, will lap it up. To me, while I am pleased to have such a very complete reference work, the book would seem an expensive luxury (but we live in an age when people permit themselves expensive luxuries, no matter) to stack beside those other Triumph titles. Especially as the motorcycle side is only superficially dealt with and not a great deal more emerges about the supercharged Donald Healey Dolomite, which is described as the "greatest Triumph ever built". Indeed, the chapter devoted to this Alfa-crib, exciting sports model occupies only twelve pages including the pictures, most of which have been seen before, and I am proud to say that most of the "new material" here is a reprint of MOTOR SPORT information and the true story about the Dolomite Eight which Donald Healey wrote for us back in 1972.

The other Triumph cars get good coverage, as the book's chapter headings reveal: "The Quality Light Car", "The Last Word in the Smallest Class" (all about the Super Seven), "From Scorpion to Southern Cross", "The Smartest Cars in the Land", "Dolomite and Demise", "War and Resuscitation", "Roadster and Renown", "Mayflower: A Second American Invasion", "The Sports Car America Loved Best", "Hark the Herald Angle", "TR7 and the Future", etc.

Triumph derivations are covered and the usual appendices give production figures, model specifications, and similar data. But while personalities are described and quoted, the book lacks some of the freshness and intimacy with its subject that one has come to expect of the better one-make histories. It is biased towards the American reader, and some rather unusual comparisons are made, such as likening the 1953 Triumph Mayflower to the 1973 Volkswagen Beetle, for example. On the lesser-known Triumphs this book is very good and it is presumably aimed at members of the ten Triumph Clubs and Registers – if they can afford it. Technically I have no grumbles, except to query whether the Cozette compressor can be called a Roots blower and whether the lead-bronze bearings that ruined an 8-cylinder Dolomite crankshaft were an innovation in 1934 – didn't Marmon-Roosevelt have them in 1929? Incidentally, the authors say they don't know why the Dolomite was blown – why didn't they *ask* Donald? The book is as up-to-date as such a book can be, and the pictures are plentiful and very nice, if you like Triumphs. – W.B.

"I Kept No Diary" by Air Commodore F. R. (Rod) Banks, CB, OBE, HonFRAeS, FIMechE, CEng. 247 pp. 9 in. x 5½ in. (*Airlife Publications, Shrewsbury) Ltd., 7 St. John's Hill, Shrewsbury,* £6.50).

The aviation titles are returning and at last we are getting books about the aero-engine aspect. That is what this very welcome book is mainly about, its sub-title being "Sixty Years with Marine Diesels, Automobile and Aero Engines". The author is very well-known as an expert of the "hot-end", as he has it, of the internal combustion engine and the best fuels for it to burn efficently. So his book is highly informative, in an historical way, about many famous and infamous engines. But as he has set down his memories of these in the form of a crisp autobiography, "I Kept No Diary" is very entertaining reading. Incidentally, in spite of the book's title, Banks has a good memory and I cannot fault the book for accuracy. Airlife Publications are to be congratulated for having signed him as a very distinguished author.

The Air Commodore who has lived such a packed life among our sort of machinery and is still an active consultant for American aviation companies at the age of 80, makes no bones about having had a humble beginning. Also, a very tough life at sea, as a young man. His reminiscences make fascinating reading, and pack in some very sound morals. By page nine we are at Brooklands, watching Codyere in 1908 and Wilkinson crash the 27.9 h.p. Benz that Banks' father had advised the Australian Craig to buy, after he had had several Brown cars from the same source.

That sets the scene for the enjoyable reading that follows – the author's experiences in the First World War, his associations with Peter Hooker of Walthamstow (see page 620 of this issue), his Schneider Trophy and Italian Air Speed Record bid associations, and the aero-engine and other technical contacts he had all along the years. With the sound technical references are blended asides about all manner of very famous people whom Air Commodore Banks met while prescribing leaded fuels for engines of all kinds, etc. (The aero-engines he refers to are all-embracing, from ABC to Wolseley-Hispano Viper.) His experiences in the Ministry of Aircraft Production and the Ministry of Supply (in whose offices, incidentally, I used to write some of the war-time issues of MOTOR SPORT in slack times!) contrast with his more active WW1 experiences but enable him to introduce us to some more very famous personalities, including Winston Churchill and "The Beaver". Banks' fascinating recollections and very clear observations cover a wide field of our kind of spectrum, brought up to the era of the jet-engine and the Rolls-Royce RB211/Lockheed Tri-Star fiasco.

In his closing pages Banks looks at French higher education and he points to the state of Britain today and possible cures for our stagnation and inflation, concluding, with reference to this country's recovery, "It can be done – but will it be done?".

There are enough, if undramatic, pictures to carry the book along very nicely, and appendices cover data on engine fuels and aero-engine production figures. It is a book which might usefully be read in conjunction with "By Jupiter!", which we reviewed last month. Incidentally, the Air Commodore still runs a Bristol 407 (illustrated), kept like a new pin and his driver is the R-R-trained John Mayo. The car has run more than 300,000 miles, and I believe both its owner and his driver are readers of MOTOR SPORT... "I Kept No Diary" is a damned good book. – W.B.

"Wings On My Sleeve" by Captain Eric "Winkle" Brown, CBE, DSC, AFC, MA, FRAeS, RN. 202 pp. 9 in. x 5½ in. (*Airlife Publications (Shrewsbury) Ltd., 7 St. John's Hill, Shrewsbury.* £4.95).

Another book of great appeal, to those who like WW2 and subsequent flying, is this reprint of a title that was first published in 1961. It is a pilot's personal account of flying for the Fleet Air Arm during the war and as a test pilot afterwards. What makes this such an outstanding contribution to the aviation story is that the author not only made more catapulted take-offs from ship's decks than any other pilot but he holds the "world's record" for 2,407 deck landings – and deck landings were regarded as hazardous. He is recognised as the greatest Naval air pilot of all time and ranks as one of the World's greatest test pilots. His story is one well worth re-publishing and here it is, in clear type, well illustrated, at a competitive price. – W.B.

"Only Here For The Beer: Gerry Marshall" by Jeremy Walton. 157 pp. 10 in. x 7 in. (*Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ.* £6.95).

We sometimes bemoan the fact that motor racing and other motoring competitions lack the one-time flamboyant, "larger-than-life" characters who once enlivened the tracks and paddocks. Well, these days there is Gerry Marshall. He is immediately thought of in connection with rallying and racing for Team Vauxhall but he has, in fact, as this book reminds us, driven other makes of cars in all kinds of competition events.

Jeremy Walton, acting as Gerry's biographer, has set it all down in "Only Here For The Beer" and has gone out of his way to indicate the sort of bigger-than-very-big character that is the genial giant Gerry Marshall. The publishers have entered into the spirit of the thing by augmenting the text with a large and very fine collection of photographs, most of which reflect the Gerry way of life and motoring, beer and girls off the course, sideways, very much tail-out motoring on it.

It isn't exactly my kind of thing and will be foreign to those who pine for the days of The Right Crowd and No Crowding – except that Brooklands bred wild men in the Marshall mould. What interests me more are the technical descriptions and asides about the kind of motor cars Marshall has used, such as the Vauxhall Ventora V8 *Big Bertha*, the legendary 160 m.p.h. Vauxhall Firenza V8 *Baby Bertha*, the Firenza Club car *Old Nail*, etc. Those who see the sense of a big engine in a modest-size car will like the still-born idea of Marshall's for an 8.2-litre Can-Am Vauxhall Cavalier. But those cars apart, it's all there – the Minis, the Lotus and TVR, the Blydenstein Vauxhalls, Morris Marina, Hillman Avenger, Clan, Lister-Jaguar, all the Fords to Capri 3000S, to the Triumph Dolomite Sprint days, etc. As it unfolds, most of the saloon-car dicers of the time figure. And Gerry's spectacular career is detailed, month by month, from February 1967 to November 1977, at the end of the book.

The Foreword is by Roger Clark, who suggests that the title could have been "Sideways to Victory" and the author has tried to show he can compete with Marshall, character wise, by telling

us that he was expelled from school, ended an apprenticeship to a hot-car journal with "honourable dismissal", was taken on by the Ford Motor Company because they mistook him for someone else, has been in and out of Standard House, and that by the time he was working for Ford's they had ceased the competition activities he was promoting for them! – W.B.

* * *

Michelin have issued their 1979 tourist guide to Great Britain and Ireland.

* * *

The English Tourist Board has published a colour-illustrated booklet "Tourism In England".

* * *

Those interested in transport in rural districts will find the subject covered comprehensively in "Rural Rides", published by the National Consumer Council.

* * *

Routledge and Kegan Paul of Henley-on-Thames, have brought out "Golden Age of Buses" by Charles F. Klapper, which is this author's companion book to his "Golden Age of Tramways".

Among a host of 'bus histories this quality book looks more at the development of the omnibus companies in this country, especially from the WW1 period onwards, with some anecdotes to liven the text. The publishers have been rather sparing with pictures. The book is priced at £8.75.

* * *

B. T. Batsford Ltd., 4 Fitzhardinge Street, London, W1H 0AH, have reissued the former "Veteran Motor-Car Pocketbook" by Francis Hutton-Stott and the late Anthony Bird as "The Batsford Guide to Veteran Cars", presumably under the impression that fashion dictates bigger pockets for men, because the format has increased in size. The text hasn't been much altered but R. G. Shapland has joined Mr. Hutton-Stott to add the makes of Riley, Lancia, Vulcan and Star, etc. to the original text, together with some more, previously unpublished photographs. The result is a useful alphabetically-arranged reference work for those not conversant with veteran (pre-1919) cars. Those covered run from AC to Zust, with brief histories, condensed specifications for important models, and 165 pictures of the latter. This 196-page 7½ in. x 4¼ in. pocketbook costs £4.50. The authors think that the "Vintage Car Pocketbook" that preceded it "remains in its sphere the finest ornament to the literature of motoring which has appeared in sixty years". Those who have toiled at full-length books may well raise an eyebrow and I am not sure that the same can be said of this latest little volume, attractive and very informative as it is.

* * *

"Lucas – The First 100 Years" by Harold Nockolds, which I referred to briefly last month, is a very comprehensive, two-volume account of all that went to make Lucas Industries the impressive industrial organisation it is today. From early lamps to fuel-injection, electronic-ignition, the gas turbine, and work generally for the aircraft industry, with the take-overs of other companies along the road, it is all laid bare in this work. The P100 Lucas lamps which showed the Bentleys the way to victory at Le Mans in the vintage years, to Lucas' part in the BRM Grand Prix cars, is some of the motoring content. Volume one runs to 349 pages, volume two to 432 pages, both of 9½ in. x 6 in. page size. The publishers are David & Charles of Newton Abbot; volume one was published in 1976 and reprinted in 1977 and volume two arrived last year. – W.B.

Cars in Books

FROM "Gilbert Harding" by Wallace Reyburn (Angus & Robertson, 1978) one learns that the famous broadcaster and TV personality, who wielded so much power and viewer-esteem in his time, was no motorist. In the days of his alcoholic fame Harding had a chauffeur-driven car, although he preferred the term "driver", finding "chauffeur" too pretentious. The only car he ever owned, apparently, was an ancient Jowett bought for £15 when he was a schoolmaster in Arundel. That was in 1931, so this used Jowett must have been a vintage two-cylinder model. Harding had several incidents in it, decided he was unsuited to driving, and disposed of it. He never drove again. In later times he had a Ford Zephyr, with driver, whom he liked to urge to drive "faster, faster" on occasions. He was also fond of hiring a London taxi, of the kind in which the hood over the rear compartment could be folded down – another pleasant aspect of the London scene that has gone forever, alas – and drove his mother to Regent's Park in one. He actually told the driver to take them to *the* Regent's Park, a throwback to the days of the Prince Regent.

The book also tells of two stories Gilbert Harding liked to tell against the band-leader, Jack Hylton. He would have it that Hylton was such a snob he wouldn't ride in the same car as his chauffeur and that when they stopped the Rolls-Royce to consume some fish-and-chips the man had bought for them, the running-boards of the old car were used as a seat, which all vintage-car owners know to be one of the advantages of owning a proper motor car. On such occasions, said Gilbert Harding, Hylton would make his chauffeur sit on the running-board on the opposite side of the Rolls.

That I have referred more than once to Bill Gunston's "By Jupiter!", the life of Sir Roy Fedden, available from the Royal Aeronautical Society for a fiver, and do so again here, shows how much "meat it contains". It is just that, having said that Fedden had a Bugatti and later a Bentley S2 I omitted to mention that Gunston refers to a "grey 2-litre Talbot" that Fedden used when he was with the Ministry of Aircraft Production in 1952, driving this from his flat opposite Harrod's to Berkeley Square. When he was working on his British people's car concept he imported a rear-engined Tatra and found its swing-axle back-end just as lethal as that on his own rear-engined job. Incidentally, it was the automatic transmission, or torque-converter, that used to blow up so dramatically, not the sleeve-valve three-cylinder radial engine, when the power pack was on test in the Black & White Motorways' garage at Cheltenham. – W.B.

MINIATURES NEWS

SOME information, perhaps more for younger readers, this month. Hornby Hobbies 20th "Scalextric Model Motor Racing Catalogue" has been issued. It not only describes this system of electric slot-race track but contains details of a proposal to institute a National system of officially grading Scalextric racers, organised clubs being invited to contact the Marketing Department at Westwood, Margate, Kent. There is also information about free membership of the new Scalextric Formula One Club for those who have attained a certain degree of efficient driving on these model tracks.

The 36-page colour catalogue describes a range of 15 different Scalextric cars, five track sets, and a wide range of accessories. We note that layouts approximating to Silverstone, Brands Hatch and Monza are shown and that sections of banked Scalextric track are now available. On the former note, members of the new Scalextric F1 Club can get a handbook which, among other things, enables them to equate their lap-speeds, on scale, with those set up round the real circuits. On the latter, we wondered for a moment whether a scale Brooklands would be possible. We think the Scalextric cars are quick enough to keep high up the bankings but that the banked sections would not build the bankings steeply enough, apart from which, if the track were made to an accurate scale, it would have to be wide enough to accommodate some 12-14 cars, which would make its scale size very large indeed (normally these tracks are two-car, with cross-overs) – when you are next on a three-lane Motorway, think of how wide Brooklands was, to be able to line-up more than a dozen cars on the starting-line! – W.B.

The Prancing Horse Register

THE DOORS of the exclusive Ferrari Owners' Club are open only to those fortunates who own examples of the Maranello *marque*. Now the club has formed the Prancing Horse Register to cater for the unfortunate enthusiasts who don't possess such esoteric passports to membership of the Club proper.

Members of the Register will be able to keep in touch with the FOC and "all things Ferrari" by participating in the Club's functions at home and on the Continent.

Full details can be obtained from Godfrey Eaton, Hon. General Secretary, The Ferrari Owners' Club, 10 Whittox Lane, Frome, Somerset BA11 1BY.

XJ Register

THE JAGUAR Drivers Club has formed an XJ Register for the benefit of members with XJ6s, XJ12s and XJSs. The new Register will follow the lines of the existing JDC Registers, helping members with finding spare parts, answering technical queries and running three or four social events. Two events planned for the summer are an XJ Weekend at an hotel near Cheltenham on May 5th/6th (a cocktail party, dinner dance, visit to a motor museum, a concours and a display of Jaguars will be included) and a Gourmet Dinner near Brighton on June 28th. The Jaguar Driver magazine will include monthly features of interest to XJ owners. More details from the JDC, Norfolk Hotel, South Kensington, London SW7.

Bristol Austin Sevens

THE BRISTOL Austin Seven Club will be holding its second annual static rally at Berkeley Castle, half way between Bristol and Gloucester, on June 24th. A separate area will be set aside for pre-War cars other than Austin Sevens and such cars and their occupants will be admitted free. Further details from R. and P. Stevens, Joint Secretaries, Bristol Austin Seven Club, 53 Dartford, Corsley, Warminster, Wilts. (Chapmanslade 369).

continued from page 629

again the weather caused abandonment.

Nothing much had changed by 1913, except that the prize money was declared in guineas, and entries were smaller, the Easter Aeroplane Handicap having only eight. The era of "stick-and-string" was to some extent over and more exciting machines were to be seen in action, such as Harry Hawker's Sopwith biplane, and Barnwell's Vickers monoplane. Alcock's Farman (50 h.p. Gnome) won from Knight in the Vickers monoplane, third place going to Hawker in the 3-seater Sopwith tractor-biplane with an ABC motor of only 40 h.p. The Whitsun Handicap was again won by Hawker in this new machine, on a day of strong winds and rain which forced down Alcock in Ducrocq's Henri Farman, but which did not prevent Gordon Bell in the exciting new military Martin-Handasyde monoplane with 120 h.p. Austrian-Daimler engine from coming in 39 sec. after Hawker, having given the famous racing-driver-to-be a start of 78 sec. Those were the only starters. The June Handicap was a victory for Lt. Mitchell's Henri Farman, some skilful diving at the first turn to avoid collisions being noted.

Hamel was now giving special demonstrations every summer Sunday afternoon and races were being flown from Brooklands to other aerodromes, the average between there and Hendon being not far short of 60 m.p.h. High winds interfered with the August flying at the Track but already the officials had been worried lest a racing aeroplane fall on the crowd, so a new circuit was now used, the turns being made near the Fork, near the Paddock, then out to Coxes Lock Mills, about a mile distant, thence to the end of the Railway straight, and back, the distance being nine miles for two laps. When I was researching my "History of Brooklands" I talked to a Weybridge chemist who recalled how people used to run out of their houses to watch the aeroplanes take the turn above the mills. This course was also visible all the way round from the Hill. Incidentally, after the car racing was over, public-enclosure onlookers were allowed to cross the Track at the Fork end of the Finishing straight and go through a gate, and presumably over a bridge over the stream, onto the aerodrome road. The 1913 racing season concluded with the Autumn Aeroplane Handicap, which had 16 entries, from Merriam's "limit" Bristol flown by Halford to Barnwell in the Handasyde monoplane, on scratch. Merriam, flying his own Bristol Boxkite, came in first out of only six starters, but he had missed a pylon, so the race went to Hawker's 3-seater Sopwith, from Barnwell's Handasyde and Knight's Vickers No. 5 monoplane.

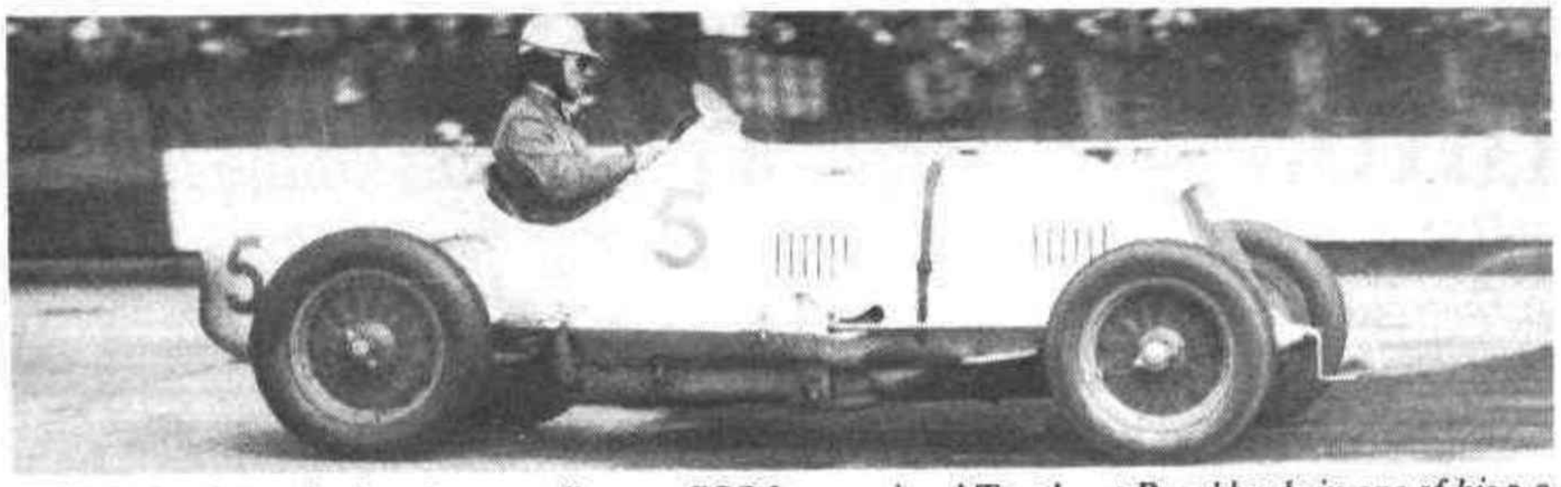
The 1914 season was curtailed by the war, but not before the Easter Handicap, with Capt. Wood entering six machines, had been organised. By now Brooklands was the centre of more serious aviation and had given place to Hendon so far as racing to entertain the public was concerned, although large crowds had been attracted to Weybridge in 1913 when Pegoud came to Brooklands to perform an epoch-making demonstration of looping-the-loop in his only-slightly-modified Bleriot. By August 1914 Hawker was demonstrating this manoeuvre with the 100 h.p. Sopwith Scout and the racing was enlivened when Sopwith Tabloid met Avro Scout and Bristol Scout, the first encounter between the Sopwith and Bristol ending in a win for the former. The power outputs of the various aero-engines had not increased much but better streamlining of the airframes had greatly improved performance.

Ironically, at that final August Bank Holiday Meeting at Brooklands that marked the end of an era, for war had almost been declared and the lights were soon to go out all over Europe, with petrol in short supply, Aeroplane Handicaps in the programme were called the Shell Handicap and the Pratt's Handicap, because the prizes had been given by the Shell Motor Spirit and Anglo-American Oil Companies. As many people left to join their regiments, Hawker got a fine ovation for aerobatics in the Sopwith.

So Brooklands, with its important flying-schools, its serious record attempts, and its growing Aviation Industry, was then handed over to the War Office "for the duration". Incidentally, in 1913, the last full racing season, five aeroplane races were held there, against 29 car races and 13 motorcycle races; 26 aeroplanes starting, against 339 cars and 270 motorcycles; the respective prize-monies were £1,980 for the Track races, £380 for the aeroplane races. When Brooklands closed, the duration record had been established there, at 8 hr. 23 min., by H. G. Hawker in the ABC-engined Sopwith-Wright biplane, and the aeroplane speed-record stood at 100.6 m.p.h. to the credit of Lord Carbery's Bristol Scout, at Hendon.

* * *

After the war Brooklands became once again a great centre of sporting flying, especially after Col. Henderson had brought his Flying School there from Croydon in 1927, an organisation which soon became the Brooklands School of Flying and was very much the hub of "the other side of Brooklands". Aeroplane racing was no longer the norm although one King's Cup Race took in Brooklands, but there was the annual Flying Display, at which the latest light aeroplanes were demonstrated and various displays, parachute descents, aerobatics and other stunts were indulged in, and at other times pilots like Dudley Watt in his SE5 and Joe King in his Sopwith Grasshopper would bravely fly under the Byfleet bridge – but that is another story. – W.B.



Whitney Straight winning the 250-mile 1934 JCC International Trophy at Brooklands in one of his 2.9-litre Maseratis at an average speed of 89.62 m.p.h.

OBITUARY

Whitney Willard Straight

IT IS with deep regret and some surprise that we learn of the death of Whitney Straight CBE, MC, DFC, Legion of Merit USA, Norwegian War Cross, at the early age of 67. Although Whitney Straight was an American, he was very much in the tradition of the Brooklands' drivers between the wars, for he was a wealthy undergraduate at Cambridge when he discovered the joys of motor-racing. So much did Straight enjoy his motor-racing that he quit his studies to make a profession of it. He purchased three 2.9-litre Maseratis and two MG Magnettes and ran his racing as a business, thus being one of the early professionals in this country. Part of his business was the hiring-out and looking-after of racing cars for clients, who numbered his close friend Dick Seaman, Marcel Lehoux, Buddy Featherstonehaugh and H. C. Hamilton. Seaman was to base *his* motor-racing business on that of Straight's.

Straight's notable successes included winning the 1934 Prix de Berne with an MG, and, Maserati-mounted, he won the International Trophy race at Brooklands, where he also took the Mountain Championship, setting a new Mountain circuit lap-record of 82.06 m.p.h., the Donington Park Trophy Race, and the South African Grand Prix. That Whitney Straight was as good a sprint exponent as a circuit driver was shown by his mastery of Shelsley Walsh and the longer Mont Ventoux, where he made f.t.d. He was also placed in many races, often on the Continent. I recall how exciting it was to see Straight in action. He would fly from Cambridge in his D. H. Moth, and at Brooklands his chauffeur, Dewdenay, would be in attendance to help with the pit-stops, and would afterwards drive Straight away in an 8-litre Bentley if he wasn't flying home. Very much in the tradition of racing in the nineteen-thirties was Whitney Straight and who will forget his Maserati being braked into the Brooklands corners, for example in the International Trophy Race, with yellow flames crackling from its exhaust pipe? He held the Class D Mountain lap record in the Maseratis five times, the class G record with the MG in 1933, and the Class C outer-circuit lap record with the Duesenberg is his for all-time, at 138.15 m.p.h.

Straight was no mean amateur pilot, flying his own aeroplane to Continental racing engagements, and when war broke out he had a distinguished career in the RAF. In 1941 he parachuted from his Hurricane, became a POW, but escaped back to England. He was made Air Commodore, Air Transport Command, in 1942. He had forsaken racing for commerce in 1935 forming a civil aviation company to develop and operate aerodromes and flying schools, the company office being in Manchester Square, W.1. He was responsible for the Miles Whitney Straight light aeroplane with 130 h.p. Gipsy Major engine. He became a Director of many companies, Deputy Chairman of BEA, Executive Vice-Chairman of BOAC, Deputy Chairman of Rolls-Royce and Deputy Chairman of the Post Office. But he retained his love of motor racing and was the Guest Speaker at a recent dinner of the Brooklands Society. A professional among amateurs at a time when motor-racing here was largely the preserve of wealthy, care-free participants, Straight was able to compete with these happy, larger-than-life characters while making his motor-racing into a business, without letting this detract from his very considerable skill as a driver of very fast cars. –W.B.

INTERVIEW

LOTUS: Ready to make the super cars of the eighties

MOTOR SPORT interviews the managing director of Lotus Cars. Michael Kimberley will celebrate ten years with Lotus in August of this year, ten years that have seen him climb from development engineer to responsibility for all aspects of Lotus road car production. As an engineer he has some forthright comments to make about the future of Britain's manufacturing industry, but as a manager his skills have contributed to profits that have seen even the Economist *happy to recommend Lotus Cars shares to investors.*

Naturally our discussion ranged over new model engineering as well as recent company developments like the establishment of a wholly-owned US sales subsidiary in Costa Mesa, California (address 3530 Cadillac Avenue!) A separate cell of engineers under the direction of Tony Rudd look after complete new model development and there was much of interest – as ever! – to talk about, though it should be stressed that any brand new models are 7-8 years away and engine developments like the V8 are not *"just around the corner."*

Lotus engineering skills, especially their chassis reputation, have drawn in a lot of outside work in recent years. At Luddum, just along the road from the main factory at Hethel, they are beginning to build the first Chrysler Lotus-Sunbeams with Lotus engine, suspension and braking modifications. A separate building houses the DeLorean development group, grappling with the problems of making a pure rear-engine, V6 grand tourer handle in a manner worthy of a contract that specifies Colin Chapman's personal services.

As Tony Rudd said after a hectic run in the country with the latest S2 Esprit, "That's the thing about this place . . . it's never boring!"

MICHAEL J. KIMBERLEY, C.Eng., M.I.Mech.E., was born 40 years ago last August. He is one of the very rarest breed in British industry, a creative thinker with an acclaimed product to sell and improve wherever possible. An engineer who has knuckled down to the job of globe-trotting (the cliché is deserved) salesman, but one who has paid attention to that notorious weakness of many sales-orientated personnel: after-sales service.

This would be enough to account for Kimberley's rise to command, but his unique advantage is that he thrives on working for Colin Chapman!

Kimberley frequently refers to "our Chairman," and you realise that Colin Chapman has found somebody who revels in interpreting the wishes of the founder without becoming servile. As one of the Jaguar engineering apprentices who worked on projects as diverse as the abandoned XJ13 sports-racer and the V12 installation for the E-type Jaguar, Kimberley was and still is very conscious of the role Lotus play in the British motor industry.

At 28 years of age Lotus is still growing up. Given Chapman's talents and those of the people he has picked it will be very difficult to establish a point at which one could say the company has come of age, for it looks as though the best is still to come. There is extreme company awareness that the fuel supply situation could still make it expedient for them to stay with four cylinder derivatives – enlarged capacity, turbocharging and other permutations upon the basic 16-valve theme – but the engineers' brief for the planned Lotus V8 is a tremendously exciting one. It could well be one of the last chances automotive engineers get to create such a multi-cylinder high performance road car engine. Everyone from Chapman down seems determined that a 4-litre jewel is required to take Lotus firmly into Ferrari and Porsche's multi-cylinder territory. We shall see, the Great Fuel Baron in the sky willing ...

Kimberley's introduction to the motor industry was the gradual assimilation of an upbringing in the Coventry area. He joined Jaguar as an apprentice in 1954 when it was, "a little bit like Lotus in the racing office. I did about five years on that side and finished up working on Special Projects for Bill Haynes. During the sixties I worked more on the production side, my last project before leaving for Lotus being the V12 E-type.

"Lord Stokes banned the competition thinking and development within Jaguar of course – but it was the fact that Jaguar were being absorbed within a bigger organisation that I found frustrating. I think Jaguar have a very bright future indeed, *if* they are allowed autonomy and their pride.

"You know, General Motors in the States are very good at this kind of thing. Each company has a separate identity and competes against others within the group just as hard, if not harder, than against Ford," Kimberley concluded, echoing many enthusiast opinions of Jaguar's destiny.

So in August 1969, due for his thirty-first birthday, Mike Kimberley arrived in Norfolk. He has lived at Forncett St Major for some years, but will move his wife and three sons to East Carleton while this issue of MOTOR SPORT is weaving through the production processes.

"The job was to take the existing range of Elan, Elan +2 and Renault-engined Europa and improve them. The first engineering project for me was the Twin Cam engine and five-speed gearbox installation upon the Europa. In fact that was a big job because we lowered the floor, changed the backbone chassis front and rear as we met both the crash testing demands and the changes needed to accommodate the Twin Cam motor." Kimberley went on to highlight the way in which Lotus have been involved in crash testing for both the US and European markets for many years before the current crop, for he is naturally proud that such a small company as Lotus should have managed to stay in the American market where others, especially from Britain, had to withdraw because they could not face US Federal requirements, either in terms of cost, or technically, or even through lack of enthusiasm. After all we are still talking about the World's largest car market, and it certainly is not Chapman style to duck out of the largest potential source of profits for technical reasons!

Kimberley moved on in the early seventies to the development of the current Elite/Eclat front-engine machines. So far as the engine was concerned that project dated back to 1967, but received fresh impetus when Tony Rudd left BRM for Lotus and arrived within months of Kimberley's joining in 1969: that was also the year Lotus stopped making kit Elans, though the Seven was available until 1973.

The four valve, 1,973 c.c. engine emerged from Jensen in 1971 and was rated at 140 b.h.p. on an 8.7:1 c.r. It was another three years before the Elite four-seat model was announced to bring together the 160 b.h.p. version of the Lotus engine, five-speed gearbox and the new body.

Looking back at landmarks in the company history today Kimberley comments, "We got to the state where production was OK and the Chairman said to me: you made them, now sell them." This refers to Mike's gradual assimilation of further responsibilities within the Lotus group from December 1975, when he was made Director and Chief Engineer, to October 1976 when he became Managing Director.

Kimberley continued, "The oil crisis hit us in 1975, but we were able to reduce down to a level necessary to survive. I am not giving you flannel when I say that it was thanks to our far-sighted Chairman's investment during that period, even though he was under financial restraint, that made Lotus Cars today.

"The money put in at that time enabled us to bring out the Eclat and that helped spread the *marque's* appeal again (remember they had a very broad range from Seven to Elan +2 and mid-engine Europa before – J.W.) which was obviously vitally important at the time.

"Another landmark was the Esprit (October 1975, Paris Show debut), not so much its announcement as the date, January 1 1977. That's when we got our Federal USA version, an achievement that meant we were properly represented in the USA. Elsewhere the Esprit meant that we could offer a range from four-seater to the 2+2 Eclat and pure two-seater sports.

"From 1973 onward we spent £6 million investing in the future and that meant that by 1976-77 we were stepping up output, and sales. We were restricted on the cash front and there was some borrowing to be done, but output was hitting 20-22 a week and that compared very well with the 13-14 cars produced on average in 1975.

"All our then current borrowing was replaced by the £2 million from American Express with £600,000 overdraft facility. Because of that company's attitude as an entrepreneurial investor we are now in a situation where we can take advantage of any new opportunities for profit. They, like Colin, believe in investment for the future.

"American Express are exceptionally good for us – and I think we are for them. The joint advertising where Colin endorses their card has apparently brought the biggest response the agency has encountered in this type of campaign. It is not all about money, they have tremendous business experience: they produced our car sales floor planning scheme. This is the kind of expertise which it is nice to have on your side!

"Quite honestly you can quote me as saying that my ambition is to see their name appearing on our Grand Prix cars too."

The morning of my call to Lotus was uncharacteristically sunny for the Spring of 1979. It was not long before Mike Kimberley wanted to lope around the factory and show me what was going on, rather than sitting in the modest wood-panelled chamber that serves as the MD's office.

Incidentally office decoration is confined to colour framed photographs of the current Lotus range; the Chairman and, tucked modestly away as is their present desire, a very nice colour picture of the DMC car amongst the hills of Western America.

There are four telephones tucked away to Kimberley's right, but he swept away the amusing "decision maker" device under the threat of a camera lens. This comprises a magnetic swinging ball above a black plastic dish



Michael Kimberley, Managing Director of Lotus Cars Ltd., proudly shows off Lotus' products and achievements outside his Hethel headquarters.

that carries around the periphery messages such as "perhaps", "maybe" and so on. There is a simple "yes" in the middle, and impossible to obtain according to insiders, unless you can cheat while Mike is not looking!

Before we swept off to canter around the factory – well, Mike cantered his wiry 6 ft. plus while your correspondent's small legs whirred frantically behind – I asked what sort of routine use he made of his office day?

"I make a point of coming in 15 minutes or so before the official start-up time of 8.45 a.m. At the other end of the day I will usually leave between 8 and 9 having eaten at midday in the staff canteen. That occupies about half an hour and I try and hold some sort of meeting over lunch. I take my post, or most of it, home and dictate the replies around 10 p.m. for my secretary to reply the next morning.

"Incidentally you will remember that we do not differentiate between workers and staff here, and that everyone eats in the one area.

"However I do have to know how many people are actually doing what within the company," Kimberley recorded with a grin. "Our manpower at the moment is divided into 336 actually in the manufacturing side. Nine months ago we had 500 staff. Now from Colin to the man who mows the grass we have 626 employees. I am delighted to say that they are all in engineering related areas, for I think this is the most neglected area of British industry today.

"Good design, research and development provides our profit opportunities tomorrow for the rest of the company. The day and age when you could sell anything are gone. Prestige customers like ours know what they like, be it china, furniture or cars.

"I am a member of the Design Council and sit on the SMM & T committee. That gives me the opportunity to impress on the Government, teachers, parents and even children how important both artistic and industrial design/engineering jobs are. It is a hobby horse of mine, but I believe strongly that we do have the brains in Britain . . . it is the lack of opportunity that I would like to alter," the Lotus MD said in a final reference to the subject over lunch.

Trying to establish a routine for this kind of executive is a waste of time really, for Kimberley reckons to spend two weeks out of every six abroad. When I interviewed him he had recently returned from a visit that took in Japan ("we sold 100 of the 2,000 British cars imported there last year," Kimberley said with satisfaction), the Antipodes and America.

Even when he is in Britain routine is a foreign word. There are days that encompass a 40 minute trip to Chrysler, Coventry, in one of the two company twin-engined aircraft. An hour's meeting in the Midlands and then he'll be off to London – which takes about half an hour by air – for another briefing. Even then he w be back at his desk by three in the afternoon. his compares with some six hours plus driving ti. .e if he chose to go by road just to Coventry and back. One can see that a business aircraft really comes into its own for a schedule like this, though for business meetings some audio-TV systems must become routine reality . . . it would save more fuel than all the speed limits of the World put together!

* * *

This magazine has been fortunate in having many opportunities to see over the Lotus factory and keep a close eye on developments. So much so, that it is something of a shock to realise that so many visits encompass the period from November 1966 when Lotus moved into Hethel from Cheshunt.

The pace shows no sign of slackening, though it must be said that they must be under-employed on the engine side, even after the latest Chrysler-Sunbeam contract. Originally Lotus were to make 5,000 of their engines a year for Jensen.

Now the situation is that they will make about 1,500 motors a year for Chrysler. Last year they made 1,206 of their own cars and present plans call only for a 15% expansion on that figure in the coming year. Incidentally it is very important to the Lotus people that output be divided up into three equal segments – the USA, UK and Rest of the World. Despite their substantial efforts for the American market they feel that it would be unwise to repeat their 1977 figure of 56% US sales: "too many British manufacturers have gone out of business by depending on the American market," Kimberley said succinctly.

For comparison I would add that I was told Ferrari sales are now running around 2,000 units all around the World, Porsche nearly 35,000 (including over 20,000 924s) while BMW recently announced they had made over 320,000 vehicles in 1978. Degrees of exclusivity perhaps, but occasionally I wonder whether BMW will suffer from overkill.

Kimberley feels that the demand for something rarer is bound to climb because: "In the future we are going to have more and more boxes on wheels, all looking much the same to comply with legislation and common objectives such as good fuel economy. We think people will want to exercise their individualism.

As we strode toward the engine production area, Kimberley talked of the engineering areas and philosophy of design that will take Lotus through the early nineteen eighties. Aerodynamics was the number one subject, especially as Kimberley and other key Lotus personnel have already said that some aspects of the ground effect principle will transfer from track to public roads. "The problems are with public roads, not the vehicle," Kimberley explained. "We have tried out a skirt system on the road and it's fine where you have smooth roads like a race track. Now imagine what happens to the skirt requirement for close ground contact in the middle of a bumpy left-right bend with our long-travel suspension movement in action. A big twitch!"

Talking about the same subject later Tony Rudd felt: "All the passengers will just have to get used to sitting in a line behind each other!" Presumably that is to allow the largest side-pods to be mounted, but more realistically Kimberley did add that he felt the next great area for road car development would be "to clean up the underneath. That will help just from an aerodynamic drag factor viewpoint, and that has always been one of our key design parameters. When we developed the Esprit we changed both the spoiler and top shape to get the maximum aerodynamic efficiency. I am very proud of that car's 0.3 factor, which must be one of, if not the, lowest aerodynamic drag figures in the World. The front-engined cars are 0.34, which is not bad. The point is that we get these figures allied to good stability in crosswinds, which is often tricky to get when you have excellent air penetration," Kimberley said while hopefully eyeing the engine shop for Chrysler components.

I asked if the company would fit an ugly spoiler to one of their models if it improved efficiency . . . or would style be more important, this question prompted by the knowledge that a recent owner's survey had put external appearance as the number one reason people chose to buy Lotus cars.

Kimberley looked a shade discomfited as the engineer battled with the salesman in his mind. "If it detracted from the appeal of the car we would have to think very carefully about that," he said soberly before smiling the proviso, "but I hope and think we would be clever enough to devise a way around that problem. We had to redesign the front end of the Esprit a little to accommodate a larger radiator for the air condioned Federal version; that meant changing the floor and we took the opportunity of slimming the spoiler down as well as running what I say is an elegant line through from front to back on either side.

"As a matter of interest I think we will probably get down to .026 on the drag factor side, this achieved by new basic shapes and the attention to the underneath we have discussed."

By now Mike Kimberley had probed the piles of castings and shown me the difference between a Lotus 2-litre engine's main bearing supporting webs and the Chrysler 2.2. The sump is also totally different, the Chrysler finned alloy casting providing a wet sump reservoir at the front while the Lotus is disposed in opposite fashion.

I thought cynically that Lotus were very fortunate in obtaining the Chrysler deal because they could not only utilise some of their spare

Could any body filler stand up to this?











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

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

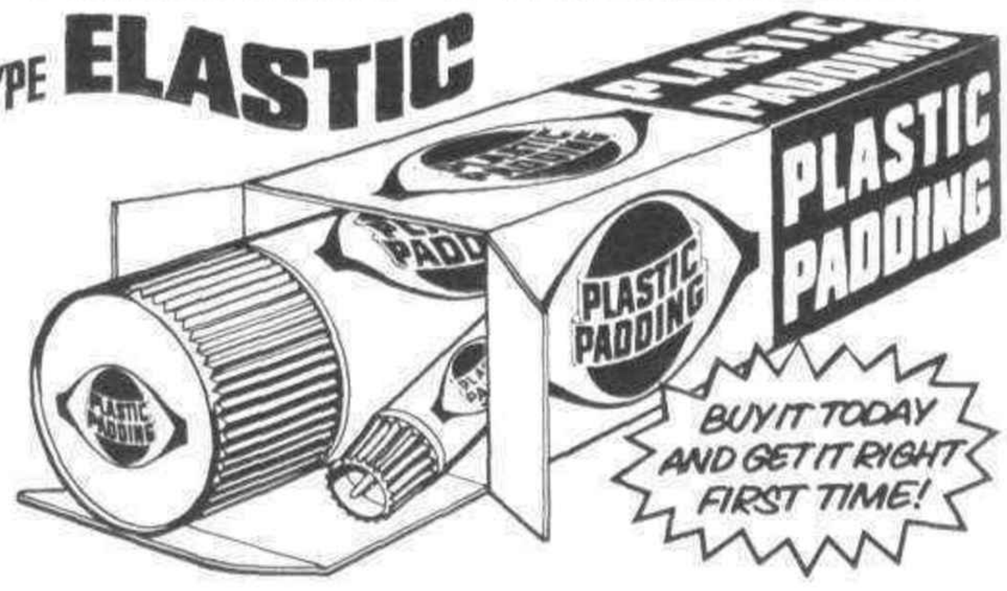
'When I was competing at Snetterton recently and chasing the leader, I spun and somersaulted into mid-air. The car was very badly damaged and I was lucky to get out of it unhurt. When I examined the car, I discovered to my amazement that those parts of the body-work which had previously been repaired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

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engine capacity, but also have the development costs of any subsequent 2.2-litre version for their own use paid for. "Not true," said Kimberley decisively. "The two engines will have very little in common. *If*, and I stress it is *if*, we do the extra capacity engine, I think it's likely that only the pistons will carry over. Our car demands very different things of an engine that is to provide good emissions characteristics than their small, light car."

As we progressed through the engine assembly area it became obvious that a great deal of detail development and research work is going on around the basic four cylinder. There were exhaust manifolds made up ready for turbochargers – by Garret AiResearch, rather than the Holset system which is employed on the Chapman boats. The question of sumps also brought a gleam to Michael's eye and I had the distinct impression that a dry sump system would be part of the 907 engine's future, and a part of any future V8! Incidentally design work started on an eight cylinder Lotus motor in 1972 "but we first ran a V8 in the form of a Rover-engined Europa. In our experience the car contradicted our basic search for a balance between the factors that go to make up a high performance road car. The handling balance was effected and the fuel consumption was poor," Kimberley reported.

Still talking engines, as we passed through the development shop and I put my pen away, Kimberley turned to detail. "We do use transistorised ignition by Lumenition on some models and we have done a lot of work on fuel injection systems. We did not find a significant benefit in engine smoothness and there was some throttle lag with mechanical systems. Added to which there was no m.p.g. benefit either, so then we turned to our present research on electronic injection. So far we find that the sheer cost and the lead times needed to put the equipment on our cars make it unlikely that we will adopt such injection. There's another factor too: with the coming of the microprocessor chip system it takes a long time to work out a programme for your engine, and when you have got it you are virtually stuck with it."

The engineering development workshop featured a lot of the Chrysler Sunbeams of course, but production had not started at Luddum when we called. The cars will be built from trimmed bodyshells by Lotus, the contract with Chrysler calling for over 4,000 units. I gained the impression that Lotus have become more and more involved as Chrysler got further involved with the practicalities of building special cars under mass production conditions. Loyally, nobody commented to me upon the situation, but it also appeared that Chrysler must have built all the cars for the FIA inspection themselves, for that successful homologation inspection had been announced in the weekly press *before* my visit to Lotus took place.

Michael Kimberley kindly took a great deal of trouble to try to secure permission for us to look at the DMC development taking place at Hethel, but this was vetoed by their executives. All I know is that Lotus have to build a car around a number of fixed points on this unusual design, which is intended to sell in large 25,000-30,000 doses per year to the American Corvette type of owner. The fixed points are that the car should have gullwing doors; brushed stainless steel finish to exterior panels screwing onto Lotus-developed glassfibre understructure; a derivative of the Douvrin Renault/Peugeot/-Volvo cooperative's V6 motor and a Renault transaxle that can offer four-speed, five-speed or automatic transmission. The Lotus job is to develop the car, particularly the suspension, which will *not* be Renault-Alpine's A310 system as conjectured in some weeklies, up to the stage where it passes its certification tests for the American, European and British RHD markets.



Kimberley: "Good design, research and development provide our profit opportunities tomorrow . . ."

As most readers probably know the DMC is the brainchild of former GM executive John DeLorean and is to be made in Ulster with the aid of millions of pounds from the UK taxpayer's purse in the form of development aid grants for that unhappy area. No time for the car's appearance could be quoted to the reporter and I left a little surprised that there has not been a little more TV and national newspaper coverage of the situation – perhaps because it could be such good news and because, after the official first announcements, there has been little to photograph or say?

We arrived in the sheet metal working area having briefly admired a brand new mould going into action for the Elite after 2,400 bodies had been made by the previous heart to the Lotus VARI (Vacuum Assisted Resin Injection) body production system.

While the £130,000 Trumpf of Stuttgart Trumatic 180 machine tool chuntered through complicated outlines in seconds under computer tape control, Kimberley talked to us of the way in which engineering effort is applied these days. "Approximately 70% of all our effort is directed on work that is necessary to sell our vehicles legally. No, it's not the USA all to blame. Just now we are working very hard on UK Type Approval and the tragedy of it is that the work is similar to, but not the same as, that required for other countries. By pressure on the DOI we have achieved six common clauses, but there are all the detail differences like seat belts for Switzerland; lights in Italy; Sweden's own emission laws and the Japanese, who are tougher than the Americans. We can use some previous experience. For Sweden we use the 1974-US Federal specification engine without all the emission control equipment, while the Japanese get our current American motor with full Californian specification and a catalyst device.

"In fact I think that many of the requirements are good things. The consumer should have protection, but there are circumstances where a little flexibility is needed and I am one of those involved, through the SMM & T, in talks with the Government on granting temporary exemptions to small volume manufacturers. By that I mean those who make under 3,000 cars a year, where I think the Americans – who like many other overseas countries do allow this procedure – talk of 20,000 units a year.

"The big problem manufacturers such as ourselves, Aston Martin and Panther face is where a proprietary component is changed without warning."

This might apply to something like a tail-lamp glass or door lock, and strictly speaking could mean the car had to be retested. Kimberley comments, "Sometimes the first we know of a specification change is when it reaches our Goods Inward Quality Inspection area! Obviously a components manufacturer will change with the needs of somebody making hundreds of thousands of cars a year rather than hundreds.

"Now MIRA could well be all booked up and you can't get in anywhere to carry out a Government-certified test. Lotus are in quite a good position because the "in-house" content of cars is up to 70%, but even we could still have the worst decision in the World to make. Do you order production to STOP? Or take the risk of producing a number of uncertified cars until approval can be completed?

"There is no flexibility in the procedure in Britain at present, and that is why I am asking the department to grant up to two years' exemption where proof is supplied that a car must undergo re-crash testing or other major work." Kimberley dismissed the subject and turned onto the related question of safety.

"As I have said we are professionals. So I think it's is right that we should be asked to build protection in for our customers, but I think there should be some *primary* safety legislation. This is just as important – we think the ability to change direction swiftly and safely, coupled to rapid overtaking abilities, *are* positive safety attributes."

Michael Kimberley's comments on the proposed 1982 introduction of inflateable air bag crash protection in the USA market were strong and highlighted an amazing anomaly in bureaucratic thinking. "The bags are the worst thing that could happen. Mathematically the highest risk of being killed in an accident is through ejecting from the car: the regulations cover only bag protection with *no seat belts*. There is also the point that the bag provides only one-impact action: what happens when you hit somebody and then bounce across the road? Maybe you hit a barrier with a deflated bag, or are struck from the side by another car at the back of the pile up?

"I have been in an accident where a car went end-over-end six times, testing the crash-worthiness of my former employer's products! The lap and diagonal belt saved me from any injury whatsoever," Kimberley's unusual testimonial finished.

We spent the afternoon discussing with Kimberley, Rudd and sales manager Roger Putnam – who has been with the company 13 years and is also on the board of the American subsidiary – some of the realities of selling individual and expensive cars today.

From remarks I hear amongst those who could buy a Lotus, but do not, I felt I should ask how the company felt it was doing in improving reliability. There have been some appalling incidents in the past but Kimberley felt the past couple of years had seen real progress. "Warranty costs have shown a downward trend ever since we instituted the procedure of paying dealers the full retail market labour rate for guarantee rectification work. I thought, but no dealer would publically agree, that they were not so keen on doing warranty work at a rate less than the one they charge public. Now I think the mechanic is encouraged to look after not only the immediate problem, but any *potential* problems . . . As I say, the proof is in the reduction in overall warranty costs since we adopted this higher payment scheme."

Continued overleaf

I then asked Kimberley when Lotus intended to do something about the harshness and noise levels on the Esprit which have been remarked upon both in MOTOR SPORT for March 1979 and elsewhere?

Kimberley replied, "We are investing heavily in that at present with different engine mountings under study and a number of test-instrumentated cars running around to analyse their effect. Unfortunately we cannot move overnight. There is the durability factor to prove, but the big factor is that new engine mounts would require a USA front, rear and 20 m.p.h. side crash tests. You would also have to pass tests for fuel spillage as a new engine mount might result in extra flexibility, the loss of a fuel line under impact and consequent spillage."

So a simple engineering modification would occupy 6-9 months of expensive engineering time. Madness!

Another specific beef I had encountered on the product of late was in trying the automatic Lotus 504 Elite. This version loses a surprising amount of performance, can drink fuel well under the 20 m.p.g. barrier and is noisy at a constant motorway pace because of the lowered gearing inserted to try to compensate for the auto 3-speed in place of the slick 5-speed. I asked Kimberley if he did not feel this was too high a price to pay? Did it not run contrary to the dictum for efficiency? Was it not about time Lotus did their own automatic in the light of Chapman's interest in the subject on the racing front? Kimberley took all this very well, for he was the engineer who mated the BW box to the Elite engine! However it was not the matching of revs. or ratios, or even the durability that bothered us.

In short Kimberley felt that the economies of scale would preclude Lotus making their own automatic for the road. They had looked at the most prestigious automatic in the World but had decided that it was not worth the £1,500-£2,000 extra cost on each car. "A four-speed auto would be nice," he agreed, "but I would say . . ." his eyes twinkled as his tongue lodged in cheek . . . "I would say that the undue noise levels only occurred at illegal speeds, and therefore they did not worry our responsible clientele! One great benefit of our mating the engine and auto gearbox was the development of the E-camshaft. This is now standard equipment: it may knock off 5 b.h.p. from the peak output figure, but it makes the engine a lot better to drive providing 35% *more* power at 2,000 r.p.m., right where you need some flexibility," Kimberley concluded.

I turned to Roger Putnam and asked what sort of customers were buying their cars and why?

Roger replied, "We benefited from a Government sponsored survey of 400 owners 18 months ago. I must point out that the cars were then under £10,000 so the owners today might be slightly further upmarket.

"The reasons they bought our cars were: – 1, looks; 2, handling, by which we mean the general road manners as much as the sheer roadholding; 3, performance; 4, the exclusivity and prestige of the cars.

"Over 65% are company purchases and many go on 1-2 years high rate leasing schemes as people try to buy British for their executives. Only 17% show up as self-employed, but of course many of those company buys may be from the owner of a business.

"The average owner is 32 years old and has two children and he will keep the car about 18 months. To trade in against the Lotus he or the company will usually bring a Jaguar, Mercedes or Porsche."

I asked if the American customer was a bit older, or different in any way? The answer was, "Not really, but the car tends to be sold in more fully equipped state with air conditioning and all the bits on.

"The models are sold in different proportions too. In the USA we sell 80% Esprit; 15% Eclat and 5% Elite. Everywhere else we sell about 40% for Elite and Eclat and 20% Esprit."

Before I left I asked the assembled expertise of Lotus what car they would make if they were adding to the range? The consensus was: "A larger car with a multi-cylinder (six or eight) engine. It would be part of the growing up process as the new Elite was to the previous Europa/Elan range."

Michael Kimberley's eyes glowed at the thought of competing fair and square in the top class bracket. I think Chapman chose the right man to make sure that dream came true. I remember a German Porsche PR telling me at the time of the Porsche 928 launch, that Porsche represented the entire future of sports car motoring! I did splutter a bit, but he reminded me that Jaguar made big saloon cars before moving on to discuss other things. I look forward to the efforts of Mr. Chapman's team under Michael Kimberley meriting a little more serious boardroom discussion in Stuttgart during the 1980s! – J.W.



The Golf Diesel, left, with family friend.

D for Diesel Day

And driving behind five cylinders

BACK IN 1950 David Scott-Moncrieff wrote a test report for us about a car he had tried in Germany, using the title that appears above. That was fitting, because the car that had impressed him was the diesel-engined Mercedes-Benz 170D. There was much novelty then about a private car with a heavy-oil engine and while our contributor enjoyed his day out, he did find performance rather inferior to that of the petrol 170; top speed, for instance, being just over 62 m.p.h. But this Mercedes was described as notably quiet-running, in contrast to earlier cars with c.i. engines.

This year, just over 29 years later, I went out, for more than one day, in the Volkswagen Golf LD, with its 1,471 c.c. diesel engine. I wanted to confirm all the good reports I had heard about this car. They are all justified. Once it ceases to idle the engine smooths out and sounds like a petrol engine. It will pull away from under 30 m.p.h. and run without knock or vibration at this speed in top gear. Starting from cold calls for about a 10-second wait with the heater control in use and sometimes this particular car was a bit reluctant to fire for a few more seconds. That is no great hardship, especially with such a refined little diesel-unit as this Golf possesses. Acceleration is more than adequate and to all intents and purposes this might be the petrol version of the popular Golf. As to the car itself, bottom gear baulked too easily when wanted for starting but otherwise, what a pleasant little car! It is rather noisy at 70 m.p.h., but no more so than most little motors, and no diesel fumes intrude. It happened that much snow coincided with my D-for-Diesel expeditions, and the way in which the Golf LD forged through snow-drifts and clambered up snow-covered tracks, on its Michelin XZX tyres, was as useful as it was reassuringly impressive. At other times I drove hard but the consumption of DERV stayed above 50 m.p.g. Impressive again! Top speed is at least 20 m.p.h. over that of the aforementioned Mercedes and the Golf has a commodious box-like 6.6 cu.-ft. boot in its five-door body. They sell them for £4,095, which seems a good proposition to me. Diesel engines have to be tough to resist high compression pressures, so this little one should be long-lived, and its petrol equivalent perhaps even more so.... I know an owner who is very pleased with *his* LD, which has given no trouble after 12,000 miles, and is doing some 60 m.p.g. in general use and about 46 m.p.g. when booted along flat-out.

The test Golf LD was exchanged for an Audi 100GL 5S, also on Michelin XZX tyres, a very quick and interesting car, which I enjoyed driving. Its makers say they use five cylinders in order to obtain a shorter engine than they could with the equivalent-capacity six-in-line, but there is the added advantage that if you happen to be late for an appointment you can truthfully explain that your car is "only running on five".... I liked many things about this Audi but it hasn't quite the precision of ride and handling of the rear-drive Ford Granada or Opel Senator. A little thermometer appears when you switch-on the ignition, and after you have switched off again hastily, under the impression the engine is over-heating, you discover this means that it is too cool to open right up. There is another little thermometer for over-hot mechanicals. What with seat-cushion heaters, four control stalks, and an Econ gauge, the needle of which spends its time swinging from one end of the dial to the other, incidentally showing a higher reading at idle than in top gear at 45 m.p.h. with one's foot off the throttle, these Audis are quite characterful. The seating is very comfortable, the instruments very clear, the heater easy to understand and effective, although calling for use of the fan for demisting in conditions of high humidity, and things are generally nicely arranged in this Audi, although interior storage apart from useful wells in the front doors, is rather meagre. The gear change is pleasant, the clutch reasonably light, and the test-car had power steering, which increases the price beyond the normal, to £6,674. Fuel consumption was a commendable 25 to 29 m.p.g. I will just sign off with the thought that any design-team that permits the indicators' warning-light to shine almost directly into the driver's eyes every time he signals a change of direction would not appear to have done much test-driving. – W.B.

Endurance Racing Survey

An uninspiring start

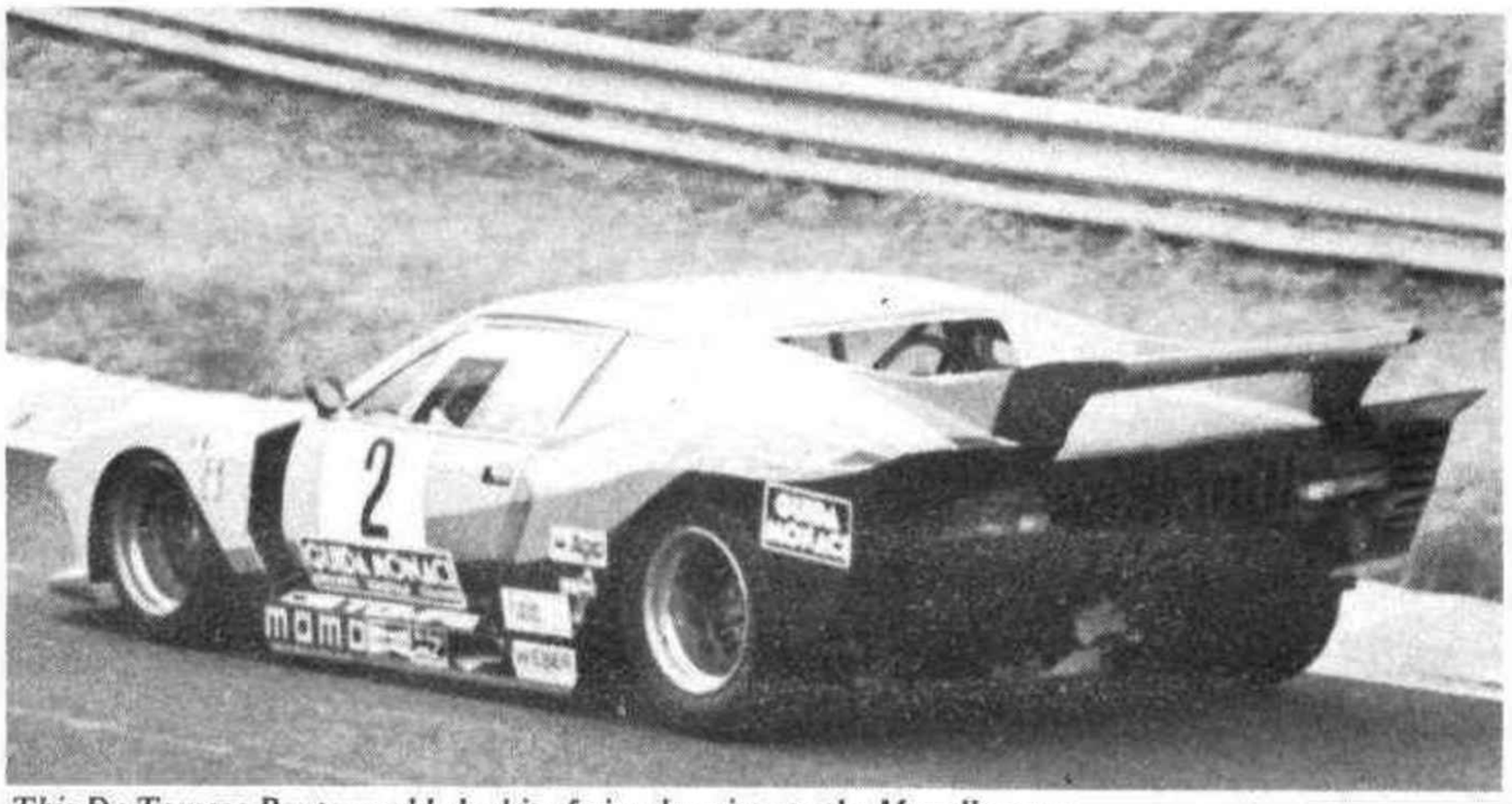
IF YOU thought last year's World Championship for Makes was more than a shade uninspiring, you should have seen the first European round in this year's endurance racing series. The opening round of the championship had taken place amidst the bare expanses of the Daytona Speedway in early February, but it was the six hour race at Mugello, near Florence in Italy's Appenine Mountains, that had the more representative entry – and a very depressing sight it was. Only 18 cars came to the line, and four of those were ineligible for World Championship points, leaving the privately entered Porsches with yet another insipid walkover. Yet "sports car racing" prospects are now taking a distinct turn for the better. In spite of that lack-lustre start to the World endurance racing championship, there is every likelihood of interesting grids and close competition in this month's six hour race at Silverstone, next month's long distance classics at Nurburgring and Le Mans (only a week apart – how's that for bad planning?), July's Watkins Glen fixture and the Brands Hatch event in August. But to begin in that most logical of places, the beginning.

Sponsored for the first time by Pepsi-Cola, the Daytona 24 Hours on February 3rd/4th was not a race with much "fizz". Hawaii's sometime Formula One driver Danny Ongais, America's Porsche exponent Hurley Haywood, and car owner Ted Field together steered their Interscope Porsche 935 to victory by all but 200 miles – despite the fact their engine virtually expired ten minutes from the finish, leaving Ongais to play out time sitting a mere hundred yards from the finish until the chequered flag appeared. Trickling forward, he crept across the line, a lucky winner. Yet the race had not been that dull throughout.

Fastest in practice had been a Porsche 935 shared by Italian industrialist Martino Finotto and his veteran compatriot, Carlo Facetti, who cut his competition teeth in such events as the Mille Miglia. At the start, however, it was Germany's Rolf Stommelen who snatched an early lead, in the Porsche 935 he was sharing with Volkert Merl and entrant Reinhold Joest. Facetti gave chase, pursued by the only other European entries, the two Gelo Porsches driven at various stages by Jacky Ickx, John Fitzpatrick, Bob Wollek, Manfred Schurti and Peter Gregg.

After less than half an hour, Facetti's car needed a change of turbocharger; it later retired with engine failure. Then, little more than an hour into the race, one Gelo Porsche also suffered turbocharger failure, while the other retired with a spent engine, leaving Stommelen/Joest/Merl with a commanding lead. For five hours they clung to their advantage before Ongais captured the initiative, Joest's Porsche retiring shortly afterwards when the drive to its fuel injection pump broke. Its demise left Ongais/Haywood/Field under great pressure from another American entered Porsche 935, driven by England's Brian Redman, filmstar Paul Newman and car owner Dick Barbour. Throughout the night the rival teams circulated seldom more than a lap apart, often less, but Barbour withdrew his car at dawn when a dropped valve damaged a piston, handing the leader a huge, unassailable advantage.

The surviving Gelo Porsche of Ickx, Wollek and Gregg had succumbed for similar reasons shortly after half distance, having recovered to third place since its earlier change of turbocharger. So a very distant second place eventually fell to an old Ferrari Daytona 365GTB, a car contesting its seventh Daytona 24 Hours and driven this time by John Morton and Tony Adamowicz. Equally distant third and fourth positions fell to further American entered Porsche 935s, the former driven by USAC (now CART) star Rick Mears, Monte Shelton and Bruce Canepa, the latter by Don and Bill Whittington and Jurgen Barth. Then came a pair of "2.3-litre" rotary engined Mazda RX7s that were making their international racing debut at Daytona, the Japanese driven works car finishing fifth, an American entered example finishing sixth.



This De Tomaso Pantera added a bit of visual variety to the Mugello race.

Less fortunate was a trio of extensively rebodied, Group 5 Ferrari 512 Berlinetta Boxers. As the quicker Porsches fell by the wayside in the race's opening stages, the 460 b.h.p. machines climbed to seventh, eighth and ninth places by nightfall. They were then withdrawn, alas, following massive accidents on the high banking during both practice and the race. Both incidents were blamed on suspected tyre failure.

The six hour race at Mugello on March 18 proved much less interesting, despite one important novelty. For the first time since 1976, when the CSI (as it then was) restricted the World Championship for Makes exclusively to production based machinery, organisers may this year eke out small fields of Group 4 and 5 cars with the sports-racers officially labelled Group 6 two-seater racing cars. It was one such Group 6 car, the 2-litre Osella-BMW PA6 shared by Giorgio Francia and Lella Lombardi, that started the Italian race from pole. But these Group 6 cars are still not eligible for points in the championship, and the event immediately became a three horse race, once again pitting Facetti/Finotto against the two similar Gelo Porsches of Fitzpatrick, Wollek, Schurti and Ickx.

The Italians put up a valiant struggle against the powerful Gelo team, contesting the lead in the opening laps and lying a strong second for most of the first hour. But then Facetti ran into the back of a slower car that had just emerged from the pits, after which the race degenerated into a *tour de force* for the Gelo cars. Fitzpatrick, Schurti and Wollek all took turns at handling the winning car, and when torrential rain brought the race to a halt 45 minutes before the intended finish, they were two laps ahead of the sister machine shared by Ickx, Wollek and Schurti. Facetti/Finotto trailed home three minutes later in third place, and the Francia/Lombardi Osella came a class winning fourth.

Yet it is that Group 6 category that makes the future of long distance racing look a little brighter for the rest of this year. In addition to the Osellas and other swift 2-litre machinery, we should see the Cosworth DFV devices of Alain de Cadenet and Ian Bracey at several rounds – and at Le Mans, full works teams from Porsche and Mirage, a Group 5 BMW M1 coupe built in England by March Engines, and a 700 b.h.p. Ferrari 308GTB with twin turbochargers that has been built by Facetti for himself and Finotto. – J.C.T.

Super Salesman!

After selling something like two dozen Aston Martin V8 cars from a sales base in Hampshire, ex-Grand Prix driver Innes Ireland has now moved across to Oxfordshire, where he has joined Maltin Cars of Henley-on-Thames. Here he is concentrating on the sales of Ferrari cars, though the firm also specialise in Porsche and Lamborghini sales and service. After a demonstration run by Ireland customers will either give up motoring or buy a 308 GTB or a Berlinetta Boxer. They might even buy a good used Ferrari Daytona.

More V-E-V Odds and Ends – The current issue of the *Bulletin of the Riley Register* contains an article by Christopher Cliff in which he produces arguments suggesting that the Gamecock, Lincock, Lynx and Grebe model Rileys were named after aeroplanes. The link with the Lincock was difficult to establish and the author remarks that he "doubts whether even those readers who are aircraft enthusiasts have heard of the Lincock – I hadn't". I can only say that I remember the Blackburn Lincock of *circa* 1929. In fact, going to the Air Ministry after the war to consult the Civil Register, as ever in search of aged machines that might still be in existence, I was told that some of the entries were on the secret list and I noticed that those included the Lincock, I think because this private-venture biplane fighter was being considered for use with the RAFVR. I wonder whether any of our readers ever flew one? A 1922 Bleriot Whippet cyclecar is being restored by someone who urgently requires parts, including the front-wheel adjustable ball-bearing, pedals and cranks, to resuscitate a Rudge No. 2 52" pennyfarthing bicycle he rode until the bearing failed and a "fixer" lost the other parts. With that non-motoring appeal we will close. – W.B.



