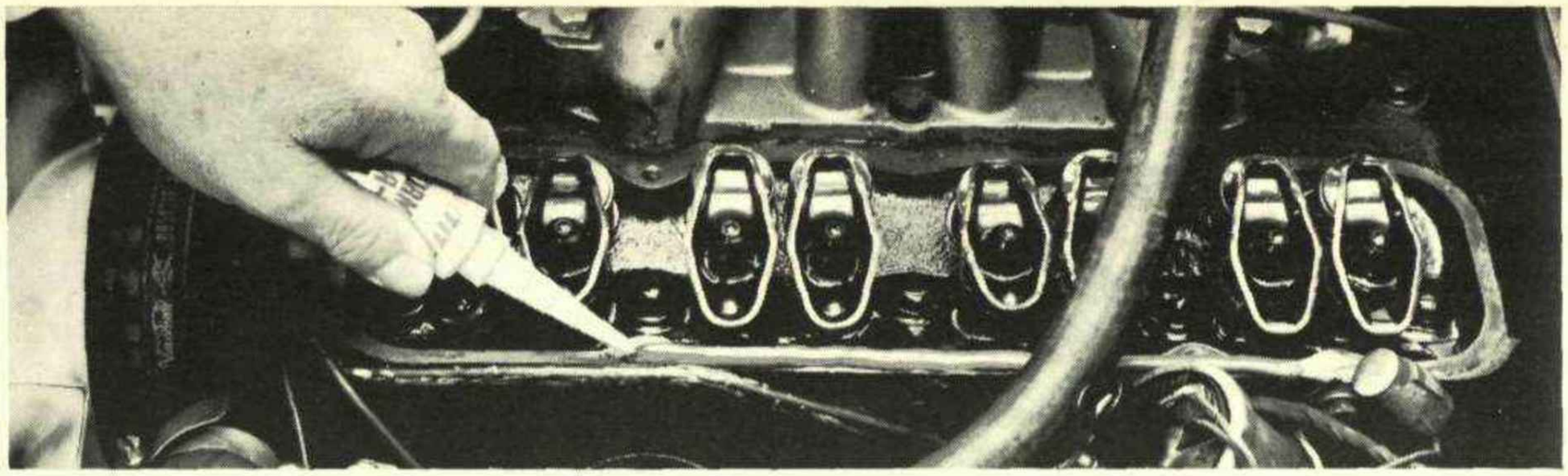
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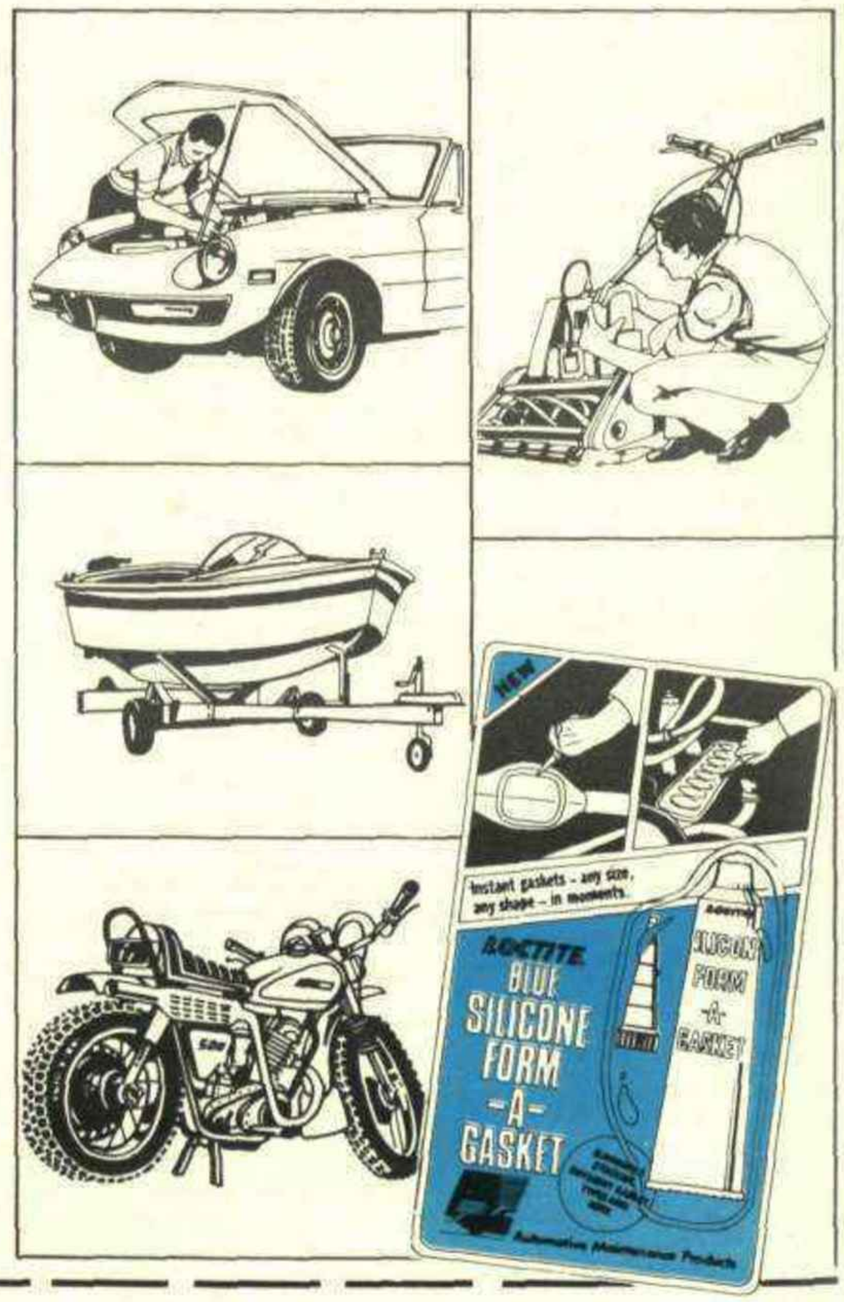
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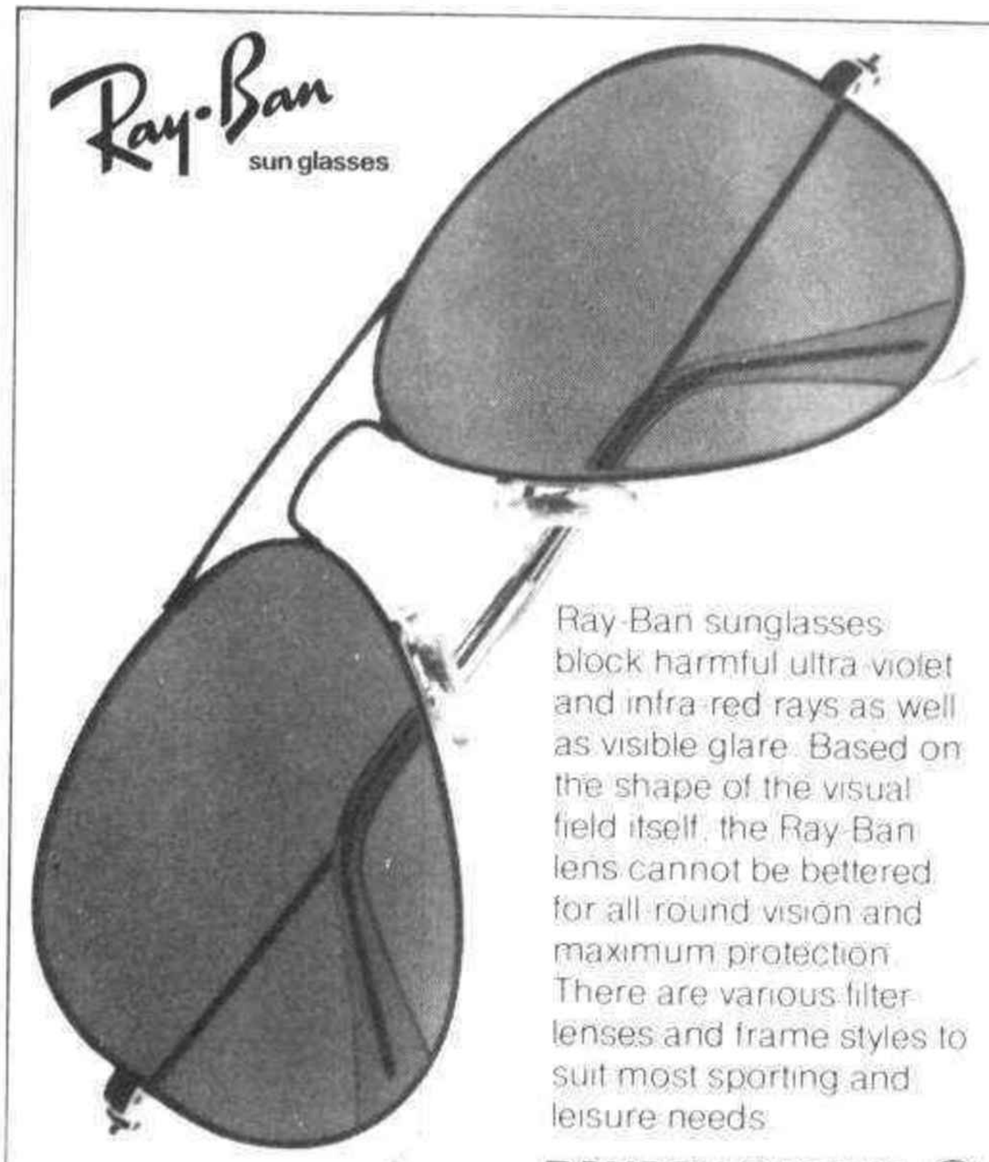


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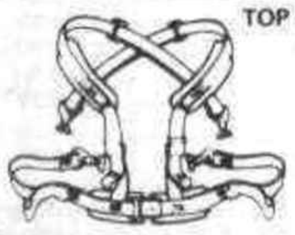
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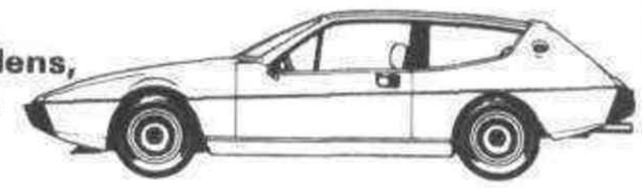
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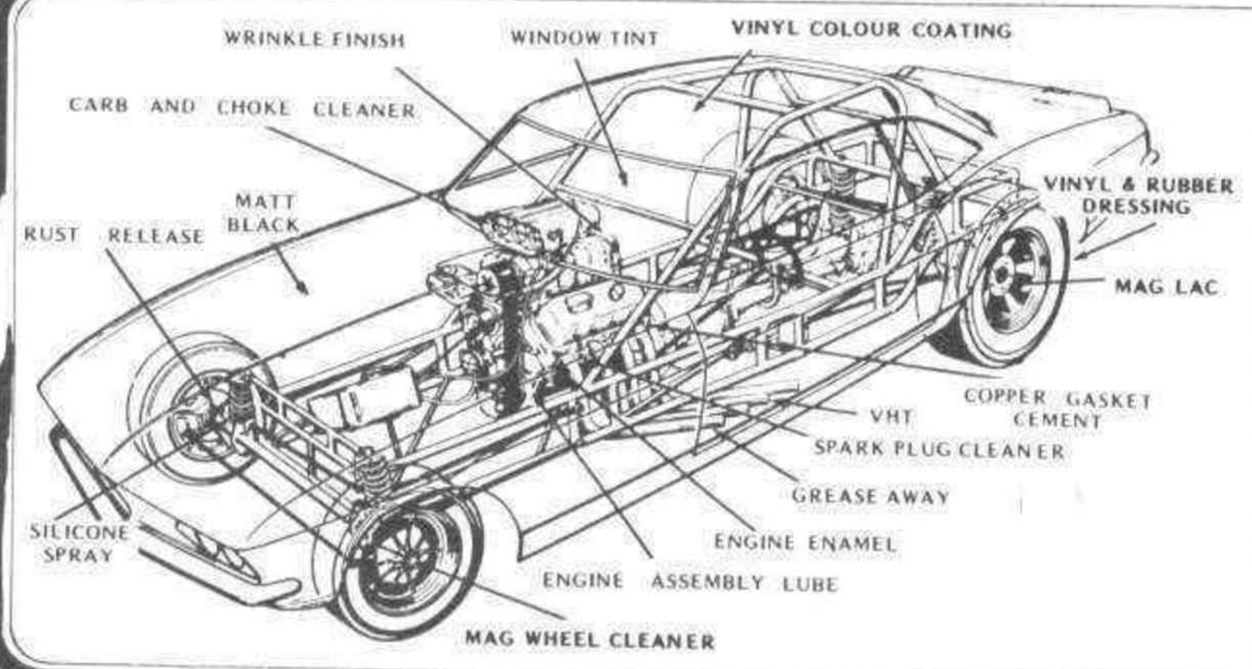
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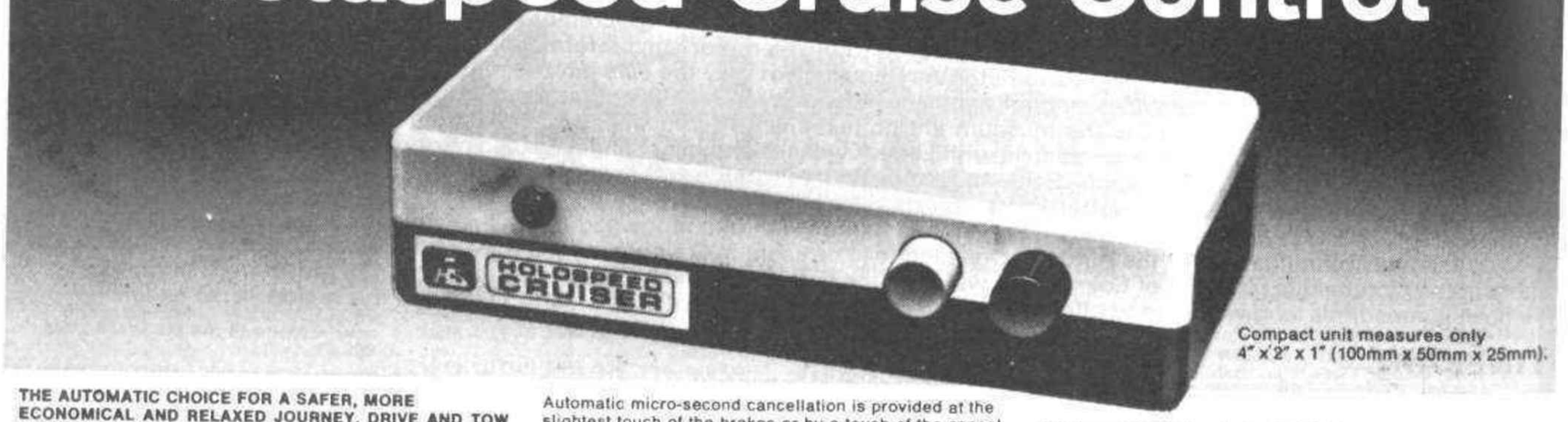
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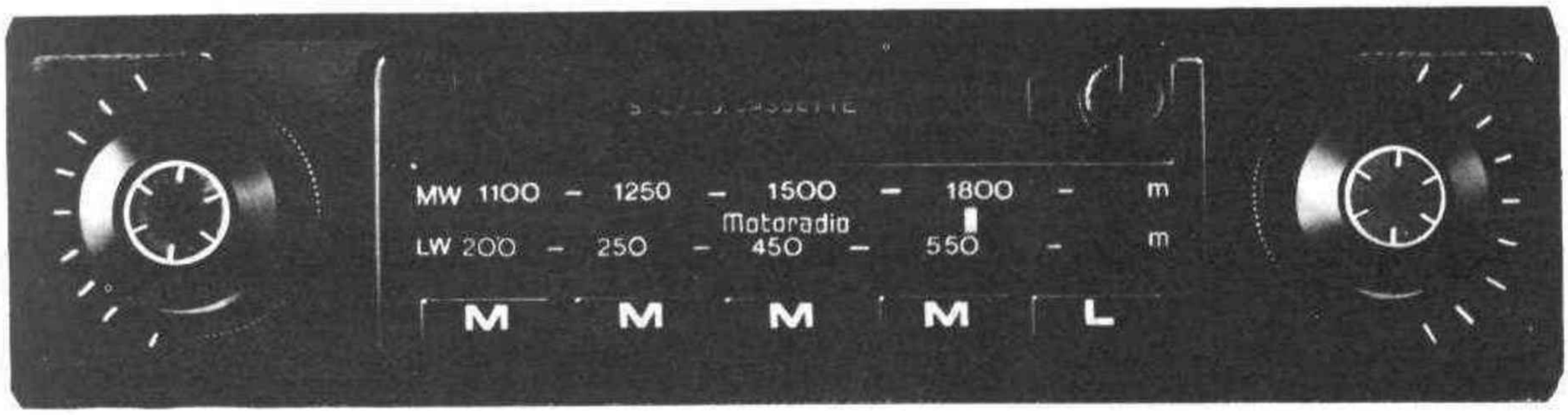


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Telephone: 01-204 9633/8 Telex: 8813243

If all oils were we wouldn't be both

Unipart Multigrade oil isn't just multigrade oil. It contains no less than four important additives to keep your engine healthier and prolong its working life.

1. It keeps your engine cleaner.

As well as lubricating your engine, part of the job of any motor oil is to keep the moving parts clean.

As it flows through the engine, it collects the carbon deposits and carries them safely to the oil filter, where they can do no harm.

Trouble is, in ordinary oil, these fine-particle deposits tend to collect together into a sludge that clings on to the moving parts and acts as an abrasive.

So, in Unipart oil, we add a special detergent/dispersant, which holds these fine particles in suspension until they reach the oil filter.

The result is a cleaner engine with less wear.

2. It keeps your engine running sweeter on motorways.

When you take your car for a prolonged 70 m.p.h. drive on the motorway, the oil gets hot. Often more than twice as hot as on normal town and country driving.

And when ordinary motor oil gets hot, it tends to oxidise and stop doing its job.

So Unipart Multigrade has an additive called zinc di-alkyl dithiophosphate to stop this oxidisation.

It helps make hot oil work just as hard as cool oil.

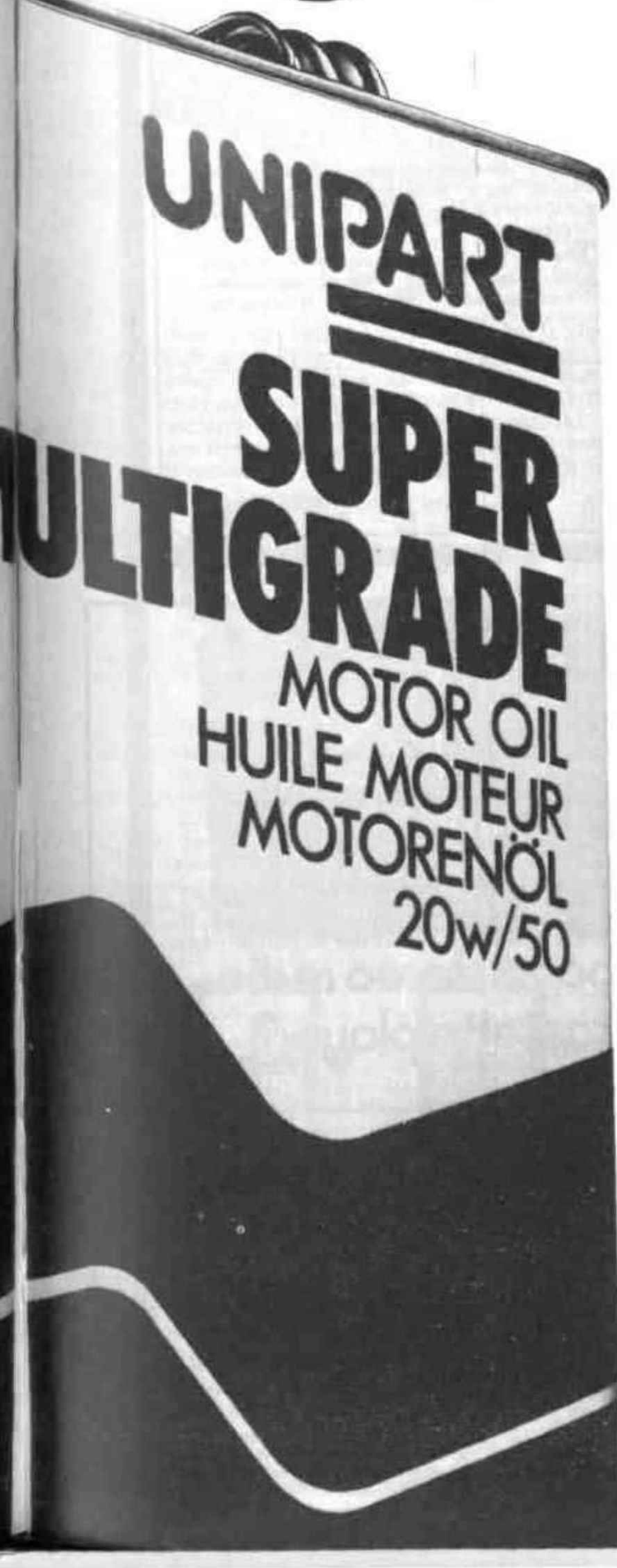
3. It stops your engine rusting on the inside.

The idea of putting an anti-rust ingredient into a motor oil may seem a bit daft at first glance.

After all, rainwater never reaches the inside of your engine.



as good as this, ering to introduce it.



But petrol does. And when petrol burns, it gives off water.

In fact, every gallon of petrol that goes into your engine produces more than a gallon of water!

Most of this water goes safely out of the exhaust pipe as steam. But some of it is trapped inside the engine, especially in the first few seconds of a cold start.

Once inside, it can't escape. But it can rust the moving parts.

If you service your own car, you may have seen this corrosion on piston rings and tappets.

Unipart Multigrade, with its anti-rust ingredient, will help to stop you seeing it any more!

4. It doesn't run hot and cold.

Part of the problem with ordinary motor oil is that, when it gets hot, it becomes too thin and watery to lubricate properly.

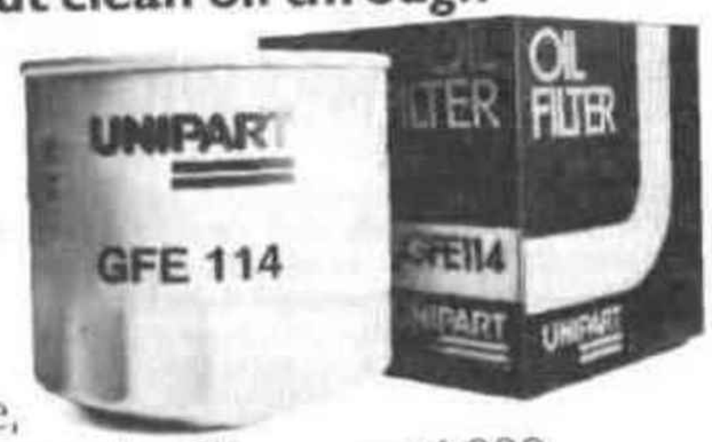
And too thick and treacly when it's stone cold.

So in Unipart Multigrade we add something called a viscosity index improver.

This helps to keep it at just the right thickness to protect your engine properly, whether you're starting from cold in winter or burning up the motorway for hours on end.

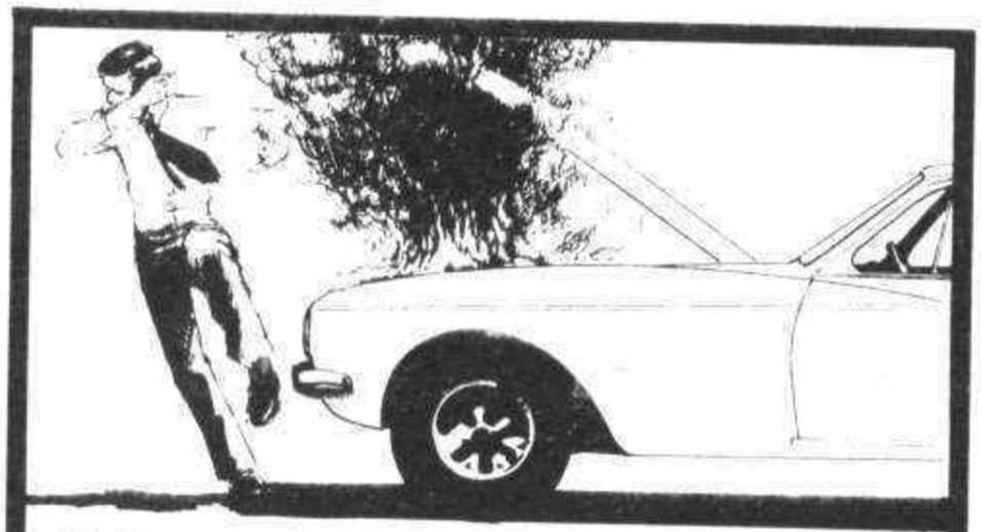
Don't put clean oil through a dirty filter.

Remember, when you change your oil, to change your oil filter as well. No matter what car you drive, it's advisable to change the filter every 6,000 miles. And, no matter what car you drive, you'll usually find the right filter for it wherever you see the Unipart sign.



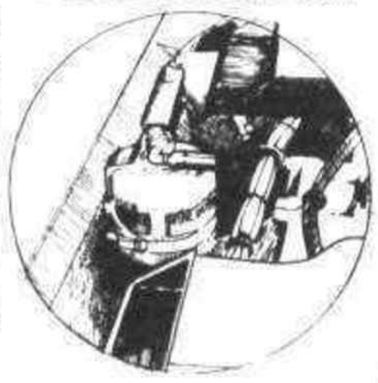
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. . . . the more your car is worth the greater the chances seem to be of it catching fire. It may be insured, but a treasured car can never be replaced with money alone. Surely £62* is a small price for the peace of mind and protection that a Fire Eater 1 kg under-bonnet extinguishing system will give?



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What's so special about a 4 waveband stereo radio combined with an auto-reverse cassette player?

Not much.

Except it's never been acheived before.

Which isn't surprising. After all, a 7.5 watt FM stereo, 4 waveband radio with ISC (our interference suppression circuit) is big news on its own.

Combined with an auto-reverse cassette player, it's nothing short of remarkable.

Consider what it gives in detail:

To begin with its frame is a compact 173 mm (W) x 44 mm (H) x 145 mm (D) (DIN), so it will fit your car.

It delivers 7.5 watts per channel which, take our word, is ample power.

It receives FM, so you get the best quality in stereo radio transmission (you'll notice a red light glows when you're getting a stereo signal).

You also get medium wave for when you're out of FM range; long wave for BBC and many continental stations; plus short wave which means in the wee small hours over 20 live stations are in range.

You'll find separate volume, tune, tone and balance controls.

Plus a power lead for automatic aerials.

And that gentlemen, is only the radio. Which we might add, switches itself off automatically when you insert a cassette.

The cassette will play for ever until you manually eject it, or when you turn off your ignition.

There are fast forward and re-wind controls. And if you dab the reverse button you instantly hear the other side of the tape.

Also there are two pilot lights to tell you which way your tape is running.

As we've said, remarkable.

AUDIOLINE 416 Auto-reverse cassette/radio £139.95 rrp

Distributed by Harry Moss International Limited, Heming Road, Washford Industrial Estate, Redditch, Worcester. Telephone: 0527 23131.



FIRST... Know your Problem!

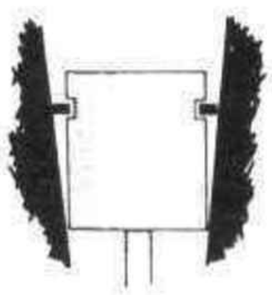
REVEALING THE HIDDEN TRUTH ABOUT ENGINE WEAR!

With costs on an ever-upwards spiral, every motorist has his own personal energy crisis, especially now that replacement costs are forcing owners to keep their cars longer and longer. The effects of higher mileage on engine wear has never been more critical.

Wear is inevitable in any engine, but cylinder bore and ring wear radically affect performance. Oil and petrol consumption increase, power and acceleration falls off markedly, smoke and fumes from exhaust and breathers is excessive.



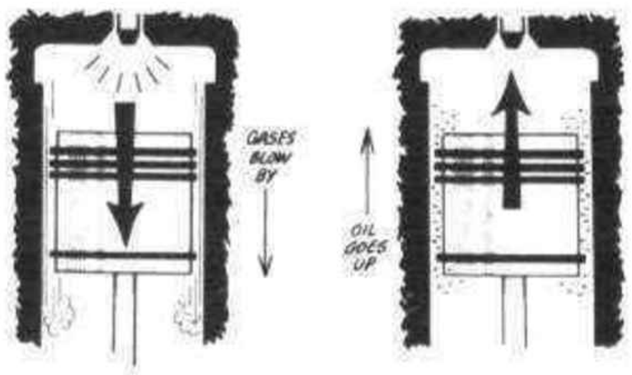
Oval bore – round piston



Tapered bore

The traditional cure for this situation was to fit either a reconditioned engine or rebore the cylinders and install oversize pistons and rings. Either method is very expensive and the car is off the road for a considerable time.

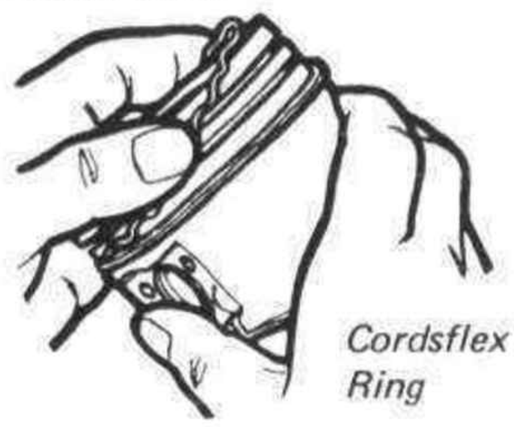
The practical solution is to fit a set of specially engineered piston rings - at a fraction of the cost!



The conventional ring cannot effectively deal with tapered bore wear.

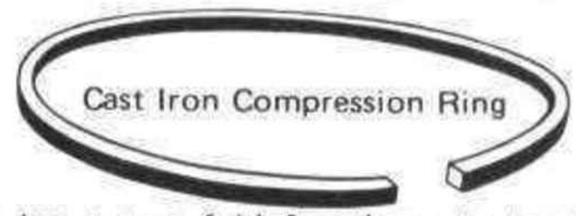
Wear is never even, tapering from top to bottom of the cylinder. An oval pattern may also develop at right angles to the crankshaft. **In these situations the conventional circular cast iron ring will not operate efficiently.**

Cords Piston Rings consist of a number of segments, each with independent movement—thus even a badly tapered bore is sealed. The segments are not flat but 'cupped' or dished which gives them vertical tension. The groove is then sealed, reducing wear or compensating for wear already there. **A further feature of Cords Piston Rings is that oil is wiped from the cylinder wall, rather than scraped, as with a conventional piston ring design.**



Cordsflex Ring

Cords Piston Ring sets include all rings necessary to fit the standard pistons. It is not necessary to specify the ring type – sets are supplied with rings found most suitable for each engine type and model. Full easy-to-follow fitting instructions are included with each set—**no piston modification is necessary.**



It has a two fold function - to transfer piston crown temperature to the cooling system and to provide a seal against pressure losses with other rings.



Dual purpose high speed oil & compression ring. An efficient multi-faced seal against pressure loss in tapered & oval cylinders when fitted in compression ring groove.



A multi-segmented oil control ring able to cope with a greater amount of bore irregularity than the orthodox slotted scraper ring.



Produced to meet demand for conformable rings that exert even radial pressure, particularly when used in modern high performance engines where problems of ring flutter may be experienced

Get the inside story by writing today for our free booklet 'First Know Your Problem!' There is a Cords Piston Ring set specially engineered for your car. You'll be surprised how inexpensive a set is!



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CAR MAKE _____

MODEL _____ CC _____ **MS**

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Piranha Power is race-proven. Improved accuracy of timing and improved spark gives you extra power throughout the range and these improvements are maintained as **Piranha** cannot go out of adjustment. Once correctly set up **Piranha** does not need touching. That's why 3 out of 4 classes in the British Saloon Car Championship over the past 3 years have all been won with **Piranha** contactless ignition.



Piranha economy—fact not fiction. Proven on many popular cars; 9.5% to 13.8% increase in fuel economy . . .

". . . approximately a 10% increase in fuel economy".
United States Environmental Protection Agency.

"Over the test route the Marina gave a really encouraging 13.8% improvement in fuel consumption." Autocar

"No less than 22% on an Aston Martin DBS Coupé" Wolverhampton Expr. & Star

We are not claiming this; they are. Piranha contactless ignition is a sophisticated example of modern technology. So many distributor variations are found on otherwise similar vehicles that only the Piranha development programme can ensure 100% compatibility with your distributor. We, at Piranha, offer a *2 year replacement warranty*. For details contact your nearest stockist.

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New GTEs available for immediate or early delivery
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GTE Overdrive. Quartz green, tan cloth int, alloy wheels, e/windows, pas £7,097
GTE Overdrive. White, blue cloth interior. Alloy wheels, tinted glass, electric windows, power steering £7,158

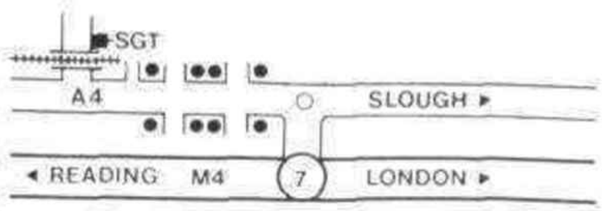
USED
1972 GTE Overdrive. Yellow, tan int., stereo £2,295
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1977 GTE Automatic. Blue, blue cloth int, alloy wheels, radio/cassette, 10,000 miles £5,995

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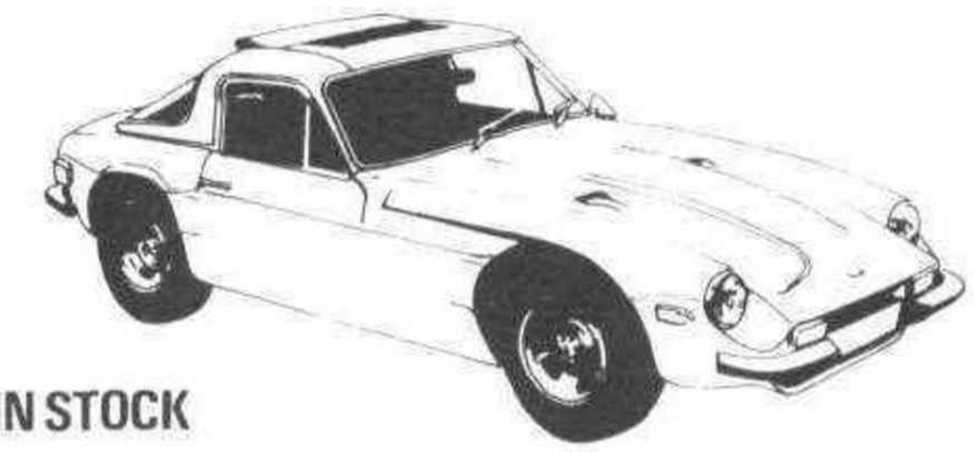
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NEW DATSUN 260Z in metallic blue, sebring yellow or aubergine
NEW DATSUN 260Z 2+2 in silver, metallic bronze, flame red
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DATSUN 240 ZG in sebring yellow, high performance version, for Japan home market only - special features include; long nose (group 4 homologated) complete with fared in headlights; stop clock, Corbeau seats; appliance wire mags; nissan ventilated disc brakes; limited slip diff, triple webers etc. **£4995**
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NEW TVR 3000M in metallic green offered for sale at the pre-increase price of ..... **£5716 ex-works**

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This car now would cost new **£6920** but is offered at **£6495**
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PORSCHE 911 LUX TARGA, 1974 N. Chocolate brown, cloth inserts **£7,950**



JENSEN INTERCEPTOR III, 1974. Met. blue, beige leather **£4,850**



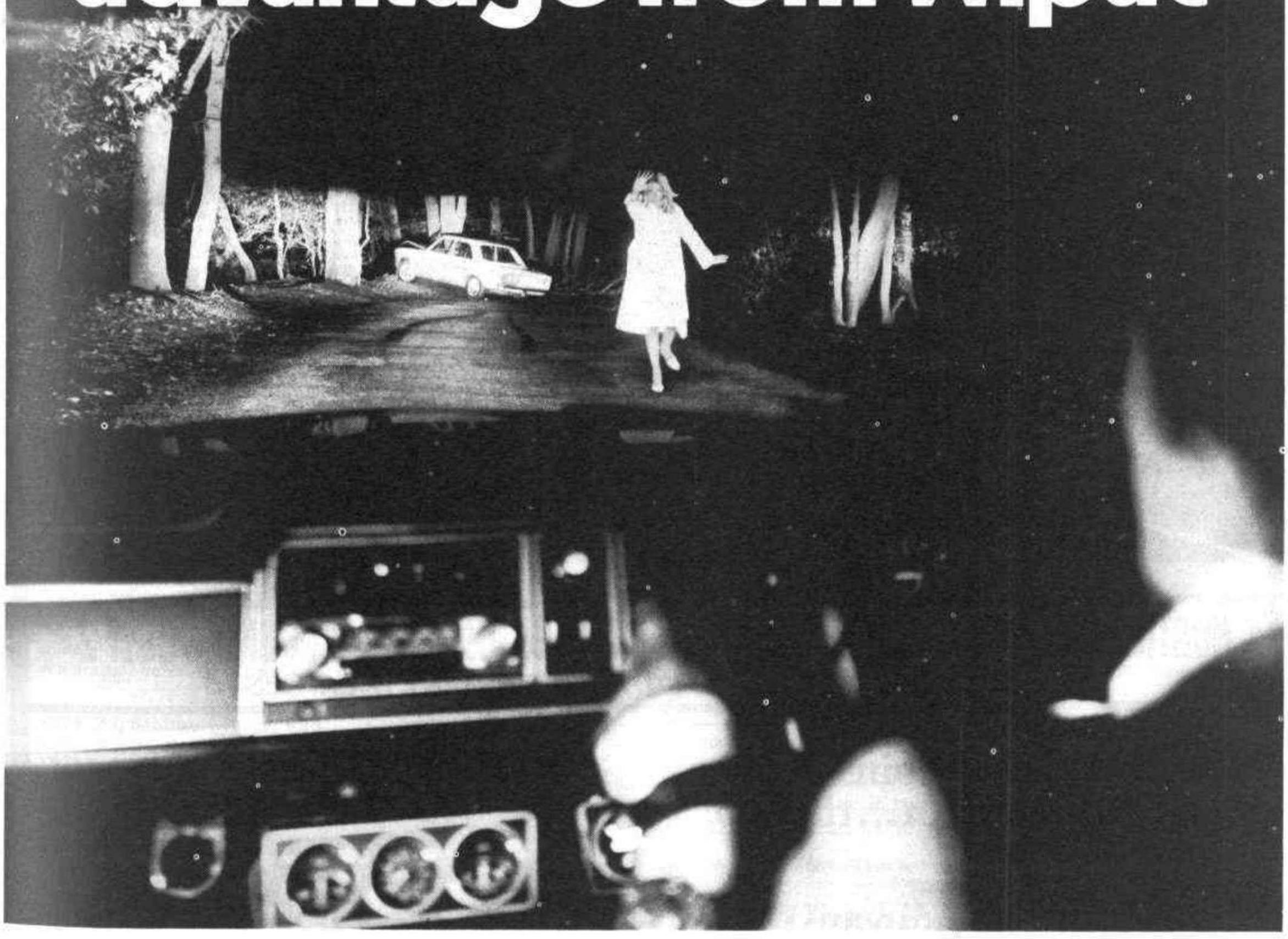
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ALSO AVAILABLE IN STOCK

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PORSCHE BMW Ferrari

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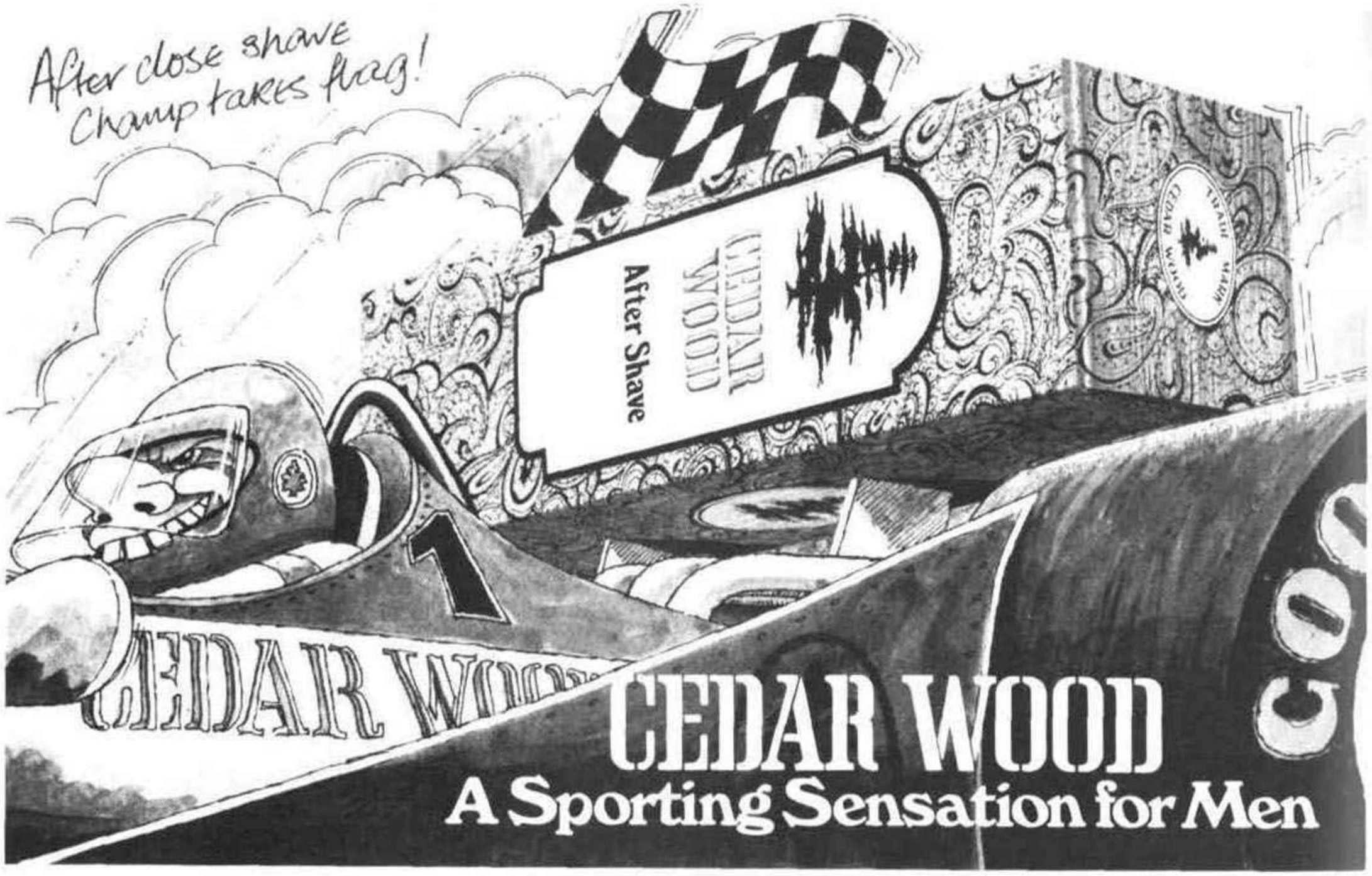
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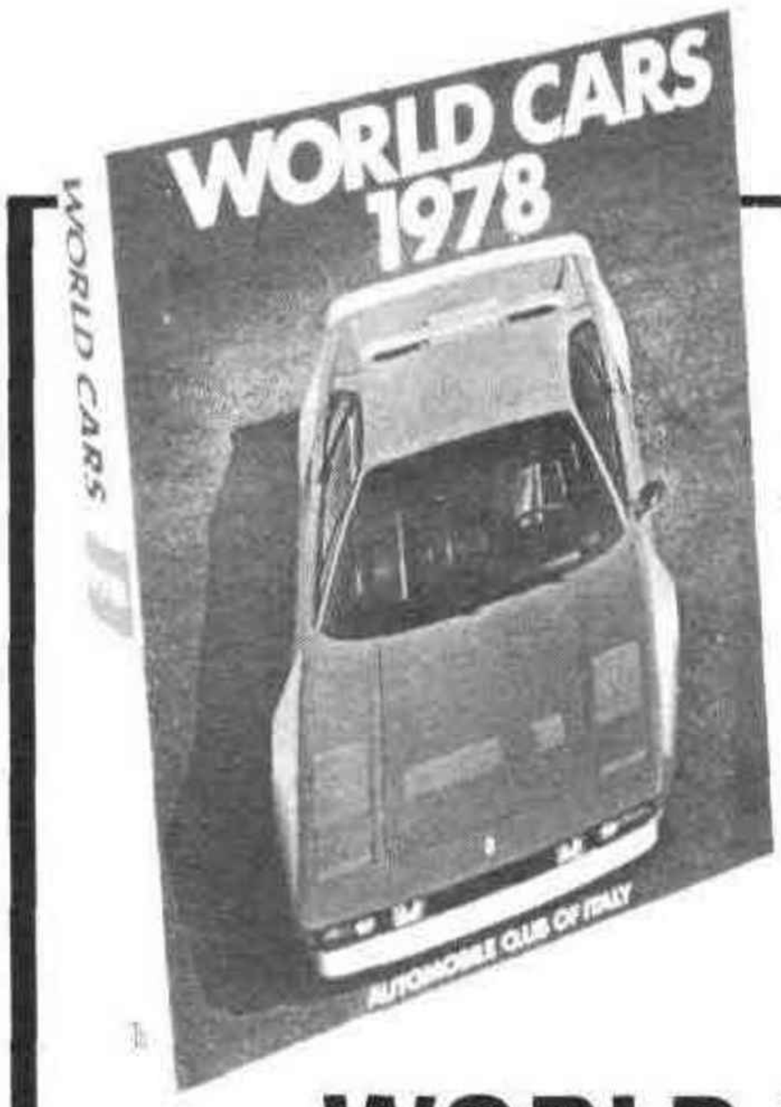
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1977 924, Celebration model
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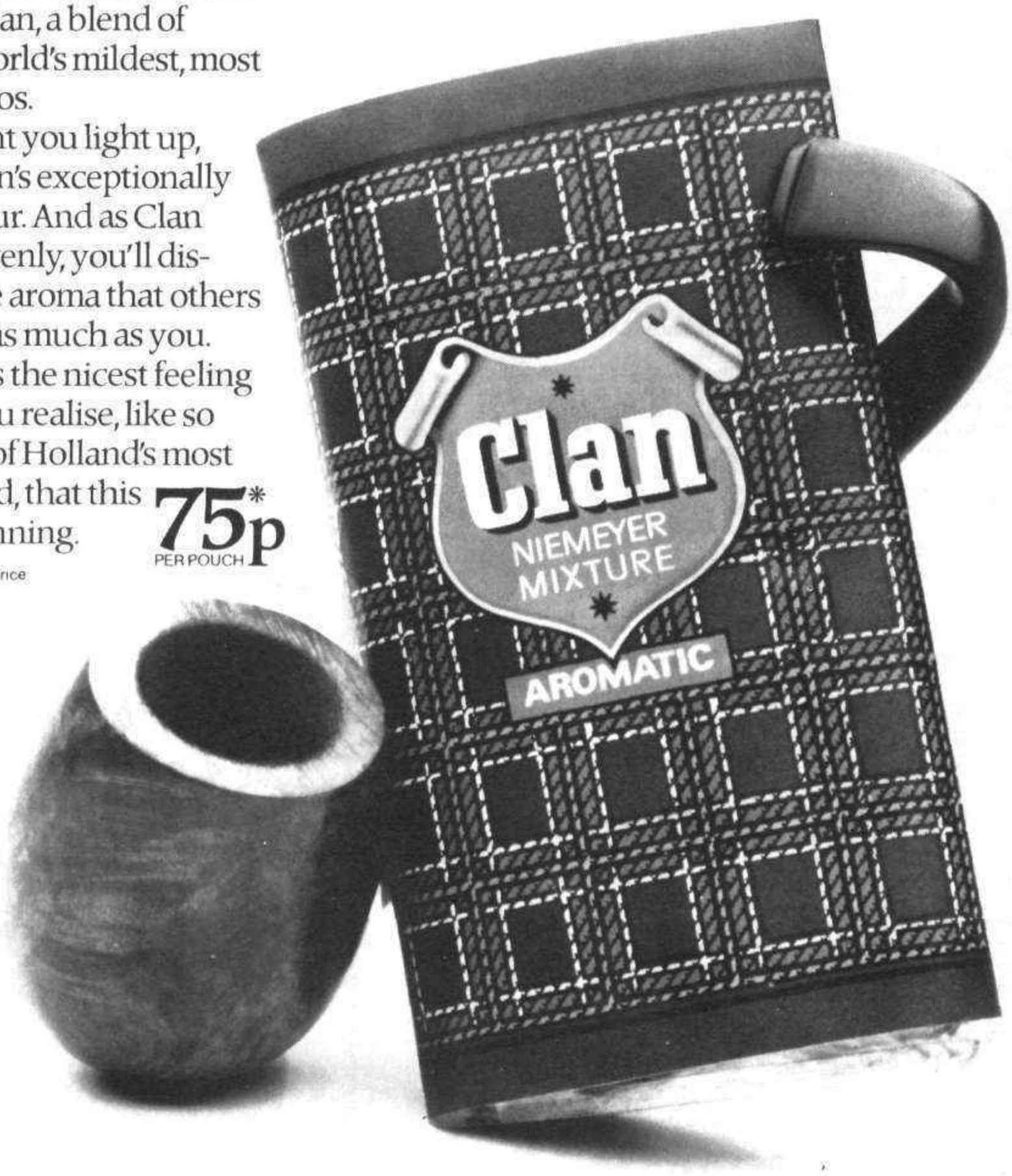
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MOTOR SPORT

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

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FRONT COVER PICTURE: UNDER intensifying pressure from Lauda's Brabham-Alfa Romeo, swooping down the hill into Mirabeau behind him, Monaco Grand Prix winner Depailler uses all the bevelled kerb in a desperate effort to squeeze his Tyrrell past Watson's leading Brabham-Alfa Romeo. Brake trouble for Watson and a puncture for Lauda, who hauled himself back to second place with a display of sheer genius, eventually left Depailler unopposed at the head of the field.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£7.60
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AIRMAIL:	Europe	£9.20
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MATTERS OF MOMENT

■ MORE MOTORING LEGISLATION

It is indisputable that the motor car and those who use it are more hemmed about by bureaucratic legislation than any other section of the community. It might be said that as soon as you get into a motor vehicle and drive it onto public roads you are almost certain to become a law-breaker – but not a criminal – under one or other of the myriads of regulations, laws and by-laws that govern this otherwise pleasant form of transport. It has always been so, from the first feeble chuffings of hot-tube-ignited, automatic-inlet-valved petroleum motors in wheeled chassis.

When William Plowden decided to write his book about how politics have affected all motor-vehicle drivers down the years ("The Motor Car and Politics – 1896-1970", The Bodley Head, reviewed in MOTOR SPORT at the time of publication) he needed 457 pages, excluding the index, to get it all down ... Most of this legislation is disguised as essential for motorists to tolerate in the interests of greater safety for themselves and those whom their vehicles might endanger. Some of this is true. A lot of it is nonsense. As looked at, for instance, from the viewpoint of speed-limits spasmodically checked on deserted straight roads and wide Motorways, and the insistence on newer cars being equipped with front-seat safety-belts when, so great has been the opposition to their compulsory usage, that although we are legally obliged to buy these things (how much has the Government taken in the Value Added Tax on them?) and maintain them in good order, we don't have to put them around our persons. Those are only two of the "nonsense" restrictions which would seem to have a strong political bias.

Motoring legislation is ever increasing and now we have these Ministry of Energy fuel-consumption figures that have to be quoted in car-manufacturers' catalogues, and advertising matter. We do not propose to bore you with the details of how such m.p.g. findings are calculated (these appear in those advertisements by the D of E for which we pay in taxation). While we can see that they form an extension of the Trades Description Act's safeguard of dishonest advertising, we think they will cause endless confusion and much waste of time to motor-car salesmen in particular down to the over-burdened Motor Industry in general. We note that *Autocar* is of this opinion, for they remark "We hope that the Department of Energy have the time and the informed staff to deal with the queries of aggrieved and confused motorists who find their car's fuel consumption is quite different from the quoted figure".

Any experienced motor-vehicle user knows how fuel-thirst varies with driving methods, the weather, engine-tune, traffic, road conditions, average-speed, and so on. Obviously the M of E has tried to take account of this. Has it succeeded? This is very much open to doubt and must sorely trouble a vital Industry whose object should be increased productivity – how often we hear this expression mouthed by politicians – rather than wasting energy explaining to puzzled customers why the vehicles they have purchased do not give quite the fuel economy that *official Government* computations, which will be widely displayed because the Law so demands, tell them they should. We are reminded of the time, many years ago, when a certain Mayfair motor dealer advertised reconditioned Fiat 500's or *Topolinos*, "guaranteed to do at least 50 m.p.g." we took one out for road-test and it did 48 m.p.g. The dealer involved insisted we did another check, when he was present. We did. The figure was then 50 m.p.g., until we then reminded the gentleman that he had not allowed for milometer optimism, which cracked the proper figure back to our 48 m.p.g. Thus it is, with all m.p.g. readings, not many drivers know how to check them correctly or have the apparatus or the inclination so to do. We continue to quote such figures in MOTOR SPORT road-test reports, but only as a general guide.

So we are sorry that the troubled Motor Industry has now to contend with yet another burden, which must in the long run waste its time in its task of selling motor cars. The Trades' Description Act, properly applied, would surely have been an adequate watchdog? Meanwhile, Renault can bask happily in the 57.7-m.p.g. M of E figure for their 5GTL at 56 m.p.h., even if the D of E does say it gives only 32½ m.p.g. on the Urban cycle, compared to 50.4 m.p.g. and 35.8 m.p.g. respectively for a Ford Fiesta. How all these civil servants have all this time to test all the cars is another troublesome thought. But here we are, landed with it, to add some more expensive legislation to those crash-tests which write-off Boxers and Carmargues and what not, in the interests of so-called occupants' safety in a shunt.

Meanwhile, Fiat are permitted to display large posters "knocking" the engines in certain British Leyland cars, although if Leyland Cars were to do something to counter this, on posters, throughout Italy, we can imagine the outcry. Isn't it a beautiful motoring world .....? *Continued overleaf*

OWING to increased administration expenses and production costs, we are having to increase the price of MOTOR SPORT to 40 pence from the next issue.

