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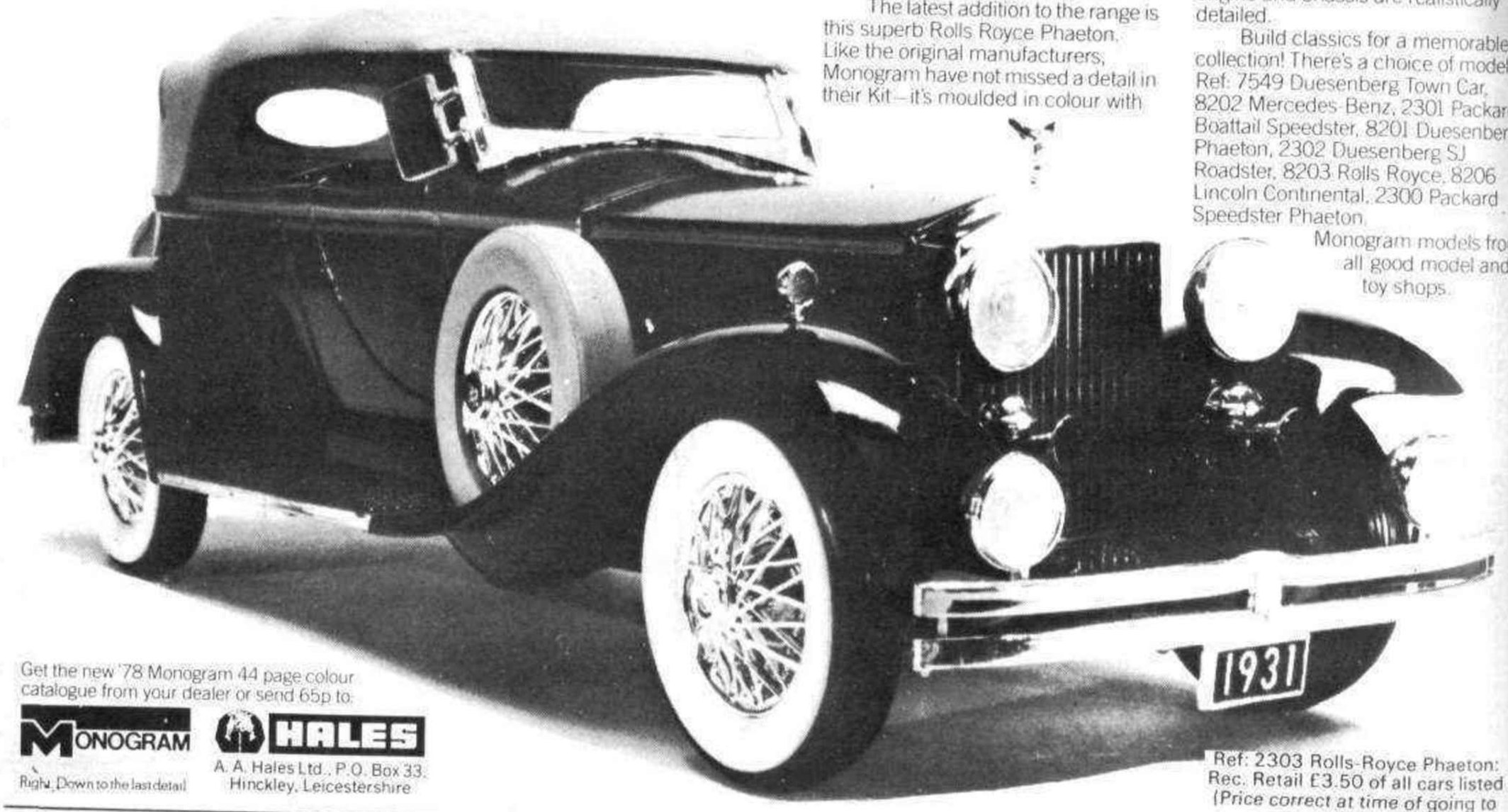
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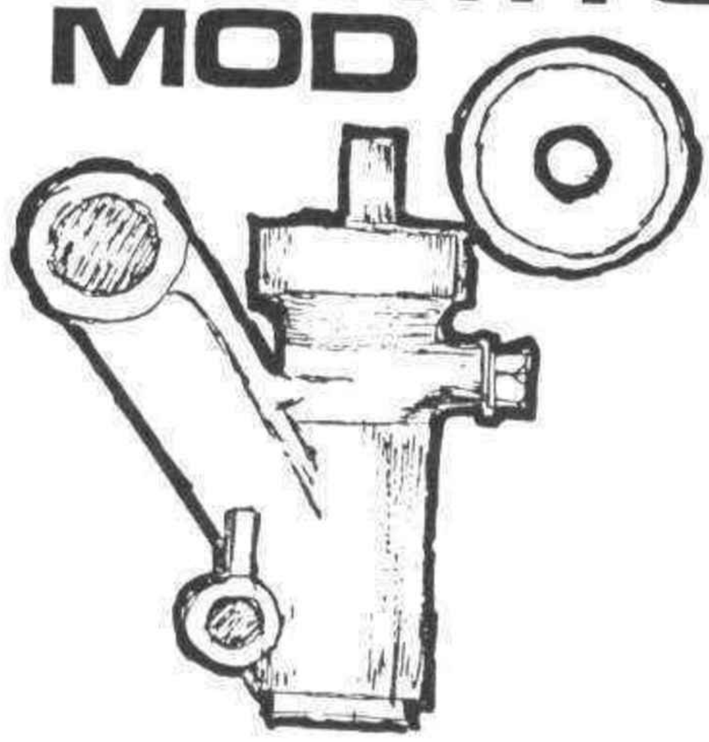
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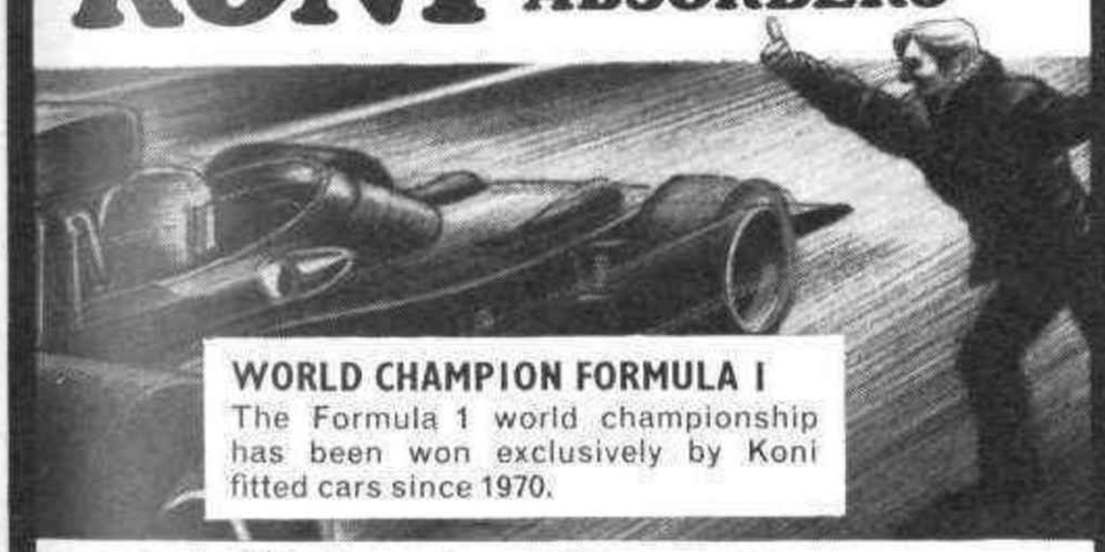
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LOTUS SCIMITAR GTE ALFA ROMEO LANCIA MORGAN

LOTUS

NEW ELITE 503. Met. brown/champagne leather. Also Met. silver.

NEW ESPRIT Mk. 2. Met. brown/champagne leather.

NEW ECLAT 521. Lagoon blue/vinyl roof.

NEW ECLAT 523 in black.

NEW ECLAT 521 in metallic silver/champagne leather trim.

ALFA ROMEO

NEW ALFETTA 1.6 GT. Choice of colour.

NEW ALFETTA 2000 GTV. Choice of colour.

NEW 2000 ALFETTA Saloon. Choice of colour.

NEW STRADA 2000 GTV in met. beige or dark blue with air conditioning.

NEW SUD TI 1500 c.c. Choice of colour.

NEW SUD SUPER 1.3. Choice of many colours.

NEW SUD SPRINT 1500 c.c. Choice of colour

NEW ALFETTA 1.6 GTS. Red.

1975 SUD. In Piper yellow, one owner **£1,595**

1978 SUD 5M in white **£2,695**

1978 SUD SPRINT in Dutch blue, cobra wheels **£3,895**

1978 (T) ALFETTA 1.6 GT in metallic plum **£4,595**

1978 (T) SUD SUPER *in metallic green* **£2,995**

1978 (T) SUD SPRINT in metallic silver **£3,995**

1978 (S) SUD T1 1.3 in coral, 6,000 miles. One owner **£2,895**

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1978 SCIMITAR GTE Auto, in Sierra tan, P.A.S., Tints, Wolfrace wheels **£6,850**

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1973 **TR6,** overdrive, radio/tape, M-reg. **£2,195**
1973 **TR6,** overdrive, radio, White/Black **£2,095**
1974 **GT6,** overdrive, tinted glass, N-reg. **£1,995**
1977 **Spitfire 1500 c.c.,** one owner, Yellow **£2,245**
1976 **Spitfire 1500 c.c.,** Hard & Soft tops **£1,995**

M.G.

1977 **BGT,** tinted glass, one owner, Chartreuse **£3,295**
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1975 **BGT V8,** 14,000 miles, overdrive **£3,795**
1974 **BGT V8,** overdrive, tinted glass **£2,795**
1977 **B Roadster,** overdrive, radio, 1 owner **£2,895**
1975 **B Roadster,** overdrive, White/Black trim **£2,045**
1973 **B Roadster,** overdrive, chrome wheels **£1,595**
1976 **Midget 1500 c.c.,** one owner, radio, R-reg. **£1,795**
1975 **Midget 1500 c.c.,** radio, Harvest Gold/Navy **£1,545**

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1975 **Scimitar GTE,** overdrive, chrome wheels, etc **£3,595**
1974 **Scimitar GTE,** Automatic, elec. windows **£2,845**
1973 **Scimitar GTE,** sunroof, radio, chrome wheels **£2,495**

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1973 **V12 E-Type 2+2,** sunroof, radio/tape, Automatic
1973 **V12 E-Type 2+2,** radio/tape, Primrose, Manual
1973 **V12 E-Type 2+2,** Left Hand Drive, one owner
1973 **V12 E-Type 2+2,** tinted glass, Red/Black trim
1972 **V12 E-Type 2+2,** low mileage, tinted glass, etc.
1975 **V12 E-Type Rdstr.,** chrome wheels, Azure Blue
1974 **V12 E-Type Rdstr.,** Auto., radio, low mileage
1974 **V12 E-Type Rdstr.,** 14,000 miles only from new
1973 **V12 E-Type Rdstr.,** M-registered, low mileage
1973 **V12 E-Type Rdstr.,** M-reg., Automatic, radio
1973 **V12 E-Type Rdstr.,** chrome wires, White/Black

LOTUS

1974 **+2S 130/5-speed,** alloy wheels, *low mileage* **£3,495**
1973 **+2S 130/5-speed,** radio, White/Black trim **£2,795**
1973 **Elan Sprint, D.H. Coupe,** radio, Lagoon Blue **£2,695**
1973 **Europa Special, 5-speed,** radio, Red/Black **£2,695**
1972 **Europa Twin Cam,** radio, sunroof, etc. **£2,295**
1969 **Europa S2,** radio, White/Black interior **£1,495**

OTHER MAKES

1977 **Ferrari 308 GT4,** air cond., Red/Black **£11,950**
1977 **Jaguar XJS Auto.,** low mileage, Silver **£11,495**
1977 **Rover 3500 SD1 Auto.,** power steering, sunroof **£6,295**
1977 **Datsun 150J SSS Coupe,** one owner, 3,000 miles **£2,495**
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ELITE 503. Bronze champagne hide, air cond, PAS, tinted glass. **Retail cost on road £13,407 or £344.54 per month.**

ELITE 503. Choice of yellow, white, black all with air cond, PAS and tinted glass. **Retail cost on road from £13,123 or from £337.26 per month.**

ECLAT 523. Met bronze, brown marcasite upholstery, air cond, PAS, tinted glass. **Retail cost on road £12,702 or £326.44 per month.**

ECLAT 521. Black champagne hide, auto, PAS, tinted glass. **Retail cost on road £12,130 or £311.74 per month.**

ECLAT 521. Choice of silver white, or met brown. **Retail cost on road from £11,122 or £285.83 per month.**

ESPRIT S2. Choice of black, silver, blue, brown, red, white, gold. All with various specifications. **Retail cost on road from £11,370 or £292.20 per month.**

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GTV STRADA. Choice of white, met red, met brown, silver or white. Some with air cond. **Retail cost on road from £7,560 or £194.29 per month.**

GTV. Choice of met blue, black, silver, white, met green, blue. Some with air cond, all with velour upholstery. **Retail cost on road from £6,190 on road or £159.08 per month.**

ALFETTA 1.6 GTS. Choice of colours. Specifications includes sun roof, radio, velour upholstery, front and rear fogs and more. **Retail cost on road from £5,410 or £139.03 per month.**

2000 Saloon. Choice from white, red, blue, silver, beige. Some with air cond. **Retail cost on road from £5,060 or £130.04 per month.**

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MASERATI Khamsin. Blue, sera metallic with light brown hide, air conditioning, PAS, radio stereo. First reg 1975. **£346.95.**

MERCEDES 280SL Coupe, finished in met silver with black interior, radio, hard top. First reg 1970. **£5,995.**

LOTUS Elite 503. Oxford blue with brown marcasite upholstery, air cond, PAS, our own car since June 1978. 7,000 miles. **£10,950 or £281.41 per month.**

ALFA ROMEO Alfetta GTV Strada. Choice of 2, silver or dark blue, both full specification with s/roof, radio/stereo, alloys etc. Registered 1978. **From £6,495 or £166.92 per month.**

LANCIA Beta 2000 HPE. Ivory with green cloth. Complete with sunroof, radio, electric windows. 1 owner since 1977. **£4,595 or £118.09 per month.**

LOTUS Esprit. JPS black with brown marcasite upholstery, radio. Supplied and serviced by us, 6,000 miles by sole owner since 1978. **£9,495 or £244.02 per month.**

ALFA ROMEO Alfetta 2.0 Saloon, finished in ivory with brown cloth upholstery. Supplied and serviced by us from new, first reg 1978. **£4,750 or £122.07.**

MG-B GT. Red, with grey and black stripe upholstery, overdrive, tinted glass, 1 owner. Registered 1977. **£3,395 or £87.25 per month.**

MASERATI Bora. Light met blue, with dark blue hide upholstery, air conditioning, 4.9-litre engine, one of the last into this country. Supplied by us to sole owner in 1977. **£17,500 or £449.75.**

ALFASUD Sprint. Pompeii yellow with brown tartan upholstery, 1978, registered, 1 owner from new. **£3,695 or £94.96 per month.**

LOTUS Eclat 521. Lotus yellow, brown marcasite upholstery, radio. Supplied and serviced by us from new in 1977. Carefully maintained and looked after by sole owner. **£8,750 or £224.87**

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MASERATI Bora. Italian racing red with beige hide upholstery, first registered in 1975. We supplied car to last owner, 17,000 miles. **£11,995 or £308.27 per month.**

LOTUS Elite 503. Attractive car in metallic silver with browe marcasite upholstery, air conditioning, PAS, stereo radio cassette. Supplied by us new in 1978. **£10,750 or £276.27 per month.**

ALFA ROMEO 2000 Spider Veloce. Dutch blue with red pvc upholstery. Supplied by us new in 1976. **£4,450 or £114.36 per month.**

ALFA ROMEO Alfasud TI, finished in Alfa red, with grey upholstery, 3,000 miles from new in 1977 **£2,595 or £66.69 per month.**

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MASERATI Khamsin. Met red, with beige hide upholstery, automatic transmission, air conditioning, PAS, 12,000 miles. First reg 1975. **£13,500 or £346.95 per month.**

LOTUS Elite 503. Carnival red, with beige cloth upholstery complete with air cond, PAS, radio stereo, 21,000 miles from new in 1975. **£5,995 or £154.07**

LOTUS Esprit. Carnival red, with green tartan cloth upholstery, radio, 21,000 miles by sole owner since 1976. **£6,850 or £176.04.**

ALFA ROMEO Alfetta 1.6 GT. White with black upholstery, 1 owner from new, 5,000 miles. Registered 1976. **£3,995 or £102.67.**

MASERATI Merak SS. Black with red hide upholstery, air conditioning, radio/stereo, 2,500 miles, T reg 1978. **£15,650 or £402.20 per month.**

FERRARI Dino 246 GT Spider. Italian racing red with black upholstery, radio/stereo, 30,000 miles, M reg 1973. **Price on application.**

ALFA ROMEO Alfetta 2.0 GTV. Met silver with grey velour upholstery, front and rear fog light. Supplied and serviced by us from new in 1977. **£4,695 or £120.66.**

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LOTUS Eclat Sprint. One of a limited number made, white and black, alloy wheels, radio/cassette. First reg 1977, 1 owner. **£7,995 £205.47.**

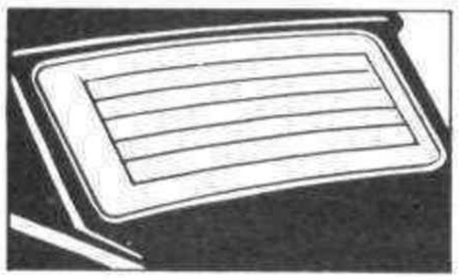
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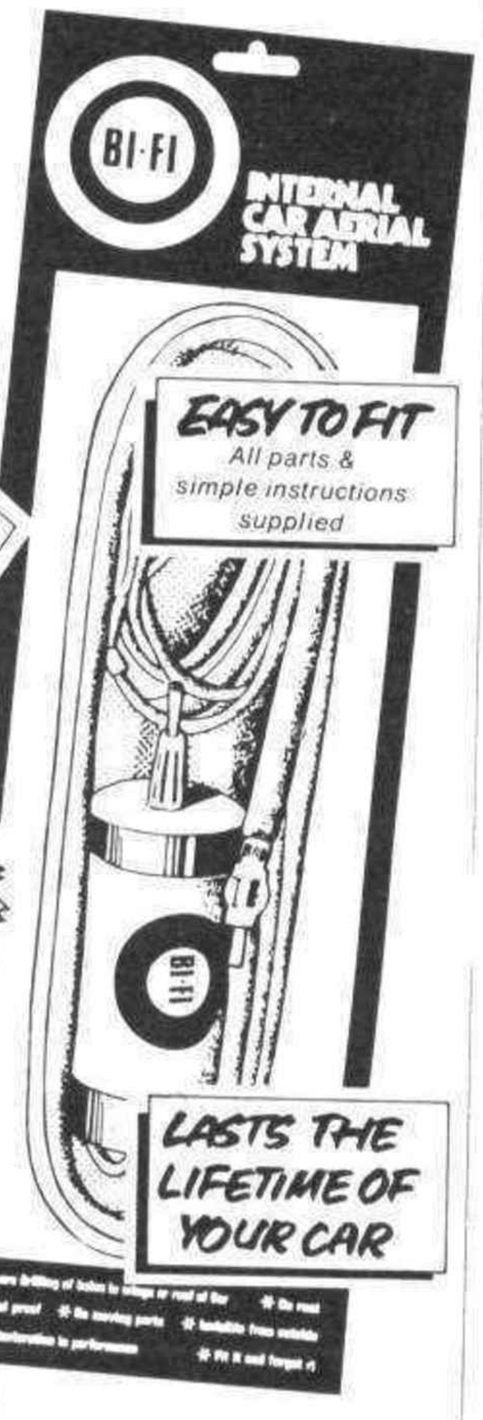
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*Motor road test figs. (31/1/76)

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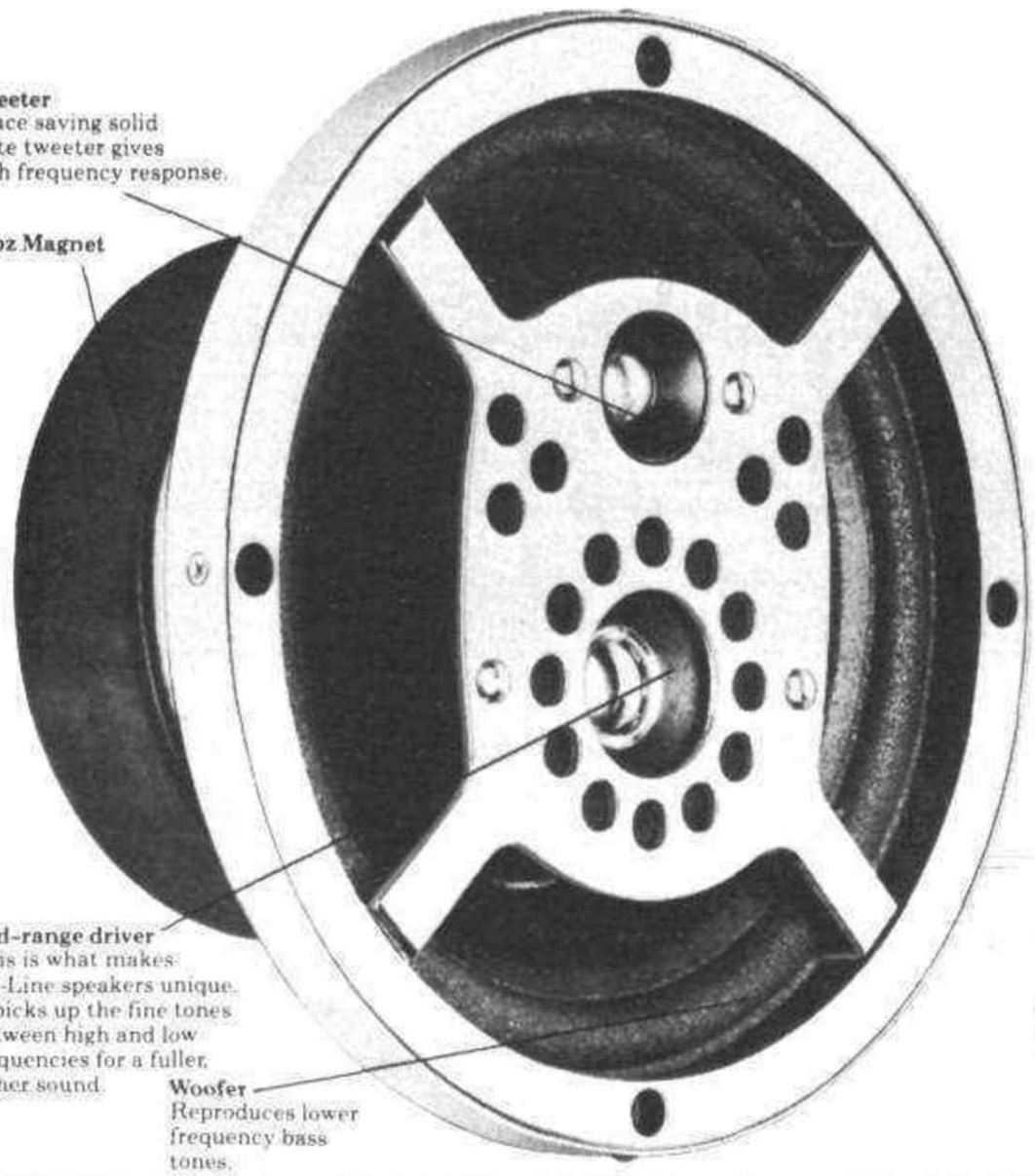
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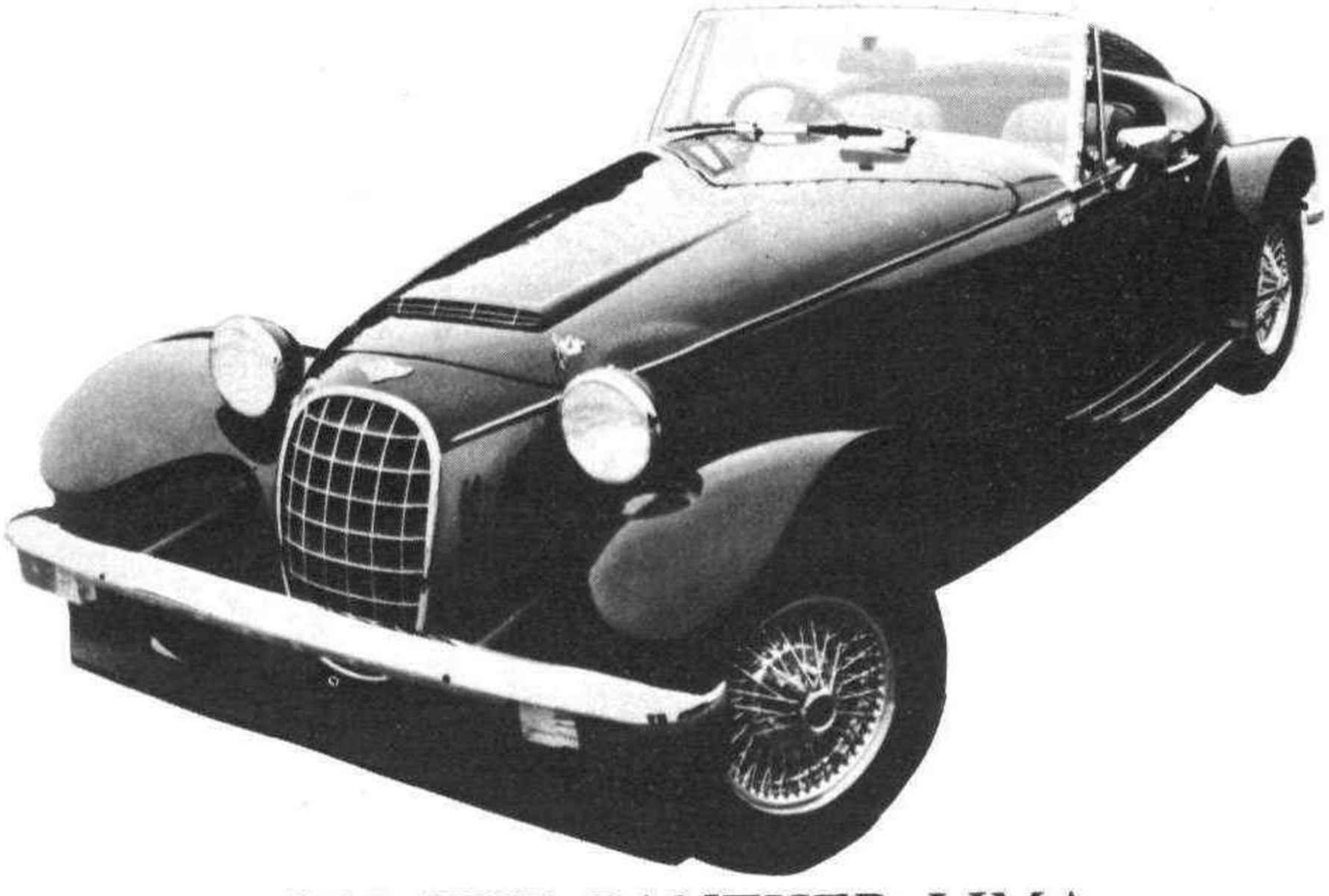
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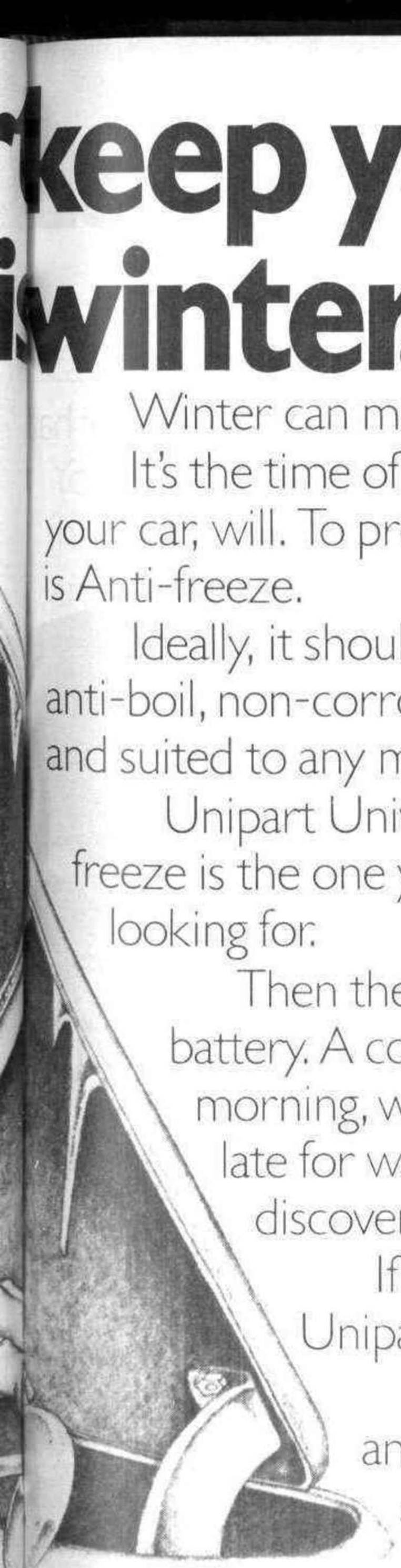
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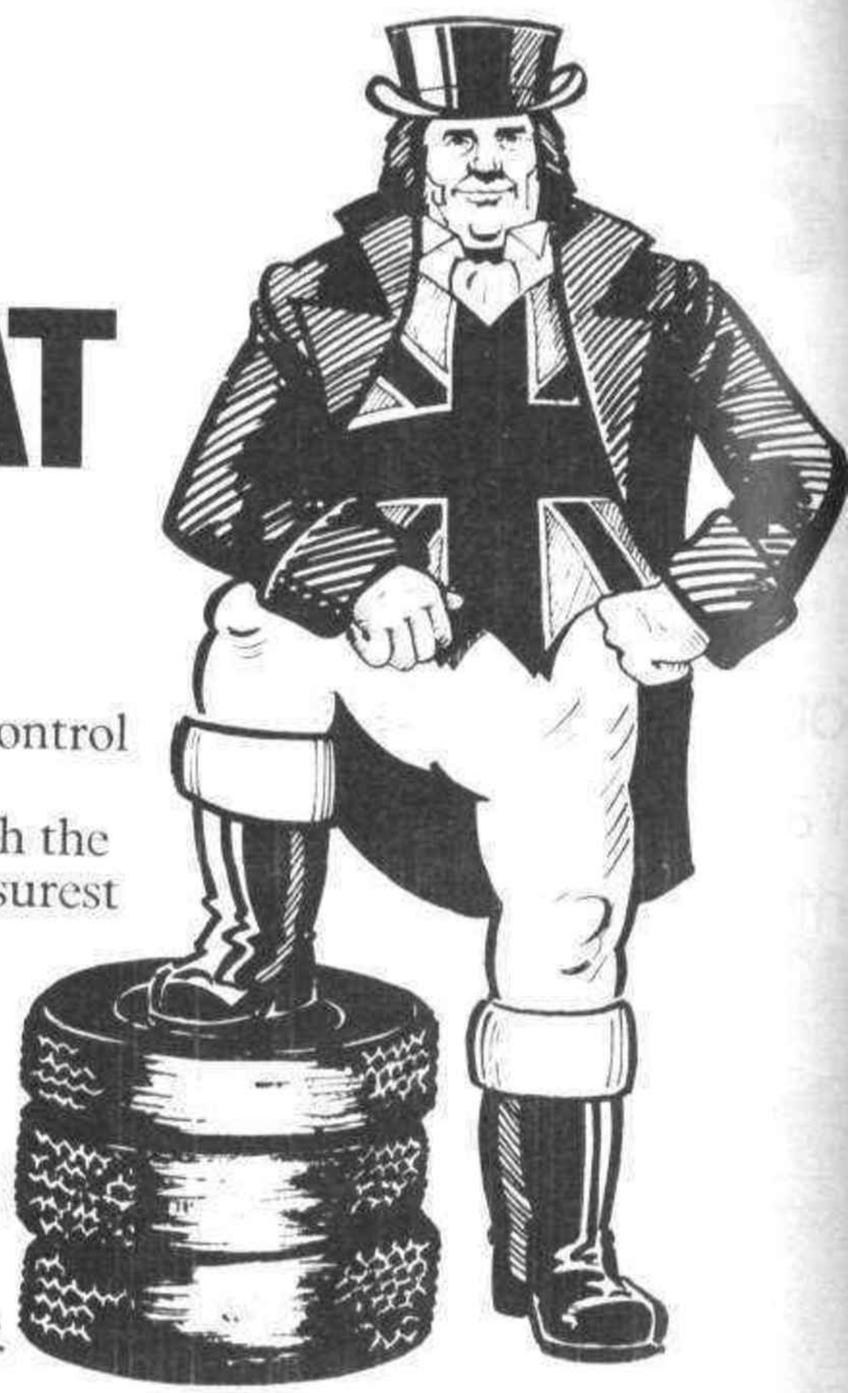
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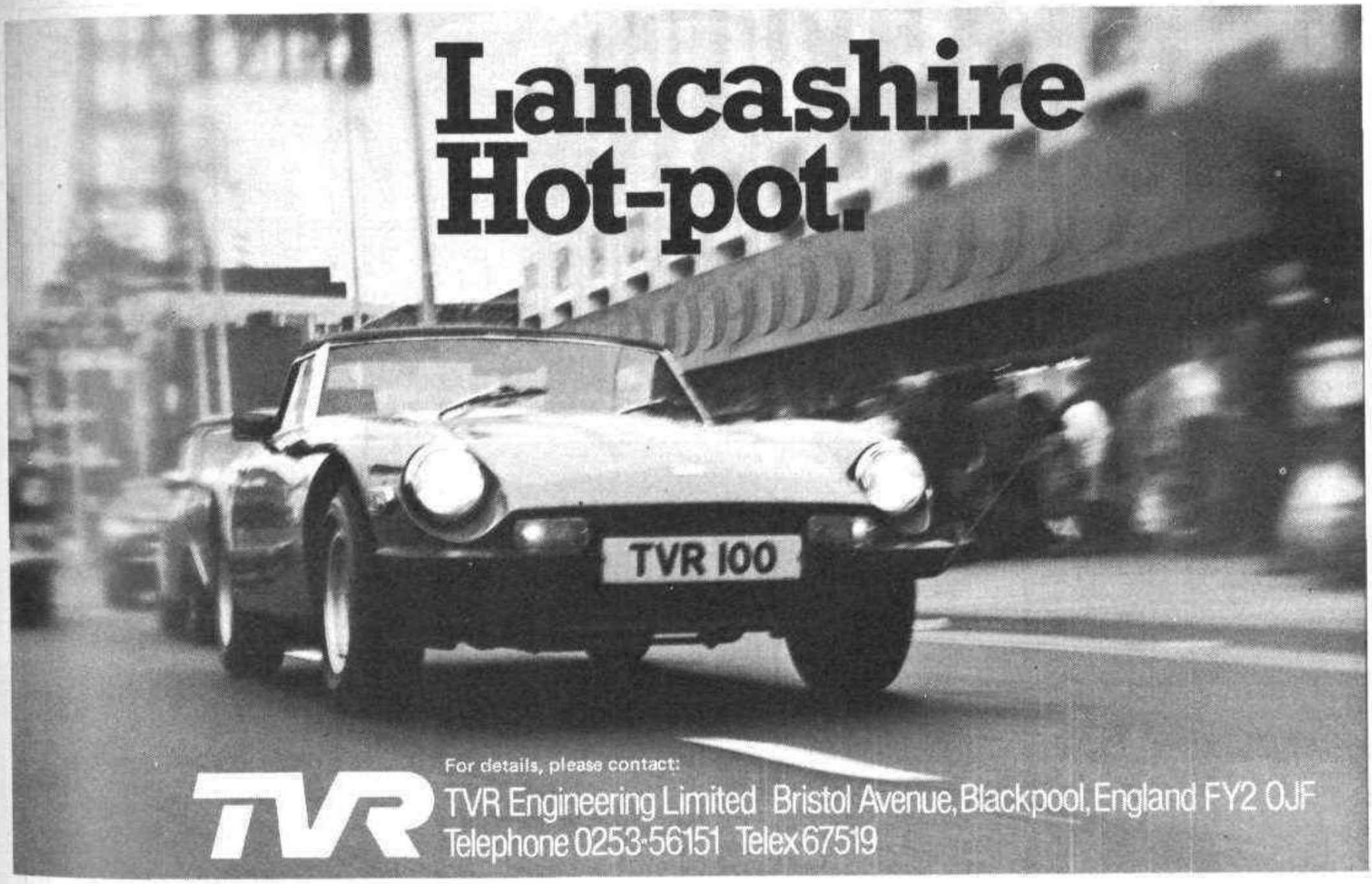


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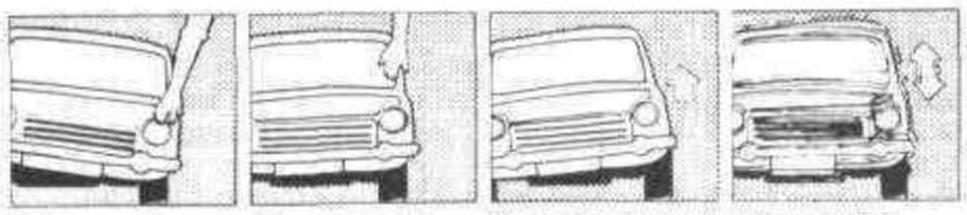
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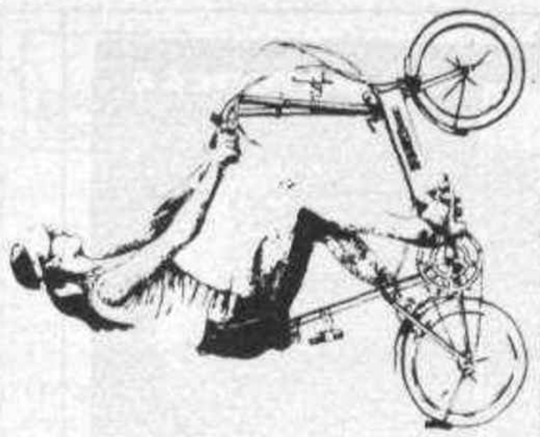
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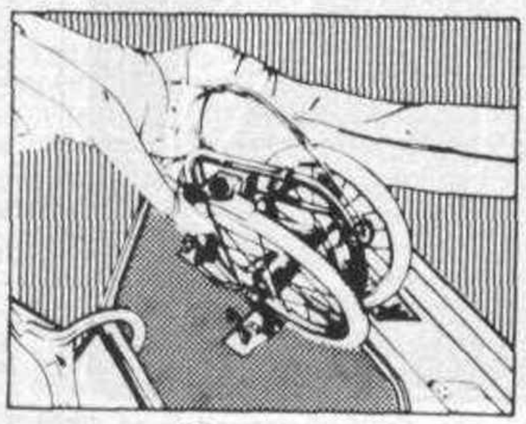
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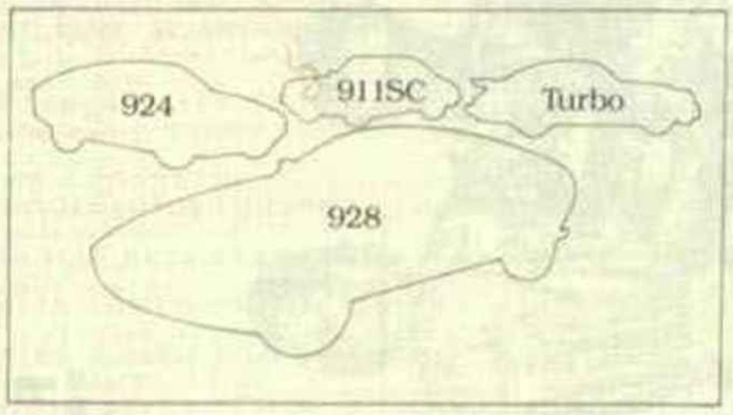
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MOTOR SPORT

CORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

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NT COVER PICTURE: ALTHOUGH mooth, well-founded roads, Finland's of the Thousand Lakes has more blind s than all other World Championship ts put together and the succession of s and violent landings produces an ingly high destruction rate. Pictured mild jump is the winning Fiat 131 th of Finnish crew Markku Alén and Kivimäki.

NUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ THE RAPE OF BROOKLANDS

That line of historic sheds on the west side of Brooklands, from the Parry Thomas "Hermitage" to the premises occupied right up to the war by racing driver W. B. Scott, have been bull-dozed out of existence to provide a Distribution Centre for Bass-Charrington, the brewers.

These old sheds were but a small part of our National Heritage represented by the defunct Brooklands Track and Aerodrome. Nevertheless, they were an important part of it, for therein were designed and built several great LSR cars and Parry Thomas' highly-successful racing cars, and these sheds were occupied by a unique band of people. Their loss can be compared to Stonehenge with some of its stones removed, St. Paul's with its dome taken down as conflicting with London's sky-line, or even, remembering how fanatical some of us are about Brooklands, the Tower of London without the Crown Jewels... To say the least, the destruction of these old sheds is very sad; apparently no Preservation Order had been made to protect them, as had been done for the World's First Flight Booking Office on the same site, which should now perhaps be removed to a safe place.



MOTOR SPORT aired some grievances about the Brooklands Society earlier this year, on behalf of Mr. R. O. Wilson-Kitchen, and it has no desire to go any further. The Society has since been quoted as trying to achieve the unachievable, has been taken to task by a contemporary for proposing a new entrance-road through what is left of the Members' Banking, and Oyster Lane Properties Ltd., who are building on the hallowed land on the west side of Brooklands, say it was informed of their intentions, leading to the rape of those historic sheds, *two years ago*, but failed to put up any viable alternative scheme. The Society's Chairman, Roy Nockolds, informed us that a meeting was to be called in London, to meet the top-Directors of Bass-Charrington, and the Editor was invited to attend (he suggested that perhaps the Curator of the Bass Brewery Museum, which is housed in historic buildings in Burton-on-Trent, might be persuaded to lend a sympathetic ear) but a *few days before this* the sheds had been destroyed, so the meeting was abandoned.

Now that the preservation of the whole of Brooklands appears impossible, the Brooklands Society, whose stated aims include establishing a National Transport Museum at Brooklands, must take urgent steps to secure for its use the "Forty Acres" it covets on the Weybridge side of the estate, and which includes such desirable amenities as the Club House from which racing was controlled from 1907 onwards and in which Barnes Wallis designed the Vickers Wellington bomber and invented the "Dam-Buster" bomb, the 69-year-old Test Hill, part of the Members' Banking, the Campbell circuit pits, etc. After the rape of those Byfleet sheds all we can do now is to beseech you to take Courage (or any other brew that does not remind you of *them)* while hoping for a happier outcome to the rest of the Society's laudable intentions...

■ "CONCOURS D'ELEGANCE" CHANGES

The *Concours d'Elegance*, which some people now find it sufficient to call a "Concours" or, worse, a "Concourse", originated as a way in which the motor-minded wealthy could pass a few happy hours on the sun-drenched Riviera, showing off their beautiful cars and elegantly-attired lady friends (well, a wife is a friend, isn't she?) with Cannes, Nice or Menton, etc. as a backdrop.

Those who won prizes in these motor-car Beauty Contests of the 1920s may have done their coach-builders some good but it was just simple fun, and the cars taking part were in regular use, some no doubt having brought their proud owners on the long, dusty holiday journey from London and further afield. Very different from today's contest, to which the competing vehicles do not have to be driven...

This *Concours d'Elegance* type of motoring event, which some Clubs have disguised as a *Concours d'Etat*, which only the really well-educated can understand, is a good way in which one-make and other specialised Clubs can get their members to assemble, especially since the RAC, in its infinite wisdom, has forbidden even simple timed competitions on public roads. Very little else is open to the smaller Clubs, although it is notable that some Stationary Engine Clubs show their restored machinery without allowing them to be judged, thinking that prizes invoke disharmony and bickering.

The fact is that since Old Cars have joined Very Old Cars (i.e., those made prior to 1931, at which the

Continued overleaf

Motor Sport Fixture List for October

★ **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*
Sept. 29 Oct. 1st	**Cyprus Automobile Association**		**Cyprus**	**Cyprus Rally (European Rally Championship) (INT)**	—
Sept. 30th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**USAC Citicorp National Championship (INT)**	**11.00**
Sept. 30th	Tynemouth and Dist. MSC	Europa Lodge Hotel	88/322685½	Lindisfarne Rally (*N*)	09.01
Sept. 30th	Brecon MC		147/819563	Malcolm Gibbs Memorial Trophy Rally (*R*)	11.00
Sept. 30/Oct. 1st	Bolton-le-Moors CC	Hornsea Pottery, Lancaster	97/4926084	Bolton Midnight Rally (*R*)	23.31
Oct. 1st	**SCCA**	**Watkins Glen**	**New York**	**United States Grand Prix (World Championship Round 15) (INT)**	
Oct. 1st	**Oto-Club Koers**	**Zolder**	**Belgium**	**European Touring Car Championship (INT)**	
Oct. 1st	BRSCC (M)	Donington Park Circuit	Derby	Race Meeting (*R*)	14.00
Oct. 1st	NSCC	Croft Autodrome	Darlington	Race Meeting (*R*)	14.30
Oct. 4/7th	**AC Sanremo**		**Italy**	**Sanremo Rally (World Rally Championship) (INT)**	
Oct. 6/8th	**Automobilklub "Warszawski"**		**Poland**	**Warsaw Polski Fiat Rally (European Rally Championship) (INT)**	
Oct. 7th	**BRSCC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**USAC Citicorp National Championship (INT)**	
Oct. 7th	**BRSCC (NW)**	**Oulton Park Circuit**	**Tarporley, Cheshire**	**Race Meeting (INT)**	**14.00**
Oct. 7th	Peterborough MC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	12.45
Oct. 7th	750 MC	Donington Park Circuit	Derby	Race Meeting (6-Hour Relay) (*R*)	12.00
Oct. 7th	MCC	Darley, Derbyshire	Darley	Edinburgh Trial	04.00
Oct. 8th	—	**Montreal**	**Canada**	**Canadian Grand Prix (World Championship Round 16) (INT)**	—
Oct. 8th	**Vallelunga Spa**	**Vallelunga**	**Italy**	**European Formula 3 Championship (INT)**	
Oct. 8th	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
Oct. 8th	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
Oct. 8th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.00
Oct. 13/15th	**Osterreichischer Automobil Sport Club**	—	**Austria**	**OASC Rally (European Rally Championship) (INT)**	—
Oct. 14th	BARC (Y)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.00
Oct. 14th	750 MC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	13.45
Oct. 14th	Wolverhampton & South Staffs CC	Park Avenue Municipal car park, Aberystwyth	—	Castrol 78 National Rally	08.00
Oct. 14/15th	**ASA Morvan**		**France**	**Criterium de la Chataigne (European Rally Championship) (INT)**	
Oct. 14/15th	Chester MC	Theatr Clwyd, Mold	117/241649½	Bartley Rally (*R*)	
Oct. 14/15th	2300 Club	Main Street, Tobermory		Tour of Mull (*R*)	
Oct. 14/15th	Borough 18 MC	Swales Motors, Sittingbourne	178/909½629	Powerush Trophy Rally (*R*)	23.01
Oct. 14/15th	East Elloe MC	Main Road Garage, Sutton Bridge	Long Sutton (131/444½224)	East Elloe Libra Rally (*C*)	23.01
Oct. 15th	BARC	Mallory Park Circuit	Leicester	Race Meeting (*R*)	13.30
Oct. 15th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting	14.00
Oct. 15th	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	14.00
Oct. 15th	Lincoln MC & CC	Cadwell Park Circuit	Louth, Lincolnshire	Race Meeting (*R*)	14.00
Oct. 20/22nd	**Real Automovil Club de Espana**		**Spain**	**Spanish Rally (European Rally Championship) (INT)**	
Oct. 21st	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*C*)	15.00
Oct. 21st	BMRMC	Donington Park Circuit	Derby	Race Meeting (*R*)	13.30
Oct. 21st	MCC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Oct. 21st	HDLCC	Stone Manor Hotel, Mustow Green	Kidderminster	Newman-Tonks Ken Wharton Memorial Autotests	10.30
Oct. 22nd	BARC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.00
Oct. 22nd	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
Oct. 22nd	BRSCC (M)	Mallory Park Circuit	Leicester	Race Meeting (*C*)	14.00
Oct. 28th	MAC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Oct. 29th	BARC	Thruxton Circuit	Andover, Hampshire	Race Meeting (*R*)	13.00
Oct. 29th	RMC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	13.15
Oct. 29th	HDLCC	Live & Let Live Inn, Neen Sollars	Bewdley	Production Car Trial	10.30
Nov. 4/5th	**ASAC Corse**		**Corsica**	**Tour of Corsica (World Rally Championship) (INT)**	
Nov. 4/5th	**RACAL Clube**	—	**Portugal**	**Algarve Rally (European Rally Championship) (INT)**	
Nov. 4/5th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (Formula Ford Festival) (*R*)	10.30
Nov. 5th	RAC	Hyde Park, London	—	London-Brighton Run	07.00

MATTERS OF MOMENT –
continued from previous page

VSCC originally drew its date-line), the Elegance Contest has expanded fast. In doing so, in this age of grab-grab and financial speculation, when anything from a Victorian safety-pin to a kiddy's pedal-car is foisted on us as a Collectors' Item and therefore an Accumulating Asset (strange terms!), big money-prizes are foreseen for those who enter vehicles for future *Concours D'Elegance*. Indeed, this has happened already, with £23,000 at stake at the "Town & Country Motoring Festival" at Kenilworth last August, held with SMM & T support and for a first-prize of no less than £2,500. While some people at Kenilworth were hoping their prized possession would win the top Beauty Accolade others, it seems, were hoping to make big money by selling similar cars at an auction-sale! Apparently 116,000 people went to look, of which Big Business will no doubt take note.

This is likely to be the start of heavy sponsorship of such contests, and *Old Motor* has uttered a warning that this might make small events difficult to organise, could result in over-restored vehicles to catch the eye of lay-judges, and, to avoid acrimony, will call for almost-impossibly-accurate judging – it even suggests that, spurred on by enormous money-prizes, "feelings could run as high as at a football match when the referee ... has had to be protected from both players and crowd for his own safety" – which makes Michael Bowler a brave man to have led his Panel of Judges at Kenilworth. We think these are important points to be borne in mind. Big money-prizes for motor Beauty Shows will, however, no doubt benefit the Trailer Industry...

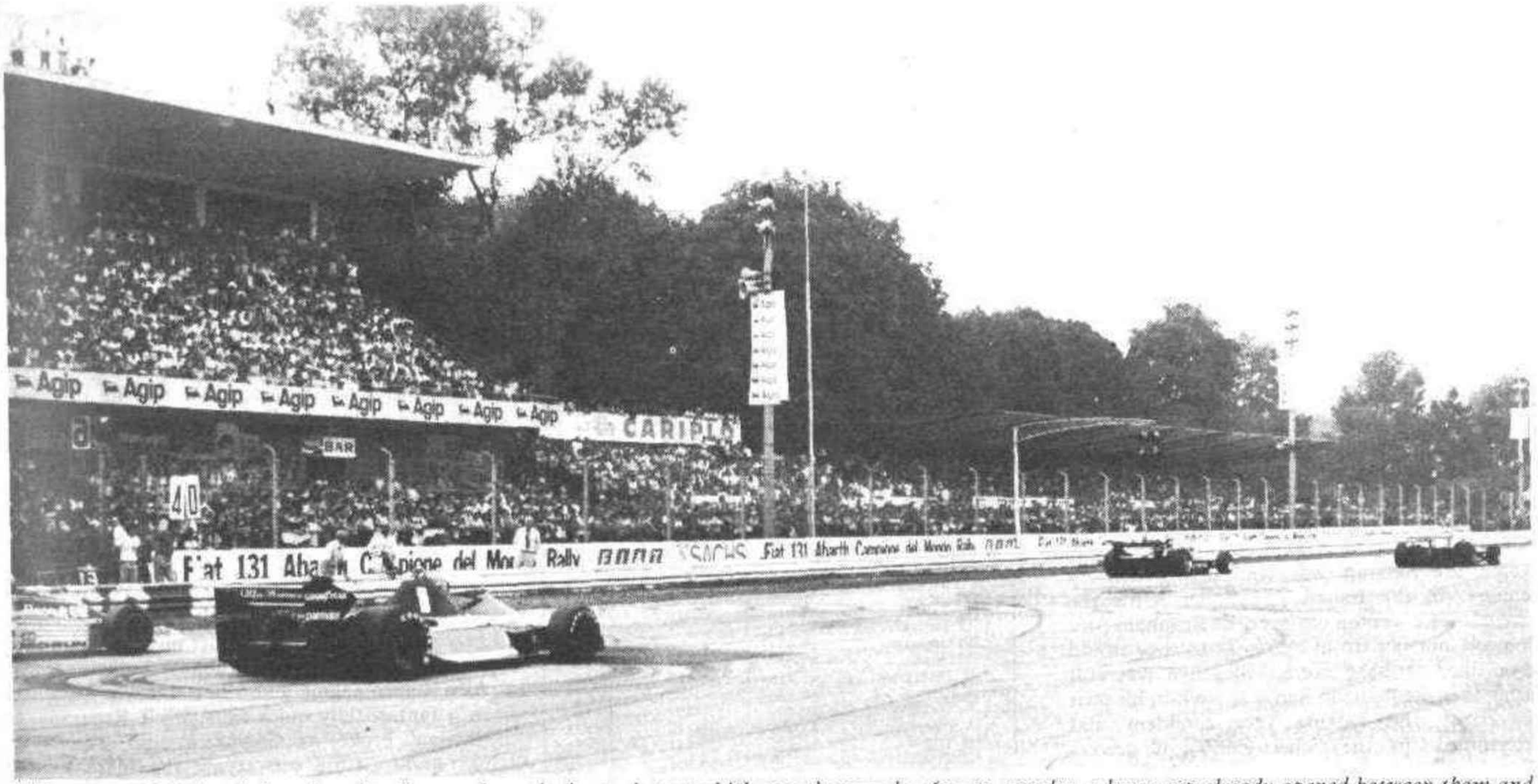
Six Hour Relay Race

Three teams of Porsches and three teams of Aston Martins head the entry of 24 teams for the Donington Park Six Hour Relay Race on Saturday, October 7th.

Organised by the 750 Motor Club, the 28th "Six Hours" has attracted entries from the major one make clubs, including the Aston Martin Owners' Club, the Porsche Club of Great Britain, the Alfa Romeo Owners' Club, the MG Car Club and the Morgan Sports Car Club. World Hot Rod Champion Barry Lee and Rallycross Champion Rod Chapman will drive for the Teac team, Ian Bracey will run his Le Mans Ibec-Hesketh for the BMRMC team, Gerry Marshall and Nick Faure will head the team of six Porsche 924s and Tony Lanfranchi has entered a BMW 3.0Si. The race starts at 12 noon.

On the Streets

BIRMINGHAM may have failed to secure a Grand Prix circuit in its middle, but October 8th should see the next best thing when 120 full-blooded racing cars will complete 10 laps of the once proposed circuit in the "On the Streets" spectacular, a prelude to the International Motor Show. Le Mans cars like D-types, Blower Bentleys, Porsches, and Matras will be mixed with GP Bugattis, P3 Ferraris, Moss in a 250F, Salvadori in a DB3S, possibly Fangio in a Mercedes, Formula 3 cars, a Porsche presentation of long-tailed 917s, 911 Turbos, 906, 910 and 908 and 935s and a representative selection of current British racing and rally cars. Interspersed with the ten-lap demonstration will be solo runs by most of the British based Formula One contenders.



Villeneuve and Andretti shoot into the distance from the jumped start which cost them each a 60 sec. penalty, a large gap already opened between them and Lauda/Jabouille, who have only just begun to roll.

The 49th Italian Grand Prix

A hollow victory

Monza, September 10th

PRACTICE BEGAN on Friday morning under warm and sunny skies and 28 contestants were ready to qualify for the 24 places on the starting grid. To support the idea that nobody in the Formula One world can get it right there were the usual anomalies created by the constructors' union. The ATS team had lost the services of Jochen Mass, who was in hospital in Northampton following a bad accident at Silverstone while testing the new D1 ATS, which had appeared briefly at Zandvoort previously. A mechanical failure had turned the car sharp left into the barriers at the end of Hangar Straight and Mass suffered severe leg injuries. His place at Monza was taken by the inexperienced Dutchman Michael Bleekemolen, while the second car was driven by Harald Ertl, who had failed to qualify in the pre-practice qualifying held the previous Sunday, in the second works Ensign. There were changes in the Surtees team as Rupert Keegan still had his arm in a sling, following his accident in the warm-up session at Zandvoort. His place was taken by Carlo Franchi, who races in Italy under the name "Gimax". By all accounts he is little more than a Club driver and certainly not a "works" Formula One driver. Left out of the practice by reason of the previous Sunday session of selection were Rosberg (Wolf) and Colombo (Merzario). The list of acceptables was headed by Rebaque (Lotus 78), with Piquet and Lunger behind in the B & S Fabrications McLarens.

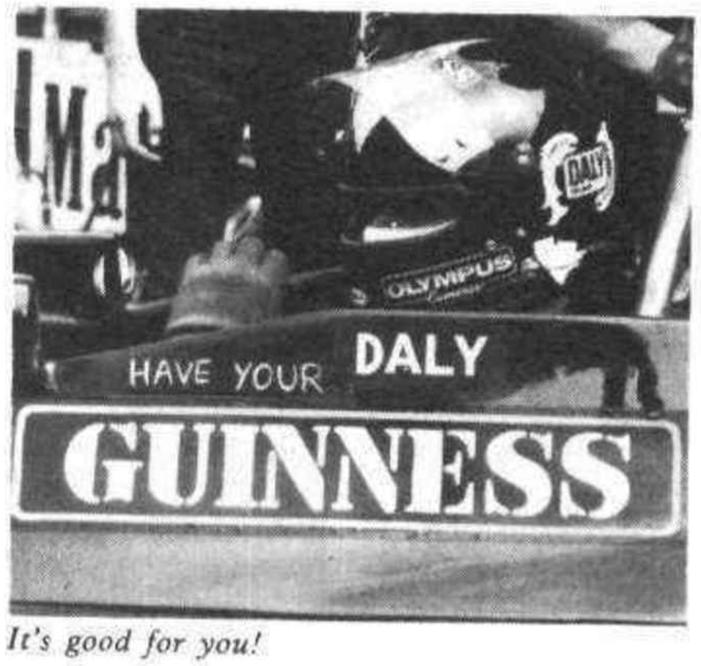
In spite of the size of the Monza pits the Formula One scene overflows and in the past the lesser lights have had to "make-do" on the grass verge at the start of the pit lane. This year the "big-name" teams were made to leave their spare cars by the grass verge so that there was room for everyone to have the use of a pit, or part of one. It never ceases to amaze to see the surplus cars at a Grand Prix, there always being enough to put on a respectable non-championship race, but such is the affluence in Formula One today that some of the smallest teams have complete spare cars standing by.

The days of Monza being the *debut* for new designs intended for the following season are long gone, so there was little that was new, apart from rebuilt or replaced cars following the accidents at Zandvoort. The spare Brabham (BT46/6) was using an engine running on SPICA injection once more, Pironi's wreckage from the Dutch GP was beyond redemption and he was using the original Tyrrell 008/1, which is really the test-car, while Andretti's Lotus 79/4 had been fitted with a cable control from a knob on the right of the scuttle, to the brake balance bar down by the pedals, in order to alter the balance of the brakes between front and rear. Tyrrells have used this idea for ages! This means that Andretti now has eight things to play with in the cockpit, three pedals, a steering wheel, gear-lever, rear roll-bar control, front roll-bar control and brake-balance control. Never a dull moment in the number one Lotus 79! Reutemann's Ferrari (036) had megaphone ended exhaust pipes, while Villeneuve's car (034) and the spare car (035) had the normal straight tail-pipes. Fittipaldi was happily in his number one car, though the team are expecting great things from their "Seventy-nine beater" which Ralph Bellamy is designing and building in Sao Paulo. Both the Renault cars were using the water-cooled inter-cooler layout this time, the system having proved its worth, while piston-ring problems were hopefully overcome and big things were anticipated by the team. The Shadow team were still juggling with rear aerofoils, but the end-plate mounting looked to be the best bet, and the cars of Stuck and Regazzoni were both using this layout, though the spare retained the old central-pillar style of mounting. Team Surtees were back to two cars, after TS20/02 was severely damaged at Zandvoort, while Wolf had WR5 and WR6 present, but Scheckter had no intention of using WR5 as it did not feel as nice as WR6. The Ensign team built up MN07 as their first car, with Ertl's MN06 as the spare, as MN08 had been bent at Zandvoort in the first lap collision. The number two Williams car, that crashed heavily at Zandvoort, had been rebuilt and was the team spare, Jones concentrating on FW06/001, and the Arrows team had completed a third car in their new series and this replaced A1/1 crashed by Patrese at Zandvoort.

The day that one or other of the Lotus team do not set the pace in practice something will have gone wrong. This time it was Andretti who was well away, with everything going right for him. In no time at all he was in a class of his own, with seemingly good times by other drivers being a second or more slower. Before Peterson could really get up with his team-mate his Cosworth V8 engine went bang and he coasted into the pit lane and that was that. Derek Daly came in with smoke pouring from the right-front wheel, due to a brake caliper pipe failure, and he continued in the spare Ensign. Rebaque had to change from his Lotus 78/4 to his new spare (78/2) when a wheel bearing seized up, and Villeneuve was using the spare Ferrari after his own broke its engine and going quicker than Reutemann, but neither of them were in the Lotus class. In the Brabham pit everything was going wrong, Lauda's engine blowing up very early on, so that he had to use the spare car, and Watson skated over a kerb and cracked the sump on his car (again!). Rebaque spun off at one of the *chicanes* and filled his car with gravel, and altogether the first practice session was a bit disorderly and there was a lot of work to do during the lunch break.

It was still warm and dry in the afternoon for the hour of practice, though not everyone was ready, Lauda's car still being worked on having a new engine installed, and Peterson's Lotus 79 not being finished. Lauda began practice with the

spare Brabham, changing to his own car when it was ready, but Peterson had to stick with the Lotus 78 as his car did not get finished. The spare Lotus 79 is the original prototype on which the bulkhead structure over the cockpit was very small, and Peterson cannot get into the cockpit. Subsequent cars had a redesigned structure giving more room. Lunger's McLaren M26 had broken its gearbox in the morning and was still being repaired in the pit-lane when afternoon practice began, but Rebaque's Lotus 78/4 had been repaired and he was back in it. Daly was still driving the spare Ensign and Jabouille was trying both Renault cars again. The turbo-charged 1½-litre French car was proving to be miles an hour faster than anyone else along the main straight, consistently registering a passing speed that was 5 or 6 m.p.h. faster through the Frank Williams Team's electronic speed trap. This had shown up in the morning lap times when Jabouille was third fastest, behind the two Lotus cars, and in the afternoon, though the increase in ambient temperature slowed most people the Renault was still among the top runners. In the Italian 12-cylinder battle the Ferraris were well on top over the Brabham-Alfa Romeos, but not up at the front as they would have liked to have been. Villeneuve was still faster than Reutemann and was back in his own car (034) and looking very confident and determined. In the "chess-game" of drivers changing teams he is to stay at Ferrari, with Scheckter next year, and was setting a pace that was going to make the South African sweat a bit. Reutemann was said to be joining Lotus as Peterson was moving to McLaren and Hunt was going to Wolf, all of which made practice seem a bit academic, apart from those who were remaining faithful to their 1978 teams. Peterson was two seconds off Andretti's pace in the afternoon with the Lotus 78, but there was no incentive to try too hard in an obsolete car. However Rebaque tried too hard in his Lotus 78/4 which had been repaired and had another "off" at a *chicane* and creased the front end, so it was back to the earlier car. As usual Laffite in the Ligier-Matra V12 was having a needle match with Jones in the Williams-Cosworth V8 for the best non-favoured Goodyear-shod car, and the Australian was winning by a hairs-breadth. Another personal needle match was going on between the four young newcomers, Daly, Piquet, Giacomelli and Patrese, with little to choose between them to start with, but finally Patrese eased ahead with a good time of 1 min. 39.831 sec., though it was two seconds off the pace of the leader, and well behind Jones and Laffite.



It's good for you!

Conditions remained stable for the untimed practice session on Saturday morning, though trouble was rife. Reutemann was in the spare Ferrari but was disgruntled as he didn't like it compared to his usual car (036), and the management wanted him to race it. Andretti tried the spare Lotus 79 briefly, and Jones was out in the spare Williams. Peterson was in trouble with overheating rear brakes on his Lotus 79 and then suffered clutch slip as the main gearbox oil seal leaked and let oil seep along the primary shaft. Lauda's Brabham broke another Alfa Romeo engine and a new one was installed in a fantastically quick time, while Regazzoni's Shadow broke its engine as did Tambay's McLaren. Laffite was trying the spare Ligier when its Matra V12 broke and altogether there was a scene of mechanical chaos after what was supposed to have been a period for setting-up the cars for handling on full petrol tanks and race-worthy tyres. Another hard lunch break followed for the mechanics, Brabhams were working feverishly on Lauda's car (BT46/7), Lotus were flat-out on Peterson's car (79/2), Shadow were in the same state with Regazzoni's car (DN9/4A-3), while McLaren had covered over Tambay's car (M26/3) and were fitting him into M26/1.

The final hour saw Lauda start off with the spare Brabham, now running on normal Lucas fuel-injection, until his own car was finished. Peterson had to sit around and wait for his car to be finished, but Regazzoni was out in the spare Shadow. Reutemann started off in the spare Ferrari (035) but very soon abandoned it with no fuel pressure and was back into his own car. Villeneuve was really getting on with the job and being most impressive on his first visit to Monza. Stuck was in trouble with an internal water-leak in the Cosworth engine in his Shadow and the ATS team were shuffling about with their cars, putting Ertl into the spare one, but all to no avail as they were not fast enough. There was so much mechanical trouble and complication going on that actual laps times were almost overlooked, but it was no surprise to see Andretti way out ahead with a new standard of 1 min. 37.520 sec. Jabouille was worrying a lot of people with a time of 1 min. 37.930 sec., which put him into the "Super-Ace" category, and then there was a big flurry as Villeneuve joined them in the elite 1 min. 37 sec. bracket with a time of 1 min. 37.866 sec. which gave him second fastest overall and put him on the front row of the grid alongside Andretti. Nobody else got within sight of these two and the Renault, and though Peterson's car was finished before time ran out he could not improve on his Friday morning time. Lauda and Watson made their best times in this last session, but neither of them were in the running for the front of the grid. As always, Jones and Laffite were getting on with the job without too much fuss and with help from Goodyear they were both well up with the major teams. Alan Jones was actually sixth fastest overall, a mere whisker

PRACTICE TIMES

No.	Driver	Friday a.m.	Friday p.m.	Saturday p.m.
1	N. Lauda	1.39.378	1.39.092	1.38.215
2	J. Watson	1.38.610	1.39.376	1.38.611
3	D. Pironi	1.41.223	1.41.465	1.39.531
4	P. Depailler	1.40.934	1.40.774	1.39.630
5	M. Andretti	**1.37.780**	**1.38.401**	**1.37.520**
6	R. Peterson	1.38.256	1.40.518	1.38.634
7	J. Hunt	1.39.475	1.39.166	1.38.938
8	P. Tambay	1.40.290	1.41.202	1.40.163
9	M. Bleekemolen	1.41.677	1.42.432	1.41.814
10	H. Ertl	1.43.538	1.43.351	1.41.185
11	C. Reutemann	1.39.395	1.38.959	1.38.969
12	G. Villeneuve	1.39.046	1.38.513	1.37.866
14	E. Fittipaldi	1.40.170	1.40.665	1.39.421
15	J. P. Jabouille	1.38.439	1.39.242	1.37.930
16	H. J. Stuck	1.39.701	1.40.550	1.39.882
17	G. Regazzoni	1.39.621	1.39.675	1.40.880
18	"Gimax"	1.49.914	1.46.080	1.44.408
19	V. Brambilla	1.40.805	1.41.088	1.40.860
20	J. Scheckter	1.39.170	1.39.017	1.38.937
22	D. Daly	1.40.075	1.40.674	1.40.382
25	H. Rebaque	1.41.260	1.41.063	1.41.116
26	J. Laffite	1.39.195	1.40.370	1.38.917
27	A. Jones	1.39.181	1.39.143	1.38.271
29	N. Piquet	1.40.846	1.41.548	1.41.080
30	B. Lunger	1.52.164	1.44.285	1.40.302
33	B. Giacomelli	1.40.715	1.41.483	1.40.199
35	R. Patrese	1.40.264	1.39.831	1.39.179
37	A. Merzario	1.41.561	1.45.963	1.40.702

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Brabham	N. Lauda	Brabham	BT46/7	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
2	Brabham	J. Watson	Brabham	BT46/5	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
3	Tyrrell	D. Pironi	Tyrrell	008/1	Cosworth V8	Hewland	Goodyear	Elf-Citibank
4	Tyrrell	P. Depailler	Tyrrell	008/3-2	Cosworth V8	Hewland	Goodyear	Elf-Citibank
5	Lotus	M. Andretti	Lotus	79/4	Cosworth V8	Hewland	Goodyear	John Player-Olympus
6	Lotus	R. Peterson	Lotus	79/2	Cosworth V8	Hewland	Goodyear	John Player-Olympus
7	McLaren	J. Hunt	McLaren	M26/5	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
8	McLaren	P. Tambay	McLaren	M26/3	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
9	ATS	M. Bleekemolen	ATS-March	HS1/3	Cosworth V8	Hewland	Goodyear	ATS Wheels-F&S Props
10	ATS	H. Ertl	ATS-March	HS1/2	Cosworth V8	Hewland	Goodyear	ATS Wheels-Sachs
11	Ferrari	C. Reutemann	Ferrari	312T3/036	Ferrari-flat 12	Ferrari	Michelin	Fiat-Agip
12	Ferrari	G. Villeneuve	Ferrari	312T3/034	Ferrari-flat 12	Ferrari	Michelin	Fiat-Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5A/1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS01/02	Renault V6 t/c	Hewland	Michelin	Elf
16	Shadow	H. J. Stuck	Shadow	DN9/5A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
17	Shadow	G. Regazzoni	Shadow	DN9/4A-3	Cosworth V8	Hewland	Goodyear	Villiger Cigars
18	Surtees	"Gimax"	Surtees	TS20/03	Cosworth V8	Hewland	Goodyear	Durex
19	Surtees	V. Brambilla	Surtees	TS20/01	Cosworth V8	Hewland	Goodyear	Beta Tools
20	Wolf	J. Scheckter	Wolf	WR6	Cosworth V8	Hewland	Goodyear	Walter Wolf-Castrol
22	Ensign	D. Daly	Ensign	MN07	Cosworth V8	Hewland	Goodyear	Tissot Watches-Guinness
25	Rebaque	H. Rebaque	Lotus	78/4	Cosworth V8	Hewland	Goodyear	–
26	Ligier	J. Laffite	Ligier	JS9/02	Matra V12	Hewland	Goodyear	Gitanes Cigarettes
27	Williams	A. Jones	Williams	FW06/001	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	B&S Fabs	N. Piquet	McLaren	M23/11	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
30	B&S Fabs	B. Lunger	McLaren	M26/6	Cosworth V8	Hewland	Goodyear	L&M Tobacco
33	McLaren	B. Giacomelli	McLaren	M26/7	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
35	Arrows	R. Patrese	Arrows	A1/3	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
37	Merzario	A. Merzario	Merzario	A1/02	Cosworth V8	Hewland	Goodyear	Flor Bath

Spare cars

Brabham-Alfa Romeo BT46/6	Used by Lauda in all practice sessions
Tyrrell-Cosworth V8 008/5	Not used in practice. Raced by Depailler race 2
Lotus-Cosworth V8 79/1	Used by Andretti Saturday a.m.
Lotus-Cosworth V8 78/3	Used by Peterson Friday p.m. Raced by Peterson race 1
McLaren-Cosworth V8 M26/1	Used by Tambay Saturday p.m. Raced by Hunt race 2
ATS-Cosworth V8 HS1/1	Used by Ertl Saturday p.m.
Ferrari-flat 12 312T3/035	Used by Villeneuve Friday a.m. Used by Reutemann Saturday p.m. Raced by Reutemann race 2
Fittipaldi-Cosworth V8 F5A/2	Not used
Renault V6 t/c RS01/03	Used in all practice sessions by Jabouille
Shadow-Cosworth V8 DN9/1A	Used by Regazzoni Saturday p.m. Raced by Regazzoni race 2
Wolf-Cosworth V8 WR5	Used by Scheckter race 2
Ensign-Cosworth V8 MN06	Used by Daly Friday a.m. and p.m. and in race 2
Lotus-Cosworth V8 78/2	Used by Rebaque Friday a.m. and Saturday a.m. and p.m.
Ligier-Matra V12 JS9/01	Used by Laffite Saturday a.m.
Williams-Cosworth V8 FW06/002	Used by Jones Saturday a.m.
Arrows-Cosworth V8 A1/2	Not used
Merzario-Cosworth V8 A1/01	Used by Merzario Saturday p.m.

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behind Peterson and on the third row of the grid, all done without the aid of a Cosworth Development engine or a super-sophisticated aerodynamic "ground-effects" car, or an army of technicians, just a good, straight-forward, practical car and team and a "hard-nut" driver. A lot of people could learn a lot from the 1978 Frank Williams team, but they won't.

As practice "wound down" many teams were relieved as things had not been going at all as planned and everyone was glad that the mechanical disasters were now over. The grid line-up was looking good with Lotus and Ferrari in the front row and Renault and Brabham in the second row. Cosworth V8 and Ferrari-flat 12 in the front row, and Renault turbo-charged V6 and Alfa-Romeo flat-12 in the second row, all four

STARTING GRID

↑

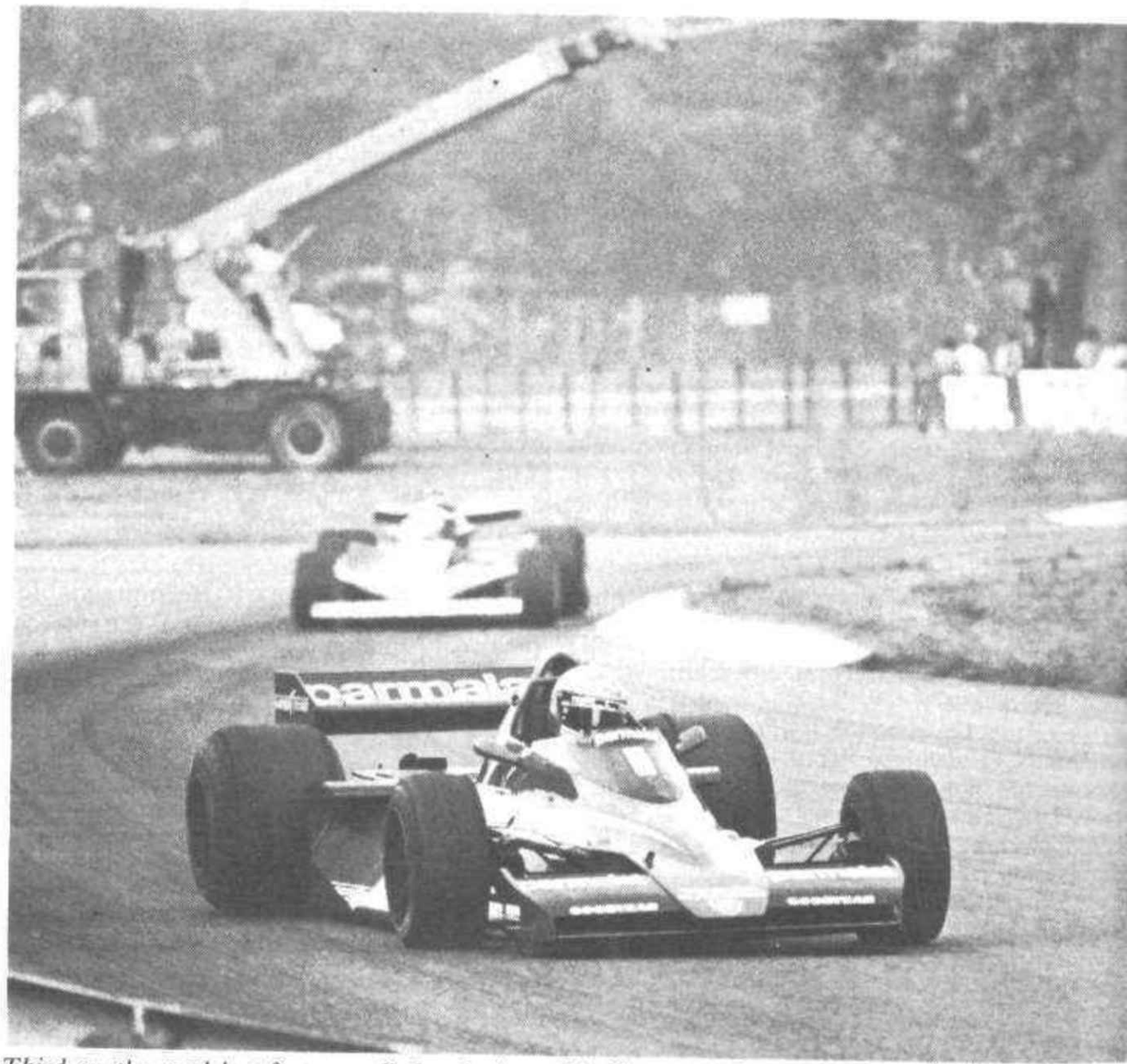
5 M. Andretti *(Lotus-Cosworth V8)* 79/4 1 min. 37.520 sec.	12 G. Villeneuve *(Ferrari -flat 12)* 312T3/034 1 min. 37.866 sec.
15 *J.P. Jabouille *Renault-V6 t/c)* RS01/02 1 min. 37.930 sec.	1 N. Lauda *(Brabham-Alfa Romeo)* BT46/7 1 min. 38.215 sec.
6 **R. Peterson *(Lotus-Cosworth V8)* 78/3 1 min. 38.256 sec.	27 A. Jones *(Williams-Cosworth V8)* FW06/001 1 min. 38.271 sec.
2 J. Watson *(Brabham-Alfa Romeo)* BT46/5 1 min. 38.610 sec.	26 J. Laffite *(Ligier-Matra V12)* JS9/02 1 min. 38.917 sec.
20 J. Scheckter *(Wolf-Cosworth V8)* WR6 1 min. 38.937 sec.	7 J. Hunt *(McLaren-Cosworth V8)* M26/5 1 min. 38.938 sec.
11 C. Reutemann *(Ferrari -flat 12)* 312T3/036 1 min. 38.959 sec.	35 R. Patrese *(Arrows-Cosworth V8)* A1/3 1 min. 39.179 sec.
14 E. Fittipaldi *(Fittipaldi-Cosworth V8)* F5A/1 1 min. 39.421 sec.	3 D. Pironi *(Tyrrell-Cosworth V8)* 008/1 1 min. 39.531 sec.
17 G. Regazzoni *(Shadow-Cosworth V8)* DN9/4A-3 1 min. 39.621 sec.	4 P. Depailler *(Tyrrell-Cosworth V8)* 008/3.2 1 min. 39.630 sec.
16 H. J. Stuck *(Shadow-Cosworth V8)* DN9/5A 1 min. 39.701 sec.	22 D. Daly *(Ensign-Cosworth V8)* MN07 1 min. 40.075 sec.
8 *** P. Tambay *(McLaren-Cosworth V8)* M26/3 1 min. 40.163 sec.	33 B. Giacomelli *(McLaren-Cosworth V8)* M26/7 1 min. 40.199 sec.
30 B. Lunger *(McLaren-Cosworth V8)* M26/6 1 min. 40.302 sec.	37 A. Merzario **** *(Merzario-Cosworth V8)* A1/02 1 min. 40.702 sec.
19 V. Brambilla *Surtees-Cosworth V8)* TS20/01 1 min. 40.805 sec.	29 N. Piquet *(McLaren-Cosworth V8)* M23/11 1 min. 40.846 sec.

* Time recorded in Renault RS01/03
** Time recorded in Lotus 79/2
*** Time Recorded in McLaren M26/1
**** Time recorded in Merzario A1/01

Did not qualify: –
25 H. Rebaque (Lotus 78/4) 1 min. 41.063 sec.
10 H. Ertl (ATS HS1/1) 1 min. 41.185 sec.
9 M. Bleekemolen (ATS HS1/3) 1 min. 41.677 sec.
18 "Gimax" (Surtees TS20/03) 1 min. 44.408 sec.

For the re-start: –
20 J. Scheckter drove Wolf WR5
7 J. Hunt drove McLaren M26/1
11 C. Reutemann drove Ferrari 312T3/035
17 G. Regazzoni drove Shadow DN9/1A
4 P. Depailler drove Tyrrell 008/5
22 D. Daly drove Ensign MN06

Non-starters: –
6 R. Peterson
3 D. Pironi
16 H. J. Stuck
30 B. Lunger
19 V. Brambilla



Third on the road but first overall, Lauda keeps his distance from Reutemann, who was soon to be overtaken by Watson in the second Brabham-Alfa.

makes having close association with serious motor manufacturers rather than "special-builders". Perhaps Formula One is really an engineering exercise for motor manufacturers and not "entertainment by drivers" after all. Of far less importance was the fact that four drivers were eliminated from the grid, these being Rebaque (Lotus 78), Ertl (ATS), Bleekemolen (ATS) and "Gimax" (Surtees).

Sunday was a nice warm day but the crowds seemed slow in filling the Autodromo, little interest being shown in Alfa-Sud and Renault 5 saloon-car racing. The Grand Prix was due to start at 3.30 p.m. and there was a 30-minute test-session in the morning. In case anyone had last minute trouble Rebaque was out with them, as first reserve, but the ATS team had packed up and gone home. All seemed to be going well until Peterson had an accident at the second *chicane* and went through the catch fences and crumpled the front of his Lotus 79. The cause was said to be brake trouble, but Piquet who was behind him reckoned there was plenty of smoke coming off locked-up tyres. There was nothing for it but to hurriedly race-prepare Lotus 78/3 for the Swede to use.

Well before the starting time the cars began to leave the pit road, some, like Villeneuve's Ferrari and Andretti's Lotus to the vociferous cheers of the crowds, others to loud clapping, and some in relative silence, apart from their own exhaust noise. As the rest of the cars assembled on the grid Reutemann and Peterson dived into the pits for minor aerodynamic adjustments and then went round again to take their places on the 24-car grid, lined up in pairs. A fraction before 3.30 p.m. Andretti and Villeneuve led the field away on the pace-lap, the Lotus running straight and true, while Villeneuve and others went down the back straight in a series of zig-zags to put cornering loads on the tyres and raise the temperature of the rubber. At the end of the pace lap Tambay peeled off from his position on the tenth row and went into the pits to have his gear-change mechanism looked at. He was not to know how lucky this was to be for him. As the black and gold Lotus and the red and white Ferrari stopped at the starting-line the starter put the red light on, long before the rest of the field had got into their right places or the back half of the field had even arrived at the grid. Far too soon the green light came on, Villeneuve made a superb getaway, while Andretti was caught off balance and Lauda was alongside the Lotus as they got under way. Peterson made a hesitant start in the Lotus 78 and was engulfed by those behind him, but the back of the field were catching up fast having still been on the move when the green light shone. As the middle of the pack surged into the short straight leading to the first *chicane* there was a puff of white smoke, as of a magnesium wheel being graunched, a McLaren was seen to be out of control, then a sheet of flame and all hell broke loose. While the leaders were round the back of the circuit the red flag was out on the start-finish line and the race was stopped. Villeneuve, Andretti, Lauda and others came slowly up the straight from the *Curva Parabolica* amid a sea of waving yellow flags and stopped beyond the finishing line near the scene of the accident.

From all accounts Patrese was on the right-hand side of the pack trying to overtake Hunt, as they funnelled into the road circuit, and the Arrows hit the McLaren, which bounced across the road into Peterson's Lotus which in turn was spun across the road into the right-hand guard-rail and was struck by Brambilla's Surtees that was trying to avoid the melee down the right-hand side. Also involved were Reutemann,

Pironi, Regazzoni, Depailler, Daly, Stuck, and Lunger, who were all close behind, while Giacomelli, Merzario and Piquet scraped past. Hunt and Regazzoni dived into the flames of the burning Lotus 78 and hauled the injured Peterson out, while the fire was soon got under control by the fire-marshals. Peterson was taken to the Milan hospital by helicopter with severely broken legs, and slight burns, while Brambilla was taken by ambulance suffering severe head injuries. Everyone returned to the pits somewhat shaken and it was announced that the race would be restarted once the track had been cleared, and drivers would be allowed to use spare cars where available. The grid would form up as before, with spaces left for any non-starters.

One by one the wrecks were brought back to the paddock, the Lotus 78/3 totally destroyed, Hunt's McLaren M26/5 with the front and rear wiped off, Brambilla's Surtees TS20/01 with the front written off, Depailler's Tyrrell 008/3-2 with the rear end demolished, Regazzoni's Shadow DN9/4A-3 battered from all directions, Lunger's McLaren M26/6 with the right front corner torn off, Daly's Ensign MN07 with the back end written off, Pironi's Tyrrell 008/1 also with the rear end smashed and Reutemann's Ferrari (036) with an enormous tyre mark on its right side and generally knocked about. Stuck's Shadow was wheeled back unharmed, but the lanky German had been struck on the head by a flying wheel and was suffering from slight concussion and was advised not to attempt to take part in the restart. It was nearly 5 p.m. before all the mess was cleared up and the track was cleaned. Nineteen cars left the pit lane to drive round the circuit to line up on the grid, ready for a restart at 5.15 p.m., but only 18 returned. Going through the second part of the Lesmo corners at around 130 m.p.h. Scheckter found his Wolf WR6 would not respond to the steering and he struck the guard-rail on the left an enormous blow and cannoned across to the other side of the track with the left-side of the car totally demolished. He was unhurt and got an ambulance to return him to the pits, where his team had got WR5 out on the grid ready for him. As the rest of the field had arrived on the grid some of the drivers, who had seen the accident, got out of their cars and rushed across to race control to get the second start delayed as the Armco barriers were leaning over perilously where the Wolf had struck them. There was much confusion as to why there was another delay and officials and drivers went off to look at the damage and repairs were started. Very little information was forthcoming and the crowds began to whistle and shout, not knowing why there was another hold-up. Time was passing and the sun was going down and there was a feeling that the 49th Italian GP was not going to happen. At 5.50 p.m. it was announced that the race would take place and the distance would be shortened from 52 laps to 40 laps, in accordance with FIA regulations which allowed a race to count for full Championship points and money if run more than three-quarters of the total distance.

It was shortly after 6 p.m. when the 19 cars went off on their pace lap, led by Andretti and Villeneuve once more. They were lined up in original grid order, with a gap behind Jabouille's Renault where the unfortunate Peterson should have been; Scheckter was in Wolf WR5, with Reutemann behind him in Ferrari (035); in the next row was a gap where Pironi should have been, as Depailler had taken the spare Tyrrell 008/5; Regazzoni was in the spare Shadow DN9/1A, Daly was in the spare Ensign MN06, with a gap alongside him where Stuck should have been, and at the back on the left were gaps where Lunger and Brambilla should have been. It was nearly 6.15 p.m. before the cars were lined up on the grid, this time the starter holding them until everyone was stationary and in place, and then waiting a long time before switching on the red light. On the front row Villeneuve and Andretti were getting distinctly twitchy and began to creep forward. Long before the green light appeared Villeneuve let in his clutch and was gone, with Andretti in hot pursuit, while the rest of the field waited for the green light, which appeared the moment the front pair had gone. Everyone except Fittipaldi got away, the yellow Brazilian car being left behind with a seized clutch withdrawal mechanism. By the time Fittipaldi jerked away everyone had gone.

The roar of the crowd told who was first out of the *Curva Parabolica*, but the Lotus was alongside as the two cars crossed the line to end lap 1. Side-by-side they went into the first *chicane* but the young French-Canadian sat it out with Andretti and held the lead away onto the second lap. In third place was Jabouille with the Renault, followed by Lauda, Reutemann, Jones, Patrese, Daly, Laffite, Scheckter, Watson, Tambay, Regazzoni, Giacomelli, Piquet, Depailler, Hunt, Merzario and Fittipaldi. Some of the drivers who were in their spare cars were not showing much enthusiasm for trying too hard, and who can blame them, and anyway it was a two-car race, as had been obvious since the end of practice. Villeneuve's Ferrari continued to lead Andretti's Lotus, much to the joy of the crowd, and it didn't look as though the Lotus driver could do much about it. They were pulling away from the Renault, which itself was pulling away from Lauda and the rest. At the end of four laps Regazzoni went into the pits to have the brakes looked at on the spare Shadow, and on lap 6 the Renault dropped out at the pits with a broken engine.

After a very slow opening lap during which there seemed something odd about his car, John Watson got going properly and moved rapidly up the field from his lowly eleventh place. At eight laps Andretti made a pass at the leading Ferrari as they braked at the end of the back straight, but didn't follow through and dead-lock seemed to have set in, and if anything the Ferrari was pulling away. Already a long way behind, Lauda was holding third place after the demise of the Renault, but Reutemann was closing up on him. Watson had got by Daly, Laffite, Patrese and Jones and was now in fifth place, leaving Jones, Patrese and Laffite to have a close battle for sixth place. Right at the back Fittipaldi was going great guns and climbing through the tail enders in a very spirited fashion. There was still only one second between the Ferrari and the Lotus at the head of the field when it was announced that they had both been penalised one minute for jumping the start, so officially Lauda was leading the race! But nobody really cared, it was all too silly. The Ferrari team still gave Villeneuve pit signals telling him he was leading, yet they signalled to Reutemann that he was second. Knowing that Andretti and Lauda were between himself and his young team-mate the Argentinian justifiably thought his pit staff had gone mad. Andretti was beginning to feel trouble starting in his rear brakes and eased back quite a lot so that the leading Ferrari got more than five seconds ahead. Almost unnoticed Hunt dropped out with a dead engine in his McLaren when the ignition distributor broke, and Regazzoni had rejoined the race, such as it was. Watson began to close on Reutemann with a view to taking fourth place on the road, but second on paper, while Alan Jones had to give best to Patrese and Laffite as his left-front tyre began to lose pressure through a leaky valve. Patrese's joy did not last long for the engine in the Golden Arrows broke and then Jones stopped for a tyre change, changing the left rear as well while he was in the pits.

With ten laps to go the Ferraris began to slow as their Michelin tyres faded sooner than the rival Goodyears, and as Villeneuve dropped back into Andretti's clutches, so Reutemann dropped back into Watson's clutches. It was just a matter of time before Andretti passed the leading Ferrari and in near dusk he completed the 40 laps to finish nearly three seconds ahead of Villeneuve in a race that most people were glad to see over. With their one-minute penalty the first two cars were relegated back to sixth and seventh overall, and Lauda was acclaimed the winner, but few people believed it or cared anyway. The enthusiasm of the public when it was all over was almost non-existent, and those that stayed only wanted Villeneuve and Andretti to appear on the winner's rostrum. The Italian crowd were not even enthusiastic about the victory of the Alfa Romeo engine, even if they realised it, and nobody noticed that Brabhams had officially scored a 1-2 finish.

Darkness fell before everything was cleared up, the news from the Milan Hospital was that Peterson would have to have a foot operated on that evening, with a chance that he might lose it, and the Italian GP fizzled out into the darkness and gloom, a day best forgotten about. – D.S.J.

Footnote: Next morning we learnt that Ronnie Peterson had succumbed after the operation, his bodily condition unable to deal with the situation. That was all we needed to complete a really unhappy Italian GP.