The splendid handling, 2-litre, DOHC Mirafiori Sport.

ROAD IMPRESSIONS

A Pair of Sports Fiats

FIAT SERVED up quite a dose of fun recently with extrovert sporting versions of their popular 131 Mirafiori and the little 127.

The Mirafiori Sport

Last in order of testing but first in order of preference came the Mirafiori Sport, a two-door 131 saloon shell powered by a 1,995 c.c., 84 mm. x 90 mm. version of the familiar DOHC four-cylinder power house, in this instance developing 115 b.h.p. at 5,800 r.p.m. and 123 ft. lb. torque at 3,600 r.p.m. This is the same body/engine mix as last year's World Rally Championship winning cars and, trite though it sounds, this bright orange road car's breeding is very obvious.

With black, GFRP wheel-arch extensions over low profile, 185/70 SR 14 Pirelli P6 tyres, a front air dam, matt-black exterior trim and large and small, paired Carello quartz halogen headlights in a special grille, the Mirafiori Sport looks mean and sporting – and is as much fun to drive as it looks. The car shares the same basic layout as the standard Mirafiori, with McPherson strut front suspension and a live rear axle mounted on coil springs and located by trailing arms and a Panhard rod. But somewhere inside that configuration are much-revised spring and damper rates, for this Sport handles superbly in the most forgiving, taut and almost roll-free way. The very responsive chassis gives a good idea of why the rally 131s are so good – it's easy to hold the tail out like an ace! Firm damping creates a stiff ride, improving with speed. Fiat's engineers have obviously done their sums right, but Pirelli's tyre engineers deserve a deal of credit too, for the grip, response and progressiveness of those remarkable P6 tyres, standard equipment, has added the finishing touches. This was an exceptionally controllable car on the snow and ice of the test period, very quick to respond to the precise, if sometimes slightly dead, nicely geared, rack and pinion steering, controlled by a two-spoke, thick rimmed wheel. At slow speeds around town the 131 Sport exaggerates its initial understeer more and demands some fairly hard work at the wheel; crisp engine response does make it a very nippy town car, but it is at its happiest on fast, winding roads.

This is a very different animal to the heavier, four-door, 131 Supermirafiori fitted with the 1,600 twin-cam engine, which rolled, picked up its inside wheel far too easily and was both gutless and characterless (MOTOR SPORT, September 1978). Although the 2-litre car shares the same gearbox and final drive ratios, its considerably greater torque (123 ft. lb. at 3,600 r.p.m. against 94 at 3,800) allows far better use of what in the smaller car were not very well spaced ratios. The retention of the low final drive adds a deal of zest to the Sport's performance and response, though leaving it undergeared in fifth at 19.9 m.p.h./1,000. Nevertheless, it cruises a lot less fussily at high speed than the Supermirafiori and gives good acceleration in fifth, where the 1,600-engined car fell flat. On the theme of high speed cruising, this car which is so good round corners runs straight as a die on motorways except in strong crosswinds, its stiff ride surprisingly comfortable.

The stubby gearlever operates via a new remote control linkage, its movement short, sharp and precise with no slop, but a little notchiness. It needs firm movements into the 1st/2nd and 5th planes, but is best left to its own spring loading to find the 3rd/4th plane. This is far from a knife-through-butter change, yet I grew to appreciate its decisiveness. The test car lost reverse gear, an isolated fault, I believe.

Low gearing and plenty of torque makes for excellent performance throughout the range and good flexibility. The claimed 0-60 time is under 10.5 sec., maximum speed 112 m.p.h., which the test car would exceed under favourable conditions and 85-95 m.p.h. a happy cruising speed. The tachometer has a yellow warning sector from 5,600 r.p.m. to the 6,000 r.p.m. red line.

If this sporting Fiat has an Achilles heel it is noise. The engine note is very harsh and unrefined if the throttle is used as the rest of the car encourages; it may be a fairly sporting sound in some ways, but in truth it is just downright noisy, particularly in the 3,500 to 4,000 r.p.m. bracket, until the throttle is relaxed for constant speed cruising. The gearbox whines somewhat and the suspension and tyres are by no means quiet, yet wind noise is much less than might be expected from such a boxy shape.

Four-wheel disc brakes stop this flying-machine effectively enough though they suffer from slight servo-lag and a soft and dead pedal.

The spacious, all-black interior has luxurious-looking, velveteen-covered seats with headrests on the front pair; they're not quite so comfortable as they look. The front seats roll forward when the back rests are released and the doors are wide. Fiamm air horns and a Voxson radio are standard equipment, whilst those Carello headlamps burn away the darkness more effectively on dip and main than those of any standard road car I can recall. This top-of-the-range Mirafiori model retains those curious sliding lids to the capacious glove locker, lacks an oil pressure gauge and has but one rather too slow constant speed for the wipers in addition to an intermittent wipe facility. A deep glass area gives commendable visibility.

I liked this £4,837 Fiat immensely, though I feel that its garish appearance and unrefined rortiness contradict directly Fiat's Press Release claim that "above all, (this is) not a boy racer's car. Refined performance is the keynote of its character". This is a car more in the RS 2000 mould, not the sporting luxury car Fiat claim it to be, but it has more space than the Ford offering and in some ways is even more fun. I liked it for what it is, not necessarily what Fiat think it is.

The 127 Sport

PUT 70 b.h.p. through the front driveshafts of a light, little Fiat 127 and it becomes quite a little flier, reminiscent of my old Cooper S, though somehow without the same character. Or is that increasing age and the passage of time producing a false memory?

The precocious 127 Sport, the test car decked in bright orange like the Mirafiori Sport, uses the Brazilian-produced, o.h.c., five-bearing, 1,049 c.c. engine with a reprofiled camshaft, larger inlet and exhaust valves, twin-choke, downdraught Weber carburetter and a new exhaust manifold. Its 70 b.h.p. DIN at 6,500 r.p.m. compares with 50 b.h.p. DIN at 5,600 r.p.m. from the standard 1,049 c.c. engine. The compression ratio has been increased to 9.8:1 from 9.3:1 and maximum torque increased to 61.5 ft. lb. at 4,500 r.p.m. (57.14 ft. lb. at 3,000 r.p.m. for the standard engine), maintaining over 57.86 ft. lb. from 3,200 to 6,500 r.p.m. All this results in 100 m.p.h. and 0-60 in 14 sec. performance. It also produces a lot of wheelspin and steering snatch, just like the old

Continued on page 644.



The little 127 Sport, a quick and buzzy roller-skate.

VSCC Welsh Week-end

(March 31st/April 1st)

THE HARSH winter weather gave over just in time for this popular event run by the Club's Light Car and Edwardian Section, and the relentless Welsh rain didn't fall until competitors were wending their homeward ways. An entry of 47 was the norm, of which the Edwardian element comprised Roger Collings' 1912 Zust and Barry Clarke's little 1913 Singer Ten racer. Having assembled at the Abernant Lake Hotel in remote Llanwrtyd Wells, the after-lunch Saturday frolic was a 90-mile road run which took in the decidedly interesting Abergwesyn-Tragaaron mountain-road, well known to drivers of modern rally cars. The hairpinned "snake" caused little trouble, although Hamilton-Gould's 1921 Citroen tourer met an obstruction and was forced to give way, and Keith Jeddere-Fisher's 11.9 Lagonda coupe and two of the Austin Sevens had to reverse up. The Singer, and the Zust with six occupants, came up powerfully, and Geoff Lee's Swift had no trouble – incidentally it was joined in the hotel car-park by a similar Swift. There was little trouble, apart from a paucity of sparks on Mike Baxter's Riley Nine tourer, which has been converted to coil ignition, and that was quickly cured, and anxiety on Clarke's part about one of his tyres, disposed of when we found him a knobbly "boot" of the right size which for years had adorned, believe it or not, a Cluley chassis. Tea was taken at the Editor's ancient homestead.

That evening the annual Section Dinner took place, after which Mrs. de Salis presented the De Salis Cup to David Cochrane and Mrs. Boddy the 1978 awards. The Club film, lasting some two hours, and seemingly taken mostly at night, rounded off a long evening. Hector Chappell received a standing ovation for the work he and his wife have done for the Section, so we were sorry to learn that they are relinquishing the Competition Secretaryship after a three-year stint. On the Sunday morning came the more serious part of the week-end, devoted to ascents of muddy hills, three in the Editorial open spaces. Again there was very little trouble, apart from Tony Jones' Austin Chummy having developed dickey-bird noises in its under-belly, the Swift retiring with clutch slip which manifested itself if the gradients were of trials severity, and Ivor Phillips' flat-twin 1925 Jowett having temporary "refusal-to-fire" tendencies. Incidentally, this vintage light-car stuff has become a fine family-sport, with many wives taking over their husband's light cars, which helps to swell the entry. Not only that, but Jim Whyman from the Main Section was driving Jeddere-Fisher's Fiat 509A tourer, Bill Wallace had his Standard Canley two-seater out again, with his Membership-Secretary wife as navigator, Monica Gray, wife of Section Secretary, was sharing their Austin Chummy, and Rosemary Burke from the Establishment had her Morris Minor out again. As a gesture to April Fool's Day the first of the Llwynbarried hills had its markers reversed, so that those achieving a clean climb scored one mark, those who couldn't get away from the re-start gained full marks – although we think this system may have been reversed after twelve-noon! The event ended at Newbridge-on-Wye, where the results were anounced as:

Llwynbarried Trophy (best performance): Mike Hurst (1930 Morris Minor).
Beaded-Edge Trophy: Roger Collings (1912 Zust)
First-Class Award: Ruth Hurst (1930 Morris Minor)
Second: Janet Diffey (1926 Humber 9/20)
Third: Jack McEwen (1930 Riley Nine)
Fourth: Keith Hill (1930 A.J.S.)
Fifth: Ivor Phillips (1925 7/17 Jowett)



Richard Hill's 1929, 832 c.c. Triumph Super Seven tackling one of the Welsh Week-End Sections.

Obituary – B. H. Davenport

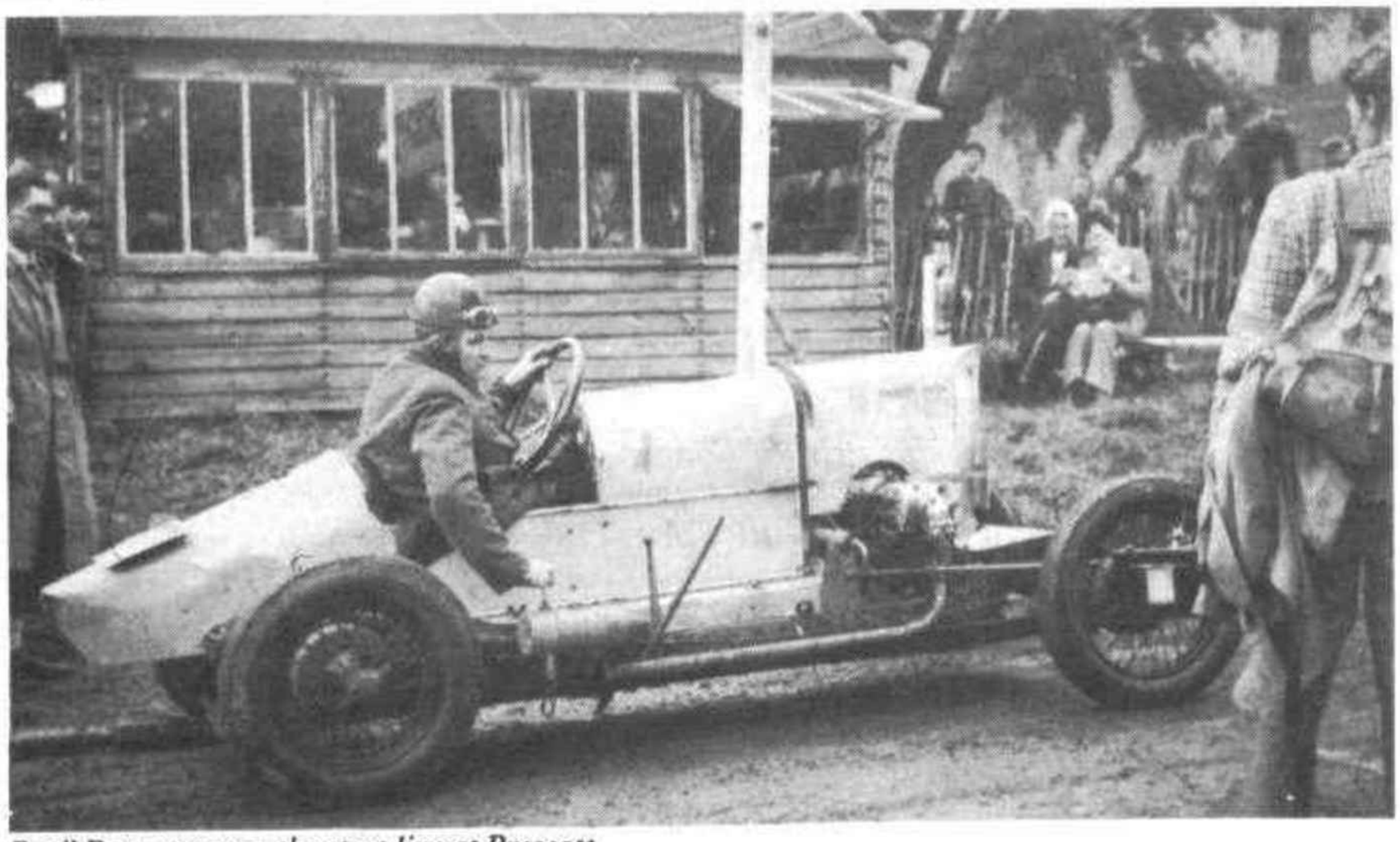
Basil Davenport died, aged 75, after fighting a long illness with his characteristic determination. His name and meritorious racing career will for ever be associated with Shelsley Walsh and GN. Although Davenport raced his home-tuned GNs of which the most notable was his orginal Spider, costing £105, in Sand Races and Speed Trials, the outstanding achievements of this remarkable and lovable combination were at Shelsley Walsh. There Basil broke the record with his GN Spider in 1926, 1927, and at both the 1928 meetings, his last record climb taking 46.2 seconds, thus cocking-a-snook at the polished, professionally built and prepared, racing cars.

The deliberately scruffy Spider which was so very much the creation of B.H.D., the amateur driver whose business was silk-spinning at Macclesfield, also made fastest time at Shelsley Walsh on three other occasions. The intimates of these successes were recorded in MOTOR SPORT for December 1957. That Davenport clocked 42.31 seconds at Shelsley Walsh after the war with his 2-litre Spider is a measure of the staying power of the man and his cars. B.H.D. made his last appearance there when he was driven up the hill last year by Parker in the B.H.D. Special, the last chance we had to applaud a motor racing enthusiast the like of whom will never be seen again. The heart-felt sympathy of all fellow enthusiasts must go out to Mrs. Davenport at this unhappy time. – W.B.

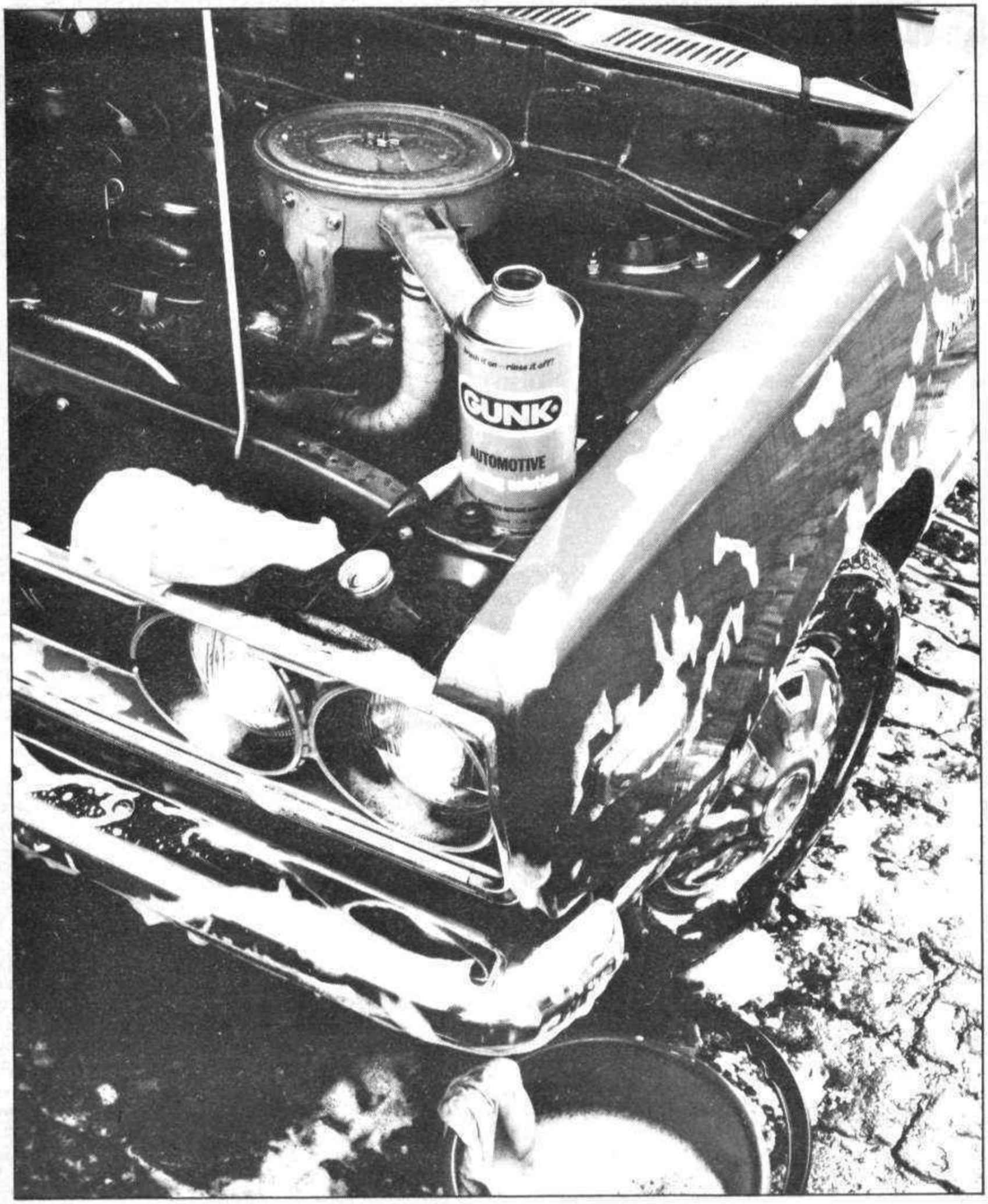
Roy Nockolds

AS WE close for Press we are deeply saddened to hear that Roy Nockolds has died, at the age of 69. He was well known for his many motor race and aviation paintings and portraits, being by profession an artist. His pictures depicted speed without the imaginary appendages used by some other artists in this field. Nockold's better pictures have appeared in MOTOR SPORT and he exhibited at the Royal Academy etc. During the war Roy painted aviation scenes for the RAF and in more recent times he was an avid supporter of the Brooklands Society, of which until recently he was Chairman. He is succeeded by two elder brothers. We offer our heart-felt sympathy to Mrs. Nockolds and her daughter.

W.B.



Basil Davenport on the start line at Prescott.



Gunking your engine is part of cleaning your car

When cleaning your car, do you normally take great care to shine the bodywork, polish the chrome and vacuum the interior, yet completely neglect that all important area, the engine.

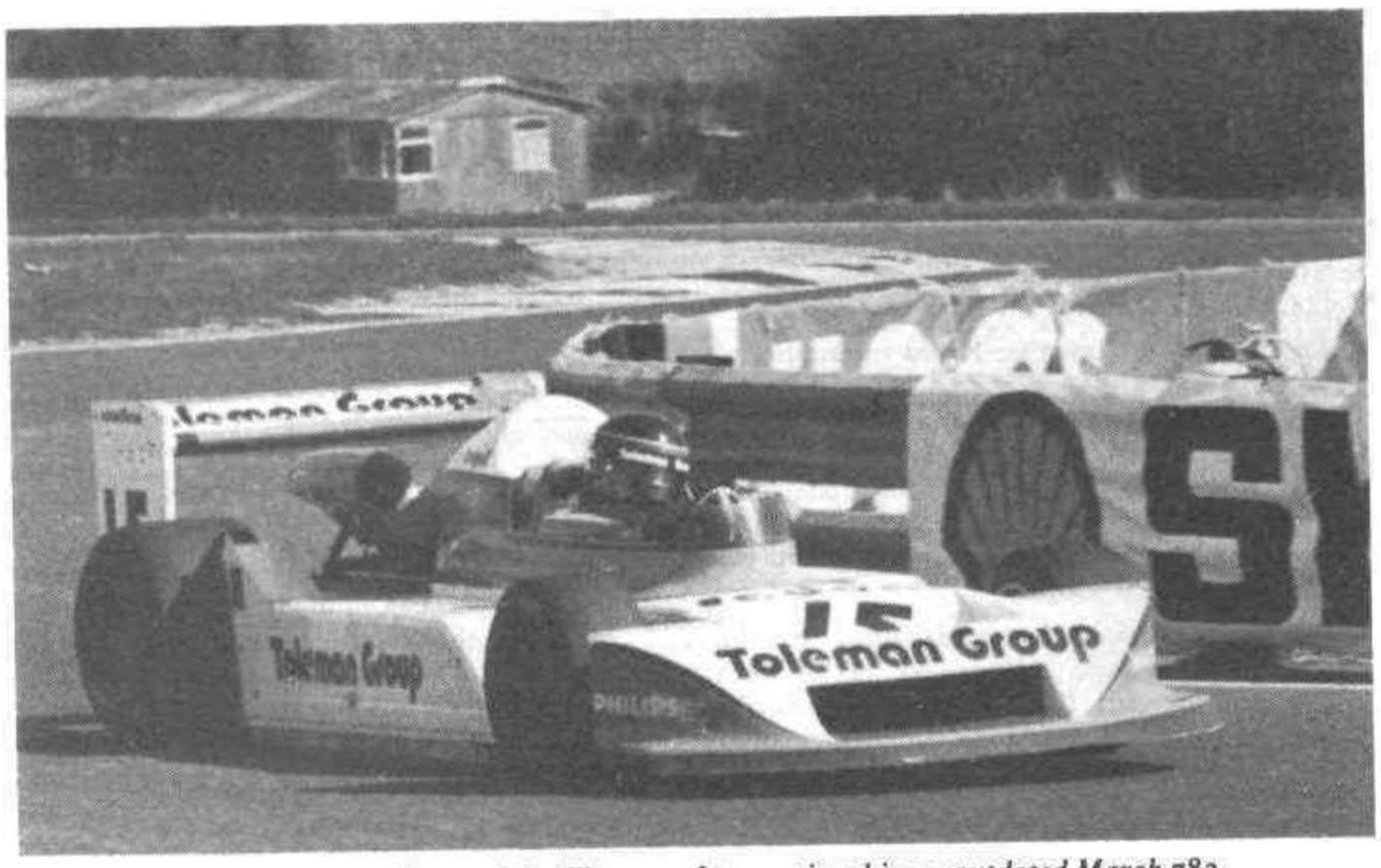
Although it's not often seen, it's just as vital to keep your engine free of grime as it is to keep the exterior in good condition. That's where Gunk comes in. It's the powerful engine de-greasant that wipes, brushes or sprays on. Just hose down after applying and dirt, grease and grime washes clean away. With a little extra effort you could have your engine as bright and gleaming as the rest of the car.

And it doesn't stop there. Because your engine is cleaner, heat loss is improved resulting in cooler running and increased efficiency, and on the odd occasion when you do have to get under the bonnet you won't get grease up to your elbows.

So next time, give your car the Gunk treatment. It's been getting engines clean for over 50 years.

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Rad Dougall was a worthy winner of the Thruxton International in an outdated March 782.

FORMULA TWO REVIEW

The Year of Ground Effect

IT IS seldom that the lesser racing categories get a complete reshuffle. New cars tend to evolve from the previous year's designs and, unlike Formula One, there never seems to be all that much technical innovation. However, it is different in 1979. The emergence of ground effect designs has completely changed the look of European Formula Two overnight. When the season got underway with the Marlboro/Daily Express International Trophy meeting, organised by the BRDC at Silverstone on March 25th, it was a totally revamped line-up of cars that appeared. A new generation of scaled down Grand Prix cars reflected the fresh approach being taken by the designers at March, Chevron, Ralt, Osella and Pilbeam. Slender monocoques, wide-track, in-board-mounted suspension and side pods with sliding skirts replaced the conventional chassis. Designers had taken a hard look at the year-old Formula One ground effect cars and there were some promising new designs.

Robin Herd at March was fielding a whole fleet of his works, and customer-run, 792 chassis; Chevron Cars at Bolton were introducing their new B48, which had been designed jointly by Tony Southgate and Paul Owens; and Ron Tauranac unveiled for the first time his all-new Ralt-RT2. From Turin, Enzo Osella's little team had brought their new FA2/79 design and Englishman Mike Pilbeam was proudly displaying his attractive car, the MP42.

There was renewed confidence in the formula at Silverstone and, with so much change going on, it meant there was the prospect of one of the most wide open championships for some time. In recent years the French have dominated the European championship, but, with Renault and Elf withdrawing to concentrate on Formula One a year ago, March came back into the limelight. Of the constructors currently building cars for Formula Two, March are the only ones that can boast of any real previous success.

The Bicester-based factory teams have won the championship four times – with Ronnie Peterson, Jean-Pierre Jarier, Patrick Depailler and Bruno Giacomelli. The opposition constructors between them have only won a handful of races, Chevron being the most successful. Ralt had only one championship win and Osella had never won outright. The newcomer was Mike Pilbeam.

Having won the title in 1978, with Giacomelli scoring eight European wins, Robin Herd's team was the one to beat and at Silverstone there was an impressive line up of challengers.

Unfortunately the weather was appalling and, in a repeat of last year's rain-soaked non-championship Formula One race, the BRDC meeting was marred by constant showers of rain. Not surprisingly only a small crowd of hardened enthusiasts braved the atrocious conditions to see the first of three European championship races in Britain this season.

With most of the new cars being delivered to customers only a matter of days before the opening round, and the poor weather upsetting many testing programmes, the cars were largely untried. March had taken advantage of the early completion of their prototype to get in testing in Italy and France but a late decision by the FIA to allow complete freedom of skirt design meant a change of heart on the March system. Robin Herd blamed this for the problems encountered at Silverstone.

Everyone had expected March to set the pace from the outset, yet the new 792 was in trouble. It was the Italian Osella of Cheever which claimed pole position in a time of 1 min. 19.81 sec. After four seasons running with Ron Dennis in March and Ralt chassis, and having used both BMW and Hart engine, the 21-year-old American had opted to join Enzo Osella's team to drive the Giorgio Stirano-designed wing car.

Osella were using their own short-stroke BMW engine and also had the distinct advantage at Silverstone of a link with Pirelli for their tyres. With the exception of two privately run Marches, which were also on the Italian radial ply tyres, the rest of the field were running conventional Goodyears. Cheever qualified fastest on the steel and nylon belted slick tyres from Pirelli and he won the race on the company's wet tyres. It was a major breakthrough for Pirelli because Goodyear have monopolised Formula Two since Firestone withdrew five years ago.



Newcomer: the Pilbeam MP42.

The race only fell to Cheever, however, half way round the very last lap. Having led strongly for most of the way the Beta-sponsored Osella was overhauled by Derek Daly's ICI March-BMW in the closing stages. Cheever's engine was losing oil, the brakes were fading and the exhaust had broken. In spite of problems in practice that saw him qualify only sixth fastest, it looked as though Daly would snatch the victory. Then, on that very last lap, the gear linkage on the leading March packed up and Cheever swept by to win by a mere three-tenths of a second. It was a thrilling climax to an amazing race. The event had been stopped after only a handful of laps to clear a stranded car off the *chicane* and from the restart the racing had been close right down the field.

Englishman Brian Henton qualified the sophisticated Ralt-Hart, sponsored by the British Toleman organisation, alongside Cheever on the front row. In the opening laps of the race he challenged hard and led briefly before falling back to third place. Fourth, after a steady drive, was the talented American Bobby Rahal in the works Chevron-Hart and that meant there were four different makes of car in the first four places.

Britain's Stephen South was selected to drive the second ICI March-BMW on the eve of the race and he showed well, qualifying third fastest and eventually finishing fifth after tangling with back markers and twice being put off at the *chicane*. The final championship point went to the Pirelli-shod March of Italy's Alberto Colombo. Fastest lap went to Daly at 1 min. 30.01 sec.

For the factory March-BMW team, fielding five cars at Silverstone, it was a disastrous start to the year, especially as team leader Marc Surer, having qualified only fifth fastest, then slid off on the wet warm up lap. Just as he was rejoining the track his team-mate Beppe Gabbiani came skating across the same section of muddy ground and rammed him heavily. Both Marches were badly damaged.

British interest is running high in Formula Two this year and one notable effort at Silverstone came from young Derek Warwick who qualified seventh fastest in a new March-BMW that is being sponsored by BP. The newcomer ran boldly in fourth place at one point, before his enthusiasm got the better of him and he spun helplessly off the greasy track.

A fortnight later the teams were in much better shape when they arrived for the Jim Clark Memorial race at Hockenheim. This was a two part event, held over 20 lap heats with an aggregate result. Daly was committed to drive for Mo Nunn at Long Beach so Keijo Rosberg was drafted into the ICI team to drive alongside Stephen South.

Rosberg had been overlooked in the reshuffle for the new season, and, with no other drives under offer, he leapt at the opportunity to get back into Formula Two. The Finn has spent four years racing with American entrant Fred Opert in a Chevron during which time he has surely proved his skill. Yet, before Hockenheim, he had nothing at all on offer.

In practice Rosberg was third fastest behind the March-BMWs of Surer and South but in the racing he was never headed. He shrugged off an early threat from Surer and raced ahead to win both heats comfortably.

With the March problems overcome and the latest side pods and skirts working very

efficiently, the cars were flying. Surer and South both recorded 1 min. 56.9 sec. laps in practice – nearly two seconds faster than last year's times – and Surer was desperate to assert himself. In the frantic opening laps he hounded Rosberg but then one of the side skirts fell out and, with the down-force drastically reduced, the Swiss driver spun out of control at one of the *chicanes* and hit the barrier. South's hopes were dashed by a puncture and Henton fell back with a broken rear suspension pick-up.

The South African Rad Dougall eventually claimed second overall on aggregate after a fine drive in the Toleman Team's March-Hart 782. Dougall is awaiting a new Ralt, although in the meantime he is showing considerable improvement in the older car. Third overall was Argentinian Angel Guerra in a new March and Henton had to settle for fourth in the Ralt.

Cheever admitted he had made the wrong choice of tyres at Hockenheim and ran fifth, while sixth was the young Italian Teo Fabi in yet another works March-BMW. A puncture delayed Rahal's Chevron which finished seventh overall in spite of an impressive drive into third place in the second heat.

A six car crash within yards of the start marred the third round at Thruxton on Easter Monday. This pile-up eliminated Englishmen Brian Henton, Stephen South and Derek Warwick and also put out the works Marches of Italians Beppe Gabbiani and Teo Fabi.

The BARC's Philips Car Radio International was won by South African Rad Dougall in his Toleman March 782, one of last year's chassis that he only raced because his new Ralt RT2 wasn't ready. This Hart-engined car qualified on pole position at a very quick 1 min. 7.97 sec., and led every lap, so Dougall was a worthy receipient of the Jochen Rindt Trophy.

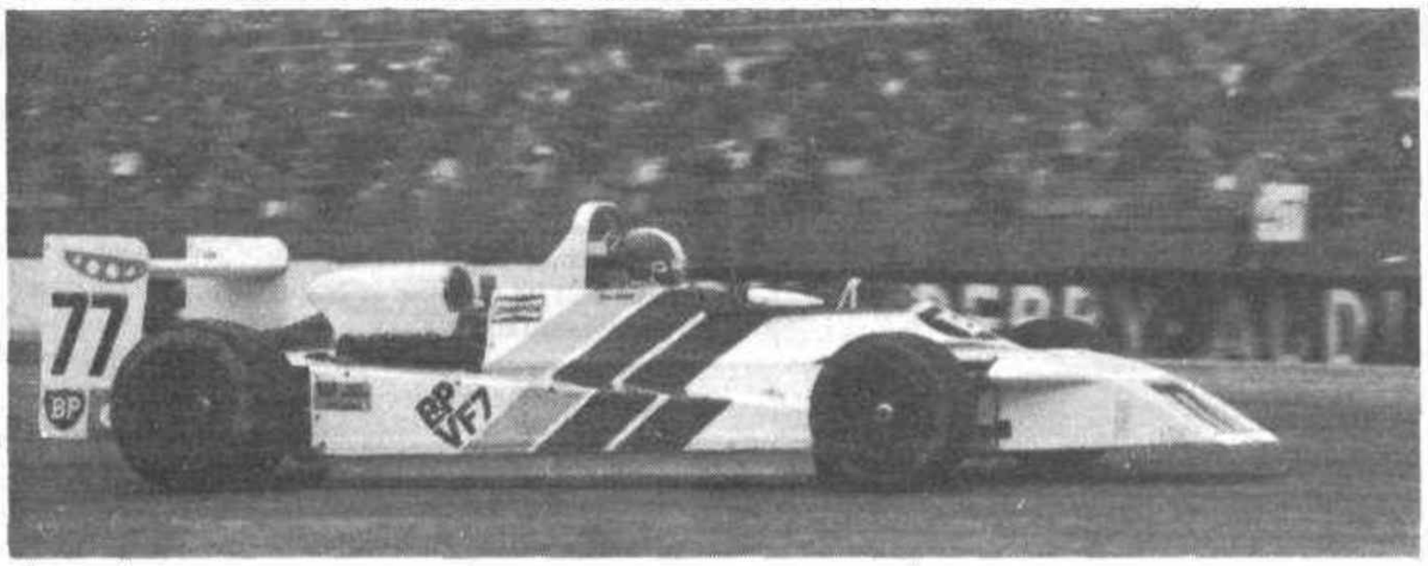
In the early laps Cheever's Osella led the pursuit but, as at Silverstone, he was to have engine trouble, only this time his Osella-BMW didn't last the distance and the American retired soon after half distance. That left the works March of Surer in a distant second until he too succumbed to BMW engine trouble and went out with only six of the 55 laps to run. These retirements allowed Daly's ICI March to inherit second place, albeit 42.9 sec. behind the flying Dougall.

Alberto Colombo, in another older March 782, was third and the March 792 of Guerra claimed fourth. The other championship points went to the Chevron-Harts of Bobby Rahal and Huub Rothengatter.

In practice more than half the field were under the outright record set by Lees' Formula 1 March-DFV last year at 1 min. 10.41 sec. and Dougall was averaging 125 m.p.h. when he did his pole position lap. In the race Surer lowered the outright record for the Hampshire circuit to 1 min. 9.11 sec. (122.73 m.p.h.).

With the championship at quarter distance, Dougall had taken over the lead with 15 pts. Daly was second on 12 pts. and then came Cheever on 11 pts., Rosberg on 9 pts. and Henton and Guerra tied at fifth place on 7 pts. – M.T.

BP are backing young British hope Derek Warwick in a new March-BMW.



Horsepower or Kilowatts

Measuring the power of an engine in horsepower has always seemed something of an anomaly, considering that the internal combustion engine put paid to the horse as a worker. Having nothing to start with in mechanical terms it was reasonable to equate early engines with the number of horses they could replace. It was reckoned that a good work-horse could lift 33,000 lb. a height of one foot in one minute, so all calculations were based on one horsepower equalling 33,000 ft./lb. per min. Power readings from a dynamometer could be translated into horsepower, known as brake horsepower (b.h.p.) not to be confused with taxation horsepower figures, which are purely imaginary.

Since the first engines produced power we have been happy to evaluate engines by a b.h.p. figure. A Formula One engine develops 500 b.h.p., and from long experience we can visualise this, just as we can visualise 85 b.h.p. in a family saloon. The mind wavers a bit when we look at old-fashioned piston aircraft engines and try to visualise them developing 2,500 b.h.p. and hanging on a few small bolts. The measurement of engine power in b.h.p. was not entirely simple for it depended on who measured it. The Americans would give a figure for the bare engine, devoid of power-consuming things like dynamo/alternator, water-pump, standard exhaust system and so on. These figures were given as SAE (Standard American Engineering) horsepower. In Europe the practice was to test engines exactly as fitted to a car, and these were DIN horsepower figures.

As the engineering world turns over to metric measurements the International Standards Organisation has been rationalising on measurements and figures and within the EEC brake horsepower is being abandoned in favour of a universal measurement in Kilowatts. In Germany horsepower is *Pferdestarke* (PS), in French it is *Cheval Vapeur* (CV) and in Italian it is *Cavalli* (Cav.) and in English it is (b.h.p.). There is a move towards all languages using the common term Kilowatt (Kw). To many people the word Kilowatt has electrical connotations, which is a misconception as the Kilowatt is a means of measuring energy or power, however it is generated. Calculations from dynamometer readings are just as easily worked out in Kilowatts as in Horsepower, so now the engine manufacturers will be expected to give Kw. figures. One brake horse-power on the old system of measurement is equal to $\frac{3}{4}$ Kilowatt, so our Formula One engine can be rated at 375 Kilowatts, and our family saloon will have a 64 Kilowatt engine.

Already the Japanese motorcycle industry has changed over to Kilowatt figures and it is interesting that the Australian motorcycle magazine *Two Wheels* has been using Kilowatt figures in their road tests for some time now.

Just as we have got used to 100 units of money in a pound note, in place of the old figure of 240, and we are beginning to understand what a Kilometre is and that 200 k.p.h. is more significant than 100 m.p.h., we are going to have to get used to 95 Kilowatt engines and look forward to Formula One engines being rated at 400 Kilowatts. –D.S.J.

(Due acknowledgement for the above information is given to John Hartley in an article in "Circuit", the Yamaha house-magazine for Winter 1978/79, available from your local Yamaha Motorcycle Dealer).

FIAT SPORTS – continued from page 640.

Cooper S, but with a better ride.

This three-door 127 Sport handles and holds the road extremely well in kart fashion, with appropriately direct steering through a little soft-rimmed Fiat sports wheel and very little roll or pitching. It is noisy and very low geared through four forward ratios (it uses a lower, 4.46:1 final drive ratio, against the standard car's 4.07:1), will pull 1,500 r.p.m. in top but prefers to have the needle of its squashed-hexagonal tachometer darting between 4,000 r.p.m. and 7,200 r.p.m. and won't tolerate too much throttle below 3,000 r.p.m. The test car had a few carburetter flat spots too and a nasty, rubbery gearchange which might have improved with more than its 2,500 miles. Cold starting was very poor and the manual choke, tucked away beneath the right hand side of the steering column, was a very flimsy affair.

The Sport brakes gain servo assistance and bigger front discs; they are light in feel, not over-sensitive like the servoed brakes of many Fiat models, and stop this light car very effectively. A stiffer front anti-roll bar and wider ($4\frac{1}{2}$ in.) wheel rims are additional Sport modifications.

Well-upholstered, attractive seats with built in headrests and micro adustment for the backrests mask some of the cruder aspects of this up-market 127, such as manually operated Heath Robinsonish heater flaps somewhere down in the depths. On the plus side this Sport has a hatchback and rear seats which can be folded separately or together to give a usefully large loading area, belying the car's small overall dimensions.

The driver's side wheel-arch intrudes to force the tiny pedals uncomfortably far over to the left and the steering tilts towards the laminated windscreen in Mini fashion, necessitating an upright driving position.

A matt black front air dam, a distinctively patterned radiator grilled with a 70 h.p. badge, a spoiler on the rear of the roof, a twin tail-pipe Abarth exhaust, Sport badges down the side and coach-lined orange or black paintwork distinguish the 127 Sport from the rest of the huge 127 family, Europe's best selling car for six successive years.

I've been a little too spoiled over the years to enjoy a buzzy little car like this all the time, but there's no mistaking its attraction as a cheeky and nippy commuting car, or as a run-about for rural areas, when its small size and precise handling come into their own. A buzzy bundle of fun this, which retails at £3,043 and averaged about 30 m.p.g. driven very hard. –C.R.

ROAD IMPRESSIONS

The Alfa 6

Alfa Romeo introduce a new six-cylinder saloon



THE ALFA 6 Alfa Romeo may recall a tradition of Milanese sporting six-cylinders, but it breaks new ground in the Italy of today. Officially on sale toward the end of April, it has become Italy's only six-cylinder volume production saloon. The Fiat 130 was the previous bearer of that mantle, a difficult one to carry in a land that has no built-in executive market for 2-litre-plus cars.

That Italians do not cherish – or often are not allowed to afford – larger engined cars is significant for Lancia and Alfa Romeo. It means the cars must succeed abroad. In Alfa's case this means the 20,000 a year German market for their cars or the attractions of the USA and UK, which absorb half as many Alfa products every year.

Such thinking influences every line of this stretched Alfa. We were told the styling was "restrained," which means that the front is uncannily like that of a BMW 7-series, while the rear carries unhappy echoes of the 132, mixed with a dash of Alfetta saloon: in fact the front doors are interchangeable with the smaller Alfa and the basic style was drawn in 1970.

What Alfa have provided is an exciting recipe on paper. A brand new 60 degree V6 engine with light alloy used for the SOHC heads, cylinder block and finned sump. From 2,492 c.c., a bore and stroke of 88 mm. by a short 68.3 mm., the company have allowed 160 b.h.p. and 162 lb. ft. torque. The engine is both compact and smooth in operation, particularly on idle.

I say "allowed" because the company make it very clear that the engine could just as easily have offered 200 b.h.p., but they felt the highest output in the 2½-litre mass-production class was enough. This may be the real reason for adopting three twin-choke Dell'Orto downdraught carburetters in preference to fuel injection.

This output, the horsepower peak at 5,750-6,000 r.p.m. and torque at a highish 4,000 r.p.m., is required to propel 3,146 lb. Alfa Romeo say the chunky saloon should be capable of 121 m.p.h. and acceleration from rest to the end of a standing 400 m. (very close to a quarter mile) in 16.7 sec., and we saw no reason why this should not be so.

The quoted UK m.p.g. figures in line with our legal requirements are from 15.8 m.p.g. in town to 31.4 m.p.g. at a constant 56 m.p.h. Interestingly the automatic 3-speed version is quoted at 16.7 m.p.g. around town, but is said to be 2 m.p.g. worse than the five-speed manual at a constant 75 m.p.h., returning 23 m.p.g.

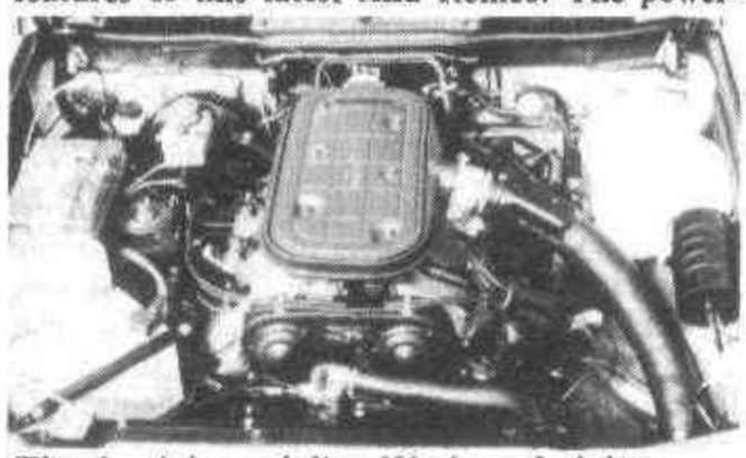
There is a large German motor industry content in these bigger Alfas for the ZF concern supply either automatic or manual transmission, the now accepted variable ratio power steering and the limited slip differential set at a slack 25% pre-load. Bosch supply much of the electrics which include an r.p.m.-limiter that operates between 6,100 and 6,300 r.p.m.

The engine is certainly the heart of the new Alfa story. There are desirable features like a nitrided steel crankshaft to talk about, a reflection of 200 b.h.p. potential and a compression ratio that could be far more than the present 9:1. Some reservations were expressed about the valve-gear operation, for the cam itself directly operates the intake valves, but a short pushrod to the bank of exhaust valves is an unusual feature. Incidentally the exhaust valves are sodium cooled on the exhaust side.

The rest of the car is like a stretched Alfetta saloon, but the gearbox is placed at the front, not in the rear de Dion layout. The front suspension is by torsion bar, as on the Alfettas and Giuliettas, with very soft anti-roll bar settings at either end.

The Alfa 6 does not look a big car and there was a suspicion that the Alfetta floorpan had been used with an appropriate fillet to lengthen the wheelbase. A comparison between Alfetta 2000 saloon and Alfa 6 shows the Alfa 6 is built on a 102.4 in. wheelbase (Alfetta 98.82 in.); it has a length of 187.4 in. (Alfetta, 172.64 in.); a width of 66.3 in. (Alfetta, 64.57 in.) and a height of 54.9 in., where the Alfetta stands 56.3 in. tall. The rear track widths are comparable in the 53 in. bracket for both cars, but the Alfa 6 has nearly 2 in. extra front spread at 55.4 in. Weight for the Alfetta is 2,403 lb. compared to 3,146 lb. of the 6, reflecting the bigger car's luxury specification items like four power windows and so on, for the bare engine and shell of the Alfa 6 weigh approximately one third of the total figure!

Both braking and steering are outstanding features of this latest Alfa Romeo. The power-



The aluminium, 2½-litre V6 gives 160 b.h.p.

assisted rack and pinion feels even more responsive than its 3.7 turns lock to lock suggests. The brakes are simply magnificent, and with good reason for the 10.5 in. diameter front discs are fully in line with racing practice and boast 4-piston calipers as well as radial ventilation slots. At the rear slightly smaller 10.2 in. diam. solid discs are employed, these mounted outboard as compared to the Alfetta's inboard location. A beautifully progressive servo-assistance system is employed.

We have already commented upon the exterior lines, so suffice it to say that these are enhanced by 6J by 14 in. alloy wheels and that – in Italy at least – Alfa Romeo offer a two-year body guarantee. This is in common with their normal domestic policy, which also offers a 62,000-mile engine warranty.

Door fit and paint finish were about what one would expect of this class, but the interior is no outstanding. For a start the wood grain finis around the fascia has a strong resemblance t that used in Japanese cars and the large areas o black plastic are relieved only by the seat cloth o optional leather trim, some of which is inset i the door panels. Overall dashboard layout an seating is very similar to the Alfetta.

In action the strong points are the steering braking and ride. The engine does not com across as wholly suitable for executive use i carburated guise. There were definite flat spot (markedly so in the automatic version from res on full throttle) and the engine needs a fair bit o encouragement from the gearbox despite reasonable torque spread. The carburation wa really only smooth from 2,000 r.p.m. onwarc when asked to pull fourth or fifth.

The gear ratios are quite good, but a littl "short" on the 4.54:1 axle ratio if you stick t 5,900 r.p.m. Third then provides around 7 m.p.h. with fourth taking you towards 90 m.p.h but second is only good for little over 45 m.p.h This means a lot of shuffling through the ZF bo and it was obvious that many of the other te drivers heartily disliked this, and the location c first over on its own, at the bottom of the gat closest to the LHD *pilote*.

Personally we found the change quality wa good, but the car would occasionally baulk a going into first gear from rest.

Handling? Alfa are thinking soft these day you have only to look at the Giulietta to see tha The theme is expanded upon for the top of th range and the result is body roll that, when followed two factory drivers through the Italia foothills to the Alps, was right in the Galli angles of lean league. However the car enjoyable to drive on faster corners, tending onl to feel a little lost when pointed at slow hairpin that sort of going is best left to Suds or th sportier Alfettas.

In summary I would say that given a pric today that will equate to £10,000 or less, the Alf 6 will prove very popular indeed on the Britis market. That applies especially to the automati The auto, which is expected to form 80% of a British sales, was rather reluctant to kickdow above 55 m.p.h., but is otherwise a bett proposition with excellent manual over-rid When will it get here? Alfa Romeo say s months, but it will probably be closer to a ye judged by the length of time it took the Giuliet to arrive. We look forward to assessing th interesting newcomer more fully then, and seeing a possible fuel-injected coupe model in th eighties. – J.W.

Letters from Readers

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

Aston Martin DB3S/8

Sir,

The Christmas Holidays over, I have had time to re-read the November issue of MOTOR SPORT which contained "An Afternoon With An Aston Martin DB3S." From the article there appears to be some gaps in this car's history subsequent to the conclusion of the 1956 European racing season.

There really never was a consortium between Mr. Joe Lubin and Carroll Shelby, other than the fact they knew each other, any more than the existence of a semi-works team in the West consisting of another DB3S and two 4.2-litre DBR2s.

When I emigrated to Southern California in early 1956, Carroll was committed, more or less, to drive the Ferraris and Maserati cars owned by my employer, Tony Parravano, also later for John Edgar; in fact Carroll never did drive DB3S/8 in West Coast events.

Joe Lubin's connection with Aston Martin came through the David Brown Tractor organisation, of which he was a Distributor. Oddly enough my first introduction to Joe came through Carroll, for I had observed him commuting from his Beverly Hills home to his business in East Los Angeles daily in DB3S/118. Obviously this situation did not last too long: DB3S/118, finding Los Angeles traffic conditions not being to its liking, had bearing problems. After I had rebuilt the engine, Joe decided the car should be used for the purpose for which it was intended, the first event being an SCCA meeting in San Diego, the driver Bruce Kessler, although Bob Drake actually took over on race day. DB3S/118 was used throughout the 1956 season, at Santa Barbara, Pomona, Bakersfield, Willow Springs, but did not achieve any overall success in these SCCA sponsored events.

Early in 1957 Joe Lubin purchased three other cars, a Francis Beart prepared 500 c.c. Cooper Norton, 1,500 c.c. Cooper Coventry Climax, the first rear engine Cooper on the West Coast, and DB3S/8. Obviously this car was a substantial improvement over the production DB3S/118 with the increase in horsepower and improved brakes. The first event was Pomona, California where after a minor "shunt", Bob Drake won the "D" Production Class and the Main Event. At a later meeting in '57, Ritchie Ginther drove both at Santa Barbara and Pomona. In the latter event it rained and had I given him more dramatic pit signals earlier, he could have caught Eric Hauser driving "Ole Yeller"; just missed him at the post, but such is motor racing!

Possibly DB3S/8's finest achievement in the USA was the 6-Hour Race at Cotati in September 1957. Joe entered both cars, DB3S/8 being driven by Bob Drake and Bob Oker, DB3S/118 by George Dillaway and Pierce Woods. The other entry was that of Rod Carveth's DB3S/104, which unfortunately seized its differential on the opening lap. Apart from a few laps at the half-way point, DB3S/8 led from start to finish, followed by DB3S/118 in third place, the Astons being separated by a Porsche Carrera driven by the late Sam Weiss. Joe Lubin subsequently disposed of DB3S/8 early in 1958, for arrangements had now been finalised through Feltham to campaign two DBR2s in the USA, the East Coast car being consigned to Elisha Walker and the West Coast to Joe Lubin, but that's another story.

For a number of years DB3S/8 was lost to all. However, some years ago I received a phone call from a bank in Hawthorne (Southern California) who requested I make an inspection of an Aston Martin DB3S with a view to establishing its current market value. Imagine my surprise upon arriving at the bank to find DB3S/8 on display in the foyer! From a cosmetic standpoint the condition was very good, the body, although not original, still retained the head rest which I had installed. Alas the original engine had received some non-standard modifications, including the removal of the original Weber carburettors. A young bank executive went to great lengths to explain there were only three of these cars ever built, but was unable to explain how if there were only three, did this example become number eight? Subsequently Joe re-acquired this car from the bank and re-sold it to Roger Hart. The remainder of the history you know. I thought you might be interested in the enclosed lap charts from the Six-Hour Race.

I saw DB3S/8 again in 1977 whilst visiting Eric Birk's establishment in Thame. At that time it was completely dismantled and I hope to see it again this year while on a visit home, for we intend to visit the Midland Motor Museum.

My colleagues, George Newell and Len Auerbach, have already restored two DB3Ss, Len's car being the Cotati entrant DB3S/104. We have one more to restore, DB3S/11, which currently is without a body. However our prime concern is a replacement fuel tank. Any assistance in acquiring this component would be appreciated.

Dublin, California — RICHARD F. GREEN
Chairman,
USA Section West, AMOC

Where Are They Now?

Sir,

You asked the same question after the USAC races last year, but this time you said something which tells me you really don't know.

The so called spectators that stay away from the F2 (and other races) are the same ones that stay away from F1 also, but are not dying, more like being killed off by the organisers.

I am a spectator of 20 years standing. I went to my last two Grands Prix in 1975 at Silverstone and 1976 at Brands Hatch. The reasons why I and, I suspect, quite a lot of others stay away are the same for most Internationals. It's not the increase in admission charges but the decline in value for money, less races and shorter races (we have old programmes to prove it).

The admission to all practice and paddocks on practice days (F1 and F2 races) is far too high. After all, practice is staged for the drivers, not for us. The pit walkabout is a joke and trying to get near a car or a driver is like trying to find a virgin in a Turkish brothel. The first day of practice for the USAC race at Silverstone was really great, just how it used to be; the drivers, mechanics, entrants and USAC officials were really very friendly and chatty.

As for the F2 race last week, I don't feel inclined to stand around in the cold at this time of year at £4.50 admission, and if I want to keep dry pay another £4.00 for a Grandstand seat. Now that is much too costly. Charges should vary with the time of year.

The admission cost of £3.00 to go into the paddock is far too high, to see what? The reasons for high charges at a GP meeting surely don't apply to smaller meetings. If the accountants run things then the circuits should stick to F1 and once a year spectators.

But things will have to change before I go again.

Peterborough — M. A. BURDESS

The International Trophy

Sir,

As one of those who did not go to Silverstone last Sunday, I would have thought that the reasons were only too obvious.

Saturday was a fine but cold day and had Sunday been the same I would have been at Silverstone.

Sunday's Meteorological Office report for the relevant areas was dismal. The older one gets the less one is inclined to pay out something in the region of £9.00 and £10.00, to be cold and wet watching motor racing. I, like many others, learned the lesson from last year's March International Trophy.

The public cannot be expected to pay to endure hardship and organisers of meetings expecting a paying gate ought to pay due regard to the season.

Coventry — J. VENN

The Jaguar That Should Have Been

Sir,

A very interesting and enthusiastic report on the Series III XJ.

After 11 years of production Jaguar have now made this range the car it always should have been (and saying this in the face of the high demand for the various models) with improved rear seat headroom, wider front seats with increased lateral support and self-parking wipers at long last stopping at the correct side for a right hand drive car. I have always been more comfortable in a 420 Jaguar and comparing the sporting characteristics of the 420 and XJ manuals there is no doubt that, in less salubrious surroundings, the older car was given much more to using the gears quickly than the XJ.

I am also pleased to see the interior finish more refined – the XJs have varied between poor veneer on the Series I and poorer leather on the II with carpets that very much resemble my wife's Austin 1300! It, too, has the "glued on" pile coming off.

It is also a delight to note that body panels are now to be wax coated – I have just had two front wings replaced after having had them "fibreglassed" six months ago on a 1976 (March) Daimler Sovereign of under 40,000 miles – frightening on a £12,000 motor car.

Two more points – when do we get a neat air dam and external door locks integrated with the door handles, using one key for ignition, doors and boot with the central locking effective from the driver's door lock, as fitted to the new Granada range.

All the best, Jaguar, with this much improved car and your traditional service back up at Browns Lane.

Edinburgh — ROBERT B. HARRISON

The Joys of the Winding Road

Sir,

How nice to see somebody (especially somebody like W.B.!) sharing in some of my motoring views. On reaching page 168 of the February issue, I was very pleased to read W.B.'s attitudes to the widening and straightening of many roads (at ratepayers' expense it seems).

To me there is no enjoyment in driving along a straight tarmac ribbon; give me a road that twists and turns. I say cars were made for going

round bends, that is why the front wheels steer them. Straight ribbons of tarmac are for aeroplanes to take off and land on! I say keep our bends; some of us still like driving, and I say this as a driver of some reputation, being a member of the IAM.

Clapham, Beds. J. W. HARRISON

Dedication

Sir,

It is your privilege to pull us up on grammatical mistakes (MOTOR SPORT March) but in the particular case of John Miles' Granada rear window wiper falling off "literally as I write", I think that you should be aware of the pressures of weekly publishing – or at least the inadequacies of weekly magazine offices. . . .

Only this morning, when we enquired where one of our technical writers might be found, the answer came back that he was in the car park – typing a story in the Granada. ...

London SE1 RAY HUTTON
Editor, *Autocar*

The Future of Abingdon

Sir,

If Mr. Rainey (whose letter you published on p. 514 in the April issue) would like to come down to earth for a moment, he could be reminded that the "hallowed soil of Abingdon" has also seen the production of the Riley RM-types and the Pathfinder, most of the Austin-Healeys including the Sprite, and untold numbers of Morris Minor Travellers and vans. Whereas thankfully, MG 1100, 1300, Magnette Mark III and Mark IV were produced elsewhere. It is a long-standing policy going back even to pre-BMC days, to transfer production of other vehicles to the MG factory whenever there is space and manpower to spare.

Far more interesting however is the discrepancy in production figures. As a most generous estimate, I should say that Allegro Vanden Plas production is no more than 5% of MG Midget production. And furthermore the Allegros arrive from Longbridge as more or less complete running cars, only to be fitted with seats, trim etc., so their "production" involves far less work car for car than the Midget production. What else is Leyland going to do with the MG plant, which incidentally has one of the best industrial relations records within BL Cars, and is possibly the biggest industrial undertaking in this small Oxfordshire town?

The Allegro Vanden Plas production is transferred to Abingdon because BL is closing the Vanden Plas factory in North London (one of few remaining links with the Bentley era, as the editor knows). But one wonders if this is merely a prelude to a partial closing of the MG factory, which would be far more disastrous, in a historical as well as social sense. I write this on the day after the tragic and brutal murder of Mr. Airey Neave, MP for Abingdon, and presumably we shall have to wait until after the general election before the real interests of the Abingdon community and the MG factory will again be represented in the corridors of power. Remember that Parliament these days is governing BL as well as the country.

Finally, though I would describe myself as an MG enthusiast, I cannot really mourn the passing of the Midget, which these days must rank as a marginally worse car than the Spitfire. But what I do regret is the fact that BL has not seen fit to introduce a modern small sports car, which could have given a useful boost to the Abingdon factory, to the MG marque and to BL sales abroad, particularly in the States. Instead they are losing this market to Fiat, and even to the Japanese. However, Mr. Rainey may take heart from the fact that the MG-B is still outselling the Triumph TR7 in America – though admittedly this is bound to change when the soft-top and V8 versions of the TR7 make their belated entry in the American marketplace.

Birmingham ANDERS DITLEV CLAUSAGER

PSF Swindon's contribution

Sir,

I would like to refer to Mr. I. P. Rainey's letter in the April issue, where he spoke of "the hallowed soil of Abingdon".

While wishing in no way to denigrate the part played by Abingdon in the assembly of the MG Midget, I would like to see the other Leyland plants who share in the making, also share the credits.

In the Swindon factory of Pressed Steel Fisher we have produced the bodies for every MG Midget (and Austin Healey Sprite) and would enjoy some recognition in the pages of MOTOR SPORT.

Some men on the line have in fact worked on the car from the very beginning and while we will be sorry to see the end of the Midget nobody can say it hasn't had a good long life, in excess of 20 years.

We also make the bodies for the MG-B and MG-B GT here, and now the TR7 and assemblies for the SD1 Rover. After the demise of the Midget the workforce will be transferred to boost the production on these other great Leyland cars.

Swindon D. E. GARRATT

A £7,000 Wet Dream . . .

Sir,

Having been an open-sports car enthusiast since I began driving and having progressed from a TR4A to an MG-B and on to two Jensen-Healeys, I was naturally thrilled when TVR announced their new 3000S convertible last year and promptly ordered one from The Chequered Flag to replace my weary J-H5.

Like all new cars, it had its initial teething-troubles but its power and acceleration far out-weighed these – well almost. The problem is when it rains, for unfortunately because of basic design faults the car leaks like a proverbial sieve. The first time I "noticed" it was about a month after delivery when after a heavy-ish downpour I braked sharply and a veritable wall of water appeared from the well (*sic*) under my seat literally enveloping my ankles and trouser-cuffs and certainly dousing my spirits.

I will not bore either you or your readers with the gory details, but initial complaints to the 'Flag met with comments like, "all convertibles leak," and "you should not drive it in wet weather". I by-passed them and persuaded TVR to take the car back for modifications including a new hood, a variety of strategically placed rubber strips and of course new carpets . . . it did not work!

Just before Christmas, TVR took the car back again (for a month) when they replaced the hood, added some more rubber bits and of course changed the carpets so that by the end of my first four months of ownership they had had the car back at the factory for almost two of them! . . . It still did not work.

I arranged an inspection by the RAC in the presence of TVR's Service Manager resulting in a day's work on the car at the 'Flag by a specially despatched TVR engineer.

Recent flooding throughout the South East also occurred inside my TVR (about an inch deep) and even as I write this letter I sit with a damp seat and soggy socks, through no fault of my own.

The saddest part of the whole thing is that apart from her incontinence, I love the car dearly; she has some very nice sides to her character although like all of us has a few things that could do with improvement. TVR say that there is nothing more they can do and, quite honestly, I am reluctant to part with the car yet again so they can prove it.

Please come back Jensen-Healey, all is forgiven. . . .

Esher QUENTIN D. BLACKE

In Defence of the Bentley 4-litre

Sir,

Your comments on the book by Donald Bastow about W. O. Bentley prompt me to write to defend the 4-litre model. Admittedly your remarks are fairly neutral, but so many writers about Bentleys seem not to relate "horses for courses".

The 3- and 4½-litre Bentleys were meant to be sports cars, in which field, if price was no object, they were without peer during the period they were produced – except for a very few limited production competitors.

The 4- and 8-litre cars, however, surely were aimed at a very different market. The 8-litre directly at the R-R Phantom II, to provide luxurious, silent, closed body transportation the equal of the Rolls but with a vastly superior performance.

On the other hand the 4-litre was aimed to compete directly with the 20/25 R-R, and presumably because W.O. felt unable to depart from his OHC tradition, an outside designer of no mean repute, Sir Harry Ricardo, was called in to design the top end of the engine. This incidentally was the current design when R. Royce purchased the firm and it is interesting that the post-war Mk. VI Bentley had an almost identical engine turned through 180°.

I wonder if W.O. ever did despise the Ricardo design; personally I rather doubt it. The b.h.p. was higher than the 4½-litre in standard form. In operation it fulfils its purpose admirably, having the smoothness and silence of the small Rolls, with a rather better performance – we have both cars so can directly compare.

Very few of either 4- or 8-litre cars were fitted with tourer bodywork; they were not meant for this market.

Whilst writing to you, it might be of interest to your readers to know that the Ghost you mentioned as having been seen in the recent TV series, Thomas and Sara, is our towing and general run-about car. Odd though it may sound it is the smallest car we have licensed for road use. When not in use it is on show in the Museum.

Crosby, IOM RICHARD EVANS,
Manx Motor Museum

Masterly Driving

Sir,

To tell you the truth – concerning sports I am a little bit nationalistic. So, after having read several times during the past 10 or 15 years about "the masterly drive by Stirling Moss at the Aintree British Grand Prix in 1961" (MOTOR SPORT No.4, April 1979, p.443), I can't help reminding you of the fact that the late Wolfgang von Trips' drive in the wet conditions of the same race was as least as masterly, and – Moss spun, von Trips didn't – he won.

Borkum, W. Germany HENNING HOBEIN

Buy British!

Sir,

In this age of the complainer, I should just like to strike a rather different note and record a remarkable and happy achievement for a very British little car.

I bought a Mini-Cooper in 1968 with 2,000 miles on the clock. I have now passed the 126,000 miles mark, *still* with the untouched original engine, gearbox and clutch, which I am told would be a creditable landmark for a heavy truck, yet alone for a tuned Mini. She still has plenty of go, although I obviously don't thrash her quite as hard as I used to. She is like so many Minis, a member of a family rather than a mere motor car, and we try not to think of the inevitable time which must come when she must retire.

Selsey MOLLY GIMBLETT (Mrs.)

The HVCJC

Sir,

With the amount of legislation affecting the motorist which comes from Westminster and now Brussels, it seems to me vital that the existence of the Historic Vehicles Clubs Joint Committee should be supported and guaranteed. Its work over the years is reflected in the special conditions and exemptions of older vehicles from many of the laws passed since its formation; the list of benefits we enjoy must indeed be quite long. The committee consists of very experienced and capable people in various fields allied to legal and parliamentary activities who themselves own historic vehicles and voluntarily give their services, and to have won recognition in the right circles so effectively implies a great deal of time spent. One could not wish to have a better watchdog to safeguard the whole of the vintage movement's interests.

It was with the greatest feeling of dismay then, that I read the Chairman's letter regretting that this year's conference has had to be cancelled due to lack of support. It seems that only 16 clubs responded to the 70 or more notices sent out: what *can* the other 54 be thinking about? Does not legislation and restriction in almost every other aspect of modern life make them the least apprehensive about future proposals which will affect them? Unless someone points out unfortunate effects upon a minority the vintage motorist will be engulfed in inappropriate regulations.

I have never cared for the term "enthusiast" in regard to running an old vehicle, but for pity's sake, we must have some enthusiasm for the Historic Vehicle Clubs Joint Committee.

Worcester Park K. FIDGEN

(I agree most heartily. – Ed.)

Two Bites of My Cherry

Sir,

Recently I was in the enviable position of being able to afford a new motor, and applied around for models, details and prices.

I appreciated that there was a (mysteriously called) special car tax on top of the basic price of what I was going to buy, and VAT on top of that. What I did not appreciate, and still do not, is that the VAT is NOT based on the basic value – as in other consumer products – but on the *sum* of basic and special car tax amounts.

As Value Added Tax can only logically be levied on the basic value of goods, what of the bit on the special car tax, which is an intangible? So here is a tax based on something that we don't get and for which we didn't ask!

I raised the matter with the Consumer Council who pleaded ignorance of the subject, but contacted the local VAT Officer. Yes, was the answer. Quite legal. No sorry, we don't know why: we think it just happened. We've never had anyone query it before. After all, it's quite a small amount isn't it?

No, it is not! The difference between what we now pay and what it *should* be if taxed correctly on the basic only, amounts to over £26 on a modestly priced 2-litre family car. Can someone clarify or justify this shady practice please?

Northwood P. M. BRISLEY

Spare a Thought for Motorcyclists

Sir,

Having been a reader of your magazine for some time, I get the impression from the readers' letters that your magazine is read by intelligent, enthusiastic and knowledgeable drivers. I wonder, however, whether your readers think about the difficulties which motorcyclists face from a certain number of thoughtless motor car drivers. I drive a Renault 5TL and a 1,000 c.c. Kawasaki motorcycle and can see the problems that both sets of drivers have to contend with.