Motor Sport Fixture List for June

★ 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
June 3rd	BRSCC (N)	Donington Park Circuit	Derby	Race Meeting (*R*)	14.00
June 3rd/4th	Herts County A & Ae C.	Elstree Service Station (A5/A41)	166/174945½	Targa Albana Night Trial (*C*)	21.30
June 3rd/7th	**Royal Scottish AC**	—	—	**Scottish Rally (European Rally Championship) (INT)**	—
June 4th	**Real Automovil Club de Espana**	**Jarama**	**Spain**	**Spanish Grand Prix (World Championship Round Seven) (INT)**	—
June 4th	**Vallelunga Spa**	**Vallelunga**	**Italy**	**European Formula Two Championship (INT)**	—
June 4th	**ASAC Bourgogne**	**Dijon**	**France**	**European Formula Three Championship (INT)**	—
June 4th	**AC Bologna**	**Imola**	**Italy**	**European Championship for Sportscars (INT)**	—
June 4th	750 MC	Mallory Park Circuit	Leicester	Race Meeting (*R*)	14.30
June 4th	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	15.00
June 4th	BARC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.30
June 4th	Dursley MC & LCC	Thornbury Motors (1973) Ltd.	172/649896	Thornbury Stages '78	09.00
June 4th	BARC (S. Wales)	Pontypool Park	South Wales	BARC Hill Climb Championship (*C*)	—
June 9/10th	Bath MC	Bath	—	Festival Stages (*R*)	22.01
June 10/11th	**ASACO des "24 heures"**	**Le Mans**	**France**	**Le Mans 24 Hours (INT)**	—
June 10/11th	Sevenoaks & Dist. MC	Stormont Garage, Otford Rd., Sevenoaks	—	Oakleaf Rally (*R*)	23.00
June 11th	**Automobilsportklub RRC 13**	**Osterreichring**	**Austria**	**European Touring Car Championship (INT)**	—
June 11th	BARC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	15.00
June 11th	BARC	Donington Park Circuit	Derby	Race Meeting (*R*)	14.00
June 11th	NSCC	Croft Autodrome	Darlington	Race Meeting (*R*)	—
June 11th	Midland AC	Shelsley Walsh Hill	Worcester	Dupont Trophy Meeting (RAC Hill Climb Championship) (*N*)	11.30
June 11/13th	**Union des Automobilistes Bulgares**	—	**Bulgaria**	**Zlatni Piassatzi Rally (European Rally Championship) (INT)**	—
June 16/18th	**Donegal MC**	**Ballyraine Hotel**	—	**Donegal Rally (European Rally Championship) (INT)**	**15.00**
June 16/18th	**ASAC Antibes**	—	**France**	**Antibes Rally (European Rally Championship) (INT)**	—
June 17th	VSCC	Oulton Park Circuit	Tarporley, Cheshire	Richard Seaman Memorial Trophies Race Meeting (*C*)	13.15
June 17/18th	Loughborough CC	Bridge Motor Works, Thurmaston	140/607½091	Morning Mist Rally (*C*)	—
June 18th	**Anderstorp Racing Club**	**Anderstorp**	**Sweden**	**Swedish Grand Prix (World Championship Round Eight) (INT)**	—
June 18th	**ASAC Normand**	**Rouen**	**France**	**European Formula Two Championship (INT)**	—
June 18th	**AMK Brno**	**Brno**	**Czechoslavakia**	**European Touring Car Championship (INT)**	—
June 18th	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
June 18th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	15.00
June 18th	BARC	Thruxton Circuit	Andover, Hampshire	Race Meeting (*R*)	14.00
June 18th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.00
June 18th	HDLCC	Loton Park, Alberbury	Shrewsbury	Hill Climb (BARC Hill Climb Championship) (*R*)	12.15
June 21st	Maidstone & Mid-Kent MC	Detling Aerodrome, Maidstone	188/817596½	Invicta Autotests (*C*)	18.30
June 23rd/25th	**AC Targa Florio**	—	**Belgium**	**24 Hours of Ypres (European Rally Championship) (INT)**	—
June 24th	**BARC (NW)**	**Oulton Park Circuit**	**Tarporley, Cheshire**	**Race Meeting (Aurora AFX Formula One Championship) (INT)**	**14.00**
June 25th	—	**Imola**	**Italy**	**World Championship for Makes (INT)**	—
June 25th	**BRDC**	**Donington Park Circuit**	**Derby**	**European Formula Two Championship (INT)**	**12.00**
June 25th	**AC Milano**	**Monza**	**Italy**	**European Formula Three Championship (INT)**	—
June 25th	BARC	Cadwell Park Circuit	Louth, Lincs	Race Meeting (*R*)	14.00
June 25th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.30
June 25th	DDMC	Croft Autodrome	Darlington	Race Meeting (*R*)	—
June 25th	Lothian CC	Doune, Scotland	—	RAC Hill Climb Championship (*N*)	—
June 25th	NSCC	Upwood	Ramsey	Sprint (*R*)	14.00
July 1st	BMRMC	Donington Park Circuit	Derby	Race Meeting (*R*)	—
July 1st	**AMOC**	**Silverstone Circuit**	**Towcester, Northants**	**Race Meeting (INT)**	**14.00**
July 1st/2nd	**AMK Skoda AZNP**	—	**Czechoslavakia**	**Skoda Rally (European Rally Championship) (INT)**	—
July 1st/3rd	**AC Udine**	—	**Italy**	**Eastern Alps Rally (European Rally Championship) (INT)**	—
July 2nd	**FFSA**	**Paul Ricard**	**France**	**French Grand Prix (World Championship Round Nine) (INT)**	—
July 2nd	**Ente Autodromo Pergusa**	**Pergusa**	**Italy**	**European Formula Three Championship (INT)**	—
July 2nd	**Real Automovil Club de Espana**	**Jarama**	**Spain**	**European Championship for Sportscars (INT)**	—
July 2nd	BARC	Mallory Park Circuit	Leicester	Race Meeting (*R*)	14.15
July 2nd	BRSCC (N)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.45
July 2nd	LAC	Longridge Circuit	Preston	Race Meeting (*R*)	13.30

MATTERS OF MOMENT –
continued from previous page

MOTOR-RACING ON TV

Once again ITV knocked the BBC flat, with their live-coverage of the Monaco Grand Prix. But this time the televised race was interrupted not only by the advertisements that make such viewing viable, but by endless football items. Was this necessary? Kick-ball may be the sport which the masses follow. But they get full coverage of the big matches on Saturday nights in fact. The items that interrupted the Monaco GP report were replays of old matches and interviews with players about future games. Surely this need not have interfered with the enjoyment of the very big and highly-enthusiastic band of motor-racing followers, especially when it is remembered that the aforesaid advertising, of Fiat, Ford, Goodyear, etc., is surely more closely geared to motor-racing than general advertising is to the other noble sport?

If Britain is not to be classed as a decadent Nation more taken up with ball games than with mechanical sports, we must have *full-length* motor races shown on TV. That apart, full marks to ITV for letting those at home get a very adequate idea of what was happening in far-away Monte Carlo, with another non-hysterical, well-delivered commentary and good pictures. So far as the BBC was concerned, its promised survey of Monaco came on too late to be of much interest to those who saw the ITV coverage. Some aspects of TV race-viewing may be misleading, or so the Continental Correspondent tells us; but it is far better than not seeing anything of the major motor races at all.

Should you ask what the Editor of MOTOR SPORT was doing watching from an arm-chair instead of from the Monaco Press Box, he would remark that S. C. H. Davies set a precedent all those years ago, when he was Sports Editor of *The Autocar*, by listening-in to the 1924 Italian Grand Prix on the radio – "That Sunday I was at home getting more and more nervous as the day wore on, picturing the cars far away in Italy, and gradually becoming apprehensive, a state of mind not unusual when a friend is driving. In the evening the loud-speaker of my set (some set in 1924 – Ed.) was switched on, and the first thing

Continued on page 772



The Silverstone Six Hours

Silverstone, May 14th

SPECTATORS who went to Silverstone on May 14th to watch the BRDC's fourth round of the World Championship for Makes probably thought they were getting a motor race for their money. After all, the Silverstone Six Hours was pitching Porsche's and BMW's works cars against each other for the first time this year, and the supporting cast of Gp 5 machinery was as good as you were likely to see outside Le Man's. In a sense, the spectators were right. But in another sense, they were wrong. "We're not really here to win this race, so much as to gain some race experience before Le Mans," explained Porsche's Manfred Jantke, contemplating his team's brand new Gp 5 car, resplendent in Martini colours and never raced before. So there we had it: the fastest car in the entry by a mile and half, designated the 935/78, driven by Jochen Mass and Jacky Ickx, powered by a 3.2-litre flat-six engine that produced upwards of 750-b.h.p. with the aid of twin turbochargers, capable of attaining 185 m.p.h. even on Silverstone's not particularly lengthy Hangar Straight. And it was all there for a sort of flag-waving, extended test session, in effect.

Not that the new Porsche went badly for a test session. In unofficial practice Mass lopped five whole seconds off his own Group 5 lap record, in first practice he was easily the quickest, in second practice Ickx went faster still to confirm the car's pole position, and in the race itself they led every inch of the way to win by seven laps. So fast was the car that Mass pulled out a staggering four second advantage over everyone else on the first lap, and from a rolling start at that! It really had no opposition at all, and one wonders how fast the Porsche might have gone if victory had been its first priority!

Behind the works Porsche, however, there was quite a good race for second place. Interest was added by a shower half an hour before the start, which forced everyone to start on rain tyres and then change to slicks after only a few laps. In the end, it was the Kremer brothers' "customer" Porsche 935, a 77A model, that came home second, driven by Frenchmen Bob Wollek and Henri Pescarolo. They gained that second place only after a spirited tussle in the race's middle stages with all three of Georg Loos's similar 935/77As and the single works BMW 320 Turbo.

From their record so far this season, BMW cannot have gone to Silverstone in too optimistic a mood, and even with Ronnie Peterson at the wheel their 2-litre Turbo lay only seventh in the opening laps. Gradually it moved up the order, climbing to second place despite a fuel injection fault that once resulted in its almost running out of petrol well before a refuelling stop was due. Eventually it ran for virtually four hours, the best a BMW Turbo has ever managed in a European race; then the differential overheated and failed after a suspected break-down of the rear axle's lubrication system.

For Georg Loos, Silverstone was little short of a disaster. He had entered all three of his Porsche 935s, although employing only five drivers: John Fitzpatrick, Derek Bell, Toine Hezemans, Klaus Ludwig and Hans Heyer. That ensured some very complicated driver switching arrangements, which might have explained why his team's pit stops seemed less smooth than usual. All three cars held second place at one time or another, but in the end Hezemans crashed one into the bank at Abbey after a light shower had made the track ultra-slippery. The second car dropped out when a wheel nut jammed and refused to budge during a routine pit stop, and the third retired 75 minutes from the finish when a sealing ring between engine and gearbox let all the oil out.

The other quick, privately entered Porsche 935s fared little better. In a remarkable coincidence, both the cars of Finotto/Facetti and Lafosse/Leclere lost front wheels within seconds of each other after that first, unscheduled round of tyre changes when the track dried out soon after the start. The car of Konrad and Merl lost half an hour when a driveshaft broke, but fought back gamely to sixth place at the finish, while the Porsche of Haldi and Mueller retired with extensive front and body damage after its second accident of the race.

As for the quintet of 2-litre, normally aspirated BMW 320is entered, it was rather a case of all or nothing. Three of them crashed, but the two survivors fought out the class lead and third place overall to the last lap, the Belgian car of Grohs and Joosen pipping the Swiss entry of Kottulinsky and Hotz by only 15 seconds. Harald Grohs in particular produced an inspired if sometimes untidy performance, and slowed only when both corners of his car's front spoiler had been broken off. Of the other three 320s, Dieter Quester crashed his at Stowe before the end of first practice, Bo Emanuelsson damaged his at the same corner early in the race, and Umberto Grano put the car he shared with Giorgio Francia into the fences at Becketts on his second excursion of the event. – J.C.T.

SILVERSTONE SIX HOURS

World Championship for Makes, round 4 – race distance, 6 hours

1st:	J. Mass/J. Ickx (3.2 t/c Porsche 935/78) (114.91 m.p.h.)	235.2 laps
2nd:	B. Wolleck/H. Pescarolo (3.0 t/c Porsche 935/77A)	228 laps
3rd:	H. Grohs/E. Joosen (2.0 BMW 320i)*	219 laps
4th:	F. Kottulinsky/M. Hotz (2.0 BMW 320i)	219 laps
5th:	D. Schornstein/J. Winter/B. Wolleck (3.0 t/c Porsche 935/77A)	218 laps
6th:	F. Konrad/V. Merl (3.0 t/c Porsche 935/77A)	202 laps
7th:	E. Sindel/P. Kristoffersen (3.0 t/c Porsche 934)	197 laps
8th:	A. Pallavicini/P. Bernhard (3.0 t/c Porsche 934)	194 laps
9th:	M. Raymond/S. Phillips/J. Beasley (3.0 Porsche Carrera RSR)	190 laps
10th:	T. Wingrove/B. Neville/P. Lovett (2.8 Porsche Carrera RS)	189 laps

11, K. Simonsen/J. Lundgardh (2.0 Porsche 935/6), 186 laps; 12, G. Bourdillat/A-M. Bernard (3.0 Porsche Carrera), 183 laps; 13, D. Brodie/D. Matthews (3.0 Ford Capri), 182 laps; 14, M. Franey/K. Drees (2.9 t/c Porsche 935/76A), 182 laps; 15, K. Leim/L. Lombardi (3.0 t/c Porsche 934), 180 laps.

Fastest lap: Mass, 1 m. 23.88 s. (125.88 m.p.h.), Gp 5 lap record. Fastest lap in 2-litre class: Grohs, 1 m. 32.0 s. (114.66 m.p.h.), 2-litre Gp 5 record.

* – winners of 2-litre class.



The amazing long-tailed silhouette of the winning Porsche 935/78, above. Right, the works BMW 320 failed to finish, but at least lasted four hours, the longest yet in Europe!

The Australian Veteran and Vintage International Rally

THIS YEAR'S major International Rally for pre-1930 cars and motorcycles was centred on Australia, where there is so much genuine enthusiasm for the older vehicles and where there is still scope for motoring as it used to be. The support for this event indicates that this is so, for the entry numbered 541, and although a few of the entry numbers were allocated to travelling marshals and officials of the Caltex Oil Company which sponsored the rally, there were still well over 500 old vehicles involved. The organisation of this big happening, which started on April 8th from Sydney and concluded at the Gold Coast, Queensland on April 21st, followed by the usual social relaxations and prize-giving, was handled by the VCC of A. As has been done in previous events of this kind, some of the cars and motorcycles travelled sub-routes, according to their age, these ranging from a total of 1,480 to 1,940 kilometres, in the 16 days on the road.

A splendid illustrated programme covered the rally, with the officials listed on a page overprinted on a 1920s Brooklands Paddock scene. The No. 1 entry was a 1900 Gardner Serpollet steam-car, and the Federal Government of Australia entered a 1924 Bean, thus commemorating Francis Birtles' great trans-continental Australian journeys with this make of car – so buck up, Mr. Callaghan! That they are not superstitious down-under is shown by No. 13 being allocated to a 1927 Ariel motorcycle. The aforesaid programme had many pictures of the competing cars, which naturally showed a preponderence of American makes – various Model-T Fords, Buicks, and those Chevrolet, Dodge and Studebaker tourers with almost identical radiators. There were rarities, such as a 14/45 Rover, a Vinot et Deguingand, a 1912 Calthorpe and so on, contrasting with the sports Bentley, Vauxhall and other fast cars. The big colour-spread in this programme was devoted to K. Laycock's 1926 Rolls-Royce Phantom I tourer and we note that W. Sanderson had entered his well-known 1914 12/16 sports Sunbeam and R. B. Pritchard a 38/250 (?) Mercedes-Benz, listed as a 1924 car. To go through all the 500+ entries is impossible but they included some fine Packards, a Lancia Kappa, L. Dixon's Type 51A Bugatti, Pontiac coupe, Fiat 501 and 509A, pre-war Hurtu, racing versions of Model-T Ford, an Edwardian Hurtu, lots of Edwardian Renaults, Clement Talbots, numbers of Essex, a Mitchell roadster, many Model-A Fords, a Lancia Lambda, an MG Midget, Austin Sevens, a curious 1921 Mercedes so-called Targa Florio with what looked like a home-built body, G. Sandford-Morgan's well-known 1914 Rolls-Royce Silver Ghost tourer, a 1921 Stutz Bulldog, SPA, Flint, 15/40 sports Darracq, an American Type 40 Bugatti, 1910 Austin, Ford 'buses, a Hotchkiss, etc.

We do not yet have the results, but we thought you would like to know that the VCC of A got its big occasion well and truly launched. The programme contained long articles about Birtles' early trans-continental runs with a Model-T Ford, the famous Australian Edwardian "Fifty-Bob" Vauxhall, Australia's first car, and many other interesting historical items. Len Sheen, the Federal President of the VCCA, and Caltex Oil, must have been well pleased with this 1978 Rally. W.B.

The VSCC at Oulton Park

THE Richard Seaman Memorial Trophies Race Meeting of the Vintage SCC at Oulton Park is usually one of the season's more enjoyable vintage-car happenings. It takes place this year, over the attenuated road course, on June 17th, starting at about 13.15 hours. The races, for which entries have closed, will comprise the two Seaman Trophy Scratch events, each over 16 laps, respectively for vintage and pre-1940 racing cars, a 20-lap Scratch Race for historic racing cars and the faster VSCC-type cars, an interesting 7-lap Handicap for vintage sportscars in road trim, to which will be added a number of short handicap and scratch supporting races.

So here are all the ingredients of fun with a certain amount of excitement, laced with the sounds, smells, scenes and "atmosphere" not found at the big meetings. Admission charges are £2 per adult, £1 per child, transfer to Paddock and Grandstand costing an additional £1. Members of the organising club make their own admission arrangements. This meeting counts towards the 1978 MOTOR SPORT Brooklands Memorial Trophy Contest, for £225 prize money, in which the leader at present is D. J. Duffy's 3½-litre Alvis-Riley with 31 points, followed by Mrs. Mason (Aston Martin), D. W. Llewellyn (Bentley), S. G. Harvey (Riley), M. H. Dods (AC), D. O. Beales (AC) and H. R. Dunham (Alvis) next, all with 18 points each.

So if you are in Cheshire in June, remember to give yourself the pleasure of seeing the older cars in action at Oulton Park on the 17th. – W.B.

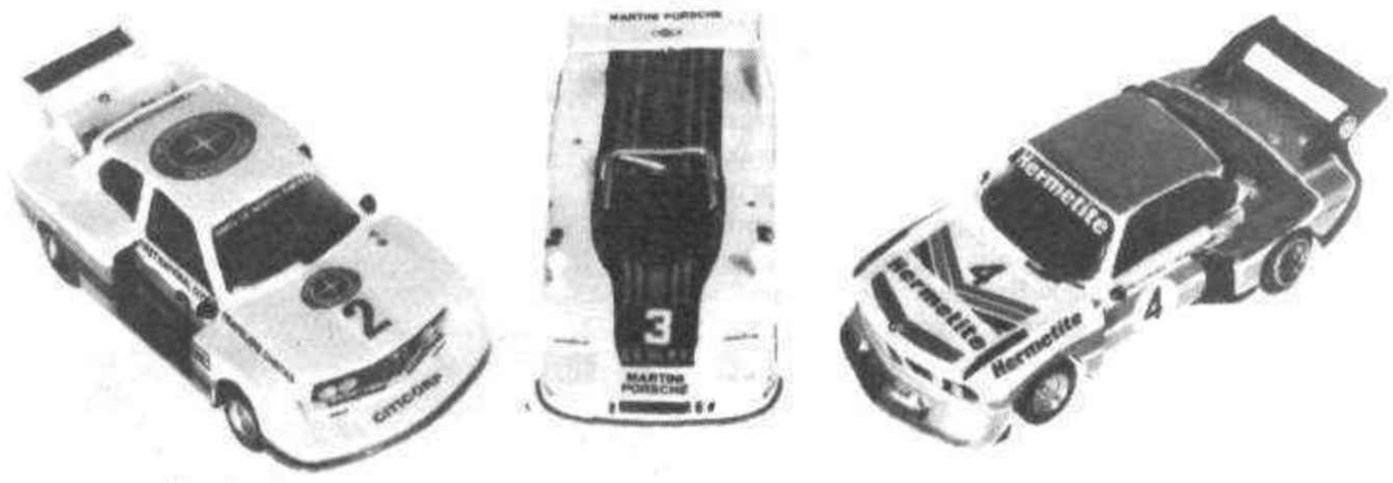
Miniature News

MODEL CAR collectors who are coincidentally enthusiasts for modern endurance racing are well catered for by Grand Prix Models' Series '76-'77 racing car kits. We have conducted "track tests" on three of them, built up by GP Models' own model builder: the 1976 works Martini Porsche 936/2 Spyder; a 1977 works BMW 320i Silhouette; and a 1976 BMW 3.5-litre CSL Silhouette.

The two BMWs make a fine pair. As they are to the same scale, it's an interesting exercise to compare in detail the two "winged-wonders" which are so difficult to distinguish from each other at a distance on the track. The 320i kit can be had in the factory Jagermeister colours, BMW Junior Team colours or in the guise of the First National City-backed, IMSA series, McLaren-built car, like our test model. Its detailed transfers are first class. There's a choice of Silverstone-winning, Fitzpatrick/Walkinshaw Hermitite colours or Quester/Nilsson Gosser Beer colours for the CSL kit, which GP models warn is not easy to make. As our ready-built example showed, patience rewards with good results. Although visually quite accurate, our Porsche 936 model (the version *sans* air box) was less satisfactory, with an inherent performance problem (something to do with the oversize front tyres being locked against the bodywork!) and severe handling deficiencies (the inside front wheel was permanently off the "deck"!). – C.R.

Meccano Dinky have produced a 110 mm.-long replica of a National Carriers' heavy-duty, general-purpose van with removable moulded canopy. It has the Ogle-Design of Letchworth cab specially designed for Dinky. No. 383 in the Dinky Toy series, this truck, which carries the lettering of the new "Medallion Guaranteed Delivery", costs 99p. – W.B.

New GP Models include the IMSA series BMW 320, Porsche 936 and BMW CSL.



MATTERS OF MOMENT
continued from page 770

it said confirmed my worst fears ..." the announcement was of the fatal accident to Count Lou Zborowski in a Mercedes, *see* page 77 of Sammy Davis' book "Motor Racing". Then there was C. G. Grey, Editor pre-war of *The Aeroplane*, who used to go up once a year so that, as he put it, he could devote the other 364 days writing about how dangerous flying was! The truth is that modern Formula One racing is highly specialised and MOTOR SPORT is fortunate in being able to send experts like D.S.J. and A.H. out to these races, while W.B. concentrates on other things. Which is why we hope for full-length motor races on TV in the near future.

Ballot Postscript

DUE TO working to the time schedule and space requirements for the colour-section of this issue of MOTOR SPORT, so far as my article on the 1920 Indianapolis Ballot was concerned, I find that I have done Miss Joan Richmond an injustice, when describing her racing with this historic car.

Further research reveals that, although she non-started in the four Brooklands races she entered with this Ballot in 1933, in 1934 the old car was again running there, now with more success, in the hands of its new owner. Indeed, Joan Richmond finished third in a half-mile sprint race at Easter, although the car was ill-suited to such a race, even the experienced Jack Dunfee having been reported as losing a race because of a poor start. Admittedly there were only four runners; Joan did the s.s. ½-mile at 50.81 m.p.h. She also ran the Ballot in three outer-circuit handicaps during 1934, finishing in two of them, although unplaced, but retiring in the last one, presumably when that con.-rod came out. Her fastest standing-start lap in these races was 87.38 m.p.h. her best flying lap at 108.51 m.p.h., which you may care to compare with the speeds set up by Jack Dunfee, given in the table on page 816. In one of her races Joan was even put on the scratch mark. By August the car's colour was blue and silver, with silver wheels. A long-lived racing car, this straight-eight Ballot! Its full story today appears in the article referred to. – W.B.

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Rally Review 1

The Welsh International Rally



Although only eight of the 39 stages were disclosed to spectators, enthusiasts were always able to locate the action, proved by this picture of Alén's Fiat on one of the non-spectator Epynt stages. Two years ago, one competing crew owed their lives to spectators who defied the ban and were able to drag them from their blazing Lancia Stratos after it had rolled in Brechfa forest.

WE HAVE ALREADY written in this issue of MOTOR SPORT (page 811) of the exciting, well-matched duel in Portugal between Hannu Mikkola (Ford Escort RS) and Markku Alén (Fiat 131 Abarth), resolved on the very last special stage when Mikkola lost his slender lead by collecting a puncture. Just three weeks later in Wales, Mikkola set the balance level again by comfortably winning the International Welsh Rally with his regular partner Arne Hertz. Alén was in second place for a while, but in the second half Roger Clark and Jim Porter got their Escort ahead of him and pushed the Fiat driver down to third place.

It is not true to say that it always rains on the Welsh Rally, but somehow it *nearly* always does and when the rally started the relatively smooth forest roads were very slippery indeed and throughout the event there was considerable bank-bouncing and tree-nudging to provide panel beaters with ample work afterwards. In contrast was Clark's unmarked Escort, his polished style showing its customary mixture of spectacle and tidiness which is all too rare nowadays.

Before the rally there were expectations of a fight, for Leyland was there with one of its 3.5-litre V8-engined Triumph TR7s for Tony Pond, and Vauxhall with two Chevettes (now "productionised" after the Portuguese affair) for Pentti Airikkala and Jim McRae. Britain's Opel team was also there with a Kadett for ex-Leyland driver Brian Culcheth, but that was a Group One car which was hardly capable of standing up to the much more powerful Group Four Escorts which were numerous in the entry list. Nevertheless, Culcheth brought his car home to a fine eighth place, winning the category.

Both Vauxhalls and the TR7 retired, and what remained in the second half was something of an Escort race, with Alén's Fiat breaking up the run of Fords. Indeed, the only cars other than Escorts in the first ten at the finish were Alén's Fiat and Culcheth's Opel.

For many years Wales has been something of a weekend Mecca for rally people. Even before the days of forest rallying, when the best events were those which used the twistiest mountain roads in the most desolate, unpopulated countryside, competitors flocked across the border to tackle Welsh events, and even English organisers held their rallies there, and still do.

Many changes have since taken place, but Wales remains as popular as ever. In many parts of Britain there are pockets of residents who are somewhat opposed to the sport, but it seems there are far fewer of these in Wales than anywhere else, and it is quite common for farmers and country dwellers to encourage and support rallies rather than to oppose them. Indeed, some will endeavour to have an event re-routed so that it passes their property.

As a generalisation, it could be said that the forest roads of Scotland and Northumberland are on the rough side, whilst those of Yorkshire and Wales are relatively smooth. Those who are reluctant to subject their expensively prepared rally cars to treatment rougher than necessary are therefore attracted to the Welsh Rally rather than the Scottish, but the Welsh event does have shortcomings in other directions.

Although there are fine forest areas each with its network of eminently suitable rally stages, such as Dyfi, Clocaenog, Brechfa and Coed y Brenin, they are somewhat spread out and any route which spans a number of these forests must, of necessity, use a considerable distance on public roads. The Cardiff start and finish put additional road distances on the route, and the final product this year consisted of some 200 stage miles (the "official" distance was just under 190 miles) in a rally which lasted 46 hours. That's a long time indeed for so short a competitive distance, and the often boring journeys between stages served to dilute the rally. There was also a full night stop, and all this meant that someone who travelled to Cardiff on the eve of the start, stayed afterwards for the prize giving and spent that night in Cardiff, would have been away from home for five nights, only one of them spent actually rallying. This is a far cry from the time, not so long past, when the whole rally ran through from Friday evening to Sunday morning with only a few short stops here and there, although even then there was a high road distance to be covered, for in the meantime the forests have by no means become smaller.

Again this year there was a restriction on the number of special stages which were disclosed to the public, but this has now become a general rule. So popular has the sport become that organisers, forest officials and police co-operate to keep the vast crowds as much as possible to places where there is space for them. Of the 39 special stages, only eight were declared suitable for spectators, six of them during Thursday night and Friday and just two during the Saturday.

However, as usual enthusiasts with local knowledge (and there are many thousands of them) soon learn where the stages are and contrive to get there, park their cars out of harm's way and watch the action. There were four stages on the military roads over Mynydd Epynt, for instance, and although these were not officially disclosed there were sizeable crowds watching all of them. The situation is akin to that created by some of our speed limit laws, and indeed some of our licensing laws; although something is officially forbidden, no harm will come from doing it provided the doer applies common sense and judgement, officialdom sometimes showing its recognition of this by turning an equally sensible blind eye.

Almost throughout the rally Mikkola, now enjoying his second successful term as a contracted driver with the Ford team, was dominant, although British driver Russell



Russell Brookes' Escort illustrates the punishment rally cars can take without retiring. In spite of this puncture and damage caused by an earlier spin into a tree Brookes finished fifth.

Brookes did take over the lead very briefly. He might have finished higher than his eventual fifth were it not for a spin off the road whilst fighting a flat tyre, at a cost of some ten minutes. He had also collided backwards with a stout pine, making a sorry mess of the boot area of his car which was crumpled all around a sizeable, tree-shaped indentation squarely in the middle.

Without the two Chevettes and the TR7, which had mysteriously shed its fanbelt and overheated, there was just the one Fiat and several Escorts running at the head of the field. It didn't seem likely that Alén would get to grips with Mikkola, but at the end of the first leg at Aberystwyth Clark was only a matter of seconds behind the Fiat driver. On the Saturday morning he wasted no time getting ahead into second place, where he stayed until the end.

Two young drivers deserve to be singled out, Graham Elsmore and Malcolm Wilson, both driving Ford Escorts. Their performances, coupled with their past achievements, indicate that more success could be in store for them. Unfortunately, neither appeared in the finishers' list of the Welsh Rally, Wilson having his clutch disintegrate with considerable force and Elsmore being disqualified (he would have been fourth) by the stewards for indulging in servicing at a place other than one of the specified areas. He suffered a broken gearbox shaft on the startline of a special stage, pushed his car back out of the way and later had the gearbox changed when his service car arrived.

There was a time when service operations could be carried out at any convenient spot, but the numbers of service cars have so increased that event regulations began to specify where one could not receive outside assistance. Wily competitors soon got around this one, and regulations nowadays tend to specify where one *can* be serviced, categorically forbidding service everywhere else. The road leading to the start of that stage where Elsmore's gearbox broke was not a specified service area, so when a marshal's report went back to the organisers and was referred to the stewards, they stuck rigidly to the regulations and excluded him. Regrettably, this regulation demands considerable policing if it is to be enforced absolutely, and it was Elsmore's misfortune that he was caught at it in a spot where he had not arranged in advance to be serviced, whilst others who had organised unmarked support cars to patrol forbidden areas, and were serviced by them, were not caught.

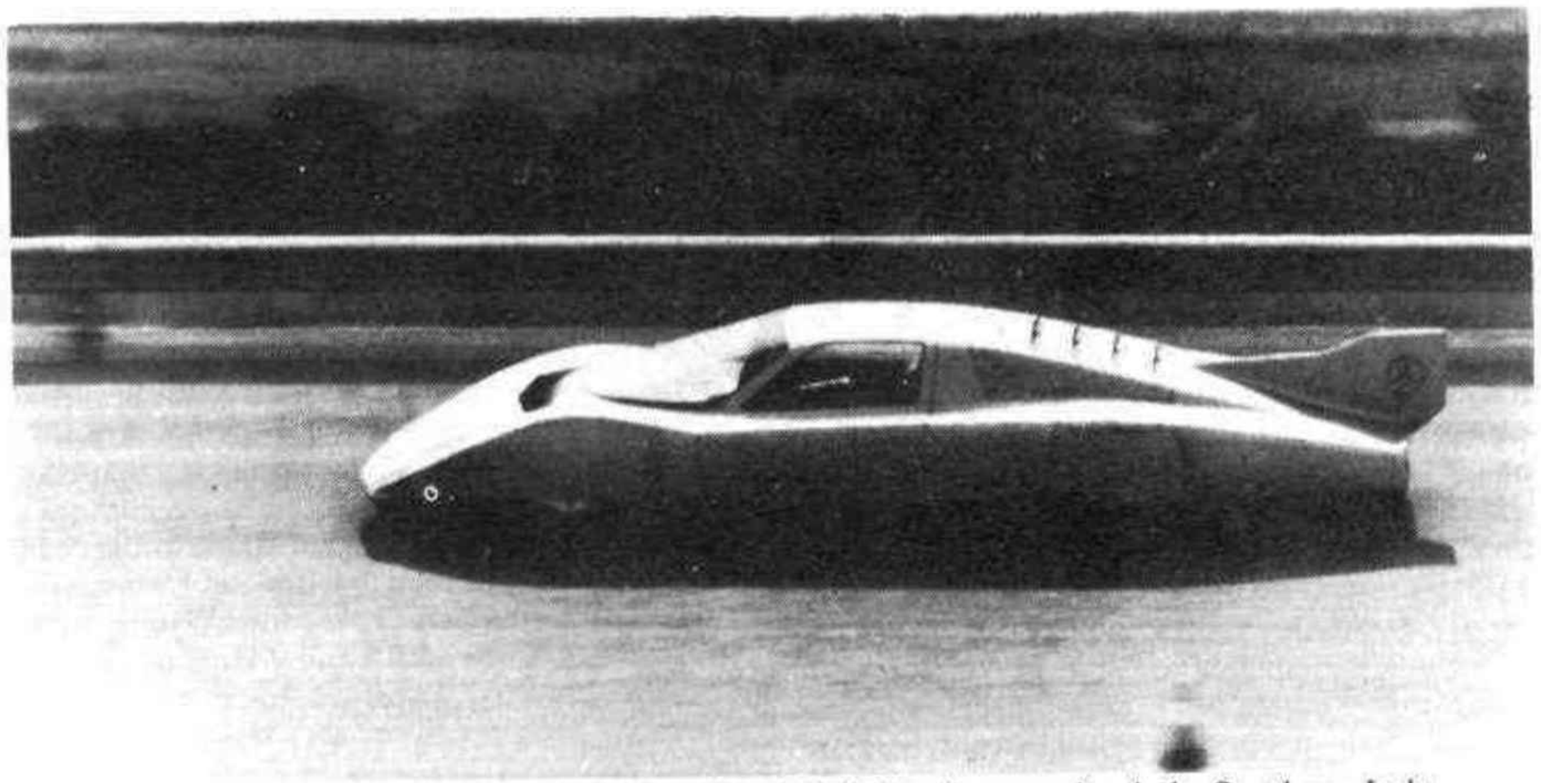
It would be churlish of us not to mention the sponsors of the rally, particularly as one of them is a government organisation whose involvement should perhaps be explained. The *Western Mail* newspaper has been backing the event for some years, and giving it good coverage, but the other sponsor was Phonepower Wales, a slogan representing the regional area of the Post Office Telecommunications Board. Their involvement even included supplying some of their familiar yellow Land Rovers to be used as rescue and recovery vehicles at stages. Before some of you may wonder at the wisdom of using taxpayers' money to finance operations connected with rallying, let us say that the organisers were using public telephones to get times back to rally headquarters in Cardiff, and there was considerable revenue for the Post Office from the 17 telephone numbers which the public could ring to hear taped bulletins of the progress of the rally.

Another sponsor, although an indirect one, was Sedan Products, the motor accessory distributors who are backing the RAC Open Rally Championship, a British series of international events in which the Welsh Rally is a qualifier. After three rounds, Russell Brookes leads that series from Roger Clark. – G.P.

Results:

1st :	H. Mikkola/A. Hertz (Ford Escort RS)	3h. 47m. 24s.
2nd :	R. Clark/J. Porter (Ford Escort RS)	3h. 50m. 43s.
3rd :	M. Alén/I. Kivimaki (Fiat 131 Abarth)	3 h. 51m. 57s.
4th :	N. Rockey/B. Harris (Ford Escort RS	3h. 59m. 46s.
5th :	R. Brookes/J. Brown (Ford Escort RS)	4h. 01m. 19s.
6th :	K. Hamalainen/P. Boland (Ford Escort RS)	4 h. 03 m. 24 s.
7th :	A. Fowkes/D. Whittock (Ford Escort RS)	4h. 06m. 50s.
8th :	B. Culcheth/J. Syer (Opel Kadett GT/E)	4h. 07m. 16s.
9th :	J. Buffum/G. Roberts (Ford Escort RS)	4h. 12m. 47s.
10th :	J. Churchill/R. Evans (Ford Escort RS)	4h. 15m. 08s.

106 starters, 56 finishers



Mercedes' C111 diesel record-breaker at speed on Fiat's Nardo test circuit in Southern Italy.

Around and About

Mercedes go record-breaking at 17.7 m.p.g.

SETTING new speed and endurance records slowly seems to be coming back into fashion once more, a major British manufacturer putting the finishing touches to a series of attempts with a popular saloon car as we went to press. Mercedes-Benz have been pressing on with their belief, and now one held by many other West German manufacturers, in the future of diesel. They expressed the state of their art fairly dramatically at Nardo, Southern Italy, in early May when they captured nine new world records for diesel-engined cars (eight of them new absolute records, regardless of power unit) with the latest version of the C111. Drivers were Paul Frere/Rico Steinemann, but there was nothing nostalgic about the highly developed five-cylinder engine, or the drag factor of .02 claimed for the exciting body shape. One of the car's designers, Guido Moch, of the Mercedes R&D department also assisted with the driving.

In its latest form the inline five produces 230 b.h.p. from 3-litres. It employs a Garrett exhaust-mounted turbocharger, "charge air cooling" and Bosch fuel injection equipment. The highest speed recorded in the sessions was 202 m.p.h., but the fastest new record speed was 199.983 m.p.h. for one hour: the absolute record for that still remains with David Anderson's *Pollution Packer* jet-engined vehicle at 234 m.p.h. The slowest record speed recorded by the Mercedes was of 195.3 m.p.h. over 12 hours. All but one of the records had stood to the American Abe Jenkins *(Mormon Meteor)* and were established in the 1940s.

From the lack of diesel car engine activity in Britain one does wonder if we may be caught with our metaphoric industrial trousers down as world legislation favours the spark-less unit to an increasing extent? In commercial vehicle terms we seem to be well represented, but to supply British-built diesels for car mass production seems a need that we seem to be recognising somewhat tardily, and the sporting diesel seems an anathema here at present. In Europe many are saying that the sporting engine of the future could be represented by a turbocharged diesel version of the Golf, which is expected to go into serious production, and would have obvious uses in the American Market of the 1980s and beyond.

The new outright World Speed Records set by the Mercedes-Benz CIII are:
100 km. – 316.484 k.p.h. (196.6 m.p.h.).
100 miles – 319.835 k.p.h. (198.7 m.p.h.).
500 km. – 321.860 k.p.h. (199.9 m.p.h.).
500 miles – 320.788 k.p.h. (199.3 m.p.h.).
1,000 km. . 318.308 k.p.h. (197.7 m.p.h.).
1,000 miles – 319.091 k.p.h. (198.2 m.p.h.).
Six hours – 317.796 k.p.h. (197.4 m.p.h.).
Twelve hours – 314.463 k.p.h. (195.3 m.p.h.).

Pre-GP viewing

HAVING PAID an admission fee, you will be able to see the two-day pre-British GP testing sessions at Brands Hatch. They commence at 9.30 on Wednesday and Thursday June 7th and 8th and the admission charge is £2 for adults, or half that sum for children.

New car introductions

SPRING seems to have had a soothing effect on the motor car industry, though the SMM&T figures for April car sales in Britain hardly had good news for Leyland. Their most popular car was down in sixth place and Leyland had one of the lowest market share figures ever. Elsewhere new model introductions are plentiful, especially from the Europeans and Japanese.

Of most sporting import must be the Mazda RX-7. This 2+2 coupe reaffirms the Toyo Kogyo faith in the rotary engine, as it will only be available with a double rotor unit corresponding to 2.3-litres. No date has been set for sale in Britain, but the car is going on sale in America

this year.

Those who remember the Mazda concern's Cosmo sports car, which was very well received by this magazine and others in the late sixties, will appreciate that Mazda have almost returned to the original concept of selling the rotary in a sporting car prior to further mass-production uses. In current form the engine offers 130 DIN b.h.p. at 7,000 r.p.m., enough (say the makers) to provide 120 m.p.h. and acceleration from rest to 60 m.p.h. in 8.7 seconds. In American tests, which should only be treated as a guide and are obviously conducted in US gallons (giving a slightly pessimistic figure before conversion to imperial m.p.g.) the Mazda RX-7 has recorded 23 m.p.g. overall, 29 m.p.g. in main road use and 19 m.p.g. for town work.

Outside the engine the car is smoothly styled and well equipped. The suspension is conventional strut-type at the front and a thoroughly located four-link live axle at the rear. Not quite so attractive is the retention of recirculating ball steering, though it does have the variable ratio provision. The engine's compact dimensions have allowed it to be set well back in the chassis and 5J by 13" diameter wheels are adequately clothed in 185/70 radials. The track is quoted at 4'8" and the car is "just over 4'" high.

Peugeot is not a *marque* that is easily accessible to MOTOR SPORT, though we have run examples of their estate car range with satisfaction for some years. Thus, unlike the majority of the British press, we cannot offer first hand impressions of the 305 four-door model, released on the British Market in mid-May at prices from £2,999 to £3,599. By all accounts these FWD, alloy-engined Peugeots are fine cars with the attraction of 10,000-mile main service intervals and the choice of either 1,290 c.c./65 b.h.p. power unit, or 1,472 c.c. and 74 b.h.p. In the latter form top speed is said to be slightly over 90 m.p.h. and a lowest fuel consumption figure of 31.7 m.p.g. is mentioned. Both engines are transversely-mounted, inclined 20 degrees to the front, have a single overhead camshaft and removable wet liners.

From their headquarters at Slough, where the attractions of Bernadette Piot as PRO have been replaced by the technically-advanced Jeffrey Daniels (lately of *Autocar*), we hear that the Citroen CX is now available with a 2½-litre diesel engine. The 2500D offers 20% more torque than the 2200D unit, but both are offered in Britain at prices of £5,469 and £5,848. In a separate release Citroen inform us that the Ami 8, the biggest of their flat twin-engined models, is no longer to be sold in Britain. It continues production in France, following in the skinny tyre tracks of 1.8 million other Amis which have been made since their launch in 1961.

Citroen are also selling 400 special Basalte versions of the GS flat-four saloons. These come with many stripes, special interior trim, tinted glass, Bosch Blaupunkt radio and sunroof, costing £3,320.

By 1979 we can expect to receive the first British examples of Saab's new 900 series which is now on sale in Sweden. The designation takes on an additional role to that of the faithful 99s, but retains much of the familiar shape. It seems Saab have done an extremely thorough development of the basic 99 theme, for the car is longer (8.27") and has a number of fundamental improvements throughout, including an attractive new fascia and instrumentation. Owing to extra space provided under-bonnet, r.h.d. cars will now be available with power-assisted steering.

Televised rallying

TELEVISION and motor sports seem to be more natural bedfellows these days. As BBC and ITV compete on the Grand Prix front, the BBC have also agreed to show filmed reports of the remaining rounds in the 1978 Sedan Products RAC Open Rally Championship. The majority of credit for this splendid news goes to the RAC, who have been working hard to increase recognition by the mass media for this branch of the sport.

The events will be shown on the Saturday after they were held, and will form 20 minutes in the content of the afternoon sports programme *Grandstand*. Provisional dates for transmission are: Welsh (May 20th), Scottish (June 24th), Burmah (August 26th) and Manx (September 23rd). The RAC Lombard Rally will also be covered and arrangements for this will be announced shortly.

Porsche 935/78 facts and figures

PORSCHE never have been content to rest amongst the rewards of their long-distance racing programmes, so it was no surprise to see that they had pushed the development of their dominant Group 5 935 model to new heights for its appearance at Silverstone. Now in a third season of racing (though prototype work went on for years before the Group 5 series was inaugurated) the latest turbocharged Porsche closed racers develop about 100 horsepower *more* than did the legendary flat-12 Porsche 917s! This year's b.h.p. figure is 750, though, as with any turbo application, output can be swiftly altered.

For those who secretly like to know "wottle she do mister?" but restrained themselves Porsche press material quotes a top speed of 217 m.p.h. (presumably at Le Mans?) for the 3,213-c.c. flat-six. The engine now has four valves per cylinder, a feature also now found on the 1.4-litre Baby Porsche which raced and aroused so much comment last year in the German national series. The cylinder heads are water-cooled, the block trusting to the traditional air medium. As always in this application a four-speed gearbox is employed for this 20.23 cwt. example of technology in (high-speed) motion.

The differences in body are obvious, though one does wonder whatever happened to the "Silhouette" intentions of this formula? A subtle interior change was that the car carried right-hand drive at Silverstone.

These latest models in a long line of racing 911s continue to use Dunlop racing tyres (as did Mercedes in their recent diesel record-breaking sessions), now mounted on 16" (front) and 19" diameter Porsche wheels.

Standard show

THE STANDARD REGISTER celebrates the 75th anniversary of the *marque* by staging its 19th Annual Field Event at Syon Park, Brentford this year. The programme, to be held on July 9th, includes a *concours d'elegance* to which all Standard cars can be admitted. Entry fee is £1.75 and further details are available from M. Alderson, 36 Northfields Road, West Acton, London, W3.

VSCC Curborough Speed Trials (May 14th)

RAIN DID its best to spoil this annual fixture this year but the interest was not diminished, although to some extent Curborough is more a fast driving-test than a traditional speed-trial and one hopes the VSCC will one day include a cornerless sprint, perhaps at some seaside venue, in its repertoire, if only to humour the more brakeless of the sprint cars. David Llewellyn made a notable sports-car f.t.d. in 40.6 sec. (a new record) before the rain came, in his 8-litre Bentley, which although road-equipped rode to the Lichfield course in a lovely large motor-coach. Second quickest in this category was C. Jones in his Big-Four Riley Special.

In the 1-litre racing-car class Freddie Giles and Ron Footitt had another duel, both using the 1929 GN Salome, Giles being the faster, by half-a-second. Freddie would have won the 1,500 c.c. racing-car class as well, in Ron's 1925 GN-AC Cognac Special, had this class and the unlimited racing-car class not been merged. As it was, Walton's 1951 Connaught clocked 45.5 sec., Giles 45.8 sec., after sliding onto the grass and turning round on his first run, and Footitt tied for third place with Guy Smith in the Alvis-engined Frazer Nash, both doing 46.4 sec. There was a needle-match here, as Stretton also drove the Cognac. He had a nasty moment when the sole of his shoe got stuck under the brake pedal, so that the throttle wouldn't close, at the end of his first run. He ran onto the grass on the left of the finish-line at speed but fortunately kept the car from turning sideways while he found the ignition-switch. Chapman's 1957 Monza Lister-Jaguar again belied the promise of its specification. Four cars contested the Edwardian class, which Arnold-Forster won by 0.2 sec. from Rowley's 1913 Th. Schneider, with his 1911 chain-drive Bugatti, which was driven to the course with the luggage on a carrier between the front dumb-irons, as in the days of Roland Garros. Its time was 51.0 sec. Liddell's Straker-Squire was third, beating Neve's 1914 TT Humber. Then, for me, it was home in two hours in that exceptionally restful quick-car, the Rover 3500, over the pleasant route from Bridgenorth to Ludlow, Knighton and Penybont, ample compensation for getting wet watching the racers! – W.B.

VSCC CURBOROUGH
MAY 1978
Provisional Results

Class 1 :
1st : D. J. P. Edwards (Aston Martin) 44.1
2nd : P. G. Whale (Frazer Nash) 45.7
3rd and 1st Vintage : A. D. Jones (Frazer Nash) 45.8
1st Handicap : C. J. Hudson (Aston Martin)
2nd Handicap : Mrs. J. Hogg (Aston Martin)

Class 2 :
1st and 1st Vintage, 1st Handicap and Vintage Record : C. R. Pack (Bentley 4½) 45.8
2nd : T. J. Threlfall (Lancia Lambda) 47.8
2nd Handicap : Mrs. Sue Champion (Alvis Speed 25)

Class 3 :
1st and 1st Handicap : G. A. Jones (Riley) ... 45.3
2nd and 1st Vintage : H. R. G. Conway (Bugatti) 46.0
2nd Handicap : G. M. Hare (Austin) 49.2

Class 4 :
1st, 1st Vintage, 1st Handicap, FTD and Fastest Pre-War : D. W. Llewellyn (Bentley) 40.6
2nd and 2nd Handicap : C. D. Jones (Riley) 41.7

Class 5 :
1st, 1st Vintage and 1st Handicap : F. G. Giles (GN Salome) 42.9
2nd : G. R. Footitt (GN Salome) 43.4

Class 6 :
1st and 1st Vintage : J. D. W. Sewell (Bugatti) 47.7
2nd and 1st Handicap : R. J. Odell (Riley) ... 49.3
Equal 2nd : P. Cranage (MG) 49.3
2nd Handicap : E. J. Benfield (Alvis) 52.7

Classes 7 and 8 :
1st : G. J. Walton (Connaught) 45.5
2nd, 1st Vintage and 2nd Handicap : F. G. Giles (Cognac Special) 45.8
1st Handicap : H. P. Milling (Ballot)

Class 9 :
1st and 1st Handicap : N. Arnold-Forster (Bugatti) 51.0

Team Award :
Ulster Austin 7s : G. M. Hare, R. G. Winder, M. F. Eyre.

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The Monaco Grand Prix

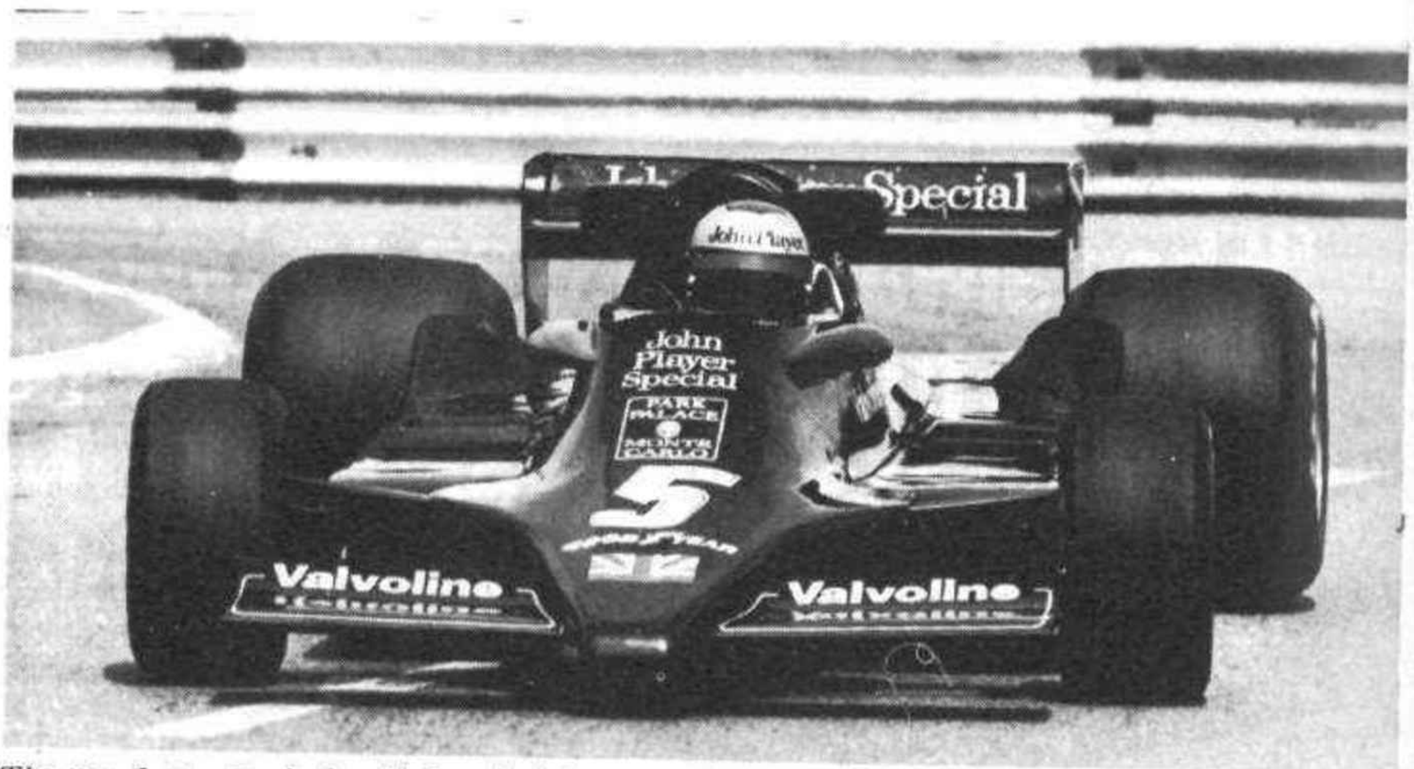
A process of elimination

Monte Carlo, May 7th

RACING ROUND-THE-HOUSES at Monte Carlo may have a lot wrong with it but it is never short on support or enthusiasm and this year 31 drivers were entered. As the CSI rules only allow 20 cars to take part in the Monaco GP, due to the restricted width and length of the circuit, there had to be a process of elimination. This began long before the sound of Armco barriers being assembled began, or the tubular scaffolding grand-stands began to rise up from every available space. The Formula One Constructors' Association naturally booked 20 places for their members, which on the face of things prevented anyone else taking part, but the regulations allowed for 24 drivers to take part in practice, the slowest four irrespective of who they were, would be out of the race. There were still 11 lined up for the four practice places, so the Automobile Club of Monaco thinned this down by applying the CSI invitation rule, which allowed the Club to nominate two entries. These were the factory Renault and Frank Williams' Saudia Airlines sponsored car for Alan Jones. The Renault was an obvious invitation, but some teams, both in the "Ecclestone Club" and out of it, were muttering about the Williams entry. On performance alone Alan Jones deserved to be invited, after his showing in South Africa and California, but you could hardly hold a race in the Principality of Monaco without inviting the entry sponsored by Saudi Arabia, not in this day and age.

This weeding-out process still left nine entries outside, so before official practice began on Thursday morning, they were allowed two half-hour sessions to themselves, and the fastest two would make up the total of 24 for the official practice. As the circuit is built up around the town there is no possibility of any pre-practice testing, so the "rabbits" had to get stuck into it the moment the circuit was open for practice. The non-arrival of Danny Ongais with the

Continued in the colour section on page 827.



The new Lotus 79, in its third revised form, made its first appearance at a Grand Prix meeting in Thursday afternoon's practice session, but Andretti soon reverted to Lotus 78/3.

STARTING GRID

11 — C. Reutemann (*Ferrari—flat-12*) 312T3/032 — 1 min. 28.34 sec. (1 min. 31.19 sec.)

2 — J. Watson (*Brabham-Alfa Romeo*) BT46/3 — 1 min. 28.83 sec. (1 min. 31.59 sec.)

1 — N. Lauda (*Brabham-Alfa Romeo*) BT46/4 — 1 min. 28.84 sec. (1 min. 28.65 sec.)

5 — M. Andretti (*Lotus-Cosworth V8*) 78/3 — 1 min. 29.10 sec. (1min. 31.83 sec.)

4 — P. Depailler (*Tyrrell-Cosworth V8*) 008/3 — 1 min. 29.14 sec. (1 min. 30.97 sec.)

7 — J. Hunt (*McLaren-Cosworth V8*) M26/4 — 1 min. 29.22 sec. (1 min. 31.47 sec.)

6 — R. Peterson (*Lotus-Cosworth V8*) 78/2 — 1 min. 29.23 sec. (1 min. 31.08 sec.)

12 — G. Villeneuve (*Ferrari—flat-12*) 312T3/034 — 1 min. 29.40 sec. (1 min. 31.83 sec.)

20 — J. Scheckter (*Wolf-Cosworth V8*) WR1 — 1 min. 29.50 sec. (1 min. 31.09 sec.)

27 — A. Jones (*Williams-Cosworth V8*) FW06/001 — 1 min. 29.51 sec. (1 min. 31.30 sec.)

8 — P. Tambay (*McLaren-Cosworth V8*) M26/5 — 1 min. 30.08 sec. (1 min. 32.32 sec.)

15 — J. P. Jabouille (*Renault-V6 t/c*) RS01/02 — 1 min. 30.18 sec. (1 min. 33.04 sec.)

3 — D. Pironi (*Tyrrell-Cosworth V8*) 008/4 — 1 min. 30.55 sec. (1 min. 31.38 sec.)

35 — *R. Patrese (*Arrows-Cosworth V8*) FA1/2 — 1 min. 30.59 sec. (1 min. 30.57 sec.)

26 — J. Laffite (*Ligier-Matra V12*) JS9/01 — 1 min. 30.60 sec. (1 min. 33.51 sec.)

22 — J. Ickx (*Ensign-Cosworth V8*) MN06 — 1 min. 30.72 sec. (1 min. 33.15 sec.)

16 — H. J. Stuck (*Shadow-Cosworth V8*) DN9/1A — 1 min. 31.30 sec. (1 min. 33.25 sec.)

18 — R. Keegan (*Surtees-Cosworth V8*) TS19/02 — 1 min. 31.31 sec. (1 min. 33.15 sec.)

36 — R. Stommelen (*Arrows-Cosworth V8*) FA1/1 — 1 min. 31.31 sec. (1 min. 34.84 sec.)

14 — E. Fittipaldi (*Fittipaldi-Cosworth V8*) F5/2A — 1 min. 31.36 sec. (1 min. 31.89 sec.)

N.B. Times in brackets are fastest laps made during the race.

*Patrese recorded this time in Arrows FA1/1.