Results:

ITALIAN GRAND PRIX – Formula One – Shortened to 40 laps – Monza 5.800 Kilometres per lap – 232.0 kilometres – Warm and Dry

1st :	N. Lauda (Brabham BT 46/7)	1 hr. 07 min. 04.54 sec.	207.526 k.p.h.
2nd :	J. Watson (Brabham BT 46/5)	1 hr. 07 min. 06.02 sec.	
3rd :	C. Reutemann (Ferrari 312 T3/035)	1 hr. 07 min. 25.01 sec.	
4th :	J. Laffite (Ligier JS9/02)	1 hr. 07 min. 42.07 sec.	
5th :	P. Tambay (McLaren M26/3)	1 hr. 07 min. 44.93 sec.	
6th :	M. Andretti (Lotus 79/4)	1 hr. 07 min. 50.87 sec.	1 minute penalty
7th :	G. Villeneuve (Ferrari 312T3/034)	1 hr. 07 min. 53.02 sec.	1 minute penalty
8th :	E. Fittipaldi (Fittipaldi F5A/1)	1 hr. 07 min. 59.78 sec.	
9th :	N. Piquet (McLaren M23/11)	1 hr. 08 min. 11.37 sec.	
10th :	D. Daly (Ensign MN06)	1 hr. 08 min 13.65 sec.	
11th :	P. Depailler (Tyrrell 008/5)	1 hr. 08 min 21.11sec.	
12th :	J. Scheckter (Wolf WR5)	1 lap behind	
13th :	A. Jones (Williams FW06/001)	1 lap behind	
14th :	B. Giacomelli (McLaren M26/7)	1 lap behind	
15th :	G. Regazzoni (Shadow DN9/1A)	7 laps behind	

Fastest Lap: M. Andretti (Lotus 79/4) on lap 33, in 1 min. 38.23 sec. – 212.562 k.p.h. *(new record)*

Retired: J. P. Jabouille (Renault RS01/02) broken engine, on lap 6; A. Merzario (Merzario A1/02) broken engine on lap 15; J. Hunt (McLaren M26/1) broken ignition distributor, on lap 19; R. Patrese (Arrows A1/3) broken engine, on lap 29.

19 starters – 15 finishers

Eliminated by accident: R. Peterson (Lotus 78/3), V. Brambilla (Surtees TS20/01), H. J. Stuck (Shadow DN9/5A), D. Pironi (Tyrrell 008/1), B. Lunger (McLaren M26/7).

Additional cars eliminated and replaced by spare cars: P. Depailler (Tyrrell 008/3-2), J. Hunt (McLaren M26/5), C. Reutemann (Ferrari 312T3/036), G. Regazzoni (Shadow DN9/4A-3), D. Daly (Ensign MN07), and in later accident J. Scheckter (Wolf WR6).

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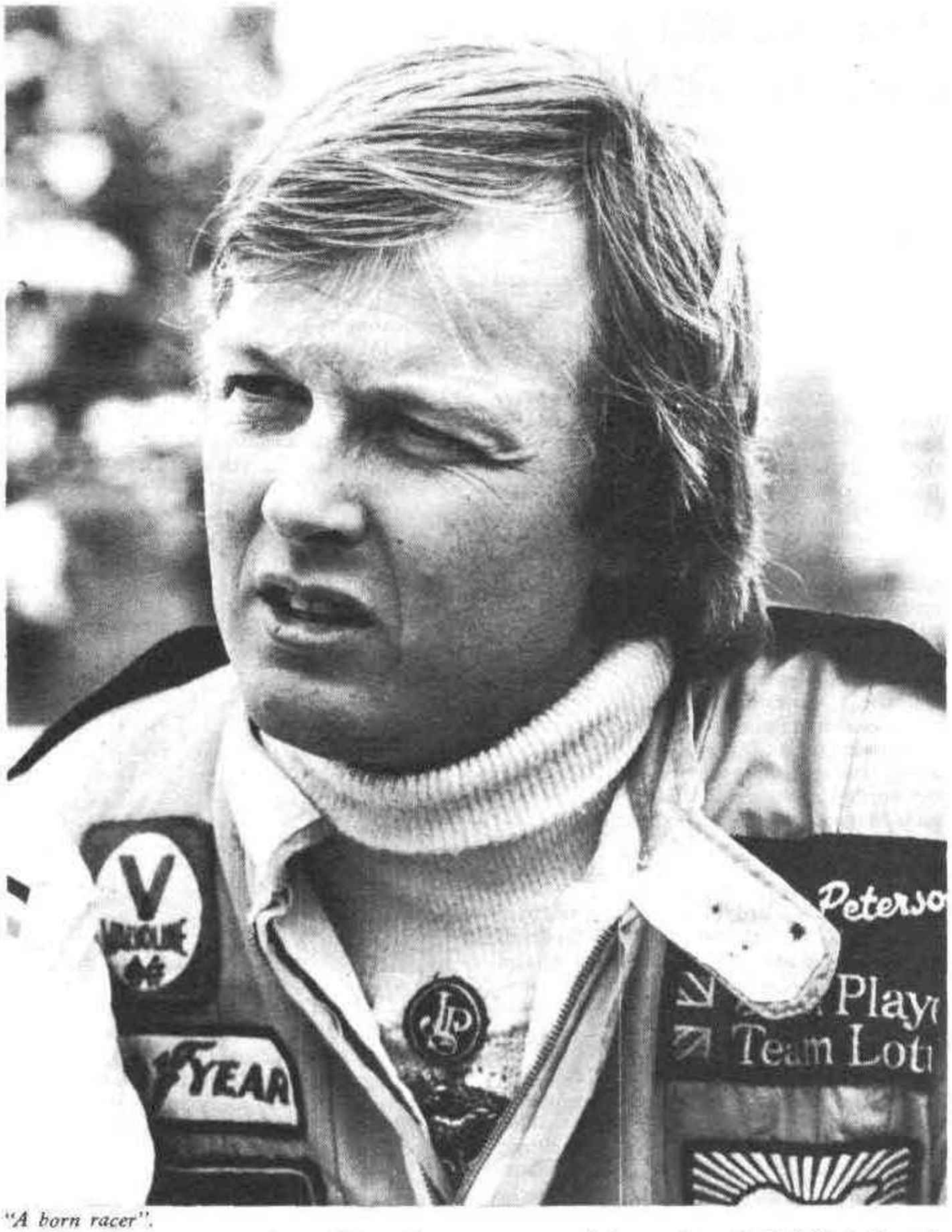
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For safety's sake fit Wipac

Reflections in the Royal Park

REFLECTIONS in the Park were hazy to say the least, for apart from the chaos and absurdity of the result of the Italian GP as it was run, there was the sad news that Ronnie Peterson had succumbed after an operation on his badly injured legs sustained in the multiple pile-up just after the start. One could write pages on "Super-Swede" in the form of a formal obituary, but it would not do him any good. Suffice to say that he had no enemies or detractors in the world of motor racing, especially within the tight competitive circles of Formula One. Everyone liked and admired Ronnie Peterson for what he was, a born racer who only knew one way to drive and that was "flat-out". It would be trite to say we shall miss him, of course we shall, all of us, inside the game and outside. He did not get the nickname "Super-Swede" lightheartedly, there had been good racing drivers from Sweden before him, and there will be more after him, but Ronnie Peterson was "Super-Swede". He cannot be replaced. That he should die through no fault of his own, his car or his team, was irony at its worst.

From the moment I arrived at Monza there was a feeling of unrest, for the Autodromo was plastered with posters attacking Ecclestone and Lauda for killing off the Alfa-Alfa F1 and others telling Ecclestone and his band to keep their hands off the Monza Autodromo and the traditions and sporting rights of Italian motor racing enthusiasts. Following an abortive test-session of the all-Alfa Romeo Formula One car at the Paul Ricard circuit by Niki Lauda the word was put about that the whole project was being scrapped, though such words never came from Alfa Romeo themselves. The Italian enthusiasts were rightly indignant about the whole affair and did not mince their words in saying what they thought of Bernie Ecclestone and Niki Lauda. In the paddock and pits nobody seemed very interested in the Italian Grand Prix as such, as it was assumed that Andretti and Peterson would record another easy 1-2 for Lotus; there was more interest in the 1979 season, even though the USA (East) Grand Prix and the Canadian Grand Prix had yet to run. This was brought about by numerous drivers admitting to their future plans and everyone seemed to be on the move. Scheckter had started it all by announcing (a little prematurely for the *Commendatore*) that he was going to Ferrari. Everyone assumed that Reutemann was staying and young Villeneuve was leaving, which was quite wrong. It was the other way round. Peterson announced he was going to McLaren, Hunt was moving on to Wolf Racing, Reutemann was going to Lotus and Depailler was leaving Tyrrell to join Laffite in the Ligier team. There was such a mixing up that the feeling was that we should end the 1978 season at once and start the 1979 immediately; it seemed pointless to go on, especially as Team Lotus had already won the Manufacturers' Championship by an enormous margin, and Andretti could not really be stopped from becoming World Champion driver. However, things did not go at all smoothly for Team Lotus from the first morning of practice and when the whole affair was over everyone wished it had never happened. The loss of Peterson was bad enough, but to have victory taken away by a footling rule that is more suited to Formula Ford than Grand Prix racing was a bitter pill. It might have been better if the penalty had been cut to



"A born racer".

75% like the race distance; it would have been more logical than taking a whole minute off Andretti's time in a race lasting only 67 minutes. It was very clear that whatever happened the race was going to be between Villeneuve and Andretti, and as they both jumped the start a more logical decision would have been to ignore the whole thing. As it was, thanks to the Ferrari team's strange management Villeneuve didn't know he wasn't second until the race was over!

Something will have to be done by the CSI and/or the Constructors Association about the present method of starting Formula One races. Previously the cars lined up on a "dummy-grid" before the start-line and, when everyone was ready with engines running and the track was clear of mechanics and officials, they all moved slowly forward to the proper-grid and the start was given. Apart from occasions when drivers took off at full-noise from the "dummy-grid" the system worked well enough, until the field of cars was so long that the back of the field was out of sight of the proper start-line, as for example, at Silverstone, Hockenheim, Monaco and so on, where there was a corner preceding the starting area. This difficulty caused the present system to be evolved, whereby the field lines up in the start area and does a "pace-lap" behind the pole-position driver. He and the driver next to him are supposed to regulate the speed of the "pace-lap", but no matter how slowly they go the cars at the back of a 24 or 26 cars grid are bound to get left behind, due to normal convoy characteristics. When the front row arrives back at the starting line they should be held there until the whole field have taken up their positions on the grid and are all stationary. Then, and only then, should the red light be switched on, indicating that the green is to follow within ten seconds or so. If the start is given while the back of the grid are still arriving it means that the front cars have to get adhesion and accelerate from 0 to say 100 m.p.h. before the first corner, while the back-markers only have to accelerate from say 20 m.p.h. to 100 m.p.h. so the whole field bunches up instead of spreading out. This is exactly what happened in the start of this year's Italian GP. It also happened at Hockenheim and at Zandvoort and on both occasions caused cars to crash, fortunately with no casualties. In all cases the error was a human one, the controller of the starting lights being to blame.

The accident to Scheckter's Wolf WR6 on the warm-up lap before the second start was most

The Second Cyclecar Rally

FOLLOWING the first successful cyclecar rally held in 1975, a second such event took place at the Shuttleworth Collection at Old Warden Aerodrome on September 3rd, a lovely sunny day, at the same time as the VSCC Light Car Section held its driving tests. The latter part of the event attracted a large entry of light cars and no less than eight Edwardians, so that the addition of twenty-four cyclecars provided a very period atmosphere, enhanced by the occasional biplane taking off from the aerodrome, and an evening ascent by a hot-air balloon. Almost every imaginable configuration of cylinders could be seen and heard, from a 500 c.c. flat-twin up to the straight eight of a spectating Grand Prix Bugatti, which in such company looked unusually modern and conventional.

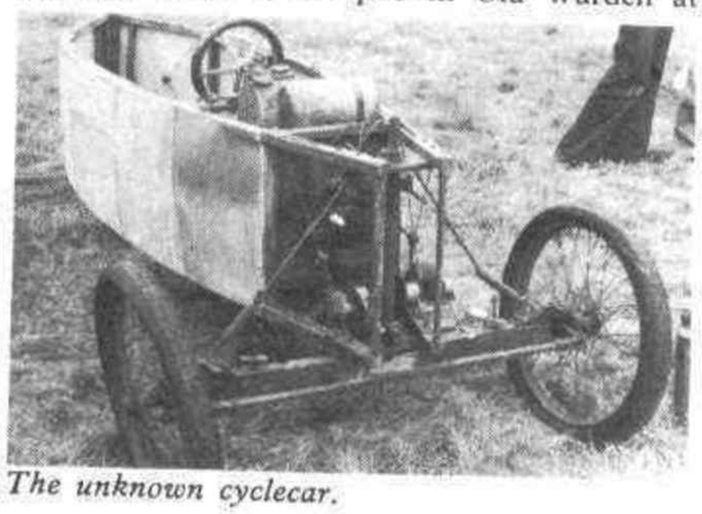
Amongst the cyclecars Morgans predominated, as one would expect from the most successful cyclecar of all; almost every V-twin-engined model was represented, including a fine pair of 1913 Runabouts, examples of Family, Aero, Super Aero and Super Sports, and the organiser's four-wheeled Aero, fitted with a GN rear axle. It was rather nice that during the day the news filtered through that the VSCC now has the blessing of both the RAC and the ACU to admit vintage three-wheelers to full Club membership, so that for the first time in over fifty years Morgans will be seen once again in regular competition with their four-wheeled contemporaries.

An attractive and appropriate trophy, comprising a framed photograph of a 1913 racing Carden at Brooklands, had been presented by the National Motor Museum, and was won on a card vote for the "Most Desirable Cyclecar of the Day" by Pat Mather's 1920 Baughan, a fascinating 1½-seat four-wheeler powered by a V-twin JAP engine which boasted a functioning self-starter. Runner-up was a single-cylinder tandem-seat four-wheeler of unknown make, whose wooden front axle was complemented by a trackrod of the same material. Like many such cars of the period it was obviously built up from proprietary parts, but the detail work on the body was of an unusually high standard, the wooden framing being strengthened by cross-bracing of bicycle spokes in tension.



Three- and four-wheeled Morgans at the Cyclecar Rally.

The actual motoring during the day was confined to a couple of driving tests during the morning, and for those brave and legal enough, a two-mile drive to the pub in Old Warden at lunchtime. This heavy schedule was tackled manfully by Mike Bullett, who had entered his 1918 AV Monocar. The fact that this splendid device, complete with centre-pivot wire and bobbin steering, had passed the MoT test earlier in the year must give heart to all true cyclecarists, not to mention the gentleman in last month's MOTOR SPORT who was having trouble with his Hillman Avenger's rear lamp glasses. Stripped to the waist, Mike and his son spent the entire morning sprinting round Old Warden trying to persuade it to run properly on both cylinders, this being one of the later advanced models fitted with a JAP V-twin engine. In great triumph, and to loud applause, they finally reached the pub, although on the return journey the AV got away from them in the course of a push-start, narrowly missing the Steward of the Meeting's car, and finishing up in the hedge, fortunately without damage.



The unknown cyclecar.

Other entries included a pair of GNs, Arthur Jeddere-Fisher's "El Pampero", its MAG engine sounding very healthy, Tom Threlfall's rare 1924 Hotchkiss V-twin-engined BSA four-wheeler, Paul Cooper's fascinating Sim Violet, Lucy Harrison's 1910 AC Sociable in delightfully original unrestored order, and examples of Bleriot Whippet, Rover, Singer and a 1914 vertical-twin Swift.

In spite of the good entry, there were some notable omissions from the list of makes represented. It is hoped to run another Cyclecar Rally in two or three years' time, when perhaps we might see examples of Bedelia, Scott Sociable, BSA three-wheeler and GWK, not to mention some of the more exotic French and American cyclecars. – Roger Richmond.

REFLECTIONS

continued from previous page

unusual. All Scheckter can recall is taking a normal line into the second Lesmo corner and turning the steering wheel only to suffer complete loss of front end adhesion and hitting the steel barrier an almighty blow, which bounced the car to the other side of the track. Some people reported seeing a wheel come off, but this wasn't true for all the wheels were on the wreckage when it was returned to the paddock. The only thing to be seen on the spot was that the long fixing stud that passes through the left front wheel and has a conical washer and nut threaded on to the end to hold the wheel against the driving pins, was broken and the threaded end, the conical washer, the nut and the safety clip were all missing. The wheel was jammed hard onto the driving pins. The left-front wishbones were bent upwards at over 90-degrees and the wheel, the upright and the brake assembly had hit the top of the body near the oil cooler, in front of the cockpit. The left-rear upright was smashed and the whole assembly, including the rear wheel, was almost torn off the chassis, but was still attached by various members.

When the wreckage was returned to the factory, designer Harvey Postlethwaite carried out a thorough investigation. All the steering mechanism was intact, though bent, all the suspension members were still attached to the monocoque, though bent and there was no sign of anything breaking other than by the impact with the steel barrier. The broken wheel retaining stud showed clear evidence of an impact fracture and there was no sign of damage to the hub or brake caused by hitting the barrier, which suggested that the left front wheel and tyre had taken the blow. Unfortunately, while the car was being loaded into the transporter after dark, some souvenir-hunter stole the damaged wheel and tyre. The broken-off end of the retaining stud (not a stub axle as some described it) with its attendant washer and nut were never found. At the scene of the accident there was a single black line running dead straight to the point of contact with the steel barrier. If the accident was not caused by the wheel coming off, nor by the locating pin breaking, and certainly not due to any suspension breakage or steering failure the only answers left are "driver error" or tyre-failure. Driver error would hardly have left a single black mark on the road and tyre-failure cannot be proved in the absence of the wheel and tyre. Like so many accidents we may never really know the cause. – D.S.J.



The Italians felt strongly about the Alfa affair.

Obituary – Harry Weslake

IT IS with great regret that we have to record the death, at 81 years of age, of Harry Weslake when he suffered a heart-attack at the World Speedway Finals at Wembley on September 3rd. Harry Weslake was a Cornishman and fiercely proud of the fact; he was a large bluff man who called a spade a spade and upset "wafflers" and "beautiful" people with his brusque manner and direct approach. From his school days he became involved with the internal combustion engine and throughout his life he was noted for engine tuning and development and assisted most of the British industry at some time or another. Jaguar, Vanwall, Coventry-Climax, Connaught, and HWM all benefitted from his research facilities at Rye in Sussex, especially as regards cylinder-head design. Turbo-charged diesel engines for power-boat racing were another of his activites, and he was responsible for the V12 Grand Prix engine in Dan Gurney's Eagles, one of which won the Belgian GP at Spa in 1967.

In recent years his firm designed and built a 500 c.c. Speedway engine which proved highly successful and went into full production, most English riders using the Weslake today. Racing was always Harry Wesklake's first love and he got more pleasure from watching his engines beat the all-conquering Czechoslovakian Jawa machines, than any thoughts of financial success. The fact that he died at Wembley Stadium watching his riders fighting for Speedway supremacy was typical of Harry Weslake, who was active and enthusiastic about racing right up to the end. We have lost a very patriotic gentleman, an enthusiast and supporter of all that was best in the sporting world, a pioneer engine man. His firm of research engineers will carry on with the spirit that he instilled in them and keep the name of Weslake always to the forefront.

A WINTER WARNING TO CAR RADIATORS.



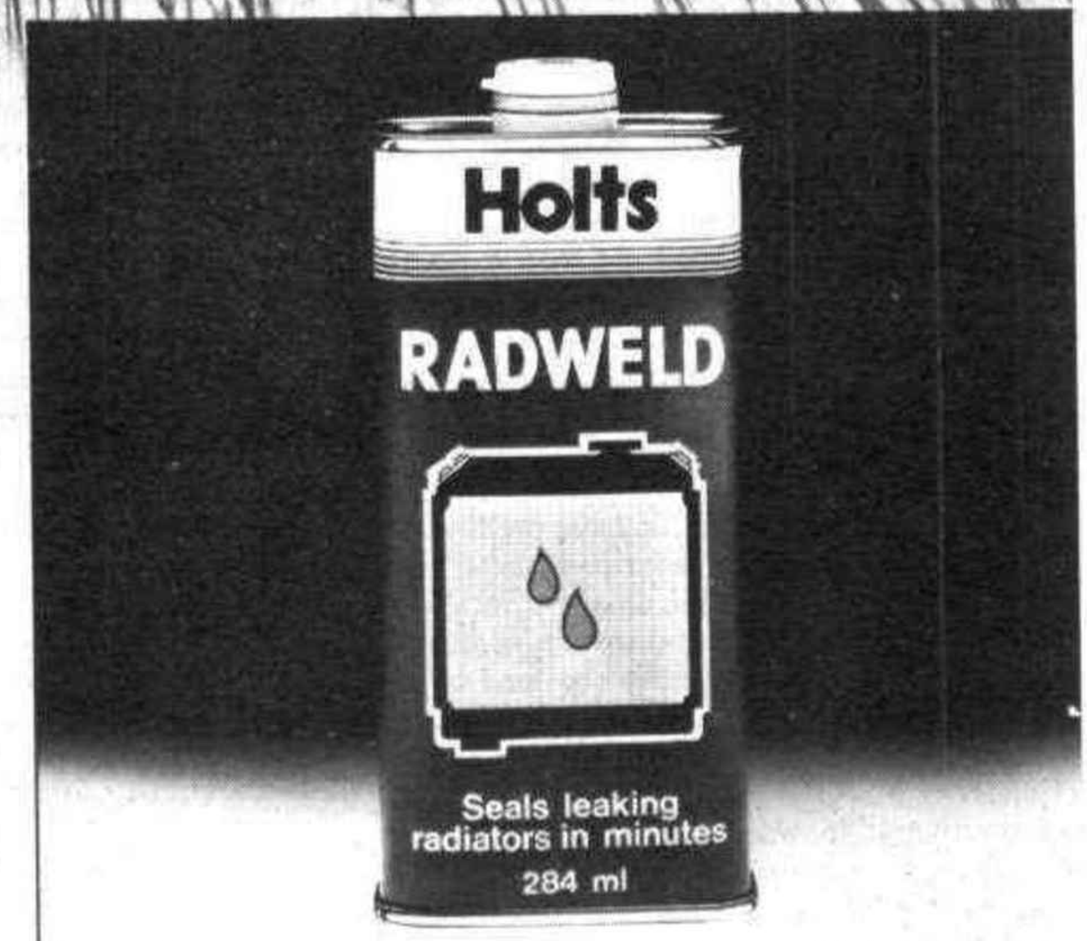
Wintry conditions put a lot of pressure on your car radiator.

And pressure causes leaks.

So, at this time of the year, use a can of Radweld whenever you add your antifreeze.

Radweld's unique fibre resin formula not only seals leaking radiators in minutes, it even prevents leaks before they start.

Use Holts Radweld. Because prevention is better than cure.



You can do it with Holts

Rallye International des Voitures Anciennes

LAST year the streets of Montreux on beautiful Lac Leman echoed to the sound of racing cars commemorating the Montreux Grand Prix of 1934, a round-the-houses race won by Count Trossi's Alfa Romeo from Etancelin's Maserati, Varzi's Alfa Romeo and Straight's Maserati. The 1977 Montreux retrospective brought out a hundred historic racing cars, not all of 1934 vintage, of course, but evocative none the less. Fangio, Moss, Etancelin, Lang, de Graffenried and others added the human historic touch and the event turned into a great social and mechanical gathering.

Alas, it was too successful: the procession round the old circuit turned inevitably into a virtual race and while the crowd and participants loved it the Swiss authorities didn't. Any thoughts of making the event an annual one were set aside. Instead, Baron de Graffenried and his organising team liaised with French, Swiss and Italian automobile clubs to stage in August a rally for old cars to start in Paris, rest a while in Montreux where a Veteran and Sports Car Festival would be held in conjunction, and finish in Turin.

In the event, the Rallye Des Anciennes turned out to be a tough test of cars and crew stamina; which was the most demanding on the crews, the driving or the gastronomic and Bacchanalian pursuits which peppered the event is a moot point. You might say that it was a bit "up-market", effectively by invitation only, hence the scatterings of Princes, Barons, Counts and Lords amongst the not so *hoi polloi*. Why was a humble MOTOR SPORT man involved? I too am still wondering, though I shall certainly not complain. ... In fact I was there at the invitation of Lancia GB: the parent company were joint sponsors of the Rallye with Marlboro, Moët Chandon and Michelin. They decided that the presence of a couple of British motoring journalists would be appropriate, which is why Peter Garnier and I found ourselves heading Paris-wards in a Lancia Gamma coupe, accompanied by Lancia PR man Bob Crowther and crew in a Gamma saloon. Peter had thought of taking his immaculate Lancia Aprilia, but shied at the thought of a 2,000-mile journey, a shame, for the extensive Lancia representation lacked one of these splendid little saloons.

A peculiarly mixed bag of machinery ranging from 1923 to 1957 made up the 70-car entry, some of it pretty mundane and the standard of preparation generally not very high. As befitted my hosts, Lancia Lambdas were the most prolific, with some six in all, including Federico Robutti's 1923 example, believed to be the only 1st Series extant. Robutti received a special award at the end of the event for surrendering the lead in order to assist another competitor. Come to that, everybody got an award at the end, including this writer. ...

British participation was thin. Stirling Moss confirmed his growing interest in older cars by co-driving his long-time friend Ian MacGregor in the latter's self-restored and quite superb 1933 Aston Martin Le Mans, which justifiably won outright the Concours in Montreux. It's not everyday Moss is to be seen hard at work with polish and cloth! The two of them had driven the Aston all the way to the Paris start after their trailer had broken in England. Lord Montagu had entered the NMM's 4½-litre supercharged Bentley replica, freshly back from a similar rally in Australia. The irrepressible Major Heathcote and co-driver Sebastian Whitetown in the former's 1938 Rolls-Royce 25/30 transpired to be the characters of the event. Swiss-domiciled expatriate Englishman Hilton Johnson had entered Ted Woolley's 1924 Renault 45. Astonishingly, it burst a set of new tyres before reaching the Channel, so Johnson chose to enjoy the event in his Ferrari 308 GT4.

Of British marques conducted by overseas owners, the nicest was Josef Trenkle's 1932 Cross and Ellis-bodied Alvis Speed 20, bought three years ago from Coventry and since the subject of a 2,500-hour restoration. German publisher Helmut Sigloch had a suitably stocked, battery-operated refrigerator lodged on the rear floor of his Rolls-Royce Silver Ghost, bought new by his grandfather in 1924. Willman's 1929 20/25 looked and sounded rough and finally expired, but Count de Beaufort's Phantom II of the same year was pristine. Maspoli's 1935 Van Vooren cabriolet and Aspegren's lovely and unusual 1936 Saoutchik cabriolet represented the Derby Bentleys beautifully.

A 1947 AEC Regent 'bus, still resplendent in its London Transport livery, albeit on Swiss plates, did a sterling job of carrying the other competitors' luggage, driven with aplomb by owner Roger Cuendet. Although it had to miss out some of the narrower, overhung sections of the route, it did tackle the Montreux-Caux hill climb and provided an ignominious sight at the top of the St. Bernard Pass, which it climbed without difficulty. Cuendet had to lower the double-decker's roof-line by I think 27 cm. after purchase to comply with Swiss regulations. Prince Louis Napoleon turned out with a Bentley Continental and there were two nice Riley Kestrels.

Luigi Villoresi, looking as fit and happy as ever in old age, turned out in a 1950 Lancia Aurelia Cabriolet loaned by Lancia, who had also found a 1957 Aurelia GT on special Borrani wire wheels for Count Johnny Lurani. Both drove with verve, Lurani fairly unperturbed by a total lack of brakes on the first morning and a loose steering column throughout. Piero Taruffi should have attended, but chose to remain on his holiday island.

No less than three red and black 1938 Type 57 Bugattis and a 1928 Type 44 represented Molsheim. The Type 44 had a horrid electric fan hung on the outside of its horse-shoe radiator; the wisdom of this Heath Robinson device became obvious when owner Haas was able to unclip it quickly for the Concours.

A 1949 Ghia-bodied Ferrari 195 and a 1951 340 America did Modena proud, Moss remarking that the Superleggera Barchetta-style body on the 340 (chassis number 114A) had inspired the Leonard-MG and subsequently the AC Ace and Cobra.

Practically a whole fleet of Hispano Suiza's arrived from Spain, of which the torpedo-bodied Type 49 of the Rallye winner Manuel Pestana was undoubtedly the magnificent best.

A delightful pair of Fiat Balillas came from Italy, one sports bodied, the other a saloon. Other marques represented included Delage, Delahaye, Talbot, Chenard & Walker, Essex, Lincoln, Hupmobile, Ford (Model-As only), Chrysler, Alfa Romeo, Audi, DKW, Hotchkiss, Salmson. Citroen and a lone 1937 Unic saloon, sound and unrestored, for which its *conducteur* had to manufacture a head gasket *en route*.

The Rallye started outside the historic Automobile Club de France in the Place de la Concord. Heavy traffic and a slow police escort out of Paris caused some boiling problems and much lateness at the first control. Much of the route from thereon was to follow the tiniest roads on the Michelin maps through the most beautiful scenery. The first night was spent at Epernay, where Moët Chandon were the hosts in the labyrinth of cellars beneath their headquarters. It was not a night for teetotallers. Nor was the next night's stop at Beaune, reached after traversing the fascinating champagne and wine routes. From Beaune we went via Pont de Navoy and Ouchy to Montreux, several cars crying "enough" on this tough and hilly route, including the sports Balilla, which completed the route to Turin on a Mercedes-towed trailer. Two nights in Montreux encompassed a ride in ancient carriages of a mountain train to a traditional fondue dinner high above the town and a disappointing "gala dinner" in the Palais des Congres. The cars – and 'bus – tackled a demanding hill climb from Montreux to Caux on the Sunday afternoon; boiling in the Moss/MacGregor Aston was traced to the rally plate partially blanking the radiator, the only protest the fast and immaculate machine made throughout the event. The two were sharing the driving on the Rallye, Moss taking over the maps whenever his superior mathematics were required to cope with the various too-slow regularity sections, when his fanatical competitiveness had them down to 0.8 sec. margin of error. From Montreux, where Italian rally champion Pregliasco had been fastest on the hillclimb with a works Alfa Romeo GTV 2000 in a demonstration of "moderns" (Hopkirk, the Carlssons, Waldegard and others expected had not arrived), the Rallye wound over the St. Bernard Pass, amidst many clouds of steam, to the Aosta Valley and thence to Turin. The Aston tackled much of the St. Bernard at speed in top gear!

My conscience at being at the wheel of a modern motor car was relieved for a six hour section of the route into Beaune with a spell in Lord Montagu's "blower" Bentley after co-driver Phillip Pollock, slightly unwell, had retired temporarily to the comfort of the Citroen SM tender car. This Bentley, with its replica Le Mans type body, is a contentious issue in this office: D.S.J. sees it as having been the instigator of the "replica rot", for it was built up from bits in 1971. Its dummy fuel pump and instruments are certainly pseudo, but mechanically it is authentic 4½-litre supercharged Bentley and drives as such. Too much slow running had fouled its plugs a little, but once this had cleared I was allowed to take the wheel, my first experience of driving a vintage Bentley. The huge, string-wrapped wheel, the restricted view over the long, louvred bonnet, the heaviness of the steering (how *did* those drivers survive their stint at Le Mans?) and the centre throttle pedal were mastered reasonably easily, but that massive gearbox, the flywheel inertia and the clutch stop – those were a more difficult matter, their use required often on the narrow, twisting, hilly roads. I was surprised to find no "step" in the operation of the "blower", so that the driver was unaware of its existence. In any case, 1,500 r.p.m. in top, the big engine thumping its firing strokes through the huge exhaust, was plenty fast enough on most of the roads. A Japanese television crew filmed us during the course of the hot afternoon, the plugs again objecting to slow travel behind a camera car. A mangled Bendix on the starter made push-starting the order of the day. More seriously, the following day the twin magnetos began to play up on the way to Montreux, where his Lordship was forced to abandon the usually reliable car. I shall recount my experiences with the Gamma coupe in a forthcoming road test, by the way. –C.R.



The bright yellow BMW CSL of Joosens/van Hove became the 44th winner of the Tourist Trophy.

The 44th International Tourist Trophy

Not a Vintage Year

Silverstone, September 17th

IN 1905 the first Tourist Trophy was won by J. S. Napier in an 18-h.p. Arrol Johnson at an average 33.9 m.p.h. around the Manx circuit. The fastest-ever TT win was recorded by Harald Ertl/Derek Bell in an Alpina BMW CSL with a six-cylinder engine developing some 360 b.h.p. in 1973, pre-*chicane* days at Silverstone. This year the BRDC again held the event at Silverstone over 107 laps (slightly in excess of 300 miles) and a BMW CSL won for the fourth time. That will be the last occasion on which the winged BMW saloon car does win the TT, for the car's homologation papers expire at the close of this season.

Despite the presence of a Mercedes, albeit a privately-tuned example by AMG of Stuttgart for Brian Redman/Clemens Schickentanz, little interest was evident in this year's TT. Both spectators and manufacturers stayed away.

BMW have no interest in racing a car that ceased production in 1974, and the biggest crowds came when well-known drivers could be seen either in BMWs, Jaguars or Fords.

As expected practice produced two Luigi-prepared 3.2-litre BMW CSLs on the front row. Fastest were Tom Walkinshaw/Umberto Grano, Walkinshaw setting a time 1.81 sec. faster than Eddy Joosen/Raijmond van Hove could manage in their similar car.

The Mercedes was on the second row. A 4½-litre SLC V8 in silver, it had more connection with road cars than is normally the case in the Group Two touring car category. The three-speed automatic transmission and power steering were cases in point, Redman pointing out with a whimsical smile that the automatic only effectively allowed the choice of two gears on a track such as Silverstone. The car tended to twitch a bit on the way into corners, but once settled in on its big fat Goodyears Redman commented that it was stable enough, with very progressive oversteer.

Some 13 of the British Group One modified Capris were entered. The fastest proved capable of holding fifth fastest time in the experienced hands of Gordon Spice/Chris Craft.

Further down the entry the dearth of pure works cars was emphasised by the interest created by a duo of VW-backed Sciroccos and a trio of factory Skodas. Group Two as a category has died at the hands of manufacturers who normally support it, both Ford and BMW now engrossed either in the German national Group Five series – or in BMW's case with promoting, at all costs, their new mid-engined M1 coupe, and the series of races it is scheduled to have supporting Grands Prix.

The 3-hour race was pretty conclusive proof that even the best of drivers (Schickentanz. is very experienced in these Mercedes-AMG efforts, finishing second in the 1971 Spa 24-hour race with a 6.8-litre converted 300 saloon) cannot extract what has not been provided. The Mercedes is astonishingly good for a converted road car, but that is all the tired-looking silver machine really is. An engine change in practice took them down to little over 350 b.h.p., and that is little enough to propel some 1,300 kg., well over twice the weight of a Formula One car.

From the start Grano led Joosen's BMW with the Mercedes driven by Schickentanz taking up station in third place, gradually falling away from the leading BMWs. Behind, there was an almighty train of Ford Capris getting in amongst the few continental visitors in their fully modified Group Two BMW 5 or 3-series cars.

Initially this great long train of cars, a sizeable proportion of the 44 cars that were permitted to start, was headed by Helmut Kelleners/Edy Brandenberger in their Eggenberger-modified BMW 320i.

Later Spice and Craft managed to get the Capri up to second place. By then the Grano/Walkinshaw CSL had expired with broken valve gear and consequent blown piston; the Mercedes had been retired with little engine oil pressure, Redman having covered just a lap upon taking over from Schickentanz. The orange VW Scirocco of Willi Bergmeister/Jorg Siegrist made a spectacular exit from the race with a spin and subsequently marshal-controlled fire.

This left Joosen in effortless command of the race. Even the gallant effort of Spice and Craft was curtailed almost simultaneously with that of the orange Scirocco, piston failure sidelining this Capri.

Spice transferred over to one of the remaining Capris of the three he had entered, finally sharing the third place car of Stuart Rolt (yes, the son of Tony) and Peter Clark, partner in CC Racing who prepare these successful 3-litre Fords. Second position was the property of Kelleners and Brandenberger, once Spice and Craft had been eliminated.

The racing action had centred on the gaggle of Capris behind Kelleners in the opening stages of the event. The first fuel stops, on or around the close of the first hour, broke most of these up. However, that fast and furious early pace obviously had some effect on the Fords for many of them were to suffer failures in the rocker gear, either through over-revving or the method of assembly which varies from tuner to tuner. Stuart Graham, sharing with John Cooper on this occasion, and Vince Woodman/Jonathan Buncombe, both were amongst those with Capris that suffered some problems, yet they struggled on to lowly finishing positions.

In fact three of the surviving Capris took the Manufacturers Team Prize, the only team left running amongst the 25 classified finishers. A more remarkable feat was the sixth overall finishing place of the VW Scirocco of Anton Stocker/Hans Nowak, another encouraging result for the factory's somewhat tentative steps into the sport. Making its debut at the race was a brand new Group Two Golf prepared by Richard



For the first time for many years a silver Mercedes ran in the TT, but an oil leak and falling pressure forced Redman/Schickentanz to retire the AMG 450SLC.

Lloyd's own preparation concern at Silverstone. Sharing with former Lotus Formula One recruit Bob Evans, Lloyd drove the car through minor troubles to finish fourteenth.

It is probably time the BRDC took a look at the validity of Group Two racing for an event bearing such an honourable title. Judging by the low spectator attendance, a different recipe is required. –J.W.

RAC TOURIST TROPHY – 107 laps
A qualifying round of the European Touring Car Championship

1st :	E. Joosen/R. van Hove (3.2 BMW CSL), 3 hr. 4 min. 23.51 sec. at .	102.08 m.p.h.
2nd :	H. Kelleners/E. Brandenberger (2.0 BMW 320i), 3 hr. 6 min. 6.19 sec.	105 laps
3rd :	S. Rolt/P. Clark/G. Spice (3.0 Ford Capri 3000S), 3 hr. 5 min. 18.28 sec.	103 laps
4th :	K. Koinig/H. Weltrowski (2.0 BMW 320i), 3 hr. 5 min. 23.76 sec	103 laps
5th :	H. Werginz/H. Neger/R. Loibnegger (3.0 BMW 530i), 3 hr. 6 min. 65.77 sec.	103 laps
6th :	A. Stocker/H.-J. Nowak (1.6 VW Scirocco), 3 hr. 5 min. 16.60 sec.	102 laps

The European Historic Championship Race

IF THE TOURIST TROPHY had been dull, the 10 lap Historic Race which followed, a round of both the European and UK Historic Car Championships, was far from so and awakened the somnolent spectators.

Neil Corner took pole in the Donington Collection BRM P25, nearly two seconds ahead of Willie Green in the JCB Maserati 250F and well under the Historic lap record for the Grand Prix circuit. John Harper's Lister-Jaguar completed the front row. Bruce Halford's Lotus 16 failed to turn up for practice because his tow car broke down, but both he and Pat Lindsay, who had switched to the ERA after the Multi-Union had fallen sick in practice, were allowed to start from a 10 second penalty.

These Historic races seem to be pulling in better grids than many of the more modern formulae; a delectable mixed bag of 28 single-seaters and sports racing cars provided a feast for the eyes. John Beasley's 2½-litre B-type Connaught, Brooks' 1955 Syracuse Grand Prix winner, was a very beautifully restored and driven newcomer to the scene. It was pleasing to see the Monza Lister re-appear, rebuilt by Chapman after Green's massive Donington crash, but not so competitive in the hands of its owner.

That terrible duo of Corner and Green launched straight off the line into their familiar battle, the Maserati and BRM never more than yards apart. They were side by side under the *Daily Express* Bridge, then blue smoke poured off the 250F's tyres as Green slid through the *chicane* with a tenuous first lap lead.

Corner, surprised at the older Maserati's straight line speed, challenged again at Copse, but Green drove a "wide" car to hold off the BRM challenge until Abbey. Corner led into the *chicane*, but Green pulled past on the exit as the BRM died with a detached throttle linkage. Green relaxed into a substantial lead from Harper in the dull-black Lister, its development engine holding together at last. But the real story of the race was unfolding behind, with Halford carving through the field from that 10 second penalty position. By the end of lap three he was lying fifth! Robs Lamplough began to get the feel of his BRM P25 after a slowish start, took Harper on lap four and had Green in his sights into the *chicane*. First Halford, then Lamplough, then finally Halford again smashed Green's old



A fast pit stop for one of the CC Racing Capris.

sub-100 m.p.h. Historic single-seater record and Beasley's Lister-Chevrolet – made outright Historic record leaving them at 1 min. 42.25 sec., over 103 m.p.h.

Halford took Lamplough on lap seven, just before Ham's Lister dropped most of its oil out of the *chicane*. By the eighth lap Halford was closing on Green and took him a lap later. But Green was not to be beaten so easily and as the two roared nose to tail into the *chicane*, Green bounced the 250F over the kerb in a vain effort to outdo the former Grand Prix driver. Side by side into Copse they went, but then the Lotus' lighter years began to tell and Halford had the race in the bag, heading Green over the line by 1.33 sec. with Lamplough third, nearly 10 sec. down. Harper coasted across the line in fourth place with a "cooked" engine – a by-pass hose had come adrift – and Bell's Lister-Jaguar held off Bond's Ferrari Testa Rossa for fifth.

The British Historic Championship moves towards the final round at Brands Hatch on October 7th on a cliff-hanger note, with Chris Stewart (HWM Jaguar) and Roddy McPherson (Cooper Bristol) as joint leaders on 33 points, Bell only one point down, and Martin Morris, a consistent class performer in his D-type, still in with a chance on 27 points. – C.R.

Results

1st: B. Halford (Lotus 16), 17 min. 39.48 sec., 99.63 m.p.h.
2nd: W. Green (Maserati 250F)
3rd: R. Lamplough (BRM P25)
4th: J. Harper (Lister-Jaguar)
5th: B. Bell (Lister-Jaguar)
6th: R. Bond (Ferrari Testa Rossa)
7th: M. Bowler (Lister-Jaguar)
8th: M. Morris (Jaguar D-type)
9th: J. Beasley (Connaught B-type)
10th: R. Glydon (Lola Mk 1)

Fastest Lap: Halford, 1 min. 42.25 sec. (103.22 m.p.h.)

Other supporting races on the Sunday (after two Formula Ford heats and a final during Saturday practice) included a round of the Diners Club Trans-Europe Trophy Race and a round of the Esso Formula Ford Championship. Walkinshaw's BMW 530 was disqualified for being under weight after winning the former, so Gordon Spice's Capri took the award, subject to an appeal pending from Walkinshaw.

Watkins Glen on BBC 2

BBC 2 will be showing a 55-minute edited report of the US Grand Prix (East) at Watkins Glen at 10.30 p.m. on the night of October 1st. Murray Walker will be the commentator. The race will be taken live from a satellite by the studios and recorded for transmission in the evening. We gather that this season's change of heart towards Grand Prix racing by the BBC is not unconnected with a change in heirarchy. Certainly this regular and excellent GP coverage is very welcome.

New One Make Championships

TWO MORE one-make saloon car championships are to be run on British circuits next season. Volkswagen GB are promoting a ten round Golf GTi Championship – for women drivers! The winner might get a works Group 1 drive for the 1980 season. RHD Golf GTis will be available very shortly in the UK, by the way. Again from a German direction comes news of a Championship for BMW 323is.

New Clubs

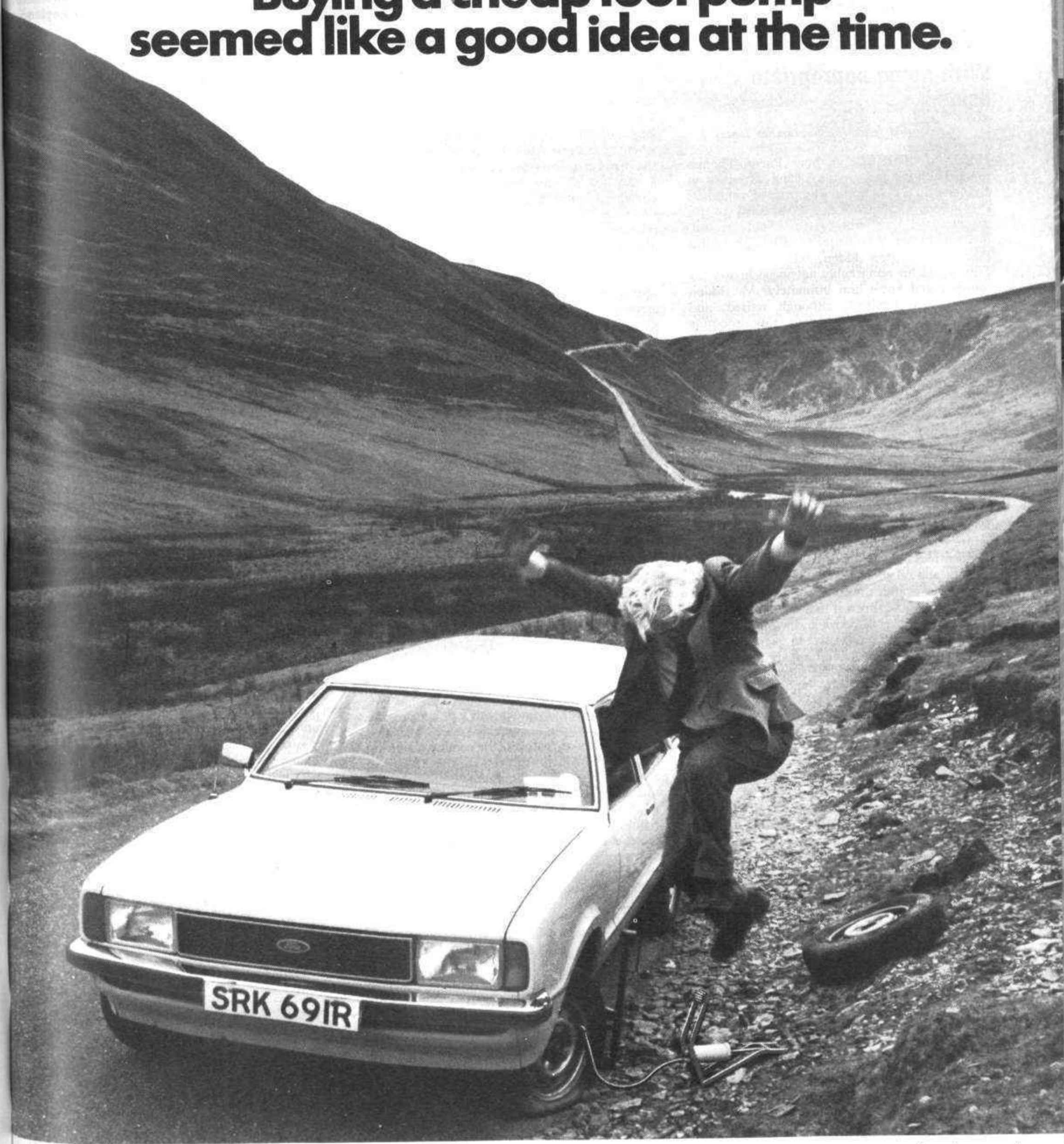
ASTON MARTIN has formed a Young Supporters Club. Membership is open to anybody under 17, and for a £7 joining fee he or she will receive a large colour poster of the Aston Martin V8, leaflets on current models, a tee shirt and a woven badge. The annual subscription will be £3, and for this members will be sent any new product literature, the bi-monthly employees' and distributors' newsletter and be eligible for any events organised for the club. Details from Geoff Courtney, Aston Martin Lagonda (1975) Ltd., Tickford Street, Newport Pagnell, Buckinghamshire.

* * *

Donington Park now has its own RAC-registered race organising club with the formation of The Donington Racing Club. Club Chairman Peter Gaydon feels that this will give the circuit a fair share of responsibility in assisting in the management and development of British motorsport. Now he hopes that a Donington voice will find its way on to the RAC Race Committee to avoid clashes like the recent one between Donington and the BRSCC over next season's Formula Atlantic Championship. The new Club's formation will help fill the organising hole left by the BRSCC, who have been banned from Donington for 12 months from October as a result of the squabble...

Details of Club membership can be obtained from the Donington Racing Club, Donington Park Circuit, Castle Donington, Derbyshire (0332 810048).

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



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

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

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

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

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

DUNLOP

MORE ABOUT PARRY THOMAS

With some appropriate asides

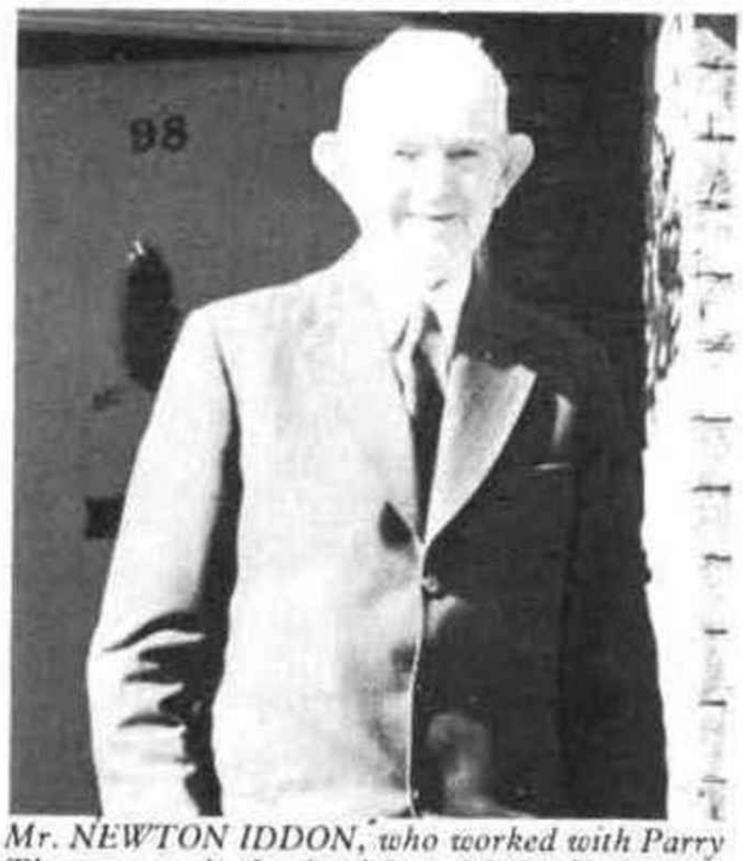
(Continued from the September issue)

HAVING LOOKED at how Parry Thomas managed his 1920s motor-racing activities at Brooklands, I decided it was time to round-off the earlier Leyland 8 story that led to his enormously successful racing and record-breaking career. Who better to talk to about this than Mr. Newton Iddon, who worked with Thomas on his remarkably advanced luxury-car concept, and knew him intimately? Mr. Iddon still lives in Leyland, although retired, and recently I made a very rewarding 400-mile journey, appropriately in a modern "Leyland 8", in the guise of the Rover 3500, to meet him.

Even before we got going on cars Mrs. Iddon recalled how Parry Thomas had had "rooms" or "was a boarder" with her mother, at 114 Fox Lane, Leyland. She confirmed his love of children, but said he was a shy man. She also remembered her mother's despair over Thomas' complete disregard for smart clothes. Oil would appear on the chair covers and Mr. Iddon endorsed this by saying that Thomas never wore overalls in the works – once, when looking closely at the mechanical tyre-pump that was a feature of the Leyland 8, the oil-pump, the joint of which had been badly fitted by an apprentice, gave out and oil shot over Thomas' famous fair-isle pullover – after the outburst, for he could get angry at times, he threw it to a workman, telling him to get a bucket of petrol and wash the thing. ... At this time Thomas would tear about in experimental Leyland 8s and apparently he was fond of Betty Spurrier, the daughter of his "boss", Henry Spurrier Senr. He was then very much part of Leylands, playing cricket for the works team, and tennis, sending hampers to their works parties, and presenting prizes on sports days, etc. On the cricket-field, it is said, he defied bowlers by putting half-a-crown on the wickets in the practice nets.

* * *

I do not propose to deal here with how Thomas' electrical-transmission brought him to Leyland's (it is depicted in their 1912 catalogue) when he became Chief Engineer, or to describe the many highly-ingenious details of his Leyland 8 car, for all this has been adequately done elsewhere. But it may not be known that, during the war, Thomas sat on Royal Commissions relating to Tank Design and the Change to the Metric System – which latter the Government subsequently killed. He always used the metric system himself. He had returned to Leyland's in 1917 to work on the Ferguson 18-cylinder broad-arrow aero-engine and later he designed his own



Mr. NEWTON IDDON, who worked with Parry Thomas on the Leyland 8 and helped with this article.

X-formation eight-cylinder 350-h.p. aero-engine. This engine, which incorporated many ingenious, typically-Thomas features (the cooling water, for instance, passed through the crankshaft), was put up for its AM type-test before it was sufficiently run-in and a bearing failed. A £25,000 Government subsidy was lost, going to Bristol's, although the AM listed the Thomas engine as second in their review of the best aero-engines of 1918-1928. However, this was too much for the financially-ailing Leyland commercial-vehicle company, which blamed Thomas for the cost of developing this engine and his complex car, and in 1922/23 asked him to leave – with the result, in motor-racing achievement, which is now so well known.

When he was developing the Leyland 8 Thomas worked closely with Mr. Iddon, who was then an apprentice, and Mr. J. Crossens, his fitter. "He was a perfectionist," says Mr. Iddon. "Look for instance at the back-axle of the Leyland 8, with its double final-drives to the splayed axle-shafts, and its torsion-bar suspension." (No wonder Leyland's thought it too expensive to proceed with!) "But," he continued, "Thomas was terrible at drawing and relied on his draughtsmen; he would be very patient with you, providing he saw that his requirements were understood. And he was always ready to apologise to any worker he had misjudged or if a mistake was found to be his." A heavy smoker of Turkish cigarettes, Thomas drove a big rotary-valve Itala for a time. Although a Vicar's son, he was not a church-goer, although he went home to Wales a sometimes brought his family up to Leyla When he was killed at Pendine in 1927 it is s that the Leyland works almost shut down on t day the sad news came through, although he h left it five years before; and it was a terrib shock to Mr. and Mrs. Iddon and Mrs. Iddo mother. ...

I was to hear some interesting stories of tho days when the Leyland 8 was being designe The engine developed about 110 b.h.p. a 2,200/2,400 r.p.m. in standard form an 120/125 b.h.p. as first raced. Thom subsequently got 200 b.h.p. at 2,800 r.p.m. a Brooklands by doing away with the cast-in port using four Zenith triple-diffuser carburetter new cam profiles, and a 7-to-1 compression-ratio This is the type in the sole-surviving Leyland 8 which Mr. Iddon and the Leyland apprentice rebuilt so meticulously after WW2 and which i part of the Leyland Historic Vehicle Collection. Incidentally, the Leyland's plate clutch had quite a small-diameter coil spring, which was just about adequate for the standard car but less able to cope with the later power increases, even when given a stronger spring of square-section. (It will be remembered that Thomas retired with clutch slip in his very first race – Ed.). Among other changes made in the course of development were the removal of the water pump from the front of the o.h.-camshaft to the side of the engine, the substitution of rollers for slippers on the valve-rockers, and the use of a one-piece cylinder head. At Brooklands Thomas found that the rear suspension torsion-bars made the ride too flexible and locked them up solid. To cure a crankshaft vibration period at around 75 m.p.h. on the standard engine a friction-disc damper was experimented with. Thomas used to run engines with four glasses filled with water on the test-bed, to observe the effect. One day Henry Spurrier Senr., who ran a Leyland 8 and took the greatest interest in it, seeing glasses on the test-bed, asked Thomas if something more scientific couldn't be used? Thomas' reply was to buy a toy monkey on a stick and make sure Spurrier saw it on the engine, when he next visited the test-house! The car's road-springs, and the leaf-springs of the Thomas valve-gear, were made by Leyland's and each leaf of the former was polished, as Lanchester's used to do, after being mill-rolled to profile, and reamered. The standard engine used 10 leaves per valve spring, increased to 14 on the racing engines, although the shortest leaf was no more than a tiny diamond-shape one. The triple-eccentric drive to the o.h.-camshaft incorporated an expansion-joint, made possible by using an Oldham coupling on the camshaft. When W. O.



JOHN GODFREY PARRY THOMAS, the Idol of the Brooklands' crowds.



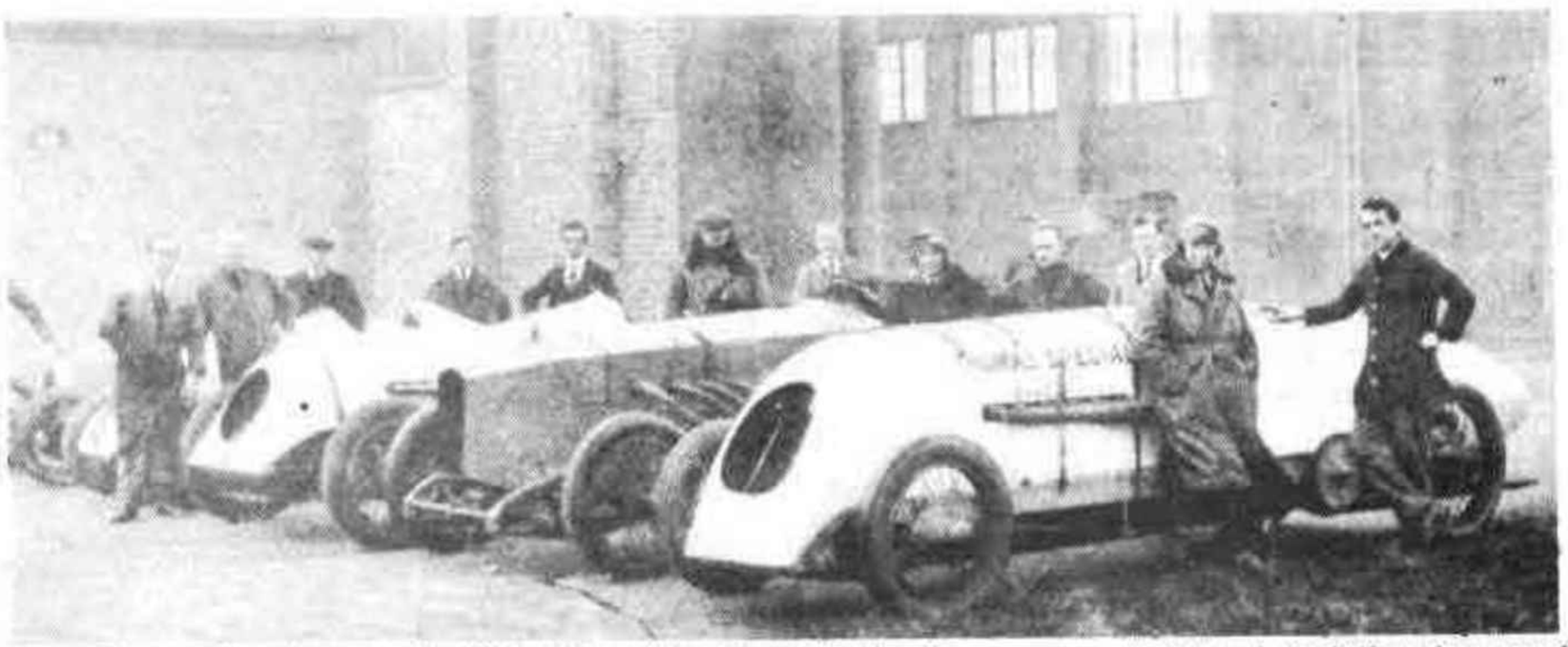
The house in Fox Lane, Leyland, where Thomas once lodged.

adopted this form of o.h.-camshaft-drive
6½-litre engine he used coil-springs to
ate for expansion, some say with less
ory results.

ddon recalls that when the special racing
or the second Leyland-Thomas being
ted for J. E. P. Howey was on test, it
with such force that a piston and
ng rod were hurled across the building,
and little ends being doubled together
a steel stanchion. Iddon dived under a
When Thomas found that the only
e replacement cylinder block casting bore
ber 13, he refused to use it. Instead, to
he car for six races at Brooklands two
ter, Thomas had the boilermakers make
steel plate, which was fixed over the hole
lock with 84 bolts. Special clamps were
p to hold the broken casting together.
ran the patched up engine at full power
est bench and Howey lapped Brooklands
d 120 m.p.h. before the clamps slipped.

ddon reckons that by about 1919 some
ople were working on the Leyland-car
if d.o. staff, etc. were included. The first
and car were assembled in the
ental Department from where the
ed car was lowered, on block-and-tackle,
lane beside the building and out into
n Road; the first Works Manager used to
the corner, where the Woolwick building
nds. Thomas had his office beside his
office, on the third floor of the South
above the canteen. The Leyland 8
e and assembly shop was at North Works.
ine test bed was installed in a wooden
at North Works. Car bodies were made
ound-floor shop overlooked by the d.o.
s. I was taken to see these hallowed
s. Today the entire third floor is occupied
Leyland drawing-office and the old
ns have vanished, although the steel roof
are original, as, I imagine, are the
e and wood-lined lift, and you can just see
-attachments used for the hoist on which
Leyland 8s were lowered to the ground.
ddon confirmed that 14 Leyland 8s were
The one in which Collins was shot during
ubles in Ireland came back to the factory
e bullet holes and dried blood visible. It
uilt for Hatry, the Financier, and when
to prison for fraud it was sold to Capt.
, a Big-Game Hunter (who had a
tive chauffeur) and was fitted with gun-
nd searchlights and taken out to Africa. In
erimental days Thomas did much of the
sting, up Sheep Hill and onto Belmont,
the Lake District, etc. He was assisted in
Tom Robinson, a fitter. I heard of how
nd Robinson were out in an experimental
en Robinson lost control at an S-bend over
Bridge (since dismantled) and hit the
– he sat there for some time,
plating Parry Thomas' wrath. ... But
s was known to go off the road himself:
don showed me a field into which the
d 8 once shot, its unruffled driver carrying
out by a convenient gate. Thomas *was* a
nan, as Mr. Iddon discovered when a
tter spat-back on the test-bench, setting
rol-stained overalls alight – Thomas had
ff him in a moment, without showing a
f alarm. Incidentally, Thomas used to go
to Henry Spurrier Snr.'s estate at
rford and it is thought that it may have
from there that he "discovered"
ands.

were taken out to lunch by Leyland's
PRO, Mr. Shadlow, to the "Anderson



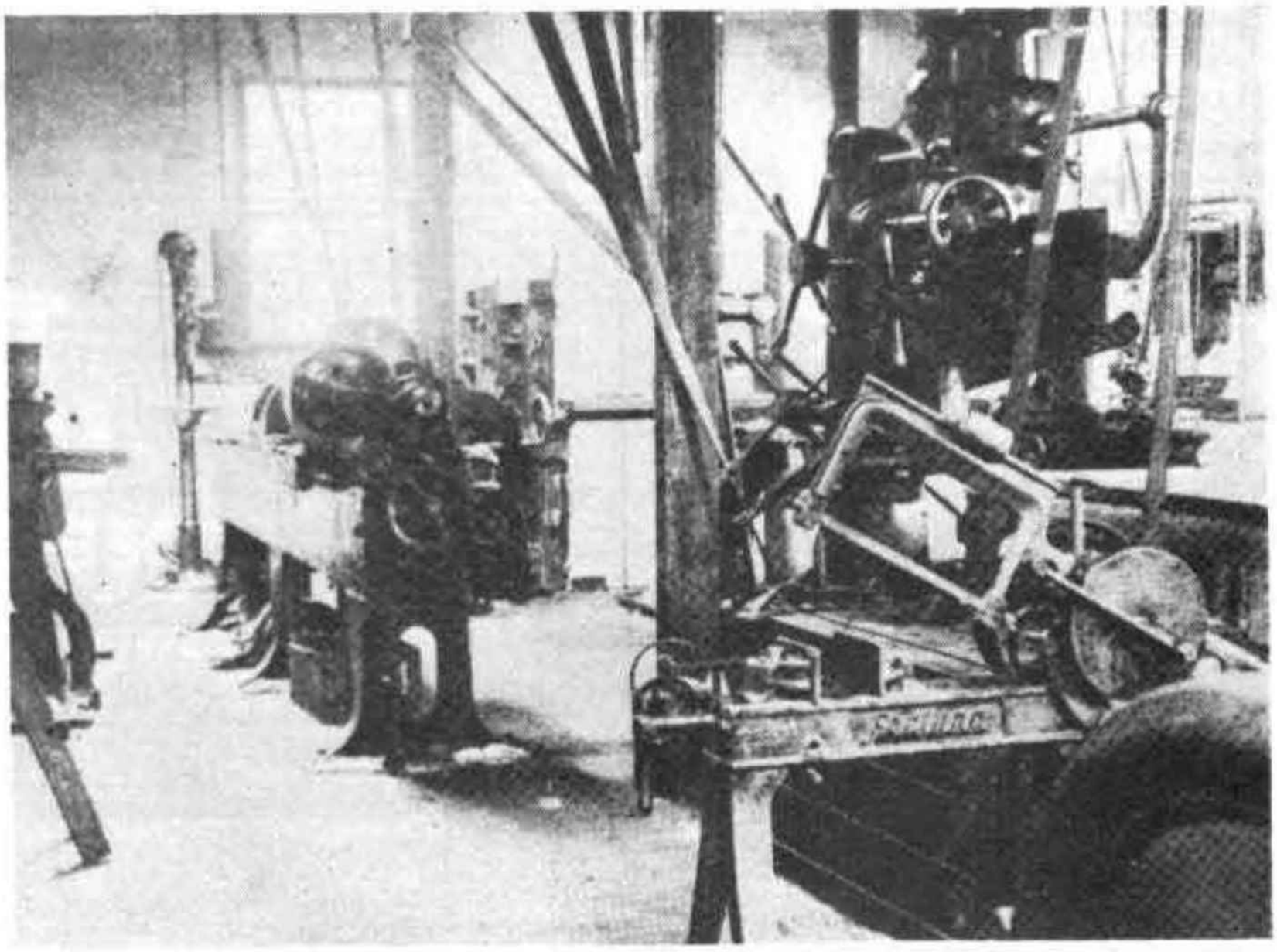
Parry Thomas' racing cars in "The Chapel" at Brooklands circa 1925 – an historic building destroyed last August at the behest of Bass Charrington, the brewers. "Babs" is seen on the right of our picture, with Thomas and Ken Taylor leaning on her. The Lanchester, Leyland-Thomas, 4-cyl. Thomas Special and a Marlborough-Thomas are keeping "Babs" company.

Arms" on the Wigan road, where Peter Dawson, who looks after the Leyland historic vehicles and, as recounted elsewhere, let me drive their RFC-type Leyland lorry round the Spurrier test-track that afternoon, joined us. While we were lunching Mr. Iddon remembered that along the road without he had first done 100 m.p.h., on a Leyland 8. Also, of the time when they were out with the Smiths Rep., tuning a five-jet carburetter, and a big Daimler went by, with an elderly couple in the back. Thomas rushed off immediately and overtook it, at such a high speed that the carburetter expert said he would never ride with him again. ... There was also the time when Thomas was experimenting with front-wheel brakes, using his patent vacuum-cylinders mounted on the front drums themselves. The brakes stuck on when Henry Spurrier Jnr. was riding in the car, to the detriment of his nose. Thomas is remembered as a fast driver who was known to have taken bets for every minute over the 4 hours bogey that he took on the long run to London from Leyland, where an average of some 50 m.p.h., they say, over the narrow roads of the early nineteen-twenties was often achieved.

We went down to the old works where early Leyland commercial-vehicle testing was carried out, and where the beautifully restored Leyland undertype steam wagon and the aforesaid 1915 lorry are kept. This reminded Mr. Iddon that here Thomas had installed probably the first rolling-road dynamometer – you can still see traces of where it was – on which a lorry flywheel once burst, carrying away the pedals etc., which lodged in the roof beams, leaving the "driver" petrified but unharmed. Thomas designed a small lorry, and later a new camshaft for the RFC-type Leyland, that increased its peak engine-speed to 1,200 r.p.m.

Apart from his Leyland memories, which I could have listened to for many more hours, Mr. Iddon told me of the Railton-designed Arab which Sir Henry Spurrier raced on the near-by Southport sands. He asked Iddon to fit a supercharger and although this caused the c. & a. head gasket to blow, the coppersmith made a plain copper one and eventually, I was told, the Arab did 105 m.p.h. and out-accelerated even Davenport's famous GN "Spider".

After this most interesting glimpse of Thomas' original motor-car work, there follow some further reminiscences about his later Brooklands racing, contributed by Mr. R. H. Beauchamp, AMIMechE; see next page.



An interior view of Thomas' machine shop at Brooklands, in one of the buildings recently demolished.

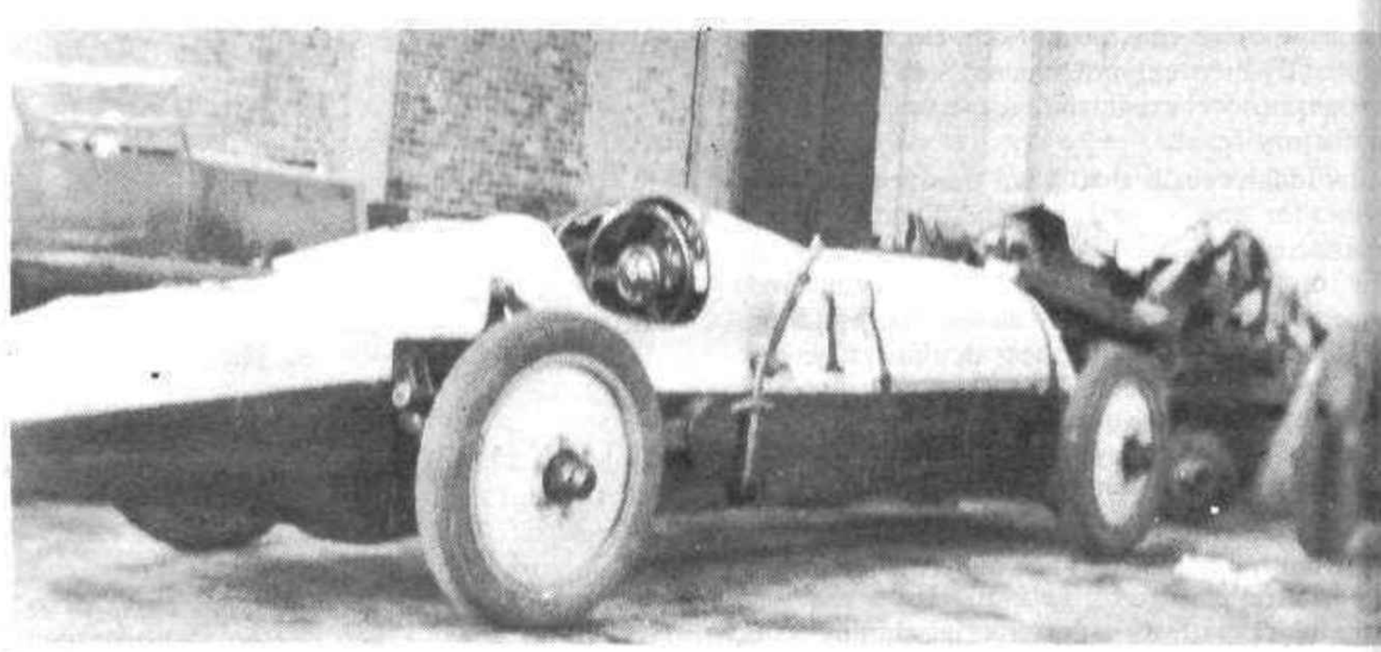
Mr. Beauchamp writes:–

PRIOR TO 1926 the Hooker-Thomas car with its new streamlined long-tailed body and wheel discs had some successes, but very little drawing office work was done on this car, as I believe the body was built by the Gray brothers. and almost all of the tuning and running was done in the Shops by Ken Taylor, with Jock Pullen as his assistant, under the guidance technically of Parry Thomas himself.

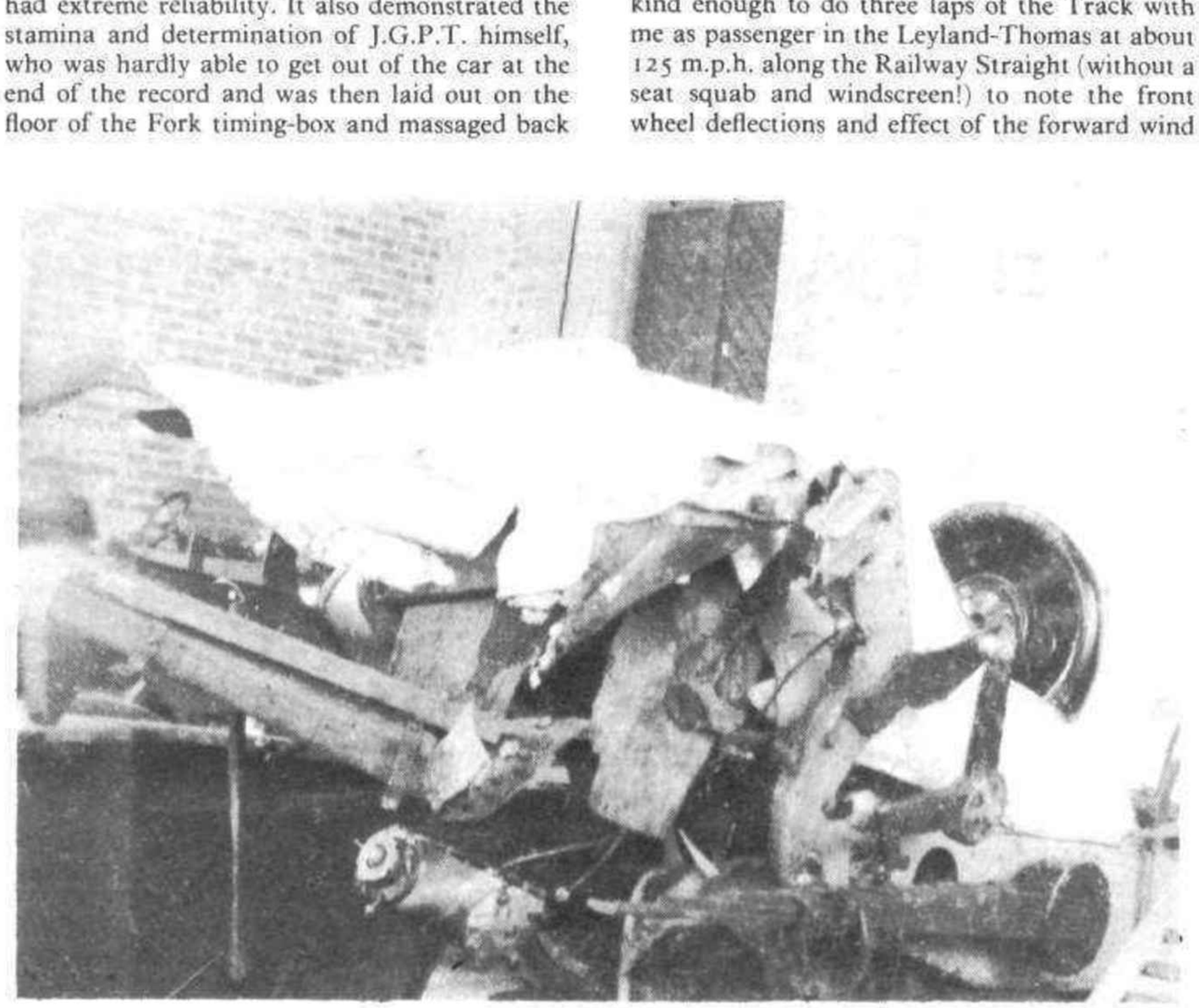
The Leyland-Thomas cars were generally also similarly developed. The inlet to the carburetters was modified in steps, by first of all having it low down beside the radiator, and finally a higher inlet was used, trunking directly into the carburetters to take advantage of the car's forward speed and a consequent increase of pressure above atmosphere of about 1 lb./sq. in. at 100 m.p.h. at the chokes, as I was later to discover.

It speaks volumes for the soundness of the original design of the Leyland-Thomas that I can only remember one engine being blown up, and this after considerable development of ignition and carburation as the bulk of the main components, apart from higher and higher compression-ratio pistons, were of original Leyland-Thomas design. Fuels were also considerably modified in conjunction with the Shell Co. with their representative "Snowy" always on hand in the paddock. It is conceivable that the small increase in pressure of the pressurised air may have been the "last straw" that the tubular-section rods could not sustain! This was the "sprint" car; but the Leyland-Thomas car's performance during a six-hour record at the Track with Parry Thomas at the wheel throughout shows that in this form the car had extreme reliability. It also demonstrated the stamina and determination of J.G.P.T. himself, who was hardly able to get out of the car at the end of the record and was then laid out on the floor of the Fork timing-box and massaged back into some more limber form. His fitness from playing squash must have helped Thomas a great deal in obtaining the record. Incidentally, it was on a day of one of these record attempts that I had my first experience of driving a car. Distilled water was required in a hurry for one of the racing cars and Ken Thomson asked me to take Thomas' little sports Amilcar and collect some from the Shops and bring it out to the Track. Not wishing to tell him I had never in my life driven a car I hopped in, but had some difficulty in finding bottom gear, as there was no visible gear gate as on the Leyland-Thomas. My second-gear start wasn't elegant but the water was duly delivered. It was wanted for the Leyland during its successful attack on records up to six hours, in October 1926, the engine having Delco ignition.

I was able myself to realise to what discomfort he must have been put when Jack Howey was kind enough to do three laps of the Track with me as passenger in the Leyland-Thomas at about 125 m.p.h. along the Railway Straight (without a seat squab and windscreen!) to note the front wheel deflections and effect of the forward wind



Leylands at Brooklands – The wrecked Leyland-Thomas is seen on the right, so the car in t foreground must be J. E. P. Howey's Leyland-Thomas. Note the Leyland 8 in the background.



The first published picture of the Leyland-Thomas after its crash on a wet road in practice for the 1925 Boulogne Hill Climb. In his book "Parry Thomas", Hugh Tours says, "The car slewed on to the grass verge, smashed into a tree stern first and finished up on the road again with the body wrecked and the back axle gaping open . . . Thomas had difficulty getting out of the cockpit, which had partially closed up . . . The propshaft had been driven forward to such an extent that the crankshaft had been dislodged and the main bearing housings broken". Thomas suffered a badly bruised leg.

speed. With regard to the suspension of the cars, it is interesting to note that it was only aft almost a decade or so, that many papers we written, both by Members of the IAE and SA relating to the benefits of independe suspension, and the relative benefits understeer characteristics for the front-end whe layout, whilst it would seem that Parry Thom had anticipated these points to some degree wi his leaf-spring-cum-torsion-bar front and re suspension arrangements.

The whole of the little factory was real concerned when Thomas returned from o Track race with top-of-the-banking greenery st entangled in the offside front wheel assembl More so, when it was learned that he had crash the Leyland during a hill-climb at Boulogne, b had had a phenomenal escape from serio injury. My photograph shows how badly the c was damaged.

J. E. P. Howey, who owned the secon Leyland-Thomas, was a very popular man wi all the works people. His capable handling a interchanging of cars in the Thomas stab between his friends, Thomas and Cobb, w really very able, with something of the "Thr Musketeers" quality. Capt. Howey's brother, B. Howey, was killed when his 5-litre Ball crashed at Boulogne, as Thomas was to do; t Ballot was prepared for racing in Thoma workshops. As for Thomas, I was to witness a extraordinary event when, on passing from t drawing office to the workshop one afternoon, saw the Leyland-Thomas being driven arou the Track. It was just leaving the end of t Byfleet banking at well over 100 m.p.h. whe almost simultaneously a complete tyre shot ov the banking and into the trees whilst a larg cloud of dust emerged as the front offside whe bit into the track. How Thomas managed t retain control and bring the car into the paddo safely was quite remarkable. I was told that h angry remarks to the Russian representative the firm with which he was concerned on ty testing when asked "What is the trouble?" were bit surprising from the son of a clergyman. could be thought perhaps that the delicate arom from the Russian cigarettes he sometimes smoke was really some form of apology....

These incidents caused considerable concern t his partner, Ken Thomson, and all his work people, who realised the irreplaceable value Thomas to the TID Co. This was also especiall so with the drawing office staff who were no engaged in producing the working drawing necessary to modify the Higham Special – onc the property of Count Zborowski – into a vehic with which Thomas had set his heart on takin the World's Land Speed Record. (The car wa



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eventually to be named "Babs", after his niece Barbara, who was an occasional visitor to the Track, together with the Duke-Williams family, and for these younger members a donkey was stabled at the Track by Thomas for their pleasure. This donkey lived, in fact, in the original wooden shed – later replaced by the T & T brick, steel-girder, glass and asbestos-roofed building – used by Thomas as a "running shed" (see plan published last month), where it kept Tommy Hann's ancient racing Lanchester "Softly Catchee Monkey" company.) Thomas realised that this would entail producing a vehicle with a high power-to-weight ratio for the best possible acceleration up to its maximum speed and for this reason the overall weight was kept to a minimum. The existing heavy cross-drive and gearbox were retained in its "towards-the-rear" position, as this was an aid to adhesion. Considerable work was done in the Shops to produce effective carburation and progressive throttle control. All this effort resulted in records at the Track and in 1926 the Land Speed Record was successfully raised to 169.23 m.p.h. at Pendine. (For its first or second appearance at Pendine "Babs" was, I believe, converted there from Brooklands on a Shell-Mex six-wheeled, solid-tyred Scammell articulated lorry. The late Paul Wyand told me the touching tale of how, as this equipage pulled away for the slow two-day journey to Pendine, Thomas called to him that he was responsible for "Babs". As night fell the lorry driver pulled into a town square, probably at Gloucester, obtained permission from a policeman to park the lorry and load, found lodgings for himself and the boy, and went to bed; Wyand, however, conscious of his youthful responsibility, kept getting up in the night and peering through the curtains, to see that "Babs" was intact under her tarpaulin. On its subsequent ill-fated visit to Pendine I think a rather more modern pneumatic-tyred lorry was used and that Parry Thomas, far from saying, as legend now has it, that if he was killed the car should be dumped, merely remarked that if he did not get the LSR "Babs" might as well be left there, so as to avoid the cost of having the lorry coming all the way back for it, the car being really too old for Brooklands and unsuited to any other kind of racing.... Incidentally, Ken Thomson was friendly with Noel Macklin and used an Invicta coupe, which Thomas also drove, so it may have been this Invicta in which Thomas made his last journey to Pendine, rather than an open experimental Invicta as I suggested in MOTOR SPORT last year. – Ed.) Almost all the successful races and records won by Parry Thomas were backed very efficiently by the wonderful experimental work done by the Dunlop Co. in producing the tyres required and also by the always-cheerful and hard-working "Dunlop" Mac and his assistants who on long distance records could sometimes hardly be seen behind stacks of tyres. On the subject of wheels and tyres some controversy was aroused by Thomas fitting wheel discs to the Hooker-Thomas and Leyland-Thomas in sprint car form, but I remember some 30 years later that in windless ambient conditions a car with the then-standard wheel discs, running in conditions of ice, was found to have its discs coated on the outside with radial ice spikes in the form of a star closely following the shape of the disc, which seemed to prove that Thomas was right in that the separation of the airflow from one side of the wheel to the other had no deleterious effect on the wheel rotation.

Later on in the year "Babs" was transported again to Pendine and Thomas put his own World



Thomas' racing stable at the time of his death. From l. to r. of picture: The 27-litre Thomas-Spec "Babs", the 8-litre Leyland-Thomas and the 1½-litre "flat-iron" Thomas-Special.

(The following list covers many of Thomas' more successful races but is not necessarily complete. studying it, bear in mind that at Brooklands a successful driver was mostly very heavily handicapp and also that the faster cars sometimes had difficulty in finding a way past the slower "traffic". Th factors make Thomas' victories all the more creditable.)

Year	Venue	Race	Car	Place		
1922	Brooklands	Essex Lightning H'cap	Leyland 8			3rd.
	Brooklands	Whitsun 100 m.p.h. Short H'cap	Leyland 8	1st.		
		Whitsun Lightning Short H'cap	Leyland 8		2nd.	
		Whitsun Lightning Long H'cap	Leyland 8		2nd.	
	Brooklands	Essex Lightning Long H'cap	Leyland 8	1st.		
	Brooklands	August Lightning Short H'cap	Leyland 8		2nd.	
	Brooklands	Surbiton Lightning H'cap	Leyland 8	1st.		
	Brooklands	Essex Championship Heat	Leyland 8	1st.		
		Essex Senior Short H'cap	Leyland 8	1st.		
		Essex Senior Long H'cap	Leyland 8			3rd.
	Brooklands	Autumn 100 m.p.h. Long H'cap	Leyland 8			3rd.
		Autumn Lightning Short H'cap	Leyland 8		2nd.	
		Autumn Lightning Long H'cap	Leyland 8		2nd.	
	Brooklands	Armistice Lightning H'cap	Leyland 8		2nd.	
1923	Brooklands	Easter Lightning Long H'cap	Leyland 8		2nd.	
	Brooklands	Whitsun Gold Vase H'cap	Leyland 8	1st.		
	Brooklands	Essex Senior Short H'cap	Leyland 8	1st.		
		Essex Lightning Short H'cap	Leyland 8	1st.		
		Essex Lightning Long H'cap	Leyland 8	1st.		
	Brooklands	Summer Lightning Long H'cap	Leyland 8	1st.†		
	Brooklands	Surbiton Junior Lightning Short H'cap	Leyland 8	1st.		
		Surbiton Lightning Long H'cap	Leyland 8	1st.		
	Brooklands	August 100 m.p.h. Long H'cap	Leyland 8		2nd.	
		August Lightning Short H'cap	Leyland 8		2nd.	
	Brooklands	Autumn Lightning Short H'cap	Leyland 8			3rd.
		Autumn Lightning Long H'cap	Leyland 8		2nd.	
	Brooklands	Essex Lightning Long H'cap	Leyland 8	1st.		

† *Fastest Brooklands Race to Date, 115.25 m.p.h.*

1924	Brooklands	Easter 90 mph Short H'cap	Lanchester	1st.		
		Easter 100 m.p.h. Short H'cap	Lanchester		2nd.	
	Brooklands	JCC Junior Long H'cap	4 cyl. Thomas-Special			3rd.
	Brooklands	Ealing 3-lap H'cap	Leyland Thomas			3rd.
	Brooklands	Whitsun 100 m.p.h. Long H'cap	Lanchester			3rd.
		Summer Lightning Short H'cap	Leyland-Thomas	1st.		
		Summer Lightning Long H'cap	Leyland-Thomas	1st. †		
	Brooklands	Surbiton Lightning Short H'cap	Leyland-Thomas	1st.		
		Surbiton Lightning Long H'cap	Lanchester	1st.		
	Brooklands	Essex Senior Short H'cap	Leyland-Thomas	1st.		
		Essex Senior Long H'cap	Leyland-Thomas	1st. †		
		Essex 30-mile H'cap.	4 cyl. Thomas-Special	1st.		
	Brooklands	August 90 m.p.h. Long H'cap	Lanchester			3rd.
		August 100 mph Long H'cap	Leyland-Thomas		2nd. †	
		August Lightning Short H'cap	Leyland-Thomas		2nd. †	
	Brooklands	Autumn 100 m.p.h. Short H'cap	Leyland-Thomas		2nd.	
		Autumn 100 m.p.h. Long H'cap	Leyland-Thomas			3rd.
		Autumn Lightning Short H'cap	Leyland-Thomas	1st.		
		Autumn Lightning Long H'cap	Leyland-Thomas	1st.		
	Montlhery	Opening 6-lap race	Leyland-Thomas		2nd. *	
	Montlhery	10-lap Race	Leyland-Thomas	1st. ‡		

† *New Lap-records, 125.14 m.p.h., 125.77 m.p.h., 127.38, 128.36 m.p.h.*
* *Fastest lap, 131.89 m.p.h.*
‡ *With two cylinders out of action, to comply with capacity-limit.*

1925	Brooklands	Surbiton Lightning Long H'cap	Leyland-Thomas	1st.		
	Brooklands	Whitsun 100 m.p.h. Long H'cap	Leyland-Thomas			3rd.
		Whitsun Gold Vase H'cap	Leyland-Thomas			3rd.
		Whitsun Gold Cup H'cap	Leyland-Thomas	1st.		
		Whitsun Lightning Long H'cap	Leyland-Thomas	1st. †		
	Montlhery	9.3-mile Race	Leyland-Thomas		2nd.	
	Brooklands	Summer 90 m.p.h. Long H'cap	Lanchester	1st.		
		Summer 100 m.p.h. Long H'cap	Leyland-Thomas			3rd.
		Summer Lightning Long H'cap	Leyland-Thomas	1st.		
	Brooklands	W. Kent Match Race with Fiat	Leyland-Thomas	1st.‡		

	Brooklands	August 75 m.p.h. Long H'cap	4 cyl. Thomas-Special	1st.		
		August 100 m.p.h. Long H'cap	Lanchester	1st.		
		August Lightning Long H'cap	Leyland-Thomas		2nd.	
		August 100 mile H'cap 4 cyl.	4 cyl. Thomas-Special	1st.		
	Brooklands	Autumn 100 m.p.h. Long H'cap	Lanchester		2nd.	
1926	Brooklands	Easter 100 mph Long H'cap	Lanchester	1st.		
	Brooklands	Whitsun Lightning Long H'cap	Thomas-Special "Babs"		2nd.	
		Whitsun Gold Star H'cap	Leyland-Thomas		2nd.	
	Brooklands	Summer 90 m.p.h. Long H'cap	Lanchester	1st.		
	Brooklands	August 100 m.p.h. Long H'cap	Leyland-Thomas	1st.		
		August Lightning Short H'cap	Thomas-Special "Babs"		2nd.	
		August Lightning Long H'cap	Leyland-Thomas	1st.		
		August 100-mile H'cap	TT Vauxhall			3rd.
	Brooklands	Essex Lightning Long H'cap	Leyland-Thomas		2nd.	
		Essex Winners' H'cap	Leyland-Thomas		2nd.	
		Essex Cars v. Motorcycles race	Leyland-Thomas			3rd.
	Brooklands	Autumn 100 m.p.h. Long H'cap	Lanchester			3rd.
		Autumn Lightning Short H'cap	Leyland-Thomas	1st.		
		Autumn Lightning Long H'cap	Leyland-Thomas	1st. †		
	Brooklands	JCC 200-mile Race	8 cyl. Thomas-Special			8th.
	Brooklands	Essex Senior Long H'cap	Leyland-Thomas	1st.		
	Brooklands	Essex 50-mile H'cap	8 cyl. Thomas-Special	1st.		

† *Fastest Brooklands Race to Date, 121.20 m.p.h.*

N.B. Placings lower than 3rd have been ignored, except in the 200-Mile Race.

IN ADDITION to Thomas' racing successes, added to which there were those of his cars when driven by others, such as J. E. P. Howey and G. Duller, he was if anything even more successful in the record-breaking field. Space precludes a full list. But between 1922 and 1926 Parry Thomas broke or established something like 133 International Class records, of which 37 were World records. These included the Worlds 12-hour record in 1924 with Lionel Rapson's Lanchester Forty, at 95.66 m.p.h., the World's one-hour record that year with Leyland-Thomas No. 1, at 109.09 m.p.h., raised in 1925 to 110.64 m.p.h., and in 1926, also at Brooklands, to 121.74 m.p.h., and his "Land Speed Records" with "Babs", of 169.238 m.p.h. and 171.09 m.p.h. in 1926. Almost all Thomas' records were at over 100 m.p.h., achieved, remember, more than fifty years ago. He took the 1½-litre hour record with his "flat-iron" Thomas-Special in 1926, at 112.77 m.p.h., and in the big Leyland lapped Montlhery at over 135 m.p.h. He was killed at Pendine in 1927, when "Babs" was travelling at probably over 175 m.p.h. and overturned.

Thomas also gained awards in sprint events, with outright FTD or class wins at Southend, Boulogne and Laindon. In all this high-speed activity, including much testing and tyre-destruction runs, Thomas only crashed once before his fatal accident, without much personal injury, when Leyland-Thomas No.1 was wrecked at Boulogne. – W.B.