I am aware that there are a number of motorcyclists who, by their irresponsible riding technique, get themselves in some very awkward situations on the road – for example attempting to squeeze through gaps in traffic and finding themselves trapped in vulnerable conditions, often at the mercy of other road users. This indeed, is not to be encouraged. However we are often put in precarious positions by thoughtless car drivers. An example of this would be the driver who overtakes a motorcyclist leaving the chap (or girl) on the bike with very little room; an error of judgement, a gust of sidewind, a pothole and the "biker" can well end up hitting the car. I'm sure with a little more thought from both sides a number of dangerous situations can be avoided. When there is an accident between a car and a motorcycle it is the rider who comes off worst, and it is our vulnerability that probably makes us more vociferous about driving bad manners.

So let's have a little more thought for the guy on the bike and save ourselves from at least a little of the aggravation that venturing onto the roads creates.

Leeds P/O JEREMY SMYTH, RAF

Sleeping Hogs

Sir,

After reading C.R.'s March issue article "All in a Year's Motoring", I feel entitled to give you some comments on the situation he depicted about "a new breed of hog, the overtake on the inside variety".

You are fortunate in experiencing this sour state of things only now. With the general advent of highways and speed limits, we have known this in France for over 15 years now. As C.R. rightly points out the offence is not with the overtaking hog but, if you believe me and common sense, with the sleeping one in the wrong lane.

In France the first left lane hogs drove Citroen DS: were not they the kings of the road? Now they drive mostly Citroen CX, fast Peugeots, and Volvos. When the highway is crowded, one lane would be enough for them as they stubbornly stick to their personal ribbon, on which they sleep often at low speed.

Mind you, the empty lane now, the only one on which overtaking can be done in absolute security, is the one for trucks and slow cars! As there are no radar traps on the climbs, it is there where I let the two double-carburetters of my R12 Gordini breeze freely at an over-limit 100 m.p.h. . . . I am really an overtaking hog, you see. If nothing shakes the deep sleep of your new kind of slow hogs in the fast lane, I will not have to wait for long to wave you "welcome" in my right-wrong lone lane.

Paris DANIEL NOTTET

Inflation!

Sir,

In 13 years of membership of the AA I find that my subscription, which was originally £2.10 per annum, has risen to £12.50. The original subscription also covered my wife and my son. Today, to obtain the same services (although many of the attractions offered free at the time of recruitment have now disappeared, or are subject to additional charges) I find that the cost would be £12.50 each for my son and myself, plus £2.75 in respect of my wife, making a total of £27.75. This represents an increase of 1,221% over 13 years – almost 100% per annum – for a service which is inferior to that offered in 1966.

The only improvement that has been introduced is the Relay service. In 1974 this cost an additional £2.20 but, in five years, this has risen to £9.00, an increase of 309% – almost 62% per annum – and these rates compare unfavourably with competitors such as the National Breakdown Recovery Club who even offer cover for recovery after accidents, a service apparently beyond the capabilities of the AA in spite of their inflated budgetry.

Since no one's income increases regularly by 100% per annum – or even 62% per annum – the AA are getting out of touch with reality. Perhaps they are concentrating too much attention on the sale of watches, tape cassettes etc., and have forgotten the original purpose for which they were formed.

The following data may interest your readers:

Year	Basic Sub.	% Increase	Relay Service Supp.	% Increase
1966	£2.10			
1967	£3.15	50%		
1971	£4.50	43%		
1974	£5.50	22.2%	£2.20	
1975	£5.50		£3.90	77%
1976	£7.50	36.3%	£3.90	
1977	£9.00	20%	£5.00	28.2%
1978	£11.50	28%	£7.75	55%
1979	£12.50	8.7%	£9.00	16%

Since the Director of Regional Operations at AA Headquarters thinks that a man, wife and son all driving the family car is "what might reasonably be called an extreme case" (although I disagree) I think it is clearly apparent from these figures that the basic subscription for ONE single member has increased by 459% over the 13 years and the Relay charge has increased by 309% since 1974, neither of which can be considered reasonable or fair when compared with the RP Indices which we are all led (or misled) to believe is a fair guide to rising costs. Mass resignations would obviously be the answer to this "ostrich" attitude, but as AA members have not got a militant union to act for them, they must think and act for themselves. I hope my figures may be a source of enlightenment to them.

West Monkseaton G. E. PORRETT

TAILPIECE



Photographed in Rotterdam by Geoffrey Hare



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Cleverly combining a clock, a 3-waveband radio, electronic rapid bleep alarm and a time-zone function, this product is a truly remarkable piece of micro craftsmanship.

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Clock	*Solid State Quartz, 99.999% accuracy, Liquid Crystal Display* with push-button light for night viewing.
Alarm	Rapid electronic bleeps.
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Casing	Black, impact resistant moulding.
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Power	4 penlight batteries, 1 mercury battery.

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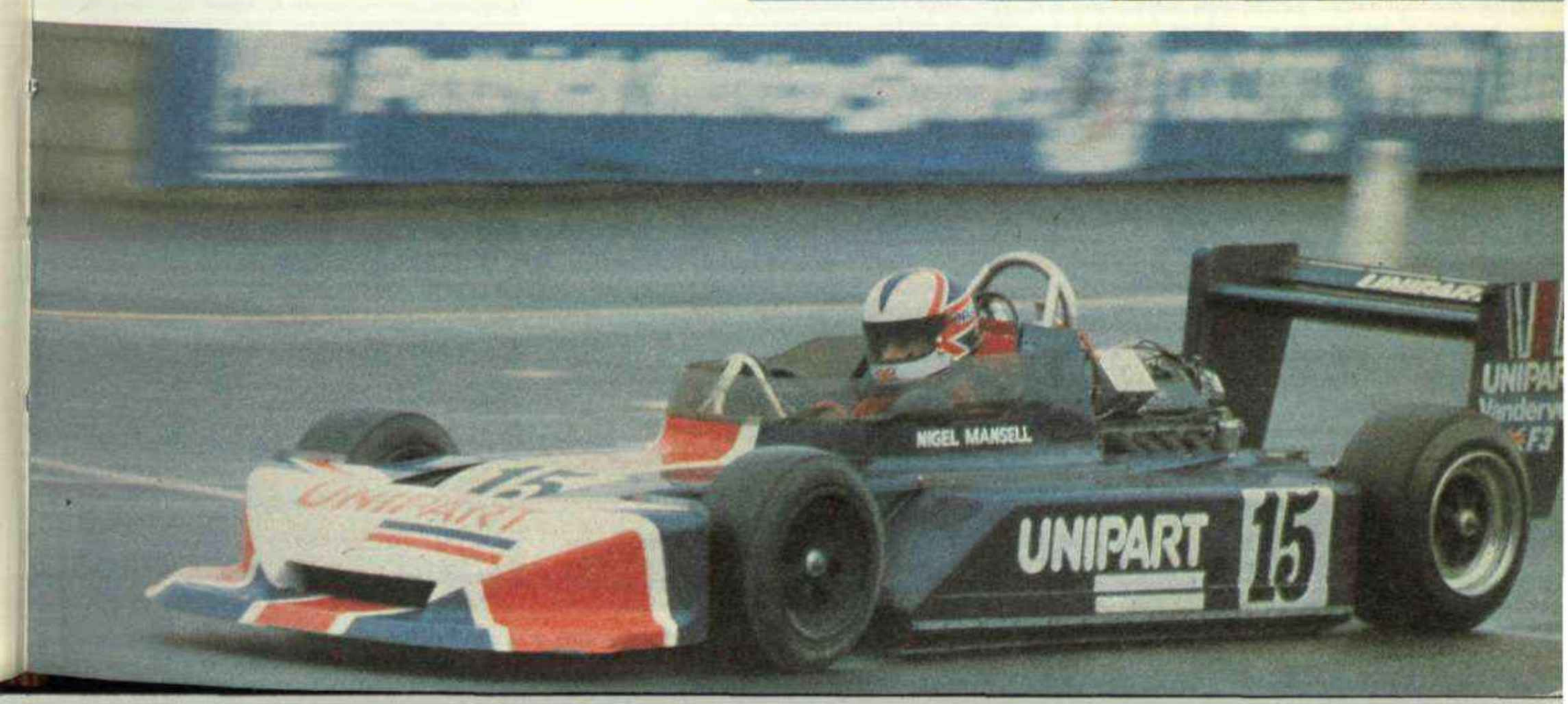
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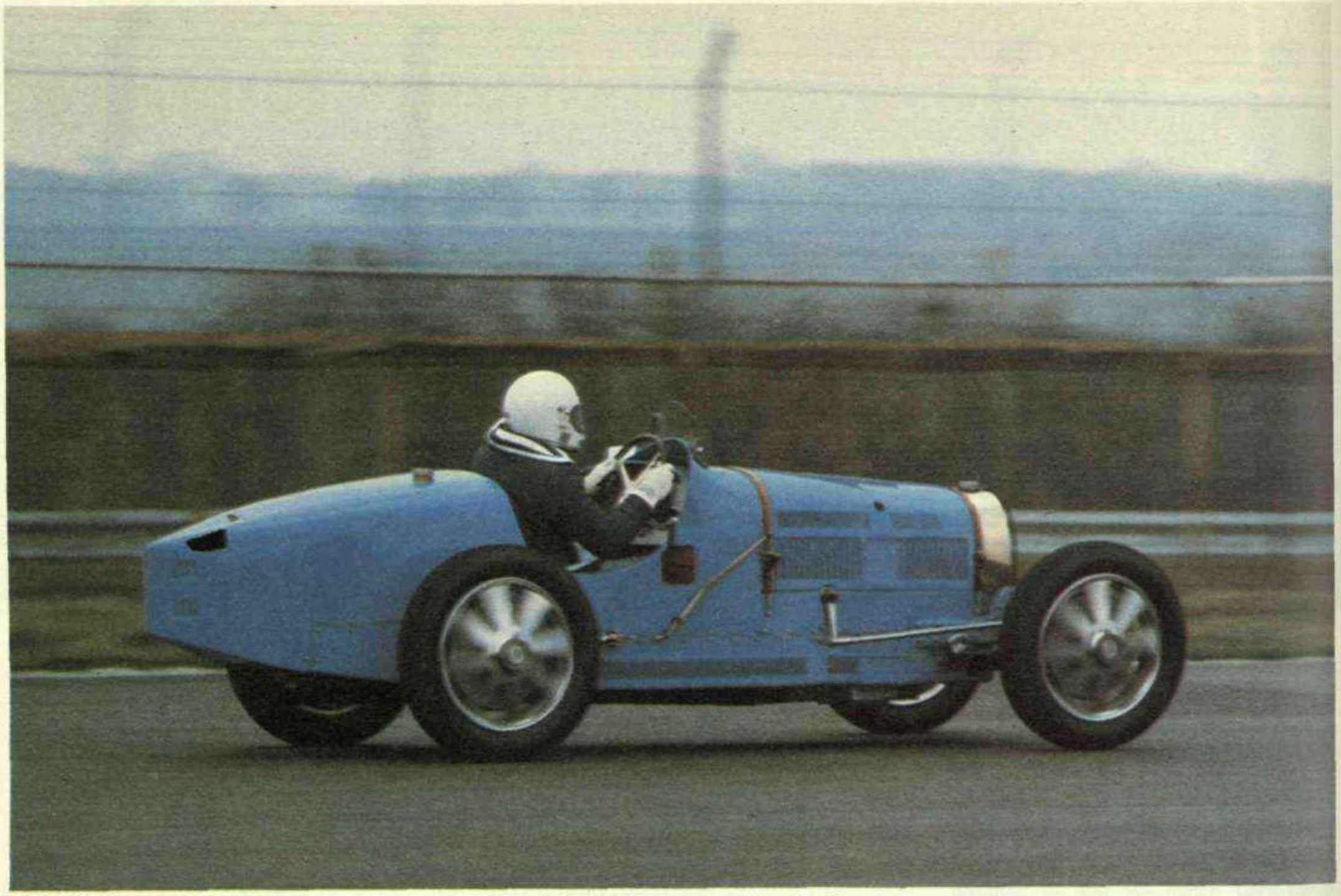
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INTERNATIONAL TROPHY

THE start of the BRDC's 31st International Trophy race at Silverstone (above) saw eventual winner Eddie Cheever heading the field away in his orange Osella. Alongside him was Englishman Brian Henton in the new Ralt. Henton led briefly but Cheever's Pirelli-shod Italian car got its toughest challenge from Derek Daly's ICI Chevron (pictured right). The Irishman only lost the lead on the last lap when the March gear linkage failed. The supporting Vandervell Formula 3 race fell to the Unipart March of Britain's Nigel Mansell (below), after Andrea de Cesaris' March was penalised for missing the *chicane*. Mansell's team-mate, Brett Riley, finished second, making it a 1-2 for the Dolomite-engined Unipart team.





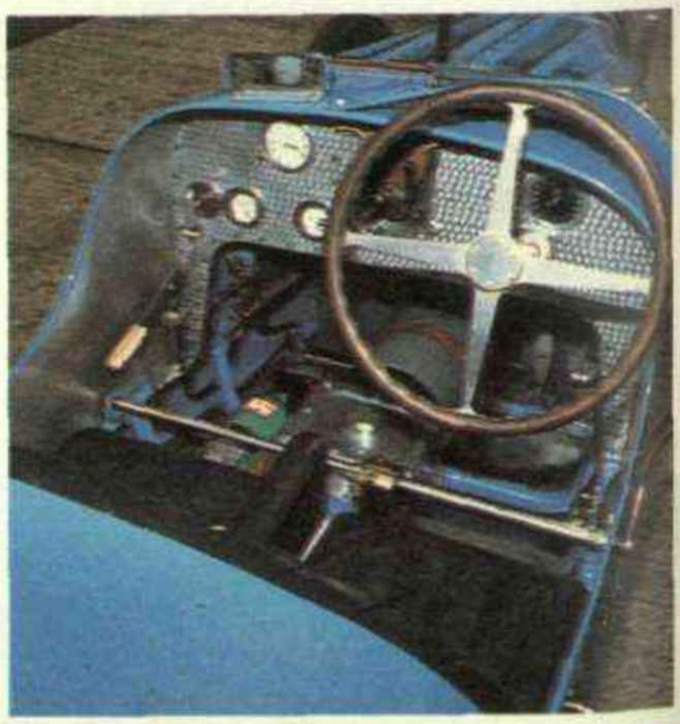


Multi-cylinder Bliss

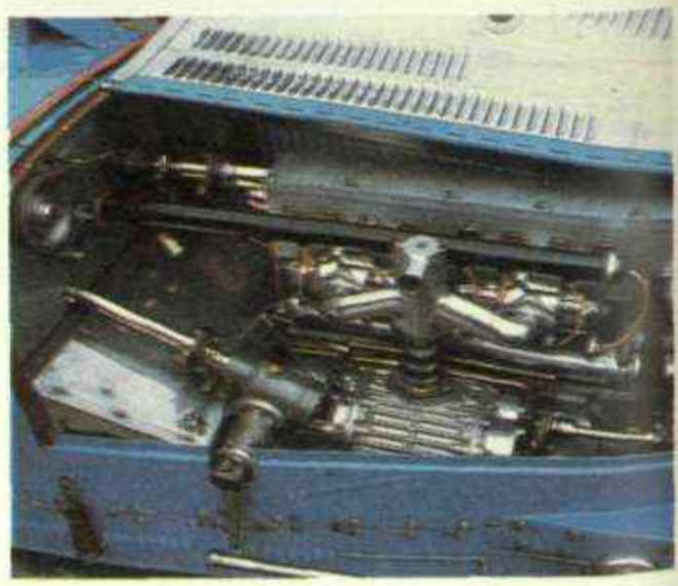
Five famous cars shared fifty-six cylinders between them when the Deputy Editor went testing at Silverstone.

WHEN Vic Norman organised a private test day on the Silverstone Grand Prix circuit for a number of his historic car owning friends and customers of his Rosso Racing company, he very kindly invited me along, with the bait that I might be able to persuade myself behind the wheels of some of the mouth-watering machinery assembled. Thanks indeed then to Vic, Nick Mason, Michael Neilan and Steve O'Rourke, who so generously loaned the cars described in these pages, to make a fascinating day's testing. Alas, Vic's lightweight Maserati 250F, Fangio's Argentine and Buenos Aires Grands Prix winner, succumbed to a misfire before I could drive it and a big black cloud relieved itself over Silverstone to prevent a promised drive in Robert Horne's record-breaking Ferrari 512. Earlier the sight and sound of this and Nigel Chiltern-Hunt's 512 circulating line astern was enough to set ablaze the heart of any red-blooded Ferrari enthusiast. The following isn't by way of a proper track test, just a few impressions and details of a collection of magnificent cars.

First on the list came Nick Mason's outstanding Bugatti Type 35B. This isn't a car with a history, being something of a *melange* of parts, but it must be one of the finest examples extant of the supercharged, straight-eight Grand Prix car which made Bugatti dominant in motor racing in the late 1920s. Mason acquired it literally as a box of bits accompanied by an original chassis which appeared to have been unused. The consequent build project by Tula Engineering, then of Harpenden, now of North Cerney, near Cirencester, took five years, culminating last autumn. Vital parts missing or unusable which had to be manufactured included the pair of four-cylinder blocks, crankcase and the crankshaft, the last item machined from a steel billet by Gordon Allen, "The Crankshaft Man of Slough" (see MOTOR SPORT, March 1974). This 'shaft runs in three two-row ball races and two split roller races, with a sixth thrust race at its rear end and carries roller big-end bearings. The live rear axle and hollow-tube front axle are original, as are the Roots "blower", Zenith triple-diffuser carburetter and cam box. The aluminium body is new and the horseshoe radiator a re-cored genuine article. A set of new 19 in. cast-alloy wheels, part of a batch specially made for the Bugatti Owners' Club, is fitted for circuit use, the fragile, original, detachable rim wheels retained for less arduous pursuits.



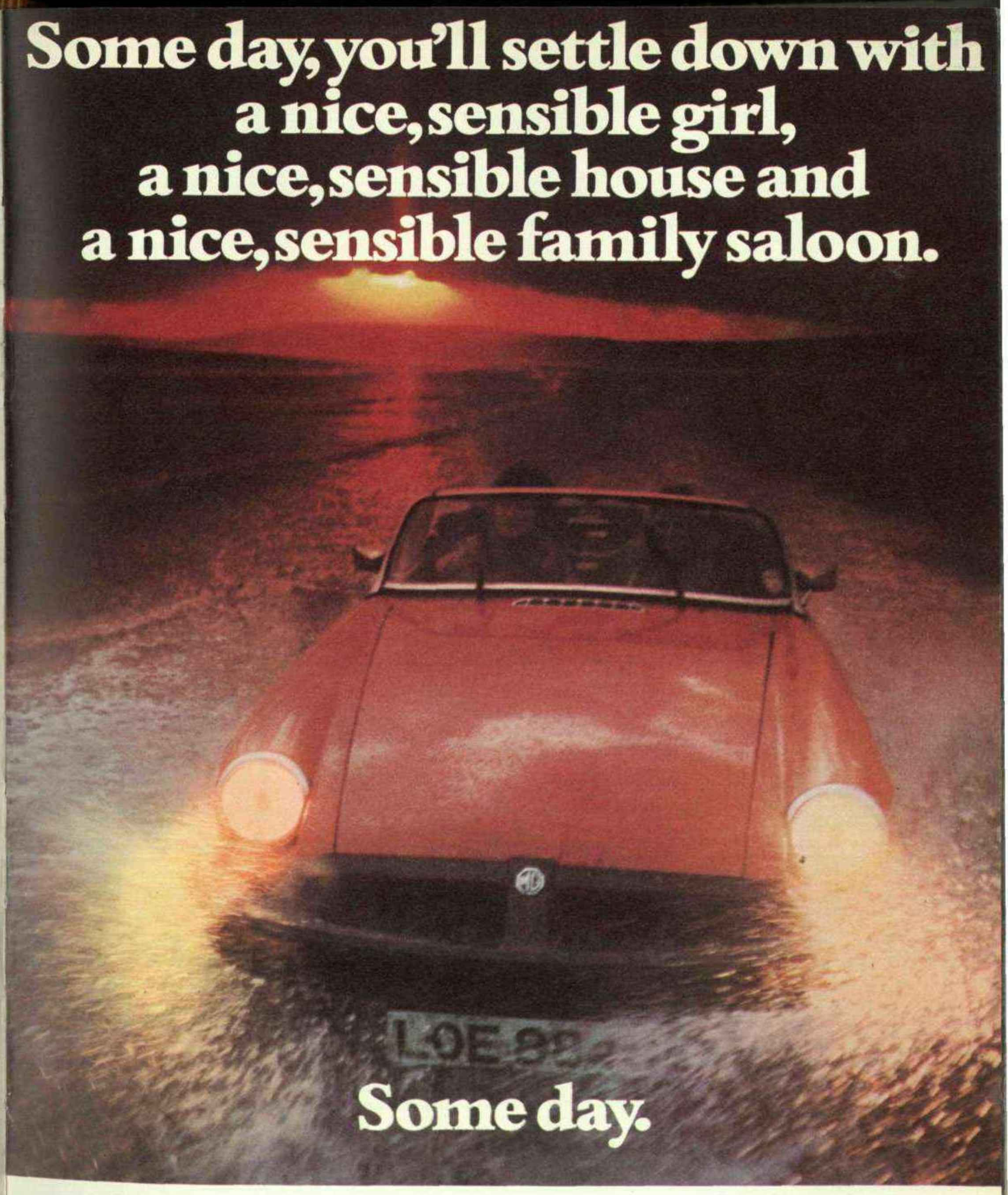
The 35B's daunting cockpit and Bugatti's classic sculpture, the straight-eight, 2.3-litre, supercharged engine.



I was more than a little apprehensive about driving this French racing blue gem in view of its value and imagined temperament and idiosyncrasies. But who could refuse a chance to try the racing car which typifies probably more than any other the romance of pre-war motor racing? Tula's Richard I'Anson ministered to the

Continued on page 656

Some day, you'll settle down with a nice, sensible girl, a nice, sensible house and a nice, sensible family saloon.

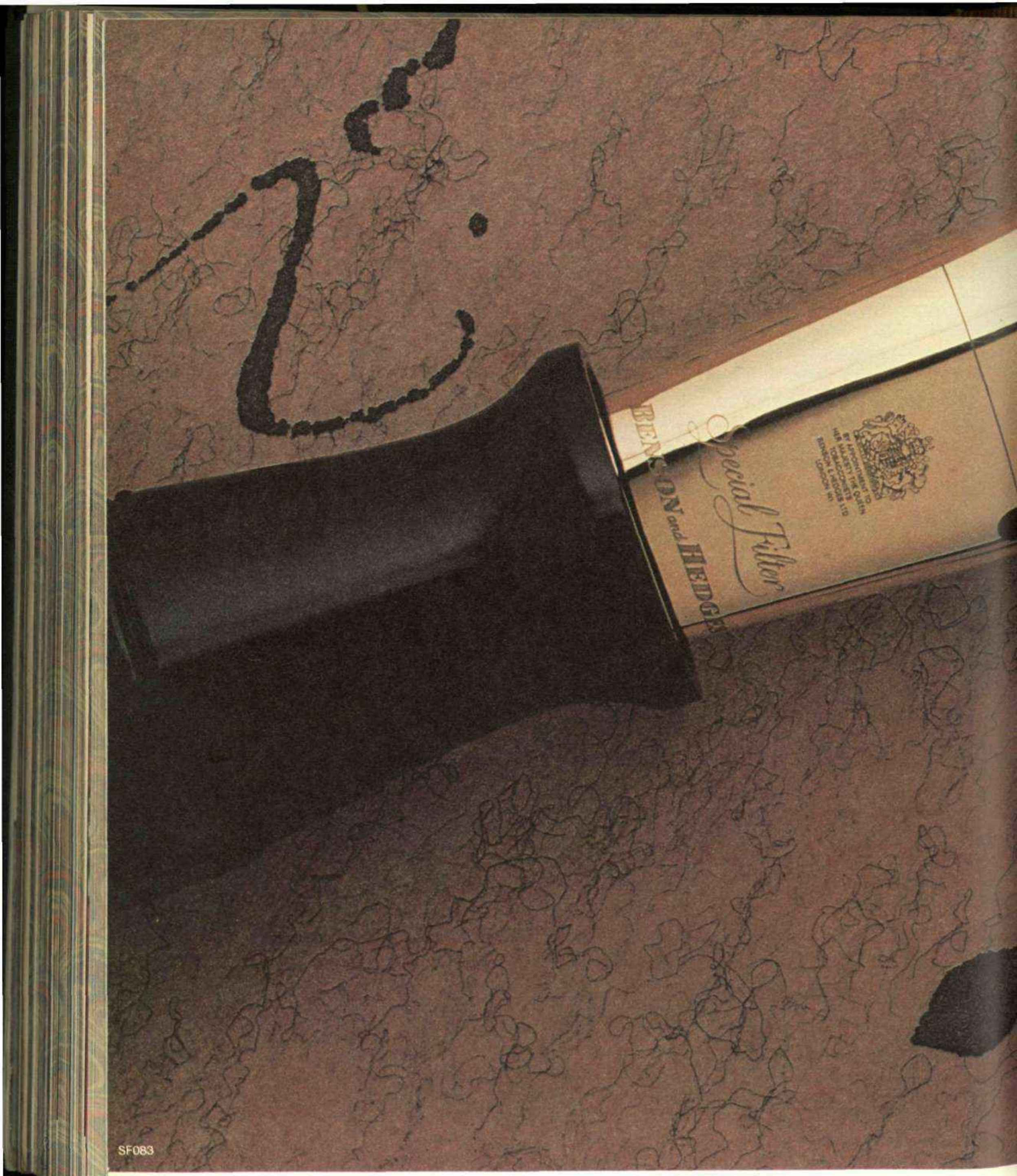


Some day.

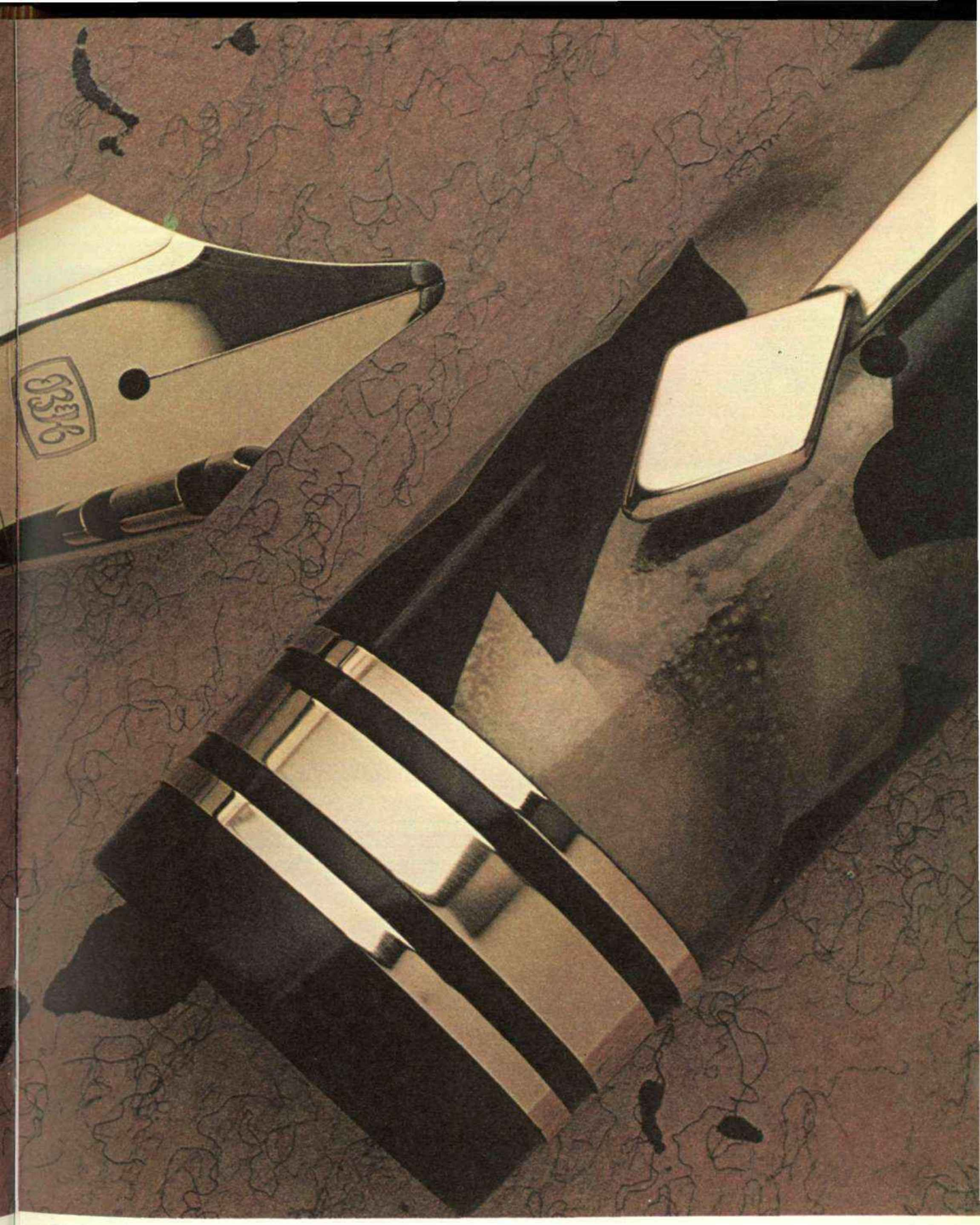
Some day you'll be far too sensible to go breezing around in an open-top MG.

Some day your family will be too big for a sporty 2-seater. And as for the wind whistling through your hair, there's no guarantee you'll have much hair left for it to whistle through. So, if you've always told yourself you're going to have an MG some day, make sure you don't leave it too long. Sports cars aren't the only things that

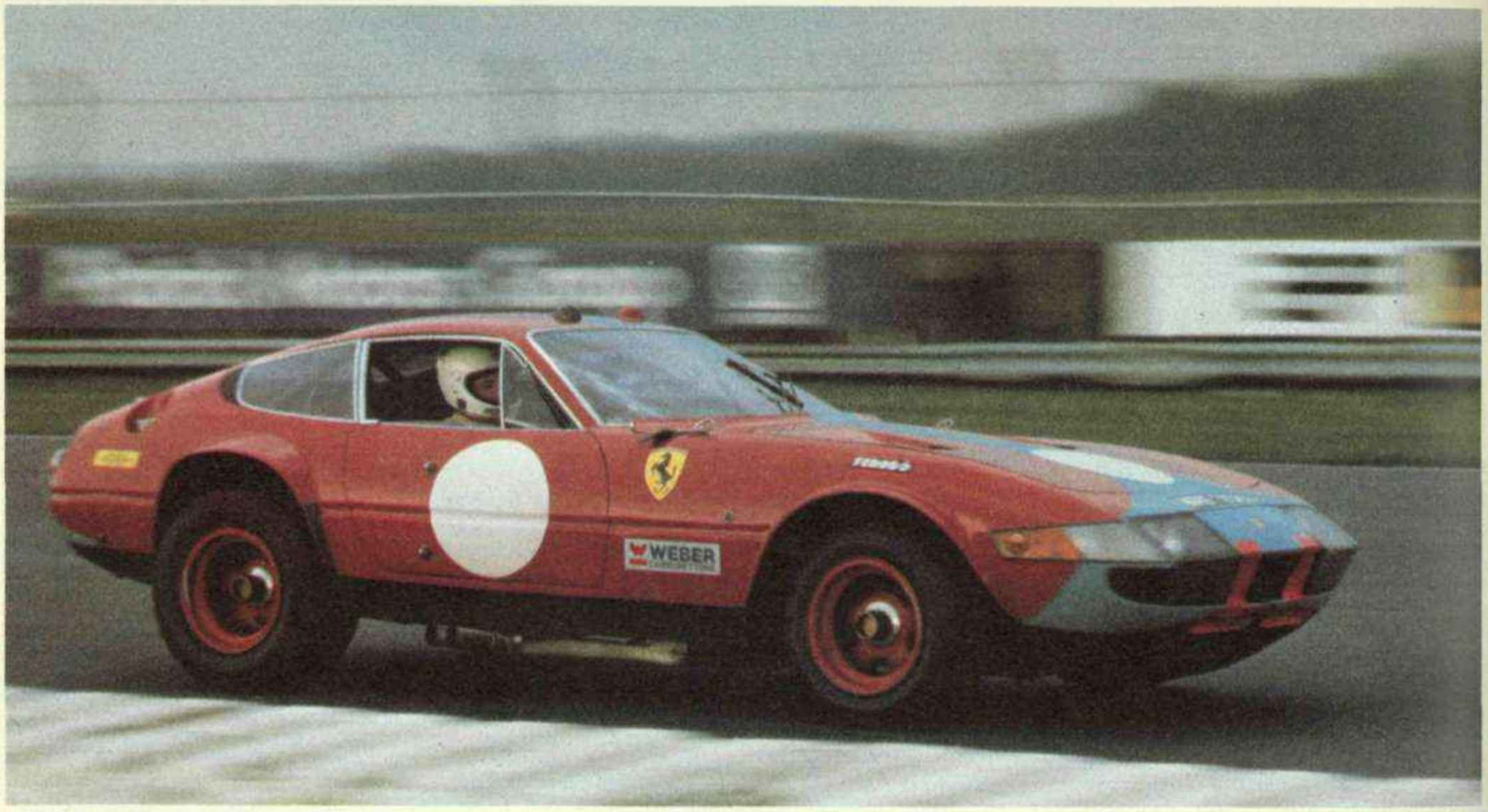
MG B SPORTS



MIDDLE TAR — H.M. Government Health Department



WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



MULTI-CYLINDER BLISS –
Continued from page 652

starting handle, the ignition lever in the dash beneath the SEV magneto set on full retard, then shifted down its saw-tooth gate to full advance as the 2.3-litre 60 mm. x 100 mm. eight-cylinder, SOHC, three-valves-per-cylinder engine rasped crisply to an accompanying fragrance of Castrol R and "boot-polish".

This nominally 1927 Grand Prix car proved much easier to understand than its daunting cockpit, full of brass fuel taps, hand pumps and bared gearbox, suggested. There were only three instruments to watch (ignoring the clock), the tachometer, driven by a belt from the magneto driveshaft, "huile" gauge and fuel pressure gauge, the needle of the last instrument kept in the right area by an occasional pump of the handle in the left of the aluminium dash. Another big, wooden-handled lever on the left controls a pump for topping up the wet sump from a tank under the mechanic's seat, unnecessary in short vintage races or my few laps.

continued on page 681

This Gp 4 Daytona carries the colours of Maranello Concessionaires, who ran it at Le Mans in 1972. Its 4-cam V12 produces close on 440 b.h.p. Chiltern-Hunt's 512 is in the background.





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Once Arnie brings out the Bacardi, half-time can last for hours.

At Arnie's, football matches are always keenly contested, for the whole of the first half.

Then Arnie treats his team to a pep-talk and some cool glasses of Bacardi rum with ice, mixed with "Coke" or whatever takes their fancy.

This does wonders for team morale.

In fact, if it stays light, they may even get round to playing the second half.





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THE STRIPED PROTECTOR



The world's leading oil company **Esso**

SAFARI RALLY Shekhar Mehta drove better than he has ever done and this, coupled with the reliability of his Datsun 160J, pictured above in one of the many watersplashes, put him into a good position to take over the lead when Hannu Mikkola stopped on the last night to have a holed radiator repaired in his Mercedes 450SLC (below).

The team of works Fiat 131 Abarths had considerable trouble in practice with a variety of breakages, and before the start there were very few who would give them much of a chance of success. But they kept going despite various problems and all three finished inside the first ten, highest being that of Markku Alén and Ilkka Kivimäki who were third on their very first visit to Kenya.

Rauno Aaltonen is as tenacious as he always was, and when he is accompanied by an equally determined and experienced bush fettler such as Lofty Drews, only the most serious of problems will stop them. Not only did their Datsun suffer *rear suspension failure but they even* rolled it, nevertheless finishing in fifth position and helping to clinch the team prize for the Japanse team.



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

BETTER THAN STRAW

JAMS

BERRIES





DRIVER OF THE DAY. – *Alan Jones in the Williams FW06 demonstrated how to get on with a motor race in spite of not having a fashionable "ground-effects" car. His forceful and determined driving was a joy to behold.*

The United States Grand Prix (West)

No mistakes this time

Long Beach, California, April 8th

EACH YEAR the running of the United States Grand Prix (West) through the streets of the town of Long Beach in California seems to go more smoothly as the organisation solves past problems and learns from its brief experience, this year being the fifth event held on the interesting street circuit. Outside officialdom, such as the FISA circuit permit and similar agreements were all settled well before the race week so that the work of preparing the circuit was well ahead of schedule. Two minor improvements were made this year, one was the use of curved cast-concrete blocks to line the inside edge of some of the sharp corners, to replace the ballast-filled oil drums used previously, and the other was to fill in the "lay-by" leading to the Queen's hairpin so that the road was a constant width all the way down to the hairpin, whereas previously it widened out, (which allowed Watson to make his desperate dive down the inside last year immediately after the start). The rest of the circuit was unaltered, still abounding in bumps, manhole covers, drains, kerbs, sharp descents and steep climbs, cambers and solid concrete edging all calculated to catch out the careless or the unwary. The Long Beach circuit really is street racing at its best, fast (90 m.p.h. lap speeds), with a 175 m.p.h. straight, two very tight hairpins, lots of wiggly stuff, but wide enough for overtaking.

The first race through the streets was in 1975 when a Formula 5000 event was held to gauge the reactions of the idea before a Formula One Grand Prix was held. In 1976 Regazzoni won the first GP for Ferrari, then Andretti won for Lotus and last year Reutemann won for Ferrari. As it is not possible for the teams to indulge in any pre-practice testing on the circuit, as also applies at Monaco and Montreal, a change was agreed upon for the arrangements for the two practice days, and it proved so popular that it looks like becoming standard practice for Formula One events. On each morning there was one hour of practice without official timing, in which the teams could find out about the circuit and make adjustments to gear ratios, spring and damper settings, roll-bar settings, aerodynamic adjustments and so on. Then in the afternoon there were one and a half hours of timed practice which accounted for grid positions. Previously we had an hour and a half on the first morning, followed by an hour in the afternoon, all timed, and then an hour and a half untimed on the second morning and an hour timed in the afternoon. This invariably resulted in the first session being pointless for starting grid times as everyone went faster as time went by, and it also meant that the final hour was a do-or-die effort, usually too crowded, as everyone was out together. The new arrangement seemed much more balanced.

During the first hour one could take stock of who was driving what and why. Neither Andretti nor Reutemann had driven a Lotus 79 at Long Beach before so they were on a pretty even footing. Team Tyrrell had a brand new 009 car, the fourth to be built and it was being kept as a stand-by, though it had Pironi's name on it. Tyrrell had sold the advertising space on the side-plates of the rear aerofoil mounting to Tamiya, the Japanese model firm. The Brabham drivers were running with nose fins on the BT48 cars, but there were plans afoot to discard them. The McLaren team was apt to be missed as the M28 cars had forsaken their red and white Marlboro colours for the blue and turquoise of Lowenbrau beer and well-known team personnel tended to look like complete strangers in new uniforms. The ATS team were hoping that their driver, Hans Joachim Stuck, would qualify without too much drama, giving them more time to get organised. Of the 26 drivers taking part in practice only the fastest 24 were going to get on the starting grid. The brand new T4 Ferrari was identical to the one Villeneuve had driven in South Africa, as regards the tail treatment of the body, and the older style used by Scheckter was now the spare car. Fittipaldi was setting out to use his new F6 car, with the older F5 in reserve, and Renault had their usual three cars for Jabouille and Arnoux. Shadow were attracting attention to their Dutch driver, Lammers with a gaudy facsimile of a lion sprawled all over the dark blue car, and the young Italian de Angelis just had a dark blue car. Walter Wolf Racing were preparing to give all their attention to their brand new WR8 car, as was Merzario with his brand new car. Nunn's Ensign team were trying a more orthodox radiator layout on MN09 which Daly was driving and the Ligier team had their usual three cars for Laffite and Depailler. The Arrows team were still using their modified 1978 cars, though new ones are under construction. Rebaque was advertising Mexican beer on his smart chocolate brown Lotus 79.

Last year I made some pithy comments about the unruly standards of driving on the Long Beach street circuit and the number of "rock-apes" who bounced their cars off the concrete protecting walls. The first test hour had hardly started before the first "rock-ape" was back in the pits with a crumpled nose wing and bent front suspension. This was Gilles Villeneuve with his T4 Ferrari and he was very apologetic to his mechanics as they fitted new suspension parts, but it meant no more testing as the cockpit layout of the *muletta* was suited to Scheckter and not the diminutive French/Canadian. Andretti had not gone much longer in his usual car 79/5 before something went wrong with the rear suspension and he switched to the spare car while it was fixed. Lauda changed to the spare Brabham BT48 to do some film making, it having a camera fixed to the crash bar behind his head. (Funny how soon people forget safety-lessons or remember Graham Hill's accident at the Nurburgring).

With faster cars and better tyres brakes were

PRACTICE TIMES

No.	Driver	Friday p.m.	Saturday p.m.
1	M. Andretti	1.20.574	1.19.454
2	C. Reutemann	**1.20.126**	1.18.886
3	D. Pironi	1.22.000	1.21.192
4	J. P. Jarier	1.20.916	1.19.580
5	N. Lauda	1.21.436	1.20.041
6	N. Piquet	1.21.565	1.20.456
7	J. Watson	1.23.725	1.21.304
8	P. Tambay	1.22.569	1.21.411
9	H. J. Stuck	1.23.724	1.22.828
11	J. Scheckter	1.20.291	1.18.911
12	G. Villeneuve	1.20.186	1.18.825
14	E. Fittipaldi	1.22.498	1.21.033
15	J. P. Jabouille	1.21.635	–
16	R. Arnoux	1.22.088	1.29.061
17	J. Lammers	1.23.161	1.20.740
18	E. de Angelis	1.23.433	1.21.961
20	J. Hunt	1.20.913	1.19.643
22	D. Daly	1.25.076	1.23.888
24	A. Merzario	No Time	1.22.938
25	P. Depailler	1.20.867	1.19.025
26	J. Laffite	1.20.225	1.19.032
27	A. Jones	1.22.532	1.19.910
28	G. Regazzoni	1.21.768	1.20.768
29	R. Patrese	1.21.831	1.19.727
30	J. Mass	1.22.350	1.20.608
31	H. Rebaque	1.24.808	1.22.990

coming in for a real caning and air scoops were bigger than ever, but even so smoke was issuing from most of the cars when they stopped in the pits. Arnoux's Renault died on him just before the pits so he walked in to collect a mechanic to help him get it going again, and meanwhile Jabouille was out in the spare Renault, preferring it to his own car. While Pironi was more or less minding his own business braking for the hairpin at the end of the Shoreline Drive straight, he was rudely hit up the back by Scheckter's new Ferrari, doing a fair amount of damage to both cars. However, as neither driver was hurt and both had spare cars at the pits they were able to continue testing.

While the lucky ones had lunch the pits and the paddock were very busy and the mechanics had a lot of work to do in a short time. At 12.30 p.m. the serious business of official timed practice began. Andretti was back in Lotus 79/5, Lauda was in Brabham BT48/2, but Scheckter was still in the *muletta*, Fittipaldi was in his old car, Jabouille was in RS01/02, the oldest of the three Renaults, but Hunt was still in the new Wolf. Another spare car had to be brought out, this time by the Shadow team, when de Angelis hit the wall on the exit of the corner before the pits. Alan Jones came walking back to the pits, having abandoned his Williams when the engine blew up and the Renault team prepared RS01/04 for Jabouille as the earlier car broke its transmission. The Ferrari drivers now both tried a new type of rear aerofoil which was wider and shorter, but more important, was mounted forward of the rear axle line. The organisation control and the breakdown lorries were well organised and disabled cars were dealt with very promptly. Twice during the afternoon crashed or broken down cars were in dodgy positions so practice was stopped while a breakdown truck whistled onto the circuit, scooped up the racing car on a tow rope or hanging from the crane and delivered it back to the pits or straight into the paddock, so quickly that the total delay was only 5 or 6 minutes.

Reutemann and Scheckter were setting the pace in the mid-1 min. 20 secs. bracket, already under last year's fastest practice lap of 1 min. 30.636 secs., and Villeneuve and Laffite were not far behind. Andretti was still playing with tyres and adjustments to trim the car to his liking, whereas his Argentinian team-mate was not bothering, reckoning that fast laps at Long Beach were so wild and woolly, that ground-effects, trim, balance, and so forth were of little importance. Getting the right foot stuck in was all that mattered. Laffite's efforts ended when his Ligier died on him out on the circuit; he thumbed a lift across the infield on the back of a motorcycle and went out again in the spare car. Reutemann's driving was very impressive and he was obviously very much in tune with the conditions and ended the afternoon with best time in 1 min. 20.126 secs., but right behind him was the cool Gilles Villeneuve with 1 min. 20.186 secs. Six hundredths of a second is not a lot at an average speed of over 90 m.p.h. The order at the end of the day was Reutemann, Villeneuve, Laffite, Scheckter, Andretti, Depailler; two Lotus, two Ferrari, two Ligier, the same faces in the same places! Hunt was leading the rest with the new Wolf, and the team were fairly happy with progress. Right at the back of the field was poor Merzario who was having all manner of small teething troubles with his new car, so that he never got in a full flying lap so the time-keepers were unable to record a lap time for him.

Saturday morning saw another untimed testing hour in fine and dry conditions and everyone except Scheckter and Fittipaldi were back to square one, with their assigned cars. Although the new Ferrari (039) was repaired, Scheckter decided to stick with the spare car (038), while Fittipaldi settled for his old F5A/1 in preference to the new F6. Elio de Angelis had no option but to use the spare Shadow as he had damaged the monocoque of his assigned car in his accident. ATS brought their spare car out and Ensign wished they had a spare car when MN09 seized its clutch withdrawal mechanism. The Renault team had a really bad morning, for Arnoux appeared in the pit lane with a merry oil fire burning around the back end, due to a fractured oil pipe feeding the turbo-charger. Not too much damage was caused, but it was the end of activity for the morning. Then Jabouille went missing in 04 and news arrived that he had had a monumental accident on the back straight at over 170 m.p.h. A drive-shaft joint had broken and locked up the transmission; the car had turned into the concrete barrier and demolished itself as it skidded and skated to a standstill. Jabouille was remarkably lucky to escape with nothing more serious than a cracked wrist, but it was the end of his driving for the day, so the Renault team had one driver fit, but no car for him and the other driver injured and the spare car available for him. It was no surprise that the French looked glum.

The Brabham team felt once again that they had sufficient down-force from their ground-effects so they removed the fins from the noses of both cars, automatically improving the air flow into the sidepods. Both Ferraris were still using the forward mounted rear aerofoils, and Andretti was still fiddling with adjustments to try and match the times of his team-mate. While brakes were obviously getting a hammering, it was the drive-shafts that were beginning to become the Achilles heel. Reutemann was towed in with the left-hand shaft broken at its outer end, having snapped off like a carrot alongside the circlips

ENTRY

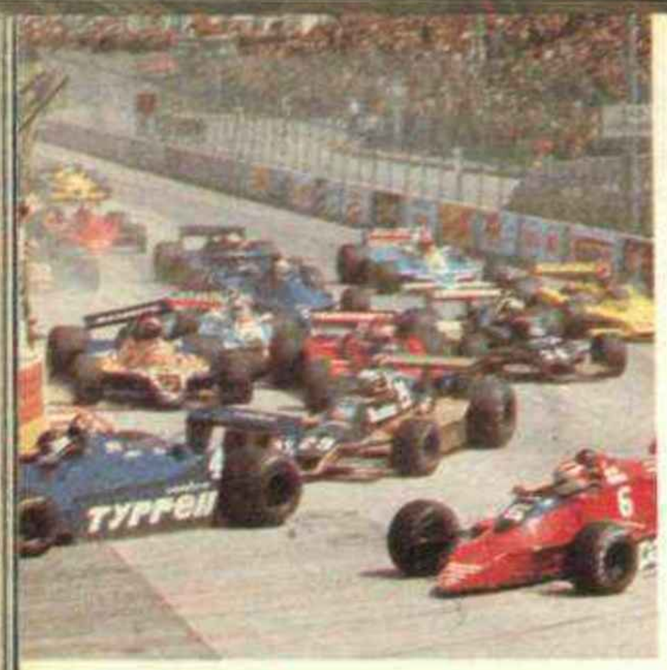
No	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Lotus	M. Andretti	Lotus	79/5	Cosworth V8	Hewland	Goodyear	Martini/Essex/Tissot
2	Lotus	C. Reutemann	Lotus	79/2	Cosworth V8	Hewland	Goodyear	Martini/Essex/Tissot
3	Tyrrell	D. Pironi	Tyrrell	009/1	Cosworth V8	Hewland	Goodyear	–
4	Tyrrell	J. P. Jarier	Tyrrell	009/3	Cosworth V8	Hewland	Goodyear	–
5	Brabham	N. Lauda	Brabham	BT48/2	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Foods
6	Brabham	N. Piquet	Brabham	BT48/3	Alfa Romeo V12	Alfa Romeo	Goodyear	Parmalat Foods
7	McLaren	J. Watson	McLaren	M28/2	Cosworth V8	Hewland	Goodyear	Lowenbrau/Castrol
8	McLaren	P. Tambay	McLaren	M28/3	Cosworth V8	Hewland	Goodyear	Lowenbrau/Castrol
9	ATS	H. J. Stuck	ATS	D2/02	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	J. Scheckter	Ferrari	312 T4/039	Ferrari-flat-12	Ferrari	Michelin	Fiat/Agip
12	Ferrari	G. Villeneuve	Ferrari	312 T4/037	Ferrari-flat-12	Ferrari	Michelin	Fiat/Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F8/1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS01/04	Renault V6 t/c	Hewland	Michelin	ELF
16	*Renault*	*R. Arnoux*	*Renault*	*RS01/03*	*Renault V6 t/c*	*Hewland*	*Michelin*	*ELF*
17	Shadow	J. Lammers	Shadow	DN9/28	Cosworth V8	Hewland	Goodyear	Samson Shag
18	Shadow	E. de Angelis	Shadow	DN9/18	Cosworth V8	Hewland	Goodyear	–
20	Wolf	J. Hunt	Wolf	WR8	Cosworth V8	Hewland	Goodyear	Olympus/Texaco
22	Ensign	D. Daly	Ensign	MN09	Cosworth V8	Hewland	Goodyear	Theodore Racing
24	Merzario	A. Merzario	Merzario	A3/01	Cosworth V8	Hewland	Goodyear	Flor Bath
25	Ligier	P. Depailler	Ligier	JS11/03	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
26	Ligier	J. Laffite	Ligier	JS11/02	Cosworth V8	Hewland	Goodyear	Gitanes/ELF
27	Williams	A. Jones	Williams	FW08/004	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	Williams	G. Reggazoni	Williams	FW08/003	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	Arrows	R. Patrese	Arrows	A1/06	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
30	Arrows	J. Mass	Arrows	A1/05	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
31	Rebaque	H. Rebaque	Lotus	79/1	Cosworth V8	Hewland	Goodyear	Carta Blanca Beer

Spare Cars

Lotus-Cosworth V8 79/4	– Used by Andretti Friday a.m.
Tyrrell-Cosworth V8 009/4	– Used by Pironi Friday a.m. and p.m.
Brabham-Alfa Romeo V12 BT48/1	– Used by Lauda Friday a.m. and Saturday a.m.
ATS-Cosworth V8 D2/01	– Used by Stuck Saturday a.m.
Ferrari-flat 12 312 T4/038	– Used by Scheckter Friday a.m. and p.m. All Saturday and for race
Fittipaldi-Cosworth V8 F5A/1	– Used by Fittipaldi for all practice and race
Renault V6 t/c RS01/02	– Used by Jabouille Friday a.m. and p.m.
Shadow-Cosworth V8 DN9/38	– Used by de Angelis Friday p.m. and all Saturday and for race
Wolf-Cosworth V8 WR7	– Not used
Merzario-Cosworth V8 A18/1	– Used by Merzario Saturday p.m. and for race
Ligier-Cosworth V8 JS11/01	– Used by Laffite Friday p.m. and for race
Arrows-Cosworth V8 A1/04	– Not used



FIRE! – *Unconcerned, because he didn't know, Rene Arnoux drives past our photographer during practice with a merry oil fire burning around the tail of his Renault, because of a broken oil pipe.*



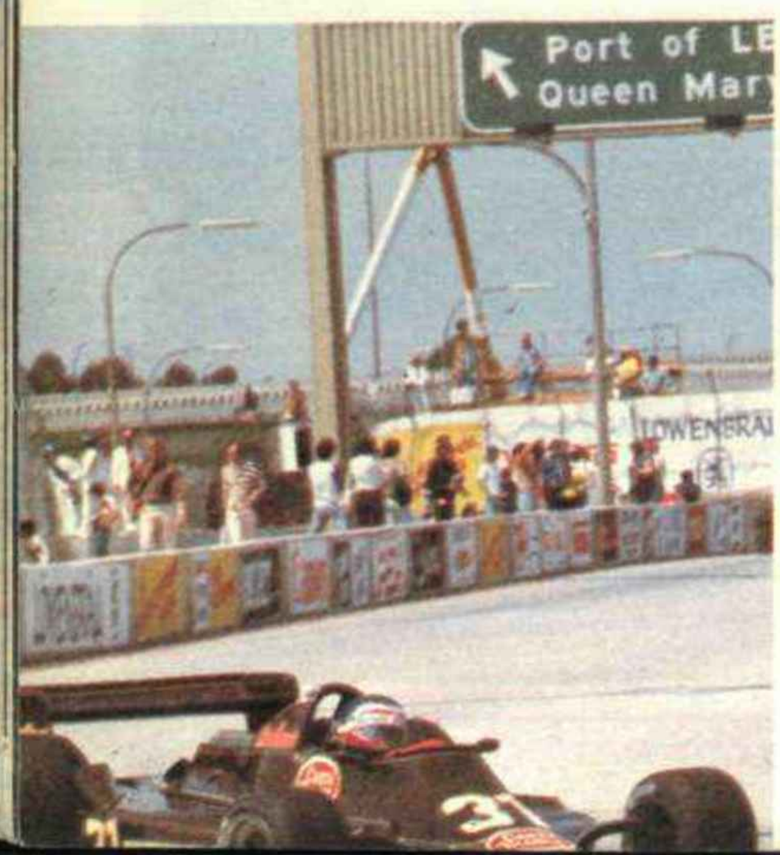








UNITED STATES (WEST) GRAND PRIX The pictures at the top of the page illustrate from left to right the sequence of events in the shambles at the back of the field at the first hairpin when Tambay (McLaren) ran up over the back of Lammers (Shadow) and landed on Lauda (Brabham). In the centre Villeneuve, the winner, smiles at Scheckter (second) while Alan Jones (third) holds the silver salver. To the left is Scheckter's Ferrari before the nose wing was bent and to the right the battling foursome of Jarier (Tyrrell), Depailler (Ligier), Jones (Williams) and Andretti (Lotus) are seen in an ess-bend. Below left to right are Rebaque (Lotus 79), Laffite's stricken Ligier "on the hook" after seizing its transmission at the false start, Piquet (Brabham) leading Jones (Williams) early in the race and Reutemann (Lotus 79) with the inside front wheel off the ground at Queen's hairpin.














BROOKLYN
Agip
CHIACO BAZZI
MODENA


4

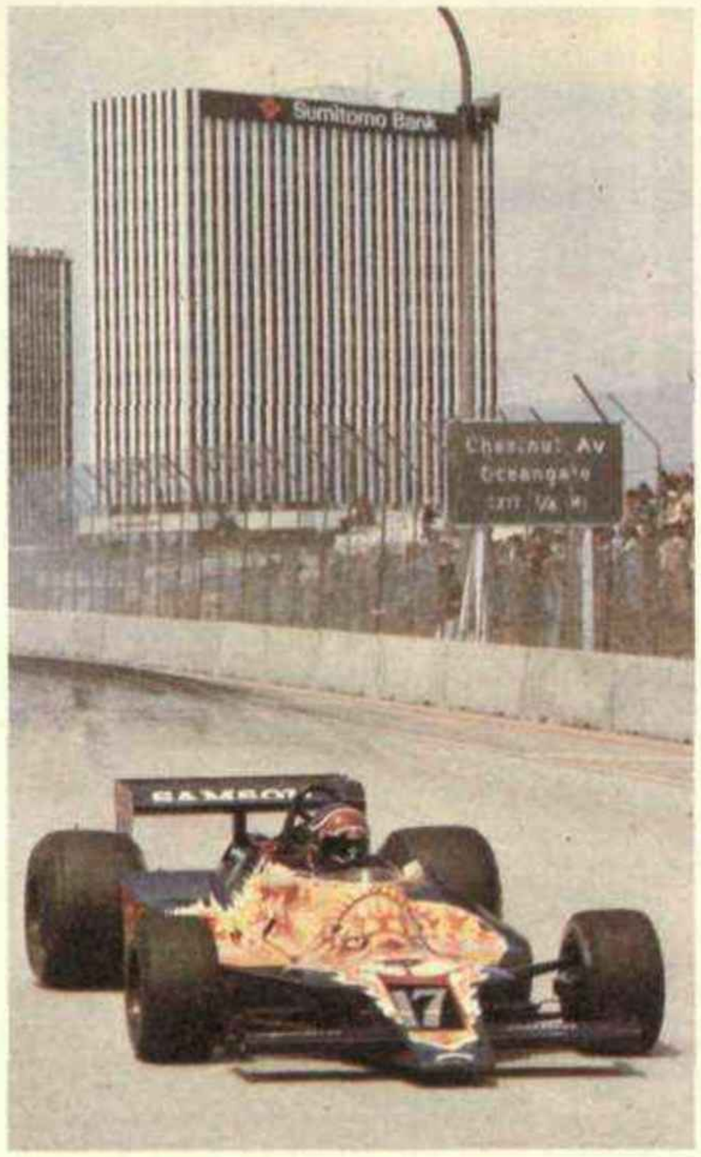

Parmalat


PEPSI
LOWENBR
Valvoline
Valvoline
2

groove. This was the first time a drive-shaft had failed on a Lotus 79. Right at the end of the hour Fittipaldi came to rest with a broken universal joint on the left-hand drive shaft, and Hunt had come to a stop with an electrical fault.

After lunch it was still fine and dry, but a cool breeze was blowing, in fact conditions were ideal for fast motoring and everyone rose to the occasion. Villeneuve was experimenting with the two types of rear aerofoil on his Ferrari, while Scheckter had settled for the forward mounted one. In the morning test session Lauda felt that the V12 Alfa Romeo engine in his Brabham was getting tired, so sent it away to have a new one installed. The work was not completed by the time the final session began, so he started out in the spare BT48. He soon decided that it wasn't good enough for him, so sat in the pits and waited for his own car to be finished. Meanwhile his young team-mate was getting on with the job and recording some reasonable times. Arnoux was still in trouble with his Renault, the outer universal joint on the left-hand drive shaft breaking, while poor Jabouille had to watch from the side-lines with his right wrist in plaster. There was a lot of hard trying right through the field as witnessed by the number of spins and near-misses that were reported by course marshals, but nothing serious was reported. The lap times of the top group were coming down dramatically and whereas yesterday anything in the 1 min. 20 sec. bracket was good, today the top runners were well down into the 1 min. 19 secs. bracket. Then Reutemann set an entirely new standard with a lap in 1 min. 18.886 secs. and the two Ferrari drivers rose to the occasion and also got below 1 min. 19 secs. Depailler and Laffite were within a whisker of breaking the "ace" barrier, though Andretti was half a second adrift. Scheckter gave his all and clocked 1 min. 18.911 secs., which got him on the front row of the grid alongside Reutemann, and just as he stopped in the pits it was reported that Villeneuve had taken pole position with an incredible 1 min. 18.825 secs., this with the old-type rear aerofoil mounted behind the rear axle line. Reutemann was still very much on form and looked set to snatch fastest time back when he failed to appear. The other drive shaft had broken this time! And that was that. We had Villeneuve, Reutemann and Scheckter below 1 min. 19 secs., and Depailler, Laffite, Andretti, Jarier, Hunt, Patrese and Jones below 1 min. 20 secs. and anything over 1 min. 23 secs. out of the running. Once again there was six-hundredths of a second between Reutemann and Villeneuve, this time to the advantage of the little French/Canadian. That so small a gap separated two such varied combinations was remarkable. V8 engine versus flat 12 engine, Goodyear tyres versus Michelin tyres, gearbox out the back versus gearbox transversely in front of the axle line, Italian suspension geometry versus English; two more different cars would be hard to find.

Rebaque and Daly failed to qualify, but with Jabouille out of action the young Mexican moved onto the grid, leaving the Irishman out in the cold on his own. The supporting races in the programme were run on Saturday, leaving Sunday clear with only the 80½ lap Grand Prix and no distractions. A cloudy morning soon cleared to blue sky in which Toyota employed a fleet of tiny aeroplanes to "sky-write" advertising slogans across the blue ceiling. In the half-hour warm-up mechanical trouble intervened and Arnoux came to rest with a broken outer universal joint in the left hand drive-shaft and the Renault team decided to withdraw his entry rather than risk another failure in the race, bearing in mind Jabouille's lurid accident of the



ADVERTISEMENT! – *The Shadow of Jan Lammers was plastered with orange paint, said to resemble the lion motif of his sponsor. At least the racing number is clear, which is a change.*

previous day. With the second Renault out it meant that Daly was assured of a place on the grid with the Ensign. Laffite arrived at the pits with the gearbox of his Ligier seizing up and quickly went out in the spare car, albeit with Depailler's name and number on it. He preferred his own car so the Ligier mechanics had to set to and fit another gearbox in place of the broken one, which itself was a new one only installed the night before.

The race was due to start at 1 p.m. and well before time the cars left the pit lane, one by one, to do a warm-up lap round to the starting-grid area, which is situated at the timing-line/finish line opposite the pits. Of the 24 cars that left the pits only 23 got round to the grid, for Reutemann's Lotus died half way round, and while everyone was in position the Lotus appeared on a rope behind a tow-truck. The fault seemed to be electrical and everything that could be changed was changed in double-quick time, the car given a push and it fired up, but it was too late for Reutemann to take his place on the grid, the rules had decreed the pit lane to be closed and he would have to wait until the field had gone by on the first lap before he could join in. As last year the actual start was to be on the bottom straight, half a lap away, so that the race would actually be over 80½ laps, this being to avoid the bunched field having to dive into a sharp right-hand bend immediately after the start. The 23 cars set off in formation, led by Villeneuve on his own, his Ferrari using the rearward mounted rear aerofoil while Scheckter, in contrast, was using the latest forward mounted one still using the T-car. Laffite was in his regular Ligier, though Fittipaldi was using his older car. Hunt was still in the new Wolf and Pironi was in the original Tyrrell. The Brabhams had dispensed with their nose-fins and Rebaque and Daly were feeling grateful to the Renault team for withdrawing, while Merzario was using his older car. As the cars went by, heading for the lower part of the circuit, Reutemann forced his way out of the lane and followed them round, completely agai the rules. At the start line there were no marsh on the track, only marker boards poking over concrete wall, and Villeneuve missed the act line and came to rest beyond it with the others some confusion behind him. With no-one on track to indicate the next move, and the star unable to give the count-down for the green lig with the pole-position car well beyond its pro position there was nothing for it but to go rou again. Villeneuve, Depailler, Scheckter Andretti set off, but behind them was m confusion for Laffite's replacement gearb locked solid and slewed him across the tra effectively blocking the rest of the field. The fi four carried on round, but when the eventually got by the stricken Ligier they w stopped up by the pits and re-assembled in g order. The naughty Reutemann was put back the pit lane and Laffite joined him now in

STARTING GRID

2 *IN PITS	12 G. Villeneuve *(Ferrari – flat 12)* 312T4/037 1 min. 18.825 sec.
25 P. Depailler *(Ligier-Cosworth V8)* JS 11/03 1 min. 19.025 sec.	11 J. Schecker *(Ferrari– flat 12)* 312T4/038 1 min. 18.911 sec.
1 M. Andretti *(Lotus-Cosworth V8)* 79/5 1 min. 19.454 sec.	26 IN PITS**
20 J. Hunt *(Wolf-Cosworth V8)* WR8 1 min. 19.643 sec.	4 J. P. Jarier *(Tyrrell-Cosworth V8)* 009/3 1 min. 19.580 sec.
27 A. Jones *(Williams-Cosworth V8)* FW06/004 1 min. 19.910 sec.	29 R. Patrese *(Arrows-Cosworth V8)* A1/06 1 min. 19.727 sec.
6 N. Piquet *(Brabham-Alfa Romeo V12)* BT48/3 1 min. 20.456 sec.	5 N. Lauda *(Brabham-Alfa Romeo V1* BT48/2 1 min. 20.041 sec.
17 J. Lammers *(Shadow-Cosworth V8)* DN9/2B 1 min. 20.740 sec.	30 J. Mass *(Arrows-Cosworth V8)* A1/05 1 min. 20.608 sec.
14 E. Fittipaldi *(Fittipaldi-Cosworth V8)* F5A/1 1 min. 21.033 sec.	28 G. Regazzoni *(Williams-Cosworth V8)* FW06/003 1 min. 20.768 sec.
7 J. Watson *(McLaren-Cosworth V8)* M28/2 1 min. 21.304 sec.	3 D. Pironi *(Tyrrell-Cosworth V8)* 009/1 1 min. 21.192 sec.
18 E. de Angelis *(Shadow-Cosworth V8)* DN9/3B 1 min. 21.961 sec.	8 P. Tambay *(McLaren-Cosworth V8)* M28/3 1 min. 21.411 sec.
24 A. Merzario *(Merzario-Cosworth V8)* A1B/1 1 min. 22.938 sec.	9 H. J. Stuck *(ATS-Cosworth V8)* D2/02 1 min. 22.828 sec.
22 D. Daly *(Ensign-Cosworth V8)* MN09 1 min. 23.888 sec.	31 H. Rebaque *(Lotus-Cosworth V8)* 79/1 1 min. 22.990 sec.