Did not qualify:

9 J. Mass (ATS-March HS1/2) — 1 min. 31.40 sec.

17 G. Regazzoni (Shadow DN9/4A) — 1 min. 31.61 sec.

10 J. P. Jarier (ATS-March HS1/1) — 1 min. 32.11 sec.

19 V. Brambilla (Surtees TS20/01) — 1 min. 32.46 sec.

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Brabham	N. Lauda	Brabham	BT46/4	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	008/4	Cosworth V8	Hewland	Goodyear	ELF-Citibank
4	Tyrrell	P. Depailler	Tyrrell	008/3	Cosworth V8	Hewland	Goodyear	ELF-Citibank
5	Lotus	M. Andretti	Lotus	78/3	Cosworth V8	Hewland	Goodyear	John Player
6	Lotus	R. Peterson	Lotus	78/2	Cosworth V8	Hewland	Goodyear	John Player
7	McLaren	J. Hunt	McLaren	M26/4	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
8	McLaren	P. Tambay	McLaren	M26/5	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
9	ATS	J. Mass	ATS-March	HS1/2	Cosworth V8	Hewland	Goodyear	ATS Wheels
10	ATS	J. P. Jarier	ATS-March	HS1/1	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	C. Reutemann	Ferrari	312T3/032	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	F5/2A	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J. P. Jabouille	Renault	RS01/03	Renault V6	Hewland	Michelin	ELF
16	AVS-Shadow	H. J. Stuck	Shadow	DN9/1A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
17	AVS-Shadow	G. Regazzoni	Shadow	DN9/4A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
18	Surtees	R. Keegan	Surtees	TS20/02	Cosworth V8	Hewland	Goodyear	Durex-BAF
19	Surtees	V. Brambilla	Surtees	TS20/01	Cosworth V8	Hewland	Goodyear	Beta Tools
20	Wolf	J. Scheckter	Wolf	WR5	Cosworth V8	Hewland	Goodyear	Walter Wolf-Castrol
22	Ensign	J. Ickx	Ensign	MN06	Cosworth V8	Hewland	Goodyear	Tissot Watches
24	Hesketh	D. Daly	Hesketh	308E/4	Cosworth V8	Hewland	Goodyear	Olympus Cameras
25	Rebaque	H. Rebaque	Lotus	78/4	Cosworth V8	Hewland	Goodyear	—
26	Ligier	J. Laffite	Ligier	JS9/01	Matra V12	Hewland	Goodyear	Gitanes Cigarettes
27	Williams	A. Jones	Williams	FW06/001	Cosworth V8	Hewland	Goodyear	Saudi Airlines
30	B & S Fabs.	B. Lunger	McLaren	M26/6	Cosworth V8	Hewland	Goodyear	L & M Tobacco
31	Martini	R. Arnoux	Martini	MK23/1	Cosworth V8	Hewland	Goodyear	RMO
32	Theodore	K. Rosberg	Theodore	TR1-2	Cosworth V8	Hewland	Goodyear	Teddy Yip
35	Arrows	R. Patrese	Arrows	FA1/3	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
36	Arrows	R. Stommelen	Arrows	FA1/1	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
37	Merzario	A. Merzario	Merzario	A1/01	Cosworth V8	Hewland	Goodyear	—
39	Interscope	D. Ongais	Shadow	DN9/3A	Cosworth V8	Hewland	Goodyear	Interscope Racing

Spare Cars:

Brabham-Alfa Romeo BT46/3	— Used by Watson for practice and race
Tyrrell-Cosworth V8 008/1	— Used by Depailler Thurs.
Lotus-Cosworth 48 79/2	— Used by Andretti Thurs. p.m.
McLaren-Cosworth V8 M26/3	— Not used
Ferrari—flat-12 312T3/035	— Used by Reutemann Thurs. a.m.
Fittipaldi-Cosworth V8 F5/3A	— Not used
Renault-V6 t/c RS01/02	— Used by Jabouille Thurs. p.m., and race
Surtees-Cosworth V8 TS19/02	— Used by Brambilla Thurs. a.m. and Keegan Thurs. p.m.: Keegan for race
Wolf-Cosworth V8 WR1	— Used by Scheckter Thurs. a.m., Sat. and race
Ensign-Cosworth V8 MN08	— Not used
Lotus-Cosworth V8 78/1	— Used by Rebaque Thurs. qual.
Hesketh-Cosworth V8 308E/5	— Used by Daly Thurs. qual.
Ligier-Matra V12 JS7/03	— Used by Laffite Thurs. p.m. and Sat.
Williams-Cosworth V8 FW06/002	— Not used
McLaren-Cosworth V8 M23/11	— Not used by Lunger
Arrows-Cosworth V8 FA1/2	— Used by Patrese Thurs. a.m. and p.m., Sat. and race

Reflections in the harbour

THE DRIVE by Niki Lauda in the 36th Monaco GP will go down in the history books of Monte Carlo, whether he likes it or not. It was a classic performance and a rare exhibition of "tiger" by the rather sour and embittered Austrian, ranking with that of Fangio in 1956 and Rindt in 1970. Lauda has no interest in motor racing history or anything from the past, if some of his interviews are to be believed, but to those of us who enjoy the continuity of motor racing and respect and admire the efforts of those drivers who have gone before, Lauda's 1978 performance will not be forgotten. In years to come we'll look back on it with pleasure, even if he only looks back on it as money well earned. In practice his best lap was 1 min. 28.84 sec., using the best qualifying tyres Goodyear could supply and with everything on the Brabham-Alfa Romeo tweaked up just right for a sprint effort. He could not match the 1 min. 28.34 sec. of Reutemann and his Michelin-shod Ferrari, and stopped practising as he felt he could go no faster. In the race he had everything nicely sewn up, Reutemann had been punted into Hunt, delaying them both, Watson had gone up the escape road at the harbour *chicane*, and he was breathing heavily down Depailler's neck, and after the race Depailler admitted he was much more worried by the heavy breathing from behind than by the flying Ulsterman in front. Then a tyre deflated on the Brabham and Lauda had to make a pit stop, rejoining the race in sixth place. His climb up to second place was fairy-tale stuff, and so hard and relentless that the inborn racer in him had obviously overcome the outward calculating, computer-brain automaton we read about. It was Lauda at his best, as neat and tidy as ever, but very determined and just before the end of the 75 laps, with everything about the circuit against him (if we are to believe practice excuses, like too much oil, or too much rubber on the surface), he set a new lap record in 1 min. 28.65 sec., faster than he'd gone in practice. That has to be history-making, even if he does poo-poo it and give technical explanations.

Normally in a GP no-one approaches his practice times during a race, the average pace on race day being anything up to 2 seconds slower than practice, unless there have been some untoward circumstances in practice. Just such a case was that of Patrese, who lapped faster in the race than he had gone in practice, but this was due to not having reached his limit in practice. He had an almighty accident, entirely his own fault, and was somewhat detuned during the final hour, so it was no surprise that he improved during the race, even though it was by only two-hundredths of a second. However, what was creditable was the fact that he made second fastest race lap, albeit nearly 2 seconds slower than Lauda's record.

The closeness of the competition during practice, battling for grid positions which are all important at Monaco, was brought home by the number of drivers who were one place further back by reason of a mere one-hundredth of a second.

Watson 1 min. 28.83 sec.
Lauda 1 min. 28.84 sec.

Hunt 1 min. 29.22 sec.
Peterson 1 min. 29.23 sec.

Scheckter 1 min. 29.50 sec.
Jones 1 min. 29.51 sec.

Patrese 1 min. 30.59 sec.
Laffite 1 min. 30.60 sec.

Stuck 1 min. 31.30 secs.
Keegan 1 min. 31.31 sec.
Stommelen 1 min. 31.31 sec.

The closeness ran from front to back of the grid, and only a good electronic timing apparatus can measure that accurately. If the pairs had been running together for a lap it is very doubtful if they would have crossed the line that close. Once again I would suggest that the time is long overdue for the adoption of the USAC individual qualifying runs on a clear track. With only 24 cars it should be possible to give each driver two flying laps, the best to count for the grid. He would draw a ballot for qualifying order, leave the pits on a warm-up lap, do two flying laps and pull off into a reserved parking area. When he is half way round his first flying lap, the next competitor would go out and start his warm-up lap, and so on. With a competent announcer sitting alongside the time-keeper everyone would be kept fully informed on the instant, not five minutes after it had happened, and spectator interest would be high. All this would be on Saturday afternoon after the regulation hours of practice and testing, and if it rained – too bad! It has rained in the last hour of the present system many times.

While in California for the Long Beach race I went to a USAC Midget meeting at Ascot Park Speedway (USAC Midgets are anything up to 2½-litres – we used to call them Grand Prix cars in 1954-60!), where the first event on the programme was qualification over two laps. They got through 50 competitors and weeded out the fastest 32 for the evening's racing, and it was very interesting and exciting. The four-or-five-abreast, wheel-to-wheel racing was something else. As Formula One progresses towards its own extinction, with smaller circuits and shorter races, the time is ripe to adopt the USAC qualifying system. There would be problems and snags to begin with, but with a bit of driver discipline and a modicum of intelligence it would not take long to sort out a workable system that would have to be better than the present system which is nothing short of chaos.

This year's Monaco GP was over 75 laps and ran for 1 hour 55 min. 14.66 sec., comfortably inside the CSI limit of two hours. Some years ago when friends were trying to tell me how marvellous American Can-Am sports car racing was, I used to smile and refer to them as sprint races, as they only lasted a bare two hours. It's amazing how things can creep up on you, especially if there is a lot of noise and fuss to keep your mind on other things! In 1957 the Monaco GP was run over 105 laps (I bet Lauda would have liked 105 this year), in 1958 it was reduced to 100 laps, in 1968 it was down to 80 laps, in 1973 it was down to 78, in 1977 to 76 laps and this year 75 laps. It doesn't take much to calculate when 0 laps will be sufficient, and if you were not concentrating on the correct wavelength you would miss the Monaco GP in the year 2046 AD. When I put this reasoning to Karl Kempf, the ELF Tyrrell "boffin" who is measuring all aspects of Grand Prix racing and feeding them into a mathematical system, he laughs hysterically – and then concentrates on wiring up Depailler's seat for measuring G-forces!

The battle of the tyre companies continues apace, which is much more interesting than when Dunlop or Goodyear had a complete monopoly. Goodyear's victory in this year's Monaco GP was a lucky one, for without doubt if Lauda had not banged into Reutemann, or to be more accurate, if Reutemann had made a good start from his pole position, he would have run away with the race. When he rejoined after his pit stop, just in front of Watson and the pack, he pulled away from them, and the Ferrari ran faultlessly to the finish. The remark I like best from the very few made by the Michelin people was "we don't know much about motor racing, but we do know about tyres." Presumably they believe that Ferrari knows about motor racing, so why should they worry. They could be right in their outlook. On the other side Goodyear have a big problem on their hands, for they have to supply tyres to 27 of the competitors compared to Michelin's three. It is impossible for all 27 of the Goodyear runners to have equal tyres, and at the moment they are hard-pressed to keep the top five teams well supplied. There are signs that this might diminish to three teams, if Michelin keep getting on the front row and winning. Some people in Formula One think that Michelin should take on some more teams, thus easing the load on Goodyear and spreading the effort, but these people are the ones who are trying to turn Grand Prix racing into an entertainment, and they are way off beam. Michelin came into Grand Prix racing to win, not to ease Goodyear's problems or help the entertainment business. There may be some people around who are trying to entertain, but people like Colin Chapman, Ferrari, Michelin and one or two more are in motor racing to win, and that means beating the opposition, not helping them. Winning is the name of the game, it always has been and I hope it always will be. – D.S.J.

Notes on the cars at Monaco

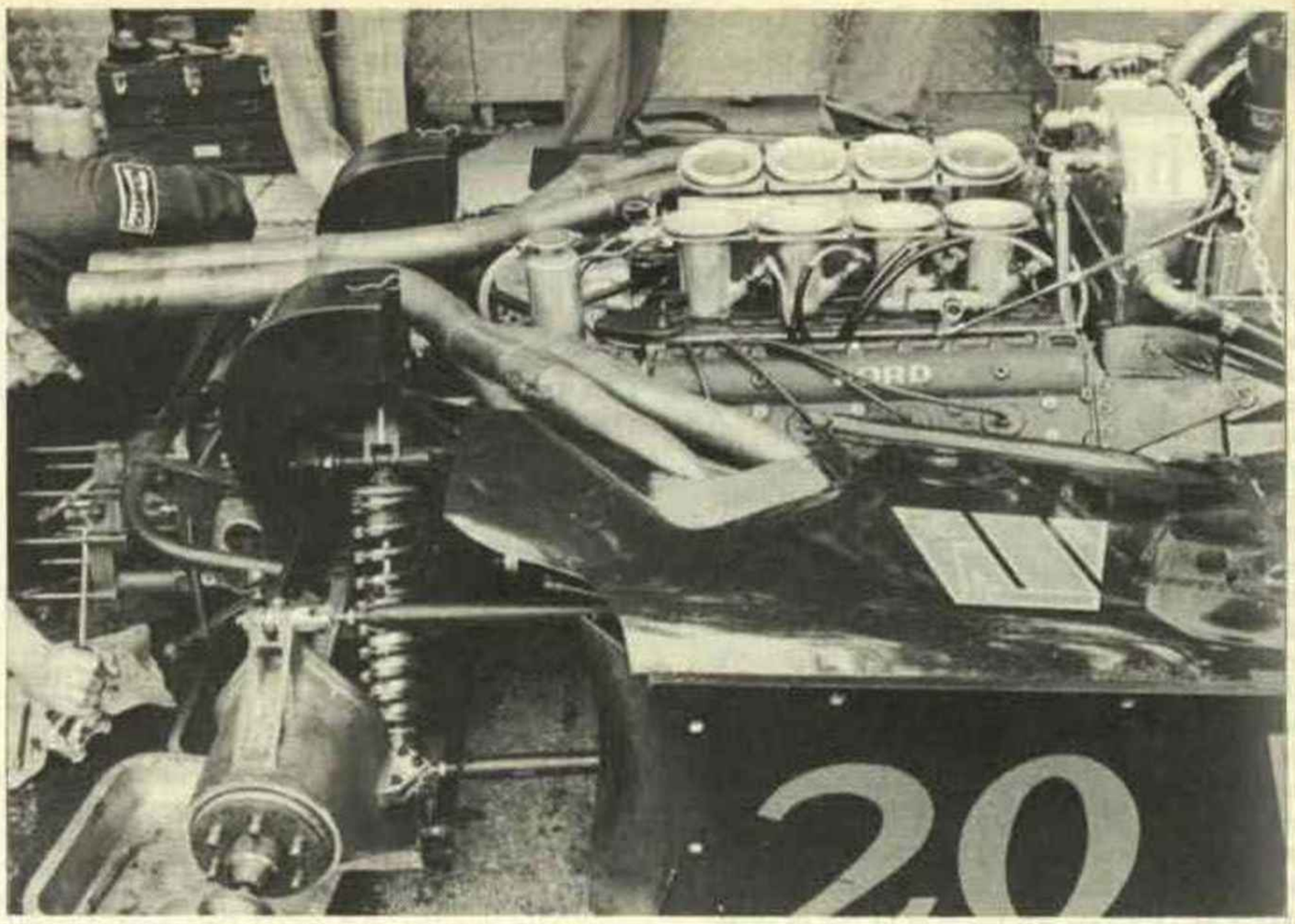
ALL THE SIGNS in the paddock showed a very healthy situation in Formula One and a good start to the European season. There were no fewer than 46 competitive cars on hand, of which 10 were brand new cars, and among them were four brand new designs. There was the Lotus 79 in its latest form, a pair of new TS20 Surtees cars, the new Ligier JS9 and a startlingly new Wolf. In addition to these there were new cars in their current series from Brabham-Alfa Romeo, Ferrari, Shadow, McLaren and Arrows. All in all, a truly impressive collection of machinery.

With engine power, whether it be from a Cosworth V8, a Ferrari flat-12, an Alfa-Romeo flat-12, a Matra V12 or a turbo-charged V6 Renault, more or less equal, give or take a few horsepower, and suspension knowledge known to everyone, designers are trying to get an advantage over their rivals by aero-dynamic means. Trying to control the air flow to the car's advantage by nose fins, cockpit shapes and rear aerofoils has been exploited to the maximum, now the trend is towards using the air around the car as a whole. There are various routes to take, either preventing any air from going under the car, and utilising the air flow over it, or encouraging the air to go under the car and then controlling it to create a suction to draw the car down onto the track. Whether you try to suck the car down, or press it down from above, the object is to load the tyres for increased adhesion in the corners, or under braking and accelerating. Different designers take different routes, Gordon

Murray on the Brabham BT46 has a vee-shaped skirt under the nose of the car to deflect the air sideways, and similar skirts along the sides of the car to stop air getting underneath. These skirts are of a special plastic and rub on the road surface continually. A smooth flow over the body utilises the air in the nose section and over the tail and rear aerofoil. McLaren designer Gordon Coppuck follows a similar route. Colin Chapman takes the opposite way, he encourages the air to flow under the car, and flexible side skirts keep it underneath until it can escape out the back. In its passage under the car it is forced to follow an inverted aerofoil section, which creates negative lift, or suck. Tony Southgate followed this lead on the Shadow DN9 and took it with him to the Arrows FA1. Now Harvey Postlethwaite has joined this school of thought with his new Wolf WR5, designed and built in an incredibly short time since the Brazilian GP.

The normal Cosworth V8 exhaust system has a bunch of four pipes on each side of the engine, gathering together into their own tail pipe running low down under or through the rear suspension. The bunches of pipes block the passage of air along the side of the car, so both the Wolf WR5 and the latest version of the Lotus 79, have the pipes curling upwards over the engine into tail pipes above the gearbox, the Wolf having long tail pipes, the Lotus having short ones. The two tail pipes, very close to each other, make a new sort of music on the Formula One scene, giving a very high pitched note compared to the normal Cosworth sound. Whereas the Lotus uses flexible side-skirts that bend as the car rolls or goes over bumps, the Wolf uses a rigid skirt that moves up and down in a slot in the side pod, on each side of the car. These skirts are hung on thin strip wishbones anchored to the chassis on ball-joints so that the whole skirt can rise up or down, or it can rock for-and-aft. At the front is a metal skid that can ride over a bump or a kerb, and in so doing a system of levers lifts the skirt out of harm's way. When being moved about the pits or paddock the skirts are lifted up by hand and held up by the insertion of a locking pin. The two pins are joined by a plastic chain looped over the engine bay, which ensures that Scheckter does not go out on the track with the skirts in the up position. When the pins are removed the skirts drop down into contact with the road, under their own weight, and there are stops to prevent the skirts falling out of the guide slots if the car becomes airborne.

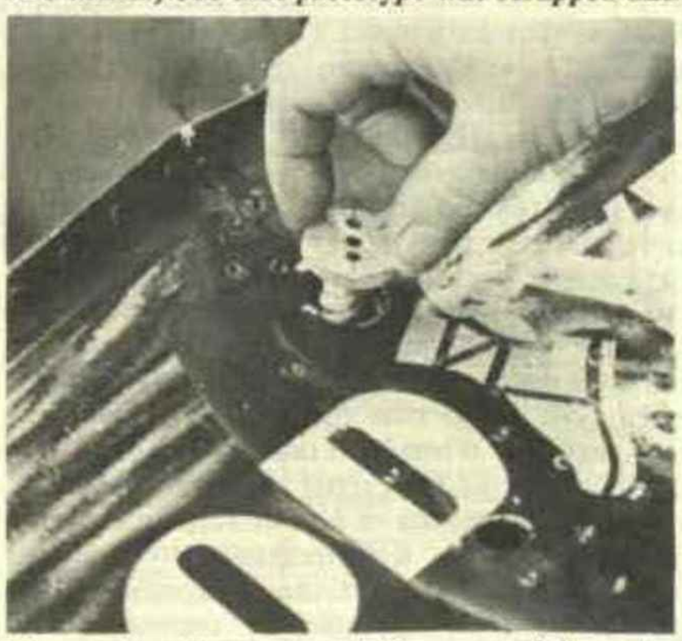
While the Lotus 79 retains the "winkle-picker" or "needle" nose form of the previous designs, with side fins, it no longer carries the oil radiator in the nose; this is now carried in the left-hand side pod, and the water radiator is in the right-hand pod. The Wolf WR5 has abandoned this type of nose and uses a Ferrari-type, with a full-width aerofoil mounted on an outrigger ahead of the front bulkhead on the monocoque. In the centre is a graduated knurled knob for adjusting the angle of this aerofoil. The oil radiator has been moved to a position on the scuttle, in front of the driver and above his knees, with heat resistant foil and deflectors to keep the heat out of the cockpit. Front suspension on the Wolf is entirely new, with sturdy double-wishbones, with the top one extended inboard to operate the coil spring/damper unit. The Lotus 79 has changed from a box-section upper rocker arm operating the front spring, to tubular wishbones, while at the rear there are new tubular wishbones controlling the lower ends of the hub carriers. The major change at the back of the Lotus 79 is a complete redesign of everything in order to take a standard Hewland



Up and over exhaust system on the Wolf WR5.

gearbox in place of the Lotus-Getrag gearbox, which has been withdrawn from service for some further development and design.

Almost everyone has now copied the adjustable rear anti-roll bar mechanism, introduced by Lotus some years ago, in which one arm of the roll bar is in the form of a blade of steel which can be rotated about its longitudinal axis by a lever in the cockpit operating a Bowden cable and a link system. The stiffness of the anti-roll system depends on the angle of the blade, presenting maximum stiffness at one extreme to minimum when turned at 90-degrees. Even Ferrari has now adopted this system, having tried the complicated sliding muff arrangement at Long Beach. Any Formula One car without an adjustable-from-the-cockpit rear anti-roll bar is behind the times. The new Lotus 79 now has an adjustable *front* anti-roll bar, operated by a push-pull control on the left of the instrument panel. Other designers will probably take note. The bodywork on the new Lotus covers the mechanical components completely, as well as the up-and-over exhaust system, which kept blistering the black paint and making a nasty smell of scorching fibre-glass. The rear aerofoil is mounted on side-plates and the bodywork flows into these. The Lotus 79 first appeared on test last winter, but that prototype was scrapped and



Finger tip adjuster for the front aerofoil on the Wolf WR5.

79/2 appeared at the International Trophy at Silverstone, only to suffer major damage when Andretti slid off the road and hit the new Shadow DN9. The impact wrote off the left front corner and the force of the blow shock-waved through the chassis and tore the right-front engine mounting out by the roots. During its major rebuild the whole back-end was redesigned to take a Hewland gearbox, so that Lotus 79/2 is now in a sort of Mark 3 version of the initial 79 design.

The new Ligier JS9, using a lighter Hewland gearbox joined to the Matra V12 engine by a long cast-alloy spacer, to give a longer wheelbase than the normal JS7, concentrates on improved air-flow over the car rather than under it. The monocoque is of a much smoother shape with a smooth hump over the engine behind the cockpit that deflects air onto an enormous rear aerofoil that joins up with the main bodywork and is mounted on sideplates that are extensions of the body. The basic layout of the suspension is unchanged, though the sizes of things and the geometry has been tried out on the interim JS9/JS7 car. A full-width front aerofoil is retained.

The Surtees TS20 design embodies much of the thinking of the TS19, with triangular section monocoque, but the water radiators are sunk into the sides of the engine bay, lying flush with the sloping sides of the monocoque. New double wishbone front suspension, with rising-rate geometry for the coil springs is used, and the full-width nose of the TS19 has given way to a needle nose with side fins. Due to having two different sponsors John Surtees was in the invidious position of having to build two new cars before the design could be tried under racing conditions, as each sponsor wanted the new car. This stretched the working capacity of the Edenbridge team to the maximum, and it meant they were short of vital spares, particularly for the clutch mechanism, which gave trouble in practice. Brambilla drove TS20/01 and Keegan drove TS20/02 during practice, but neither car raced.

Five teams had new cars to existing designs, Brabham producing BT46/5 for Watson, so that BT46/3 became the team spare, with Lauda

Continued on page 790

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A Pair of Compact, Sporting Mercedes

A special 280E Manual and the 280CE Automatic

THE LAST 12 months have seen a subtle and (almost) unofficial intrusion into the tough world of rallying by Mercedes-Benz, the *marque* in which years ago Eugen Bohringer put up some staggering rally performances with unlikely saloon versions. Last year's first venture, prompted by the enthusiasm of Mercedes-Benz in Great Britain, ended in an outstanding 1-2 victory on the 15,000-mile Singapore Airlines Rally from London to Australia. Over-ambitiously, Mercedes then decided to have a crack at the Safari Rally (again *unofficially*, you understand ...) with disastrous results from which valuable lessons were learned. The tool for both these rigorous tasks was the 280E version of the W123 compact saloon range, in rather closer to standard guise than most rally cars.

Thanks to the involvement of Mercedes-Benz (United Kingdom) Ltd. in the Singapore Airlines Rally, I was able to try one of the most enjoyable big saloons I can recall, more than a match in its sporting demeanour to "Unbeatable BMW". I had been well-pleased with the standard 280E automatic, road-tested in the March, 1977 issue of MOTOR SPORT, adding the rider that "the splendid handling should be even more responsive under manual gearbox influence". Although a four-speed manual gearbox was available abroad, UK imports could be had with four-speed automatic gearboxes only. The rally cars all had manual gearboxes, as did an otherwise standard UK specification 280E saloon brought to Britain for testing tyres for the rally cars. It was this car, fitted additionally with stiffer coil springs and Bilstein gas-filled dampers, that I had on test after it had served its useful development process. In fact the springs and dampers were the only items on the car that you or I could not order on a new car straight from a dealer's salesman: the manual gearbox car is available to special order at no extra (and no less!) cost. Though the Stuttgart computer would have to be programmed specially to churn out a manual gearbox r.h.d. 280E to UK specification, the special order should not prolong the delivery time, which is about six months anyhow.

That SLF 266R had spent most of its 6,000-mile life on special stages was confirmed by the stone-spattered sills and rear wheelarches, the holes in the front carpet and rear parcel shelf where a full roll-cage had been located, brackets on the chassis rails for a stout sumpguard, an automatic boot lock which didn't and country horns which had expired, though town horns kept things legal. Unfair punishment had been meted out to it right from the beginning of its



The crisp, 2,746 c.c., oversquare, twin-cam straight six engine common to both cars.



life: when brand-new, Mercedes' Jonathan Ashman used it as course car on the Avon National Forest Rally in which I was competing with Tony Fowkes in a rather less pristine 450SLC. Afterwards it spent most of its mileage on Bagshot stages, testing tyres for the six Singapore Airlines Rally cars of Cowan, Fowkes, Kling, Kleint, Warmbold and Mauch. For my test, SLF had returned to the standard wear of 195/70 HR14 Pirellis, on steel wheels complete with nave-plates. It says much for Mercedes' engineering strength that the only give-away to its hard life other than the aforementioned details was a rattle from an exhaust heat shield, from whence a bolt had escaped. Elsewhere in this issue, you will read of the toll that only 190 or so stage miles took on the rather more specialised cars in the International Welsh Rally, which must give some sort of reverse reflection on the Mercedes' inbuilt strength and pedigree.

This hard-used test car had its original standard production engine attached to the manual gearbox. This sweet, oversquare, twin-overhead camshaft straight-six has a capacity of 2,746 c.c. (86 mm. x 78.8 mm.) and develops 177 b.h.p. at 6,000 r.p.m., with 172 ft. lb. torque at 4,500 r.p.m. It has a cast-iron cylinder block, an alloy cylinder head, has an 8.7-to-1 compression ratio and is fitted with Bosch K-Jetronic mechanical fuel-injection equipment. The manual gearbox car shares the same 3.55-to-1 final drive ratio as the automatic car, which gives 60-m.p.h. cruising at 2,966 r.p.m. I assume the weight of the manual car won't be far removed from the 28.7 cwt. I quoted for the automatic version.

A couple of years ago M-B offered an Executive version of the old-style W114 series 280E with a five-speed ZF gearbox, but now the only manual option is M-B's own well-proven "four-speeder", with ratios of: 1st, 3.9 to 1; 2nd, 2.3 to 1; 3rd, 1.41 to 1; 4th, 1 to 1 and reverse, 3.66 to 1. No tachometer is fitted, nor does one feel necessary, for this so-smooth, free-revving and flexible engine feels practically unburstable, has a cut-out to prevent it going "over-the-top" and doesn't feel to need the use of maximum revs to give of its best. Less sensitive drivers can be guided by recommended maximum speed markings on the speedometer of 34 m.p.h., 55 m.p.h. and 90 m.p.h. in the gears. Theoretically this sporting semi-limousine should pull about 124 m.p.h. which it probably will, given a long enough run. Certainly 120 m.p.h. was readily attainable by the test car.

The "golf club" knob of the nicely-placed gear-lever controlled a light and smooth gear-change and the clutch too was light and progressive. Heel-and-toeing was difficult and most of the time I changed my usual double-declutch downward change style to one of lightly stroking the lever into the lower notch; the gearbox's tough early life had failed to kill the perfect synchromesh. Apart from the pedal lay-out drawback a very good manual arrangement indeed, which made light work of town driving too. Reverse was over and up (with a lift of the lever) to the left.

I could not help likening this 280E to the marvellous little VW Scirocco GLi (tested last December) in its sewing-machine sweetness of power delivery through only four gears. This twin-cam six's crispness became even more obvious without a "sludge-pump" to soften its power delivery to the rear wheels. The gearbox ratios matched the engine characteristics perfectly, as did the final drive ratio for high-speed cruising, so there was never the temptation to search for a fifth gear as I tend to do in undergeared BMWs.

With the crisp six wound up, this manual car had splendid performance, with a 0-60 m.p.h. time around the 9.5 sec. bracket. Although very flexible, it didn't have the torque of the big BMW six-cylinder engine, but achieved its performance less fussily, more quietly – and the gearbox was quiet too.

Stiff springs and dampers made for a hard, though not too uncomfortable ride. But the loss of comfort was a small price to pay for a resultant precision of handling and reduction in roll which made this heavy, four-door, five-seater such a delightful and easy car to drive very quickly indeed. The standard car is surprisingly agile and easy to place, thanks to its direct and lively, sensibly geared Mercedes power steering



The coupe's facia and control arrangement reflects that of the saloon save for walnut veneer panelling.



Saloon and wide-doored coupe fuel-injected Mercedes 280 body-styles compared. The saloon's condition belies its many forest stage miles.

and neat, square shape; the stiffer suspension endowed it with extraordinarily good handling manners and cut down roll. Although biased towards gentle understeer on dry tarmac, it responded quickly to changes of direction and turned into corners well, very confidence-inspiring chassis behaviour. I thought perhaps the understeer must have been a problem on loose surfaces, although on dry tarmac the front wheels couldn't be made to break away, but perhaps this wasn't the case, for in wet and slippery conditions the back broke away very controllably before the front. As this was a Mercedes, I need hardly mention that the all-disc brakes, which were unmodified, were simply admirable, totally consistent in their behaviour, however hard-pressed.

The stiffer suspension increased suspension thump and general road noise, and wind noise levels were none too low. The hard life had left its mark with a few extraneous noises too, yet this silver saloon felt to have lost nothing of its Mercedes engineering integrity. Mercedes-Benz may retain conservative styling, but here in this car was proof that the sporting identity has not been lost. I would dearly have liked to own it.

C.R.

The Mercedes-Benz 280CE

IF I WOULD like to own the road test 280E manual, I would like even more to own a 280CE coupe model prepared to the same specification of gearbox and suspension. I have a penchant for coupe versions of big saloons like BMWs, Jaguars and now the Mercedes W123C series. Why carry around two extra doors and a higher roof line if, like myself, you don't need them? Coupes always seem neater in styling, less cumbersome in appearance and the 280CE is no exception. I don't propose to dwell too much on the red 280CE automatic which followed the 280E manual on my road test schedule, for I wrote an introduction to the model in the May 1977 issue of MOTOR SPORT, after driving left-hand drive examples in Germany. As I said then, most of its virtues and the mechanical description parallel the 280E automatic tested in the March 1977 issue.

The coupe is 8.5 cm. shorter and 4 cm. lower than the saloon W123, weighs a little less and shares the same nose and tail sections. It is powered by the same 2,746 c.c., straight-six engine detailed in the 280E manual report above and sits on similar double wishbone front suspension with anti-dive geometry and zero-offset steering, and diagonal swing axle rear suspension with brake torque compensation. The spring and damper rates are revised to compensate for the variance in weight and wheelbase. A four-speed automatic gearbox is standard, but the manual 'box detailed above can be ordered specially at the same price. A coupe customer pays dearly for the improved styling: £10,990 against £9,995 for the saloon. However, the coupe's standard specification does include such luxuries as electric door windows and four headrests, all extras on the saloon. Extras on the test 280CE included alloy wheels and an electric sun roof, which can be added to the saloon too, but I missed the useful headlamp wash/wipe system fitted to the test saloon.

Both front and rear side windows retract fully in this pillarless coupe. The rear windows are mechanically operated, so cannot be opened by the driver when on the move. Headroom is barely adequate for tall drivers and front seat passengers, even with the height adjustment of the seats at their lowest settings. By coupe standards, rear seat headroom is not too bad, though again, tall occupants suffer. The rear seats are contoured for two, but a removable cushion is provided to slip into the centre oddments tray should there be a third rear seat occupant. The front seats feel to have slightly more lateral support than those of the saloon and have an ingenious vacuum device for locking and unlocking the backrests for access to the rear. I thought the corded velour seat and door trimmings of the 280E manual more tasteful and comfortable than the patterned, smooth cloth inserts of the coupe, but I did like the genuine walnut root veneer panelling which is standard wear on the centre console and along the facia strip of the coupe.

Like the saloons, the coupe is ergonomically functional by virtue of simplicity. All the major electrical functions are controlled positively by one stalk on the right of the steering column, the thick-rimmed, softly-padded steering wheel has no adjustment because Mercedes engineers put it where it ought to be for practically any driver, the turn-knob heater controls – with separate heat control for each side of the car – would be understood even by an imbecile and the instrumentation cocooned in its tidy nacelle is the epitomy of clarity. The left hand dial holds gauges for the 80-litre fuel tank, water temperature and oil pressure, the last named sticking on 45 p.s.i. maximum if all is well, in the centre is a large 150 m.p.h. speedometer and on the right an accurate clock to keep the discerning businessman on schedule. There is a capacious, lockable cubby-hole, nets in the front seat backrests and a vast boot. A first-aid kit is part and parcel of all Mercedes.

After the stiffly-suspended semi-rally car, the standard coupe felt soft, though certainly not sloppy. I retuned myself to standard Mercedes suspension tautness after a few miles and thoroughly enjoyed the handling which, while not so good as that of the modified car, was a shade better than that of the standard saloon, with less roll. Nose dive and squat was minimal and all the disc-brakes again superb. This particular injection engine was mechanically noisier than that of the modified saloon, a question, I think of tappet re-adjustment at its next service, which, through demonstration demands, was well overdue. Nevertheless, it returned 19.1 m.p.g.

The four-speed Mercedes-Benz automatic gearbox with torque converter has always been a first-class unit and felt to chop little off the performance. In fact it put about a second on the 0-60 time, but didn't give the driver the same direct feeling of inflence upon the handling.

Now that Jaguar have ceased production of XJ coupes, Mercedes have a niche all to themselves in this section of the quality market with this elegant, superbly engineered coupe. The BMW 633CSi is £4,000 dearer and more comparable with the 450SLC and XJ-S. A splendid car. –C.R.



The pillarless lines of the two-door coupe are elegant and unfussed. Saloon and coupe share identical nose and tail treatment.

The British Empire Trophy

A weak shadow of its former self

Donington Park, May 7th

THE British Empire Trophy is an event steeped in history. Since its inception in 1932, it has been won by many of Britain's leading racing drivers from John Cobb in that first year, to Freddie Dixon, Richard Seaman, Raymond Mays and Stirling Moss. Nowadays the Trophy is a weak shadow of its former self. Last year it was revived once more and it was competed for, at Donington Park, by Historic Racing Cars. It was won (for the second time) by Neil Corner in the Donington Collection's very own BRM P25. This year, the British Empire Trophy was very poorly supported indeed and just ten cars started the meagre 12-lap, 23½-mile race. With no really strong opposition, Corner scored his hat-trick, again in the BRM.

Whether or not the Trophy will ever regain any of its true prestige in the years to come now remains to be seen. If it is to do so, then surely it must be competed for by a class of racing that can combine both competitive fields and, preferably, up and coming drivers? The Trophy was last run for such a class of racing in the early nineteen-seventies, when Formula Three drivers battled furiously amongst each other at Oulton Park for two successive seasons for the honour of winning the prestigious Trophy. Both these meetings were well supported, both were a success in terms of good motor racing, and the second one was televised, live – this year's event wasn't.

It would be nice to think that next year somebody could organise the race for a formula like Formula Three, where there is strong European support available. But to make it a success, one would have to increase the prize money, make it a separate race devoid of championship status and, most importantly, make sure that it was the main event of the season for that particular category of racing. It should be well worth the effort.

It became obvious not long after the pathetically short 15-minute practice session, when the times were released, that Neil Corner and the BRM P25 were going to take some beating. The Neasham driver recorded a time of 1 min. 21 sec., a speed of 86.99 m.p.h. in the Donington Collection car and only Willie Green, in Anthony Bamford's Maserati 250F, could get within two seconds of the chassis from Bourne. Joining Corner and Green on the front row of the grid was the quickest Cooper-Bristol, that of Roddy McPherson. The last named managed a 1 min. 29.6 sec., which was a tenth of a second quicker than the similar car of Simon Phillips, which headed the second row of the grid. Ex-Grand Prix driver Bruce Halford had his pristine Lotus 16 alongside. Row three contained Martin Chapman's splendid Monza Lister-Jaguar, Gerry Walton's Connaught A8 and Peter Mann's ERA R9B, which failed to make the grid, leaving just ten starters; the field being completed by Barry Simpson's Cooper-Bristol, David Vine's Cooper-Bristol and Peter Merritt's slow, but nevertheless interesting, HW Alta.

Not surprisingly, Corner made the best start in the BRM to lead from Green, McPherson, Phillips, Halford and the rest, all of whom soon faded into obscurity as the leaders, especially



British Empire Trophy Winner Neil Corner leads off the line in the Donington Collection's BRM P25 from Willie Green in the JCB Maserati 250F, Simon Phillip's Cooper-Bristol and Bruce Halford's Lotus 16.

Corner, forced the pace. Halford was quickly past the dicing Cooper-Bristols of MacPherson and Phillips and into a secure third position, while Green lost any chance he may have had of staying with the leader with a couple of moments at Park. Although the BRM wasn't running as well as it had in the previous year's Empire Trophy, it still ran out an easy victor, but its fastest lap, needless to say, was nowhere near the record Corner had previously set in the car.

At the fall of the flag after 12 laps, Green was less than three seconds down in second place, a good effort, while Halford was a lonely third. Phillips, having overtaken MacPherson on exiting Park three laps from the end, was placed fourth. Martin Chapman's Monza Lister-Jaguar was a distant sixth and the last unlapped runner. Hardly the greatest of races; let us hope that next season's event, for whichever formula, will regain some of the British Empire Trophy's former prestige.

Supporting races included a Classic Sportscar event, won by Brian Cocks' Lotus 23B, and an Historic Sportscar Championship round won by Mr. Sports Motors himself, Rodney Bloor in his FVA-engined Chevron B8. Peter Morgan's Lola won the Esso Formula Ford Championship round, John Trevelyan's Lola led the furious Sports 2000 race throughout, Bruce Venn's Lola took the National Formula Super Vee Championship round and Michael Parkes' space-frame Mini won an entertaining special saloon bout. – M.C.S.

Results:

BRITISH EMPIRE TROPHY – Historic Racing Cars – 12 laps – Donington Park – 23.48 miles – Sunny, dry

1st :	N. Corner (BRM P25)	17 m. 04.5 s. – 82.53 m.p.h.
2nd :	W. Green (Maserati 250F)	17 m. 07.3 s.
3rd :	B. Halford (Lotus 16)	18 m. 01.7 s.
4th :	S. Phillips (Cooper-Bristol)	18 m. 05.0 s.
5th :	R. MacPherson (Cooper-Bristol) ..	18 m. 08.1 s.
6th :	M. Chapman (Monza Lister-Jaguar)	18 m. 20.9 s.
7th :	G. Walton (Connaught A8)	1 lap behind
8th :	D. Vine (Cooper-Bristol)	1 lap behind
9th :	B. Simpson (Cooper-Bristol)	1 lap behind
10th :	P. Merritt (HW Alta)	2 laps behind

Fastest lap: Corner, 1 m. 22.8 s. (85.10 m.p.h.).



Willie Green demonstrates the Maserati 250F's legendary perfect balance with Bamford's immaculate example.


ADD A CAN OF STP WHEN YOU CHANGE YOUR ENGINE OIL
SAYS CAPTAIN GO
WHEN YOU'RE CHANGING THE OIL ENSURE YOU'RE ON LEVEL GROUND, SO YOU GET ALL THE OIL OUT...
THEN ROLL UP YOUR SLEEVE AND REMOVE THE SUMP PLUG TO LET THE OIL OUT. AND DON'T WORRY IF YOU HAVEN'T GOT A SUMP TRAY - THEY'RE EASY TO MAKE...
STP
OIL TREATMENT
JUST CUT THE FRONT OUT OF AN OLD OIL CAN AND STICK IT UNDER THE SUMP.
'DINNER'S READY'
THEN BEFORE YOU EMPTY THE TRAY PUT THE PLUG BACK AND POUR IN THE NEW OIL. THIS LEAVES YOU WITH AN EMPTY CAN TO PUT THE OLD OIL IN. SMART THINKING!
'COME ON'
AND WHILE YOU'RE CHANGING OIL DON'T FORGET TO ADD A CAN OF STP OIL TREATMENT FOR ADDED PROTECTION.
'IT'S ON THE TABLE.'
STP REDUCES FRICTION AND WEAR, IMPROVES PISTON RING SEAL - AND CUTS OIL CONSUMPTION. INCREASED FILM STRENGTH HELPS MAINTAIN OIL VISCOSITY LONGER. SO REDUCE FRICTION - USE STP!
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'FRICTION'S ABOUT TO INCREASE UNLESS YOU EAT YOUR DINNER NOW!'
Secret Formula
STP
OIL TREATMENT
"THE RACER'S EDGE"
ADD TO OIL
STP OIL TREATMENT
OBTAINABLE FROM GARAGES AND GOOD ACCESSORY SHOPS EVERYWHERE.

Interview

Design on the Hills, Translated by Mike Pilbeam

LOOKING at a top class hill-climb car, even with the most casual of glances, reveals that science has arrived in this formerly quiet backwater of motor sport. The elongated cars immediately look different from their circuit counterparts with their rearward extensions of the back aerofoils and bodywork devoted, through deep and graceful scallops, to developing the maximum possible downforce. The top runners and riders are propelled by an attractive variety of engines, but the sheer competitiveness of the sport is slowly but surely "bringing out the racers." Thus the lightened and aerodynamically modified machines snarl through the rounds of the top class championships to the note of a Ford-Cosworth DFV (perhaps of 3.3 litres), or a thoroughbred Formula Two four cylinder from Brian Hart or BMW GMBH, rather than the base note of the 5-litre V8s so popular in previous years. Never has competition been fiercer on the hills, especially in the pursuance of vital hundredths of a second during a Top Ten RAC Championship run-off at the close of a day's sport. Inevitably the top designers have been drawn into the eye of the fiercest competition, so that the chassis match the phenomenal acceleration and braking forces available virtually "off the shelf" today. Pre-eminent at present are former Tyrrell and Ferguson designer Derek Gardner, and freelance racing car designer Michael Pilbeam, who has worked for many in circuit racing, including Lotus and BRM.

Pilbeam's name is the leading one in this branch of the sport. He has been converting cars for the hills, usually from a Brabham or March basis initially, since 1975. Now he has reached the stage of drawing complete hill-climb specials with their own type numbers and a wealth of Pilbeam experience behind them. The cars – MP31-02 (Alister Douglas-Osborn's) and MP31-01 (awaiting delivery to Peter Kaye) – are professional monocoque machines, drawn around



Mike Pilbeam.

the familiar Cosworth DFV Grand Prix V8, but carry an unusually high degree of fabrication by the manufacturer. This is partly out of idealism, and partially because, based in Bourne, Lincs, Pilbeam can capitalise on the obvious pool of skilled labour left over from BRM's heyday.

To see someone like Alister Douglas-Osborn, the current RAC Hill-climb Champion, charging such a shiny and sophisticated racing car through the unprotected trees and natural hazards is a subject worth returning to in itself, but what of Mr Pilbeam? What sort of man can bring effective thinking to the special problems posed by ascending hills at unnatural speeds?

A very experienced man. One who has worked at every stage of the game from putting together his own 1172 racing specials to the hothouse of Lotus Grand Prix car draughtsmanship. Mike Pilbeam was born in 1937 and lived for many years in West London. Today he lives, as he has done since he left BRM in 1974, at Northorpe a few miles outside Bourne. Of his interest in competition cars Mike says it was unusual because, "I didn't know they existed until I was 21, or so. Then I got very keen indeed."

That enthusiasm led to the construction of a small sports car, which inevitably became the further modified base to go racing. Until he moved into the present single-storey workshops at Bourne his designs carried just the prefix R (yes, for racing) but from 1977 on his initials served in front of the type numbers. His first car, R1, "took about 18 months to build. I even had to go to evening classes to learn how to weld!"

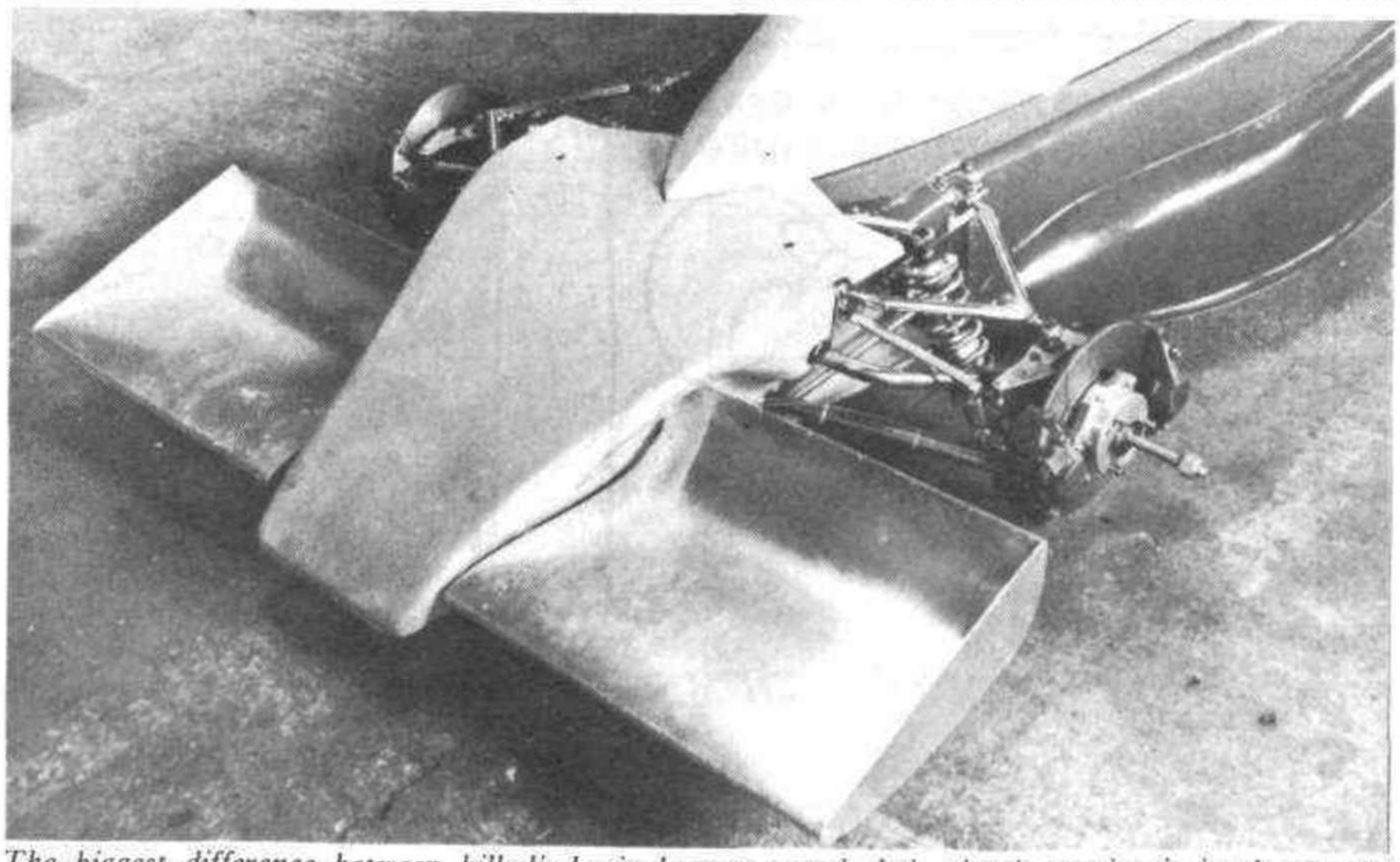
The completion of the first car in 1959 soon led to others and an association with Tony Gould, then promoting the construction of an i.r.s. layout. Gould nearly won the 1172 title with one of their cars during the early 'sixties while Mike "enjoyed my couple of seasons racing, but never felt I was going anywhere. Perhaps if I had started earlier ..." this wistful note struck by the performances of contemporaries Brian Hart and Len Terry.

The competition bug had now insinuated itself firmly and Pilbeam proceeded to his first professional designing job. In 1963 he had been accepted by BRM as a stress engineer. After a year Tony Rudd moved him on to work on a 4-WD version of the current 1½-litre Formula One car. This was an intriguing project as Mike recalls today, "we found just the same problems as all the major teams discovered when they tried 4-WD *years* afterwards. Lotus, McLaren, even Cosworth, nobody ever got over the problems of balancing the car *and* gaining the benefit of 4-WD. If you could control the car easily, then it usually had the torque split so biased towards the rear wheels that it was not worth the weight penalty of 4-WD." Later the 4-WD BRM found a new lease of life in hill-climbing with Peter Westbury, who secured the RAC title with it under some supervision from Pilbeam. Mike says now, "It was the first car I had total responsibility for, but we used the 1920 c.c. enlarged version of the V8 Grand Prix motor rather than the usual 1½ litre. The car was on loan to Peter initially, but I believe he bought it and eventually sold it to Peter Lawson. It's now in Tom Wheatcroft's museum at Donington." Obviously the lessons of 4-WD on the hills were not lost on Pilbeam, but agility and low overall weight appear to count for more today, mainly because of tyre improvements.

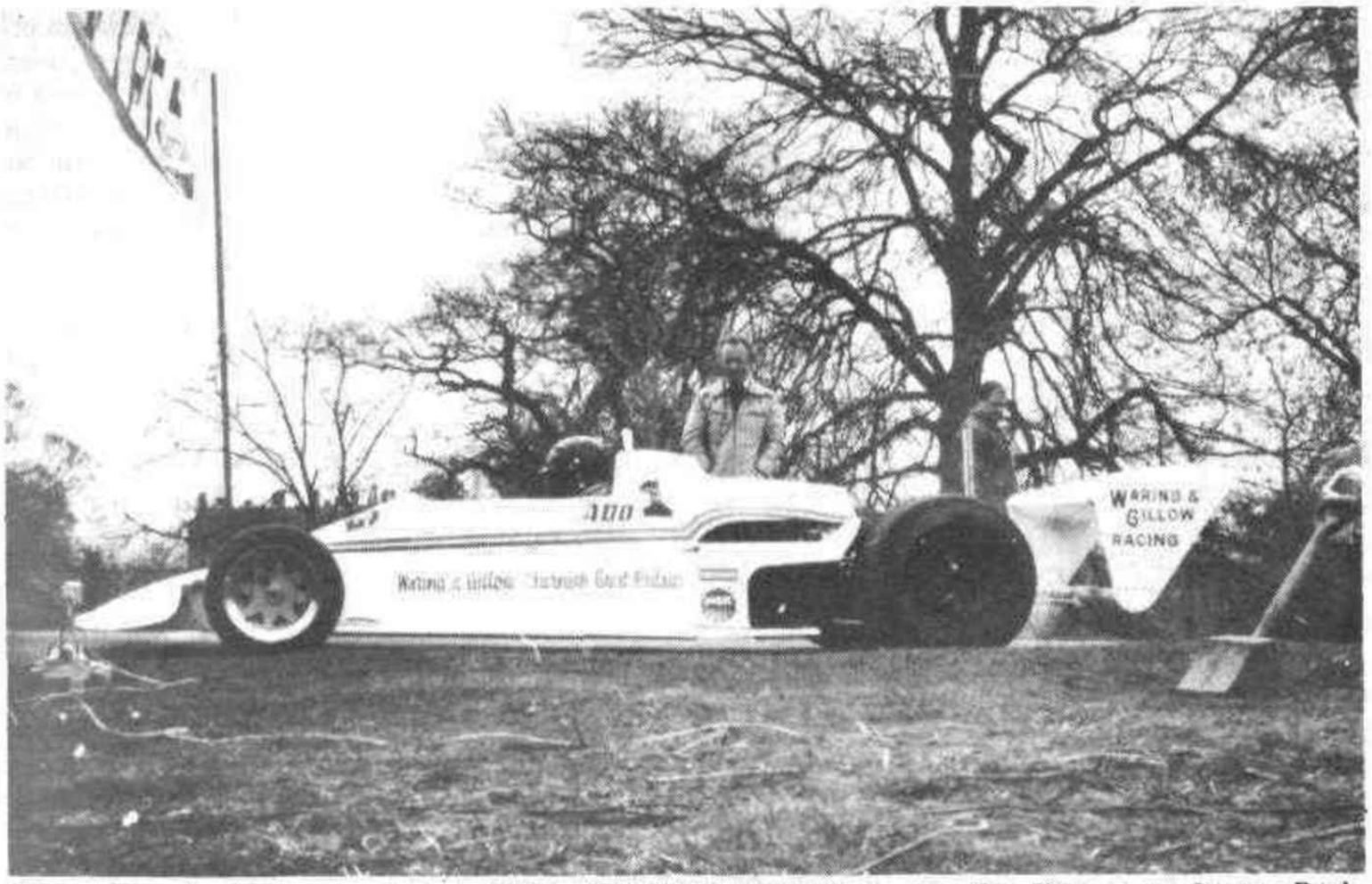
From BRM Pilbeam journeyed to Essex, working in the advanced planning side of Ford at Dunton. "That was fine, until the planning was shifted to Germany," he remembers. However, he did meet a number of enthusiastic kindred spirits who were mainly involved in saloon car racing, "But mainly I did it for the money," he admits rather more candidly than most ex-Ford employees.

By February 1969 Pilbeam was moved even further east, facing the challenge of Lotus. The 4-WD idea came up again while he was there, but even with Maurice Phillipe heading the department and Geoff Ferris working on the problems with Pilbeam as well, the Chapman equipe did not produce the effective 4-WD racing answer, though as we all know Lotus did achieve quite a lot with the 49B and 72 models, which also fell within Pilbeam's scope.

Early in 1972 Pilbeam left Lotus for a short period at Surtees (where he worked on the characteristic flat outlines of the TS9) before returning to Lincolnshire and BRM in 1973. When Tony Southgate left, Pilbeam accepted a job managing their design office. At first they ran



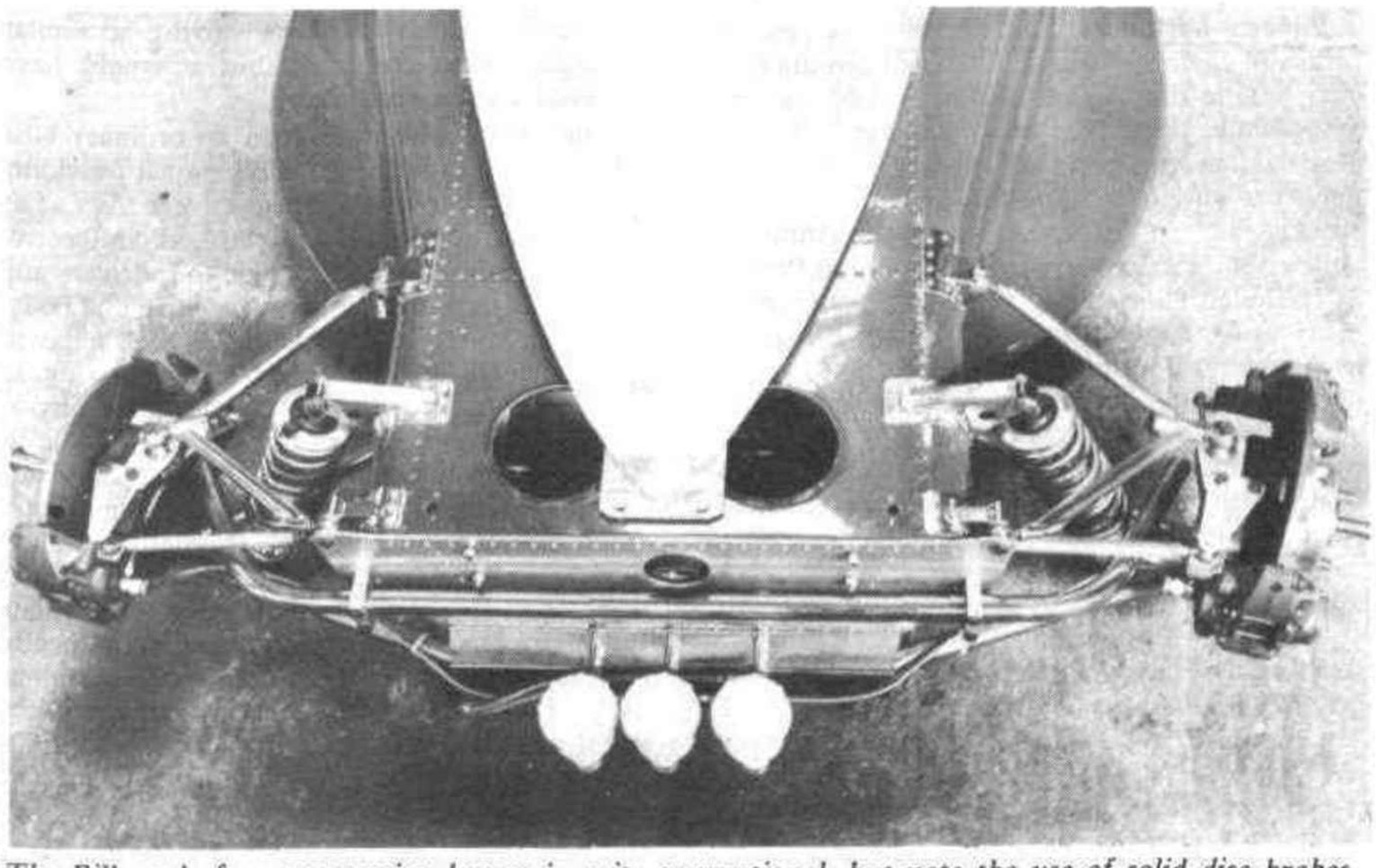
The biggest difference between hill-climb single-seaters and their circuit cousins is in the deeply scalloped aerodynamic aids to generate more downthrust at lower speeds.