Land Speed Record up to 171.09 m.p.h. In 1927 Malcolm Campbell was to break this by achieving a speed of 174.88 m.p.h. in his Napier-Campbell, with the well-developed Napier "Lion" aero-engine. After the successful run of 1926, Thomas and Taylor had been busy in the works extracting more horse-power from the Liberty engine of "Babs" and in March 1927 Thomas again took the car to Pendine in a determined effort to better Campbell's record. This effort unfortunately ended in disaster, and Thomas was killed. The exact cause or sequence of events that led to the horrific crash and to Parry Thomas' death will probably never be exactly established, but the whole of the Thomas Inventions Development Co. and hosts of his friends were to mourn the passing of a brave and courageous man of very great talent.

The whole works appeared quite dazed for several days, with the dogs wandering around, with lowered heads. (Bess and Togo were cared for eventually by a friend of Thomas' – George Duller, the well-known jockey and racing driver, and his wife.) The tuning side of the business had been expanding, but in an effort to remain a viable business the drawing office had been vacated and one room in "The Hermitage" occupied by myself, with the blueprint machine across the corridor in the bathroom. This was in order that work in the drawing office could continue on an aero-engine that Thomas was developing whilst the work on "Babs" was continuing in the Shops at the same time. This aero-engine was to be of about 30-litres (presumably eventually for "Babs") with two eight-cylinder blocks in the form of a Vee and with single sleeve-valves operated by cranks from below the level of the crankshaft. A model of this gear and copious charts of valve timing and porting had already been concluded, but this work was stopped, together with development work on customers' cars when Ken Thomson re-formed the company by taking Ken Taylor into the newly-titled firm of Thomson & Taylor (Brooklands) Ltd. as his Co-Director.

I was to learn much later that Parry Thomas and Ken Thomson (who was of a New Zealand family from the North Island at Rotorua, and who finished his career in the Army with the rank of Major) met soon after the end of World War I and were both concerned in the design by J.G.P.T. of a mechanical-cum-electrical transmission for the Australian Railways. They were to meet again in this country after Thomas had completed the design and the Leyland Co. had built and exhibited the Leyland straight-eight luxury car at Olympia in the early 1920s. This car certainly created a sensation at the Motor Show, but after only eight were sold the project was stopped, as I believe the then Leyland Chief – Henry Spurrier, senior – felt that the truck and bus business could not support its continued building.

Parry Thomas and Ken Thomson then formed the Thomas Inventions Development Co. Ken Thomson's brother Hedley had been concerned with the Hooker Co., especially on the development of a gauged "Newall" type system of limits for use in precision engineering, and now that Thomas had the only two remaining Leyland cars unsold, together with many gauges from the Leyland Co. The Thomas Invention Development Co. was soon established at Brooklands with my involvement in its activities under the design guidance of Parry Thomas – who was the second of a number of highly-qualified and gifted mechanical and electrical engineers with whom I have been fortunate to be associated with, then and later, throughout my career. – R.H.B.

Book Reviews

"The Cars That Henry Ford Built" by Beverly Rae Kimes. 136 pp. 8½" x 10½". *(Automobile Quarterly Library, 245, West Main Street, Kutztown, Pennsylvania 19530, USA. 19.95 dollars* – de luxe edition, 32.95 dollars, shipping one dollar.)

This is an appropriate time to launch this book, as it commemorates Ford's 75th Anniversary. Note that it covers only the Fords especially attributable to Henry himself. This is done in five main sections, covering the pre-Model-T Fords, the quite-immortal Model-T, the Model-A that had so much to live up to, or live down, depending on how you view it, the Model-B (described as "The Ford Nobody Noticed, Least of all Henry"), and the great Ford V8s. The chapter sub-heads are Americanised, the text hardly at all. The book is by that talented, hard-slogging, remarkable girl Beverly (I remember how much I enjoyed showing her Brooklands Track, before Big Business began to destroy this historic British heirloom). She has unravelled as much motoring history, of the truly detailed sort, as most males.

So there is no faulting her paper-tribute to Henry Ford, except that as I read it, looking forward to grasping at anything new I could learn about Fords, especially the Models T and A, I sensed that I had read it all before – as I had, in the pages of the high-grade magazine (or portfolio) that Beverly Kimes so skilfully edits. If, however, you have not seen her erudite coverage of Henry's autos, you are in for a great treat, with this beautifully-presented book about them – the point being that it contains, as well as a detailed technical and industrial history, more than 100 fine colour pictures of all the Fords the text describes. Most of these pictures depict Fords restored by American owners or which are in the Ford Museum at Dearborn – incidentally, instead of selling Schlumpf, why don't Tour-Operators send their customers to Dearborn?

The pictures number 14 of the 1896-1908 pre-Ts, to 40 of the 1932-1941 V8s, including racing Fords of both periods. There are three plates devoted to pre-Model-A "four-pot" Fords, including a Model-Y. Ms. Kimes writes the long Preface and her bossman Scott-Bailey a most interesting Introduction, about how the old-car hobby and motor-publishing came into his life.

W.B.

"The Ulster Vintage Car Book of The Ards TT" by John S. Moore and Members of the Ulster VCC. 96 pp. 7½" x 8½". *(Blackstaff Press Ltd., 255a, Upper Newtownards Road, Belfast BT4 3JF. £2.95.)*

This soft-cover book about the Ulster TT sports-car races is very good indeed, so it is a pity it was not ready in time for the TT Celebrations in Ulster. It is packed with good pictures of all these races from 1928 to 1936, some of them seen before but many never previously published. Each race is described and has a full list of entries, with remarks about how each car fared. This alone makes the book essential to those who keep detailed records of motor-racing or who like to know all that can be gleaned on the subject. But better than that, the writers have included fresh information, interesting small facts, about races that have already had so much written about them. It would be unfair to me to quote these welcome items of inside information, but I

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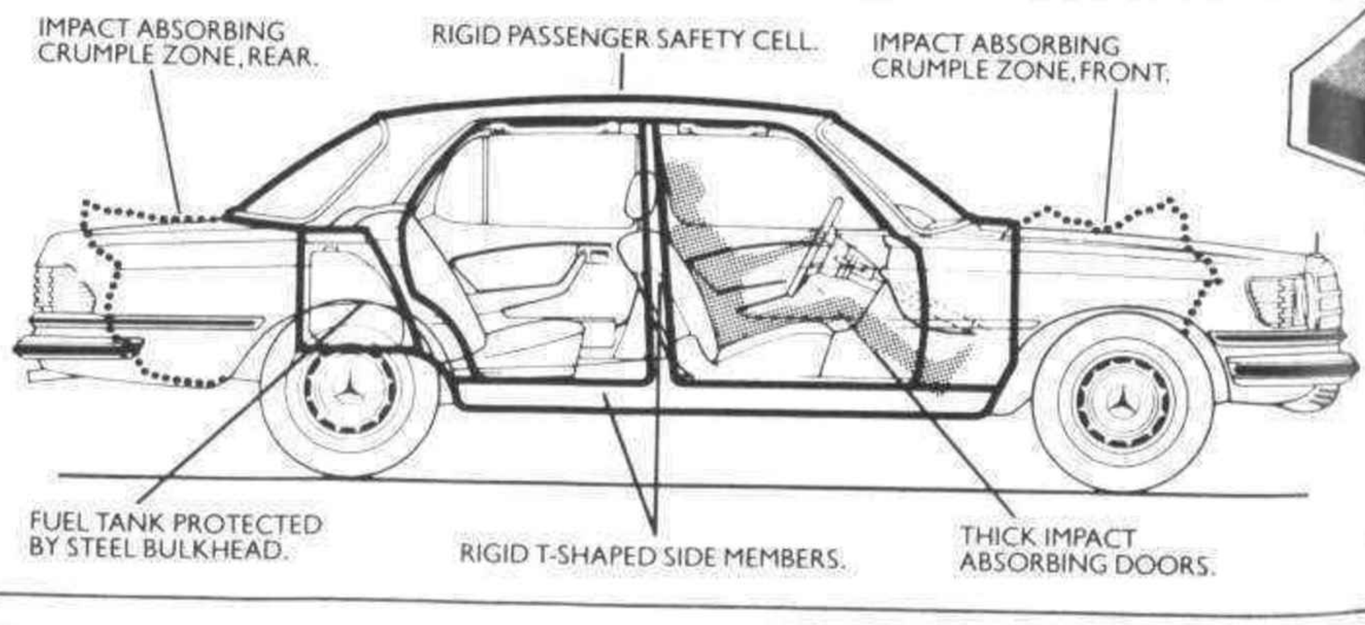
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BOOK REVIEWS – continued from page 1427

can assure you they make this book something different from being just a nice pictorial record of some of the most fascinating races ever held.

Bugatti followers are going to like the spread of four pictures of Type 43s in the 1928 race – and even here, one caption told me something I had not known before. Other pictures capture to the life the great personalities of those Ards TTs – Earl Howe talking to the Duchess of Abercorn, "Goldie" Gardner (even though the picture has been cut down, so that you cannot see his waterproof trousers – (ready for the 1929 downpour) – mentioned in the caption, Malcolm Campbell, Birkin, Norman Black and the rest, and there is even a shot of the Lee Guinnesses closing the course in a 6½-litre (or 8-litre?) open Bentley, before the 1929 TT. Some of the spectators' cars in the car-parks are interesting, Austins and Morrises prominent in the 1928 pictures, there is a sad photograph of the crashed Riley that caused the race to leave Ireland after 1936, and the back-cover shot of Harvey's FWD Alvis trying to overtake Hall's Arrol-Aster at Comber, in the wet 1929 race, exactly sets the scene.

I rate this book very highly – it should be in every enthusiasts' collection and in every Irish library. – W.B.

* * *

Those who seek to probe the interiors of Grand Prix racing cars, from the 1958 Alfa Romeo to 1973 F1 cars, will find some clear art-work in Sven Zettergren's "Formula 1", offered at £3.50 by World's Work Ltd., The Windmill Press, Kingswood, Tadworth, Surrey. A pity it does not dissect the 1977-78 cars, however.

* * *

Rare data about engine-dimensions, chassis-dimensions, weights, and model-designations, etc of American cars from 1920 to 1929 will be found in "The Specification Book for US Cars – 1920-1929", a 326-page soft-cover publication from Motorbooks International, P.O. Box 2, 729, Prospect Avenue, Osceola, Wisconsin, 54020, USA. It sells there for 9.95 dollars.

* * *

Richard Hudson-Evans' "Handbook of Motorcycle Sport" gives you a useful introduction to different aspects of the two-wheeler game, in this 144-page Batsford publication, which contains 53 monochrome photographs and sells for £5.50.

* * *

The Design Council has issued a book called "Design History-Fad or Function?" which contains a chapter on the relationship between American and British car design in the 1950s and 1960s, a paper originally presented at the 3rd Annual Conference on 20th Century Design History, held last year. This should interest those engaged in car styling. Copies cost £6.00, postage 40p and the book is available from The Design Centre Bookshop, 28, Haymarket, London, SW1Y 4SU.

* * *

A limited-edition, English-translation luxury issue of Luigi Fusi's great "bible" about all Alfa Romeos since 1910, an 874-page book with 828 photographs and 293 drawings, replacing that now out-of-print, is available for £24, or at a considerable reduction to VSCC members, due to David Black's influence. Apply to Harrison & Jones (Holdings) Ltd., Bee Mill, Shaw Road, Royton, Oldham, Lancs. But be quick!

* * *

The involvement of Bill Muncey with unlimited-class hydroplane racing is the subject of Tony Hogg's "Thunderboating With Bill Muncey", a large soft-cover 104-page book containing some very good pictures, over 120 of them, of this exciting sport, and a colour cover. It is available only from Tony Hogg Publications, 177-F, Riverside Avenue, Newport Beach, CA 92663, USA. The price is 9.95 dollars. – W.B.

Cars In Books

AN INDICATION of the universality of the Model-T Ford is contained in travel books written when this was about the only mechanical road transport encountered in the backwoods of the World. Thus much of the excellent travel stories in "The Little World" by Stella Benson (Macmillan, 1925) are centred about this irrepressibly fascinating car. But even such an adventurous person as Mrs. Benson admitted that "Nobody but a true fool tries to cross the United States in a Ford car in the middle of winter" – which is, of course, exactly what she did attempt. In it, this "newest model" ... whose profile was "Grecian in its exquisite simplicity. She hails from Connecticut State and bears her state nameplate under her chin and at the nape of her neck", she and her companion covered 4,600 interesting miles. Foreseeing the day of endless motorways, Mrs. Benson describes the going as it was then, in traversing the states of, as she put it, NY, NJ, Pa., Del., Md., DC, Va., NC, SC, Ga., Ala., Miss., La., Tex., NM, Ariz., and Calif. After this journey she observed that humility is the first thing expected of a Ford owner, but the last thing a Ford owner feels – "Pierce Arrows and Rolls-Royces are nothing to us. Believe it or not – on a good road we could pass every known make of car except a Ford, and nothing but a Ford even dared pass us".

Continued on page 1437

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

The Bentley DC Silverstone Meeting (August 26th)

AUGUST Bank Holiday week-end presented a busy round of vintage-type racing, with the traditional Bentley DC race meeting at Silverstone on the Saturday, its 30th consecutive year, the VSCC winding up its racing season at Cadwell Park on the Sunday, and the BARC staging a meeting with a Brooklands flavour at Thruxton on the Monday (reported elsewhere). Some later cars were engaged at some of these meetings but it seems permissible to group them under this vintage heading.

The Bentley day had a special significance, because some 40 of the old employees from the W.O. days at Cricklewood were brought up in a Bedford coach, from London, first to the Club's Headquarters and Museum at Long Crendon, thence to Silverstone to watch the racing, and were afterwards treated to beer, with "bangers-and-mash", in the *Times* marquee. This newspaper, and Pace Petroleum, were sponsoring the racing. These old employees were too numerous to list individually but they included 1936 Olympic gold-medallist Whitlock (the walker) and George Blundell, who had organised the Reunion, led them all round the circuit during the afternoon in cars they had helped to build, in a happy cavalcade which followed George's 8-litre Bentley saloon. It must have been a nostalgic occasion for them with Wally Hassan holding court at his caravan behind the Paddock.

For course patrol cars the BDC used Founder Ken Pelmore's 4½-litre Bentley, now owned by Harry Lintonbon, and Graham Woodrow-Hill's Speed Model 3-litre Bentley. The first race was a 10-lap All-Comers Handicap, which A. Kennedy's Morgan 4/4, with a credit-lap start, won at 79.58 m.p.h. from Boswell's AC Cobra and Garland's Morgan Plus-8. Next came the traditional Bentley/Lagonda Clubs 8-lap Handicap, which D. Hine pulled off in his LG45 Lagonda at 79.03 m.p.h., with Russell's compact 8-litre Bentley second, Nigel Hall's replica 4½-litre Lagonda third, and Llewellyn doing quickest lap, at 80.07 m.p.h., in his monster 8-litre Bentley. A huge field of Morgans then had a 10-lapper to themselves, a scratch race in which Cooke's aerofoiled 4/4 coupe went very fast, winning at 87.56 m.p.h., and devouring the Club circuit at 88.79 m.p.h., to vanquish the efforts of Keen in a Plus-4 and P. Garland in another Plus-4. We then moved on to the Pace Petroleum Trophy Handicap, over 10 laps, for Bentleys and certain selected vintage cars. "The others" were represented only by Norris' 30/98 Vauxhall, which was slower than Judd's 3-litre Bentley. It was an exciting finish, as Gauntlett in his 6½-litre Bentley Special wore down the 15 sec. handicap advantage of Ann Shoosmith, who was driving her splendid blower-4½ Le Mans Bentley, and just beat her to the finish line, having averaged 69.02 m.p.h. Russell in the 8-litre swept into third place, after lapping at 79.19 m.p.h.

Another 10-lap All-Comers' Handicap saw a big and varied field line-up, in which you might not have realised that the all-enveloping-bodied Special of Trentham, on scratch, was in fact a Mk VI/S.1 Bentley. T. Garland in a Morgan 4/4 lapped Reece's sick Allard J2X, to win at 72.74 m.p.h. from another 4/4, driven by Millbank, and de Lucas' Porsche 356, with Browning indulging in happy tail slides in his AC Cobra to no avail and the odd Bentley Special aforesaid lapping fastest of them all, at 77.5 m.p.h. Interest was at its peak for the *Times* Trophy 10-lap Scratch Race, confined to Bentley cars. "Rusty" Russ-Turner turned out, Birkin-like sca fluttering, in his blower-4½ single-seater, contrast to Woodward's Donington, which ha won a Beauty Prize. But it was David Llewelly who took the lead from around half distance, t win at 78.7 m.p.h. from Guy Shoosmith in h long-tailed S.1 Special that had lapped at 81.7 m.p.h. The Trentham Special was third. Th HSCC now had their go, and it was the faste race of the day, Harper's Lister-Jaguar lappin at 89.33 m.p.h. and winning at 87.22 m.p.h from Boswell's Cobra and Pearson in lightweight E-type Jaguar. Vintage and PVT car then met in a 10-lap Handicap, won by th popular "Rusty", now in his two-seater blower 4½ Bentley (no scarf!) at 69.03 m.p.h. Second came Elwell-Smith's International Aston Martin, followed home by the Ulster Aston Martins of Mason and Judy Hogg. Harvey Hine had a nasty experience when, having established fastest lap at 79.85 m.p.h. in Llewellyn's 8-litre Bentley, a brake drum broke up, setting up furious front-axle judder. Not only that, but a piece of metal ricocheted off the prop-shaft, cutting up a new tyre and puncturing both sump oil-tank and the petrol tank, leaving the car *hors de combat* for Cadwell Park on the morrow. The Bentley-Napier, back on its "Small" Dunlop rear tyres and with a new gearbox, was the best sight (and sound) in this race, even if Monro's Ford/GN closed on it into Woodcote. The meeting, accident-free, concluded with a big-field for a 10-lap Scratch Race, won by Green's AC Cobra from Keen's Morgan Plus-8 and Righter's AC Cobra. – W.B.



Mrs. Winifred Boddy presents the MOTOR SPORT Brooklands Memorial Trophy to Chris Mann at Cadwell Park, while the Editor looks on.



Ex-W.O. Bentley Motor's employees were taken for a ride round Silverstone in appropriate motor cars. The second car is organiser George Blundell's 8-litre saloon.

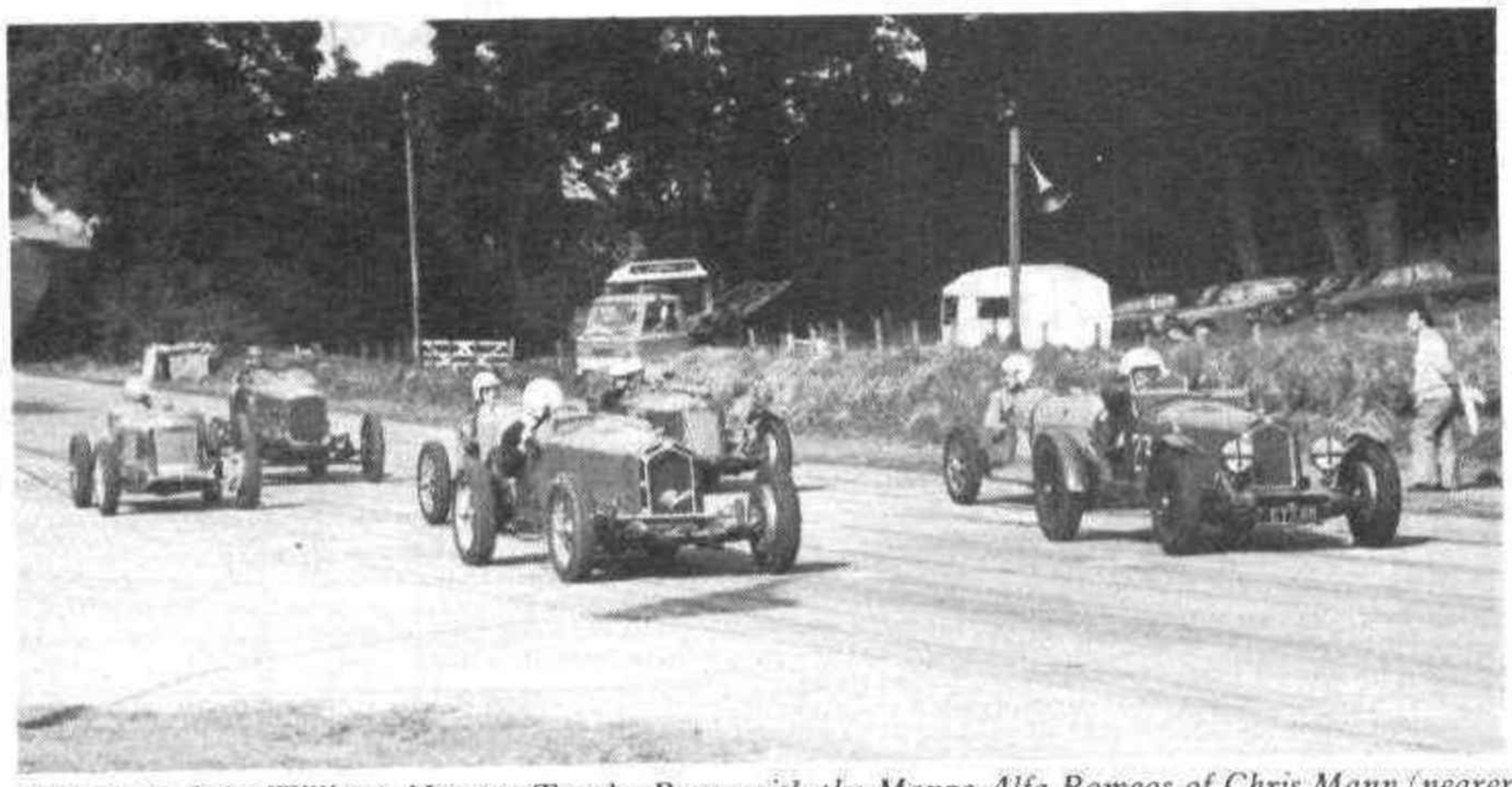
VSCC Cadwell Park Meeting (August 27th)

AS FOR the past two years since 1976, the Vintage SCC wound-up its racing season at the twisty but accommodating circuit in Lincolnshire, where the Club is given a warm welcome by the circuit owners and the Press is notably well-treated. In fine weather a very enjoyable afternoon's racing was run-off expeditiously and with no real accidents.

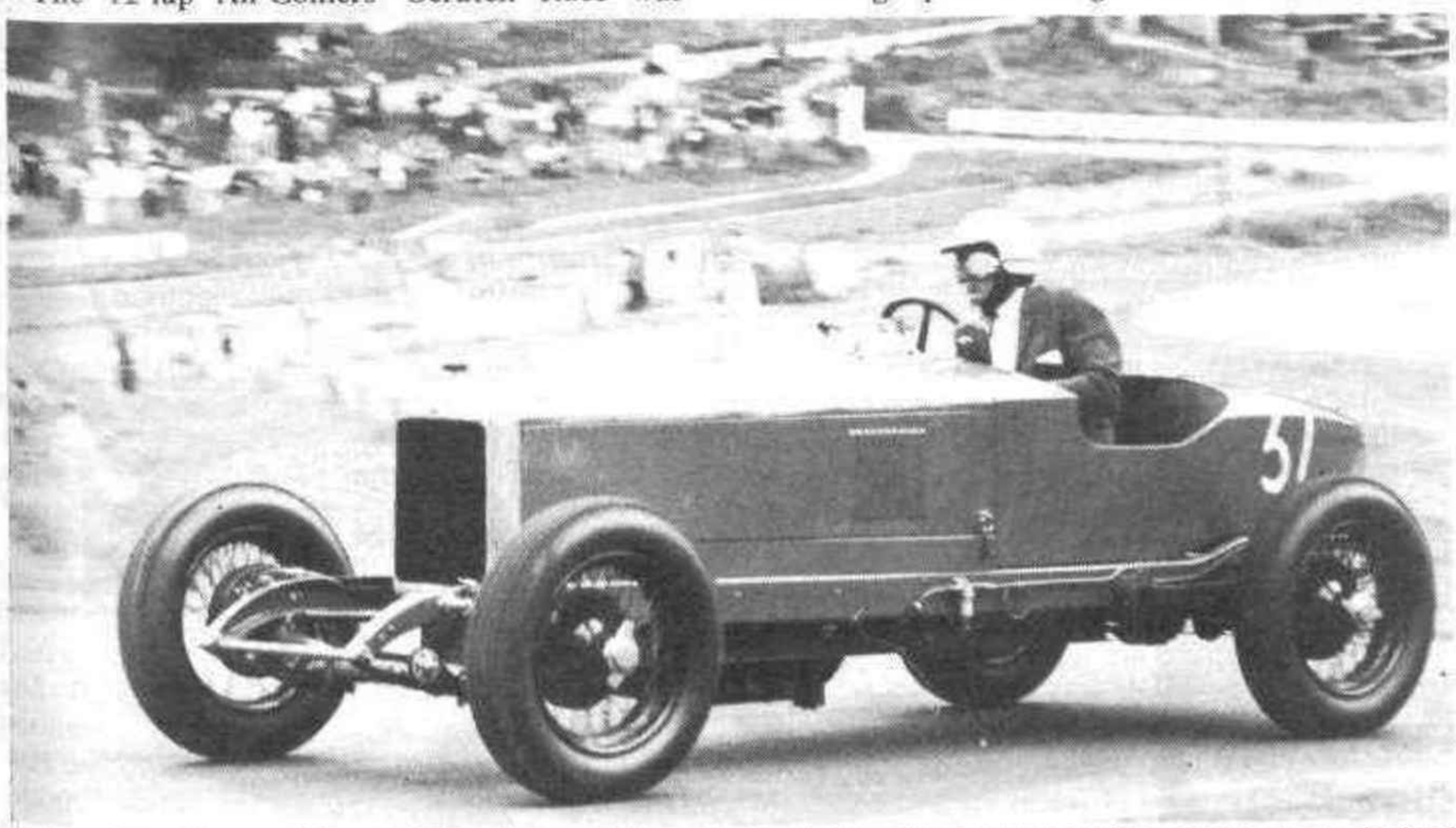
It opened with a 5-lap Scratch Race in which the Club President, James Crocker, got

comfortably away from the field in his Lagonda Rapier, with Cranage's MG Magnette holding second place and Nickalls being fortunate indeed that the race wasn't any longer, because his Rapier finished trailing smoke and sounding as if a valve had bitten a piston. Hurst was fourth, in Edmondson's noisy ex-Bellevue Garage MG Midget. Hudson's 2-litre Aston Martin brought out the yellow flags after it had spun into the bank at The Mountain Bend. Hamish Moffatt brought out Wall's Type 35B single-seater Bugatti and had no difficulty in winning the John Holland Trophy Race in it, lapping at 69.11 on his fastest circuit, and leaving Footitt unexpectedly far behind in the eight laps of this scratch contest, in the AC/GN Cognac. The Bugatti smoked on one lap and was obviously in trouble, confirmed when Hamish switched-off immediately after crossing the finish-line. Even further behind came Stewart's 4½-litre Bentley, taking third place from Nick Mason's immaculate and calico-tearing Type 35B Bugatti. Odell's sand-racing side-valve Riley went head-on into the bank at Barn Corner, perhaps trying to get to Skegness, but luckily without apparent damage. The first of the 4-lap Handicaps was then won by Whittaker's fabric-bodied Chrysler, from Nigel Hall's big Lagonda and Whale's Frazer Nash Interceptor. Clifford's V8 Riley Special took to the verge.

The 12-lap All-Comers' Scratch Race was obviously going to be the fastest on the card. Macpherson got away first at flag-fall, because Bruce Halford applied too much power to the back wheels of his Lotus-16. But thereafter Halford just ran rapidly away from the field, setting quickest lap of the day at 75.84 m.p.h. and winning at his ease, with absolutely no-one else in sight. The Cooper-Bristol that had shown him how to start was second, and a very fine drive by Moffatt in his 2-litre ERA secured third place, and the Pre-War award, about which Bill Morris in the 1½-litre ERA Hanuman could do nothing. After this not very exciting race (Halford had lapped Mann's ERA after ten laps) we had a 5-lap Handicap for the Chain-Gang. It was a convincing victory for Freddie Giles in the GN Salome, which got round at 62.65 m.p.h. and held off Ian Stirling's Nurburg Frazer Nash and Clicott in Smith's Anzani 'Nash. Giles then increased his average-speed in this 1929 hybrid GN from 58.37 to 62.67 m.p.h. in winning the next, 8-lap race, for the Spero Trophy. Indeed, he had no bother in running clear of Barbet's Riley in this scratch contest, in which Edmondson was a poor third in the MG. Freddie had also sewn-up the Handicap, but the Voiturette Trophy went to Martin Eyre's Ulster Austin. Fountain's Riley indulged in a series of alarming spins coming down to the starting straight but the following cars avoided it.



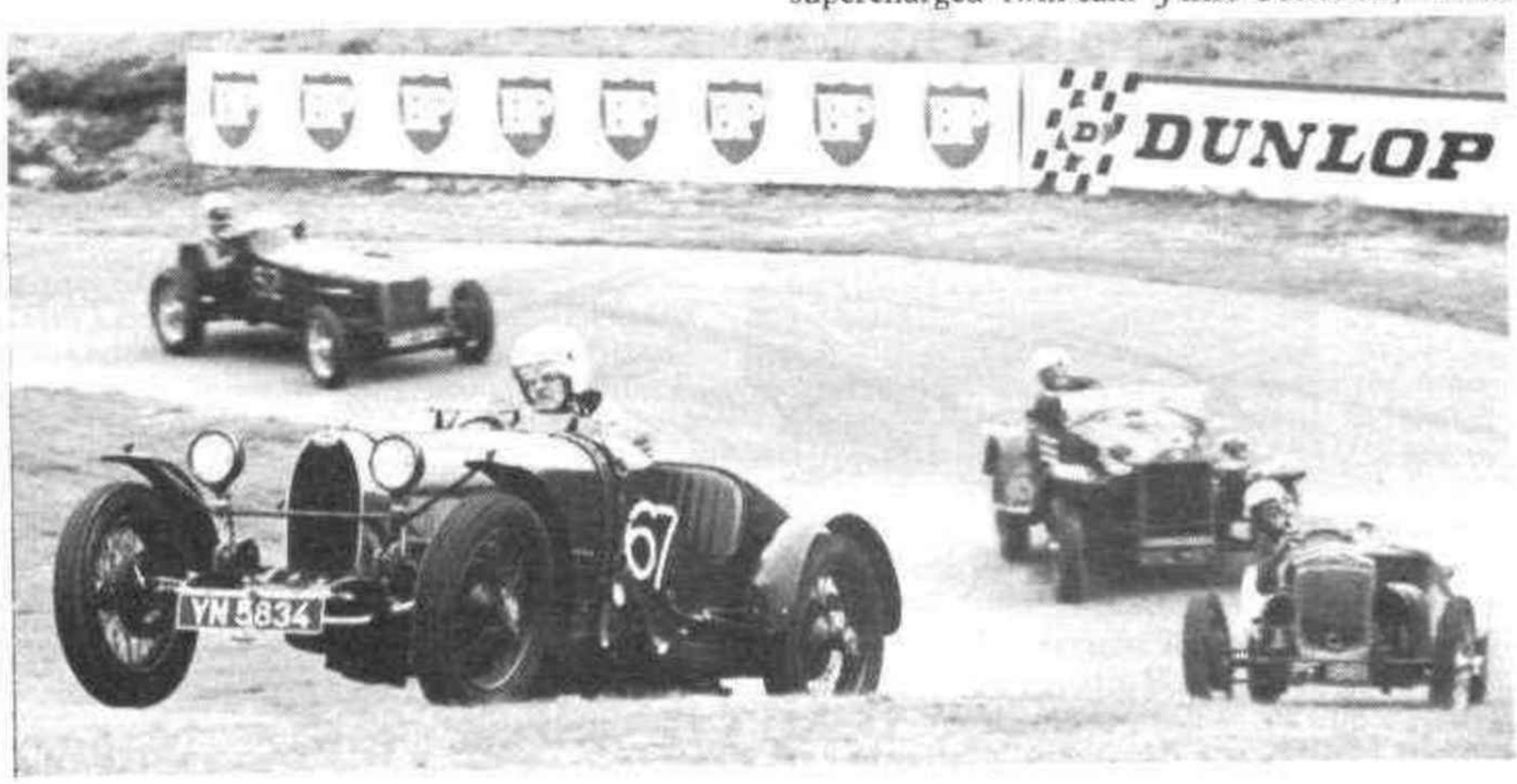
The start of the Williams Monaco Trophy Race, with the Monza Alfa Romeos of Chris Mann (nearer camera) and David Black and the Bugattis almost hidden by them.



Julian Ghosh's new Vauxhall Special, 30/98-engined, above, which indulged in a pirouette at Cadwell Park. Below, sweeping into a Cadwell Park bend in the John Holland Trophy Race, H. R. G. Conway's 1926 Type 37A Bugatti leading Jones' Anzani Frazer Nash "Patience", Threlfall's Lancia Astura and Howell's astonishing supercharged twin cam 3-litre Sunbeam that won the last race.

Now came the race we had really come to enjoy, the Williams Monaco Trophy 10-lap Scratch Race for two-seater GP cars. Hopes of a Bugatti winning, as Grover Williams had at Monaco in 1929 and as Kain did at Cadwell last year, were reduced when the latter was announced to be non-starting with piston trouble and when Conway Junr. stalled the engine of Hugh Conway's Type 35B on the grid. That left Mason to defend Molsheim honours and he drove determinedly, although having to hand-pump the fuel tank all the way. Chris Mann was, however, running right away with it, in his Monza Alfa Romeo in which he beat the Bugattis in this race in 1976. Mason had passed David Black's Monza Alfa Romeo on the opening lap but Black went by him on lap four. That was it! Mann, quite unchallenged, and Black backing-up this Alfa Romeo victory, with Mason third. Far, far behind, the Peterkin Maserati and Conway's Bugatti ran badly, but the old Straker Squire was circulating nobly. Mann made fastest lap, at 66.12 m.p.h. The Trophy was presented to him and taken on a lap-of-honour.

Two more 4-lap Handicaps concluded a pleasant but hardly inspiring meeting, the first won by Hewson's slab-tank 1933 MG Midget, in a canter, from Cliffe in Hudson's Aston Martin and Dolton's blown PB MG, the pace leisurely, as can be judged by a fastest lap of only 59.87 m.p.h. by Bolton with the winner averaging just over 48½ m.p.h.... The final race was a tribute to lone-hand John Howell, whose scruffy-looking supercharged twin-cam 3-litre Sunbeam, which



mobelec's
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contactless electronic ignition
HIGH CALIBRE FIRE-POWER

What it is

Magnum electronic ignition is an advanced contactless system using modern semi-conductor technology and incorporating new integrated circuits to provide superior performance and reliability.

The system is encapsulated and sealed in a rugged die-cast alloy box and the new contactless triggerhead fits simply into your existing distributor without the need for critical gap settings.

Magnum converts *your* existing distributor to a contactless electronic ignition system of the same type as used by *all* volume car producers, both in America and Europe since 1975.

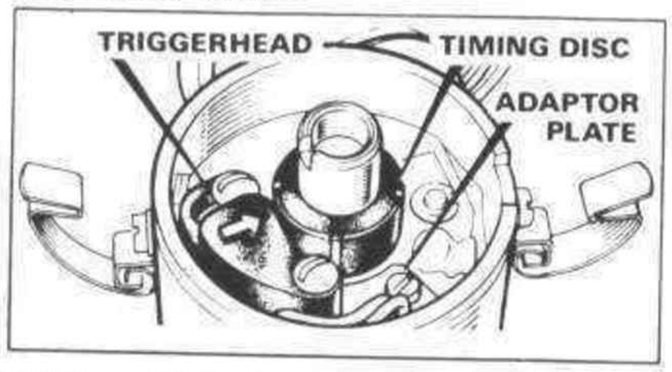
What it does

Improves engine performance by providing a constant spark with the precision the engine requires. This helps ensure complete fuel combustion — reducing overall fuel consumption. Reduces misfires giving increased torque and horse-power. Hesitant low speed running is dramatically improved and your engine becomes smoother. Starting under all conditions is easier, no more continuous cranking on those first cold mornings. You can look forward to saving money on maintenance as once fitted, the distributor setting never needs changing or adjusting.

How it works

In a standard ignition system — like the one in your car — the contact breaker points soak up about 5 amps of battery current and are attacked by up to 300 volts of ignition coil voltage every time they make and break. Even at moderate speeds, they make and break 100 times each second. Also the cam wears away the "heel" of the points. From the moment they are installed your contact breakers arc and burn. In a few thousand miles your ignition voltage is down, causing poor starting, rough idling and misfires under load. Equally serious, your engine timing is changing and that means gradually increasing fuel consumption.

Magnum overcomes all these problems by replacing the mechanical contact breaker points with a solid-state electronic triggerhead. It does not move or wear so it can never go off tune. That means precise timing over the entire speed range of your engine, for the life of your car.



Why MAGNUM

Magnum is "real" electronic ignition. What is real electronic ignition? Some "electronic ignition systems" still use the old fashioned contact breaker points, but do not cure all their faults. Contact breaker points not only arc and burn away, they are quickly worn away by the cam, in fact on some makes of distributor "heel" wear by the cam is far greater than the point arcing effect. Every one-thousandth of an inch of heel wear causes about one degree of timing error. For this reason real electronic ignition is always contactless.

Magnum electronic ignition uses magnetic sensing, as do all car manufacturers throughout the world! Magnetic sensing is not affected by dirt and is mechanically rugged. Furthermore the Magnum triggerhead works at all possible engine speeds.

Reliability

Mobelec reliability is based on years of research and experience with over 250,000 systems sold — 25,000 with over five years of service.

Mobelec is Britain's most successful accessory electronic ignition — chosen first by "Motor" magazine* and has also been awarded the A.A. Seal of Approval. A Mobelec product also won the 1977 Accessory of the Year award — Class A by the A.A.R.

*August 1974

Fitting is easy

Adaptor kits are available for a wide range of cars — including all popular makes and models. Installing your Magnum system takes about the same expertise as changing a set of contact breaker points. It comes with comprehensive illustrated step by step instructions and all the normal required installation accessories are supplied in the kit. Fitting time is about one hour — from then on for the life of your car there will be no more costly ignition tune ups.

"Life-time" guarantee

Mobelec Limited guarantee satisfactory operation of every electronic ignition unit for the life-time of the vehicle to which the unit is first fitted.

This guarantee applies provided that the unit has been installed correctly in accordance with the fitting instructions and has not been tampered with, misused or damaged.

The first name in electronic ignition

mobelec auto electrics

Mobelec Ltd., Oxted, Surrey.

A Trucking Interlude

AS MENTIONED on page 1422, while I was up at Leyland Truck & Bus seeking Parry Thomas information, Peter Morris got out their 1915 S3 Type Leyland 3-ton platform lorry for me to drive, a vehicle splendidly restored, on quite a limited budget I gather, to the form of one of these RFC-type (or RAF) Leylands as it would have looked after being rebuilt by the Company soon after the Armistice, for civilian use – a "Subsidy Reconditioned," in fact. It was quite an experience!

The vehicle is taxed and Peter drove it nonchalantly through the busy streets of the town of Leyland to the Company's Test-Track, on which he felt even I might handle it safely, if without expertise. To ride on this rugged lorry on solid tyres is to experience a degree of vibration that would otherwise not be believed. One's sympathy goes out to those who used to do long hauls on these indestructible Leylands over the rough roads of the 1920s, perhaps with a van-load of furniture up behind, or even towing an iron-tyred horse-van for good measure. Even more so to those First War Air Mechanics who had to operate such vehicles, maybe under shell-fire over steeply-cambered cobbled roads at the Front – a tedious way to recover fallen flying-machines. Nearly 6,000 of these Leylands were built during WW1; in reconditioned form with a two-year guarantee, they sold for £700 each.

The fact is that these Leylands were built to last, which they undoubtedly did. The simple bi-block 4-litre side-valve engine is bolted to the chassis without rubber-mountings, and thus contributes its share to the aforesaid vibration. Yet the whole vehicle feels reassuringly solid, and unlikely to shake loose its nuts. The shallow seat-cushions in the simple wooden cab must be five feet or so from the ground, so that the view down on to the long, flat-topped bonnet is impressive, likewise that over all the neighbours' hedges. There are no instruments to watch, the most obvious thing on the dashboard being a water tank for keeping the transmission-brake cool. For once the description "signalbox levers" is truly applicable to the r.h. gear and brake levers – both are massive, with very long travel. Double de-clutching up and down is recommended for changing the unresponsive gears; the handbrake pushes on. The cone clutch is very fierce but, like the rest of this indomitable Leyland, feels indestructible. The steering is unexpectedly light, with a good deal of free play. Driving was not too difficult, but then I only did a lap of this private Test Track. Top speed is probably about 22 m.p.h. The r.h. accelerator pedal, about the only small item on the lorry, drops into an open well in the floorboards if you try to fully depress it, which must have given press-on drivers ankle-ache.

This Leyland is redolent of life in the RFC and RAF and a fine stable companion to Leyland's 1919 steam waggon, also immaculately restored. Unlike the Leyland Cars situation, Leyland Truck and Bus thrives, at the enormous plant up in Lancashire, and one is reminded that, after losing a million pounds in 1922, the Leyland Company made a magnificent recovery a few years later, due largely to the success of its Leyland "Lion" 'bus chassis and derivatives, as described in that great book "The Leyland Bus" (TPC, 1977), written by Leyland's Export Sales Manager, Doug Jack. – W.B.



Leyland Motors' beautifully restored RFC-type 3-ton Leyland lorry emerges from an old Leyland depot in the Lancashire town, for the Editor of MOTOR SPORT's pleasure.

VSCC CADWELL PARK, continued.

one might have expected to have blown-up years ago, held off Hall's 4½-litre Lagonda that had started ten seconds behind it. Gilbert's Alvis Special was third.

During the day Mann, Hall and Giles had all increased their points in the MOTOR SPORT Brooklands Memorial Trophy Contest, whereas Duffy had not scored (he lost by only two points) and Hine could not try to improve on his position, because Llewellyn's Bentley was out of action (see BDC Silverstone report). Mann won, from Hall, with Hine and Giles equal third, the Trophy and money-prizes being presented by my wife, with champagne by the VSCC, amid much hilarity as we all tried to persuade Freddie to toss Harvey for the third-place cheque.... Another great VSCC racing year was over – and how nice to see all those valuable cars being raced instead of trying to beat their neighbours in some *Concours d'Elegance*.

W.B.

Results:

The Williams Monaco Trophy Race:
1st: C. A. Mann (Alfa Romeo), 64.99 m.p.h.
2nd: W. D. A. Black (Alfa Romeo).
3rd: N. Mason (Bugatti).

12-lap Allcomers' Scratch Race:
1st: B. H. Halford (Lotus 16), 74.12 m.p.h.
2nd: R. J. S. Macpherson (Cooper-Bristol).
3rd: H. F. Moffatt (ERA).

John Holland Trophy Race: H. F. Moffatt (Bugatti), 65.11 m.p.h.
Frazer Nash/GN Handicap: F. G. Giles (GN Salome), 58.39 m.p.h.
Spero Trophy Race: F. G. Giles (GN Salome), 62.67 m.p.h.
5-lap Scratch Race: J. W. T. Crocker (Lagonda), 61.50 m.p.h.
First 4-lap Handicap: D. Whittaker (Chrysler), 59.53 m.p.h.
Second 4-lap Handicap: M. W. Hewson (MG), 48.53 m.p.h.
Third 4-lap Handicap: J. Howell (Sunbeam), 60.0 m.p.h.

MOTOR SPORT Brooklands Memorial Trophy:
1st: C. Mann (Alfa Romeo), 67 pts.
2nd: N. Hall (Lagonda), 62 pts.
3rd: H. Hine (Bentley) & F. Giles (GN), 49 pts each.

V-E-V-Miscellany. – We were very sorry indeed to learn that "Nobby" Clarke, who was such a well-known ex-Bentley Motors employee in the great days of W. O. Bentley, and who in recent times had contributed so much extremely interesting Bentley history to the *BDC Review*, died shortly before the Reunion of ex-employees at Silverstone on August Bank Holiday Saturday. A reader has sent us a cutting from the *Bristol Evening Post* about the first Bristol-made taxicabs. It seems that these were Straker-Squire cabs, found unsuitable for the hilly district, so sent by Sir George White to the flatter roads of Weston-super-Mare, where they gave good service from 1910 until 1919. There were ten of these Straker-Squire cabs, with bodies by Sir George's Bristol Tramways Co. Mr. Tozer, who wrote the letter in question, is researching the history of the BT & CC and has been unable to find more than one photograph of these cabs, a picture showing nine of them lined up on Weston's sea-front, after inspection by the Licensing Committee on March 3rd, 1911. A reader, Mr. J. C. Korthals Altes of Bloemendaal, suggests that perhaps the magneto once used on Adrian Liddell's racing Straker Squire was an Eisemann, not an Ericson as quoted. He was at the 1935 German Grand Prix and reminds us that Willy Walb and Sebastian joined the Auto-Union Racing Department in 1933. Also, that it was a very wet race, reducing his programme to pulp and that he thinks that had von Brauchitsch been on Dunlop instead of on Continental tyres all Nuvolari's skill and track-craft would not have availed him, in beating this German driver who had made the fastest lap speed. Rumour says that an old Mercedes-Benz is walled up in Trinidad but that the widow of the owner resists all attempts to acquire it. – W.B.

Vintage Postbag

Carden Cyclecars

Sir,

Regarding Mr. Spencer's letter, I feel I can add something to the subject of Carden Cyclecars and their designer.

John Valentine Carden was born about 1890, he was therefore in his early-twenties when he produced the single-seater in 1913. He served as a Captain in World War I, and sold the manufacturing rights of the cyclecar to A.V. in about 1919. A.V. still exists as a garage in Teddington.

J. V. Carden then produced his second cyclecar model, which was promptly sold to Tamplin, now a Volvo agent in Twickenham. He then concentrated on the little 2-cyl. 2-stroke cyclecar with his own design of engine and combined rear axle. About 600 were made; the engine, incidentally, was derived from Scott ideas. Carden's cyclecar activities ended with liquidation in 1922, in company with many other manufacturers.

Various other motor engineering ventures followed, often associated with Ford T units, culminating in the one-man-tank, about 1926 or 1927. This was powered by a Ford T engine and utilised other Ford T parts. This vehicle started a long association with the War Dept. and resulted in the formation of Carden Lloyd Tractors, where J. V. Carden was the engineering genius and Capt. Lloyd the salesman. The company was later absorbed into Vickers Armstrongs.

Not withstanding the shortcomings of his early cyclecars (which he readily admitted), Carden was a brilliant intuitive engineer of the old school, endlessly sketching new ideas and improvements on old ones, taking complete responsibility for every part of the vehicle.

Under his scrutiny a vast range of experimental tracked vehicles were produced, the better known ones being the Bren Gun Carrier and the Valentine tank (so called because it was started on St. Valentine's Day).

The common features of the cyclecars and the military vehicles were: stressed skin construction (plywood for the former and armour plate for the latter), a tendency towards the use of epicyclics in the transmission, and, above all, a proper understanding of the importance of weight reduction on vehicles of all types.

By the early 1930s Carden was in a stronger position, having inherited the Baronetcy and become a Technical Director of Vickers, at about the same time. However, the calls of big business were irksome to him and he sought relaxation in various flying activities, like fitting a 250-c.c. Villiers 2-stroke into the rear cockpit of a sail-plane to assist in maintaining height. In between whiles the engine would be wound back into the cockpit by a typical-Carden system of chains and pulleys. On one occasion this device actually took off without a catapult, admittedly against a strong wind. At this stage Sir John came to the conclusion that the engine was not quite powerful enough; it was supposed to develop 11 h.p., but 8 h.p. seemed more like the realistic maximum.

In his spare moments from Vickers, Sir John began to assist and finance S. V. Appleby with his Flying Flea project, presenting him with a converted Ford 10 engine and propeller, and recommending the use of a 4-metre wing in place of Henri Mignet's 3-metre. This was the Flea that flew the Channel under the auspices of *The Daily Express* in 1935, and on one occasion Sir John did a circuit of Heston in the Flea, which was quite a feat in view of his 6′ 2″ stature.

At this time Sir John drove a Hudson 8, which he said was the right kind of car, and presented Appleby with a Ford 10 van as tender to the Flea and as an emergency source of spares.

On one occasion I managed to get Sir John to discuss cyclecars. He made no attempt to defend his mistakes, thought cyclecars were the quickest way of losing money, and even admitted that low gear on the Monocar wouldn't work (which incidentally didn't matter much as it would go anywhere on its 4-to-1 top). In reply to my insistence on knowing what a modern cyclecar would be like (this was 1935, remember), he produced the usual grubby envelope and began to sketch a horizontally opposed air-cooled engine flanged to one end of a backbone tube, and a gearbox at the other; then he rubbed the gearbox out, inserted it between the engine and the tube (the normal place), remarking that it would change gear better like that. Then he added independent front suspension by transverse leaf-spring and started to wonder how he was going to fix the body on. If the telephone hadn't rung, I think there might have been a fourth model of Carden cyclecars.

Unhappily, Sir John was killed in the Sabena air crash at Westerham in November 1935, returning from a business meeting in Belgium to negotiate Ford V8 engines for Bren Gun Carriers.

So, if your Carden cyclecar is not quite up to expectations in terms of reliability, and 1st gear won't work properly, just console yourself with the thought that it shares parentage with some of our better World War II equipment. I have never owned a Carden, being more of a GN man, but I am inclined to agree with Hugh Spencer, that without one or the other, you could run a risk of being incomplete.

Hampton Wick — EDWARD RIDDLE

The 1921 Coppa Florio

Sir,

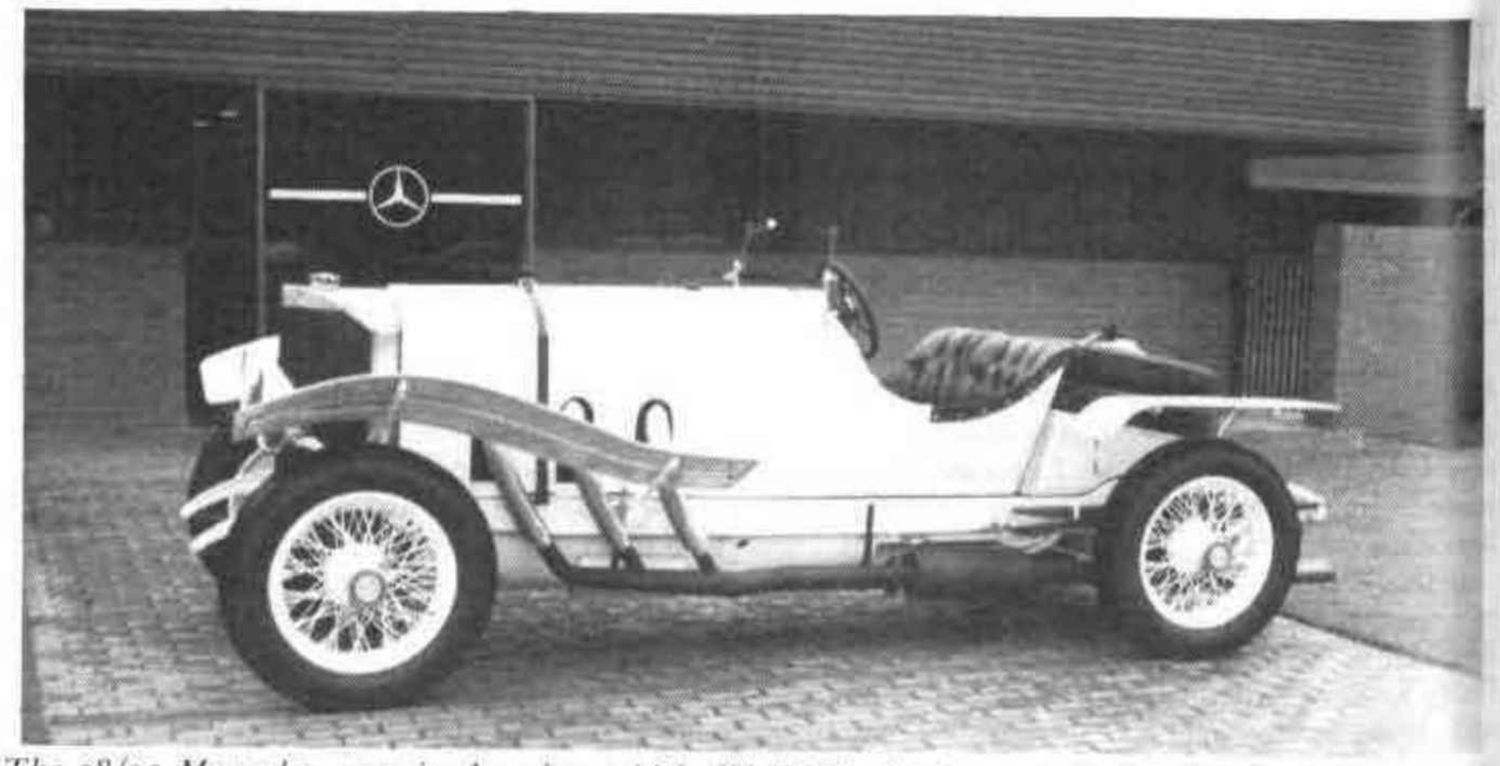
Reference page 1108, top of column 1, in the August issue of MOTOR SPORT, I must point out that Max Sailer did NOT win the 1921 Coppa Florio by finishing second in the Targa Florio that year. The Coppa Florio was awarded, in 1921, to the winner of the first Italian Grand Prix, run at Brescia, namely Jules Goux (Ballot).

The Motor is responsible for this histor error, for a photograph of Sailer appears on p 984 of 6th July, 1921, with the follow caption: "The latest German Mercedes car, e etc., driven by Max Sailer and on which he w the Florio Cup in the recent Targa Florio rac Laurence Pomeroy, misled no doubt by t photograph, continued over the years to ma this inaccurate statement on several occasions his various articles in *The Motor* and elsewhe

I am certain of my facts for I have a note of interview that Cav. Vincenzo Florio gave *l'Auto* in January 1921, during a visit to Paris, which he stated that he was awarding the Cop Florio to the winner of the Italian Grand Prix be run at Brescia. I also have a copy of the 192 Targa Florio regulations and no mention is mad of the Coppa Florio being offered as a prize t the winner or any other class winner in that rac It just shows what inaccurate captioning can lea to!

Paris — T. A. S. O. MATHIESON

(Of course! I was misled by information supplied by those who have one of the 28/9 Mercedes in their care in the USA and who seem to have swallowed *The Motor's* bait. This is excusable, I suppose, as in his book "Three-Pointed Star" David Scott-Moncrieff also say that Sailer's Mercedes won the 1921 Coppa Florio. – Ed.)



The 28/95 Mercedes, now in America, which did NOT win the 1921 Coppa Florio.

Dating of Veteran Cars

Sir,

Your two references to the late Dennis Field, on page 1108 in the August issue, could give rise to the impression that the Veteran Car Club is no longer going to be able to date veteran cars, or may have some difficulty in so doing – this is just not so.

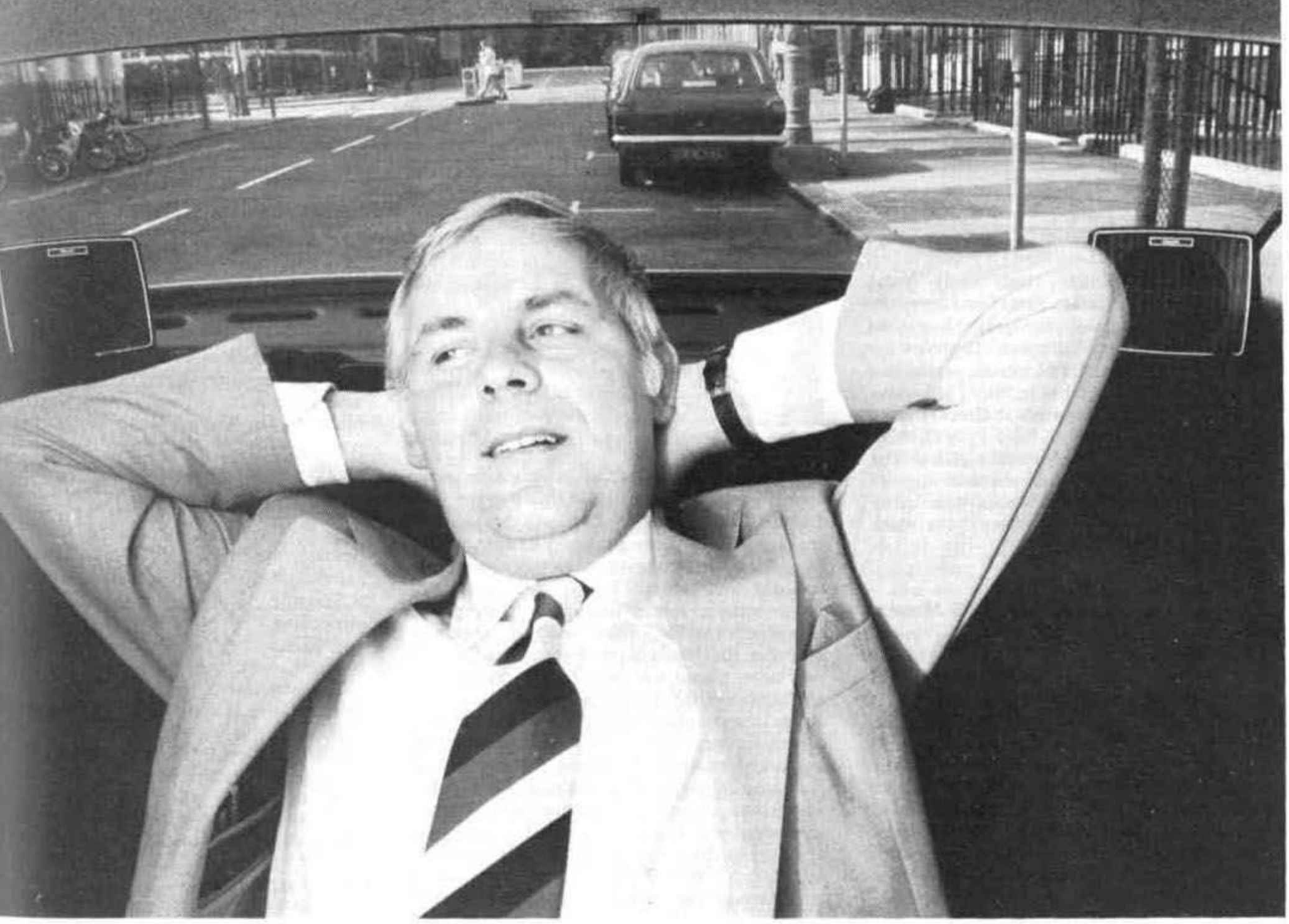
True, as a friend, adviser and walking encyclopaedia, Dennis is irreplaceable; however, Dennis himself wanted to be certain that his knowledge would always be put to good use, for the benefit of the VCC and all people interested in veteran vehicles.

To ensure this continuity he guided and encouraged the members of the Dating Committee of the VCC, which he had chaired since its inception in 1950, to do their own research; he explained his own methods and allowed photo-copies to be made of all his major records in case anything happened to the originals.

As proof of his faith in the Dating Committee's ability to carry on his work, he bequeathed to the VCC all his library and its attendant notes and records; their custodian is his widow Mary, who was his assistant for many years and who has

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been appointed the Club's official historian and a member of the Dating Committee.

Therefore, there need be no doubt that the Veteran Car Club of Great Britain should still be regarded World-wide as the premier source of information on veteran car matters, and will always be happy to assist with information and identification. The Secretary is Mrs. Joan Innes-Ker and the address is Jessamine House, High Street, Ashwell, Herts.

Hitchin C. J. BENDALL,
President of the Veteran Car Club of Great Britain

(My comments were intended as a tribute to the late Dennis Field but I am glad to know that his death will not unduly impede the VCC of GB in the vital task of dating correctly the cars with which it is concerned – Ed).

An Early 30/98

Sir,

Following the article about early 30/98 Vauxhalls a few issues back, you may be interested in the enclosed photograph, lent to me by a friend, Mrs. J. Callaghan. It shows her father, Wing Commander Mordecai, seated in a racing 30/98, and was taken in May 1916 whilst he was in the RFC, stationed at Brooklands.

Lincoln P. SIDDALL

(This should interest 30/98 aficionados! The background puzzles me, however, and suggests the picture may not actually have been taken at Brooklands? The "90 h.p." is also interesting – Ed.)

AC and ABC Matters

Sir,

As is usual, I rushed out this morning to buy my copy of MOTOR SPORT, and noted amongst your comments a reference to the ex-Victor Bruce/Mollart AC which you say is an Aceca, and owned by P. M. Rambaut. In fact it is an Acedes, and owned by myself. I thought perhaps you knew of another former owner of the Bruce chassis (Rambaut) but on checking the May Action find it is the confusing way they finish one article and start the next with P. M. Rambaut's name adjoining the title of my own article! He in fact looks after the ACOC awards and trophies.



The two ACs on the 1929 Lands End Trial.

I enclose a photo of the ex-Bruce car when owned by A. J. Mollart taking part in the 1929 London-Lands End Trial. It will be seen the registration number was then PK 6322, and it looked like a standard Montlhery with the optional wire wheels. It was soon afterwards fitted with a fabric four-seater body for a Brooklands Double-Twelve, and hence this body is now on the chassis of my modified Acedes. This particular photo was sent to me by another MOTOR SPORT reader, whose name I came across in an issue of some 20 years ago, and he is driving the second AC Acedes in the photo – XW 1339. Unfortunately he sent it without putting his name on the back, and I cannot remember who it was, though I visited him in the Putney area about a year ago. No doubt I could find it again by wading through all my old copies of MOTOR SPORT! Perhaps some other reader remembers seeing a fabric four-seater AC in the Kingston area, or knows what became of PK 6322?

As a final plea, could I also ask if any reader knows anything of my ABC motorcycle – DH 3520 – first registered in Walsall in 1923 by Maudes Motor Mart. I know nothing of its history until it was salvaged from a corporation dustcart in Suffolk for £1 in the 1950s. I would be similarly interested to hear from any other ABC owner, of which there are some 175 known survivors (398 c.c. alone), from a total production of about 2,200.

Claygate DAVID HALES

That 1935 German GP

Sir,

On page 1111 in the August issue of MOTOR SPORT you list a number of guests staying at the Hotel Efler Hof during the 1935 German Grand Prix. You admit to miss a couple of the names, so I will join the many who will be writing you. My explanations are by necessity from the literature, as I only entered this world 30 years ago. But let's start.

Walb, christian name Willy, was at that time with Auto Union, but *if you think back ten more* years, and think more of Benz than of Mercedes, you will remember him I'm sure. He stayed on after the merger but joined Auto Union as team manager. Dr. Werlin (Jakob was his first name) was a very important man in the history of the German Grand Prix car, as he was a good friend of Adolf Hitler and the Mercedes-Benz representative in Munich. He was instrumental in getting State support for his firm. Geyer is probably a misspelling of Hans Geier, who on a Mercedes-Benz was seventh in the race. Krompring Wilhelm is probably another misspelling, "n" being very like and "m" and a "g" like a "z", so now we have Kronprinz Wilhelm, the Crown Prince no less.

The next one is Ricordi who was the Italian representative of Auto Union, while sig. Ugolini, who must be hiding somewhere in my library, is suspected of being the post-war Ferrari team manager, but I hope someone may confirm it. This information was kindly supplied by the book by Karl Ludvigsen "The Mercedes-Benz Racing Cars", Monkhouse's "Grand Prix Racing", and Alfred Neubauer's "Manner, Frauen und Motoren".

Denmark PETER J. T. KNUDSEN



The Vauxhall referred to by Mr. Siddall.

Historical Conundrum

IN A beautifully-produced publication issued in 1976 to commemorate 80 years of Leyland commercial-vehicle and 'bus production, the claim is made for Parry Thomas' ill-fated Leyland Eight car that it was "probably the first to use a single-plate clutch". This is a nice conundrum for erudite historians! It is a fact that before the First World War most cars had either cone or multi-plate clutches. So it could well be that Thomas evolved the very first single-plate clutch, as he certainly did the first production straight-eight engine. If so, the fact that it was prone to slip, for the reason given in the article about this great engineer/racing driver which appears elsewhere in this issue, is excusable. But I would have thought the 40/50 Napier ran it close, or may even have been the first car with such a clutch, at a time when Rolls-Royce and Hispano Suiza still had cone clutches. Over to the historians....

Later, of course, Parry Thomas designed a small-diameter multi-plate clutch which he used on his 1½-litre Thomas Specials and on the 27-litre Thomas Special "Babs". – W.B.

Sporting days out

AS SUMMER faded toward Autumn, an uncharacteristic display of sunshine prompted us to accept some interesting days out that were a litle out of the ordinary. All three featured displays of cars, but only in one case was that the primary reason for organising such a day(s). Markedly apparent was the increasing general public interest in both old cars and aeroplanes, though the writer found that one occasion conspicuously traded on just that interest in nostalgia and rewarded the spectators with far, far, less than the advertised attractions.

By far the biggest occasion was set in the 600 acres that comprise the Royal Showground, Stoneleigh, Kenilworth. Called the Town and Country Motoring Festival and organised by the Royal Agricultural Society of England, this annual event was being held for the seventh year. Fortunately for all concerned an event to be held for the 62nd time – the Motor Show – has moved into the area this year.

The SMM & T became involved as part of the build-up to the October Motor Show at the National Exhibition Centre in nearby Birmingham. As a result of the SMM & T "blessing" and the frequently quoted £23,000 offered in the myriad classes of a massive Concours d'Elegance, plus an incorporated Sotheby's auction, it seems possible that the Motor Show will have to work very hard indeed to anything like rival the sheer number and quality of exhibits seen at Stoneleigh. Better still, you could drive some cars for yourself (the Ford Rally School and Subaru 4-WD exercises being most enjoyable) ... and then there were still a host of side-shows and displays to explore further.

The writer's chances of doing justice to such a big affair were considerably reduced by the opportunity on Bank Holiday Saturday to judge two of the 19 classes that comprised the individual Concours d'Elegance.

Bob Gathercole, the gentleman who used to run those amazing Toyota Celicas in the British Touring Car Championship a few years ago (as tested by C.R.), was the man in charge of the motoring side of the affair. There were the usual background murmurs of people who thought they could do a better job and we did find the occasional confused Concours competitor (a beautiful closed Bentley in the modern "open road cars" area for instance!), but the overall impression was of a massive success. Last year the Town and Country festival drew in 66,000 people; this year attendance over the three days was 116,000.

The "Guvnor" for the day was Michael Bowler, on hand to listen to his concise briefing were quite a few distinguished faces to do the judging, which was split into one or two classes apiece with two judges on hand. My partner was Robin Bradford of *Autosport* and we were asked to look at entries in two classes, both defined as Post War Classic Cars but divided into 1961-1970 and 1971-1978.

At the briefing we were told that marks should be deducted for any road dirt found under wheelarches – or anywhere else – and that there was to be no allowance made between a man who used a car on the road and one brought specially on a trailer.

One judge raised a laugh before we set out to plod our way amongst a total 367 vehicles on Saturday by asking if it was permitted to deduct marks for "beastly owners?" We were advised not to talk to owners and that it was not necessary to hear engines running. As a professional nosey parker I found it impossible to comply with the former request, and owners would often spring into the cockpit and fire-up the engine at our approach!

We started off with 1961-1970 open road cars and immediately wondered if we were in the right place. There was the blue Bentley I have mentioned and every other car seemed to have a hardtop firmly in place!

Lacking previous experience of these affairs we tended to try to mark groups of like cars together. In the first bunch this meant four Sunbeam Tigers and a Sunbeam Alpine Series 4, three Austin Healey 3000s and an original Mk. 1 Sprite, plus a brace of Daimler SP250s. None of them provided a winner, though we did place Mike Green's grey Alpine third, ahead of a tied fourth-place: a restored Mercedes Benz 230SL and an early, green Tiger used through a very low mileage by its original owner.

Our top placing – and as it turned out the winner of the SMM & T's Best British Car award – went to William John Francis Athawes' 1965 Jaguar E-type. I had never seen this beautiful red Jaguar before, but when I got home and opened a newly arrived edition of a rival publication, there it was again, winner of a previous concours at Weston Park.

For comparison we judged this against a policeman's painstaking restoration of a Triumph TR4. I know to a MOTOR SPORT reader it must be puzzling to think of anyone completely *restoring* such a comparatively new vehicle, but the man kept telling us that he had spent 1,900 hours on the machine and I have certainly not seen such a gleaming underside. In our final placings the E-type won with 98 points from a possible 100, the TR had 94 points and the Alpine 91. Apart from the SMM & T cash, Mr. Athawes' machine will also be on display at the Motor Show, along with a quite beautiful 1964 Ferrari Lusso which won the Best Imported Car category.

The 1971-1978 section was much harder to judge because any enthusiastic owner of a car that age is bound to make a pretty nice presentation of the vehicle. I see from the results that another E-type, a yellow V12 with a hardtop, won. Personally I would have almost split it up amongst the Morgan entries, two '8s and a red 4/4 that had been rescued after a hard life in production car trials. The order finally was Alan E. Hames (Jaguar E), 92 points; Anthony Wilkinson (MGB Roadster, a newish example), 86 points; and Melvyn Rutter (Morgan '8 Sports), 85 points.

A further 150 cars and commercial vehicles were also judged within the Inter-Club Team Trophy, fought over by 32 entrants. Winners were the Historic Commercial Vehicle Club (Chiltern) from Midland Vehicle Preservation Club and the AMOC Post-war section. Last were the Facel Vega Owner's Club and (perhaps surprisingly) the BMW Car Club were right at

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CARS IN BOOKS
continued from page 1429

Thereafter follow all the adventures of such a venture after learning to drive a T. Which resulted in a crash into a tree in the virgin forests of Maryland after passing a "stout, road-filling Cadillac" at 30 or 40 m.p.h. and skidding off the road. Only the windscreen and a headlamp suffered. The book will appeal to Model-T connoisseurs, who will find it all there, even trying to raise the gasoline in the tank when supplies were exhausted by floating it in water, which worked for a short time! (I didn't know Fords had top off-takes from the petrol tank!). On another occasion, stranded 16 miles from Acoma and failing to find the promised hotel and the "regular motor service" to that place, what did the travellers demand but : "A Ford car, please, and look sharp about it!". Their hostess had a "smart little Dodge". In China there is more adventure, travelling the newly-opened road from Annam to Laos, in a car driven by "a little goblin of an Annamite chauffeur" in a hired car. The make of this and various small 'buses encountered *en route* isn't quoted – but I bet they were Fords, as was the car they were obliged to hire in Tourane, although Stella Benson went in the native stage-bus to Quinhon – another Ford?

I think I have quoted previously in this long-running series from books about Virginia Woolf but not included the following, from "Virginia Woolf – A Biography" by Quentin Bell: "That summer (July 1927) Virginia acquired a motor car. ... The motor car was an important addition to her life ... and was considered a great luxury. Leonard at once became a skilful and knowledgeable driver. Virginia also took driving lessons and, as she considered, made good progress. But after taking their Singer through a hedge she decided (although no substantial damage was done) to let herself be driven. This indeed she found most enjoyable."

There is practically no motoring referred to in "Literary Gent" by David Higham (Cape, 1978), a book about as earthy as David Niven's "The Moon's A Balloon", for the perfectly good reason that this famous literary agent cannot drive a car and all but came to grief when trying to master a military motorcycle during WW2. He does, however, mention that as early as 1906 his great-aunts, living in Bayswater, kept a limousine and chauffeur, Mors and Delaunay-Belleville being quoted, the latter wrongly spelt. There is a little more motoring in that readable book "The Way to Minack" by Derek Tangye (Michael Joseph, 1968), one of whose brothers was Nigel Tangye, a flying instructor on DH Moths at Stag Lane Aerodrome and "one of the finest aerobatic pilots in the country", who was called in by Korda to advise on the flying sequences in H. G. Wells' film, "The Shape of Things to Come". He ran "a Morris two-seater with a canvas hood". Derek's parents used to meet him from school, at Truro Station, with the dogs, in "an old Wolseley tourer". This must have been in the early 1920s, so one wonders what age the car was. Then, a case of Austins in books, when Derek Tangye had no car of his own he borrowed "a Baby Austin which was even smaller than a Mimi" to take the actress Sylvia Sydney out to dine at Quo Vadis, with Leoni hovering over them, and afterwards to see "the most beautiful view in London ... the floodlit Battersea Power Station". He never dared to ask to see the girl again, although years later he heard that she thought this her most memorable sight in London. All that was not long before WW2. Tangye was soon to take over Godfrey Winn's column on the *Daily Mirror*, to celebrate which he bought himself "an elegant Buick", sold to pay his debts when the column folded. – W.B.

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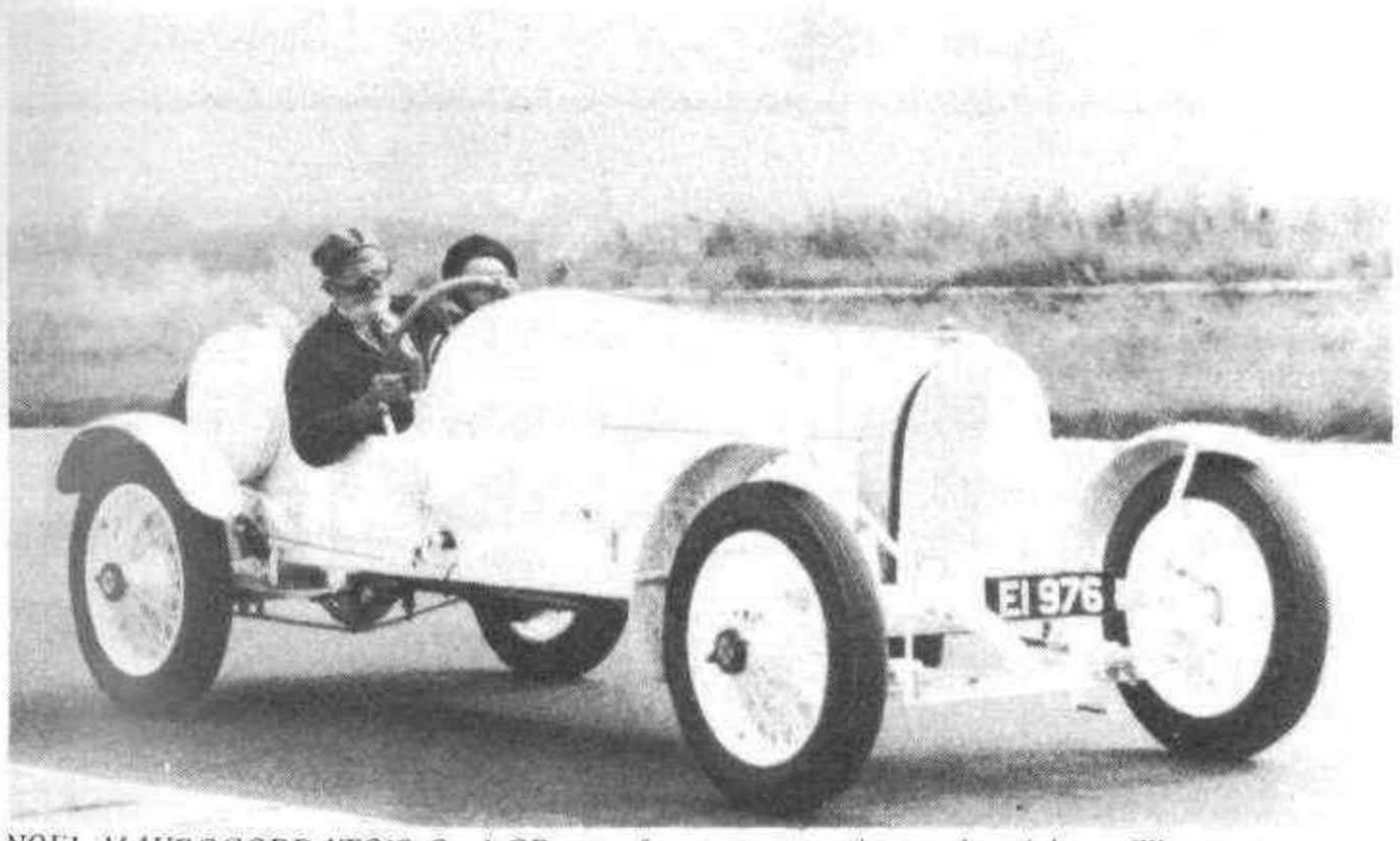


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NOEL MAVROGORDATO'S Opel GP car of 1914 was an impressive sight at Thruxton.

PLENTY of aeroplanes attended Thruxton's Brooklands gathering, but few had direct links with the Surrey aerodrome.

Photos by Bruce Grant-Braham



the lower end of the judging too.

Sir Barrie Heath presented the prizes on Monday, but by then we were humming along to Thruxton for what promised to be a veritable orgy of motoring memories. Lurking under the unlikely title of Britax Raceday and organised by the Junior Car Club (at least that's what it said on the programme cover depicting a vaguely Brooklands Banking scene) this was a typical day of British club racing with a few Brookland items thrown in.

Biggest let-down of the day was the air display. The programme for this BARC-headquarters promotion spoke of a Fokker Eindekker, a Moragne Saulnier (Morane Saulnier) and even hoped for a Spitfire and others. In fact the best that could be done was a large scale model of a Spitfire with non-retractable undercarriage and disconcerting civil white/blue paint with power bulges for proprietary flat-four engine, (the owner wanted to sell) the Saulnier (which looks magnificent but travels exceptionally slowly on a Lycoming 100 b.h.p. powerplant) and a very spirited aerobatic display from one of the Tiger Moth/Stampe brigade. It wasn't quite what we expected, but the number of 1920-30s planes – surrounded by a lot more modern equipment as a contrast – made a pleasant lunchtime amble. If I were awarding a Concours d'Elegance trophy it would have gone to the very smart black DH Pussmoth carrying the legend, "this aircraft is non-aerobatic and must not be flown at speeds in excess of 120 m.p.h." Messages abound amongst aviators of course, but the cheekiest was one appearing on a rather scruffy ex-Group 2/3 Lee-on-Solent Auster that simply said, "Only real aviators can fly Austers".

The car side of things was excellent. The current-day racing included a superb round of the Sodastream Sports 2000 series, justifying our editorial coverage given earlier in the year but disappointingly totally Lola-mounted now. A pair of binoculars and a vantage point near the Campbell-Cobb-Segrave complex allowed us to watch as a four-car group frequently disputed the lead around the 130 m.p.h. plus Village and Church corners. The fact that the winner (Nick Adams) and the fourth-placed men were sponsored by publishing houses gave rise to a certain amount of hard thinking in this reporter's mind, too!

A pleasing contrast was the four-lap Brooklands Society Demonstration Run. Led by a Vauxhall Cavalier (yes, there was an immaculate 30/98 on display too) motorcycles took precedence over cars. I particularly admired the 1928 Scott Super Squirrel of 596 c.c. owned by T. C. Windsor of West Horsley. Shining with predominantly red paintwork, it is nevertheless apparently used regularly as a road machine: it arrived on a trailer for this meeting, though.

According to the programme notes, the two-wheeler Grindley Peerless Brooklands 100 was one of the most relevant machines of the day, for it is said to be the only survivor of six made for racing on the outer circuit at Brooklands, recording a lap of 105.96 m.p.h. in 1937.

Amongst the cars there was the opportunity to admire Mavrogordato's 1914 GP Opel. It carries a plate recording the 4,441 c.c. machine's 10th place in the 1914 French GP, though for this occasion – celebrating 70 years since the first British airplane flight from Brooklands (thus my disappointment over the aeroplane content) – it might be more noteworthy to recall that Opel did send cars to race at Brooklands twice in 1914. How they fared and a lot more besides was covered by W.B. in MOTOR SPORT, September 1977.

Despite the programme stating that the demonstration would contain only machines that actually raced at Brooklands it was evident from the owner's descriptions that this was by no means sure in many cases. A notable exception was Sir John Briscoe's 2,993 c.c. 1911 Delage, which informed suitably impressed onlookers that, besides success at Brooklands, it was the *actual* winner of the 1911 *Coupe de L'Auto* event at Boulogne in 1911, averaging 55 m.p.h. for the 338 miles. Also on display and parading were a 1930 Maserati 26/1 8C of 2½-litres, Larsen's Talbot 105 that had competed in the 1934 MCC One Hour high speed trial and, from the same year, the MG NE Magnette built for the 1934 TT, which it won in Charlie Dodson's hands.

An eight-lap Brooklands Memorial Trophy (no relation to MOTOR SPORT's original award) Handicap Race had just 16 runners and was won by the six-lap first departure entry of Alan Nye (1930 Austin 7) over D. H. Cooksey's 1931 MG Montlhery Midget, who was required to cover seven laps and start 15 seconds after Nye. The winning MG averaged 53.52 m.p.h., but the highlight of the race was the close company kept by Dunham's single-seater Alvis Speed 20 and one of Blight's famous Talbot 105s, BGH 23. Dunham eventually finished 2.6 seconds ahead (they were sixth and seventh on handicap). Another Alvis, the 3½ litre example of Tony Bianchi, set a new lap record at 1 min. 49.4 sec. (77.53 m.p.h.).

The final day out in the sun came on a day full of flying nostalgia in the Henley-on-Thames area. My feet were firmly on the ground though, marvelling at the ingenuity of a publican who happens to be nothing more or less than a well-known motoring enthusiast.

His hostelry is called the *Bull & Butcher* and it is out in the middle of rural Oxfordshire, at a small village called Turville. In this unlikely setting Mr. Jim Cowles has created an exceptionally well-supported open air racing car show.

This was only the second time that he had managed to get such a display together, but with a forecourt full of Grand Prix cars and surrounding greens packed with exhibits from a 1952 Offenhauser Indianapolis Special to a pair of the current Chevron-Hart Formula Two cars, and numerous enthusiasts with beautifully restored/maintained machinery, it has become quite an occasion.

Somehow Mr. Cowles has built what amounts to quite a serious show from an original contact with Marlboro.

We arrived at 11.30 in the morning and found things were already pretty busy. Arranged just off the narrow village main street were four Formula One cars: a Marlboro-supplied version of the M26 carrying James Hunt's name but with even the DFV engine number obliterated; Emilio Vilota's M23 from the British national series; Fittipaldi's Copersucar F5A/3 (complete with cold air supply to cockpit); a tired-looking Tyrrell six-wheeler carrying its stretched front track and Watkins Glen scrutineering label.

Gradually the green and the car parking space

Model Ts and Maseratis at Oxford

THE FORD Model-T Register held a rally at Weston-on-the-Green, near Oxford, on September 10th, which was attended by a fine turn-out, totalling 17. They embraced nine brass-radiator cars and six of these Ts were commercial vehicles, from Wyatt's of Yattendon's well-known Baico chain-drive one-tonner truck with solid rear tyres, to the 7-cwt models, such as the covetable Hovis bread-van ("Bread baked daily") and another 1914 model with truck body that had been used for lawn-mowing, its bottom-gear locked in, until it was restored this year. There were two of the rumble-seat models, one with Ford-Radmill lamps, the tourers ranged from 1912 brass-rad. to 1926 nickel-radiator, and one brass rad. r.h.d. tourer had a Goodyear tyre on its Stepney-type spare wheel.

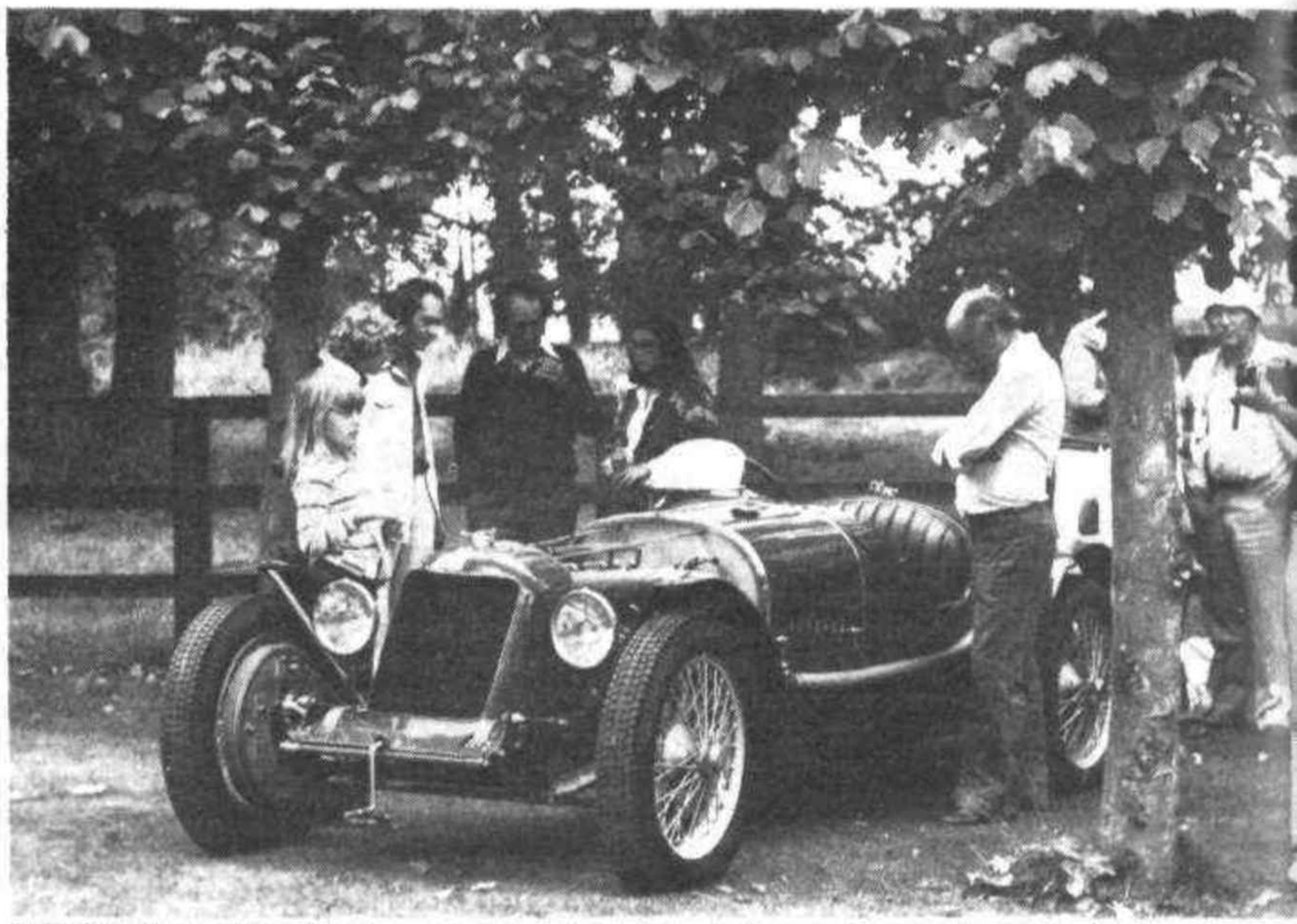
After a good buffet-lunch at the Weston Manor Hotel the Fords went out on a clue-solving competition of about 18 miles, along deserted Oxfordshire roads, to the delight of foreign visitors who watched their departure. The Ts had a Maserati "guard-of-honour", as it were, because the Maserati OC was holding a rally at the same hotel. One of two 2.9-litre 8C GP Maseratis which Cameron Millar has flown back from America arrived on a trailer, now owned by American enthusiast Bob Sutherland. This exciting car is said to be the one driven by Campari when he won the 1933 French GP. The other is the ex-Birkin car, which Millar hopes to run next year. Another exciting car among some delectable modern Maseratis was the ex-Carrol Shelby 250SI, and a 2-litre A6GCS was also present. Alas, we heard that Shelby is very ill, with heart trouble. . . .

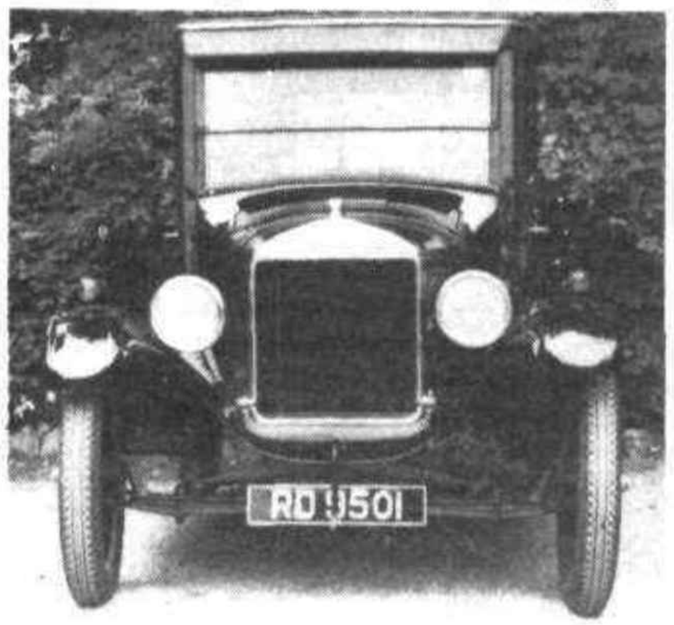
After the last Ford had departed I got into the absolutely-immaculate 1926 nickel-radiator Fordor saloon belonging to the T-Register Run's organiser, Mr. J. S. Huggins, who appropriately is Executive Chairman of Hartford Motors (Oxford) Ltd., who are Ford dealers. He is an impartial enthusiast, who owns vintage motorcycles, including a potent JAP vee-twin-engined New Imperial, and who has just purchased a 20/25 h.p. Rolls-Royce. His Ford was a complete surprise. Whereas most of the Ts I have driven or ridden in have been endearing in a crude, rattly fashion, this one was endearing but almost refined. Its windows refused to rattle, its floorboard scarcely transmitted vibration, even when the revs. rose in bottom gear, and the engine of this last of the line of 15-million Ts was surprisingly smooth and quiet, as we rushed through the countryside in pursuit of the other Ts at perhaps 40 m.p.h.

You sit bolt upright on a comfortable sofa, looking down on the short, typically T-Ford, bonnet and even more typical filler-cap. There is plenty of elbow-room, and our wives were just as comfortable in the back compartment. All had an excellent view over the Oxfordshire hedgerows. Before me there was a light-grey metal dash, containing just a Ford ignition switch-cum-ammeter, the supplier's original name-plate, a dashlamp, and the fuel-economy control. One used to regard the Model-T as a rather good joke. But going out in this 1926 example it was easy to see that it represented not only practical but pleasant transport, to those not in too much of a hurry, on the roads of the vintage period. The pedal-changed epicyclic gears are certainly foolproof to anyone accustomed to the T, when they are needed – for the engine will pull up hills at almost zero revs. The only judder arises fr engagement of the bottom of the two forwa speeds, and the engine of this Model-T, I v told, will "start on the switch" since new piste have been fitted. It is kind to its battery in a case, as it fires-up after about a quarter turn the three-bearing crankshaft, nor did it show a tendency to overheat. This ride was a hap interlude in the 75th Anniversary Year of t Ford Motor Company.

After tea the prizes were presented by my wi Peter Scarsbrooke won the Scenic Run prize, his 1915 tourer, Ken Napton was judged the b newcomer, and the year's awards went to su well-known T-owners as Tom Coster (a f rosebowl), Rod Lorch, and David Brett

W





ABOVE: the 2.9-litre 8C Maserati, below, J. S. Huggins' 1926 Ford Model-T Fordor.

SPORTING DAYS OUT – cont. from page 1439

alongside the public house filled up too. On the green the modern formula cars – the ICI Formula Two Chevron B42s referred to, a plain-Jane March 782 BMW from Bicester and a selection of Tigas – shared with machinery such as Ray Potter's HWM. This machine is believed to have been one of the original batch of works cars produced in 1951, though now it carries the 2½ litre Alta DOHC unit developed with gear-driven camshafts. In this guise it is reputed to be the car Peter Collins drove with such verve at the 1954 British GP.

An oddly-matched couple sitting side by side were Robs Lamplough's Offenhauser powered Indianapolis car (driven by Roger Ward 1952/3/4) and the BRM P25 presently owned by Marsh Plant Ltd. Odd companions, for one carries all the advertising decals and the legends *The Guiding Angel* and *Blue Eyes* upon its white paintwork, while the other sits quietly in BRG: they do both share front-mounted four-cylinder engines, but for the rest it merely illustrates how far apart European and American racing were.