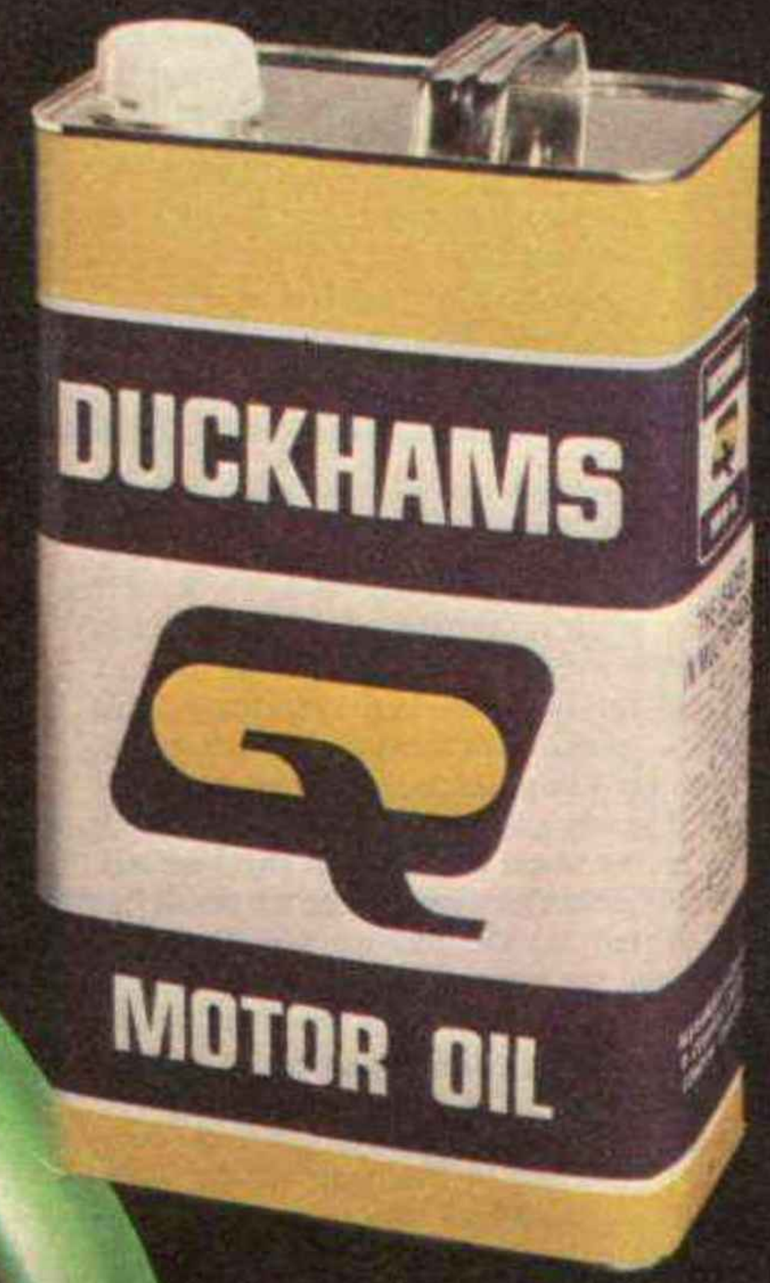
Started from pit lane:–
* 2 C. Reutemann *(Lotus 79/2)* 1 min. 18.886 sec
** 26 J. Laffite *(Ligier JS 11/01)* 1 min. 19.032 sec
N.B. Laffite recorded time in *Ligier JS 11/02*.

Non-starter: Withdrawn by team-manager
16 R. Arnoux *(Renault RSO1/03)* 1 min. 22.08 sec.

Injured in practice crash:
15 J. P. Jabouille *(Renault RSO1/04)* 1 min. 21.63 sec.



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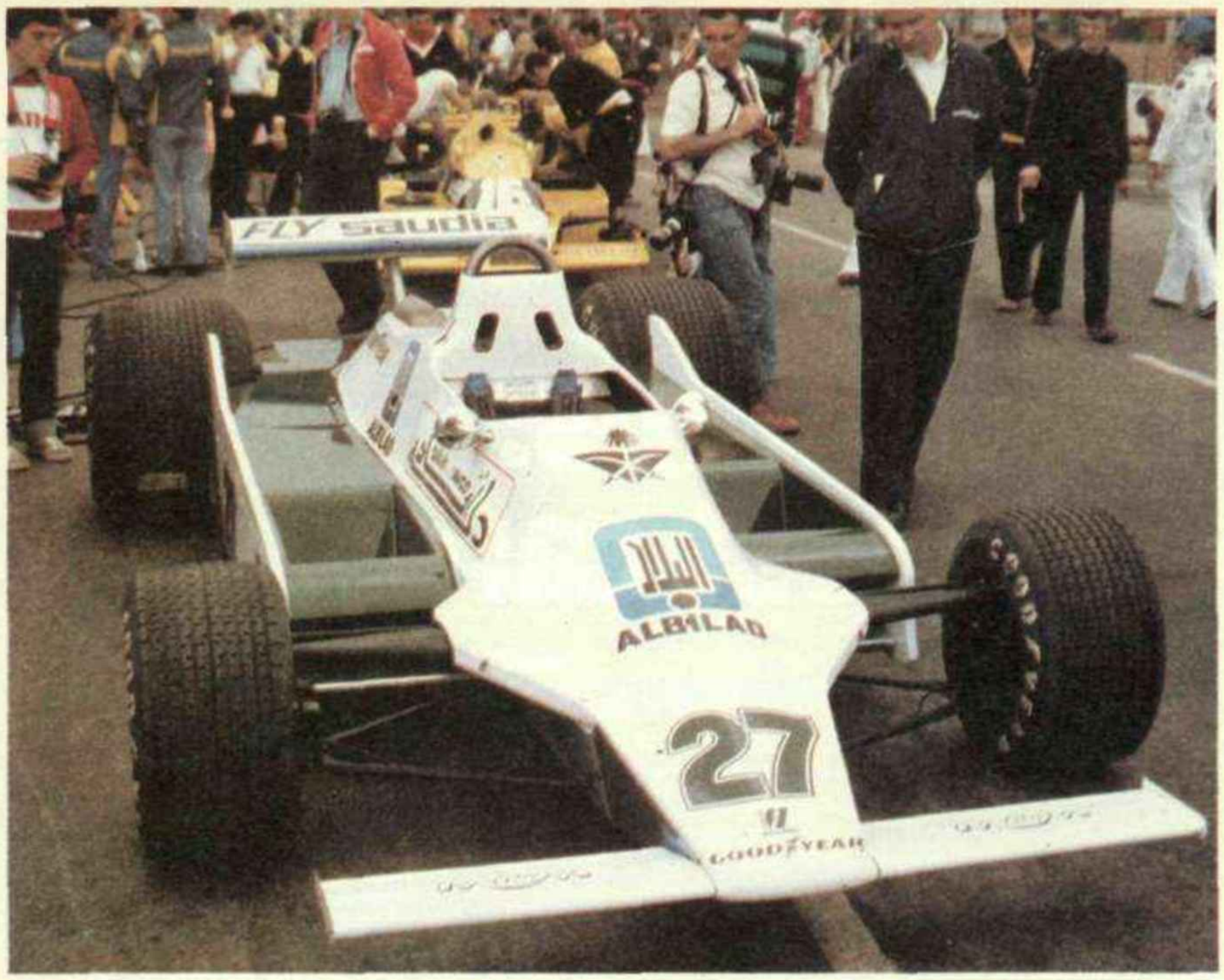




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TOO LATE. – *The brand new Williams FW07 was in the pits on race day but only for looking at. Jones' drive in the FW06 in the Grand Prix must have encouraged the team to get the new car race-worthy for him.*

spare Ligier, while his broken one was brought in dangling from a breakdown truck. This time 22 cars set off for the start and everything went according to plan. With a roar that echoed all over the city of Long Beach the 22 cars got away and roared down to the Queen's hairpin with Depailler trying to get between the two Ferraris. Down in mid-field there were some acrobatics as the cars braked for the hairpin and Tambay's McLaren ran up over the back of Lammer's Shadow and landed on Lauda's Brabham, which carried the McLaren along airborne. The others had to dodge about a bit and either stop or take wide lines round the derelict cars so that there was quite a reshuffle in the order of the back-markers. When they had all gone by the pits Reutemann and Laffite were allowed to join in and the race was well and truly on, but without Lauda (Brabham) and Tambay (McLaren). Next time round the field was reduced yet again as Hunt retired the Wolf with that well-known Long Beach malady – a broken drive-shaft – and Lammers was in the pits for a new rear aerofoil.

Out in front Villeneuve was leading from Depailler, Scheckter, Andretti, Jarier, Patrese, Jones and Piquet. In the gerfuffle on the hairpin Watson had dropped to the tail of the field but Rabeque had got himself ahead of Pironi, Mass, Stuck, de Angelis, Merzario and Fittipaldi, and was making the most of his good fortune. Jarier scratched past Andretti, but could not keep pace with the leading trio so a small gap opened up between Villeneuve, Depailler and Scheckter and the rest, the South African running with his right front nose fin bent where Depailler had "trod" on it. It took about five laps for things to settle down by which time Villeneuve was firmly in the lead, but Jarier was getting himself sorted out and was pulling away from Andretti. On lap 8 he scrabbled past Scheckter and on the next lap he was past Depailler, but he was not gaining on the cool and calm Villeneuve out in front. Scheckter got past Depailler on lap 10, while Alan Jones had got past Patrese and set hrs sights on Andretti, (and you still hear people say there is no overtaking in Formula 1 – perhaps they only watch it on television!).

At the back of the field Laffite had given up the unequal struggle and retired, though Reutemann was still picking off the tail-enders and was behind Rebaque, but officially a whole lap down. Rebaque had been elbowed back by Pironi and Mass, but was still going well, and ahead of Fittipaldi, de Angelis, Stuck, Merzario, Watson and Daly, but a small fire broke out on Merzario's engine and put him out of the race. At 20 laps Villeneuve was still in full command, but Scheckter was pressing Jarier hard, but to no avail. Jones was up with Andretti and the two of them were close behind Depailler. Then came Patrese on his own, with Piquet, Pironi and Regazzoni having a nice little battle, and Mass and Rebaque in close company. Fittipaldi retired with drive-shaft failure and Daly had been lapped by the leader. Then on lap 21 Piquet was forced to stop for a tyre change and almost immediately Reutemann stopped out on the circuit with yet another drive-shaft failure. Things now settled down for a bit, though Villeneuve had long been settled down in the lead. Jarier's earlier efforts were now having to be paid for as his tyres were badly worn and one of them was setting up a nasty vibration. Scheckter passed him on lap 29 and he then fell into the clutches of Depailler, Andretti, and Jones. At the back of the field Mass was also suffering from worn rear tyres and the Arrows was sliding its tail out earlier and earlier on the corners, so that Rebaque eventually got by. With Jarier dropping back the two Ferraris were now well out on their own, but Villeneuve was not waiting for his team-leader. There was a very busy little foursome dicing for third place, with Depailler getting more and more angry with his fellow countryman who was refusing to succumb to pressure, while Jones was sizing up the World Champion and his Lotus. These four were running in very close, and very fast company, and on lap 37 Andretti was ahead of Depailler, but on the next lap the Frenchman was ahead again, and on the next lap Jones out-smarted Andretti as they braked for the hairpin at the end of the bottom straight. He did this right in front of a large party of Saudi Arabian VIP's who were spectating at that point, which should earn Frank Williams' team a bonus from their sponsors, (and there are still people who claim there is no overtaking in Formula 1!). This was just as the half way point was reached, and Patrese dropped from seventh place when the front brakes failed on his Arrows car, letting Regazzoni and Pironi move up a place, yet to be lapped by the flying Villeneuve. However, Pironi dropped back and Regazzoni's engine began to misfire so that Rebaque was able to pass him and take over seventh place, albeit a lap behind the leader.

Jarier hung on as long as he could with the worrying vibration from one of his Tyrrell's tyres, but eventually went in to the pits on lap 46 to have all four changed, which left Depailler, Jones and Andretti still scrapping for third place and let Rebaque up into sixth place. Frequent visitors to the pits to change tyres and generally fiddle about in a hopeless fashion to try and find speed or reliability, or a little of both, were Watson (McLaren) and Stuck (ATS). Eventually Watson gave up with trouble in the fuel-injection system and Stuck spun and stalled and was push-started, which brought about the black flag and disqualification.

With 30 laps to go the finishing order looked settled, but Alan Jones had other ideas and he was pushing his Williams car just as hard as it would go, and keeping the pressure on Depailler's Ligier, while Andretti was still hanging on. On lap 61 this hard-charging trio were about to lap a gaggle of back-markers and that was all "Jonesy-boy" needed. When the dust had settled he was ahead of Depailler and firmly in third place. Jarier was back with them, but a lap behind due

Continued on page 686

Results:

UNITED STATES (WEST) GRAND PRIX – Formula One – 80¼ laps – 3.25 kilometres per lap – 261.625 kilometres – Very warm

1st:	G. Villeneuve (Ferrari 312 T4/037)	1 hr. 50 min. 25.40 sec. – 141.312 k.p.h.
2nd:	J. Scheckter (Ferrari 312 T4/038)	1 hr. 50 min. 54.78 sec.
3rd:	A. Jones (Williams FW06/004)	1 hr. 51 min. 25.09 sec.
4th:	M. Andretti (Lotus 79/5)	1 hr. 51 min. 29.73 sec.
5th:	P. Depailler (Ligier JS11/03)	1 hr. 51 min. 48.92 sec.
6th:	J. P. Jarier (Tyrrell 009/3)	1 lap behind
7th:	E. de Angelis (Shadow DN9/3B)	2 laps behind
8th:	N. Piquet (Brabham BT48/3)	2 laps behind
9th:	J. Mass (Arrows A1/05)	2 laps behind

Fastest Lap: G. Villeneuve (Ferrari 312 T4/037) on lap in 1 min. 21.200 sec. – 144.283 k.p.h.

Retirements: P. Tambay (McLaren M28/3) accident with Lauda, on lap 1; N. Lauda (Brabham BT48/2) accident, on lap 1; J. Hunt (Wolf WR8) broken driveshaft joint, on lap 1; J. Laffite (Ligier JS11/01) difficult handling, on lap 9; A. Merzario (Merzario A1B/1) engine trouble, on lap 14; E. Fittipaldi (Fittipaldi F5A/1) broken driveshaft, on lap 20; C. Reutemann (Lotus 79/2) broken driveshaft, on lap 22; R. Patrese (Arrows A1/06) brake master-cylinder failure, on lap 41; J. Lammers (Shadow DN9/2B) bent suspension, on lap 48; G. Regazzoni (Williams FW06/003) engine trouble, on lap 49; H. J. Stuck (ATS D2/02) disqualified for push start, on lap 50; J. Watson (McLaren M28/2) injection unit trouble, on lap 63; D. Daly (Ensign MN09) accident, on lap 69; H. Rebaque (Lotus 79/1) accident with Daly, on lap 71; D. Pironi (Tyrrell 009/1) disqualified for push-start, on lap 73.

24 *starters* – 9 *finishers*

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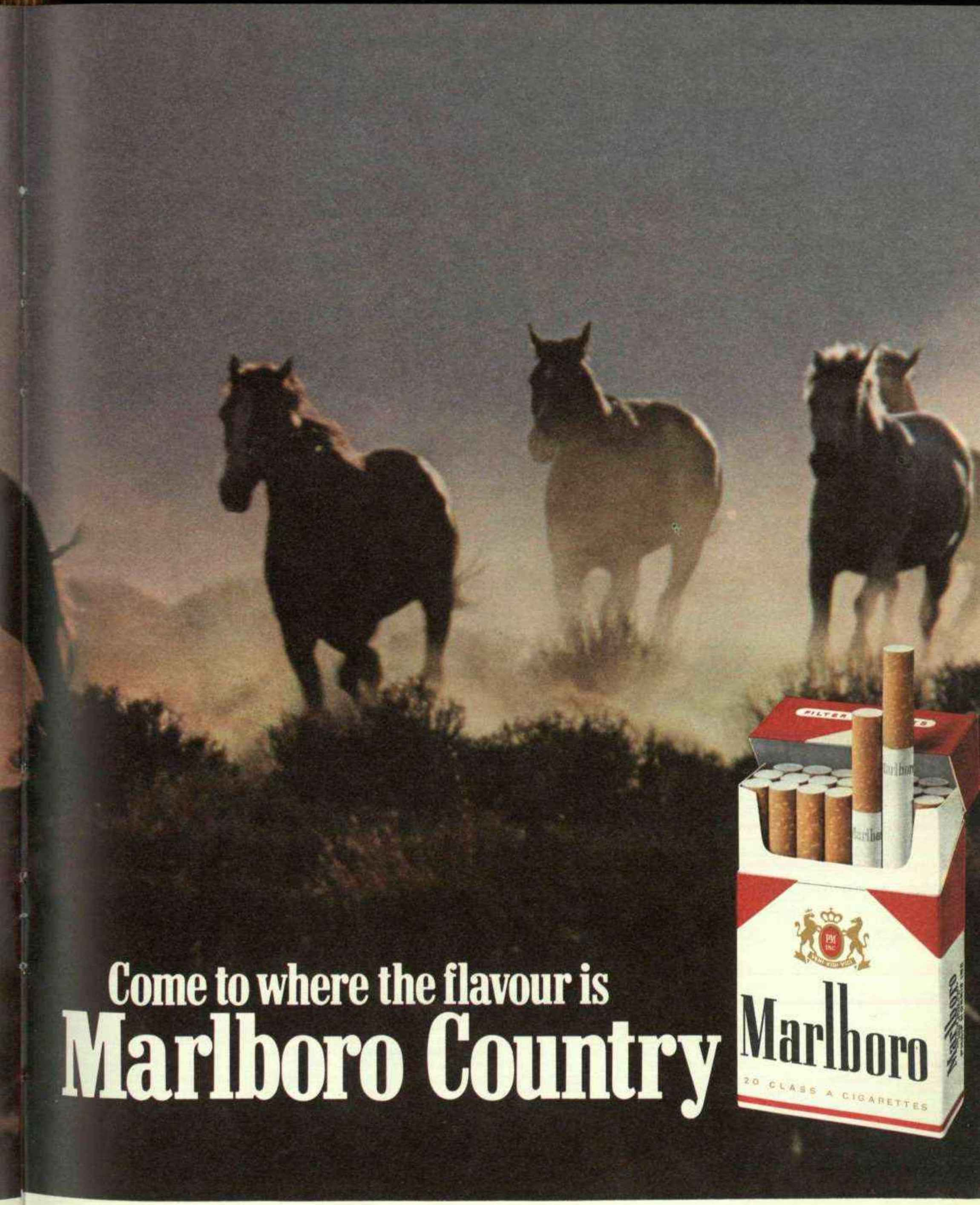
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RACE OF CHAMPIONS

Gilles Villeneuve, right, won his third successive Formula One race, by winning at Brands Hatch on Easter Sunday. He was driving a Ferrari 312T3 with "interim" under-car airflow that preceded the T4. Below left: Andretti ran the new Lotus 80 (with nose fins!) in practice only, using a Lotus 79 for the race. Below right: Nelson Piquet really got to grips with the Brabham-Alfa Romeo V12 in finishing second. Bottom: Winner of the British Formula One League category was Guy Edwards in his Fittipaldi F5A, seen being lapped by Jochen Mass in the works Arrows.

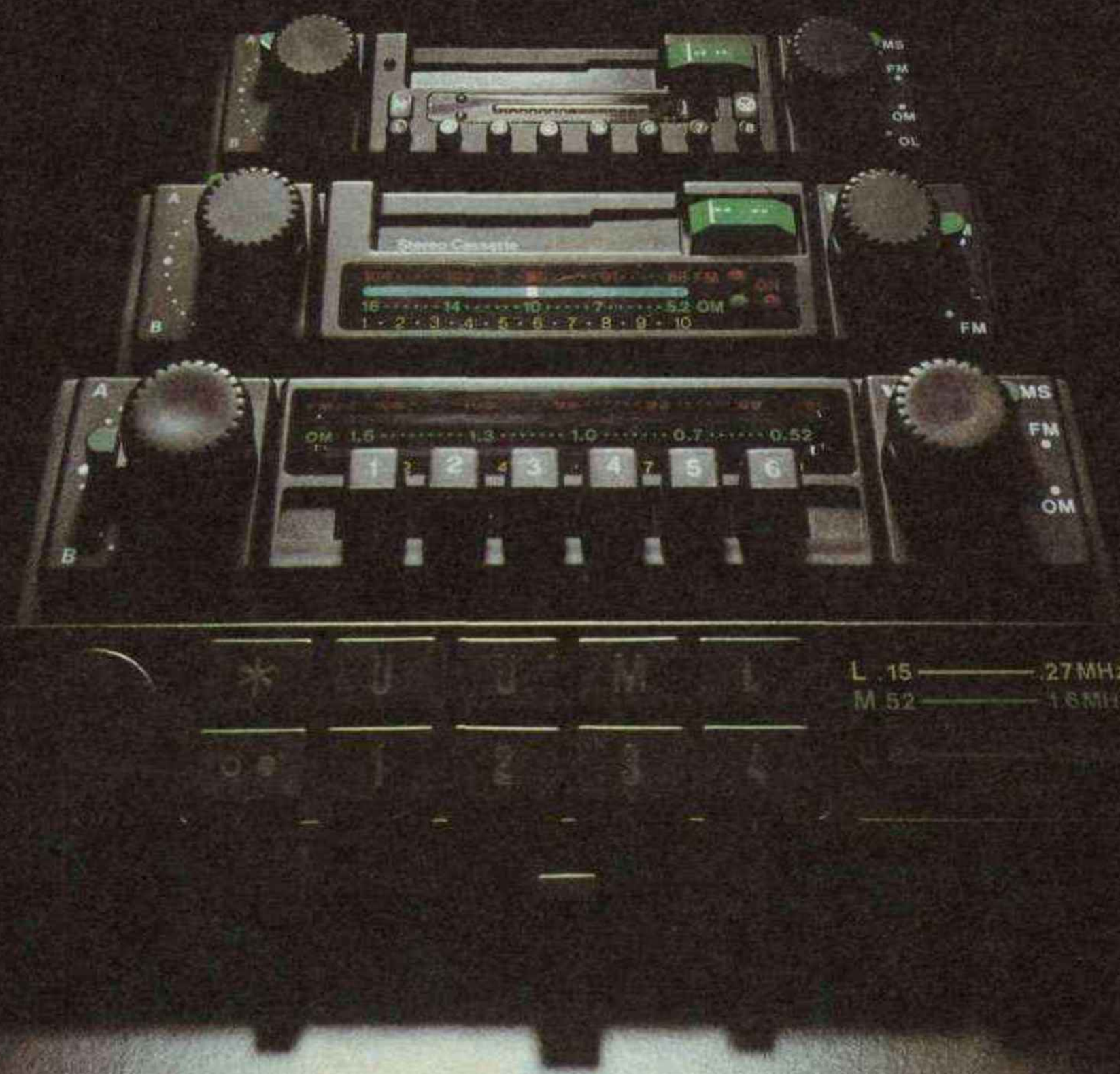








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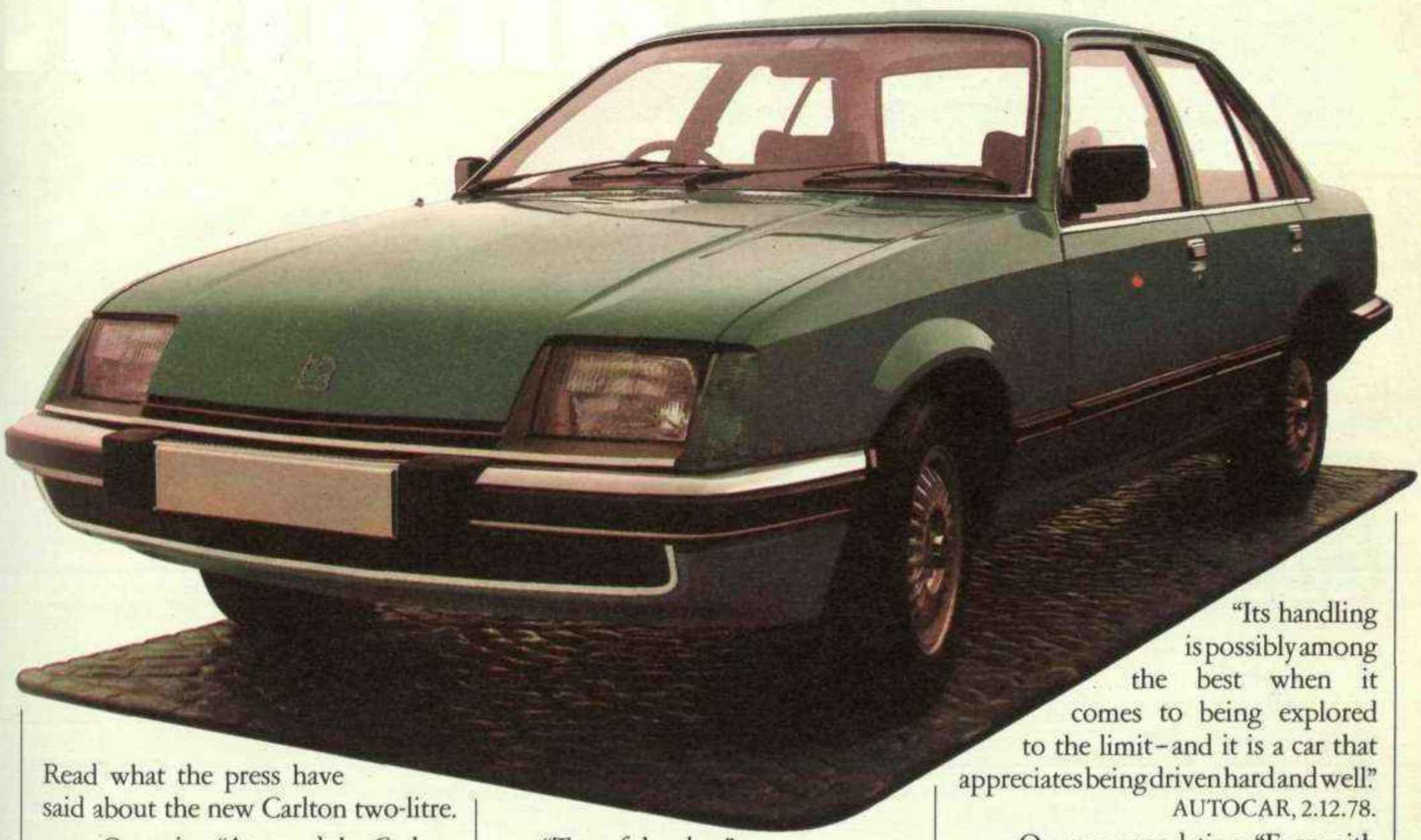
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MUGELLO SIX HOURS A mixed field of Group 5 and Group 6 cars lines up for the start, with Francia's Osella and Facetti's Porsche o the front, Gimax's Osella and Wollek's Porsche on the second, and Fitzpatrick's winning Porsche 935 alongsid Servanin's Chevron B36 on the third rank.

VANDERVELL BRITISH F3 CHAMPIONSHIP A brace of wins at Snetterton (where he is pictured below) and Doningto has kept Brazil's Chico Serra in firm command of the Vandervell British F3 Championship. His nearest rival, Andrea de Cesaris, finished a close second at Snetterton, but at a slippery Donington the Italian spun out of contention.

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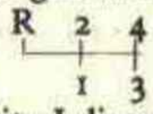
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Also Selfridges, Lewis's, leading department stores and selected branches of Rustons.



Similar cornering stances, but a very different feel from the 250GT SWB lightweight Berlinetta and 250GTO.

MULTI-CYLINDER BLISS –
Continued from page 656

The outside gearlever slots through the body to a positive alloy gate. A button in the top of the lever controls a reverse gear lock-out. The peculiar gear pattern goes thus:



Another peculiarity I discovered was the pedal arrangement. They are in conventional order, not with a central throttle pedal as I had expected, and are extraordinarily close together. A big brake pedal has a roller-type throttle to its right and to the left . . . well, I had to look twice for the clutch pedal, a little instrument tucked away in the brake pedal's shadow. There was insufficient room between the brake pedal and the gearbox shaft cover to deploy the ball of my foot: the art seemed to be to keep the toes perched over the clutch and stamp downwards the mere inch or so of movement clutch withdrawal required.

The crash gearbox was easily mastered, thanks to the so light and positive gearchange. Instructions from Mason were to bang the lever through quickly on the upward changes, usually accompanied by the merest mechanical grunt, and double-declutch on the way down, sweetness itself. In fact once under way on the Grand Prix circuit, only third and fourth were required. The close-knit pedals made heeling and toeing a little awkward, even with racing boots – tiny feet must have been a definite asset for Bugatti Grand Prix drivers.

The commanding view over the high scuttle, through the tiny Brooklands screen along the meticulously louvred bonnet to the spindly 5 in. x 19 in. Dunlops, steered by a huge, wood-rimmed wheel, said everything about the contrast between the 1927 Grand Prix car and the current aerodynamic devices.

W.B. has said much about straight-eight engines recently: that in the Type 35B was surely the most successful of all, with an even better record than the Mercedes of the '50s. Mason's engine was a fine example, smooth and fast-revving up to its 5,500 r.p.m. limit, even in top, pulling willingly from 3,500 r.p.m. The Roots-type supercharger is constantly engaged so the rise in boost is progressive, unnoticeable to the driver. The glorious noise from the eight pots dominated almost every other sensation.



Fed on photographs of tail-sliding Bugattis I had expected this 35B to be tail-happy, yet it was pretty neutral most of the time, with much more grip than anticipated, the pointed end just beginning to shift under power on the slower exits. Modern surfaces and an ultra fast circuit bear no comparison with contemporary vintage circuits. The steering was heavy, but smooth and accurate and the cable-operated brakes needed a fair old push to achieve very creditable, in-line stopping power from the big drums, integral with the alloy wheels. Silverstone's smooth surface took out much of the kidney-shaking ride that stiff, leaf sprung suspension must have created for those vintage aces. All-in-all I enjoyed this Bugatti tremendously.

From a vintage Grand Prix car I switched to two of my favourite cars from the post-war period, a Ferrari short-wheelbase lightweight Berlinetta and its successor in Ferrari's GT racing history, a 250GTO. I have written about

Continued on page 685



O'Rourke's V12 E-type is one of the fastest modsports cars around.

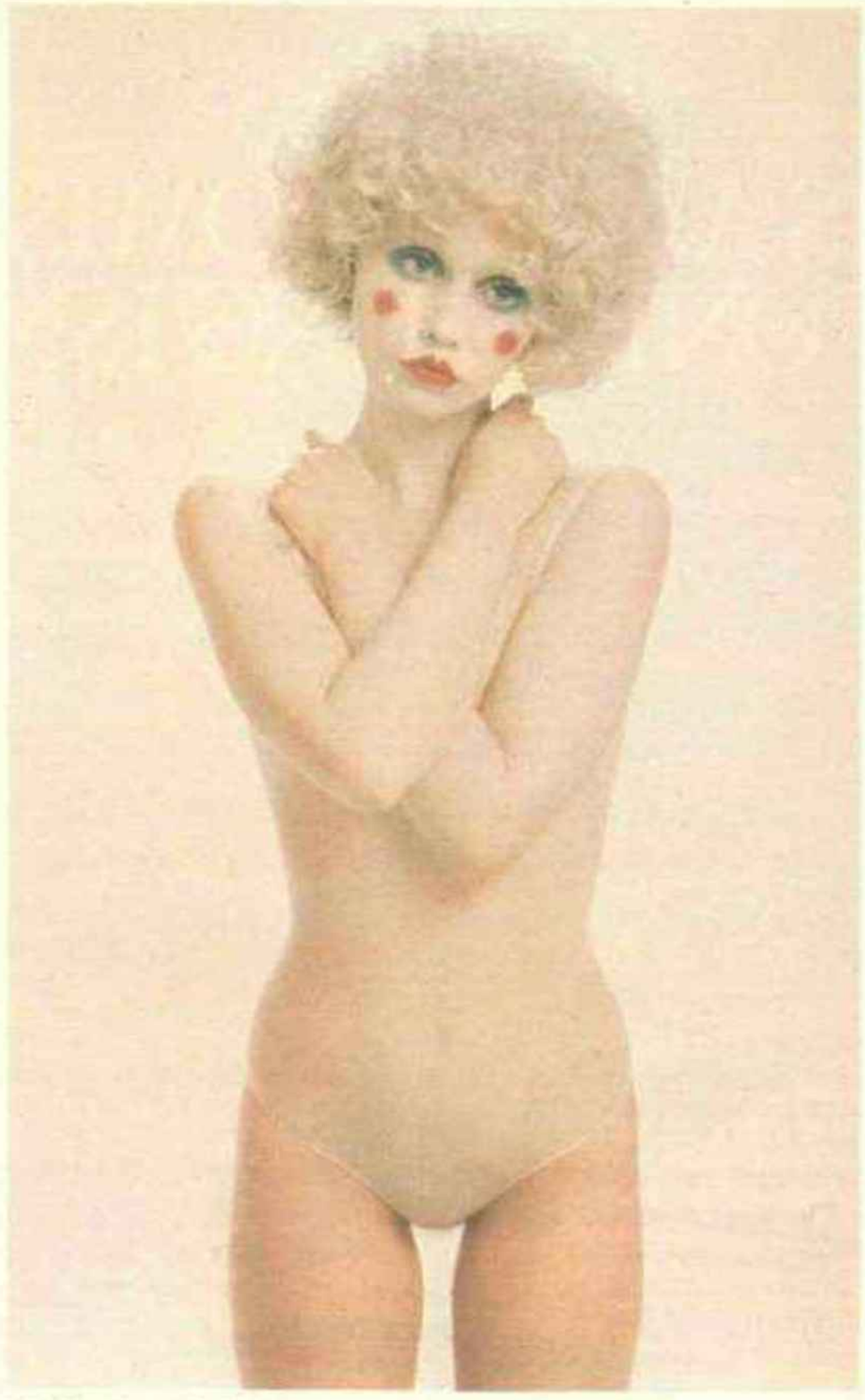




AURORA F1 AT ZOLDER

THE 1979 Aurora AFX British F1 Championship got off to a scintillating start at Zolder, on April Fools Day, when David Kennedy began the new season the way he finished the old – by winning in his Theodore/Hi-Line Wolf WR4 (pictured below). It was no easy victory, however, for both Guy Edwards (pictured above leading the grid away in his Fittipaldi F/5A) and Desiré Wilson (Tyrrell 008) spun away the lead before the Irishman beat Britain's Tiff Needell, in the unique Chevron B41 DFV, to the line by a length. Wilson, the South African lady driver (pictured left), recovered to take third place, while Philip Bullman dropped away from a terrific four-car fight for the lead in the closing stages when his works Surtees TS20 tangled with a backmarker and lost its nose cone. He still struggled on to take fourth place, though. With Rupert Keegan (B & S Arrows) and Neil Bettridge (BRM P230 ground effect car) set to join an already large contingent of regular championship contenders for the British rounds the series looks like getting off the ground in a big way during the season. Running on "regulation" hard compound Goodyears the cars are obviously not as quick as their Grand Prix counterparts, nor do they embody as much technical interest. But by Zolder standards the racing should be exciting with rather more wheel-to-wheel dicing and overtaking than seen in the Grands Prix of late....





Girl by Sam Haskins



Girl by Hideki Fujii

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Multi-cylinder bliss – continued from page 681

both these cars previously in MOTOR SPORT, Vic Norman's lightweight Berlinetta (the prototype, chassis number 1539) in the November 1977 issue and Nick Mason's GTO, third at Le Mans in 1962, briefly in the March, 1979 issue. To have them both lying there together at Silverstone seemed too good an opportunity to miss to compare the changes Ferrari development brought. They were as chalk and cheese, the GTO's handling so much more responsive, particularly when turning into corners, and better balanced. The Berlinetta's steering felt quite low-geared. Even though a more restrictive exhaust system had cropped some power off the GTO since I last drove it, its more powerful version of the 3-litre, SOHC V12 gave it a lot more urge than the SWB Berlinetta and its five-speed 'box a gear for every situation, though to be fair the four-speed SWB was running a low final drive ratio. The SWB brakes were suffering from non-availability of the correct front pads, but the GTO's weren't all that brilliant either.

From these classic Ferrari racing GTs of the early sixties, it seemed a logical step to shift next to a 1972 Group 4 racing Ferrari Daytona, proffered generously by its current owner, West End fashion house proprietor Michael Neilan. Chassis number 15681, this is the tenth of 16 special competition Daytonas laid down by the factory for the 1972 season after the success of the NART Daytona in the 1971 Le Mans race. This one went straight to Col. Ronnie Hoare for the Maranello Concessionaires team, for whom Westbury/Hine/Konig drove it at Le Mans in 1972. Five Daytonas finished fifth to ninth, but this wasn't one of them: it broke a piston in the early stages. It did better in the Kyalami 9-hour race, winning Group 4 and finishing 12th overall driven by Sytner/Brown. For the 1973 Le Mans 24-hour race it adopted the yellow livery of new owners JCB and had been up to 11th overall, driven by Green/Corner/Moores, before the transaxle broke on the Sunday morning. Green/Corner finished sixth overall and third in Group 4 in that year's Le Mans 4-hour race, however. JCB laid-up this Daytona at the end of the '73 season, until it was sold to Geoffrey Marsh in 1976. He rebuilt it and repainted it in original Maranello Concessionaires livery. Richard Bond had a few outings with it in '77/'78 and Michael Neilan bought it from Marsh last year.

Obvious modifications shared by this and the other Group 4 Daytonas are the big wheel arches and 9 in. wide front, 11 in. rear, rims. Less apparent, the 4.4-litre, four-cam V12 engines give anything up to 440 b.h.p. thanks to larger exhaust valves and 512-type camshafts, pistons and con.-rods. Ferrari removed the brake servos and fitted special calipers to accommodate extra-thick pads, capable of lasting seven hours at Le Mans. The interiors have minimal trim, roll-over bars and none of the standard luxuries like electric windows and air-conditioning.

Michael Neilan drives this very fast machine on the road when suitably silenced (though he does have a standard Daytona as well), which denotes how tractable it is. Not surprisingly it felt much heavier to handle than the earlier Ferraris, the wheel being required to turn fat Michelin "slicks" which gave adhesion unheard of when the SWB Berlinetta and 250GTO were built. Just as noticeable was the advance in braking, the Daytona's being superb, and needing to be, because I kept missing third gear thanks to a gear selection problem. In the end I stuck to fourth and fifth all the way round, thus demonstrating the torque of this big V12, which revved almost as happily to its 7,000 r.p.m. maximum as the smaller V12s. In spite of stupendous performance, this Daytona felt a very safe and forgiving car, save at the fast Maggotts left-hander, where its rear end lurched disconcertingly.

I can't say that I enjoyed Steve O'Rourke's Modsports V12 E-type so much, through no fault of the car: Steve is tall, I am not and the seat was fixed . . . I could barely turn the heavy steering at arms stretch nor depress the pedals fully and to cap it all it was raining, with this Jaguar's paws slickly shod. Enough said then about driving impressions, save that it is shatteringly quick in a straight line, as you would expect from well over 450 b.h.p. in less than a ton. This is the Modsports E-type which Guy Beddington campaigned for several years. Since O'Rourke acquired it last year it has been totally rebuilt and revised by E-type specialist Michael Cane. Two hundredweight has been trimmed off, partially by fitting an aluminium tail section, CanAm brakes came from the works Jaguar coupe programme and coil springs have been added to the front dampers to assist the torsion bars. Under-bonnet, Beddington's TJ fuel-injection has been replaced by a battery of six Weber carburetters and various Cosworth bits have crept into the innards of the engine, which has been dry-sumped by Cane using his own design of sump and a Weaver pump. O'Rourke has shown some of this Jaguar's new-found potential already this season and the combination should develop into a force to be reckoned with in Modsports. – C.R.

The Renault 5 Gordini

ANY READER who travels in France must be familiar with the swift and audacious Renault 5 Alpine, the model which finished second and third on the 1978 Monte Carlo Rally and won Group 2 this year. Now it is on sale in Britain, but called "Renault 5 Gordini". Price? £4,149.

Its 1,397 c.c., aluminium-headed, pushrod engine puts no less than 93 b.h.p. through the tiny front wheels via a five-speed gearbox, enough for a top speed of 110 m.p.h.

We had a brief acquaintance with a hardly run-in example in Oxfordshire and Berkshire recently. Acceleration through the gears was hampered by stiffness, but still very fast, the engine revving happily to an indicated 7,000 r.p.m. (though the tachometer is red lined at 6,200 r.p.m., maximum power is produced at 6,400 r.p.m.). It was very flexible from low revs, but really came on song above 4,500-5,000 r.p.m. A very noisy machine though, even at 70 m.p.h. in fifth, with a bad boom period at 4,500 r.p.m.

Tenacious grip and handling which could be influenced very much by the throttle (it tucked in strongly if the throttle was lifted in mid corner), much less roll than other 5s and the powerful 9 in. disc/7 in. drum brakes made for a fabulously entertaining car across country. But this was a tiring exercise, full use of torque making the rubbery, but responsive steering quite heavy. Quite an infernal device! – C.R.



Notes on the Cars at Long Beach

Lotus: Team Lotus had problems with their new Type 80 so the idea of taking it to the Californian race was abandoned and they relied on their three trusty Type 79 cars, numbers 2, 4 and 5, the first for Reutemann, the second as the spare (adjusted for Andretti) and the last for Andretti to race. The teething problems with the Type 80 were not serious, but the street-racing of the United States GP (West) was not the place for sorting out a new car. The braking on the Lotus 79 cars is still far from perfect, so different sizes of Girling master-cylinders were being tried. The Team's main problem was the fact that at last year's race at Long Beach they were racing the Lotus 78, with the Lotus 79 at home nearing completion ready

US GP (WEST) – continued from page 670.

to his pit-stop, which would have confused anyone not paying proper attention. In the last stages Depailler's gearbox broke fourth gear and without it it was only a matter of time before Andretti got by, which he did on lap 76.

Rebaque's encouraging run ended ignominiously with eight laps to go when he fell over the Ensign while lapping it, and he and Daly were out of the race. Since his pit stop Jarier had worked his way past Pironi and de Angelis and was about to catch Rebaque, so he was now handed sixth place without any opposition. Pironi and de Angelis had had a slight coming-together, which later resulted in collapsed rear suspension on the Tyrrell and the Frenchman went straight-on at the corner before the pits. He was push-started and did another lap to retire at the pits though he was officially disqualified.

With contemptuous ease Villeneuve reeled off the remaining laps to complete a perfect Grand Prix victory; he made fastest practice lap, started from pole position on the grid, led from start to finish and netted a new lap record in doing so. You cannot improve on a performance like that, and exactly 12 months ago he threw away certain victory in this race by making a silly mistake. No mistakes this time for Gilles Villeneuve, he learns from his mistakes, and more than makes up for them. – D.S.J.

Long Beach Banter

If there had been a Driver of the Day award it would have undoubtedly gone to Alan Jones and the Williams FW06. A fine example of mind over matter and getting on with the racing.

* * *

An American newspaper has a LITS award, presented in politics by a "Little old Lady in Tennis Shoes" for outstanding un-achievements. If we had one in motor-racing it would surely have gone to the McLaren team.

* * *

It was sad to see Hector Rebaque robbed of a possible sixth place so near the end, for while he is unlikely to be a World Champion, such private-owner efforts against the hard world of FOCA deserve encouragement.

* * *

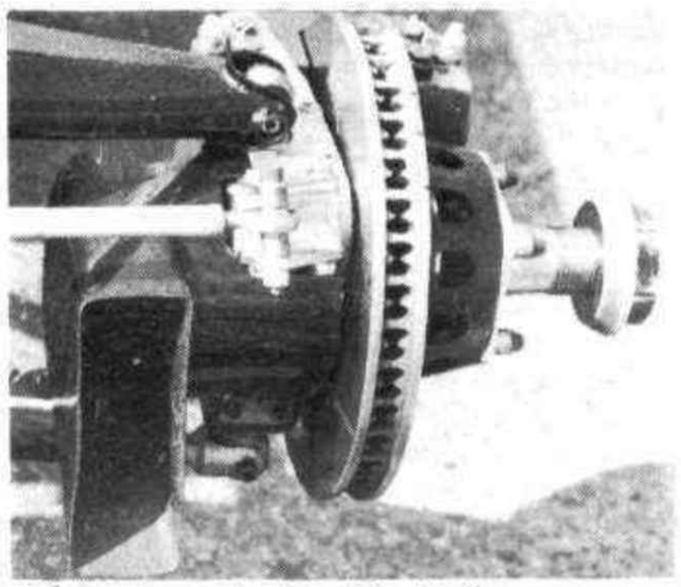
Racing on the streets has always been demanding, unlike racing on a clinical Autodrome, and the mechanical carnage is usually high, but those who succeed can consider it a job well done.

* * *

Including the Canadian GP at the end of last season Villeneuve has won three out of the last five Grand Prix races. Natural talent, luck or a good car? We shall see as time goes on.

* * *

Villeneuve and Reutemann were each fined 10,000 Swiss francs for infringement of rules. Better than being penalised a minute.



McLaren's new Lockheed brake disc.

for a very successful season. Now, here they were with a design too new to have been in California last year and already superseded by the Lotus 80. Some people call it progress, I call it getting on with the job Lotus-style.

Tyrrell: Tyrrell 009/2 which lost a wheel at Kyalami really destroyed itself, so a new car was built up, 009/4, and this was the team spare, Pironi taking over 009/1 while Jarier stuck with 009/3. The lastest aerodynamic tweak on these blue Lotus 79-like cars was the addition of vertical strips along the side pods to stop the air spilling off the sides, though by the time the hot air exiting from the radiators had mingled with the air bouncing over the deflectors on top of the side-pods it probably bounced right off the car! Thicker brake discs were being tried.

Brabham: The Ecclestone team had the same three cars as used in South Africa, BT48/2 (Lauda), BT48/3 (Piquet) and BT48/1 (spare). No major changes had been made, but numerous minor ones particularly in the region of the oil and water systems. The cars arrived with nose fins, but before the end of practice these were removed and both drivers raced without nose fins on their cars.

McLaren: They had only two M28 cars with them, the spare car being an old M26 in kit-form in a packing case, though it was never assembled. The M28 design is undergoing a complete re-design, only the basic monocoque being retained. Watson used M28/2 and Tambay M28/3. The major sponsor for this race was Lowenbrau beer which meant a complete respray for the whole team, into a combination of dark blue and turquoise; even the mechanics' uniforms had to be changed. The cars were using a new design of Lockheed brake discs on the front, in which alternate transverse ribs on the peripheral cooling slots were omitted.

ATS: The German owner of the ATS team, Dieter Schmidt, has now assembled an almost totally non-German staff to run the project from a base in England, though the driver remains pure German. They had their two D2 series "ground effects" cars with them.

Ferrari: There was a brand-new T4 Ferrari (039) for Scheckter, with the later rear bodywork treatment in which the sides rise up to a knife edge in front of the rear wheels. Villeneuve had this body style on 037 with which he won the S. African GP and was using the same car in California. Scheckter's S. African car (039), with the wide "turn-ups" ahead of the rear wheels, was the *muletta* but after he crashed 039 into the back of Pironi's Tyrrell on Friday morning he used the T-car for the rest of the time, including the race. All three cars had sunken ducts deflecting air onto the inboard rear brakes, which rather spoilt the smoothness of the upper surface. During practice both drivers experimented with a completely new rear aerofoil arrangement in which a full-width "wing" was mounted forward of the rear-axle centre-line supported by a light tubular structure in the centre and side-plates attached to the bodywork just ahead of the rear wheels. The standard arrangement is a smaller "wing" mounted on a central pillar well behind the rear axle assembly. This new arrangement made the car much more "nervous" so that it changed direction with more response when being "flicked" through the wiggly parts of the circuit. Even though Villeneuve preferred the feel of the car with this new arrangement he was actually faster with the old central-pillar "wing" and made his pole-position time with the rearward mounting and retained it for the race. Scheckter stuck to the new layout for most of the practice and for the race. The T4 chassis had been modified and strengthened around the front end following weaknesses that showed up in S. Africa.

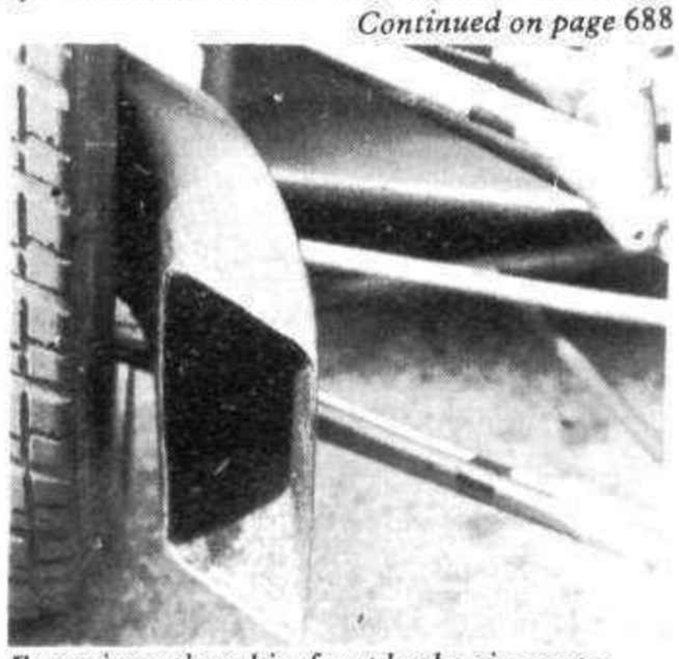
Fittipaldi: Still not happy with the "feel" and "balance" of the new F6 car, Emerson Fittipaldi soon put it to one side and used his trusty old car F5A/1. During the course of practice the side exhaust outlets on the new car "grew" little extensions which turned the exhaust gases rearwards and downwards. F5A/2 and F5A/3, which MOTOR SPORT has always called Fittipaldis, but which the team called Copersucars, in deference to their sponsor, have been sold into the world of the British F1 Championship (Aurora AFX) and have been renamed as Mopars!

Renault: When the Renault team left France their new 1979 car was on test at Clermont-Ferrand being driven by Jean-Pierre Jaussaud. This is the RS10, which is an "orthodox" ground-effect car to 1978 thinking, still using the single turbo-charger layout on the V6 engine. The team drivers had the usual three RS01 cars, number 04 for Jabouille and 03 for Arnoux, with 02 as the spare, but as it was set up for the lanky Jabouille there was no way that little Rene Arnoux could reach the pedals. During practice the cars suffered breakages of drive-shaft universals and one of these caused 04 to virtually destroy itself along the concrete barriers at 170 m.p.h., Jabouille escaping miraculously with a damaged right wrist. When 03 broke a universal joint on Sunday morning, with no dire results, the team withdrew from the race.

Shadow: Three DN9B models, 2B for Jan Lammers with a gaudy paintwork of orange and blue, meant to depict the sponsor's advertising motif. Someone said it was supposed to represent a lion! In practice de Angelis bounced 1B off the concrete walls so had to use 3B for the rest of practice and the race.

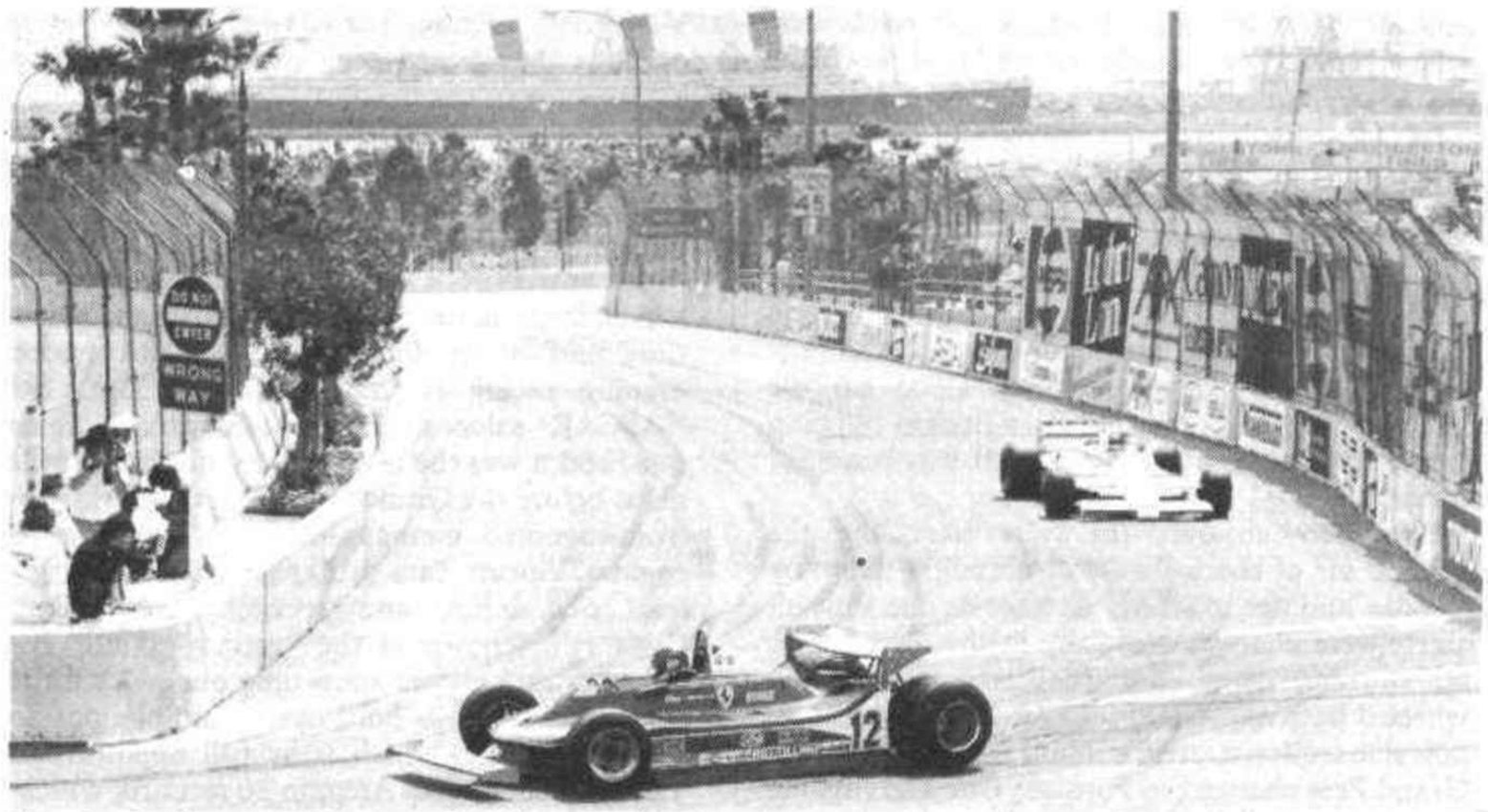
Wolf: A second car for James Hunt, brand new WR8, identical to WR7 but trying out the new-style Lockheed brake discs. It worked so well in

Continued on page 688



Ferrari ran these big, front brake air scoops.

Reflections in the Shadow of a Queen



"In the shadow of a Queen . ." This practice shot shows the Ferrari's experimental, forward-mounted rear wing, which Villeneuve declined to use for the race.

ON THE other side of the Long Beach bay from where the circuit is lies that famous old luxury liner, the Queen Mary. After some years in service on the Atlantic crossing before the war, it was turned into a troop ship in 1939 and after the war it went back into service again on the Southampton – New York run, until it was eventually pensioned off. Normally a ship then goes to the knackers yard and is broken up, but the mighty Queen Mary was too good for that. The City of Long Beach purchased her and she was moored alongside the quay on the far side of the bay, near the freight terminal. Principally she was meant as a showpiece, with conducted tours and so on, but she had to pay for her keep so the living accommodation was used as an hotel and surprisingly little was changed inside. The carpeting looks pure 1948, the cabin and bathroom fittings are all 1935 and when you stay on it, as many people do for the Grand Prix, you'd have no surprise if you woke up one morning and looked out of the port-hole to find you were at sea; except that only one engine has been left in her and she is not totally seaworthy.

Many of the racing people don't like staying on her as it is too bizarre for their conservative tastes and they like the clinical sameness of a Hyatt Hotel or a Holiday Inn, which are the same the world over. Personally I like things that are different, so I enjoy staying on the Queen Mary, even if the bathtaps could do with re-chroming and some of the woodwork is peeling.

A lot of people try to compare Long Beach and its circuit with Monte Carlo and its circuit, but it is silly to try really, for Long Beach is a rather tatty town, mingling with the lower edges of Los Angeles and is more like Brighton than Monte Carlo. Most of the people living there seem to be retired and not too well off, if the standards of shops and traffic are anything to go by. You feel people live in Long Beach because they cannot afford to live anywhere else, in direct contrast to Monte Carlo where people seem to live merely to show the rest of the world how rich they are. As regards the circuits both are pure street racing and both are first class for "hairy scratchers" who are brave and fearless, with skill and determination thrown in. Of the two I think Long Beach is the better, though it doesn't have the intriguing tunnel of Monaco, or the hard climbs from Ste. Devote up to the Casino, nor the fantastic drive down out of the Casino square, but it does have its 170 m.p.h. blind along Shoreline Drive, with the flat-out right-hand bend in the middle, and it does have the heroic braking for the hairpin at the end, taken in bottom gear. The short rush up the steep Pine Avenue on to the dual carriageway of Ocean Boulevard is exciting and aiming between the concrete walls to take the blind right-hander must be very daunting from the low seating position of a Formula One car. Equally the right-hander at the end of Ocean Boulevard where the course drives down Linden Avenue must be exhilarating for drivers, as it is for spectators. Both circuits have a lot going for them, lets hope they go on for a long time.

We now have three races in towns, Monte Carlo, Long Beach and Montreal, for the Canadian GP is due again on September 30th on the island of Notre Dame in the middle of Montreal. There are more and more rumours about a race being held through the streets of Las Vegas, which would be very popular with the gambling members of FOCA, and it only wants Frank Williams to persuade the Saudi Arabians to have a Grand Prix round the streets of Riyadh and for the Birmingham GP to get off the ground and we'd have a very busy and interesting season of street racing. If it happened I think Autodromes might quietly die and their massive concrete "pit-facilities" crumble to dust. If Grovewood were to sell Brands Hatch for a housing estate, with the proviso that a GP could be held through the streets once a year, a lot of excitement and fun might return to racing.

Nobody will argue that the Lotus 79 had a lot of advantages over its rivals last year, nor that one of the advantages was the "ground-effects" of the air passing under the car, but a lot of people thought that was the only advantage, which was quite wrong. Aerodynamics can have quite an effect on a racing car, especially through a 150 m.p.h. corner, but whether they have much effect through 60 or 70 m.p.h. corners is debatable. Last year at Long Beach we had the classic example of Alan Jones in the Williams not knowing his front nose-fin had collapsed until after the race and not noticing any change in the handling, in spite of what the television commentator was telling the mis-informed world. This year Scheckter had the front "wing" on his Ferrari bent out of shape during the race, and knew nothing about it until after the race. When you see drivers having these nose-fins or full-width "wings" adjusted by half a degree during practice, and then going out and evaluating the change in handling you begin to wonder whether it is not a case of hot-air-dynamics.

Two things that were very real at Long Beach were brakes and driveshafts. Everyone was trying to get air to their brakes, though there was some difference of opinion as to how to do it. There were air scoops facing forward, air scoops at 45-degrees and air scoops at 90-degrees to the direction of travel. There were scoops that were optimistically trying to bleed off from the turbulence round the front tyres, and others that were probing forwards to get out of the tyre turbulence. There were big ones and there were small ones. No doubt about it brakes took a hammering at Long Beach. After maximum braking from 165 – 175 m.p.h. down to 45 m.p.h. for the Queen's hairpin it was a case of on-off-on-off in second and third gears through the wiggly bit and up onto Ocean Boulevard, with no time to cool down, and not much in the way of cool air being scooped in by the ducts. They probably cooled a bit along past the pits but they then had to work again before dropping downhill. The stop for the top hairpin was pretty hard, and then they could cool off ready to start all over again at the end of the straight. It was no wonder that Ferodo had their technical men out there and that they were painting discs with their special multi-coloured paints, which indicate temperature maximums when they burn off. There was also a lot of probing into discs with a remote operating thermometer when cars stopped during practice. Ferodo don't make a song and dance about it, but they obviously had the situation well in hand for nobody was running out of brakes due to burnt-up brake pads.

Drive-shafts were another matter, for Lotus, Renault, Fittipaldi, and Wolf all suffered breakages. Either the shaft itself broke or the universal joint broke, and the cause was clearly the reversal loads put on them by the bumps and undulations of the street circuit. When a car lifts its back wheels of the ground while accelerating hard in third or fourth gear the load on the transmission when the tyres bite the ground again is enormous. This has to be taken by the hub-shafts in the uprights, the drive-shafts, the crown-wheel and pinion and the gears in the gearbox. If the car lands heavily and the suspension compresses, the universal joints may be at maximum angularity under full load, and if the car is being flung into a corner at that moment there are added strains. Through the wiggly bit of the circuit it is full power in second and third gears, with on-off-on-off loads going through the drive-shafts. They really suffer, but they should not break. Many years ago I watched a well-known manufacturer testing some new shafts on his Grand Prix car. They had undergone many hours of reversal loads on a test-rig in the Research and Development department and were now being tested on a circuit. For hour after hour the test car was driven round in second and third gears in a rhythmic series of bursts of throttle and complete shut-off; it was a case of hard on the accelerator, lift off, hard on, lift off, the car accelerating from about 30 m.p.h. to 80 m.p.h. each time. The shafts did not break, and they knew the maximum-load life of them. They never broke one while racing.

At the end of the pits on race day, while everyone was preparing for the start there was activity in one corner that was a joy to anyone like myself who loves racing engines. The three spare cars from Lotus, Ferrari and Brabham were huddled together under the shadow of the footbridge and just in case they were needed the team's mechanics were warming up the engines. Nobody was interested, for the cars for the race,

the drivers, the team-managers, the celebrities, the sponsors, the razz-me-tazz was all down the pit lane. In this corner just three reserve Grand Prix cars, each with its attendant mechanics, untroubled by blah and ballyhoo. It was sheer music to listen to Cosworth DFV8, Ferrari flat-12 and Alfa-Romeo V12 being started up and warmed up, and to watch the mechanics as they crooned over the engines going brrrmp, brrmp, brrmp in a gentle rhythm, the tachometer just lifting off the bottom stop at 4,000 on the Ferrari, the Cosworth and Alfa-Romeo blipping between 3,000 and 4,500 r.p.m. It was beautiful music.

The hoo-hah over the false start and the general air of chaos was really brought about by the day and age in which we live. At one time all starts were chaotic, especially in the days before self-starters, when cars were push-started and wheeled backwards in grid position, or started by portable trolley-starters trailing yards of cable. As Grand Prix changed to Formula One and became run by businessmen rather than engineers, a staff grew up that would be well-placed in the Civil Service. Everything had to be cut-and-dried and spelt out in simple words in the form of rules, and rule-breaking was marked down as a heinous crime for which a forfeit had to be paid. With 23 cars on the grid and Reutemann's Lotus in the pits being frantically worked upon the "Civil Service of FOCA rules" said it was too late for him to take his place on the front row where he belonged. The pit lane exit was closed according to the rule book. When the Lotus fired up the 23 cars were still silent, waiting the starting signal. Now if one strong man had been in charge of the operation, someone like "Toto" Roche who used to run Reims or John Morgan who used to run Goodwood, he would have held up the start while Reutemann left the pits and reversed onto the grid. Then all 24 cars could have gone off in order and possibly Reutemann's extra experience would have guided Villeneuve to the start-line; but races are run by a group of "Civil Servants" who can only think by the rule book these days. Bemoaning the force of too many rules a colleague remembered an occasion when there was a last minute panic on the start-line with the V16 BRM. It's chief rival was Mike Hawthorn in the 4½ litre Thinwall Ferrari, and Hawthorn got out and went over to the BRM, saying "Don't panic, lads, they can't start the race until I'm back in the Thinwall." On another occasion Hawthorn with the same car was in the paddock with trouble when everyone else was on the grid ready to go. He made it just in time, driving up the outside of the grid, and reversed into his place on the front row just as the flag went up. I'm told it was sport in those days, now it is a serious business of rules and regulations.

When Villeneuve arrived on the starting grid he was alone, with Reutemann held back by the rules, and with no marshals on the track, only number boards poked over the concrete wall, he missed the point at which to stop, going some distance on. Depailler pulled up alongside him and indicated to go round again. This carelessness caused him to be fined £3,000 after the race, and Reutemann was fined £3,000 for forcing his way out of the pit lane to join the back of the field before the rule book allowed him to. With Watson's fine of £3,000 for allegedly having caused the first lap accident in Argentina, race organising should show a profit this year and the "over-paid" *prima-donnas,* as some spectators call them, are £9,000 short already. It was strange that no fine was imposed on Patrick Tambay for causing the fracas at the first hairpin which eliminated the ex-World Champion Niki Lauda. If the actual start-line was indistinct to Villeneuve, sitting low down in the Ferrari, perhaps the Ferrari team-manager should have taken steps to ensure that his new and relatively inexperienced young driver knew exactly what he was supposed to do and where he was supposed to stop.

A bare 10 minutes from Long Beach is the Ascot Speedway, a loose-surfaced ½ mile flat oval, which is promoted by J. C. Agajanian, a long-time entrant at Indianapolis. Ascot promotes evening racing for motor-cycles, midget cars, NASCAR saloons, Banger-saloon and Sprint cars, and it was the last category on the Saturday night before the Grand Prix. Short and wide with front-mounted methanol-burning Chevrolet V8 engines, Sprint cars are spectacular, having at least 600 b.h.p. and revving almost like a Cosworth. Known as the "roundy-round" boys the oval-track racers know only one place for the right-foot, which is hard down, and one position for the steering, which is on full opposite lock. The "hot-shoes" lap Ascot in 20 seconds, which is near enough 90 m.p.h. average speed, with 105 m.p.h. down the straights. Even allowing for the track actually being less than ½ mile on the racing line, they are still averaging 80+. After a series of eliminating heats and a semi-final we came to the 40 lap final for the 20 fastest cars, and after some accidents and spins, which put the yellow lights on and kept everyone nose-to-tail at reduced speed, we finally got under way and ran 36 laps non-stop. As the drivers got into the swing of things they were throwing the cars broadside further and further before the continuous radius curves at each end, and reaching unbelievable angles on full-lock and full-power and no-one lost control. It was spectacular to say the least.

Discussing it with the Editor of *Road and Track* (the MOTOR SPORT of the USA!), we agreed that being able to hold a 600-b.h.p. Sprint car in an almost permanent full-lock power-slide for 10 or 15 laps of Ascot Speedway must be the ultimate "maximum of enjoyment for effort". Lapping Indianapolis or Ontario Super Speedways at nearly 200 m.p.h. must be satisfying but scary, and lapping a Grand Prix circuit at record speed must be satisfying but mentally taxing. For sheer *joie-de-vivre* that is constant and continuous a dozen laps flat-out sideways in a Sprint car must take some beating. A 6-second run in a big dragster must get the adrenalin flowing, but it is almost instantaneous, and on most types of circuit racing there are straights where the joy factor eases off, if only for a fraction of a second. At 90 m.p.h. on the dirt there can be no easing-off of the joy-factor.

There is always plenty happening in California and while we were there we heard that a 2,900 mile high-speed event on the open road had been won by an XJS Jaguar 5.3 litre V12, at an average speed of over 87 m.p.h., with a 6.9 litre V8 Mercedes-Benz saloon in second place a mere 8 minutes behind after more than 32 hours motoring. All the hot Ferraris and American cars in the event were well and truly blown-off. It was with some British pride that we spoke of the event to the American sporting fraternity. At the other end of the scale there is Briggs Cunningham's splendid motor museum, containing mostly cars that he owned himself and never got rid of, but there are all manner of exciting things from vintage GP cars to modern ones, Indianapolis cars and midget racers. In the beautiful machine shop behind the museum some new connecting rods were being machined from forged billets for a pre-1914 racing Peugeot engine, to as near original design as can be ascertained. This was being done because at some time in its life the Peugeot had been fitted with rods from an American commercial engine. Briggs Cunningham likes to have things right.

Out on the Long Beach bay there was a tiny speedboat powered by a highly tuned V8 engine, with long up-and-over open exhaust pipes. It was impressive to watch, as were the multitude of rocking-beam pumps lifting oil from as much as 2,000 feet below the Californian surface. They were nodding gently up and down last year, and were still going at the same relentless pace this year, and will probably still be going next year; and there are hundreds of them all over the Long Beach area alone.

There is a lot going on in Southern California and never a dull moment, provided you enjoy the motor car in all its forms and can stand a town that seems to stretch for over 100 miles. The sheer density of traffic on the motorways and on the normal roads prevents any high-speed motoring, and everything seems to move at 50-60 m.p.h., even big lorries with double trailers. It is easy to see why central and east-coast Americans refer to California as an off-shore island in the West. – D.S.J.