Alister Douglas-Osborn, reigning RAC Hill-Climb Champion, on the line at a Loton Park demonstration with his 1978 Pilbeam MP31-02.

modified versions of the P160, but Mike did get the chance to do a complete Formula One machine, the BRM P201. "Like my first cars, it's still being used today," Mike commented with a wry grin! He is also proud of the fact that it was probably the only Grand Prix inboard front brake installation not to suffer any failures.

Pilbeam Racing Designs Ltd. was established at home when the Stanleys came into control at BRM late in 1974. Pilbeam says, "I always wanted to work on my own, and it turned out to be quite a lucky time at which to make the move. There was a long phone call about Formula Atlantic from Tom Wheatcroft. I was not quite sure where we were getting with the conversation, but Tom seemed very interested. He asked me if it was possible to build a car quicker than the opposition. 'Do you want me to?' I countered. 'Yes, that's it.' click – and he was gone! I didn't see Tom for nearly two months after that, we just got on with R18," Pilbeam reports, smiling gently at the memories of a man who came to represent quite a part of Mike's freelance business life.



The Pilbeam's front suspension layout is quite conventional, but note the use of solid disc brakes.

Climbing technique

From the design viewpoint hill-climbing makes some special demands, not least of which is that the venues vary far more than those of modern race circuits. Surfaces are especially variable and this, plus the narrow widths at many climbs, has forced physical changes in car specification.

Mike prefaced the technical priorities with a few general remarks. "The biggest problem is to test and develop a car. You cannot buzz round for 10 laps and have a consultation. Even if you go to somewhere like Cadwell Park for a few shakedown miles, it must be said that the car does not feel the same on a circuit as it will on a hill. When he's competing, the hill-climb driver just has to go flat out for 40-60 seconds. It is rarely that he'll be composed enough for the kind of detailed impressions that you use in circuit racing.

"These drivers are also very brave. We will make a change and then the driver will have to try it out at 100% effort. None of that ease-it-round the first lap or so business. Balls-out from the start, and then try to remember if the car felt any better!

"I think the standard of development in hill-climbing is quite high at present. It did not matter before if the car was not spot-on, you could still enjoy some success. Now that's totally out of the question."

Unfortunately the truth of that statement was all too clearly demonstrated for me by the performance of Douglas-Osborn's Pilbeam at Wiscombe in April. The car wasn't as finely tuned as its rivals, being rather newer, and it was impossible even for this talented driver to get back on even terms, even though the original problem was only a minor braking one.

Another general problem is that of traction and tyre temperatures. In a typical RAC Championship round the cars can have two different characters. The first is on comparatively cold tyres (especially at the front) in the well-spaced runs that are part of the competition, but which can qualify them for the top ten run-offs. If they do set a time that is in the top ten – and there are plenty left outside today, so money and no talent is no substitute for less money and more talent – then the car will be running far more frequently and the front tyres will benefit, along with the brake pad temperatures and so on. Thus you can easily have a car that behaves one way early on and develops from an oversteering Mr Jekyll into an understeering Mr Hyde.

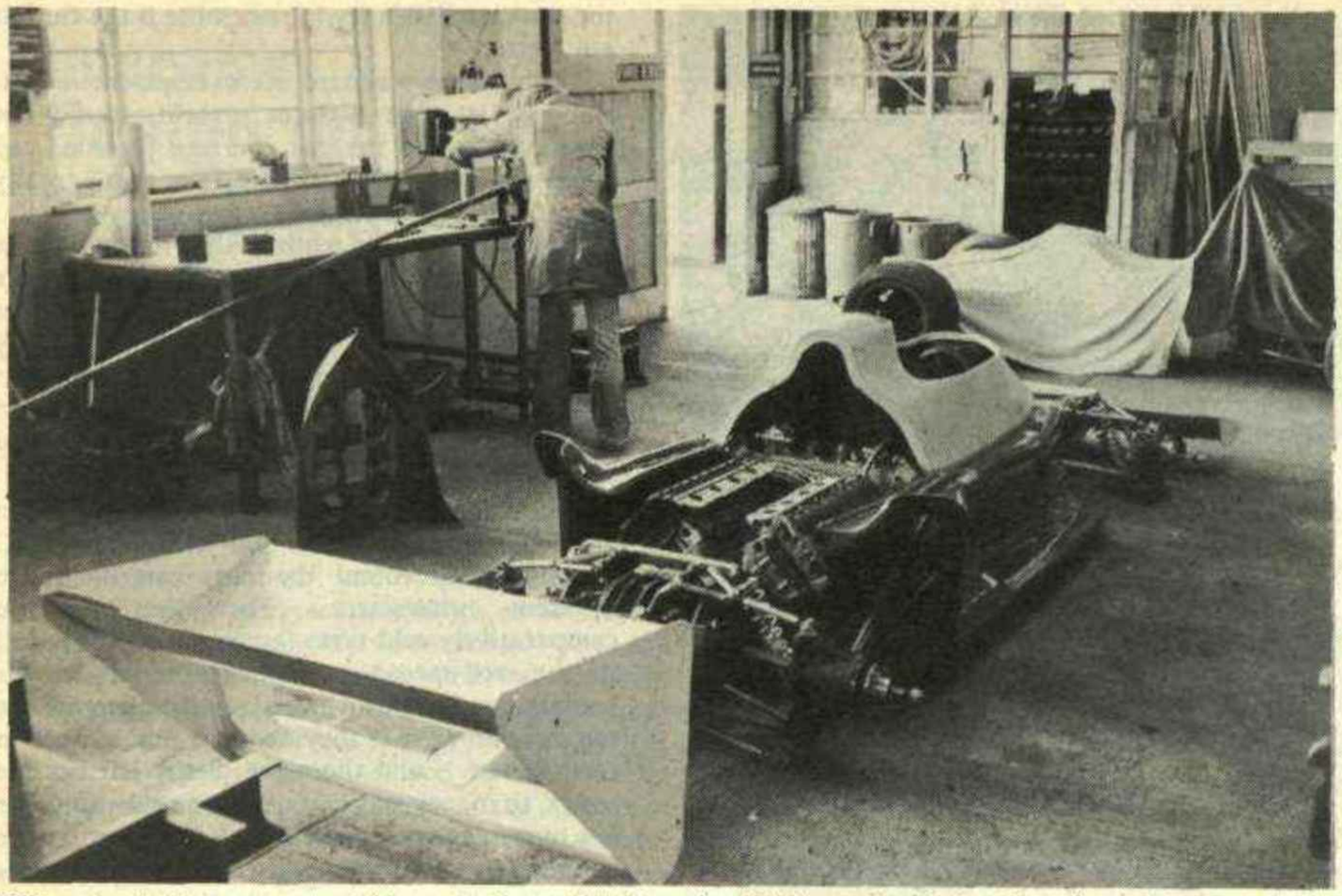
Weight reduction is listed at the head of technical priorities to make a good car for the hills. When Mike is converting from an existing Brabham or March circuit racer he finds: "It is usually the weight we can make the biggest improvement on. Compared with a circuit racing car we could save 150 lb. through the use of new bodywork, wings and suspension, plus the more obvious savings in fuel (we carry about 2½ gallons) and other things that are needed in racing, but not on the hills."

The desire for fresh bodywork is also prompted by the need for extra downforce. Mike explains, "We have a bit more freedom than on a racing car under today's regulations. The desire for extra big and deep wings is allied to the fact that the cars must run over bumpy surfaces at comparatively low speeds, therefore needing that extra push down into contact with the tarmac. The speeds are not as low as some people imagine, though: at Shelsley Walsh the cars certainly get up to 130 m.p.h., and there are other places where they are nearly as fast.

"So, we cannot completely ignore aerodynamic drag while creating this extra downforce. You can easily stick things onto the main body that create a turbulence that upsets wing performance.

"I have learned some interesting things about aerodynamics on the hills though. Their effect can be pronounced even on a 30-40 m.p.h. hairpin, and here I am thinking particularly of the shaping used for the body sides. Cars in hill-climbing have to run at bigger slip-angles than on a circuit – you only have to look at them twitching up hill to realise that. The important point is that there should still be stability even when the car is sliding, and this is one of the things our cars have managed to achieve.

"Obviously the Lotus 'side-wing' downforce system is worth studying and may be helpful on the hills as well, but I generally find it's much better to stick with your own thoughts and carry them through. At least you know what you mean. Unless you copy other things quite literally, there is a danger of misinterpreting the original design."



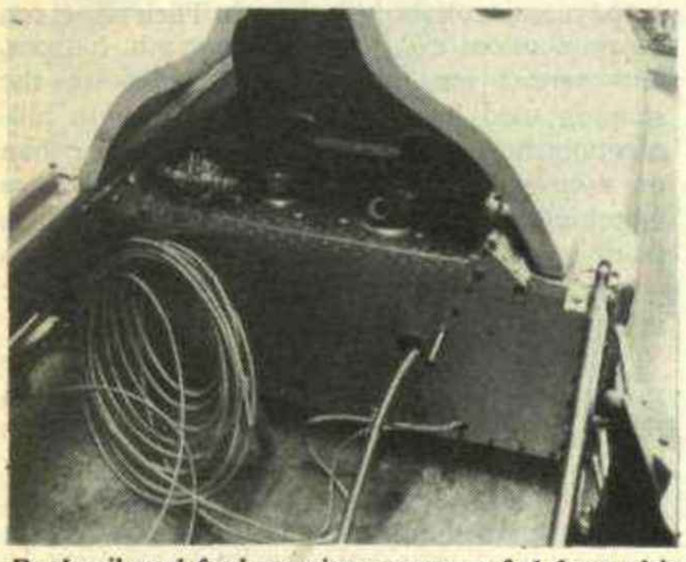
The astonishing rear aerofoils on the latest DFV-engined Pilbeams project 50 ins. from the rear of the car. This is Peter Kaye's new car, illustrated in the Pilbeam workshop.

"The other really important area is that of traction, and by that I mean in terms of two wheels off the line, and one wheel out of corners. Frankly I cannot say an awful lot about the detail of suspension mounting points and so on, as that is our business. As you can see we use conventional thinking, so it is a matter of detail improvement rather than sweeping principles."

The question of tyre temperature is basic to an effective start and the practice of warming-up the tyres with dummy starts before the cars are aligned for the real "off" is an integral part of hill-climbing today, though it may serve only to warm the tyre companies' hearts in some cases.

Rigidity of the chassis is a part of traction and here Pilbeam feels, "If the basic monocoque provides a good mannered circuit car then we have the basis for conversion to a good hill-climb chassis. Because of the bumps, and the far lighter all-up weights, we do use much softer springs than you would expect in a DFV-engined car. In fact the springs are softened right off to the poundage used in Formula Two, and the weight of the MP31 is close to that in Formula Two as well at approximately 1,100 lb. Generally we are aiming at a soft ride with long wheel travel.

"One feature that does help adapt the chassis to hill-climbing is the provision of a narrower track. Compared with the Lec Grand Prix car we did for Purley, our similarly powered hillclimb car would be 6" narrower at the front and 4" less at the back." Aside from the fact that it is easier to thread the 470 horsepower machine along the often claustrophobic courses, the slimmer track also allows tyre temperatures to rise. "This would be dangerous in longer events, of course," says Mike, "but for our minute sprints it is acceptable and helpful." The car sits on a 102" wheelbase, but measures nearly 180" total, the rear wing extends 50" to the back!



Both oil and fuel requirements are fed from this neat location behind the driver.

Sometimes the root of a car's poor performance is not to be found in the higher realms of science, or in Mike's University-trained aptitude for solving mathematical problems. In one case – the effective and mechanically interesting March Formula 2-3.4 V6 of Chris Cramer – the car just never really did seem to go quite as well as Pilbeam had hoped. "The chassis rivets were later found to be coming apart in the monocoque, so the solution could have been a lot simpler than we thought!"

Pilbeam has sincere, and dramatically proven, beliefs in chassis strength. The Lec Formula One car that he did for David Purley had its first monocoque destroyed in what was officially described in the accident report as the worst impact to have been inspected. Purley's Lec went straight on at Becketts when the throttles jammed in practice for the British Grand Prix at Silverstone. That Purley survived at all can be fairly attributed to Pilbeam's design, though it certainly was not this modest man's point to push that fact forward. What he did say was, "That was an unbelievable accident speed. We have had a good look at the tub and learned a great deal from it, so that knowledge is now in the hill-climb cars.

"A year on the hills, though less in miles than those of a circuit car, is about the same in terms of wear on a car's structure owing to the rougher surfaces. Basically it takes us ten times longer than a big racing car manufacturer to produce a monocoque; a kind of strength through effort." He forbears to mention that the same kind of effort does find them a weight reduction compared with a proprietary car, probably in the order of 30 lb.

Remembering how attractive the qualities of a rear-engine car can be in terms of traction I asked how the weight was split front to rear on his current hill-climb designs? "At one time I did progress toward a 30% front and 70% rear bias in search of extra traction, but now (as in Grand Prix racing) we are settling more like 34-35% of the vehicle weight on the front wheels."

Talking about the engines used today Mike Pilbeam expresses the view that, "The DFV must be the way to go in the long run. The little Hart and BMW four-cylinder engines can put it over the DFV now, but I think that ultimately the DFV, probably at 3.3 litres, will be the answer. Torque is a big factor on the hills and with the 3.3 you gain an excellent torque curve allied to a power output almost exactly that of a Grand Prix car today.

"The current 3-litre DFVs usually have slightly softer camshaft profiles to emphasise torque, at the loss of 10 or so horsepower, as compared with using the normal F1 type of camshaft.

"Even if you have four cylinders, because it could be more agile, I would still favour one type more than another. I think the Hart saves about 30 lb. and can be overbored, so that is the four to have in my view. If someone asked us specifically to do a BMW-engined car we would, but I prefer working with the Hart.

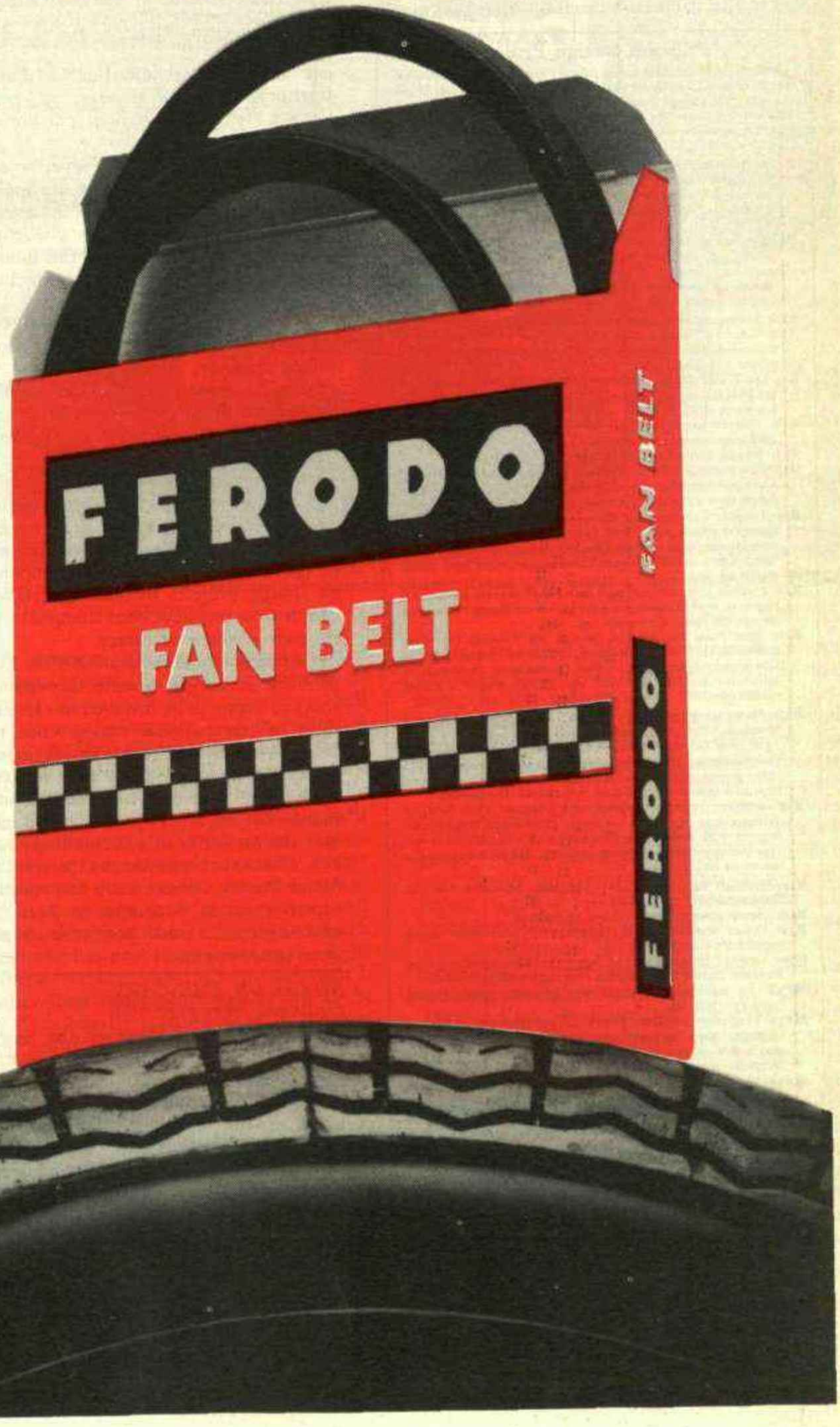
"I think you can forget the days of the big American V8s now. There are not many really serious ones left and the cars tend to be a bit cumbersome." Keith Duckworth really cannot have known what he was starting with his Cosworth V8, can he? First Europe, then America (courtesy of the turbo) and now the heights of the English countryside. Tomorrow? ... Well, Alister Douglas-Osborn has been heard to observe that they have bigger, faster hills in Europe.

A look at the first MP31 hill-climb chassis inside the unobtrusive premises at Bourne displays a couple of points at which hills are so very different to racing. Although mounted perfectly conventionally, outboard at the front and inboard nestling alongside the transaxle at the rear, the brakes differ to modern single-seater practice, the discs constructed in the solid *sans* the usual ventilation slots. "We definitely do not need extra cooling," says Pilbeam, "but it is worth having the two separate calipers, each with twin pistons at the front and rear of the front disc brake. I did think of having a similar arrangement at the back, but it would have involved a major redesign."

The monocoque itself is in an ordinary NS4 alloy with lightweight glassfibre panels providing the deep curves of this distinctive design. The monocoque accommodates both oil and petrol tanks, neatly hidden behind the driver and beneath both protective roll-over hoop and body. "Moving the oil tank from its old exposed position helped the flow of air to the rear wing, as well as fitting in with the current philosophy of moving all major masses towards the middle to help provide a responsive car," Pilbeam confirms.

The suspension components are predominantly Pilbeam, including deep magnesium alloy uprights at the rear with the abbreviated driveshafts passing through them. The light tubular wishbones and links are also made locally and now benefit from the argon arc gas-welding process, allowing neater fabrication with less effect on the intricate T45 aircraft steel tubing that is to be laced together. Triangulated suspension arms are used front and rear, but the rear arms do not appear to have such a wide base as one would expect to find in a formula car,

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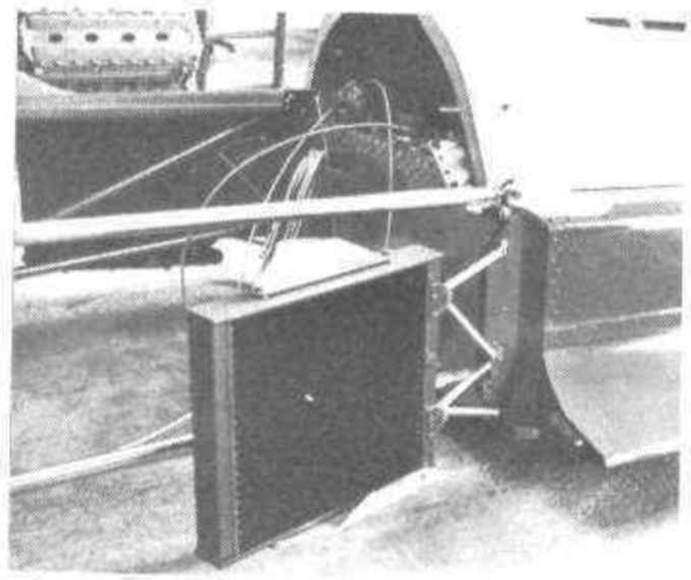
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especially the top arms which feed into a single link leading outboard.

Koni dampers are mounted front and rear with settings dictated by Pilbeam to match the locally-wound and tempered coil springs, all mounted in conventional manner and inclined front and rear. According to one well-known owner of a Pilbeam-modified hill-climb car, the traction offered by the extended rear wing pylon arrangement (the sideplates and second section adding even more effect to its deeply dished aluminium contours) is phenomenal. "People thought I was playing about at one round, not trying until the final runs. The truth was that we'd discovered the hard way that Mike's extra aerodynamic aids added so much extra rear-end grip that we could literally twist the driveshafts off the line, if I wasn't careful." Thus that man's



The side radiator configuration is well established on the hills, the distribution of weight being a primary factor in this application.

car steps further and further into Pilbeam's territory. Next it will want, and has received, thicker shafts, but without putting any weight on!

So we have the outline recipe for getting from low-lying A to the top of B in the minimum time. Pilbeam, and any of the other designers who may develop in this increasingly challenging sport, will be providing cars with the following "star features" in my imaginary brochure: *Low weight *High aerodynamic downforce *Extremely high standards of traction *A torquey responsive engine of thoroughbred racing ancestry, probably overbored *Solid disc brakes *4-speed gearbox and revised change pattern to avoid dog-leg *Narrow track *Soft ride *Instantly competitive *Rolling chassis, from £12,000 in MP31 trim.*

Just building and modifying hill-climb cars is not enough to keep the Pilbeam business on its own. Mike's design capabilities are used by some leading names in the racing car industry as can be (partially) seen from the accompanying notes on design projects he has undertaken. Just a couple of names have been changed to protect the fee-payers where necessary.

Of necessity and inclination Mike Pilbeam will be back at racing circuits throughout Europe shortly, happy to be involved in cars at the front rank of international racing once more, and doing his best to back British expertise and drivers in an area where such actions are not "the norm." We wish him the best of luck and thank him for his hospitality while initiating us into the mysteries of hill-climbing today. –J.W.

P.S. Thanks are also due for the assistance of the Aston Martin Owners Club in providing such a superb event at Wiscombe on April 15th/16th, enabling me to study how practice and theory were inter-related.

Pilbeam Design Projects

This is not a complete list of the cars constructed, as additional machines were occasionally made to the same design number by the client (s). The change from an R to an MP designation arose when Pilbeam moved into his present premises at Exeter Street, Bourne, Lincs in November 1977.

R1-7: Assorted 1172 c.c. specials, including racing versions and t.r.s. model for Tony Gould. Also includes layout of Owen Greenwood 3-wheel racing "sidecar" of the early 1960s using Mini engine and subframe. Extremely successful until banned! R1, Pilbeam's own first car, started 1959, finished 1960.

R8/9: A pair of Alexis formula cars. R8 was a study for Formula Ford and consisted mainly of suspension modifications, including geometry. R9 would have been his first monocoque design for an Alexis Formula Two car with Cosworth FVA engine. Drawn 1967.

R10: Assortment of racing parts. R11: Blank.

R12: Lotus 7X for Tim Goss. Won Clubman's Championship in 1970 with this unique t.r.s. machine which, "did not have much Lotus in it by the end."

R13/14: Blank. **R15:** Modification of Alister Douglas-Osborn's BT38-based hill-climb car in 1975, powered by Hart-built Cosworth BDG engine.

R16: Hillman Imp-Ford Cosworth BDA special saloon for Tony Dickinson. Front and rear spaceframe.

R17: Possible further Imp developments.

R18: First Formula Atlantic Wheatcroft. Driven in 1975 by Richard Morgan/Brian Henton with Ford-Cosworth BDA engine. John Bright built a Formula 3 version of this car with Toyota power.

R19: Formula Two version of above, using alloy block 2-litre Ford Cosworth engine. Completed 1975 season (third at Silverstone with Henton) then converted back to Atlantic use. Car went to South Africa and Alex Blignaut, with another to the same design also constructed.

R20: Formula 5000 car to be built with Ford-Cosworth 3.4-litre V6 engine in 1976. Drawings not completed for David Purley, but formed the basis of Formula One design.

R21: Same basic car as R20, became the Formula One Lec-Cosworth DFV V8. First raced, by David Purley, Race of Champions March 1977. First monocoque destroyed in Silverstone accident that year, now rebuilt around a second monocoque.

R22: Alister Douglas-Osborn's 1976 hill-climb car, modified on a Brabham BT38 chassis and equipped with Cosworth DFV V8. 1976, won Guyson – BARC Championship, just missed RAC Championship. 1977, Won both RAC and Guyson – BARC titles, written off at Doune end of season. Now rebuilt around an improved monocoque and used by Malcolm Dungworth.

R23/24/26/27: Formula Atlantic and Formula Two cars for Wheatcroft in 1976. **R23** – Atlantic, never made. **R24:** BMW-engined F2. **R26:** Abarth-Holbay 6 cyl-engined F2 (only appeared in public at Thruxton practice). **R27** Hart-engined F2, driven by Bob Evans.

R25: Modified Repco-Brabham V8-engined hill-climb car for Dungworth, BT 35 chassis.

R28: "Small project, still alive, but confidential."

R29: Design exercise around Yamaha 750/500 2-stroke racing engines for side-car use.

R30: Low-key bellhousing and bigger radiator installation for Hexagon Penske PC6 Formula One car on long wheelbase.

MP31: As discussed in text, current hill-climb design around Cosworth DFV V8.

MP32: Progressively modified March 74A hill-climb car for Martyn Griffiths: "Even the monocoque is modified." Front-runner, this year's RAC Championship with 2.2-litre Hart engine and comprehensive Pilbeam features.

MP33: Christopher Cramer's March-Ford 3.4 V6 hill-climb car. Modified 1976 and work carried on through 1977 season, including longer wheelbase and Lec-style nose. No longer with Pilbeam, it is still in use and a regular RAC Top Ten competitor.

MP34: Development of Formula Two Boxer-Hart for Brian Lewis Team did the work to Pilbeam drawings. Henton drove in Formula Two (win at Thruxton 1977) and Tony Routt also drove the car in Formula Two and Atlantic trim.

MP35: Uncompleted Escort racing saloon.

MP36: Peter Kaye's Brabham BT35 hill-climb car with Cosworth FVA engine. Won class in all but one championship round last year.

MP37: Suspension modifications to ex-works Williams Formula One-DFV V8 car.

MP38: Research for well-known racing car manufacturer. Drawn but not completed.

MP39: Abandoned Alain de Cadanet Le Mans car. Part-drawn.

MP40: Formula Two version of MP31 intended for Hart 2-litre power.

NOTES ON THE CARS –
continued from page 780

retaining BT46/4. However the new car had something fundamentally wrong with the front suspension, so Watson changed to BT46/3 during practice and also used it for the race. None of the Brabham cars were using the carbon-fibre brakes as these have been withdrawn for further research and development. Ferrari completed 312 T3/035 and it was brought along as the team spare. Reutemann tried it briefly in practice, but used 312 T3/032 for the race, and Villeneuve used 312 T3/034. All three cars had the new type of adjustable rear anti-roll bar, and new rear aerofoils with small box-kite style appendages on each rear corner. The Shadow team completed another DN9, the fourth in the series, which Regazzoni used, while Stuck kept to DN9/1A. The Arrows team also completed a new car, FA1/3 which was given to Patrese, but he clobbered a corner and creased the monocoque, so took FA1/2 for the rest of practice and the race, though this was nearly destroyed by him in the last practice. Interestingly, the impact with FA1/3 was short and sharp against the steel barriers, and the shock-loads bent a front wishbone, wrecked the steering rack and transmitted the blow directly into the monocoque, which deformed. The accident to FA1/2 was a long lingering one, bouncing and rubbing along the guard-rail until the kinetic energy was expended, during which time bits and pieces were ripped off the monocoque, but the structure itself received no direct shock loads, so did not deform. If the kinetic energy of a mass, be it a car or human being, can expend itself at its own rate of deceleration, little damage will be done. If the energy is absorbed abruptly, by contact with a solid object, the damage can be extensive. This is why you can fall off a motor-cycle at 100 m.p.h. and slide to a stop without damage, provided you do not hit anything, yet can break an arm or a leg falling over at 5 m.p.h., if your vertical energy is absorbed abruptly by hitting the ground.

The last of the new cars was a new McLaren, number M26/6 built to the order of Brett Lunger and the B&S Fabrications team. For the rest of the 46 cars in the paddock they were all the regular runners. The Tyrrells were 008/3 (Depailler), 008/4 (Pironi) and 008/1 the spare. Lotus has 78/3 for Andretti and 78/2 for Peterson, with no spare, as 78/4 had been sold to Hector Rebaque and painted brown to match his first car, 78/1. McLaren had M26/4 (Hunt), M26/6 (Tambay) and M26/3 as spare. The two Penske cars modified by March for ATS were as before, apart from new, sleeker cockpit surrounds. Fittipaldi had his two Copersucar sponsored cars, F5/2A and F5/3A, looking more and more like Lotus 78s in mechanical detail since Ralph Bellamy has been to work on them. Renault had RS01/02 and 03 with changes in the turbo-charging layout, to get better pick-up, and were back to the NACA duct intake for the turbo-charger, in place of the horn used at Long Beach. Scheckter had WR1 as a spare to the new WR5 Wolf, but used the old car for the race, it being the car he won with last year, though it has been revised in detail for this year. Ensign had MN06 which Ickx raced, and MN08 as their spare, having sold MN07 to the German sponsors of Harald Ertl. The Hesketh team had numbers 4 and 5 in the 308E series, and Daly damaged number 4 in pre-practice qualifying. Laffite had JS7/03 in short-wheelbase form as a spare to the new JS9, and Jones had Williams FW06/002 as spare to FW06/001 which he raced. Lunger had his M23/11 in reserve but did not use it, its nose cowling and oil radiator having been altered to M26 form. The Martini MK23 was driven by Arnoux, while Rosberg had the Theodore TR1-2, and Merzario had his home-built special now painted black and carrying new advertising. – D.S.J.

The Ulster Tourist Trophy

ENTRIES for the commemoration run round the 13¾ mile Ards circuit in Northern Ireland in memory of the first TT held there in 1928 are coming along nicely, with five Talbots making the journey from England, along with Rileys, MGs and Frazer Nashes. It is hoped to get E. R. Hall to make the journey from his retirement in Monte Carlo, and if the 4¼ Bentley he raced in 1936 could be persuaded to come over from the Briggs Cunningham museum in California, the day would be complete.

ROAD IMPRESSIONS

The Reliant Scimitar GTE

A fast liftback with an appeal of its own

IT IS IMPOSSIBLE not to feel somewhat sorry for the Reliant Motor Company of Tamworth, in the English Midlands. Not because they have, akin to the vast British Leyland complex, had financial setbacks and management changes, but because their clever Scimitar GTE, the original sporting liftback or Grand Touring Express (of which HRH Princess Anne has had three and HRH the Duke of Edinburgh has driven the unusual glass-topped Triplex Special version) with the Ogle-styled glass-fibre body on a substantial John Crosthwaite-designed separate vintage-type chassis, was such a sensible concept that it no longer has the monopoly of this market.

The Scimitar has, however, an appeal of its own, and it was to re-acquaint myself with this and to discover how greatly this Reliant product has been improved since I last drove one eight years ago, that I road-tested the latest version. Like Rolls-Royce, Reliant have their own special number-plate for their Press and demonstration car. So it was in the Caspian blue RMC 6L that I drove away from the factory which now is situated on one side of the A5 road south of Tamworth, to find out, before I had arrived home, that the shortcomings of the original Scimitar model, and the ride and handling problems that for a time beset the larger, revised 1977 version, have been eradicated.

Indeed, I enjoyed this rapid run back into Wales as much as I have in any car recently used in such a fashion. The Reliant may be old-fashioned to a degree, but in the nicest possible way. The leather-cloth upholstery is easily mistaken for the real leather which I favour for a high-grade car, and the comfort of the front seats was outstanding even on the longer runs and was remarked on by my passengers. On this initial sampling I drove quickly and remained in direct top-gear, ignoring the lever, extending conveniently from the top of the facia for flicking with the right forefinger, which brings in the overdrive. It was an enjoyable run, but fuel consumption was only 19.8 m.p.g. Later I was to find that the Ford V6 3-litre engine, that universal supplier of smooth, unflurried power (135 DIN b.h.p. at 5,500 r.p.m.), will pull away from absurdly low speeds, 1,500 r.p.m. and under, so that it pays to make good use of the easily-selected overdrive, which gives an indicated motorway 70 m.p.h. cruising speed with the quiet power unit idling at a mere 2,500 r.p.m., against 3,000 r.p.m. at this pace in normal top gear. The Scimitar is also uncannily quiet in respect of wind noise, and road noise too, and the one-time creaks and rattles from its non-rust bodywork have been eliminated, judging by the hushed running of RMC 6L. Handling, too, is now good, with no roll, and satisfactory bad-road damping and adequate ground clearance, the power-



A familiar old road test car registration number distinguished this latest of the glass-fibre bodied Scimitar line from Tamworth.

assisted steering almost indistinguishable from manual steering in accuracy, and free of the former hisses and sighs, except at full lock, as the small-diameter 14.8 in. wheel is turned, while this is sensibly high-geared steering, asking less than 2½ turns, lock-to-lock, although the turning circle could be smaller. This steering is not particularly light but is pleasant to use, with good castor-return action. The controls are very nicely contrived, with two stalks for the minor services, the central hand-brake lever well positioned. There is a rest for one's clutch foot, and the slim gear lever in about the right place for an average-sized driver, although it has rather long movements and is apt to be notchy. It is heavily spring-loaded to the top/3rd gear positions. Although the Scimitar, the origins of which date back to 1968, makes good use of components from other makes of car, such as the compact Ford V6 engine and gearbox, Vauxhall control-stalks, and Triumph's dial-type warning lights cluster, these fit in well with the overall Scimitar concept. The visors are recessed in the roof but are rather shallow.

I found no particular disadvantages of having the front seats separated by the wide transmission tunnel, and a vertical binnacle housing the five smaller instrument dials, four neat switches for rear-window demisting, lamps, hazard-warning and fog lamps, the centre circular adjustable ventilation ducts, the vertical heater control levers, the switch for the two-speed heater-fan, the Philips-860 stereo set-cum-radio, and the big knobs that bring in the rear-window two-speed wipers and washer and the rheostat-controlled panel-lighting. These small dials are for battery voltage, water temperature (normal reading about 85°C), oil-pressure (normally at 75 lb./sq. in.) and fuel contents, supplemented by a clock of matching size. The oil-gauge is also calibrated in kg./cm.², and these neat Smiths instruments are matched by the bigger Smiths 140-m.p.h. speedometer and tachometer directly in front of the driver. The speedometer has k.p.h. readings, and total and decimal-trip mileometers, and the tachometer dial is red-lined from 6,000 to 7,000 r.p.m., showing that the Ford power unit can be extended 500 or more r.p.m. beyond its peak-speed, when occasion demands. Between these two main dials is the aforesaid Triumph warning-lamps cluster, with tiny and therefore very neat symbols; the petrol-pump symbol begins to wink when the fuel tank is about a quarter full, and stays on with about two gallons, or say 40 miles-worth of petrol, in hand. The black-finished instrument panels, with white needles on scattered black dials, are a throwback to a different age!

Down on the centre console, ahead of the gear lever, there is a lidded ash-tray and cigarette lighter. The loudspeakers are in the doors, as is now customary, and the positioning of the driver's exterior rear-view mirror is

adjustable manually by means of a plated knob on the driver's door. The switches for the electric door-windows are on the leading-edge of the big lidded stowage-box, behind the gear lever. Stowages in the Scimitar are generous. Each door has a very spacious rigid pocket, there is a rather difficult-to-open lockable cubby of good size on the left side of the facia, and there is a shallow tray at the rear of the console for the use of rear-seat occupants. The doors have neat exterior and exterior pull-out handles, there are, in all, four sizes of key, and the facia carries at its extremities additional adjustable cold-air vents, matching the central one in size. The front-seat squabs, adjustable by the use of small plated levers, have head restraints, and black side-levers release them so that they can be swivelled forward for access to the back compartment—whereas on earlier Scimitars the whole front seat had to be lifted. The rear-hinged bonnet is self-propping but not self-releasing, the doors open sufficiently wide and have good "keeps", and the "fibreglass" smell has gone.

The rear seats have two separate seat backs, which fold forward to increase the loading area when required, thus giving a flat estate-car upholstered floor, reached via the rear window, which rises under the action of gas-filled struts, after a knob on the body, which can be locked, is turned. There are shaped arm-rests moulded into the body sides for the rear-seat occupants and the leather-cloth trim matches that of the seat upholstery. The roof is cloth lined and there is a vinyl-covered panel between the side windows. The Scimitar has an imposing outline, yet when I had to take a considerable load, including an English Setter, from London down to Wales, I found that, with the rear seats folded, there was a very acceptable amount of luggage stowage area, nor was this as much restricted by the sloping roof-line as might be expected. Altogether, therefore, the Reliant GTE lives up well to its original purpose. The Ford engine shows almost vee-eight smoothness, starts impeccably, and idles at 500 r.p.m.

Of its "express" aspect there is no question, for it combines a top speed of nearly 115 m.p.h. if top gear is used, or a maximum of 109 m.p.h. in overdrive-top, with acceleration in the order of 0 to 60 m.p.h. in 11.8 sec. (a time of under 10 sec. is possible, under good conditions, using full r.p.m.) and 40 to 60 m.p.h. in top gear in 11.2 sec. The overdrive operates on top and second gears, so that much fast driving can be accomplished by merely flicking the o/d. switch. The car's appearance and handling are both enhanced by the use of those impressively-large Dunlop SP Sport 185SR-14 radial-ply tyres and the latter by the rubber-enshrouded wrap-round bumpers. There are rear-guard fog-warning lamps brought in automatically with the auxiliary lamps. The four Lucas headlamps are effective. The body styling is otherwise unchanged Scimitar, the lines uncluttered, with just the GTE and Scimitar-motifs on the sides. The petrol tank holds an uncommonly-useful 20 gallons, representing an absolute range of more than 400 miles in average usage, and the quick-action filler on the rear of the body couldn't be more accessible.

Here I should remark that by making use of the overdrive I was able to get 25.3 m.p.g. of 4-star petrol over some very varied motoring, and if a little of this was done at a sedate 40 m.p.h. because I was giving my 1922 8-h.p. Talbot-Darracq two-seater a send-off on a journey to Scotland in the hands of the son-in-law who rebuilt it, the rest included quick motorways work, carrying varying loads. No oil was required in 912 miles. The Ford engine is set well back in the box-section, cruciform-braced chassis, and the spare wheel is mounted horizontally in front of it. This makes the sparking plugs and oil dip-stick rather inaccessible, but the Lucas Pacemaker battery is easily topped up.

The servo-assisted disc/drum brakes are light and powerful. At times back-axle clonk can be induced, unusual in modern cars.

The present Reliant Scimitar has a wheelbase of 8 ft. 7.81 in. and it weighs 2,762 lb. at the kerb, in automatic form. It gives the impression of being less arm-cramping than formerly. The model I tested in 1970 had this form of transmission and was priced at £2,237. It is not Reliant's fault that the automatic-transmission model now costs £6,449 and the manual-gearbox car £6,332. With the extras on the test-car, including the electrically-operated radio aerial, the cost is further increased. Nevertheless, the Reliant Scimitar, with its interior redolent of high-grade cars from an early era, yet one which is rustproof as to bodywork, is a fine load-swallower, and possesses high performance and individuality, should continue to appeal to discerning drivers, much as, in earlier decades, the Allard sold well to those who accepted that it was made largely of Ford components but appreciated its extra refinement. So the future of this British motor manufacturer at Tamworth would seem to be assured.—W.B.



The GTE's original sporting liftback theme has been copied many times. It remains as useful and attractive a proposition as ever.

International E-type Day

THE LARGEST gathering of E-types in the World is expected to collect at Mallory Park Circuit for International E-type Day, organised by the E-type Register of the Jaguar Drivers' Club on Sunday, June 25th.

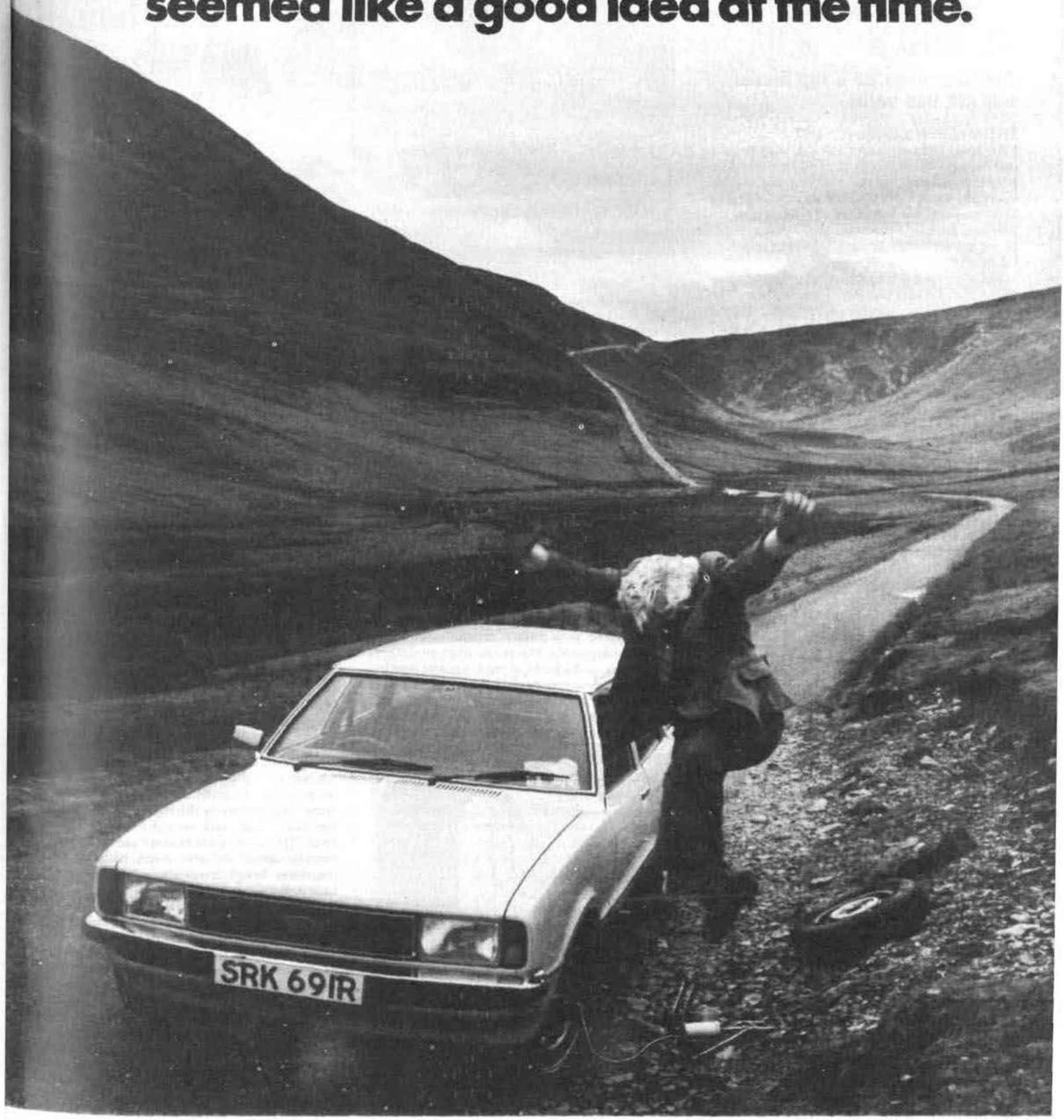
Activities will include a *Concours D'Elegance*, a static display of historic Jaguars such as C- and D-types, XKSS and SS 100 and some of the better modsports E-types. The Jaguar factory will be represented by a display of Leyland-owned E-types, including the last production Series 3 and the Quaker State racing V12.

An innovation this year is a test session on the circuit for JDC members in any types of Jaguars, so long as they carry laminated screens and the drivers wear helmets. Only six cars at a time will be allowed on the circuit in a series of 20 minute sessions. The cost will be £5 per car and entries can be made through D. M. Nursey, 26 Dove House Lane, Solihull, West Midlands. – C.R.

Morgan Three-Wheeler Activity

THAT Morgan three-wheelers are active in the land is evident by the mingling of these with Austin Sevens and MG Midgets, we believe, at last month's Donington races (very much in the 1928 New Cyclecar Club tradition!), and by the announcement of a sprint to be held at Kimbolton Airfield by the Morgan Three-Wheeler Club on June 10th, starting at 12-noon, as part of its National Morgan Weekend. Although this is an airfield course, it says Twisty Sprint, so corners figure fast and slow, left and right-handed, in the 2,000-yard course and it's even faintly traditional again, because the Inter-'Varsity Speed Trials used to be held, before the war, at Kimbolton, in a private park, but presumably not far away? The Club's *Bulletin* for May contained many interesting items, including more about Gerald Carr's one-owner F4 and an article by Roger Richmond about his now well-known four-wheeled Morgan. The Membership Secretary is Mick Bamber, 62, Greenways Crescent, Shoreham-by-Sea, Sussex, BN4 6HS and this Club is highly recommended to users of Malvern-built tricycles. – W.B.

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

ROAD IMPRESSIONS

The Fiat 132 2000GLS

Shortcomings as a top model, but not bad value

IT HAD BEEN a long time since I had driven a Fiat, apart from my 126 runabout, the previous one having been a 128 3P sampled in 1976. As a long-time admirer of the immense Fiat Motor Company based in Turin I was anxious to rectify this omission and British Public Relations Manager Richard Seth-Smith was equally willing to let me try Fiat's present top-model, the 132 GLS.

Back in 1969 I had driven the previous top-Fiat, the 2.8-litre vee-six Tipo 130, in the Gressony hills in swelteringly hot Italy. In due time, 1972 in fact, a road-test Fiat 130 was tried in England, an impressive if expensive Pininfarina coupe, perhaps a little under-powered but with more of this commodity than the car I had motored up and down those Italian foothills four years before. Now the Tipo 130 is no more and the Fiat 132 GLS which replaces it is a different kind of car, a compact sporting saloon rather than the sort of superior top-model Turin should surely make, albeit a very well-equipped car with many individualities, or should I say peculiarities, of its own.

This 132 has a twin-cam four-cylinder 112 (DIN) b.h.p. engine with, surprisingly, a longer stroke than bore, 84 x 90 mm. (1,995 c.c.) and its camshafts driven by cogged belt. It is quiet mechanically, giving no hint of its valve-gear type; which is nothing new since Jaguar discovered how to make hushed twin-cam power units many years ago. This Fiat 132 engine is coupled to a five-speed gearbox and there is coil-spring suspension all round, a live axle at the back being located by four radius arms. The result is a lively yet notably docile car, the engine running and pulling away in fifth gear from 1,500 r.p.m., or an indicated 38 m.p.h., and accelerating responsively, with some unpleasant, hesitatory carburation flat-spots, to its safe limit of 5,750 to 6,000 r.p.m. You change gear with a stubby lever having a rather unpleasantly large, tapering, moulded upper-end – you cannot term it a knob – this gear lever being spring-loaded to the centre of the gate, more heavily against the upper gear locations. The change is somewhat notchy; reverse is to the right, opposite and down from the fifth gear. The clutch is very light.

There is rubbery ZF power-steering with a poor lock but nice castor-return action, which is smooth but not exactly precise and which, asking three turns from one full lock to the other nevertheless, at times felt too low-geared. The wheel has a thick rubbery rim but can be adjusted for height. The central hand brake lever has to be absolutely fully released, its ratchet knob in, before the brake-on warning light ceases to wink.

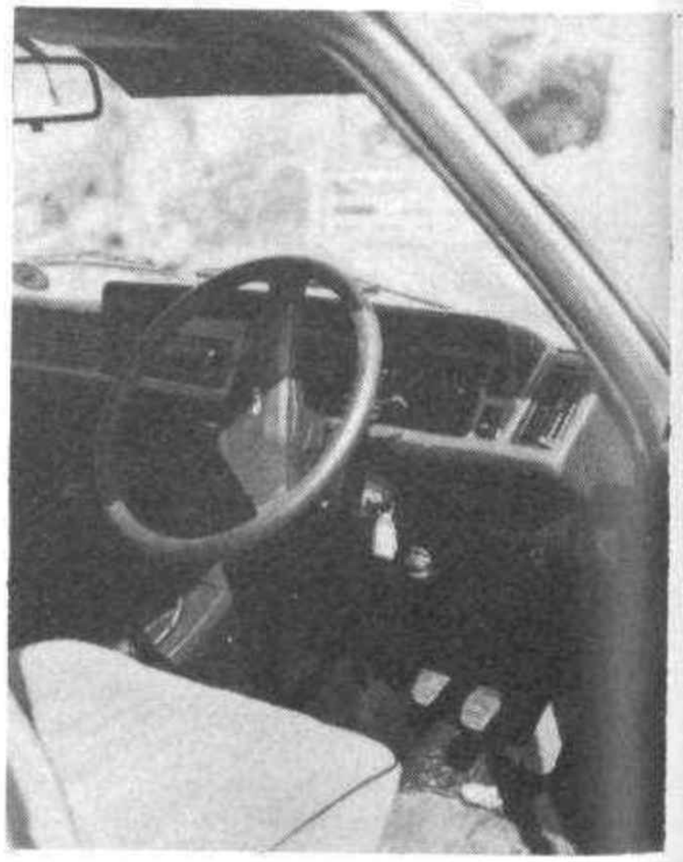
The seats are of generous size and comfortable, upholstery being in the now-current velour. The driver's seat-squab has both quick and micro-adjustment, from a rather stiff acting knob hidden down by the base of the seat cushion, this being no particular improvement, in my opinion, over a sensibly-arranged conventional side-knob, indeed rather the reverse, as having made a coarse squab adjustment by lifting the knob, you have to bring



Fiat's top-of-the range 132 2000GLS gets along sportingly. Its comfortable interior includes neatly-fashioned plastic mouldings.

the squab forward by hand. There is the expected Fiat triple-stalk cluster round the steering-column, direction-winkers control on the left. The interior of this Fiat is of neat mouldings, with compact door-handles and pulls, and the doors shut with a satisfying clunk, unlike my Rover 3500 doors, but the off-side rear door stuck very badly. The exterior door handles are neatly recessed.

The windows in the front doors only are electrically operated, another current trend, met also on the Renault 20 TS, which perhaps indicates how standardisation is creeping into car design. They are slow in action. The horn, applied by depressing the broad steering-wheel spoke, and the Fiat Motorola radio function with the ignition off, but not the windows or wipers. The radio-speakers are in the front doors, another current trend. There is not much interior stowage, although the facia has an upwards-curved lip which retains pencils and similar small objects, there is a rather remote small non-lockable, drop-cubby before the front passenger, and pockets in the backs of the front-seat squabs, also a rather useless roof pocket. The driver is confronted by a single-glass panel containing the clear but flamboyantly coloured 120 m.p.h. quadrant-type speedometer (with k.p.h. readings



and decimal trip mileometer) and tachometer, on its left, with smaller dials for oil-pressure (normal reading 55 lb./sq. in.), fuel contents, and water temperature (normally showing just under 190°) rather untidily set to the right, with, as it were, the small clock with second hand, on a lower level. The window-lift buttons are down on the console, above the gear lever, with the three transverse heater levers above, together with a switch for the noisy two-speed heater fan. The facia incorporates the usual adjustable ventilator ducts and a confusing two-position tumbler light-switch, with the matching hazard-warning switch below it. Under the facia but above the heater controls are the ash-tray, lighter, and rear-window demisting switch.

The Fiat 132 GLS, which is modestly described on its flanks as just a Fiat 132-2000, gets along in a sporting fashion, with some understeer and slightly over-servoed but light disc/drum braking. Indeed, it corners very fast, once set-up following initial roll, but not very tidily, as there is a tendency to lateral sway. The tenacious road grip is no doubt partly at the door of the excellent 185/65 HR14 Pirelli P6 low-profile tyres with which this Fiat is equipped, the first UK imported car to have them. The performance must be judged against other quick 2-litre saloons – 0 to 60 m.p.h. in 10.0 seconds, a

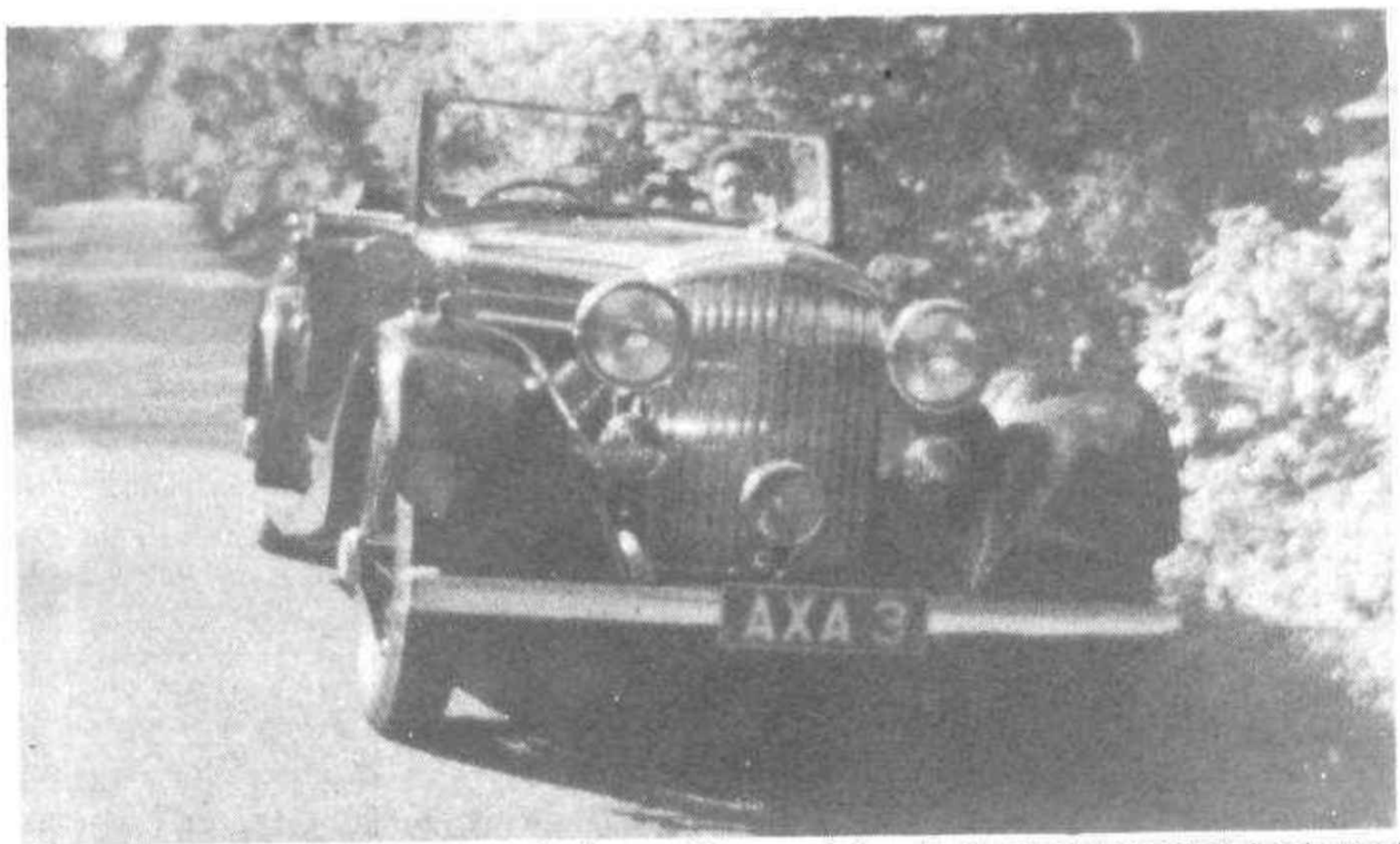
Continued opposite



Pirelli's new P6 tyre ensures excellent roadholding.