Another interesting exhibit showed American philosophy too. Called *Medicine Man* it was Micky Naylor's fearsome dragster, complete with a faded blue ticket that simply told you this device had reached 222.70 m.p.h., just days before display, in a standing quarter mile.

Saloon car racing was represented by the XJ5.3C that Abingdon hold from the 1977 season, one of Stuart Graham's many 3-li Capris and Marshall's personal Cheve HS2300.

I recognised Bianchi's Alvis again from Thruxton record-beating outing, but I could really talk to the owner as he was tied up in c of several exciting aerial displays going overhead! That was a pity for one of t highlights of the day came when a Hawk Tempest hurtled up, down and genera corkscrewed around, providing a much-need moving spectacle.

Bentley and Bugatti were both represented really it made Thruxton almost look tame! with, notably, Posner's GP Bugatti and Gord Russell's 8-litre Bentley Special. Howev Bentleys also abounded in more usual form, a there were several gleaming road machines gaze at ... when you were not looking at Jo Heath's GT40 ... or Lagondas ... or vario Jaguars, including a C-type in blue ... or, b that is enough.

An enjoyable day in a very English "Gard Party" manner. It showed that enthusiasts a what they are, whatever the age of the machine involved. For me that attitude was perfec summed up by the arrival of a pair motorcycles which came to a halt on either si of me. On the right was a gleaming black Vince 1,000: to the left a metallic orange BMW R100 Both riders looked happy, as well they might.

J.W

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Competition Wheels Ltd:

Wheel Craftsmen in Magnesium Elektron

Since 1973 Dymag racing car wheels made by Competition Wheels Ltd. have become an increasingly common sight. Now it's easier to say who doesn't run Dymag in Formula One (Ferrari, Brabham and McLaren) as Lotus begin the switch too. Who are the people involved – and how much of the wheel is their work? We went to Wiltshire to find out.

"IT WAS in 1971: I knew people figured out how to make gearboxes and engines and stuff like that for the race-car business, so I thought, why not wheels and uprights?" That was the tall Canadian expatriate Max Boxstrom talking recently about the birth of a significant business. Today Boxstrom and Mike Knight (better known for his Winfield Racing Schools in France) direct a company that turns over £350,000 a year, primarily from the production of racing-car and motorcycle wheels. The uprights disappeared along the route to success, but the still-active designer in Boxstrom drew, and currently has Competition Wheels Ltd. producing 100 c.c. Kart engines that reach 14,000 r.p.m. These single-cylinder units are all made for the Zip concern at Hoddesdon: they demonstrate the sort of flexibility and sheer productivity you can enjoy with a labour force totalling 13!

The signs are that this is a company destined for rather bigger things, but what is the background behind establishing a successful business in such an exotic corner of the market?

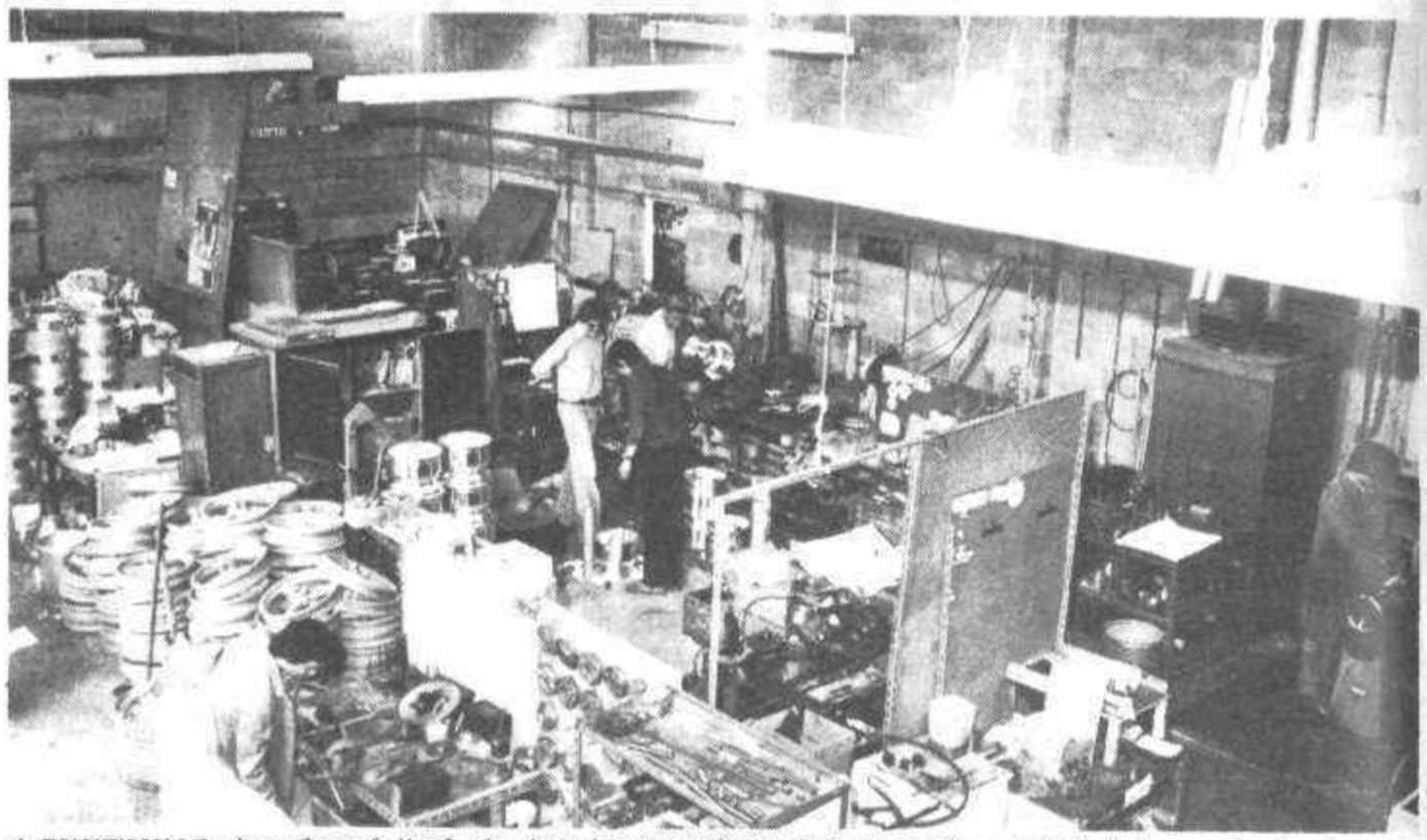
Knight is probably the better known. As we said, he has been involved in the Winfield Racing Schools for some time now – an intensive course is still held at Goodwood, though business is much better in France – but what is not quite so well known is that he was, and apparently still is, a partner in Tico Martini's competition car construction enterprises in France as well. He first became involved in competition through a karting operation from his home base in Jersey and went from there to Formula Three.

That seems to be where Boxstrom met him, when both were immersed in the world of screaming Cosworth/Holbay 1-litre Ford motors that propelled the machinery in that fantastically competitive era. As Boxstrom says, with a laconic half smile, "I guess you couldn't find too many 18-year-olds towing their Formula Three cars behind an Aston Martin, so you could say I noticed him all right!"

Knight is the capital behind Competition Wheels today, though Boxstrom allows, "I put some of mine in too. A gesture of faith rather than to really make much difference to our bank balance."

Boxstrom arrived in the UK when he was in his early twenties and became involved with Formula Three as a driver and a designer. Neither were conspicuous successes, but he persisted on the design side and eventually became reasonably self-sufficient as a freelance designer. There has been some previous connection with this magazine as he was involved with Race Cars International, and their man Tony Trimmer won the Shell/MOTOR SPORT Formula Three series in 1970, even beating a works Lotus onslaught.

Such activities brought Boxstrom into wide contact with the different problems surrounding designing and manufacturing cars for



A SEETHING shop-floor full of wheels being transformed from castings to finished car: predominantly 13" diameter) and 18" motorcycle wheels in magnesium elektron.

competition. He found himself doing an increasing amount of component work: fuel systems, suspension geometries and so on.

The first Boxstrom wheels came in 1971. As he recalls, "After I had quit Formula Three I remembered that getting hold of cast parts was a big problem, especially wheels and uprights. So I had sand-cast some magnesium elektron wheels of my own. In fact I sat down and designed a composite set of wheel patterns, so I could make a variety of rims available." Aeroplane & Motor Aluminium Castings Ltd. or Erdington in Birmingham, somewhat surprisingly took on the small numbers required for the fledgling venture. Boxstrom then arranged for the wheels to be machined and the chromating finishing process applied.

Boxstrom was looking for some cash in his pocket at this time and he soon found that Motor Racing Enterprises (MRE) at Bourne End were looking after a number of privateers in Brabhams. From that introduction it was subsequently possible to sell modified versions of the wheels to Ron Dennis for the Rondel Formula Two enterprise.

A formal agreement was arrived at whereby MRE – who were the first customers for such wheels – would market them and look after some general administration details. Boxstrom was responsible for all the technicalities of ensuring the castings were up to scratch, and so on.

Now Boxstrom was also still involved in bits of freelance designing, and one of the people he dealt with regularly was Martini. They were buying Chevron wheels and modifying them themselves, so the French concern soon offered Boxstrom a deal to supply their wheel requirements.

Gradually the number of customers increased. The original sand pattern designs could cope with a wide variety of requirements, so long as they were 13 in. in diameter and had a width between 8 and 16 in. Four main offset/inset combinations were provided – and I should note at this point that when racing-car professionals talk about offset they mean from innermost rim to inside facing of the wheel centre: in America the same dimension is referred to as simply, "the drop". In rallying, saloon-car racing or any other sane sport they talk about offset as that portion of the rim offset from the hub centre, and the inset as the portion inward from centre-line of hub to innermost rim. Confused? Here we have to talk the racing man's language, so just remember, when I say offset, I don't really mean it!

Back at our story, the small-scale wheel operation was growing, and growing. In the first eight months trading some 300/350 wheels were disposed of. In the next full 12 months the number was more like 500.

Even such small-scale success brought its own problems. Boxstrom knew that to make any money they had to make more wheels and lower the production cost of each. The answer was die-casting, but that process involved investing £30-£40,000 in dies then, and he certainly didn't have that sort of cash. The sand casting was cheap – "We got worried when casting costs crawled from £20 to over £30. In fact we thought that was the end of our world! Machining used to add about another £10 a wheel, so the profits weren't bad, but to make it a business, it had to be bigger, and that meant die-casting.

"I was coming back with Mike Knight from a meeting at Magny Cours when he casually asked me 'How's the old wheel business then?' I told him I had this die-casting idea. He asked how much it would cost? I muttered a figure ... Mike raised his eyebrows, but he stayed interested!"

In fact Knight was convinced enough to back Boxstrom to the hilt and the present concern was established in 1973 from premises at, "a pretty infamous motor racing address ... 361 Bath Road, Slough. It had been Frank Williams' place, but he'd moved on to Reading and there were all sorts of businesses carried on from there. Howden Ganley actually held the lease."

Boxstrom redesigned the wheels pretty thoroughly after he and Knight had bought out the old stock and patterns from Jim Gleaves at MRE, a man who should be credited with putting so much work Boxstrom's way, including the F3/FF car design that MRE ran for Barrie Maskell briefly before selling the FFs "quite successfully". According to Boxstrom the original wheels were somewhat over-engineered and it was possible by slimming down the spokes and increasing the amount of machining to save just over 2 lb. per wheel on a before and after comparison.

He stuck to the 13 in. diameters, and that is still true of his die-cast wheels today, though there is the possibility of becoming involved in supplying 15 in. diameter wheels for USAC-specification cars contesting Indianapolis. Though 1973 saw their first regular Formula

One customer appear (Surtees), Boxstrom found waiting for the die-castings to come through tedious. This was not the fault of Sterling Metals of Nuneaton: Boxstrom had anticipated waiting a year for the foundry to produce the dies.

It is quite important to note that those dies remain the property of Competition Wheels. Important because they had discovered the hard way how vulnerable they could be to foundry policies: Aeroplane & Motor provided a superb service, but when they had a fire next door to the magnesium sand-casting activity they shut up that shop. Finish, just like that. Now the business had already decided to go for die-casting so it was not too much of a blow, but when Aeroplane & Motor were forced to cease work Competition Wheels went to Kent Alloys of Rochester. Apart from the fact that they were hanging on for the die-cast examples, it seems the link would not have lasted long. Kent Alloys also stopped working with magnesium shortly after Competition Wheels had their first die-cast Dymags available.

The first recipient of die-cast Dymags (still in the same four-spoke design) was Jo Marquart in the days of Modus, but of more long-term significance was a call from Ron Tauranac. He had drawn up his basic Ralt designs and now he wanted some wheels. No need to ask if he'd done his sums correctly! As Boxstrom now says, "If Ron calls *you* then there is no doubt you will be doing business!" One of the longest-standing customers of all is also French: the giant Renault concern. Boxstrom records, "We had contact with them in a funny way. I supplied some of the old sand-cast wheels to John Coombs when he was running the Formula Two cars. They rang up a year later, wanting to know if it was all right to run six-year-old wheels."

Things developed from that point on, and it's nice to know that Le Mans was won on a British wheel, and they are still in use for Renault's now-escalating Formula One programme. The point about "lifeing" – and there was quite a kerfuffle over this a few years ago with particular reference to magnesium elektron wheels – is not lost on Boxstrom. He felt: "It's the business of the wheel designer to make sure of the original strength. If the wheels are kept clean and no growth is allowed to build up, so that the chromating process is still intact and protecting the wheel, the life is not a problem. The whole business of wheel corrosion is bound to be worse in rallying."

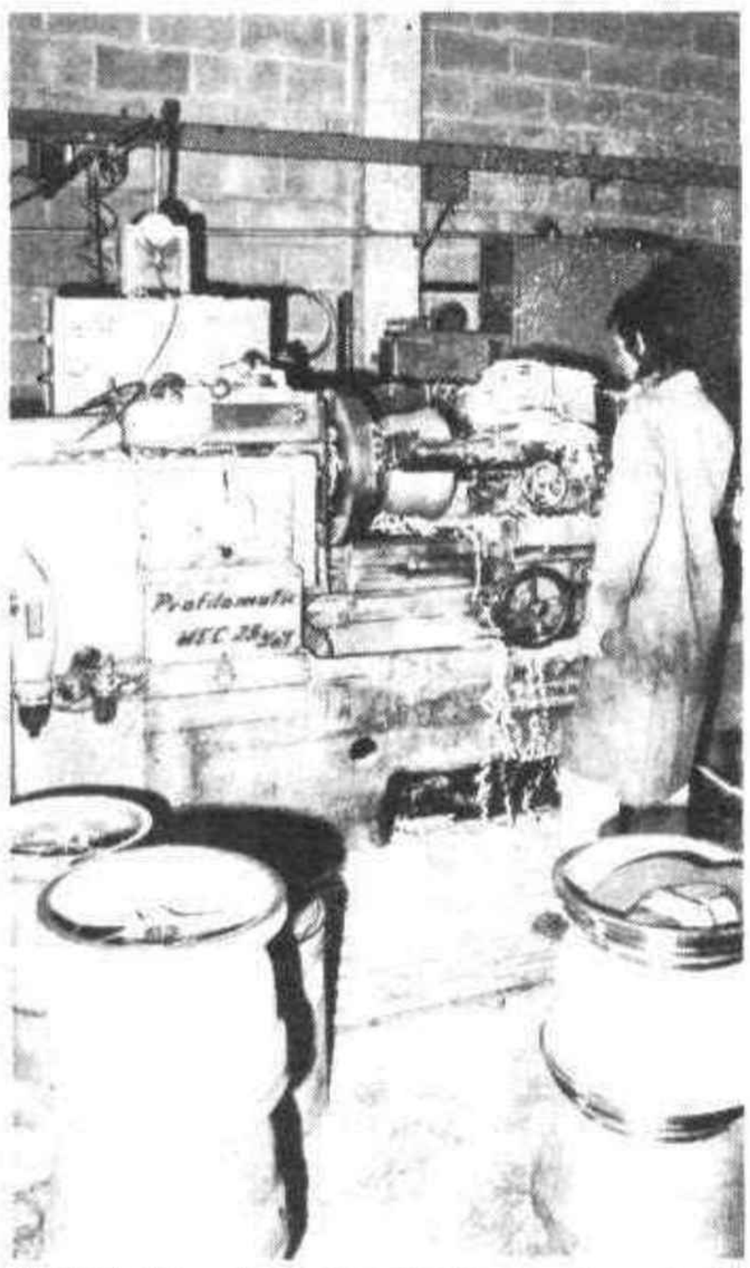
In fact rallying is just where we can expect Competition Wheels to next make their presence felt, but first we enquired what sort of testing procedures they employed. The answer lies really with two outside concerns. Sterling Metals x-ray every casting and it goes through "a mechanised Ardrox process," as Boxstrom describes it. In fact the penetrating dye is applied *via* a dip and then inspected. The design itself, prior to production, goes through hell at Rubery Owen. That famous concern and Boxstrom have concocted a revised version of the standard Wohler test, which employed a beam to the hub with force applied to one end and fed out through the hub and the flange of the wheel. "We decided this was not realistic, so we employ a steel drum, a tyre inflated to three times the normal pressure and the beam. This allows us to apply stress to both edges of the rim as well as the centre. Our standard test is now two million cycles of pressure applied to the beam end at a force equivalent to 2,000 lb. ft. Since the wheels still don't fail at that, this is the practical limit of what we can do."

The current range consists primarily of die-cast formula or sports racing wheels in magnesium elektron, but they still do specials by sand-casting where it's not worth the tooling-up of dies. Prices range between £65 and £198 per wheel: Boxstrom says one can use the figure of £11-£12 an inch as a guide, but there are obvious discounts for very large orders, which are rare in this business anyway. Next year they hope to make a range of wheels to suit club racers which will be considerably cheaper than the sand-cast specials they do supply to some of the more prosperous Sports 2000/FF2000 runners today in six rim sizes.

The main die-cast range covers a design that will cater from 8 to 11-in. rims (all 13 in. diameter unless otherwise stated, and then not die-cast) and this wheel can be used either for the front of a Formula One/sports car or at the rear of a Formula Three: the stresses are quite similar so far as Boxstrom is concerned.

The rear wheel design is a patented two-cone (outer and inner) design. This is bolted together – with an aluminium collar and two O-rings in the centre – to provide a strong light wheel from 13 to 20 in. wide. For some special combinations of offset they can usually cater by juggling around with cone widths ... but it's quite possible that for something really special one will have a two piece with one "half" cone die-cast and the other sand-cast.

Inevitably this is where Lotus enter the scene. As well as making everybody think about wider track they have taken delivery of some specials that measure 11 by 13 in. stock size but have their thinking on insets throughout. Others making wing cars are apparently following along the same path tucking components out of the airstream. ... "We have been asked to look at the rears now," says Boxstrom. What he does not say is that his work will probably be required to mate with the forthcoming 80 design, though we were discretely just told, "it's a very special design." Since the 80 is said to be a wing-less car one wonders (frivolously) whether Chapman has finally succeeded making the wheel generate downforce too...?



SOME Tyrrell front wheels go through the machining which will produce a fine finish that will remain unobserved inside a Goodyear racing tyre.

Another relevant factor at the rear is the arrival of Skefco's third generation bearings which are generally allowing designers to look at smaller insets. Last year the company found they were making 18, 19 and even 20 in. wide wheels for their Formula One customers: this year its mainly 18 in. but with the different inset trend described. I must make it clear that Lotus are presently only using the Dymag on the front; Speedline, their suppliers in recent years, make the rears at present.

As with the karting engine, most of Competition Wheels' opposition comes from Italy. McLaren are Campagnolo-mounted and the advertising for John Brown Wheels says that Momo wheels are used on the Brabham (road and steering) in line with Lauda's endorsement. However, the design is basically one that Brabham have used for a while. Ferrari are contracted to Speedline in Italy.

Magnesium Elektron of Manchester are the sole suppliers of this material and they also undertake the recycling of the expensive metal removed in the machining processes. As Boxstrom wryly commented, "We don't make wheels – we make swarf." The remark has more than a grain of truth. As a guide we were told that 10 kg. of material (22 lb.) goes into the manufacture of a 7.7 lb. wheel! The Formula One teams go even further than this. Wheels for the category are subject to a great deal of extra machining as they pursue the ultimate in light unsprung weights: if the car crashes and bends a wheel (more likely than shattering we were told, contrary to popular conception based on rallying) then that's just too bad. Even if the wheel goes under impact that's no bad thing either – it may have saved the next expensive link in the suspension/monocoque. If not, the Formula One people seem happy enough to absorb cost, looking for a competitive edge rather than crash-ability in these commercial days.

The scene inside Unit 1, the neat sandstone building on the newish Leafield Industrial Estate, Corsham, Wilts., is divided into an unpretentious one-floor machining shop and the offices at one end of the building to support such production. Above the offices are a small stores and wheel assembly area where the chromate and dip seal processes also take place. Those two-piece rear wheels are attached by either six (the March and ex-March men school of thought) or eight bolts with drive peg holes supplied to order. The alloy collar actually takes the shear stress, but the friction of torqued-up bolts and centre nut locking is said to provide more than enough friction to keep both "halves" together.

I am only sorry space cannot permit us to fully explore how the wheels are machined from dull gold castings to shiny components and back to the chosen finish as they pass from busy machine to machine. Suffice it to say that here is an enterprise full of ideas.

When you hear that they make two types of kart 100-c.c. engine (53 mm. stroke and square 50 by 50 mm. for that 100 c.c.), *and* disc brakes in steel for competition motorcycles, as well as the 18 in. diameter bike wheels that may well be employed on the Suzuki works bikes next year, plus any number of special car wheels in addition to their "normal" range, it pushes home the point about the effectiveness of small business.

J.W.

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RALLY REVIEW

Rally of the Thousand Lakes



Second-placed Timo Salonen backed up by team mate Alen gave Fiat 131 Abarths a fine 1-2 win on The Thousand Lakes. Note the spoiler smashed by one of the notorious "jumps".

THE BARD held the view that names mattered little, and in many respects he was right, but in some cases names can be very important indeed and can often obviate the need for strings of verbose descriptions. Who needs a travel brochure, for instance, to relate the vast African bush, deep river crossings, and dusty encounters with animals and tribesmen, with the name Safari Rally, or to associate sub-zero temperatures and open, snowy wastes with the Arctic Rally? Not all names command such instant auto-description, but there is no comparison at all between such uninspired (and uninspiring) titles as RAC Rally or Swedish Rally, for instance, and the oh-so-Greek Acropolis Rally, or the tortuous mountain crossings of the Alpine Rally.

A well chosen name can do much to create an initial interest in an event, and even to foster enthusiasm and excitement, and it was an astute move by the Finns in Jyvaskyla to supplement the original and rather ordinary name of their major event, *Jyvaskylan Suurajot*, with the much more eye- and ear-catching title *Rally of the Thousand Lakes*. If you understand Finnish, you will know how dull the original Finnish title is, and how totally unrelated it is to the name by which that event is now known internationally.

The Finnish qualifier for the World Rally Championship really has nothing to do with lakes, but the whole country is practically covered by either trees or lakes and it is nigh on impossible to travel anywhere without encountering expanse after expanse of clear water on which the inhabitants sail and land their float-planes in summer and on which they ski, drive cars and land their ski-planes in winter. They immerse themselves after sauna both summer and winter, though only the most hardy will plunge through a hole in the ice. The others make do with a naked jump into a snowdrift!

Most of what is not covered by water is planted with tall, straight trees, mostly pine, and it is in these vast woodlands that the roads which provide special stages for the Rally of the Thousand Lakes twist and undulate. Though on the short side, both in average stage length and overall distance, the rally has a unique character which was unknowingly determined many years ago when Finnish road-builders chose to go over the undulations rather than make cuttings through them. There are no mountains to speak of, but there are so many blind crests that, over the years, Finns have become as adept at controlling a car's airborne movements as its ground-level ones, and people have said that a more appropriate name for the event would be Rally of the Thousand Jumps!

Many of the roads through Finland's forests are private, but just as many are public, providing access to farms, forest camps and the wooden lakeside cabins which seemingly all Finnish families have tucked away for weekends and holidays in uninhibited seclusion. Trunk roads have tarmac surfaces, but most others are unmetalled, more sandy than gravelly, extremely well founded and certainly much smoother than roads in British forests.

That such roads are left without tarmac is by no means a sign of under-development; on the contrary, it illustrates the practical nature of the Finnish people. There are such extremes of temperature from winter to summer that tarmac surfaces would ripple and crack, and the constant need for surface repair work each springtime would be costly. In winter, country roads are snow-covered anyway, so it is no hardship to drive on smooth dirt roads in the summer, especially as it is comparatively simple to regrade the surfaces and respray them with a surface bonding compound. The roads are extremely well made and resist wear and rutting far better than the gravel roads of Britain's forests. Indeed, after the passage of the whole of the Rally of the Thousand Lakes in August there was hardly a trace left on the road surfaces, which is more than can be said of the wear resistance of other dirt roads we know.

As a general rule, the shorter a rally the greater the emphasis on sprint tactics. Whereas on a long event people may begin by keeping just a little in reserve and watching how the opposition fares, on the Thousand Lakes the flat-out competition begins from the first stage. One might recover easily from the time loss of a puncture on the Safari Rally, or even the RAC Rally, but it would be much, much more difficult on this Finnish event.



Lasse Lampi salvaged something for the unfortunate FoMoCo by winning Group 1 in this RS 2000.

The slightest mistake is enough to put victory out of reach, so everyone in with a chance makes full use of the two weeks or so of practice, which is the maximum period the organisers will allow in order to minimise inconvenience to regular users of the forest roads. Furthermore, that practice must be done in unmarked Group 1 cars and within strict speed limits. Checks are carried out and transgressors are penalised heavily.

Since the Thousand Lakes is the only rally in Finland to allow practice (all other events keep their routes secret until they start), Finnish drivers are generally unaccustomed to the use of pace notes, exceptions being those who have experience of rallying in other countries. It has become accepted, therefore, for competitors to drive over special stages time and time again in order to commit as much as memory as possible, and this is even done by those who have made good pace notes. It is one thing to practice and learn a racing circuit, but quite another to memorise some 240 miles of twisting forest roads over crest after crest, all lined by trees which give precious few opportunities to choose landmarks.

The rally is no more than a weekend event, but crammed into it is an immense amount of concentration, excitement and spectacle, all at a furiously fast pace. There is no attempt to keep stages secret from the public and spectators gather in thousands in the forests, disregarding the rain, often walking considerable distances to vantage points which they will have noted whilst making their own reconnaissance drives through the special stages in the previous weeks.

Ford, Fiat, Toyota, Opel, Vauxhall, Datsun, Volkswagen, Audi, Skoda, Wartburg, Trabant and Lada all sent factory cars to central Finland, and there was a private Porsche in the hands of Per Eklund, a Saab driver who is able to drive other makes when not required by his team. A close tussle was anticipated between Ford and Fiat, now more evenly matched than ever, but although Escorts went into the lead from the start, Fiat driver Markku Alen edged into the lead about halfway through the first leg, chased closely by Hannu Mikkola in his Escort.

Alas, at the moment of landing after a jump

the Escort's engine stopped abruptly as though it had been switched off. Later it fired up perfectly as soon as the distributor was changed, but by that time Mikkola was long over his lateness maximum and out of the rally.

The chase was taken up by Ari Vatanen, but just when he seemed to be closing the gap, early in the second leg his engine stopped just as suddenly when the main oil feed pipe burst. The third member of the team, Kyosti Hamalainen, had been off the road much earlier, and although he strove to regain places he could only manage eighth place in the end.

Pentti Airikkala experienced a persistent misfire in his DTV Chevette but still managed to drive sufficiently quickly to take third place, behind the Fiat 131 Abarths of Markku Alen and Timo Salonen. All manner of attempts were made at curing the Chevette's misfire, including the replacement of carburetters and inlet manifold, but it wasn't until the air intake apertures were partly taped over towards the end of the rally that the engine began to run properly.

Anders Kullang, the Swede who drives for Opel, brought his Kadett into seventh place after jumping the car much more violently than everyone else, eventually limping to the finish with a sumpguard folded back like cardboard and a smoke trail telling of a broken sump. His team-mate Ulf Gronholm, always a little on the wild side, totally destroyed his Kadett when he rolled it over boulders and into the trees, almost breaking the car in two.

In addition to their two works cars in Alitalia colours, Fiat had another two entered by the Finnish importer, driven by Simo Lampinen and Hannu Valtaharju. Lampinen took fifth place, ahead of Per Eklund's private Porsche (which he built himself at home in Sweden), but Valtaharu injured his hand during an excursion off the road and later, when the pain was such that his co-driver had to drive between special stages, he was caught exceeding the speed limit by more than 20 k.p.h. and disqualified.

Three Toyota Celicas, two new ones from the Brussels base of the European team and an older one on loan to Leif Asterhag, all finished in the first ten, which delighted the senior Japanese staff who were there to watch the proceedings and make notes. The two new cars were both driven by Finns, Markku Saaristo and Tapio Rainio, the latter another Saab man (Saab Finland, of course), at present able to drive other cars whilst both the Swedish and the Finnish team have curtailed their rallying in order to concentrate on getting the Turbo ready for its first appearance.

The strain of always striving to stay as close as possible to the absolute limit of adhesion without actually exceeding it invariably takes its tolls in this event, and there were very few people indeed who got through without some chilling incident or other. He was no fool who said of drivers in the Thousand Lakes Rally, "If they don't crash or come very near to it, then they aren't going fast enough to win". There were some amazing gyrations as cars flew off the tops of crests, landed awkwardly, became out of control and rolled off into the woods, some to be recovered by the willing hands of spectators but some to remain until tow-trucks could prise them out of the trees. Even in such a short rally there were only 55 finishers from 107 starters.

In the World Championship Fiat now holds a commanding lead with 82 points from Opel with 58 and Ford with 56. Mathematically they haven't yet clinched the series, but it is extremely unlikely that they will be beaten in the four rounds to come. Of course, Fiat was the only team to start the year with the declared intention of contesting the Championship as a whole, but we understand that in 1979 Ford, so far having contested only selected events, will have a determined crack at bringing those laurels home to Boreham. – G.P.



Vatanen was hard in pursuit of winner Alen when an oil pipe burst and the engine of his works Esc suffered accordingly.

Results

1st:	M. Alen/I. Kivimaki (Fiat 131 Abarth) (4)	3h. 30m. 10s.
2nd:	T. Salonen/E. Nyman (Fiat 131 Abarth) (4)	3h. 32m. 14s.
3rd:	P. Airikkala/R. Virtanen (Vauxhall Chevette) (4) (10)	3h. 32m. 50s.
4th:	P. Eklund/B. Cederberg (Porsche 911 SC) (4) (100)	3h. 38m. 25s.
5th:	S. Lampinen/J. Markkanen (Fiat 131 Abarth) (4)	3h. 40m. 54s.
6th:	T. Rainio/J. Markkula (Toyota Celica) (2)	3h. 42m. 25s.
7th:	A. Kullang/B. Berglund (Opel Kadett GT/E) (2)	3h. 43m. 08s.
8th:	K. Hamalainen/J. Koronen (Ford Escort RS) (4) (10)	3h. 46m. 34s.
9th:	L. Asterhag/A. Gullberg (Toyota Celica) (2)	3h. 46m. 50s.
10th:	M. Saaristo/T. Alanen (Toyota Celica) (2) (110)	3h. 48m. 47s.

107 starters, 55 finishers

Road penalties, at rate of 10 seconds per minute, shown in brackets.

Kitten Correction

THE Reliant Kitten's driver's door has certa not fallen off, *vide* page 1257 last month. Ind the little car continues to serve me well and th an opportunity to remark that it has us elastic-topped pockets in those still secur attached doors, from which only a wind winder fell off. Also, that the Fiat 126 currently replaces has been given a rust-resis TI Bainbridge FT390 silencer; Fiat 126 ow may like to know that this well-known sile specialist can supply the rather unusual "c needed for the little two-cylinder Fiat.

I apologise for that error over the Kitt door, on behalf of myself, the Deputy Editor, the proof-readers, and for many other error last month's issue such as Mk IV for a Mk Bentley on page 1234, the race which the Lord Essendon won in the IoM not being qu – it was the Mannin Moar – the incor caption to the picture at the head of page 1 etc. You cannot win them all, but fur supplies of sack-cloth and ashes have b ordered. – W.B.

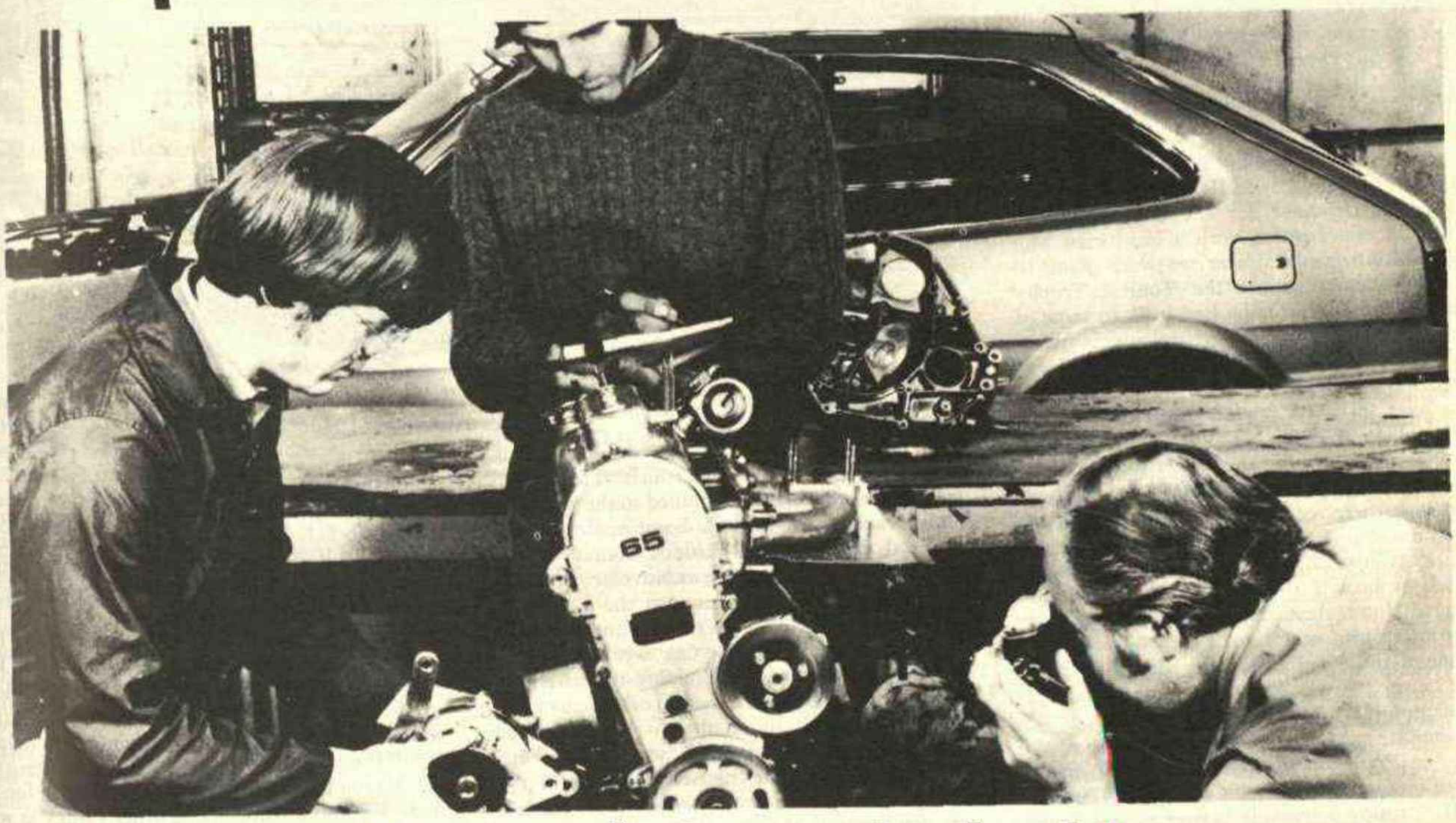
Humphrey W. Cook

ALTHOUGH Humprey Cook is best remembered in our world as the financier-enthusiast who made Raymond Mays' dream of the ERA – an English Racing Automobile in the *voiturette* class – come true, he began his motor-racing at Brooklands before the First World War, with a big Isotta-Fraschini. He also drove this 120-h.p. car in sprint events. After the war Cook was a regular competitor at many speed trials and hill climbs, and at Brooklands, with his E-type 30/98 Vauxhall "Rouge et Noir", which was subsequently lightened and streamlined, a 5-litre Ballot, and a TT Vauxhall called "Rouge et Noir II", which made F.T.D. at Kop, etc.

In 1925 Cook had Amherst Villiers supercharge the complex TT Vauxhall, leading to the impressive Vauxhall-Villiers sprint car so successful in Mays' hands. Cook also, at this time, managed to insert his considerable frame into the slim "Razorblade" Aston-Martin, and he started in the 1925 JCC 200-Mile Race, only to crash in the twin-cam Aston Martin works car. He later turned to racing Bentleys, at first a 3-litre, then a 4½-litre, being 3rd with Leslie Callingham, in the 1929 BARC Six-Hour Race at Brooklands and 9th at Phoenix Park, having competed in the 1928 TT. He then turned to works Aston Martins.

In 1934 Mays proposed his team of ERAs, designed by Railton, Berthon and Murray Jamieson, and Humphrey Cook readily found the money. Although no longer a young man (he was then over 40), he drove in the ERA team, finishing fifth in the 1934 Nuffield Trophy Race at Donington with an 1100-c.c. ERA and in the same position in the 1935 Eifelrennen. He was Managing Director of this team of single-seater supercharged racing cars built to carry British racing green to far places, having first suggested to Mays that a blown version of the White Riley's engine might be what was needed. He stayed with ERAs to 1939, and so well engineered were those racing-cars that more of them survive in race-winning order today than any other cars of similar type. But for Humphrey Cook investing £75,000 in this patriotic venture, there would have been no ERAs. Cook drove them at Donington, Albi, in the I.o.M., at the Nurburgring, and at Dieppe, after having achieved their first racing success in a Mountain Handicap at Brooklands, again using an 1,100-c.c. car. This portly businessman thus refused to be severed from his early love of motor-racing, but in later years unhappy events rather soured his outlook. – W.B.

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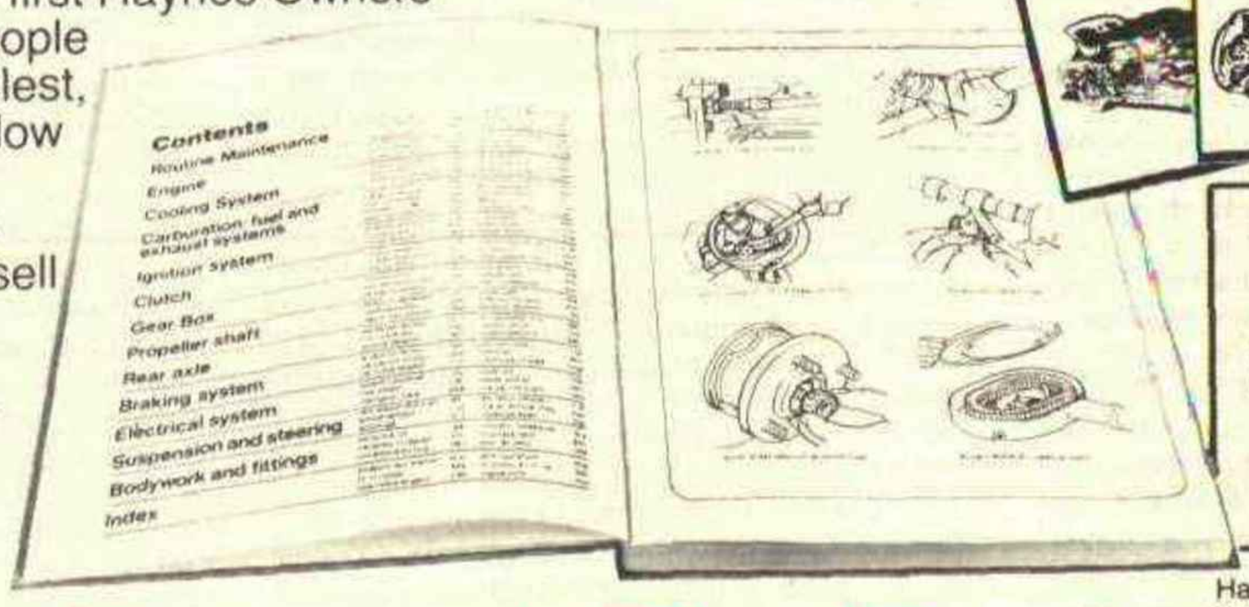
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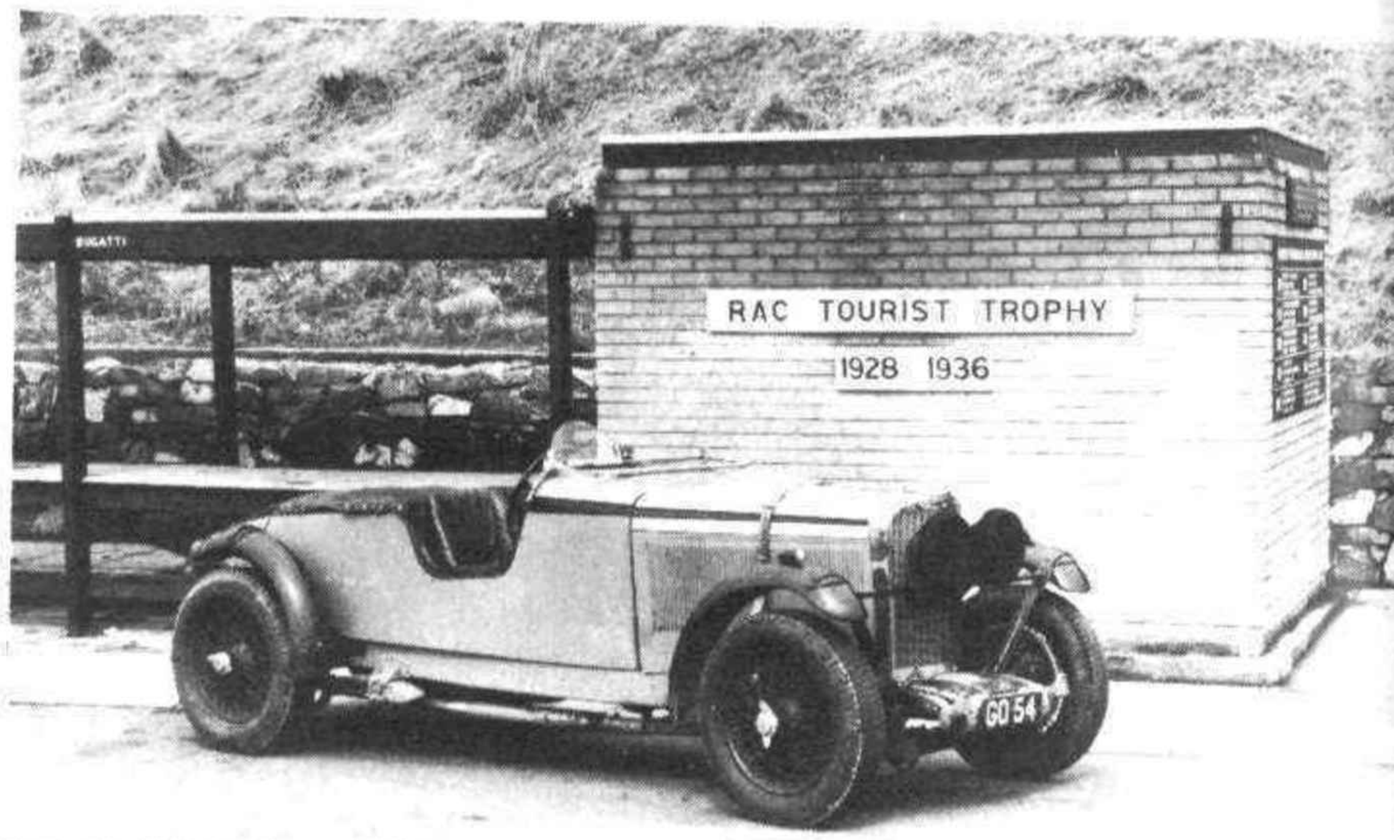
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The Golden Jubilee of the Ards TT

"They should've closed the roads"

THE PATTERN for the week in Northern Ireland, to assist at the Commemoration Run round the 13¾-mile Tourist Trophy road circuit, was set when we arrived at the Liverpool docks of the P & O line to board the ferry to Belfast. I had borrowed the Talbot 105 team car GO54 from Anthony Blight, and had my travelling "fettler" and chief whiskey-taster, Tom Crowdy, with me. We arrived at the docks in company with Eoin Young who had borrowed Rob Walker's 3½-litre competition Delahaye for the trip, and were engaged in conversation with a local man who was most intrigued to hear we were going to Belfast to commemorate the Tourist Trophy races of 1928-1936, for he had been to some of them. He recalled MGs being very successful on the Ards circuit " ... and, of course, the Rileys" he said, "they always did well. Will there be any Rileys over there?" I was about to answer him, when looking over his shoulder I saw Neville Farquhar coming round the corner into the dock in his ex-Freddie Dixon Riley 9 TT car. "There will be one there for sure" I replied to the man, as the Farquhars pulled up alongside us. Driving the Talbot on to the end of the queue to board the Belfast boat, I stopped alongside an Irish-registered Honda Accord, whereupon the window was wound down and a voice said "Last time I saw one of those Talbots it was being driven by Brian Lewis." It was obviously going to be that sort of motoring "jolly".

In the late twenties, with racing on the roads banned in England, the Ulster enthusiasts came up with a magnificent circuit on the outskirts of Belfast, forming a triangle between the villages of Dundonald, Newtownards and Comber. It contained everything a proper road circuit required, hills both up and down, fast straights, hairpin bends, fast corners and built-up sections through the three villages. The RAC in those days were very adventurous and believed that Great Britain should have a sports car race of some standing in the International scene, and the only way this was possible was to hold it on a true road-racing circuit, the equal of anything in Europe at the time. The Ards circuit was the answer and in 1928 the first RAC Tourist Trophy race was held over 30 laps of the 13¾-mile circuit. It wasn't just another motor race, it was a great affair, and each year until 1936 the RAC Tourist Trophy race was an important event on the International calendar of motor racing. It was supported by all the racing factories of the time, Alfa Romeo, Daimler-Benz, Bugatti at the start, Lagonda, Delahaye and BMW in later years, and of course MG and Riley among many other British makes. To the people of Northern Ireland it was much more than a motor race, even more than a great affair, it was part of their life for nearly a month each year, with unofficial practising going on amid the Model-T Ford delivery vans and the donkey carts. Race days brought everyone out of Belfast and from miles around while boat-loads of spectators travelled from Liverpool, Scotland and the Isle of Man. The Governor and Prime Minister of Northern Ireland were in attendance at the start and for five hours and more the Ards was locked solid in the excitement of the Tourist Trophy; Dundonald, Newtownards and Comber were virtually isolated from the outside world and everyone revelled in it.



The Fox & Nicholl team Talbot loaned to D.S.J. for the Golden Jubilee of the Ards Tourist Trophy Races is seen outside the Commemorative building and pit-counters, erected in 1971 on the original site of the pits, by the Ulster Vintage Car Club.

Photo by T. Crowdy

My first contact with the Tourist Trophy was in 1933 sitting with my ear glued to the primitive loudspeaker of my father's home-made wireless set, and hearing the glorious sound of the supercharged K3 Magnette as Nuvolari won that race. It was on that occasion, at the age of 12, that I was done for, the racing internal combustion engine won the day over the aircraft of the time, which were dividing my attention between land and air. From then on it was racing cars that ruled my life, and they still do. It was not until 1955 that I was able to visit Northern Ireland, by which time the Ards Tourist Trophy races were long ended and the RAC were using a new circuit out in the open country to the west of Belfast at Dundrod. By this time I had visited most of the important road-racing circuits in Europe, at Spa, Berne, Nurburgring, Rouen, Pescara, Siracusa, the Targa Florio, the Tour of Sicily, the Mille Miglia, Le Mans, Chimay, Mettet, Pau, Monte Carlo and so on, and had a good idea of what real road-racing was all about. The Dundrod circuit was quite nice, though a bit narrow, but could stand the scrutiny of any visiting teams, such as Lancia, Daimler-Benz, Ferrari, Maserati or Gordini, who were all over in Northern Ireland for the RAC Tourist Trophy.

After practice one evening I borrowed a little Morris Minor and made a pilgrimage across Belfast to visit the Ards circuit. It was all there, just as in all the photographs I had collected since 1933, very little seemed to have changed, and I drove round the 13¾ miles in wonderment. It was all much better than I even imagined. It was more than the equal of all the road-circuits I knew in Europe, it was road-racing in its purest form. No wonder the Ards TT races were classics in their time, no wonder all the top drivers like Caracciola, Campari, Birkin, Howe, Lewis, Nuvolari, Dixon, Dodson, Hall and all the others enjoyed racing on it.

I went back to Dundrod very ill at ease and had difficulty in working up enthusiasm for the 1955 Tourist Trophy race, even though Mike Hawthorn was doing heroic things with a D-type Jaguar against the Mercedes-Benz 300 SLR team. I kept thinking " ... the lap record was over 85 m.p.h. ... Eddie Hall drove the 410 miles non-stop in his 4½-litre Derby-Bentley ... they actually went through Conway Square in Newtownards, and along that narrow street in Comber ..." I was very disturbed.

When in February this year the Ulster Vintage Car Club lads invited a group of motor sporting writers to Belfast to tell them about plans for the 50th anniversary occasion of the first Ards TT with a three-lap demonstration run "at characteristic speeds" round the Ards circuit, I did not need to be asked twice. That was a long and memorable day, starting off by being flown to Belfast in the British Airways "Shuttle" service by Ken Tyrrell's eldest son. Then doing a lap of the circuit with Lord Dunleath in his 1933 TT Lagonda, meeting many enthusiasts for the Ards TT and a whole lot of other things as well. an entry for the Commemoration Run was first priority on returning to England. Fortunately the date chosen fell nicely between the Austrian and Dutch Grand Prix races, so the modern racing scene did not intrude.

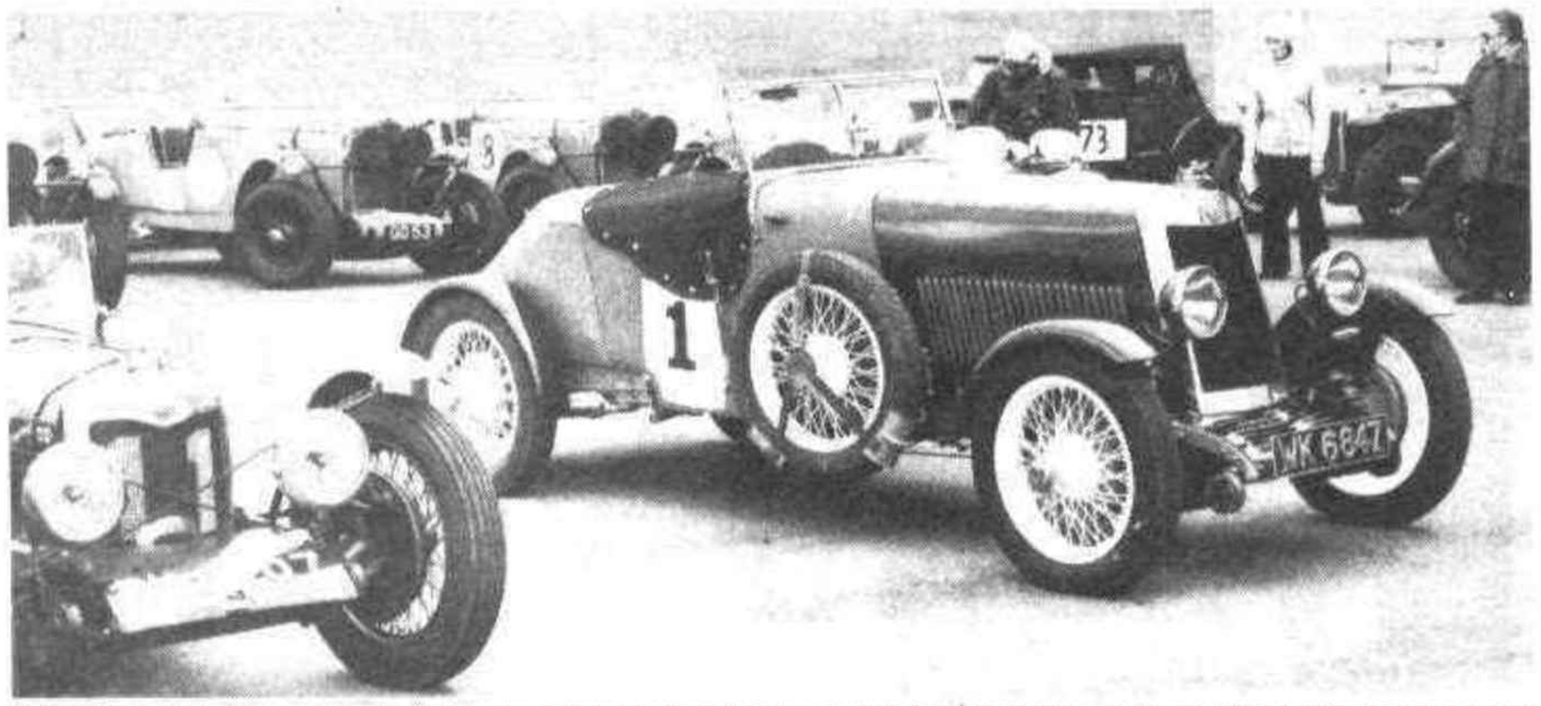
Anthony Blight, the Godfather of racing Talbots, and author of the standard work on the Roesch Talbots, was keen to take part in the Golden Jubilee, and owning all the Fox & Nicholl team Talbots that raced in the TT between 1931 and 1934 he was in need of drivers. He was taking GO51, Paul Grist was taking GO52, Stephen Curtis was taking GO53, so I was offered GO54, which had oft been the spare car for the team, but did compete in 1932 driven by John Hindmarsh, and in 1934 driven by Earl Howe. Part of the deal for borrowing the cars was that we should all enter for the Fox & Nicholl Trophy race at the July Silverstone VSCC meeting, which we duly did. The next time we all met again with the cars was in Dundonald on August 18th fifty years to the very day since the first TT in 1928.

Northern Ireland had really entered into the spirit of the Golden Jubilee, for as we drove the Talbot about during the days before the event, we enjoyed continuous waves, headlamp flashes, beep-beep on the horns from other motorists and a gathering of interested public whenever we stopped. The Lord Mayor of Belfast invited everyone involved to a coffee break at a hotel out on the Antrim road and then a convoy run back into Belfast, to the City Hall, for a cocktail within the hallowed precincts. The Lord Mayor travelled in the blower-Bentley driven by Julian Ghosh, and for the first time in eight years, the gardens of the City Hall were opened to allow the competing cars to park within. To the people of

Belfast it seemed that sanity was at last returning to their city.

The Golden Jubilee Commemoration Run was timed for Saturday, August 19th, and in warm, gentle Irish rain, twenty-five cars that raced on the circuit between 1928 and 1936 were lined up on the original road out of Dundonald awaiting the start. There were Talbots in profusion, but pride of place went to the supercharged Hyper Lea Francis at the head of the line, owned and driven by C. T. Delaney, for this was the actual car that won the 1928 TT, then driven by Kaye Don. It was bought by a young Tom Delaney a year or two after its victory, used extensively by him and then sold. A few years ago Delaney traced its whereabouts, finally tracked it down, bought it, rebuilt it, and here it was on the start-line in number one position 50 years and one day after its victory. There was the Brooklands Riley that Sammy Davis drove to a class win in 1929, brought over from Scotland by Edward Ewart, the Frazer Nash of Mrs. Dorothy Geoghegan that had started life as a saloon Nash built specially for the 1928 TT and the blower 4½-litre Bentley of Anthony Bamford, driven by Julian Ghosh, this one having been raced in 1930 by Dr. Benjafield. There was an OM that competed in 1930, a 1,750 c.c. Alfa Romeo that ran in 1930, the Montlhery MG Midget that "Goldie" Gardner drove in 1932, one of the works Aston Martins of 1931, the Frazer Nash that H. J. Aldington drove in 1931, the Talbot 90 that Bill Esplen raced in 1932 and 1933, one of the famous works Talbot 90s (PL2), the four GO Talbots, a Vernon Crossley of 1932, the Freddie Dixon Riley Nine, the Silver Eagle Alvis that Powys-Lybbe drove in 1934, the Ulster Aston Martin that P. L. Donkin drove in 1935, the Delahaye raced in 1936 by T. G. Clarke, and one of the 1936 Fox & Nicholl 4½-litre Lagondas. It was a fine array. Beyond these authentic cars was an equal number of similar cars that were TT type models, but which never actually took part in the races, and then another dozen or so vintage and PVT cars of the age.

Guest of honour to watch this cavalcade was 78-year-old E. R. Hall, who drove in all nine TT races, and he followed in the comparative comfort of a drophead 3½-litre Bentley, while his wife rode in a 1926 Rolls-Royce. Anthony Powys-Lybbe rode in his old Silver Eagle Alvis, and

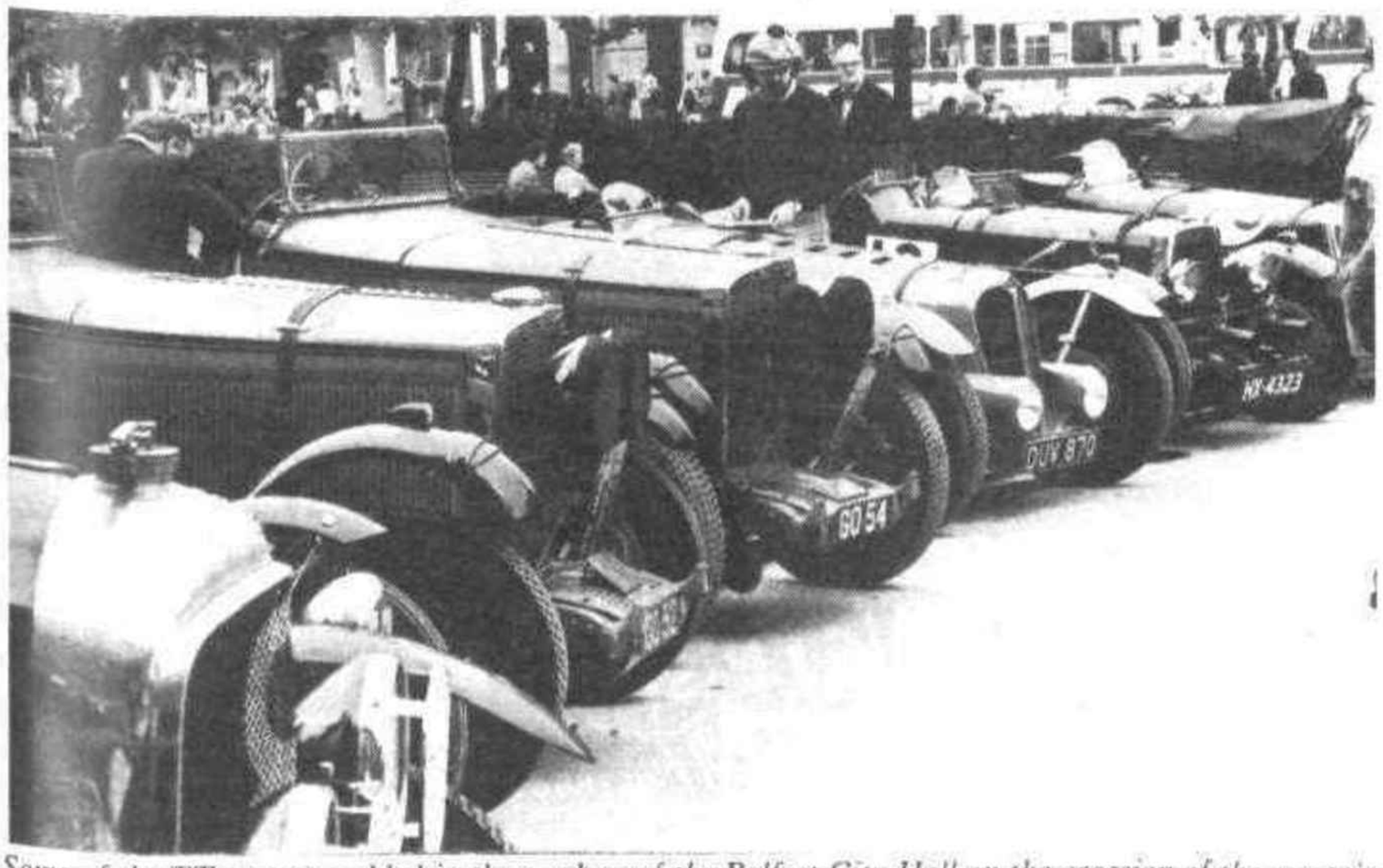


The winner of the first Ards TT in 1928 was this Lea-Francis s/c Hyper, now owned by C. T. Delaney. The Riley Brooklands alongside won its class in 1929 driven by Sammy Davis.

drove it "... for a few hundred yards or so ..." The road where the start was held, opposite the Quarry Inn and before the left-hand Quarry Corner, has now been made into a dual-carriageway (about the only part of the route that has been altered beyond recognition), so while the public were shepherded onto one lane, the other was closed for a Le Mans-type start, watched by some 10,000 spectators massed on the grass bank behind where the pits used to be, and on both sides of the road up to Quarry Corner. All seventy or so cars set off on the three-lap demonstration run round the 13¾-mile circuit, and though the roads were not closed the Ulster Constabulary did their best to dissuade the Saturday afternoon traffic from using the Dundonald-Newtownards-Comber roads. The public had turned out in their thousands to line the route and a conservative estimate put the crowd at 30,000. In Newtownards and Comber it was impossible for any traffic to move and there was just room for the cavalcade to follow in single-file between the crowds lining both sides of the road. Between the towns there were cars parked on both sides of the road, with spectators everywhere and little hope of achieving "characteristic speeds" or doing much overtaking. For three laps in the pouring rain we all circulated at speeds from 5 m.p.h. to 65 m.p.h., amid cheers and applause all the way round, not for us, but for the cars and the memory of the Ards TT.

With the start in the Borough of Castlereagh, the mayor actually dropped the Union Jack to send us on our way, but not to be outdone the Mayor of Ards Borough Council, into whose domain we passed, gave permission for the flower beds and bollards to be removed, and a ramp built to allow us to drive into and across Conway Square in Newtownards, just as they did during the actual races. The square has been closed to traffic for many years past. Comber has no problems, other than switching off the traffic lights where we turned out of the square into the Dundonald road by Mr. McWhinney's famous butcher's shop, which is still flourishing. It was a moving sight to see the enthusiasm of the people of Northern Ireland as we relived the past, for so often when indulging in a nostalgic "jolly" it is a personal affair for those taking part. This one was different, for the populace were enjoying it more than we were. There were some moist eyes in that cavalcade, and they were not caused by the rain.

After it was all over the enthusiasm boiled on and everywhere we went we heard the same remark from the people of Northern Ireland, "... they should've closed the roads ..." Every time we stopped people young and old would gather round the Talbot each with their own reminiscences of the Ards TT races, either from personal experiences or "... my dad has told me about these cars ..." When I first wrote about the Golden Jubilee of the RAC Ards Tourist Trophy Races in the April MOTOR SPORT, I suggested that it was a special fiftieth anniversary and one that was well worth-while and significant. Until I went to Northern Ireland I had no idea how worthwhile it was, nor how significant it was to be to the people of Northern Ireland. If you missed it, I am sorry for you, it can never happen again. It was a memorable and almost unbelievable occasion that I felt honoured to be allowed to become part of. – D.S.J.



Some of the TT cars assembled in the gardens of the Belfast City Hall on the occasion of the reception by the Lord Mayor. Left to right: Blower 4½-litre Bentley, Talbot 105, Talbot 105, Delahaye, Aston Martin.

Photo by T. Crowdy

Those who took part:

Lea Francis Hyper 1928 TT winner' – Owned and driven by C. T. Delaney.
Riley "Brooklands" 1928 raced by S. C. H. Davis – E. A. Ewart.
Frazer Nash ex-1928 Saloon – Mrs. Dorothy Geoghegan.
Riley "Brooklands" 1928 – Julian Majzub.
Bentley 4½-litre 1929 – A. J. Hollington.
Alfa Romeo 1,750 c.c. s/c 1930 – F. E. Cassidy.
Bentley 4½-litre s/c 1930 – Owned by Anthony Bamford driven by J. Ghosh.
O. M. 2.2-litre s/c 1930 – Fuad Majzub.

Continued on page 1451

"You won't catch Gordon Spice racing without STP"

says Captain Go.



"Every time our STP Autocar Ford Capris go out on the track they go out with STP on board–in the sump and in the tank. And I think the results speak for themselves. We're having a great season in the Tricentrol Championships, and believe me STP's had no small part in this. In fact, I've got a lot to thank STP for–I sell loads of it in my automotive business and I use it in my cars. In fact, you could call me another satisfied customer!"–Gordon Spice







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And remember... what's good for Gordy must be good for you.

Formula One Facets

Transport

I HAVE OFTEN had occasion to compliment the Formula One teams for the way they invariably arrive at a circuit well on time, whether it be in Sweden or Spain. Teams arriving late for practice or their transporters breaking down *en route* is almost unheard of these days and this is due in no small measure to the quality of their transporters. Since the arrival of advertising on Formula One cars and the big money being paid by commercial companies to get their brand name on the leading teams, and thus in the forefront of television cameras and photographers, as well as in the written word, there has been money available for the teams to buy brand-new, up-to-the-minute transporters. With the completion of a European network of motorways journey times are halved, if not quartered, and a fully-laden articulated transporter that can cruise at 65-70 m.p.h. is a necessity for a busy Formula One team. There is too much money at stake to risk missing a practice or a race, so the days of the second-hand furniture van or obsolete Green Line coach are long gone. Today's Formula One paddock would do justice to a trans-continental transport firm of the highest order.

Most of the teams use articulated vehicles, the large van body able to carry as many as four Formula One cars and with the universal European system of coupling it is a simple matter to change tractor-units if it suffers an accident or a mechanical breakdown. The manoeuvrability of the modern articulated vehicle is quite remarkable and to watch a really skilled driver backing his vast 40-ton vehicle into a narrow slot or between parked cars is to to watch an artist at work, especially if he is a master at his craft, and does the whole manoeuvre only using the outside mirrors. It is not possible to quote a value on the transporter of today for a lot depends on the fittings and fixtures in the van body and the equipment it carries, but ten to twenty thousand pounds would not go amiss, while fully laden with a complete team of Formula One cars, spare engines, wheels, gearboxes etc., the value becomes astronomical and the cost of comprehensive insurance for trans-European trips hardly bears thinking about.



The McLaren Scania Super tractor-unit has an aerofoil on its cab to smooth the airflow around the van body and improve fuel consumption at motorway cruising speeds.

At a recent Grand Prix I took stock of the vehicles being used by the major Formula One teams and Volvo seemed the most popular. Ensign have a Volvo F86 tractor-unit on their articulated vehicle, Brabham and Arrows use Volvo F88-290-h.p. tractors, and Team Lotus "upstaged" the lot with a Volvo F89-turbocharged unit. By all accounts the Team Lotus transporter can deal with most of the others on acceleration and pulling up gradients, though the big Ford Transcontinental, as used by ELF Team Tyrrell and the ATS team, can match the 70-m.p.h. cruising gait of the turbocharged Volvo. Equalling the Lotus transporter for *exotica* in commercial vehicles is the transporter of the Renault Sport team from Paris; this is a turbocharged V8 Berliet, just about the latest thing in big articulated vehicles. The Rebaque team also use a Berliet artic, but less sophisticated, a TR280 model. Both the Fittipaldi team and the Wolf team use DAF transporters and Ligier and Martini use Mercedes-Benz. Naturally the Scuderia Ferrari use a vast Fiat artic model 170NT33. McLaren Racing and the Shadow team use Scania-Vabis and Surtees uses a Fiat 619T1 artic. The British Road Tax for these big trucks is over £1,000 a year, though one or two teams get away with a £50 tax having the team registered as a private concern, and the vehicle as PRIVATE.

Many of the teams use a small van for carrying spares or engines, or sometimes for taking a single Formula One car to test sessions. Alfa Romeo (Autodelta Spa) use an Alfa Romeo F20N van for carrying the Brabham team's supply of flat-12 Alfa Romeo racing engines, and Ferrari use a Fiat 242 van to supplement their big transporter. Arrows use a Bedford TK860 van and Tyrrell uses a Mercedes-Benz van. The Brabham team started a vogue for a small transport vehicle which could be carried in the big transporter, for moving tyres and fuel etc. around the paddock. They built their own motorised platform truck, powered by a single-cylinder industrial engine. Then Team Surtees appeared with a diminutive Honda pick-up truck and Team Lotus followed suit. These little Honda trucks fit neatly into the back of the big transporter. While a pair of Lotus 78 cars and a pair of Lotus 79 cars will just fit into the big Volvo transporter, spares, wheels, engines, fuel and the Honda runabout truck are carried in a very large Leyland van.

The vast articulated transporters are usually manned by one or two of the team mechanics, the rest travelling by air or private car, and they all have interesting stories to tell and are a brotherhood in their own right, keenly competitive with each other, fiercely proud of their own particular vehicle, whether it be Ford or Volvo, yet ever ready to help each other at all times. It is not an uncommon sight to see a rival Formula One car being loaded into a transporter, to help out over some tight schedule.

One of the best sights in the season is immediately after the Swedish Grand Prix at Anderstorp, when those teams based in England have a mad dash to Gotenburg behind a police escort to catch the night boat. For about an hour, after everyone has packed up, there is a continual flow of these big articulated transporters manoeuvring around the paddock to get into line for going through the main exit to join the convoy behind the police escort, while overhead a police helicopter is in radio contact with the escort to advise them how the spectator traffic is flowing. It is a moving sight to watch these huge articulated lorries leaving one after the other, the Team Lotus Volvo followed by the McLaren Racing Scania-Vabis, the Brabham-Alfa Romeo Volvo, the Walter Wolf Racing DAF and so on. It must be an even more inspiring sight to see them pounding across Sweden, nose-to-tail. Truly "the circus" on the move. – D.S.J.

For those interested in articulated commercial vehicles the list reads as follows:

Brabham – Volvo F88-290 h.p.
Tyrrell – Ford Transcontinental.
Lotus – Volvo F89 turbo 6.
McLaren – Scania Super.
ATS – Ford Transcontinental.
Ferrari – Fiat 170 NT33.
Renault – Berliet V8 turbo.
Shadow – Scania 111.
Surtees – Fiat 619T1.
Wolf – DAF.
Ensign – Volvo F86.
Rebaque – Berliet turbo TR280.
Ligier – Mercedes-Benz Type 1932.
Martini – Mercedes-Benz Type 1113.
Arrows – Volvo F88-290 h.p.
B & S Fabs – Bedford TM3250.

ARDS TT – continued from page 1449

Alfa Romeo 1,750 c.c. s/c 1930 – Malcolm Templeton.
Talbot 90 team car 1930 – Owned by P. Stephenson driven by I. Polson.
MG Midget C-type 1931 – D. H. Cooksey.
Aston Martin team car 1931 – Inman Hunter.
Frazer Nash 1931 – Clifford England.
Talbot 90 ex.-Esplen – Peter Moores.
Talbot 105 GO51 – Anthony Blight.
Talbot 105 GO52 – Owned by Anthony Blight driven by P. Grist.
Talbot 105 GO53 – Owned by Anthony Blight driven by S. Curtis.
Talbot 105 GO54 – Owned by Anthony Blight driven by D.S.J.
Vernon Crossley 1932 – M. G. Dawson.
Riley ex-Dixon 1932 – N. Farquhar.
Invicta 4½-litre 1931 – The Lord O'Neill.
Alvis Silver Eagle 1929 – D. R. Taylor.
Aston Martin "Ulster" 1934 – R. D. Stewart.
Delahaye 3½-litre DUV 870 – Owned by R. R. C. Walker driven by E. S. Young.
Lagonda 4½-litre 1936 – The Rt. Hon. The Lord Dunleath.

* * *

A final TT Jubilee note: The Ulster Vintage Car Club produced a very nice illustrated book on the history of the Tourist Trophy from 1928-1936, complete with detailed entry lists for each race. It was on sale in Northern Ireland for £2.95 and is well worth having. No doubt £3.50 to Michael Wylie, Secretary of the Meeting, 17 Massey Park, Belfast, N. Ireland, will get a copy posted to you.

* * *

N.B. But for the troubled times the list could have been doubled with entries of Mercedes-Benz, Lagonda, Bentley, MG, Riley, Aston Martin, Frazer Nash and Alfa Romeo. On our way home we called in at the Midland Motor Museum in Bridgenorth, leaving the mud-spattered and travel-stained Talbot and Delahaye in the car park. When we looked at the spotless and better-than-new-condition 38/250 Mercedes-Benz that Malcolm Campbell drove in the Ards TT in 1930 sitting in its clinical surroundings and roped off from grubby fingers, we said "You should have been there, it was a great occasion". The great white car sighed in its supercharger and sad tears appeared in its headlamps. "They were great days" it thought, as we drove off in the pouring rain to continue our 200-mile journey home.

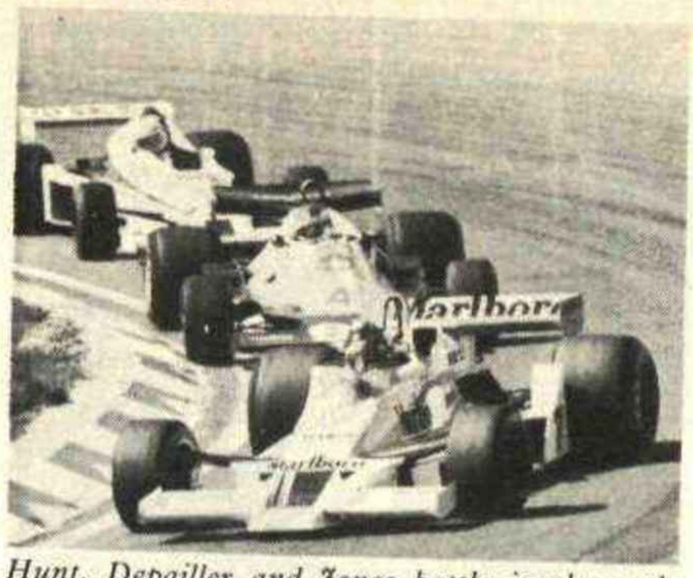
THE DUTCH GRAND PRIX

Lotus Team Triumph

Zandvoort, Aug. 27th

THE NICE THING about the Dutch Grand Prix is that it remains constant, it is always at Zandvoort, and the circuit has changed very little over the years. The spectators still use the sand dunes as vantage points to watch the action on the fast corners out on the back of the circuit, the traffic and parking is always chaotic and as fast as the paddock area is enlarged, bigger and better transporters appear, so that the scene is always one of a race meeting that is bursting at the seams yet everyone seems to be happy and smiling. The Dutch time-keepers have never been very impressive and this year it took an age for practice times to appear, and only the winner's time was given in the initial race results! The Dutch Grand Prix remains constant. Throughout the two days of practice the weather was pretty constant, remaining dull and windy, but the two days produced a very satisfactory starting grid from which much could be learned.

The weeding out of the tail-end of the field was done so long ago that many people had forgotten about it. During a tyre-testing session for the top teams the tail-enders were given a qualifying run and two that failed to qualify were Stommelen with the new Arrows, making its first appearance in public, and Ertl with the hired Ensign. A full list of 30 drivers was ready for the official practices and the fastest 26 were to take part in the race. There were no great changes in the overall scene, but the Dutch F. & S. Properties had hired the second ATS-March car, with its guaranteed Constructors Association entry, for the Dutch driver Michael Bleekemolen which made a nonsense of the pre-practice qualifying



Hunt, Depailler and Jones battle in the early laps.

which ruled out Stommelen and Ertl. The ways of the Mosley-Ecclestone band are strange indeed.

It was no surprise that the Team Lotus cars set the pace in the Friday morning practice, nor was it a surprise that Peterson led the field, for he just gets into his car (Lotus 79/2) and goes, without confusing himself with too many technicalities. He is fortunate in having available all the knowledge for the Lotus 79 that has accrued from Chapman and Andretti working together. Reutemann was in good form and actually held second fastest time of the morning, while Andretti was sorting through Goodyear's best tyres and bedding-in a brand new car (79/4); Lauda was not far behind, driving a brand new Brabham-Alfa Romeo (BT46/7). Watson, in BT46/5, was a fair way off the pace, and had the luxury of an adjustable-from-the-cockpit rear anti-roll bar. Reutemann's progress was halted when his Ferrari (036) broke its gearbox, an unheard of occurrence, though everyone could hear it when the car was towed back to the paddock. Young Villeneuve was getting into his stride on yet another circuit new to him this season, but then lost control out of the very fast right-hander leading onto the main straight. The Ferrari (034) bounced off the guard-rails, smashed its sump as it careered across the kerbs and the French-Canadian gathered it all up and slithered into the pit lane with a crumpled and smoking wreck that was immediately taken into the paddock and set upon by all the available Ferrari mechanics. They did a fantastic job of work and had the car ready for the afternoon practice, fitted with a new engine and all straightened out.

One car that wasn't straightened out on the spot was the Williams FW06/002 which was severely damaged in the catch-fences on the fast bends on the back of the circuit. The left front stub axle sheared under full cornering load on a right-hand bend and there was little that Alan

Continued in colour on page 1475

STARTING GRID

6 R. Peterson *(Lotus-Cosworth V8)* 79/2 1 min. 16.97 sec.	5 M. Andretti *(Lotus-Cosworth V8)* 79/4 1 min. 16.36 sec.
11 C. Reutemann *(Ferrari-flat 12)* 312T3/036 1 min. 17.34 sec.	1 N. Lauda *(Brabham-Alfa Romeo)* BT46/7 1 min. 17.33 sec.
* 26 J. Laffite *(Ligier-Matra V12)* JS9/01 1 min. 17.55 sec.	12 G. Villeneuve *(Ferrari-flat 12)* 312T3/034 1 min. 17.54 sec.
2 J. Watson *(Brabham-Alfa Romeo)* BT46/5 1 min. 17.73 sec.	7 J. Hunt *(McLaren-Cosworth V8)* M26/5 1 min. 17.67 sec.
14 E. Fittipaldi *(Fittipaldi-Cosworth V8)* F5A/1 1 min. 18.30 sec.	15 J. P. Jabouille *(Renault V6 t/c)* RS01/02 1 min. 18.28 sec.
4 P. Depailler *(Tyrrell-Cosworth V8)* 008/3 1 min. 18.43 sec.	27 A. Jones *(Williams-Cosworth V8)* FW06/001 1 min. 18.42 sec.
8 P. Tambay *(McLaren-Cosworth V8)* M26/3 1 min. 18.50 sec.	35 R. Patrese *(Arrows-Cosworth V8)* A1/1 1 min. 18.50 sec.
22 D. Daly *(Ensign-Cosworth V8)* MN08 1 min. 19.39 sec.	20 J. Scheckter *(Wolf-Cosworth V8)* WR6 1 min. 18.57 sec.
16 H. J. Stuck *(Shadow-Cosworth V8)* DN9/1A 1 min. 19.62 sec.	3 D. Pironi *(Tyrrell-Cosworth V8)* 008/2-3 1 min. 19.59 sec.
25 H. Rebaque *(Lotus-Cosworth V8)* 78/4 1 min. 20.02 sec.	33 B. Giacomelli *(McLaren-Cosworth V8)* M26/7 1 min. 19.83 sec.
19 V. Brambilla *(Surtees-Cosworth V8)* TS20/01 1 min. 20.26 sec.	30 B. Lunger *(McLaren-Cosworth V8)* M26/6 1 min. 20.03 sec.
32 K. Rosberg *(Wolf-Cosworth V8)* WR4 1 min. 20.47 sec.	31 R. Arnoux *(Martini-Cosworth V8)* MK23/1 1 min. 20.31 sec.
29 N. Piquet *(McLaren-Cosworth V8)* M23/11 1 min. 20.64 sec.	37 A. Merzario *(Merzario-Cosworth V8)* A1/01 1 min. 20.64 sec.

★ Time recorded in Ligier JS9/02.

Non-starter: R. Keegan (Surtees TS20/02) 1 min. 20.52 sec. – crashed in warm-up session on race day.

Did not qualify:
17 G. Regazzoni (Shadow DN9/4A-3) 1 min. 20.69 sec.
10 M. Bleekemolen (ATS HS1/2) 1 min. 21.33 sec.
9 J. Mass (ATS D1) 1 min. 21.82 sec.

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Brabham	N. Lauda	Brabham	BT46/7	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
2	Brabham	J. Watson	Brabham	BT46/5	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
3	Tyrrell	D. Pironi	Tyrrell	008/2-3	Cosworth V8	Hewland	Goodyear	ELF-Citibank
4	Tyrrell	P. Depailler	Tyrrell	008/3	Cosworth V8	Hewland	Goodyear	ELF-Citibank
5	Lotus	M. Andretti	Lotus	79/4	Cosworth V8	Hewland	Goodyear	John Player-Olympus
6	Lotus	R. Peterson	Lotus	79/2	Cosworth V8	Hewland	Goodyear	John Player-Olympus
7	McLaren	J. Hunt	McLaren	M26/5	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
8	McLaren	P. Tambay	McLaren	M26/3	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
9	ATS	J. Mass	ATS	HS1/1	Cosworth V8	Hewland	Goodyear	ATS Wheels
10	ATS	M. Bleekemolen	ATS	HS1/2	Cosworth V8	Hewland	Goodyear	F & S Properties
11	Ferrari	C. Reutemann	Ferrari	312 T3/036	Ferrari-flat 12	Ferrari	Michelin	Fiat-Agip
12	Ferrari	G. Villeneuve	Ferrari	312 T3/034	Ferrari-flat 12	Ferrari	Michelin	Fiat-Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5A/1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J.-P. Jabouille	Renault	RS01/02	Renault V6 t/c	Hewland	Michelin	ELF
16	Shadow	H.-J. Stuck	Shadow	DN9/5A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
17	Shadow	G. Regazzoni	Shadow	DN9/4A-3	Cosworth V8	Hewland	Goodyear	Villiger Cigars
18	Surtees	R. Keegan	Surtees	TS20/02	Cosworth V8	Hewland	Goodyear	Durex-BAF
19	Surtees	V. Brambilla	Surtees	TS20/01	Cosworth V8	Hewland	Goodyear	Beta Tools
20	Wolf	J. Scheckter	Wolf	WR6	Cosworth V8	Hewland	Goodyear	Walter Wolf-Castrol
22	Ensign	D. Daly	Ensign	MN08	Cosworth V8	Hewland	Goodyear	Tissot Watches-ICI
25	Rebaque	H. Rebaque	Lotus	78/4	Cosworth V8	Hewland	Goodyear	–
26	Ligier	J. Laffite	Ligier	JS9/02	Matra V12	Hewland	Goodyear	Gitanes Cigarettes
27	Williams	A. Jones	Williams	FW06/002	Cosworth V8	Hewland	Goodyear	Saudia Airlines
29	B & S Fabs	N. Piquet	McLaren	M23/11	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
30	B & S Fabs	B. Lunger	McLaren	M26/6	Cosworth V8	Hewland	Goodyear	L & M Tobacco
31	Martini	R. Arnoux	Martini	MK23/1	Cosworth V8	Hewland	Goodyear	RMO
32	Theodore	K. Rosberg	Wolf	WR4	Cosworth V8	Hewland	Goodyear	Teddy Yip Racing
33	McLaren	B. Giacomelli	McLaren	M26/7	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
35	Arrows	R. Patrese	Arrows	A1/1	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
37	Merzario	A. Merzario	Merzario	A1/02	Cosworth V8	Hewland	Goodyear	Flor Bath

Spare cars:–

Brabham-Alfa Romeo BT46/6	– Used by Lauda Friday a.m.
Tyrrell-Cosworth V8 008/5	– Not used
Lotus-Cosworth V8 79/1	– Used by Andretti Saturday a.m.
Lotus-Cosworth V8 78/3	– Not used
McLaren-Cosworth V8 M26/1	– Not used
ATS-Cosworth V8 D1	– Used by Mass Saturday a.m. and p.m.
Ferrari flat-12 312T3/035	– Used by Reutemann Friday a.m. and p.m.
Fittipaldi-Cosworth V8 F5A/2	– Used on Friday a.m.
Renault V6 t/c RS01/03	– Used by Jabouille Friday a.m. and p.m.
Shadow-Cosworth V8 DN9/1A	– Used in race by Stuck
Surtees-Cosworth V8 TS20/03	– Used by Keegan Friday, Brambilla Saturday
Wolf-Cosworth V8 WR5	– Used Friday a.m. by Scheckter
Ensign-Cosworth V8 MN06	– Used Saturday p.m. by Daly
Ligier-Matra V12 JS9/01	– Not used
Williams-Cosworth V8 FW06/001	– Not used in practice. Used for race
Williams-Cosworth V8 FW06/001	– Used by Jones Friday p.m., Saturday and race
Wolf-Cosworth V8 WR3	– Used in practice by Rosberg
Arrows-Cosworth V8 A1/2	– Not used
Merzario-Cosworth V8 A1/01	– Used in practice and race



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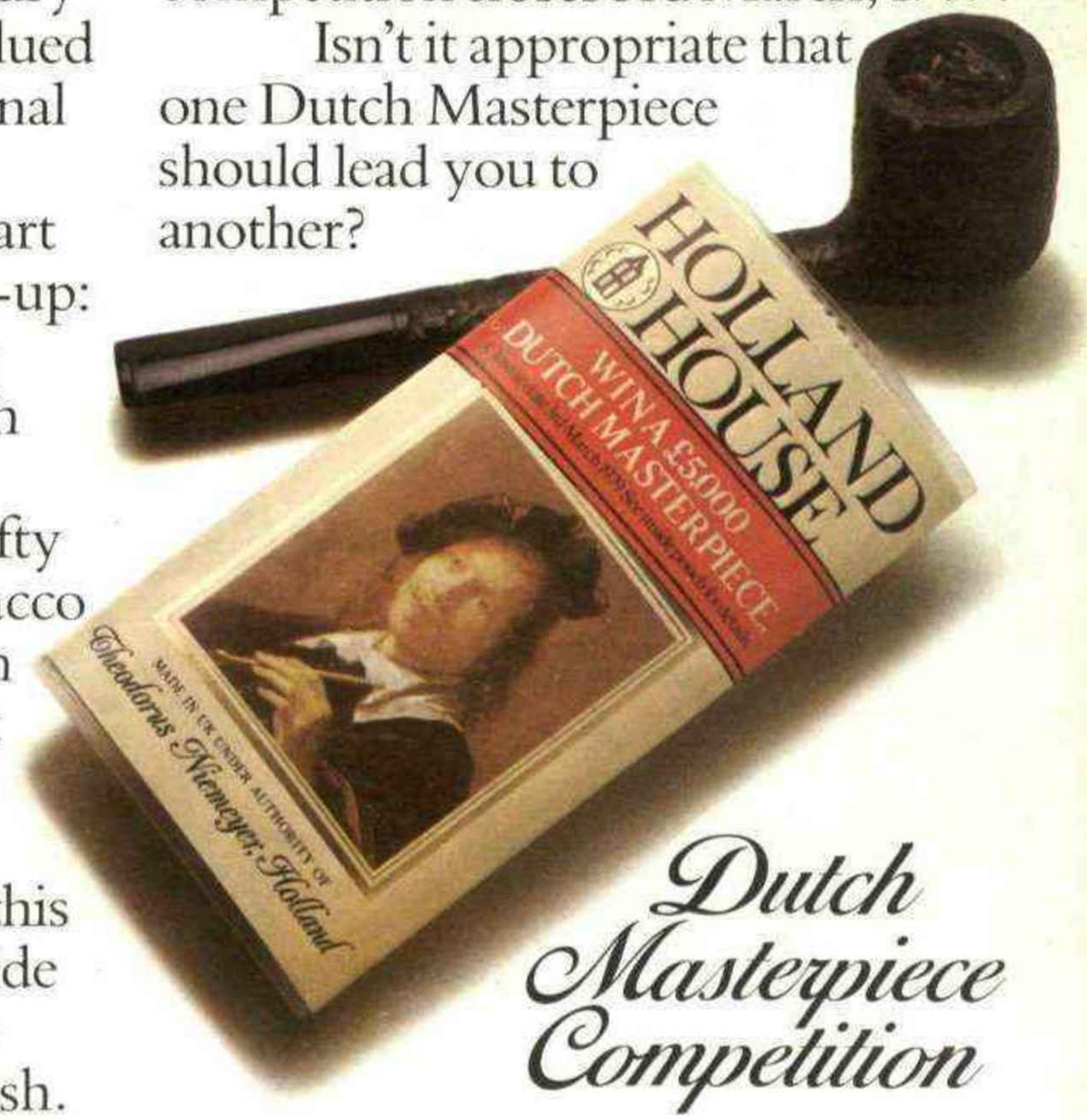
Other original works of art are waiting for the five runners-up: one 18th and four 19th Century originals by Dutch painters each valued at a minimum of £500.

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

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

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



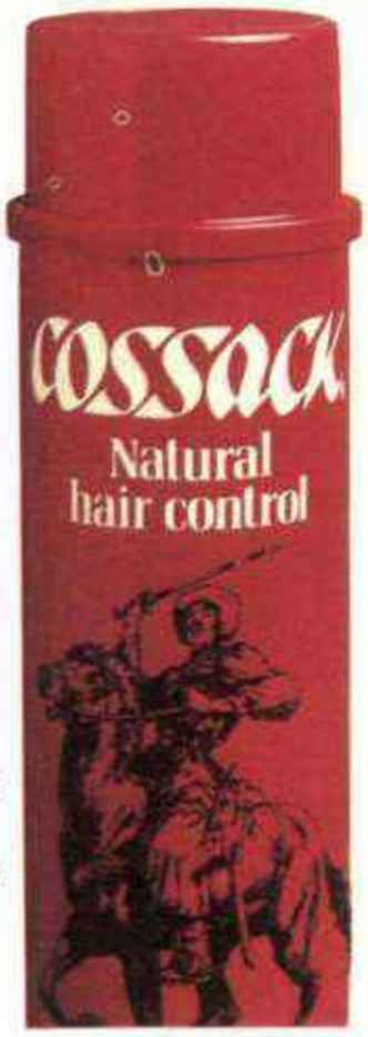
Dutch Masterpiece Competition

VALLELUNGA SIX HOURS LAST MINUTE winners of the Vallelunga Six Hours were Bob Wollek and Henri Pescarolo in their Kre
Porsche 935 (*above left*). Until the last ten minutes of the race, however, this final round of the W
Championship for Makes had been led by the works Martini Porsche of Ickx and Schurti (*above right*). Hans Stuck's works BMW, a 320 Turbo (s
below passing Ballot-Lena's Porsche 934) lasted only seven laps before a punctured tyre ripped off a water pipe, ensuring its retirement soon afterwa

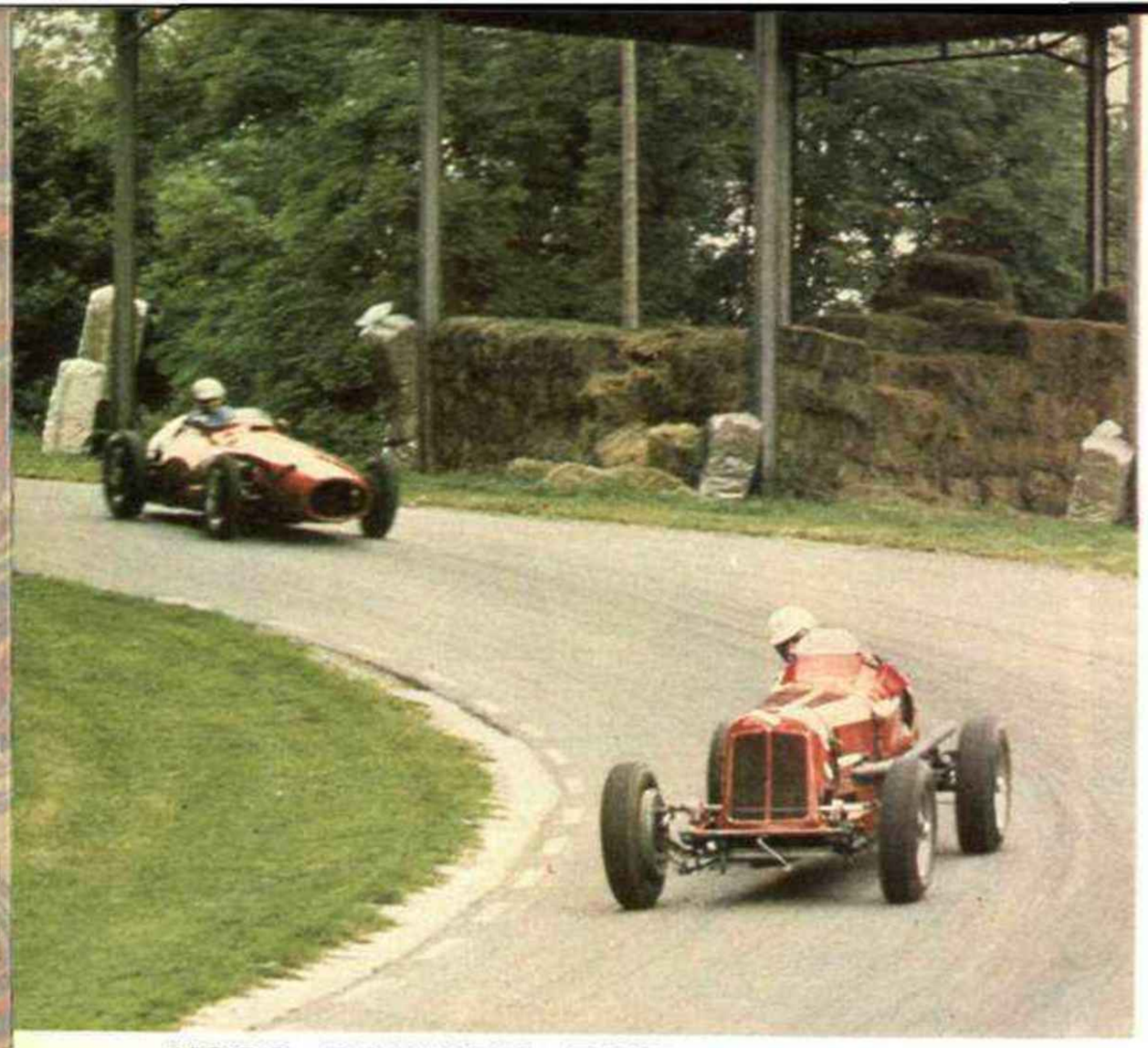
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They have either never heard
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Today's Cossack is
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Next time you wash your hair,
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Get hold of a can of Cossack,
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Hairspray for men from Cossack.
The best men's hairdresser in town.