NOTES ON THE CARS –
Continued from page 686

practice and the race that there was no need to call on WR7, which stood by as an emergency spare.

Ensign: After the overheating problems on the new MN09 in South Africa, the bizarre radiator layout at the front was abandoned in favour of more orthodox side radiators.

Merzario: The remarkable Arturo Merzario still manages to keep up with the Formula One world and produced a brand new car built around the ground-effects layout, still using the standard package of Cosworth V8 engine and Hewland gearbox. Whether the air air knew what it was supposed to do when it got under the car was a moot point, which applied to a number of other so-called ground-effect designs.

Ligier: There were no major changes in the Ligier team, Laffite retaining JS11/02, Depailler JS11/03 and the spare was JS11/01. On Sunday morning Laffite's car broke its gearbox, a brand new one installed the night before, and a replacement one was put on the car, but this seized up approaching the starting grid! JS11/01, which Laffite had to use in a last-minute panic, was not correctly set-up for Long Beach, especially as regards the steering rack which was lower-geared and had limited lock which made the two tight hairpins very difficult. It appeared that JS11/02 was suffering some sort of installation problem in its gearbox oiling system.

Williams: Although Frank Williams Grand Prix Engineering had their new FW07 car in the pit lane on race day there was no intention of using it, for it was only just finished and had not been tested. The object was to try it out at a Californian permanent circuit after the Grand Prix. It is a ground-effect car, and like Patrick Head's FW06 cars it looked very neat, very smooth and very compact. For the Grand Prix the team had to rely on FW06/004 (Jones) and FW06/003 (Regazzoni).

Arrows: This is another team preparing a brand new design so they are able to sell off their 1978 cars into the British F1 series. A1/02 has been sold to Rupert Keegan, while A1/01 has been dolled-up and given to the Warsteiner Beer company for promotional purposes. As in S. Africa, Patrese used A1/06 and Mass used A1/05, while a collection of bits was taken out of the stores to make A1/04 as the team spare.

Rebaque: Another team who have sold off last year's cars to the Aurora series. Hector Rebaque now relies on his new acquisition Lotus 79/1, the prototype of the successful 1978 Lotus cars.

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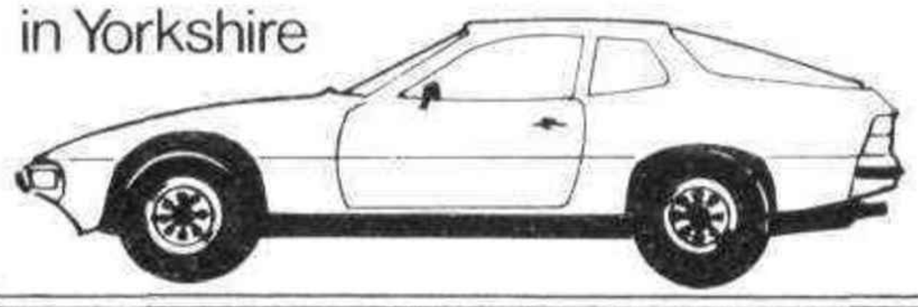
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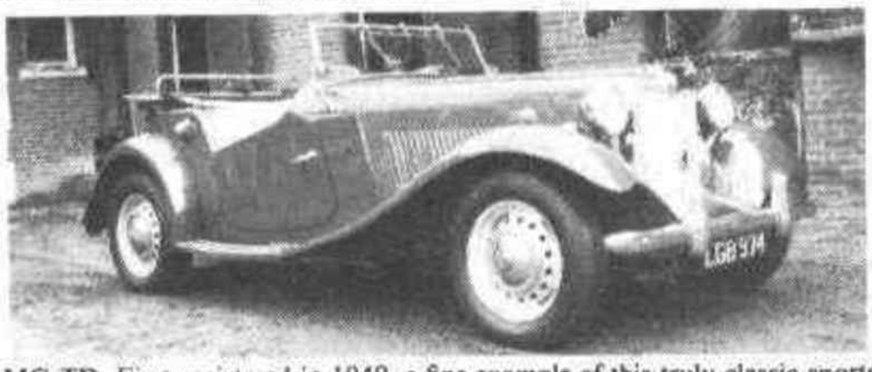
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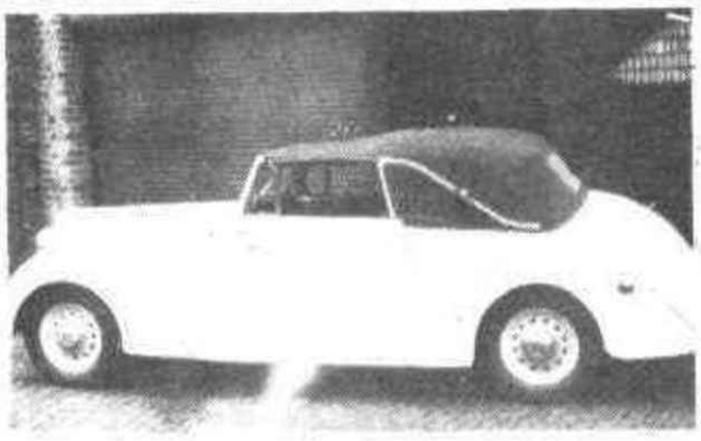
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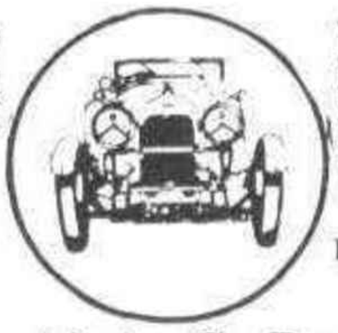
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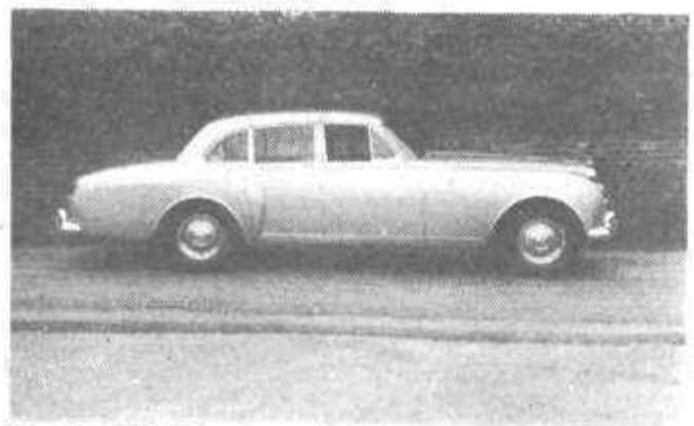
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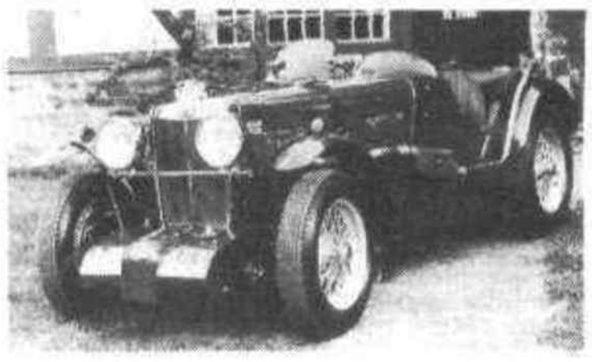
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ROLLS-ROYCE 1961. SILVER CLOUD II standard four-door Sports Saloon. Finished in Tudor grey over steel blue, with contrasting red hide trim, recorded mileage 81,000. In excellent all round condition.



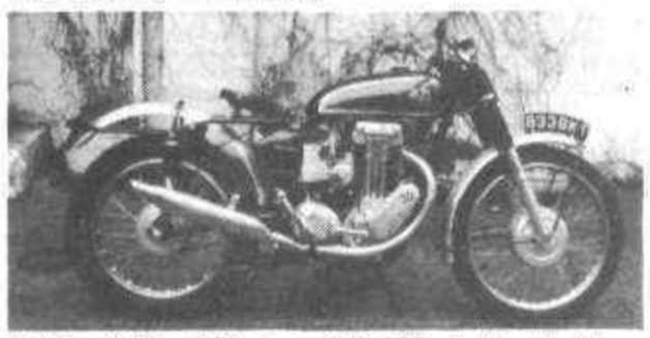
ROLLS-ROYCE 1975 SILVER SHADOW standard four-door Sports Saloon, finished in silver mink over Seychelles blue with champagne hide trim piped in navy, and fitted white wall tyres. Recorded mileage only 13,000, a superb example.



ROLLS-ROYCE 1964. SILVER CLOUD III standard four-door Sports Saloon, recent replacement gearbox, electric windows, finished in regal red with tan hide trim, in need of some paintwork, consequently offered at a realistic price.



BENTLEY 1972 (73 SERIES) T TYPE standard four-door Sports Saloon, full 73. Compliant suspension, electronic dash etc. Finished in Havana brown over willow gold with contrasting beige hide trim, recorded mileage 67,000.



A.J.S. 1957. 350 c.c. 16 MC Trails Machine, extensively rebuilt to original specification.

RILEY 1937. LYNX. 12 h.p. four-door Four Seater Tourer. Mechanically excellent, unobtrusively finished in French grey with all original red leather trim, new carpets, excellent weather equipment, a superbly original quality built tourer at moderate cost.



MORRIS 1954. MINOR CONVERTIBLE split screen model with o.h.v. engine, beautifully finished in light grey with original red leather trim, excellent hood, just completed major engine overhaul, and suspension rebuild, new tyres, a really outstanding example.

VOLKSWAGEN 1971. BEETLE CABRIOLET LHD. 'T' registration. Finished in golden sand with black trim, just fully serviced taxed and tested.

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1952 Bentley Mk. VI 4½-litre. Finished in shell grey with red interior, MoT, but requires some tidying **£2,250**

1952 Bentley Mk. VI fitted with 4½-litre engine. Finished in British Racing Green with brown interior, taxed and tested **£2,750**

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1927 Humber 9/20 Tourer. Original throughout, tools, handbook, history. Mole with black wings **£4,500**

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1975 BMW CSA Coupe. Fjord blue, dark blue velour trim, electric roof, superb, competitively priced at **£6,800**

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NOSTALGIA

THAT SNOW BUSINESS!

Unfortunately, my predictions for the weather at Silverstone, for the first Historic Race Meeting of 1979 on March 10th, proved only too accurate:–
The conditions were the worst I've personally encountered so 'Hats Off' to those who made a race of it and for giving the remarkably resilient crowd such good value for money.

Conditions weren't much improved in early April, but that didn't deter nearly 30 Marcoses from the M.D.C., including 3 of the rarest of the rare Mantis, from paying 'The Goat' a visit at our monthly gathering. Other Owners Clubs please take note!



1960 EX-WORKS TRIUMPH TRS LE MANS – 929 HP; the last of the famous quartet of unique TR's that won the Le Mans Team Prize in 1961 (this car was 11th overall); absolute total originality to the last detail, believed under 3,000 m. from new but presentation throughout is genuinely to show standards; the car is taxed and MoT'd for road use, and a 'must' for Group 1 Historic Racing this year. **92 pts.** *Photo.*



1966 ABARTH 2000 RS SPYDER – (LHD); an extremely pretty, indecently potent (2-litre dry sump twincam unit, giving 205 b.h.p.) and very rare (1 of 8) rear engined sports-racing car; the same model as won the European Hillclimb Championship, and thus an obvious contender for Post Historic Racing; most road-equipment fitted. Tractable enough for street use; mechanically excellent, bodily presentable – **72 pts.** *Photo.*



1967/70 EX WORKS MGC ALLOY GT – VHY 5H; *the famous all-aluminium* 'Targa Florio' car; 3,000 m. only from new with last nut and bolt originality, including '1970 Concurrente Verificatione' Entrant's sticker; MoT'd, and road usable, and of course, for Historic Racing; 202 b.h.p. part-alloy engine, 'Tulip' box and o.d. etc., and special everything else; an absolutely splendid Abingdon Works Racer, the very last of a famous line – **86 pts.** *Photo.*

1967/73 AC GHIA WILLMENT COBRA 427 GT (RHD) – WLY 165M; John Willment's famous 200 m.p.h. Cobra GT; full Mk. III Cobra rolling chassis and running gear, incl. Holman & Moody 450+ b.h.p. engine, clothed in a Ghia all-alloy GT body with luxury leather/suede interior; not only is this probably the fastest (top speed) Cobra ever built, but it handles better than any other Cobra I've driven; it is also incredibly docile in the busiest traffic; 12,000 m. only – **91 pts.** *Photo.*



1972 DE TOMASO MANGUSTA (RHD) – TES 64; one of only two right-hand drive examples in the UK of this very beautiful mid-engined GT; just 2 owners and 19,000 miles from new; full 400 b.h.p. Mickey Thompson 289 cu. in. engine (4.7-litre Ford 'Cobra' V8) with 5-speed ZF etc.; astonishing performance, but complete tractability; all 'luxury' equipment, incl. air conditioning fitted – **87 pts.** *Photo.*



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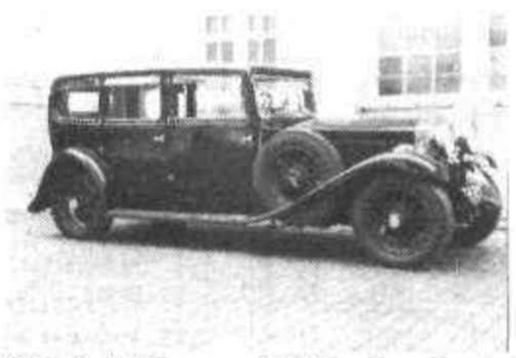




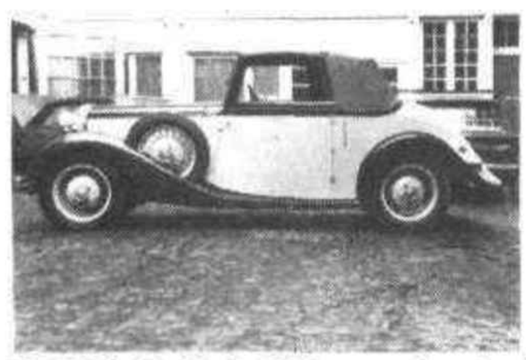
1960 SII Bentley Continental Flying Spur in regal red and champagne hide interior with electric windows, sunshine roof, whitewall tyres, SIII wings. A very lovely car.



1937 4¼-litre Bentley Pillarless VDP Sports Saloon



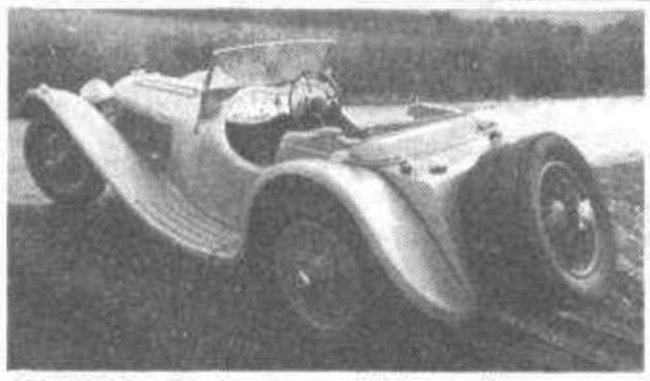
1933 Rolls-Royce 20/25 D. Backed Saloon. *(Similar to photo)*



1933 Daimler Light 15 doctors drophead coupe with dickie seat.

In stock or coming in. 1955 Silver Wraith LWB Automatic P100 cocktail cabinet and sunshine roof. 1957 Rolls-Royce CISS Saloon. Very nice car. 1938 Lagonda V12 Touring Limousine in superb condition. 1934 Bentley 4D saloon. **Wanted.** 3-4½ or 6½-litre W.O. Bentley Top price paid

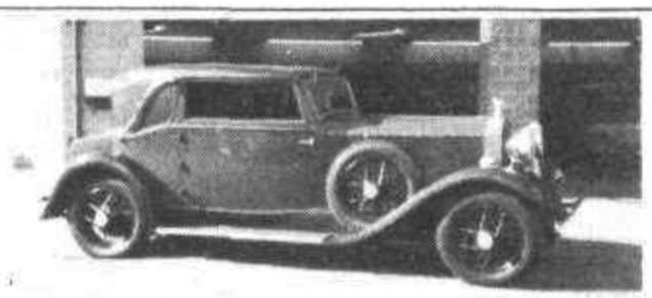
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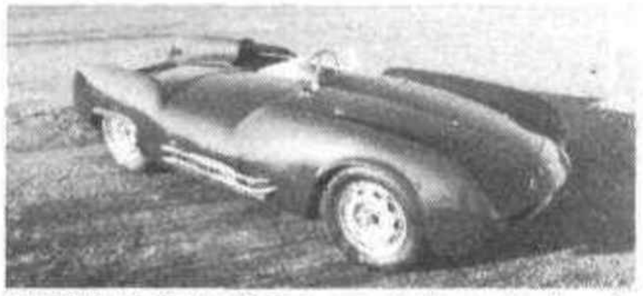
ROLLS 20. Close coupled Doctors Coupe. Excellent condition.



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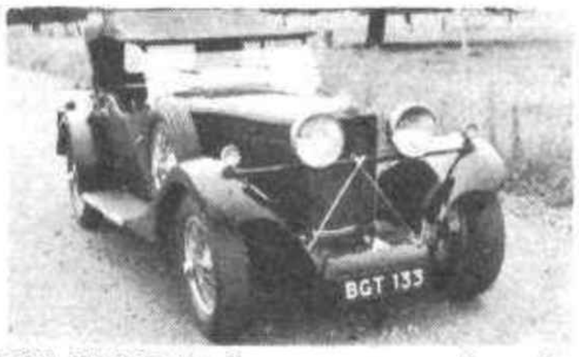
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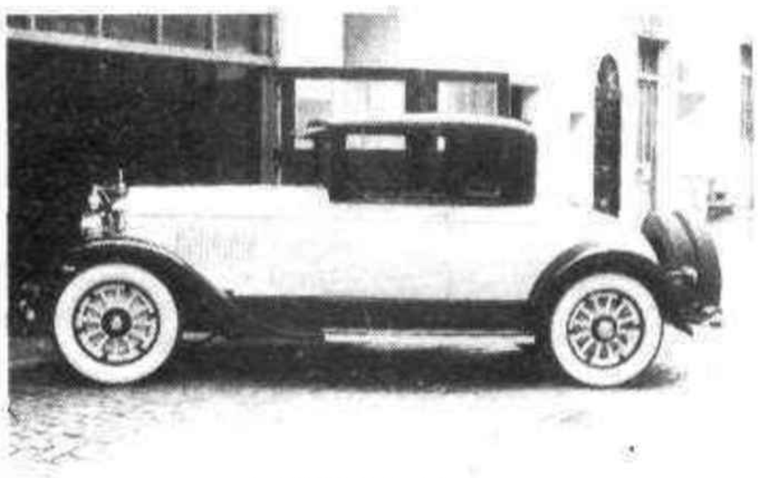
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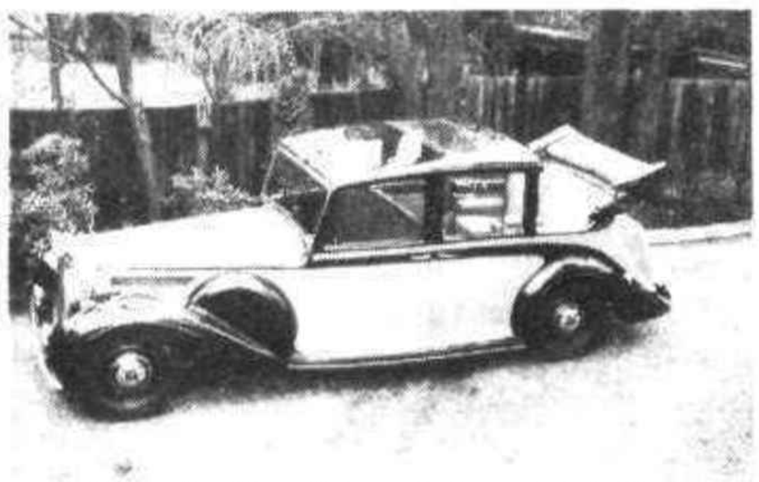
on

MONDAY MAY 21st at 11 a.m.

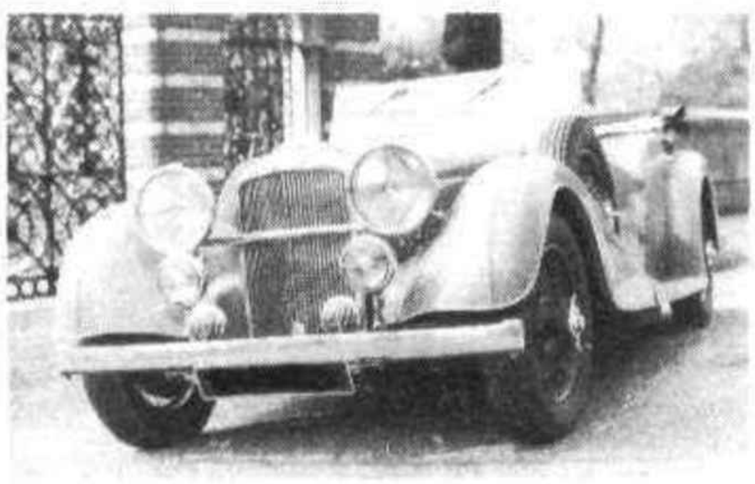
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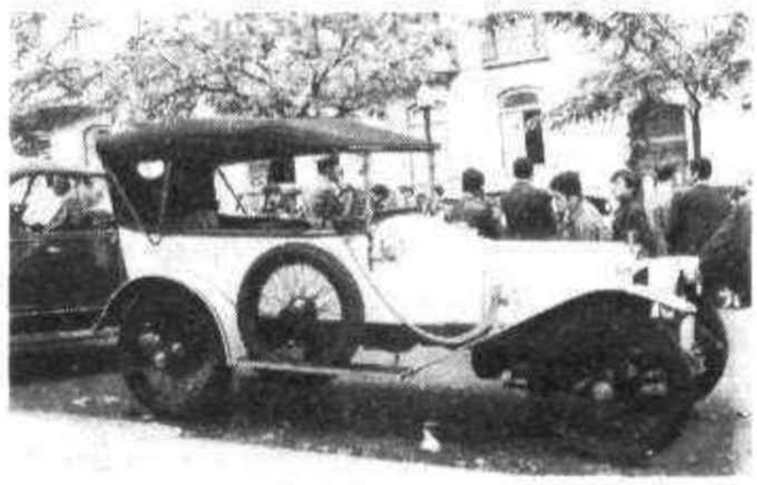
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which should have about 300 stalls, outside and under cover (application forms available from our office). Gates open for autojumble buyers at 10 a.m. Autojumble and auction viewing closes 7 p.m.
There will also be a smaller autojumble on Monday May 21st during the sale.
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Prospective buyers will be required to register by depositing £100 cash or bank draft (fully refundable). Anyone wishing to pay by cheque should make credit open facilities with the Midland Bank, 171 Priory Road, Hornsey, N8. Purchases must be cleared by 4 p.m. on Tuesday May 22nd.

Knebworth House is just 20 minutes north of London on the A1(M) well sign-posted before Stevenage.

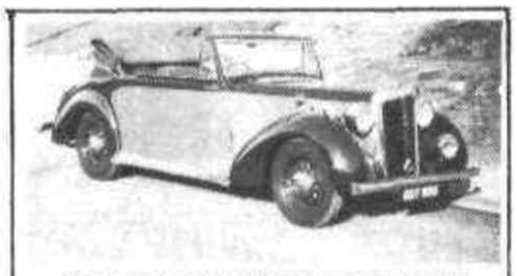
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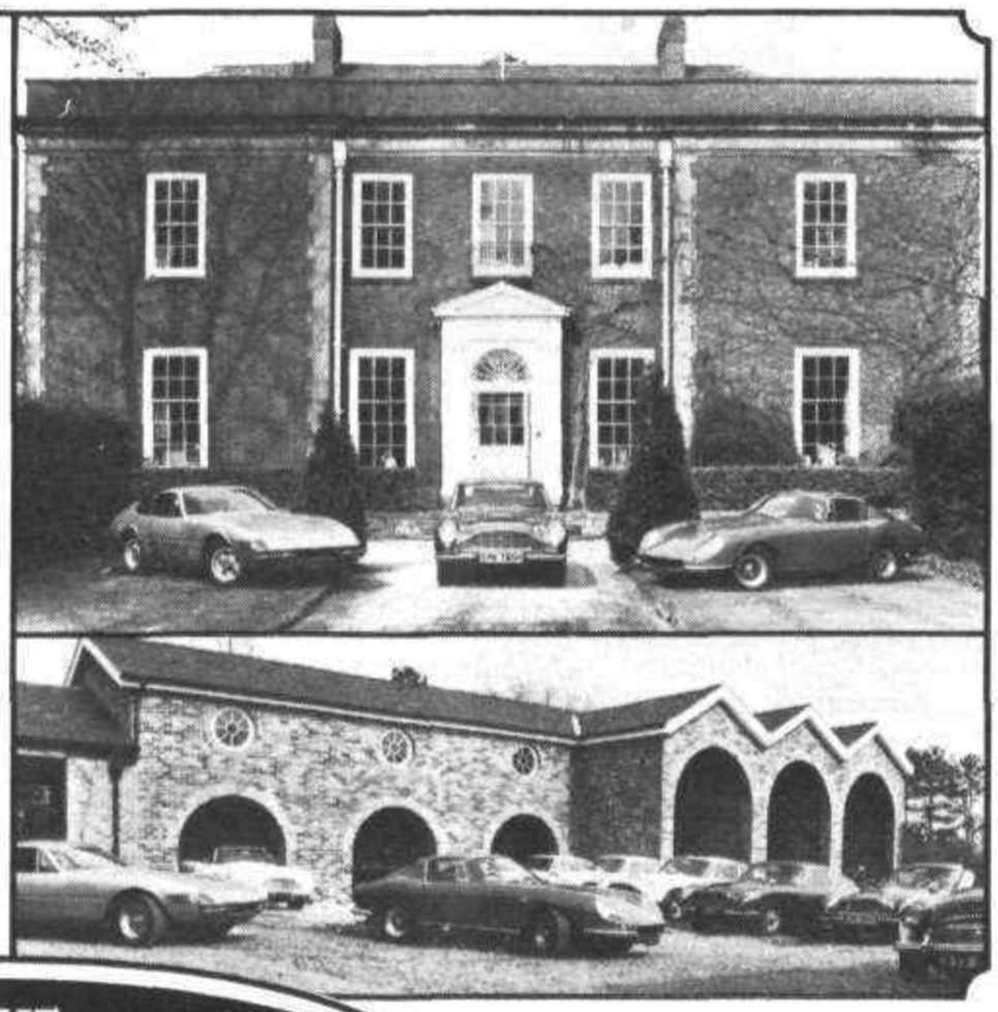


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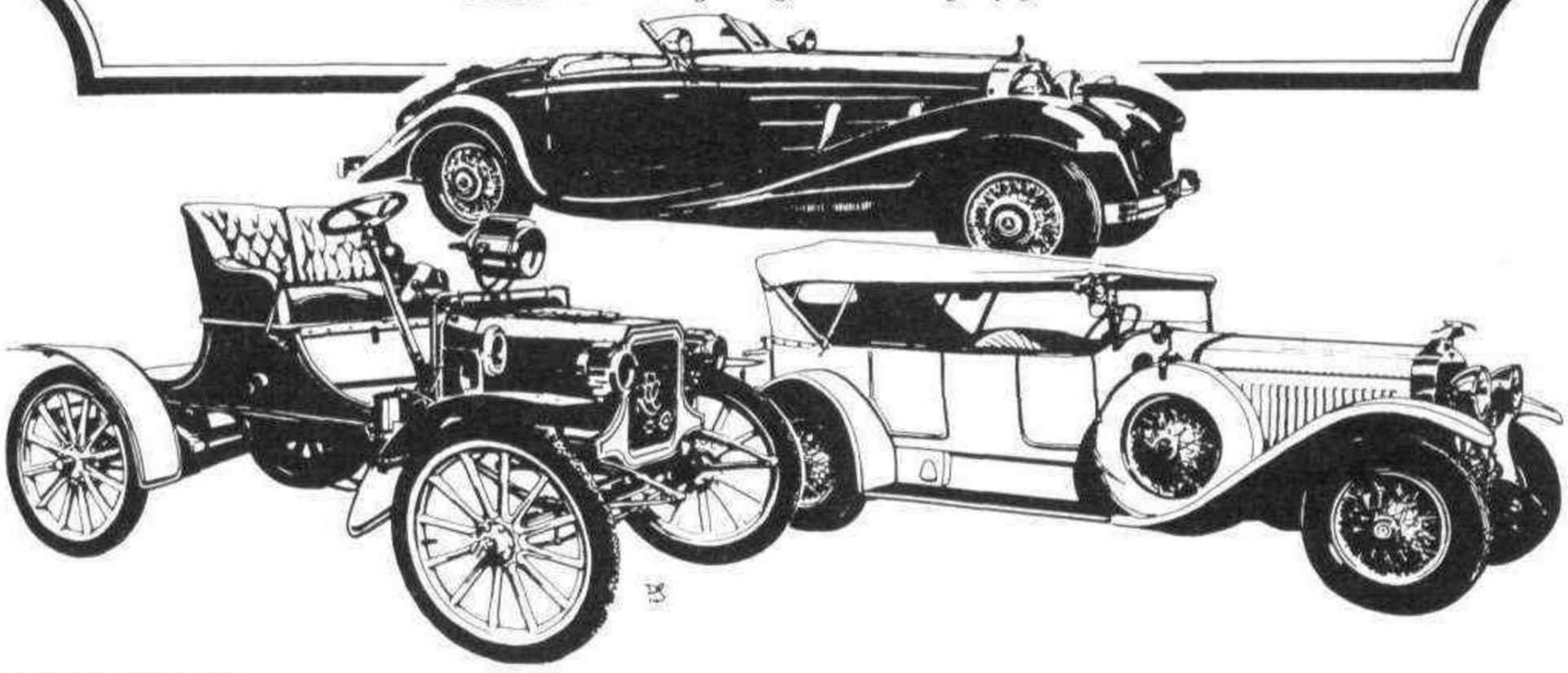
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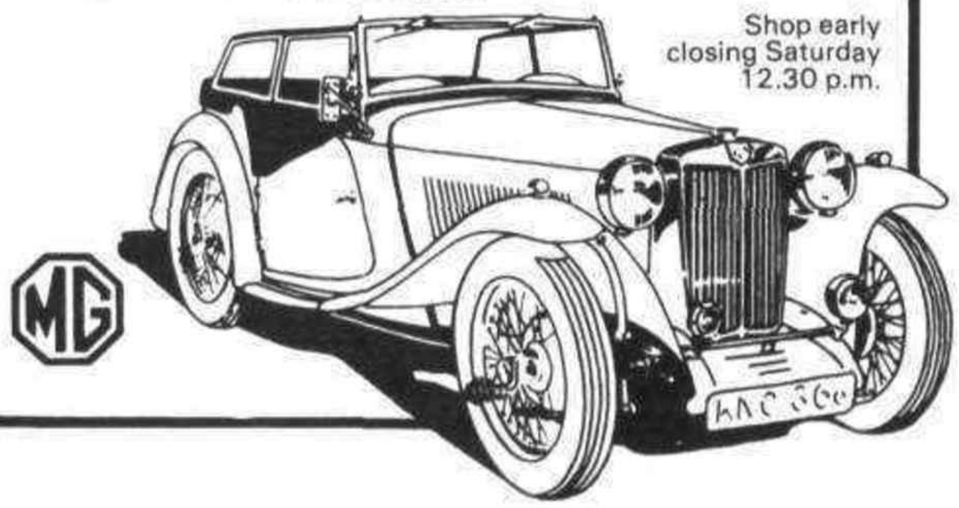
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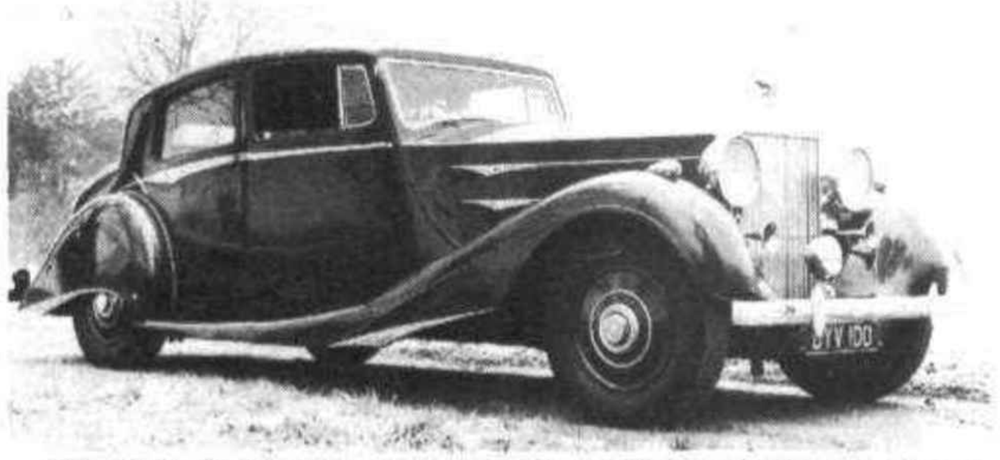
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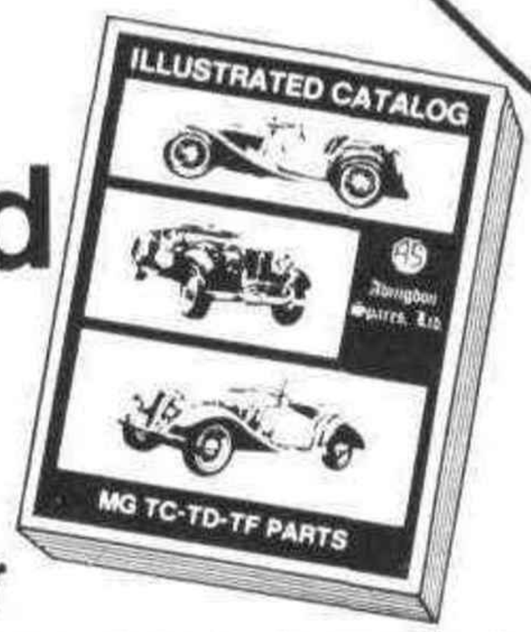
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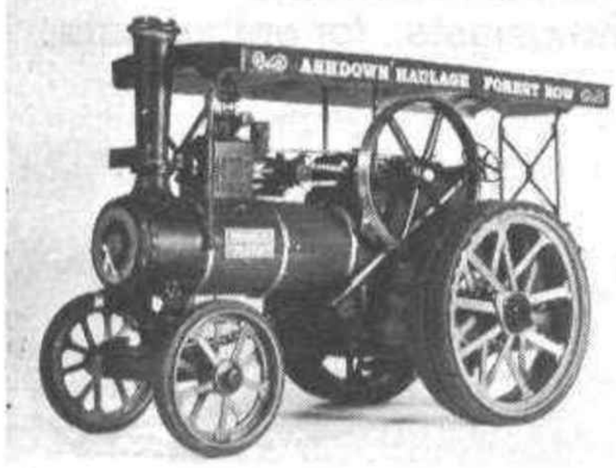
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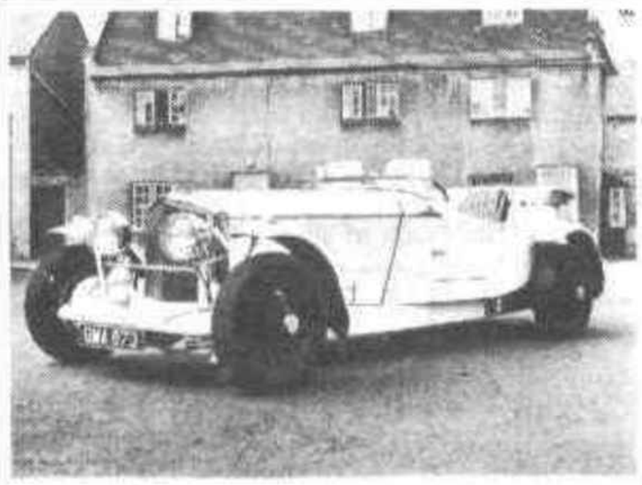
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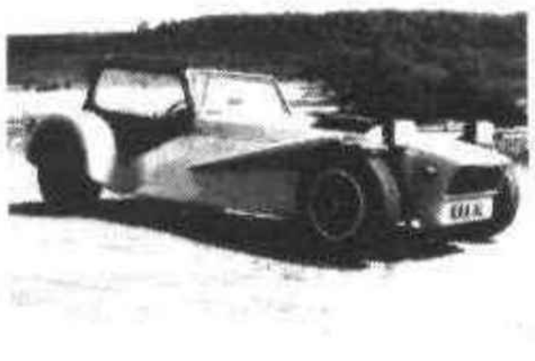


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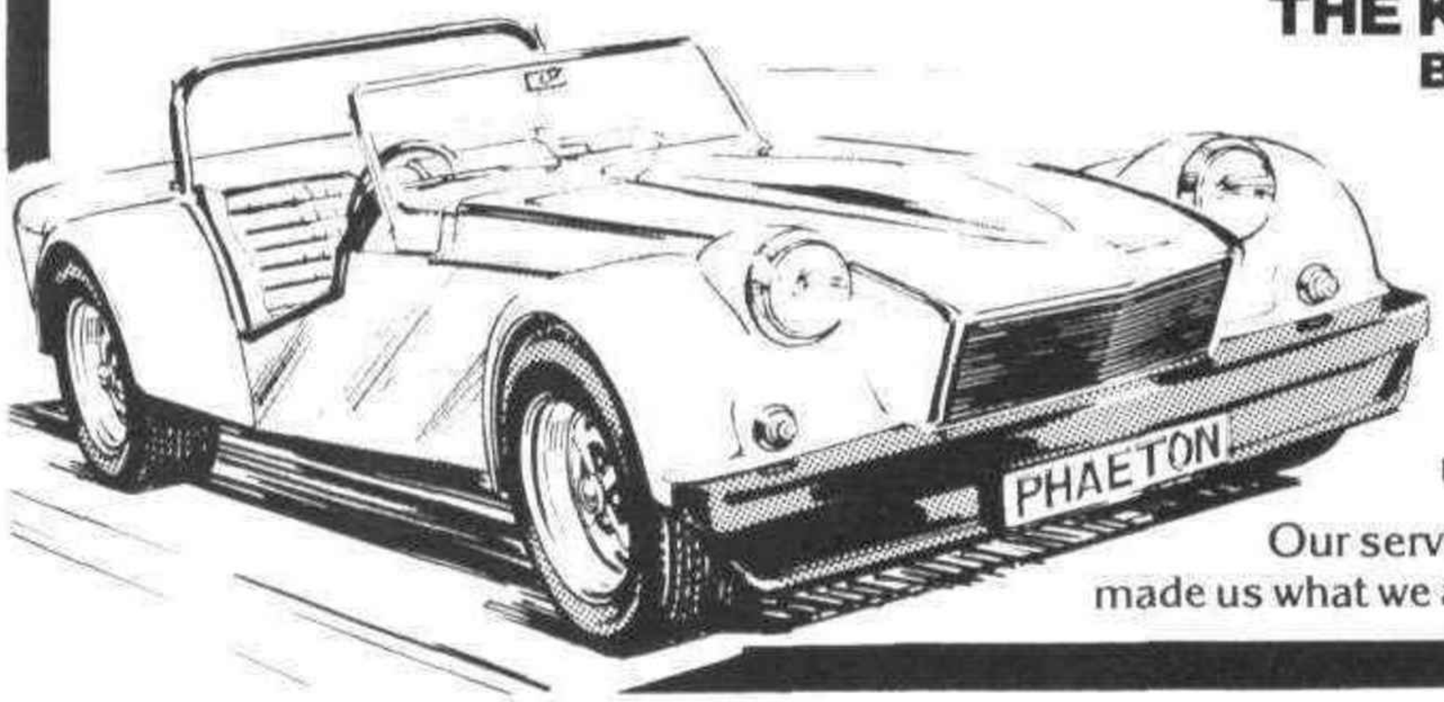
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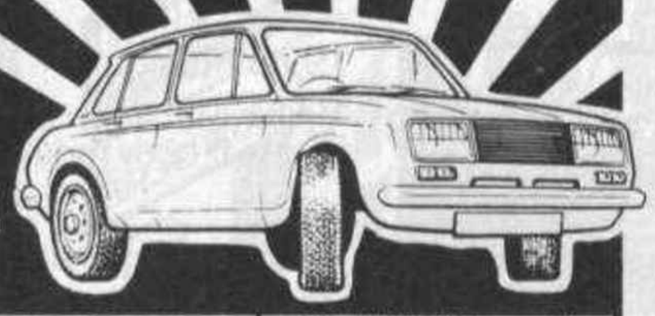
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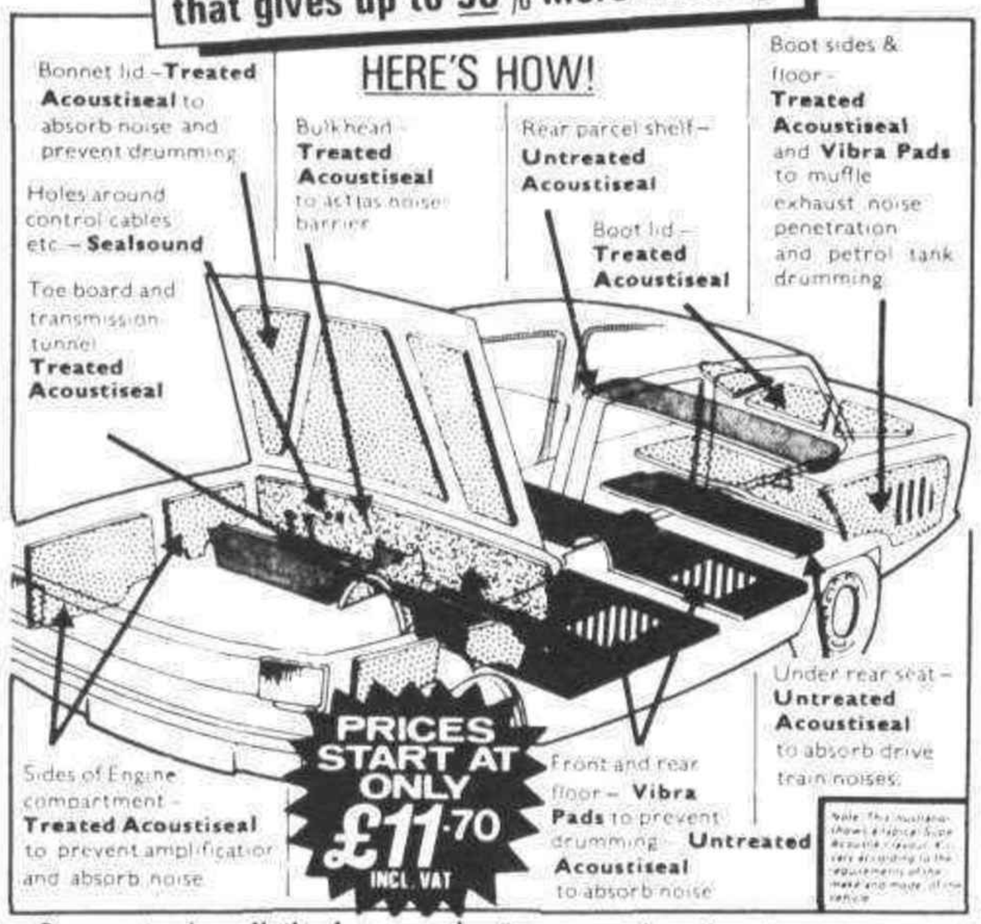
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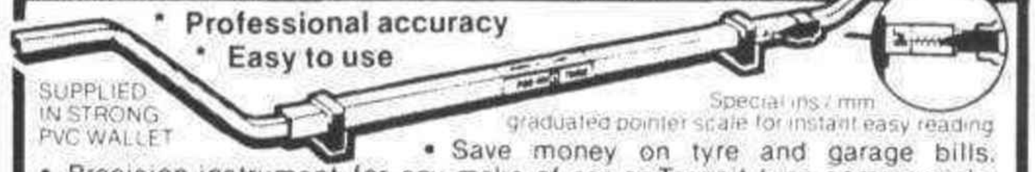
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616, 808, 818, 1970-78
RX 2, R100, RX 3, 1970-74
1000, 1200, 1300, 1969-78
1500, 1800, 1967-74
MERCEDES-BENZ
190B, 190C, 200, 1959-68
220B, 230, 250, 1959-68
220/8, 250, 280, 1968-72
MG
Midget TA to TF, 1936-55
Midget Mk 1 to 3, 1500, 1961-73
Magnette, ZA, ZB, 1954-59
MGA, MGB, MGB GT, 1962-77
1100, 1300, Mk 1, 2, 1962-71
MORRIS
Minor Series 2, 1000, 1952-71
Oxford 2, 3, 5, 6, 1954-71
Mini, incl. Clubman, 1959-79
Mini Cooper, incl. S, 1961-72
1100, 1300, Mk 1, 2, 3, 1962-74
1800, 2200, 1964-75
Marina, 1971-78
NSU
Prinz 1 to 4, 1957-72
1000, 1200, 1963-72
OPEL
Ascona, Manta, 1970-77
Kadett, Olympia, 1962-78
Rekord C, 1966-72
PEUGEOT
204, 304, 404, 1960-76
104, 504, 1968-77
PRINCESS
18-22 Series, 1975-77
RELIANT
Regal (incl. vans) 1952-73
RENAULT
R4, R4L, 4, 5, 6, 1961-78
8, 85, 10, R8, R10, 1100, 1962-77
12, 15, 16, 17, 1965-78
14, 30, 1975-77
RILEY
1.5, 1957-65
1/1 Mk 1 to 3, 1961-69
1100 Mk 1, 2, 1300, 1965-69
ROVER
60 to 110, 1953-64
2500, 2600S, SD1, 1968-77
3 Litre, 2000, 2200, 1958-77
Range Rover, 1970-78
SAAB
95, 96, Sport, 1960-78
99, 1969-78
SIMCA
1000, 1961-71
1100, 1200, 1967-78
1300, 1301, 1500, 1501, 1963-73
SINGER
Chamois, Sport, 1964-70
Gazelle Series 2A to 6, 1958-67
New Gazelle, 1966-70
Vogue Mk 1 to 4, 1961-67
Vogue 1725, 1968-70
SUNBEAM
Rapier, H120, Alpine, 1967-76
Imp, Sport, Stiletto, 1966-76
TOYOTA
Carina, Celica 1600, 1971-77
Corolla 1100, 1200, 1600, 1967-77
TRIUMPH
Dolomite 1850, Toledo, 1970-78
Dolomite 1300, 1500, 1976-79
Herald, 1959-71
Spitfire Mk 1 to 4, 1962-78
Stag, 1970-77
Vitesse 1600, 2 Litre, 1962-74
TR2, 3, 3A, 4, 4A, 5, 6, 7, 1952-77
1300, 1300TC, 1500, 1500TC, 1965-78
2000, 2.5 PI Mk 1, 2, 1963-77
VANDEN PLAS
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1100 Mk 1, 2, 3, 1300, 1963-73
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Victor 1, 2, FB, FC101, 1957-67
Victor VX490, 1961-76
Victor 1600, 2000, 1967-72
Victor 3300, Ventora, 1968-72
Victor FE, Ventora, 1972-78
Velox, Cresta, PA, PB, 1957-65
Cresta PC, Viscount, 1965-72
Magnum 1800, 2300, 1973-78
Viva HA, HB, HC, 1963-78
Viva 1600, 1800, 2300, 1970-78
Firenza (specify ex), 1971-72
Chevette, 1975-78
Cavalier, 1975-77
VOLKSWAGEN
Beetle, 1954-77
Golf, 1974-77
Type 1200, 1500, 1954-67
Type 1600, 1700, 1968-78
Karmann Ghia, 1955-70
Passat, 1973-77
Polo, 1975-77
Rabbit, 1974-77
Scirocco, 1974-77
411, 1968-72
1600 Fastback, 1965-73
VOLVO
66 GL, 1975-78
120, 140 Series, 1961-74
160 Series, 1968-74
240, 260 Series, 1974-78
1800, 1960-73
WOLSELEY
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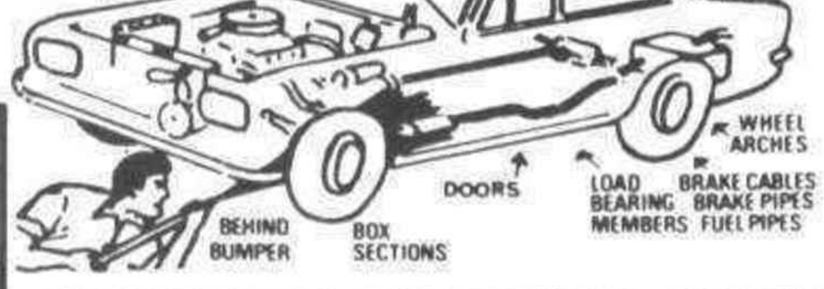
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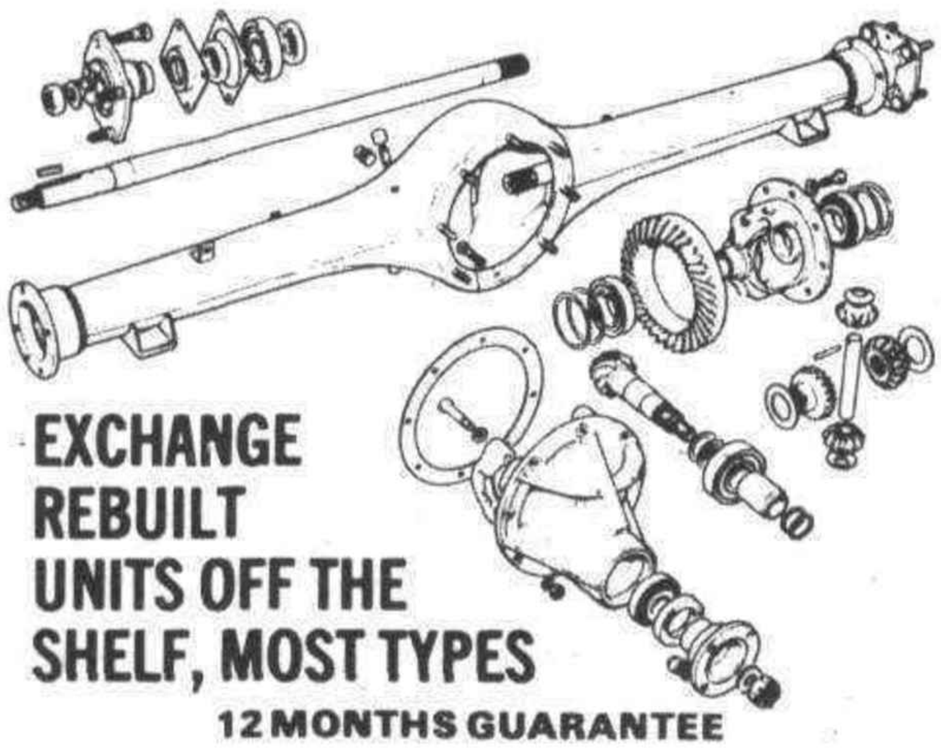
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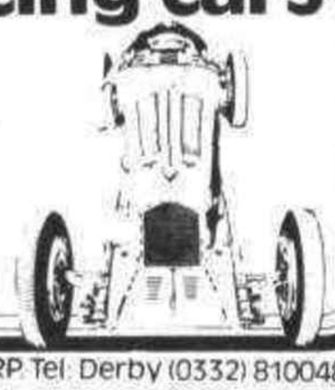
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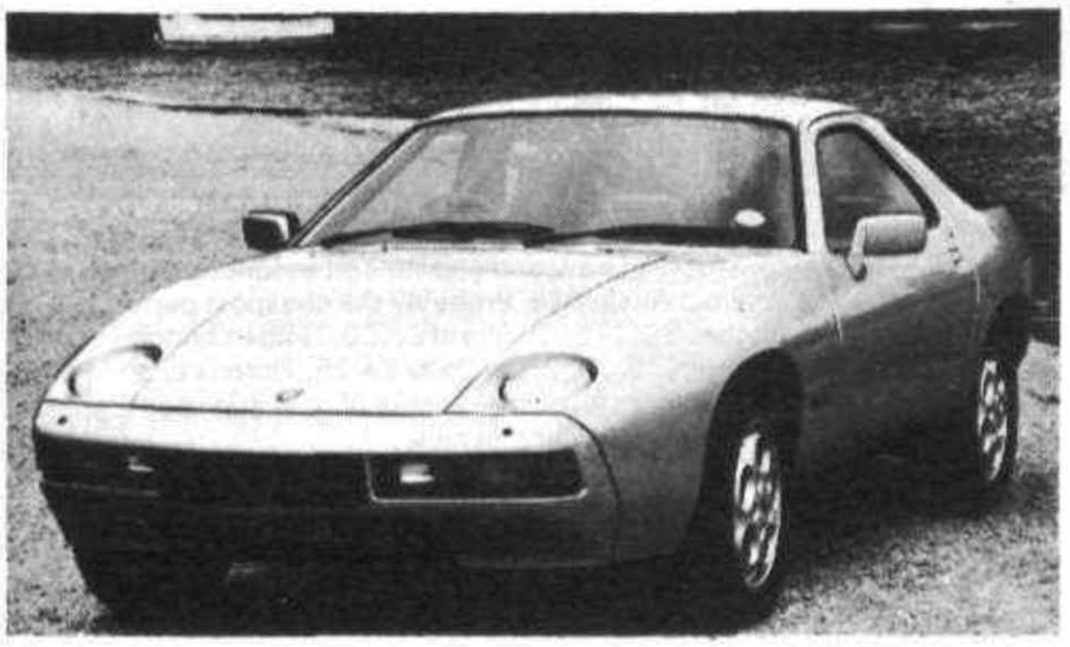


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£4,395 BMW 320i, 1976. Most attractive in sahara with tan check cloth, tinted glass, etc.

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£3,295 LOTUS EUROPA SPECIAL, 1973. Metallic tawny and gold, Wolfrace wheels, radio stereo, etc.

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

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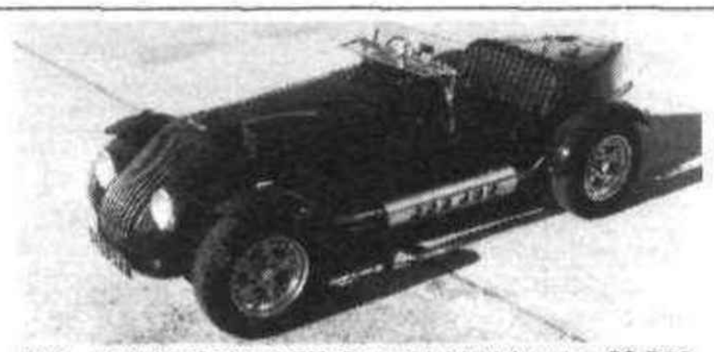
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1977 MG-B. Green, one owner, 14,079 miles, overdrive, hard/soft top .. **£3,145**

1976 MG-B GT. Citron, overdrive, wire wheels, sundym, sunroof **£2,925**

1976 (R) MG-B GT V8, white, one owner, 21,424 miles, usual V8 refinements, radio, stereo **£4,295**

1975 (74 model) MG-B GT V8, bracken/tan, tinted, fog/spot light, overdrive, radio **£2,995**

1975 Sept. MG-B GT V8, white/black, one owner, 27,622 miles, o/drive, tinted glass, H.R.W., radio, twin door mirrors, spare unused **£3,875**

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1974 (N) MG-B GT V8. Green, overdrive, radio, headrests, tinted glass . **£2,995**

1974 MG-B GT V8, damask red, overdrive, tinted glass, headrests **£2,995**

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1974 MG-B GT. White/tan, overdrive, Motorola, two owners only **£2,245**

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1973 MG-B GT, auto, white, headrests, radio, rear fog lamp **£1,995**

1973 (Oct.) MG-B GT, damask red, overdrive, radio, H.R.W., mirrors .. **£1,865**

1974 MG-B, damask red, overdrive, radio/cassette, recent new hood, tonneau **£1,995**

1971 (K) MG Midget, blaze, hard top, wire wheels, recent engine work, £170 spent **£1,045**

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XK 150 FHC, 1958. Grey with cream top. Red leather interior. Many extras. Excellent condition. Best offer over £6,000. Tarrant Hinton 257. (31133

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TVR 2500 M Series Oct. 1972. De-Federalised and rapid. Metallic blue. MoT to Dec. Offers. Telephone Street (Somerset) 45361 after 6 p.m. (31132

DATSUN 240 Z, 1973. Metallic silver, Wolfrace, 74,000. Makers oil pressure, excellent throughout. Enthusiast owner. Bargain £1,895. Penzance 5588. (31130

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FIAT 2300 Coupe. MoT, 1965, some history, some rust. Runs well, many new parts. £350. Worth that for spares. Lancia Zagato 1968. Just serviced, needs sills, hence £395. 904 0634, Wembley. (31227

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MG TD II. Complete in need of total restoration. Not used for many years. For information write Box No. 6028. (31071

1939 BENTLEY 4¼ litre MX Mulliner 3 position Drop Head Coupe. Fine original car finished in ivory with blue interior. Complete tool kit, taxed & MoT. £15,250. Tel. 01-731 3734 office or 01-979 1290 home. (18033

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MORGAN 4/4 1979 2-seater. Red, black interior, wire wheels, bonnet strap. Very low mileage, £5,750. Alfriston (0323) 870691. (30823

FERRARI 246 GT Dino. Finished in bright yellow with black interior. Registered 1973 (M reg.) Just received new tyres and full service. A truly beautiful car, 47,000 miles. £7,950. For further details 0329 833146 daytime or 0329 832308 evenings (Hampshire). (30824

PONTIAC FORMULA 350 Firebird (1972 (L reg.), 37,000 miles, custom paintwork (metal flake) finish, Wolfrace, Goodridge, Pioneer stereo, Huntmaster seats, in all over £1,700 worth of extras. Must be seen and driven to appreciate. £2,950 (Hampshire). Details please phone 0329 833146 day time or 832308 evenings. (30824

MORRIS 10/4 four door saloon, 1934. Very original car, recent MoT. Original style colours etc. Green/black. Green leather interior. Very good runner, all very good tyres, new battery. Overall very nice looking and running car. Offers around £2,750. Box No. 6022. (30826

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VOLVO 123 GT, 1968. Rare 2-door Saloon, 1800 engine, twin carbs., overdrive. Meticulously maintained and full history over last 8 years. Very original condition. £1,100. Liphook 723071. (30825

HEALEY 3000 Mark III, 1965. Red, immaculate coachwork, low mileage, new leather interior. Garaged all winter £5,300. Phone 01-352 3354, evenings. (30827

1956 VW 1200. Good original condition. Three owners from new. Daily use. Offers invited. 051-525 7414. (30828

LAGONDA RAPIDE, 1964. The rich man's DB6. Excellent example in regular use and carefully maintained. Haven't a clue about price so try offer. B. Dearden-Briggs, Mirfield 496276 (home) or Bradford 23808 (office). (30829

E-TYPE FHC. Rare Series 1½ 1968. Subject of extensive professional renovation hence immaculate throughout. £4,350 o.n.o. 01-504 6714. (30831

TRIUMPH STAG, 1974. Brown/tan interior, manual/overdrive, hard/soft tops, radio/stereo, MoT, new tyres. 2 owners, part service history, excellent condition. £2,800 o.n.o. Tel. 01-493 4507 (day), Potters Bar 56213 (eves.) (30833

JAGUAR XJS 1978, S reg. 4,000 miles, one lady owner. Red/black trim, Ziebart, as new condition—mileage fully warranted. £13,500 o.n.o. Tel. 01-493 4507 (office), Potters Bar 56213 (eves). (30834

1963 LOTUS 7 Series II, 1,500 c.c. Alloy body, Series III modifications. Full weather equipment. £1,500 o.n.o. 1971 Mini Cooper 'S' Mk. III 1,275 c.c. Completely original condition, new rear subframe. £1,000 o.n.o. Please ring Par 4473. (30835

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JAGUAR MK. 2 urgently required, immaculate condition only. Low mileage preferred, top price paid. Warwick 42166. (30837

BMW 2000 CS Coupe, first reg. 21.11.68. Personalised number, finished in white with blue leather interior, 46,500 miles. Taxed December, tested April 1980. A superb example of this classic car. £1,650. For further details Doncaster 884261 day, 57799 evenings. (30838

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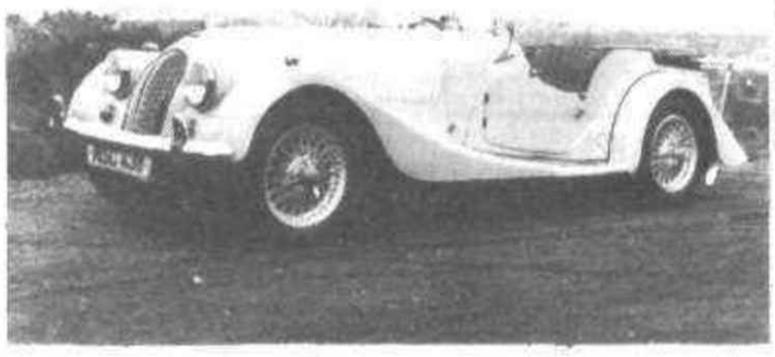
BMW 520 1973, immaculate condition, Malaga with grey cloth interior, air conditioning, radio/cassette, 52,000 miles, £2,350. Would accept 1600 Lancia Zagato in p/ex if in similar condition. Telephone: Albrighton 3579 (near Wolverhampton). (30845

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XK 120, roadster, l.h.d., 1954. Indigo blue, red leather interior, new beige double duck top, side screens and tonneau. The car looks and drives like new, absolutely mint. £6,950. 01-274 8765 (London). (29644

JAGUAR E-TYPE, V12 2+2 1973. Azure blue, tan leather, sunroof, low mileage, unused in winter, immaculate original condition throughout. £5,750. Telephone: 021-354 4434. (29638

1973 BMW CSL. Polaris metallic, excellent condition, genuine 47,000 miles, must be one of the best available. £5,800. Phone Paignton (0803) 558226. (29640

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HRG 1100 ALPINE, 1947. RAC Alpine Rally Award winner 1949. This beautiful historic car is now for sale, spare engine, rear axle etc., owner invites substantial offers. Further details, ring Harpenden 61442. (29632

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LOTUS ELAN Sprint S, DHC, 1973. One of the last Sprints and is a rare model fitted with a 5-speed gearbox, detachable hard-top, tonneau. £2,700. Weymouth 72634. (29626

LANCIA FULVIA S2 Coupé, 1972, 12 months MoT, radio. £925. Chester 674459, evenings and weekends. (29627

TVR 2500M, 1972. Two owners, sunroof. Stereo radio/cassette. £1,950, offers. Phone Wolston 4562 (Coventry). (29598

SUNBEAM TIGER 4.2, 1965. Carnival red, black trim, mag. wheels, h/s tops, magnificent. £1,850. 061-794 6530. (29597

VOLVO 1800, late 1971K. White, red hide, tinted glass, 1 owner driver from new, genuine 55,000 miles, exceptional condition. £1,850. 061-794 6530. (29597

MASERATI SEBRING 3500GTI, Series I, 1963. A rare right hand drive example of less than 100 Sebrings built. Metallic blue, white hide interior, alloy Borrani wire wheels, 12-plug fuel injected racing engine, completely new exhaust system, good tyres, etc. Fuel injection and ignition systems recently overhauled. New H.D. battery, genuine 130+ m.p.h. car. Serious offers only please, in the region of £3,250. Tel: Bourn (Cambs.) 532.(29593

DAIMLER SP250 C spec., 1963. Hard and soft tops, stainless steel exhausts, MoT, Oct. '79, £2,500. Tel: Stockton (0642) 66068. (29594

MINI 1275 GT, 1975 P registration. White with blue interior, alloy wheels, 32,000 miles. Used as second car, fully undersealed from new. Excellent condition throughout. Sale due to arrival of new car. £1,400 o.n.o. Telephone Holmfirth 3223 (Yorks). (30868

1955 MG TF, 1500 c.c. *Green with beige interior,* outstanding original car, wire wheels, long MoT. £6,250 o.n.o. Tel: 06278-63393. (29618

LANCIA FULVIA 1.352, 1973, M regd. Red, MoT, 35,000 miles, immaculate. £1,500. Bereavement reason for sale. Telephone: Lincoln (0522) 702668, evenings/weekends. (29617

E-TYPE 2+2, L regd. Signal red, genuine 43,000 history since 1975. Restored by specialised Jaguar engineers, must be equal to best available. £5,800 o.v.n.o. Maidenhead 25044. (29615

JAGUAR MARK V. 1949. New MoT, very original, SS *registration plate. £1,200 o.n.o. Tel:* 0952 813677. (29613

MG-B GT. Bronze yellow, 1972, o/d., HRW, tinted screen, radio, power aerial, headrests and tow bar. V. good condition. £1,350. Tel: Southport 79442. (29612

ALFA ROMEO 1750 GTV, 1970. Red, Spax dampers, radio, taxed and tested. Much time and money spent on this fine car. £800. Bottesford (Leics.) 42175. (29609

TVR 3000S Convertible, October 1978. As new having covered only 2,000 miles, red, Philips AC860. Offers around £8,000. Derby 0332 515282. (2960 8

3.0 CSI, M regd., 2-door coupé. Metallic blue/blue velour, electric windows, radio, 75,000 miles, but good condition, director's car, BMW maintained. Phone 06902 578, evenings. Below going price for quick sale. (29606

TVR VIXEN 1,600 c.c., 1969. £500 recently spent, hence superb condition throughout, quick sale. Horley 6340. (29611

PORSCHE 911S, 1971. 2.2, service history, respray in original gold, usual extras including *electric sunroof.* £4,600 *o.n.o.* Wade, Letchworth 6383, Hitchin 811744 (evenings). (29605

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CORVETTE STINGRAY, T regd. 350 Auto. Power steering and windows, air conditioning, side winder exhausts, bright red, T top. £6,750 o.n.o. Any exchange considered. 021-743 5276 or Claverdon 2122. (29788

1937 PACKARD 115 Sedan. Pristine condition, finished in dark green with *leather interior.* £2,500. Tel: Peterborough (0733) 65271, ext. 50 day or (0733) 41646 eve. (29787

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PORSCHE 911T, 1969. Yellow, black interior, sunroof, front and rear spoiler, alloy wheels, flares front and rear. Has to be seen. £2,850. Saxmundham 3102. (29792

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BMW 2002, 1974. White, navy blue trim, radio, 47,000 miles, full MoT, any trial welcome. £1,975 or *h.p./p.ex. Stamford, Lincs.* 0780-4312. (29793

ROVER 3.5 Saloon, 1970. Auto., PAS, HRW, radio, blue with cream leather upholstery, excellent condition throughout, MoT, March 1980. £1,275 o.n.o. Cardiff 756478. (29782

DAIMLER V8-250, 1965. Auto., 79,500 miles, believed genuine, used daily, regularly serviced and treated as part of the family. Extremely good condition inside, outside and underneath. Would shame many later models. Stainless exhaust, good G800's, radio. Jaguar met. blue, with grey leather, sensibly priced at £750, which includes a '68 rot-box with lots of *spares* including *complete engine* and good interior. Ilkeston (Derbys.) 321310. (29781