Cars I Have Owned

Last month we published John Perrett's Engineering Memories, when he was at Brooklands and elsewhere. He now describes the cars and motorcycles he owned during this period. -Ed.



The author has always preferred drop-head cars, this 1934 3½-litre Bentley Park Ward drop-head served him well for six years.

I HAVE NOW retired: so I will look back again to the start of my career and say a few words on the cars I have owned and driven.

I owned my first car when I was four, a pedal-car made by a local carpenter. Tearing about in this, on the pavements of Richmond, I was a menace to all the old ladies. When I was 14 I took out a motorcycle driving licence (yes, you could at that age in those days). It took me a year to persuade my parents to buy me a machine (my Father had been in the cavalry and hated all things mechanical). One day a mechanic from a local garage arrived with his motorcycle, which my Father had agreed to purchase for me. It was a 350-c.c. side-valve Royal Enfield. "Could you give me a lift home on the back?" he said. "Yes," I replied, never even having sat on a motorcycle before – but I had read a lot about them. We set off and although I don't think he was impressed by my driving we reached his house and I returned home without mishap. The Royal Enfield was followed by a more sporting but far less reliable machine, a Dot with a Bradshaw oil-cooled engine. This machine was the envy of a friend of mine, so I sold it to him. Unfortunately he was no mechanic, soon became disillusioned, and I lost a friend! I also lost some money, as my Father considered that I should never have entered into the deal and insisted that I return half the purchase price. Being short of funds I bought a model-P Triumph for £2 10s. Later it was sold for £5. This time to the satisfaction of both parties. Next came a 250-c.c. Excelsior-Villiers. With this I indulged in a little grass-track racing. Tricky, because both tyres were worn bald and I could not afford new ones. In spite of this handicap I managed to win a few races. There was so much poverty around that three of us shared one crash helmet! Fortunately my friends had a 250-c.c. AJS and a 500-c.c. P & M Panther, respectively. This allowed each of us to race in our class. In those days crash hats were not obligatory for practising and the individual scraps during the practice sessions were often more fun than the actual races.

By now there were girl friends and, what with evening classes and rugby in the winter and swimming in the summer, there was little time for motorcycle-sport, so a GP Morgan-JAP was acquired. In wet weather one tended to steer by compass (bald tyres as usual) but a lot of fun was had by all. On starting work at Brooklands reliable transport became necessary, which was obtained in the shape of a Morris-Cowley. Much better for necking than the Morgan ... Transfer to Abingdon changed my requirements and a Scott TT Replica filled the need for rapid week-end transport between Abingdon and Richmond. This went well but was really much too heavy for me, 480 lb. compared with my weight of 130 lb.; no spring frames in those days, so it bounced around a bit at speed. Needing a car one week-end, I did a swap with a friend. Unfortunately he forgot to turn the oil on and seized the Scott up solid. I couldn't afford a proper repair and the girls preferred cars to motorcycles, so the Scott went and I obtained a Standard Avon sports 2-seater. Returning to Brooklands I received a very generous offer for the Standard, so it went and an Austin 7 took its place. After a few months a good offer saw it depart to be replaced by a 14/15 Talbot Sportsman's coupe. I soon found out what kind of sportsman was in mind when the bodywork was designed. The Talbot cost me only £14, but gave me an appreciation of the ability of Georges Roesch that I retain to this day. Later I got to know him well and found him very helpful, although I knew he could be difficult at times. He certainly did not suffer fools gladly. Even so, he was less "spikey" than Leslie Hounsfield, another brilliant designer with whom I had many conversations.

To return to cars. At this time, while driving to Brooklands daily "dust ups" with friends were frequent. I particularly remember following the Wolseley Hornet of Jimmy Rands through the bends round the Paddock road and telling him later that the wheels of his car distorted alarmingly. The next day he followed my Talbot and told me that *its* wheels were distorting. Examination showed cracks all round the hubs. The old car had been hard used for a year or so and it now went to a local scrap yard, for £5. A few weeks later I saw it on the road. The new owner had given £20 for it and was somewhat put out when I pointed out the cracked wheels and other defects, all of which I had shown the scrap dealer. In those days, once having signed the receipt "as seen, approved and tested", a buyer had no "come back" to the seller of a vehicle.

Next I bought a 1h. Schneider. It was rather like a small Bentley, and had a polished aluminium body. It looked nice but the performance of the 1½-litre side-valve engine was

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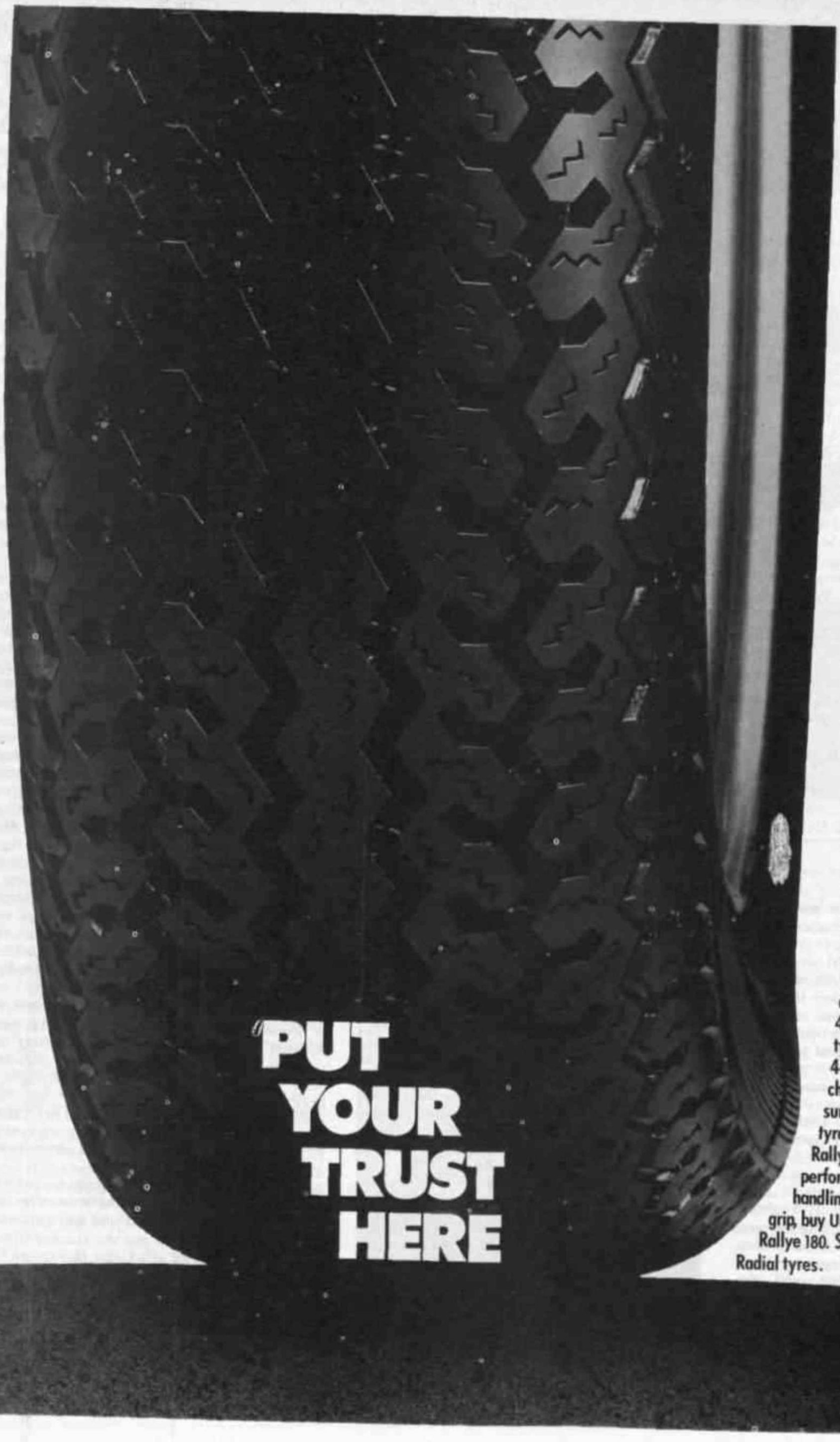
FIAT 132 2000 – *continued.*

standing-start ¼-mile in just over 18 sec., and a top speed of around 105 m.p.h., with almost as much speed obtainable in the fourth gear, as in this you can get the revs. so much higher. While enjoying the car, I thought it tiring to drive fast and not the sort of topmost model you might expect from the great Fiat organisation, although since the days of the Fiat Forty they have not really gone for sheer luxury, until the 130. Driven fairly quickly, the 132 gave 27.6 m.p.g. of 4-star petrol and an absolute range of 320 miles on a tankful. The fuel-filler has the typical Fiat threaded cap, beneath a flap which denied mere finger-nail power to get it to lift. There is a rather useless external driver's mirror, and when the car is stationary the speedometer and tachometer read, respectively, 5 m.p.h. and 500 r.p.m.

The appearance is typically Fiat, with a rather old-fashioned boxy boot and, to my mind, ugly "four-spoke" wheels. There are moulded rubber side fenders to guard the body. The four halogen headlamps give a good beam, the wiper blades are correctly positioned for a r.h.d. car and have two-speed and intermittent action, and the bonnet-release is correctly on the off-side, the self-propping bonnet-lid being front-hinged. There is no reason why a modern twin-cam engine should use much oil and the Fiat 132's did not require any topping-up with engine lubricant after 600 miles. I took it fast from Wales to the VSCC Silverstone Meeting in April – at least I was going to a race meeting with the traditional valve-gear, enhanced on the Fiat by the clever Lampredi shim-adjustment of the directly prodded tappets! – and for this kind of motoring it is quite a nice car. But not in any way a replacement, I feel, for the one-time old Tipo 130. Small luxury touches are provided by a disappearing vanity mirror in the roof and pull-down macralon see-through sun-blinds, front and side, which retract out of sight, in lieu of conventional vizors. But there is no place to park one's clutch foot except under the pedal, the suspension is a shade lively over bad going, and lurchy on main roads, and the engine emits a fairly loud exhaust boom at times although the car cannot be called noisy. Regarding the 132 as the top Fiat model emphasises such shortcomings; regarded as a twin-cam, five-speed car owing some of its development to the Mirafiori Abarth-Rally Fiat, the 132 GLS isn't bad value, at £4,424.95. – W.B.



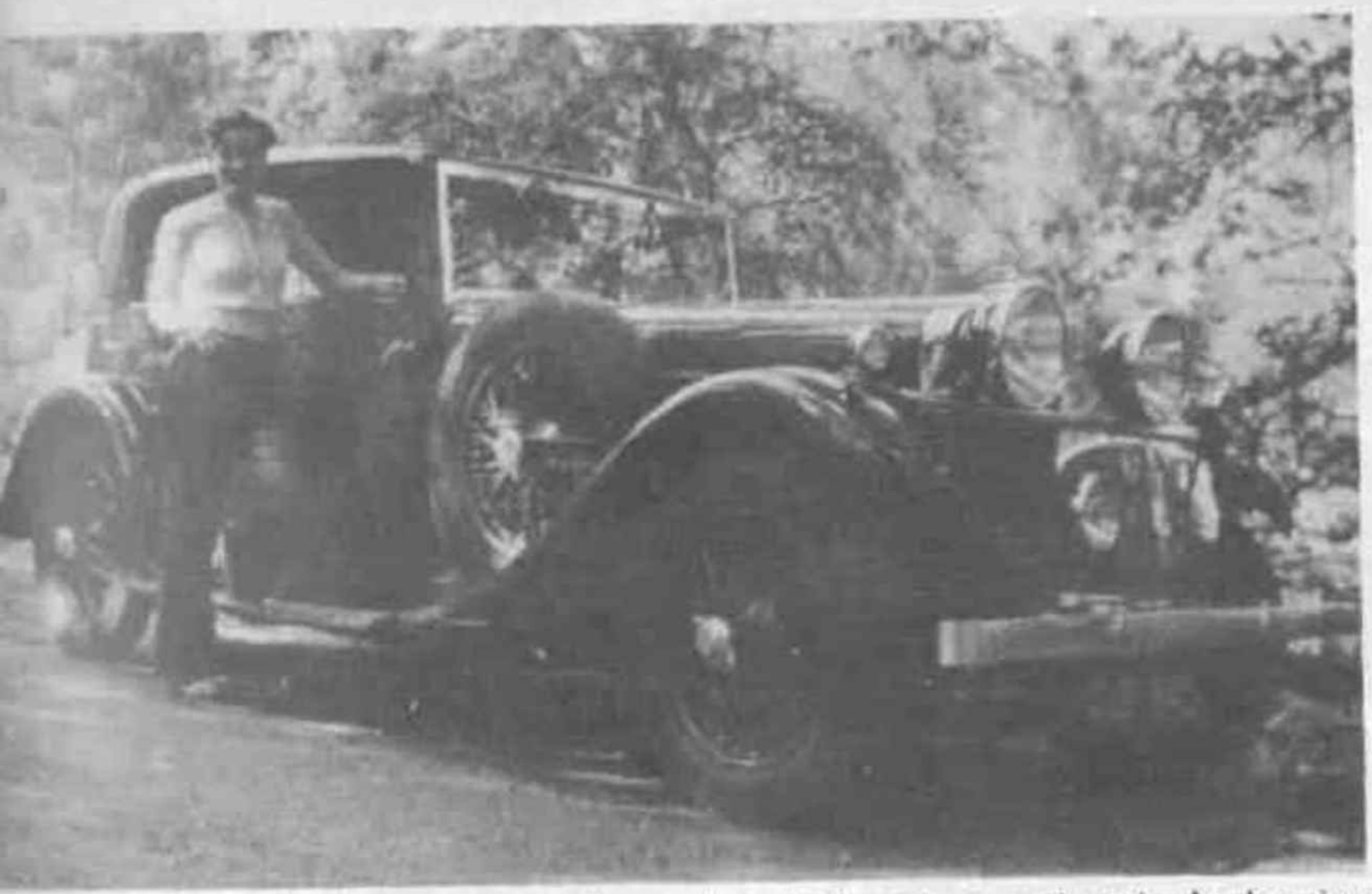
Extremes of the Fiat range united.



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Trust UNIROYAL. Trust the Rallye 180. For safety, economy and high performance the Rallye 180's unique tread design disperses water and reduces aquaplaning while steel belting holds the tread down firmly preventing squeal, scuffing and distortion. Wet or dry, it's got great grip – with long mileage. Tests show that an average family car can cover 44,000 miles on one set of tyres without using the spare! 44,000 miles means many changes of speed, road surfaces and weather: no tyre copes better than the Rallye 180. For perfect performance, happy handling and great grip, buy UNIROYAL: Rallye 180. Steel Radial tyres.



This Talbot 75 sports saloon gave the author some splendid motoring up to the outbreak of War.

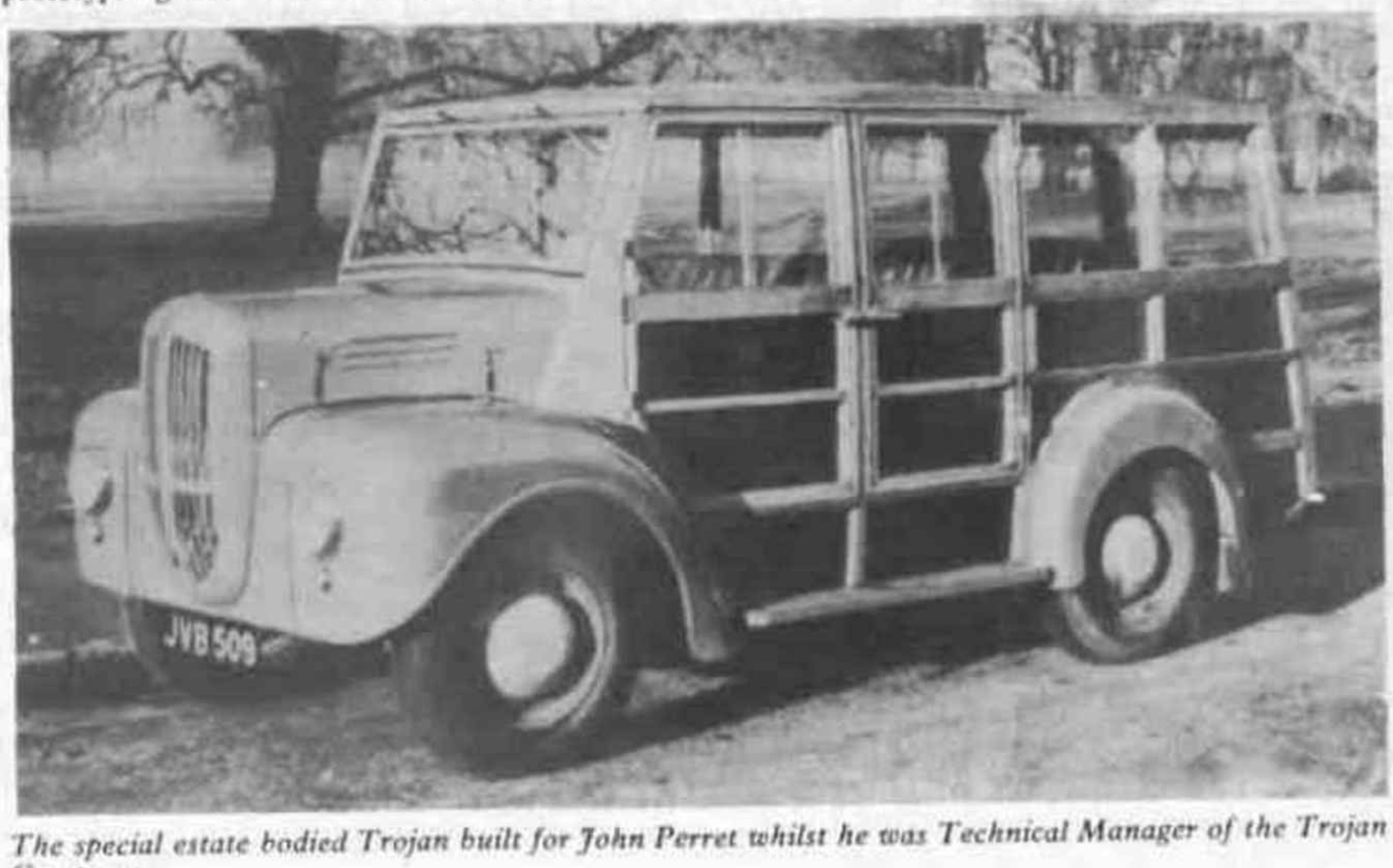
abysmal. In spite of this I was fond of this car and it was quite a wrench to part with it when a real bargain came my way. This was a two-year-old Talbot 75 sports saloon, in wonderful condition, for only £50. It was by far the best car that I had owned up to this time and I had two years' splendid motoring until war broke out. Fortunately it was a very easy starter, for the crankshaft-coupled dynamotor made heavy demands on the battery when turning over the engine and pre-selector gearbox; but two turns on the handle and a quick pull-up gave a start, no matter how cold the weather. At the outbreak of war I lent it to the local ARP. The supervisor of the depot borrowed it one night and smashed it up. The local Council ducked responsibility on a technicality of the loan agreement and I got no compensation. It seemed unfair, but it was not worth fighting a law case in 1940.

During the war motoring was restricted to a few unofficial "goes" in tanks. The snag with tank driving is over-confidence. They have, of course, immense "go anywhere" ability but if, say, a ditch is just too wide or just too deep, unless the driver is very skilled, they can become hopelessly stuck; and the only thing that can haul a tank out is another tank. Another snag for the unwary was that, after a day of testing, the track brakes would be badly in need of adjustment. On the drive back to the works one could come to a sharp corner and find oneself neither able to steer round the corner, nor stop the tank.

When I joined Frazer Nash I used a 326 BMW mainly for commuting to and from Bristol. This car seemed to me to be something of a gutless wonder; it was running out of breath at 55 m.p.h. Not at all in the BMW tradition! I soon changed this car for a delightful little Type 45 BMW convertible, a much more sporting vehicle. This gave me a taste for drop-heads and every car I have owned since has been of this body form. I was sad to part with this car when I left Frazer Nash, particularly as there seemed to be little prospect of fun-motoring at Trojan. At the outset, to acquaint myself with the multitude of difficulties that awaited me, I used a standard Trojan van to travel between Walton-on-Thames (where I lived) and Croydon. As soon as a redesigned chassis was available I had an estate body built, and mounted on it. At that time Trojan bodies were wood-framed and it had the lines of the old-time shooting-brakes, with all the woodwork varnished. In time this and its successor became quite well known in the motor industry. I covered some 100,000 miles in the first example and 60,000 miles in its successor. After I had been with Trojan a year I thought the time was ripe for more extensive testing, so my wife and I combined business and holiday and toured France, Switzerland and Northern Italy. The only troubles encountered were boiling, and brake-fade in the Alps. Next year (and most years afterwards) the trip was repeated, and the modifications that had been made in the interim were found to have cured both boiling and brake-fade. The joy of a small Company, is that, provided there are no interchangeability problems, modifications can be introduced into production very quickly. Later I took a diesel-engined Trojan for several Continental trips and on one occasion had a lot of fun in the ice and snow, including nearly driving into the water at Dunkirk docks at night in a blinding snowstorm. Some Continental vehicle manufacturers were very surprised at the smoothness and power of the vehicle and it easily out-performed a prototype against which it was tested in Austria. The Swiss "type-testing" authorities also were very impressed; but we were unable to open a market there. Exporting is hard work for a small Company and we had many sad experiences. At first there was goodwill in Holland and the Trojan sold quite well. However, in three years the Volkswagen was cutting our price by £30 and sales fell away. I visited Kenya, Uganda and North and South Rhodesia (as it was then), but obtaining sufficient service coverage was always a problem and this restricted sales. In Australia, too, we seemed to get the raw edge of what could have been a very good deal, because the agents simply would not re-order the spare parts they had used. This in spite of the fact that we had sent out a large quantity of spares (on sale or return) with the first batch of vehicles.

While I was with Trojan I had another, but slight, contact with motor racing. A friend, Tony Brooke had come by a 2-litre Alta-engined HWM to enjoy some more widespread sport than his Vauxhall Villiers allowed him. I am afraid I gave him a bit of poor advice when I recommended an expert well known at Brooklands in pre-war days to overhaul the engine. For some races we were puzzled by lack of revs and misfiring at high speed. To me it seemed like sticking valves but both ignition and carburation were suspected by Tony's helpers. At length we took the engine into the Trojan experimental department and sure enough several valve stems were a few thousandths out of truth. This corrected, the car went well for a while but, as John Heath of HWM had warned us, once full power had been obtained the rather tired crankshaft broke. There were no spares, so that was that. However, there was one amusing incident that lightened the gloom a little. The HWM was transported on the Trojan Company's low loader. On its first arrival at Goodwood one Easter bearing a sheeted racing car there was great interest. A Trojan racer? Could it be? Removal of the cover revealed the pre-war HWM and interest evaporated. (D.S.J. may remember this – I am sure he was there.)

Now on to BP and back to cars again. At BP my work was directly concerned with the performance of the test cars and a certain amount of road mileage was available to me and the other staff in that section of the Research Centre. In addition to more mundane stuff, Aston Martin, Alfa Romeo Sprint Veloce, Austin-Healey 3000 and other fine cars came my way. About 20 cars a year were fully tested, over about



The special estate bodied Trojan built for John Perret whilst he was Technical Manager of the Trojan Company.



The author's Sunbeam Rapier convertible at the first Brooklands Reunion.

25,000 miles each, and as the vehicles had to be maintained to hold their initially-established performance figures throughout this mileage, a lot of useful service data was accumulated. One finding was that British cars were no less reliable than their foreign competitors. While this was true in the 1950s and '60s I do not know if it still holds good in the '70s. For my personal use I acquired a 1934 3½-litre Bentley Park Ward drop-head coupe. I used it for six years and never had a moment's trouble with it. Well, hardly ever; I did replace a bearing in the differential-unit, as it had become noisy. However, the lure of the Continental holiday was upon me and thinking the Bentley to be a bit unsuitable I sold it to a fellow member of the Bentley DC. He told me that he wanted to rebuild it completely as new. It had then covered 160,000 miles (or it could have been 260,000 miles) and it was getting a bit rough here and there. Three months later I discovered that he had simply passed it on to a gentleman living in El Paso, Texas, at a resounding profit to himself. I corresponded with the new owner and he seemed pleased with the car. He had collected it off the dock at Houston and straight away driven it home to El Paso, some 700 miles away, without trouble. Some people do have faith! I suppose the Sunbeam Rapier convertible that replaced the Bentley might be considered a bit of a come down, but it proved to be a good buy. Due to the "borrowing" of BP cars, my annual mileage in the Rapier was only of the order of 10,000; but as I kept the car for ten years, its total mileage was over six figures. I used the car hard and over-revving started a fatigue crack in a piston, so at 75,000 miles the engine came apart a bit. This was the only real trouble that I had with, but in the end it succumbed to the demon rust. It had been undersealed from new but corrosion between the triple sections of the body sill worked its way from inside until in places only the underseal was left. For a few years I held it in check with glass-fibre repairs but in the end it got too bad and the car had to be scrapped. My wife and I were very fond of the Rapier and we have the memory of several holidays abroad, mostly among our favourite Alps. The car always went like a clock, so we could concentrate on enjoying ourselves. By the time of the demise of the Rapier I had reached retirement and was living in a coastal village in South Cornwall. Thus I needed a small nippy car that could climb hills well and was economical to run. The choice of convertibles, except for pure 2-seaters, was limited; in fact limited to a Triumph Herald 13/60. I bought one and very suitable for my requirements it has proved. The poor cornering does not worry me as there are few roads around here where 60 m.p.h. can be exceeded and long trips (i.e. out of Cornwall) are not often made. I will admit that it would not be my choice for Motorway driving, as wind noise is about the worst of any car I have driven. It makes sustained speed above 60 m.p.h. almost impossible. I have tried to find the sources of this noise, but have been unable to mitigate it. At eight years of age and 55,000 miles it is still hale and hearty and the only blemishes on the coachwork are those inflicted by careless fellow car parkers. Farmers are not often worried about the paint on their or other people's cars and of course as for Emmets!! (if you know what these are). So far the Triumph has been very reliable, renewals being confined to one universal joint and one steering knuckle, both more to satisfy the MoT inspection than strict necessity.



The author finds this Triumph Herald 13/60 convertible ideal for his retirement in Cornwall, poor cornering notwithstanding. A sad reminder that mass-production four-seater convertibles are no longer available, except from conversion companies.

Incidentally, speaking of the MoT inspection, I hold most strongly that this is a load of rubbish. The tests were introduced to reduce accidents due to mechanical failure and there is no evidence that they have succeeded. At the time they were mooted I was serving on a Society of Motor Manufacturers Committee. The Police statistics provided showed that the proportion of accidents attributed to mechanical failure was 1.8% for private cars and 1.4% for public-service vehicles. Now, even at that time, public-service vehicles underwent a very strict annual inspection. So I held that even if private cars were similarly strictly inspected, it was likely that only four accidents in every 1,000 could be prevented; and that the kind of check envisaged would have no influence at all on accidents. Since the car fitness tests were introduced no statistics on accidents due to mechanical failure of vehicles have been published.

Finally I don't want these words to be taken as sighing for the good old days. As far as motor sport is concerned, we have never had it so good, with probably more events in a month than there were in any pre-war year. Today the entry-lists are so crowded that the only real difficulty for the beginner is getting his entry accepted. We may have lost Brooklands, but it was out of date anyway and we have gained much, much more. Concerning car design, I am not so sure; I never did like "committee design", and in Alec Issigonis I fear we have seen the last of the "greats".

75 Years of Vauxhall Cars

A 1933 VAUXHALL drophead coupe – one of the very rare examples of this special-bodied model still in existence – was to be driven from Someren, Holland, by its owner to take part in the greatest-ever gathering of Vauxhall cars at Luton on May 21 (if Vauxhall's arrangements went according to plan – this is being written before the event!)

The 26 horse-power Cadet was to join a comprehensive collection of Vauxhalls dating from 1903 to the present day, assembled on the company's sports ground to commemorate "75 years of Vauxhall Cars".

One of the first Vauxhalls ever built – a 1903 two seater – was to be loaned by the Science Museum for the occasion. Some of the most famous of all Vauxhalls from the 30/98 Register were also to be included in the assembly. Members of the Vauxhall Owners Club provided a selection of cars from the early 1920s to the mid-1960s including a full-luxury limousine.

Immaculately restored cars from Vauxhall's own veteran fleet were also to be among the cars displayed.

To mark the many outstanding successes gained by Vauxhall cars in competitive events throughout the years, a special display of "sporting" Vauxhalls was planned.

"Old Nail", the Magnum 2300 in which Gerry Marshall scored over 60 outright wins and established numerous lap records, was one of the cars expected to take part at the time of writing. Another was "Baby Bertha", the DTV car which dominated saloon car racing in this country between 1975 and 1977 and was regarded as the fastest saloon car ever seen on a British circuit up to that time.

A pity we weren't informed of this interesting open-to-the public event in time to notify readers in our last issue.



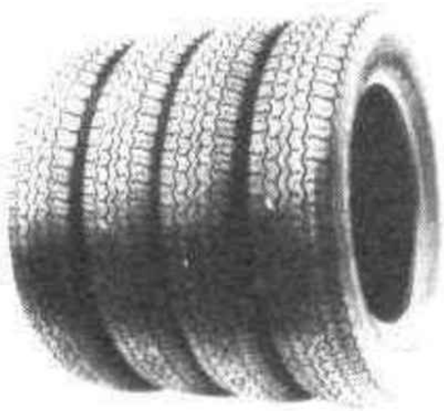
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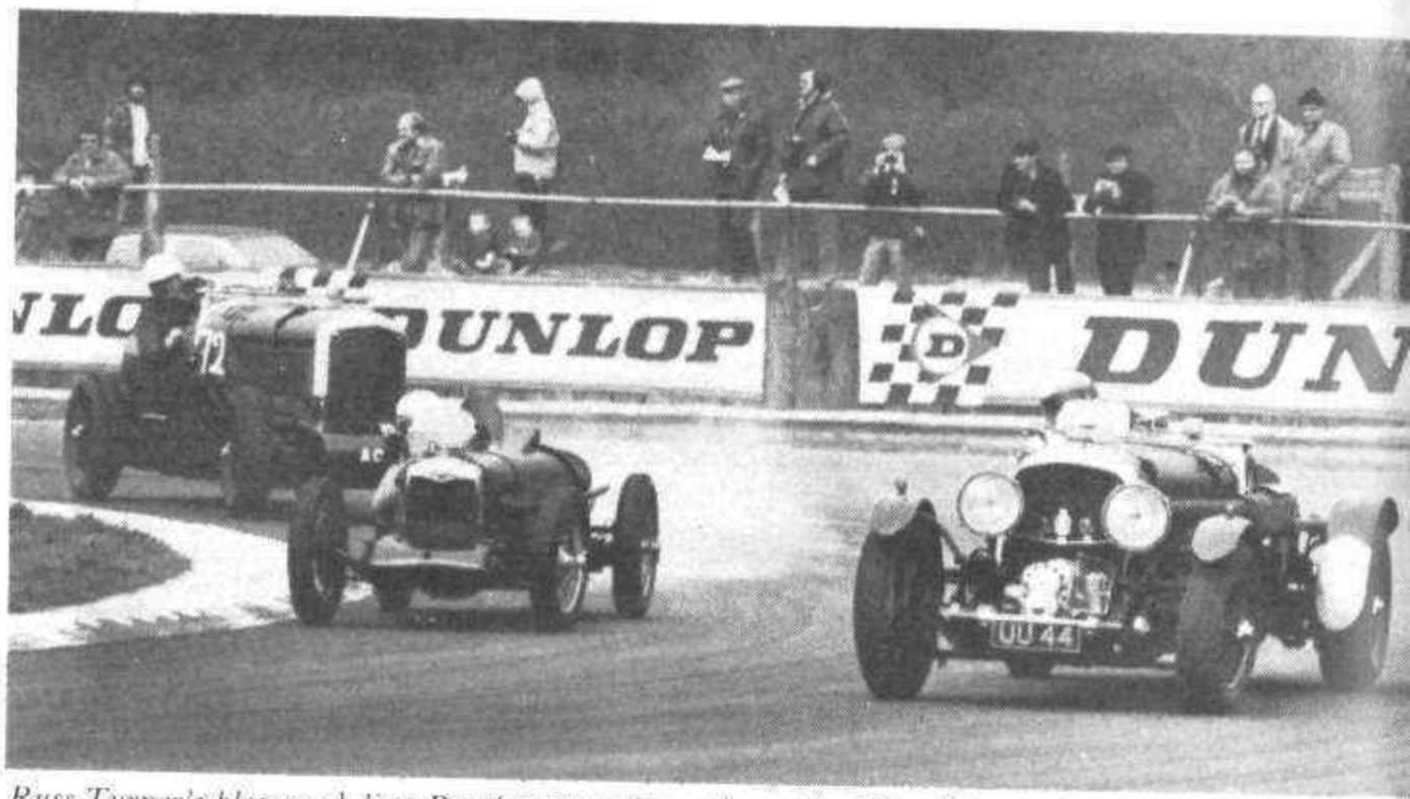
Silverstone, April 22nd

THE VINTAGE SCC's racing season opened in good weather at Silverstone (Club circuit) with 166 entries, big crowds in the grandstands, and so many cars in the Paddock that many had to park on a distinctly muddy piece of field adjacent to the return road.

After the traditional 40-minute High Speed Trial, in which 21 drivers qualified, in cars as diverse as 1929 Austin 7 and 1936 4½-litre Lagonda, their task slightly eased by this year having only to pit-stop to change a supposedly errant plug, not a wheel as well, the racing proper commenced.

First we had a 5-lap Handicap, in which Mrs. Mason started first in her 1933 Aston Martin and led all the way, leaving her assailants well behind. Beales' attractive AC Special was second, ahead of Golder's Riley Special. This led to the 10-lap Itala and Lanchester Trophies Race, for Edwardian and Vintage racing cars. Morley had the 24-litre Bentley-Napier out again, unchanged from last season except for an overhaul of the braking system. On the slippery surface he was using his Dunlop tyres rather than the thinner Firestone rears and was worried that the clutch would not last the race, even with his usual start in second gear and into top without need to shift again. Kain was not present to defend his title and it was, in fact, Llewellyn in his blue 8-litre Bentley two-seater who ran right away with the main race, lapping at 80.29 m.p.h. Morley was never any danger to the Bentley and after three laps it stopped on the straight with a mild engine fire, soon doused. Russell in a somewhat similar but unpainted 8-litre Bentley ran on in second place, McWhir in his quick AC-powered Frazer Nash settling for third place. It wasn't very sensational and one had to be content to note the excellent pace made by Liddell's back-braked Straker-Squire, the fact that Wicksteed's No. 1 racing Alvis was steaming, that Hubble was driving an odd 1930 Austin 7 single-seater and enjoy the sight of Odell's 1922 sand-racing side-valve Riley and the 1924 200-Mile Race Alvis in close company for a time, until overhead valves won the day.

The Lanchester Trophy, a new Award to a rather involved formula, justifiably went to the historic Straker-Squire, the class winners were Farquhar's Riley and Bergel's Bugatti and the winning Bentley. It could have been more interesting had Moffatt not lasted only two laps in Wall's Bugatti, and if Ghosh had started in his new 30/98-14/40-RR Special. Howell came alone to drive his supercharged 3-litre Sunbeam which has apparently never seen a car-wash, only to



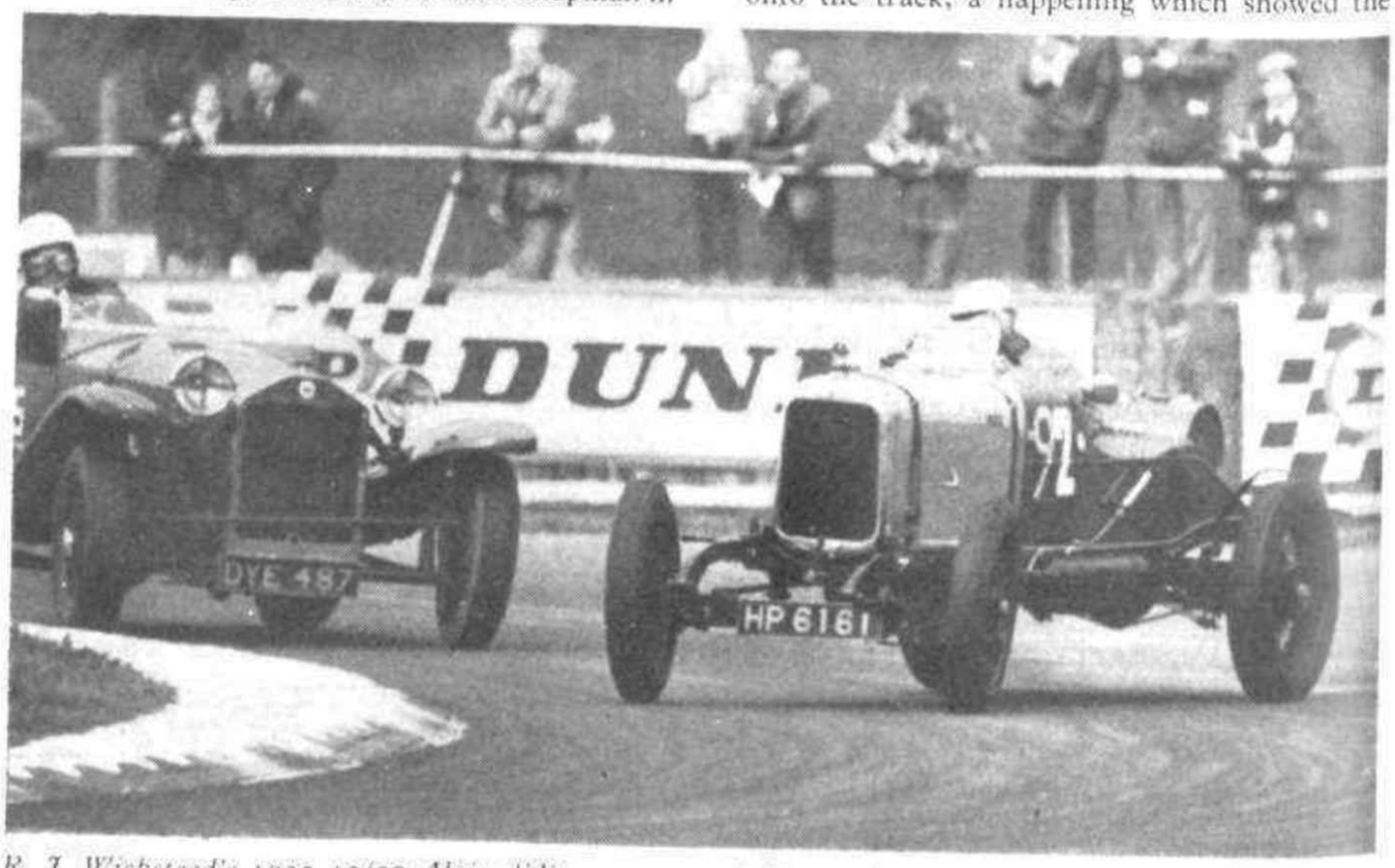
Russ-Turner's blower 4½-litre Bentley cornering wide, with a Riley Nine and M. V. Gauntlett's 6½-litre Bentley taking a tighter line.

retire after four laps. Towards the end Wicksteed made a rough change-down at Woodcote, after locking-up the Alvis' back wheels.

That over, there was a breather in the form of a 5-lap Handicap, won by Harvey's 1½-litre Riley Tourer, its windscreen erect, from Binns' HRG and Chester's Austin 7, a fastest lap of 62.92 m.p.h. failing to bring Bibb's Lagonda Rapier higher than fourth place.

Then came the other big race, the 10-lap Allcomers' Scratch Race. It should have seen Grand Prix ace Bruce Halford indulging in historic racing with the ex-John Roberts Lotus 16 and there was speculation as to whether he would be able to hold off the Monza Lister-Jaguar, a modern-looking 1957 3.8-litre confection. There was also speculation as to how the vintage fraternity would take to Kaye's 1939/40 V8 US Midget Racer (no make stated) on its 12" wheels. Alas, neither started. Nor did the Multi-Union, and the Hon. Patrick Lindsay's other entry, the ERA "Remus", was driven by Neil Corner, as Pat was recovering from acute sciatica. So this was another not-very-inspiring race, with the Monza Lister-Jaguar appearing to take its corners very slowly and letting Pilkington, who was having a great drive in the 1950 4½-litre Talbot-Lago, close right up on the Lister on one lap. However, Michael Chapman in the more modern car eventually pulled well away, to win at 80.69 m.p.h., with a best lap of 82.46 m.p.h. Corner, sawing at "Remus" wheel on the corners, was third and winner of the Pre-War Award. Pilkington was rightly awarded the Allied Polymer "Driver of the Meeting" award.

The first of a series of 5-lap Scratch races saw Duffy's Riley with Speed 25 Alvis engine and a brief pointed tail run right away from Tony Jones, whose Frazer Nash's patience has been rewarded, after years of enduring Dubonnet i.f.s. – it has now reverted to ¼-elliptics. Third place went to Whale's Frazer Nash. The next of these races resulted in another easy win, this time for Dods' notoriously quick AC Special, from an interesting new Monza Alfa Romeo which Duly has brought back from S. Africa, after building it up from bits, said to be the oldest Monza in existence, car no. 2111032. Third placeman Scott's 30/98 Vauxhall had exciting front wheel patter when it saw Woodcote on one round. Yet another of these races saw Beales' rather attractive-looking 1936 AC Special with external bunched exhaust system build up a big lead over Odell's sand-racing Riley, with the ex-Lester MG Special third, belonging to Venables but piloted by Keeling. The oil-flag went out at Beckett's when Bibb's 1,220 c.c. Lagonda Rapier put a rod onto the track, a happening which showed the



R. J. Wicksteed's 1923 12/50 Alvis sliding a corner in front of Tom Thelfall's 1929 V8 Lancia.

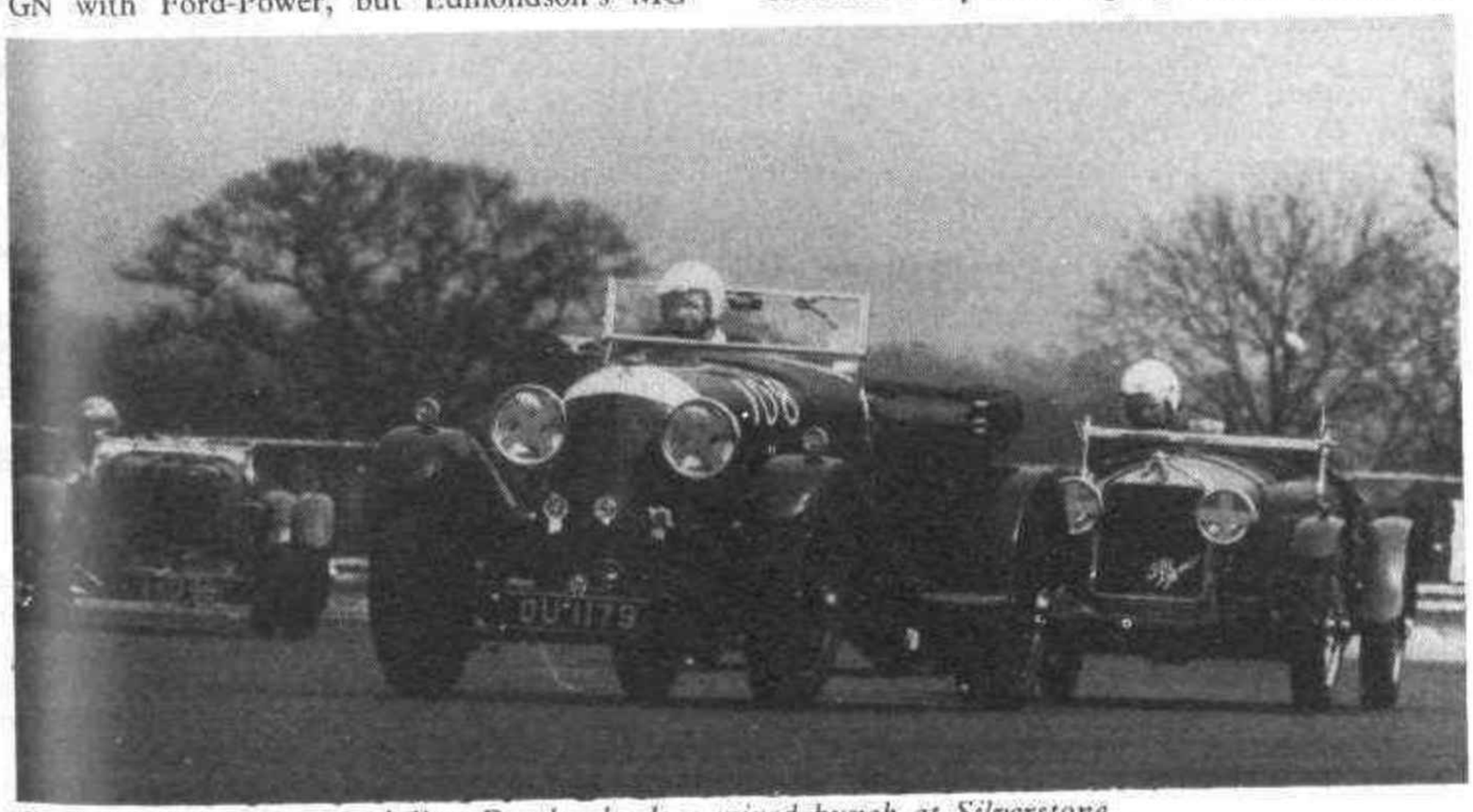
big-end bolts to be of modern self-locking type. This race produced a nice selection of Montlhery and Double-Twelve MG Midgets in circulation, six being entered, and Seth's Lagonda Rapier going well. Two Riley Gamecocks were also racing.

The aternoon's sport terminated with a 5-lap Handicap and a very exciting finish, with Dunham in the ex-Brooklands Alvis leading, as it had all the race, into Woodcote, when Woodley's Speed 25 Alvis, which had started from the same mark, tried to take Dunham on the inside, his back-axle juddering furiously. Dunham won this "photo-finish" – Cranage's MG Magnette, which had been well up but fell back, finishing third. The Lister-Jaguar tied for best lap speed in this race with Chris Mann in the ex-Waller ERA, at 81.88 m.p.h. – W.B.

Silverstone Snippets: – It was nice to see Tim Carson present, and Scott-Moncrieff and his wife still racing, the former in his 30/98 Vauxhall with a central gear lever, the latter in her Frazer Nash.

* * *

Monro was going well in the ex-Barry-Clarke GN with Ford-Power, but Edmondson's MG Midget sheared its blower drive before the first race. Another non-runner we had hoped to see was Scott's Amilcar Six. Nor did we see Brian Classic's ex-Glass/Chapman ERA or Margulies' 2-litre Alta.



J. F. Middleton's 1929 4½-litre Bentley leads a mixed bunch at Silverstone.

Results

Italia Trophy Race:
1st: D. W. Llewellyn (Bentley), 78.82 m.p.h.
2nd: G. J. Russell (Bentley)
3rd: D. H. McWhir (Frazer Nash)

All-Comers' Scratch Race:
1st: M. C. Chapman (Lister-Jaguar), 80.69 m.p.h.
2nd: R. A. Pilkington (Talbot Lago)
3rd: N. Corner (ERA)

First 5-lap Handicap: Mrs. L. Mason (Aston Martin), 63.06 m.p.h.
Second 5-lap Handicap: S. G. Harvey (Riley), 57.04 m.p.h.
Third 5-lap Handicap: H. R. Dunham (Alvis), 70.62 m.p.h.
First 5-lap Scratch Race: D. J. Duffy (Alvis-Riley), 67.78 m.p.h.
Second 5-lap Scratch Race: M. H. Dods (AC), 71.86 m.p.h.
Third 5-lap Scratch Race: D. O. Beales (AC), 62.83 m.p.h.

Fastest lap of the Meeting: M. C. Chapman (Monza Lister-Jaguar), 82.46 m.p.h.

Allied Polymer "Driver of the Meeting" Award: R. A. Pilkington.

Leader in **Motor Sport** Brooklands Memorial Trophy Contest: D. J. Duffy (Alvis-Riley), 31 pts. **Next round,** Oulton Park, June 17th.

V-E-V Miscellany. – A reader who is writing a book about the Sheffield Motor Industry requires help with photographs and data. Letters can be forwarded. An early Clyno with ¼-elliptic front springing is to be seen in Hampshire. Work is proceeding in Australia on the giant Napier "Samson", the original engine of which is being restored and for which Alan Chamberlain has made a new chassis frame, with the original design-errors carefully built-in. The Science Museum here was able to supply him with the original drawings and the great car is expected be seen in action in this country next year. Old ars, including several Rolls-Royces, are on exhibition in the Birnbeck Museum, Weston-Super-Mare, Somerset, proceeds to go towards the rebuilding of the pier. The Scottish Austin 7 Club is organising a rally on August 5/6th, starting from Edinburgh and centred on Fort William, to commemorate the ascent of Ben Nevis by George F. Simpson in an Austin 7 in 1928. This replaces this Club's 1978 National Rally and is limited to 100 Austin 7s of the 1922-1939 types. Details from: –R. Flockhart, Beach Avenue, Bearsden, Glasgow, G61 3EU. Incidentally, Mr. Simpson's Seven had 12,000 miles on the clock, used Clincher tyres of standard size and Pratt's motor spirit, was standard except for a slightly lower 1st gear, and took 7 hr. 23 min. for the ascent, 1 hr. 55 min. to descend. MOTOR SPORT has been instrumental in finding yet another Angus-Sanderson for Michael Worthington-Williams, in the form of a Tylor-engined chassis which had been cut down to ¾-length and its engine used as a boat-winch on Dungeness beach. Peter Harris wants to trace the history of his 1924 3-litre Bentley XT 9630, Chassis no. 512, which is being rebuilt as a VDP tourer, as nothing is known of its original form. – W.B.

The future of Brooklands

ALTHOUGH Brooklands Track Ltd. has been formed with the stated intention of buying what remains of Brooklands Motor Course and saving it for posterity, we are disturbed to learn that the West-side of the estate is already known as Brooklands Industrial Park and that the great hangar in which Vickers VC10s were once built has been acquired by Link Paper & Supplies Ltd. as a paper warehouse, in which 4,000 tonnes of paper and board will be stored and that deliveries are to be made from there to London, the Midlands and the South of England. We understand that this year's Brooklands Society Re-Union will be confined to the 40-acre Members Hill site and that no runway demonstrations of appropriate racing machinery or flying will be allowed.

Rolls-Royce Instructional Classes – 1923

THE R-REC's *Bulletin* has been publishing some interesting snippets about the Rolls-Royce Instructional School, which, incidentally still operates – I have, indeed, spent some hours in the classroom. This reminded me that somewhere in the archives I had some memories of an old chauffeur who had attended these classes back in 1923 and that perhaps I ought to dig them out for the sake of adding a mite to Rolls-Royce history. Right, then ...

It seems that this chauffeur, a Scot who had been driving long before the 1914/18 war and who had served at the Front driving Army lorries, was with a gentleman who was about to take delivery of a new 40/50-h.p. Rolls-Royce with a Barker cabriolet body, when it was suggested that he should go to Derby to take the lessons. He apparently found it well worthwhile, indeed, stated that he thoroughly enjoyed the course, not withstanding that he had a touch of 'flu while there, and that he would have been delighted to return. He remarked afterwards that, once properly instructed, if you attended to everything as taught, you were really troublefree. But such work took time – all of three hours, he says, to wash and clean up the Rolls. His only criticism of this 40/50 was its lack of front-wheel brakes, which induced skidding. He recalls among other hectic moments, a day when, going out of Watford, on a very wet day, he came to some road repairs and noticed that a horse-and-cart had taken his path. Noticing a convenient opening on the right, the Rolls was skidded into it as the horse went by, a narrow escape, quite unnoticed by the lady in his care, who remarked, as they turned to get out of the goods yard they providentially had entered, "Hood, you have taken a wrong turning!"

Arriving at Derby in the spring of 1923, our chauffeur found plenty of unemployed at the station, competing for the job of carrying his bag to the old "Welcome" hotel, once a Temperance place but since taken over by Royce's – the locals always referred to the Company thus, never as Rolls-Royce, and they never made mention of Charlie Rolls or Claude Johnstone – as accommodation for their pupils.

According to my informant, in 1923 one large room of this hotel was used for lectures and contained a 40/50-h.p. chassis. Upstairs was a first-aid room and a dormitory for about a dozen men. The domestic side was looked after by a married couple.

So far as can be remembered by this chauffeur (alas, now deceased) Col. Barker was in charge of the School. He thought that instruction on the recently-introduced Rolls-Royce Twenty or "Goshawk" model was under the care of a man in his early twenties called Mr. Blower but that the Chief Instructor was a Mr. Clark. The latter was a very skilled driver, thought to have left to go to Standard's. The pupils at this time included a retired Naval Captain who was being trained to become one of Rolls-Royce's Visiting Inspectors. The course was remembered as lasting a fortnight. "Nobby" Clark apparently took some of the driving instruction, requiring 14 perfect gear changes in eight minutes, it was thought. It is said of him that he could nip into reverse gear while travelling forward at 35 m.p.h. and stop his car facing the reverse way. It was also said that he and another Instructor rigged-up strings to the controls of a Rolls-Royce so that they could drive from the back seat, which upset some of

But surely, not yet. With Supercover

those on the Derby pavements! Other memories of this chauffeur-under-instruction are of the instructor who was a good sport and took his pupils all over the Peak District, and of being taken round the factory and to see aero-engines on their last day. The nucleus of a Museum was remembered, with one of the 2-cylinder Royce cars, an i.o.e. 30/40-h.p. Rolls-Royce and a Colonial model with outsize wheels.

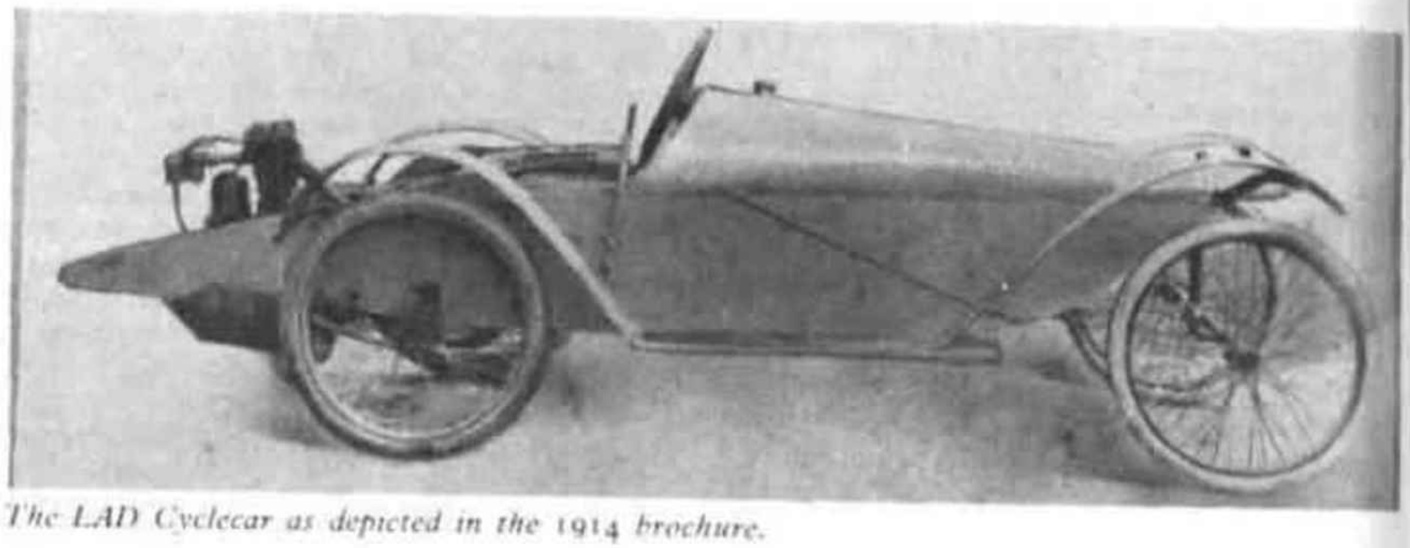
The reason for all this care over gear-changing, he explains, was because the R-R gearbox, thought to be indestructible, had no lead on the gear teeth, so that unless properly meshed, when they slid in like silk, you could "clash and grind all day". So correct use of the R-R governor was taught, on a special circuit, and chauffeurs were encouraged to experiment on their own. There was also a test calling for steady nerves, as if the road were dry and both ignition-systems working correctly, the Rolls-Royce would be put to restart on a 1 in 2½ hill, with a nasty drop into a quarry on one side. The pupils were taught how to use a coin under the extra-air valve when starting from cold – a trick Mr. Southall demonstrated to me when I was sampling his 1920 40/50-h.p. tourer for MOTOR SPORT some time ago. They were told always to dismantle the air-valve on a cloth on the bench and never to drop it, using Goddard's powder for polishing it, easy lifting of this valve facilitating gear-changing, as the engine responds better, and not to attempt to dismantle a 40/50's clutch without the proper appliances. They were also told never to brake with the governor lever fully open, and to keep it closed as much as possible to prevent popping in the silencer, also to go sparingly with the oil when lubricating the back hubs, or else it may get onto the cast-iron brake shoes. A parting memory of the "Welcome" was a picture of an old Rolls-Royce laden with revellers returning from a dance, captioned "Ghost of the night overtaken by the Dawn". (Not *that* sort of Dawn in 1923, of course!)