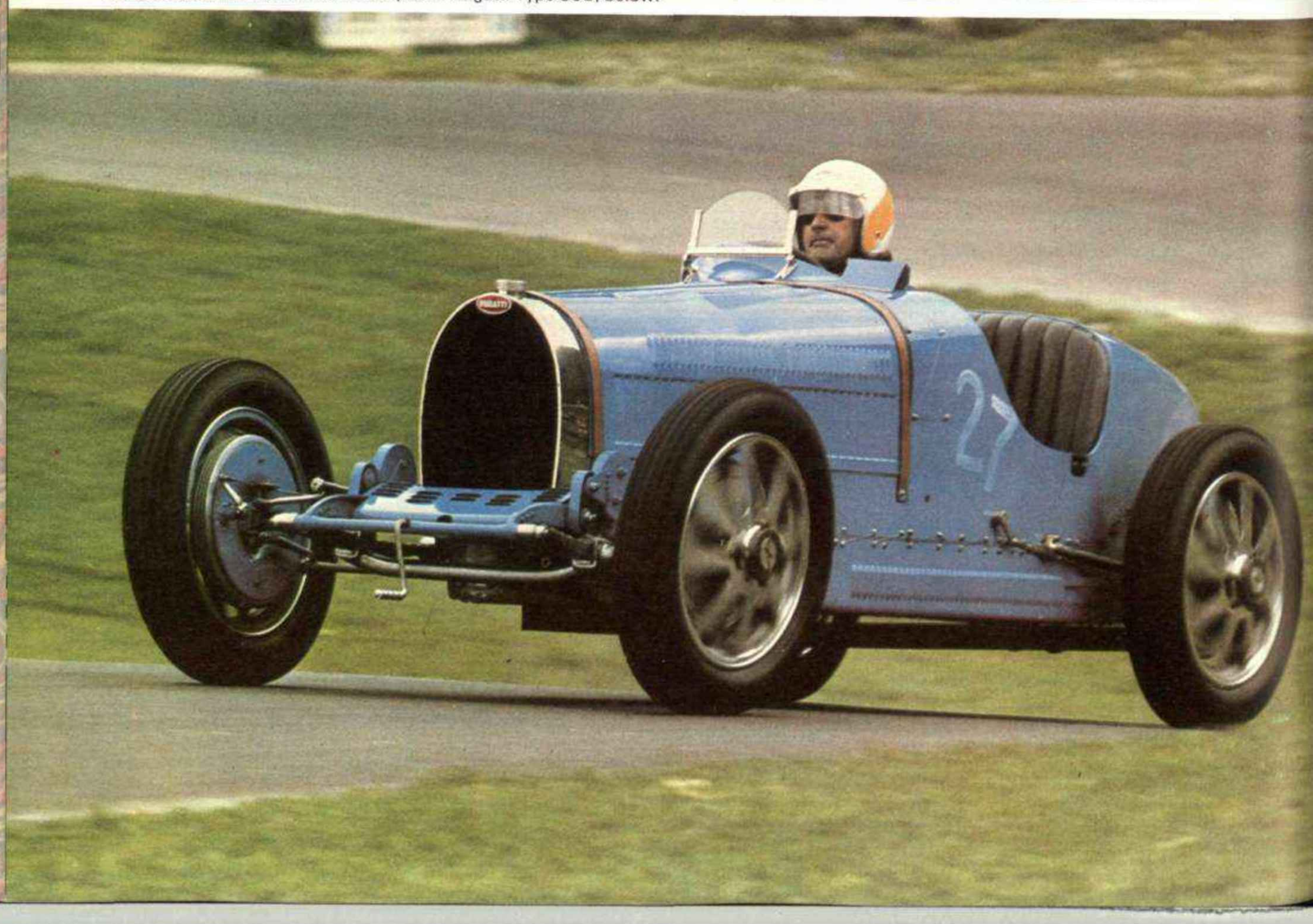




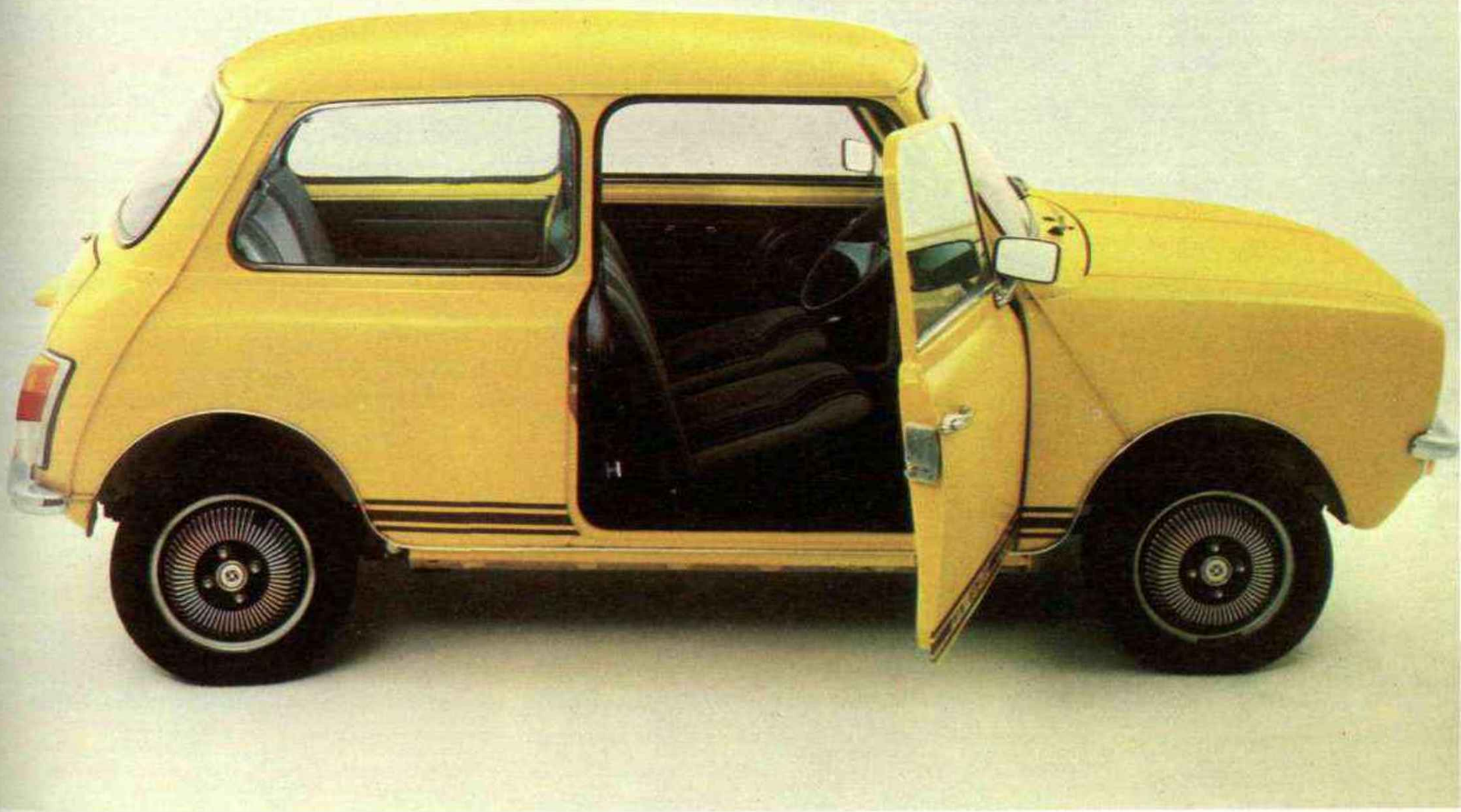


VSCC CADWELL PARK

A FINE win in the Williams Monaco Trophy race at the VSCC's final race meeting of the season, at Cadwell Park on Bank Holiday Sunday, clinched the MOTOR SPORT Brooklands Memorial Trophy for Chris Mann, whose Monza Alfa Romeo is shown on the right. Bruce Halford's Lotus 16, above right, left everyone behind to take an easy win in the 12-lap all-comers' scratch race. Hamish Moffatt's 2-litre ERA leads Duly's Maserati 250F round an Armco-less Cadwell bend, above. Mason drove immaculately in his pristine, recently built Bugatti Type 35B, below.



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Enjoy its performance: 0-60 in under 14 seconds and a top speed, if you can use it, of 87mph. A speed that's exhilarating in a Mini, particularly when it's married to the roadhugging response of front-wheel drive. 54bhp doesn't keep you waiting, either.

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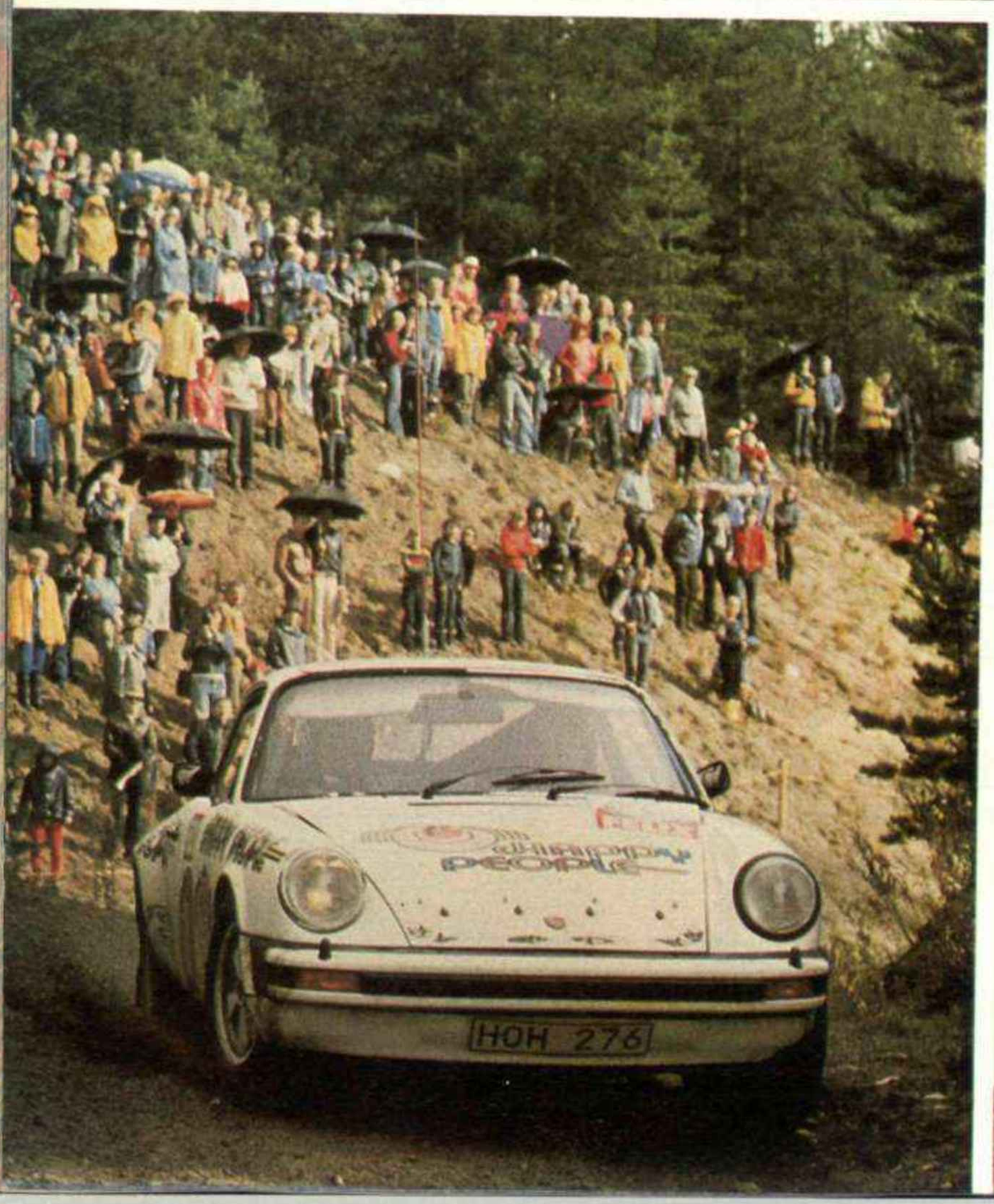
meaning into Motorsport.



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RALLY OF THE THOUSAND LAKES

Pictured above is Pentti Airikkala's new DTV Vauxhall Chevet which, despite chronic misfiring which took a long time to cu made third place overall.

On the left, watched by crowds caring little for the rain, is P Eklund's private Porsche 911SC which was backed by t mysterious "Happy People".



Tapio Rainio displays a typical Thousand Lakes airborne attitu on the way to sixth place in his Toyota Celica.

Andy Dawson, fifteenth in his Datsun on his first visit to Finla would have been higher but for road penalties.



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THE STRIPED PROTECTOR

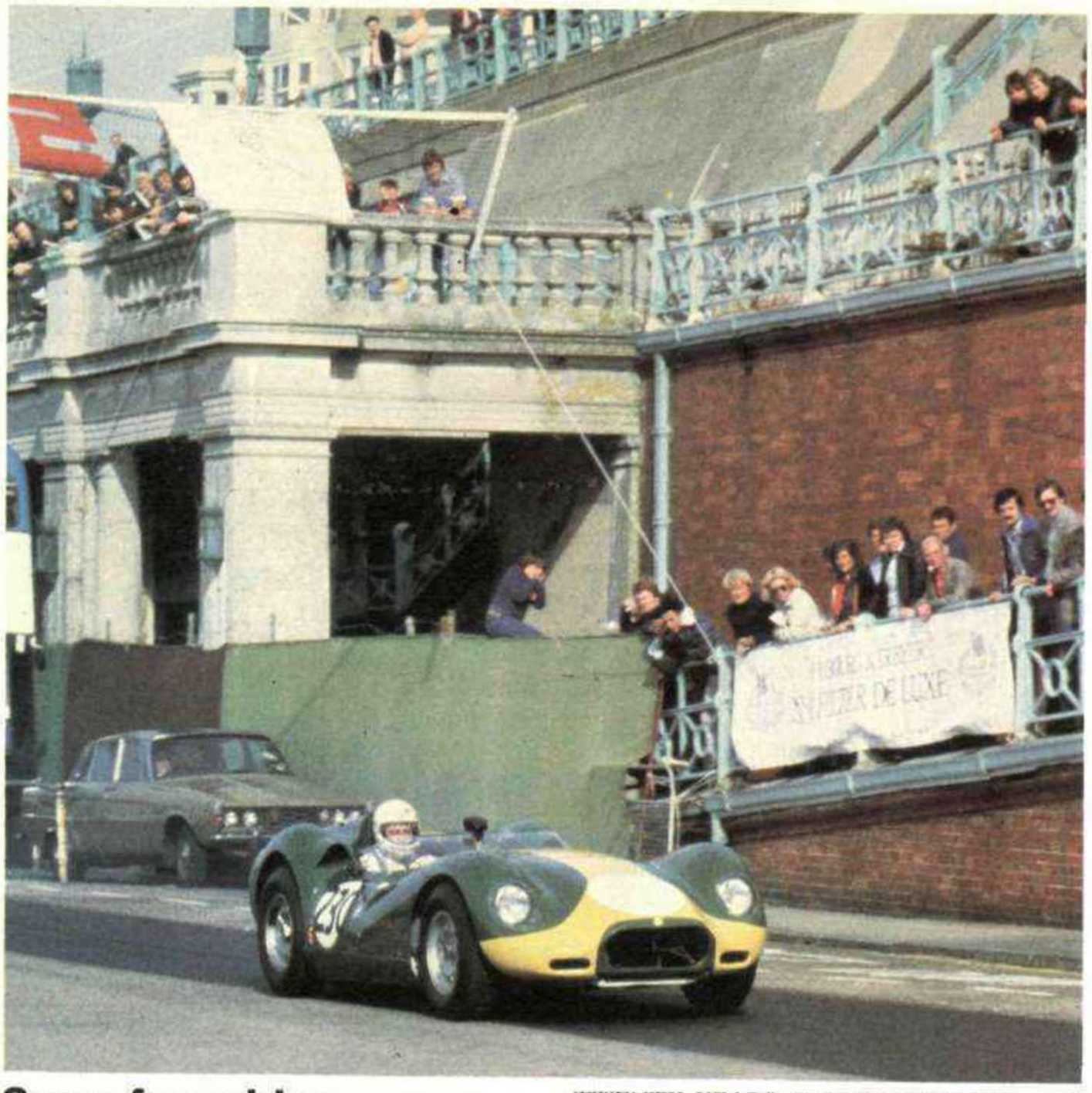


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I was a blank piece of p
Vladivar Vodka advert

paper until I discovered isements.





Left, the Deputy Editor makes the fastest ever time by a Lister-Jaguar in the Brighton Speed Trials. Below, on the road: Bell's Lister has the classic "knobbly" body.

Some fun with a Lister Jaguar

The Deputy Editor experiences Bobby Bell's rapid Lister-Jaguar on the road and in the Brighton Speed Trials

TWENTY YEARS AGO the Lister-Jaguar was the absolute king of British sports car racing, its successful image created by Archie Scott-Brown, who tragically lost his life in one at Spa-Francorchamps in May of 1958 and subsequently polished by drivers of the calibre of Moss, Clark, Gregory, Halford, Whitehead and Bueb. Now the wheel has turned full circle and the most competitive sports racing car in Group One Historic racing today is the Lister-Jaguar, capable even of taking on and beating most of the single seaters, just as Scott-Brown beat a Maserati 250F to win the Lady Wigram Trophy Race in New Zealand early in 1958.

The most consistently successful of all the Listers racing this year has been that of Bobby Bell, his immaculate car (how I wish that certain matt black one could be as smart!) appropriately enough in the green and yellow colours of MVE 303, the best known of Scott-Brown's two regular mounts. Bell currently lies second overall in the Championship (this being written a few days before the next round at the Silverstone TT meeting) and leads his class by miles. Bell had generously promised me a drive in this fast Lister before the season started, but foul weather intervened. This delay was propitious, for it allowed me to suggest to Bobby that a run with the car in the Brighton National Speed Trials might be an interesting adjunct to the road drive originally planned.

No claims are made for the total originality of this car, for it has been rebodied twice, nor are any slim claims to historic fame suggested in its present form, which makes a change in this day and age. The chassis (BL 128) is authentic enough, although its background is obscure, for even Brian Lister, who has continued to run his successful engineering business in Cambridge since the last Lister was built in 1960 (the one-off space-frame car now owned by Barrie Simpson) cannot be sure of what happened to all his cars, many of which were supplied in kit form. It is believed to have been supplied to America in 1959 with a Costin designed body, to be fitted there with a Chevrolet engine and used for record attempts by John Fitch. It was





Mille Miglia

The all time record win by Stirling Moss and Denis Jenkinson is now commemorated in an historic limited edition.

Each print is individually signed and numbered by the artist and countersigned by Moss and Jenkinson.

When Stirling Moss won the greatest of all road races, the Mille Miglia, driving a Mercedes 300 SLR he re-wrote the record book. His time of 10 hours 7 minutes 48 seconds (an average of nearly 100 m.p.h. for 1000 miles) shattered previous records and still stands for the event. He was the very first driver to lead both at Rome and at the finish, the first Briton ever to win and only the second non Italian.

The inspired driving of Moss, the pioneering navigation techniques of Denis Jenkinson and the superlative engineering of Mercedes were the unbeatable combination that made motoring history back in 1955.

Now history lives again in a magnificent study in oils by the famous British artist, Frank Wootton. From this we have taken a limited edition of just 850 prints beautifully reproduced by the litho process.

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Blaze also guarantee that no further prints or reproductions will be made from the original and that the plates have been destroyed. Print overall is 18½" x 23¾". Image 12½" x 18¾".

About the signatories

STIRLING MOSS — needs no introduction. Perhaps the most famous of all British racing drivers, he led this country's motor racing revival in the 1950's and won everything except, ironically, the Grand Prix World Drivers Championship.

DENIS JENKINSON — "I needed some idiot that wouldn't be frightened so I thought of you" is how Moss put it. The "idiot" also happened to be a pioneer in road racing navigation using his roller map. Ex-world champion motorcycle side-car rider, Jenkinson is well known as a motor racing journalist.

FRANK WOOTTON — For many years commissioned by Motor Magazine to paint and illustrate motor racing events, Wootton's great talents as a painter in oils are perhaps even better appreciated in the U.S.A. where an increasing following recognizes him as an artist of the very first rank.

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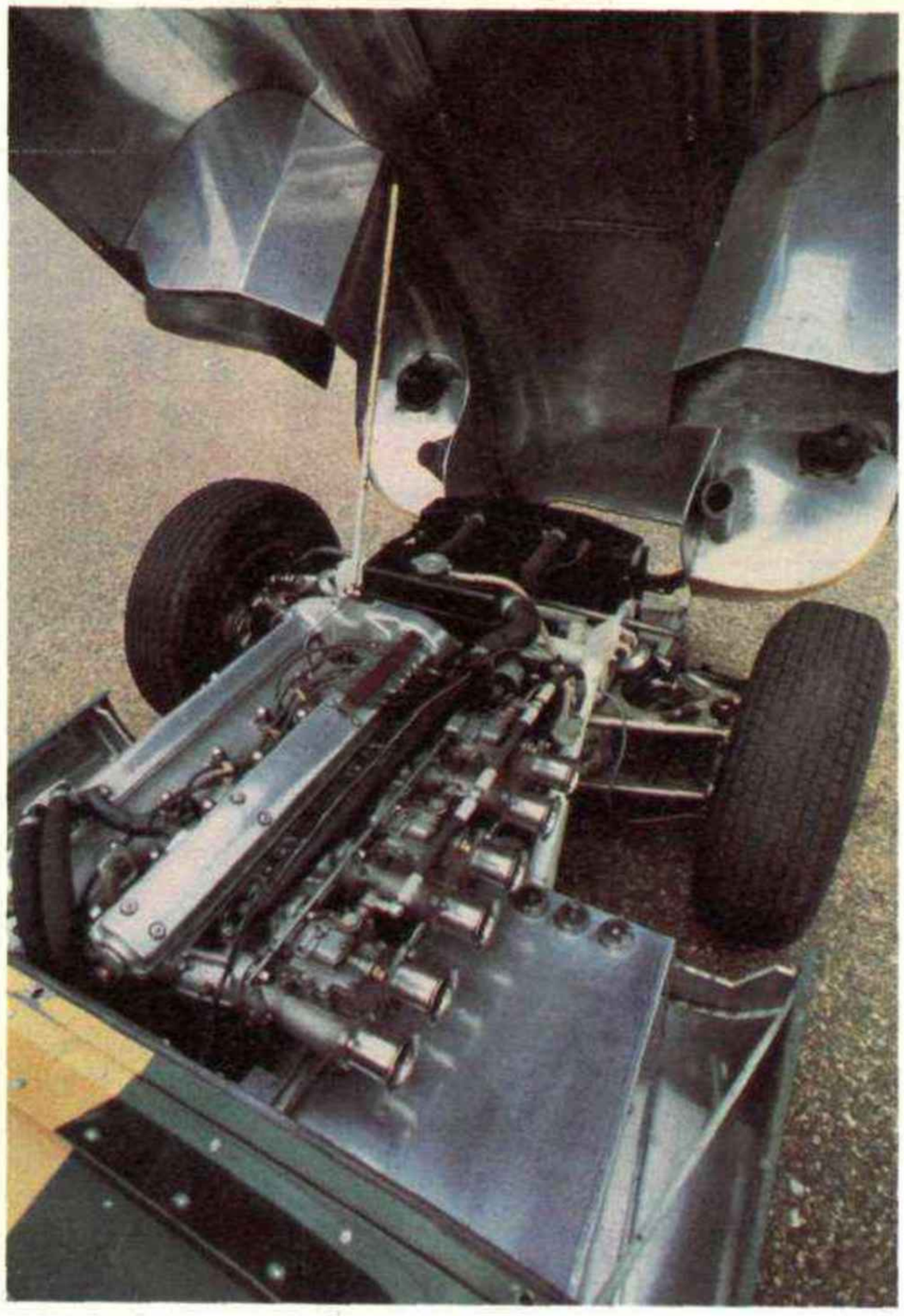
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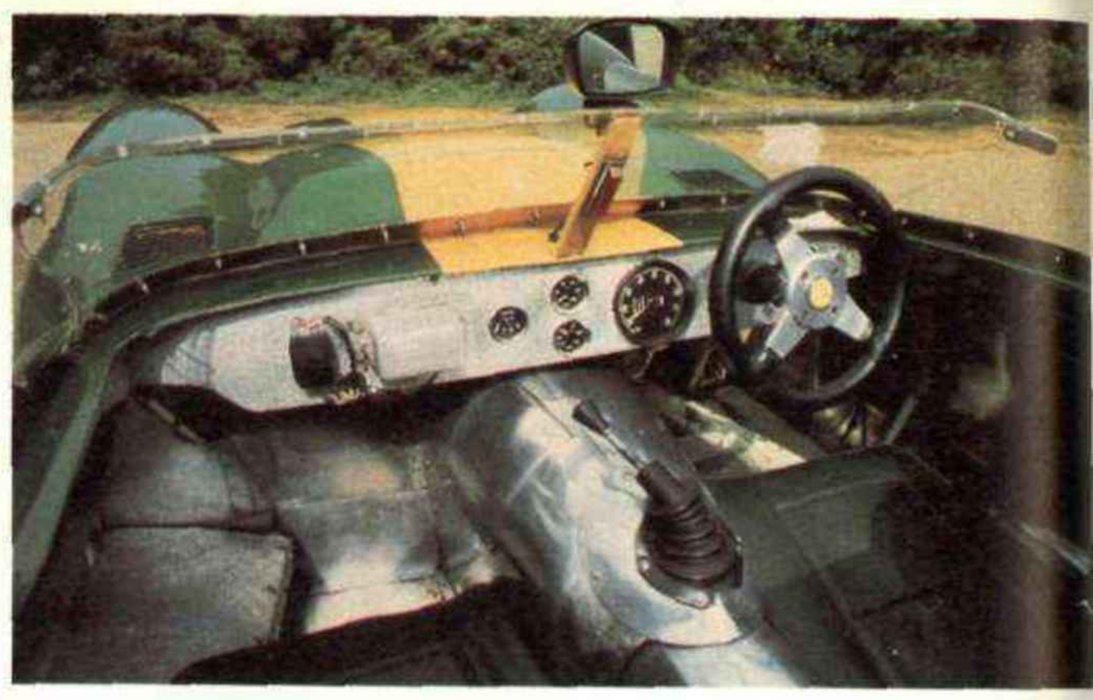
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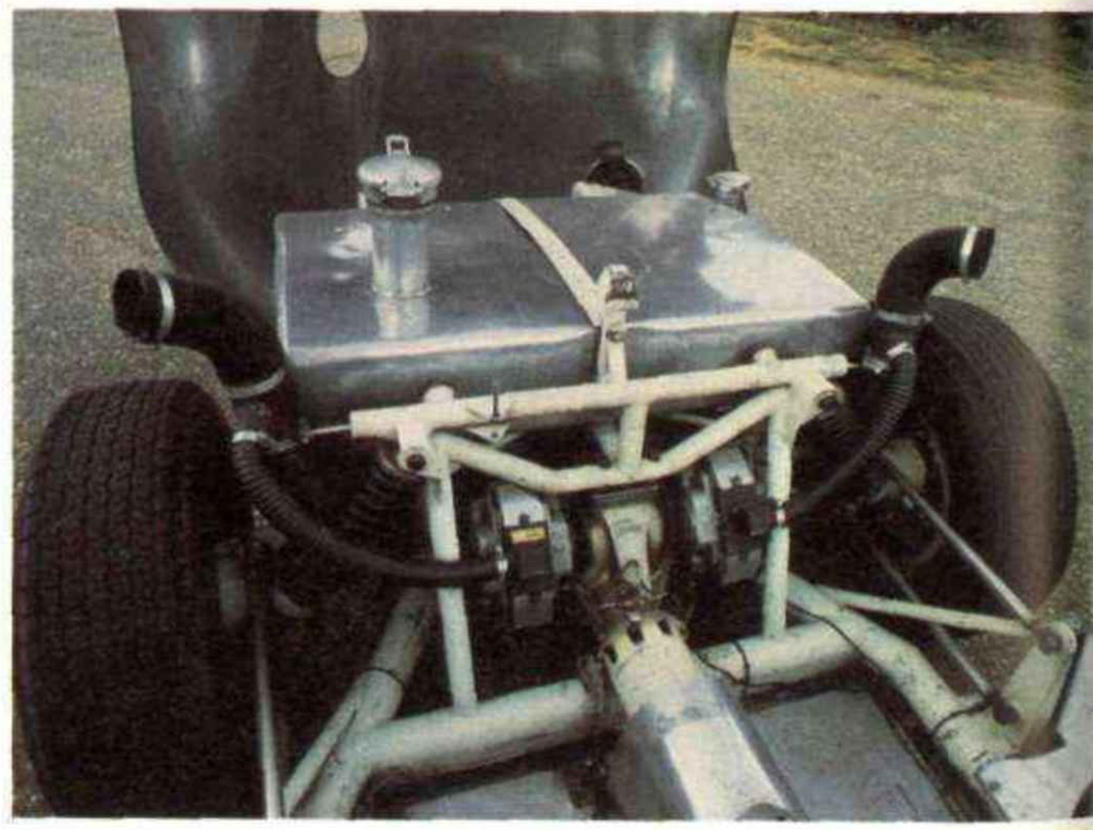
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The Lister has fantastic accessibility. The engine is a pukka 3.8 D-type with wide-angle head, dry sump and nearly 300 b.h.p. The small steering wheel and tachometer are not original. Note the trunking to the diff. and oversize calipers and the main chassis tubes.

subsequently rebodied by Boeing and known as the Boeing Lister. Chris Renwick and Peter van Rossem re-imported it, complete with Boeing body and Halibrand wheels, in 1971 or '72. Crossingham had it for a while before it found its way into Peter Sargent's hands. This well-known Jaguar driver of old had the chassis jigged by Listers and fitted it with a new so-called "knobbly" style body built by RS Panels of Nuneaton to the authentic Lister design.

An "old nail" Jaguar engine which had come in the chassis from the States was replaced with the engine from the famous XK 120 registered "1 ALL", previously owned by Eric Browning and driven at Crystal Palace by Jackie Stewart. By coincidence, future owner Bell had worked on that very engine, a wide-angle 3.8 D-type unit, when Browning had the car prepared by John Coombs, Bell's first employer. The old engine from the Lister went into 1 ALL, I believe, which Sargent then owned. Fortunately the original Lister suspension had returned on the car from the States. Bell bought the car from Sargent in this unraced, rebuilt form in the summer of 1974 and has enjoyed remarkable success with it ever since.

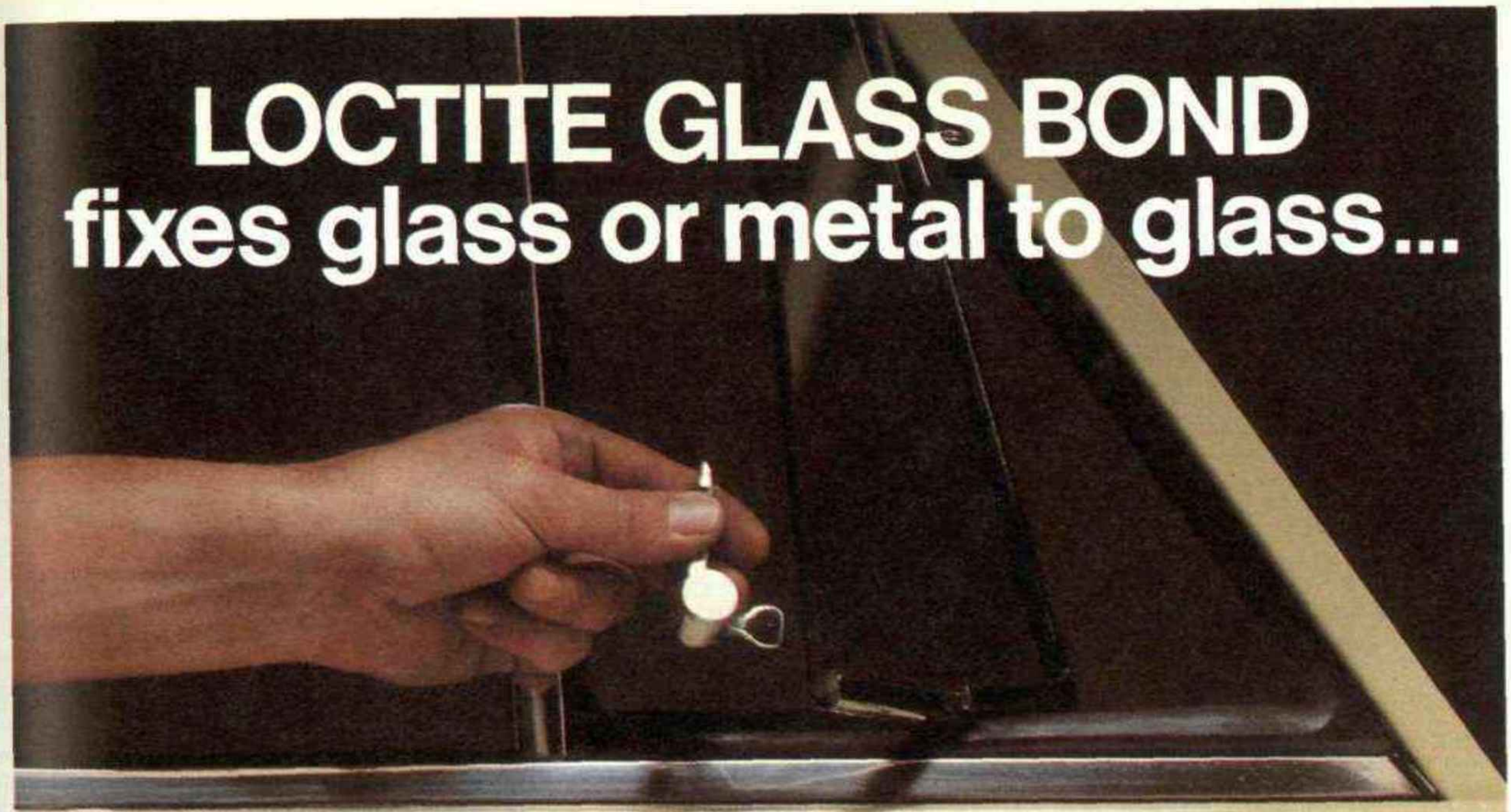
Last season Bell won his class with the Lister almost every time out in HSCC events. This season started with a win at the JDC March Silverstone meeting and a new Lister-Jaguar record for the Club circuit of 1 min. 3.8 sec. He was third overall at Thruxton in the first round of the Group One Historic Championship, led the Brands round for 12 laps before exhaustion after a previous race forced him to give way to the Listers of Ham and Harper (now he fits a special seat to stop the tiring rolling around) and finished third overall and first sports racing car at the St. John Horsfall round. The wet Donington round, won by Corner in the BRM, saw Bell just pip Gerry Marshall, in Simpson's space-frame Lister, to the post for second overall after a dramatic last lap duel. Bell and the Lister annexed pole position in the Le Mans Historic Race in June (see MOTOR SPORT, July), but the bearings succumbed on the third lap. They had pulled 170 m.p.h. down the Mulsanne Straight on the 2.88:1 final drive.

Although Bell is a partner in Bell and Colvill, the Lotus, Alfa Romeo and Maserati dealers (and soon AC, for the 3000 ME is at last about to go on sale) in West Horsley and Caterham, he believes that it would not be good business to have his mechanics spending time on his racing cars. Instead, the Lister, his BRM P153/02, the car which won the fastest ever Grand Prix, at 241.308 k.p.h., in the hands of Rodgriguez at Spa in 1970, and resplendent in Yardley colours, and his Maserati 250F, the semi-lightweight, chass number 2523, are cared for by two former BRM mechanics, Rob Fowler and Rick Hall, in Bourne.

Like all Listers (except for the last, space-frame car), from the first MG-engined car in 1954, the Bell car has a chassis consisting of two large diameter tubes braced by three cross members of the same diameter. The aluminium body is supported on a simple, steel tube framework and the suspension bolts on to fabricated uprights. Although it looks substantial, the chassis is a little bit flexible, so the Lister was never as stiff as the heavier, monocoque D-type. A de Dion rear axle is located by four trailing arms, and the coil spring/damper units are steeply angled. At the front there are equal length wishbones and coil spring/damper units. The brakes are 12" discs all round, inboard at the rear, adjacent to the limited slip Salisbury differential. Although this car has bigger than standard, lightweight alloy calipers with air ducted to the rear ones by elephantine trunking. Bell confesses that the brakes remain the car's Achilles heel, as they always were. A massive, 38-gallon aluminium fuel tank sits above the differential under the bulbous tail and a large oil tank for the dry sump system lies in the nearside rear corner.

Bell reckons that the wide-angle D-type engine as rebuilt by Fowler and Hall after Le Mans must be giving close to 300 b.h.p., which means it's a pretty good example of the breed. There is nothing special about the engine, which uses standard wide-angle D-type camshafts and Weber carburetters. It drives through a multi-plate D-type clutch, but not a D-type gearbox. Bell disliked the ratios in the D-type box which he bought with the car and rashly changed it for a close-ratio XK 150 gearbox and cash, a move he now regrets, for, not only does it lack the D-type's first-gear syncromesh, it also has a much inferior gearchange.

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Like nearly all the Lister-Jaguars currently racing, this car wears 15" x 6" wheels; all except one Lister originally wore 16" diameter wheels, but because that odd one had 15" wheels current regulations have made them acceptable. The 6" rims are the maximum allowed. Bell's knock-on alloy wheels are of the type fitted to the later lightweight E-types, though his actually came off a Le Mans AC. Wheels are a big problem in historic racing, especially on Listers and D-types, because most of the old alloy castings are showing signs of fatigue and new replacements are unavailable. I would have thought that it might have paid Dunlop to manufacture them again: surely the demand would be almost as great as in the 1950s? This Lister is about to change to new alloy centre/steel rim wheels perforce.

Our original idea had been for me to drive the Lister to Brighton, but the marginal legality, even on trade plates, gave us second thoughts and I confined my road impressions to the West Horsley area. In the Lister's hey-day we would have had no such qualms. In his excellent book "Jaguar Sports Cars" (Foulis), Paul Skilleter quotes Lister road impressions from John Bolster, who spent a weekend with Scott-Brown's car in late 1957 and Jim Clark, who drove the Border Reivers car, HCH 736, from Luton to Scotland at speeds up to 150 m.p.h. Those were the days!

The "knobbly" bodied Lister is a formidable looking car at the best of times. The reason for the terminology will be obvious from the photographs. This was the second Lister-Jaguar/Chevrolet body style, brought about partially by the 1958 FIA regulations concerning windscreen depth. The top of the scuttle lies below the top of the engine and the ensuing massive power bulge dominates the driver's line of vision. Frank Costin designed a much smoother body for the 1959 season, the type with which BL 128 is believed to have been clothed originally. In my eyes the brutal "Knobbly" is the classic Lister shape.

To look at it is one thing, to aim this heavy looking sports racing car down the road is another. On this sunny September morning the Lister fouled a plug when started on the button from cold, but thereafter ran cleanly. Bobby drove first, whilst I suffered the build up of heat



from the twin exhausts under the passenger seat. Behind the wheel at last I was in for a surprise, for the Lister is not the heavyweight it looks (Lister used to quote the dry weight as 15½-16 cwt. – Bell says his is nearer 18 cwt.). The steering is light – even slow manoeuvring isn't difficult – and beautifully accurate. Skilleter states the racks to have been Morris Minor type. Bell has fitted a small, thick rimmed, leather steering wheel to improve the gearing and feel. Larger, leather bound Derrington wheels were original equipment. Unfortunately, the new wheel obscures most of the tachometer's critical section. The occupants are enveloped by aluminium, the huge tail section towering above shoulder height, the high doors and sills to either side, the big, polished transmission tunnel in the centre. The blast of air from the shallow, full-width, perspex screen forced us to wear goggles.

In all my years of Jaguar enthusiasm I had never driven behind a D-type engine. It was worth waiting for. Its tractability and flexibility is legendary: after all, the works D-types were driven to Le Mans. Too hasty a throttle opening at low revs naturally inspired some coughing, but the engine was happy to pull down to 1,500 revs or so. The acceleration was simply shattering: there are faster specialised cars driven on the road, as the Brighton times were to show but I doubt whether any give the same sensation of that deep, barely silenced, magical roar from the legendary, Le Mans winning straight six. Of course, with such performance potential I couldn't release it all, but knew that Brighton awaited. . . .

Nor can I pretend that I exploited the handling on this exhilarating adventure in the Surrey countryside, but how I enjoyed what I felt of it! Surprisingly, the suspension coped extremely well with variable road surfaces so that the ride was quite tolerable and the balanced handling practically unaffected by bumps. Roll was effectively non-existent, the steering quick and sensitive. Such power needed treating with respect with the on-and-off acceleration dictated by road conditions and several times I felt the tail give a "just be careful" warning as the torque fed through. Bell loves the circuit handling, which has enough safe initial understeer to allow it to be driven on the throttle thereafter, as anybody watching that wet-weather dice between he and Marshall would appreciate. Yet he confesses the handling needs respect in the wet.

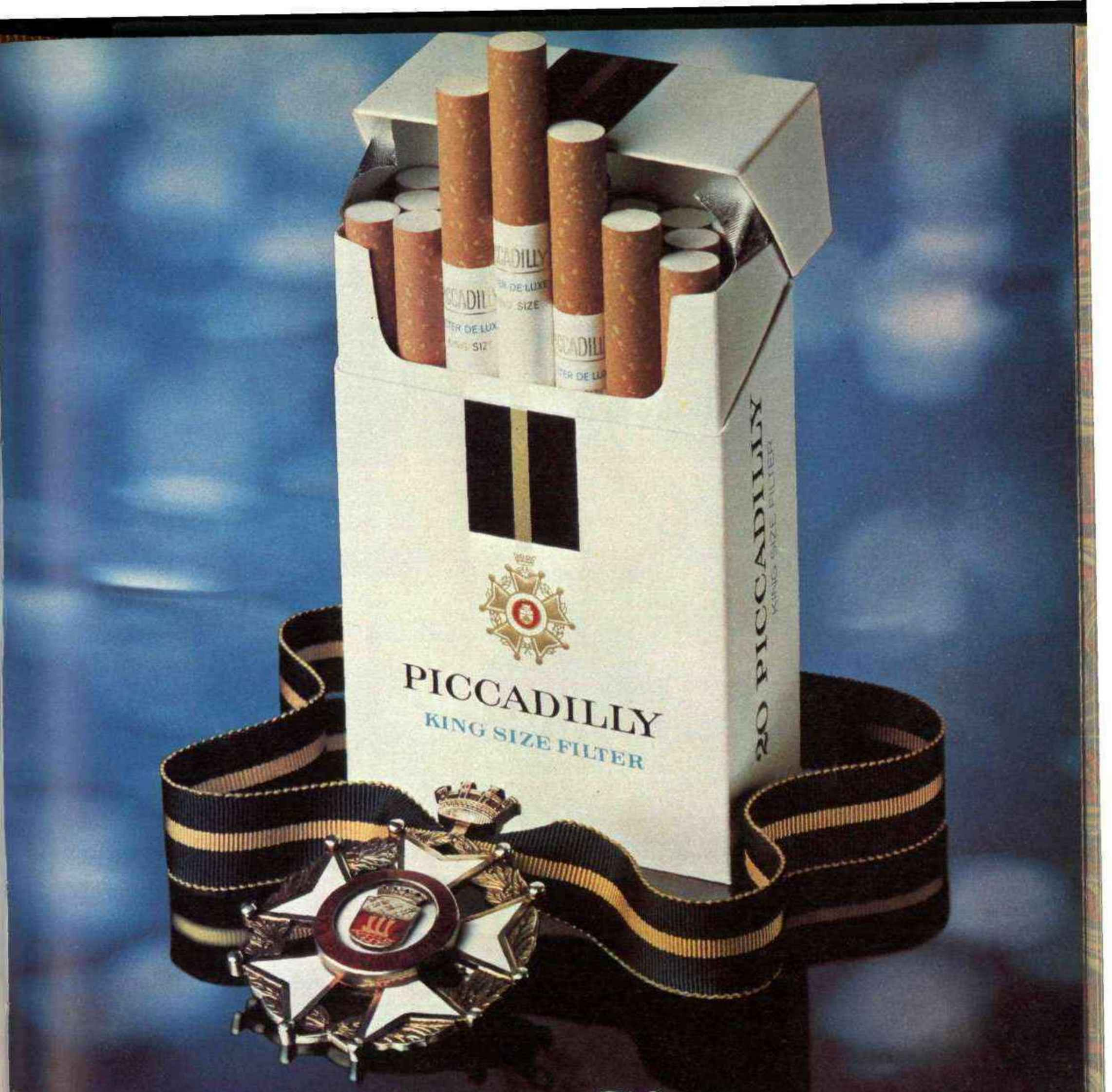
Clark's views on Lister handling, via Skilleter, are worth quoting: "The Lister taught me a great deal about racing and I had fun with that car . . . a beast of a thing . . . really vicious . . . the handling . . . was fabulous . . . really taught me quite a bit about racing, particularly about controlling a car by the throttle".

All too soon we were back at Bell and Colvill, an ear to ear grin on my face. It had been an experience to treasure: I doubt whether I shall ever again have the opportunity to drive such a competitive racing car on the road.

So to Brighton and the unique atmosphere of that terraced, Victorian promenade, where the fantastic variety of machinery seems to broaden year by year. Car entries spanned Foulkes-Halbard's gleaming 1904 70-hp Mercedes to David Purley's Formula One Lec, the local driver making a welcome return to the scene. Bell and Colvill had no less than five cars entered: Bell in the Yardley-BRM, myself in the Lister, Mike

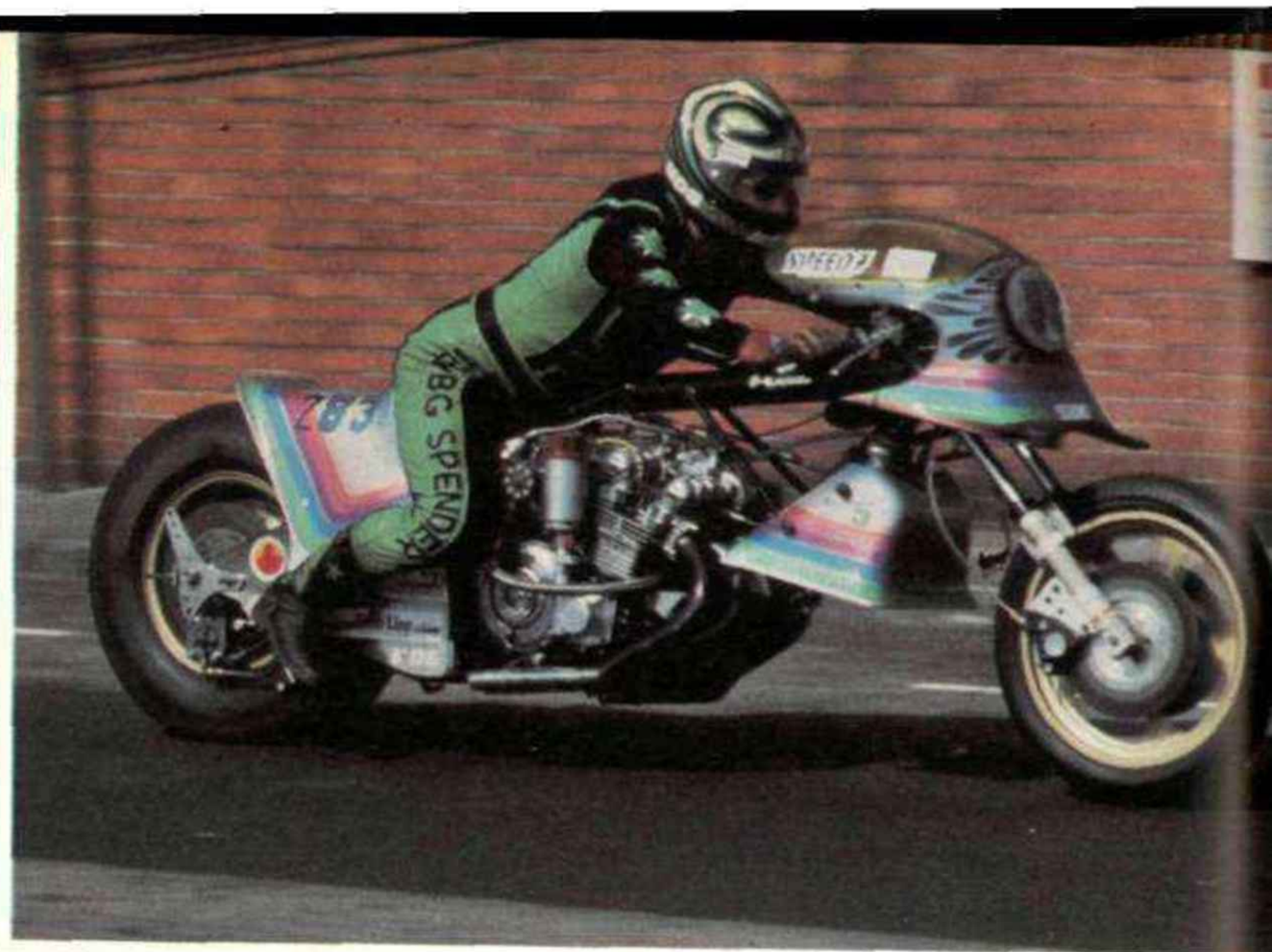
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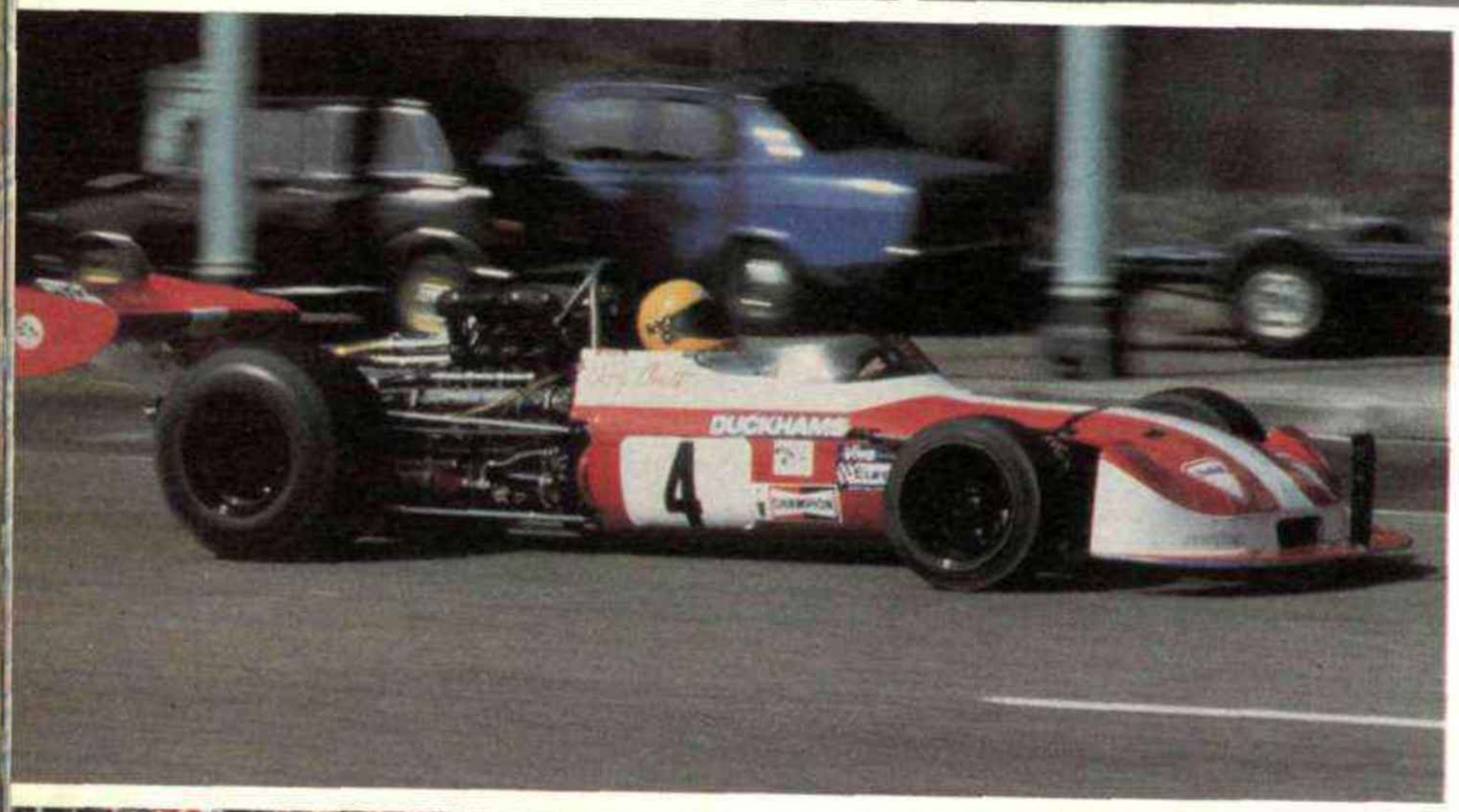




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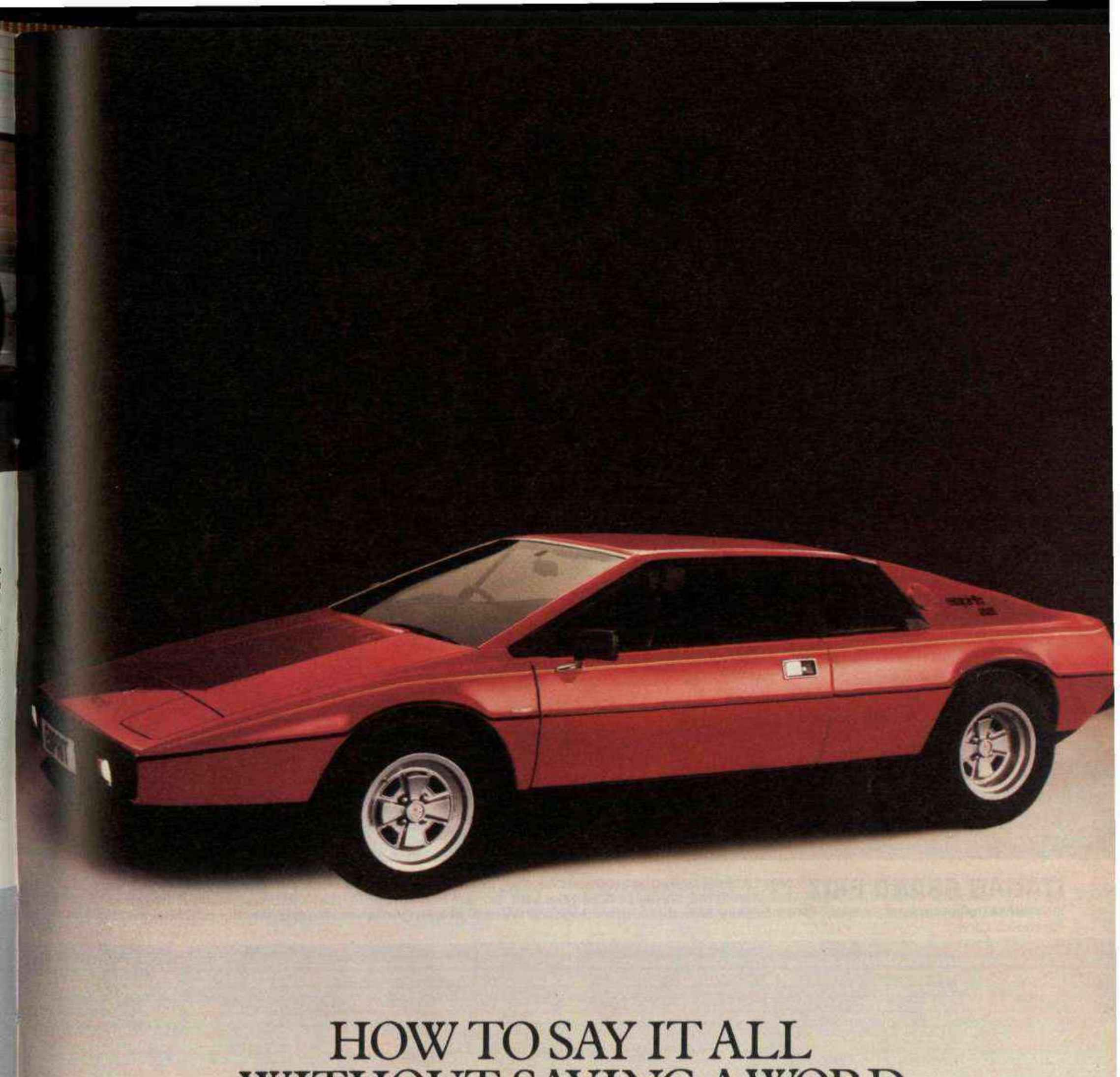




THE BRIGHTON SPEED TRIALS

ONE of the closest finishes ever, saw three people set a new course record of 17.48 sec. in the Fribourg and Treyer Brighton National Speed Trials. First to set it was World Standing Kilometre Record holder Henk Vink on his supercharged, nitro-burning, Kawasaki engined Big Spender, above, who, in spite of shutting off two thirds up the kilometre course to gain braking distance, crossed the line at 164 m.p.h. Both David Harris (McCrae 5000) and Terry Smith (Brabham BT35X 5000) hit 17.48 sec. and 177 m.p.h. in the Top Ten runs for RAC Sprint Championship contenders. Judgement for car FTD went to Smith, shown left, whose previous fastest run had bettered Harris' by 0.04 sec. To left, Michael Neilan's ex-JCB Le Mans Daytona typifies some of the interesting machinery. Below, part of the unique scenario and 25,000 crowd.





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ITALIAN GRAND PRIX Niki Lauda (*above*) was awarded first place in the Italian Grand Prix at Monza on September 10th, although his Brabham BT46 finished third on the road. Bottom left, Patrick Tambay's McLaren finished fifth (seventh on the road) while John Watson's Brabham BT46 finished second (fourth on the road). Watson (*below right*) is seen leading Alan Jones's Williams FW06 at the Parabolica curve.





GILLES VILLENEUVE'S Ferrari 312T3 leads Mario Andretti's Lotus 79 into Parabolica on the first lap of the re-started Italian Grand Prix. The new World Champion passed Villeneuve with five of the 40 laps still to run, but they were both penalised one minute for an over-eager start, dropping them from first and second to sixth and seventh positions respectively. Below, Derek Daly's Ensign holds off Jacques Laffite's Ligier under braking for the Variante Ascari.

On and off the track Niki Lauda chooses Momo

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The same old story as Andretti and Peterson pull away from the field. Behind, Laffite shoots through on the inside of Lauda after a splendid start from the third row.

The Dutch Grand Prix

Continued from page 1452

Jones could do about it. It says a lot for the strength of the monocoque that Jones was unhurt and was able to continue practice in the spare car, FW06/001. Peterson's best lap in 1 min. 16.97 sec. really did leave everyone breathless and seemingly good times put up by drivers like Hunt (still in Tambay's car, M26/5) and Tambay (in Hunt's old car M26/3), or Jabouille in the Renault RS01/02 with water cooled inter-cooler, or Depailler in Tyrrell 008/3, or Scheckter in the newest Wolf (WR6), all seemed a bit hopeless. Laffite really was going well with the second of the JS9 Ligier-Matra cars and more than earned the attention of the Goodyear technicians and their better tyres. It was interesting that Bruno Giacomelli in the third works McLaren (M26/7) and Patrese in the Arrows A1/1 were very equal in the first session, but Patrese was to improve noticeably as the team got the car better adjusted to the conditions. Quietly getting on with it was Daly in the works Ensign (MN08), going very well among the back half of the field and comfortably faster than the two Italian heroes, though he was to make no further progress.

In the afternoon Andretti got into his stride and beat Peterson's morning time by one-hundredth of a second! The Swede could not retaliate (even had he been allowed to) and his car died on him when a fuel pressure release valve played up. Andretti's new car (Lotus 79/4), used some of the components from the car that was demolished in Austria.

The Team Lotus scene, while familiar, was totally demoralising with the two cars on virtually identical lap times and in a class of their own. Reutemann just could not get back into the rhythm he had worked up in the morning before the Ferrari gearbox broke, even though he had the car repaired in a very quick time, doing only a few laps in the spare car (035). Watson joined his team-mate with a very respectable time of 1 min. 17.73 sec., but it wasn't in the same league as the Lotus times of 1 min. 16.9 sec. Jabouille tried the second Renault (03) with the normal inter-cooler, purely for comparative purposes, and Villeneuve was going quite well in his hastily rebuilt Ferrari. Overall the scene seemed to be one of hopelessness for all but Team Lotus, for they had the front row of the grid well sewn up. There hardly seemed any point in trying desperately hard for the second row of the grid, for if the Lotuses proved reliable there was only third place at stake for the rest. Right at the back of the field it was a different story for the last four were not going to get a race, so there was something worthwhile to aim for. By the end of Friday the two ATS cars of Mass (HS1/1) and Bleekemolen (HS1/2) were hopelessly outclassed and Lunger (McLaren M26/6) and Merzario (A1/1) were not far away from the end. The Arrows team were getting Patrese into the right groove and he was progressing up the grid rapidly, but Giacomelli seemed to have reached his limit.

Saturday morning, for the hour-and-a-half of untimed practice the weather was still dull and grey with a strong wind blowing. The ATS team produced a brand new car, built in Bicester, and designated the D1, which was a sort of half-hearted Lotus 78, with side-skirts and wind-tunnels along each side of the monocoque, but with a lot of obstructions in the air stream, even though the exhaust pipes were wound upwards. Jochen Mass drove it for its initial shake-down, and planned to use it in the afternoon session. A race report without the statement that Brambilla crashed his Surtees, would appear to be incorrect, so the burly Italian obliged during the morning and returned to the pits with his front wheels splayed out and flats worn on the tyres.

PRACTICE TIMES

No.	Driver	Friday a.m.	Friday p.m.	Saturday p.m.
1	N. Lauda	1.17.70	1.17.51	1.17.33
2	J. Watson	1.18.67	1.17.73	1.17.88
3	D. Pironi	1.19.89	1.19.81	1.19.59
4	P. Depailler	1.18.43	1.18.76	1.18.79
5	M. Andretti	1.17.46	**1.16.96**	**1.16.36**
6	R. Peterson	**1.16.97**	1.18.20	1.17.12
7	J. Hunt	1.18.46	1.18.25	1.17.67
8	P. Tambay	1.18.71	1.19.10	1.18.50
9	J. Mass	1.22.07	1.22.45	1.21.82
10	M. Bleekemolen	1.22.04	1.22.53	1.21.33
11	C. Reutemann	1.17.34	1.18.19	1.17.59
12	G. Villeneuve	1.18.21	1.18.11	1.17.54
14	E. Fittipaldi	1.19.29	1.19.19	1.18.30
15	J.-P. Jabouille	1.18.28	1.20.24	1.18.91
16	H.-J. Stuck	1.19.62	1.19.92	1.20.01
17	G. Regazzoni	1.20.78	1.20.81	1.20.69
18	R. Keegan	1.20.52	1.21.61	1.21.02
19	V. Brambilla	1.20.66	1.21.02	1.20.26
20	J. Scheckter	1.18.81	1.18.95	1.18.57
22	D. Daly	1.19.39	1.20.03	1.20.51
25	H. Rebaque	1.20.02	1.20.10	1.20.08
26	J. Laffite	1.17.55	1.17.94	1.18.31
27	A. Jones	1.18.78	1.18.24	1.18.46
29	N. Piquet	1.20.64	1.20.65	1.20.64
30	B. Lunger	1.20.94	1.21.24	1.20.03
31	R. Arnoux	1.21.14	1.20.82	1.20.31
32	K. Rosberg	1.20.47	1.21.43	1.20.53
33	B. Giacomelli	1.19.83	1.20.04	1.20.16
35	R. Patrese	1.19.86	1.18.81	1.18.50
37	A. Merzario	1.21.08	1.20.91	1.20.64



Laffite and Reutemann in hot pursuit of Lauda's Brabham-Alfa.

For the final hour on Saturday afternoon the sun shone, but there was still a strong headwind on the straight. Andretti started off on "race" tyres and half-full petrol tank and lapped in 1 min. 17.2 sec., which was faster than any of the so-called "opposition" and then put on some sticky qualifying tyres, and knowing how to get the best from them, unlike his team-mate and a lot of other drivers, he set up fastest time with 1 min. 16.36 sec. Meanwhile Peterson was delayed by a locking left-front brake, and never did repeat his Friday morning time, but nonetheless was second fastest of the afternoon with 1 min. 17.12 sec. Such is the state of the Lotus-art that even when troubled they can be faster than anyone else. With thirty cars out on the track it was very difficult to get a clear run for a whole lap, and many drivers were complaining of being baulked just when they had got themselves well wound up for a super-fast lap. Others were having trouble getting a clear run on their super-special tyres, which only last for a few laps before heat bubbles appear, and the Tyrrell and Brabham teams used up their qualifying tyres before the end of the hour without getting the hoped-for results. Even the most optimistic drivers estimate of what he could have done "... if only ..." was nowhere near Andretti's time; nor for that matter, Peterson's Friday morning time. Team Lotus were not worried about track conditions, though Peterson's mechanics had some bother with leaking water radiators. At the back of the field Piquet and Merzario tied for last place with 1 min. 20.64 sec. (over four seconds slower than the pole-position time!). The decision went to the Brazilian driver as he had recorded his time first, so Mezario was first reserve. It was no surprise that the two ATS cars were left out, for Bleekemolen should never have been in the entry and Mass needed time to sort out the new ATS. What was a surprise was that Regazzoni was out of the race, being second reserve.

Sunday morning looked very gloomy and there was every prospect of a wet race, but the strong winds still blowing up the main straight were bringing brighter weather. Due to local bye-laws unruliness is not allowed before mid-day in Holland on Sunday, so the pre-race warm-up half-hour was not due until 1 p.m., by which time the skies looked quite good and the track was nice and dry but covered in its inevitable coating of fine sand, blown off the dunes by the strong winds. This called for a degree of caution as certain parts of the circuit were slippery as a result. Everyone had a final thrash round, but two drivers wished they hadn't; these were Keegan and Laffite. The Southend-on-Sea driver slithered off the track on one of the fast right-handers and demolished his Surtees and injured a hand, necessitating being taken off to hospital, while the Frenchman had to be towed back to the pits when his Matra V12 engine blew up. Keegan was out of the race before it began, and Merzario took his place, while Laffite had to transfer to the original JS9 without any trial, for the newer car had been going so well in practice that he never tried the spare car, and it wasn't adjusted properly for the Zandvoort circuit (bad team planning, surely).

The start was due at 2.45 p.m. and well before time the twenty-six starters left the pits and drove round to the assembly-grid in front of the pits and ahead of the actual starting-grid. As if Keegan crashing in the warm-up wasn't enough bad news for Team Surtees, when Brambilla arrived on the grid the left-rear wheel fixing and hub were giving trouble, causing a lot of last-minute panic as the time for the pace-lap drew near. With the rest of the field moving off, the engine in the Surtees would not start on the button so the car was push-started at the last moment. Andretti led everyone round on the pace lap and as the two black and gold Lotus cars stopped on the front row of the grid the red light shone, and before the rest had really sorted themselves out the green light shone and the race was on. All in far too much of a hurry. Andretti peeled off into the first corner in the lead, followed by Peterson, with Laffite in third place having made a super-start. He led Lauda and the rest for the lap, but the Brabham shot by as they headed for the Tarzan hairpin in the wake of the two cars from Hethel, which were neatly in team order and already pulling away. Unbeknown to the front half of the field they had left behind a scene of carnage on the opening lap, for as the back half of the field was taking the swerves behind the paddock Stuck nudged Pironi who collided with Patrese, while Daly hit the back of Jones' Williams, and Scheckter got his nose under the back of Rosberg's Wolf. As a result of this "Formula Super Ford" shunting game, Pironi's Tyrrell and Patrese's Arrows were left derelict in the middle of the road and Daly had to stop at the pits for a new nose-cone. The Tyrrell was dragged off the track but the Arrows was more difficult to move and as the leaders arrived on their second lap they went one each side of it, followed by the remaining cars. It took another lap before the Arrows could be dragged along by a marshal's car and moved from the scene.

The race situation was simple, Andretti led, closely followed by Peterson, with a gap already appearing before Lauda arrived, his Brabham hotly pursued by the Ligier and Reutemann's Ferrari. Then came Watson, Fittipaldi, Villeneuve, Hunt, Depailler, Jones, Tambay, Jabouille and Stuck, with Rebaque leading all the "rabbits" (and some hares as well!). Poor Laffite had a hopeless task for he was finding the spare Ligier totally unsuited to the Dutch circuit and it was only a matter of time before he was passed by all the leading runners. In quick succession Reutemann, Watson, Fittipaldi and Villeneuve went by the French car. The two sleek Lotus cars pulled away with ease, Peterson sitting close behind Andretti and obeying team

Formula One juniors Piquet and Giacomelli failed to finish.



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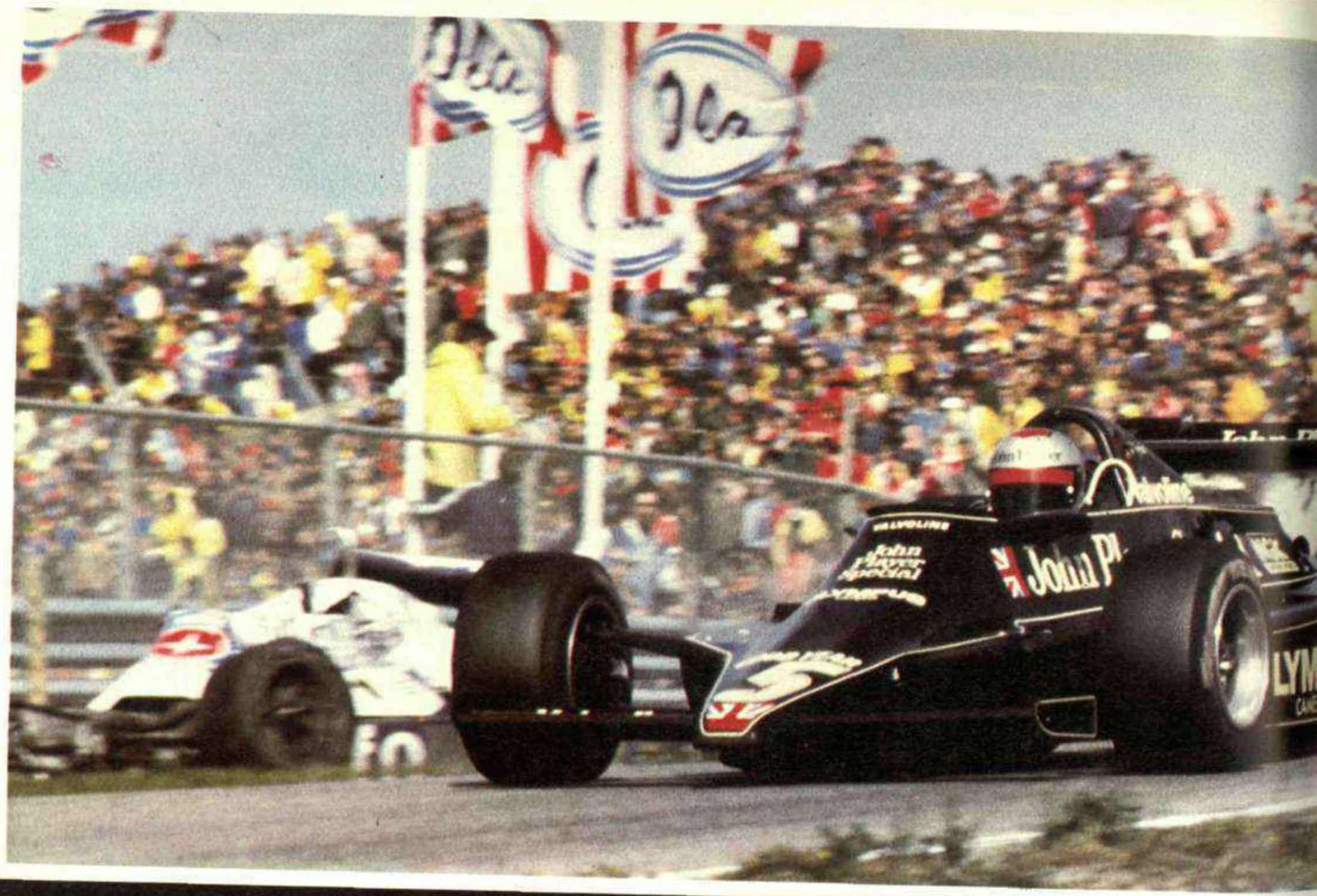
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orders. By 10 laps they had a four-second lead over Lauda, who had Reutemann vainly trying to hang on in fourth place, while the rest followed at intervals, with Daly a lap behind due to his pit stop. The Irishman did not get far, a drive-shaft breaking on lap 11, which was a trouble the Ensign had already experienced in practice. Three laps later Depailler free-wheeled his Tyrrell into the pits with a broken engine, so already the field was down to 22 cars. In a very short space of time there were three more retirements, for Piquet came into the pits with a broken transmission, Alan Jones coasted to rest out of the old *Hunzerug* hairpin, now renamed the *Huzenholtzbocht* (after the designer of Zandvoort), when his throttle control broke, leaving him with permanently closed throttle slides, and Rosberg went straight on into the rough at the end of the long straight for exactly the opposite reason; sand had got into the slides and the throttles had jammed open.

At 25 laps, which was a third of the total race distance, the order was virtually unchanged, though there was an overall pattern to be seen. The two Lotus cars were unassailable and did not look to be straining at all, Lauda in third place still had Reutemann, Watson, Fittipaldi and Villeneuve in a line behind him; then came Laffite followed by Jabouille in the Renault, who had just passed Hunt's McLaren. Tambay was running on his own, as were Stuck and Rebaque, the Mexican having passed a very off-form Scheckter in the newer of the two Wolf cars. The South African was followed by Giacomelli in the third works McLaren, then came Brambilla, Lunger, Arnoux and Merzario, the last two lapped by the Lotus pair. The gap between the Lotus pair and Lauda, which had remained constant at around 4 sec., now began to narrow by an infinitessimal amount each lap as the World Champion began to press as hard as he could. He had little hope of seriously challenging the two Lotus cars, but continued pressure might make one or both fail. This effort drew him away from Reutemann and the others slowly but surely, and in his efforts to stay with Lauda the leading Ferrari driver was using up his Michelins at a greater rate than was advisable. Behind him Watson, Fittipaldi and Villeneuve seemed to be in a stale-mate situation, while farther back Brambilla went off into the sand and had to be helped out by the marshals. Though he continued it meant ultimate disqualification. Jabouille passed the Ligier-Matra, but a few laps later the Renault engine broke, so Laffite was the moral victor of that little scrap, and then Lunger's McLaren expired with a broken engine.

On lap 37 Peterson was conscious that the red Brabham was getting closer in his mirrors, while Andretti was watching the situation on the Team Lotus pit signalling board. Not wanting to be left behind Peterson followed his team leader through the gaps among some back-markers as they skittered into the Tarzan hairpin at the end of the straight, and it looked as though he was hustling Andretti. It was a bit of a dicey manoeuvre and next lap Colin Chapman hung out a sign to the Swede which read "EASE". Lauda's approach on the Lotus team was barely measurable lap by lap on a stop-watch, but over a number of laps it was becoming noticeable and by lap 42 it was 3.7 sec. instead of 4.0 sec. Unable to stay with Lauda's Brabham-Alfa

Continued on page 1484

Reutemann, Watson, Fittipaldi and Villeneuve in tidy line astern, left. An off form Scheckter in unaccustomed position, sandwiched by Rebaque and Giacomelli at the back of the field.



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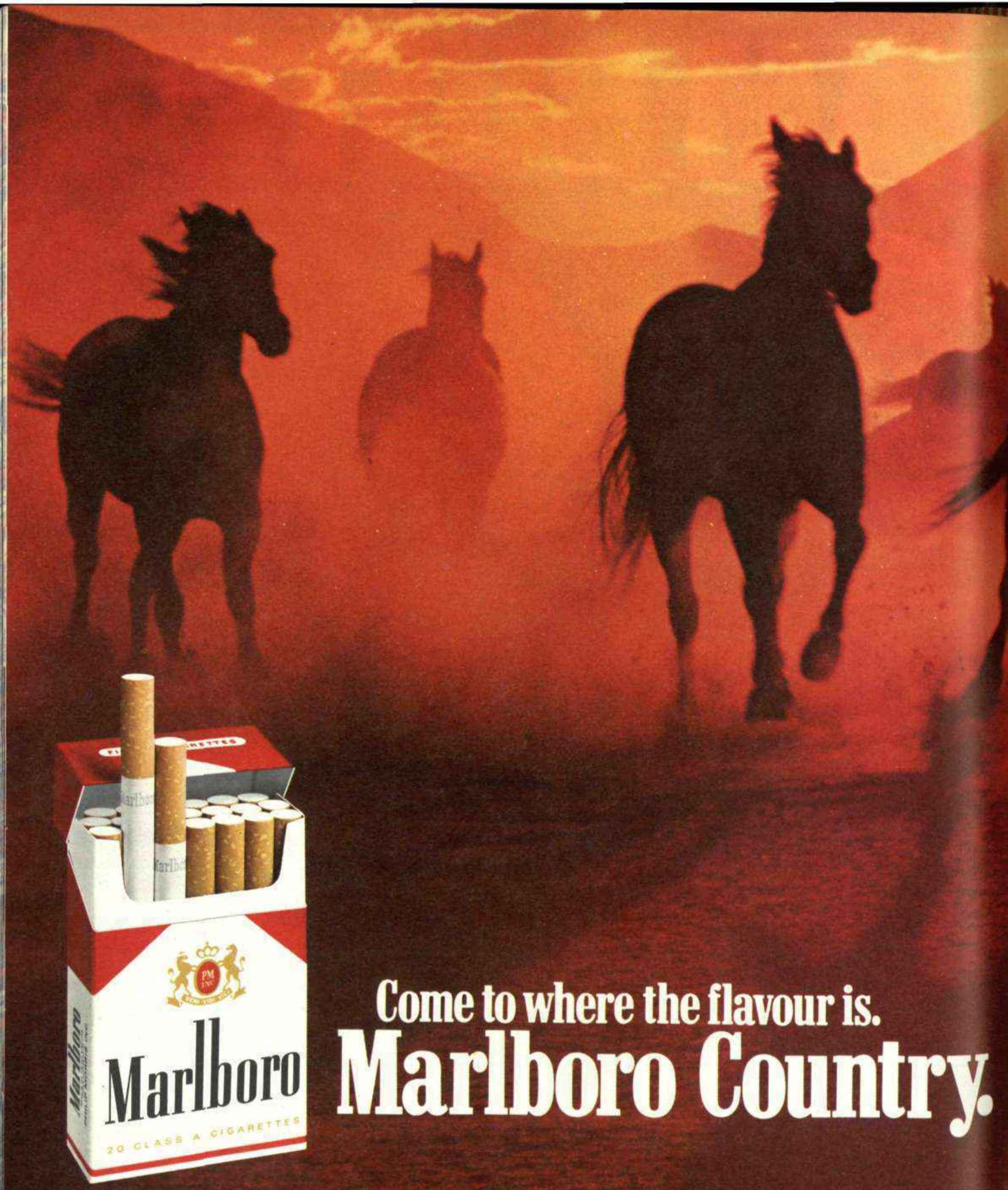
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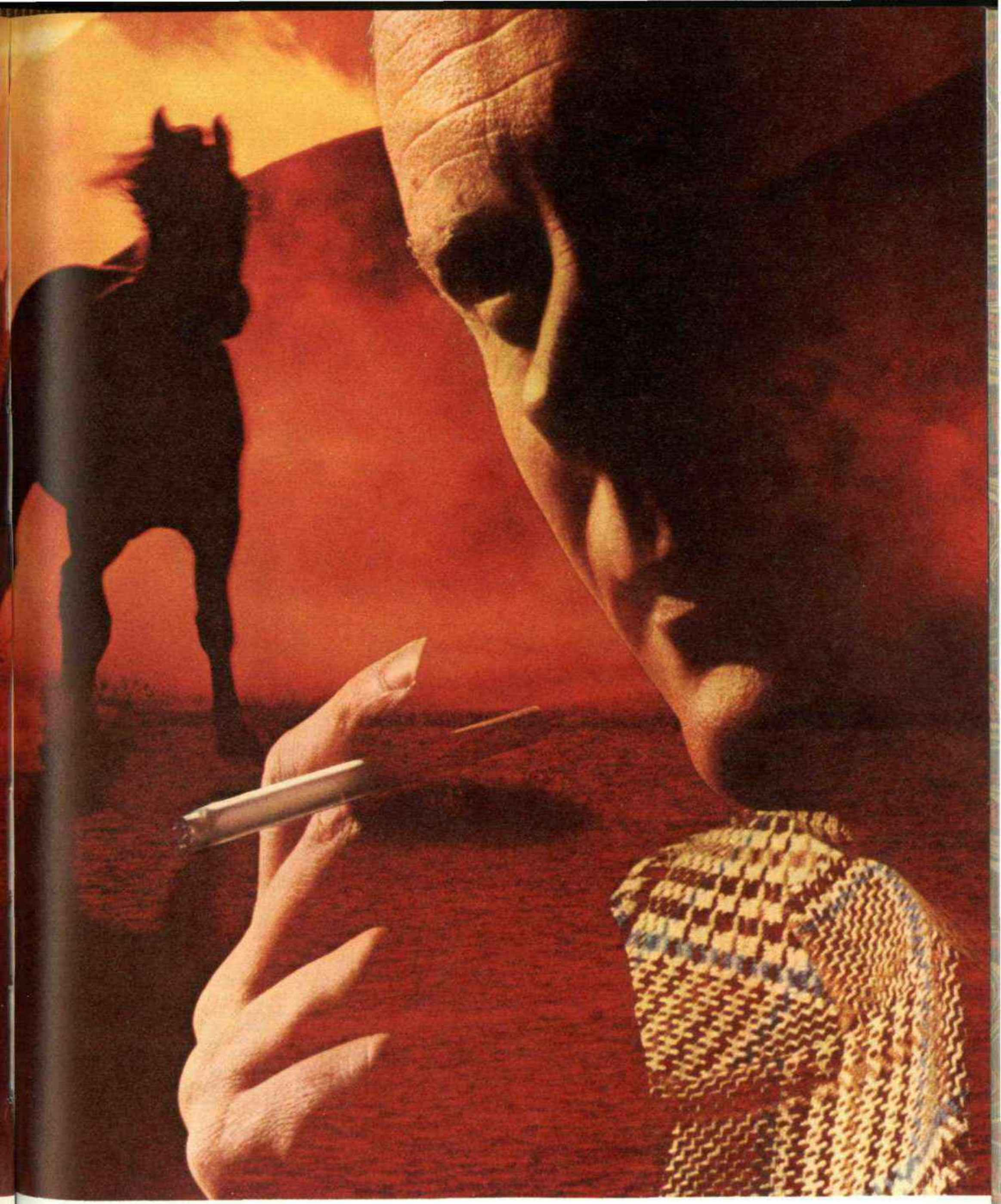
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DUTCH GRAND PRIX –
continued from page 1480

Romeo, which was being driven right up to the rev.-limit and showing signs of being able to stand the pace, Reutemann eased off and with deteriorating tyres had to let Watson go by and then Fittipaldi. The Brazilian in his yellow Copersucar-backed car was going splendidly and showing that he had lost little of his driving skill while he has been in the doldrums trying to get the Copersucar team together. The race order was now two Lotus cars, two Brabham cars, the Fittipaldi and two Ferrari cars, with a long gap before the Ligier appeared. Then came the two leading works McLaren cars, very outpaced, and Stuck, Rebaque and Giacomelli, with Scheckter a lap behind the leaders. The South African had not shone all weekend, whether due to the Wolf not performing well or whether his mind was on his newly-born son, or his future job at Ferrari, was hard to say.

A few rain-spots in the pit area on lap 45 caused a mild flutter but they did not increase and the weather held out. Hunt was having a miserable drive, made all the more so by a slowly deflating rear tyre, and he had to let Tambay go by, and similarly Reutemann had to let his young team-mate go by as his Ferrari was handling better. Lauda reduced the gap to 3 sec., which seemed awfully close to Peterson, but not even in sight in Andretti's mirror, and anyway he had the Swede as a buffer. There was a slightly anxious moment in the Lotus team when Andretti's car split an exhaust manifold and made an odd sound, but it didn't really slow him up, for he wasn't pushing all that hard, but Peterson thought he ought to go a little faster as his own brakes were not 100% and he was occasionally locking up the rear wheels. With the Brabham very clear in his mirrors Peterson pulled out alongside Andretti as they started lap 61, hoping he too would see the red car in his mirrors, but Andretti was relying on Chapman's judgement and signals, knowing he had something in hand if the situation became critical. At the back of the field Stuck's Shadow succumbed to transmission failure, and Giacomelli spun off and could not restart his McLaren's engine.

At the end of lap 67 the gap between the Lotus pair and the Brabham suddenly doubled, to six seconds, for Lauda felt an awful vibration from the back of the car and, thinking it was about to break, he lifted off. All seemed to be all right so he continued, but he had lost contact with Team Lotus and all they had to do was to cruise home to a perfect 1-2 team victory, Andretti havi from start to finish. A long way behind came John Watson in a well-earned fourth with Fittipaldi close behind him; the Bra had pressed the Ulsterman for a long tim with any real hope of getting by, but in the that Watson would become flustered and m mistake. He spent a long time shaking his the Brabham and afterwards smilingly sa wasn't angry, just trying to unnerve Watso Andretti crossed the line for the seventy time he lapped Laffite's Ligier, while Pe just failed to do so, even though the two cars were only yards apart. With eight vic so far this season Team Lotus can be said dominating Formula One in no unce manner. – D.S.J.



Villeneuve slips the Ferrari through the inside of Laffite's Ligier.

Results:

DUTCH GRAND PRIX – Formula One – 75 laps – Zandvoort – 4.226 Kilometres per lap – 316.95 kilometres – Dry and windy

1st :	M. Andretti (Lotus 79/4)	1 hr. 41 min. 04.23 sec. – 188.170 k.p.h.
2nd :	R. Peterson (Lotus 79/2)	1 hr. 41 min. 04.55 sec.
3rd :	N. Lauda (Brabham BT46/7)	1 hr. 41 min. 16.44 sec.
4th :	J. Watson (Brabham BT46/5)	1 hr. 41 min. 25.15 sec.
5th :	E. Fittipaldi (Fittipaldi F5A/1)	1 hr. 41 min. 25.73 sec.
6th :	G. Villeneuve (Ferrari 312T3/034)	1 hr. 41 min. 50. 18 sec.
7th :	C. Reutemann (Ferrari 312T3/036)	1 hr. 42 min. 04.75 sec.
8th :	J. Laffite (Ligier JS9/01)	1 lap behind
9th :	P. Tambay (McLaren M26/2)	1 lap behind
10th :	J. Hunt (McLaren M26/5)	1 lap behind
11th :	H. Rebaque (Lotus 78/4)	1 lap behind
12th :	J. Scheckter (Wolf WR6)	2 laps behind

Fastest Lap: N. Lauda (Brabham BT46/7) on lap 57 in 1 min. 19.57 sec. – 191.200 k.p.h.

Retirements: R. Patrese (Arrows A1/1) accident, on lap 1; D. Pironi (Tyrrell 008/2-3) accident, on lap 1; D. Daly (Ensign MN08) broken drive-shaft, on lap 11; P. Depailler (Tyrrell 008/3) engine failure, on lap 14; N. Piquet (McLaren M23/11) transmission failure, on lap 17; A. Jones (Williams FW06/001) throttle control failure, on lap 18; K. Rosberg (Wolf WR4) jammed throttle, on lap 22; B. Lunger (McLaren M26/6) engine failure, on lap 36; J. P. Jabouille (Renault RS01/02) engine failure, on lap 36; V. Brambilla (Surtees TS20/01) disqualified, on lap 37; A. Merzario (Merzario A1/01) engine failure, on lap 41; R. Arnoux (Martini MK23/1) broken aerofoil support, on lap 41; H. J. Stuck (Shadow DN9/1A) transmission failure, on lap 57; B. Giacomelli (McLaren M26/7) off the track, on lap 63.