1950 BENTLEY Mark VI. Complete rolling chassis – Problems: four doors complete with excellent trim, front wings, one poor one excellent. Crack and tear-free leather upholstery. Boot lid, odds and ends. All reasonable offers considered. Hoddesdon 67041 after 7 p.m. (29780

MORRIS 1000 Traveller, 1969. 1 owner, 69,000 miles and Ziebarted from new. Concours condition, history from new. £1,500 o.n.o. Details, phone evenings: 076 387 (Kelshall, Herts.) 391. (29766

MG YA Sports saloon, 1950. A fine example finished in green cellulose with fawn interior. Used daily during summer months and seen at local shows. Current MoT, handbook and many spares. Sadly must sell hence only £1,045. Phone Worthing 33405. (29767

ELAN +2S, H regd. Ex-cond., electric windows, HRW, stereo, 1 owner 6 years, red/silver, rare black badge. £1,895 o.n.o. 01-660 3314 evenings. (29768

FERRARI 400 Automatic, Nov. 1978, 7,000 miles, unmarked, Celeste paintwork, air conditioning, stereo, r.h.d. £27,300 (Can be seen in London.) Tel: Whiddon Down 202 (Devon). (29770

BRISTOL 404, 1955. 'The Business Man's Express'. A superb and original car having covered 123,000 miles from new, and with full documented history, works reconditioned engine fitted, long MoT. £7,250. 061-427 1876. (29771

LOTUS ELAN SIV/SE, 1970. Drophead, black/gold, rebuilt engine, good condition, 3 month's tax, 12 month's MoT. £1,450 o.n.o. Tel: 061-427 1144. (29773

ALVIS TD21 Convertible 1961. Manual, wire wheels, 56,000 miles, new lined hood, excellent condition. £1,950. Horndean 596356. (29775

PRINCESS, 1967, 4-litre, R (Rolls-Royce) engine, 52,000 miles, in immaculate order, automatic, power steering and brakes, MoT, taxed, interior looks as never been sat in, very rare car with condition. £1,400. 01-398 6543. (29776

1958 AUSTIN Healey 100/6. Red/cream, hard top, *good condition,* MoT, Jan. 1980. £1,450 *o.n.o.* Steyning 812487 evenings/weekends. (29772

MORGAN 4/4, Oct. 78. Family man you can continue sports car motoring – p/ex. your TR6 for my azure blue four-seater or prize the keys from my hand with about £6,500. Telephone: Wormley (042879) 3132 (Surrey). (29774

LAGONDA 2-LITRE, low chassis, speed model. Weyman fabric Cads Coupé. £5,500. 078988 3393. (29777

CITROEN CX Pallas 1977. C Matic, white, sunroof, tints, stereo cassette/radio. Full service history, one *owner from new. 46,000 miles, excellent condition.* £3,750. Day: 021 233 2526, evenings: 078988 3393. (29777

RELIANT SCIMITAR GTE. June 1976. Manual with overdrive, 45,000 miles, Webasto sunroof, superb condition. £4,595. Ring Swindon 694245. (29778

1932 AUSTIN 7. Super accessory sports body. Ideal rebuild, partly restored. £275. West Malling (0732) 842900. (29798

JPS 3.0S CAPRI. '75P. JPS emblems on front, sides and back. Black and gold wheels. Stereo radio. Sunroof, sundym windows. Scoops back and front. Seat belts all round. £2,750 o.n.o. Edmonton N9. 01-805 6548. 29797

ASTON MARTIN DB6. 1968. Dark blue with blue hide, chrome wires. P.A.S., Sundym, manual, radio, Selectaride. Superb, immaculate, low mileage example. Used summers only. £5,400. Reigate 49861. (29796

WOLSELEY 4/44. 1955. Superb original condition, 67,000 miles, service history, M.o.T. Tools and handbook. Only £575 for quick sale. Luton 27450. (29795

JENSEN GT *FH Coupe. October* 1975 – *P reg.* Sherwood green. Offers in excess of £3,500. Tel. Cumnor 2922. (29811

CHEVROLET MONZA Spyder, 1978. Hatchback, V8, power steering and brakes, many extras, Ziebarted, as new, 13,000 miles. £5,900 o.n.o. Southam 2783. (29794

JAGUAR 3.8 AUTO. Original logbook. Radio. Taxed. Tested March 80. Adjustable shockers. Much money spent past year. Steering, suspension, brakes, exhaust, battery, 4 new radials. Some work required to rear of front wings and spats, otherwise body very *sound.* £675. Basildon 44819. (29810

MG-B GT. Sept. '72. Guaranteed genuine 20,000 miles only. Second car of one fastidious owner from new. Immaculate throughout in glacier white with navy cloth trim. Sunroof, overdrive, h.r.w., Cadulac underseal. Last model with chrome bumpers. Must be seen at £2,095. Ring Keighley 65987 after 7 p.m. (29809

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1968 **Morgan +4** drophead coupe, black coachwork, black leather, 45,000 miles two owners. A good investment as this rare model's numbers diminish.
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FOR SALE–continued

SCIMITAR GTE, 'P' reg. Sept. '75. White, black interior, alloys, electric windows, radio, towbar. Recent full AA report saying "above average condition". Too small now for family/dogs. £2,995. Tel. (Beddgelert) 076 686 286. (30841
BRISTOL 403. Aluminium bodied 2-litre. Fixed first gear, remote gearchange. With many spares. Condition implies low mileage. MoT till September. BOC member selling due to ill health. 081 6432387. (30842
MORGANS. 1933 Super Sports £4,500. 1950 F Super £2,500. Both immaculate. Bartlet, Meopham 812187 (Kent). (30843
FOR SALE by auction on Thursday 3rd May 1979 a 1937 Wolseley and a 1953 Humber Super Snipe both with very low mileage and 1 owner. Please telephone Amersham 4792 for details. (30848
BMW 3.0 CS Coupe, automatic, immaculate, metallic green. Push-button Radiomobile, black velour upholstery, 1973 M, only 42,000 miles, full service history, £5,300. 01-405 9161/4483.(30849
RARE and beautiful Fiat 130 Coupe Ferrari Unit 1973M. Metallic blue, champagne velour upholstery, superb throughout. New reconditioned engine, electric windows, £3,800. 12 months MoT. 01-405 9161/4483. (30849
1978 AUGUST Morgan +8, 8,000 miles, immaculate in black and silver, black leather reclining seats, roll bar, cassette. One lady owner from new. £7,500 o.v.n.o. Lytham 738244 evenings, 733055 day. (30850
PORSCHE 911 T. Full service history, far above average, 1968, Polo red, "S" wheels, 5-speed, personal plate. Below average mileage. £2,550. 051-653 5207 (evenings). (30851
VOLVO 4 DOOR 144 DL floor change, radio, 67/68 (registered 79). Good condition, left hand drive. £475 no offers please; or exchange Diesel Transit. 385-634. Add: TR. 46, Euclone Rd., Mitcham, London (UK). (30852
LOTUS ELAN +2S130/5. M regd., 36,000 miles, silver on maroon, tints, alloy wheels, Aiwa autoreverse cassette radio. Immaculate. £3,200. 04914 2697 (Reading). (30853
FIAT 130 "M" regd., 3.2-litres, metallic silver, 44,000 miles, 5 speed ZF box, power steering, electric windows, tinted glass, large fast prestige car, v.g.c. £1,450. Tel. Winsford (Cheshire) 52259. (30855
OPEL GT two seater Sports, 1968 "G" registration. "Golden" opportunity to acquire this superb unusual German sports car. Offers invited. Telephone Newton Regis 623 (evenings). (30856
DAIMLER CENTURY. One of two Hooper built Dauphin Saloons on special Conquest chassis ordered by HM the Queen and first registered in 1957. Full historical correspondence available. 88,000 miles and one other owner. Car has been regularly maintained and recently renovated to a high standard. Painted black and silver with beige leather upholstery. Offers in excess of £10,000 to:–25 Arundel Avenue, Sanderstead, South Croydon CR2 8BJ England, 01-405 5844 day time only. (30832
E TYPE Jaguar, 1964 3.8-litre Series I FHC. Finished in dark blue with blue interior and chromium plated wire wheels. In superb and unmarked original condition. £8,500. Andrew Dunbar. Tel: Chesham (02405) 5709. Evenings and weekends. (30950

FOR SALE–continued

TR6 PI Roadster, O/D, April 1973, mimosa yellow, one owner, 50,000 miles, year's MoT, Tonneau covers, serviced every 3,000 miles. Full history, £2,200 o.n.o. Weekdays Peterborough 65312, weekends and evenings Elton 564. (30951
AC 3000 ME. Canary yellow with black leather trim. Fitted combined radio and cassette player. Nominal mileage. Offers to: Michael Smith, Hundred Acre Farm, Strensall, York. Phone York 490292. (30952
TR6 1975, 50,000 miles. Red, overdrive, hard/soft tops. XAS tyres, must be seen. Any inspection. £2,800 o.n.o. Hoyle, Cumnor 3641 (Oxford). 30954
MGB GT V8, M reg. White, chrome bumpers, tints, HRW, overdrive, stereo cassette, undersealed. 45,000 miles, 11 months MoT. £2,400 o.v.n.o. Basingstoke 56522 after 8.30 p.m. (30953
1969 COOPER S. Totally rebuilt by garage. Alloy wheels, tints, 1,310-c.c. engine. 12,000 miles. £1,650 o.n.o. Write:–J. Slaymaker, 20 Jeremy Close, Wool, Dorset. (30955
1927 AUSTIN Seven two seater Sports. Aero screens, outside exhaust. Castrol 'R'. All goodies. Very fast, very pretty. £2,800. Lots of spares. Bath 20244, daytime. (30956
LANCIA FULVIA 1.3S 1975. Beautiful Rosso red. 38,000 miles. Excellent condition. Extras. £1,800. Liverpool 051-924 5895. (30957
TR4 1962. Wire wheels, new clutch complete, overdrive, gearbox and tyres. MoT August. Taxed. £850. Tel. Burley 2551. (30959
E-TYPE 2+2 Manual 1969. Carmen red with chrome wire wheels. Genuine mileage 45,150. Immaculate condition. An excellent investment. Offers over £4,000. Telephone 01-985 9713 (day), Theydon Bois 3213 (evenings). (30959
TRIUMPH GT6 Mk. III 1973. Magenta, black cloth interior, overdrive, Sundym, HRW, towbar. Radio/stereo, electric aerial. Considerable mechanical renovation. MoT. Very attractive car, £1,450. 061-928 5605, evenings. (30960
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ASTON MARTIN DBS6, 1969. White, very good condition. Special number plate. £4,500 o.n.o. Phone for details, Barry S.W. 735614. (30967
DAIMLER V250, 1969. H reg. Regency red, mileage under 38,000. In excellent condition. MoT cert. Present owner is original. Bargain at £2,200 o.n.o. Telephone Lancaster 64503 evenings. (17854
TVR TAIMAR Turbo 1977. Special specification, every refined extra. First reasonable offer accepted due to arrival of new car. Telephone 021-643 9717 in office hours. (17850

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SCIMITAR GTE. Manual overdrive 1973 rebuild must make this car one of the best 1973s available. New tyres, stainless exhausts, new chrome work, paint job, mechanical overhaul, new MoT, below average mileage, highland purple. Not to be confused with average 1973s, this one stands out in a crowd. Family increase forces sale £2,200 o.v.n.o. Write for more details: Dawson, Bellwood Lodge, Beltoft, Belton, Doncaster, S. Yorks. (30966
MGC-GT, NOVEMBER 1968, overdrive, sunroof, wire wheels, radio, primrose. Over £1,200 spent last six months to ensure immaculate condition. £1,750 o.n.o. 01-229 9216 evenings 7 May onwards. (30968
3-LITRE EYECATCHING sports hatchback TVR Taimar. Nov. 78. 5,000 miles. Sunroof, radio, manufacturer's guarantee. £6,500 o.n.o Oxford 43525 (day). (30969
AUSTIN HEALEY 3000 Mk. III, 1967. Old English white with red leather upholstery. This is undoubtedly one of the finest examples on offer today and as such is in truly outstanding condition in every respect. The paintwork is completely unmarked as is also the interior including new carpeting throughout. Unfaulted in its recent MoT test and taxed until June. £4,250. For fuller details phone 01-878 3751 evenings. (30971/2
1961 MGA 1600 Mk. II Roadster. Tartan red, wires, ZXs, luggage rack, MoT. £850. Leamington Spa 312355. (30973
MORRIS 1000 Convertible. Excellent original condition. 1967, v/low mileage, two owners. Practical investment, £950. Lewes 2646. (30974
ASTON MARTIN DB5 1964. Green beige interior. 5 speed box. Rebuilt braking system. New exhaust. Resprayed 1978. One owner. £4,250. A. H. L. Eccles, Bryn Cottage, Penmaen, Swansea (Penmaen 233). (30978
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JAGUAR E-TYPE V12 Roadster 1973. 40,000 miles. Regency red. Manual. Mechanically and bodily excellent. £6,250 o.n.o. Phone Worcester 424382 (office), 422783 (home). (30981
RILEY NINE 1929 Fabric Tourer. Restoration 80% complete. To highest cash offer or P/X for less interesting pvt car and cash. Box No. 6027, Hampshire. (30983
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E-TYPE 2+2 1966. MoT, tax, exquisite condition, brand new bonnet and doors, makers oil pressure, chrome wires, new tyres, sun roof, dark blue, Motorola. £2,850 o.n.o. Farnborough (Kent) 53735 Evenings and Weekends. (28820
PANTHER LIMA. Registered June 1977. This car has been moth-balled over two winters. Guaranteed mileage 7,000 miles. Blue and Silver, £4,600. 0625 58 5318. (17856
ALFA 2600 SPYDER. Registered 1983. Excellent condition. H/s top, 43,000 miles, new MoT. £1,950 o.n.o. Week 01-359 6868. Weekends Woking 63065. (17855

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SUNBEAM RAPIER 1969 H. Radio and overdrive, very original in full working order, taxed 12 months M.o.T. £375. Tel. Harrogate 502626. (31089
1961 3.8 E-Type Roadster, chassis number 239. Carmen red, chrome wires, near Concours condition. £6,000. Tel. Great Chesterford 534 (Essex). (31088
H.S. CHEVETTE (2.3 litre, 16 valve). Feb. '78. 1 owner. 8,000 miles, rust proofed, silver. Private use only, usual extras plus electronic ignition, radio and glass sunshine roof. £4850 o.n.o. Tel. Berkhamsted (04427) 73691. (31087
LOTUS ELAN + 2. Immaculate original condition, used as second car only, 1968, genuine 25,000 miles from new, 2 owners, M.o.T. March '80. New parts plus bills. £2,500 o.v.n.o. Tel. Berkhamsted (04427) 73691. (31087
ASTON MARTIN DB6 (1967). In Glen green metallic. Privately owned, service history available. Exceptional condition which justifies price. £6,250. May be viewed in Somerset or London. Tel. Chard 2821. (31086
JAGUAR 3.4S sports saloon, 1968. Manual gearbox. 59,000 recorded miles, B.R.G., superb coachwork. Interior as new, mechanically excellent. £2,350. Tel. Taunton 412454. (31084
E TYPE 1973 M Reg. 2 + 2 auto. 2 owners. Full service history. magnificen t example of this rare and sought after motor car. £5,950. Tel. Romford 24170. (31083
JAGUAR 'E' 1969 FHC. 3,139 miles, mechanically perfect. Total undersealing, absolutely rustless, cww imperfect but truly excellent, many extras. £6,000 exchanges. Tel. Slough 46285 Evenings. (31082
MGB ROADSTER October 1978. T registration, russet brown, only 6,000 miles, obviously as new and original. Supercover etc. £3,250 for quick sale. Tel. 021-354 5829 daytime, 021-373 5056 evenings. (31081
WOLSELEY 1500 1963, year's M.o.T. £400 o.n.o. Tel. (0789) 298045. (31080
SUNBEAM TIGER 260. Good condition, taxed and M.o.T. History from new. £1,150. Tel. Plymouth (0752) 701001. (31068
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John Britten

Morgan TVR



Some cars rattle, others squeak. But Morgans just (occasionally) creak. **Morgan Plus 8,** 1978, silver with black leather, rustproofed, door handles, 4,000 miles. **Morgan 4/4 Coupé,** 1939, "suitable case for restoration". **Morgan 4/4 4-seater,** 1978 T, Royal Ivory, reclining & folding seats, 600 m., prev. owner raced one of those "ex Jackie Stewart" FJ Coopers some years ago. I had one myself, and the handling (on 3½" rims front and rear) was like a Renault Dauphine. **Morgan 4/4,** 1972, Deep Brunswick Green, one loving owner since new. **Morgan Plus 8,** 1970, black, aeroscreens, special number. **Morgan 4/4,** 1977, nut brown, stone leather trim, stone hood etc., wire wheels, spotlights, aeroscreens. **Morgan 4/4 4-seater,** 1971, green on green (pea and marrow, actually), a car that has been in our garden before and has just been fitted with a brand new engine. Its hubcaps have Union Jacks on them. **Morgan Plus 8,** 1975, Royal Ivory, luggage grid, Sundym windscreen, p/e R/R. **Morgan 4/4,** 1973, orange chrome, wire wheels, we have known all three owners of this 17,000 mile car (now sold to make room for "expanding" family). **Morgan Plus 8,** 1978, glacier white, black leather, luggage carrier, reclining seats, door handles, bonnet strap, spare wheel cover, well-known owner. **Morgan 4/4 4-seater,** 1975, Monza red, chrome wire wheels, stone leather, badge bar, grid, we nearly sold this car to an extremely well-developed lady, but unfortunately the steering wheel was too close. **Morgan Plus 8,** 1977, black, red leather, reclining seat, one of the last of the 4-speed 15" wheel Plus 8's which are not so fast either on the straight or in corners but nonetheless have a certain "something" (just as the early Moss-box versions do). **Morgan 4/4 4-seater,** 1976, red, stone leather, wire wheels. **Morgan Plus 4 4-seater,** 1956, black/silver, black canvas hood. **Morgan 4/4,** December 1976, Deep Brunswick Green, from far-flung Cumbria, wire wheels, bucket seats. **Morgan 4/4,** 1977S, Bugatti blue, leather trim, wire wheels, bucket seats, spotlights, badge bar, spare wheel cover. **Morgan 4/4,** 1976, Royal Ivory, wire wheels, Union Jacks, is being photographed tomorrow with some model draped all over it for a clothing catalogue. **Morgan Plus 8 Lightweight,** 1976, 14" wheels, 4-speed gearbox, glacier white, electronic ignition, black leather, "total" protection. **TVR 3000M,** 1977, dark bronze, vinyl top, radio, tan trim, sunroof. **TVR 3000M,** 1973, silver, radio, sunroof, 2 owners, the second an enthusiast now Morgan mounted. **TVR Taimar Turbo,** 1978, charcoal and silver, supplied new by us and has proved reliable and trouble free. **TVR Taimar,** 1978, red, black model band. **TVR Taimar,** 1977, metallic green, sunroof, electric windows, radio/cassette. **TVR Taimar,** 1977S, white with brown model band, previously used by TVR executive. **TVR Taimar,** 1977, white, one of the rare Taimars fitted with overdrive, taken in part exchange for a new TVR Turbo Convertible. **Arkley SS,** 1978 conversion on 1974 chassis, gold with pinstripes, alloy wheels. **Arkley SS,** similar spec. to above but Regal red. Both these cars have 1500 *engines and will out-accelerate an MG-B.*



dearly love the next government to do is to attract some of our more capable managers and engineers back to British Leyland. I have always had slight misgivings about Michael Edwardes's vaguely oriental looks, but never did I imagine that "Worried Slant-Eyes of Longbridge" would ever go so far as to start making Japanese cars in England. I worked at Longbridge myself for a while, and at that time we had over for inspection a Japanese copy (made by Nissan, known in the UK as Datsun) of the 1,200 c.c. 'B' Series engine. Little did I think that 20 years later the boot would be on the other foot! But even then there were plenty of signs of the ostrich-in-the-sand attitude to design and development that has led our national company to produce a range of cars which are mostly so shamefully bad that they have to be subsidised by at least £100 a car (and I suspect far more than this for export) in order to sell at all. In those days a lone voice in the wilderness was Mr William Boddy of Motor Sport who was brave enough (against the conventions of the time) to speak the truth about certain BMC models in the columns of this magazine. The response was not to improve the product but to withhold the supply of Press cars for a long time. The "Bishop Ban" I believe Mr Boddy called it. A pity they did not pay more attention to his criticism. There is still a misconception that what is wrong with BL cars is their outdated design and the absence of any new models. This only a small part of the truth. The simple fact is that a successful and profitable car is *created by a recipe of 10% good design, 40%*



Mini 1275GT, 1974, white with ochre interior trim, twin exhaust, LRSW, the car in which one of our Directors has just been done for speeding. **MG-B GT V8,** 1975, glacier white, tan cloth trim, sunroof, radio. **Triumph TR7,** 1977, maroon, one lady owner, sunroof, radio. I learned to my amazement this week that our insurance people, Chartwell Insurance Brokers of Sparrows Herne (or Sparrows Hernia as Nysha types it), Bushey, Herts have a sports car enthusiast, one David Anthony, among their board of directors. Aforesaid Mr Anthony has had a Morgan on order from us for years and, as it has now arrived, we have his ex-**TR6,** 1973, dark blue, overdrive, radio/cassette etc. for sale. And I always imagined that insurance brokers were sombre-suited fellows who drove around in black Cortina 1300's and regarded any sports car driver as a Bad Moral Risk (an expression *beloved of insurance people*). **MG-B GT,** 1972L, blaze, overdrive, sunroof, radio. **Alfa Sud Sprint,** Dec. 1978, dark blue, tan trim, LRSW, radio/cassette, see-thru sunroof ("moon-tops" as the Americans call them), 1,100 m., 1 lady owner. **NEW MORGANS:** Essential to order literally years in advance of delivery. No possibility of ex-stock delivery either now or in the future. **NEW TVRS:** We have secured a handful of TVR's at the *pre-increase prices* including Taimars, Convertibles, and a 3000M, on display in our showroom and can be put on the road within a matter of hours. **ARKLEY SS:** We have in stock body kits to convert your Sprite/Midget into an Arkley SS at minimal cost and labour – the Arkley brochure gives details, please send addressed envelope and 25p. Late News: Possibility of a 1936 Ford-engined **Morgan 3-wheeler,** "family" model. I learn that our local MP (conservative, *of course*) is thought to own a Morgan 3-wheeler, so *perhaps these people aren't always as bad as* they're made out to be. One thing I would

development, testing, and refinement of the basic design, 40% manufacture to high standard of quality, reliability and finish, and perhaps 10% efficient sales, distribution and advertising. I also ought to add another 25% for after-sales service and parts availability. Even such a nasty car (as it is now) as the Marina could have been developed by a continuous and highly skilled development programme of engineering and minor styling changes to a fast, quiet, comfortable, taut-handling and supremely reliable family/-business car. The basic design would have been an adequate (if not an ideal) starting point as it is fundamentally not over-expensive to produce and is no uglier than several ultra-successful Japanese cars. Many years ago British engineers from the Humber company were invited to report on the feasibility of our taking over the designs and tooling for the VW Beetle, shortly after the occupation of West Germany. They recommended that we did not take up this option. Ever since, those unfortunate Humber engineers have taken stick from every motoring magazine there is. However, I believe they were right. What car volume-selling today has an overhung, rear mounted air cooled engine? Swing axle rear suspension? Leading links on the front suspension? Two cylinder heads? To turn all this into the world's most successful car was simply a triumph of development over design. *Any* small car design, given that intensive, Teutonic 20-year development programme, would have swept the world. And remember that the Beetle's behaviour round corners became reasonably acceptable only after the introduction of radial ply tyres, the special feature of which is to limit tread distortion and breakaway on over-loaded tyres. Humbers' men could not have known much about radials in 1946. The only design fault in a car that cannot be ironed out is a configuration that is expensive to manufacture in relation to its size, utility and appeal. The prime example of this is the Mini. A pity to say this about a product that is such fun to drive (although useless for long-distance motoring) and so lovable and characterful. The high leverage rubber suspension involves large forces which in turn demand heavy and expensive steel structures such as the rear subframe to deal with them. (In spite of this, the result is road noise, undamped road shock and a hard ride). The gearbox, final drive and gear shift assembly is so complex that engineers from rival companies must consider it a joke. And for within £10 of the cost of a Mini, a 2ft longer, 4" wider, more comfortable and more spacious car could be built using the same layout and components. Most expert sales of the Mini and its Innocenti clone are to people who like it for its freakishly, anachronistically small size – a minority who can afford to pay a premium for this feature. In the UK, if the Mini were to be offered at a price which showed BL a true working profit, people would regretfully decline it. However, we do have in the BL range some cars and trucks that can form the basis of a medium-term recovery plan. The design, development and production engineers to restore the company to its former prosperity do exist – and they are British. If they ever worked for BL they most likely no longer do because they, as I did, were no longer prepared to see their talents mismanaged and wasted. I would like the new government to appoint at BL a Chief Executive who would have the courage, optimism and single-mindedness to operate *our* company properly using *our* native talents; to appoint 10 similarly minded working directors, who would lend their wholehearted support to 100 senior managers and 1,000 engineers of the same breed.

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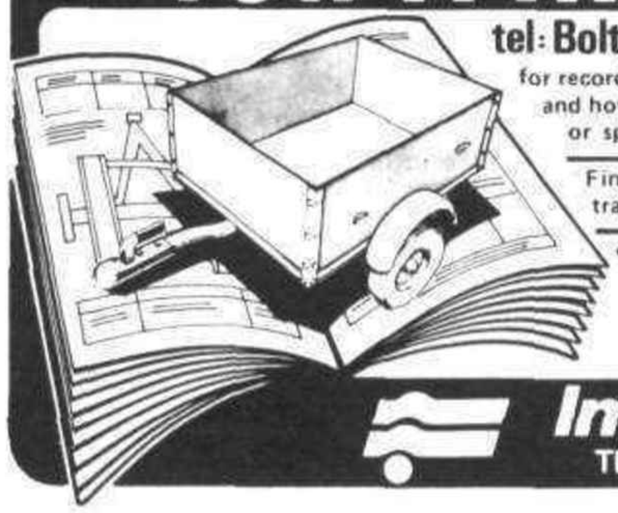
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FOR SALE—continued

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MG-B GT. '76R. Sand yellow. Rustproofed, tints, radio, stereo door speakers, 16,000 miles, one owner garaged, serviced history, v.g.c. £3,200. Phone 04246 2103. (29801

BENTLEY CONTINENTAL. 1955 'R' Type 4.9 litre, manual, shell grey, red interior. One of the finest of these magnificent cars in existence. Tel. 09323 47853. (29800

ALFA SUD Sprint 1.5. Nov. 1978. Pine green, radio, cloth upholstery, sunroof, etc. Mortgage forces sale. £4,000 o.n.o. Maidstone (0622) 62857. (29799

1936 AUSTIN SEVEN Ruby. Resprayed, reupholstered and rechromed. First class condition in daily use. Taxed and M.o.T. £1,250. 01-349 0770. (29836

MG Y B Saloon. 1952. Original log book and workshop manual. Engine rebuilt. M.o.T. £1,275 o.n.o. Phone 0787 60848. (29834

ALFA ROMEO Spider 2,000. 1974. N Reg. Silver, black interior, 36,000 miles. M.o.T. Taxed. £2,395 o.n.o. Phone Mr. Roland 01-638 3469 (work) 01-586 4688 (home). (29833

PORSCHE 1972/E sportomatic, frontal damage, not driveable, LHD, low mileage, offers. Wilmslow 523790, Cheshire. (30227

JAGUAR 3.4 S Type, 1966. Finished in metallic gunmetal with red leather upholstery. Genuine 33,000 miles from new. Full documented history and original owners pack. Offers over £2,500. Genuine enquiries only to 031-449 4233. (30429

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SPECTACULAR SPECIAL Austin Healey 100/6, 1957. Based professional lightweight two-seater. Pointed tail, cycle wings, outside exhaust. Green with red leather trim, aeroscreens, bonnet straps. Taxed, tested, running in. Very fast with handling to match. Car is virtually new. Absolute one-time bargain. Private sale. Leaving UK. Thatcham 65905. Nearest £5,500 cash. (30433

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TR5 PI. Superior condition, low mileage. Wires, overdrive, Surrey hard/soft tops. Valencia blue. MoT. Extras/spares. £1,850. Full details Normandy 3753. (30450

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BEETLE CONVERTIBLE, 1979. Unused, LHD, USA specifications. Mars red, white hood, black upholstery. £5,550. Your last chance! Tel: 053-04 2378. (30449

JAGUAR XK 150 FHC Manual, overdrive. Body taken back to bare metal and stripped. Resprayed original Carmen red. Rebuilt wires, undersealed. Completely re-trimmed, re-chromed and re-wired. Engine overhauled. Absolutely superb, but priced obviously for quick sale at £4,800. Orpington (66) 51881. (30459

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FORD MUSTANG V8, 5-litre, 1970 (muscle shape). Brilliant red with black interior, automatic, power steering and brakes, new engine 5,000 miles, new thrush exhausts, new radials, alternator, just serviced. £2,000. Hornchurch 41186. (30598

TR6 ROADSTER 1972 (L reg.). Yellow, wet weather gear, radio, overdrive. £1,500. Phone Ipswich 51771 (evenings). (30597

ROVER 110, 1964. Very good original condition. £1,000 o.n.o. or exchange Daimler Dart. Bath 312860. (30598

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FOR SALE—continued

JAGUAR 3.4S, sports saloon, 1967. Auto., PAS, two previous owners, average yearly mileage 6,500, extensively overhauled engine top end. New tyres, battery, exhaust, petrol tanks, steering, brakes. Resprayed and complete interior refit, honey beige with red interior, full MoT. £1,350. Tel: 0203543003 (Coventry). (30600

MG-B ROADSTER, 1973. White, carefully maintained and in excellent condition, hardtop and new hood. £1,350. Stafford (0785) 55435 days, 661875 eves and w/end. (30601

LANCIA BETA Coupé 2000, 1976. Alloy wheels, sunroof, electric windows, hand throttle, polychromatic blue, yellow trim. £2,900. Tel: Nottingham (0602) 830714 evenings. (30602

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VOLVO P1800E, 1971. Black, good condition, cassette, electric aerial, radio, new exhaust. £1,850. Ring Dunstable 67761. (30607

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TR6, 1974 (June). Magenta, overdrive, head-rests, laminated windscreen, long and short tonneaux, full Dinitrol rustproof treatment (1976). Present owner nearly 3 years, used as second car, 24,000 miles, confirmed by service documents and certified in writing. The condition of this car is as the foregoing would indicate. £2,575. Tel: 0253-882116 after 6 p.m. (30609

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LOTUS EUROPA TC 1972. Blue, electric windows, stereo cassette, MoT Aug. Immaculate. Phone Ardrishaig 243 (Scotland). (30542

ALFA ROMEO Giulia Spider 1964 in fantastic condition. Only 40,000 miles from new. Finished in pearl white with red interior, new hood and Dinitrol rustproofed. Must be one of the best examples of this appreciating classic model. £2,950. Ring Leicester 413397 evenings. (30543

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1954 "R" TYPE Bentley Auto. Recent £1,800 overhaul. Sand & sable. £5,500 o.n.o. Eastbourne 639216. (30703

MORGAN +8, late 1969. Red, black interior, many extras. Very good condition, must sell. £3,750. Epsom 21007. (30706

VOLVO 1800ES 1973 Automatic. Gold with black leather trim. 47,000 miles only. Excellent condition. A rare car increasing in value. £3,300 o.n.o. Royston (Herts.) 60272. (30709

1978 ALFA Romeo Alfetta 2000 Saloon. 14,000 miles. Black, sunroof, tinted windows, alloy wheels. Radio-cassette. £3,750. Tel. Littlewick Green 4393. (30712

PORSCHE 911S 1973 "M" 2.4, electric windows, roof, aerial, rear wipe, Recaros, stereo cassette/radio etc. Magnificent metallic green. New Porsche imminent, hence £5,500 o.n.o. 01-734 6964 ext. 11 (day), 01-736 6740 (eves.) (30730

PORSCHE 924, May 1977. Malachite, two owners, 38,000 miles. Excellent condition. £5,750. Phone Leicester 866611 days, Leire 209231 evenings. (30723

1970 AUSTIN 1100 Automatic. Better than average condition. £650. Austen Roberts, Traethllawn, Welshpool. (30726

1977 BMW 328 Automatic, 31,000 miles, P.A.S. New XVs, metallic blue. One owner. Austen Roberts, Traethllawn, Welshpool. (30726

BMW 2002 Tii, November '74. One owner, impeccable in every respect. £2,050. Plowden, Lydbury North, Salop. Tel. 246. (30725

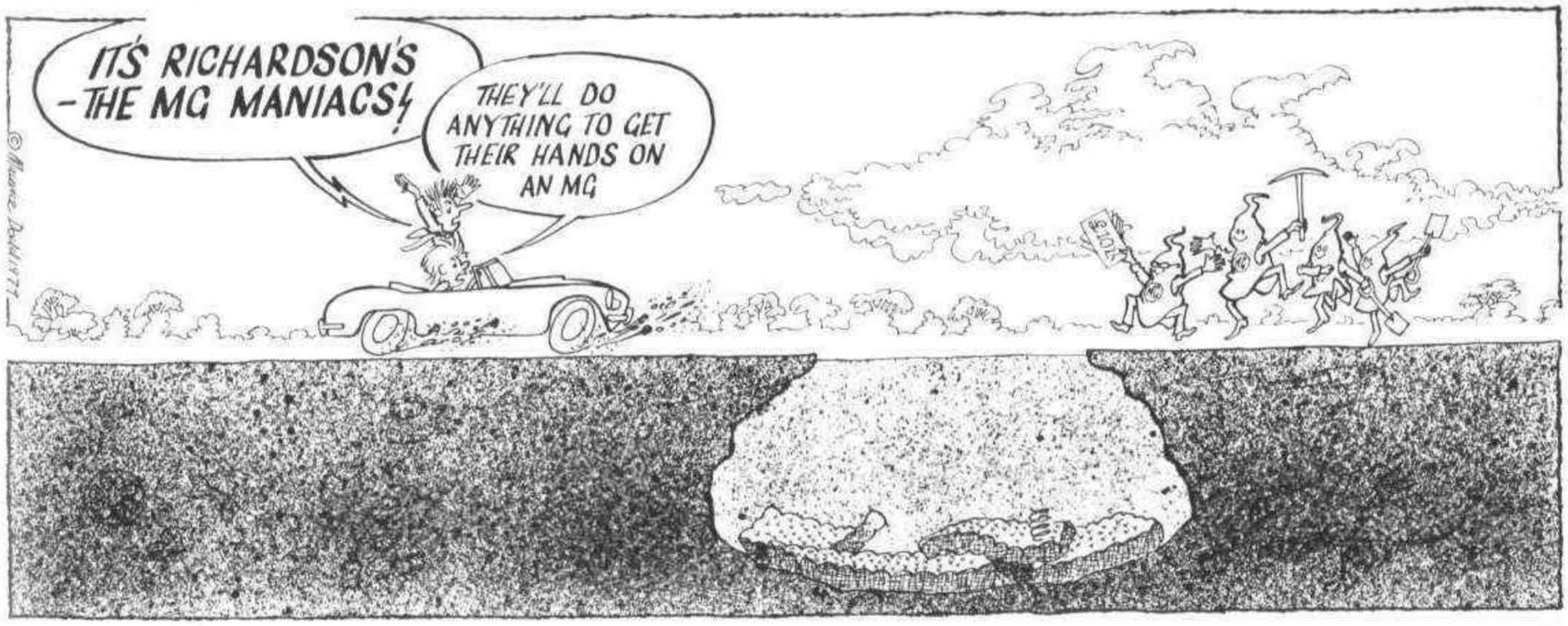
GILBERN INVADER Mark III 1973. Ford V6, electric windows, alloys, overdrive, 55,000 miles. £2,250 o.n.o. Phone Peter Bolton 43655 day, 061-764 1240 evenings. No timewasters please.(30722

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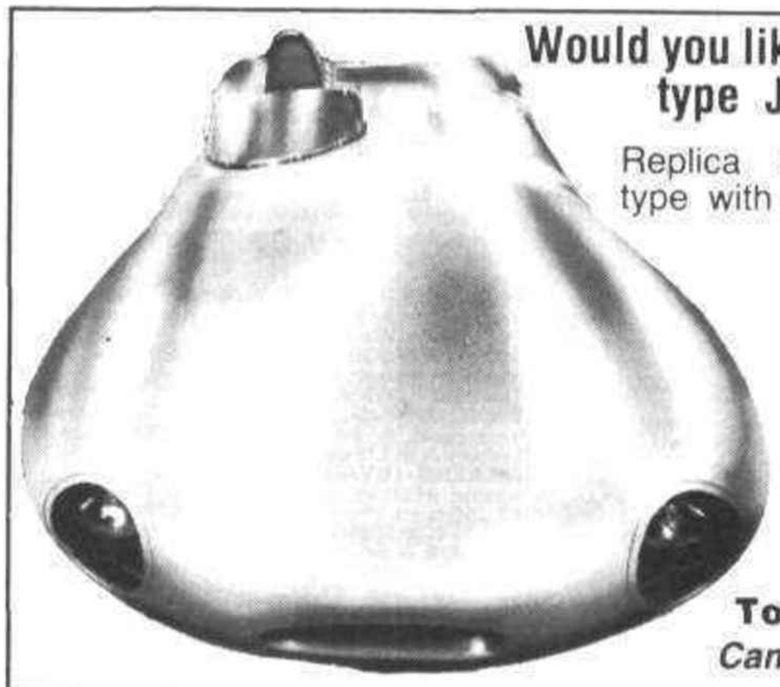
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1974	**N regd. RELIANT SCIMITAR** Auto. Very low mileage, yellow, beige leather, chrome wheels, Sundym, electric windows, radio	£2,995
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1971	**K LOTUS EUROPA (Renault engine).** BlAck, black trim, alloy wheels	£1,795
1963	**JAGUAR E-TYPE 3.8 F.H.C.** One owner, 18,000 miles only from new, opalescent silver, blue leather interior, chrome wire wheels, unique investment	£8,750
1960	**MG-A.** Twin cam F.H.C. Totally restored and rebuilt, bodily and mechanically, concours winner at many events	£3,350
1947	**BENTLEY Mk 6** Saloon. Well restored. Ivory, beige leather, good mechanically, sliding roof	£3,750

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STRIPPED AUSTIN 7 Special. Boxed chassis, Bowden I.F.S. flattened rears, hydraulics. Almost complete engine, no body, offers to Meopham 812361, evenings. (31061

SUNBEAM ALPINE Series V. First registered March 1968. Hardtop, new hood, tonneau cover, £700 o.n.o. Tel. Silverstone 857032. (31062

1978 MORGAN Plus 8. Black, natural leather interior, alloy body, headrests, clock, door handles, locking petrol caps, luggage rack, spare wheel cover, XWX tyres, fully rust-proofed. 9,000 miles. Immaculate, carefully run-in, regularly serviced by Morgan agents, 1 owner. £7,995. Tel. Dr. Haydon, Amersham 6278. (31063

ALVIS TD21. 1962 with two door fixed head coupe by Park Ward. Immaculate coachwork, fine interior anbd low mileage. A collector's car in superb condition. £2,450. Tel. Taunton 412454. (31065

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MGA 1962 Roadster. Old English white, wire wheels, first class condition, totally rebuilt 1977. £2,100 o.n.o. Tel. Morrell 01-439 3631 (Work) or Lamberhurst (Kent) 339. (31042

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1925 – SALMSON, Series G.S. sports car. Completely dismantled for rebuild. Twin o.h.c. engine, requires new body. Offers around £800. Tel. 041-423 0593 evenings. (31044

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ALVIS TD 21 Drophead, 1961. Overdrive. Dark blue. Immaculate body and mechanics. Tel. 01-857 7733 (Greenwich). (31051

PORSCHE 911 S 2.4 Targa 1973. Original yellow paintwork, black interior, 2 owners, 77,000 miles, full service history from new, five speed gearbox, Recaro seats, tinted glass, radio/cassette, absolutely properly maintained Porsche in excellent original condition. Offers over £5,000. Tel. Hertford (0992) 57473. (31050

JENSEN HEALEY Mk 2 1975. Unmarked yellow bodywork/black interior, 2 owners, certified genuine 22,000 miles from new. Five speed gearbox, hard/soft tops, alloy wheels, radio, absolutely superb condition throughout. £2,695 HP/PX. Tel. Hertford (0992) 57473. (31050

LOTUS ELAN Sprint FHC. Nov. 1971. (TCL 304K). Monotone yellow, full history, a very attractive, carefully looked after example. £2,250. Tel. (0524) 770915 (Lancaster). (31049

SPITFIRE MKIV White, hardtop, late 1974. 29,000 miles. M.o.T., extras, v.g.c. £1400. Tel. Hindhead (Surrey) 6296. (31048

AUSTIN HEALEY 3000 Mk. 3, 1964. Wire wheels and overdrive. Red with black upholstery and hood. Exceptional condition. £4,500. o.n.o. Phone 01-440 1268. (31161

COOPER S 1275 c.c. Superb inside and out. 1965 but many new parts. You get what you pay for. £980. For full details ring Leicester 771187. (31160

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LOTUS ELITE. 1962. Series 2 Stage 2. Bristol body, spare engine. Realistic offers. Vivian. "Varlina", East Hanney Wantage 023 587 250. (31165

TR6. June 1975, hard/soft tops, tonneaus, overdrive, radio cassette, 35,000 miles, A1 condition. Company car forces sale. £2,850 o.n.o. Stoke Mandeville 2633 evenings. (31181

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LOTUS TEN. Registration number NOY 1. Ex-cliff Davis and probably the best known of its type. Bristol engine to race specification and altogether in very original condition. Eligible for historic racing here or abroad. Telephone 0242 862034. (31167

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E-TYPE. 1966, S1. FHC, carmen red, undersealed, 64,000 miles, one owner 12 years. Original log book and some history available. £3,300. Must be seen. Tel. Saffron Walden 40649. (31178

AUTO CARRIERS LTD. (1911). T head air cooled single cylinder engine, with flywheel driven cooling fans. Good condition. Offers. Telephone Halifax 202001 after 6 p.m. (31174

SINGER ROADSTER, 1951. New weather equipment, very good original condition, workshop/parts manual. £875. Bishops Waltham 2858. (31179

MINI 1275 GT. 1974(M), 47,000 miles, Michelin ZX tyres, taxed and M.o.T. to December, cavity undersealed, excellent condition, one owner, £1,150. Tel. 061-764 (Bury) 3928. (31171

E-TYPE ROADSTER, LHD, 1962. Entirely rust-free example just imported from Las Vegas. Very fine order throughout. M.o.T. and English registered. £5,250. Bishops Waltham 2858. (31179

PORSCHE 911S 2.7. 1974, electric tinted windows, electric sunroof, dark brown/tan cloth trim, radio/stereo, electric aerial. Recent shockers/c lutch, beautiful condition. £7,995. Poss p/x. Wellwyn 4113. (31175

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MG MIDGET. 11 months old. 4,500 miles. Pageant blue. £2,275 or offer. Gosport 81886/88597. (31183

1968 ROVER 3.5L Big Saloon. What can you buy for £1,100 as good as this immaculate example of a thoroughbred fast appreciating V8. Absolutely no rust, gleaming silver birch, tan leather, tool kit, HRW, HiFi twin speakers, picnic tables front and rear. Engine has only done 35,000 miles since new six years ago. Worcester 088684 274. (31185

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GILBERN INVADER Estate. (1971). One of six (?) automatic versions of the 68 estates. Beautiful original condition. Usual fitments, plus sunroof, rear wash/wipe, s/s exhaust. Pontefract 73974. (31192

MG-B GT V8. 1975, citron, rubber bumpers, radio, new tyres, tax and test September, 40,000 miles, a clean well maintained car. Must sell so offers around £2,800. Daventry 3084 evenings and weekends. (31190

BMW 2002. A modern classic for £850. Early, 1969 example, M.o.T. April 1980, always serviced. A budget BeeEm. Chris Mason, 20 Knapton close, Moor Park, Strensall, York YO3 8ZF. Tel: (0904) 490891 (home) or 28556 (business). (31191

STANDARD LITTLE Nine Special 1933. Virtually one owner from new. Original sales invoice, handbooks, spares lists etc. This car is in unbelievable "as new condition." Really is a case of seeing is believing. £3,250. Hertford 50197. (31188

SUNBEAM ALPINE MK IV. 1968, hard top, 73,000 miles. Shabby but sound all round. M.o.T. Jan. 1980. £500 o.n.o. Clayton Leeds 67343. (31187

ROLLS-ROYCE Silver Wraith 1953 Par Ward Sports Saloon. 70,000 recorded miles in faultless original condition. Tools, handbook etc. Phone St Mary Bourne216 (Hants). (31186

TRIUMPH VITESSE sports tourer, 1969. Smart, sound and original. An open four-seater sports car car in fine condition. Fast appreciating. £1,150. Box No. 6037. (31182

LOTUS ELAN PLUS 2S 130/5. Yellow/Silver, stereo radio/cassette, taxed December, beautiful condition throughout. Must be seen. £2,995. Shoeburyness 2618. (31197

FERRARI DINO 308 GT4, 1974. Mint condition, 3,000 miles, 1 owner, metallic gold, a/c, private sale. £14,000, no offers. 01-954 5858. (31195

DAIMLER 2.5 V8. 1965. 45,000 miles, documented, cosseted by virtually one elderly owner. Unused tools, workshop manual. Simply beautiful. £1,950. 028 482 234 (Suffolk). (31194

LANCIA 2000 COUPE. 1972, M Reg., cream. Tinted glass. Very attractive car in good working order. £1,275. Tel. Broxton (Cheshire) 545. (31212

ASTON MARTIN DB5. 5-speed, 1964, chrome wires, h.r.w., excellent engine, beautiful dark metallic blue, beige interior, all virtually original. £3,950. Cockfield Green 234. (Suffolk). (31194

FOR SALE–continued

BMW 320i. July 1978 9,000 miles, white with sports stripes and blue trim. Tilt sliding roof. Stereo cassette radio, electric aerial. Alloy wheels. Door Mirrors,seat belts all round. Laminated windscreen. Tinted glass. Opening rear windows. Immaculate condition, private sale. £6,250 o.n.o. Phone 01-346 0837. (31199

MG-B GT V8. Costello 1972. White. Sunroof, towbar R/S. Very good condition. £2,000. Tel. 074 372 2375, Shropshire. (31203

1961 JAGUAR XK 150 S Convertible. 38,000 miles, three owners, white with black hide. Reg. No. 78 PP. Original and unrestored. c.w.w. Showroom condition throughout. £6,500. Telephone Malone 01-648 5418 evenings. (31202

AUSTIN BIG 7. 1938 rolling chassis. Ideal base for special. £150 o.n.o. Also very early citroen 2CV (1951/2). Running order but needs Log book and M.o.T. £85. Ring Hayle, Cornwall 753595. (31205

TR6. 1971. Sienna brown, white hood. Recent P.I. overhaul. o/d, radio. M.o.T. Tax. Above average condition. Haggle around £1,570. Tiptree 817 828. (31201

JAGUAR E-TYPE 4.2 manual. FHC, Series II, 1970. Maroon. C.W.W. Completely restored by experts in Switzerland to concours condition. Collector selling to make room. £8,000. Telephone 0904 51691. (31200

TRIUMPH STAG, 1974. Green, superb condition throughout, 2 owners, engine o/hauled, 12 months MoT. H/T. S/T. PAS. 69,000 miles. £2,200. Tel. Brimscombe (Glos.) 5436. (31271

LAMMAS-GRAHAM 1938. Carlton drophead coupe (similar Alvis SP2S). 3½-litre supercharged overdrive. Stored many years. 99% complete, running but requires refurbishing. £4,500. Consider exchanges modern or W.H.Y? Rushton, Ivy Cottage, Kerswell Broadglyst, Exeter (0392) 52958 or Broadglyst 381, evenings. (31272

SCIMITAR GTE, P regd., sunroof, electric tinted windows, overdrive, stereo cassette/radio. House forces sale. £3,000. Phone: Rob Hart, Yeovil 4065 work, 27773 home. (31273

AUSTIN HEALEY 3000 Mk I. Complete rebuild nearly finished. Genuine reason for sale bargain. £2,100. Further details: 160 Lord St., Southport. (31274

AUSTIN A35, 1957. MoT, collectors item, good runner, some attention needed. Offers. Waller, Killearn 50734. (31275

FERRARI DINO Spyder 1973. Metallic blue, good condition. £8,500. Phone: Bridge of Weir (Scotland) 690323 evenings. (31276

KHARMANN GHIA 1500, 1967. Green, radio, 30,000 miles, stored 2 years, excellent condition. £900 o.n.o. Harrogate (0423) 770077. (31277

JAGUAR 3.8 S-Type. Manual overdrive, silver blue, with navy blue leather upholstery and burr walnut dash. Basically sound with excellent interior, but ratty wings. £350 o.n.o. Telephone, Uttoxeter, Staffs, 4403. (31280

JAGUAR E-TYPE FHC, 1963. Sound condition but requires some work. £1,500. Phone: 0388-815349. (31281

FIAT TOPOLINO 500 C, 1955 convertible saloon. Offers over £300. Telephone: Darlington 53811, ext.46, work hours. (31282

MORGAN 4/4 4-seater. April 1976. 9,900 miles, ivory leather upholstery, reclining seats, luggage rack, tonneau, plus 8 spots, reversing lights, underseal, superb. £5,400. Ide Hill 412 (Kent). (31283

MIDGET 1978, T regd. Very low mileage, genuine immaculate condition, warranty, large saving on new price. £2,400 o.n.o. Leamington Spa 312100. (31284

TVR 2500 Vixen, 1971. MoT, tax, 44,000 miles, sunroof, tinted. HRW. Best offer. 01-458 7351. (31287

DAIMLER 250 V8 Automatic. 1968. Light blue, 58,000 miles, one family ownership throughout, well maintained. MoT March 1980. £1,450. Lymm (092575) 3177. (31288

1938 MG TA. One owner from new, has averaged 3,000 miles p.a. during past 41 years. Complete restoration to Concours standard. Rebuilt from stripped chassis upwards, and meticulous attention to detail in respect of all mechanical and coachwork parts: a beautiful example which will delight the perfectionist. Very reluctantly offered at £6,250. Genuine enquiries only please. Warwick (0926) 640700. (31285

LOTUS ELITE, 1976. Black, oatmeal trim, 5-speed, 28,000 miles, excellent contion. £5,750. 01-467 8461. (31286

GILBERN GT 1800, 1965. Regal red, beautiful, much overhauled specimen, o/drive, radio, S/S exhaust. Investment at £990. Dunraven, Penloaks, Quakers Yard, Treharris, mid Glam. (31290

1959 JAGUAR 150 FHC. Carmen red with red interior, engine rebuilt, new calipers, clutch etc. £2,950. Tel (0222) 751081. (29554

TR6, 1972. White, o/d, one lady owner from new, 43,000 guaranteed miles, absolutely superb condition, 12 months MoT. For further details of this really exceptional vehicle priced at £1,900, Tel: Conwy 3419. (31292

MG TF 1500. Absolutely original even to polychromatic green paint. Full history from new, tool kit, handbook, wire wheels, good condition and in running order. Stored last 2 years, good tyres. Must be one of the best available for restoration to concours. Offers over £5,000 to Chesterfield (0246) 6272. (31295

MERCEDES BENZ 300 Pillarless Coupé. 1967. This low mileage outstanding original vehicle now for sale. Every conceivable extra. First to see will buy. Phone: 01-486 8733 now for further details and price. (31296

ALFA ROMEO Sprint GTV 1,570 c.c. Series 105.37. Registered 1968, complete rebuild 1978, 13,000 miles since, red with black upholstery and red carpets, sunshine roof, radio. Immaculate collectors' item, £1,700. Sanders, Fransham 2814. (312297

GINETTA G15S 1998 c.c.i. Orange, sunroof, Wolfraces, new engine 1976, v. well maintained, excellent, year's MoT. £1,175. Pontefland 22308 evenings/weekends. (31298

ALVIS TD21. MoT Nov. 79. Any reasonable offer considered, very nice car. Ring Princes Risboro 4391. (31299

CAPRI 3000 Ghia. R regd., 1976. Sahara beige, one owner, Ziebarted, good condition, usual Ghia extras. £3,250. Tel: Aylesbury 5931 ext. 276 (daytime). (31301

LOTUS ELITE, 1959. Climax Stg 3. White, MG c/r gearbox. Sacrifice at £2,100, but regretfully must be sold due to house purchase. Tel: Weybridge 52058 evenings (wrong number last month). (31300

FOR SALE–continued

1958 WOLSELEY 15/50. Very well documented history, excellent original condition, maroon. £750. Botley (Hants.) 3852. (31302

VANDEN PLAS Princess 1300, 1970. Damask red, excellent, largely original condition. Well documented recent history. 56,000 miles, one previous owner. £900 o.n.o. Phone: Knowle 77807 after 6 p.m. (31303

BMW 3.0 CSi, L regd. in dark metallic blue, in very good condition throughout but realistically priced at £3,795. Tel: Stevenage 721644 evenings and weekends. (31304

BMW 2800, 1970. Polaris silver, blue interior, radio/stereo cassette, most attractive car, tow bar. £1,300. Northampton 0604 810836. (31305

1952 CITROEN Light 15. Slough built (RHD) in BR Green with maroon trim, recent respray, new head lining and carpets. £1,450. 1956 Morris Minor Convertible. Almond green with green trim, recent respray, new carpet and hood, just MoTd. £1,550. Phone: Swindon (0793) 38783 (evenings). (31306

BENTLEY S3 1965, chassis no. B350 HN. £7,000. Inspection invited, in Oxfordshire. Home telephone number, Ramsden (0993 86) 384. (31307

MORGAN 1946 Coupe FDG 342. Non original engine and gearbox. VSCC member with other commitments has no time to rebuild. Offers around £1,600. Phone Hednesford (Staffs) 05438 4239. (31308

MORGAN PLUS Eight. 19,000 miles, mint condition, cherished number, leather trim. £4,990. Farnborough, Kent 59905. (31309

PONTIAC FIREBIRD 350ci 74, T regd. excellent mechanics and body, midnight black eagle/hood/trunk, tinted screen, moon roof, magnificent extra wide Keystone chrome wheels, PAS/PAB, air conditioning, 8-track/radio, twin side pipes, tuned suspension and lots more. £3,950 o.v.n.o. (Kent) Greenhithe 842801. (31310

R REGD. TRIUMPH Stag. One owner, 28,000 miles, excellent condition, manual, o/d, hard and soft top, electric windows, alloy wheels. £3,850 o.n.o. Tel: Wilson Motors 0226 710521. (31311

VOLVO 1800ES Sports Estate. L registration, metallic blue, sunroof, tints, radio/stereo cassette, genuine 40,000 miles, full service history, immaculate condition. £3,295. 01-546 2878. (31289

GT6 M registration. Mimosa, cloth trim, overdrive, sunroof, tints, genuine 38,000 miles by one lady owner superb. Only £1,650. 01-546 2878. (31289

DROOP SNOOT Firenza. 1978 "R" reg., one of the last registered, excellent condition, low mileage. £2,650. Watford 23477. (31280

DAIMLER CONQUEST Century 1957. Superb example. Attractive black over white coachwork, first class interior with virtually faultless maroon upholstery, as new carpets and polished woodwork. Mechanically excellent. Much regretted sale of classic and very practical marque. Must go, hence £1,150 o.v.n.o. 01-451 0775. (31281

TR6 1974 (N), 43,000 miles, mallard, soft top, full service record. Dinitrol rustproofed. New metering unit and reconditioned head just fitted. £2,450. 033 74 210 (Fife). (31264

SUNBEAM TIGER 260. BRG. Excellent, admired example. Low mileage and superbly original. MGC Downton II Roadster. W/W blue – not many in such fine condition. Offers please for the above cars. Alternatively, will swop for a low mileage immaculate "E" Type Roadster Series I 4.2-litre. For further information, please contact Rodney Ogden at Edenbridge 862167. (31263

DAIMLER SOVEREIGN 1967 4.2 Auto. PAS, chrome wire wheels. Warwick grey, navy leather trim. v. good condition. £860 o.n.o. Stamford, Lincs. 0780 53848. Spitfire 1974. Red, tan trim, 50,000 miles, full MoT. Any trial welcome. £1,395 o.n.o. Stamford, Lincs. 0780-4312. (31265

SUNBEAM ALPINE Mk. IV. 1964. White, very good condition, overdrive, soft top. Year's MoT. £650 o.n.o. New Milton 611278. (31287

1926 CITROEN 11.4 h.p. 4-seater tourer. v.g.c., new hood, upholstery and engine. This car looks like Bullnose Oxford. £3,950 o.n.o. Phone 024356 494 (W. Sussex). (18164

RILEY 9 Kestrel 1935. Aluminium bodied Sports Saloon. Complete, needs restoration, good leather seats. £650. Norwich 405010. (31269

LANCIA 2000 Farina Coupe. November 1972. One owner, radio, a nice example. £1,450. Ashford, Kent 22720. (31313

1934 AUSTIN Seven Special "Cambridge". New aluminium bodywork, 15" alloy wheels, a very smart, interesting and pretty little car. MoT'd. £1,250. Ashford, Kent 22720. (31314

JAGUAR 3.4 "S" 1967. Absolutely superb condition, usual refinements plus many extras, tax, MoT. Must be seen, photos available. P/ex considered. £700 o.n.o. Tel: Rhiwderin 4233 (South Wales). (31315

MG-A TWINCAM 1959. Blue, sound condition, unused 18 months. Must sell, £2,200 o.n.o. Evenings Uttoxeter 4585. (31317

ALFA ROMEO Giulia 1.6 Super K reg. Alfa red, two owners, genuine 45,500 miles, no rust, taxed and MoT. £895. 051-928 1979. (31318

DAIMLER V8 250 Auto Saloon, 1968. Excellent original rust free example. Full MoT, tools etc., new tyres, recond. gearbox, taxed. £1,250 o.n.o. Tel. 061-483 0631. (31319

PORSCHE 911L, 1969. Taxed, 11 months MoT, tints, electric sunroof, 911S wheels, new heat exchanger. £650 spent in last 6,000 miles. Superb condition throughout. £3,250 o.n.o. P/ex possible. Stubbington 2323 any time after May 10th. (31320

AUSTIN HEALEY 100/6 1957 four-seater. Works hardtop, partly rebuilt, some spares. Reasonable offers accepted. Brabiner, 6 St. Catherine's Drive, Leconfield, Beverley, Humberside. Tel. 0401 50947. (31322

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RILEY 1.5 1962. 34,000 miles, condition to match, original tools etc. £1,500. Offers. Exchange estate. Hemyock (Devon) 628. (31325

JDC MEMBER has reluctantly to sell 1968 Jaguar 420. New head and timing chains recently fitted (1979). All bills available last 3 years. Interior very good, body needs a little work at front. Mileage 101,000. Will haggle around £945. Taxed, MoT August. 0702 587646. (31327

1970 VOLVO 1800E. 71,000 miles only, mustard yellow, immaculately kept by enthusiastic owner now forced to sell because more space required. £1,950. Brookland (Kent) 331 (day), 214 (evening/weekend). (31312

DAIMLER SOVEREIGN COUPE 4.2 Auto., Sept. 1975.

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1975 (Jan.) Vanden Plas 1500 Automatic Saloon. Finished in white with olive trim, one owner, 26,000 recorded miles. **£2,095.**
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VOLVO ES 1800 1973 Automatic. Blue/green metallic, sunroof. Phone 0665 3373 after 6 p.m. (31329
TVR 3000M December 1972. Red, black interior, 54,000 miles, professionally rebuilt engine fitted, taxed, tested. £2,250. Tel. Penrith 5844. (31330
XK150 JAGUAR 1959 FHC. Extensive renovation carried out to body and chassis by Jaguar specialist but needs finishing. Sensible offers. Telephone Bridgewater 51932 evenings. (31332
1964 3.4S Jaguar. MoT. £350. 1955 Rover 75 six-cylinder. £250. MoT. Whittington (Staffs.) 432206. (31333
DOLOMITE SPRINT. P reg. Inca/black, electronic ignition, 30,000 miles, service records, Motorola, really superb. £2,350. Luton 33581. (31335
PRIVATE SALE – Beautiful fully restored SS 3½-litre Jaguar Sports Saloon. Complete with all extras, finished in white cellulose and red leather interior. MoT until March 1980, taxed, ready to drive anywhere. Absolutely safe investment at £4,350. Only serious cash buyers need apply – dealers most welcome. Tel. Weymouth 784082 (evenings 6.00-6.30 p.m.). (31336
DAIMLER SOVEREIGN RAB5F. 63,125 miles. Genuine beautiful example in pale blue. Senior citizen's pet. Droitwich 5779. (31337
BMW 2002 TII, 1974. Riviera blue with grey cloth trim, low mileage. £2,450. Birtsmorton (068 481) 350. (31338
TAIMAR 78. 7,000 miles genuine, silver with blue stripe, radio, sunroof. Excellent car throughout, must sell, going overseas. (Now costs £8,000) £5,750 o.n.o. Schard 20010 20691. (31340
ASTON MARTIN DB6 Vantage, 1966. Automatic, sunshine roof, Carribean oyster grey, 35,500 miles only. £5,100. Brighton 731882. (31341
MORGAN 4/4 4 seater, Nov. 1977. 4,000 miles only, peacock blue, reclining seats, bonnet strap, 3 w/s wipers, luggage rack, undersealed. Offers. Harrogate (0423) 780268. (31339
MORRIS 1000 Convertible, 1957. Rare registration number YZ25, excellent condition, very, very reliable, MoT 1 year, must sell. £875. 051-546 0329 (Liverpool). (31344
MORGAN PLUS Eight. Jan. 1979. Many extras incl. aluminium body. Tel. 047 38 23525. (31343
JENSEN CV8 Mk. III, 1965. Low mileage, immaculate, must be one of the finest in existence, very original, 12 months MoT. Quick sale, hence £1,925. (0704) 822 332 (Lancs.) (31344
LOTUS 7, 1961. Green and polished aluminium, new tyres, possibly the best anywhere, MoT 12 months. No time wasters. £1,925. 051-546 0329 (Liverpool). (31342
DAIMLER V12 Coupe, 1976. One of only 370 ever built and equipped with air conditioning, Phillips VHF/cassette, tinted windows, five new tyres and remote control wing mirror. Only 37,000 miles and metallic silver paint make this a most desirable "grand tourer" at £6,950. Ringwood (04254) 4940. (31321
BENTLEY Mk. VI 4.5, 1952. Taxed, good but not immaculate. £2,750 and Bentley Mk. VI 4.25, 1947. Poor condition but intact. £850. Telephone: Bideford 3327. (31433
MK IV Cortina Ghia 2.0 Estate. January 1977. Jupiter red/beige, 21,000 miles, Cadulac treated. Excellent condition. £3,950. Tel. Billinge (0744) 894140. (31423

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DAIMLER DOUBLE Six Coupe 1978. One of the last built, in white with tan leather interior. "Motor Sport" described this as "the ultimate iron fist in a velvet glove". Only 10,000 miles from new and full service history with chrome wheels, GM 400 gearbox, new tyres and Phillips radio/cassette. Full second year Supercover and ideal collectors specimen. £9,950. Ringwood (04254) 4940. (31321
DE TOMASO Mangusta. Red, immaculate, LHD. One of the rarest and most exotic cars in the world. Must sell. £7,000. Phone (0704) 822 332 (Lancs.) (31342
BMW 2800 CS Automatic, 1971. Immaculate, 45,000 miles only, metallic blue, Connolly leather interior, air conditioning, power steering, electric windows. This must be one of the best examples of this sought-after vehicle. Taxed, MoT full year. Offers over £3,850. Telephone Mr. Bolton, Worthing (Sussex) 6664. (31345
TR4A-IRS. 'C' Regd. 6 wire wheels, hood, tonneau, tax, 11 months MoT, new clutch, sliding joints, front tyres. Much overhauled. £1,100. 0526 20182 (Lincoln). (31385
1960 MGA Twin Cam FHC. Completely stripped and rebuilt regardless of expense in 1972, since covered 12,000 miles, during which time has been a regular consours winner, this maganificent and rare model looks and drives like a new car. £3,350. Kineton (0928) 640700 evening. (31384
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ALFA ROMEO Spyder, 1967. Collector's car, new MoT, clutch, hood, radio/cassette, superb condition. £1,350 o.n.o. Tel. Staverton 413. (31381
MG TC. Concours condition. Finances force reluctant sale of treasured car. Ready to drive. Offers. 07818-2849. (31382
ALFA ROMEO Alfetta. P reg., 42,000 miles, dark blue, tan int., P3s, radio/cassette, rustproofed from new. £1,600. Tel. (Bangor) 0248-680 582/0248-680 353 evenings. (31379
TR6. November 1974 'N' Reg. 45,000 miles, magenta, h/top, stereo cassette. £2,750. Tel: Lamplugh, Cumbria 604. (31380
1948 ALFA ROMEO 6C25005. Rare cabriolet in very good condition. AROC Switzerland car. Sensible offers to Box No. 6043. (98213
ALPHA ROMEO Spyder 1750. K Reg. Square tailed body, complete engine rebuild 20,000 miles ago. £1,600. 061-439 2840 Lancia Fulvia 1.3, P regd., red, Ziebarted, unmarked, 30,000 miles. £2,400. 061-439 2840. (31350
RILEY 1½ RME. 1953. Immaculate faun brown coachwork and beige/dark brown interior. Mechanics overhauled by Crosslands Chesterfield three previous owners. Original log book. Tested. £1,500. Roberts, 29 Tyn-y-Parc, Ruthin, Clwyd. (31349
911L PORSCHE. Late 1968. Maroon Sportomatic. Sunroof, radio, full history. MoT for one year. £1,800. 024-51054. (31347
HEALEY 3000 Mk. II. 1961, 2-seater. MoT, triple carbs, wires. Mk. III gearbox, overdrive. Offers. 0792 402864. (31346
1972 LANCIA Fulvia Zagato 1600 c.c. Red. Lovely condition inside and out. Electric windows and tailgate. Long M.o.T. £1,500 or p/ex for excellent Citroen Safari Estate or similar large estate. Tel. Rilla Mill 62391 (Cornwall). (31431

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weekends. (31419
LANCIA BETA 2000 Coupé. 1977(S). Beige Sahara with green upholstery. Immaculate throughout and meticulously maintained. Only one owner from new. Taxed until August. Full Ziebart treatment, 5-speed gearbox, alloy wheels, steel sunroof, electric windows, towbar (never used), burglar alarm. Selling as car comes with new job. £3,625 o.n.o. Tel. Guildford (0483) 66318. (31418
BMW 2002 G Reg. White, good condition. Taxed and M.o.T. to 1980. £950 o.n.o. Tel. Banbury (0295) 711413. (31417
JAGUAR XJ6 LWB1975. 4.2 Automatic. Sable/olive trim, air conditioning, Sundym, many extras, 48,000 miles. Full service history. Immaculate. £4,500 o.v.n.o. (Hampshire) Cosham 76682 after 6 p.m. anytime weekends. (31416
STANDARD AVON Special, 1934, 16 h.p. 6-cylinder with free wheel. Beautifully restored in grey/black with red leather. Wire wheels and sunroof. A fine investment and very usable motor car. £5,350. Tel. Sheffield 360320. (31414
JAGUAR MK IX, 1960. Collector's piece. One owner, 50,000 miles only. Manual with o/drive, sunroof, original tools, log book, handbook, service records, M.o.T., taxed, spare o/side wing, gearbox. Luxurious investment. £2,570. Bournemouth 36294. (31413
MG-B ROADSTER. June 1974, damask red, Cadulac waxed and undersealed, tonneau, headrests, V8 alloy wheels plus new original wheels and tyres. 7,000 miles only. £2,750 cash. Sorry, no offers. Alcester 2563. (31415
FERRARI 365 GT4 2+2, 1975(P). Dark blue, 35,000 miles. Maranello maintained since new. Immaculate. £14,500. 01-340 9617. (31387
LOTUS ELAN Sprint, FHC, August 1972. Lagoon blue/white, one owner, 41,000 miles. Specialist maintained, bills available. £500 spent in last year. Extras include radio, hrw, tinted screen, air horns. Superb condition. £2,695. Tony Higlett, 01-589 7273 (day) 01-223 1876 (evenings). (31388
1976 SCIMITAR GTE. Ivory beige. 34,000 miles. Overdrive. Power steering, tinted electric windows. Immaculate. £4,425 o.n.o. Tel: 0295 78 373. (31389
8C ALFA ROMEO. "No" much rarer. The rarest of all post vintage sports cars. 1934 Triumph Dolomite supercharged straight Eight overhead valve twin cam, twin seater, open sports body by Corsica. Stored last 25 years under cover. Mechanically and bodily in good condition. Chassis No. DMH2. Substantial offer required for this classic of all classics. Consider lightweight E-Type or similar in exchange. Box No. 6044. (31386
TRIUMPH VITESSE Convertible, 1970. Original and immaculate, low mileage, tonneaus, saffron. £1,450. Penn (Bucks) 3513. (31390
MG ZOLLER Supercharger. Original bolt-on extra for P type. Complete with carbs, manifolds, drive. Offers. Haddenham 29175 (Bucks). (31398

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1975 Lotus Europa Special. Purple, 31,000 miles, Sundym, sunroof.