So our chauffeur returned, to drive his master's new Rolls-Royce ... – W.B.

A car for £60

MY OLD friend Geoffrey Deason, of model-car fame, has sent me an amusing folder, for the LAD cyclecar, which was made in Farnham but sold from 65a Rosendale Road, Dulwich, by Oakleigh Motors. Although it looked very like a Carden or AC, the folder proclaimed the makers to be the originators, not imitators. A Stag air-cooled single-cylinder engine in the tail, said to do 3,000 r.p.m., drove direct to the back axle by chain. You started this engine "through the clutch" and it drove both back wheels through a clutch possessing 27 plates, presumably so that it might withstand slipping in the absence of a gearbox. In 1914 there was some flexibility of the specification, as a two-speed gear was offered for an extra charge of £10, the magneto could be a Bosch or a UH, the carburettor an automatic Amac or a double-lever B & B, with a Lukin carburettor for an extra 15/-.

The body had a pointed prow, steering was by wire-and-bobbin, the axle being on a coil spring at the central pivot, rear suspension was by shackleless C-springs, and both foot and hand brakes were provided. In lieu of a differential one wheel was arranged to slip on the axle on corners. There was uncertainty again over what tyres would be supplied as the brochure says "Michelin 26 x 2½ or other good make" and one hides a smile when reading that "the high speed attained by the LAD Cyclecar is greatly due to the special 'streamline' type of body designed and originated by us." You could specify any colour and the price in 1914 really was £60. Did Carden and AV copy the LAD or were they from the same stable? – W.B.



The LAD Cyclecar as depicted in the 1914 brochure.

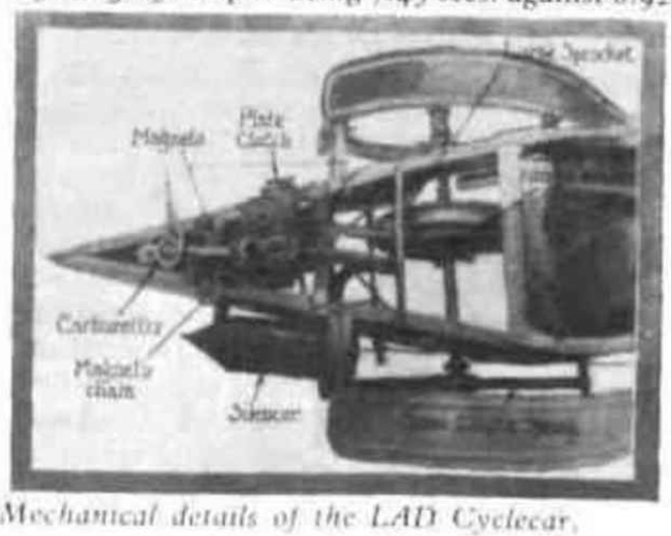
Armstrong Siddeleys that might have been

When I raised the matter of the 3-litre car designed after the war by W. O. Bentley in the February MOTOR SPORT, I did not have the reference to this design which appears in the American edition of "My Life and Cars", the only W.O. book I do not possess. We now conclude the correspondence which resulted with two exceedingly interesting letters from Mr. G. M. Cutler, who was Chief Engineer at Armstrong Siddeley's at the relevant time, and Mr. Densham, who worked in their Engine Development Department at the relevant time – Ed.

Sir,

I would like to refer to letters from my old friend Geoff Healey and Mr. K. G. Gilling, which refer to design work done by W. O. Bentley and Donald Bastow for Armstrong Siddeley in 1948/49. As mentioned in Mr. Healey's letter I was chief engineer of AS from 1946-1949 and again as CE and technical manager of AS Car Division from 1951-1954 and for your information AS employed Bentley to design a sports car, but in fact only the engine of which the actual design work was done by Donald Bastow was made.

This was a 3-litre six-cylinder, all aluminium unit with double oh camshafts, of 84 x 90 (2,993 c.c.) with 7-bearing crankshaft. This was made and tested in AS exp. dept. and produced 125 b.h.p. at 5,100 r.p.m. (AS 2.3 litre 78 b.h.p. and 4,400 r.p.m.). This unit was of good basic design and somewhat naturally did bear a resemblance to the Lagonda unit. It was fitted into a standard 2.3-litre AS chassis which had a very nice "Graber" coupe body. However the performance against the standard 2.3-litre engine was not as good as we required, although, the unit was very smooth and gave a very refined feel to the car. Top speed was only 95 m.p.h. against 90 for the 2.3 AS 30-50 m.p.h. being 7.45 secs. against 8.92



Mechanical details of the LAD Cyclecar.

for the AS unit. I am certain we could have obtained a substantial increase in power by higher CR and carb. tuning etc., not to mention new cams, but it should be remembered that we were tied in those days, to "Pool" petrol.

Only 3 units were produced and the main reason for not continuing this project was that cost estimates showed it was too expensive. As stated by Geoffrey, we designed and made several light alloy AS 2.6-litre units (push-rod valve gear) which gave about 105 b.h.p., but as the 3.4-litre Sapphire was then in the design stage it was decided not to increase the engine size of the 18 h.p. range (2.3 litres).

The 3.4 was designed during my first period with AS car division mainly by Freddie Allard (not "the Allard") then in charge of car design. The 4-litre "Star Sapphire" came in 1958 after I had left AS and was a "bored out" 3.4 suitably souped up, the hemispherical head was of course used on both 3.4 and 4 litre.

I forgot to mention that the Cotal gearbox was used for a short time on the 3-litre Bentley AS but was quickly replaced by the much more satisfactory AS pre-selector box.

Sidbury G. M. CUTLER

Sir,

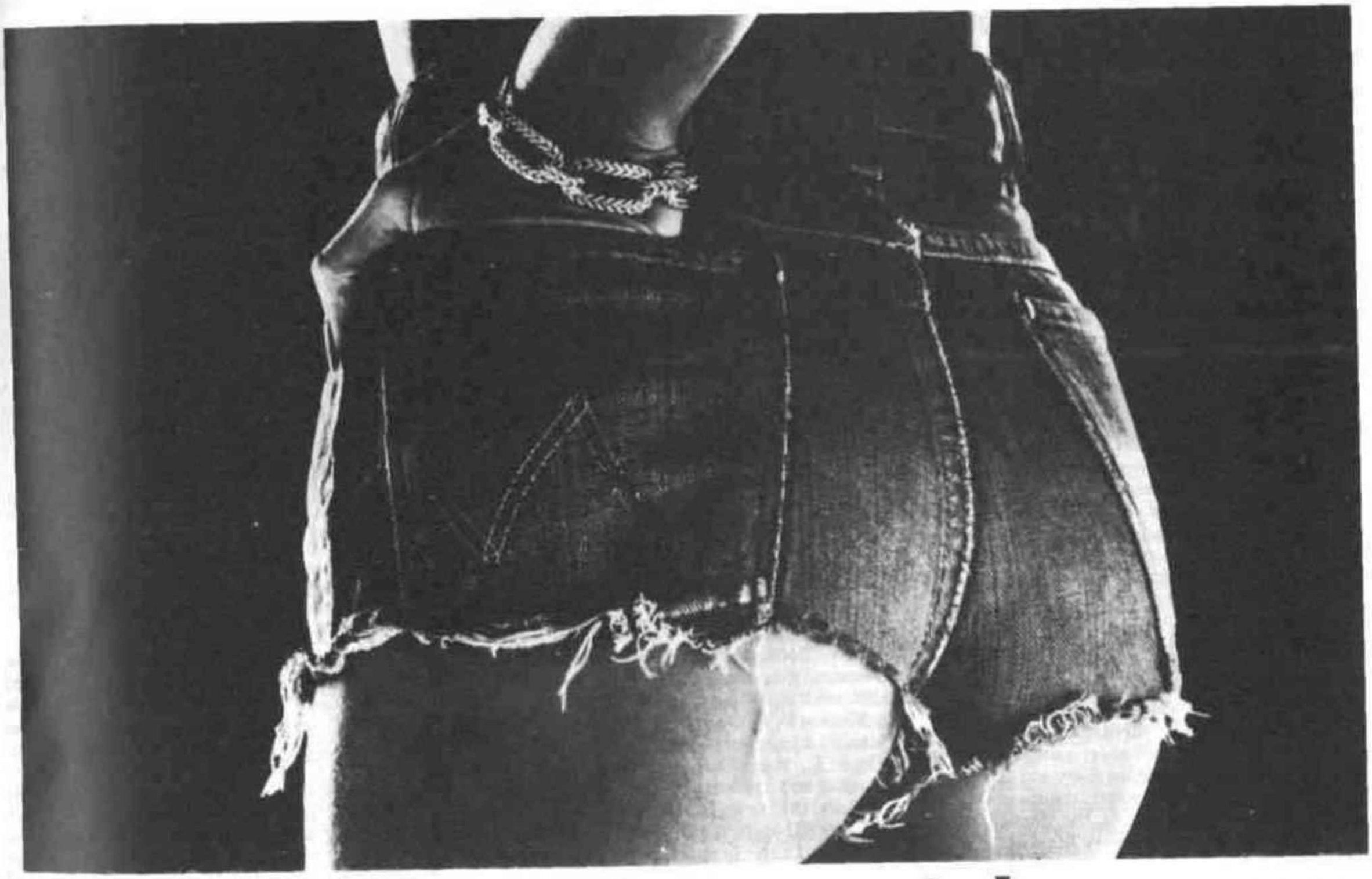
I was given the job of diesel and car engine development at Armstrong Siddeley's just after the end of the war. Testing had just started on a 2.6-litre aluminium engine similar in basic design to the 2-litre cast iron unit then in production.

However it was not a satisfactory unit and suffered from a weak cylinder block/crankcase with wet liners which failed to hold water and a seven bearing crankshaft layout which gave rise to main bearing trouble and consequent power loss. This project was abandoned and the production engine converted to 2.3 litre capacity as a stop gap until a new unit was available.

About this time Lagondas came on the market, but as I remember it the price for the whole concern was considered too high by Siddeley's, who decided to buy the designers instead!

Accordingly Messrs. Bentley and Bastow set up a small design office near Weybridge and paid periodical visits to Siddeleys with bundles of drawings. (I had met W. O. Bentley before the war when I was a very junior draughtsman at Lagonda's, working on the V.12 cars.)

Basically the 3-litre engine was a refined version of the 2.6 Lagonda engine and more in keeping with the "town carriage" thinking at Siddeley's. A single timing chain was used (4 ft. 6 in. long I believe) and I remember after careful running-in, the first power curve obtained produced just on 120 b.h.p. (certainly not 97!). As Mr. Gilling has mentioned trouble was experienced with the inverted "bucket" type tappets due to the drainage hole being closed



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when the valve opened, resulting in hydraulic locking and the cam nose penetrating the end of the tappet. Another trouble experienced was the failure of the skew gear jack shaft driving the water and oil pump shaft. This was highlighted on two occasions by the adjacent con-rod ejecting the skew gear smartly through the side of the crankcase. The engine was basically sound after the faults were corrected but the general design was considered more suitable for sporting applications than the type of car Siddeleys had in mind. The chassis bore the hall-mark of Donald Bastow who was the high priest of the super strong cruciform type of frame.

The Bentley project faded and the company decided to carry on with the idea of a large car with a good performance. A new car was designed using a 3.4-litre engine which with a single carburetter would give a similar power output to the Bentley unit. By this time I had control of the car development as well as the engine units and Siddeley's were fortunate to obtain the services of Fred Allard as Chief Engineer. Fred was, and is, a very practical man and a really good designer who had only to see the results of development work to take instant action in the drawing office. The original design of engine had the "bath tub" type of combustion chamber with vertical valves and flat top pistons. However I served my apprenticeship with Rileys before the war and pushed hard for a hemispherical type combustion chamber. The Board agreed to make alternative heads and so we had a high camshaft short push rod valve gear arrangement akin to the Riley and of course supported by the good power results obtained from the Bentley engine. At the time I ran a Riley 9 two-seater and I believe Mr. Gilling had a four-seater tourer of the same make.

The "bath tub" head was produced first for test bed evaluation and a lot of work was done by Charles Goodacre of the Ethyl Corp. who was a keen protagonist of the "squish" type cylinder head. However the hemispherical head was a winner from the start, backed by a thoroughly biased development engineer, the single carburetter unit giving 125 b.h.p. and the two carburetter twin-exhaust system engine reached 150 b.h.p. Incidentally a *Motor/Autocar* road-test showed the twin carb. Sapphire to be faster than the Mark VII Jaguar on 0-50 m.p.h. acceleration, both cars just reaching a max. speed of 100 m.p.h. This was quite an achievement as I recall Col. Siddeley telling me that if you had to remove your top hat when entering a vehicle it should be classified as a sports-car!

I ran engines on the test bed with six 42 mm. horizontal Zeniths mounted in two ranks and borrowed three Weber carburetters (then a rarity) from Donald Healey. We also tried 8 and 9:1 c. ratio pistons, etc.

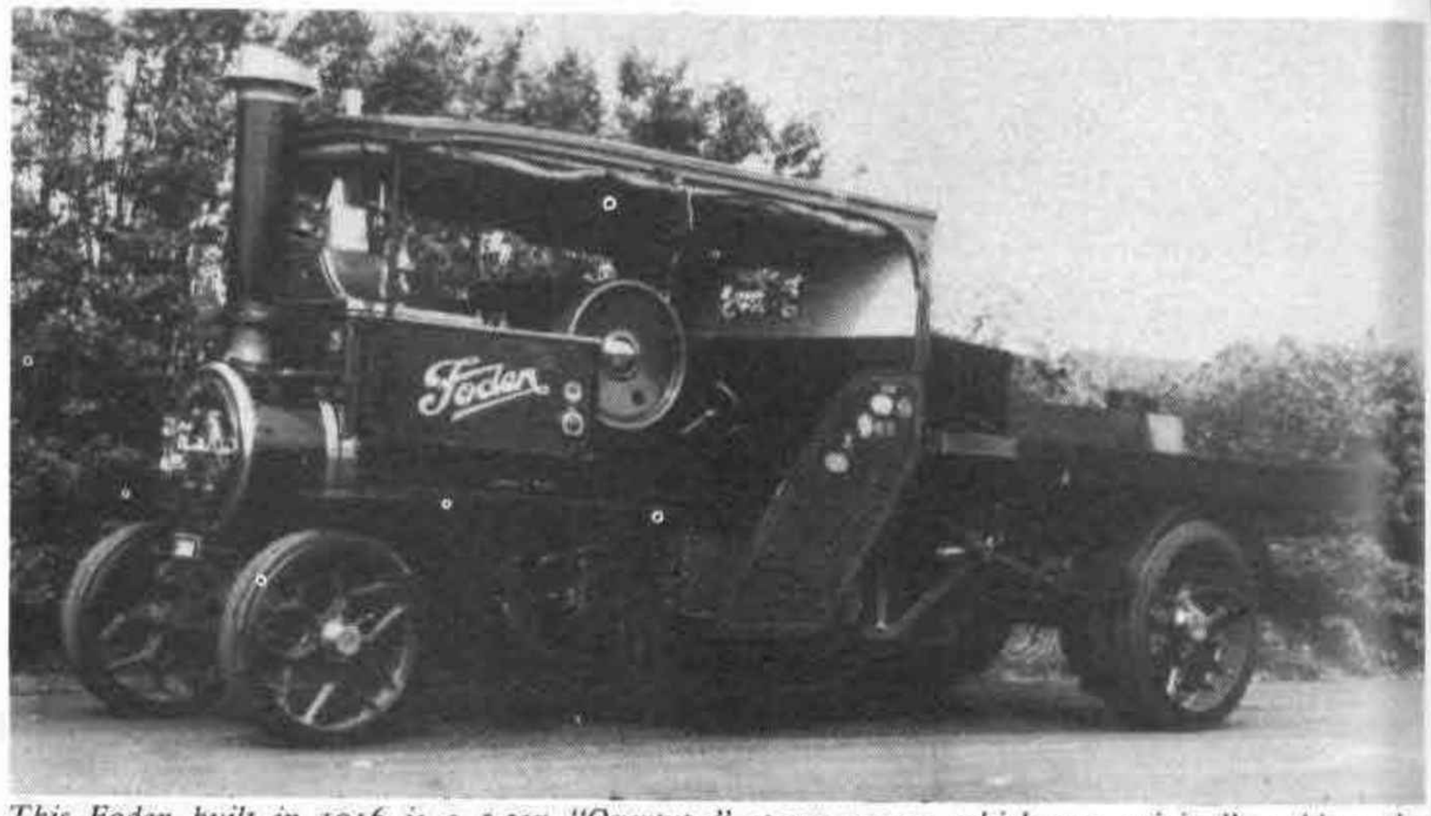
My favourite toy was a Sapphire chassis with boosted engine fitted with a modified Nash-Healey 3 seater open sports body.

This car covered a ¼-mile on the open road at 128 m.p.h. without windscreen and the crew sitting on the floor. Happy days!

The chassis frame owed a lot to the Bastow designs and the miniature gear lever used on the solenoid operated preselector gearboxes was a relic from the ill-fated Cotal gearbox.

I think the Company made a fatal mistake in introducing the additional 234 and 236 models. If the finance and resources had been spent on updating the Sapphire car the future course for the company would have been a much happier one.

Banbury JOHN DENSHAM



This Foden built in 1916 is a 5-ton "Overtype" steam wagon which was originally sold to the Portsmouth Gas Company who used it for transporting coke and coal. During the Second World War it was brought out of retirement by the Gas Company to work again due to the shortage of diesel fuel.

It was purchased by Fodens in 1956 and renovated to its present state for their centenary celebrations and was renamed Pride of Edwin. It has since been seen by many thousands of people at the many shows and rallies throughout the UK, and was entered for this year's HCVC Brighton Run.

V-E-V Odds & Ends. – The Vintage SCC of America, Inc., has announced the election of its Officers and Directors for 1978. Their President is William F. B. O'Donnell, the Vice-President is John T. Kleen, Junr., and the Hon. Chairman is Edgar L. Roy. The Club Secretary is A. S. Carroll, and the Directors are Messrs. Haynes, Iglehart, O'Rourke, Sherman and Willits. Robert M. Akin III looks after the Club's activities and R. Willis Leith, Junr., edits the club magazine. The April issue of the *Pre-War Austin Seven Newsletter* contained a long article on the racing Austin 7 "Mrs. Jo Jo", raced at Brooklands by Boyd-Carpenter and the late "Nobby" Spero, etc. After six-and-a-half years work, a 1923 Tipo 4C Ansaldo tourer is approaching the end of a painstaking restoration in Australia, one of only three Ansaldos in that country and possibly 20 in the entire World; this is the model with the single o.h. camshaft cross-flow engine, as the car's owner, Mr. John Maconochie says, similar to that in a modern Chrysler Valiant. Before Bill Morris could take the ERA Hanuman II out to win the Australian Jubilee Grand Prix at Philip Island it had to be de-rusted, following its long journey out from England. This year's Vintage Commercial Vehicle Club's Brighton run was sponsored by Foden Ltd. of Sandbach, and it attracted an entry of around 200 vehicles. Among these were more than 20 steamers, many of them Fodens, the oldest of these being a 1910 Foden Showman's road locomotive, crewed by one of the Foden family. The oldest vehicle competing was a 1904 Panhard et Levassor station wagonette, well-known to those who saw the "Duchess of Duke Street" on BBC Television. "New" entries included a 1915 Crossley 'bus and a Foden's very first diesel lorry. Foden's famous brass band was to play in Brighton as the vehicles arrived. In view of the restrictions on the numbers of vehicles taking part, one wonders whether in future those of traction-engine type should be banned, as they have so many opportunities of appearing in steam rallies elsewhere? We do not include the ever-attractive steam wagons in this suggestion, however. Incidentally, Austin 7s and many other vintage cars will assemble in aid of charities at Wollaton Park, Nottingham on June 4th for a rally and attractions called by the horrible name of Autokarna. Public car parking and admission is free. The RM Riley club's journal *R Memoranda* for April/May contained an illustrated article about a vintage low-chassis Lagonda tourer into which a 1949 Riley RMB engine has been installed, apparently with excellent results. Incidentally, this non-vintage Riley Club's National Rally is scheduled to take place at Thoresby Hall, Nottinghamshire, on July 22nd/23rd. We regret to learn of the death of Pat Thornton, well-known for his love of his dogs and his black Austin Seven Chummy (he also had an Austin 7 saloon) which MOTOR SPORT sampled at a 750 MC Press Day some years ago. That further attempt on the 10,000 mile record by an Austin Seven is scheduled for September this year. West Country Alvis Day is scheduled for June 11th, at Sherborne Castle, Sherborne, Dorset. – W.B.

Vintage Postbag

Straker-Squire Flashback

Sir,

Nobody read your article on the Brooklands Straker Squire Six with more interest than I did and, if I may be allowed to make some comments and suggestions after this lapse of time from the December issue, I would like to point out the following:

(1) You state that the Straker-Squire company went into liquidation in 1922 and say nothing of subsequent reconstruction, thus giving the impression that there were no Straker-Squire Sixes made after that year. In fact they were still being made in 1925 and I have a catalogue for the 1926 models.

(2) You repeat the slander that the bevel-drive for the camshaft was even noisier than the previous skew-gear. I am surprised and disappointed that your recollections of drives in my 1925 Straker Six, from South Kensington to Brixton on 1/8/1950 and from Fleet to Bristol and back on 5/11/1950 should have left you with the impression that the engine was noisy. In fact the makers' claim in their catalogue

that the car was silent in tick-over and running was fully justified, as I can demonstrate to any witnesses you care to nominate, on a car which has now covered over 200,000 miles. The Brixton Six, which had done twice that mileage, was even quieter than mine in 1950, so perhaps it was not only the Knight Sleeve Valve engine that improved with use.

Mr. G. F. Lomas, writing in MOTOR SPORT for November 1940, said that the Six that he owned in 1932 had done some sand-racing in the hands of a Mr. John Lloyd, of West Kirby. It was the standard two-seater in body style, but was reputed to have reached 97 m.p.h. during its racing career, aided by a special camshaft. The radiator on Mr. Liddell's car is the one shown in the 1919 catalogue. It is of interest to note that a photograph in the 1921 catalogue of a Straker Six at speed, almost head-on, shows it with the later radiator, complete with shutters. So one wonders whether this was a different car or merely the same one with the new radiator as an experiment. Unfortunately in this photograph the number plate is hidden behind the organisers' number card. Other photographs of the dazzle-painted car show the registration number as MD 7901, which it still wears.

Tranmere, S. Australia G. H. BROOKS

(I have not forgotten the runs I had on George Brooks' Straker-Squire, especially to Bristol where, had he not driven his smart motor-car into a breaker's yard and announced its shipment from Australia, he might have acquired the axle he was seeking for rather less money! But I do not recollect the silence of the o.h.-camshaft gear. History, in a minor key, has repeated itself, inasmuch as Adrian Liddell recently secured a derelict Straker-Squire axle, mentioned in MOTOR SPORT. As for Reg. nos. on the rear, I refuse to be drawn –Ed.)

John Blake's Salmson

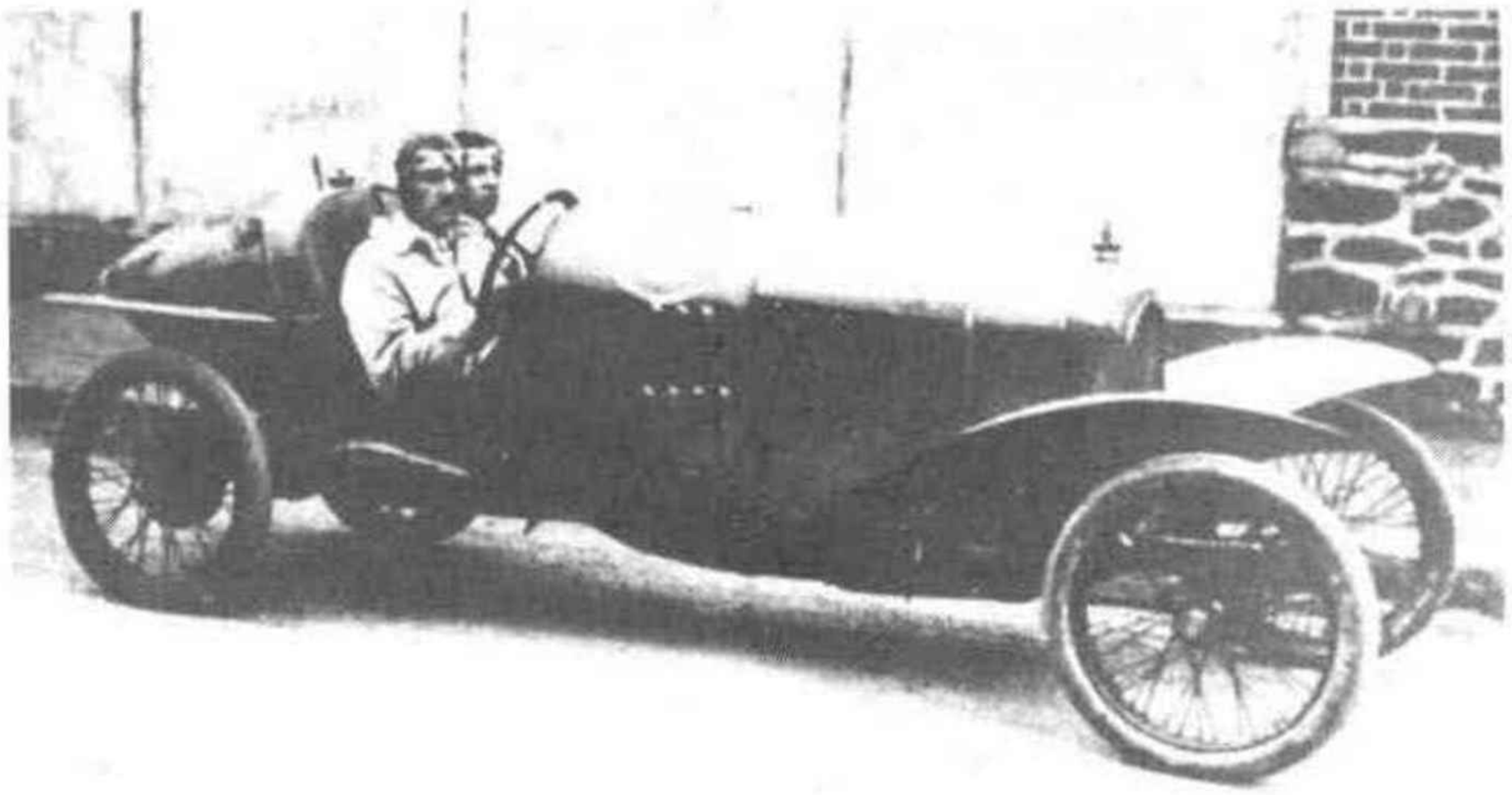
Sir,

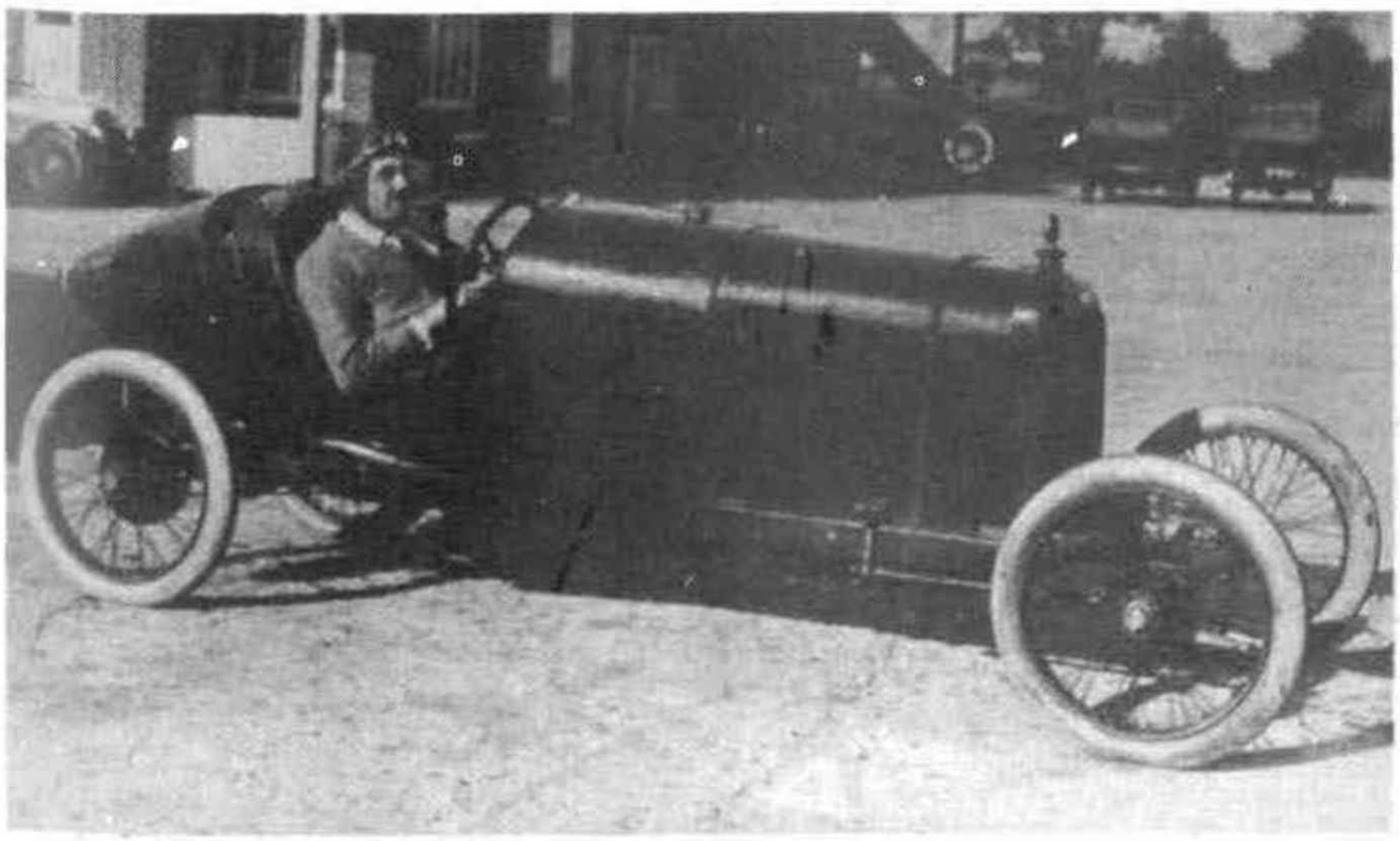
I enclose two photographs of Andre Lombard, one in a car fitted with a splendid set of wings, the other without. It must be the same Salmson?

In 1922 it was taken to Tarragona and was demolished in the Armange Trophy race – I am quoting from Chris Draper's book – then fitted with a 1922 racing body came back to England to be raced by Owen Wilson-Jones. He sold it in 1924 to a man in Cardiff.

I was hoping that Augustus Ivey would have remembered how he came by it, but he couldn't. It then passed through Ian Kennedy's hands (Mr. Ivey knew his father!), then while Geoff Clamp of Harpenden owned it – or the remains thereof – Chris Draper identified the engine as that of the Lombard car. I now have an AL chassis of the correct type, so 1978 should be "The Year of the Salmson" – and probably most of 1979 as well.

Ealing JOHN BLAKE





Andre Lombard shown above and below in his Salmson in two guises, with and without wings. See letter from John Blake.

Bayliss-Thomases

Sir,

You refer to my Bayliss Thomas which appeared on the cover of the February Issue of MOTOR SPORT quite correctly as not being the ex-Hayward car. However, my car was a regular competitor in pre-war MCC long distance trials and is the car pictured in The Pocket Book of Vintage Cars actually taking part in such a trial. I know nothing of the car's performance before the war in these trials and would be pleased to hear from anyone who might remember TT 2010 taking part.

The ex-Hayward car which you picture in the current April issue appears to be an earlier model. My car has the Meadows 4EB power unit which was not available on the earlier models. There are about six Bayliss Thomas cars known but mine seems to be the only one which has seen use recently. I regret that it is currently off the road since, on our return from Sidmouth after the Exeter trial, we ran the big-ends when nearly home and I have not yet had chance to rectify this.

It was delightful to see a vintage car on the cover of MOTOR SPORT which not only summed up the timelessness of the MCC trials but of the enjoyment which we all find within the pages of your magazine.

Steeple Aston MALCOLM C. ELDER

The Leyland Eight

Sir,

Re-reading your fascinating article "The Last Leyland Eight" (July 1977), reminds me that this car ran in the Manchester to Blackpool Veteran and Vintage Car Run in (I think) 1965. I also once encountered it one week-day in Chapel-en-le-Frith some years ago – a most unexpected and stirring sight!

You may be interested to know that a Leyland Eight engine and also a stripped Arab engine were on view at the Museum of Motive Power, Dock Road, Lytham, Lancs., when I was last there in August, 1973. I would think that they were loaned by Leyland Motors who had several other exhibits there.

May I be allowed to comment on three matters in your January 1978 issue:

(a) The Renault referred to in the letter from Mr. Jampole is not, surely, a 45 – more likely a 25.

(b) King Alexander of Yugoslavia was assassinated in Marseilles (not Paris) and the car *was* a Delage. This occurred about Motor Show time, 1934, when I was on my first visit to London. Although only nine years old at the time, I remember quite clearly being shocked by this unfortunate event.

(c) In reply to Mr. R. M. Stenning, the Rover Speed 14 tourer was not catalogued in 1936.

Stockport DAVID L. GANDHI

"Penny-farthing" Fakes

Sir,

May I warn your readers that fake penny-farthings are now on the market. Because they are fetching good money now someone has found it worth their while to start manufacturing them, and they're beginning to appear at auctions – put in by disillusioned collectors

who've paid £350 to £400 for them. A true collector wouldn't value them much over £5.

Buyers want to look out for brand new metal all round, note no pitting from rusting, smooth and shining under all the "gunged-up" black paint, dirtied after to deceive. Note the new spokes, new rim (pull back the new tyre, black, to see the rim). A big give away is the different back wheel and the fact that they have *no* bearings, pedals are off old bicycles or made up crudely of two wood blocks.

Watch out for them, potential buyers; you'll lose a lot of money if you get caught.

Bromley P. QUAYLE

(More grab-grab! –Ed.)

Saxons

Sir,

Further to your "Fragments on Forgotten Makes" in the April issue, you may not be aware of the 1916 Saxon in the private collection of Mr. C. B. North of Hull.

This Saxon languished, crated-up, in a Hull dockyard, from the First World War until discovered by Mr. G. P. Thompson of Brough, East Yorkshire, in 1952. Mr. C. M. F. Judge of North Cave competed with the car on several early Hull-Scarborough Veteran Car Runs, but the car ended up on the back of a lorry on more than one occasion, owing to a malfunction of the two speed-gear.

Hartlepool RORY G. SINCLAIR

Sir,

My Father's first car, purchased just after the First World War was a Saxon, till now this was the only one I had ever heard of.



The Page family's Saxon.

This one had a dickey seat; the entire family of six used to go in it. My parents in front and me, the youngest, aged six, in between, two others in the dickey, and another sitting on the floor of the passenger seat, door open and feet on the running-board!

Bursledon P. W. K. PAGE

Wrong Maserati

Sir,

I liked the article by D.S.J. recalling the International Trophy Race over the years. The JCC scored a notable break-through with their handicapping via different channels, the brilliant idea of "Bunny" Dyer. A splendid idea of the Editor's doing this to-day at Silverstone, but I am afraid D.S.J. is right in that to-day's competitors just would not play that game – a pity!

There is a small mistake about the 1934 race – the Maserati in the Doune Museum is *not* the car with which Whitney Straight won the 1934 International Trophy. Motor Journals at the time and race commentators have suggested that there was only one special Straight Maserati, but in fact there were two. No. 1 was his Grand Prix car with a wide body to comply with the then Grand Prix regulations, a large fuel tank and an inside hand brake. This is the car with which Straight won the 1934 International Trophy; it was in fact completed before No. 2 which was lighter and faster with a smaller fuel tank, a narrow body, and an outside hand brake. Whitney Straight originally planned to drive No. 2 in that race but it was not quite ready. It was No. 2 that he drove later at Shelsley Walsh and at Brooklands in the British Empire Trophy Race. That is the car now in the excellent hands of the Earl of Moray at Doune.

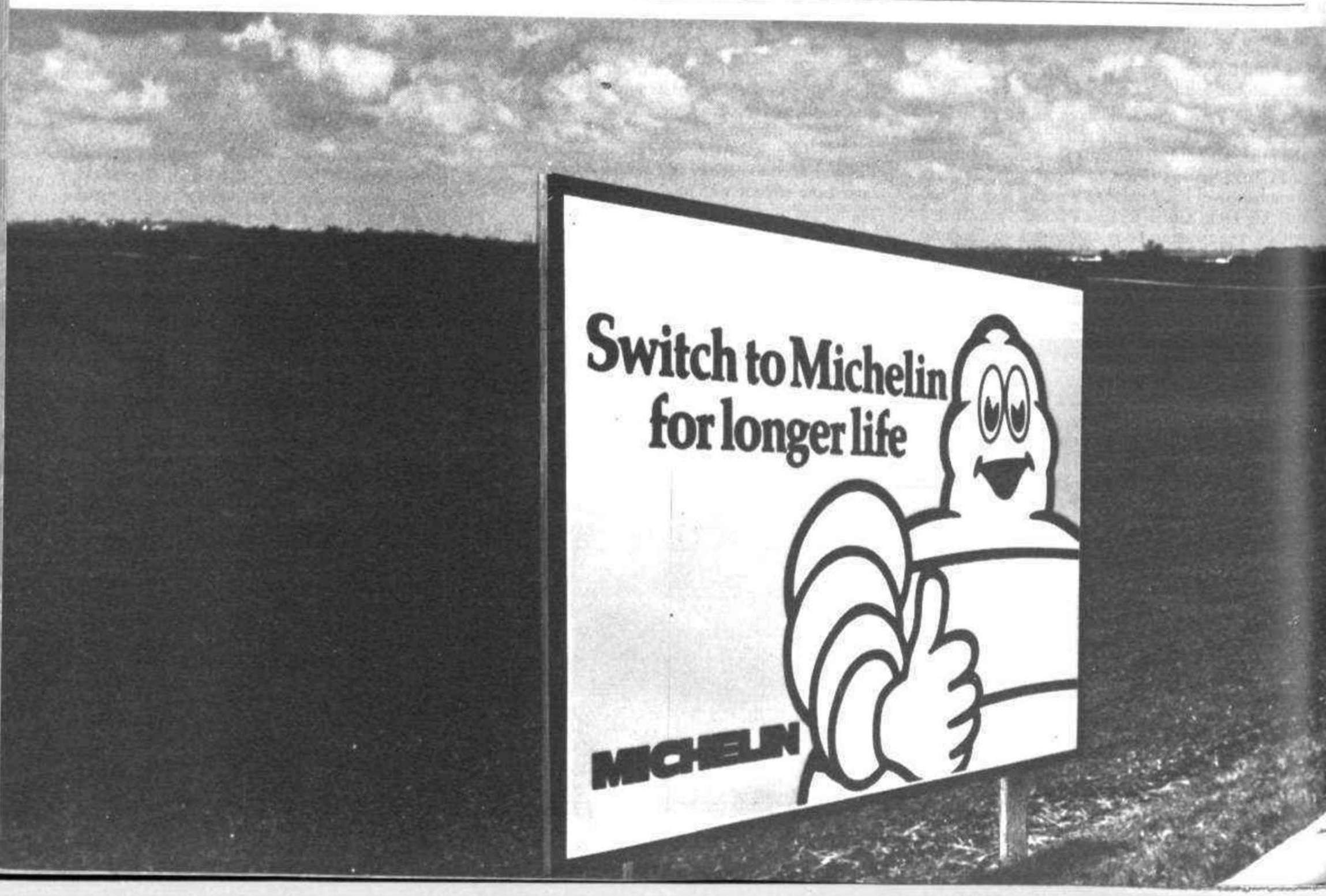
At Shelsley Walsh I remember correcting the commentator who had referred to Whitney Straight's record breaking run as being made on the International Trophy winning car. I am anxious to get this right as history so easily gets written incorrectly once the printed word is read.

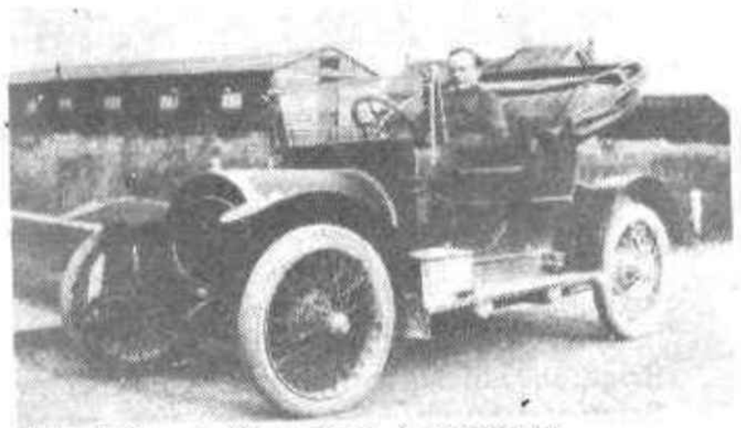
Kineton A. F. RIVERS FLETCHER

A Riley at Shawbury Aerodrome

Sir,

I have just come across this photo and wonder if it is of any interest. The place is Shawbury aerodrome, the time about June 1919, the car is a V-twin Riley owned by a Shrewsbury bank manager and in daily use and kindly lent to the driver, Sgt. Schofield and myself in return for certain services. The car was a very good goer and reliable. It had a more or less self-changing gearbox; one changed the lever to the required gear and by an arrangement of springs it then





The Riley at Shawbury Aerodrome.

changed itself on the clutch being depressed – the change was to say the least noticeable, but it worked and gave no trouble in the time I knew the car. I wonder if it still exists?
Doncaster ROBT. H. ARNETT

Memories

Sir,

Recuperating from an illness I have passed many pleasant hours looking through MOTOR SPORT of some years ago and as I learnt to drive on a Panhard in about 1912 and was apprenticed in a large country garage before the first war V-E-V recalls many memories. A 14-h.p. Argyll with three gear levers, a 40-h.p. Daimler with exposed timing wheels and chain drive, converted to a "Royal Mail" van in 1914, a Wolseley-Siddeley with anti clockwise engine, a Weigel I rescued from a ditch, etc. An uncle had a model-N Ford with round tank behind the seat. Another uncle was Jack Mills a TT rider, with a motorcycle business in North Finchley, who I helped mark out trail routes in the Chilterns for the North Middlesex MC. Someone may remember the words of a ditty then popular (1913-14) "I don't want to ride an Indian Twin because etc". It continued to mention many makes long forgotten, water-cooled Green, etc. Among the many bikes I had were: Tafnir, A.S.L., Wolferince and Fairy (the predecessor of the Douglas).

The various articles on Rolls-Royce armoured cars I found interesting especially as I was Tester at Cricklewood in the early 1920s. My cousin was an engineer officer who was sent to Southern Russia after the armistice to help the white Russians and found and used an abandoned "Ghost" which had been sent to Archangel in 1914 and been used by both sides in its wanderings across Russia. He tried without success to bring it home.

Incidentally, Triumph's had a lady demonstrator for their first 2-stroke model. I remember her riding up the steps into the office at Finchley late 1914 or early 1915.

My first car was a Bebe Peugeot followed by most sporting types from GN to Bugatti. One non sporting uncommon one was a Sequaville-Hoyall. I believe only six were imported and wonder if any survive.

Many thanks for an excellent publication.
Corfe Mullen LES DUCHESME

The "Blue Bird" Restaurant

Sir,

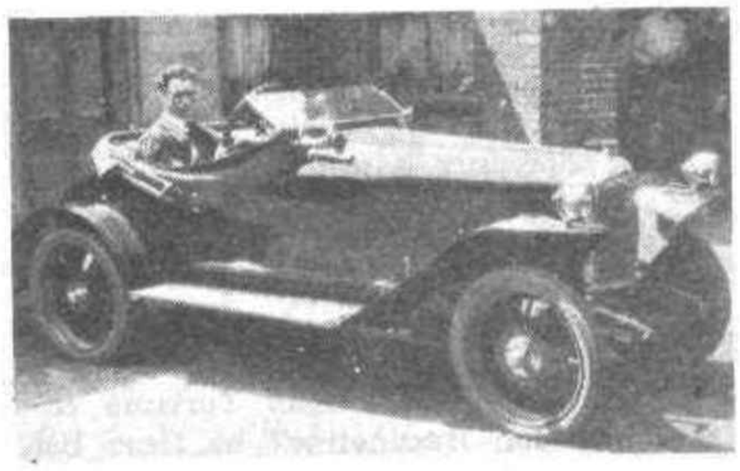
On page 17 of "British Aircraft 1809-1914" by Peter Lewis, there is a *Flight* photo of the "Blue Bird" Restaurant, which it says was established in Martin-Handasyde's first hanger.

Keep up the good work.
Southampton GEOFF DAISH
(That would explain why I thought the famous Restaurant was elsewhere than in-line with the Byfleet banking. – Ed.)

A Sports Briton

Sir,

The photograph enclosed was found among my late grandfather's effects and may be of interest to your readers. Clearly the car shown is a Briton, but perhaps you can enlarge on the details of the model? By chance the photograph bears the date "June 1922", the car appears to be new and could possibly have been photographed prior to being delivered to a customer, as I believe the driver was a motor-agent-cum-mechanic in the Braintree area. The number plate is obscured, but I would guess the index letters to be "NO", confirming a local Registration.
Braintree C. E.PORTER
(Thank you, Mr. Porter, for telling me it is a Briton! This being the case, I think it must be a 9.8-h.p. model, which had an ohv 1,373 cc engine and worm final drive. What is more, this appears to be the rare sporting model – Ed.)



The Briton referred to by Mr. Porter.



Book Reviews

"Porsche – The 4-Cylinder, 4-Cam Sports & Racing Cars" by Jerry Sloniger. 122pp. 8½ x 11" *(Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL. £7.50.)*

Really, one would have thought that so thoroughly has the Porsche theme and history been covered that there would be no room for another book on the subject. However, for those seeking particulars of the specialised versions with which Sloniger's soft-cover landscape-page book deals here is a chance to obtain excellent coverage, photographs and diagrams, not to overlook the Specification Charts for 550-Works, Production 1954, 550-1100-550A-1500RS, Mickey Mouse, 718RSK-1958, 718RSK-1959, RSK 1600, RSK 1700, RS60/611500, RS60/61 1600, 1605 Le Mans, RS60/61 1700, RS61 1700, 2000, 718 F2, F2 and F1 cars – I quote to indicate the scope of this book which goes on to the Speedster 356 to 904 models – at a competitive price. The 150 or so pictures are very well reproduced. –W.B.

* * *

"Ferrari – The Gran Turismo & Competition Berlinettas" by Dean Batchelor. 96pp. 8½" x 11". *(Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL. £6.95).*

In a similar category to the Porsche book reviewed above and to which much the same comments apply, this one concentrates on these very exciting road-going Ferraris, like the 175 m.p.h. Ferrari Boxer. –W.B.

* * *

"Skywriting" by James Gilbert. 269 pp. 8½" x 5½". *(Michael Joseph Ltd., 52, Bedford Square, London, WC1B 3EF. £4.95.)*

This is a collection of extracts from some of the better books about flying, including ballooning and other lighter-than-air machines, written by authors whose work ranks among the literature of aviation, edited by the Editor of *Pilot*. The idea has been tried before, with motoring and motor-racing quotations, and I am not particularly in favour of this type of presentation. But of writers whose books merit reading in their entirety, I am pleased to see that, among those favoured by Gilbert, are the ever-readable Cecil Lewis, who was interviewed on BBC TV recently, the equally-gifted aviation-writer Harold Penrose, and such names as the pioneer C. C. Turner, Nevil Shute of *Airspeed* memory, the amateur pilot Richard Garnett, and such famed RAF and record-breaking pilots as Lindburgh, Geoffrey de Havilland, Richthofen, Chichester, Hillary, the poet-minded Saint Exupery, etc., etc. So this is an enthralling "browsing" book and I also found the bibliography and acknowledgements an interesting section of this book! – W.B.

Cars in Books

AMONG the many enthralling books about flying that have come my way, I rate "All-Weather Mac" by R. H. McIntosh (Macdonald, 1963) as extremely interesting and I cannot think why MOTOR SPORT was not sent a review copy at the time of its publication. I knew that Wing-Comdr. R. H. McIntosh, DFC, AFC, was a well-known air-line pilot in the pioneering days of Croydon and so on, with a great reputation for beating fog and bad weather, but I had not known so much about his other flying tasks, from long-distance record attacks, racing, test-flying, flying-circus work, air-taxi flying with a DH Puss Moth over 23,000 miles to the Cape and back, from Stag Lane, with Mrs. Westenra, its owner, etc., etc. I mention this to indicate that the book is essential reading for aviation enthusiasts. However, we are concerned here with cars in books and this one does not refer to many. However, one would dearly like to know what make of "ancient car" was used to retrieve this very great pilot after his Handley-Page 0/400 had crashed at Le Bourget on the Paris Run in January 1922 (no doubt a Renault?) and what was the make of the "little German car" which was used by that happy-go-lucky pilot Freddy Minchin, at Croydon in the nineteen-twenties and which once ran away down Crown Hill one night after he had missed his customary jump into the driving seat on an equally customary "bump-start". It seems a little early for it to have been an Opel, but what else? Although it was 1931, the "ancient Ford" which took McIntosh and Mrs. Westenra away from a landing at Luebo aerodrome during the Cape flight and back there the next morning, was presumably a Model-T.

The second volume of Dennis Wheatley's autobiography "The Time Has Come ...", titled "Officer and Temporary Gentleman – 1914-1919" (Hutchinson, 1978) I found rather puerile in places, and the chapter about books the author had himself enjoyed very weak – and one wonders about one thriller-writer criticising others, outside the review columns! Wheatley fans may not forgive me for saying this, but there it is. However, the book provides some fuel for this feature, because we meet again the 30-m.p.h. Triumph motorcycle and sidecar, used for joy-riding with girl-friends, and the hired Daimler in which the Wheatley family went for a fortnight's holiday tour to Wales in 1914 ... "crawling through the Welsh mountains". Wheatley's father got a very poor impression of the Queen's hotel in Aberystwyth (if such it was) and as it poured with rain most of the time, they eventually "beat it with all the speed of which the Daimler was capable back into England".

There is a pleasing account of how the Triumph was ridden from London to Goring-on-Thames on the very eve of the 1914/18 war so that the author could meet friends there in the Territorial Yeomanry and the night ride home when he realised war had been declared, the deserted roads of the period, even in August, being well portrayed. At Goring "I might have been 200 miles from London", and "not more than once in a mile did one see a motor". The Triumph, usually temperamental, is described as running "as though it were a racing motorcycle that had been tuned up to the highest pitch for a trial at Brooklands" – which makes me think that Wheatley may have known the old Track.

Otherwise, the book is mostly, from the viewpoint of cars, concerned with Rolls-Royces – the one allocated to Col. Buchan who, as a banker, had been gazetted to the War Office on the outbreak of hostilities, that used by Haig's Chief-of-Staff General Sir Archibald Murray at the Front, that of the General commanding the artillery of the IVth Corps, and the one owned by Mrs. Mosscockle whose place, Clewer Park at Windsor, she had turned into a convalescent home for Officers (but Wheatley shows a surprising ignorance in saying the gas-bag on its roof was fitted in the belief that these lightened the weight of cars to which they were fitted, so saving petrol!). There are a few other references to cars, such as the big Daimler on its way to Brighton which ran Wheatley's mother over to Brixton Church, during the war, early cars including a 60-m.p.h. Mercedes mentioned in his first volume of this autobiography, and mention of the roomy back compartments of the older cars, so that two fellows could get in accompanied by two girls. Reverting back to the deserted roads of 1914, in towns it was apparently different, because Wheatley speaks of being as much as 1½ hours late due to the heavy traffic at the many cross-roads, when riding his Triumph from near the Crystal Palace to Woolwich early in the war ...!

Finally, for this month, a reader has kindly sent me a photocopy of the chapter about motoring, "The Ride", from "Oil!" by Upton Sinclair (Pocket Books, Inc.). It is a very well-written piece, describing a journey in an obviously high-grade and powerful open car, used by an oil tycoon and his young son, on American inter-city roads in the year 1912. Again, the sense of freedom, of how it was possible to drive for miles in the very centre of the road, pulling over only to allow approaching vehicles to pass, is wonderfully put over; as to the make of the car concerned, there are only very slender clues but perhaps, as this must be part-autobiography, someone who has read Upton Sinclair's full autobiography can tell us if he mentions personal automobiles that might fit? "Dad", as the driver is called in this chapter, keeps his speed down to 50 m.p.h.; he has trouble with 30 m.p.h. speed-traps on long straight roads, with slippery roads in the hills (and stops to fit chains), but only in the towns does he find any congestion, there being "thousands of speeding cars", for instance, in Angel City, which sounds excessive for 1912, until you realise that by then thousands of Model-T Fords alone had been produced. There are references to 15 m.p.h. speed-limits on curves, disdainfully ignored, to by-passes, soon to be as lined with shops as the town roads they were intended ro relieve, because the traders followed the traffic, to building plots for sale at 1,675 dollars on land purchased at one-thousand dollars for a vast area, to roadside signs, and this is a piece of writing that vintage-car historians should try to read. – W.B.

News of New Books

FORTHCOMING titles which have been announced include a complete Lagonda History by Arnold Davey, Registrar of the Lagonda CC, which David & Charles are due to publish in October and Donald Bastow's book about his work with W. O. Bentley, which Haynes have in hand. Then Batsford should soon be coming out with Denis Jenkinson's Racing Car Guide, a revised version of the Racing-Car Pocketbook, and Grenville have in hand a fully-revised edition of Bill Boddy's "History of Brooklands Motor Course" with long-needed cars' and drivers' indices, which should interest those who up to now have made do with the three small volumes. Grenville are also contemplating a book about 25 years of W.B.'s road-test reporting for MOTOR SPORT.

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The BMW 323i reaches the UK

WITH 143 b.h.p. on tap, the six-cylinder 323i sounded an exciting prospect when we heard about it at the time of the 320 six-cylinder launch. But British customers—and the British press—have had to wait some months to find out whether or not this fuel-injected, 118 m.p.h. sports saloon, by then launched on the German market, would live up to expectations. Now the car is in British showrooms and we motoring journalists have thrashed it round the traditional BMW Concessionaires GB Press launch terrain in the South of France, this time on a 230-mile route even more arduous than usual. Yes, the 323i is good, very good, in most respects, a very fast and agile performer. It is also fussily noisy.

To extract an extra 20.6 b.h.p. out of the 320's 2-litre small-six, BMW have stretched its stroke from 66 mm. to 76.8 mm., while retaining the same 80 mm. bore, to give a capacity of 2,315 c.c. Aspiration for the iron-block, alloy head unit is by means of Bosch K-Jetronic fuel injection instead of the 320's single four-barrel Solex carburetter. Maximum power of 143 b.h.p. is produced at 6,000 r.p.m. and maximum torque is 140 ft. lb. at 4,500 r.p.m. Interesting comparative DIN figures are: 320 six-cylinder—122.4 b.h.p. at 6,000 r.p.m., 118 ft. lbs. at 4,000 r.p.m.; 320i four-cylinder—125 b.h.p. at 5,700 r.p.m., 126.5 ft. lbs. at 4,350 r.p.m.; 2002 Tii—130 b.h.p. at 5,800 r.p.m., 131 ft. lbs. at 4,500 r.p.m. The 323i runs on a compression ratio of 9.5:1 and demands premium fuel. It exhausts itself through a twin-pipe system, one outlet each side of the car's rear, which led a colleague to suspect V6 power when we spotted a prototype in the car park at last year's Nurburgring ETC round. As with 3-litre Capris, this split exhaust system makes it easy to distinguish this fuel-injected six from the basic 320 from the rear. True, the boot lid carries a distinctive 323i badge, but some enthusiasts, particularly in Germany, are fond of creating badge-less wolf-in-sheep's-clothing cars. Without badges, only



A BMW 323i fitted with £482-worth of optional Mahle alloy wheels.

the exhausts will give the game away, for the 323i and 320 sixes share the same 5½J × 13 in. wheels and 185/70 HR 13 tyres. Our test cars in the South of France ran on distinctive and attractive alloy wheels, an optional extra.