26 starters – 12 finishers

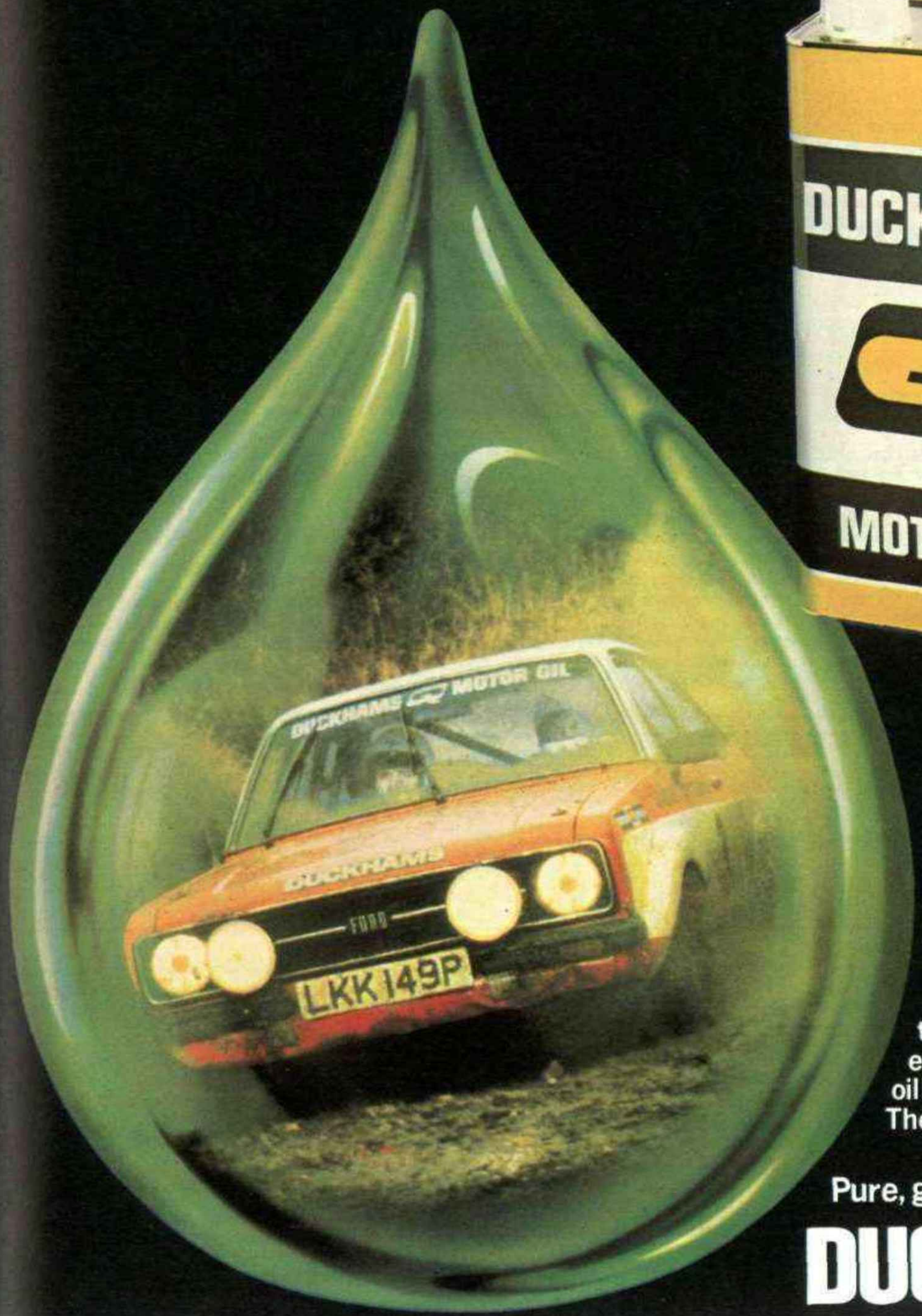
Notes on the Cars at Zandvoort

BRABHAM had a brand new BT46, num in the series, built to the usual specification front-mounted radiators; this was used by L while Watson retained BT46/5. Lauda's c car BT46/6 was the team spare and us engine fitted with the Italian SPICA injection unit on which the mixtu individually adjustable to each cylinder, the Lucas system in which the m adjustment controls the overall flow. On a 12 cylinder layout like the Alfa Rome cylinders farthest from the pump unit tend the weakest mixture with the Lucas sy whereas they can be tuned individually wit SPICA system. This Italian system has beer by Alfa Romeo on their engine in sports c the past, and first appeared on the Brabham at the Austrian GP. While oft better distribution and better economy, i more bulky unit and sticks up into the airst The new car was fitted with the expe carbon-fibre disc brakes, the other two having normal brakes.

Tyrrell had rebuilt Pironi's car afte Austrian accident, putting all the us components onto a new monocoque, the that 008/2 has had this season. Depailler w 008/3 and 008/5 was the spare. Experimen

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Mass debuted the ATS D1 in practice, but was unable to qualify the untried, Lotus 78-like car. Sadly, Mass was badly injured whilst testing the car at Silverstone the following week.

still going on with suspension geometry both front and rear, in attempts to make the car handle better and 008/3 had the latest bits and pieces. Both team cars were fitted with full-length undertrays to try and improve the top speed.

Lotus built up a new car, number 79/4 (or JPS 22) for Andretti, using some of the components from the very bent 79/3 that he crashed on the first lap of the Austrian GP and which was subsequently hit by Scheckter's Wolf. After the Austrian Aerodynamic saga it had the round-section front wishbones! Peterson was still in 79/2 and the original car 79/1 was Andretti's spare, while Peterson had 78/3 as an emergency stand-by. His well-used last year car 78/2 has been sold to the Rebaque family, who had it as a spare to Hector Rebaque's usual mount 78/4. They still retain the original Lotus 78/1.

McLaren seem to be marking time until Gordon Coppuck has finished the new M28, which should be ready to run, but not to race, before the end of the season. The M26E has been shelved as has the M27, which was a model that was never finished, though the back end appeared in testing at the end of last year, grafted on to an M26. For this race Hunt used M26/5, Tambay M26/3 and the spare was M26/1.

ATS appeared on the last day of practice with their D1, though most people called it the HS2/1 forgetting that the cars that appeared earlier this year were Penske PC4s modified by Robin Herd for Gunther Schmidt who owns the team. He bought the whole March F1 set-up and the March modified Penskes were designated HS1, for Herd Schmidt. Since then March Engineering withdrew from the ATS affair and this new car was designed by John Gentry and used March facilities for its construction. It is as close to a Lotus 78 as is reasonable, without prompting another High Court action like the one between Shadow and Arrows. As well as this new car the ATS had their usual three cars with them.

Ferrari have settled for the exhaust layout with two tail pipes under the final drive unit and two over, though it is not very clear why they have done so. The fore-and-aft coupling of the anti-roll bars is now a permanent fixture on all cars. Reutemann used 036, Villeneuve 034 and the spare was 035.

Fittipaldi have been making dramatic headway just recently, all manner of small detail changes to the F5A series of cars now combining to give a much improved car. Emerson Fittipaldi has shown a distinct preference for F5A/1 and uses it all the time now, F5A/2 being the reserve car on this occasion.

Renault are slowly overcoming problems in their turbo-charged V6 engine, piston rings having given them a lot of trouble. Passing the engine cooling water through a radiator built into the inter-cooler of the induction system has improved the torque characteristics. This was used again on RS01/02, while 03 had the old air-cooled only type of inter-cooler. The 03 car was also fitted with "skirts" along the edges of the side-pods, but it was difficult to see why as the Renault is not that sort of car.

Shadow had no new cars, using DN9/1A as the spare while Stuck practised with DN9/5A. Regazzoni's car had undergone a total rebuild onto a new monocoque, thus becoming DN9/4A-3 and all three cars used the central pillar mounting for the rear aerofoil.

Surtees have their work cut out keeping their three TS20 cars intact after the ravages of their two drivers, and once again started off practice at "square-one" with Brambilla in TS20/01, Keegan in TS20/02 and TS20/03 as the team spare. During practice both drivers had recourse to use the spare.

Wolf used their latest car, WR6 as the number one car this weekend, relegating WR5 to being the spare car for a change. The two cars are so alike that even team-members have difficulty telling which is which. Presumably Scheckter can perceive the difference as he showed a preference for WR6.

Ensign only had one entry, which was MN08 for Derek Daly, but they had MN06 as a stand-by and both cars carried the green of ICI on the upper bodywork, which looked a bit odd with the dark blue lower half.

Ligier had their usual two JS9 models and Laffite concentrated on JS9/02 (which was built around the bones of JS7/03). They did not run JS9/01 in practice, and later wished they had when they were forced to use it for the race when the engine broke in JS9/02 in the pre-race warm-up. It had broken an engine in the final hour of practice on the Saturday, which would suggest an installation fault somewhere.

Williams keep building new monocoques to keep 001 and 002 race-worthy and once again it was 002 that was heavily crashed in practice when a stub-axle broke. This was traced to an overload being set up due to the use of a different type of wheel bearing. 001 was using the old type of bearing and was used in the race.

Arrows only had one entry so Patrese had two cars at his disposal, using A1/1 and keeping A1/2 as a stand-by. In the race A1/1 was very severely damaged in the first lap accident. – D.S.J.

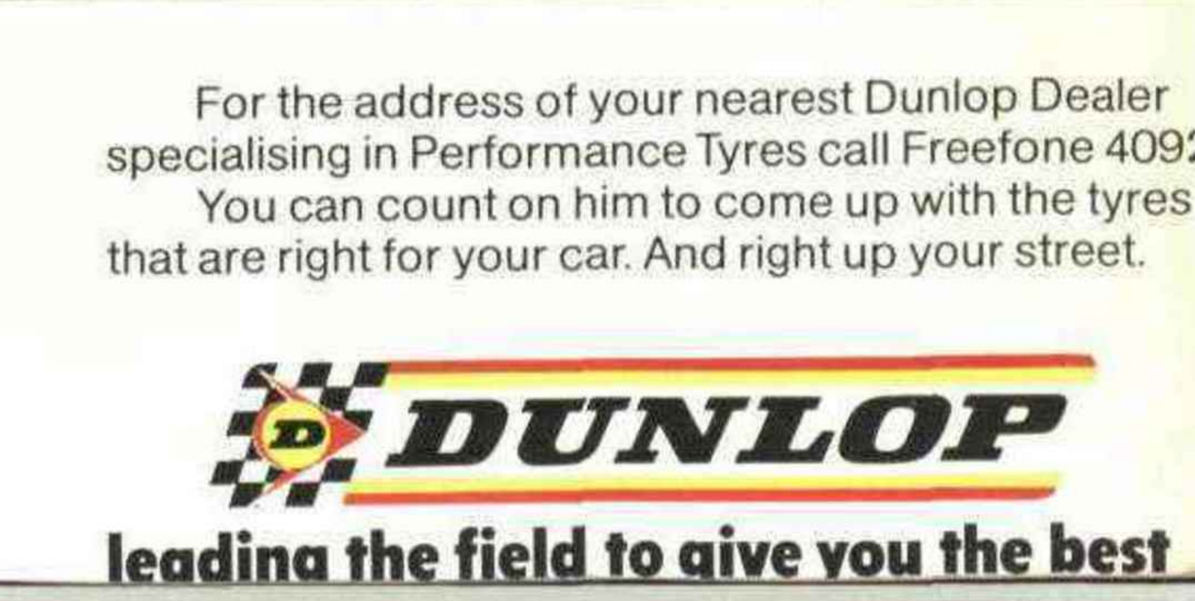
High spirits from the Lotus team after yet another 1-2 triumph.



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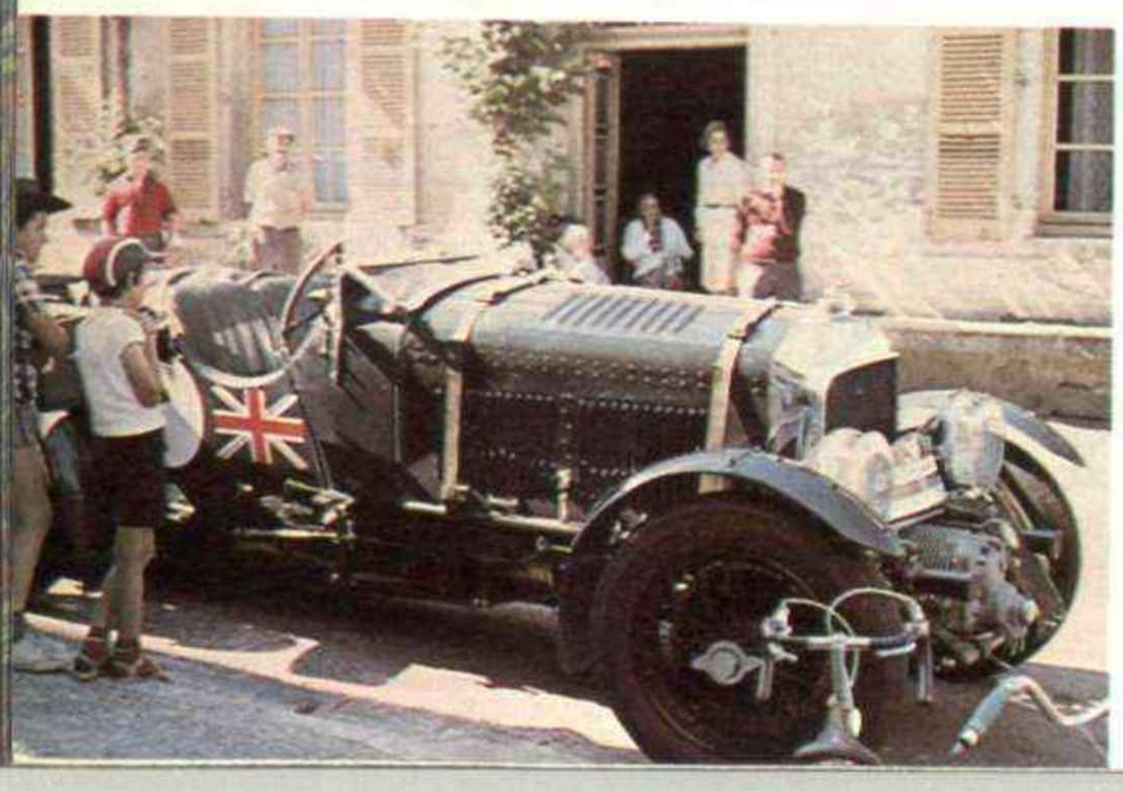


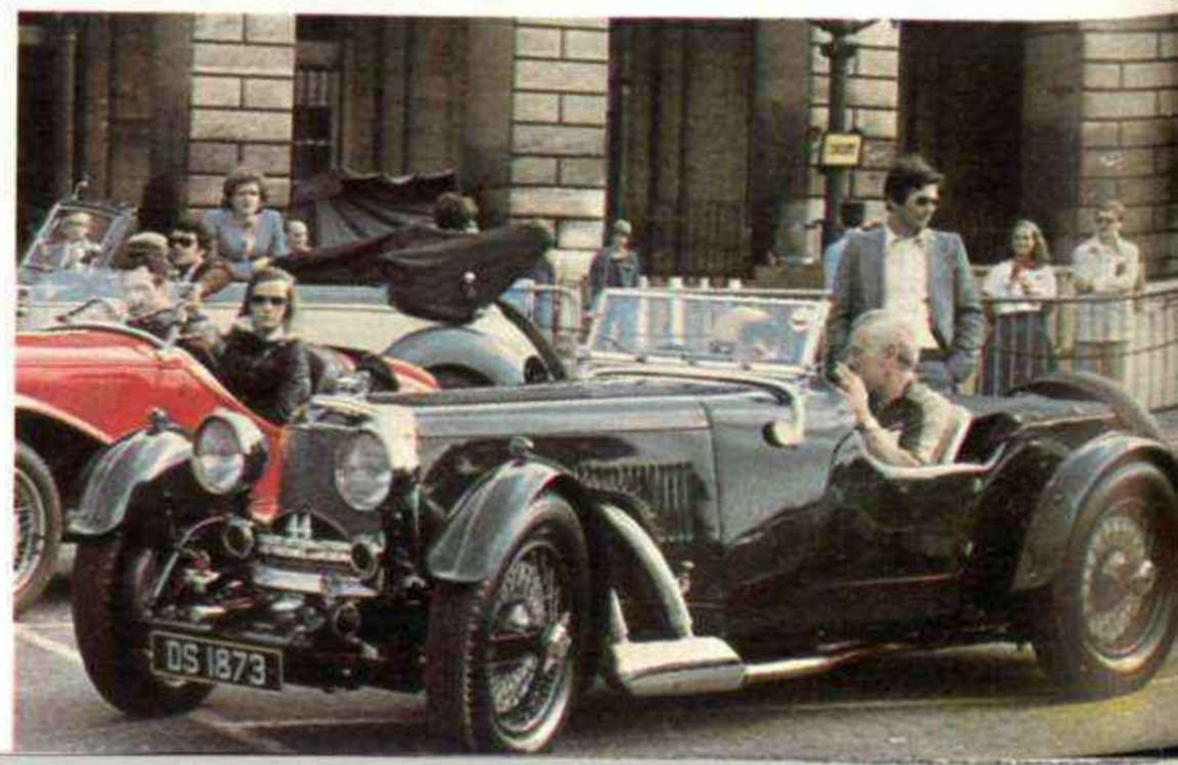




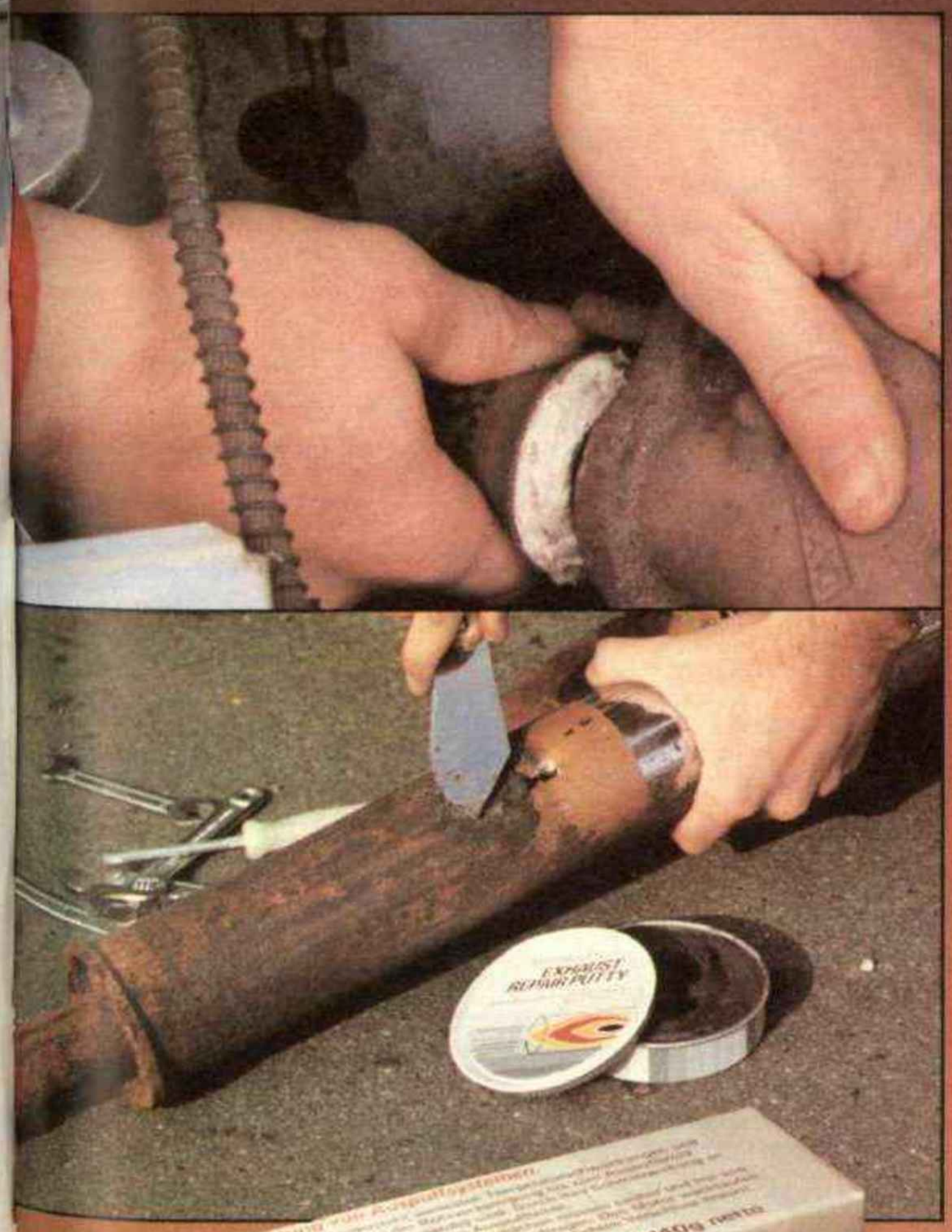
RALLYE INTERNATIONA DES VOITURES ANCIENNES

THE TAIL shot of Poncin's 1929 Lancia Lambda, left, on the descent from the Col Saint Bernard, illustrates some of the arduous terrain faced by competitors on this Paris-Montreux-Turin rally route. Outright winner was Manuel Pestana's magnificent torpedo-bodied 1925 Hispano Suiza Type 49, above, all the way from Spain. British honours were upheld by Stirling Moss/Ian McGregor in the latter's Aston Martin Le Mans, shown at the start in the Place de la Concorde, below right, which won the Concours and made light of some spirited driving. The National Motor Museum's replica Le Mans 4½-litre supercharged Bentley receives youthful French attention while Lord Montagu and the Deputy Editor take liquid sustenance elsewhere, below left. Trenkle's Alvis Speed 20, second in the Concours, tackles the Montreux-Caux hill climb, top left.





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THE FIFTH ROUND of the British International "Open" series provided Ford with a one-two-three grand slam with Mikkola, Brookes and Clark. The all-loose surface rally, in the Galloway and Argyllshire regions of Scotland, was led by Brookes for most of the way but late problems with ignition and a broken engine mounting saw Mikkola's Escort (*above*) catch the Brookes' Escort and both drivers finished the final special stage with equal penalties. The result was given to the Finn on a final-stage tie-breaker.

THE BRITISH F1 CHAMPIONSHIP

THE COMBINATION of Tony Trimmer and the Melchester McLaren M23 (pictured at Thruxton earlier in the season below) may not have proved quick enough to qualify for this year's British Grand Prix, but has proved virtually unbeatable in the 1978 Aurora AFX British Formula One Championship. Indeed Trimmer, who also won last season's Shellsport Gp8 title in a Melchester Surtees TS19, clinched the rather disappointing Aurora series with two rounds to go at Brands Hatch on August Bank Holiday Monday.

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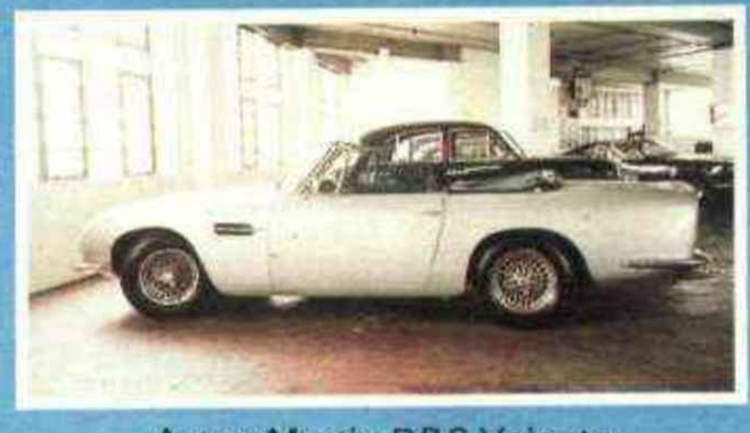
Bentley SIII Convertible



Bentley SIII



1938 Morgan



Aston Martin DB6 Volante

Cars already consigned include:

1953	R.-R. S. Wraith	1938	Jag. SS 3½ Litre D/H	1950	Daimler Conquest by Tickford
1935	De La Haye 135M	1959	B. SI L.H.D.	1967	R.-R. Phantom V
1971	R.-R. S./Shadow	1958	Jag. XK150 D/H	1954	Lagonda Tickford D/H
1958	Ferrari 356GT 2+2	1952	A/Martin DB2/3	1961	Jag. 3.8 'E' Roadster
1961	Alvis TD21 D/H	1969	Merc. 280SL D/H	1953	Bentley 'R' type Fastback by Mulliner
1966	Aston Martin DB6 Volante	1952	Jag. XK120 Coupe	1948	Jag. SS 3½ Litre
1965	B. S. III by J. Young	1967	A/Healey 3000 L.H.D.		
1973	Jag. V12 'E' Roadster	1962	R.-R. SCII		

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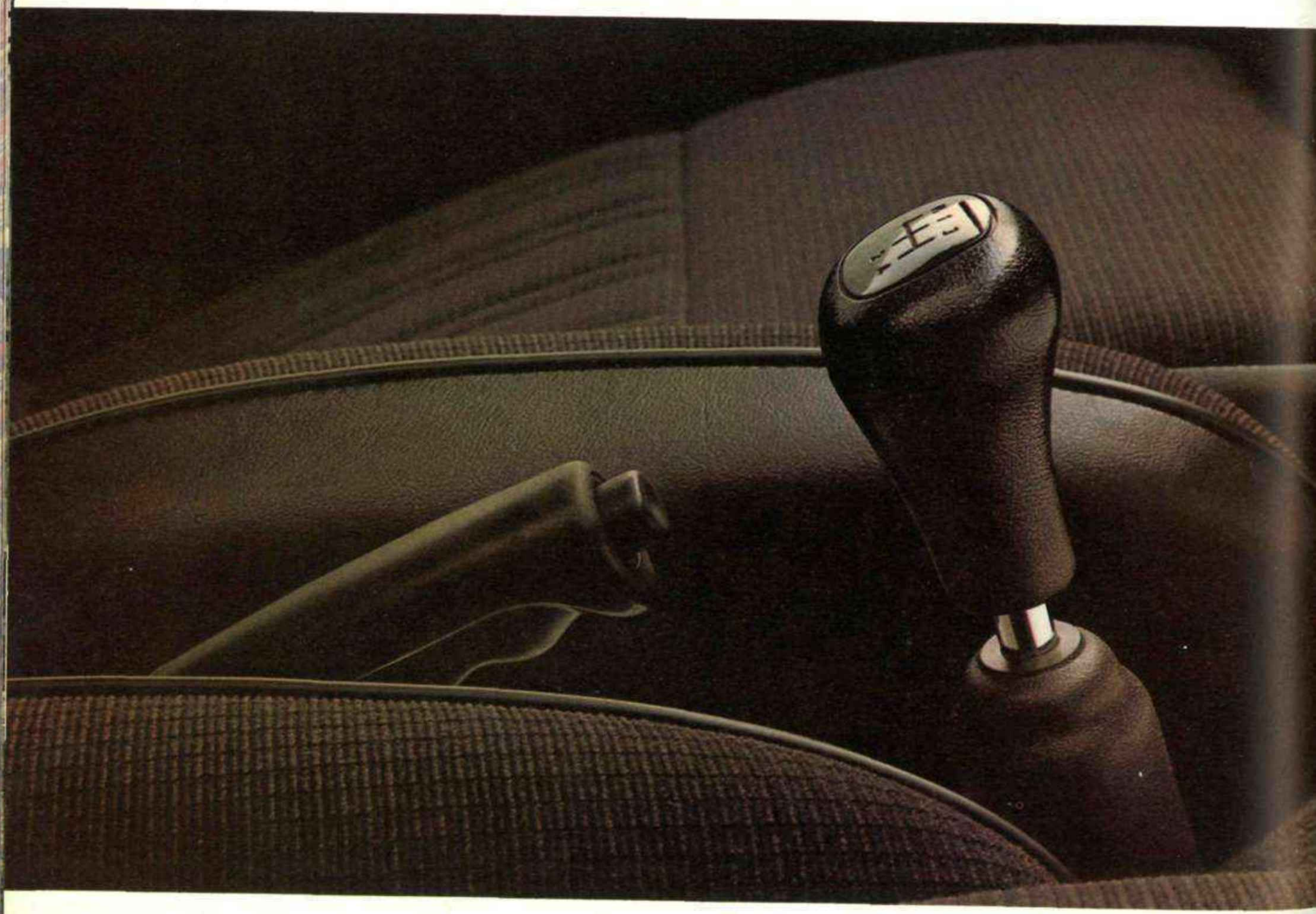
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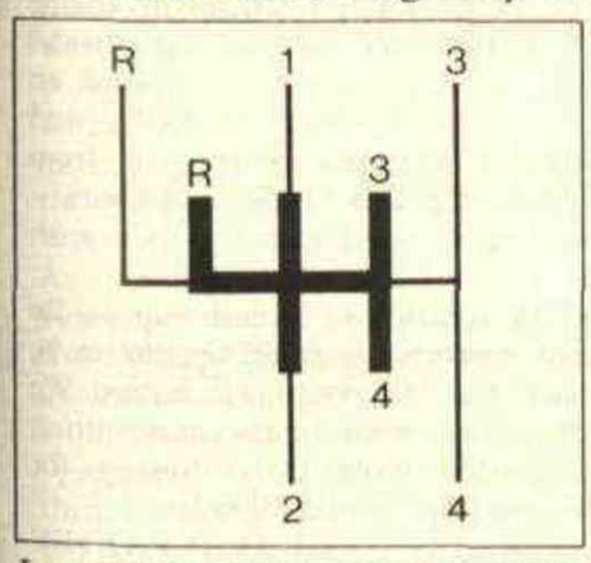
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1993cc, 108 mph†
0-60 mph 8.5 secs†
£4,416*

RS 2000

l for a change

On some sports saloons changing gear is like a street brawl – all elbows and teeth. Not so the RS 2000. Quick, precise and positive, it makes motoring an art once again!

Ford's amazing rally winning experience has refined the RS 2000's Single Rail Shift gearbox. The short, exact gear lever makes possible the quick accurate changes which so delight the enthusiastic driver. Transmission too feels precisely controlled, a short drive shaft cutting torsional vibration and wind-up.



Less stick movement, more precise feel.



RS 2000 Custom, superbly fitted.

Fastest in its class

Ford's well-known two-litre OHC engine has been up-rated to 110 bhp, with the help of a twin-choke down-draught Weber carburettor. A special 4 branch manifold and downpipe, feeding into a large bore exhaust system, reduces power-sapping back pressure from the exhaust. It's an efficient, lively engine, designed for performance. Car Magazine sums it all up: the RS 2000 is 'fastest in its class'.

Tackling NVH with success

Some performance cars are notorious for a certain level of Noise, Vibration and Harshness, acceptable when rallying but murder in the High Street. The RS 2000 tackles NVH in two ways. First, the bonnet has two skins which, like double-glazing, cut engine noise down. Second, the cast aluminium oil pan is bolted directly onto the clutch housing. A stiffer, stronger and quieter solution. Autosport believe the result's 'a particularly successful assault against NVH'.

High standard of comfort

A cramped and spartan interior may be acceptable for rallying, but not for family use. The RS 2000 proves that performance is not to be had at the expense of comfort. It is surprisingly roomy for a car with such a sporting pedigree and good looks. The Custom version has high-back, reclining, hip-hugging seats. Ask your Ford RS dealer what interior features come as standard – the list is far too long to give here!

Take a test drive

Look at the RS 2000, look at the choice on the market. We promise you won't find a more authentic example of the sports saloon concept in motoring. The RS 2000 costs just £3,902* and the RS 2000 Custom £4,416*. Remember, with the Ford RS dealer organisation, service, maintenance, and ordering parts is as smooth as the car itself.

Take one for a test drive. We think you'll be delighted to find a car which makes a perfect balance between handling and comfort, without ever losing its sense of sheer performance.

FORD ESCORT

Ford

*Maximum price as at 14th September 1978. Seat belts and VAT included. Delivery and number plates at extra cost.
†Performance figures FORD computed.

Letters from Readers

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

The British Grand Prix

Sir,

I was really sickened by two letters which appeared in the September issue of MOTOR SPORT, which decried almost everything to do with the British Grand Prix. It was the first motor race I have attended although I have been an ardent fan for years.

On July 16th 1978 I went to Brands Hatch to see the British Grand Prix, not to see how well the authorities performed, how much the prices have risen, or any other such trivia.

I also saw, met and talked with Emerson Fittipaldi, which disproves G. E. Porrett's theory that one cannot meet the drivers. It strikes me that he was just afraid of crowds.

Let us remind these antiquated motor racing fans (motor racing fans?) that Grand Prix racing has changed, the past is past and the present is here.

Middleton A. G. WHITING

The Turbocharged Corvair

Sir,

These days turbocharging seems to be very topical when discussing high performance car engines.

Why then does no one ever mention the turbocharged Corvair manufactured by Chevrolet during the 1960s. This car was reasonably successful, apart from pioneering the application of this method of forced induction on a relatively high volume production car at reasonable cost.

While living in Canada during the late '60s I owned a 1965 model 700 series. This was the post-Ralph Nader design and was fitted with Corvette type rear suspension. Apart from being much better looking than the first production models, which looked like overgrown NSU Prinz cars.

Fitted with Michelin X tyres these cars would run rings around most vehicles encountered on Canadian and US roads at this time. *Road & Track* published a road test which gave figures for the standard 180 h.p. 2.7-litre car, of 120 m.p.h. and 0-60 m.p.h. in 9.7 seconds. Not bad for a production car costing less than $4,000 in 1965!

Due to the high cost of engine manufacture, body detail and finish was not up to par, and as is so often the case with American cars the brakes did not match the performance.

Also, the cars reflected the rear engine layout by becoming nose light as the speed increased. This was cured to some degree on later cars by a factory-fitted nose spoiler. For $5,000 one could buy the highly developed "Yenko Stinger", a real sports coupe which realised the car's potential Unfortunately the model never recovered from the adverse publicity given to the early cars. Stirling Moss notwithstanding! In four years I had very little trouble apart from alternator bearings and the torque shaft between clutch and differential which was liable to twist itself into half. Instant starting, no cooling problems (air cooled), good fuel consumption and a wonderful kick in the back when the boost came in at 3,000 r.p.m. and continuing up to 6,000 r.p.m. at a modest 6 p.s.i.

With this car I collected my first speeding tickets after 14 years of driving!

Kempton Park, M. E. C. WELLER
South Africa

Marcos "Raid" to Ferrari

Sir,

The questionable reliability of sports cars was put to the test this summer when the Marcos Club organised a "raid" to the Ferrari Factory in Italy.

Marcos cars built between 1965 and 1971 (three, 3-litre Volvos, 2 manual, 1 automatic, a 3-litre V6 Ford, Ford 1600 and Volvo 1800 model) made the journey in convoy across France and Switzerland. On the way a fascinating visit was made to the Schlumpf museum at Mulhouse and a joint meeting was held between the UK Club and Swiss Marcos Club at Brunnen on Lake Luzern, with other Marcos cars in attendance from both countries and also Holland and Germany. Reaction to the Marcos from the locals was enthusiastic everywhere. Though the lack of concentration from passing drivers caused us some consternation, especially when one ran into the back of another. Both were more interested in watching us than where they were going. At Ferrari not only did we see the engine assembly and car production, but to our delight the first stop on the tour of the factory was the Formula One Grand Prix car workshop. Work was going on preparing the cars for the German Grand Prix together with modifications to bodywork. The visit concluded with an inspection of Niki Lauda's Championship car. His name has not been completely obliterated at Maranello, although only Carlos Reutemann posters were displayed.

The 2,500 miles were completed without any breakdowns and only a faulty voltage regulator (still under guarantee) caused a minor delay. All the cars ran warm and open sunroofs were the order of the day, but then we did encounter the hottest weather of this summer. The mountain passes in Switzerland were a challenge, particularly in the Susten Pass which still had high walls of snow on both sides of the road. Apart from a near multiple Marcos shunt on a twisting downhill section when the road was suddenly blocked by sheep, everything went smoothly. Petrol consumption varied with engine type, but one of the 3-litre Volvos, a 1971 model with recorded mileage of 65,000, returned an average 31 m.p.g. and used ¼ pint of oil – and this was with a 850-mile return leg from Fribourg in Switzerland to Leeds in 18 hours – including two hours crawling in the Paris rush hour.

The secret of reliability in these supposedly temperamental sports cars would appear to be good maintenance and thorough preparation. We can thoroughly recommend Continental touring for groups of modern sports car enthusiasts for an enjoyable and interest-filled holiday.

Leeds DAVID RATTEE

Correction

Sir,

I was surprised to read, on page 1281 of the September issue of MOTOR SPORT, that my friend Eoin Young has joined up with me in my business of second-hand motor book selling to "exploit the market".

After 30 years in the business I have no thoughts at all of "exploitation" or "partnership" with anyone. Eoin mentioned a project of his own to me which centres round finding and placing of some of the early rare books and I said I would help him in any way I could. Nothing more.

Ewhurst CHARLES MORTIMER

Bull-Fighting versus Motor-Racing

Sir,

Spanish bullfight promoters will be heartened by the publicity given to Spain's multi-million-pound bullfight (July issue). British bullfight fans may be saved any inconvenience about attending bullfights. In a press interview the founder of a British bullfight pressure group expressed the opinion that if he succeeded in staging a bullfight in Britain the result would be the "biggest black market in tickets ever", if certain Spanish matadors did the slaughtering at £1,000 per bull.

The promotional activities of the group are appreciated by the official Spanish tourist authorities. The propagandists have given lectures on the "art" of bullfighting but they maintain a prudent silence abut the activities of matadors in abattoirs where they practise the "moment of truth" (slaughtering with a sword). The captive cattle endure repeated sword thrusts and take a long time to die while matadors perfect what Hemingway called a "virile art form". The English matador who appeared with a Scottish GP driver on a BBC TV programme has not mentioned this important part of his training.

LISTER-JAGUAR –
continued from page 1468.

Hallowes in a standard Esprit, Stuart Mathieson of Mathwall Engineering in a turbocharged Esprit S2 and Martin Colvill in his AC Cobra.

Each time I have raced Graig Hinton's Jaguar 2.4 in Classic Saloon events I have made a complete hash of grabbing second gear off the line; I was terrified of doing the same with the forward angled lever of the rather nasty XK box. But the Lister went off the line beautifully on the one practice run, the limited slip and de Dion spreading the traction evenly, though 4,000 revs. gave a shade too much spin. Alas, a plug had sooted; it took me all my time to pass Shoosmith's Bentley in the other lane and the time was a poor 25.3 sec. A set of new NGKs replaced the Champion N3s for the first timed run. Trying to squint round the wheel rim to observe the revs, co-ordinate the clutch and throttle movements off the line and snatch second gear was a much harder task than it must have looked to spectators. Again too much wheelspin and a slow change into third but we crossed the line at 142 m.p.h. in a time of 24.1 sec. Much better!

Lister aficionados Chris Drake and Bert Young advised less revs off the line for the final run (a 3.54:1 final drive ratio was fitted, by the way). Setting the revs on a surging chronometric rev counter is not easy, but I fed the clutch in at roughly 3,200 r.p.m., the wet weather Dunlop L-section racers (6.00 are fitted to the front, 6.50 on the rear) bit more quickly and the Lister surged up the straight kilometre, the needle hitting the 6,000 r.p.m. maximum through the gears. How much more quickly that ribbon of tarmac unwound than it did in the Dolomite Sprint last year! The Lister twitched a shade over the rough tarmac towards the end of the Madeira Drive and we crossed the line at 143 m.p.h., the time of 23.7 seconds being the fastest ever recorded by a Lister at Brighton. Unfortunately, Bob Marsland's Chevron and Brian Angliss's GT40 gave me no chance of a class win, but how edifying that Brian Lister's 21-year-old concept can accelerate from 0-143 m.p.h. in 23.7 seconds and still be tractable on the road.

C.R.

Spanish bull-farming vintners who entertain British journalists in Spain do not allow their guests to see matadors practising their swordwork in slaughterhouses. And also they do not explain to their guests that all bulls slaughtered by *rejoneadores* (horseback matadors) in Spanish bullrings have gone through the experience of being clamped in an apparatus while the painful operation of having their horns cut was performed. The shortened horns cut down the bull's accuracy in using his only defence – his horns. This cowardly operation destroys his sense of distance.

A *taurine* (bullfight) writer described the preparation of a bull for the horn cutting operation: "It has to be immobilised first with ropes and pulleys and a team of men playing it to a standstill."

Cardross, Mrs. M. W. WATKINS
Dunbartonshire.

(If by publishing this letter, prompted by D.S.J.'s comments that he used to find it fascinating to watch men "dicing with death" in the Spanish bull-ring, I am labelled as one of those sentimental British animal-lovers, I shall not mind, if this in anyway alleviates the suffering of the bulls, which is pretty horrific if Mrs. Watkins, who says she is not associated with any Anti- Bullfight Organisation, is correct. Her views are backed up by cuttings from British, Austrian and, more significantly, Spanish papers describing the cruelty and cowardness of bullfighting and of how the unfortunate bulls are "prepared" until they are unable to defend themselves. It seems that this was either unknown, or accepted, by those who allowed a bullfight demonstration to be staged at the Horse of the Year Show at Wembley in 1960. There seems every reason to oppose the *Corrida* coming to Britain, although D.S.J. may call me a softie for saying so.

I have always maintained that not only is motor-racing the finest "sport" of all but that it has the merit of involving only humans, not animals, in the pursuit of it – for it is difficult to be convinced that an element of cruelty does not enter into horse-racing, steeplechasing, show-jumping, etc. – and no doubt at all that it is inseparable from the bullfight. – Ed.)

Willi Walb

Sir,

In your article "Recalling the 1935 German GP" you mention Walb and suggest he was an Auto-Union technician. Willi Walb was Auto-Union's Racing Manager but, unlike his counterpart Neubauer, has been almost overlooked by contemporary writers and historians alike. Perhaps he should have eaten more and shouted louder!

You will find several references in "Motoring Sport" by Stuck and Burgaller, also two photographs, one of which shows Walb in the Rumpler designed rear-engined Benz that he drove in the 1923 European GP.

Ulceby, S. Humberside W. B. Hatfield

The Sex of Hub Nuts

Sir,

With reference to the question put by Mr. K. Bearpark in the July issue, it all depends on sex! No, Gentlemen, not that kind of sex, but the sex of the knock-on hub nuts. On an MG which has ordinary wire wheels the hub nut is a female one, i.e. the wheel fits inside the nut. In the case of Lotus Elan which has centre lock steel wheels, the hub nut is a male one, i.e., the nut fits inside the wheel. Therefore the rule is for ordinary wire wheels the l.h. side of the car should have r.h. threads and r.h. side of the car should have left-hand threads. If your car has a male cone hub nut the reverse is the case.



At the Polar Circle, George Nicholls finds a moment to glance at MOTOR SPORT.

A lot of trouble was encountered when GT 40s which left the factory with ordinary Borrani wire wheels with female hub nuts were changed to cast alloy wheels with male hub nuts. The wheels came off until someone had the brilliant idea of changing the hubs over left to right. If anyone is interested in the subject as to why this happens I can send them a photocopy of a written explanation too long to reproduce here.

Sudbury, Suffolk R. M. DOUGLAS-HUGHES

Replacement Windscreens

Sir,

I was interested to read Mr. Littlewood's letter to MOTOR SPORT, "A Shattering Tale", and was surprised to read that he had so much trouble in obtaining a replacement windscreen in Germany for his Datsun 180B Estate.

Tudor Safety Glass Company Limited, part of the Royal Doulton Group, manufacture replacement laminated windscreens and have an application list of over 600 models, including the Datsun 180B Estate. Whilst we are the leaders in the UK replacement market for laminated windscreens, we also devote quite a bit of our energy to exporting, particularly into Europe. Indeed, Western Germany is one of our principal customers where we have no less than ten customers importing our windscreens.

I feel sure that, had he contacted one of these agents, he certainly would not have waited the almost unbelievable time of five months to have the windscreen supplied and fitted, tinted or clear!

If Mr. Littlewood would like to contact me direct, I should be pleased to supply him with a list of our customers in Germany for future reference.

We are one of the many British manufacturers who export and believe in providing a service as well as a product.

Queenborough, Kent M. WEST-EACOTT,
Marketing Manager,
Windscreen Operations,
Tudor Safety Glass Co. Ltd.

Honeymoon in a Wolseley

Sir,

In the August issue of MOTOR SPORT I note that you have resurrected my old Wolseley 7 (page 1108).

This was indeed an horizontally opposed twin 14 b.h.p. manufactured in 1923, so, like its one time owner, I should think it was veteran.

The trip took place in 1931 and in 1959 my wife (the same one) and I did a re-run over the exact route.

Always having a penchant for faraway places, the undersigned, when over 60, drove a Mini 848 c.c. from Gothenberg in Sweden, over the tortuous Arctic highway to the North Cape in Norwegian Lapland.

Again in a Mini, at well over 70, Bealach nam Bo, the Pass of the Cattle, was the attraction. This pass rises to 2,054 ft. with an assortment of hairpin bends at 1 in 4 gradient.

At the summit, the views of Skye, the Coolins, the Outer Isles, Lochs Kishorn and Carron are breathtaking.

The road continues to Applecross and until recently was the only link inland.

Hastings G. H. NICHOLLS

Gresley's "Mallard"

Sir,

The suggestion that the streamlining on the LNER locomotive "Mallard" owes something to the 1936 Bugatti 57S is surely nonsense.

The first of Gresley's A4 streamlined Pacifics was in service by September 1935 and drawings showing the basic shape are in existence dated much earlier than this.

There is no evidence to suggest that Gresley "was friendly with Bugatti" and the idea is, I think, highly improbable.

There is, however, reason to think that Gresley, in introducing his high speed trains, was influenced by the successful Bugatti petrol rail cars on the PLM and State lines and the "Flying Hamburger" diesel rail car on the German State Railways, both introduced in the early 1930s. The streamlining on the A4 is similar to the wedge-shaped front of the Bugatti rail car which had much publicity at that time.

Fortunately for us Gresley decided to retain steam traction, which the results more than justify.

Stourport-on-Severn PAUL H. SHAW

Memories

Sir,

I have just re-read my March 1978 issue of MOTOR SPORT and as always, particularly for a displaced Englishman living here in northern California, it is a great source of interest and pleasure.

How shocking to read the report of the man who attacked the wife of a MOTOR SPORT advertiser. I thought only such shenanigans took place on this side of the pond, witness the poor owner of a 1932 Pierce Roadster who on taking a prospective purchaser out on a test drive, ended up being handcuffed and gagged at gun point, the theft, incidentally, taking place on April Fool's Day and the car being uninsured.

On a lighter note, I was most interested to read the published letter from Kevin M. Desmond referring to Mr. A. V. ("Ebby") Ebblewhite, and the biography that he hopes to prepare, of the great man.

In the late '50s I was in the music business in London and happened to call on a music shop owned by a Mr. A. L. Ebblewhite in the city. I remember this shop as being somewhat old-fashioned and certainly containing none of the then popular valve amplifiers, fuzz boxes and the like, made popular by the Beatles. Instead, the shop seemed to specialize in bagpipes, chanters, reeds, classical sheet music and the like. Anyway, in the course of my conversation with the proprietor, I indicated a growing interest in motor sport and the fact that I had purchased a Riley Brooklands 9. Upon hearing this and that my home, in fact, was in Hove, Sussex, Mr. Ebblewhite suggested that I might like to get a feeling for motor racing and what went on by enlisting as a timekeeper's assistant at Goodwood, where I would doubtless then rub shoulders with some established racing drivers.

Was this gentleman perhaps Mr. A. V. Ebblewhite's son?

Either way, I certainly owe quite a debt to Mr. Ebblewhite in as much as from 1959 to 1962 I frequently worked as a timekeeper's assistant, which activity included the 1960 and 1961 Tourist Trophy races and how well I remember Moss's Rob Walker car, finished in its dark polychromatic blue with white accents. There and then I determined that one day I, too, would own and race a short wheel base Berlinetta which dream was finally achieved but four short years ago with chassis number 1811GT; an incredible car.

I am now, incidentally, looking for an Aston Martin DB4 GT as, of course, it was this model that gave Stirling such a good run for his money, Roy Salvadori and Innes Ireland finishing second and third in the same race.

As I recollect, Mr. Ebblewhite did not, in fact, drive himself. Thus he was usually brought to the circuit by Peter Browning (of later BMC Competition Department fame) or Michael Aslin. I certainly remember him as being a tall, spare, balding, friendly man, peering at his beautiful watches over his half frame glasses. Other assistants, incidentally included E. L. P. Ebblewhite, the late Roland King-Farlow and J. Ebblewhite, so clearly timekeeping was, and perhaps still is, a family occupation?

It was long before I forsook my welcome free BARC box lunch and friends in the timekeeper's booth for the track myself, running a 1926 Frazer Nash against sundry TVRs, Austin Healeys, ACs and the like, having I remember been rejected by kindly Mr. F. C. Mathews, the chief scrutineer, the first time through because of not having a reverse gear. This was quickly rectified with a short piece of chain which stayed on for long enough to meet the qualifications!

One of the many characters that I met through those happy Goodwood days was James Boothby who kindly instructed me on the correct line to take around the course and how to take Madgwick Corner from the start. I remember doing this very successfully, getting ahead of both James and his race partner, Mary Wheeler in a TVR, with the rest of the field strung out behind us. It was not long, of course, before practically everyone had passed me but by that time, the die was cast and motor racing, however humble, was in my blood.

Subsequent to my first race, I was taken in hand by Basil Bowman and Ron Smith, motor dealers and amateur racers from Hove, who were quite aghast at my lack of knowledge, to the extent that I was trying to race on soft plugs and so on. Basil owned the ex Fitzwilliam/Cuff Miller Talbot Lago and Ron the famous ex Guy Gale four litre Lago Darracq. It was a great thrill for me to drive these cars occasionally and witness them playing bears with the ERAs, Maseratis, Bentleys, and Bugattis; and how well those beautiful little twin-cam six-cylinder Amilcars went, owned by Tozer and Harding.

Again another love affair was begun for Talbot Lagos, to such an extent that I now own and race the ex Chiron 1948 French Grand Prix winning GP car which again is everything I knew it would be – a big, hairy vintage car, still on friction shock absorbers and quarter eliptics at the back with, of course, nothing as sophisticated as a ZF differential!

Other cars in my collection now include an Alfa Romeo Monza; an Alfa Romeo 33/2 Daytona coupe; a Ferrari Tour de France; the ex-Colin Davis Formula Junior OSCA; an OSCA 750 c.c. sports racing car and so on, the love for which I owe to an Ebblewhite!

Finally, I have read with interest Denis Jenkinson's article on Tripoli and specifically the reference to Scuderia Ferrari's Bimotore Alfa Romeo.

Years ago I purchased from the late Viscount Ridley an engine which was purported to have come from the Bimotore, which engine finally ended up with either Neil Corner or the Hon. Patrick Lindsay. I am sure that there were certain mounting details on this engine that confirmed this.

San Ramon, California PETER GIDDINGS

A reader's TR7 V8

Sir,

I have just read with interest your article on the TR7 with V8 engine.

I have just completed 25,000 miles with my own version. In many ways the specification is similar, i.e. 11.1 compression and solid lifters but we have used a 4-barrel Holley carburetter. We have the 5-speed box but the 5-D-1 back axle ratio on 14" wheels.

I have had no problems with this car at all even using the vehicle in London traffic 2 days a week.

Would you like a go in it?

Liphook, Hants. RALPH HILLARD

Advice Required

Sir,

Liking cars of character but being of relatively slender means, I am contemplating acquiring a Rover P4.

Unfortunately, I am experiencing some difficulty in obtaining the necessary information relating to general reliability and running costs, the availability of spares, particularly service items such as brake parts and exhausts and also the ease with which the rust-prone front and rear wings can be satisfactorily repaired or replaced.

I would be very grateful, therefore, to hear of the experiences of fellow readers who have recently owned 95, 100 or 110 saloons.

Sutton-in-Ashfield B. S. SIMPSON

PS. Could anyone settle an argument over the year in which Rover ceased to produce the P4 with alloy bonnet, boot and doors? I have seen in print the years 1959 and 1963.

A Young Driver

Sir,

I am a member of the Under Seventeens Car Club and we meet once a month at Silverstone circuit for the day. Unfortunately we are unable to have the whole circuit as there are other meetings taking place at the same time. We have two motor companies who give us the loan of a brand new car; these two firms are Opel and Ford. We have a great number of instructors including Barrie Williams and Tony Dron. Also Mike Franey comes and does his bit to help. We all take our family cars up and we also do a large amount of skill tests.

I am also very interested in cross country driving and I have always wanted to have a bash at this but unfortunately I don't know of any clubs in the South of England who would accept a 14-year-old. If you know of any clubs who have facilities for under-age drivers I would be grateful if you would forward me some information.

London SE26 MATTHEW BRETT (Age 14)

H. N. Charles

Sir,

Mention of Mr. Hubert Noel Charles by J. B. Perrett hastens me to write and extoll the virtues of this gentleman. On finishing my apprenticeship in 1942 with the Austin Moto Co. I was "invited" by Leonard Lord to take up post as experimental engineer with H. N. Charle as chief development engineer. He had the recently joined Austins to set up a ne department, which was much needed I migh add.

During the few years I worked with H. N. C. learned more about automobile engineering tha I have before or since and it has stood me in goo stead in my career as an automobile man eve since. He had the rare ability in his hey-day t approach problems with simplicity and origina thought and would certainly to my mind rank amongst the greats like Olley, Bastow Lanchester etc. The latter incidentally was invited along to our department by H. N. C. during the '40s when Lanchester was a very elderly man, but still very alert in mind.

Redditch F. G. B. EDWARDS

VSCC Fox and Nicholl Trophy Rac

Sir,

Tenth, twelfth, thirteenth and eighteenth wa a disappointing result for the Talbot 105 team but much what I had expected. One has only t read Arthur Fox's comments on handicapping after the 1932 TT race to realise that these car have always been harshly treated, and the position today is even worse. They were never relegated by their handicaps to such lowly placings in their Fox and Nicholl days.

What makes this especially surprising is that the four "GO" cars are among the last genuine pre-war cars still racing in VSCC events. They have the same engines, the same bodywork, the same specification and the same performance as they had in 1932. They have been returning the same lap times round Silverstone for the last fifteen years, save the odd occasion when someone like Jenks, for reasons I respect, declines to drive absolutely flat out. Naturally their performance does not compare with that of the sprint specials, pre-war in name only and mostly built in the last twenty years, which now dominate the VSCC entry lists and which can be made a little faster every year with the aid of modern technology. The strange thing is that the handicappers apparently expect them to do so. I was hoping for a more realistic attitude in this year's Fox and Nicholl Trophy race, especially since the Talbots were the only Fox and Nicholl cars in it. . . .

What a contrast with the Le Mans Historic races this year, where Talbot GO53 held 105 m.p.h. along the straight on every lap, exactly as it had done in 1931, to finish first pre-war car in the 50-mile race. It's a different world over there – no handicap races, and no entries for any cars which have not retained at least the spirit of originality. Our British Silverstone Specials are out, and the subtler deceivers, whose cars appear authentic on the surface but conceal drastic modifications underneath, are beginning to be winkled out after them. Some of these have made fools of the European organisers in the past, and they are now extremely wary of all British entries. I am very much afraid that by encouraging the "go faster" fun machines and discouraging originality the VSCC has led us up a blind alley and fallen completely out of step with the rest of Europe.

Incidentally, Mr. Roesch would not have been pleased to see his front cable brakes described as "Bowdenex". If I remember aright Bowdenex cables were a conversion thought up by Mr. Bowden for Austin Sevens! The Talbot brakes, like the rest of the car, are Roesch all through.

Callington, Cornwall ANTHONY BLIGHT

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FOR SALE

ASTON MARTIN DB5G, 1967. Total engine rebuild and chassis overhaul 2,000 miles ago, recent respray metallic blue, rechrome, leather trim renovated by Connolly Bros, air conditioning. Excellent condition throughout. £4,500 o.v.n.o. Deddington (Oxon.) 324. (18940

JAGUAR 3.8 MK. II, 1966. Manual, overdrive, Powr-Lok differential, maker's oil pressure, leather seating, suitable restoration, need space. £125. Welwyn Garden 25963. (18942

INVEST. PROP. Rare model 1934 Mercedes Benz Cabriolet. All complete, needs restoration. Phone 061 748 6032 bus. hrs. (18938

MARCOS 1600 1968G. Excellent throughout. Alloys, sunroof, cassette radio, taxed, M.o.T., £1,585. Lotus 7S IV less bodywork, £585. Leamington Spa 23473. (18943

BENTLEY S2, 1960. Genuine 69,000 miles, believed one owner (now deceased). Smoke and sage with green interior. Obviously much cherished and in remarkable condition. Bears close inspection underneath – sills, etc. Original and very sound. Essential viewing if interested in long-term ownership. £8,850. Henley 5791. (18952

LOTUS 7, Series IV. New 1600 engine, clutch, black respray etc. Year M.o.T., h/top, s/top, tonneau, ½ tonneau after Sept. 20. Kent, 1 Springbank Close, Ripon. £2,295. (18945

FORD 10 TOURER, 1938 and one of only 36 built. Unique opportunity to purchase collector's piece at the very reasonable price of £1,125 o.n.o. East Grinstead (0342) 312074. (18949

CAPRI 1962. Immaculate and rust free. Too good to be on the road, must be one of the finest left. £1,250. Phone 0208 4503 evenings. (18950

TRIUMPH TR4 1RS, 1967. Wire wheels, five new Cinturatos, one owner, 90,000 miles. Body and engine in perfect condition. Surrey top. £1,300 W. E. Egerton, 222 Park Avenue, Hull, North Humberside. Telephone: 0482-43440. (19680

DAIMLER DART SP250 C spec., 1963. Superb condition, many new parts recently, excellent body and interior. £1,550 o.n.o. Edinburgh 031-3366960. (18946

JAGUAR V12 E-type Mk III built by Jaguar as a prototype, first reg. 1974, beautiful condition, jet black, chrome wheels. £5,500 any p.x. considered. 021 743 5276 or Claverdon 2122 Warks. (19111

S REG MG-B roadster, red, 7,000 miles, tax Nov. £2,950 o.n.o. 051 342 3694. (19112

FORD POPULAR, 1959. Sit up and Beg, interior perfect, 42,000 from new, not used for last 6 years, engine requires rebuild, stripped for inspection, good body and running gear, towable, new fibre glass boot lid, original log book. Offers. 01 200 1079.(19117

MORGAN 4/4, two seater, 1973, only 7,500 miles, BRG, immaculate condition. £3,750. Coventry 304686 (days) or 69801 (evenings). (19113

ROLLS 20 1930, Jack Compton drophead, rebuilt engine, M.o.T., good condition. Offers. Saffron Walden 22330. (19116

AUSTIN 12/4, 1937, good condition, very reliable, M.o.T. £895 o.n.o. Coventry 460815. (19918

RILEY 2½ RM8 1948, resprayed, new roof, steering rack, good runner, needs tidying inside, many spares. £1,000 o.n.o. Tel. New Milton (Hants) 613080. (19115

LEA-FRANCIS Shooting-brake, 1947. Ash body, oak panelling in unique pre-war style, re-built engine, realistic offers invited. Replies to Box No. 5858. (19118

1960 WORKS Sebring Sprite. Ex John Sprinzel. Raced Nurburgring 500 km. and Sebring. HSCC accepted, spare race engine, wheel, tyres, must sell. Offers over £1,800. Tel. Daytime 629 2080 evenings and weekends: Potters Bar 51974.(2186

AC ACE-BRISTOL with 2-litre 100D Bristol engine. One owner since new in 1961, maintained by AC factory, pale green, left hand drive, immaculate. £7,750 o.n.o. Tel. Boure End 25694 or write Dolphin House, Sutton Close, Cookham, Berkshire. (1912

MORGAN 4/4 2-seater, 1976, red with black leather interior, wire wheels, guaranteed mileage, original paint. Sensible offers 0272-832521 evenings. (19083

TR6 white with black trim, overdrive, radio, 26,000 miles. £2,800 o.n.o. Tel. 021-747 3591. (19064

MG J2 superb condition, many times Concours winner for sale. Would exchange for pre 1936 four seater MG. Any condition considered. Phone Folkestone 77693. (19121

1935 MG PB, original 2-seater sports, excellent condition, repainted, BRG, re-wired, complete top end overhaul, new duck hood. £4,250. Tel. Lilleshall (Shropshire) 4279. (19061

1925 DFP Sports 2-seater completely rebuilt, very rare, will exchange for a vintage or VCC dated car with 4 seats. 051 638 2154. (19062

LANCIA FULVIA S2 coupe. Fitted sunroof, radio, h.r.w., 5-speed, new starter, alternator, recent tyres. £1,050. 0386 792189 (Worcs). (19065

FORD ZODIAC Mark I, 1956. Two-tone beige, low mileage, superb original condition throughout. In fact this is possibly the finest remaining example of this attractive car. Lack of space forces reluctant sale. Offers over £2,000 considered. Sunbury 87691. (19067

FRAZER-NASH Targa Florio. Recent restoration includes respray, retrim in Connolly hide, overhauled 142 b.h.p. Bristol BS1/3 engine. £8,500 or exchange Vintage/PVT sports e.g. Alvis 12/50, Speed 20, Aston Martin or similar. Tel. Lilleshall (Shropshire) 4279. (19061

SINGER LE MANS. Two seater, 1937. £1,600. 1924 Norton 16H 500 c.c. motorcycle in restored condition. £850. Barnstaple 3645. (19069

MORGAN 4/4, G reg., 2 seater, yellow, new hood, Long MoT. Good condition. £2,500. Tel. Redhill 82771. (19325

FOR SALE–continued

MG-B ROADSTER 1978 'S' reg. Black with silver trim, latest specification, superb looking car fitted Blaupunkt radio/tape. Genuine reason for sale. £2,900. Tel. Mr. Bond, Holmes Chapel (0477) 32369. (19068

VOLKSWAGEN CONVERTIBLE, LHD, superb low mileage example. Recent new tyres, spare unused, good original hood and hood bag. Blaupunkt pushbutton radio, perfect unblemished bright red paintwork, black trim and hood. Kept as a spare car. Private sale by registered owner. Offers around £1,250. 02433 28608, Sussex. (19329

AN OUTSTANDING example of craftsmanship. Triumph Vitesse with superb 2-seater body. Chassis completely reconditioned. This car will appear in forthcoming issue of "British Specialist Cars". £2,250 o.n.o. Phone Stratford on Avon 750227. (19324

BMW 2500 manual, 1973, Fjord metallic blue, PAS, electric sunroof, other extras, original performance. £2,250 o.n.o. Ellis, 152 Wigan Lane, Wigan. Tel 42106 evenings. (19504

LOTUS ELAN S2 DHC, 1965. Exceptional original condition, extensively rebuilt last 4,000 miles. New parts include:- Rear shocks, Rotoflex couplings, wheel bearings, discs & pads all round, headlamp vacuum units, steering rack, dashboard, carpets, hood, seat belts, starter, generator, regulator. Rebuilt engine, clutch, carbs., waterpump. Extras include radio, electric aerial, BCF extinguisher, roll over bar, manual. History of accidents, AA, RAC inspection. Marriage forces reluctant sale, £1,250. Export arrangements to serious enquiries welcome. Tel. Hall, Hull 0482 29208. (19326

1921 LAGONDA 11.9HP. This is a rare and desirable car being a concours winner. Offers around £4,300 sought. Photographs and details SAE Box No. 5860. All enquiries answered. (19327

HEALEY 100/4 BN1, 1955. Fully rebuilt five years ago. 100% sound, original paintwork less than concours. Used regularly, full MoT, tax. Spare newly reconditioned engine in parts, also spare short engine, gearbox. £2,750. Bennison 0954 80461 (Cambridge). (19207

BSA 1935 Series-1 Scout. Completely restored. Immaculate condition throughout. Tonneau cover. £1,500. Tenterden 3361. (19304

OCT. 72 LOTUS Elan S4. Excellent all round condition. 42,000 miles. What offers? Box No. 5859. (19301

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MG ZA MAGNETTE and Peugeot 104ZS Rallye have to go to make room for new Porsche. ZA is one-owner, 75,000 mile, new brakes, reg. no. SGT 400, haggle around £900; Peugeot is only RHD factory built "Rallye" in existence. Full works wide body, works engine mods, mag wheels, immaculate black, 6,000 miles from works special build, would cost £4,100 if they made another – offered at around £3,500. Telephone St. Albans 55107 evenings only please. (19302

1972 TRIUMPH Stag. Hard top, soft top, radio cassette. White with black trim in exceptional condition both bodily and mechanically. Offers over £2,000. Day 0392 68187, ext. 41. (19300

1955 ROVER 75. Genuine mileage 63,000. Mechanically good. Tyres good. Body fair. Offers. Davies, Geglas, Monument Hill, Carmarthen, Dyfed. (2424

JAGUAR E TYPE 2+2, 1969, manual, b.r.g., radio, h.r.w., excellent throughout, new MoT. £2,450. Phone Maidstone 30248. (18826

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VOLVO 1225 1965, excellent condition, dealer maintained regardless of cost. History available, a beautiful example of this characterful and robust model. Reluctant sale at £650. View Cambridge or Norwich. Phone 022-04-3642 or 060-545-3642. (19510

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1954 RILEY RME, suitable restoration – mechanically renovated, body need of attention, many spares, good tyres. No M.o.T. £150 o.n.o. Telephone 021-353 4284. (19496

DS 21 "Chapron" body work Coupe, No 75 B1, 12 h.p., brown leather, good condition, metallic blue, Jaeger dash board. Correspondents and visitors welcome 5 minutes from Orly Airport. £2,200. For further details please contact: Mrs. Jean, 14, rue Jules Ferry, 94290 Villeneuve-le-Roi, France. Phone Paris 597 64 28. No English spoken. (2679

MORGAN PLUS 8, 1969 but only 38,000 miles and accordingly in excellent condition. Reluctantly offered for sale at knockdown price due to default by previous purchaser. £3,600 o.v.n.o. Tel: Gosport 80354 office hours or Lee-on-Solent 550110 weekends. (2745

MORGAN + 8 October 1973, 49,000 miles, red, aero screens, well-loved and regularly serviced. £4,100. Bath 26065 or 21652. (19497

RVX 693R – X Series RS2000, exactly as built by F.A.V.O. as the publicity flagship for the X series parts. Pictured MOTOR SPORT page 1237 October 1977 being driven by Bjorn Waldegard. Equipment includes Zakspeed styled arches and frontal spoiler, rocket box, 7½" alloy wheels, GPI motor, h/r rack, ventilated discs etc. This is the only X series car with motoring publicity history. Offered at £5,000 will accept any R.S. product in part payment. Please ring Dursley (Glos) 2161. (19500

420G JAGUAR 'G' reg. Superb condition, all usual refinements. £850. Tel. Lyonshall (Herefordshire) 210. (19501

1958 WHITE MGA 1500 c.c., fixed head coupe, excellent condition, new tyres. £800. 439-4371. (19498

LOTUS ELAN +2S 130/4 1973. Taxed, M.o.T., metallic blue, original, dealer maintained. 32,000 miles. £2,800 o.n.o. Southport 32438. (19502

COUPE MERCEDES. 58/60 Convertible 220SE, new hood recondition engine, body needs attention. £1,150. Coupe 220SE 1964 Good condition, both M.o.T. & in use. No offers or exch. Diesel Oldsmobile 385-6342 (London). (19503

AUSTIN HEALEY 3000 Mk. III, 1966. Silver blue. Needs some attention. Offers in region £2,000. Telephone Romford 41861. (19328

F2 STOCK car, four months old, complete ready to race, rose joints, adjustable shocks, 1300 plus 60 full race engine, dry sump, twin Webers, LSD diff, new tyres. £1,250 o.n.o. Mick Whittle, 37, Saville Close, Hinckley, Leicestershire. Phone 0455 610213. (19505

FIAT 124 Sport 1600 "K" registration, Mediterranean blue, 5-speed box, 72,000 miles, good condition, M.o.T. £725 o.n.o. Robertsbridge (0580) 880769. (19509

BUGATTI T40 completely dismantled. £4,800. Thomas, Tirdail, Neutgaredig (026788-215) Carmarthen. (19511

VW GOLF 1975, good condition, two owners. £1,500 o.n.o. Thomas, Tirdail, Neutgaredig (026788-215) Carmarthen. (19511

LANCIA FULVIA S3 Coupe. N registered, only 18,000 miles, yellow, absolutely immaculate. £2,250 o.n.o. Walsall 25205 day, Pattingham 700529 evenings/weekends. (19568

MG MIDGET, 1966. 25,500 miles warranted. Blue, blue interior, wire wheels, superb original condition. £845. 0705 452826. (1957

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1929 AUSTIN 12/4 "Clifton" Tourer. New hood and screens, very good condition. Long MoT. Offers over £3,900. Leavy, "Hartfords", Warwick Rd., Banbury 4311 day time, 720576 evenings. (19679

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1947 MORRIS E Type in need of attention. Offers from genuine restorers only. Basingstoke 850068. (19564

TRIUMPH VITESSE Convertible, J reg. 2-litre. Dark blue, original paintwork. New carpets. Very good condition. 1 year's MoT. Taxed. Fast becoming collector's car. £635. Telephone Medway 365209 (Kent). (19566

1939 AUSTIN Goodwood. Very nice condition. £950 or v.n.o. 1947 Hillman Minx for restoration. Far too good to break. Tel. Hailsham 843859 after 5.30 p.m. (19569

1948 2½-LITRE Jaguar DHC. Half restored, £1,700 spent. Best offer secures. Box No. 5861. (19397

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LITERATURE & HISTORY OF AVIATION

W. B. introduced this collection of 35 reprinted books from Arno Press/New York Times with a review of **Harold Penrose NO ECHO IN THE SKY** "This autobiographical work . . . should be enjoyed enormously by all who have the romance and adventure of flying at heart." (*Motor Sport*, July 1978) Such has been the response by readers of *Motor Sport* to this review that we have had to fly out more copies of the book from New York! We hope that you may be interested in collecting other books in the series:

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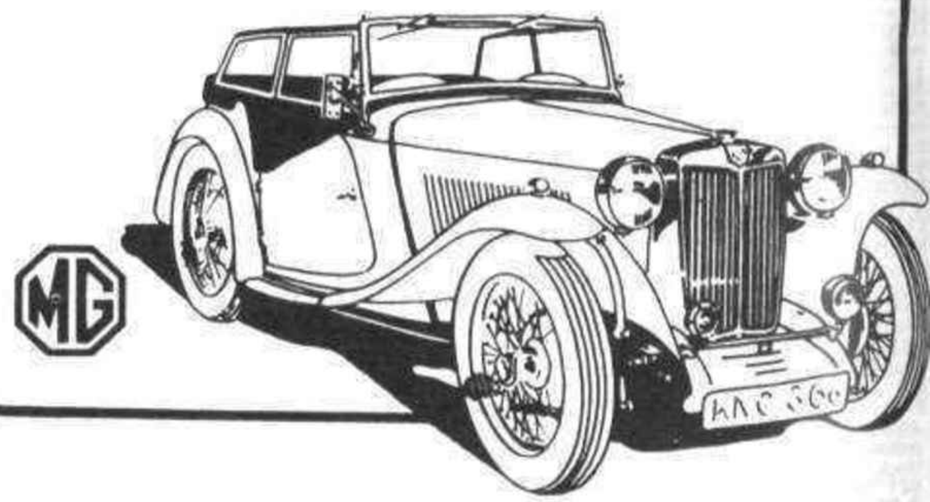
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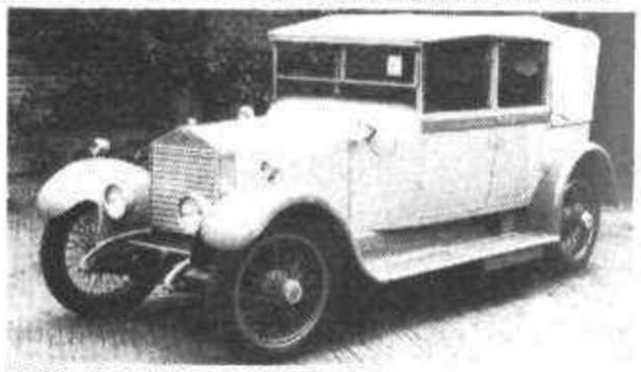
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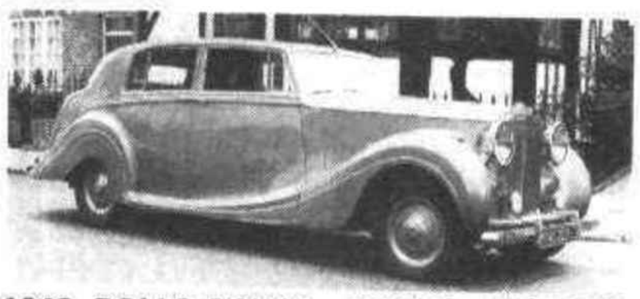
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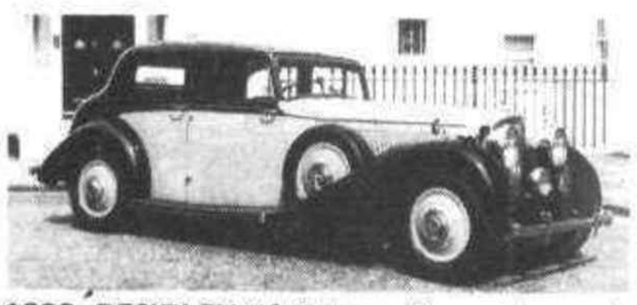
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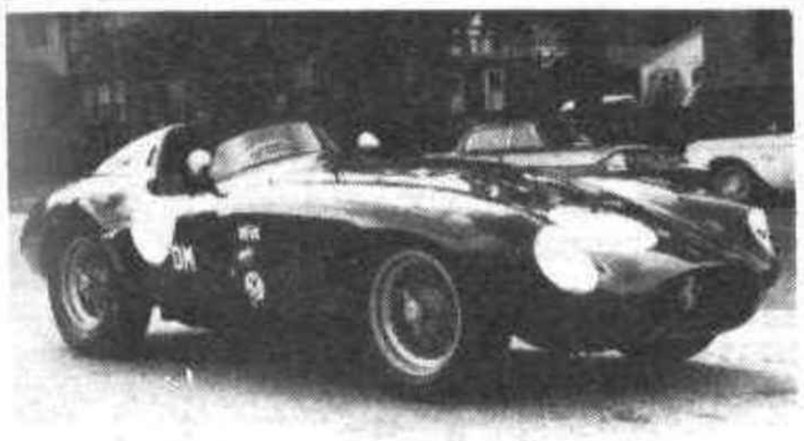


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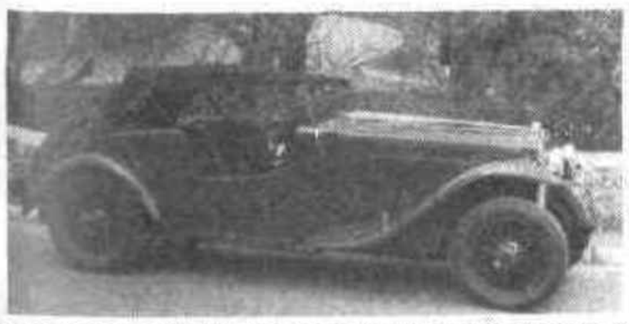
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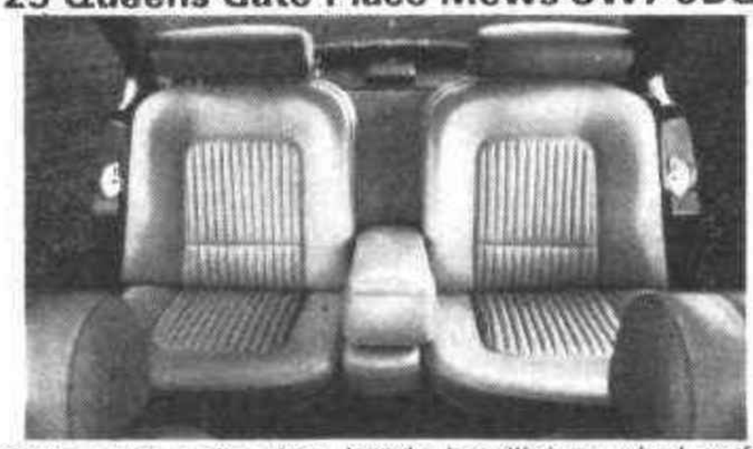
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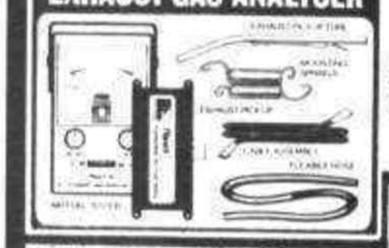
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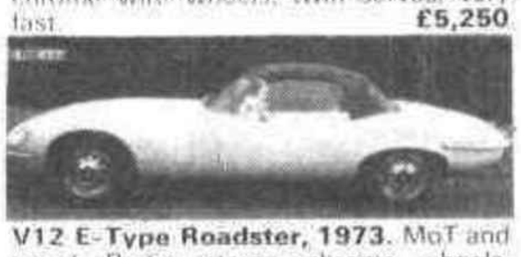
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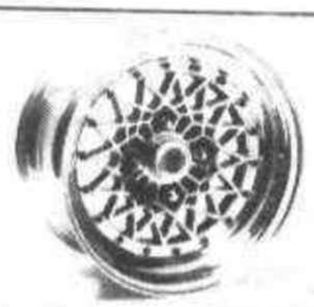
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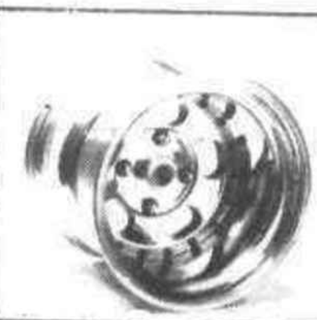
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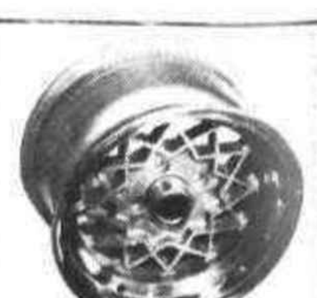
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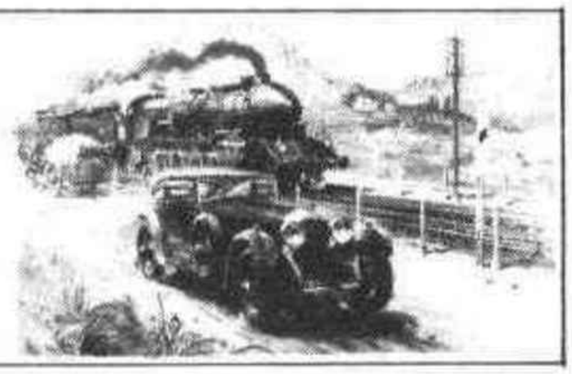
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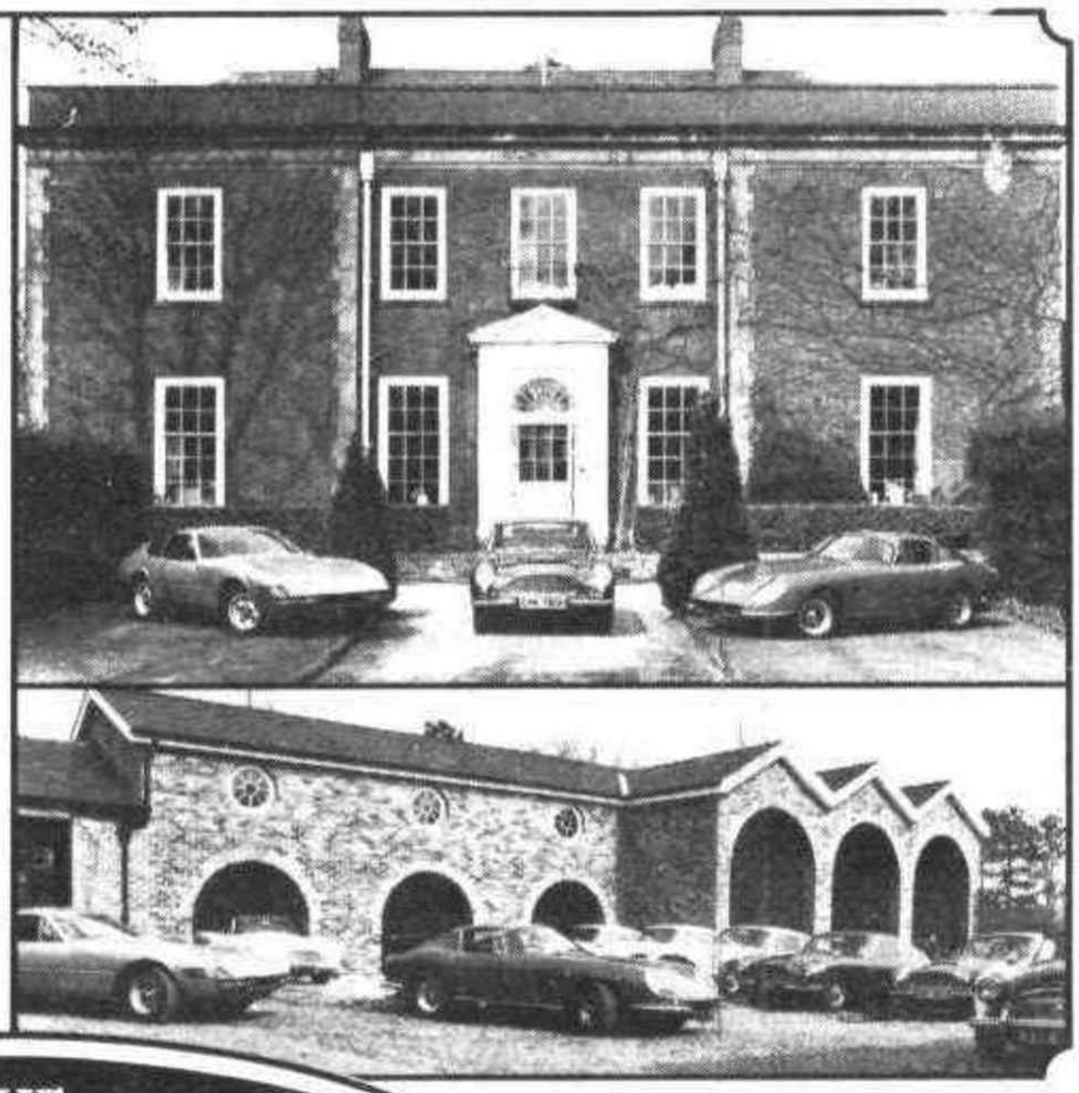
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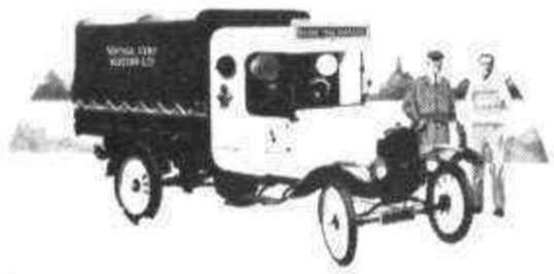
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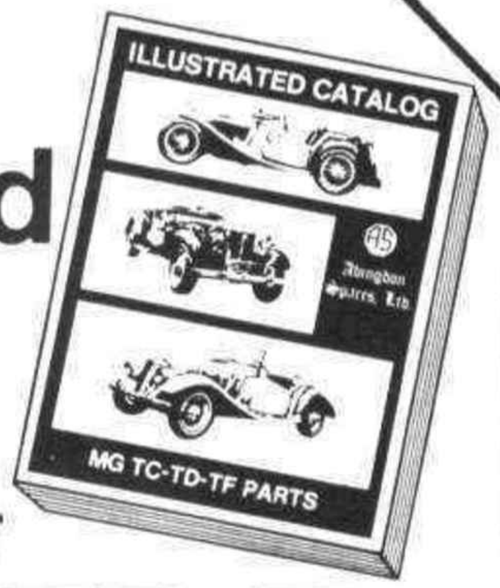
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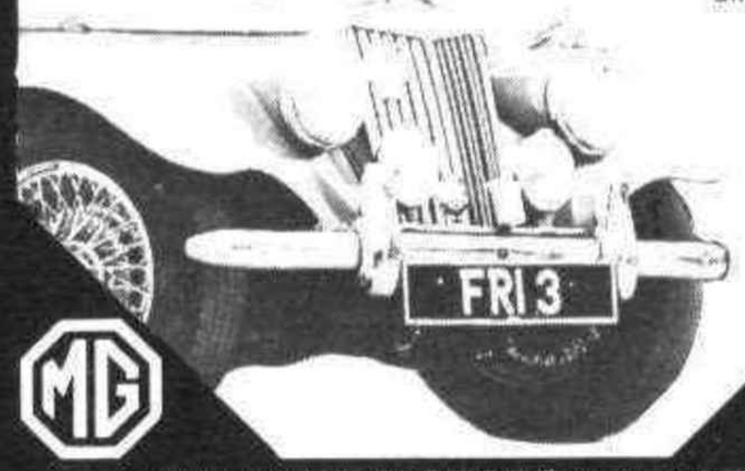
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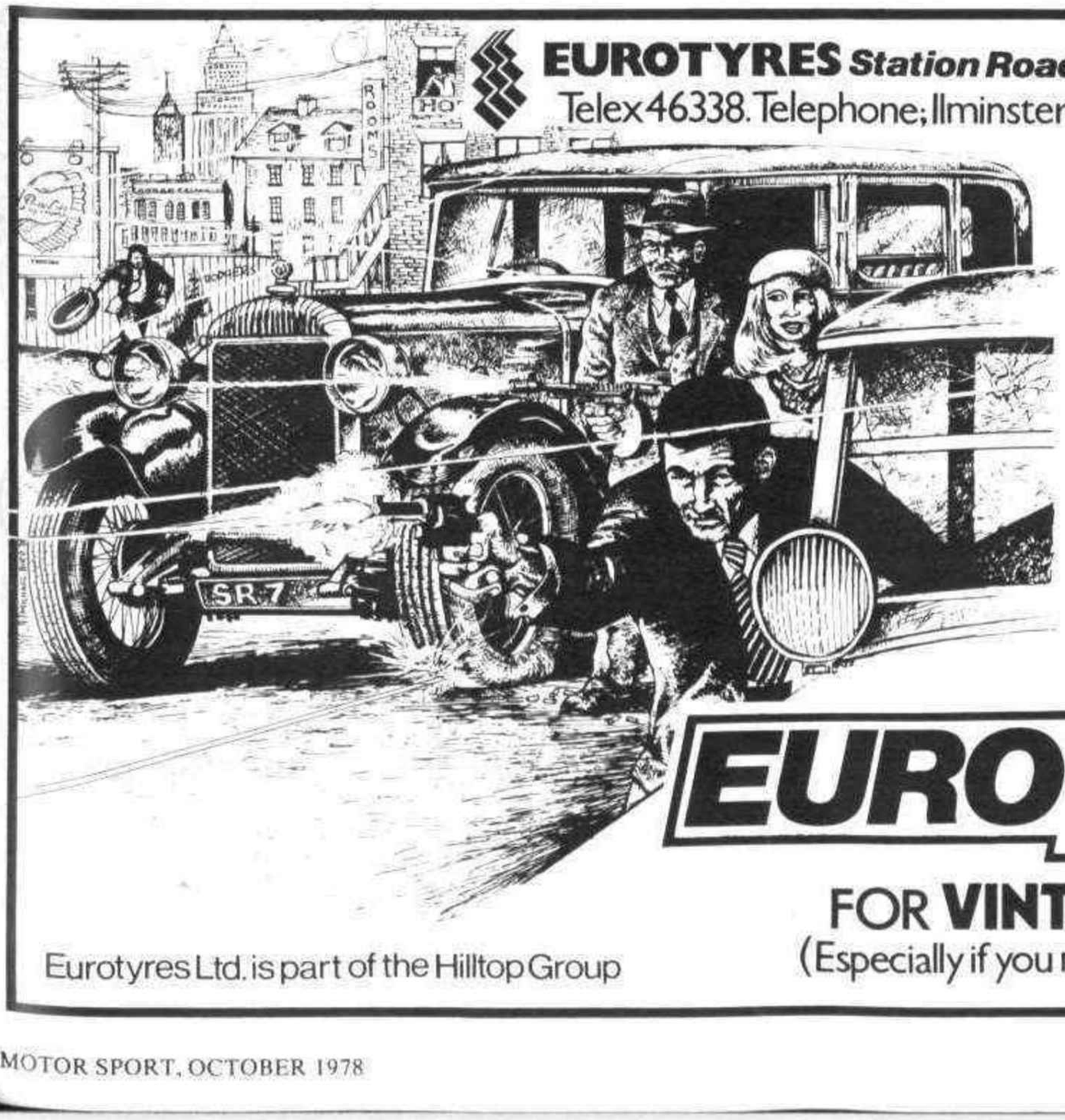
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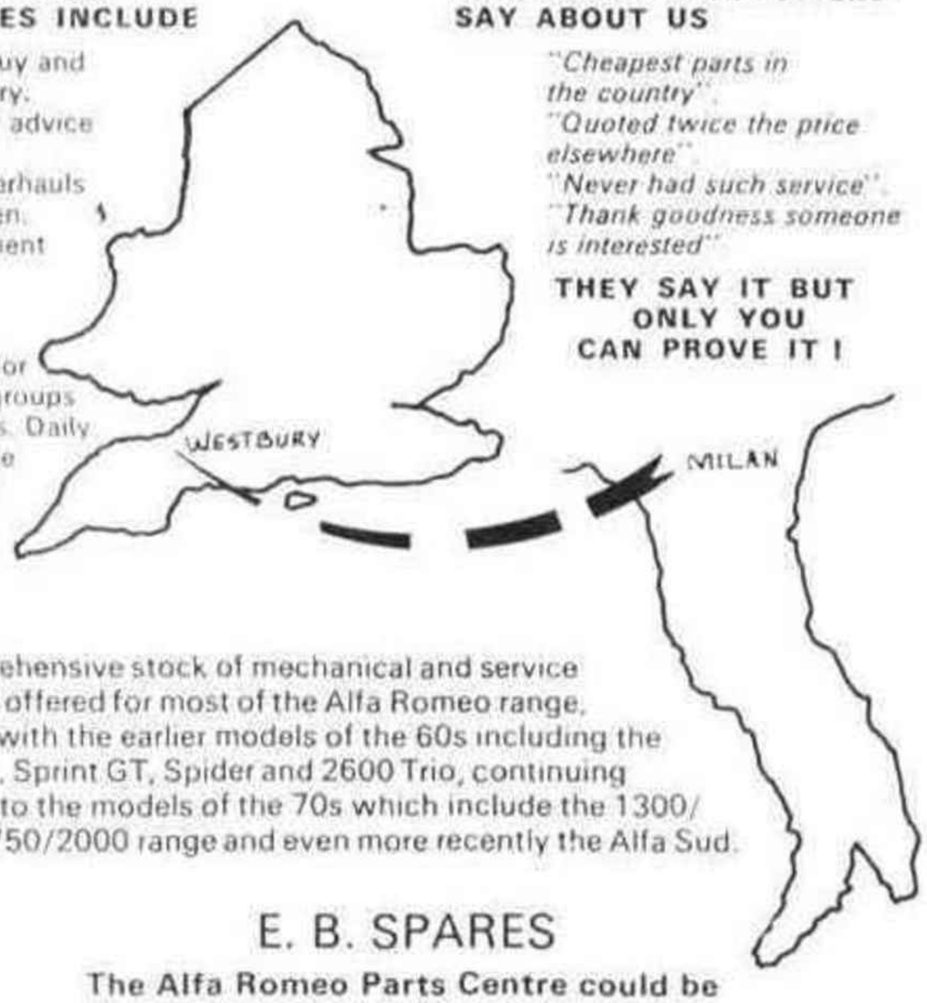
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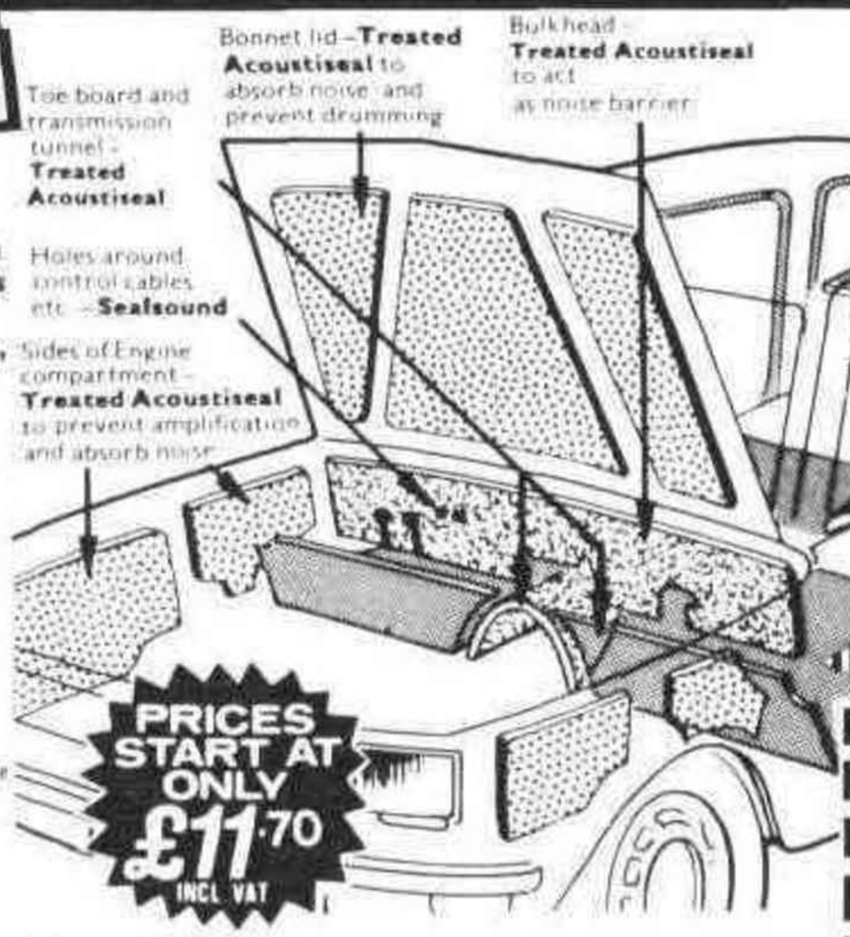
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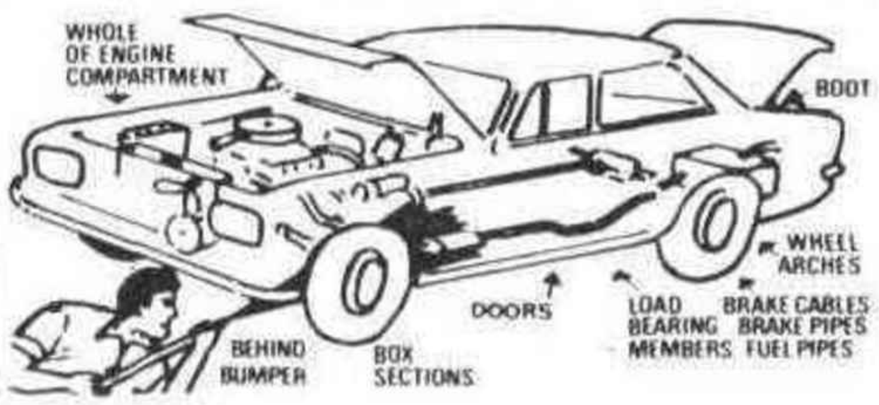
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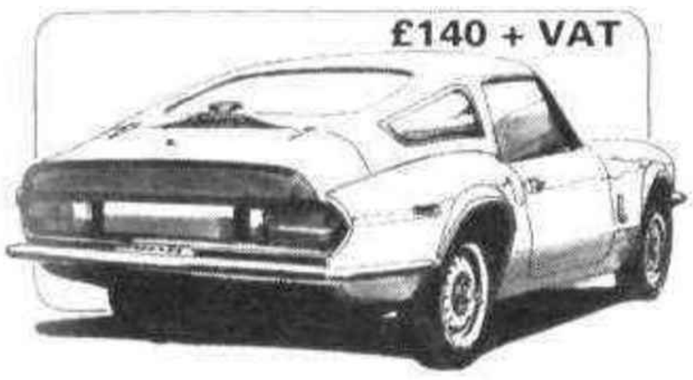
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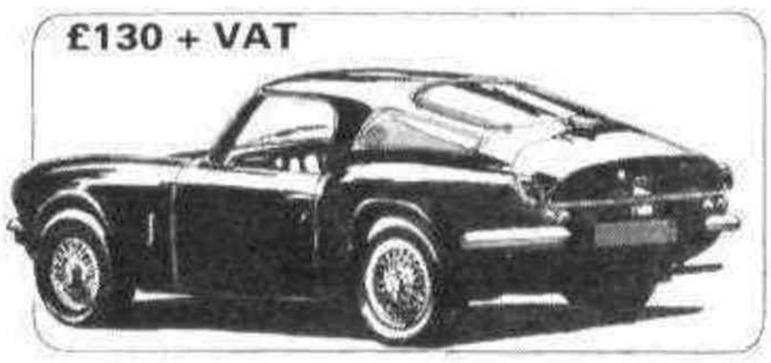
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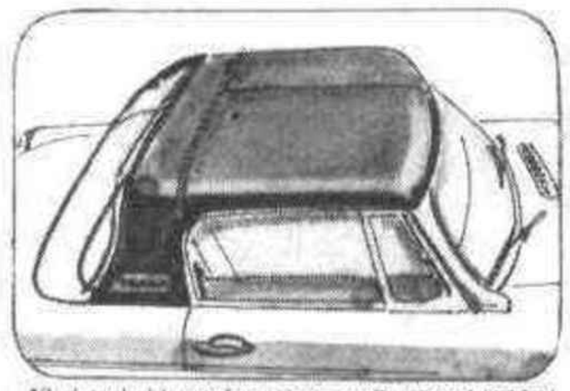
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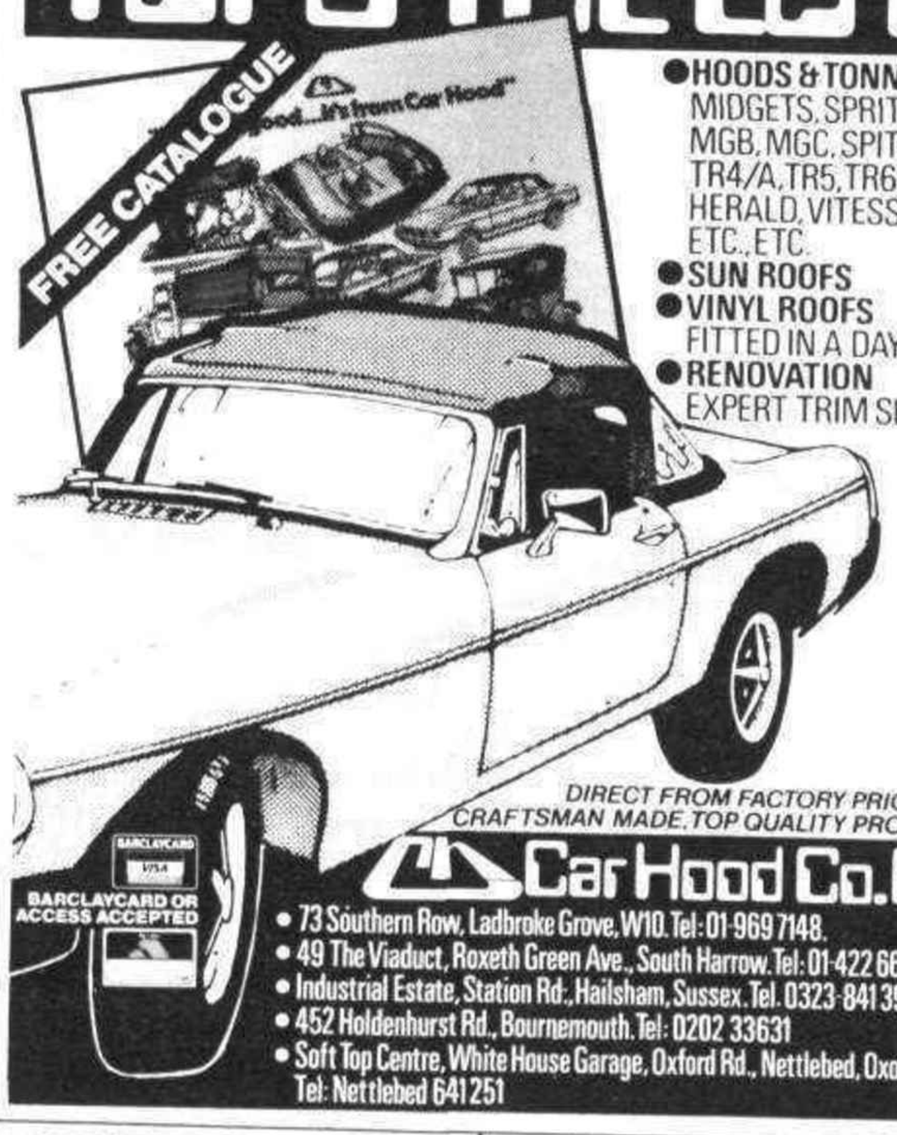
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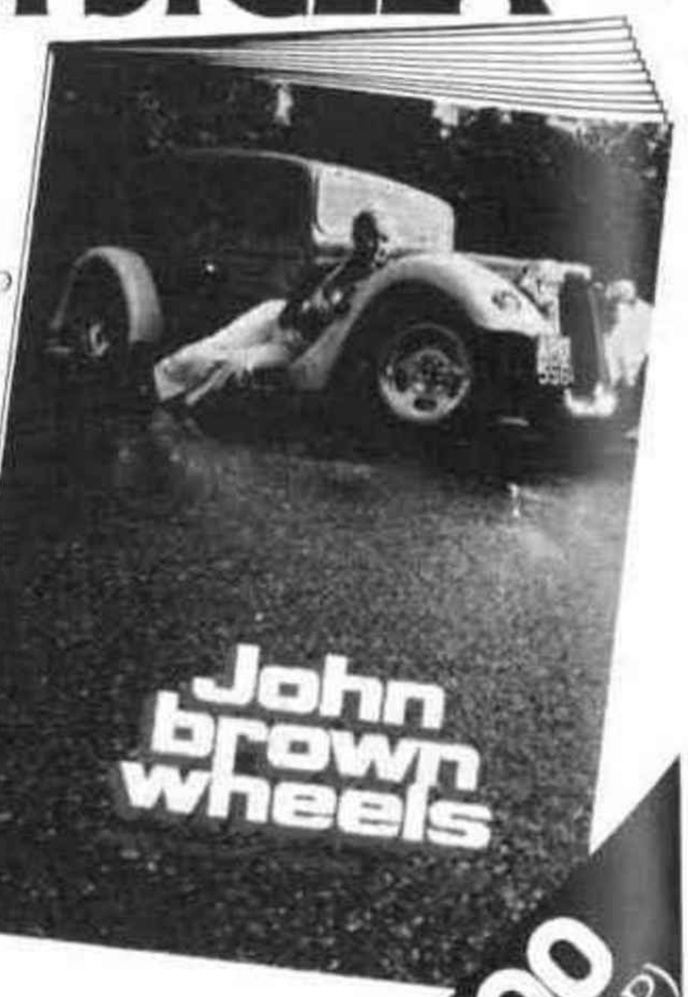
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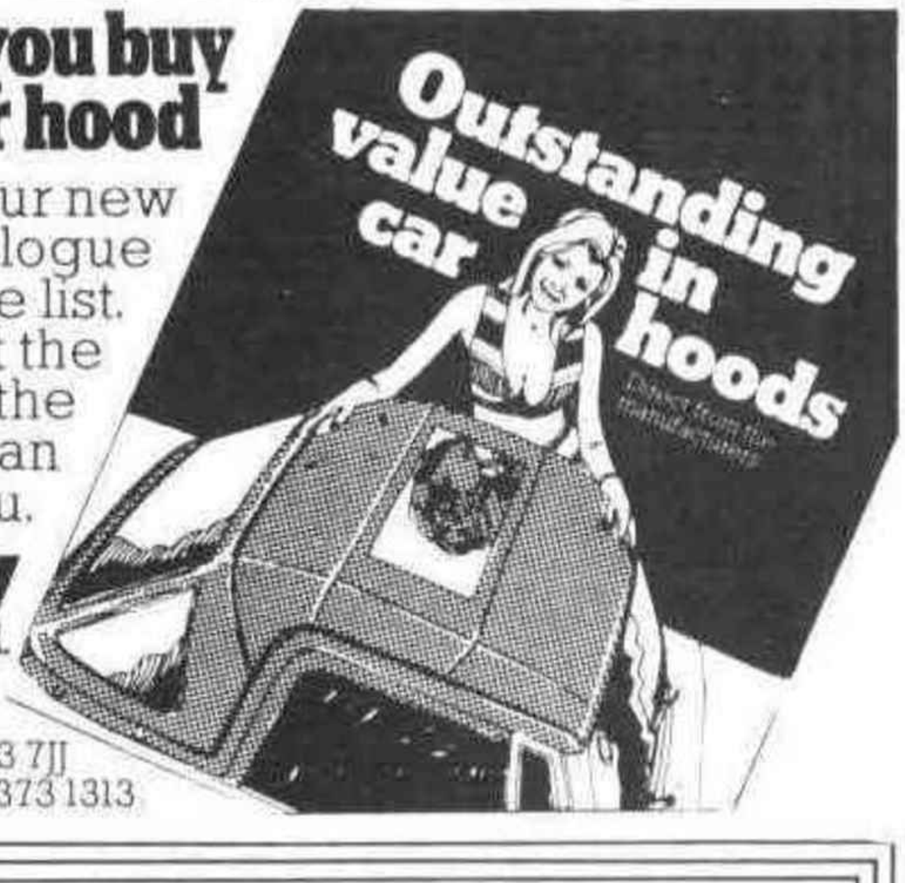
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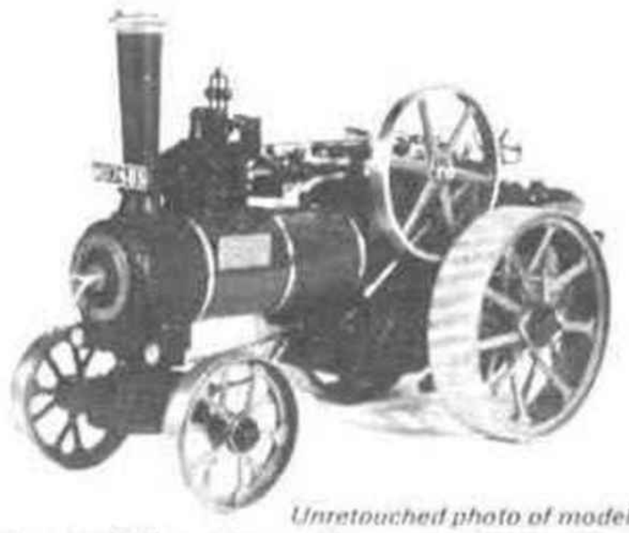
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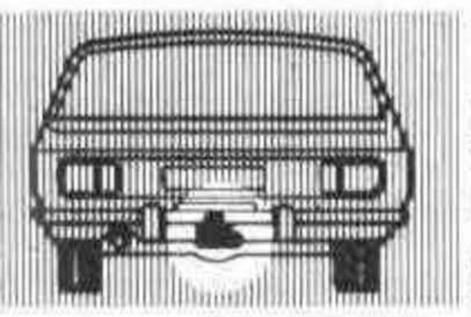
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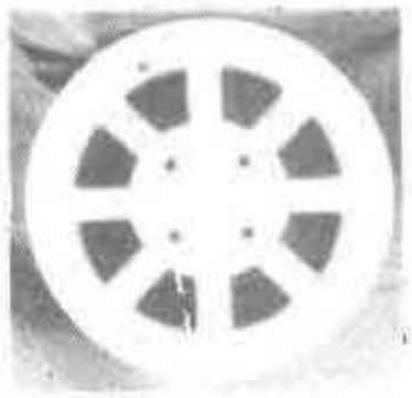
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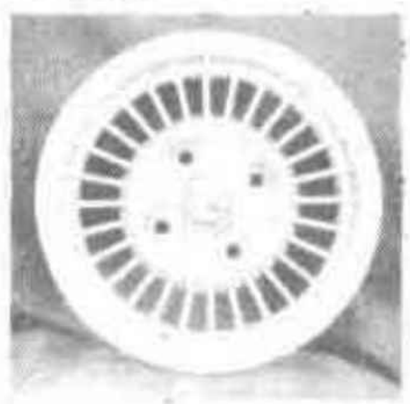
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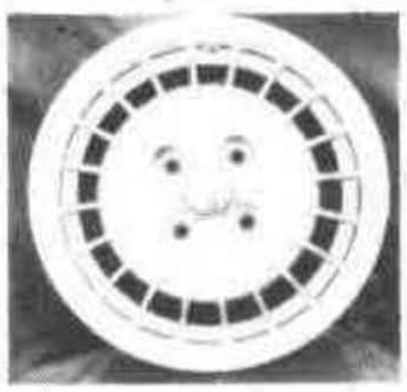
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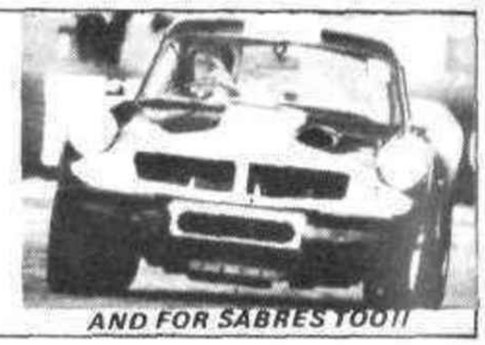
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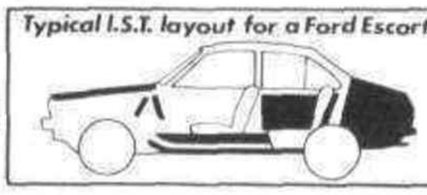
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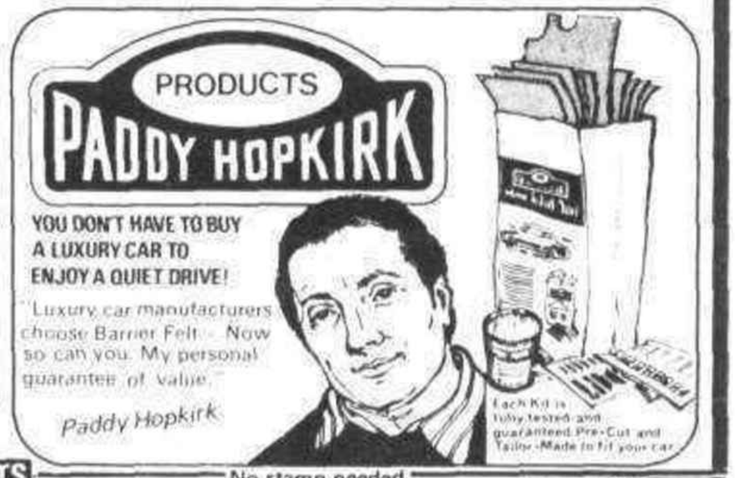