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1973 Lotus Europa Special JPS. 32,000 miles, oatmeal Sundym, radio stereo.

1973 Lotus Europa Special. Yellow, 34,000 miles, coalmeal, radio.

1973 Lotus Europa Special JPS. Choice of 2 of the famous limited edition, 55,000 miles, Sundym, oatmeal, radio, etc.

1973 Lotus Elan Sprint Drophead. Mono primrose, 43,000 miles, superb appearance.

1972 Lotus Elan Sprint Drophead. Mono red, engine rebuild 9,000 miles ago, radio stereo.

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1971 (K) Mini Cooper S Mk 3. Red, 36,000 miles and one owner from new, sensible extras, for the serious investor only.

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1974 LOTUS Europa Special. 5 speed, JPS, oatmeal, alloys, Sundym, radio/stereo.

1973 LOTUS Europa Special, 5 speed, white, alloys, sundym, one owner, radio/stereo.

1973 LOTUS Europa Special. Regency red, oatmeal alloys, sundym, radio.

1973 LOTUS Europa Special. Met. blue, oatmeal, alloys, Sundym, radio.

1973 LOTUS Elan Sprint. Dhc, white.

1973 LOTUS Elan Sprint. Dhc, white.

1973 (Series) LOTUS Elan Sprint. Dhc, red/white.

1973 LOTUS Elan Sprint. Fhc, red/white.

1973 LOTUS Elan Sprint. Dhc, black, sundym.

1973 (Series) LOTUS Elan Sprint. Dhc, blue, one owner.

1972 LOTUS Elan Sprint. Fhc, yellow.

1972 LOTUS Elan Sprint. Fhc, red/white, original.

1972 (Series) LOTUS Elan Sprint. Fhc, white.

1962 LOTUS Super 7 Series II. Cosworth engine, 21,000 miles.

1977 MORGAN Plus 8. Saffron, lightweight, 15,000.

1977 MORGAN Plus 8. Met. blue, leather, 20,000.

1972 MORGAN Plus 8. Silver, superb.

1974 (Series) MORGAN 4/4 4-seater, teal blue, wires.

1974 MORGAN 4/4. 4-seater, navy, 29,000 miles.

1977 (Series) MORGAN 4/4. 2-seater, black, cream leather, wires, 13,000 miles.

1973 MORGAN 4/4. 2-seater, white, 30,000 miles.

1974 (Series) FERRARI Dino 246 GT. Saffron, 30,000 miles, factory flares, radio/stereo.

1973 FERRARI Dino 246 GT. Primrose, 46,000 miles, full service history, radio/stereo.

1972 FERRARI Dino 246 GT. Primrose, 36,000 miles, radio/stereo.

1971 (P) FERRARI Dino 246 GT. Cosmic blue, 46,000 miles.

1972 FERRARI Daytona 365 GTB. Yellow, leather, air cond., service history, 29,000 miles.

1974 (Series) JAGUAR E-Type V12 Roadster. Manual, white, hardtop, 20,000 miles.

1974 (Series) JAGUAR E-Type V12 2+2. Auto., primrose, Sundym glass, radio/stereo.

1973 (Series) JAGUAR E-Type V12 2+2. Auto., met. silver, 45,000 miles.

1973 JAGUAR E-Type V12 Roadster. Signal red, 35,000 miles, sundym, c.w.w., radio/stereo.

1970 JAGUAR E-Type 4.2 2+2. Manual, sable, full history.

1958 JAGUAR XK 150. f.h.c., 3.4, BRG, w/w.

1977 PORSCHE Turbo 3.0 Coupe. Guards red, 15,000 miles, elec. sunroof, Blaupunkt radio.

1974 PORSCHE 911 S Targa. Blue, 49,000 miles, radio/stereo, service.

1974 PORSCHE 911 S Targa. Yellow, 48,000 miles.

1973 PORSCHE 911 S. Met. blue, 33,000 miles, one owner, radio/stereo, AFN service history.

1973 PORSCHE 911E. Brown, 50,000 miles, new engine.

1977 (Series) MG-B GT. Blaze, 8,000 miles, Ziebart.

1975 MG-B GT. Blaze, low mileage, radio/stereo.

1971 MG-B GT. Blaze, low mileage, radio.

1975 (Series) CHEVROLET Corvette Stingray 350. 4 speed, works high performance engine, split roof, Burgundy, 22,000 miles, leather int., air cond., power windows, tilt wheel, one owner.

1976 ASTON MARTIN DBS V8. 29,000 miles only, met. blue.

1977 (Series) DATSUN 260Z 2+2 Coupe. White, one owner, 26,000 miles.

1977 LANCIA Beta 2000 Coupe. Navy, 14,000 miles, elec. windows.

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FOR SALE—continued

1969 SCIMITAR GT (2+2) Dark blue saloon. One owner, 24,000 miles on second engine, good chassis, good condition. £1,100. Telephone (062 67) 5840 for further details. Private sale. (31400

SCIRROCO GLS. 20,000 miles, regularly serviced, one owner, pearl metallic. £3,300. Mirfield, W. Yorks. 0924 494502 evenings. (31397

JAGUAR MK. II, 1962. Manual/overdrive, BRG leather upholstery, 61,000 mileage, makers original. One owner from new. Taxed, M.o.T. October 1979. £1,200 o.n.o. Phone evenings after 8 p.m. Brentwood 222236. (31396

LOTUS ELITE CLIMAX, 1960. Green with black upholstery. Resprayed, retrimmed and engine rebuild (bills available) within last year. A good average example. House purchase only reason for sale. £2,750 o.n.o. Tel. Bristol 569221. (31395

3.8 E-TYPE Jaguar, 1962. FHC. An immaculate car which has just been run in from an extensive rebuild. Quick sale required, therefore realistically priced at £2,450. Tel. 0282 694535 (Lancs.) 831394

1969 ROVER 3.5-litre Saloon. Silver birch with tan interior. 20,000 miles, genuine. Ziebarted. Radio. Nearly new tyres. Spare unused. 2 owners from new. No expense has been spared in keeping this car in immaculate condition. Price £2,700. Telephone: Saddleworth 6080. (31407

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TRIUMPH STAG, 1973. Registration No. 88 BOP. Manual overdrive. Absolutely mint condition. Engine completely rebuilt. Leyland styling, employee owned, special trim. £200 alloy wheels, radio/stereo. £2,500. 47 Wellington Road, Bromsgrove, Worcs. Bromsgrove 73774. (31401

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FOR SALE—continued

AC 2-litre, 6-cylinder engine and gearbox. Very good condition, triple SU carbs, believed late 1930's. Offers. Haddenham 291725 (Bucks). (31398

ALVIS TD21 Saloon. Restored to immaculate condition. Finished in blue with tan interior. 12 months M.o.T. £1,395 o.n.o. 01-670 2872. (31402

MASERATI MEXICO. 1968. LHD 2+2. Excellent condition. White coachwork, black leather, polished wood. Borranis. Tel. Cheltenham 27808/45345. (31403

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FOR SALE—continued

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1978 S MIDGET. First class bargain. £2,200. Consider interesting exchange. Birmingham 445 2551. (31401

MORGAN +8. 38,000 miles, M regd. £5,250. 074-883 2521. (31445

TR6 1975 "P". Carmine, h/s tops, full and half tonneau, Ziebart rustproofing, 39,000 miles, immaculate condition. £2,995. Tel: Walgrave St. Peters 334 (evenings) (31443

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ALFA ROMEO 1750 GTV 1971. Red, sunroof, radio, very good bodily and mechanically, year's MoT. Best offer over £900. Bletchington (Oxon) 788. (31441

LOTUS ELAN 2+2S 130/5, 1973. Lagoon blue/silver flake. Excellent original condition, fastidiously maintained by major Lotus dealer, documentation available. Reason for sale, acquisition of Mk1 E-type. £2,950. Only genuine enquiries please. Bristol 32789 after 7 p.m. (31440

260Z DATSUN, 1974. Low mileage, very carefully maintained with full service records of two local owners. Well above average condition for the year. Alloy wheels, 195 tyres. Offers near £2,750. Tel. Wells (Somerset) 73784 after 5.30 p.m. 31439

LANCIA FULVIA Sport Zagato, 1970. Pristine condition, black coachwork, one fastidious lady owner since 1973. Can be seen Lancia AGM (Stapleford Park, Leics.). 01-733 9964. (31438

BENTLEY, 1952 H. J. Mulliner "Lightweight", on Mk. VI chassis with manual gearbox. Built for Claud Wallis (ex chairman of International Publishing Company) with many refinements including glass panel in roof. Coachwork in Rolls-Royce velvet green, interior in lovat green. Offers over £6,000. 01-868 6743. (31426

FOR SALE—continued

JAGUAR MK 2. 1964 3.4 automatic, silver grey metallic, 2 owners, 64,000 miles, handbook and service history, immaculate condition throughout. £1,500. Tel. Langport 251241. (Som). (31422

MG-C GT. 1970. Long M.o.T. Taxed. Low mileage. Undersealed. Sunroof. Radio. Electric Aerial. HRW, rear wipers. Sundym. New Shockers. Tyres. Carpets. Wires. Tow bracket. Connollised seats. Bright Shining example. £1,200. Wraysbury 2109 (Trade). (31425

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PORSCHE WANTED. Anything considered up to £2,000. Stubbington 2323 (Hampshire). (31320
"The MG Magazine", "The Sports Car", "Safety Fast", manuals, sales brochures, etc. *Anything MG wanted.* Morland, King's Cottage, Somersham, Ipswich 831628. (31331
BRISTOL 2-LITRE racing engine wanted for Lister. Also Standard engine and any spares. Please telephone Huddersfield 45507. (31279
ALVIS SPEED 20 instruments and other spares. Burntwood 75507. (31333
WANTED: 4-door tourer, approx. 1927-35, anything considered as long as in good running order, with MoT if possible, paintwork unimportant but must have good interior. Phone: Nottingham 249804. (31328
MG PB. Urgently required having "thrown a rod"–crankcase and conrod. Will buy complete engine or any PB spares. Telephone Telford 604279 (evenings), Wolverhampton 771821 (days). (31293

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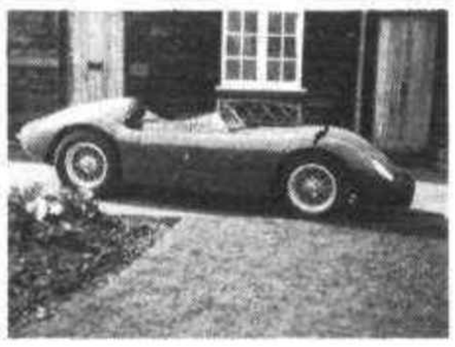


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THE JAGUAR SPECIALIST

Regular readers may have noticed our absence for the past two months. You didn't? Never mind. I had hoped to make an important announcement concerning **SERVICE, SPARES & RESTORATIONS** but, due to red tape, it will have to wait until I get back from the U.S.A. **WATCH THIS SPACE!**



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A great time despite the snow. The Mk. IX advertised at £2,250 won its class twice and set fastest lap twice. The 1968 E TYPE at £4,500 set fastest lap and would have won but for the nut behind the wheel (I was 3rd)! The 2.4 Mk. 1 at £1,950 was 4th, that also spun, Bob Meacham not me! *(Photo)*

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BOOKS ON Motor-racing wanted, particularly pre-War and early post-War publications. Please send offers to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel. Windsor 67281. (30455

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MG TC wanted by longtime USA enthusiast. Good example only from private seller. Will visit prospective seller first week in June. Write Ken Gregory, 29 Kimberly Dr., Laurel, Miss. USA, 39440. (96652

£100,000 immediately available by private collector for vintage and post vintage touring cars. Higher than auction prices. Cash with complete discretion. Write to P. Roberts, Airlie, Clos du Rivage, Gorey, Jersey or phone 01-546 2027 (agent). (29886

WANTED for my two Angus-Sanderson cars. Workshop manual or instruction book. Wrigley back axle, Wrigley steering gear, any spares for Wrigley gearbox and Tylor engine. 815 x 105 b.e. six stud artillery wheels (or Goodyear wavy discs). Similar to Rover Twelve – in fact anything at all. Burgess Hill (04446) 44889. (29953

CLASSIC VETERAN/VINTAGE Motorcycles bought for cash. Anything in any condition considered. Any pre-1960 twin or single also required. Cash waiting. Distance no object. Phone 061428 8056 Write 27, Councillor Lane, Cheadle, Cheshire. (29909

JAGUAR MK IX wanted. Immaculate condition only. Also similar MG Magnette. Cash paid. Tel. Warwick 42166. (29806

MORGAN 3-WHEELER, Ford engined type wanted by private enthusiast, anything considered. John, 01-530 3582 evenings. (29832

WANTED TO cherish and drive by enthusiast, E-type roadster, not V12, original as possible, preferably with full history and hardtop but not essential. Private purchase. Cannot afford outlandish price. Please write David Peel, 1 Brockwell Terrace, Chesterfield, Derbyshire. (29804

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WANTED. Collection's Motor Sport, Autosport, AutoSprint 1963-1966 or race programmes, photos, articles on works Cobras, Abarths, Chevrons, F31, P68, Lone Star, Mike Shoen 6719 E. Malcomb Paradise Valley, Arizona 85253 USA. (29386

WANTED–continued

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MG TC spares urgently wanted, especially chassis, logbook, bulkhead, scuttle top, gearbox, front wings. Good price paid. Phone Nottingham 702111 daytime. (30724

WANTED: LOTUS 7, Super 7, Elan Roadster, 1967 or earlier. Must be original, complete, with solid body and mechanics. Send detailed description, photo, and price by return airmail. Harold L. Allen, 2704 Meadowwood, Toledo, Ohio 43606 USA. (97724

WANTED: MOTOR Road Tests 1975, good price paid. Telephone Warminster (0985) 213370. (30844

FOR JAGUAR Mk. II factory supplied wooden steering wheel, tool kit, jack, drivers handbook, radiator muff, official workshop manual and parts book. Thomson, 281 Nithsdale Road, Glasgow 041-427 1104. (30610

MG Y series. Private buyer desires excellent example. Details to Waterhouse, Fox Warren, Meadow Way, West Horsley, Surrey. (30873

SU CARB. Pre-war round-shouldered dash pot type wanted. 1½ to 2 in., complete unit or parts. The Grange, Long Thurlow, Badwell Ash, Bury St. Edmunds, Suffolk. (30875

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WANTED ANY Lotus Elan, any condition and one Lotus Elite. Please write to: N. Heemskerk, Zandvoorterweg 61a, Aerdenhout, Holland. (97804

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WANTED: Late, low mileage Alfa Romeo 1600 GT Junior or 2000 GT Veloce. Box No. 6038. (31204

WANTED: Pre-war Rolls-Royce. Particularly interested in Phantom III. Anything considered, top price paid for the right vehicle. Telephone Great Dunmow (0371) 810604 or Great Yeldham 237269 (evenings). (31141

HORNBY 'O' gauge trains wanted. Anything from single items to large collections. Good price paid by compulsive collector. Please phone Hemel Hempstead 64273. (29427

LOTUS 7 or Morgan 4/4 by genuine enthusiast, condition immaterial. Please telephone 01-979 1290. (18033

OPEL 1900 GT, any condition considered. Will fetch. Must be 1900 GT, not Manta. Ring Chris Hinton, Leek 0538-385605. (31070

AUSTRO-DAIMLER Type ADM, ADR car, classic, everything in parts. Tips leading to buy will be gratified. Answer to: Rolf Johansson, Banérgat Street, S-75237 Upsala, Sweden. (31085

ASTON 2-LITRE Long Tourer or Saloon requiring restoration. Dr. Rollason Tel: 021-429 3286 (evenings). (31111

ASTON 2-LITRE engine, gearbox, saloon or tourer body parts required. Dr. Rollason Tel: 021-429 3286 (evenings). (31111

WANTED: Austin Princess/Sheerline Limousines, Austin A135, Austin Healey 100/4, Triumph Roadsters, Mercedes 300 SEC/220 SE Convertible, Alvis TA 21/TA21 with Tickford or APM Bodywork, pre- and post-war Jaguars up to Mk. 9, A/Martin DB6, Frazer Nash BMW's, other interesting classics considered, must be good examples. H. J. Sibley, Lake House, Flexbury Park, Bude, Cornwall. Tel: Bude 3182/3428. Will collect any distance, cash. (31053

MG TC, TD or TF required by enthusiast for restoration. Any condition, immediate decision, distance no object. Phone: Brownhills 5550 (wet Midlands). (31334

MISCELLANEOUS

MG CAR CLUB. Activities for all models 1924 to current production! Around 10,000 members and some 60 centres worldwide. Extensive UK activities, full race, mild competition, concours, touring and social. Approx. 80 local monthly meetings nationwide. Technical advice, support and certain discounts. International monthly magazine. 49 years of experience. MGCC, 67 Wide Bargate, Boston, Lincs. Tel: (0205) 64301, Answafone. (31391

VINTAGE TRANSPORT Club, a unique, highly useful service for all enthusiasts/restorers. Membership £5 p.a. includes discount at Mike Carter's Auctions/Autojumbles etc. SAE full details: 14 Broadway, SW1. (31393

MIKE CARTER'S Knebworth House (Hertfordshire) auction, Monday May 21st. Entries include 1927 3-litre Bentley saloon, 1926 Cadillac V8 Golfers Coupé, 1913 Delage open tourer, 1910 Baker Electric carriage, S3 Bentley Continental, Alvis Speed 25 tourer, 1926 Citroën landaulette taxi, 1928 Lancia Lambda razor-edge limousine, 1912 Fiat 30 h.p. roi-de-Belges tourer, 1947 ex-Royal Mews Daimler Landaulette, etc. etc. 150 entries expected. Late entries still being accepted. Low commission, prompt payment. Viewing Sunday 20th, concurrent with large autojumble. Details 01-828 6306. (31392

SCOTT MOTORCYCLES. Unique collection, veteran, vintage, three-wheeler literature. SAE for details. Replies to Box No. 6048, "Motor Sport", Standard House, Bonhill St., London EC2A 4DA. (31424

4" VICE, mechanics bench type with small anvil. Unused. £10.80 collected. Northwood (Middlesex) 21342 evenings. 31444

ROLLS ROYCE PHANTOM III spares, vast quantity new and secondhand, also complete chassis and complete cars for sale. Tel: 040-67 455 (Lincs.) (31126

SINGER CAR Owners Association. Contact Hon. Secretary, Barry Parn, 41 Folly Rd., Wymondham, Norfolk. Telephone Wymondham 605411. (31198

MOTOR SPORT, September 1961-March 1972, consecutive plus some later. 165 total, £25. Winchester 881782. (31196

LOTUS ELAN engine 140 b.h.p. Shannon tuned, *full exhaust system. Tel. 041 639 7498.* (31148

Straight EIGHT



Rolls-Royce Silver Shadow, 1974 N reg. Flared arch model. A truly outstanding motor car in raven black, black hide, four head restraints, whitewall tyres, radio/stereo, speed control etc. **£20,350**



La Salle Straight Eight Sedan 1935. Original log book and warranty. Beautiful black, West of England cloth interior, very rare, a fantastic investment **£7,500**

Mercedes Benz 300 SEL 6.3. We are able to offer a choice of three of these fantastic sports saloons, surely the ultimate 4 door car from **£2,995**

Jensen Interceptor Series III Convertible, 'N' registration, gleaming old English white, black hide trim, electric power hood, air conditioned radio/stereo, electric windows etc. **£11,450**

Jaguar XJ 4.2 Coupe 1975 'P' registration. White, navy hide interior, automatic, p.a.s., tinted electric windows, radio etc. **£4,895**

Rolls-Royce Phantom III limousine by Hooper. Black over yellow, leather to front, cloth to rear compartment **P.O.A.**

Bentley 'R' Type 1954 automatic. Beautiful black cellulose, beige hide, original handbook and tools. Probably one of the most original and best 'R' types on offer anywhere **P.O.A.**

Fiat 130 Coupe 1976. Exceptionally attractive in dark metallic blue, russet velour, automatic, p.a.s., electric tinted windows, air conditioned, radio/stereo etc. **£4,995**

Alfa Romeo Montreal 1973 Left Hand Drive. Tangerine, black cloth trim, radio/stereo, a well maintained example of this exotic model, £900 just been spent! **£3,995**

Daimler V8 250 1968 Automatic, P.a.s., regal red, matching hide, radio, one owner, full history **£1,695**

Lamborghini Jarama. In red, 1975, hide interior, air conditioned, a very attractive example **£10,750**

Thunderbird Diamond Jubilee model, 1978 manufactured T registration. Very rare and beautiful in metallic blue pearl with every conceivable refinement. Must be seen! **£7,350**

CARS SIMILAR TO ABOVE URGENTLY WANTED

158-160 GOLDHAWK ROAD, SHEPHERDS BUSH, LONDON W12
01-743 6201 or 01-743 9679

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PORSCHE SPECIALISTS

For all repairs, conversions, servicing and accessories, plus a large range of spare parts:

Cars in stock:

1974 Carrera Targa. Black with black trim, 48,000 miles. Beautiful, totally original condition **£9,950**

1974 Carrera Coupe. White, black trim with white/ice blue inserts, 45,000 miles, '75 series spoilers, Recaros, ESR and all extras. S regd. **£8,950**

1973 911 S Coupe. Brown with tan trim, Recaros, elec. windows, tints, HRW, rear wiper, front spoiler etc. **£5,750**

1972 911 E Targa. L.H.D. Black with black trim, Recaros, tints, HRW, rear wipe, front spoiler etc. **£4,250**

1974-7 Style body on 1971 911S Coupe. Guards red with black trim, Recaros, ESR, elec. windows, tints, HRW, rear wipe etc. **£4,750**

1970 911 E Coupe. Glacier blue with black trim. Just resprayed, eng. O'haul. Elec. windows, tints, HRW, front spoiler **£3,650**

Due for completion early May

Turbo style conversion. Full Carrera suspension, brakes. Rebuilt 2.8 litre factory modified 262 BHP engine. 8" and 9" wheels. Finished in metallic ice blue with tan trim. Numerous extras. We intend to keep it for a little so no need to rush.

911 BODY SHOP

We have a small bodyshop equipped with a Calette body jig and headed by Brian, a craftsman panel beater. He specialises purely in 911 repair, conversion and renovation work although he has succumbed to repairing a 928 recently.

911 ENGINE SHOP

Fully equipped for all 911 engine and transmission repairs and rebuilds, and headed by Jack who's been handling 911 engines for 5 years now. He's getting quite good! Remember his engine uprating if you need a rebuild. Competition engines a speciality.

Engine, transmission, electrical, mechanical and body bits galore. A vast stock of new and reconditioned parts for servicing and repair. Vast range of competition, replacement and conversion parts manufactured by ourselves.

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Tel: Amersham (02403) 21112

MISCELLANEOUS – continued

SPARES PROBLEMS Then contact us, we offer a specialised service in finding and providing parts or technical information for the trade or the restoration enthusiast. No matter what the make of car or its year we are here to help you and will do our utmost to find the parts you require. Please contact us with your problems we just may be able to help you. We can also offer a complete carburetter reconditioning service. Automobile Renovation and Technical Services, Waxhouse Gate, 15 High Street, St. Albans, Herts. Tel: St. Albans 33137/9. (31216

RALLIES & Autojumbles. June 10th, Belton House, Grantham. July 22nd, Belvoir Castle, Grantham. Bring the family. Adventure Jungle, Steam Railway, Military Museum etc. Stalls available at £4. Class prizes and plaques. Full details from: John Beecham, 24 Eskdale Road, Grantham, Lincs. (31211

BROOKLANDS AUTOMOBILE Racing Club lapel guest badges 1907, 1909, 1910, 1911, 1912, 1913, 1914, 1920, 1929, 1931. For sale or exchange. A. Parkinson, The Old House, East Clandon, Surrey. Tel. Guildford 222451. (31151

2 VINTAGE wheels, origin unknown. 10 wooden spokes, steel rims fitted 760 x 90 inflatable tyres, apparently sound but unrestored. Offers. Hemel Hempstead 52309. (31144

AUTOKARNA '79 & AUTOJUMBLE Wollaton Park, Nottingham, 3rd June. All types pre-war transport, post-war classics, miniature steam, barn engines, tractors. Entry, admission and car park free. PWA7C, 41, Leopold St., Derby. (30977

MERCEDES BENZ, Austin taxi, Volkswagen, Golf, Beatle. All-type spares, services, sales, specialise recondition engines, pumps, starters, injectors, radiators, crash repairs. 24 hr. recovery. Alloy wheels 35% off. GT, 165 Windmill Road, Croydon, London (UK). Tel. 01-689-4269. (31066

KNEBWORTH HOUSE AUTOJUMBLE. Don't miss Mike Carter's next great autojumble, on Sunday May 20th, during auction viewing (see display ad). Also stalls available during the sale. Ring for application forms, 01-828-6306. Gates open 10 am Sunday and 9 am Monday. Next Alexandra Palace Autojumble November 11th. This is a Sunday and will certainly be sold out, so book now. (31122

FORD MODEL 'T' Register for full spares service, rallies, magazine and technical assistance. Membership details from: Alan Meskin, 14 Breck Farm Lane, Taverham, Norfolk. (0603) 867700. S.A.E. Please. (31103

224 MOTOR SPORTS. May–Dec. 1958. Complete years 1959–1976. £50. 164 750 MC Bulletins 1958–1979 (incomplete). Best offer secures. Also about 20 books. Phone for list. Meopham 812361 evenings. (31061

27th MAY TRANSPORT SHOW Singleton Park, Swansea. Classes for vintage and classic cars, motorcycles, commercials, engines, etc. Details:– S.H.V.R., 37 Priors Way, Dunvant, Swansea. Tel. 26886. (31092

CASTLE ASHBY VINTAGE/CLASSIC Sale & Autojumble. Mike Carter's highly successful and much-enjoyed event of last year will be repeated this year on Sunday September 2nd. Stall bookings now being accepted. For details of how to sell your car best in the autumn, write or phone Mike Carter Sales Ltd., 14 Broadway, S.W.1. 01-828-6308. (31122

COIL SPRINGS. Any car/spec. Elite/Eian/+2/Europa, £28 pair. Gilbern Invader/Genie/GT, £30. Sunbeam Tiger V8, £36. Healey, £36. Reliant Scimitar/Rebel/GT, £32. Plus Aston, Bristol, Clan, E-Type, Piper, Marcos, MG. Also Dart V8, Lagonda, AC, Allard, Alvis. Valve springs designed/supplied. Sheffield 442676 day, 583569 night. (30830

SUNBEAM TIGER Owner Club. Do you own a Tiger 260/289. Why not join our club and share the pleasure of one of the world's better classic sports cars. Quarterly magazine, national and regional meetings. Spares Dept. Details from membership secretary, David Woolfe, 22 Pinewood Ave., Hillingdon, Middx. (30876

FERRARI 16mm and 212E. Two complete running chassis, one frame, one Vignale coupe body, 9 carburettors, 4 fuel pumps, 2 gearboxes and much else. Prefer to sell as one lot. Bradford-on-Tone (082346) 204. (30946

TR4, 1964. Breaking for spares. Gearbox and overdrive very good condition. Many others. Offers. Dronfield (Sheffield) 0246 415822. (30890

JAGUAR MK. II splined hubs, brand new. Offers. 01-520 6775. (30886

ATTACHED GARAGE Workshops. Takes 2/3 cars, plus large car port, workshop/store and hard standing for further 3/4 cars in pleasant gardans of late victorian house which has been fully modernised including electrics, gas central heating etc. 3/4 double bedrooms, kitchen, dining room, lounged, sitting room, laundry room, two sep. WCs, etc. In Surrey village between Bagshot (M3/M25) and Woking (BR Waterloo 28 mins). £42,750. Large S.A.E. for details. Box No. 6026. (30975

MORGAN SHARING scheme – Guildford area. Buy a quarter share in my new Morgan and share costs and use. Wormley (042879) 3132. (30448

COVENTRY CLIMAX engine, FWE. Basic engine complete. Write for details. Box No. 6020. (30117

AA MOTORCYCLE Patrolman's sidecar. Body only. Original paintwork. Reasonably good condition. Offers. Matlock 2529 evenings. (30548

CLASSIC JAGUAR Association has fifth edition of the SS 100 Register available to owners now. Lists cars, owners, locations, statistics. Write Registrar, Box 262, Seal Beach, California, 90740 USA. (97590

STABLING for up to five cars and eight humans (four bed, two bath, three recept, huge kit./break.). Character house directly on the Heath, minutes walk of station, shops and schools. Easy walled garden. Recent 10-year rebuild. Drive away £90,000 (or more). Weybridge 43428. (30553

BADGES. We offer a comprehensive restoration service for your Vintage and Classic car badges using original glass enamels, and including nickel or chromium plating. Also a varying stock of restored original and new replacement badges is available. We are always pleased to quote for one-off and small quantities of new replacement badges. Pamela David Enamels, 6 Overtons Close, Radford Semele, Leamington Spa. (0926) 23018. (30544

FIRST EDITION Pomeroy's GP Car 1906-1939. Exchange only bound volumes "Motorcycling" or "Motor Cycle" prior to 1950. Sewell, 59 Mulberry Avenue, Kempton Park 1620, South Africa. (30611

JAGUAR D-TYPE disc brake retractor springs. Lees, 116 High Street, Holywood, N. Ireland 02317-5092. (30702

MOTORSPORT* – 1960, 1961, 1964 complete plus 7 of 59, 11 of 62, 10 of 63, 14 of the 70's delivery possible, offers to 01-200 5642 (evenings). (30547

MISCELLANEOUS – continued

DONCASTER Racecourse Autojumble. 250 stalls selling Veteran, Vintage Collector's cars and motor cycle spares, badges, literature and general motoring accessories. Saturday 16th June 10 a.m. to 5 p.m. (30708

FACTORY ORIGINAL Manuals, Austin 10 1939-49, A/H 100-6 3000 MG parts lists, 1934-39. Volvo P1800S N/S FT Steel Wing. Ring A. Roberts Frodsham 31894 9-5.30. (30719

VINCENT 1952 Series C Black Shadow motorcycle, completely rebuilt to high specification, not even run in. Full details available. £3,450 o.n.o. Princes Risborough 4158. (30432

MOTOR SPORT 1964-1978, 100 copies, £11. Tel. Evesham 47327. (30442

NEW HIGH tensile plated bolts, nuts, washers in assorted packs. BSF or UNF threads. SAE please for leaflet. Overseas enquiries invited. E. A. Clare, 25A Lenton Road, Nottingham. (30443

VINTAGE CARS and motorcycles now available in collectors sets of genuine prewar cigarette cards in period mounts, framed under glass. 1937 Motorcars, full set (50 cards) in twin frames of 25 cards, £28/$60 each frame. 1938 "Speed" series – 50-card set sold complete, £50/$104. 1923 Motorcycles, 1926 Motorcars available only in very limited number of sets at investment prices. SAE for illustrated brochure. Motormedia, PO Box 3, East Horsley, Surrey, UK. (30444

MGTCTDYB – ENTHUSIAST selling numerous good original spares. Motor Sports, 216 Lonsdale Road, Stevenage SG1 5EX. (30458

BOOKS ON motor racing for sale including many rare classics. Send SAE for list to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel. Windsor 67281. (30455

1250 COPIES of Autocar ('46-78); 375 copies of Motor ('46-77); 500 copies of Autosport ('50-59); 47 copies of Commercial Motor ('50-59); 240 copies of Motor Sport ('46-75); 37 copies of Milestones ('59-78); 60 copies of miscellaneous motoring mags and 120 O.S. and other maps for sale, preferably in one lot. Offers to Mrs. V. M. Coates, Hill Farm, Swine, Hull. HU11 4JQ. Buyer to collect. (30133

SU CARBURETTERS. Twin float 2 3/16" choke unused £85. Pair AUC 7100P 1¾" choke diaphragm type including manifold. Used but good £55. Lymm 2495 evenings. (30351

SEEWAY CAR interior light delay units at £4.00 and "Seeway" headlight delay units at £7.00 including VAT & postage. Only available from Lark Factors, 107, High Street, Rickmansworth, Herts. WD3 1AN. Telephone 09237 79093. Mail order only, cheques & postal orders to above address. (30218

MOTOR SPORT, 1968-1976 complete. Boxed. Mint condition. Offers. Telephone Buckley 543877 (Chester). (30359

AUSTIN HEALEY Club for owners and enthusiasts of all Austin Healey cars. Seven centres with some 20 group meetings cater for most parts of the UK. National magazines and centre publications together with advice on purchase, spares are offered together with a special club insurance scheme for all models. Write: Mel Knight, 17 Glebe Road, Groby, Leicester LE6 0GT. (30356

VETERAN AND Vintage Magazine. 180 copies from Vol. 1 No. 3 to Vol. 18 No. 12. Also 5 sailing books by Uffa Fox and 8 Yachting World Annuals 1952-1962. Offers. Nailsworth 2497 evenings. (30274

NECPWA's SLEDMERE House Rally. Sun. 23th June. Concours classes for cars, motorcycles, light commercials etc. 60 mile road run. 200 stall Autojumble. Camping. Details from Firth, 20 Leeds Rd., Methley, Nr. Leeds. Tel. 800. (29985

WOLSELEY HORNET Daytona Special BLH 215. Can anyone help me trace a beloved old car? Could supply much history. R. J. Rickards, Orchard Cottage, Chartham-Hatch, Canterbury, Cost £2.88. (29637

MOG '79 International Morgan Sports Car Club Meeting. Knebworth House, Hertfordshire, May 19/20th. Disco/buffet, mystery run, concours, gymkhana, autojumble. Over 300 Morgan 3 and 4 wheelers expected. Everyone welcome. Details: Laurie Povey, Northampton 48525. (30066

THE RED Arrows will be participating in a flying display to be presented by the Shuttleworth Collection at Old Warden Aerodrome, off the A1 near Biggleswade, Beds., on Sunday 27th May. Also powered hang glider, balloon, parachuting and many famous historic aircraft. Entry for car and all occupants £4; cyclist or pedestrian £1 (child 50p). Gates open 11 a.m. Flying 2 p.m. (30069

SCIMITAR OR Sabre owner? Why not join the Owners' Club. Great magazine and plenty of social and sporting events. For full details send SAE to R. Tipler, 1 Silver Street, Brixworth, Northants, NN6 9BY or send 50p for sample magazine/details. (30072

AMERICAN AUTO Parts. If it's on an American car we probably have it. Just send as much information on the part and we will send you a price. You send an International Money Order and we guarantee that your order will be shipped within 2 days. Carson Auto Parts, P.O. Box 542, Holliston, MA. 01746 USA. Tel: 24 hrs. (617) 429-2269. (95600

BENTLEY BOOKS are among motoring titles appreciating rapidly. Serious collectors and new enthusiasts aware of investment potential in a motoring library should subscribe to Eoin Young's Specialist Book Broking Service for Lists published at regular intervals. Fee £2/$4. Good copies of books on motoring and motorcycling considered for purchase. PO Box 3, East Horsley, Surrey. (27776

DON'T SELL without consulting experts about your asking price. For free, usually sensible advice contact Europe's leading vintage and classic autioneers handling over £2 million value annually. Mike Carter Sales Ltd., 14 Broadway, London SW1. Please send fullest details, photo if possible, s.a.e. and your estimate. (19870

DELL'ORTO CARBURETTORS/spare parts, everything available. Enormous stocks. Prompt dispatch. Export anywhere. Dell'Orto Concessionaires, 13 Bould St., Reading 598955. Telex 847786. (24072

YEOVIL FESTIVAL of Transport. August 11th/12th. Entries invited for all classes, closing date July 9th. Details from Mike Stagg, 5 Burton Barton, East Coker, Yeovil, tel: 0935 86 3136. (29560

CARS TRANSPORTED with utmost care anywhere anytime at reasonable rates. Veteran, vintage and race meetings attended by appointment. Brent Recovery Service. 01-864 6389 (Harrow). (29147

MISCELLANEOUS – continued

5 – 19" ARTILLERY wheels. New Sheerline engine. Various BMC new Gold Seal gearboxes. 2 new P100 headlamp rims. Austin Light 12/4 rear axle, gearbox, starter. Sunbeam Tiger w/manual, dynamo. 0492 46778 evenings. (29823

SUNBEAM TIGER new wing. £75. 01697 6473 evenings. (29823

AERO ENGINE, 9-cylinder, radial, unknown make, mounted on substantial stand. £275.00. William Tolson Ltd., Fazeley, Tamworth, Staffs. Tel. Tamworth 52126. (29765

MGA 1622 FHC dismantled for spares. Body rough, chassis in perfect condition. All other parts available and in good condition. No wings. Phone Burton-upon-Trent 61832. (29785

DISMANTLING: 1937 Riley Adelphi 12/4, 1948 Riley 1½, Lanchester 1935 10 h.p. Telephone: Gloucester 23514 evenings. (29769

ALFA OWNERS! Make a note of AROC "National Alfa Day" at Knebworth on Sunday, 17th June. The Alfa Romeo Owners Club offers lively monthly magazine, area sections, active social and competition programme, technical advice and publications, discounts on spare parts and registers to foster interest and preservation of rare models. Close association is maintained with Alfa GB to the benefit of all owners. Details from Michael Lindsay, 75/79 Regent Street, Cambridge. (29790

MOTOR SPORTS, 1961 to 1978 six missing £20. Fearnley, 14 Hawke Avenue, Heckmondwike, West Yorkshire. (29835

XK120/140 WIRE wheels, £35 each. Also few Healey 3000 body parts. Tel. Leamington Spa 32412 (evenings). (29887

RECOVERY AND transport (Harrogate) for specialist car transportation, towing and recovery services. Range-Rover, 2½ ton capacity covered trailer, winching facilities. C.M.R. Insurance. MIAM/HGVI driver. Personal reliable service throughout UK and Continent. 0423 64274. (29893

PVT DENBIGH small horizontal milling machine with vertical head and set of collets. Good unrestored condition, in daily use. £150. Tel. Michaelchurch (098 123) 695. (29888

MOTOR SPORT 1959-64. Also show numbers of various motor magazines from 1958. Offers. 021-445 2897. (29885

"CAVALCADE OF Motoring" organized by the Rotary Club of Worksop, Hodsock Priory, Nr. Worksop, 1st July. Veteran, Vintage and Classic entries required. Application to B. Jackson, "Acorn Lodge", Woodsetts, Nr. Worksop. Proceeds for Sheffield Area Kidney Association. (29913

BULL NOSE Morris Circa 1923/4 Pr. brass headlamps on mounting, working order. Also Model "T" Ford steering wheel 1914. Used as internal decor, offers Bourne End (062-85) 22414. (29957

AUTOCAR, MOTOR magazines for sale. Autocar 1950 to 1964, Motor 1948 to 1963. Over 1,500 magazines in total £225 for the lot. At 15p a magazine it's cheaper than toilet paper. Also for sale. Rolls PIII Handbook XI, XII £40. Silver Ghost Handbook Jan. 1913 £45. 20/25 Handbook No. X £15. R-Type Bentley Handbook £30. Bentley Continental Sports Saloon Handbook £30. David Lever, 24 Valley Road, Cheadle, Cheshire SK8-1HY. (29950

BOLTON AUTOJUMBLE and Fleamarket, Saturday May 19th in the Drill Hall, Silverwell Street, Bolton. Vintage vehicles, spare parts and literature as well as antiques, coins, old toys, militaria, railwayana, etc. Largest event of its type in the country. 10 a.m. to 5 p.m. Stall enquiries Alan Whitehead. Tel. Bolton 491763. (29962

DAIMLER DART spares list. David Manners, 17 Hagley Rd. West, Birmingham B17 8AL 021 429 1433. Callers by appointment only. (25425

CAR TRANSPORTATIONS and recovery. Personal service. Any time, any distance with insurance. Tel: 051-645 0474 (daytime) 051-645 2674 (after hours). (24071

MASERATI CLUB for owners and enthusiasts of the marque. Officially recognised by the factory. Details from the Secretary/Treasurer, Michael J. Miles, The Paddock, Salisbury Rd., Abbott's Ann, Andover. Tel. Abbott's Ann 312. (25255

MOTORING LITERATURE bought, sold and exchanged. For a large selection of motoring handbooks, magazines and books, please call Thursday, Friday, Saturday at Vintage Motorshop, 500 Bradford Road, Batley, Yorkshire, Batley 470773. (26005

DONCASTER RACECOURSE Gigantic Auto-jumble Saturday 16th June. Full facilities, cafeteria, licensed bar. Details Doncaster 57801. (25108

DUST SHEETS. 100% cotton, heavy quality, sizes for most cars: 15' x 10' £16, 17' x 10' £18, 19' x 11' £20, 20' x 12' £23, 24' x 12' £27. £1.35 postage. Cash with order please to Hornby-Smith, 22 Lancaster Mews, London W2. Tel: 01-402 3214. (28606

FOR THE complete restoration of vintage car headlamps, sidelamps, trumpet horns etc, contact us. Also a good selection of such items, fully restored, usually available. Good quality lamps etc. always needed and taken in part exchange. Overseas enquiries welcomed. Silver Firs, Sandy Lane, Aylmerton, Norfolk. Tel: West Runton 366. (28228

PORSCHE CLUB Gt. Britain. Membership enquiries to Roy Gillham, 64 Raisins Hill, Pinner, Middlesex. (28170

CLEAR YOUR old motoring spares at the Doncaster Racecourse Autojumble, Saturday 16th June. Stalls £3. Details Doncaster 57801. (25749

CAR TRANSPORTATION and recovery. Specialised service nationwide. Immediate quotation. Personal attention, C. E. Ltd., Crick, Northants (Junction 18 M1/M6). Tel: 0788 815981. (28733

CHASSIS FRAMES – repairs and modifications. John Foy, The Forge, Barley, Royston, Hertfordshire. Tel: Barkway 408. (28730

WOODEN STEERING WHEELS – retrimmed, repaired. John Foy, The Forge, Barley, Royston, Hertfordshire. Tel: Barkway 408. (28730

WE ALSO UNDERTAKE the complete restoration of Veteran, Vintage, & PVT cars. John Foy, The Forge, Barley, Royston, Hertfordshire. Tel: Barkway 408. (28730

GILBERN OWNERS Club (est. 1969). For details of the club and its technical sporting and social activities contact: the Secretary, M. S. Bonnie, Bucklers Hard, 55 Hemstead Road, Kings Langley, Herts. (28738

JAGUAR ENGINES, XJ6 and previous can be heard running, gearboxes, axles, steering gear, XJ6 bonnets, S1 and S2 doors, bootlids, screens, alternators, indicators, lights, chromework, many small parrts, fast delivery possible. 0964-70005 anytime. (29337

MISCELLANEOUS – continued

1951 VINCENT Comet combination. Immaculate condition Monza single-seater sidecar. £2,250 or exchange classic car. Dunstable 64997. (31268

WILLIAM ARNOLD open tourer body. Slightly altered from original design, will fit Derby Bentley chassis. Offer on viewing. Tel: (evenings) 9721898. (31270

BROCHURES FOR SALE from 1960-1979, from AC to Wolseley, much exotica. Ring Worthing (0903) 205349. (31278

RECHROMED, respoked, rebuilt 16 XK120, 140, 150 and 15" series 1, 2, 3. E-Type wire wheels from £60. Exchange. Also Aston Martin etc. (0222) 751081. (29554

PRIVATE GARAGE clearout sale. All items available for SS & Jaguar cars 1937-1948, including engines, gearboxes, all mechanics, chrome, fittings, P100 headlamps (fully restored), Lucas FT58 spotlamps (fully restored), Lucas long Chrome trumpet horns (fully restored), 'Alto' horns, owl eye tail lamps, SS Jaguar mascots, Rolls-Royce 20/25 mascot, Rolls kneeling lady mascot, all original owners manuals for SS 1½, 2½, 3½, JAG 46/48 1½, 2½, 3½-litre models. Tel. Weymouth 784082 (evenings 6.00-6.30 p.m.). (31336

HEALEY 100 sales booklet in full colour. Very clean. Offers. Box No. 6041. (31348

MOTORING BOOKS & ephemera purchased – W.H.Y.? Chris Winder, 24, Windsor Lane, Knaresborough, Yorks. (31169

MOTORING BOOKS & ephemera – are you on my mailing list? Large SAE. Chris Winder, 24, Windsor Lane, Knaresborough, Yorks. (31169

JAGUAR VIIM engine, gearbox, ancillaries. 45,000. With slight attention: excellent condition. Offers. Naylor, 32, Queen's Drive, Morecambe 414657. (31178

EXCHANGES

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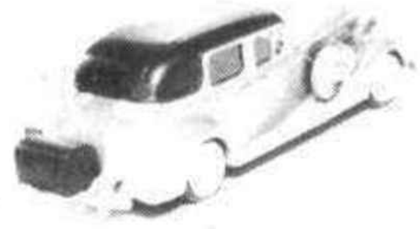
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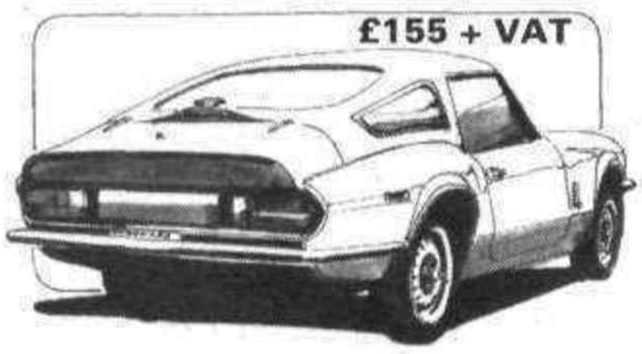
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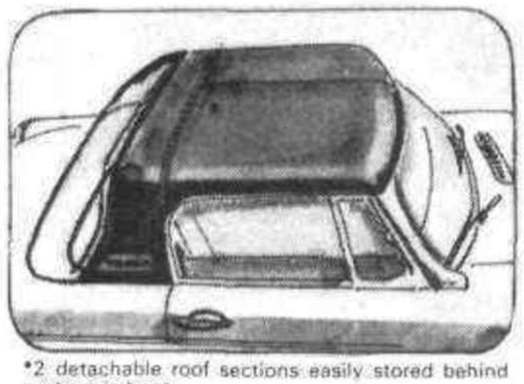
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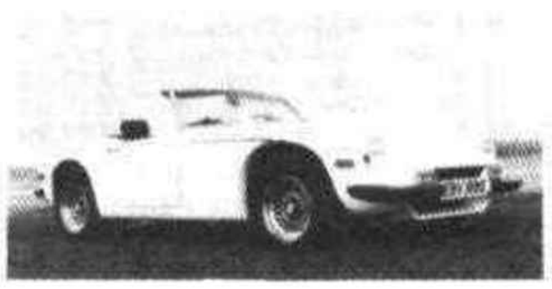
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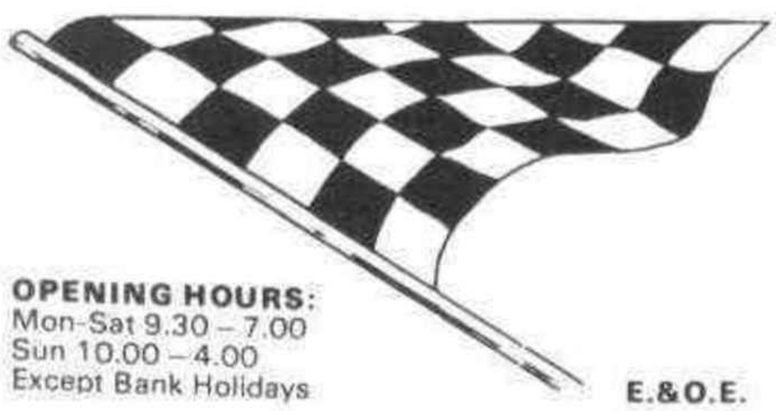
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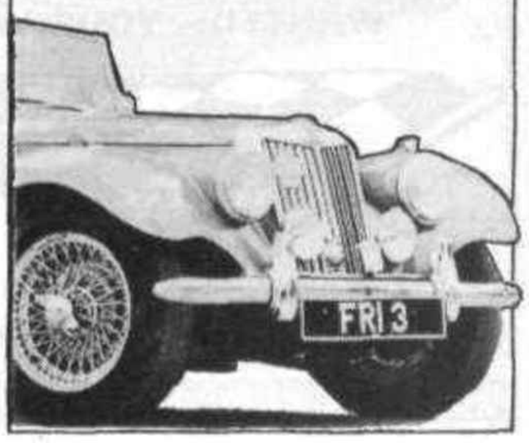
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SCIMITAR

New GTE, in Carmen with black interior, manual/overdrive, Wolfrace wheels, power steering, electric windows.
New GTE, in white rose, automatic, blue interior, power steering, electric windows, Wolfrace wheels.
New GTE, in Aztec with tan interior, manual/overdrive, Wolfrace wheels, power steering, electric windows.
1975 N GTE, in Nevada yellow with black trim, overdrive, Sundym, alloy wheels, 8 track/radio, 32,000 miles **£3,495**

TR7's

1978 S, in Carmen with tartan trim, vinyl and sun roof, radio, rustproofed, coachbands, 5,000 miles **£3,695**
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1977, in polar white with tartan trim, undersealed, radio, mileage just below 10,000 ..... **£2,995**
1976 P, in Java green with black trim, fitted radio, 5 speed, 15,000 miles **£2,695**

TR6's

1975 N, in magenta with black trim, fitted overdrive, radio, headrests, XAS, 25,000 miles **£3,495**
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1974 N, in emerald green with black trim, overdrive, radio, undersealed, headrests, 42,000 miles **£2,895**
1974 N, in pimento with black trim, overdrive, radio, XAS, 46,000 miles **£2,895**
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1974 M, in French blue with black trim, overdrive, radio, undersealed, 39,000 miles **£2,895**
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1973 L, in Carmen with black trim with overdrive, headrests, radio, 49,000 miles **£2,495**
1973 L, in mimosa with tan trim, overdrive, radio, undersealed, 51,000 miles **£2,295**
1972 K, in signal red with black trim, overdrive, wire wheels, radio, 40,000 miles **£2,395**
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Triumph Stag 1976, in topaz with black trim, overdrive, radio, power steering, 21,000 miles **£4,695**
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AJS GLI 650, 1960, in blue/black/chrome, recently restored to "as new" condition **£1,295**
BSA Gold Flash, 1959, recent overhaul to original specification, exceptional throughout **£695**
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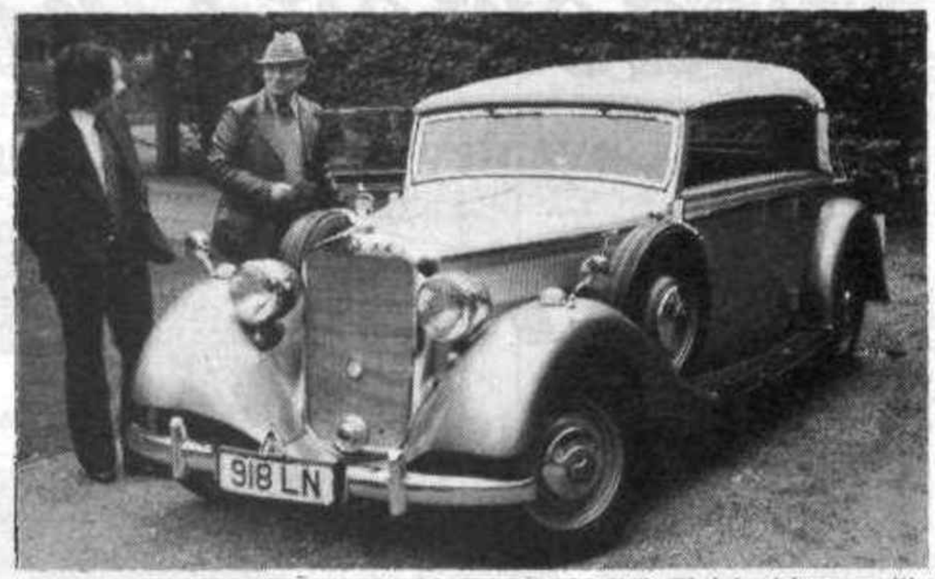
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1965 ROLLS-ROYCE SC III MULLINER PARK WARD, 4 door FLYING SPUR. Finished in porcelain white with black hide interior, piped in white, chassis No. CSC 25B. **£27,500**



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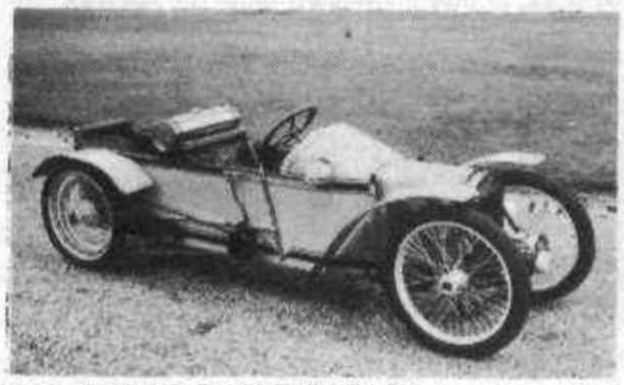
GMC PALM BEACH 26′ LUXURY MOTOR HOME. Fitted with V8 Oldsmobile front wheel drive power unit, self levelling tandem rear suspension, 6kw onan generator, sleeps 5 people, additional equipment includes hot-cold water system, 2 roof air conditioners, toilet, shower, fridge, deep freeze and oven, central heating. Supplied new 1977. Duties paid. In exceptional condition and the most outstanding model of all American motor homes. **£24,950**

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1978 LINCOLN CONTINENTAL MKV. Finished in shocking pink with matching trim. The colour scheme and car is so dreadful it's BEAUTIFUL.



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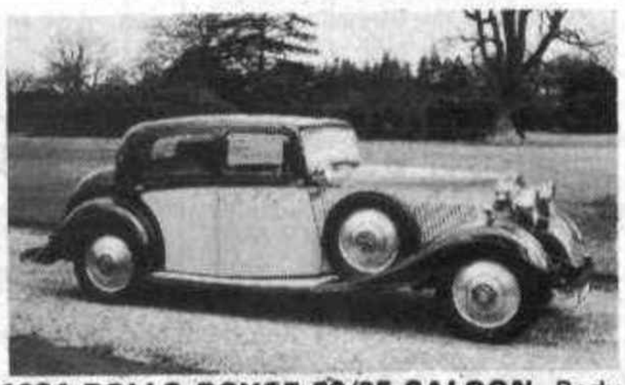


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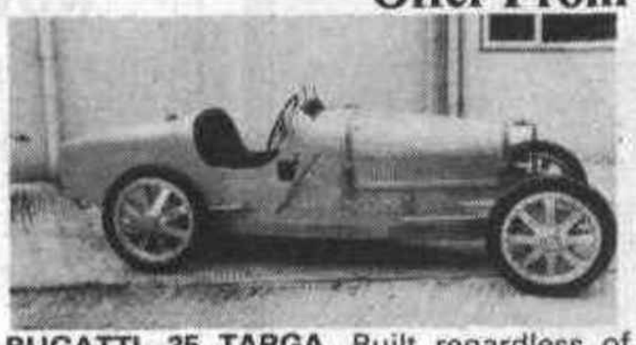
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1931 8C ALFA-ROMEO ZAGATO REPLICA.
1931 AUSTIN SWALLOW.
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1937 BUGATTI 37C.
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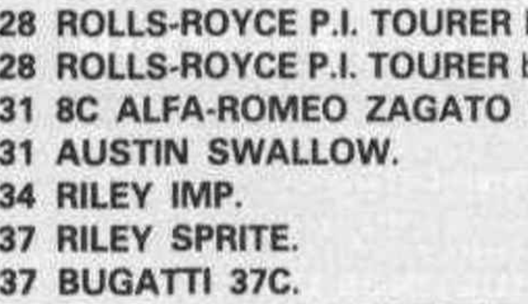
RILEY 9 TWO SEATER SPORTS 1931
Mid green, red pencil lines/black leather, very handsome sports body, superbly made – completely restored.



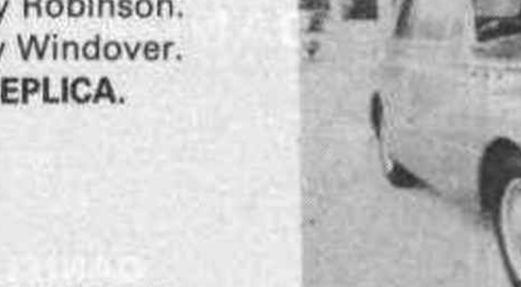
MG 'F' TYPE MAGNA 1931
Dark brown/black. The subject of a two-year restoration project from dismantled chassis upwards.



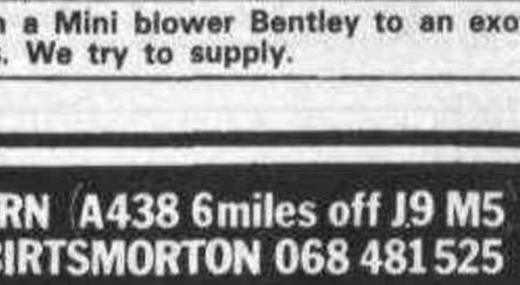
JAGUAR XK150 ROADSTER LHD
Metallic bottle green/red, a rare model in exceptional order, imported from California, therefore rust free.



ASTON MARTINS
DB6 Mk. II black/tan, c.w.w. – superb. DB5 modified, BRG/tan, 5 speed, Webers, stretched wings, wide wheels. DB6 Auto – Dubonnet/tan.



FIAT CIRCA 1929 TWO SEATER
A very exciting two seater, beautifully restored, which bears great similarity to a Type 358 Bugatti.



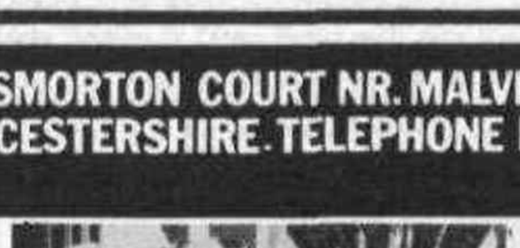
AC 1920 TWO SEATER WITH DICKY
Rich red, black wings/black, all nickel fitments, original lighting, solid disc wheels. A rare Edwardian in exceptional condition.



VERNON-DERBY CIRCA 1927 TWO SEATER
Dark blue/yellow chassis, 3.5 V8 engine. Exceptional order, well known in the VSCC.



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Resprayed Bristol red with new tan front seats, rechromed, new tyres. This car has been well restored mechanically and electrically.



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Cream paintwork/maroon. Off the road for 20 years, mechanically excellent – only 105 made.

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RILEY RED WING 4 Seater 1924
LAGONDA 2 LITRE Speed Model 1928
JAGUAR XK120 Roadster LHD 1953
ALVIS 12/60 Beetle Back 1932
LAGONDA 3 LITRE by Tickford 1960



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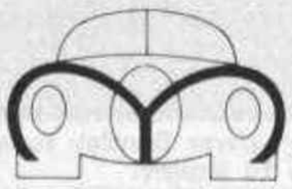
HISTORY OF FRENCH DINKY TOYS 1933-1978 (J-M.Roulet) — complete English/French history, painstakingly researched, comprehensively presented, copiously illustrated; brand new and stands alone (U.K. rights)

THE 24-HOURS LE MANS RACE 1978 — English version of the exciting Renault-Porsche confrontation at Le Mans. Every imaginable detail of practice and race, with marvellous colour photographs (English rights world-wide)

FERRARI GUIDE — the latest version of this photo-packed display of the supercars from Maranello (U.K. rights)

BUGATTI, THE ILLUSTRATED HISTORY OF THE CARS OF MOLSHEIM (Conway & Greilsamer) — a most prestigious colour photo-packed volume, French/English text, outstanding value and undoubtedly a collector's item of the future, complete with slipcase (U.K. rights)

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Listed below is a small selection of C & S top selling books.

THE LE MANS 24 HOUR RACE 1978. Published by the same people who produced *Automobile Year*. This book goes into complete detail of the race, which includes preparation – practice times of all the cars which took part in this event – contains an hour by hour account of the race in detail. 161 large pages, plenty b/white and colour photos. The quality of the coloured photos is exceptional. The same size and format as *Automobile Year*. £15.90.

DINKY TOYS. HISTORY OF DINKY TOYS 1933-1978. This book produced in France has a French/English text. Contains pictures and information of every model shown including an account of when the model was produced. 272 large pages, plenty of illus. Four colour photos. £14.75.

BUGATTI. Conway and Greilsamer. A lavish slip covered French book. Nearly all photos are in full colour and most of them full page. Text is in English-French. Very highest quality. 279 large pages. £30.35.

W. O. BENTLEY/ENG. Bastow. A book of technical detail and vast analysis of the work of W.O. from the technical viewpoint. 366 large pages, plenty of illus. £20.80.

A PRIDE OF BENTLEY. Adams & Roberts. A really complete book filled with colour plates and plenty of detail of the Bentley cars from the first model to 1977. 224 very large pages, 420 illus. 281 colour. £20.80.

TRIUMPH CARS. The complete 75 year history. Langworth & Robson. A full history of Triumph cars. Contains all technical developments, plus productions figures etc. 312 large pages, over 400 illus. £15.80.

To order by post, please send your order with cheque/PO to Chater & Scott Ltd., at the address shown above. Prices include post/packing. All prices are correct at time of going to press.

Calling customers, visit us from 9.00-5.30 Mon. to Fri. and 9.30-5.30 Saturdays. We have many more books on display at our shop. B/card & Access both welcome. Please quote card number. Full name and address when ordering by phone or post. Chater & Scott buy and sell motoring books and at present C & S have over 200 feet of s/hand books on display. Recent purchases include 8,000 Autocar & Motor 1940 to date. Please note C & S have moved to a larger shop. Same service as in the old Chiswick days.

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1928 Rolls-Royce 3 Position Drophead Coupe. Bodywork by Southern Coachworks, in black, interior upholstered in new Connolly hide, one owner last 20 years. Chassis and bodywork in concours condition. *(Photo).*
1971 Rolls-Royce Silver Shadow. Mason's black, beige interior, speed control, air horns, 46,000 miles only, full service history.
1971 Rolls-Royce Silver Shadow. Sage over smoke green, beige hide interior, 83,000 miles, service history.
1968/9 Rolls-Royce Silver Shadow. Midnight blue, beige trim, mileage 58,000, service history.
1963 Rolls Royce Silver Cloud III. Pine green, refrigeration, 3 owners, 69,000 miles.
1954 Rolls-Royce Silver Dawn Automatic. Black pearl over shell grey, red interior, genuine mileage 77,000, probably the nicest Silver Dawn in the UK.
1954 Bentley 'R'-Type. Tudor grey, blue interior, gen. mileage 71,000.
1953 Bentley 'R'-Type. Shell over tudor grey, 100,000 miles, superb condition.
1961 Bentley SII. Sage and smoke green, red interior, 79,000 miles from new.
P reg. Morris Marina 1.8 2-door Cabriolet. Limeflower, very unusual drophead Marina, recorded mileage 31,000.
1979 March Land Rover Safari. LWB, 12-seater, 6-cyl., petrol, o/drive, freewheel hubs, deluxe seats, towbar etc.
1970 Morris 1000 Traveller. 18,000 miles.
1939 Morris 8 Series E Saloon. 55,000 miles.

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1934	**Ford 8 Y type Saloon**	£1,375
1935	**Lanchester 11 Saloon**	£825
1935	**Morris 8** Pickup	£1,395
1937	**Hillman Minx** DHC	£995
1938	**Dodge Hearse**	£756
1953	**Jowett Javelin**	£725
1955	**Jaguar Mk. 7M**	POA
1966	**Jaguar 3.8S** Manual	£850
1968	**Jaguar 340** Auto	£1,150
1968	**TR5**	POA
1970	**Lotus Elan FHC,** S/E	£1,650

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1933 ASTON MARTIN LE MANS



Believed to be the lowest 1½-litre car ever built. Chosen to represent its class in the Silverstone Aston Parade. Maintained by Mr. C. A. Maries for the last 17 years. One year's MoT and tax.
£11,000

Griffiths, The Old Water Mill, Ardington, Nr. Wantage, Oxfordshire. Tel: East Hendred 371

MOTORING AND AERONAUTICAL ART FOR SALE AND WANTED

This month I have a few varied items surplus to my requirements, which are available for sale/exchange, such as about 20 Metal Mascots, a complete run of 'Automobile Year', most of 'Speed' and 'Classic Car' magazines (bound), a couple of posters and a few duplicate Lalique Glass Car Mascots – I am constantly being offered pieces for sale, so if you are looking for any items in particular please contact me by phone or letter.



The 'Spirit of the Wind', by René Lalique – Up to £1,000 (one thousand pounds) in cash paid for mascots of this type, subject to condition and subject matter.

Last month's advertisement brought a very good response, as a result of which I have been able to buy a number of interesting fine pieces from around the country, most of which now form additions to the collection. However, despite this recent spate of activity, my keen desire to buy has in no way been diminished – apart from Lalique Glass Mascots, one of which is pictured here, I am also very keen to purchase the following items for cash:

Metal Mascots	Motoring/Aviation Bronzes	Lithographs
Grebel Car Lights	Aircraft Propellers	Tinplate Toys
Fine Early Scale Models	Motoring/Flying Clothing	Paintings
Montaut/Gamy Prints	Motoring Literature	Sales Brochures
Motoring Magazines	Any Motoring Posters	Memorabilia

Also of course any 'GRAND ROUTIER' material, covering such marques as HISPANO-SUIZA, ROLLS-ROYCE, BENTLEY, FERRARI, BUGATTI, ISOTTA-FRASCHINI, MERCEDES-BENZ, DELAGE, DELAHAYE, etc. Also any HARLEY-DAVIDSON material.