The coachwork and interior trim is identical to that of the 320 six, which I tested in last February's issue of MOTOR SPORT. There are a few important changes beneath the skin, however, including the adoption of ventilated front brake discs and disc brakes—with solid discs—instead of drums at the rear. It inherits a few lessons from the 7-series in its more stiffly damped front struts, with lateral force compensation, and the anti-roll bars are stiffer too.

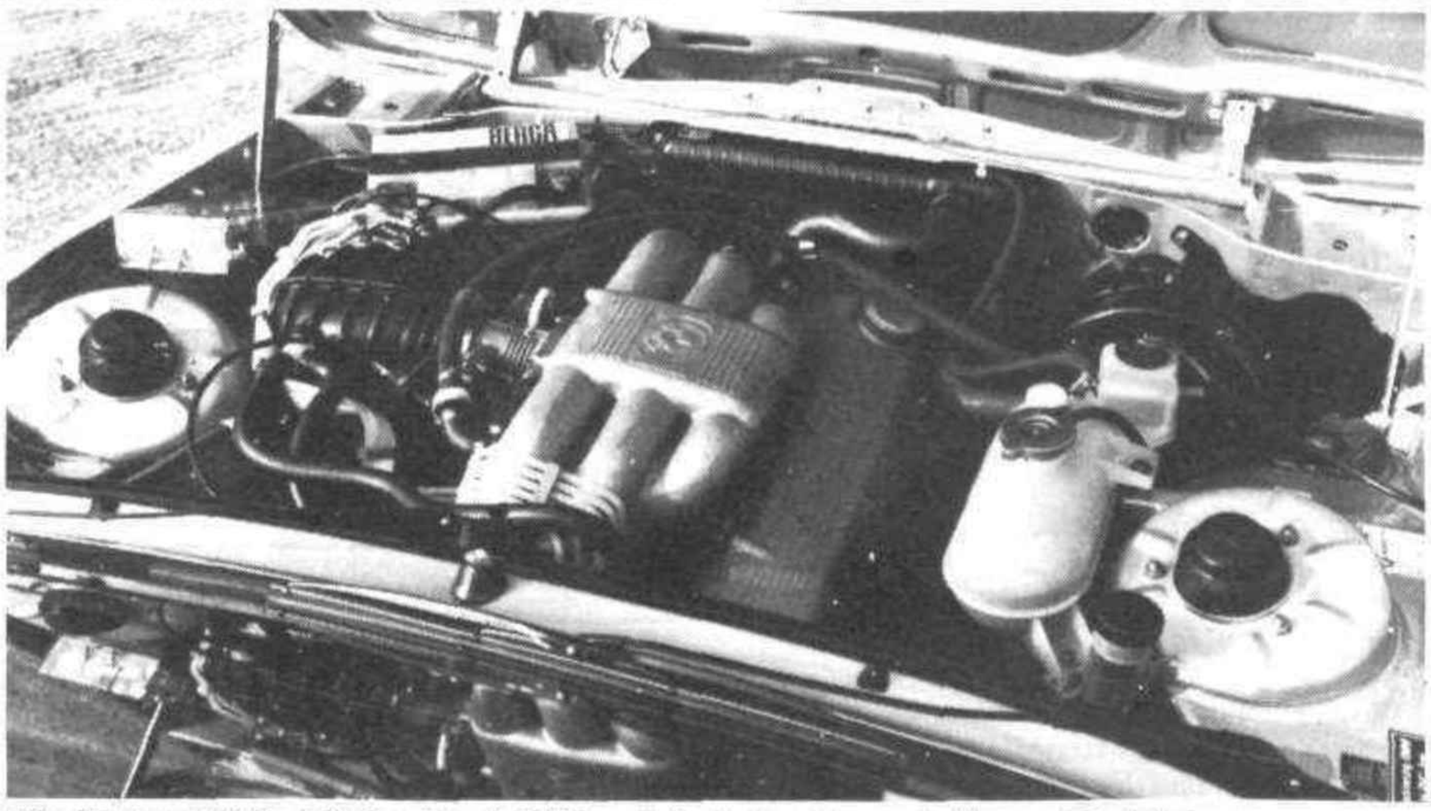
The familiar four-speed Getrag gearbox is retained, controlled now by a more comfortably-shaped rubber knob. However, a 3.45:1 final drive ratio is carried astern, the extra torque allowing this higher ratio: the 320 six and both previous injection four-cylinder models use(d) a 3.64:1 ratio.

This latest injected car excelled in unexpectedly slippery conditions on the test route, which would have called for much more delicate use of the right foot on the old 320i. In spite of the extra power, the much-improved suspension proved more adept at keeping the inside rear wheel on the deck out of mountain hairpins. The ride felt no stiffer than that of the road test 320 six, yet improved roll stiffness was obvious, the car turned into corners better, handled quick changes of direction more responsively and dipped its nose less under heavy braking. Hammering the brakes down mountains produced a suspicion of fade, but not enough to worry about, and this all-disc set-up responded progressively to the pedal, unlike the snatchy system of the 320i.

At last BMW have put back some of the sparkle which the 320i lost over the 2002Tii, although BMW's own figures show the 323i to be a shade slower to 60 m.p.h., in 9.2 sec., than the Tii. The 118 m.p.h. top speed is identical. In fact the 323i had less bite than I expected from 143 b.h.p., which is easy to understand when you realise that it weighs some 3½ cwt. more than the Tii and pulls a higher final drive ratio. Nor was the improved torque so obvious as might be expected up those mountainous roads and once again I am provoked into saying that a BMW would have benefited from a closer ratio five-speed gearbox in those conditions. Under less provocative driving the ratios were entirely adequate, the gearchange superbly light and positive. This new sports saloon showed its real forte on fast main-road and autoroute work, where it proved a very fast and stable car indeed, an easy 100 m.p.h. plus cruiser.

Much as I enjoyed thoroughly most of the 323i's driving characteristics, I was disturbed by the amount of fussy, threshing noise, apparently from the belt-driven overhead valve gear, more magnified than in the 320 six. It seemed a very unsporting, tiring noise from an otherwise very sporting car.

The 323i costs £6,249, just £900 more than the standard 320, but Anton Hille, BMW GB's Managing Director, expects most of them to be sold with luxury options. The two cars I drove in the South of France carried air-conditioning, electric windows, alloy wheels etc., over £8,000 each on the road. Other extras available include power steering. £8,000 can buy a lot of better value alternatives, I would have thought.—C.R.



The 2.3-litre "little-six" has Bosch K-Jetronic fuel injection and delivers 143 b.h.p.



Ove Andersson/Henry Liddon took fourth place in a Toyota Celica.

Rally Review 2

The Portuguese Rally

RALLYING AND RACING can be compared in many respects, but the circuit does have a big advantage over the special stage in that the race onlooker is favoured with an instant picture of what is happening, right before his eyes, whereas the action in any rally is usually spread over a pretty large expanse of countryside. For that reason, close racing appears to be far more common than close rallying. Well-matched racing drivers can be seen by everyone to be well-matched, but when rally drivers have close tussles the situation is by no means apparent save to those with access to the timing equipment.

That there are close contests in rallying cannot be denied, but events are generally so long, and conditions so far removed from those of the near-clinical circuits, that performance differences tend to be much greater than they are in racing.

Generally, the longer and rougher a rally, the less chance there is of two or more drivers being closely matched. Gaps between finishers tend to be much longer on the Safari, for instance, than they are on the Tour of Corsica. Within Europe, the two events which are regarded as the roughest are the Portuguese Rally and the Acropolis Rally, and rarely do either of these produce sustained close tussles from start to finish.

In late April there was an exception when the Portuguese Rally produced the closest well-matched contest which we have seen for years. The lead changed many times between Ford and Fiat, teams which became arch-rivals early last year, and it was not until the last of the 46 special stages that a long, tense struggle between Hannu Mikkola (Ford Escort) and Markku Alen (Fiat 131 Abarth) was resolved.

Most of the rally was on rough dirt roads, but the last night was a looping and re-looping tour on tarmac roads, three special stages each being used four times. At the start of this, Alen led Mikkola by a mere eleven seconds, and that final night was one of the most exciting we have ever witnessed as the gap went down to ten seconds, up to fourteen and then down to four. Two stages from the end, Mikkola had reduced his fellow-countryman's lead (they are both Finns) to a single second, and on the next he moved into a four-second lead.

Such a close finish is indeed rare, and both teams were feeling the tension, Fiat perhaps more than Ford, for Alen's was the only Fiat left in the event, whereas Ford had a car in third place, ready to take a sure second place if Mikkola's all-out effort to win should tempt him to overstep the mark. Right through the night each team had a service point at the start and finish of each stage, and there was pretty extensive radio traffic as each outfit kept all their members informed of progress by relaying messages along the route. One service crew would perform a little job, then radio ahead so that the next crew would check that the intervening stage had not made it necessary for the same job to be re-done.

Before the last stage, everything depending on this final effort, cars were drained of all but the minimum of fuel, and even spare wheels, jacks and braces were discarded. If either collected a puncture he would lose victory whether he stopped to change the wheel or not. Ford even changed the fan on Mikkola's car, replacing it with one with shorter blades in order to save two or three b.h.p. This meant moving the radiator out of the way, and that was considered not too much trouble to gain that small increase in power at the wheels.

Alas, the balance of the well-matched tussle was upset on that last stage when Mikkola just clipped a roadside stone which punctured a tyre. Knowing that he had lost his chance of winning, he slowed a little just to make sure that no further damage would be caused and put up a time all of 4½ minutes greater than Alen's seven minutes over the 10.5 kilometres. The whole night had been a strain on Alen, for he knew that his team wanted not only a win, but points in the World Championship, and they could well have gained neither if he made a small mistake which would have sent his car off the road. Just as Fiat were delighted, so Ford were disappointed, but it had been a straight, clean fight which must have given everyone, both teams included, a great deal of satisfaction.

Most obvious in Portugal was the way in which the Escorts and the Fiat 131s have become very closely matched in performance and handling. Previously, the Escort bettered the Fiat on loose-surfaced roads, whereas on tarmac it was the other way around. Obviously both teams have been concentrating on getting rid of their weaknesses and the result is a rather striking balance.

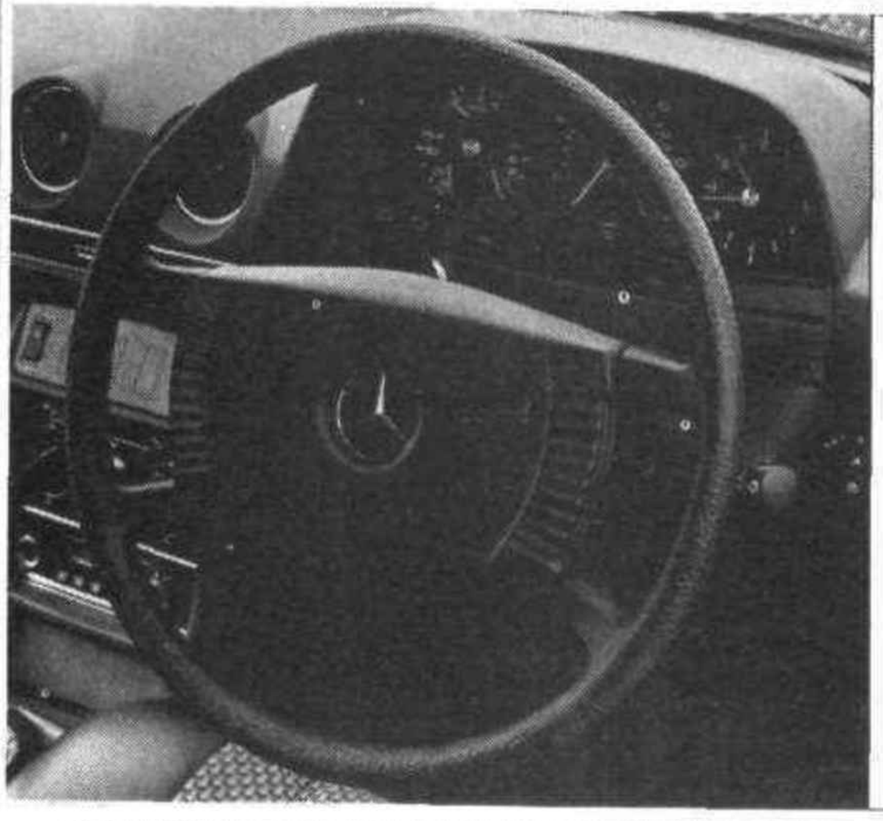
Although the main protagonists in Portugal were Ford and Fiat, no less than five other works teams were there, providing an entry list of such quality as we have rarely seen outside an RAC Rally. Alas, one of those teams was denied the right to start the event; two weeks before, a CSI inspection revealed that insufficient quantities of the cylinder heads and clutches used on Dealer Team Vauxhall's Chevette rally cars had been made to warrant homologation. DTV said that



Timo Makinen throwing around the f.w.d. Peugeot 104ZS with all the verve of his Mini days.

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PORTUGUESE RALLY – continued from page 811

the CSI gave verbal permission for two Chevettes to take part in the Portuguese Rally, but this was certainly not backed up and on the day of the start the CSI replied to a query from the organisers by saying that the two cars could not take part in the rally. Whichever way you look at this, it was a needlessly expensive and time-wasting expedition for DTV.

The other teams were Citroen, Opel, Peugeot and Toyota. Previously a force to be reckoned with, the Toyotas were in Group 2 form rather than the Group 4 of last year, and their engines were not as reliable as they might have been. Therier's Celica blew a piston, but Andersson's went on to take fourth place. The Opels seemed to be more reliable than they have been, but by no means as fast as the Fords and Fiats. Warmbold's Kadett was fifth and Kullang's, after losing much time having a differential changed, sixth.

Ford started the event with four cars, and each of their drivers was a potential winner and performed accordingly. But both Waldegard and Vatanen succumbed to drive-shaft failure on the same special stage. Nicolas lost much time, particularly when he lost a wheel, and Mikkola spent an entire stage with a track control arm held in place by nothing more than a screwdriver through the bolt hole, held in place by a piece of wire.

Fiat brought only three cars, of which that of Rohrl was the first to take the lead. Alas, he collected two punctures on the same stage and later retired when his clutch disintegrated with quite an explosion. Munari was having his first drive in a Fiat 131 since the teams of Lancia and Fiat joined forces completely. Naturally he missed the power which he was accustomed to in a Stratos, but there were other things he couldn't get used to; the Fiat's gear-lever travel is vastly different from that of a Stratos, but whether one can give that as a reason for his using no less than five gearboxes in practice and several during the rally itself isn't really certain. He broke his main prop-shaft during the rally, but fortunately not in such a way as to be pole-vaulted into the air. He survived this, only to retire when he lost a wheel.

Close fighting there may have been at the head of the field, but farther back there were hefty time differences by the time 118 starters had been whittled down to 20 finishers, more than two hours separating the winner from the tenth-placed car. It was a rally of many, many incidents, never clear-cut, and consumingly interesting right to the end.

The result puts Fiat back at the head of the World Championship table with 46 points. Ford and Porsche are jointly second with 41 points apiece, but Porsche has no plans to tackle the remaining rounds and scored only by virtue of Nicolas' win as a privateer in Monte Carlo and Preston's second place in the Safari, Porsche's only rally this year as a works team. Ford will tackle some of the remaining rounds, but not all of them, so Fiat already had a head start. – G.P.

Results

1st	M. Alen/I. Kivimaki (Fiat 131 Abarth (4))	7h. 45m. 33s.
2nd	H. Mikkola/A. Hertz (Ford Escort RS (4))	7h. 50m. 01s.
3rd	J-P Nicolas/V. Laverne (Ford Escort RS (4))	8h. 01m. 01s.
4th	O. Andersson/H. Liddon (Toyota Celica (2))	8h. 13m. 27s.
5th	A. Warmbold/C. Billstam (Opel Kadett GT/E (2))	8h. 28m. 42s.
6th	A. Kullang/B. Berglund (Opel Kadett GT/E (2))	8h. 36m. 42s.
7th	T. Makinen/J. Todt (Peugeot 104 ZS (2))	8h. 50m. 36s.
8th	C. Torres/P. de Almeida (Ford Escort RS2000 (1))	9h. 20m. 35s.
9th	A. Martinho/A. Morais (Porsche Carrera (4))	9h. 35m. 32s.
10th	C. Fontainhas/R. Seromenho Ford Escort RS (2))	9h. 46m. 36s.

118 Starters. 20 finishers.

Obituary

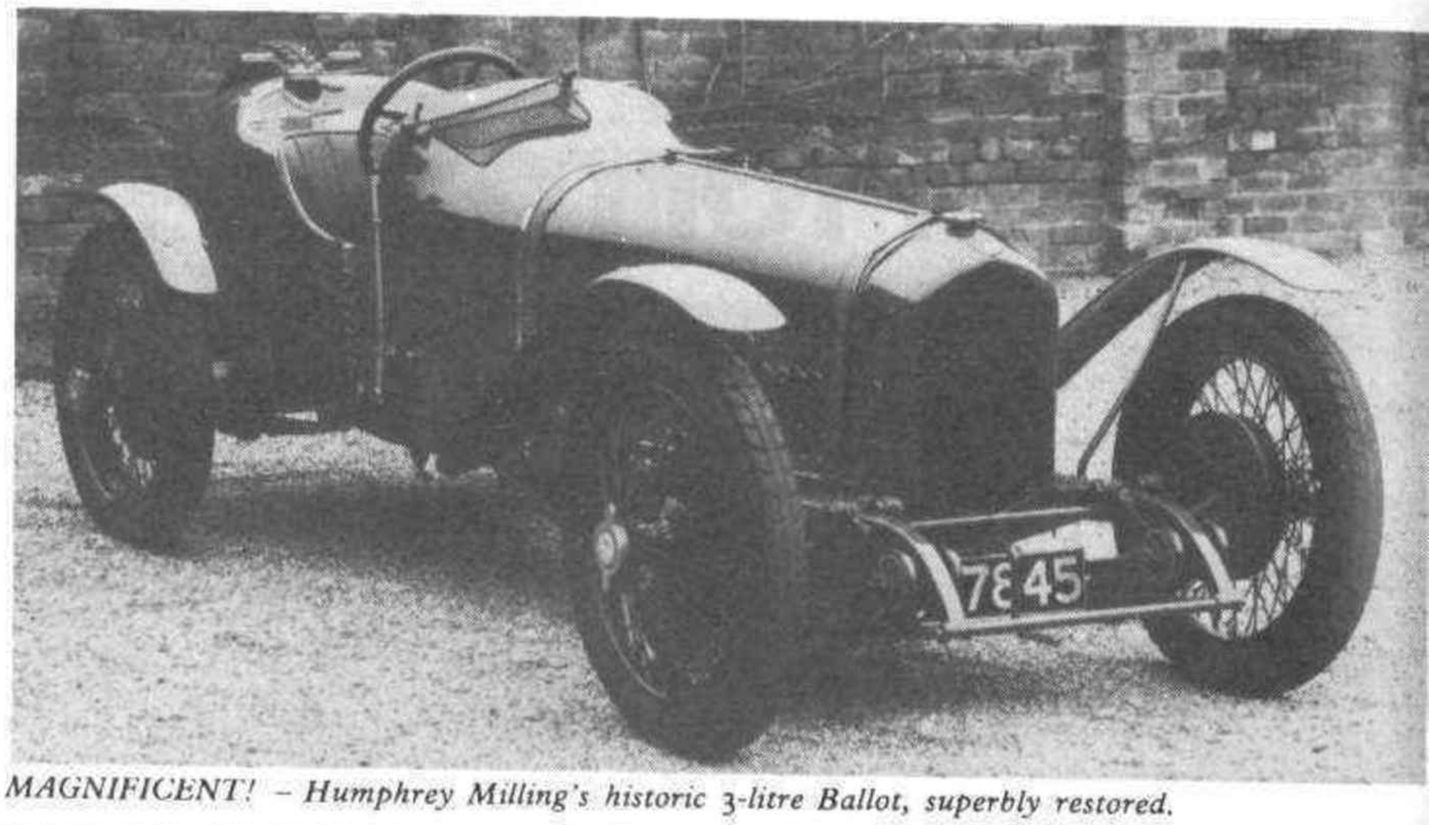
ALTHOUGH we had not seen him for many years, it came as a grave shock to hear that Desmond Scannell, OBE, had died, at the age of 68, three years after retiring from his position as Director of Sales and Service at Borg-Warner Ltd., where he was responsible for introducing new automatic-transmission units to the Motor Industry and materially enhancing that Company's export sales, for which he gained his award in 1969. It was in motor racing that we best remember this retiring Irishman, for Scannell was Secretary of the British Racing Drivers' Club from 1936, when he took over from Harry Edwards, to 1956, so that not only was he responsible for organising that Club's long-distance races in the Brooklands days of "the right crowd and no crowding" but had to get things going again after the war. It was then that Scannell, unflappable and quietly commanding, played an important part in the converting of Silverstone Airfield into a race circuit and in obtaining the support of the *Daily Express* in sponsoring racing there. –W.B.

* * *

We learn with sadness of the death, at the age of 88, of F. D. Forster, who used to compete regularly in MCC trials on his Levis motorcycle and who, after his retirement at the age of 60, acquired a 1925 Levis for the run from his home in Fleet to the golf-course there. He looked after the motorcycle side of the Fleet Carnival, of which I have happy memories, as my wife and I used to run the car section, and he ran the Club Library for the VMCC, all in the most efficient manner. Our condolences to his wife and son. – W.B.

A1920 3-litre Indianapolis Ballot

The Editor Investigates Humphrey Milling's Magnificently Restored Example.



MAGNIFICENT! – Humphrey Milling's historic 3-litre Ballot, superbly restored.

THE MOTOR CARS which Ernest Ballot used in races during the 1919 to 1921 seasons are among the classics of their kind, representing as they do the ultimate-Henry, that is to say, that great designer's combination of his revolutionary four-valve-per-cylinder, twin-overhead-camshaft, engine layout which he introduced to Peugeot in 1912, with devastating results, and his straight-eight theme adopted after the 1914/18 war following Henry's study of some contemporary aero-engines, to ensure compact combustion spaces and lightweight pistons.

Ernest Ballot had made his mark as the manufacturer of engines, used by some very well-known car manufacturers, prior to the First World War, and towards the end of the European conflagration, possibly aided by war-time aero engine profits, his mind turned to the making of Ballot motor-cars and of introducing them to the post-Armistice public through the medium of track and road racing.

He was sagacious enough to employ Ernest Henry to design these first Ballot racing cars. They were intended for the Indianapolis 500-Mile Race in America, due to be run on May 30th, 1919. Henry set to work to evolve a team of three 5-litre straight-eight Ballots. It is said that these were designed in the astonishingly short time of 101 days but I have never quite accepted this. It seems more likely that although M. Ballot did not put in an entry for the Indy marathon until Christmas Eve, leaving only just over four months for them to be shipped across the Atlantic from Paris, parts of the cars may have been produced during 1918. If we accept the popular story that they were designed by the indomitable Henry in 101 days, this means that these splendid racing cars came off the drawing board and were built and tested in a matter of about seven weeks. Leaving that as may be, the fact is that the Ballots not only got to Indianapolis but proved to be the fastest cars there, in practice. In the race troubles held them back, due to an attempt to raise the axle-ratios by changing to American wheels, which broke their spokes, and a pre-war Henry Peugeot won, although Rene Thomas' Ballot set a record lap of 104.7 m.p.h. One of these Ballots went out to Sicily for the 1919 Targa Florio race but back-axle trouble put it out and an aged $2\frac{1}{2}$-litre-Henry-inspired Peugeot took the honours. After this the International cubic capacity limit was changed to 3 litres, so Ballot had to be content with sending a 5-litre car to Brooklands, where the appearance of Jean Chassagne in 1920 caused much interest, especially as he lapped at 112.17 m.p.h. After this two or more of these big Indianapolis Ballots, of 4.8 litres capacity but one with its engine size increased to 5.1 litres, entertained the Brooklands' spectators for many years, in the hands of such drivers as Count Louis Zborowski, Humphrey Cook, R. B. Howey, John Cobb, Clive Gallop and Jack Barclay, and much later Anthony Heal used one in VSCC events – but that is another story.

Having had a taste, if an unpalatable one, of motor-racing, Ernest Ballot decided to let Henry design him another team of cars, to race under the new 3-litre ruling. It is with one of these Ballots that this article is concerned. They followed the general design of the 1919 Ballots, but with a bore and stroke of 65 x 112 mm., giving a capacity of 2,973 c.c. The straight-eight engine had the expected four-valves-per-cylinder, inclined at 60 deg., in a cast-iron head integral with the cylinder block. The valves were, again as expected, operated by two overhead-camshafts, the cams bearing on steel inverted-bucket-type tappets on the valvestems, and the camshaft-drive being by a train of gears from the front of the crankshaft. The built-up crankshaft ran in five ball bearings, double races being used for the centre and No 5 journals, and plain big-ends were used, of white-metal on floating bronze bushes. Lubrication was dry-sump, with a plunger-type scavenging pump, and oil was fed to the tank and returned it under pressure to the main bearings; the big-ends were oiled centrifugally. The camshafts also ran in ball-races and the inlet valves were larger than the exhaust valves. Aluminium pistons were employed.

This engine had its cylinder blocks paired and a Claudel-Hobson carburettor fed each four cylinder block. Ignition was by two Marelli magnetos, driven from the rear of the camshafts, with the sparking-plugs set vertically in the head, one per cylinder. Not unexpectedly, the engine had much in common with the pre-war Henry Peugeot engines, not only in respect of its general layout but also in its auxiliary drives, etc. It was said to develop 107 b.h.p. at 3,800 r.p.m. on straight petrol, with a b.m.e.p. of 122 lb. This imposing power-unit was installed in a conventional chassis, with a wheelbase of 8′ $8\frac{1}{2}$″ and a track of 4′ $4\frac{1}{2}$″. The drive went through a cone clutch to a separate four-speed gearbox, and by an open propeller shaft to the bevel-gear back-axle. A handsome streamlined 2-seater body was used, with provision for a spare wheel to be accommodated longitudinally in the hinged tail into which the staggered seat backs were moulded; this body had some similarity to those of the pre-war $4\frac{1}{2}$-litre GP Peugeots but was noticeably lower. Of this 1920 straight-eight Ballot the late Laurence Pomeroy said: "In the year of its original construction it was undoubtedly the fastest car of its type in the World". He quoted the maxima in the gears in its original form as 30, 60, 78 and 112 m.p.h.

History

A team of three, supplemented by a twin-cam four-cylinder 2-litre Ballot of the kind which, in single and twin o.h. camshaft, four and eight cylinder guise, was to form the Ballot production range, constituted Ballot's first Grand Prix entry, at Le Mans in 1921. The debut of the 3-litre straight-eight Ballot was, however, in the 1920 Indianapolis 500-Mile race. Ralph de Palma's Ballot led for 465 miles and lapped at 99.15 m.p.h. but it then caught fire and although it restarted, it ran short of fuel and finished fifth. Rene Thomas did better, his Ballot coming in second, behind Chevrolet's winning Monroe, which also owed much to Ernest Henry. These Ballots were the fastest cars again but Chassagne crashed, and Thomas left his spurt until too late.

After this, de Palma apparently used one of these Ballots to win the 251-mile Elgin road race at Illinois, at 79 m.p.h., in August 1920, and he seems also to have had it on the boards winning a 50-mile race at the Beverly Hills speedway at Los Angeles early in 1921, at 107.3 m.p.h.

At Indianapolis the following year a single Ballot, equipped now with front-wheel-brakes, competed, a sign perhaps that Grand Prix preparations were in hand. De Palma was again the experienced pilot; again both Ernests were due for a disappointment. Because, after lapping at 100.75 m.p.h., the Ballot, the fastest car on the track once more, and leading at 200 miles, at 93.6 m.p.h., broke a con-rod. A Frontenac took the winner's flag. But there was still the French Grand Prix, with Ballot's field of four. Car No. 1 was entrusted to de Palma, car No. 2 to Chassagne, car No. 3 to Wagner, and Jules Goux had the 2-litre four-cylinder car. The front-wheel-brakes now thought necessary could be either of the Hispano-Suiza mechanical-servo type or applied unassisted through the hand lever. The brake drum size was 14″ front, 15″ rear, and operation was by cable.

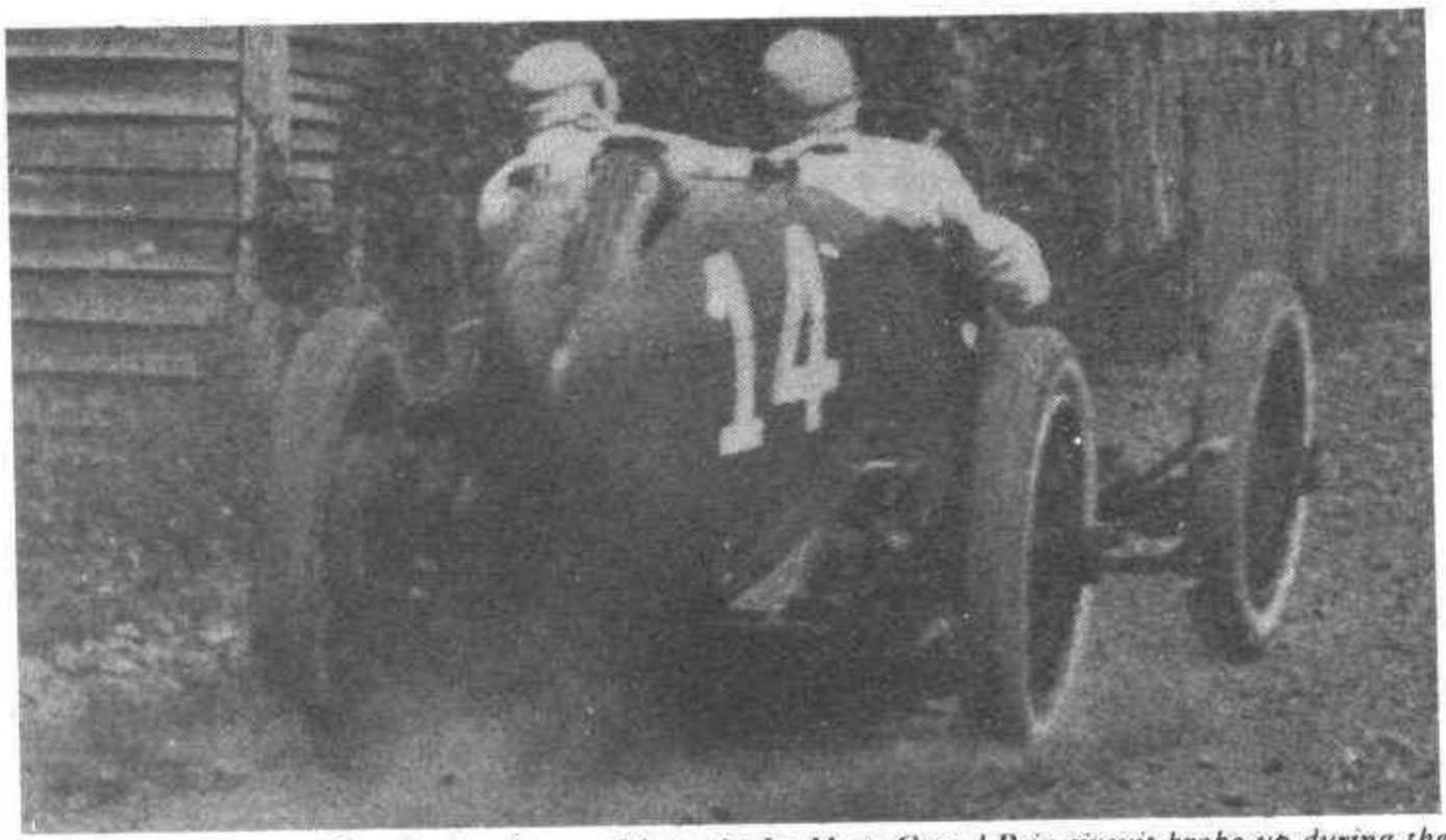
Chassagne led to half-distance, over a boulder strewn course, but on the 17th lap of this 30-lap race the petrol tank was holed by the prop-shaft and he was out. The American straight-eight, three-speed Duesenbergs, more powerful and perhaps more flexible than the Ballots, proved the surprise of the race, Murphy's winning at 78.1 m.p.h. De Palma's Ballot, which had Peter de Paola as riding mechanic, was second, at 73.6 m.p.h., a matter of 14 min. 59.2 sec. in arrears. The 2-litre Ballot of Goux was third, Louis Wagner's 3-litre seventh. So it was another disillusionment for Ballot, who, however, declared after the race that de Palma's car was fit to cover the 322 miles again immediately, whereas he doubted whether any of the Duesenbergs would even re-start. Which was probably true!

Incidentally, the 3-litre Ballots had weighed out at 2,068 lb. (De Palma), 2,076 lb. (Chassagne), and 2,050 lb. (Wagner). They had no bothers with their Pirelli tyres but after de Palma had paused for petrol his engine would not re-start until the car was pushed in reverse and over three minutes were lost. It is said that the 2-litre Ballot that finished third had been entered only because a fourth straight-eight 3-litre Ballot had not been completed in time.

With the International Formula changing again for 1922, to a maximum of 2-litres, time had almost run out for the 3-litre Henry Ballots. However, at Brescia in the Italian Grand Prix of 1921, although the Fiats were faster, the 3-litre Ballots were more reliable, and Goux, replacing Wagner, won at 90.4 m.p.h. for the 322 miles, followed home by Chassagne. Finally, at Indianapolis in 1922 the 3-litre rule stayed in force and a Ballot driven by Eddie Hearne was third. After which there was nothing more for these Ballots to do.

This story now comes closer home, because Capt. (later Sir) Malcolm Campbell acquired one of these 3-litre Ballots and brought it out at Brooklands Track during the 1923 season. Malcolm Campbell had been racing a wide variety of cars at Brooklands since before the war and he had come to realise that to get anywhere it was desirable to change cars with some frequency, in order to keep the handicappers guessing. In 1922 he had been racing another Henry design, in the form of a 1912 Grand Prix 7.6-litre Peugeot. Campbell was about to dispose of this aged warrior to Mrs. Menzies and so he required fresh blood in his stables for the 1923 season.

He now had the Ballot agency in London, based at his Albemarle Street showrooms, so it must have seemed logical to acquire a couple of racing cars of that make and to engage Leo Villa, who had been working in the Ballot factory in Paris to work on them – and who ever after was to remain Campbell's faithful racing mechanic and engineer. Campbell met the 3-litre Ballot at Folkestone and it was driven to his racing workshop at Povey Cross, Campbell's estate near Horley, in Surrey. He must have remembered the



TOUGH GOING! – The classic picture of how the Le Mans Grand Prix circuit broke up during the 1921 race. The stones were a menace to cars and their occupants and the winning Duesenberg finished with a hole through its radiator and no cooling water. The car seen here, in a slight power-slide coming out of La Maison Neuve, is Louis Wagner's 3-litre Ballot, which finished in 7th place and is thought to be the actual car with which the accompanying article is concerned.

Ballot Team Manager's desire to increase the axle-ratios at Indianapolis in 1919, because Villa was set to work, with Manser, Campbell's gardener, to raise the final-drive ratio. Incidentally, this Ballot was now taxed as a road car (XN 7845) and Villa has told how, when it was in London, he used to take it to slip over to his home in Kensington in the lunch-hour, without his master knowing....!

The Ballot made its debut in Campbell's hands at the 1923 Whitsun BARC Meeting, painted saxe blue, with black wheels, and named, naturally, "Blue Bird". It was due to start from the 21 sec. mark in the 34th 100 m.p.h. Short Handicap for the Brooklands Gold Vase. But it popped and banged and failed to complete a lap. Or was Malcolm preserving his handicap? For in the 100-m.p.h. Long Handicap, from the same mark, it finished the race, although unplaced (71.95, 92.23 m.p.h.* – see Footnote, page 816). At the same Meeting Campbell was racing his 2-litre Ballot; called "Vanda" – I wish I knew why. The 3-litre Ballot was brought out again for the 1923 August Meeting. More heavily handicapped in the 90 m.p.h. Short Handicap, the Ballot was again unplaced, but he was now going faster (84.92, 100.61).

Campbell had been finding the car a difficult one to get away cleanly from the start, with its fierce cone clutch and the Claudel-Hobsons all too apt to spit back and catch fire. But in the 90 m.p.h. Long Handicap at this August Bank Holiday Meeting he seems to have mastered it, for the Ballot left from "19 sec.", giving an Austin 7 one min. 41 sec. start, and it won from Scriven's Austin 20 and this "limit" Austin 7, (87.94, 105.07) Villa saw about 3,700 r.p.m. on the tachometer, which seems about right with the raised axle-ratio, in view of Pomeroy's estimate of a peak speed of 3,800 r.p.m. Campbell won a £30 cup and gave Villa, who had had his first taste of 100 m.p.h., a fiver – which seems very generous from this particular gentleman....

The car ran badly during the season at the first Essex MC Meeting and was unplaced at the next.

In 1924 Campbell, knowing the handicap game and being involved with his 5-litre Sunbeam and the big V12 Sunbeam, did not use his Ballot much. But at the Whitsun Meeting it was on the scratch mark in the 100 m.p.h. Short Handicap, which was too much for it (88.10, 102.69), in spite of the good getaway. The car should have run in the "Long" but racing was abandoned after Toop had been killed when Brocklebank's Henry Peugeot which he was driving went over the top of the Byfleet banking. However, at the Summer Meeting the old car really went motoring. From the "39 sec." mark in the 100 m.p.h. Long Handicap it won from Gallop's Aston-Martin and the venerable Lorraine-Dietrich (87.53, 109.22). During 1925 Campbell had other fish to fry and in the later part of 1926 he was involved in land speed Record-breaking developments, although the aged Ballot did appear, now with yellow wheels, at the Summer Meeting, but with no success in the "100 Long" (80.33, R). In the Lightning Long Handicap, the Ballot was still out of luck (87.68, 102.48), the winner being Howey's 5-litre Ballot.

That winter Campbell advertised the Ballot for sale for £475, from his Povey Cross address,



FIRST APPEARANCE OF THE 3-LITRE BALLOT IN A ROAD RACE? – After his appearance in the Indianapolis 500 Mile Race of 1920, Ralph de Palma took his Ballot to Illinois and won the 251-mile Elgin Park road race. He is seen on the starting line.

With Supercover

describing it as in perfect condition after a recent complete overhaul. He had used it for hill-climbs as well as for Brooklands' racing, as at Spread Eagle in 1924, for instance, where he made f.t.d. in a Sunbeam and had a Star to drive as well. So even by 1927 the Ballot was a viable racing car and just what Jack Dunfee decided he needed, as faster than his Salmsons, and which, as he had come into a legacy, he could afford. From then until 1932 the Ballot was such a popular and frequent performer at the Track that I came to regard it as more of a Brooklands than an Indianapolis or Grand Prix car. Maintained by Thomson & Taylor, it gave Jack very good service indeed. In fact, it was such a regular performer that a blow-by-blow account of its continuing Brooklands' career would take up too much space and might even be tedious to some, so I propose to tabulate its performance in the years 1927 to 1932.

The Ballot at Brooklands 1927–1932

1927

Race	Place	Lap speeds (see footnote)
Easter 100 Long Handicap	3rd	86.92, 103.76
Easter 90 Long Handicap	2nd	88.46, 103.76 (2)
Surbiton MC Surrey Senior Long Handicap	3rd	–
Whitsun Gold Vase Handicap	2nd	89.25, 101.85
Whitsun Lightning Long Handicap	1st	89.90, 104.85
Autumn 100 Long Handicap	3rd	93.04, 108.74
Autumn Lightning Long Handicap	–	90.22, 95.05 R
November Lightning Long Handicap	–	–
November Lightning Short Handicap	–	91.05, 101.02

Notes: –At first it was in Campbell's livery, with yellow wheels, but later Bentley-boy Jack Dunfee had it re-painted green. What a successful season this was, and how fast he went!

1928

Easter Founders' Gold Cup Handicap	1st	91.38, 107.10
Easter Lightning Long Handicap	–	Non-starter (Heavy re-handicap)
Charity Senior Short Handicap	1st	92.74, 107.10
Charity Senior Long Handicap	2nd	91.89, 107.10
Whitsun Lightning Short Handicap	–	91.38, 107.34
Whitsun Lightning Long Handicap	2nd	92.74, 109.70
August Lightning Short Handicap	–	91.72, 109.94
Match Race against Don's s/c GP Sunbeam	–	91.22, 109.22
August Lightning Long Handicap	2nd	90.55, 110.68
Autumn Lightning Short Handicap	–	91.38, 105.29
Autumn Lightning Long Handicap	–	91.72, 108.03 (2)

Notes: –Same livery. Note the continuing astonishing, and praiseworthy, consistency in lap speeds.

1929

Easter 100 Long Handicap	2nd	91.05, 108.98
Easter 90 Long Handicap	1st	91.72, 108.98 (2)
August 100 Short Handicap	–	90.22, 109.94
Autumn Lightning Short Handicap	2nd	84.27, 105.29
Autumn 90 Long Handicap	1st	92.23, 109.46

Notes: –Dunfee was now racing his GP Sunbeam, so used the Ballot less. It was in the same livery, and was on scratch in that last 90 m.p.h. Long Handicap. It will also be seen that it was lapping as consistently as before!

1930

March Kent Short Handicap	–	89.58, 110.43
March Kent Long Handicap	3rd	90.72, 111.42
Easter Bedford Long Handicap	3rd	91.38, 113.71
Easter Sussex Long Handicap	–	87.78, 109.94, R
Whitsun Devon Junior Long Handicap	–	84.70, 108.98
August Founders' Gold Cup Handicap	–	Non-starter
Autumn Middlesex Senior Short Handicap	–	80.98, 105.97
Autumn Middlesex Senior Long Handicap	–	77.21, 101.64, R

Notes: –Same livery; aluminium discs on back wheels. Getting faster as it gets older! Dunfee's lap at 113.71 m.p.h. was the car's best lap-speed in a BARC race, and 6.73 m.p.h. faster than Campbell's best. It was driven at the Autumn Meeting by A. H. Appleyard. It also deliberately lost a dual with Nott's Rudge motorcycle at a BMCRC Meeting, as the late Jack Dunfee explained when I interviewed him for MOTOR SPORT in 1973. T&T's offered the car for sale at £300 at the end of the season, but it was out again in 1931.

1931

Whitsun Somerset Senior Long Handicap	–	83.00, 107.80, 110.19
August First One-Lap Sprint Handicap	–	90.06
August London Lightning Long Handicap	2nd	91.05, 110.43 108.98

1932

Easter Norfolk Lightning Short Handicap	–	88.62, 104.19
Easter Norfolk Senior Long Handicap	–	89.41, 108.74 104.85

Notes: –In 1932 the car was blue again and in its last race it was driven by Appleyard.

Around 1933 the older cars were not very popular at Brooklands but Joan Richmond had come over from Australia and as she wanted to race at Brooklands she bought the now-ancient Ballot, but without any luck, as it threw a con-rod, without, I think, being raced again. It was next acquired by Capt. Denis Shipwright, who had returned to Brooklands, where he had driven Armstrong Siddeley and SPA cars ten years earlier, and was now running a Racing Drivers' School – there is nothing new under the sun! He rather messed the Ballot about and, I believe, painted it bright yellow! (If I remember correctly, Cecil Clutton referred to it as the "Shipwreck Special"). Then, the VSCC having been formed, Clutton took it over, in partnership with Watkins-Pitchford. He had found it languishing at Pembridge Motors, who had rigged up an extra pressure oil-pump from a Lagonda to aid the lubrication, driving this pump from the front of the near-side camshaft. Zenith carburetters had replaced the Claudel-Hobsons and, presumably to increase its speed at Brooklands in order to keep ahead of Mr. Ebblewhite, the handicapper, the Ballot's compression-ratio was



A BROOKLANDS FAVOURITE. – The Ballot now owned by Humphrey Milling was brought to Brooklands by Malcolm Campbell in 1923 and 1924 and was a very successful performer there in the hands of Jack Dunfee, from 1927 to 1932, as the adjoining table emphasises. Its best lap of the outer-circuit at a BARC Meeting was at 113.71 m.p.h., in 1930, in Dunfee's skilled and sympathetic hands.

up to about 12 to 1 and the opening in the tail for the road-racing spare wheel had been fared over. The front axle was suspect and there was talk of fitting an Aston Martin radius arm. Nevertheless, in 1937 Clutton drove the Ballot in the VSCC Littlestone Speed Trials, where it was timed over the s.s. half-mile in 27.7 sec., crossing the finishing-line at over 100 m.p.h., which gave it third place in its class. Fortunately it survived the bombing during the war and in 1940 was acquired by M. C. Crowley-Milling. It has since been most beautifully restored by his cousin, Humphrey Milling, that connoisseur of good vintage cars – he has an OE 30/98 Vauxhall in hand as well.

* * *

Thus it came about that one Sunday, when most of the members of The Guild of Motoring Writers were whizzing round and round Donington in the most modern cars, I was on my way in the Rover 3500 to a village not far distant, to keep an appointment with this long-lived and very successful Ballot, a racing car from another age, which I had so often seen in action on the Brooklands Motor Course.

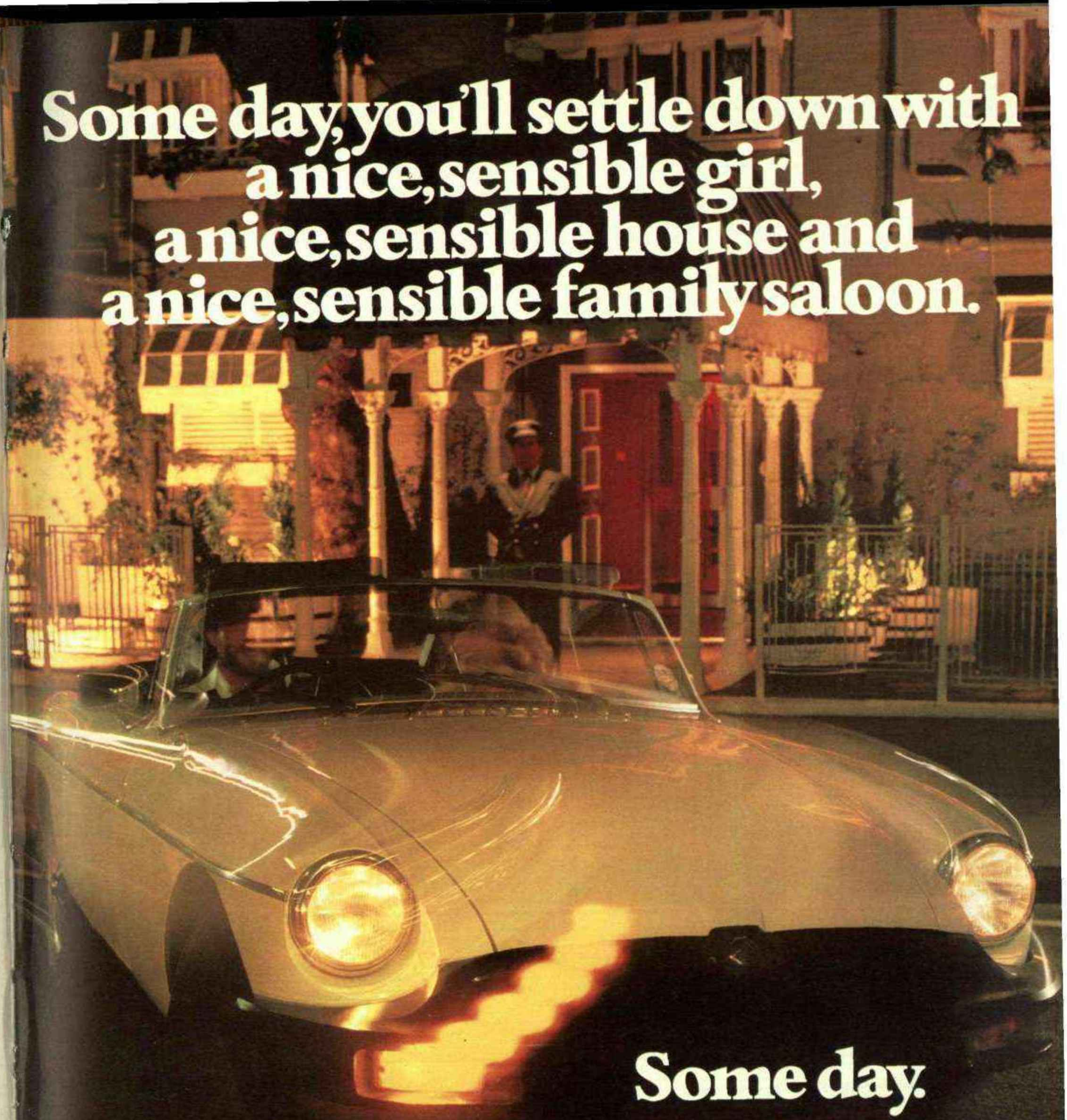
Today

I arrived at Mr. Milling's country house to find the Ballot standing in the courtyard beside his

*** Footnote**

Throughout, I have decided to quote lap speeds in this fashion; the first is the s.s. lap in m.p.h., the second the *fastest* f.f. lap, irrespective of race length. (2) after this speed indicates that the same speed was maintained on more than one f.s. lap. R= retired. – Ed.

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



Some day.

Some day, the MGB's 1798cc engine with big twin SU HIFA carbs might not interest you anymore.

Nor the 0-60mph in 11.6 seconds, torque of 104lbs/ft at 2500rpm, 97bhp at 5000rpm, Rostyle wheels with 165SR-14 radial tyres and servo-assisted 10.75 inch front discs.

Even the independent suspension with anti-roll bars, 4-speed gearbox with overdrive, rack and pinion steering, full sports car instrumentation and interior equipment may leave you unmoved.

Some day, perhaps.

But surely, not yet.

MG B SPORTS

With Supercover

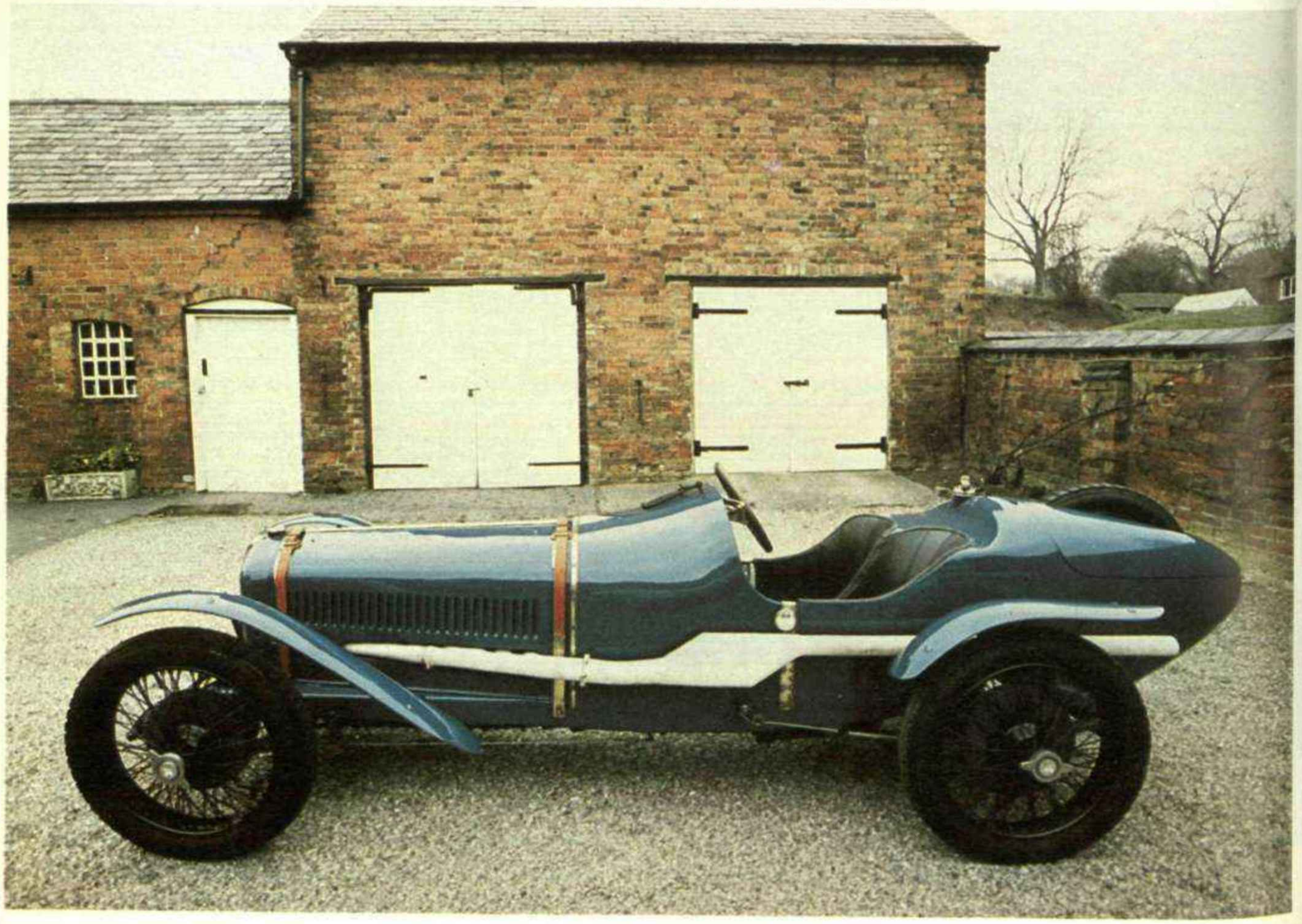


Reliant Scimitar (the third of these cars he has run), and the classic and beautifully-balanced lines of the ancient racing car were immediately apparent – it is surely the most attractive of all the competition cars of its era? Between 1940 and 1971 M. C. Crowley-Milling restored the Ballot's chassis frame but hadn't done anything else, so his cousin acquired the car in pieces, with traces of blue, green and yellow paint evident on what was left of the bodywork. Its present condition is, therefore, a great tribute to his concern for authenticity, and the high standard he set throughout the work of reconstruction. That this was a major task will be appreciated when I say that the crankshaft and pistons were useless and that the camshafts were nowhere to be found. Thus new components had to be made before the car could be reassembled, the work being entrusted to Nigel Arnold-Forster (Basset Down Ltd.), who did a tremendous job, to Milling's complete satisfaction. He was of "tremendous assistance" Humphrey says. The design of the replacement camshafts and of a new crankshaft was entrusted to the expert, Harry Mundy, of Jaguar fame. He produced a one-piece crankshaft, whereas the original had been a four-piece shaft, tapered and keyed together. The main bearings are now split-roller races, supplied by Cooper's of Norfolk, and to suit the new crankshaft the firing-order had to be altered, from the former 1, 8, 3, 6, 4, 5, 2, 7. Humphrey Milling has one of the original ingenious big-ends in his workshop but these were probably a weak aspect of Henry's design, limiting engine speed, and it was at first decided to use new large needle-roller big-ends. However, this would have entailed importing suitable assemblies from America, so the more simple expedient of using conventional white-metal big-ends was adopted, new con.-rods being made.

The gearbox was in generally good shape but was rebuilt, and a new petrol tank was made after inspection of photographs sent over from America by Briggs Cunningham of his chassis, this tank being of complex shape to clear the vertical spare wheel, the back axle and the tail. The brake-shoes, of unlined cast-iron in vintage times, were given the benefit of Ferodo, and gradually the car, with its handsome tapered radiator carrying the EB-anchor badge, came together again, looking exactly as it must have done when it left the Paris factory 58 years ago. No mean task, especially as there had been nothing of the original body left behind the seats....

While Nigel Snowdon was letting his cameras loose on it, I looked round the car, discovering further details. The corded springs are half-elliptic all round, shackled at the back, and they pass beneath the axles. Dual Type-506 Hartford friction shock-absorbers are used, front and back. The wheels are shod with 820 x 120 Dunlop tyres; incidentally, the 52 mm. Rudge hubs are unusual in being $\frac{1}{4}$" longer than normal, a type

IN THE IMAGE OF LOUIS WAGNER. – The editor about to set off for a drive in the Ballot 57 years after the famous French racing driver drove it into seventh place in the French GP at Le Mans. The registration number is that allocated to Malcolm Campbell after he had brought the car over to England. A side-view of this delectable vintage track and road-racing Ballot in its owner's courtyard is shown below.



used otherwise only on the TT Vauxhall, in Milling's experience. The Ballot has no windscreen but there is a folded wire-mesh screen angled on the scuttle, before the driver. Two tie-rods brace the front dumb-irons, the front axle being an I-section beam, and the front brake operation is both neat and ingenious. As the car was taxed to enable its latest owner to learn to drive it, as he puts it, very neat mudguards are now fitted and a brass bulb-horn is carried in the cockpit. The magnetos protrude into the cockpit as on a GP Bugatti, but far less obviously. The Ballot is run on Newton 20/50 oil and 4-star petrol. Oil pressure is 30 lb./sq. in., temperature normally 120°F.