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TRIUMPH 2000 Mk. II, 1973, year's M.o.T. Radiomobile radio, cloth seats, beautiful looking car, first to see will buy. £1,200 o.n.o. or part exchange MG-B GT or Escort etc. Phone Lionel 6827 after 6 p.m. and weekends. (19845

ALFA ROMEO Alfa Sud Ti, 1977, R Reg. 22,000 miles, white with black trim. Really nice car. Tel. Metheringham (Lincs) 20600. (19844

TR4, 1965, rebuilt but not quite finished. New wings, boot, all possible accessories and sold with hard, soft & surrey tops, parts book, manual & spares. £1,250. Chelmsford 59077. (19840

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BULLNOSE MORRIS Cowley 1926 2-seater and dickey, long M.o.T. £3,950. Please phone Bristol 684511. (19842

XK140 JAGUAR 1954 f.h.c. registration No. TK89. Complete but in need of full restoration (very rough) will exchange with cash for similar type of car or will sell. What offers? Telephone Stratford-on-Avon 750194 or 750143. (19739

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NYL II Beautiful special open Sports 1953 Humber Hawk. Six excellent tyres, needs battery, lamps wiring. Photos 25p s.a.e. 17A Susans Road, Eastbourne. (19738

AUSTIN HEALEY 3000 Mk. II (BJ7) 1963, immaculate, all original and as new, genuine 21,000 miles, offers in region of £5,500 invited. Watford 40758. (19735

FOR SALE–continued

TRIUMPH TR5 P.I. Aubergine, tan interior, Surrey top, wire wheels, overhauled gearbox, new clutch, new M.o.T. boot rack, radio, immaculate condition. Same owner last four years. £1,200. Brentwood (Essex) 811455. (19733

1927 ALVIS 12/50 TS, dismantled, short radiator, openhub wheels, close ratio gearbox, no body. £3,000 o.n.o. Dr. Edwards, Fairlands, Cheddar, Somerset. Tel. 742629. (19732

LOTUS ELAN +2 F Regd. Red, 12 months M.o.T. Usual Lotus refinements, also sunroof, Cibies, electric aerial, Selmar. Over £200 recently spent on brakes, exhaust, steering. Reluctant sale, insurance too expensive for learner wife. Investment at £1,100 o.n.o. Might exchange similar value sporty saloon. Allison Leeds 663758. (19729

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DB6 1967 Superleggera automatic. Connaught green, PAS, HRW, CWW, radio, factory maintained. £4,100. Phone 02774 52573. (19715

HUMBER SERIES V Super Snipe saloon 1966. PAS, manual, o/drive, silver grey/red leather, reclining seats, fully maintained from new, present owner 11 years. Tax & M.o.T. 1979. Impressive car in excellent condition. £1,500. Tel. Cuffley (Herts) 3653. (19717

FOR SALE–continued

TVR TURBO, December 76, white, under 20,000 miles, fully documented. Broadspeed/Allard conversion, l.s.d., s.s./exhaust, leather interior, immaculate. £4,100. 01 941 2194 or Wheatley 3164. (19718

TR6 30,000 miles, yellow/black, hard top, cassette/radio, overdrive, immaculate. £2,600. Phone 02774 52573. (19715

PORSCHE 911L 1968 Faultless mechanically, immaculate rustfree, original bodywork, unmarked interior. Two previous local owners. Electric sunroof, good radio. Offers over £2,250 please. P/x considered. Tel. Cerne Abbas (Dorset) 295. (19723

COSTELLO V8 MG-B GT. Nov. 1971. Rare appreciating asset, superb condition, two owners, £1,795. Reigate 41955 evenings & w/ends. (19719

PORSCHE 1955 356 coupe 1500 c.c. Original condition needs complete restoration. Write C. Roon, 131A High St, Ryde, Isle of Wight. (19720

LOTUS SEVEN S III, 1970. Engine and body just professionally rebuilt. Beautiful in polished ally/green wings. Ultimate sports car. £2,500. 049163 602 (Henley-on-Thames). (19721

JAGUAR MARK I 1958/9. Mechanically and bodily excellent. Manual o/d disc brakes, beautiful original example. Droitwich 5779. (19724

1975 MORGAN 4/4 2-seater, red, leather upholstery, wire wheels, 13,800 miles, immaculate, personal reg. no. £4,500. 05814 271 (Office) 067183 341 (Home). (19722

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£8,995 MERCEDES 280S, 1975, but R Reg., metallic silver with blue check cloth trim, tinted glass, alloy wheels, Becker radio, cassette unit.

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£3,395 LOTUS +2S 130/5, 1974. Metallic Roman purple with oatmeal cloth interior, alloy wheels, tinted glass, radio, etc.

£2,995 MG-B ROADSTER, 1977. Tahiti blue with silver grey striped upholstery, overdrive, radio, electric aerial etc. Absolutely unmarked.

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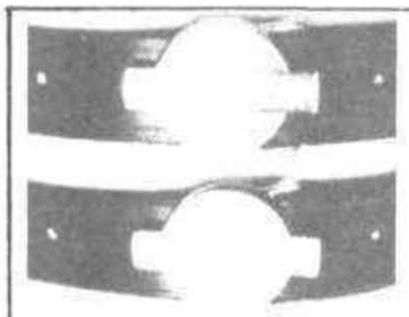


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LOTUS ELAN +2 130/5. 1974N Regularly serviced, and in top condition. All extras including alloys, 5-speed, tints, electric windows. Constantly gives 37 m.p.g. Taxed & M.o.T. July. £3,000 o.n.o. Tel Mirfield (W. Yorks) 493181 day, or call 37 Adel Mead, Adel, Leeds 16. (19865

1971 (K) Volvo 1800E, 54,000 miles only, one of the last, gold metallic, new Dunlop SP Sport tyres, immaculately kept by enthusiastic private owner. £2,400. Brookland (Kent) 331 (day), 214 (evenings/weekend). (19869

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MGB-GT 1976. Citron, one owner, 20,000 miles, H.R.W., O/D. Immaculate condition throughout. £2,850. 01-485 3870. (20118

SCIMITAR 1976 R Reg. 17,500 miles. Sierra tan/beige trim. O/D, alloys, tints, radio/stereo cassette. £4,650 o.n.o. Leeds 862944. (20119

1932 MG C replica. Partly built plus most parts to finish. Full details, Barry Foster, 25 South Street, South Petherton, Somerset. (20111

1953 LANCIA AURELIA 2500 GT. 115 m.p.h. fastback coupé, engine rebuilt, brakes relined, not perfect but now a rare P.V.T. and a fine investment. Taxed, one year's M.o.T. Carries personalised registration worth £200. Moving house so must sell, best offer around £1,500. Compton (Sussex) 233. (20112

HEALEY 3000 Mk. II works hard top. £55. Four No. 6" rims + 185 Sport. £60. Two Corbeau seats, £20. 061-998-3241. (20115

1952 A40 SPORTS, 4-seater convertible with aluminium body. For restoration/spares. £95. Plymouth 330920. (20105

TILLY AUSTIN Utility. 1940s served in WW II in the Western Desert with matching BSA despatch bike in same regimental colours. Both in superb condition. Recently imported. Offers. 01-673 7136. (20106

TRAVELLER MINOR 1000. Ideal for restoration. Two owners, only 49,000 miles. Chassis, floors, *headlining and mechanics all excellent.* Tax and M.o.T. April 1979. Only needs bolt on front wings, woodwork and respray to be perfect. Not expensive at about £330. Smith, Tunbridge Wells (0892) 35236. (20107

1955 HEALEY BN1 O/D W/W. Rare opportunity to acquire one of the originals. Stored 5 years. Ideal for restoration. Offers. Tel: Kidderminster 60546 evenings. (20108

ROLLS-ROYCE 20 h.p. Body frame, four door, Six Light Saloon of ample proportions now being built by 'Rester' Coachworks, on a half complete early chassis No. 44G7. £3,500. Tel. Burton 214305 (daytime). (20109

1928 TROJAN fabric saloon for restoration. Weymouth 2716. (19677

MORGAN +8 LIGHTWEIGHT, July 1978, silver/gunmetal, reclining seats, tinted screen, luggage carrier, s/wheel cover, factory first service, 700 miles only. Offers over £7,400. 061-485 6051. (20041

MG TA Part dismantled engine rebored, new pistons, bearings. Best offer over £800. Tewkesbury 296480. (19857

FORD RS2000. 1975, very good condition, only 27,000 miles, serviced regularly, Phoenix orange, £1,900. Thanet 81601, after 10 p.m. (Night shift) Sunday to Thursday. H.P. possible. (20037

GINETTA G215. M reg'd. Very low mileage, immaculate, many accessories and all factory fitted extras. £2,200 o.n.o. Coventry 56492. (20040

1956 MERCEDES 220S Austin A35 car, both in good basic condition and worthy of restoration. Offers. Ring Hebden Bridge 3416. (20045

XK 150 FHC. Factory experimental body in need of some attention. Super engine. M.o.T. House purchase forces sad owner to sell. £2,500 o.n.o. Tel. 01-806 6128 evenings. (20046

GOLF GTI the ultimate VW. 1978, metallic silver, taxed, 3000m., sunroof, Recaros, Bilsteins, oilcooler, ventilated discs, lowered suspension, 110 bhp, Sundym, incredible performance! £4,350. 01-681 1588 (Croydon). (20047

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1969 Daimler Sovereign, green, one owner, 45,715 miles, automatic, h.r.w. **£1,969**

1968 Daimler Sovereign 4.2 Automatic, p.a.s., blue, engine just rebuilt, radio, automatic, h.r.w. **£1,795**

1963 Daimler SP250 'C' Spec., silver, red trim, needs some work **£1,755**

1954 Daimler Conquest Century 2½-litre, black, 18,474 miles, original log book shows two owners, first one for 21 years **£1,995**

1974 (Reg.) '72 Model Fiat 130 2 door coupe, l.h.d., golden beige, gold velour trim, 5 speed, air cond., electric windows, p.a.s. **£2,395**

1976 Jensen Healey GT 2+2, all black, 14,252 miles, 5 speed gearbox, electric windows, tinted glass, alloy wheels, rear wiper, h.r.w. **£3,995**

1967 Jaguar 420 Automatic, dark blue, approx. £250 spent by us, brakes, carbs, exhausts, timing chains etc. **£795**

1967 Jaguar 420 Automatic, grey/red, Webasto sunroof, radio **£645**

1977 (S) MG-B GT, primrose/orange stripe, one owner, 13,042 miles, headrests, tinted glass, overdrive, h.r.w. **£3,295**

1976 MG-B GT, yellow/black, one owner, 19,918 miles, wire wheels, tinted, overdrive, radio, h.r.w. **£2,895**

1975 Sept. MG V8 GT, white/black, one owner, 27,682 miles, overdrive, tinted glass, h.r.w., radio, twin door mirrors, spare unused **£3,875**

1975 (P) MG-B, damask red, 34,273 miles, overdrive, tonneau, two owners, both friends **£2,225**

1974 (N) MG-B GT 'V8', white/brown nylon, usual 'V8' refinements, radio, tape, headrests, h.r.w., chrome bumpers **£2,995**

1974 (N) MG-B GT, citron/black nylon, tinted glass, overdrive, headrests, two owners, recorded mileage 30,251 . . . . . **£2,195**

1974 (N) MG-B, l.h.d. American spec., blaze/black, overdrive, two owners, 47,477 miles, Cadulac underseal, headrests **£1,895**

1974 MG-B, citron, radio, overdrive, door mirrors, headrests **£1,845**

1971 (K) MG Midget, blaze, black trim, hard and soft tops, wire wheels, Mich. 'X', exchange gearbox fitted **£1,045**

1969 ('68 Model') MG 'C' Roadster, red/black, overdrive, wire wheels, tonneau **£1,195**

1978 Morgan +8, silver/black, delivery mileage, special paintwork, reclining seats, rack, lightweight body, rust proofed, 5 speed box **£7,995**

Morgan +8, black, delivery mileage, special paintwork, leather, reclining seats, lightweight body, petrol lock **£7,545**

1970 Rolls-Royce Mulliner Park Ward 2 door saloon, deep blue/black, automatic, air cond., lambswool carpets **£14,450**

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1912 R.-R. Silver Ghost Tourer by Regent Carriage Co. and J. Rothschild et Fils Ltd. **£50,000**

1965 Sunbeam Tiger 4.2, red, hard and soft tops, radio, alloy wheels, last owner, member of Tiger's Owners Club **£1,965**

1963 Sunbeam Alpine GT Mk. III, red/black, one owner, 54,694 miles, overdrive, hardtop **£945**

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1977 Triumph TR7, red, black nylon, one owner, 10,197 miles, h.r.w., headrests, Sundym . . **£2,695**

1976 Triumph TR7, red/blue nylon, electric aerial, headrests, Sundym glass, 20,540 miles . . . **£2,545**

1975 (P) Triumph 2000 TC, yellow/brown nylon, one owner, overdrive, h.r.w., headrests, tinted glass, 16,294 miles **£2,495**

1973 (M) Triumph GT6, mimosa, black nylon trim, tinted h.r.w. **£1,795**

1973 Dec. Triumph Spitfire, mimosa, one owner, overdrive, hard and soft top, radio, twin mirrors **£1,395**

1973 Triumph Spitfire, white/tan, choice of 2 others from **£1,145**

1965 Volvo P1800, red/black, overdrive, spotlights, mirrors, radio, stereo, record player **£895**

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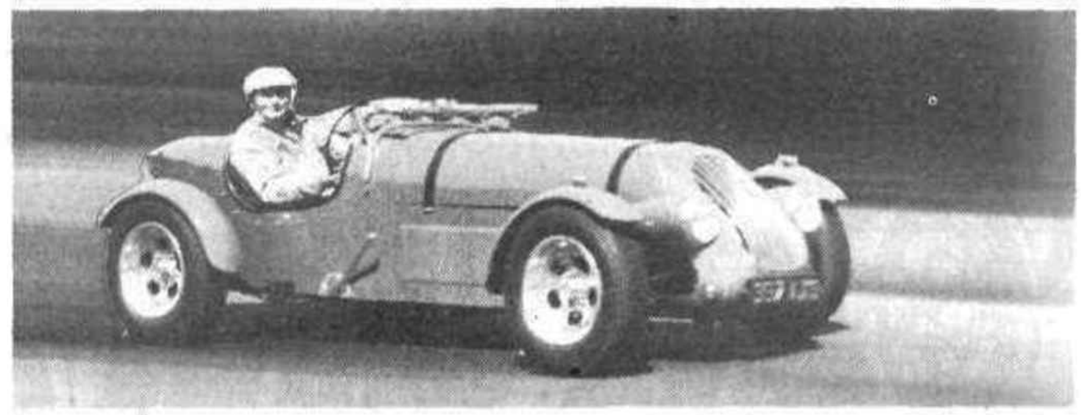
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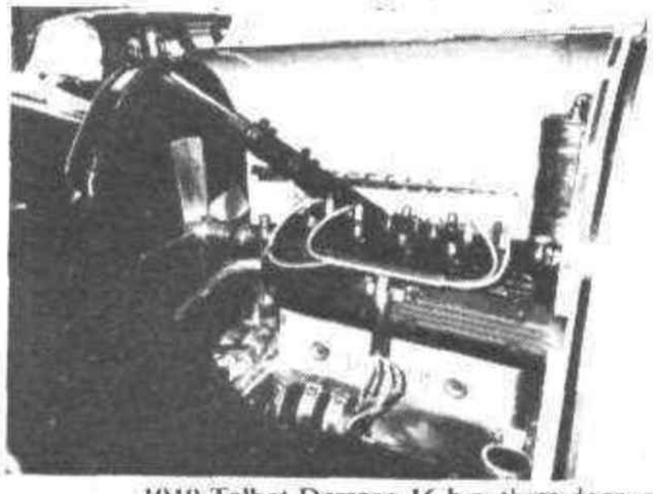
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1926 Austin 7 2-seater Sports. This unique little car, finished in fire engine red, has been owned by the same gentleman since 1945. It has many unusual features including offset wheels, and hydraulic brakes. Complete with a large collection of spare parts. **£2,900**

1975 NSU RO80 Saloon. This superb and now very rare model was supplied and serviced by this garage from new. Its entire mileage from new is only 12,000. Can only appreciate rapidly **£2,999**

1976 Lancia Beta Coupé 2000 Mk. II. One fastidious Lancia enthusiast owner. Electric windows, royal blue, gold interior, radio, a specimen, only 18,000 miles.

1977 Porsche 924 Sports Coupé. Sun roof, 19,000 miles, rally yellow, pristine condition due to one fanatical owner. Today's price on the road is £8,650. This one can be yours for only **£7,350**

1975 Model Toyota Celica GT. Twin cam, 5-speed, 2-door fixed head coupé, only 14,000 miles. One of a 4 car family, superb condition **£2,350**

1967 Morris Minor 1000 Estate. Words cannot express the condition of this car. There is definitely not another one like it in the world today. The incredible thing about this car is that it has been in everyday use since new, yet this car is completely original as regards coachwork, interior, carpets, mechanics etc., but it is definitely better than new. Explain it we cannot!! Buy it if you can!! For **£3,000**

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ROVER 60, one owner. 1955. Excellent mechanics new M.o.T. slight cosmetics needed. Offers over £350. Welwyn 4563 (Herts). (20038

MG-B ROADSTER, 1969, red, chassis 62,000, very good bodywork, works recon. 3-BG engine and gearbox both under 10,000. Bermuda top. £890 o.n.o. Osbourne St. George 282 (N. Wilts). (20048

LOTUS ELITE (1961) Climax, twin Webers, ZF box, very good original condition. £2,850. Box No. 5868. (19946

LOTUS AND BMW. Rare and beautiful ideal pair. Lotus Elan Sprint. August 1971. Gold Leaf Team Lotus colours. £2,500 approx. and BMW 3.0CSL Polaris Silver lightweight. £4,500 approx. Country use only and well cared for. Will sell separately but hurry, new BMW on order. Sandy, Beds. (0767) 80293. (20043

1927 A7 Gordon England Cup model, restored to a very high standard and now in concours condition. M.o.T. and taxed, a very pleasant car to drive. £3,500. Telephone Coalville 222148. (20042

MAZDA RX3 GL Coupe. Immaculate. 16,500 miles. lime green. M.o.T. all extras. £775. 01-504 3674. (20049

JENSEN CV8 MK. III. February 1967. 62,000 miles only, a really excellent example. £2,000. A. D. Levick, Peatmidge 472 (Herefordshire). (20053

RIPE FOR restoration. Rough 1956 Rover 90. £100 o.n.o. Must go, room wanted. Tel. Bradford 502101. (20051

LOTUS ELAN +2S. 1970, superb, pristine condition, many hundreds of pounds (and hours) spent by present owner on this beautiful car. 56,000 miles, private sale. £2,650. Tel. 01 393 4140 (Ewell, Surrey) for full details (evenings). (20050

LEA FRANCIS 1927 14/40. Running chassis largely in pieces but complete. Very rare twin cam—believed only half a dozen in existence. Also Lea Francis 1928 12/40. Running chassis complete with bonnet and dashboard—odometer reads 60,000 miles—no reason to disbelieve. Engine rebuild Laystalls 1947 only run to check it worked. The quietest Meadows 4ED I have heard. Both stored under cover since before Hitler's war. Basically two cars with 10 years use. Have to keep the bank happy also finance rebuild of 1929 16/60 Leaf. generous offers to Dr. R. Elliot Pyle, Goodrooms, Salehurst, Robertsbridge, E. Sussex, tel: Robertsbridge 880564. (20062

ARKLEY BODY KIT. Save £50 on current price, complete kit as new. £250. Delivery arranged if necessary. Reading 26134. (20054

JAGUAR E-TYPE 4.2 1968 2+2. Green with black interior, owner. This car is in beautiful condition in every detail having recently undergone 15 months extensive restoration. £3,500 o.n.o. 02775-2572. (20055

NSU RO80. Pristine condition, professional 2000GT conversion 9,000 miles ago. K Reg, real luxury drive. £1,140. Witham (Essex) 513520. (20060

DROOP-SNOOT FIRENZA, 1975. Silver Starfire, 5 speed box, appliance side pipes and wire mags, burglar alarm, stereo panel mounted speakers, tow-bar, 28,000 miles. £2,200 o.n.o. Phone Thanet 61773 after 6 p.m. (20058

OPEL MANTA 1.9 SR. L Registered, all extras including k/s roof, lady owner, maintained regardless, a superb specimen in every way. £1,250 or nearest. Halfway House 483. (20056

MORGAN 4/4 4 seater. 1974. 23,000 miles, all extras, really beautiful condition. Offers over £3,250. Phone Tyngroes (049267) 233. (20052

MG TC 1947. Good original condition, BRG. £3,000. Please Phone Cranleigh 2919. Maurita, Guildford Road, Cranleigh, Surrey. (19948

MERCEDES COUPE, Excellent, 65, M.o.T. (Reg. Dec. 67). AA test welcome. £1,275. No offers, no time wasters. Exchange 4060. Tel. 385 6342 (London). (19947

JAGUAR S-TYPE 3.4L Automatic. 1966. A beautiful example in perfect condition. Martin Walters maintained from new, extras include security alarm/immobiliser, PB Radiomobile, 5 new Avons. £1,500. Telephone Kersney (0) 03047-4808. (19944

WILLYS JEEP 1942. Excellent original condition, engine and transmission totally rebuilt, new tyres and weather equipment in full working order. Tax & M.o.T. spares etc. Stourport 77814 day, Tenbury Wells 810472 evenings. (19943

LAGONDA 2.6 Saloon. 1951. immaculate condition in every respect, quite impeccable. £1,950. 0202 (Bournemouth) 700200. (19941

BENTLEY DONINGTON 2 seater sports. Fabulous rare investment. £18,950. Exchanges considered or finance arranged. 0202 700200 evenings. (19941

JAGUAR V12 E-Type Roadster. Lavender blue. radio/cassette. 27,000 miles. M Registration, taxed and M.o.T. till June '79. £6,500. Tel. Looe 3417 evenings. (19938

SUPERB 1958 MG Magnette ZB Varitone. Finished in grey over black with maroon leather trim. 35,680 miles recorded by 2 owners. M.o.T. original tools. £850. o.n.o. Sunbam Bucks 3923 after 6.30 p.m. (19940

LANCIA BETA Coupe. 1976P. rosso red, one owner. 35,000 miles, nice condition. £2,400 o.n.o. Ramsey (0487) 831268. (19937

AUSTIN CHUMMY 1928. Completely restored to original. £2,250 o.n.o. Phone Walsbarn le Willows 456. (19930

MORRIS MINOR, 1955, split screen, 2 door saloon in black with red leather interior. 37,000 miles from new, one elderly/deceased owner until 1978. Never raced or rallied! Possibly the best original Minor around. Similar vehicles advertised at £1,500. Any offers for this one? Evenings 01-368 2834 (North London). (20057

1955 ARMSTRONG Siddeley Sapphire. LWB Limousine with division. Standing for some years but runs. Should be a good subject for restoration. £495. Telephone Kingswinford (Staffs.) 3018 evenings. (19936

AUSTIN LONDON Taxi. Diesel, manual gearbox just serviced. 1968. immaculate order, taxed, M.o.T. £700. 01-398 6543. (19935

PORSCHE 912. Superb condition, low mileage, 1966 car. Carrera wheels, spoilers, tinted screen, radio, taxed, year's M.o.T. immaculate. £2,200. Tarrant Hinton 261 (Dorset) evenings. (19934

1932 AUSTIN 7 box saloon, short chassis. Needs restoring, with log book. £350. Phone Peter, Tarporley 2093. (19929

1934 RILEY 9 two-seater. Original instruments and headlamps. Lots of spares, reluctant sale due to business commitments. £625. Phone Peter, Tarporley 2093. (19929

FOR SALE–continued

JAGUAR XK 150 FHC. Restored by reputable coachbuilder, and resprayed Old English white. Any inspection welcomed, apart from timewasters. Sensibly priced at £3,750. Wantage 2317 (Oxon). (19933

MG-A COUPE. 1958. 6 DXL, surf blue, good all round and nice to drive. Exchange for MG-C or sell £1,395. Phone 0303 54233. (19932

FERRARI DINO 246GT. 1972. red, l.h.d. in beautiful condition. T registered, taxed and M.o.T. £5,950. May possibly px Porsche or V12E. Ian Giles 0934 32697 or 26062. (19931

AUSTIN LONDON Taxi, diesel, manual, 1967, one owner from new, immaculate condition all round. £850. 01-398 6543. Box No. 5865. (19924

AUSTIN HEALEY 3000 Mk. II 1963. Genuine 33,800 miles from new with two registered owners, black with red trim, completely original in excellent order throughout—minor cosmetics for concours, authentic registration and sales documents available. £3,250. Barnstaple (Devon) 75108 after 6.00 p.m. or weekends. (19925

FACEL VEGA HK500. 1960, two previous owners, Reg. No. HK KIO, complete with M.o.T. and road tax. This car has just been fully restored with many new body parts, new leather trim, carpets and head lining, rewired, new braking system, tyres, overhauled gearbox (manual), exhaust and battery. I do not think there is a better HK500 around. The car comes complete with spare engine, another overhauled gearbox, back axle, doors, wings, bonnet and boot lid. Offers around £6,000 which is less than the cost of restoration. Ring 01-398 6543 or Box No. 5866. (19923

'76 LOTUS ELITE 501, Black, 1 previous owner, 12,500 miles only, usual refinements, immaculate condition. Reluctant sale. £6,950 o.n.o. Cheaper car taken in exchange. Telephone Bridgend (0656) 55274. (19922

MERCEDES BENZ, 200-66 (Reg. '74), left-hand drive, reconditioned engine, very good condition. £450. Exchange 2002, BMW, 689, 3247 (London). (20065

MG ZB Varitone Magnette. 1958. A fine carefully maintained example finished in two-tone grey with red leather interior, undersealed from new. £850. Tel. 01-304 3527 (Kent). (20059

HOUSE CHANGE forces sale of 1955 Fiat Topolino 500C convertible saloon. 29,000 miles. Offers. Replies to Box No. 5867. (20061

1936 ROVER 16. A very complete and sound car for restoration, mechanics, bodywork, tyres and leatherwork good. Needs roof lining and some trim. £550. o.v.n.o. Tel. Lutterworth 4164 (04555). (20064

ASTON MARTIN DB2/4 MK.I. 1954. Truly magnificent in cardinal red with very rare Borrani wire wheels. Vantage power unit rebuilt at Newport Pagnell. This car is in stunning condition throughout having last year been placed 2nd at AMOC autumn concours event. Very interesting documented history. Realistic offers invited, due to change in plans. 01-402 5664. (20062

JENSEN INTERCEPTOR III SP. 1973. Ex TV personality car. Blaze livery and black upholstery. 52,000 miles, new tyres, Sundym, all the usual Jensen refinements. A fine example of this fast growing investment car. £3,250 for quick sale. Mill Farm House, Ryhall, Nr. Stamford, Lincs. Tel. 0780 54445. (20318

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JAGUAR 3.4 Mk. II. 1963. Manual/overdrive. Tudor grey metallic with red hide interior and red Wilton carpets. 27,000 miles from new in the hands of one meticulous owner. Totally original coachwork in new condition, never having had any respray work. First placed in recent concours. Almost certainly the finest original example in existence with interior absolutely as new. No wet weather use. Tempting offers invited due to change in plans. 01-402 5664. (20062

MG 1953 YB Saloon. Complete professional restoration, everything done, little use since. Price £1,850. Telephone 078 18 2962. (20320

HEALEY 100-6. Offers over £800 invited for rare model. 4 wheel disc brakes, 12 port head, overdrive, wire wheels, hardtop. Work needed. Collins, Holmes Chapel (0477) 35109. (20321

MORGAN 4/4. 2 seater. Sept. 1971. red. Rustproofed. 10,000 miles, excellent condition. £4,800 o.n.o. Tel. Cinderford (Glos) 23462 after 6 p.m. (20324

SUNBEAM ALPINE, Series five. D reg. 1725 cc. midnight blue, overdrive, hardtop, tonneau, M.o.T. tax, excellent condition. £575 o.n.o. Salisbury 5556. (20325

ROVER 3-LITRE 1965, manual, overdrive, PAS, usual extras, M.o.T. April, 2 owners from new, low mileage, very good condition all round. Any trial £550. Tel. Etwall (Derbys) 2200. (20326

MORGAN 4/4 2 seater. 1976. red with black leather interior, wire wheels, guaranteed mileage, original paint. Sensible offers. 0272-49450 evenings. (19063

JAGUAR XK150 drophead wanted by enthusiast for restoration. Condition unimportant. Tel. Eastleigh 611649. (20317

ESCORT RS200. 1973, white with blue decal, one owner, Ziebarted, high ratio rack, Janspeed exhaust, G800S tyres, good condition, just been rebored, new bearings, timing belt, clutch, release bearing and cable. £1,960. Stanton, North Lincs. 0724-762536 (Office 0724-56655). (20176

MG YT TOURER. 1948/49, metallic green, a fine example of this very rare 4-seater tourer, taxed, M.o.T., registration number 1948 MG. Phone Brian Leese, Buxton (0298) 3439 anytime. (20175

DE TOMASO Longchamp 5.8, 1976, Automatic, 1 owner, 13,000 miles, air conditioning, l.h.d., radio, p.a.s., h.r.w., leather interior, electric windows, Borrani wheels, metallic silver, excellent condition, 'T' registered, taxed, must be seen. £9,900. 01-228 8976 (office hours). (18753

FIAT X 1/9. 1974, alloy wheels, h.r.w., M.o.T., l.h.d. £1,500. 01-228 8976 (office hours). (18753

LANCIA FULVIA 1.3S Coupe. M registered, at only 31,000 miles this car is immaculate, beautiful olive green, black interior, taxed and tested. £1,575. Westhoughton 813706. (20173

FERRARI 250 GTS. Very rare convertible in beautiful condition, red, black interior, wide Borranis, golden investment. 01-584 9621. (20183

MG-B GT. 1974, one careful owner, overdrive, chrome, Rostyles, head restraints, battery switch, M.o.T. 24.8.79, tax 31.8.79. No part exchange, teal blue/ochre trim, nice example. £1,895. Phone Rugby 71058 (office) or 816462 (home). (20182

ALFA ROMEO 2000 Spyder. 1972. yellow/black, radio/stereo, 4 speakers, regularly serviced. £2,200 o.n.o. Ascot 20161. (20181

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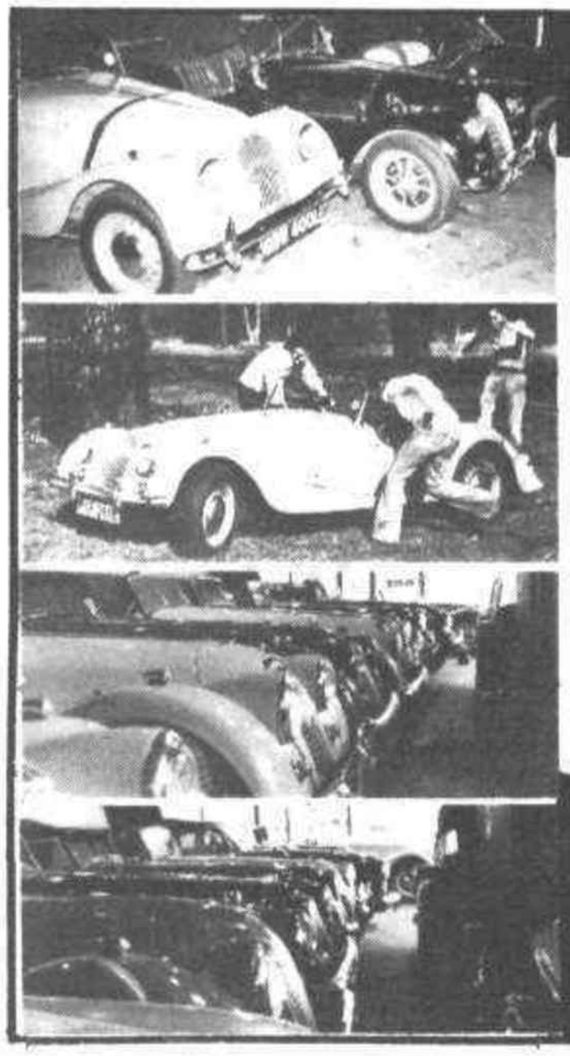
TEL:
CRADLEY HEATH (0384) 67675

Welcome to Birmingham for the Motor Show. In case any of you have missed the fact the Motor Show has been moved this year to the N.E.C. just outside Birmingham. NO the world does not end at Watford Gap, there is civilisation beyond! Come and see for yourself between 20th and 28th October. As the area dealer we will be on hand at the **Morgan** stand for most of the show and hope to have a good stock of cars here in the showroom at Halesowen. Why not ring us as I may be able to bring your hearts desire up to the show. At the moment we have two **four-seaters** of '73 and '74 vintage, a brace of **two-seaters** of '71 and '74 vintage, a 1974 **+8** in white and a 1976 **+8** with the much sought after aluminium bodywork in Jaguar racing green. I really must try to get some stock before the show, so if you have a car for sale please ring me at **Cradley Heath (0384) 61484 61484 or 67675.**



On the racing front my 4/4 will be at Donnington in the 6 hour relay on 7th October and again on 21st October for the Morgan/Porsche challenge race. Why not come and see Morgans in their true element.

Morgan ties £1.75, Morgan badges 0.75p, Morgan key fobs £1.10p, Morgan sports book £1.95, More Morgan £6.95, Four Wheel Morgan £5.45, Morgan etching £8.00. All prices inc. P&P.



The London *Morgan* Distributors

Morgan in October is like a Wedding: fun excitement and the oath never to be parted. Luckily the latter doesn't apply to your current beloved who you can bring down to the mews in part exchange against a fresh model of the same dimensions. Realizing the different requirements we keep many **Morgans** to suit every taste. Some in bits for those who wish to rebuild their own. It takes all sorts to make the **Morgan** world. **Miss Morgan** of the 4/4 variety and 2 seats comes in the following costumes. 1978 T **Morgan** 4/4, stunning sequin white, the deep bucket seats; large spot lights; low mileage example. Priced for instant success at £5,100 think of all those expensive dinners you will save on. And next up for you who require the heavier variety '77 **Morgan** +8 in pale blue, her seats fold and recline, has been serviced by the factory and comes with the 5 speed gearbox, radio/cassette and of course electric aerial. Fearfully expensive, but all nice things are, £6,850. To increase your breathing rate we also have another **Morgan** +8 of 1970 vintage, this **Morgan** year as you probably remember was the classic year of Moss gearboxing. Do you remember those lovely evenings delicately shifting your Moss handle. Well, recapture your youth with this immaculate **Morgan** (orange) example with black interior. 2 divorces from new and only requiring £3,800 from your bank. Bring the manager as well if you like. Dainty and Scanty recommend this **Morgan 4/4** of 75 birth. **Morgan** signal red (you know wink wink etc etc) black interior, wire wheels, tonneau, luggage rack £4,100 to pay to own the World right to be seen in this **Morgan**. Special **Morgan** spinning demonstration will be given by Bruce who excells at this rare **Morgan** ritual almost forgotton in the annuals of time. **Morgan** spinning is usually only tried on a track and does not count for points if executed on her Majesty's highways and byways. Gentleman in blue get very upset with **Morgan** people. Please resist. Glamourous, divine, stunning, perfect suspension and bodywork are words that describe our 1976 **Morgan 4/4** in Royal Ivory with superb red (you can smell the leather) interior, wire wheels. I counted 72 spokes in each wheel. Non **Morgan** dealers would pretend it was a 77 model because it is registered in November 76. Contemptible little cheap imitators that they are. Last months star car was a lhd **Morgan +4** pouting black with red (you've guessed again) interior, two divorces only. Caviar may be eaten off the engine, most **Morgan** owners prefer sausages. This month's star **Morgan** is a lhd **Morgan +4** pouting in black etc., etc. Wire, shaped into 4 wheels, support a lightweight body described as a **Morgan 4/4** vintage 1977, wink wink paint and black leather interior. 1 bale of straw, 1 bag of corn and £4,995 would guarantee your ownership. A 1972 **Morgan 4/4** is being bribed to join our harem aswell as a 1973 **Morgan.** More earth shattering **Morgan** news next month **Morgan** books sold by us are not for reading under the bed sheets as this may impair your ability to see our amazing selection of **Morgan** extras.

morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE—continued

1935 DAIMLER SPORTS Saloon. Drive away condition, new M.o.T. Offers. Lenham 317 (Kent). (20178

TR4A 1965, wire wheels, surrey top, overdrive, 12 months' M.o.T. £595. Wheldrake 573 (Yorkshire). (20180

JAGUAR XK120, 1951 roadster, fully restored, Jaguar racing green, black trim. Excellent condition. £5,200. 01 622 2310. (20179

SINGER LE MANS, 1935 4-seat tourer. Restored condition, new chroming, hood and sidescreens, resprayed etc., very nice appearance. M.o.T. till July 1979. Phone Nottingham 702111 after October 6th. (20187

MG-B GT, 1973, damask red, sunshine roof, overdrive, 54,000 miles, £1,500 or offers. Tel. Barton STD 0226 78 2891 (Yorks). (20185

E-TYPE V12 Convertible. Auto, history, mint condition. £5,950. Details 01-302-5570. (3819

MERCEDES SPORTS 230SL, 1966, l.h.d., finest example £3,950. Details 01-302-5570. (3819

ALVIS DHC, 1952, w/w, new hood, good condition. £3,000 o.n.o. Ring Doncaster 885775. (20184

1958 XK 150 FHC. Special equipment model, red with new tan leather interior, completely rebuilt and in concours condition, new chromed wire wheels, Whitewall tyres, 12 months' M.o.T. £4,250. Tel. (0222) 751081 for further information. (20193

1956 XK140 ROADSTER. Special equipment model, 'C' type engine, new chromed wire wheels, all metalwork rechromed, new front, rear bumpers, body needs some restoration and repainting, all factory specification, body parts included. £3,250. Tel. (0222) 751018 for further information. (20193

JOWETT JAVELIN, PB series. Stripped for restoration, three engines, gearboxes, axles, etc. All oval Webb cranks, pre-war AC engine, minus head and sump, also chassis, prefer exchange British or French Salmson parts, any model. Phone Otford 3500 evenings. (20191

ASTON MARTIN V8, 1973L, automatic. White with blue leather, usual Aston refinements, stereo. Very nice, original condition. £5,250. Bishops Waltham 2858. (20186

KAWASAKI 21,000 c.c. One owner, low mileage, first registered May 1977, serviced correctly and regularly. A fabulous machine for only £1,375. Telephone: 01 385 1805 (W. London). (20196

1931 'M' TYPE MG. In pieces, needs restoration, some parts restored, spare engine. £1,000 o.n.o. Tel. Byfield 61514. (20195

JAGUAR 3.4S, Automatic, 1966, low mileage, grey, red leather upholstery, M.o.T., needs respray. Best offer over £300. Midhurst W. Sussex 2519. (20194

JAGUAR MK II 3.8 litre, 1966, manual with overdrive, dark green, recent new clutch and engine overhaul, full M.o.T. £995 o.n.o. Ring Deeside 813228 evenings. (20192

1947 HILLMAN de luxe saloon. One previous owner, and only 34,000 miles odd recorded. Original unmarked interior, just professionally repainted and in splendid order. Full M.o.T. £1,500 o.n.o. 0920 (Herts) 870353. (20190

VINTAGE BENTLEY, 1929 6½-litre tourer. A rare and very desirable car. Engine recently rebuilt and radiator re-cored. S.A.E. to Wrays Garage, Church Street, Kingsbridge, Devon for details and photos or phone Kingsbridge 2344. (20172

FOR SALE—continued

ROLLS-ROYCE 20/25 Saloon. Very good condition. 1936 Opel Kapitän, 1951, 6 cylinder in mint condition. Phone 40 118900 Eindhoven, Netherlands. (68073

MASERATIS, Mexico 4.7, 1968, excellent condition, gold, Indy 1970, 4.7, not quite original, excellent condition. Offers on £3,000 each. Bournemouth 34306. (20262

1951 MK. 6 Bentley Saloon. Complete mechanical overhaul early 1978, and been in regular use since. Upholstery needs attention, body dark blue and in fine condition. £3,500. D. Chennel's, Highlands FM, Rettendon, Chelmsford. Phone Chelmsford 400215. (20261

MG-B GT V8, 1975. Last of chrome bumper models, special order black with black fabric trim and tinted glass, two lady owners, very low mileage with full service history from new, Ziebart antirust treatment, radio, stereo, etc. Possibly finest available anywhere. £3,995. Tel. Hertford 50197. (20260

BMW 1973 CSA. Sunroof, alloy wheels, 8-track, 4 speaker stereo and radio, sports wheel, new tyres and exhaust, immaculate beige with 12 months M.o.T. £3,950. Derby 810339. Private sale. (20259

RILEY RME, 1952, 49,000 miles, B.R. green, truly superb throughout, original handbook, logbook, recent M.o.T., must be seen. £2,000. Ringwood 78616. (20258

GILBERN 1800GT, 1964, 64,000 miles, w/wheels, overdrive, s/steel exhaust, new Spax's, sound chassis, untidy bodywork. Offers around £500. Craddock 40783. (20266

FOR SALE, 1956 Aston Martin DB2/4 Mk. II, Tickford bodied FHC, serial AM/300/1103. One of nine cars built. Rees, 17, The Triangle, North Ferriby, North Humberside. (20265

DINO 246 GT, K-Registered, red with beige hide interior, 73,000 miles, much money recently spent, serviced, new tyres, carpets, tinted screen, stereo, tax, M.o.T., present owner two years, drives extremely well. £5,450. Might px something interesting, cash either way. 01 274 8765 (London). (20264

DAIMLER HOOPER EMPRESS, 1954, rare 3 litre model, only 31 produced, mechanically A1, new M.o.T., needs slight interior and paintwork to make immaculate. £1,500. Tel. 01 794 3551. (20273

PORSCHE 914SC TARGA, 1973, 50,000 miles, 2.0 litre, mid engine, with fuel injection and five speeds. Orange with black detachable top and alloy wheels, black interior, Blaupunkt radio and additional instruments. Tax and M.o.T. until December. Very good condition throughout. £3,000 o.n.o. Tel. 01 572 3883. (20271

1974 LOTUS EUROPA SPECIAL, Five speed, oatmeal, Sundym, alloys, £3,675 o.n.o. 01-951 1779 day, 01 449 0197 evenings. (20270

1972 (L) LOTUS ELAN SPRINT, FHC, white, Sundym, radio, stereo, £2,450 o.n.o. 01-951 1779 day, 01 449 0197 evenings. (20270

ROVER 75 1948 Saloon, sunshine roof, stored for 10 years, original green paintwork, excellent mechanics, requires headlining and carpets (moth damage). £1,100. Shaftesbury 3365. (20247

1937 AUSTIN 7, TL registration, Hamlyn aluminium sports body, lowered suspension, 15" wheels, telescopics on rear, twin carbs, carefully tuned, special exhaust etc. Lovely condition but no hood. Reluctant sale, space and cash needed, bargain. £650. 0228 (Carlisle) 710236. (20294

FOR SALE—continued

250SL MERCEDES Coupé. Champagne, with detachable hard top and folding hood, four speed, automatic box. A carefully maintained quality investment car of real beauty. Offers around £5,000. Ring Ware 822260 anytime. (20278

1947 VAUXHALL 10 for sale. Offers over £400. Box No. 5870. (20276

AUSTIN HEALEY 3000, 1965C. Suitable future restoration. Midget 1978S, May. Taxed, extras. 1,681 miles, superb. £2,200. Vincent Comet 1952C, hardly used. £1,500. Riley Twatling, Barntgreen, Birmingham 445 2551. (20275

MORGAN +8, 1969, special 2+2 body, green/black Spax, Mobeles, biodes etc. £3,250 o.n.o. Melbourne (03316) 2505. (20274

FERRARI DAYTONA, 1973, excellent condition, usual spec., completely overhauled, £3,000 spent within last 12 months. £15,950 o.n.o. Phone 300 2724, 467 4074 (night). (20282

1929 STANDARD NINE, Rolling chassis, restoration started, log book, spares for 1947 Standard 12 h.p. Malmesbury 3401. (20281

COOPER 1275S, 1967, reconditioned engine, 7,000 miles, recent respray, excellent, very original condition. £950 o.n.o. Ashwell (Herts) 2767. (20280

JAGUAR XK120, Roadster, good condition, one owner last 10 years. Offers. 01 736 1312. (20277

JAGUAR S TYPE, 3.8 Automatic. Silver with superb red trim, power steering, radio, very original and a superb example of this classic car. £775. Bishops Waltham 2858. (20287

AUSTIN HEALEY, Mark III, 1965, Colorado red, all original, one owner/driver from new, o/drive, wires, tonneau, low mileage. £4,650. Pamela Anwar. Phone 01 722 8014. (20286

FIAT 128, Engine, gearbox, diff., complete with carburettor, manifold, water, fuel pump, distributor. £75 o.n.o. 01 207 1242, Ext. 42. (20285

VOLVO 1800S, 1966, rare sportscar, fine condition, dark green, sliding sunshine roof, overdrive. £1,600. Phone Denham 3858. (20284

DERBY BENTLEY 4¼ litre, Thrupp & Maberly Saloon. Thoroughly sound, largely original including paintwork, just M.o.T. by Andy Stride, private sale preferred. £4,750 o.n.o. Tel. Farnham, Surrey, 024 13 22160. (20283

LOTUS ELAN Sprint Convertible, April 1973, Gold Leaf colours, bodywork recently stripped, thoroughly sealed, repainted, hence immaculate, 46,000 miles, magnificent example, immaculate condition. £2,900. Sprint, 5 speed, gearbox, propshaft, bellhousing available. 01 668 5777. (20293

VOLVO 123GT, 1968, opportunity for someone seeking this model. £750. Ottershaw 3297 (Surrey). (20292

ALFA 2600 SPYDER, 1963, L.H.D., imported by me from Middle East 1970 and used infrequently since. Hence only 15,000 miles (25,000 kilometres), must be lowest mileage best example in UK. Parts catalogue and workshop manuals, plus history available. Very reluctant sale due to reassignment in UK and garage space needed. £2,500. Phone Swansea (0792) 60606. (20289

DAIMLER BARKER, Special Sports, 2½-litre, Immaculate condition, history. Offers over £5,000. Interesting exchange considered. Telephone 0633 46 376 evenings. (20299

MG PB 1935, Good condition mechanically and bodily very original. £3,150. Tel. 0452 69670 (Gloucester). (20298

FOR SALE—continued

MATRA SIMCA Bagheera S, 1977, S reg., 3-seater sports. Imminent birth of first child forces sale of this eye-catching machine. Electric windows, tinted glass, cloth seats, stereo radio. £4,500 o.n.o. Tel. 0934 27730. (20372

TR5 PI 1969, Taxed Sept., tested Feb. 79, 4 new tyres, New metering unit, Radio, Needs, new carpets, body tidying on rear wings only. Very fast, very reliable, very cheap, only £650 o.n.o. Phone Lincoln 64508 after 6 p.m. (20371

AUSTIN HEALEY 100/4, BN2, 1956, Beautiful motor car, £3,950 o.n.o. Jellings, Scarborough 65527 evenings. (20368

MORGAN +8, 1969, Low mileage for year, Dark green with black, Many new parts, excellent condition, Maintained by Morgan enthusiast, £3,750, Kidderminster 700710. (20366

E-TYPE 2+2, Mk. II, 4.2, 1969, Auto, Primrose, black interior, C.w.w., H.R.W., £1,500 spent in last 18 months, Good condition for year, M.o.T. £3,150, Amersham 21338 (Bucks), evenings and weekends. (20377

PORSCHE 911T 2.2 litre, 1970, engine, 1966, chassis, l.h.d., blue, good condition, £1,750, Cottenham 50365 (Cambs). (20376

PORSCHE 914SC Targa, 1973, S reg., Black, low mileage, 2.0 litre, XWX tyres, radio, M.o.T. and taxed, Totally immaculate, £2,750 o.n.o. 01 935 5286. (20375

ALFA ROMEO 1600 GT, 1976, Yellow, radio, £2,250, Newbury 41985 or 48986. (20374

FLAT RAD MORGAN, 1937, Series One 4/4 with Coventry Climax engine, Dismantled ready for re-build, Offers or enquiries, Replies to Box No. 5872. (20373

LOTUS 2+2, 1973, 38,000 miles, resprayed regency red, relaced, new steering rack, battery, water pump, starter motor, oatmeal interior, electric windows, Just serviced by dealer, Beautiful sleek and fast, An appreciating investment at £2,400, Tax, M.o.T. Radwinter 491. (20382

E-TYPE, Jaguar, 2+2, 1970, C.w.w., Webasto, music centre, This genuine immaculate low mileage car is sold without fault, Fully serviced for, £3,550 o.n.o. Ware 871040. (20381

FERRARI 308, 1975, Superb unspoilt condition, usual refinements, £8,750, Red of course, South Benfleet 4174 (Essex). (20386

LOTUS ELAN F.H.C., F reg., Superb original condition, one of the best, M.o.T. and tax, £1,295, Staines 58045. (20379

FIAT X1/9, Yellow, 20,000 miles, Radbourne conversion, and Bertone development car, Good condition, well maintained, First offer £2,300 secures, Offers 031 554 6464, Home 031-449 4828. (20378

LOTUS EUROPA Special, 1975, J.P.S., 14,500 miles, Complete service history, As new, £4,400, Rickmansworth 74458 eves. (20385

MG-B GT Costello V8, O.D., 1972, 46,000 miles, Recent reconditioned engine and gearbox, Immaculate dark green, Superb performance, £2,500 o.n.o. Phone Hook 2483 (STD 025 672) evenings/weekends. (20384

TVR 2500M, 1977, Red/white coach stripe, black interior, Sunroof, VHF radio/cassette player, reclining seats, modified head, new cam and exhaus manifold, 16,000 miles, £3,700 o.n.o. Mike Firth day, 01 741 1600 ext. 116, even. 01-89 5584. (20383

Hire a Sports Car

Morgan 4/4 & +8s, MGBs, MGB GT

V8s, Triumph TR7s, TVR Convertibles, Mercedes 350SLs.

sportshire

Reece Mews, London SW7 01-589 6894 01-589 8309



John Britten

Morgan

TVR

Motor Show time is getting nigh (Earl's Court residents breathe a sigh). **Morgan Plus 8,** 1977, black, red leather, reclining & folding seats, door handles, grid, rear bumper, Lincs. farmer's car. **Morgan 4/4,** 1976, Deep Braunschweig green (that's German for Brunswick, where they used to make Rollei cameras before they went to Singapore), chrome wire wheels, stone leather and hood, 1 owner (a medical man). **Morgan 4/4 4-seater,** 1976, Deep Brunswick green (clearly the "in" colour that year), brown leather, wire wheels, grid. **Morgan 4/4,** 1968, Golden yellow, wire wheels, bonnet strap, one owner for many years. **Morgan 4/4,** 1972, Royal Ivory, wire wheels, bucket seats, grid, spotlights. **Morgan 4/4,** 1977 (Dec.), black, green leather, cautious previous owner's 3rd Morgan (cautious because he has fitted a burglar alarm), chrome wires, Kenlowe fan. **Morgan 4/4 4-seater,** 1971, duo-green, grid, came in from the cold of an East Anglia farm where it doubtless blended inconspicuously into the scenery. **Morgan 4/4,** 1970, red, wire wheels, roll over bar. **Morgan 4/4,** 1974, Silver blue, wires, grid, spare wheel cover, bucket seats, lady owner, "R" registered. **Morgan Plus 8,** 1975, metallic blue, stone trim etc etc etc. **Morgan 4/4,** 1968, Canary yellow, wire wheels, woodrim. **Morgan 4/4,** 1978, Signal red, wire wheels, plus 8 spotlights, bonnet strap. **Morgan 4/4,** 1969, Nut brown, wire wheels, rear bumper, grid, nice old thing sold twice previously by us. **Morgan 4/4,** 1969, black, wire wheels, red hood, woodrim, in fact we call this car "Little Red Riding Hood" and truth to tell it was tempted out of the Forest (New) by the Big Bad Wolf! **Morgan 4/4,** 1977, French blue, wire wheels, grid, bucket seats, spare wheel cover, only sold to put deposit on house (usual tale). **Morgan 4/4,** 1970, Nut brown, wire wheels, tan leather, bonnet strap, roll bar, ex-well known and fastidious Morgan enthusiast. **Morgan 4/4,** 1971, Deep Brunswick green, bucket seats, carpeted, badge bar, stereo, spotlights. **Morgan 4/4** 4-seater, 1973, Signal red, new engine, rear bumper. **Morgan 4/4,** 1971, Royal Ivory, wire wheels, bucket seats, Plus 8



spots. **Morgan 4/4 4-seater,** 1975, Ivory, wire wheels, grid, interesting reg. no., grid, bonnet strap. **Morgan 4/4,** 1974, Golden yellow, wire wheels, reclining seats, spots, door mirror, this car is at ATV at present being used for a Pam Ayres show (*now* you know where our famous couplets come from). **Morgan 4/4** 4 seater, Imperial Crimson, wire wheels, reclining seats, grid, strap. Sold by us new in 1974 since when we have kept a light burning in its little service bay window and the dear little thing came back home to us last week. Of course that is why years ago owners used to button radiator muffs on to their cars to keep their poor little noses warm in the nasty cold weather. Nowadays people no longer regard their cars as wayward but delicate members of the family, and the radiator muff manufacturers are probably on National Assistance. **Morgan 4/4,** 1972, Orange, wire wheels, leather interior, has spent a quiet life in rural Oxon byways. **Morgan 4/4,** 1976, red, Restall seats, alloy body, roll bar. **Morgan 4/4,** 1973, red, unusual trafficators, one owner since 1973 (his new Morgan ordered at the time has just arrived). **TVR Taimar,** 1977, red, fitted with the much sought after (and now discontinued) overdrive. **TVR 3000M,** 1976, green. **TVR 3000M,** 1976, brown with cream vinyl roof, radio stereo, sunroof, supplied and serviced at Arkley. **Alfa Romeo Spyder,** 1972, dark blue, alloy wheels, stereo radio. **Alfa Romeo 2000GTV,** 1973M, beige, radio with cassette player and 4 speakers. **Triumph**

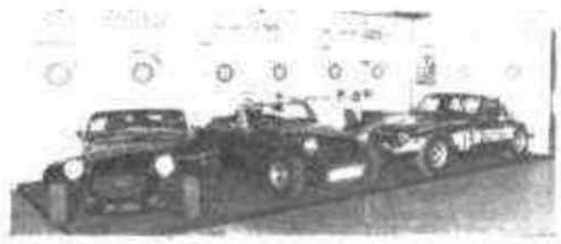


TR6, 1971, dark blue, overdrive, wire wheels. **Arkley SS,** 1975, 1500 cc chassis, black, tan interior, wide alloy wheels, pinstriped, for the first time in ages we manage to print a picture of one of the actual cars in stock (to wit, this Arkley) instead of the normal dog eared prints of cars we had in years gone by, their reverses scribbled on by generations of *Motor Sport* sub-editors. **Triumph TR7,** 1976, brown, sunroof. **Lotus Elan Sprint,** 1973, white, black interior. **Lotus Europa,** 1972, twin-cam engine, red. **VW Golf,** 1976, green. **TVR Turbo,** 1977



black with white model band, leather trim, auto radio cassette, sunroof, late property of blonde bombshell, 8½lb boost as per maker's spec. **NEW MORGANS:** There is a clue elsewhere in this advert as to the real, genuine time you have to wait for a new Morgan. What dealers say is sometimes optimistic, sometimes not depending on which side of the bed they emerged from. As it's Motor Show time, visitors should be warned that the first day of the Show the Morgan staff (and dealers like us helping out on the stand) are full of country air and optimism and quote (say) 2 to 3 years. By the last day of the show, exhausted and deflated by the glare of the spotlights, the 506th brass band rendering of the current "hit" from the adjacent BMW stand and continuous assaults from the serried ranks of brochure stealing 11 year olds, we can be found on our knees gasping or muttering (according to taste) "12 years delivery" just to get rid of people! **NEW TVR:** Here again we shall try and help out on the TVR stand and hope to see our friends and customers there. TVR's are now going into longish delivery times, perhaps up to 2 or 3 months; although we try to keep a handful of stock cars. There is a beautifully designed new brochure on the TVR Convertible. **ARKLEY SS:** The appended picture shows the Arkley display at last year's Motorfair but the real thing is far too expensive for us so you will have to visit Arkley. This reminds me that there is an artist called MICHAEL BISSETT-POWELL who does car drawings and we would like him to do one or 2 of the Arkley, so if this man's name is familiar to you (or for that matter printed inside your driving licence) please send him along. There is an Arkley brochure at 25p post free including Autocar road test reprint. We have discovered a marvellous American vehicle called the **INTERNATIONAL HARVESTER SCOUT SSII GOLD STAR BAJA CRUISER** which we are going to try and import to special order. It's a full convertible 5 seater, about ⅓rd of the way from the Jeep Renegade to the Cherokee Chief both in style and price. It has a large V8, 4 wheel drive, automatic transmission and the other sine qua nons of this life-style. View by appointment as our demonstrator is often out on loan to the press. The all-in price is about £7,100. Is any *Motor Sport* reader as fed up as I am at being overcharged by petrol stations? The garage nearest my office has tried to swindle me *four times running*, varying amounts from a few pence to £1.02. The method seems to be to work a fiddle based on the difference between the discount price and the pump computer price. The petrol station owners don't seem to care – perhaps they can retain low paid staff that way? It's obvious we will have a new law to protect the consumer from this dual-pricing racket and I really cannot understand why we should not have it *now*. Another recent shock was to find today that the sports car books we have been selling post free cost us 66p postage and the price of a jiffy bag, so from this moment we must ask you to pay a 50p share. Morgan: First and Last £5.95. More Morgan £6.95 (both by G. H. Bowden). 4-Wheeled Morgan by Ken Hill £5.45. Roadsters, Replicas and Fun Cars by Peter Filby £5.45. Morgan Workshop Autobook £4.25.





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

For TVR



As Summer 1978 HASN'T materialised and Winter is fast approaching, DON'T despair. Sit back by the fire, close your eyes and envisage the stupendous sensations you'll experience NEXT Summer — that's assuming that we will have one! — as you zoom through the fabulous English countryside in your seductive TVR Convertible enjoying an exhilarating and sensuously intoxicating adventure tantalizing ALL the other folk on the road with your dazzlingly distinctive and stylish TVR Convertible. You will leave everyone spellbound as you sprint off into the distance in your superlative British Open Secret. Order your Convertible now and we promise that you won't regret it – don't just think about it, COME AND GET IT!
Meanwhile you can have a rapturous adventure in any TVR – ice skating?!

TVR NEW CONVERTIBLE – Get your Summer 79 Order in and enjoy all your subsequent summers – despite the weather. **LIST**
TVR NEW TAIMAR – Stunning colour scheme – Metallic silver grey, wine red coachband and roof panel with sunroof – will prepossess all who lay eyes on it! **LIST**
JAGUAR XK 120 DHC 1953. Reg. No. MAL 120. A glamorous silver carriage to make you FEEL like a filmstar **£6,750**
TRIUMPH STAG 1974. Man. o/d. Red/brown. H & S tops. Mechanically excellent and effortless to drive with PAS **£2,750**
RELIANT SCIMITAR GTE 1974. Man. o/d, blue/tan, 33,500 miles, 2 owners **£2,975**
JAGUAR XJ 12 LWB. A truly magnificent limousine. All the comforts you could wish for. A very relaxing and swift experience! **£3,950**
TRIUMPH 2.5 PI ESTATE. O/d. The supreme estate car; both practical and enjoyable to drive. Dec. 1972 **£1,645**
1975 MG-B ROADSTER. Aconite with tan upholstery. 43,000 miles **£2,195**
MG-B ROADSTER 1972. Blaze. o/drive **£1,195**
TRIUMPH TR7 1977. One owner, 5-speed gearbox, 18,000 miles. A knockout in Inca yellow **£3,195**
MINI 1275 GT. Red. 26,000 miles, reg'd 1975. A nimble little flyer **£1,425**
TRIUMPH SPITFIRE 1973. Magenta, overdrive **£1,195**
BMW 3.0 SI 1972. Silver, highly sophisticated, RAPID supersmooth saloon with sunroof **£2,400**
JENSEN HEALEY 1973. White, 39,000 miles, 'M' reg'd. Excellent value. **£1,795**
BMW R90 S 1976. Two wheel super-tourer. Stir your adrenalin around with a bit of superbike powder **£1,850**
TRIUMPH TR6 1974. N Reg'd. O/drive, choice of two, black or red **£2,500**
MARCOS 2-LITRE 1969. Sensuous black & very tempting superb DRY interior **£1,945**

WANTED: 'E' TYPES, MG, MG V8, SCIMITAR, TVR, etc.

Dearne Valley Motors

95 SHEFFIELD ROAD, ROTHERHAM, SOUTH YORKSHIRE
Tel: 0709 2966

TVR

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FOR SALE–continued

LOTUS ELAN Sprint F.H.C. August 1972. Lagoon blue/white, one owner, 37,000 miles. Specialist maintained, bills available. £500 recently spent, including new water pump, starter, ring gear, silencer, clutch. M.o.T. Extras include radio, H.R.W., tinted screen, air horns. Superb condition. £2,675. Tony Higlett 01 589 7273 (day); 01 223 1876 (evenings). (20384

JAGUAR XK 140 D.H.C. Cream, red interior, disc wheels and spats. Two owners, 42,000 km from new. JDC XK Day concours winner. Swiss registered. Deliver anywhere Western Europe. 30,000 Swiss francs. 01 997 4579 (London) after 6.00 p.m. (20395

1937 ALVIS SPEED 25 Cross & Ellis tourer. A superb rare car, in excellent all round condition. Offers round £12,500. Also Mercedes 540K cabriolet in very original fine condition. Serious substantial offers invited. Would trade one/either with cash either way, important vintage sports car or any pre war Rolls, or buy Bentley, Lagonda, Hispano etc. Box No. 5873. (20392

PORSCHE 911E 2.2. 1970. Silver, front spoiler, Sundym, radio, electric windows, forged wheels. A properly maintained car in excellent condition, no rust. £3,250. Tel: Brighouse (0484) 719794. Seen Yorkshire or London. (20391

RADFORD MINI COOPER S. 1965. Metallic sand over sable, electric windows, full length sunroof, Radiomobile, burglar alarm. Luxury interior and bodywork. 4 new SP Sports on alloys, fitted arches. This car is immaculate and has only covered 41,800 miles. Rare car. £1,950. 021 550 5189. (20390

RELIANT SCIMITAR GTE. 1974. N reg. White/tan interior. Electric tint windows, man./o drive, s/roof, chrome alloy wheels, radio, 12 months M.o.T. £2,450. Tel: evenings 0279 24535 (Essex). (20398

CITROEN DS23 Safari. 1973. M reg. One owner. Tectyl-treated when new. 5-speed gearbox, directional headlights, seven seater, radio. Near new XAS tyres. £985. Minety, Wiltshire (066 640) 325. (20397

1930 ALVIS 12/50 Tourer. Very sound original condition. Leather trim, some spares. £5,250 taxed. 0608 50751. (20396

ROLLS-ROYCE 20/25. 1934. Park Ward body, minor restoration required. Offers over £4,000. Bishampton 409. (20394

FERRARI 625 crankshaft, rods, valves. £500 the lot. Box 83, Claremont, Western Australia. (20405

1954 SUNBEAM Convertible. Reconditioned gearbox never used. Needs attention engine and bodywork. Offers. Phone 01 997 6856 after six. (20404

DAIMLER DART, 1960. Pirate red, retrimmed, much admired. Must appreciate. Best reasonable offer or exchange p.x.t. Ring (evenings) Ascot 22225. (20402

BRISTOL 405, 1958. One private owner from new. Professionally restored to concours condition. Excellent throughout. Offers over £4,000. Also Sunbeam Rapier 111A, 1962, 33,000 miles only, Mint, offers over £1,000. Details from Finneron, Field Rise, Burbage, Wiltshire. Burbage 810 358. (20401

MORGAN 4/4, 1959. 2 seater, brown with black interior. Tax and tested in regular everyday use. P/ex considered. Phone 01 207 1598 or 01 953 8267 (ask for Bob). (20400

ASTON MARTIN DB6 II. 1970 (J). Original almond metallic/tan interior. Virtually one owner, 52,000 miles, full history. Absolutely superb, unrestored original condition. £7,500. p/ex considered. Henley 5791. (20408

ALFA ROMEO Alfetta 1.8 Saloon. Nov. 74. Biscuit interior. Momo wheels, tinted glass, electric aerial. 48,000 miles. Reg. No. 58 WKJ. £1,675. Wargrave 3977. M. H. Haines, Willowgate, Cocksple Green, Berks. (20407

AUSTIN HEALEY Sprite Mk. I Frogeye. Genuine 18,000 miles since new. (1960). Full history available. Condition is truly immaculate and will amaze the most ardent enthusiast. £2,950 o.n.o. Phone 01 242 4084 day; or 01 274 6937 evens. (20406

R.H.D. LANCIA FLAMINIA Touring. Registered WVU 1. Unused three years, reconditioned engine. Requires freeing. £750. Flaminia spares available. 01 852 8904. Clarke, 31 Southbrook Road, Lee, London, SE12 8LH. S.A.E. enquiries. (20367

MARCOS 3-LITRE FORD, 1971. Overdrive, alloys, sunroof, electric windows. In excellent condition. New house forces reluctant sale. Offers around £3,000. Telephone 085 881 498 (Northants). (20365

ESCORT RS2000, Dec. 1977. Red paintwork (Envirogarde treatment), black interior. Tinted windows. 8,700 miles. Goes beautifully. £3,450. 01 291 3708 (day). (20364

MORRIS COWLEY, 1954, 59,000 miles, green. Extraordinary original condition. Real eye catcher. All M.o.T. certs. and original manual. A thoroughly genuine and practical old car. £495. 01 291 3708 (day). (20364

ALVIS SILVER EAGLE D.H.C. 1936. 2 door Cross & Ellis. 4 owners. Absolutely immaculate. Must be seen. Reluctant private sale and rare opportunity at £6,500. Luton 597522. (20436

SPITFIRE 1970. Good condition. h/soft top, o/drive, Lenham boot lid. Extras incl., tonneau hood, cover, radio. Recent g/box o/haul, service history. £695 o.v.n.o. Alan, 061 832 6515 (works). (20435

1954 MORRIS MINOR Convertible. Very good condition. M.o.T. August 1979. Clarendon grey. Offers. Weybridge 47069. (20434

SPORTS CYCLE CAR, 1972. Bond Bug 700 ES, the fast one. Completely reconditioned. Custom paint job. Targa top. Taxed & tested. £695. Burscough 892996 (Lancs.). (20433

ALFA ROMEO Spyder. 1967. 1600 Duetto. Outstanding white coachwork, black interior, radio, stereo. Superb car to drive. Taxed. M.o.T. Sept. 1979. £875. Teignmouth 5542. (20432

LANCIA STRATOS. Incredible opportunity to obtain the last production Stratos direct from the factory. Delivery mileage. Fitted with all factory options. Rosso red, absolutely fantastic car. Serious offers over 25,000 U.S. Dollars (£12,000). 01 673 6283. (4054

MASERATI GHIBLI 5000 SS. Metallic red, white leather trim, 5 speed, all extras, fabulous looking car. LHD, hence only £4,750. 01 567 5412; 01 346 5674. (4056

PORSCHE 911, 2.7 Targa. 1974 series. Yellow, black trim, air conditioning, leather trim, stereo. Beautiful throughout. LHD £5,950. 01 567 5412; 01 348 5674. (4056

FOR SALE–continued

ORIGINAL WORKSHOP MANUALS. XK120, £25. Mk. 1, £10. Sunbeam Alpine Mk. 1, £8. Handbooks for Mk. VII and VIII, £4 each. Chelmsford 71016. (20446

RARE 1955 DAIMLER Regency Mk. II. 3½ litre Saloon. Registration mark RLJ 300. Two owners, 119,489 miles. Sound clean bodywork, mechanics maintained to high standard, bills available. Good working order except engine needs top end attention. Death of owner occasions sale. Highest offer over £1,000 secures. View by appointment only. Replies to Box 5876. (20439

SCIMITAR GTE Auto. K reg., yellow/tan, new g/box, etc. Good condition. 57,000. £1,495 o.n.o. Rindley, 69 Hillcrest Road, Orpington, Kent. (4053

GILBERN INVADER Mk. II. Manual overdrive, electric windows, new exhaust, tyres, long M.o.T., stereo radio/cassette. Offers around £1,600. Nottingham 253379. (20446

MG 11, 1933 (6 cylinder, 4 seat open sports). Most original and in excellent condition throughout. Current M.o.T. Dark green bodywork with all new hood, upholstery etc. in black. £4,500 o.n.o. (There is also a spare L engine and many other parts, price to be negotiated; prefer to sell with the car). Chapel House, Beech Lane, Eaton, Nr. Tarporley, Cheshire. Tarporley 2054. (20445

SCIMITAR GTE, Feb. 78. Reg. No. 6 TAF. Electric windows, tinted glass, Wolfrace wheels, radio/cassette. 8,000 miles. £6,800. V.g.c. 0752 337091. (20444

TR2 1955. Plenty of work done. Engine, panels, etc. good. Needs completing. Genuine reason. Offers. Keynsham 61629. (20443

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BENTLEY MK. VI, 1948. Standard steel saloon, in daily use. £1,500. 0224 702874 after 6 p.m. (20441

1927 ALVIS 12/50. Open hub wheels, close ratio gearbox, short radiator. No body, dismantled. £3,000 o.n.o. Dr. Edwards, Fairlands, Cheddar, Somerset. Tel. 0934 742629. (20451

PORSCHE 924, April 1978. 6,000 miles, metallic silver, sunroof, alloy wheels, Blaupunkt stereo/cassette and radio. £8,300 o.n.o. Tel: 0604 37080 or 060422661. (20450

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WOLSELEY 18/85, 1946. For restoration including many spares. £225. Most parts available from crashed Wols. 1500. Prefer to sell complete. £40. Hucknall 4154. (20447

VOLVO 1800E Sports. White with red interior, extras include sunroof, wide profile wheels with new XAS tyres, low mileage, garaged and maintained regardless of cost, outstanding condition in all respects. Offers around £2,360. Phone Mr. Lennard on 01 730 5221 (office hours). (20455

E-TYPE V12, 2+2. K reg. New tax & M.o.T. Stereo cassette player. Beautiful car, white with red leather interior, well kept. Only two owners. £4,250. Phone Kemnay 2331. (20454

MODEL-T FORD, 1921. Fully restored, chassis up, runs very well. M.o.T. until July, taxed, touring model, aster concours with minor interior trimming. Phone Corby 67874. £5,000. (20453

ROVER 110, 1963. Genuine 40,000 miles. Original HMV radio. Long M.o.T. Superb example of their top model. £1,150. Wormley (Surrey) 2733 or North Cerney (Glos.) 206. (20452

E-TYPE FHC, 1963. Beautiful unrestored example. 56,000 miles. C.w.w., full M.o.T. Much admired, offers around £2,750. Burscough 895003 (Lancashire). (20459

1953 BENTLEY CONTINENTAL. Sunshine roof, regal red, red upholstery. Superb condition. Seen by appointment. Perthshire, Scotland. Tel: Callander 30247. (20458

FRAZER NASH-BMW 319, 1935. Fitted 328 engine. A fast and useable open 2 seater. Taxed and tested. Offers around £3,100. Tel. Brigg (Sth. Humber) 53333. (20457

MG YA. Needs tidying and one half shaft. £350. Might P/ex. T-type or V-type bits. Tel: Brigg (Sth. Humber) 53333. (20457

SINGER NINE Roadster. 1948. For restoration. Offers, telephone Cambridge 58494 (6-8 p.m.). (20456

LOTUS ELAN Sprint. Completely original and in exceptionally fine condition throughout. Undoubtedly one of the best original Elans there is. Genuine reason for reluctant sale. Sound investment at £3,000. Phone Uley 270 (Glos.). (20417

MORGAN PLUS 8, P reg'd., Brunswick, good tyres, tonneau, low mileage. £5,100. Tel. 01 777 6808. (20416

PORSCHE 911T Sportomatic. 1971. Superb, documented history, spoiler, S wheels, S suspension, tinted electric windows, HRW, rear wiper, radio/cartridge. £3,475 o.n.o. Tel. (0352-84) 514 near Chester. (20461

MORGAN 4/4 1974, 4 seater, British Racing Green, 23,000 miles, 2 owners, wire wheels, over £400 worth extras, superb. £3,975. Tel. (0352 84) 514, Near Chester. (20461

ROLLS-ROYCE, 1934 20/25 Barker sports saloon limousine, excellent condition. £9,500 o.n.o. 37, Plemont Gardens, Bexhill, Sussex. (20460

MERCEDES 190SL Hard top, recent new soft top, exhaust and tyres. M.o.T. May. £2,000. Sway 2385. (20430

MORGAN 4/4. Four-seater. June 1973. 53,000 miles, white with black interior, wire wheels, luggage rack, tonneau, door handles, undersealed, rear bumper, nice condition. £3,550 o.v.n.o. Telephone Castleton (Yorks) 548 after 6 p.m. (20429

1925 SUNBEAM 14/40 open two seater with dickey. Delightful period vehicle in fine original condition. Offers around £5,000. 01 761 4241. (20411

FERRARI DINO 246 GT. L Reg. 28,000. Ferrari maintained documented history, blue with black leather, stereo radio/tape, immaculate. £6,600. Tel. Bidford on Avon 2871. (20412

SUPERB JAGUAR E-type FHC. 1969 Third Place at International E-type Concours. Finished in the original colour of black pearl with black leather trim. 'As new' chrome wire wheels and tyres, undersealed from new, genuine 45,000 miles, radio, tinted glass, original log book and known history. £3,950. Phone Newton Abbot 3928 day, 3966 evenings. (20413

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"Richardson's"

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NOSTALGIA

NOON IN HERTFORD = 4 a.m. IN L.A.!