I am a **CASH** buyer and I am ready to travel any distance to view interesting pieces similar to those listed above – If you have anything at all which you feel may be of interest to me please contact me either by telephone or by letter with a good description of the piece(s) you have for sale – I can assure you of a prompt and positive response with an immediate cash offer for any interesting item – accordingly I now await your response with interest.

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WRITE BOX No. 5996, MOTOR SPORT

THE £50* AUTO UNION



One of the most exciting and hair-raising sights in pre-war Grand Prix racing was that of the superb V16 Auto Unions challenging the silver arrows of the Mercedes. Now for the first time you can have a beautiful big-scale metal model of the 1935-38 V16 to put alongside your W163 (and if you haven't yet bought one of those it's about time you did!).

This new Auto Union model has taken over three years of painstaking research and toolmaking to bring to model kit form and in June or July it should arrive with us – can't be more definite than that because even as we write the final touches are being put to the steel tools for some small bits on the suspension which were not quite right. But meanwhile let's tell you something about the model – it is in 1:20th scale and about 9" long (forgot to measure it when we saw it recently) – and the features are well worth reading twice ... most parts die cast in good quality metal and ready-painted, a few parts in plastic and self coloured (ie-does not need painting), fully detailed and working suspension, fully detailed engine with lift off bonnet, fully detailed and working steering, fully detailed cockpit with all instruments, levers etc, rubber tyres with correct tread pattern on wire hand-spoked ready-made wheels which are so intricate they have a world patent on their method of construction, beautifully detailed and accurate body which is, as we said above, ready-painted, working highly detailed transmission, very highly detailed chassis, in fact, like the giant 1:8th of full-size models we often write about here, we can find little of the original car detail that has not been included in this incredibly superb piece of model engineering.

Naturally the new model is in kit form but this merely means you screw it together with little preparation to do and no previous experience necessary. In other words it's very easy with this type of model to make a superb professional appearance showpiece that will have everyone that sees it hopefully also sending to us for one! So you better do it well ... price of £50* mentioned above is provisional and may be a little higher at around £52 or £53. BUT – don't pay for it now – send us an order in a letter or by 'phone with your credit card number and we only charge you when we send the model NOT before – and there's no postage charge in the UK so it won't cost you any more from us than from the local model shop – that is if they're brave enough to stock it which we doubt – whatever you'll have yours first because by ordering now we can reserve yours from the first shipment which is of necessity limited. If you don't have a credit card then you could send us a written order with a £10 deposit and we'll let you know what the balance is when the models are ready for despatch ... whatever please don't delay we hate having to say "sorry they're all gone".

Meanwhile – if you didn't buy the superbly detailed Mercedes and Alfa Romeos in the same series when we advertised them there is still time to catch up while they are available at the 'old' prices – details below and all post free in the UK – overseas please ask for a post quote.

Alfa Romeo Grand Prix P3 – Nuvolari's team car	£38.59
Alfa Romeo P3 Grand Prix Ferrari's team car	£38.59
Alfa Romeo P Targa Florio with side spare	£41.69
Alfa Romeo P3 six-wheeled hill climber	£41.69
1939 V12 Mercedes-Benz W163 F2	£56.59



No, your eyes do not deceive you, that is a picture of two Birkin supercharged Bentleys – yes – we do know that only one exists and that Russ Turner owns it! The reason there are two is that we've just brought out our own highly-detailed metal 1:43rd scale kit of the car and thought that you'd like to see both ends at once – ie – the picture is of two models not two full size Birkins so put the brandy away ... the kit is superdetailed and already has a vote of approval from many who know the full size car. Cost is £5.95 plus postage of 20p UK and with the kit come full building instructions (it's not difficult) and the story of the car by Mr. Boddy. Listed below are one or two other models that we've manufactured that you might find worthy of inclusion in your mini-museum. Post is 20p each UK – overseas ask for a quote. Trade enquiries UK and overseas welcome.

1913	Bugatti 'Black Bess'	£5.95	1962	Porsche RS61 Targa Coupe	£5.95
1939	Bugatti T57 Le Mans	£5.95	1963	Porsche RS61 Targa Spyder	£5.95
1934	Bugatti T59 GP	£5.59	1956	Maserati 250F	£5.95
1969	Ferrari Daytona Spyder	£5.95	1927	Salmson Le Mans	£5.95

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

Etrangers, si vous pouviez avoir la gentilesse de nous dire quels modèles vous voulez, nous vous informerons de la somme exacte qu'il vous foudra nous envoyer.

NB: Telephone and mail orders accepted on Barclaycard, Access, Chargex, Mastercharge, Bankamericard, Carte Bleue, etc., etc.

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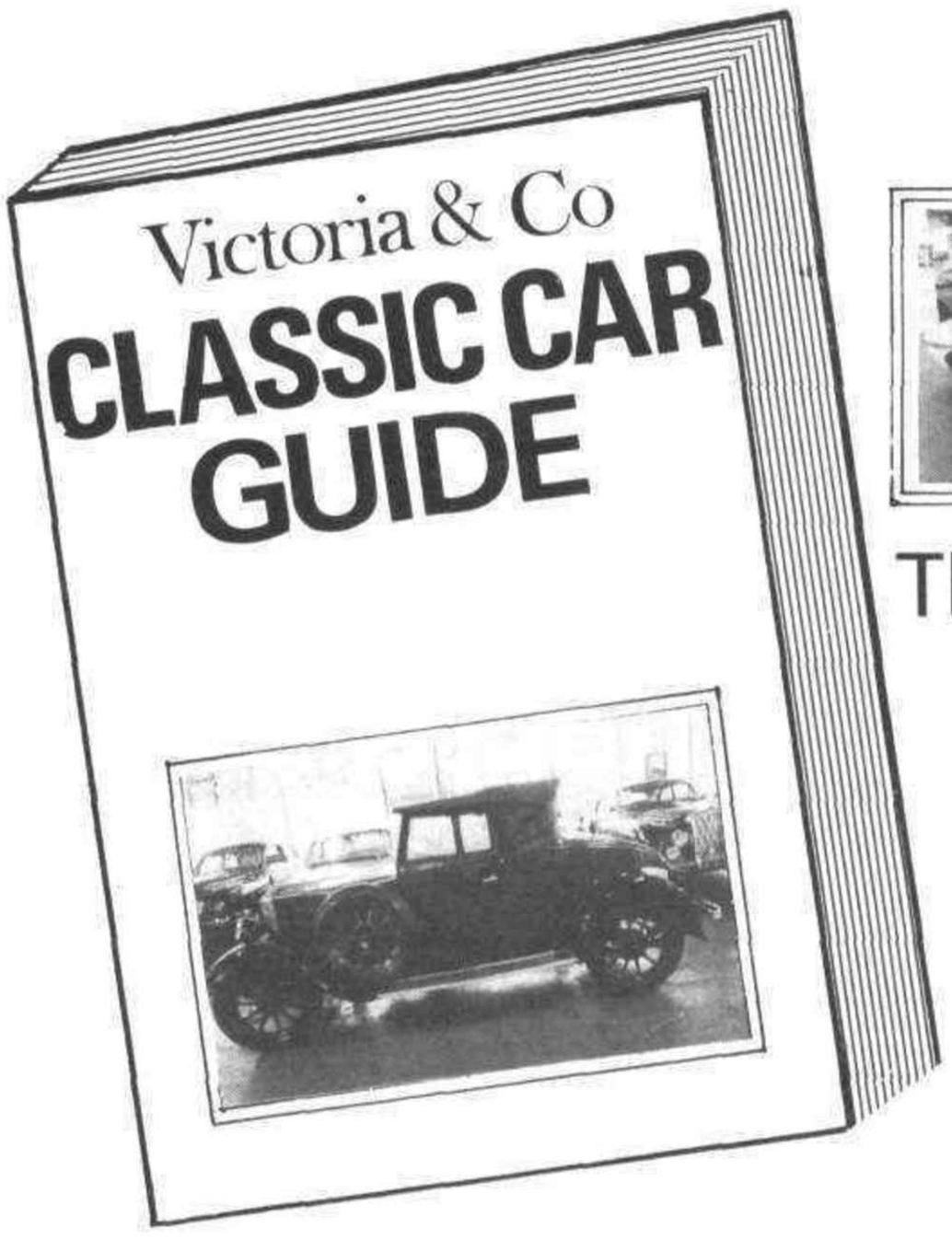
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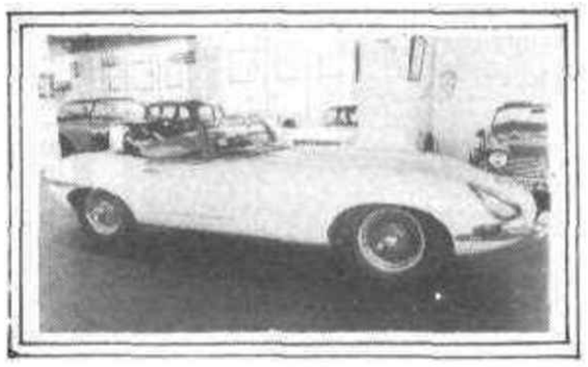
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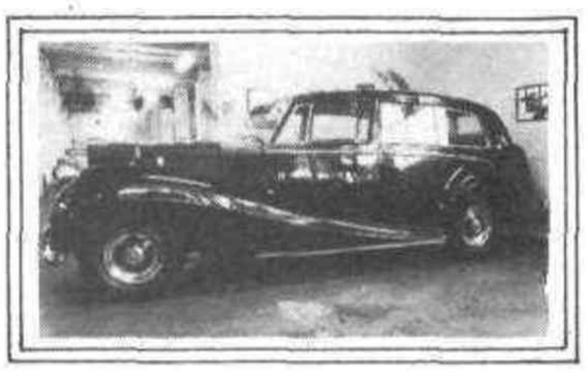
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There are several reasons why this year will be the opportune time to buy. It is an election year, always a boost to the economy. Investments are up, the balance of payments situation is good, and oil imports are down. All very good indications of the financial stability of investment in classic cars.

ENTRIES FOR THIS AUCTION INCLUDE



1963 Bentley SIII



1959 Jaguar XK 150 Drophead, left hand drive



1935 Rolls-Royce Phantom II by Freestone



1963 Austin Healey 3000 Mk. III



1954 Alvis TC 21 saloon



1969 Aston Martin DB6 Volante

1950 Bentley Mk. VI
1951 Jaguar XK120 LHD
1971 Lotus Elan +2S
1968 Aston Martin DBS6
1966 Bristol 409

1963 Rolls-Royce SCIII LWB
1950 Rolls S/Wraith Sedanca
1963 Jaguar 'E' 3.8 FHC
1967 Cord Replica
1938 Rolls-Royce PIII

1935 BSA Scout
1963 Alvis TE21
1961 Rover 110
1951 Bentley Convertible
1935 Austin 10 Tourer

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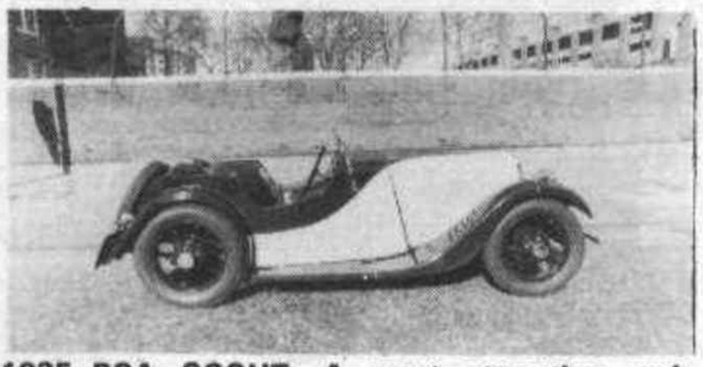
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1951 MG YB SALOON, green
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1965 SUNBEAM TIGER, red
1959 CHEVROLET BELAIR
1955 SUNBEAM TALBOT 90



1973 JAGUAR V12 'E' TYPE 2+2, dark blue with beige trim, manual, low mileage, choice of 3.



1935 BSA SCOUT. A most attractive and unusual car in pale and dark green. Front wheel drive, totally superb throughout.



1968 DAIMLER V8 2½. A rare manual model in silver grey. Choice of 7 other Daimler V8s.

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1964 BENTLEY SIII, blue/silver
1935 BENTLEY 3½-LITRE Airline
1928 DAIMLER 20, saloon
1961 ROLLS-ROYCE PV, limo
1948 DELAHAYE 135M, blue
1965 ROLLS ROYCE SCIII
1966 BENTLEY 'T' SALOON
1933 VAUXHALL ROADSTER
1922 DODGE SEDAN, LHD
1930 ROLLS-ROYCE 20/25
1924 ESSEX TOURER, blue
1963 BENTLEY SIII, blue
1909 ROVER TOURER, red
1954 ROLLS S/DAWN by Hooper
1947 ARMSTRONG SIDDELEY LANCASTER
1949 ROLLS-ROYCE S/WRAITH, concours
1965 LANCIA FLAVIA 1.8, blue
1963 BENTLEY SIII, blue
1960 MG-A FHC, red
1961 JAGUAR 3.8 MK II, C.W.W.
1967 MERCEDES 250 SL, gold
1961 JAGUAR 2.4 MK II, red
1959 JAGUAR XK150, low mileage
1966 SUNBEAM ALPINE, black
1956 JAGUAR XK140 ROADSTER
1956 BRISTOL 405, blue
1950 ALVIS TB14 ROADSTER
1965 JAGUAR 4.2 'E', FHC, blue
1964 DAIMLER V8 AUTO, black
1963 JAGUAR 3.8 'E' ROADSTER
1962 ASTON MARTIN DB4, black
1963 JAGUAR 2.4 MK II, gold
1971 LOTUS ELAN SPRINT
1975 TRIUMPH STAG, burgundy
1960 DAIMLER DART, BRG
1962 JAGUAR 3.4 MK II, green
1957 AUSTIN HEALEY 100/4
1974 LOTUS ELITE, white
1959 AUSTIN HEALEY 100/6
1955 BUCKLER 36K SPORTS
1935 AUSTIN 10 SALOON
1955 TRIUMPH TR2, BRG
1969 JAGUAR 420, C.W.W.
1931 ROVER BOAT TAIL
1973 WOOD & PICKETT TAXI
1961 JAGUAR 3.8 'E' ROADSTER
1978 LOTUS EUROPA SPL,
1960 AUSTIN HEALEY 3000, red
1961 ALVIS TD21 DROPHEAD
1959 JAGUAR XK150, D/H
1955 MG TF, BRG
1972 FERRARI DINO, LHD
1973 JAGUAR V12 'E' ROADSTER
1927 MORRIS COWLEY, D/H
1928 MORRIS COWLEY, 2 str.
1947 ALVIS TA14 ESTATE
1947 ARMSTRONG SIDDELEY, D/H
1938 CITROEN LIGHT 12
1967 JAGUAR 'E' 4.2 ROADSTER
1968 TRIUMPH TR5, red
1969 JAGUAR 'E' 2+2 AUTO
1961 LANCIA APPIAZAGATO
1950 DAIMLER DB18, Barker
1946 BUICK ST8
1977 FERRARI BOXER, LHD
1977 LANCIA STRATOS, green

1963 MERCEDES 220SE COUPE
1952 AC 2-LITRE SALOON
1958 JAGUAR XK150, D/H
1966 ROVER 3-LITRE, black
1976 LANCIA FULVIA COUPE
1961 DAIMLER DART, red
1976 LANCIA STRATOS, yellow



1960 JAGUAR XK150 FHC. Old English white with red trim, fitted sunroof, choice of 8, plus 3 convertibles.



1957 AUSTIN HEALEY 100/6, ice blue over Old English white. A very well restored example, choice of 12.



1963 JAGUAR 3.8 'E' TYPE FHC. Bronze with red trim, a most attractive car. Choice of 8.



1935 BENTLEY 3½-LITRE AIRLINE Saloon by Thrupp & Maberly. One of only two built. Gunmetal grey with red trim.



1951 JAGUAR XK120 Roadster, LHD. White with red trim. Choice of 3.



1959 AUSTIN HEALEY SPRITE Mk. I, two-tone metallic green, mint throughout.

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1969 BRISTOL 410, blue
1961 MERCEDES 220SE CONVERTIBLE
1956 MERCEDES 300SL ROADSTER
1956 BENTLEY S1 by Hooper



1965 SUNBEAM TIGER 260. A superb low mileage example in powder blue with black trim, choice of 2.



1971 JENSEN INTERCEPTOR SII, in primrose yellow with black trim and a black vinyl roof. Choice of 5 Jensens.



1956 SUNBEAM ALPINE Roadster. A very clean example, finished in white with black trim, choice of 3.



1948 ROLLS-ROYCE SILVER WRAITH SEDANCA DE VILLE by H. J. Mulliner. Chocolate brown over coffee brown with a new beige hide interior, choice of 4 Wraiths.

1931 ROLLS-ROYCE PII, blue/black
1964 JAGUAR 'S' TYPE, red
1971 ROVER V8 COUPE, grey
1938 MORGAN, blue/black
1964 ALFA ROMEO 1600 SPYDER
1949 TRIUMPH ROADSTER, grey
1968 VOLVO P1800S COUPE, white
1973 ASTON MARTIN V8 AUTO, white
1967 DAIMLER SOVEREIGN, green
1965 PORSCHE 356C, white
1958 MG MAGNETTE ZB, green
1950 BENTLEY MK VI, silver/grey
1972 MERCEDES 350SL, LHD, silver
1948 ROLLS-ROYCE S/WRAITH, gold
1962 VANDEN PLAS LIMOUSINE, black
1956 SUNBEAM ALPINE ROADSTER, white
1971 JAGUAR V12 'E' 2+2 AUTO, beige
1967 CORVETTE STINGRAY, LHD, manual
1969 VANDEN PLAS LIMOUSINE, fridge
1951 BENTLEY MK VI ROADSTER
1967 JAGUAR 2.4 MKII, beige
1966 JENSEN CV8, met. blue
1968 BRISTOL 410, met. blue
1964 STUDEBAKER AVANTI, maroon
1967 VOLVO P1800S COUPE, red
1968 DAIMLER V8, blue, C.W.W.
1948 FORD V8 PILOT, brown
1961 AUSTIN HEALEY 3000, red
1967 JAGUAR 'E' TYPE 2+2, red
1970 MG-C GT, blue, mint
1970 MARCOS 3-LITRE, yellow
1969 FERRARI 365 GTC, LHD
1948 FORD V8 PILOT, maroon
1974 1360 GT MINI, black
1961 AUSTIN HEALEY 3000, red
1956 SUNBEAM ALPINE ROADSTER
1956 JAGUAR XK140 FHC, green
1976 LINCOLN CONTINENTAL MK IV
1959 BENTLEY S1 by Hooper
1961 MINI COOPER CONVERTIBLE
1961 ROLLS-ROYCE SCII, blue
1965 DAIMLER V8, carmen red
1961 JAGUAR MK IX, grey, auto
1960 JAGUAR MK II 4.2, white
1974 PONTIAC FIREBIRD 455, bronze
1962 JAGUAR MK II 3.4, blue
1946 ROVER 12, brown/cream
1966 HUMBER HAWK, LHD, division
1928 AUSTIN 7 ULSTER SPORTS
1934 FORD MODEL 'Y', blue
1966 JAGUAR 420, white
1958 SUNBEAM RAPIER DROPHEAD
1971 DODGE CHARGER 383, LHD
1956 LAGONDA TICKFORD, maroon
1965 JAGUAR 'S' TYPE 3.8, auto
1964 JAGUAR 3.8 'E' TYPE, FHC
1966 JAGUAR MK X, white
1970 JAGUAR 420 G, blue
1965 DAIMLER V8, gold, auto
1958 JAGUAR XK150 FHC, red
1954 MERCEDES 300B, green
1955 JAGUAR MK VII, sable
1957 VAUXHALL VELOX, concours
1963 JAGUAR MK II 3.8 AUTO, C.W.W.
1968 DAIMLER V8 MANUAL, silver
1969 VOLVO P1800S COUPE, blue
1969 DAIMLER V8, green, mint



1967 JAGUAR 4.2 'E' TYPE Roadster, primrose yellow, black trim, manual, choice of 8 various roadsters.

1961 MG-A DROPHEAD, black
1966 PORSCHE 911, maroon
1960 ROVER 100, grey
1961 FIAT 1500 CONVERTIBLE
1961 ROVER 60, blue/grey
1952 BENTLEY 'R' TYPE by J. Young
1960 ROVER 100, grey



1952 BENTLEY 'R' TYPE by James Young, a very sound example in black over grey with red trim.



1977 PANTHER LIMA, a nice low mileage example in red over black.



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1949 TRIUMPH ROADSTER, gunmetal grey with grey trim. Choice of 3.

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S-3 Bentley 1965. Astral blue with beige interior. 87,000 miles from new. Substantial history available. This is one of the best S3's available and in impeccable order. Fully Serviced and new tyres fitted. **£9,250**



1952 Bentley Mk. 6. Graber 2-door Convertible Coupe. Black coachwork with black interior and original black mohair hood. This is a low mileage 2-owner car in concours condition. *Fully serviced and checked. 5-seater. Bargain at* **£17,750**

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Mk.-6 1949 Park-Ward Drophead Coupe. Page 254 Top Green Bentley Bible, needs restoration. **£5,950**



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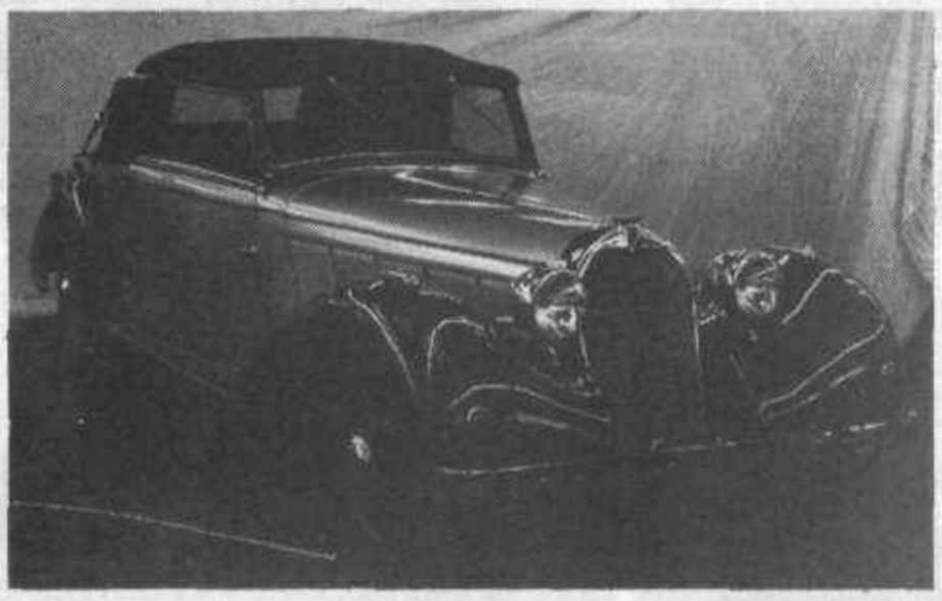
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This used to be the personal car of Mr. John Bland (who was England's leading continental car specialist and the chief scrutineer for The Vintage Sports Car Club) who sold it to me on his retirement about 8 or 9 years ago. (He had the engine and chassis etc. rebuilt in his works, which has only done a small mileage since, and the engine still has to be run in). Since I purchased this car from Mr. Bland in 1970/1971, I have been having the body completely rebuilt as original (body stripped and fitted all new interior woodwork, repanelled in *aluminium where required etc., etc.) and complete exterior and interior coachwork restoration* to the highest possible standards (by one of England's finest specialists in exotic car manufacture, with a world wide reputation for attention to detail and quality craftsmanship) some of which includes, superbly painted in two shades of silver grey, everything re-chromed, interior reupholstered in top quality bright red (piped in black) Connolly leather. Black Wilton carpets piped in red leather. Interior woodwork French polished, (all seats and dash rebuilt) fully lined silk mohair black hood with matching full length silk mohair tonneau cover etc. Its spare wheel with its custom made cover, is mounted on its attractive rear boot, which is fully carpeted, plus new battery, tyres etc. just fitted. The original owner of this car was a well known titled pre-war racing driver and it is the only one of its type in the UK. It is a very fast and useable continental classic investment and is fitted *with the Wilson racing type pre-selector gearbox. This unique car has at last arrived* in stock after its extensive rebuild to new condition, which has taken nearly 9 years and now must be the finest example of its type. *Photos cannot do justice to the appearance of this car and it must be inspected to appreciate the quality and detail work of its superb restoration. Fuller details of its history and extensive mechanical/body rebuild available on request.*

AT THE TIME OF GOING TO PRESS (APRIL 2nd) OTHER CARS EXPECTED IN STOCK OR NOW BEING RESTORED INCLUDE

1921 Rolls-Royce Silver Ghost 2-seater Drophead Coupe.
1924 Bentley 3-litre Open Sports 4-seater.
1925 Bugatti Type 30 2-litre Open Sports 4-seater.
1929 Bugatti Type 40 1½-litre GT Sports/Racing 2-seater.
1937 Alvis Speed 2.5 Open sports 2-seater.
1938 Bentley 4½-litre Open 2-seater Sports Speedster.
1957 Bentley S1 Continental Fast Back Coupé by H. J. M.
1955 Ford Thunderbird. 4.7-litre classic Sports 2-seater.
1953 Bentley R-Type Standard Saloon.

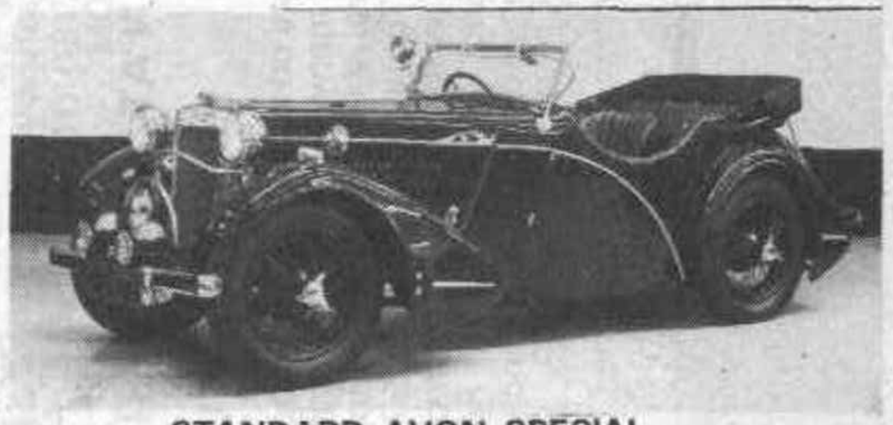
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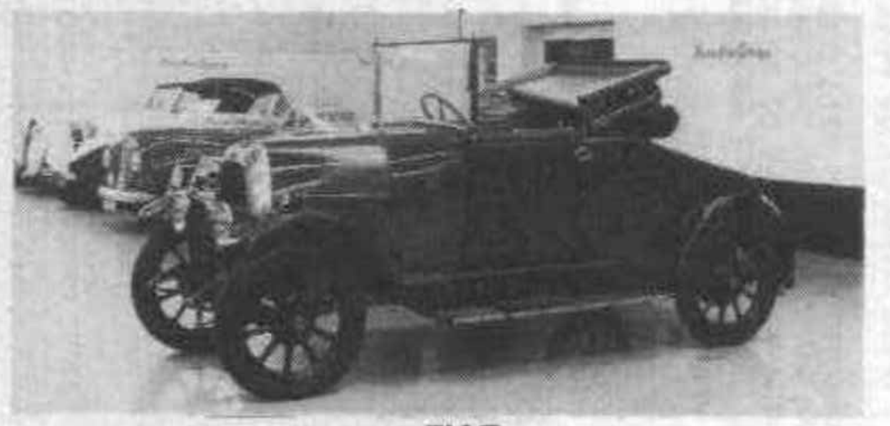
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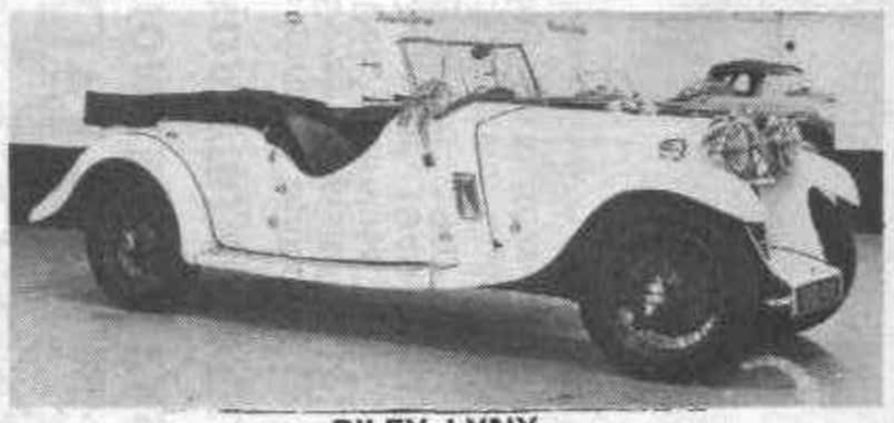
STANDARD AVON SPECIAL



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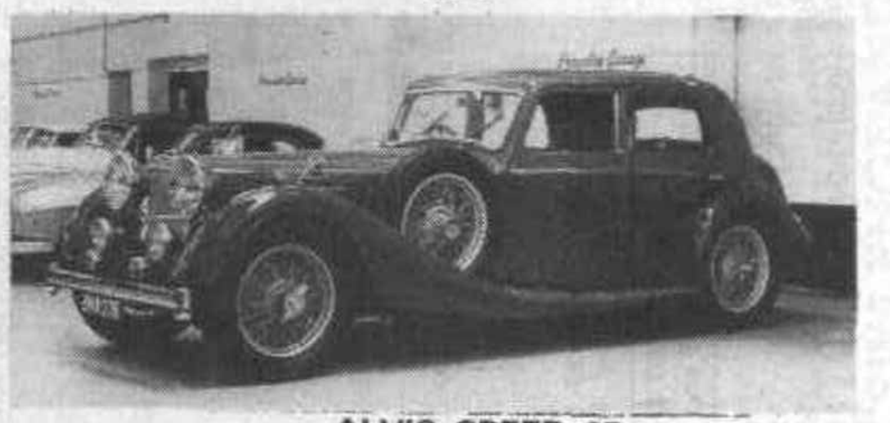
FIAT



RILEY LYNX



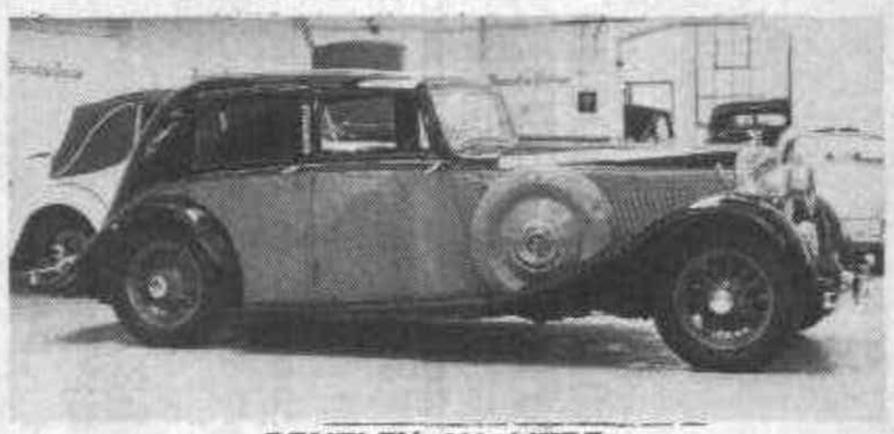
MERCEDES 300 SL GULLWING



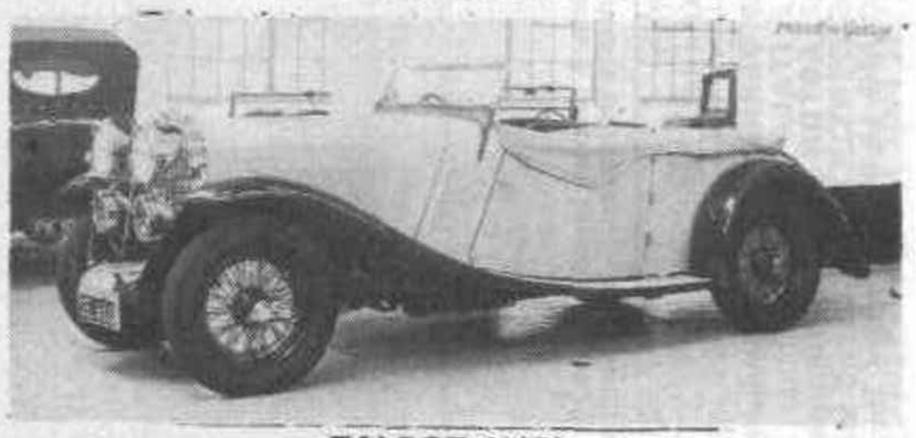
ALVIS SPEED 25



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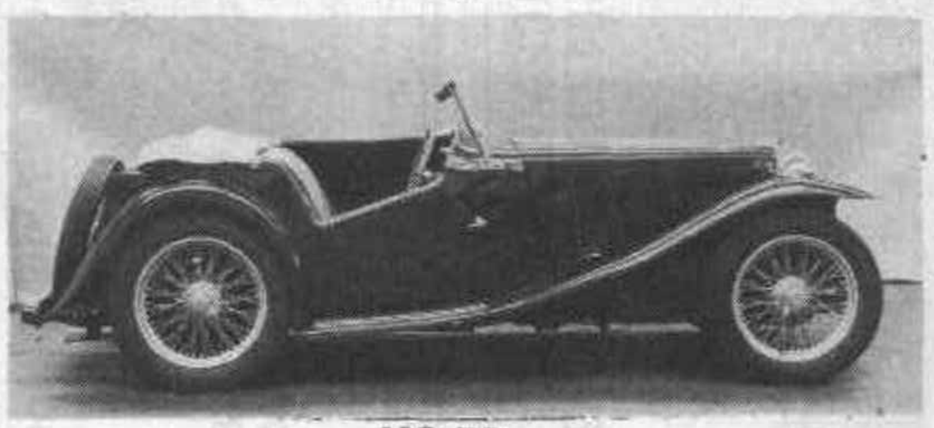
BENTLEY 4¼ LITRE



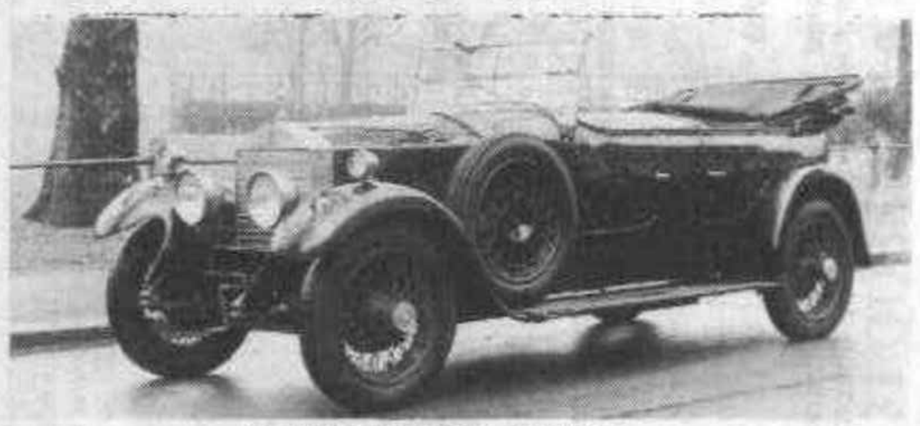
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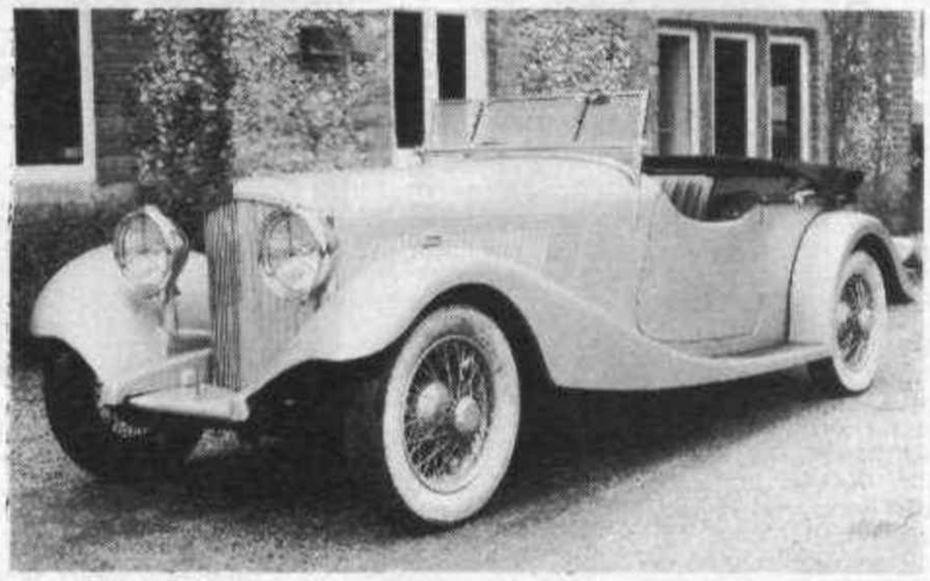
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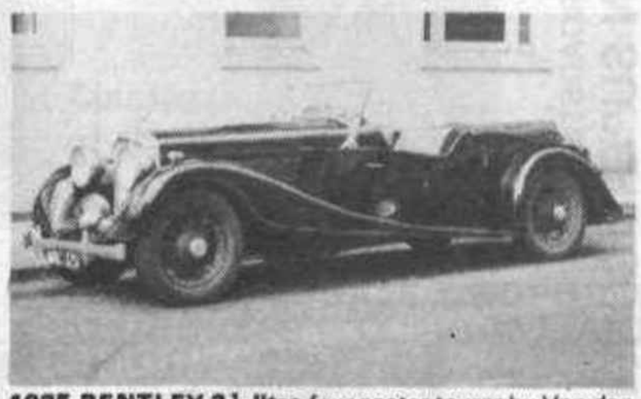
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1936 LAGONDA LG45 4½-litre Drophead Coupé in fine condition.



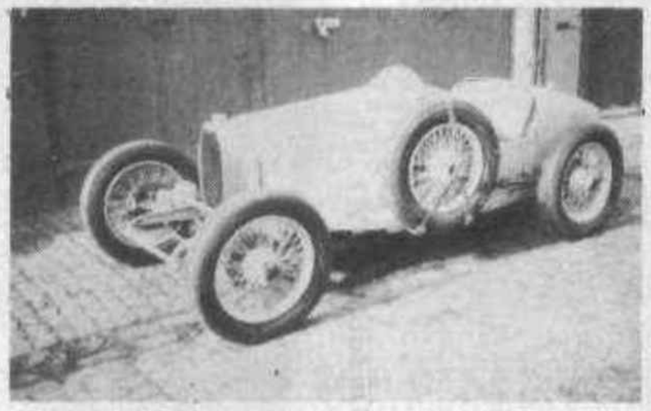
1925 ROLLS-ROYCE 20 Doctor's Coupé. Extensively restored.



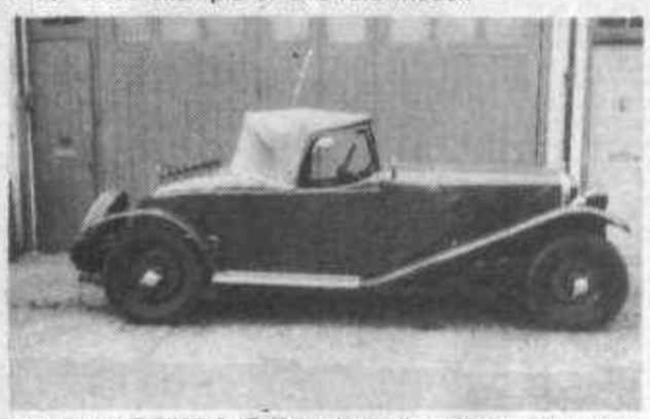
1935 BENTLEY 3½-litre four seater tourer by Van den Plas. Good example of this rare model.



1932 INVICTA 4½-litre "S" Type low chassis model in excellent order.



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1928 BUGATTI Type 40 2/3 seater tourer.
1949 FERRARI 195S Vignale Coupé.
1912 ITALA four seater Tourer.
1932 ASTON MARTIN International 1½-litre 2/4 seater Tourer.
1935 BENTLEY 3½-litre two seater fixed head coupé by Chapron.
1930 MG 18/80 four seater Tourer.

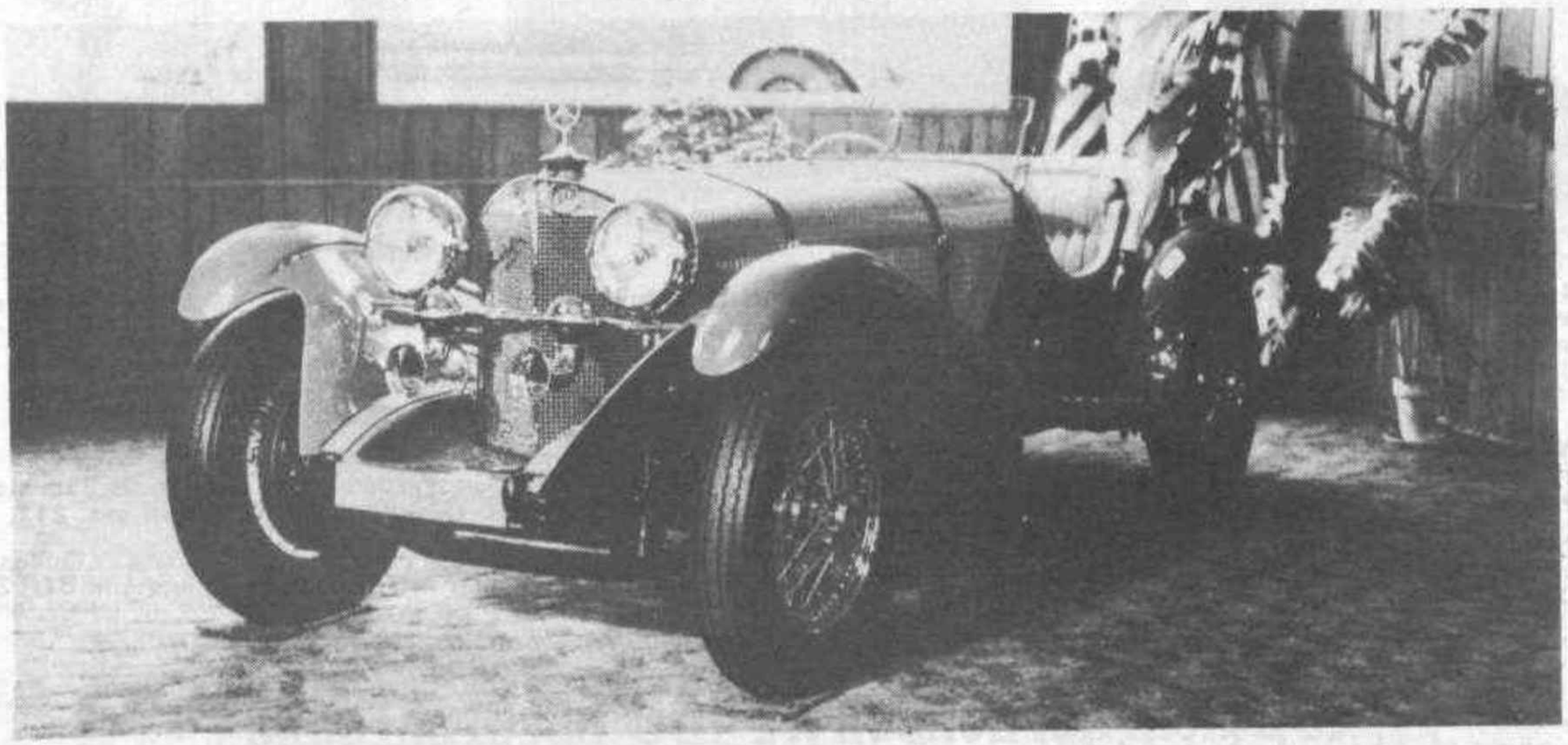
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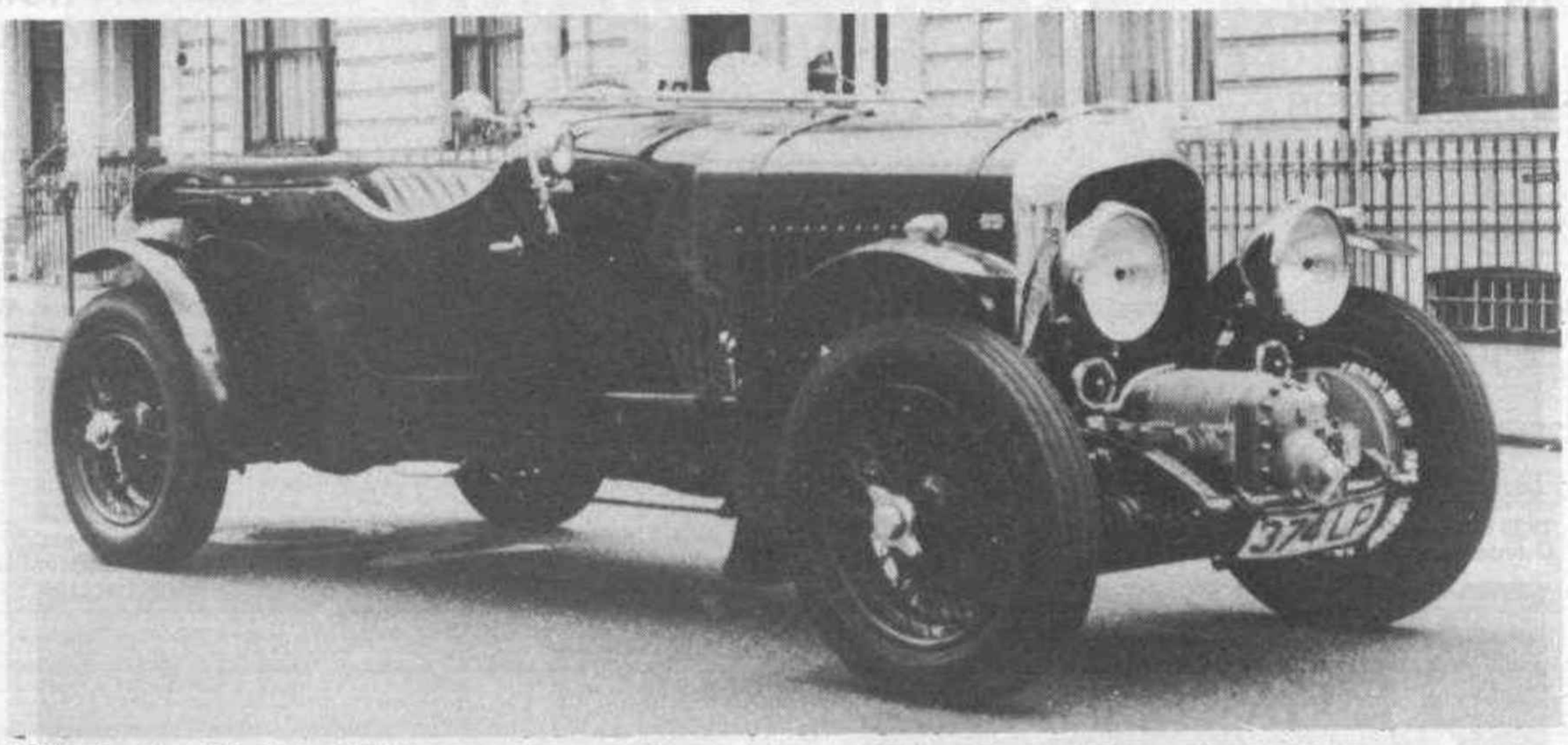
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One of only 55 "Blower" Bentleys built, this example retains its original coachwork, although the wings have been altered. Painted British racing green with green leather trim. The car can be described as excellent throughout. One of the truly great cars.

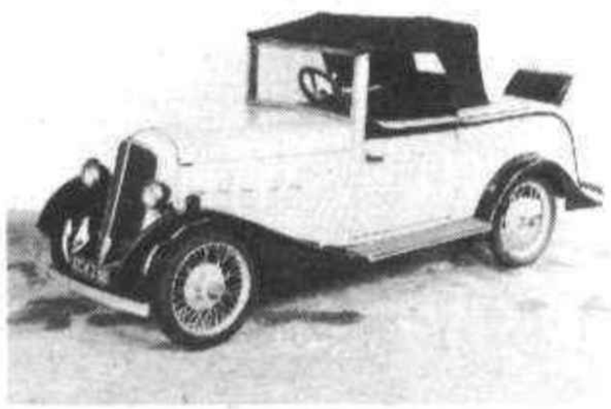
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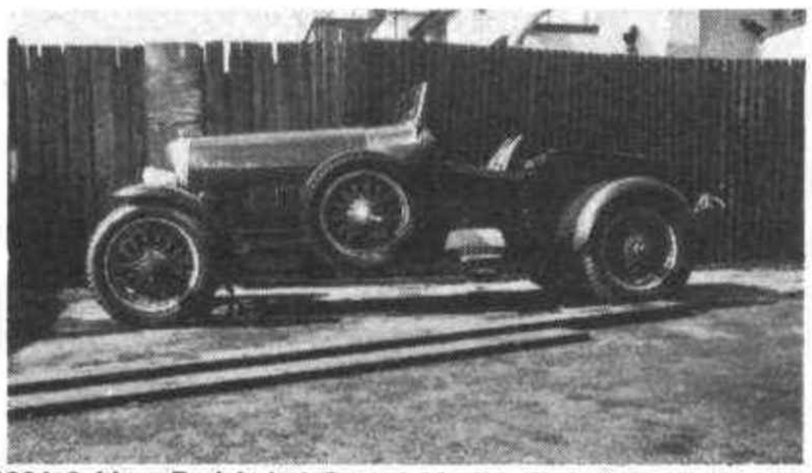
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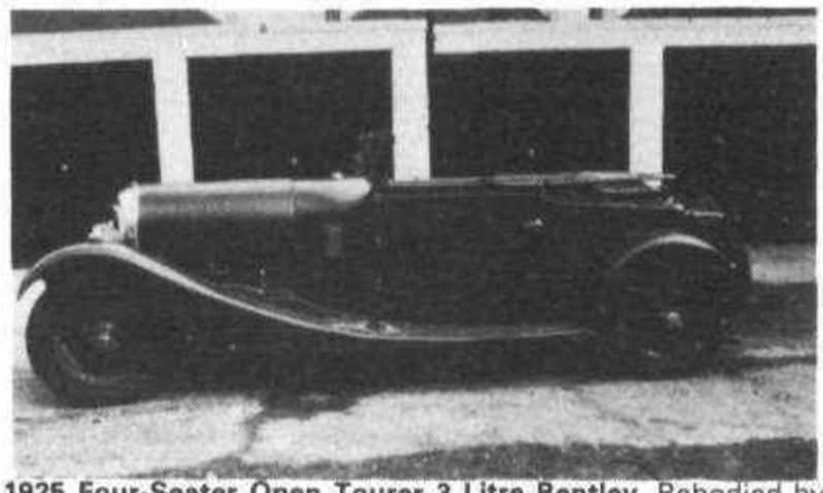
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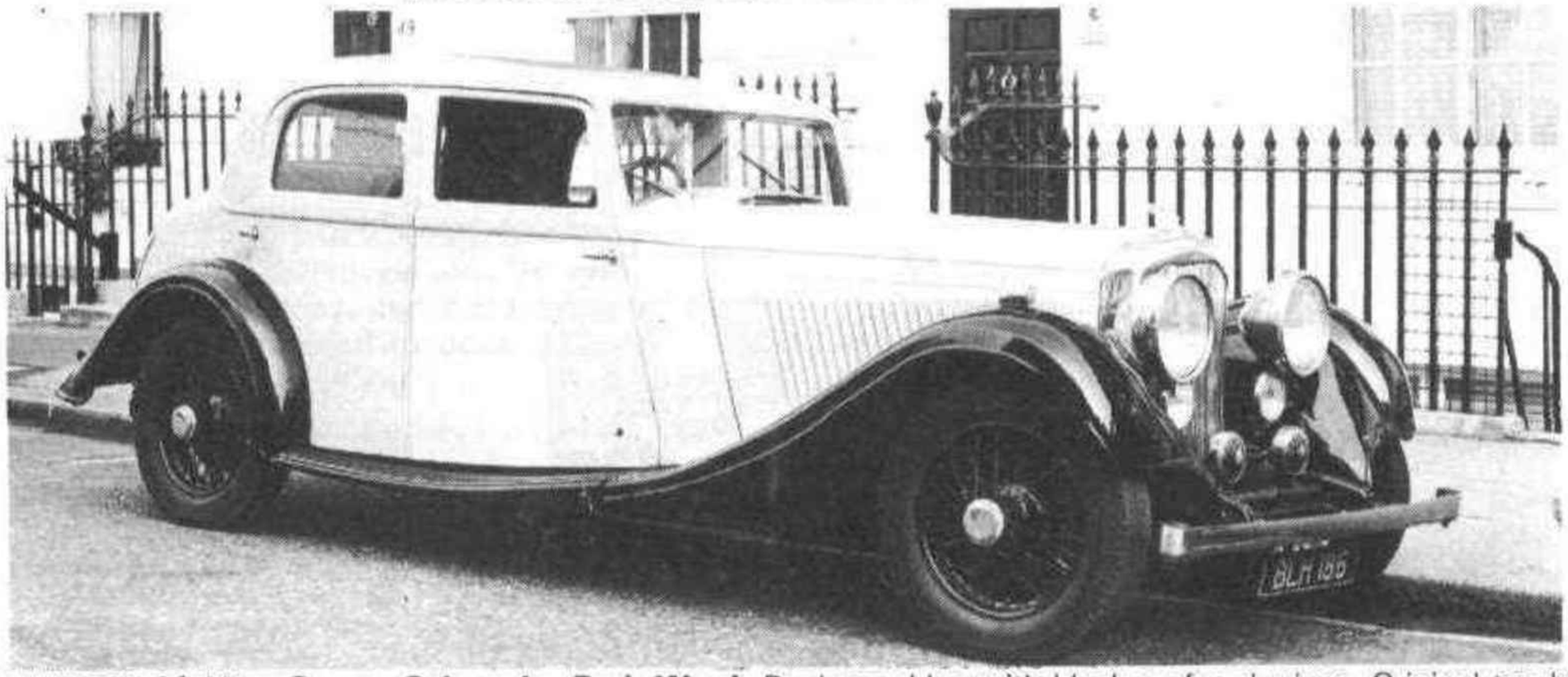


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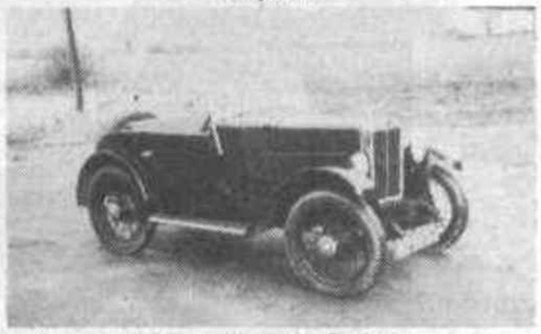
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1962 **Silver Cloud II** long wheelbase Saloon without division, coachwork by James Young. Sand over sable with beige hide; magnificent condition and as shown on p.231 "The Elegance Continues", possessed of a good service history.

1961 **Phantom V Limousine** by Mulliner-Park Ward. Sand over sable and with a very full specification and complement of fittings too numerous to list here.

1960 **Silver Cloud II Saloon.** Black over shell grey with grey hide; nicely maintained over a considerable period.

1938 **Wraith divided 4-light Touring Saloon** with projecting boot by Hooper. Black over midnight blue with black hide throughout and midnight blue headliner. With previous titled ownership, twin sidemounts, full tool kit and much extra equipment, this is a most interesting and desirable car.

1936 **25/30 h.p. semi-razor-edged Sedanca de Ville** by Hooper. A superb and fully restored Rolls-Royce which is uniquely styled; black with red velvet to the rear, red hide to the front, equipped with electric glass divider, fully concealed metal Sedanca front, twin opera seats, vanity mirrors and side-mounted spare wheel.

1934 **Phantom Continental** 4-light Sedanca de Ville by Thrupp and Maberly. Similar in style to the Saloon shown on p.215 "Those Elegant Rolls-Royce" but with side-mounted spare wheel and better detail styling. A really excellent chassis, newly re-finished to very high standards in duo grey with new red hide and carpets. Recommended.

1933 **20/25 h.p. Sedanca de Ville** by H. J. Mulliner. Dawn blue over Stone, with blue fenders and stone coloured fabric covered roof, with twin side-mounted spare wheels; a similar car is shown on p.146 "Those Elegant Rolls-Royce" our example being without the added trunk and with much better detail styling of the fenders. Very fully equipped and largely original. A very pretty and desirable 20/25.

1921 **40/50 h.p. 'Silver Ghost'** semi-open-drive limousine by J. B. Ferguson. Black over burgundy with black buttoned leather to the front and beige cloth to the rear – again largely original, not modified and with owner's manual and road tools.

BENTLEY

1974 **T-Type Saloon.** Seychelles blue over shell grey with black hide; maintained for our Managing Director for two years and now recording 62,000 miles.

1972 **T-Type Saloon.** Caribbean blue over silver mink with tan hide: unusual and attractive.

1965 **S3 Saloon.** Astral blue over shell grey with blue hide and equipped with many extras by order of the first owner; full details on request.

1963 **S3 Continental** 4-door Saloon by James Young. One of only 13 made and similar to the 'Flying Spur'. Seychelles blue with pearl grey hide, it is almost unblemished and has an excellent service history. Please refer to p.272, "50 Years of the Marque".

1962/60 **S2 Continental** 2-door fixed head coupe by H. J. Mulliner, extremely rare, but we offer a choice of two with excellent histories: black with tan hide or Seychelles blue with magnolia. Both are outstanding cars.

1960 **S2 Continental** drop-head coupé by Park, Ward & Co. In black with mid-green hide, this outstanding convertible has been serviced and maintained by us for 8 years; a factory replacement engine has just been fitted and a major service completed. As shown on p.271, "50 Years of the Marque".

1955 **R-Type Continental** fast-back by H. J. Mulliner. Velvet green (including the radiator shell) with beige hide, 4.9-litre engine and manual transmission.

1952 **Mark VI** foursome drop-head coupé by Graber of Switzerland. Ivory white with deep red hide and black folding top, this Bentley has been the subject of an extensive professional re-build. Very compact and attractive – and rare.

1953 **R-Type** 4-door series TN (manual transmission) Saloon; black with tan hide. Just come into stock, now being assessed, it appears to be very fine. Price and details on application.

OTHER MAKES

1975 **Daimler DS 420** 7-passenger limousine by Vanden Plas. Equipped with LEFT-HAND DRIVE and S-registered. Black with black hide and West of England cloth, powered steering and windows, automatic transmission and recording only 30,000 miles. In truly outstanding order throughout.

1974 **Jaguar V12 Roadster.** Dark green with black hide and manual transmission, recording only 14,000 miles. One of 6 only produced in this colour combination.

1973 **Jaguar V12 Roadster.** Heather with maroon hide and manual transmission, recording 35,000 miles.

1967 **Jaguar 4.2 E-Type Roadster.** White with black hide, manual transmission and chromed wheels. Recording 27,000 miles only.

1969 **Morris 1000 Traveller.** Burgundy with red trim and in near-new condition in all respects.

1967 **Daimler Majestic Major limousine.** Deep Royal blue with grey hide and grey cloth; equipped with powered steering and automatic transmission, it has been excellently maintained and is in beautiful condition.

1967 **Aston-Martin DB6 Saloon.** Orchid (metallic) with dark blue hide, powered steering and manual transmission. Recording a mere 27,000 miles, this is a superb specimen of the justly appreciating marque.

1950 **Daimler DC 27** London-type Ambulance. Having covered only 12,000 miles, this collectors' piece is in amazingly original order and is complete with all the original equipment. Further details and price on application.

Lastly: a **"King Bugatti Replica".** In fact, a very handsome copy of a type 37A 2-seater mounted on modern running gear: a unique, but everyday usable, sports car.

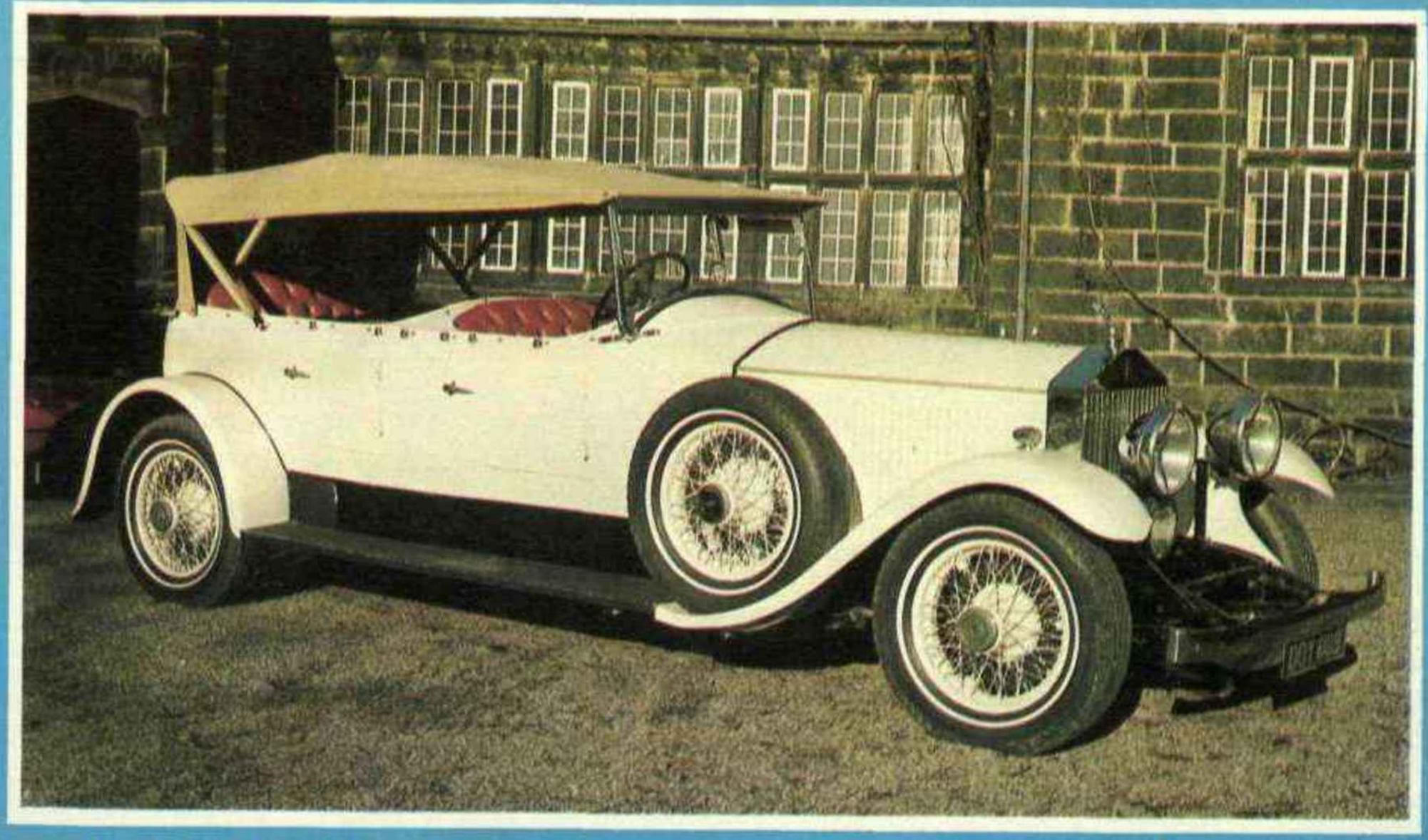
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SUPREME AUTOS HALIFAX



THE ULTIMATE ROLLS-ROYCE PHANTOM II 5 SEATER DROPHEAD

Cream coachwork with deep buttoning. Red Connolly hide trim, light tan soft top. Originally Reg. No. RR40 but now DOY 889. Chass. No. 87WJ. Our photograph does not do the car justice. P.O.A.

R Reg DOLOMITE SPRINT Automatic in deep red, fitted sun roof, tinted glass, silver coachline, vinyl roof etc. a fine example of this sporty saloon at £2,850

ASTON MARTIN DB6S Vantage in Burgundy metalic red, light biscuit trim, chrome wire wheels, air conditioning, 42,000 miles only, 2 headlamp model, recently had a clean bill of health from Aston Martins 2 months ago, full service history, in first class condition throughout £8,750

TR6 with hard top in white with black trim, 1973 but looks like 78. Choice of three from all our usual supreme condition stock £1,975

JENSEN INTERCEPTOR in red with black leather trim. Black vinyl roof, h.r.w., radio stereo, radial tyres. This luxury sports car is in beautiful condition and must be seen to be appreciated. All the usual Jensen extras, a must for ... £4,950

N Reg MGB GT V8 in metallic green with brown fabric trim, fitted radio and 8 track stereo, Webasto sunroof, radial white wall tyres. This very much appreciating vehicle is in outstanding condition £2,960

1977 MG MIDGET in blue with gold coach line. Tan trim with head rests, black soft top with hood cover and tonneau cover. Fitted Motorola radio, reverse lights, radial tyres, this little sports car is in immaculate condition at £2,185

N Reg DAIMLER 4.2 LWB Automatic in white, with white coach line, lovely red leather trim, central locking system, power steering, electric windows, tinted glass, fitted radio, sunroof, etc. etc. £4,250

HEALEY 3000 in metallic blue over cream. Service history available. Expected early March. Telephone for further information.

N Reg BMW 2002 Ti in metallic silver with black vinyl roof. Black trim, fitted head restraints, blue and red coach flash, flared wheel arches, fitted with honeycomb alloy wide wheels and tyres, h.r.w., front spoiler, a very attractive sporty saloon in lovely condition at £2,875

RELIANT SCIMITAR GTE Automatic in beige with brown vinyl roof, and matching trim. Fitted Motorola radio, h.r.w. radial tyres. This dual purpose vehicle is in supreme condition, offered at £3,150

1973 ROVER 3500 S in blue with vinyl roof, interior finished in white, stereo radio, radial white wall tyres, h.r.w. In super condition for the year. Available for only £1,775

P Reg ALFA ROMEO ALFETTA 1.8 4 door Saloon in red with gold coach line, black trim with reclining seats, five speed gearbox. A very sporty saloon at £2,250

AUSTIN HEALEY 3000 (1963) in light blue over cream. Service history, only 3,000 miles per year. Just had over £1,800 spent on the car, black leather trim, fitted radio, we think this is a really good investment at £2,750

MGB GT in harvest gold with matching trim, fitted sun roof with vinyl roof, new radial tyres, chrome bumper model. £1,875. Also three Roadsters to choose from £1,675

R Reg 1275 MINI GT in red with black fabric trim, fitted sun roof, radio, stereo, Denovo safety tyres, white coach line £1,775

TR7 silver with black fabric trim, (R Reg) sun roof, whitewall tyres, only 11,000 miles, choice of four from £2,750

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