This advertisement is having to be written some 24 hours after my return from California, thus I hope you will excuse any "laggedness" in writing-style and grammar due to my head, hands and feet being still firmly ensconced in the "747"; whilst, of course, my heart is left in San Francisco (Sausalito, Stinson Beach, Monterey, Santa Barbara, etc.) and my wallet in Las Vegas!

Naturally, the trip was over far too soon, but so much did my wife and I enjoy it, that we would hope to return again in 1979 and fulfill my ambition to enter a "NOSTALGIA" car in the Laguna Seca Historic Races. Meanwhile, thanks to all for the friendliness and hospitality shown – I wish I could make California a second home!







1936 JAGUAR SS 100 2½-litre SPORTS – DLH 802; a truly magnificent example of this most handsome (and remarkably rapid) post-vintage thoroughbred; extremely original (original engine etc.) and presentation throughout to International Concours standards – **93 pts.** *Photo.*

1956 JAGUAR XK 140 FHC – 6 HPL; a really beautiful example, the subject of a total body-off-chassis rebuild over 2 years, with full mechanical restoration, a brand new Connolly hide interior etc; S/E engine mods., dual exhaust and Konis etc.; – **90 pts.** *Photo.*

POSSIBLY COMING
1964 AC COBRA 289 Mk 2
A very nice example indeed

1967 MERCEDES 250 SE SALOON – RHM 999F; this is my own car, and is undoubtedly the finest example anywhere, having covered 34,000 miles only and still retaining its original factory chocolate-brown paintwork etc.; literally as new throughout, and a genuine showpiece – **£4,500 – 94 pts.** *Photo.*

1966 ABARTH 2000 RS SPYDER; your last chance to buy this extremely beautiful and rare post-historic sports-racing car, before I have it cosmetically restored (mechanically it is first-rate) and double the selling price! Incredibly quick, but docile enough for road use (lights etc., already fitted); left-hand drive; all UK taxes etc., paid; 2-litre 202 bhp. Twin cam engine (rear); – **71 pts.** *Photo.*



1967/70 EX WORKS MGC LIGHTWEIGHT GT – VHY 5H; the famous all-aluminium 'Targa Florio' car; 3,000 miles only from new and original to the last nut and bolt, including paintwork on body, chassis and engine compartment etc., plus the 'Concurrente Verificatione' sticker; M.o.T.'d and road-useable, and of course, for Post-Historic Racing; special everything and indecently rapid too! – **86 pts.** *Photo.*



1966 ALFA ROMEO 1600 GTA-YRK 489S; left-hand drive; a very rare car being one of the all-aluminium factory lightweight GTA's that were so successfully raced in the sixties; full 'works' equipment and appearance, leading to the belief that this may well be an Auto-Delta car; 30,000 miles from new, taxed and M.o.T.'d; literally an everyday shopping car or Group 4 Historic contender – **86 pts.** *Photo.*

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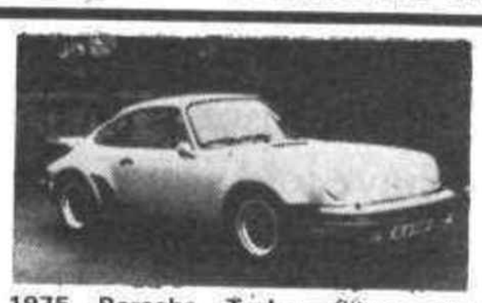
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1975 Porsche Turbo. Silver, our director's personal car. **£15,950**



1976 Lotus Elite. White, black vinyl roof, tinted glass, radio. **£6,450**



1967 Silver Shadow. Caribbean blue, blue Everflex, air conditioning. **£9,950**



1972 Porsche 911S Targa 2.4. Yellow, black Recaros 8" wheels. **£4,950**

1977 Jaguar XJS Automatic. Yellow gold, black interior, GM gearbox, Phillips 860. **£11,950**
1977 Lotus Esprit. Red with marcasite trim, radio/stereo, tinted glass. **£7,950**
1974 Jensen Interceptor Mk III. Metallic copper, light tan trim & sheepskin inserts. **£5,950**
1973 Jensen Interceptor Mk III. Black, light tan trim, 27,000 miles, one owner, mint condition. **£5,950**
1977 Cortina Ghia 3-litre Superspeed. Metallic red, tan cloth, an amazing 'Flying Machine'. **£4,450**
1973 Elan +2S 130/5. White with oatmeal trim, tinted glass, radio/stereo, 28,000 miles. **£2,950**
1977 Triumph TR7. Red with tartan trim, tinted glass, radio/stereo, 2nd year Supercover. **£2,950**
1975 BMW 2002. Manual, metallic silver, blue velour, radio/stereo. **£2,750**



1970 Porsche 911S. Yellow, black int, 58,000 miles, mint original cond. **£3,950**



1974 Morgan 4/4. British racing green, black cockpit, mint condition. **£4,450**



1976 BMW 320I. Fiord blue, blue cloth, elec. roof, alloys, radio/stereo. **£5,350**



1976 MG-B GT. Primrose yellow, radio/stereo, tinted glass. **£2,950**



1974 Triumph Stag Automatic. French blue, radio/stereo, one owner. **£3,450**

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TVR CONVERTIBLE 3000S in Silver.
TVR TURBO in Gold, wolfrace wheels.
TVR TURBO in Black with white sunshine roof and vinyl roof, colour band, wolfrace wheels and stereo cassette player, 'T' registered, ex-motor show car - this car would now cost £10,750 on the road new but is offered at a substantial saving for: **£8,750.00**

Available shortly will be:-

TVR TAIMAR in Black with leather seats, electric windows, halogen headlights, wolfrace wheels, Michelin XWX tyres.
TVR CONVERTIBLE 3000S in British Racing Green.

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NEW 260Z SPORTS in Bermuda Red.
NEW 260Z SPORTS in Sebring Yellow.
NEW 260Z SPORTS in Metallic Bronze.
NEW 260Z 2+2 in Metallic Aubergine.
NEW 260Z 2+2 in Silver.
NEW 260Z 2+2 in Metallic Bronze.
1976 260Z 2+2 in Silver **£4,595.00**
1975 260Z 2+2 in Silver **£3,495.00**
1977 260Z SPORTS, Stereo cassette, alloy wheels etc, in Silver **£4,695.00**
1978 260Z SPORTS in Metallic Aubergine, Webasto sunshine roof, very low mileage. **£5,695.00**
1977 260Z 2+2 SUPER-SAMURI, Red and Gold. **£6,300.00**

Our stock of used cars for sale includes:-

MINI COOPER 'S', 1275, recent new shell, complete engine overhaul, Ivey head, Piper cam, lightweight clutch and flywheel, crank re-hardened and polished, balanced, etc., repainted, Black.
RELIANT SCIMITAR, 1977, Chocolate Brown **£5,695.00**
ALFA ROMEO ALFETTA GT, White, 1976. **£3,595.00**
LANCIA BETA MONTE CARLO in Verde, Blaupunkt stereo, 113 miles **£6,295.00**
BRISTOL 411 MkV, 1976, air conditioning **£12,995.00**
BRISTOL 403 - some restoration work required at present, rebuilt engine, known history.
BRISTOL 405, V8 Daimler engine, front disc brakes.
LEA FRANCIS SALOON, 1951
BENTLEY MkVI, 1949, M.O.T. and good runner but not concours.
JENSEN HEALEY, ex-works prodsports car, unregistered but ready for the road, blue-printed engine, 5-speed getrag box, aluminium bonnet **£3,500.00**
JAGUAR 'D' TYPE REPLICA, 4.2, SU carburettors
LISTER BRISTOL, ready to race, known history. **£6,000.00**
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FORD ESCORT RS2000, 1978, 4000 miles, Yellow. **£3,995.00**

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TVR TUSCAN V8 or TVR GRIFFITH in any condition, shape or form, also **BRISTOLS,** any year or model.
DATSUN 240Z's and **260Z's** bought for cash.

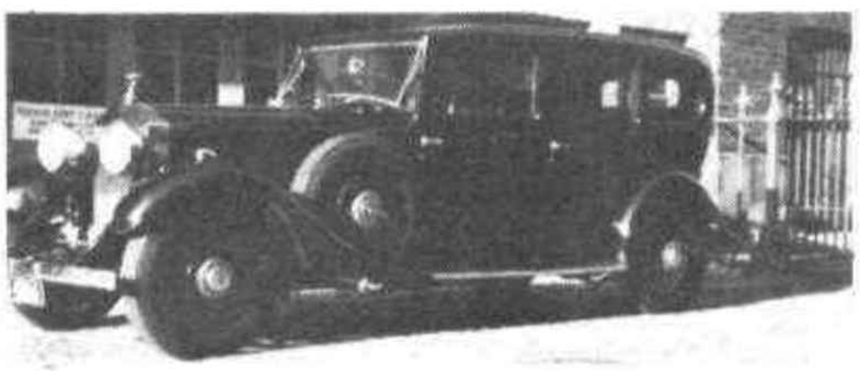
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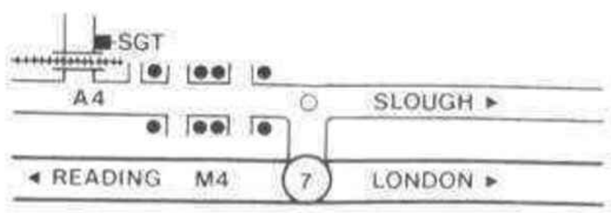
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1973 LOTUS Europa Special. 5 speed, white, alloys, sundym, one owner, radio/stereo.

1973 LOTUS Europa Special. J.P.S., oatmeal, alloys, sundym.

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1973 LOTUS Elan Sprint. fhc. Gold/white, 30,000 miles.

1973 (Series) LOTUS Elan Sprint. dhc. J.P.S.

1973 (Series) LOTUS Elan Sprint. fhc, red.

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1973 FERRARI Dino 246 GT Spyder. Red, leather int., service history, radio/stereo.

1972 FERRARI Dino 246 GT. Primrose, 36,000 miles, radio/stereo.

1972 FERRARI Daytona 365 GTB. Yellow, leather, air cond., service history, 29,000 miles.

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1973 JAGUAR E Type V12 2+2. Manual, azure blue, 37,000 miles, sundym, radio/stereo.

1973 (Series) JAGUAR E Type V12 2+2. Auto, met. silver, 45,000 miles, sunroof, sundym.

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1970 JAGUAR E Type 4.2, fhc. Navy, low mileage, cww, radio.

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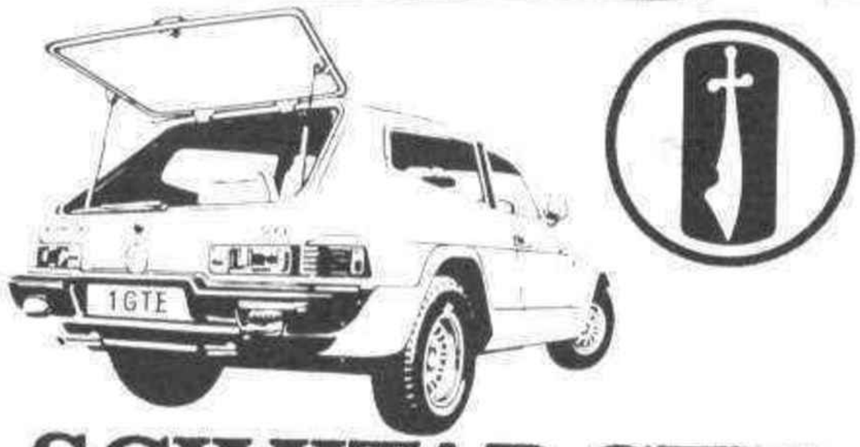
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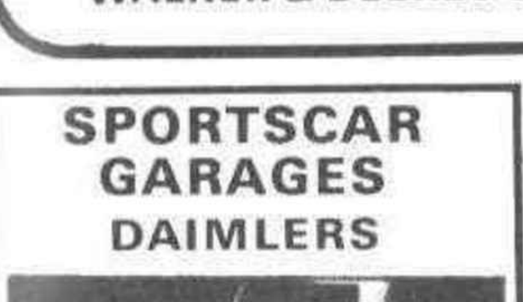
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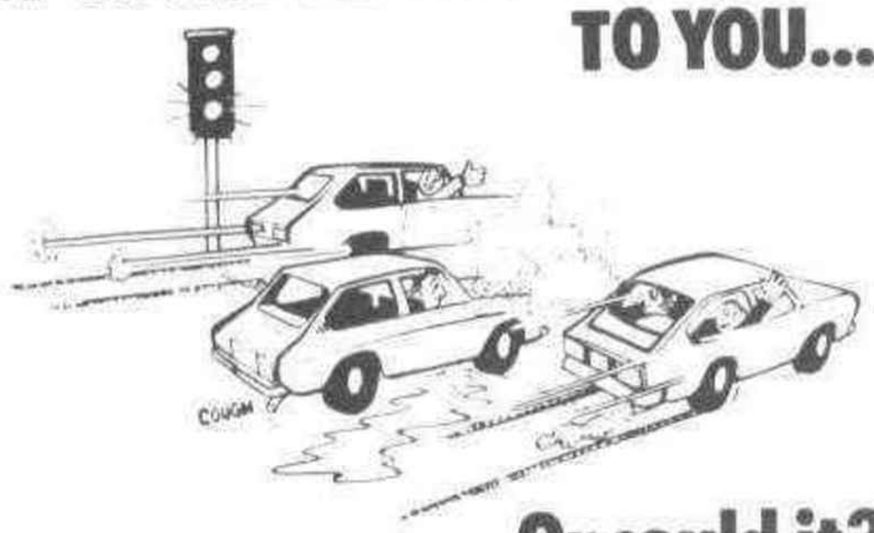
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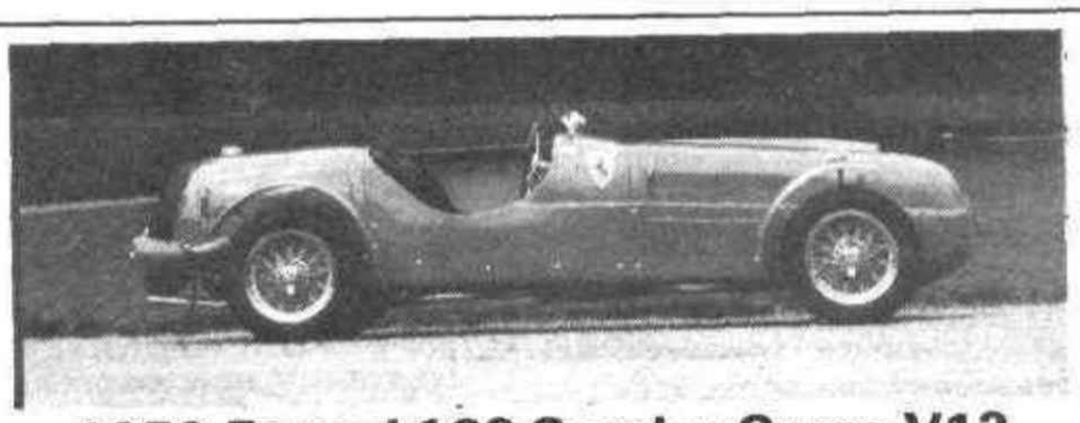
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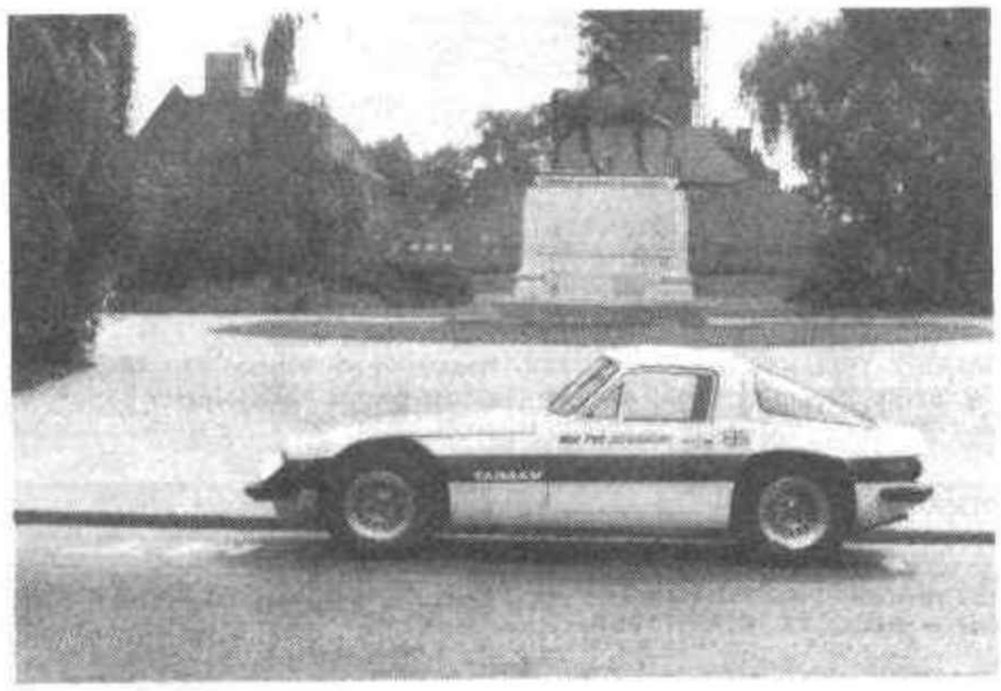
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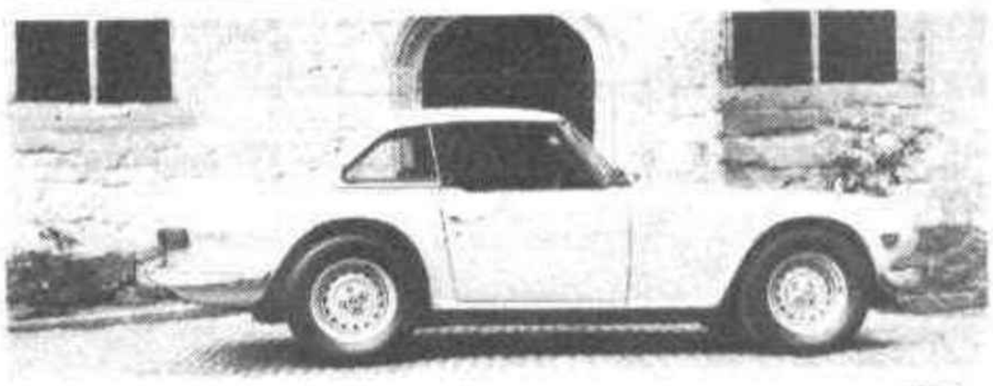


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BMW 2002 T11 Alpino, 1975 P Reg. White, new engine, full history, 1 owner **£3,950**



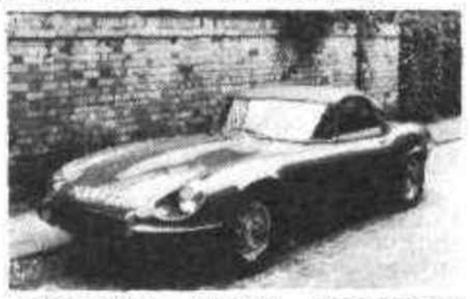
PORSCHE 911 Luxe '73. Roman purple, elec. windows, sunroof, rec. seats **£5,750**

PORSCHE BMW Ferrari

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PORSCHE 911S 2.2 Litre, 1971. Original metallic paint, factory fitted, options include elec. roof, windows, tinted glass, rear wiper etc. Immaculate.



JAGUAR V12E Roadster, 1974. Signal red with black trim. Manual transmission, chrome disc wheels. Absolutely as new condition, 3,000 miles only.



JAGUAR V12E Roadster, 1974. Signal red with biscuit trim, manual transmission, chrome disc wheels, headrests, etc. in new condition. 400 miles only.

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TR6	**1975**	Mimosa, overdrive, 22,000	**£3,350**
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MG-B GT V8 1976 Finished in green with brown cloth trim, sunroof, manual overdrive, 30,000 miles only.



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MG-B ROADSTERS Currently 10 hand-picked versions with overdrive, 1972-7, various colours and extras. from **£1,395**

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LANCIA BETA HPE Choice of 4 1600 & 2000 versions of this popular sporting estate, 1976-7. from **£3,485**

JENSEN-HEALEY Choice of 3 1974 roadsters, Malaga blue, dark blue or yellow, one with factory hard & soft-tops. All with radio, alloy wheels, etc. from **£2,295**

ALFA-SUD T1 Delightful 1977 car. Yellow with black & grey cloth, sunroof, etc. **£2,585**



The new **Convertible** is in stock as is the **3000M** and the **Taimar** in choice of colours with the **Turbo** to order for the brave only.

MASERATI "MERAK SS" Most striking 1977 coupe in Rosso with grey velour, air-cond, radio/elec, aerial, alloy wheels, etc. A one owner, low mileage car with service history. **£11,985**

MINI 1275 GT Choice of 2 one-owner cars, a 1977 in metallic blue & a 1978 in red with grey cloth. from **£1,995**

FIAT X19 Beautiful 1978 (S) Targa-topped 2-seater in blue, radio/elec. aerial, nominal mileage by sole owner. **£3,685**

TRIUMPH TR7 Choice of 6 Tahiti blue, red & white, 4 with 4-speed and 2 with 5-speed, 1976-7-8. from **£2,585**

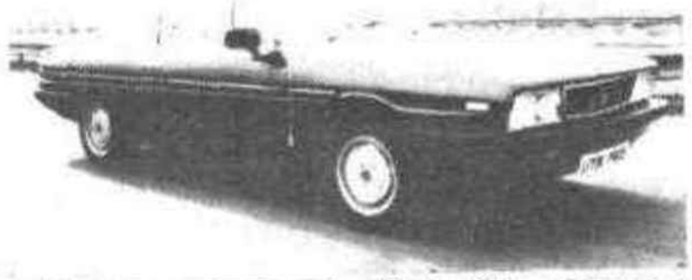
JAGUAR XJS Fully equipped 1977 car in white with blue trim, 1 owner, low mileage, service history **£11,595**

MG MIDGET Choice of 6 of these popular cars in various colours, 3 1500's and 3 1275's from **£1,395**

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PEUGEOT 304 CABRIOLET Rare 1975 open 2-seater in met. green with tan trim. **£2,285**

VW SCIROCCO GLS Delightful sports hatch-back in pearl with brown cord trim, alloy wheels & tints, 1977. **£3,785**

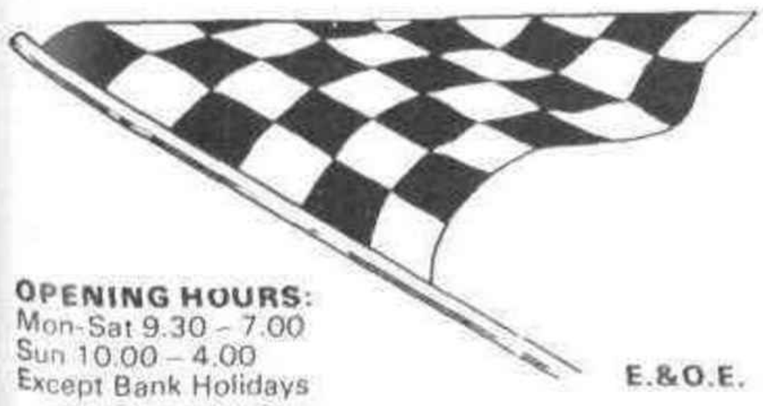
JAGUAR E-TYPE V12 Attractive signal red/black trim 2+2 coupe, PAS, chrome wheels, radio-tape/elec. aerial, 1973. **£4,995**

FORD CAPRI 3000 GHIA White with black cloth & roof, sunroof, auto, PAS, alloy wheels, radio/tape, etc. **£3,865**

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LANCIA BETA COUPES Choice of 12 1976-8 cars in various colours, extras include stereo radio-cassettes, etc. All are 5-speed & alloy wheels, 6 are 1600, 4 are 2000 & 1 1300. from **£2,285**

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ASTON MARTIN DBS6 Vantage 1973. 11,000 miles from new, one of the last 6-cylinder Aston's made, finished in met. imperial blue, magnolia hide, chrome wire wheels **£10,950**



FERRARI 275 GTB 1975. Rosso Chiaro red, black hide trim, recent extensive engine and gearbox rebuild, costing over £4,000, 65,000 miles with history **£13,500**

ROLLS ROYCE

1974 SILVER SHADOW. Finished arch model, finished in land green, green hide, choice of two others

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1972 SILVER SHADOW. Nottingham green, black hide, 55,000 **£13,750**

1970 SILVER SHADOW. Shell grey, over green beige hide, 62,000 miles, very special. Choice of three others.

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Left hand drive

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1977 DAIMLAR 66 COUPE. Squadron blue, tan hide interior, chrome wheels, 4,000 miles only, as new **£8,995**

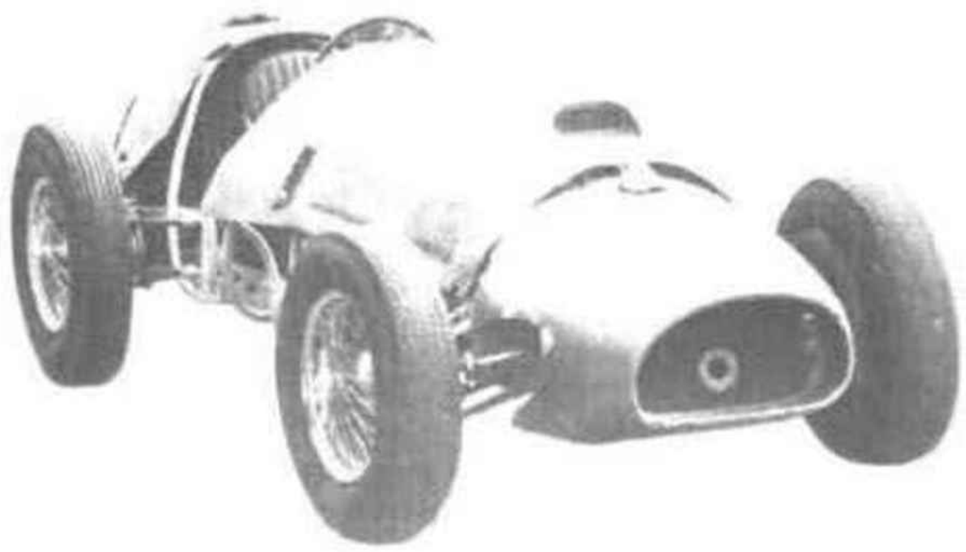
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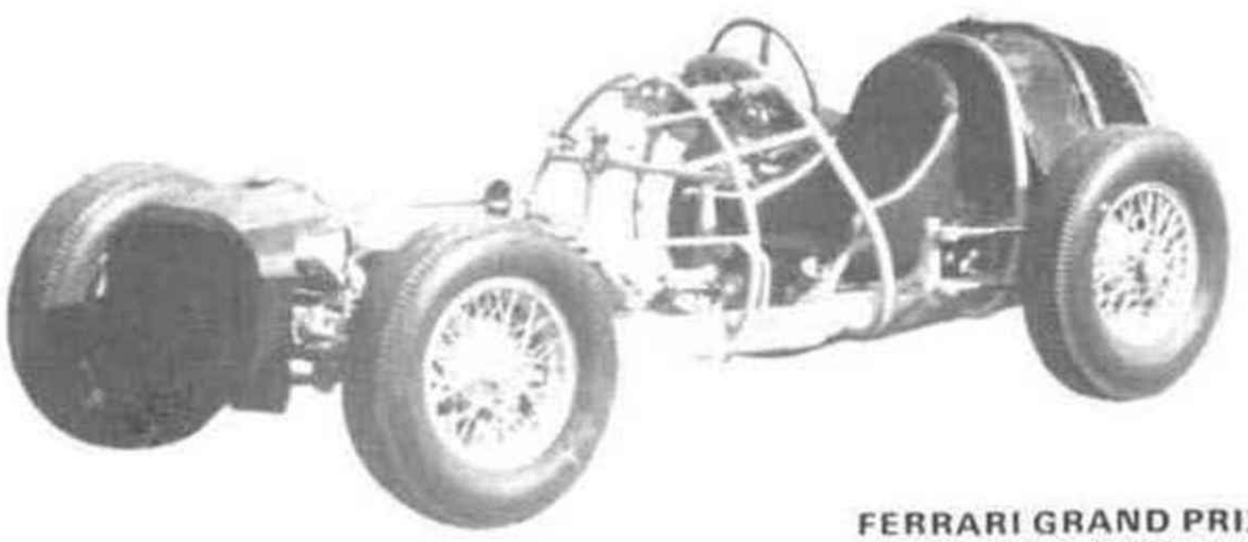
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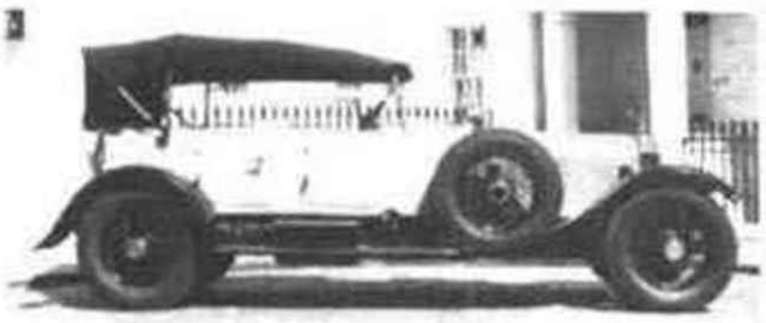
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1935 Squire tourer



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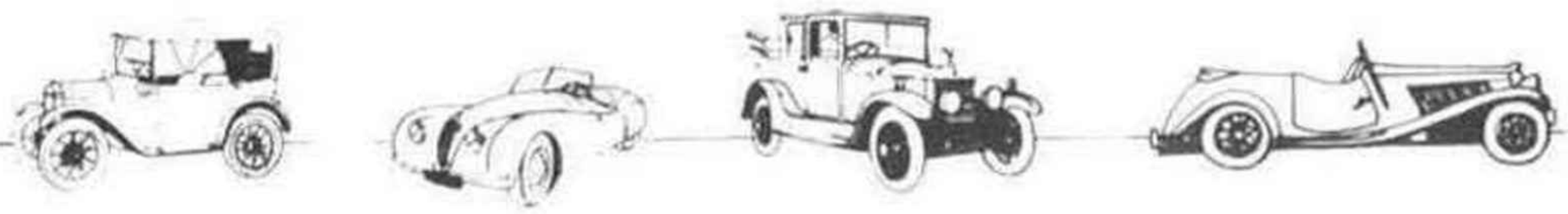
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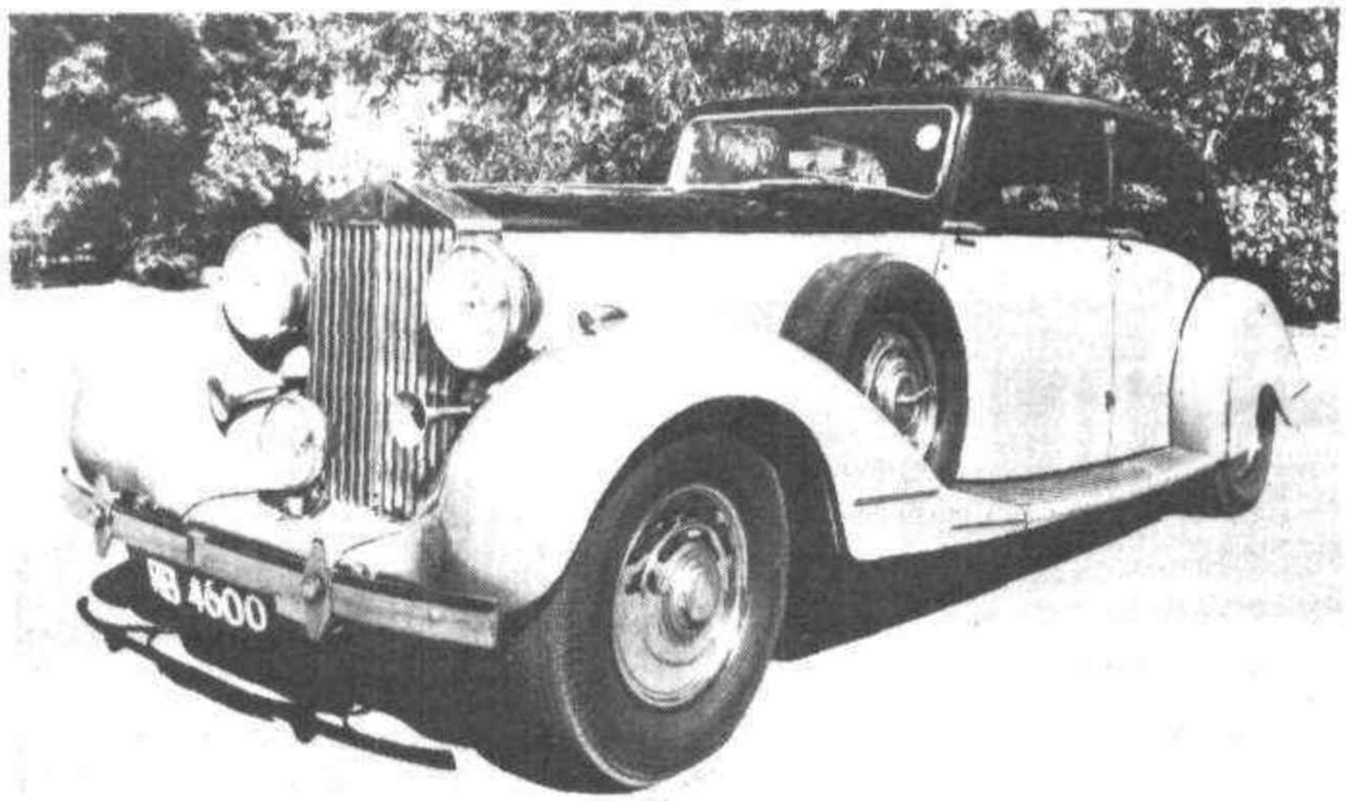
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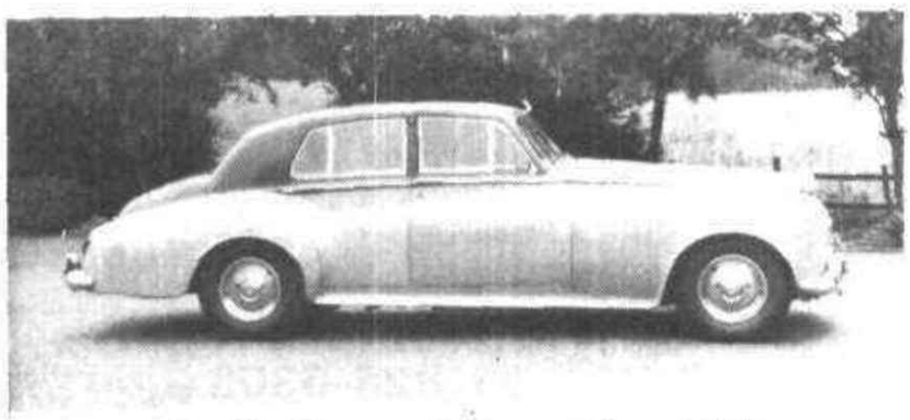


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Our racing Mk VII, reg MK VII, is not now for sale, it won its class again at Castle Combe 28.8.78 despite its driver's spins in the countryside! But Chuck Nicholson's Mk IX is at £1,950 depending on spec. We also have more conventional examples from £750.

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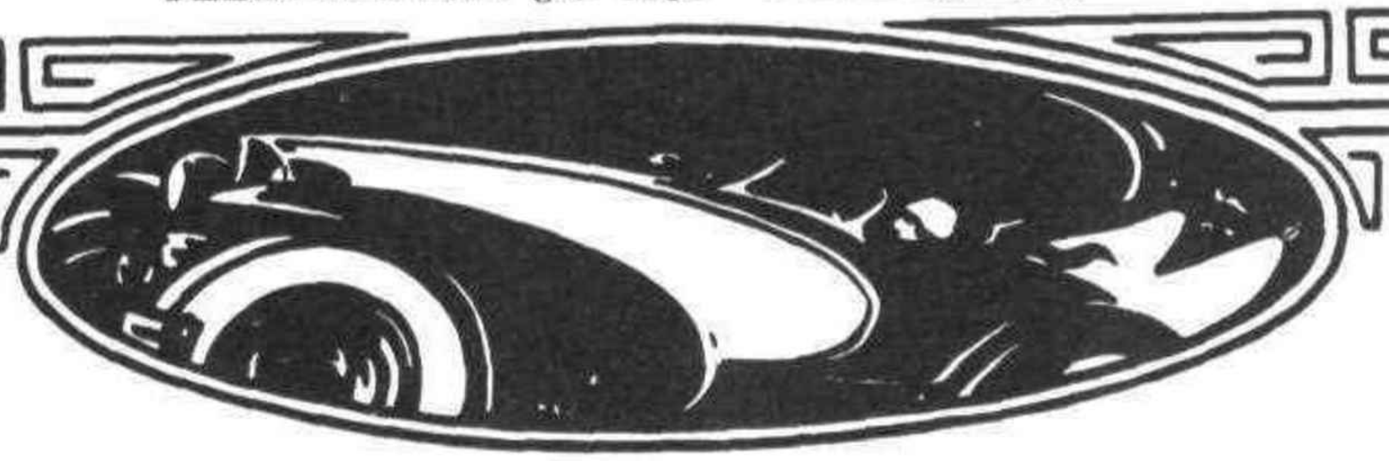
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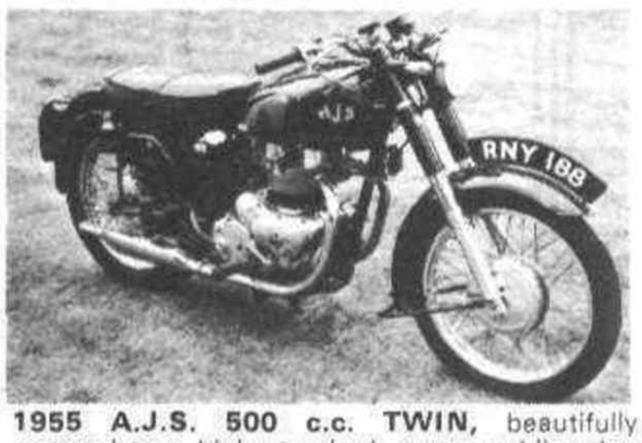
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£4,250 JAGUAR XK120 Roadster. Excellent condition throughout. Disc brake conversion, wire wheels.



BRISTOL 404. The "Business Man's Express". Totally original, immaculate condition. Full Bristol service history from new.



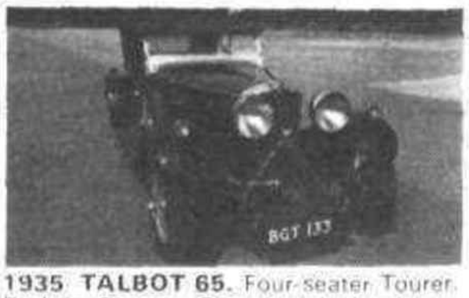
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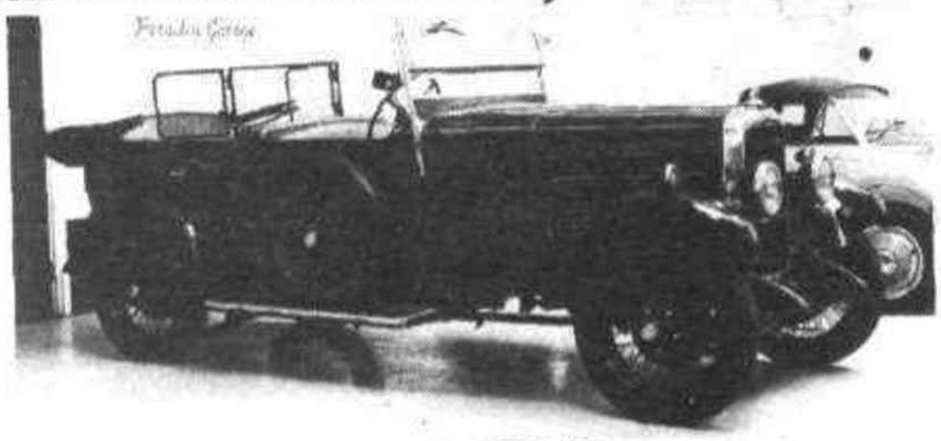
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1933 CHRYSLER



1934 SINGER 9



1934 LAGONDA M45



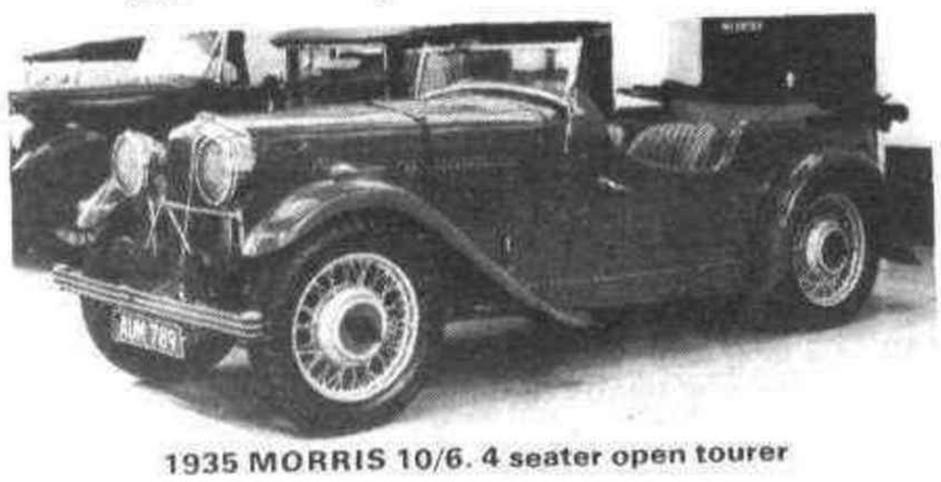
1936 BRITISH SALMSON 3 position d/h. coupe



1947 JAGUAR 3½-litre. 1½-litre also available



1958 MERCEDES 300 SL. CHOICE OF TWO



1935 MORRIS 10/6. 4 seater open tourer



1965 ASTON MARTIN DB5 convertible

OTHER CARS IN STOCK

Aston Martin DB2/4 fhc and dhc
Healey Silverstone
Talbot 14/60
Triumph Roadster

Allard Red Ram
Aston Martin DB6, DB5, DB4
Buick Straight 8
Sunbeam Alpine Roadster Convertible

Austin 12/4 Open Tourer
Lagonda LG.45 choice of two
Austin Healey Mk. I, II, III
Jowett Jupiter

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SPECIALISTS IN CLASSIC CARS

1963 JAGUAR Mk. 10, Silver, manual, sun roof
1967 JAGUAR 3.8S, White, auto
1968 VOLVO P1800S, COUPE, Grey, 11,000 miles
1956 MORRIS OXFORD SALOON, Black
1949 FORDSON TRUCK, Blue, canvas hood
1948 TRIUMPH ROADSTER, White, concours winner
1955 AUSTIN HEALEY 100/4, White
1967 AUSTIN HEALEY 3000 MK. III, Silver
1957 BRISTOL 405 ZAGATO, Gold



1969 JAGUAR 'E' 2+2. Maroon, choice of 3



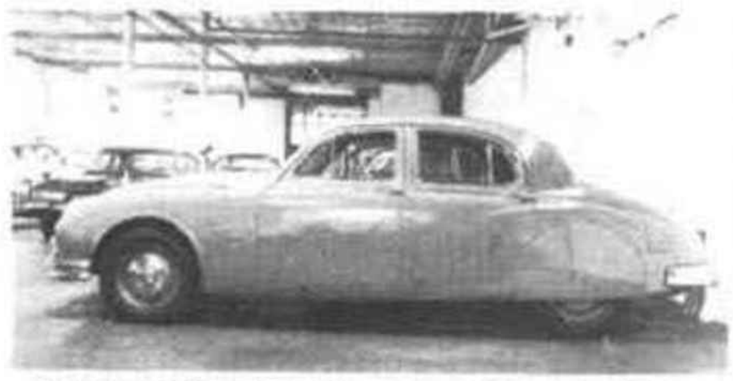
1938 LAGONDA V12. Dark blue



1970 JAGUAR 'E' TYPE BASED SPECIAL. 4.2 engine

1957 BRISTOL 406, Grey
1956 MORRIS OXFORD, Black
1960 DAIMLER DART, Blue, H/S Tops, W/W
1951 JAGUAR XK120 ROADSTER, red
1961 AUSTIN HEALEY 3000, Red
1956 SUNBEAM TALBOT ALPINE
1963 AUSTIN HEALEY 3000
1960 ROVER 95, Grey/blue
1950 MG TD, Red, concours
1964 AUSTIN HEALEY 3000 II
1952 JAGUAR XK120 ROADSTER, White
1961 DAIMLER DART, Red
1957 JAGUAR MK VII
1967 ASTON MARTIN DB6 VOLANTE
1961 ALVIS TD21, W/W, black
1974 FERRARI DAYTONA, Blue
1965 TRIUMPH TR4A, IRS, Green
1938 LAGONDA V12, Blue
1936 ALVIS SPEED 25 Charlesworth
1963 JAGUAR 3.8 'E' TYPE F.H.C.
1952 FORD POPULAR, Grey, V. low mileage
1971 LOTUS ELAN +2S, Red
1956 DAIMLER CONQUEST Drophead coupe
1961 MORGAN +4, Yellow
1967 BUICK RIVIERA, Bronze
1961 ALVIS TD 21 Drophead
1927 ROLLS-ROYCE 20 HP by Barker
1965 ALVIS TE21 Coupe, Grey
1965 MERCEDES 220 SE Convertible
1959 BENTLEY S1, Black
1969 MERCEDES 260 SL, Gold
1934 DAIMLER LIMO. By Hooper
1956 BUCKLER 2 STR. Sports
1936 AUSTIN 10, Brown/cream
1961 ASTON MARTIN DB4. Blue
1964 ROLLS-ROYCE SC III, Blue/silver
1971 ASTON MARTIN DBS V8, Red
1969 ROLLS-ROYCE SILVER/SHADOW.
1966 BRISTOL 409, Silver/grey
1963 AUSTIN HEALEY 3000 IIA
1965 BENTLEY Continental Flying Spur
1958 TRIUMPH TR3A, Black, w/w
1973 FERRARI Dino, Red
1963 DAIMLER Dart, Red, w/w
1967 JAGUAR 'E' Type 4.2 ROADSTER
1956 JAGUAR XK140 COUPE, B.R.G.
1966 ASTON MARTIN DB5, White
1948 MG YB SALOON, Red
1946 ROVER 16, Black/red
1923 DODGE 4Dr. SEDAN, Black/blue, manual
1911 DAIMLER 3Dr. Tourer, grey
1938 ROLLS-ROYCE 25/30 Sports Saloon,
1961 MORGAN +4 COUPE, B.R.G.
1923 ABC Roadster, Aluminium body, 2-seater
1936 DELAGE D6 Coupe, red
1933 VAUXHALL 'SILENT SPEED' Boat-tailed tourer
1936 AC DROPHEAD with Dickey, green,
1954 ROLLS SILVER WRAITH by Mulliner
1960 ROVER 80 SALOON, Grey, manual
1955 Rover 75 SALOON, Beige, LHD, Manual
1960 ROVER 100 SALOON, Black, manual
1964 ROVER 100 SALOON, Green, manual
1964 ROVER 100 SALOON, Grey, manual
1964 ROVER 110 SALOON, Green, manual
1971 ROVER 3½-LITRE COUPE, Grey, auto
1950 HUMBER DROPHEAD by Tickford, Green,
1928 SINGER 9 HP SALOON, Maroon

1971 ALFA ROMEO 1750GTV, Grey
1958 STUDEBAKER HAWK, Black
1958 MG MAGNETTE, Pale blue, mint
1955 SUNBEAM TALBOT 90, Blue, Manual
1963 ROLLS-ROYCE SCIII, Continental H. J. Mulliner
1963 PEGASO SPORTS, V8, V. rare, blue
1956 JAGUAR XK140 ROADSTER, Blue
1947 ARMSTRONG SIDDELEY, Black
1967 TRIUMPH TR4A, B.R.G.



1958 JAGUAR Mk. I. Grey, red leather



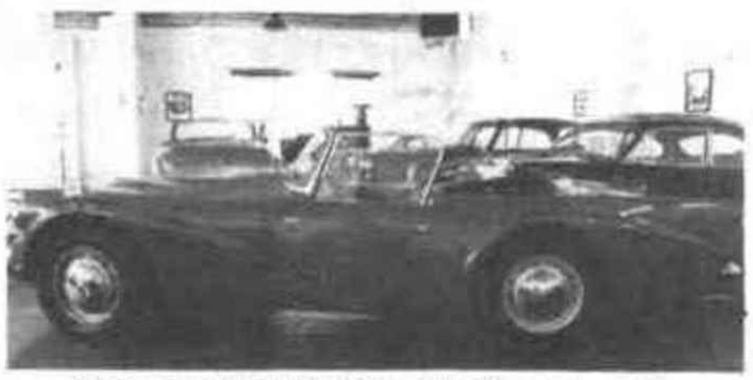
1965 ROLLS-ROYCE SC III CONTINENTAL. Regal red



1937 MG TA. Green, choice of 2



1935 ALVIS SPEED 25 CHARLESWORTH. Two-tone grey



1961 DAIMLER DART. Choice of 4, 1 with hard top



1955 JAGUAR XK 140 ROADSTER. Blue

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971 **PONTIAC CATALINA,** 2 dr. coupe, green
971 **PONTIAC PARRISIENNE,** Silver
971 **DODGE CHARGER, 383,** with Belgian plates
938 **BUICK McLAUGHLIN LIMOUSINE,** Black
H.D.
921 **MORRIS COMMERCIAL ROLLING**
HASSIS
953 **ARMSTRONG SIDDELEY SAPPHIRE,**
reen. S/auto
959 **JAGUAR XK 150 DROPHEAD,** Met. Blue



961 ALVIS TD 21. B.R.G., choice of 2



1947 ARMSTRONG WHITNEY.
Black, one owner



1956 JAGUAR XK 140 COUPE.
Red, *concours*



1964 ROVER 110.
Green, choice of 7 similar models

1954 LAGONDA TICKFORD, 3-litre, 2 dr. saloon, red
1950 MG TD, ROADSTER, red
MG TF, 1953 ROADSTER, red
1961 AUSTIN HEALEY 3000 Mk. I, Red
1968 MGC ROADSTER, White, manual
1958 AUSTIN HEALEY SPRITE Mk. I, Blue
1968 FIAT VIGNALE SAMANTHA COUPE, Mauve
1969 JAGUAR 'E' FHC, Red, mint
1958 MG MAGNETTE, Varitone green saloon
1954 MERCEDES 220 SALOON,. Black/ Cream, manual
1958 MERCEDES 220 SE COUPE, Blue, auto, PAS
1958 MERCEDES 220 CE SALOON, Red/black RHD
1961 MERCEDES 190SL ROADSTER, LHD, 1 owner
1954 AC 2-LITRE SPORTS, Blue, V. low mileage
1955 MERCEDES 300SL ROADSTER, Silver
1966 JENSEN CV8 Mk. III, Metallic blue, auto
1961 ROLLS-ROYCE SC11, Blue/silver, sun roof
1958 SUNBEAM RAPIER DROPHEAD, Blue
1968 LOTUS ELAN S3 COUPE, new engine, black
1953 ALVIS TA 21 TOURER, Blue
1966 ASTON MARTIN DB5, Manual, white
1961 ALVIS TD 21, Green, auto
1946 ROVER 12 SALOON, Brown/cream
1961 JAGUAR Mk.II 3.4 Auto, blue, w/w, L.H.D
1966 JAGUAR Mk.10, White, auto, e/windows
1964 JAGUAR 3.4S, Red, automatic
1965 JAGUAR 3.4S, Metallic blue, manual
1968 JAGUAR 420, Green, manual
1965 JAGUAR 3.8S, Dark blue, auto
1970 JAGUAR 420G, Dark blue, auto, e/windows
1966 JAGUAR 3.8S, Dark Green, auto
1967 JAGUAR 420, Limeflower, auto, sunroof
1959 JAGUAR XK150 COUPE, 3.4 White, mint
1957 JAGUAR MK.I, SALOON, Auto, grey.
1964 ALFA ROMEO 1600 SPYDER, Red
1962 JAGUAR Mk.II, 2.4 Red, manual
1969 JAGUAR 420G, Dark blue, e/windows, sundym
1966 JAGUAR Mk.III 3.4 Black, manual
1966 JAGUAR 3.4S, Red, manual
1967 JAGUAR 420, White, manual
1962 MK.II 3.8, Silver, manual, Coombes Conv
1956 JAGUAR XK140 Drophead, auto, LHD, blue
1951 JAGUAR XK120 ROADSTER, White
1963 JAGUAR Mk.III (4.2 engine & susp.) manual
1933 ROLLS-ROYCE 20/25 by Mulliner
1961 JAGUAR MK. IX, Auto, Grey, two owners
1970 JAGUAR 'E' TYPE ROADSTER, Manual, sand/sable
1961 JAGUAR Mk.II 3.4 Blue, manual
1967 DAIMLER 420, Green, auto
1965 DAIMLER V8 250 SALOON, Golden sand, auto
1965 DAIMLER V8 250 SALOON, Red, auto.
1969 DAIMLER V8 250 SALOON, Maroon, manual
1969 DAIMLER V8 250 SALOON, Brown, auto
1964 DAIMLER V8 250 SALOON, Black, auto
1965 DAIMLER MAJESTIC MAJOR, auto, maroon
1965 JAGUAR 3.4S, two-tone brown, manual
1967 JAGUAR Mk.II 3.4 White, manual, history
1963 JAGUAR Mk.II 3.4, Blue, auto, 1 owner
1963 JAGUAR Mk.II 2.4, Golden sand, manual
1965 JAGUAR Mk.10, Auto, black
1950 JAGUAR MK.V, 2½-litre, White, manual
1971 JAGUAR V12 'E' TYPE, Beige, auto
1970 JAGUAR 'E' TYPE 4.2 Special Roadster

1960 JAGUAR XK 150 'S'. Grey, mint, choice of 4 plus 3 dropheads

1905 RENAULT ROLLING CHASSIS
1961 ROVER 95 SALOON, Grey, manual
1973 FERRARI DINO, Red, all new metal.
1967 TRIUMPH TR4A, BRG, bills for £3000, L.H.D
1960 CADILLAC COUPE DE VILLE, Ex. Getty
1974 PONTIAC FIREBIRD, 455 engine, fully loaded
1969 HUMBER HAWK with division, LHD, Black
1955 SUNBEAM TALBOT 90, Black, manual, S/roof
1961 LOTUS ELITE, Yellow, mint
1968 JAGUAR 'E' TYPE 4.2 2+2, Maroon



1949 MG TD. Red, *concours* condition



1966 JENSEN CV8. Met. blue, grey leather



1961 AUSTIN HEALEY 100/6.
Red, mint, choice of 4 models

1963 AUSTIN HEALEY 3000 Mk. III.
Choice of 6 models

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BENTLEY 1970. Rare 2-door convertible by H. J. Mulliner. Elegantly finished in Ming blue with light blue hood, contrasting grey hide trim with dark blue carpet. Sundym glass and refrigeration. Just completed major service. A truly exceptionally nice example of this rare desirable drophead.



ROLLS-ROYCE 1970 Standard 4-door Silver Shadow elegantly finished in silver mink with contrasting navy hide trim. Full service history by its one fastidious owner. Recorded 40,000 miles, exceptional condition throughout.



BENTLEY 1967 T Series standard 4-door sports saloon finished in metallic Le Mans blue over silver, with grey hide trim and carpet. Mechanically very good, excellent tyres etc. A nice example of this early series. Just fully serviced and M.o.T. tested.



MERCEDES 1964 230SL 2-door sports coupe. Hard and soft tops, manual transmission. Finished in ivory with black top, interior trimmed in black, radio, special wheels, a nice example of this classic, economical sports car.



NORTON 1968 Atlas 750 cc Twin. A fine, original classic usable machine. Mechanically excellent, M.o.T. tested.



BRISTOL 1975 411 Convertible saloon. Elegantly finished in Old English White with black hide trim and hood. Fully equipped, radio/stereo, electric windows, speed hold, etc., etc. Recorded only 34,000 miles, an excellent example of this rare, quality sports coupe.

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THIS MONTH I AM PLEASED TO OFFER TWO SUPERB VINTAGE SPORTS CARS, BOTH HAVE BEEN FULLY RESTORED TO FULL CONCOURS CONDITION, AND MUST BE THE FINEST EXAMPLES OF THEIR TYPE ON OFFER.

1930 Delage D8S 4-litre Le Mans open sports 5-seater

This D8S has had little use since being completely rebuilt to like new original condition by leading Delage specialist (mechanics, coachwork etc., etc.). It is in concours condition and has dark blue fabric coachwork, dark blue bonnet and wings etc., black Connolly leather interior, black hood, hood bag, full length tonneau cover etc. All parts are highly polished including engine compartment, engine turned dash, etc. It is fitted with twin fuel systems, large Le Mans slab petrol tank with stoneguards, large racing quick filler cap, four SU carburettors, racing tyres, fold flat windscreen with twin aero screens, large Marchal headlamps etc. This superb Delage D8S Le Mans sports tourer possesses some of the best lines of any vintage sports car, being both rugged yet elegant that capture much of the glamour associated with this era of motoring, and very rarely come on the market for sale. New M.o.T. etc.

1924 BENTLEY 3-litre short chassis Le Mans Sports 2-seater

(9' 9" chassis (No. 155). Speed model engine mods. A gearbox, 3.9 axle). Light alloy coachwork by Messrs. Automarine of Hastings (Makers of the HRG bodies).

This is one of the most attractive looking Bentleys of its type (similar to one of the few H. M. Bentley & Partner rebuilds, like DLR8, page 34, pictured in "Bentley 50 years of the Marque"). It will not have been used since a full coachwork restoration to the concours condition it was when it won the best turned out 3-litre award at the BDC concours in 1952. (The restoration has taken nearly 2 years and cost many thousands of pounds, and I have been promised it will be completed by the time this advert appears), *some* of the restoration work includes, superbly painted in black, all parts rechromed, reupholstered in red Connolly leather, new hood, side curtains, tonneau cover, dash rebuilt, rewired, new HD battery, etc., etc., etc. It is fitted with large Le Mans slab petrol tank with chrome stoneguards which are also fitted to the P 100 headlamps and radiator etc. Fitted fold flat windscreen with aero screen, badges on chrome badge bar and the engine compartment is highly polished to concours winning condition. This unique Bentley has had one lady owner for many years and was featured in the James Bond film Casino Royale, and is being sold with its original and very valuable registration number, K19.

At the time of going to press (5/9/78) these cars are not yet in stock, hence no photos, but both have to be seen to be fully apreciated.

THE FOLLOWING CARS ARE BEING RESTORED, SOME MIGHT BE IN STOCK BY THE TIME THIS ADVERT APPEARS.

1937 SS 100 3½ litre sports 2-seater, 1934 MG PA sports 2-seater, 1933 Aston Martin 1½-litre Le Mans 2/4 seater, 1929 Vauxhall Hurlingham Boat Tailed Sports 2/3 seater 1938 Lago Talbot 4-litre drophead coupe, plus other fully restored pre and post war classic sports cars.

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Please note I will be close on and from Saturday December 2nd and reopen on Monday 29th of January.

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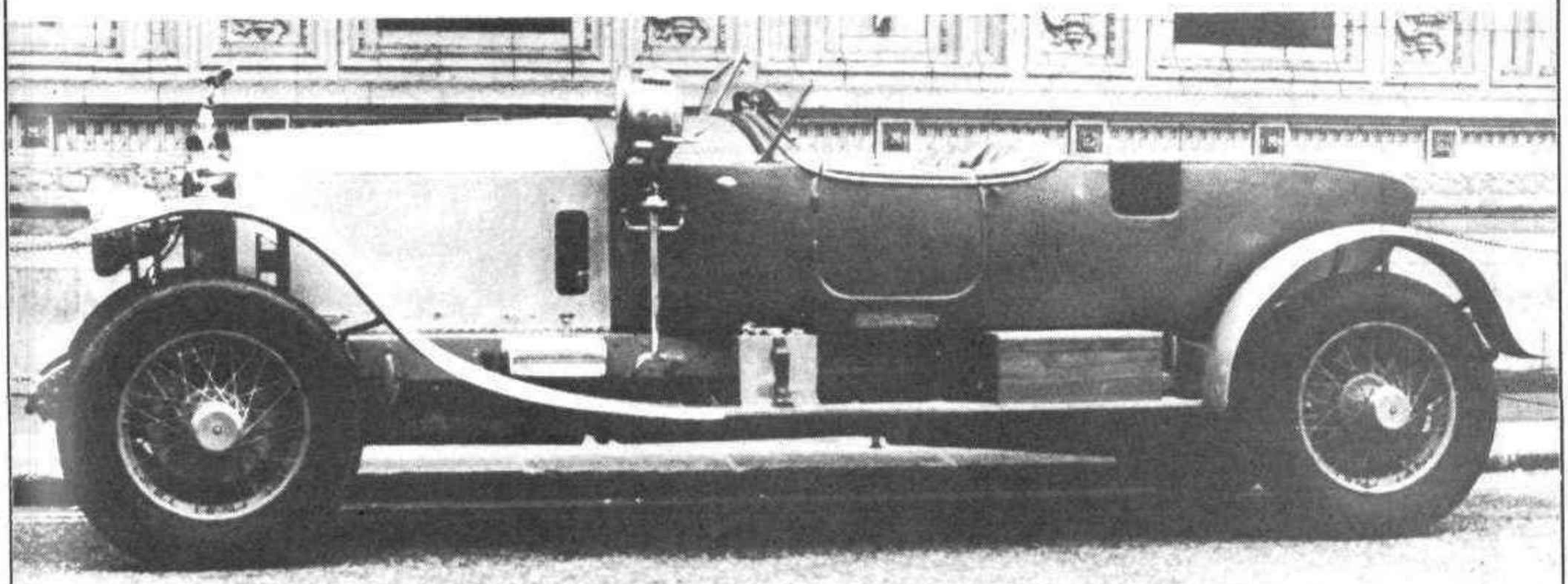
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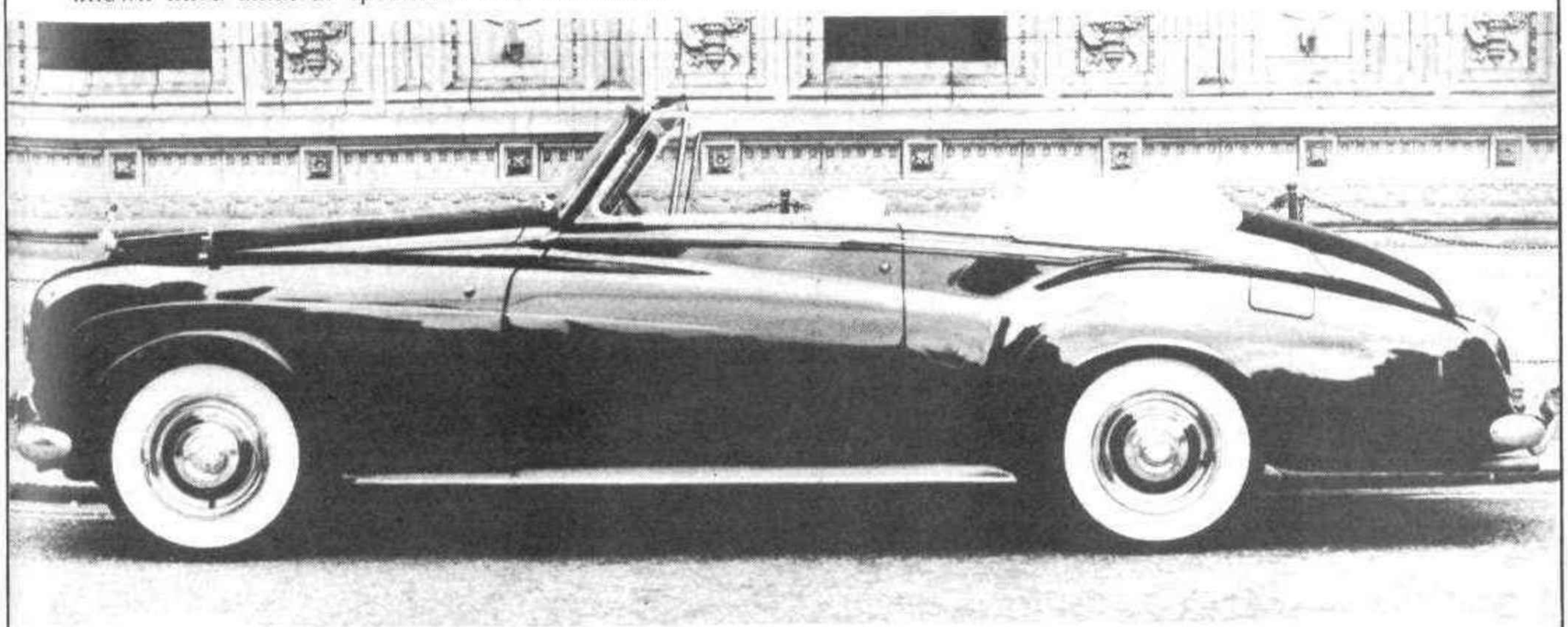
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1923 Rolls-Royce Silver Ghost Gentleman's Speedy Roadster

Probably the fastest Ghost in the world, thanks to its twin carburettor conversion. Has featured in long article in Motor Sport (December 1975). Victor of the famous, so-called "Race to Destruction". Lately the property of a well-known titled amateur sportsman and enthusiast.



1963 Rolls-Royce SCIII Convertible by H. J. Mulliner

A superb example of this very rare and sought-after car. Finished in garnet, with off-white leather. Interesting history.

Stock List. We apologise to subscribers for the irregularity of the stock list. The fine cars we have been buying have been sold before we could print. Subscriptions will, of course, be extended free of charge. We hope to announce some very interesting purchases in the near future.

Coys Motoring Antiques. Still more mascots, bronzes, models, toys and literature for sale and wanted.

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1970 Rolls-Royce Convertible by H.J.M. £14,750 also 1971 Bentley T Convertible available



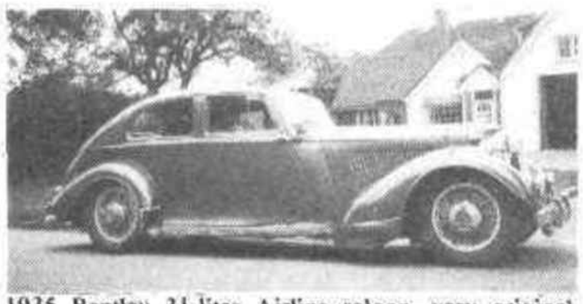
1948 Rolls-Royce Silver Wraith Sedanca De Ville



1948 Bentley Road/Racer supercharged (very fast). £9,500



1960 Bentley Continental Convertible by M.P.W. £12,950



1935 Bentley 3½-litre Airline saloon, very original. £8,950



1958 Jaguar XK150 extensive history, drives like new. £5,500



1964 Rolls-Royce SCIII Sundym glass & refrigeration. £10,500



1948 Bentley Mk VI by James Young, fully restored. £7,950



1961 Rolls-Royce Phantom V LEFT HAND DRIVE.

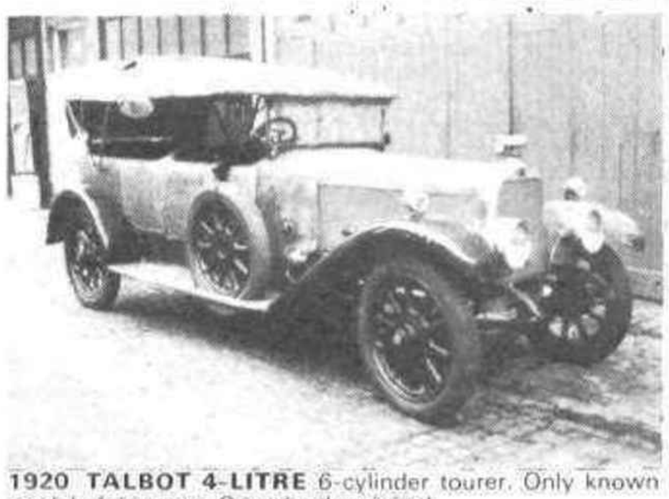
The above together with a further selection of Classic Cars can be viewed at our garage, which is 15 minutes from Heathrow Airport and only 30 minutes from London's Paddington Station to Maidenhead, where our chauffeur will be happy to collect you.

DAN MARGULIES

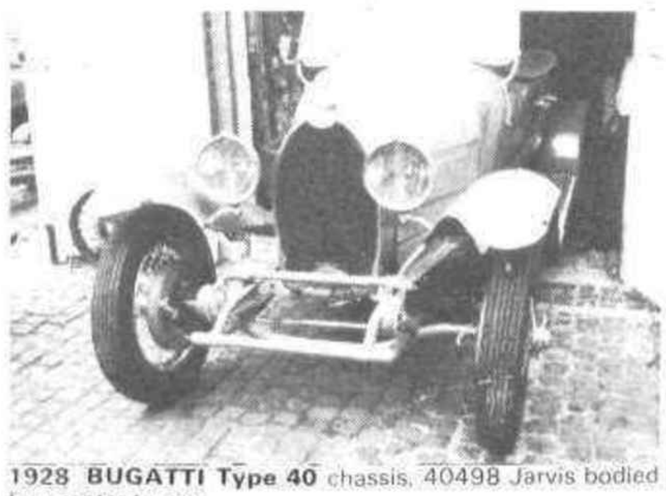
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1932 ALFA ROMEO 8c. supercharged short chassis two-seater.



1920 TALBOT 4-LITRE 6-cylinder tourer. Only known model of this type. Completely original.



1928 BUGATTI Type 40 chassis, 40498 Jarvis bodied four seater tourer.



1930 LAGONDA 2 litre speed model low chassis tourer. Also similar 2 litre available with boat tailed 2-seater body.



1925 SUNBEAM 14/40 2-seater with dickey.



1939 (Registered 1946) RAILTON 8 cylinder drophead coupé.

1931 ROLLS-ROYCE 20/25 Sportsman's Coupé by William Arnold.
1931 ROLLS-ROYCE 20/25 Sedanca de Ville by Windover.
1925 ROLLS-ROYCE 20 SALOON, chassi number GNK45.
1934 RILEY Imp two-seater.
1937 RILEY LYNX 1½-litre four seater tourer.

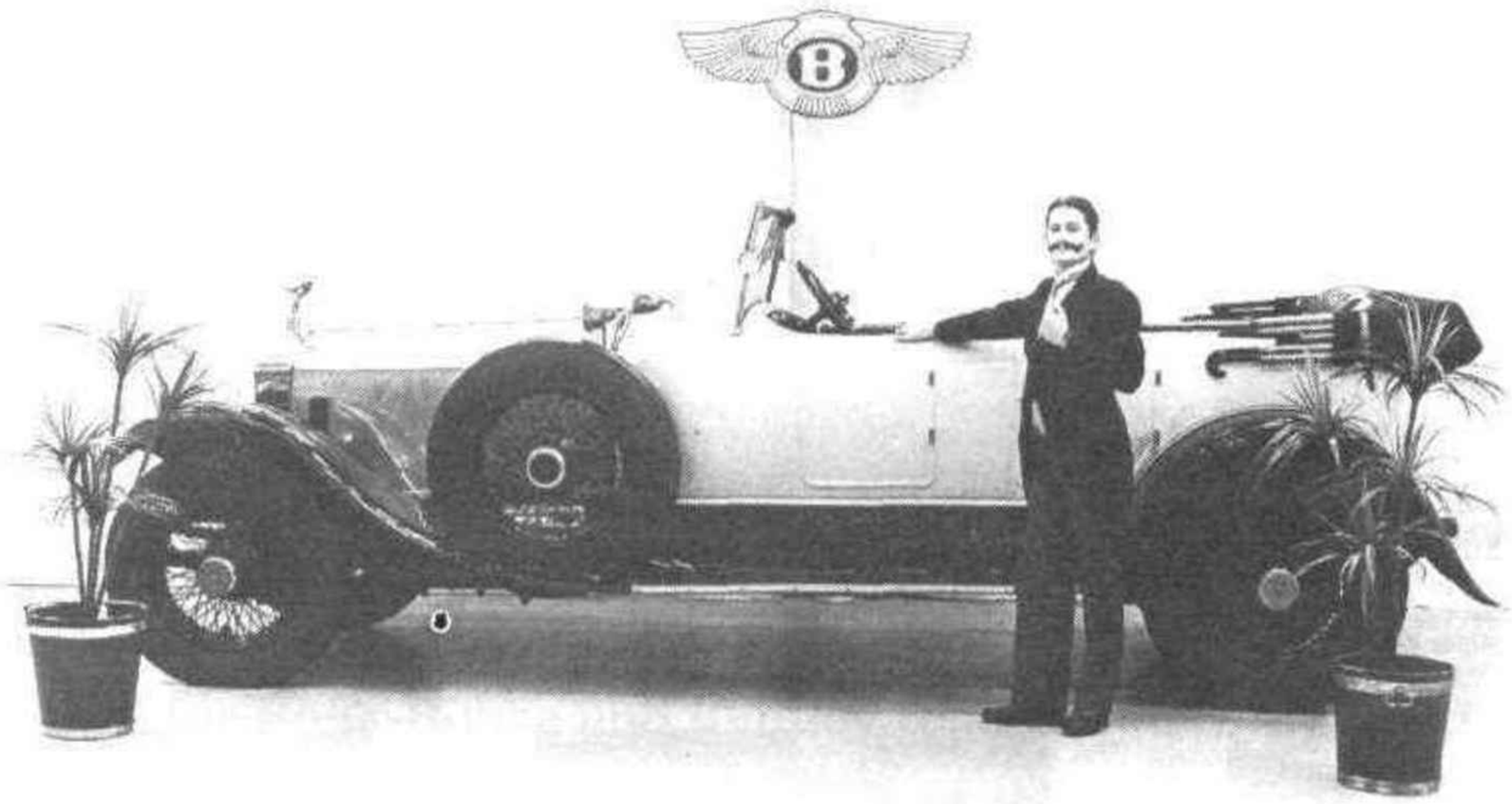
1933 ALVIS SPEED 20 Cross & Ellis tourer, undergoing restoration.
1926 AMILCAR C6 1100 cc. twin overhead camshaft, supercharged competition car in mint condition.
1926 DELAGE DISS 14 hp boat decked tourer by Kelsch.
1925 ROLLS-ROYCE 20 fixed head coupé by Park Ward.

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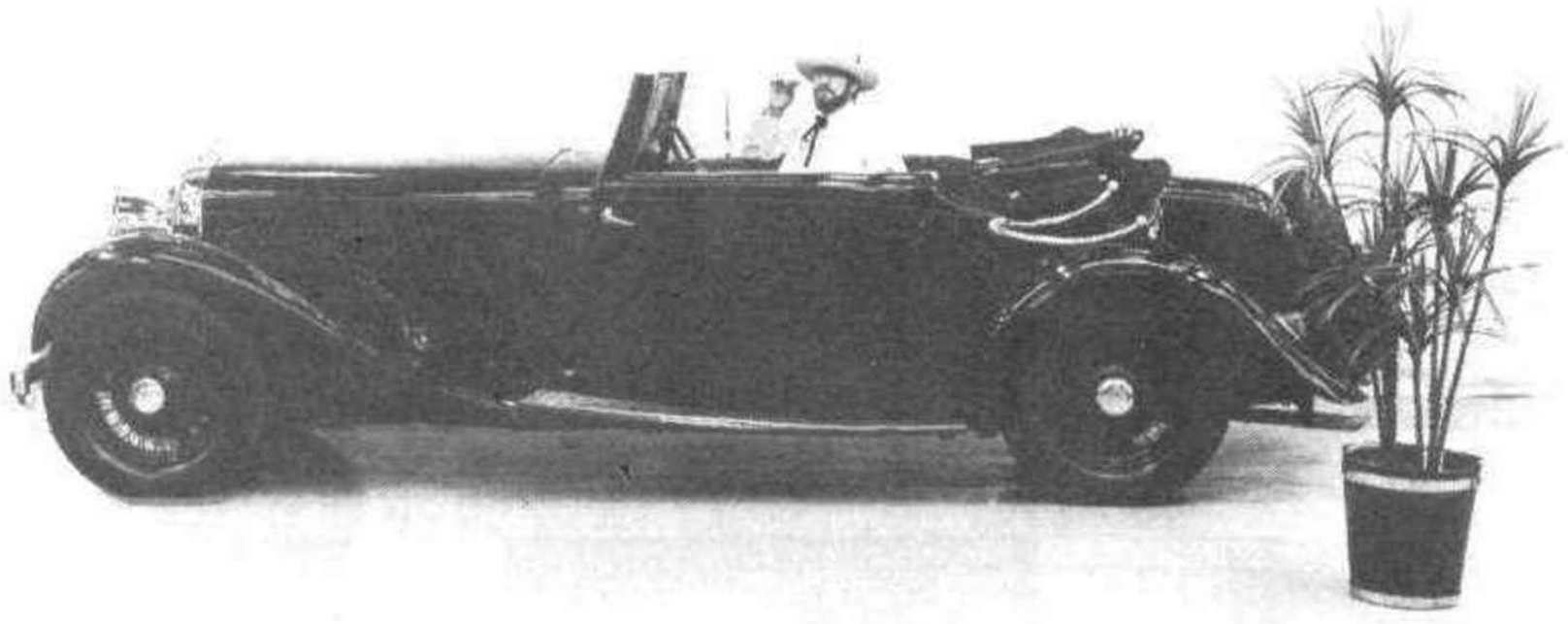
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1933 Alvis Speed 20 SA Tourer. £13,450



1933 Aston Martin International £11,450



1934 Lagonda 16/80 Tourer. £10,450



1928 Lagonda 3-litre drophead, 1 owner. **£9,750**



1921 Standard 2-seat & dickey. **£4,850**



1920 A.C. 2 seat & dickey **£5,650**

1926	**Clyno** 4-seat Tourer	**£4,150**
1927	**Rover** 4-seat Tourer	**£4,250**
1933	**Triumph Super 7**	**£1,875**
1935	**Standard** Avon Tourer	**£4,050**

1928	**Austin** Gordon England Cup	**£4,200**
1939	**MG TB**	**£4,350**
1928	**Austin Chummy**	**£3,450**
1934	**Austin** 12/4 saloon	**£2,350**



1975 Morgan 4/4, 4 seat, 18,000 miles. **£4,450**



1976 Mercedes 350 SE, S Reg, Ice green, green int. **£12,450**

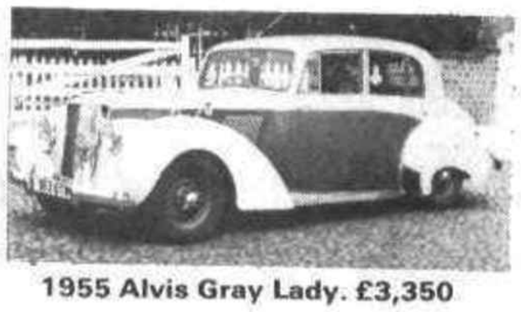


1973 BMW 30 CSA. Fjord blue, blue velour int. **£4,350**

1951	**Jaguar XK120** Roadster	**£7,450**
1954	**Jaguar XK140** d/h	**£5,650**
1959	**Jaguar XK150** Roadster	**£7,150**
1967	**Jaguar E-Type** 2+2	**£3,450**
1966	**Jaguar D Type** replica	**£8,450**
1961	**Alvis TD 21** saloon	**£1,250**
1961	**Alvis TD 21** drophead	**£3,350**
1961	**Alvis TD 21** drophead	**£4,250**
1964	**Alvis TE 21** drophead	**£1,875**
1966	**Alfa GTC** 4-seat drophead	**£1,975**

1971	**DBS6 Vantage** Man. S.R.	**£5,450**
1969	**DBS6** Auto	**£3,850**
1968	**DB6** met. brown, manual	**£4,350**
1966	**DB6** met. blue, manual	**£4,850**
1966	**DB6** red. Vantage manual	**£4,950**
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1962	**DB4** met. green	**£3,750**
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1972	**Lotus Elan Sprint** Sprint	**£2,850**
1951	**Riley 1.5** sports saloon	**£2,450**
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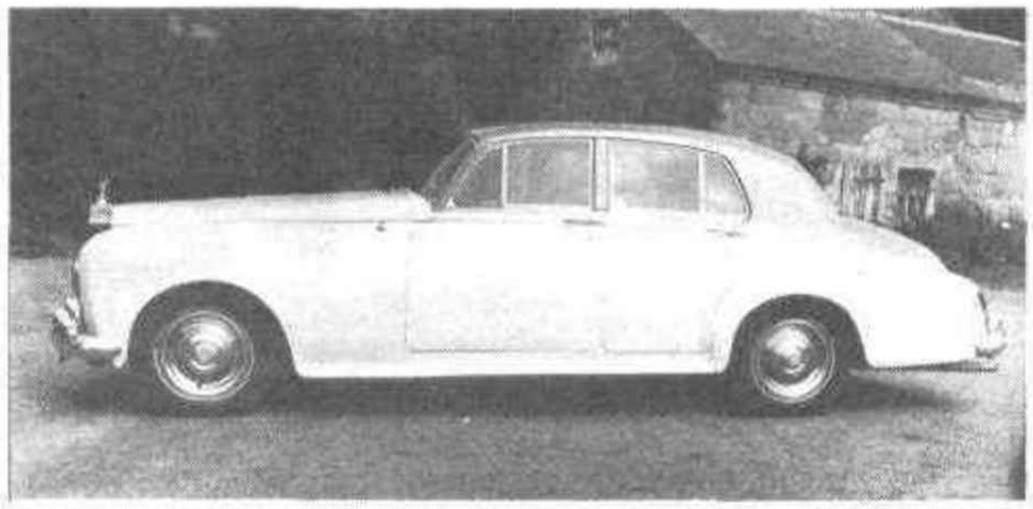
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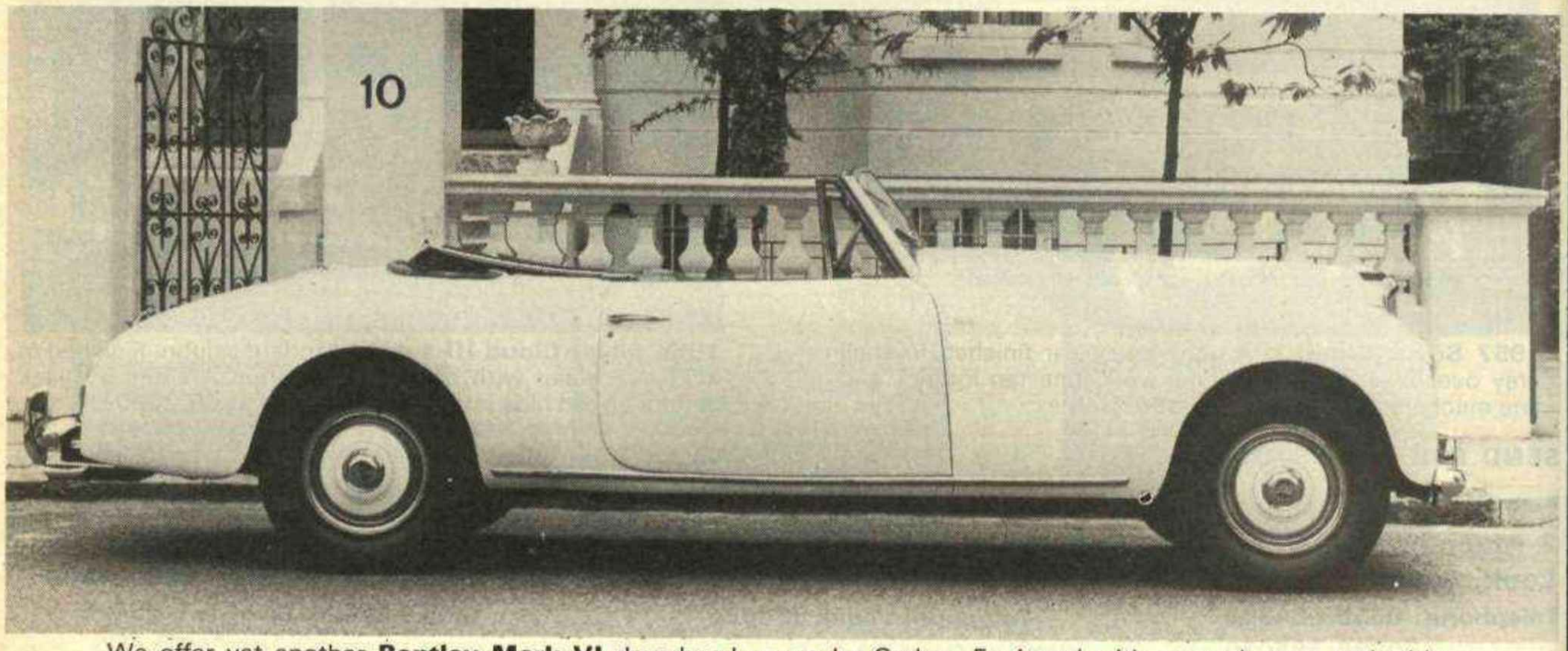
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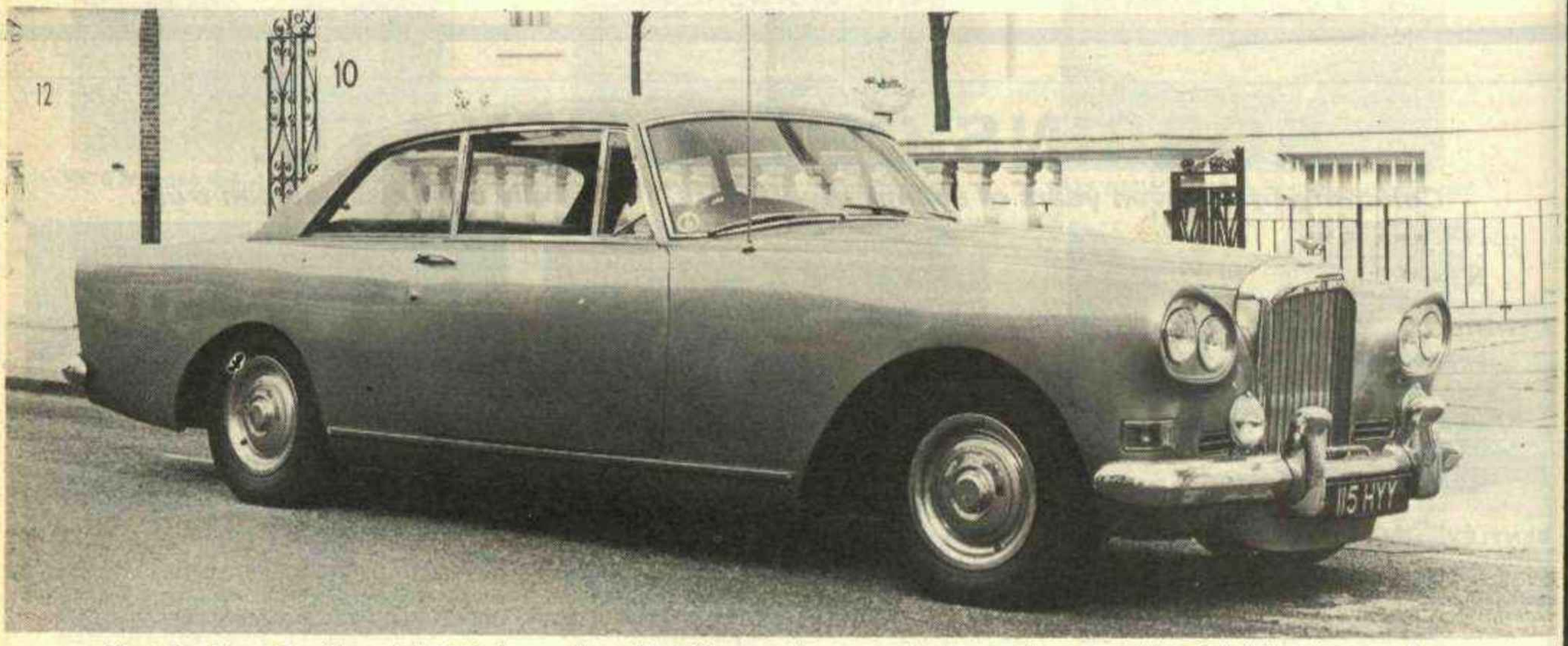
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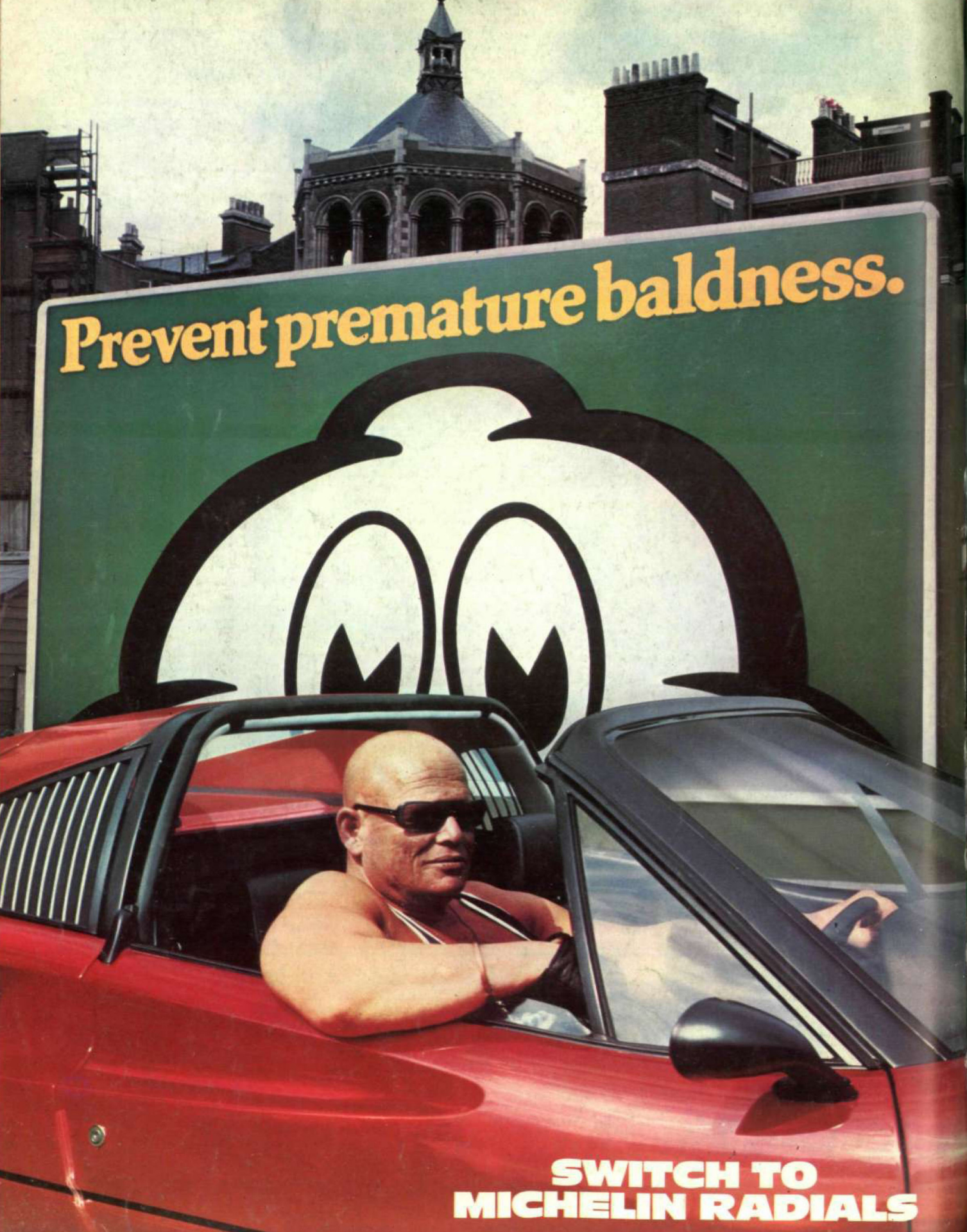
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