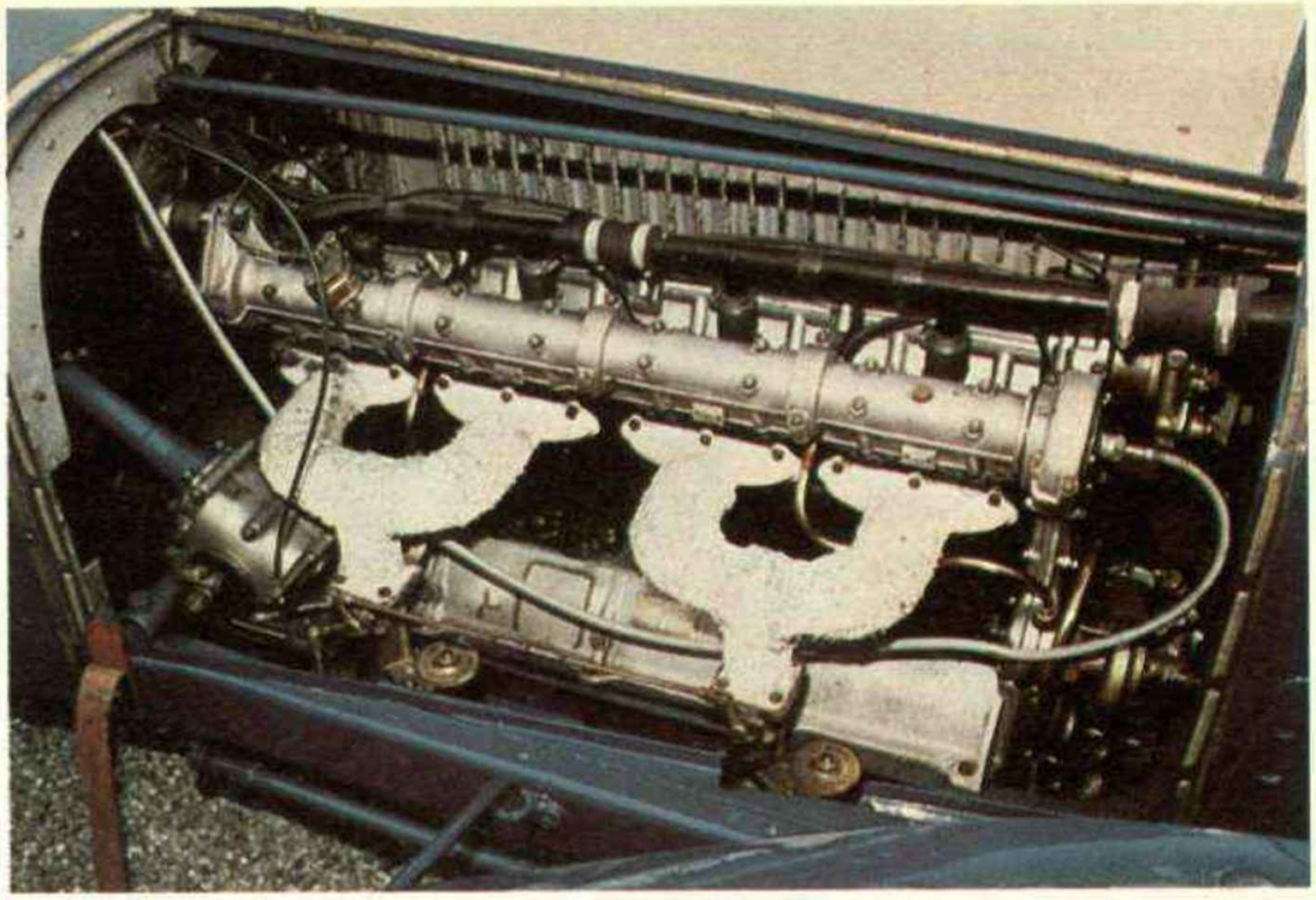
Unstrapping and opening the off-side of the bonnet reveals those low-set twin Zenith carburetters, feeding through lagged manifolds, and a big brass plate on the offside of the crankcase reading: "Type 3/LC, Moteurs Ballot, 37-39, Bd. Brune, PARIS, N.1006." This confirms that this was the Malcolm Campbell car. There is also visible the very neatly-repaired patch on the crankcase which was there when Dunfee bought the car, and I am told other less-neat patches beneath testify to other mechanical disasters. The water pump, set low down at the



The racing Ballot carries its maker's badge proudly on its shapely radiator.

front of the engine, is driven from the o/s timing gears and there is the usual four-branch water manifold above the engine. The aforesaid Lagonda oil-pump is still in service, driven from the near-side camshaft, and a little mechanical pressure-pump about two-thirds back along the o/s camshaft, thought to have aided oil circulation originally (but not shown on the Cresswell drawing of the car), now supplements the fuel-feed hand air-pump. The Brooklands' exhaust system is retained, on the near-side.

Before we went out for an exhilarating drive in this magnificent racing Ballot, we naturally discussed which of the four 1920 Ballots this one is. It is known that the team of four 5-litre 1919 cars were numbered 1001-2-3-4. This numbering was continued for the 3-litre cars and of these Milling's, as we have seen, is No. 1006. Briggs-Cunningham has an engineless chassis, ex-Lytle, in his collection, car No. 1007. There is a much bodged-about car in the Schlumpf Collection, which had been owned by Rodriguez-Vina in Spain. It is on modern-size tyres, and has an ugly dumb-iron apron, but has been converted from l.h.d. back to right-hand-drive. This is car No.

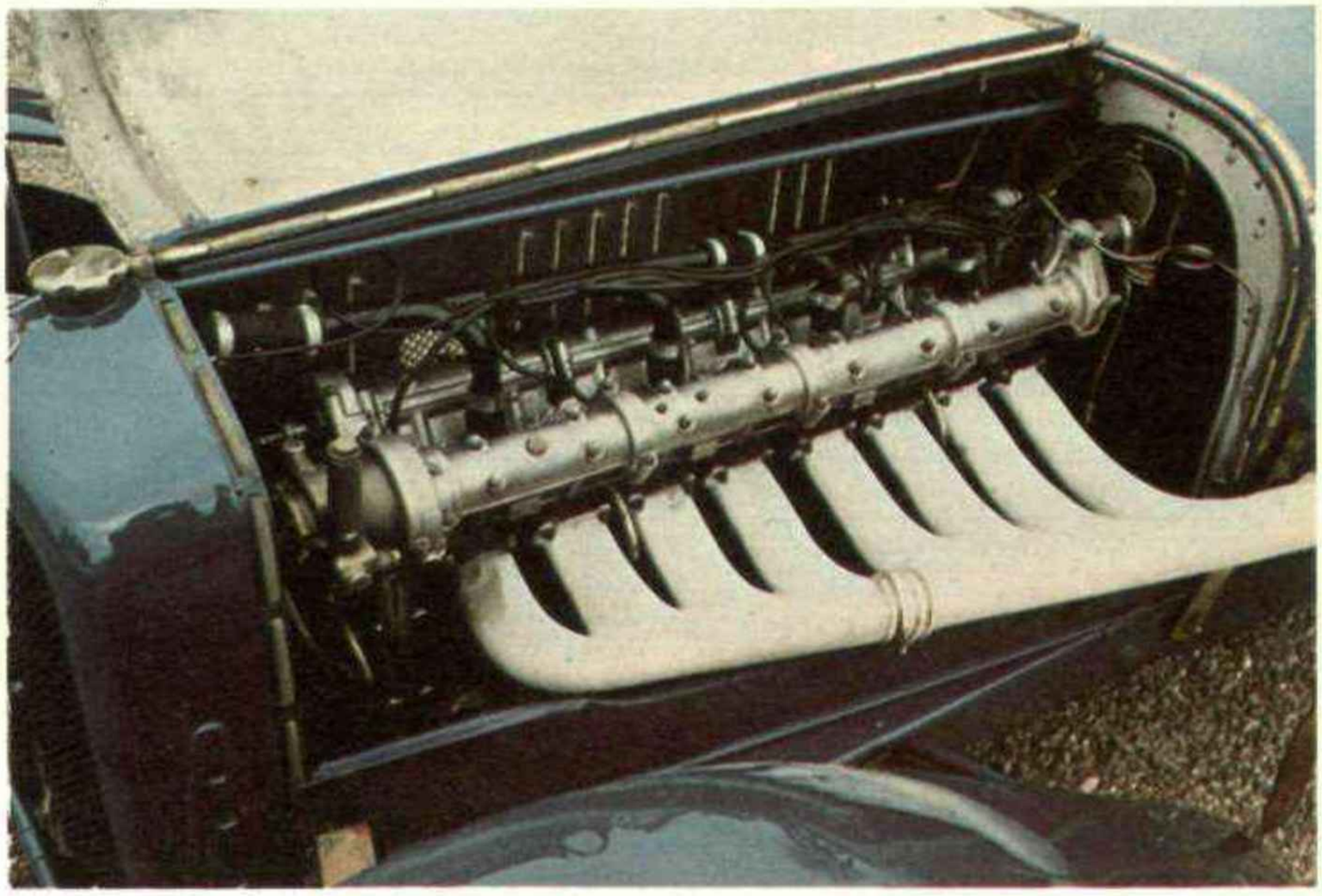


A HENRY STRAIGHT-EIGHT. The induction side of the Ballot engine, showing the twin Zenith carburettors, the inlet cambox and the water intake pipe. Harry Mundy designed a new roller-bearing crankshaft and camshafts, as these were missing when the rebuild took place, and it now has conventional white-metal big ends.

1008. So all but the first 3-litre, No. 1005, are accounted for. Humphrey Milling is practically certain that he has the Wagner car. There is confirmation in the evidence of Leo Villa, who says Campbell had the ex-Goux car; when Goux drove a 3-litre into first place at Brescia he was deputising for Wagner. However, Dunfee thought he had the de Palma car, because he attributed the patch on the crankcase to the con-rod the American driver's car shed at Indianapolis in 1921, repaired with watch-maker's precision, presumably by Ballot for the Grand Prix. One has to accept that this may have been a later repair. Kent Karslake, writing of this actual car in our "Veteran Types" series in 1937, thought it to be Chassagne's, because certain chassis parts are stamped No. 2. The identity of team-cars has never been easy and the problem is encountered once more in trying to sort out these 3-litre Ballots.

However, bowing to the present owner's research, I was happy to think that, as I climbed aboard for my ride, I was adopting the mantle of Louis Wagner, or at least that of his riding-mechanic. The Ballot's engine broke into song after a short tow behind a Land Rover and ran very quietly, as a good straight-eight should. I discovered that the seats were intended for slim racing personnel and that my bulk made it necessary to sit sideways, right arm draped over the tail, which, shaped for the purpose, accepted it comfortably; one's right hand found the

A TYPICALLY NEAT VINTAGE RACING ENGINE. – This view beneath the bonnet of the 3-litre Ballot shows the exhaust manifolding; note, also, the Lagonda oil-pump on the front of the n/s camshaft.



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



To drink at Sam's you've got to have a head for heights, and a grasp of mountain climbing.

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

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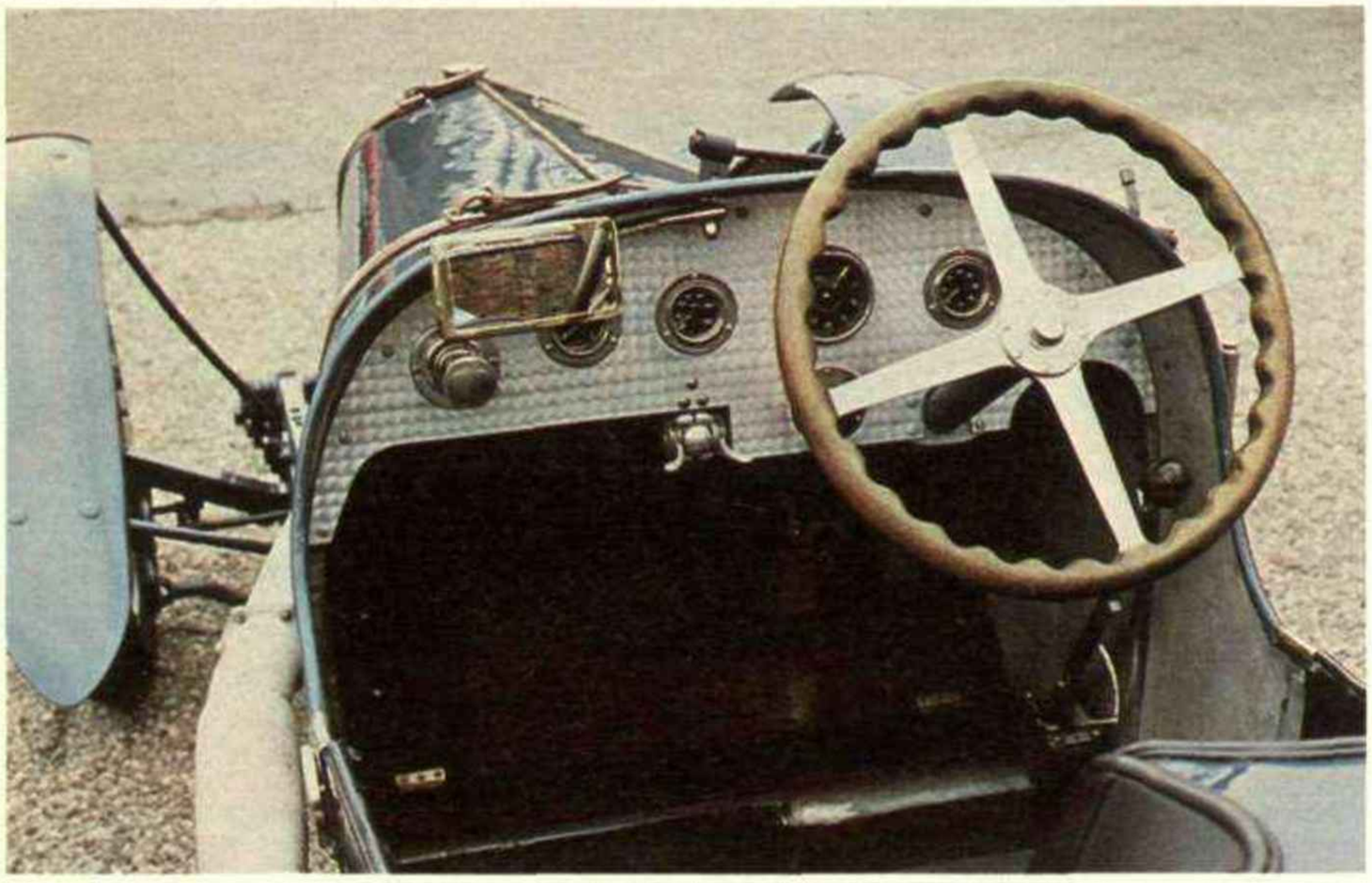


Bacardi rum. **The one from the sun.**

convenient grip in the body side. It is now that you notice the four-spoke steering wheel, devoid of minor controls, and scan the neat metal dash, which contains small modern air-pressure, water temperature and oil-pressure gauges but, before the driver, an original "BALLOT tours par minute x 100" tachometer, reading in increments of five, from 5 to 40, in very small digits, on a black dial, it being a "Fabrication Francaise". On the extreme left is the air-pump for the fuel tank, below the tachometer a vintage barrel-grip ignition switch. It is simple, and uncluttered.

Below the centre of the panel two Bowden levers control ignition advance-and-retard and a hand-throttle; the pedals are small, the accelerator being on the right. I was interested to note that Milling made a rather jerky get-away, remembering that Campbell had found the Ballot unwilling to encompass those rapid starts so desirable at Brooklands. Soon, however, we were devouring the empty back roads of Staffordshire with the revs rising above the 2,000 per minute mark, which according to Pomeroy's calculations, represented some 65 to 70 m.p.h., assuming Campbell's 3.0 to 1 axle-ratio to be still in use, and remembering the somewhat smaller rear tyre size now adopted. Sitting quite high up, in the battering air-stream, it was most exhilarating, and one felt that the Ballot, whose top speed on Brooklands must have been close to 120 m.p.h., taut on the corners, and well braked, was only just getting into its stride. But had I been Wagner, I would have wondered how I would have enjoyed 320 miles over the terribly rough, narrow, Le Mans circuit of 1921 ...

These thoughts were interrupted when Milling pulled the car up on a long straight and offered me the wheel. W. F. Bradley once told a seemingly improbable tale of the great de Palma, before the Grand Prix, having the gear lever of his Ballot moved to the centre, so that his mechanic could do the gear-changing. This is said to have incensed Ernest Ballot when he heard the gears being crunched on during a practise-lap. In fact, I think it more likely that de Palma, used to American cars with central gear levers, merely asked whether the Ballot could be provided with such a gear-shift. Whether he got it is problematical, (even if Bradley ascribed the Crillon Hotel in Paris to him and Milling has discovered that he *did* have certain special features on his car, such as black-dial instead of white-dial instruments (presumably calibrated in familiar symbols instead of in metric readings) and a gauge on the fuel filler-cap). Whatever the truth of this anecdote, I wished for a central lever at this moment, so that the Ballot's owner could have changed gear for me! In fact, the gear-change is very easy, the compact gate making for short movements of the long, slender lever. This is inside the body, whereas the pull-on hand-brake is outside the cockpit. The gear positions are $\begin{matrix}3 & 1\\4 & 2\end{matrix}$ -R, with the reverse slot in the gate covered by a safety-flap. What I did not realise is that a pull-up catch by the gear lever knob is used to lock-in each gear, so that when changing gear you have to lift this as you might a normal reverse-catch. Once that was mastered the change was easy. Moreover you sit very close to the big steering wheel (how tall was Louis Wagner?). But first I had to get the car going and it was then that I realised how fierce is the cone clutch. Slipping it soon heats it up, so the technique is to drop it in with a jerk, while keeping enough revs up on the smooth-running power unit not to stall. The steering is light and taut but *very* high-geared, the hand-brake, working the front wheel drums, gives confidence, and to my surprise I found that I was soon motoring about as quickly as the owner had been shortly before. Alas, on effecting a quiet change into third in anticipation of an approaching corner the clutch pedal felt very heavy, where before it had seemed light, and it refused to return from the floor. Not sure what was ailing, we towed the Ballot home. The trouble was nothing worse than the pedal turning on its shaft, to which it isn't keyed – I think perhaps I had overheated the cones, which had tended to stick, thus putting too great a load on the mechanism for parting them. Relief that I had not done a lasting harm to this splendid motor-car tempered the disappointment of not getting



THE COCKPIT OCCUPIED BY MANY FAMOUS DRIVERS. – The smaller instruments are modern, but an original Ballot rev counter is in use. Note that the gear-lever is inside the cockpit and that the steering-wheel is uncluttered by cumbersome controls. Right, a tight fit as the Editor squeezes in as Milling's "riding mechanic" as Milling sets out for a Sunday morning drive in his road-equipped historic racing car. The spare-wheel mounting was an ingenious aspect of the car, dating from its 1921 French GP trim.



This picture shows the neat front-br operating gear and the twin Hartford sh absorbers on each side of the front axle.

to know it better. In fact, it had not run than about 50 miles since its immaculate re and at the last Brooklands Re-Union a sp clutch bother kept it off the Runway.

Indeed, the car's first appearance sinc resuscitation was at the 1977 VSCC Curbor Speed Trials, which became a target at w Milling could aim; by the time these w appear, the Ballot should have made its se appearance there.

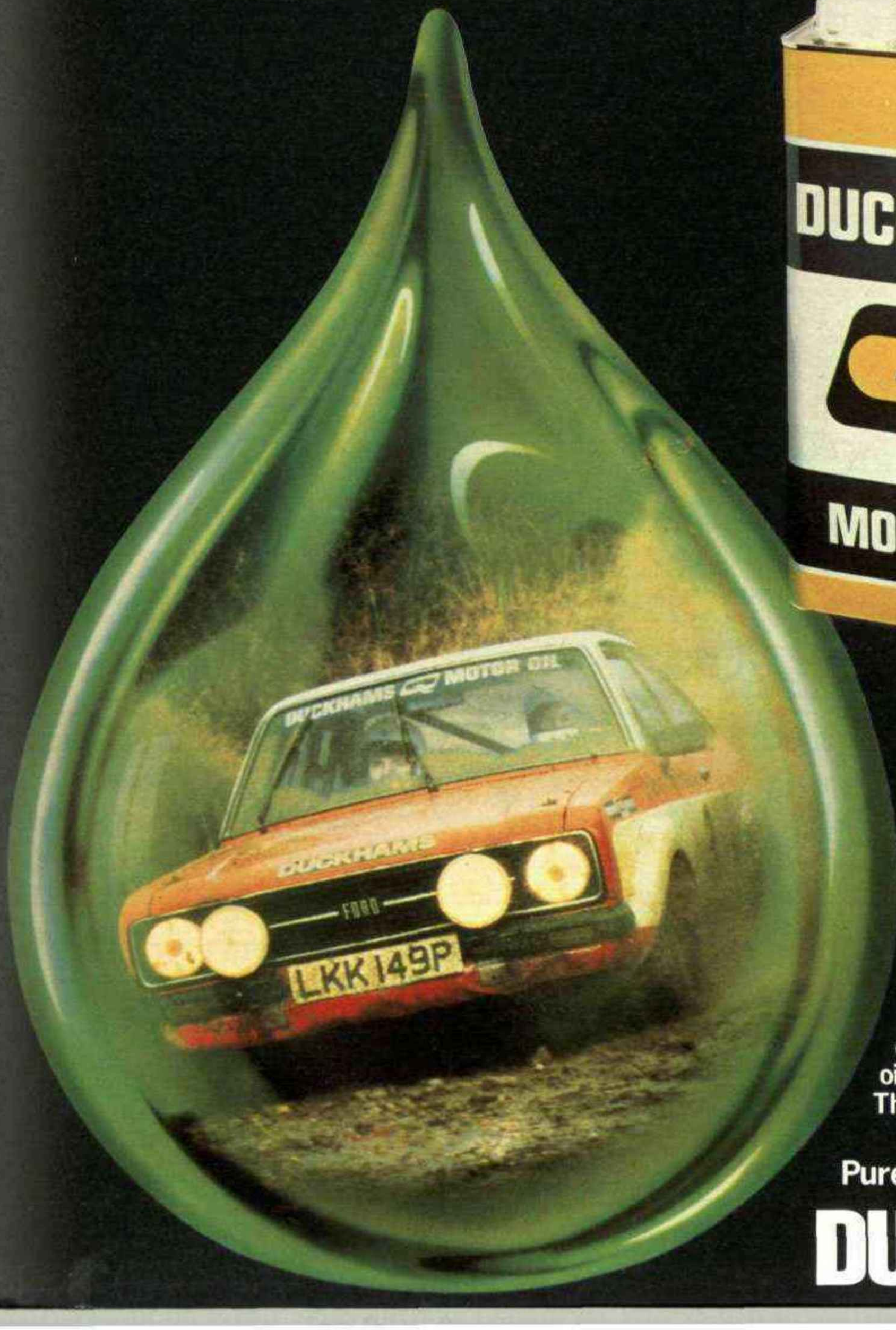
A most interesting day was concluded driving home to Wales, quickly after I hac through Walsall and Wolverhampton, but very different sort of eight-cylinder car! –

N.B.: There is the expected historian's p over engine-size. The bore and stroke always to my knowledge given as 65 x 112 except when Campbell, having got it right be went for 8 x 65 x 110 (2,920 c.c.) in 1924. B and Dunfee then varied the engine size bet 2,973 and 2,976 c.c. and Pomeroy gives 2,960 c.c. – Ed.



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DUNLOP

SILVERSTONE SIX HOURS

Jochen Mass in the new works Porsche 935/78 leads Toine Hezemans' Gelo Porsche moments after the start of the Silverstone Six Hours (above). Mass and Ickx led all the way, and won this World Championship for Makes very easily. After a spectacular performance in their BMW 320i (below), Harald Grohs and Eddy Joosen took a class winning third place. The Porsche of Mike Franey and Klaus Drees exploded into flames in a refuelling stop (left), being swamped in foam to extinguish the blaze.







PORTUGUESE RALLY This tough event on the fast Portuguese stages saw the closest of tussles between the works teams from Ford and Fiat. Alén's 131 Abarth (above) finally snatched victory after the Mikkola Escort punctured on the last special stage.

THE WELSH RALLY The boot was on the other foot in the Welsh forest stages, with Escort driver Mikkola, below, showing a clean pair of heels to Fiat-mounted Alén. Mikkola won comfortably from Ford team mate Clark, with Alén in third place.



Depailler on his way to winning his first Grand Prix, in Tyrrell 008/3 with reinforced rear radius arms after breakages in practice. Note the forward-sweeping nose-fins.

The Monaco Grand Prix—Continued from page 778

American Interscope team Shadow DN9 reduced the numbers to eight, and during the first half-hour Derek Daly crashed the Hesketh 308E/4 and Hector Rebaque crashed his newly acquired Lotus 78/4, thus reducing the figure to six. However, such is the affluence of "rabbits" trying to break into the big time that both of them had spare cars, and were soon back on the circuit, Daly in 308E/5 and Rebaque in Lotus 78/1, but it did them little good as the two works Arrows were flying. Patrese was putting all, and more than he'd got into his driving, to make the best time, and Stommelen was using experience rather than bravado to make second best time. Rosberg (Theodore TR1-2) was trying too hard, and though spectacular and fearless, was not fast enough; Lunger with his brand new McLaren M26/6 had a hopeless task, as he had to learn a new car and a new circuit, not having driven at Monaco before, and Arnoux (Martini MK23) and Merzario (Merzario A1/01) were not in the running.

When the official practice began at around 11.30 a.m., to run for an hour and a half, "Bernie's Boys" and the two honoured guests were joined by Patrese and Stommelen with the works Arrows, while the rest counted the cost of failure and wondered how long they could go on wasting money and effort. Patrese made his best qualifying lap in 1 min. 31.31 sec., which was very good under the circumstances, but it paled into insignificance once the big boys got under way. 1 min. 30 sec. was soon reached and then the "aces" began the battle of the "under 30 sec.". In this select band were Lauda (Brabham-Alfa Romeo), Andretti and Peterson (Lotus 78), and Reutemann (Ferrari), with Watson (Brabham-Alfa Romeo), Depailler (Tyrrell), Hunt (McLaren) and Villeneuve (Ferrari), not far behind. There were two major problems arising during practice, one being the loads on gearboxes and the other being the unforgiving guard-rails that lined the streets. With better traction being obtained from better tyres, and better rear suspension, the gearboxes were taking a hammering, especially first and second gears, while the gear-change never had a moment's respite round the short wiggly circuit. The Ferrari gearboxes appeared to be adequately strong, but the Hewland gearboxes were failing with depressing rapidity, not necessarily the fault of the gearbox, quite often due to a lack of mechanical sympathy in the driver's right hand, or a team trying some crafty internal trickery to try and obviate trouble.

PRACTICE TIMES

No.	Driver	Thurs. a.m.	Thurs. p.m.	Saturday p.m.
1	N. Lauda	1. 29.86	1. 28.84	1. 28.88
2	J. Watson	1. 30.86	1. 30.24	**1. 28.83**
3	D. Pironi	1. 32.21	1. 31.90	1. 30.55
4	P. Depailler	1. 30.40	1. 29.80	1. 29.14
5	M. Andretti	1. 29.60	1. 29.10	1. 29.34
6	R. Peterson	1. 29.93	no practice	1. 29.23
7	J. Hunt	1. 30.39	1. 29.48	1. 29.22
8	P. Tambay	1. 32.41	1. 31.16	1. 30.09
9	J. Mass	1. 31.64	1. 32.36	1. 31.40
10	J. P. Jarier	1. 33.82	1. 33.08	1. 32.11
11	C. Reutemann	**1. 29.51**	**1. 28.34**	1. 28.95
12	G. Villeneuve	1. 30.23	1. 29.40	1. 29.74
14	E. Fittipaldi	1. 31.36	1. 32.50	1. 31.42
15	J. P. Jabouille	1. 31.36	1. 30.97	1. 30.18
16	H. J. Stuck	1. 31.30	1. 32.21	1. 31.97
17	G. Regazzoni	1. 31.61	1. 32.15	1. 32.31
18	R. Keegan	1. 34.23	1. 32.51	1. 31.31
19	V. Brambilla	1. 32.88	1. 32.46	1. 32.93
20	J. Scheckter	1. 31.77	1. 30.34	1. 29.50
22	J. Ickx	1. 31.67	1. 31.20	1. 30.72
26	J. Laffite	1. 31.14	1. 31.51	1. 30.60
27	A. Jones	1. 31.81	1. 30.62	1. 29.51
35	R. Patrese	1. 32.72	1. 31.67	1. 30.59
36	R. Stommelen	1. 32.02	1. 49.90	1. 31.31

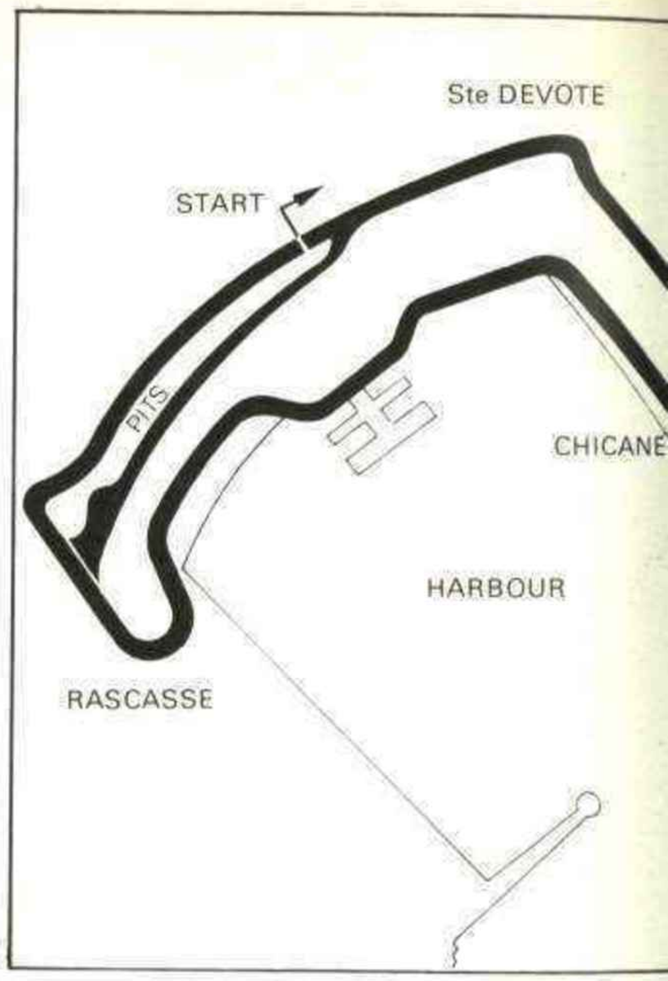
PRE-PRACTICE TIMES

No.	Driver	Thurs. a.m.	
24	D. Daly	1. 33.55	
25	H. Rebaque	1. 34.59	
30	B. Lunger	1. 34.86	
31	R. Arnoux	1. 33.72	
32	K. Rosberg	1. 33.07	
35	R. Patrese	**1. 31.31**	Qualified
36	R. Stommelen	1. 31.88	Qualified
37	A. Merzario	1. 49.43	
39	D. Ongais	—	

After driving a brand new Arrows (FA1/3) so well in the qualifying hour, Patrese had a moment's lapse during the official session and dinged the left front corner badly, which creased the monocoque, so he changed over to the spare car (FA1/2). Meanwhile poor Stommelen had pulled in with a searing pain in his ribs, having cracked one during a particularly violent manoeuvre. Team Surtees had started off with two brand new TS20 cars, but before the morning was over both cars were in trouble. Brambilla (TS20/01) had the mechanical fuel pump fail, and Keegan (TS20/02) had the clutch fail. The team spare (TS19/02) was in constant use. Another team with a new car and a load of trouble was Wolf, the new WR5 did a mere 12 laps before the teeth stripped off 2nd gear, and then Scheckter did 14 laps in WR1 and the same thing happened. The Ferrari camp with their Michelin tyres were looking pretty calm and confident, Reutemann using the car with which he had won at Long Beach (312 T3/032), but trying out the spare car before the end of the morning, this being 035, a brand new one. Villeneuve was using 034, with which he had led and crashed at Long Beach. By the end of this first practice session Reutemann was easily fastest, with 1 min. 29.51 sec., followed by Andretti (Lotus 78/3), Lauda (Brabham



Lauda's Brabham, in third place, pulls away from Reutemann's Ferrari on the first lap climb up the hill from St. Devote, the Ferrari's left-hand rear tyre deflated after the incident on the first corner. Andretti looks for a way past Reutemann, while Hunt's damaged McLaren limps alongside the Armco in the distance.



BT46/4), Peterson (Lotus 78/2), Villeneuve (Ferrari 034), Hunt (McLaren M26/4), Depailler (Tyrrell 008/3) and Watson (Brabham BT46/5), all familiar faces up at the front, with the "chirpy" visage of Gilles Villeneuve amongst them once again, on his first visit to Monaco.

After a lunch-break, during which most of the mechanics did more work than some people do in a whole day, it all started up again for a further hour. The Lotus mechanics had been finishing off a new car, a Mark 3 version of the Lotus 79, actually the car that made a brief appearance in the International Trophy at Silverstone. It was now completely redesigned at the back end and was fitted with a Hewland gearbox (see Notes on the Cars), and Andretti was down to drive it. Team-mate Peterson was forced to miss this practice, as he had crashed his car at the end of the morning session and the repair was no simple job. The works spare Lotus 78/4 had been sold to Rebaque, and Andretti was holding on to 78/3, just in case the new car was not right. While broken second gears and bent cars were the order of the morning, the afternoon seemed to be one of steam. Tambay came into the pits with his McLaren (M26/5) boiling merrily, and Depailler brought the spare Tyrrell (008/1) in with water and steam gushing from a punctured left-side radiator; the puncture being caused by a broken radius rod going through the matrix! The right-hand top rear radius rod had an ominous bend in it, so Depailler went off in 008/3, only to return pretty soon with steam and water gushing from its right-hand radiator, due to more rear radius rods trouble. There was an air of gloom amidst the steam, and Maurice Phillippe went off to telephone Ripley in Surrey and start the design of larger diameter radius rods! Andretti soon gave up with the new Lotus and returned to 78/3, while Laffite changed from the new Ligier JS9 to the old JS7. Scheckter was getting to grips with the new Wolf, with new gearbox internals, and Jabouille tried both turbo-charged Renault cars, and got well into the mid-field. It was still

the "old firm" up at the front with Reutemann setting a new standard in 1 min. 28.34 sec., while Lauda joined him in this new "ace" class, with 1 min. 28.84 sec. Behind these two came Andretti, Villeneuve, Hunt, Depailler, Peterson (on his morning time), and Watson, with Scheckter and Jones joining the top class.

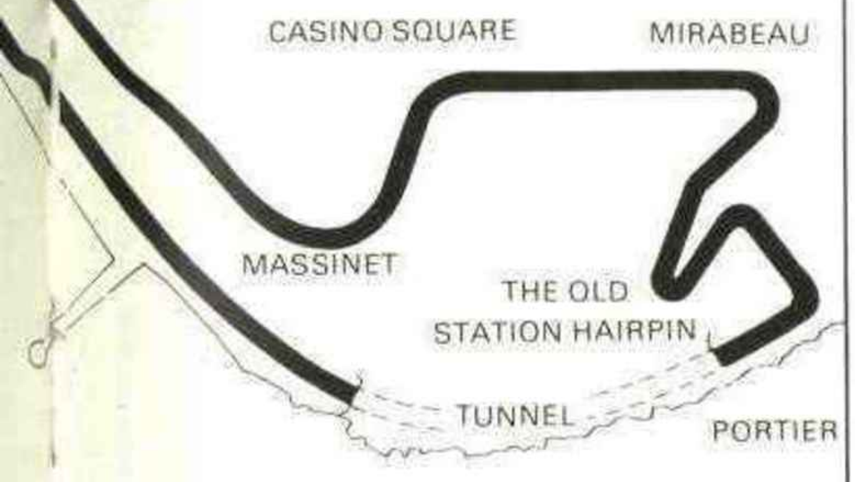
At the end of the day Jarier (ATS), Keegan (Surtees), Brambilla (Surtees), and Stommelen (Arrows) were the ones who looked like being eliminated in this latest move in the game of "find the winner". However, the final hour of timed practice on Saturday afternoon would finally settle things, providing the circuit stayed dry and clear. Friday was a rest day for Formula One, though Formula Three cars and Renault 5 saloons disported themselves around the circuit. For those with nothing to do there were eating and drinking parties laid on by Gitanes, Marlboro, Saudia Airlines, First National City Bank, and Olympus Cameras, but in the

Reutemann having trouble finding a way past



Monaco

3.312 Km.



Formula One paddock there was a lot of work going on repairing cars, redesigning bits and pieces, analysing faults that had appeared, trying to obviate repetition of breakages, searching for reasons for poor lap times, trying to think up ways of getting higher up the grid, or staying on it, or trying to work out how not to be in the last four cars. There was plenty of activity. Maurice Phillippe had flown back to England to get new parts for the Tyrrells, the Goodyear runners in mid-field were trying to get on the "short-list" for special qualifying tyres, and while Goodyear were resigned to Reutemann and Ferrari being at the front they were looking for ways of keeping Villeneuve from joining him, like making sure that anyone who could go as fast as the little French-Canadian had the best tyres. Over all this activity the wind blew, the clouds obscured the mountains and it rained, while the boats in the harbour rocked alarmingly at their moorings, making many people wish they were staying in a

the Renault-turbo in the later stages of the race.





The battle for fourth place crosses the Casino Square, the Hotel de Paris in the background, with Andretti leading from Scheckter, Peterson and Villeneuve. Andretti's pit stop on lap 45 broke up this exciting chase.

nice solid stone hotel.

Saturday morning all was well with the world, it was dry and the sun was shining, the boats had stopped bobbing about in the harbour and everyone was ready for one and a half hours of untimed testing and general messing about. Team Lotus were back to three cars, Peterson's 78/2 having been repaired, while Andretti was about to try the new Lotus 79 as well as his old car. The new Surtees TS20 cars had been fitted with a new front suspension in which the rising-rate geometry for the coil springs was more advantageous at the ends of the movement. Stommelen was still in pain with his ribs, so was sitting out, and Watson was trying the spare Brabham (BT46/3) as his new one had an odd feeling about the front end. Gearboxes were still a headache and Scheckter stripped the teeth off second gear yet again, this time on the new car WR5, and Andretti did the same thing on Lotus 78/3. There was never a dull moment in the pits! The Tyrrells now had new rear uprights and larger diameter radius rods for the rear suspension.

The lunch break was another scene of feverish activity as cars were prepared for the final hour of qualifying. Those in gearbox trouble were fitting new parts, others were putting new bits in anyway, Stuck's Shadow was having its drive-shafts worked on, Brambilla's Surtees TS20 was all apart to rectify a faulty clutch, Watson's Brabham BT46/5 was abandoned and he was using the spare car (BT46/3), the spare Ferrari was not being used, Jabouille was using the earlier of the two Renaults, Scheckter was in the repaired WR5 Wolf, and everything was boiling up merrily. The Ensign, Williams and Fittipaldi teams had not needed to use their spare cars, and Jones had been put on the Goodyear "short-list" to try and keep Villeneuve in the second Ferrari as far back as possible. Reutemann was firmly and serenely on pole position as this final hour got under way, with 1 min. 28.34 sec. and only Lauda looked capable of challenging this time.



Keegan during practice with the new Surtees TS20. He reverted to TS19/02 for the race.

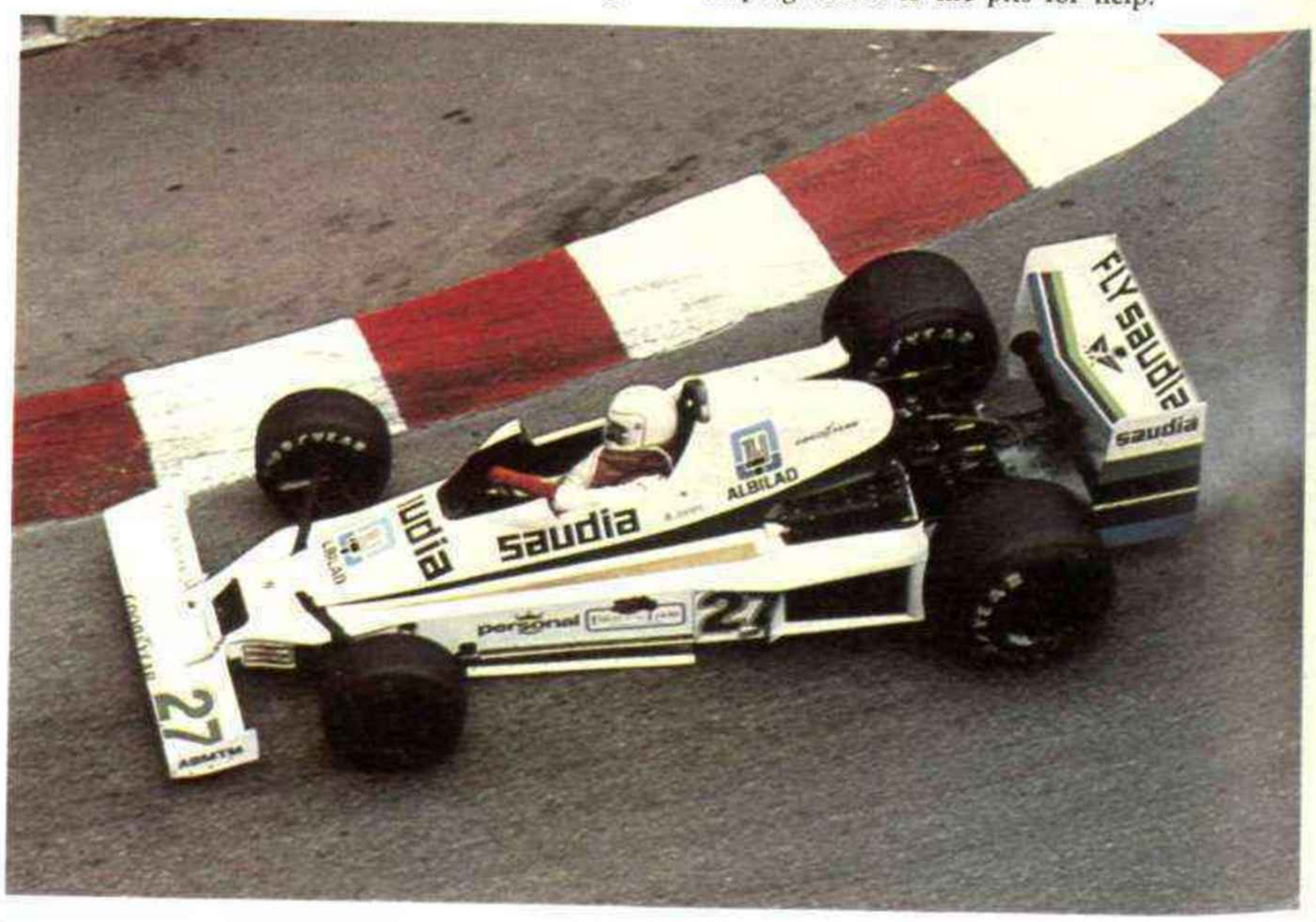
He was in second place with 1 min. 28.84 sec., a whole half a second away, and that is a long way at Monaco.

This practice was barely under way before Scheckter was going down the pit lane pointing at the spare Wolf and the mechanics rushed about changing wheels, for WR5 had broken its gearbox again! Patrese arrived at the top of the hill before the Casino Square far too fast and all on the wrong line and took the long left-hander leading to the Square in a series of cannons off the guard-rail, tearing off bits as he went. Somewhat chastened and shaken he returned to the pits to take over Stommelen's car; the German driver had taken a deep breath, braced himself against the pain, and gone out and done a good lap which assured him a place on the grid, and then handed the car over to his young Italian team-mate. Jones was making good use of his good tyres and was well below 1 min. 30 sec. and would have gone faster had he not clouted a kerb and upset the handling slightly. Lauda made the fastest time of the afternoon with 1 min. 28.88 sec. and decided he could not go any quicker, so sat in the pits to watch the progress of the others. Reutemann's best was 1 min. 28.95 sec., but he still held pole position with his Thursday time and Lauda was in second place with his Thursday time, so this final hour was of no value to either of them. While this half of the Brabham-Alfa Romeo team was sitting it out complacently, the other half was hard at work. Watson had clouted the rear end of BT46/3, so BT46/5 was being robbed of the left-rear upright and suspension parts and the Ulsterman stood around anxiously as the minutes ticked away. Laffite changed from the new Ligier to the old one, Scheckter was back in WR5 after his men broke all records for repairing a very hot Hewland gearbox, Andretti was concentrating on his Lotus 78 and Peterson was in good form. With only a few minutes left Watson's car was finished and he roared off, obviously wound up pretty tight. While Lauda was watching the times of the Ferraris, the Lotuses, the Tyrrells and the McLarens, he was suddenly shaken rigid to find that Watson had put in a lap at 1 min. 28.83 sec., to snatch fastest time of the afternoon and take second place on the grid! Lauda and Ecclestone could hardly protest that the time was a mistake!

In the final reckoning the order was Reutemann, Watson, Lauda, all with 12-cylinder engines, then Andretti, Depailler, Hunt and Peterson all ahead of Villeneuve with Scheckter and Jones right behind the second Michelin-shod Ferrari. Once again 12-cylinder engines and Michelin tyres had dominated practice and a lot of people were wondering who was going to finish second in the race. The elimination process had now got the numbers down to 20, the four unfortunates being Mass (ATS), Regazzoni (Shadow DN9/4A), Jarier (ATS) and Brambilla (Surtees TS20/01). Although practice was at long last finished, paddock work was just beginning for the Arrows mechanics; Patrese's car had not damaged its monocoque so a major rebuild was started, and everyone else began final preparation, checking everything for damage or wear, for Monaco practice is very hard on cars.

Sunday morning was grey and gloomy, but dry, and the temperature was far from the normal Cote d'Azur. A final test-session of 30 minutes was allowed at mid-morning, in which Mass and Regazzoni were allowed to take part, just in case any of the selected 20 ran into trouble. Fortunately none of them did, for Regazzoni pranged his Shadow! Watson had settled to use the spare Brabham, Andretti was to race the Lotus 78, Scheckter was to use the old WR1, as the new car was still destroying its gearbox, Jabouille was settled to use the spare Renault and Keegan to use the spare Surtees, though Laffite was happy to race the new Ligier. Depailler and Hunt were using Cosworth development engines, Andretti and Tambay were using Nicholson-prepared Cosworth engines, and Scheckter, Peterson and Pironi were using standard Cosworth engines.

After the Prince and Princess of Monaco had made a tour of the circuit in a drophead Mercedes-Benz all was ready for the race, due to start at 3.30 p.m. and run for 75 laps, one less than last year. From the pits the 20 starters drove round the circuit to line up at the start in virtual single-file, the two rows being staggered, Reutemann's Ferrari on the right, Watson's Brabham on the left, Lauda's Brabham on the right and so on, down to Fittipaldi all alone at the back. Another warm-up lap was permitted, going off in grid order, followed by the strange-looking Porsche Safari Rally car being used as course-car, and then the serious business was ready to start. All those involved had been in Monte Carlo at least since Wednesday, waiting for this moment. As the starting signal was given the noise was fantastic as the sound of 20 engines averaging 485 b.h.p. each shattered the peace of the Principality. From his lone position at the front Reutemann muffed his start and was swamped as the jostling mob accelerated towards the Ste. Devote *chicane*. Depailler made a terrific start from fifth place and as Lauda, Reuteman and Hunt indulged in some pushing and shoving, banging wheels and the Armco barriers, the Frenchman was away in behind Watson. The Ulsterman led away from the melee, with the Tyrrell behind him, then came Reutemann and Lauda, but the Ferrari was already slowing with a damaged left rear tyre losing pressure. Hunt was in similar trouble with a right front tyre and a crumpled nose as well, and before the race was really under way two of the top runners were limping round to the pits for help.



Smoke pours from the back of Jones' Saudia Williams, oil leaking on to the back brakes from the tank, which is the spacer between the engine and the gearbox.

On the opening lap the order became Watson, Depailler, Lauda, Andretti, Scheckter, Jones, Peterson, Villeneuve, Tambay, Pironi, Ickx, Patrese and the rest. Reutemann had a new wheel and tyre fitted and screamed out of the pits just as Watson was finishing his second lap, and the Ferrari roared away ahead of the Brabham, but virtually a whole lap behind. Anyone who missed the start, or was not paying attention during the opening lap, could be excused for thinking that Reutemann's Ferrari was leading the race, and actually pulling away from Watson's Brabham! The situation soon levelled out, with Watson and Depailler going for all they were worth, sliding within an inch of the Armco, and glued nose-to-tail. Behind them, looking completely calm and unhurried, was Lauda, out oil from a leak in the cast-alloy oil tank that joins the engine to the gearbox. This was getting onto the rear brakes, making smoke and giving Alan Jones a bad time under braking. On lap 13 he overshot the Ste. Devote *chicane*, running wide and letting Peterson and Villeneuve by before he could gather it all up. Ickx was also in brake trouble with the Ensign MN06, and disappeared into the pits after 15 laps, leaving the two new-boys, Pironi and Patrese, to play together. In spite of the oil on his rear brakes Jones was gaining on the quartet he had left, and they were still hammering away hard.

All this while Reutemann was staying ahead of the leaders, looking for all the world as if he was leading the race comfortably! As one-third distance approached there was no let-up between half distance, and they were now behind Reutemann who was still being held up by the Renault. Watson's brakes were beginning to fade, and on lap 38 he went straight-on at the *chicane* onto the harbour front, allowing Depailler and Lauda to go by, re-joining the circuit by the link road down in third place. On the next lap Reutemann finally got by the obstructive Renault, and Depailler and Lauda were then quickly by, and on lap 43 the Argentinian lifted off and let the Tyrrell and the Brabham through. On lap 45 the unexpected happened, Lauda felt a rear tyre begin to lose its pressure and instantly shot into the pits, without wasting time to think about it. The air-jacks lifted the car, both rear wheels were changed, and leaving enormous black lines Lauda went down the pit lane like a



Ickx in the Ensign on his return to Formula One forms the meat in the sandwich between new boys Pironi and Patrese, a tight-duelling trio.

content to sit a few lengths back and let the two natural non-winners slog it out while he surveyed the situation. Within four laps these three had broken away from the rest, who were being led by Andretti though he had Scheckter, Jones, Peterson and Villeneuve in close line astern behind him. Tambay was already on his own and then came Pironi, Ickx and Patrese in a tight duelling trio, followed by the yellow Renault and the yellow Fittipaldi, while the suffering Stommelen brought up the rear bravely. Stuck and Keegan had fallen over each other at the back of the field and Laffite had lost contact due to gearbox failure. Depailler was pushing Watson hard, with little hope of getting by, but determined to make the Brabham driver make a mistake or over-stress his brakes, engine or gearbox, but even so he was keeping a wary eye on his mirrors to see what Lauda was up to. The wily Austrian sat back just out of harm's way, not straining himself or putting undue stress on his car, but in complete command of the situation. Behind this fascinating situation the nose-to-tail quintet were still hard at it, though the Williams FW06/001 was beginning to blow Watson and Depailler and no signs of failing or mistakes, so Lauda thought it about time he had a closer look at the situation. With absurd ease he zoomed up behind the battling duo, virtually looking over Depailler's shoulder to see how his team-mate was getting on at the front. As they were beginning to lap the tail of the field Lauda was keen to be close to the leaders, to avoid being baulked by a slower car. If Watson and Depailler were going to nip through a gap he was making sure he'd go through with them. Before half distance the Williams FW06 ran out of oil and as the pressure sagged Jones switched off and parked in the Casino Square before too much damage was done.

Although at the back of the field, Reutemann was leading on the road and was well ahead of Watson, so he came up behind the tail of the field first. Stommelen had moved neatly out of the way, as had Fittipaldi, but then Reutemann got stuck behind Jabouille in the Renault, and just could not get by. This meant that Watson, Depailler and Lauda moved closer, roaring past Fittipaldi up the hill from Ste. Devote as though the Brazilian had stopped. This was just before drag-racer. On the same lap Andretti came into the pits for the pipe to the fuel pressure gauge had broken and petrol was spraying around the cockpit. The leak was stopped and there was another impressive pair of black tyre marks down the pit lane and Andretti was back in the race. All this changed the situation completely.

Depailler now had a comfortable lead, with no pressure in front or behind him, Watson was in a chastened second place, Scheckter was third, with Peterson and Villeneuve still pressing him hard. Lauda was sixth, just ahead of Pironi and Patrese, who were followed at some distance by Tambay. The young McLaren driver had executed an impressive spin in the middle of the Casino Square, which had made his eyeballs press on his vizor and lost him a lot of time. Reutemann was a lap behind, as was Andretti. The Ensign brakes had been bled and Ickx tried again, but to no avail, and then a drive-shaft broke; this was replaced and he tried once more, but still the brakes were playing up so reluctantly the car was withdrawn. Stommelen had to give up through sheer pain and fatigue, and Hunt's unhappy drive at the back of the field ended

Gearbox failure put out Laffite's Ligier JS9/01 after a mere 12 laps.

when the rear roll-bar broke.

After the leaders had gone by Fittipaldi resumed his race with the Renault, but it was not long before Lauda was coming up to lap them again. On lap 56 Peterson's gearbox broke and he was out, leaving Scheckter safely in third place, for Villeneuve was no longer close enough to cause any trouble. However, once past the two yellow cars, and with his new rear tyres warmed up nicely, Lauda began to pile on the steam. In no time at all he was up behind Villeneuve's Ferrari, and as they went up the hill to the Casino on lap 63 the nose of the Brabham was right under the rear aerofoil of the Ferrari. Down the hill to the Mirabeau hairpin Lauda dodged from side to side, but Villeneuve refused to be ruffled. Round the old station hairpin they were almost touching, and down onto the sea-front the Brabham was really pressing hard. Into the tunnel they went and out the other end the Ferrari came clanging along the guard-rail, its left-front wheel and suspension folded up over the nose, and the left-rear wheel torn off. As the battered Ferrari slithered to a stop Lauda went by, now in fourth place. What had happened in the tunnel was not too clear, but Villeneuve thought his left-front tyre had punctured, which had made him run out wide and hit the barrier! As Lauda had poured on the steam the Wolf pit had warned Scheckter, who also put on a spurt and closed on Watson. Depailler was safely away in the lead, hoping and praying that nothing would go wrong, for his first victory was definitely in sight. Poor Watson, who was safely in second place, except that Scheckter was gaining, overshot the Ste. Devote corner, and while the marshals pushed him back the Wolf went by, starting lap 65 with ten to go. As Watson rejoined the race he had his team-leader in his mirrors, and the Austrian was well wound up. At the end of that lap Lauda sliced by Watson with his steely eyes on the tail of the Wolf.



Results :

37th MONACO GRAND PRIX—Formula One—75 laps—Monte Carlo—3.312 kilometres per lap 248.4 kilometres—Warm and Dry

1st :	P. Depailler (Tyrrell 008/3)	1 hr. 55 min. 14.66 sec.—129.325 k.p.h.
2nd :	N. Lauda (Brabham BT46/4)	1 hr. 55 min. 37.11 sec.
3rd :	J. Scheckter (Wolf WR1)	1 hr. 55 min. 46.95 sec.
4th :	J. Watson (Brabham BT46/3)	1 hr. 55 min. 48.19 sec.
5th :	D. Pironi (Tyrrell 008/4)	1 hr. 56 min. 22.72 sec.
6th :	R. Patrese (Arrows FA1/2)	1 hr. 56 min. 23.43 sec.
7th :	P. Tambay (McLaren M26/5)	1 lap behind
8th :	C. Reutemann (Ferrari 312T3/032)	1 lap behind
9th :	E. Fittipaldi (Fittipaldi F5/2A)	1 lap behind
10th :	J. P. Jabouille (Renault RS01/02)	4 laps behind
11th :	M. Andretti (Lotus 78/3)	6 laps behind

Fastest Lap: N. Lauda (Brabham BT46/4) on lap 72, in 1 min. 28.65 sec.—134.649 k.p.h. (new record)

Retirements: R. Keegan (Surtees TS19/02) transmission failure, on lap 9; J. Laffite (Ligier JS9/01) gearbox failure, on lap 12; H. J. Stuck (Shadow DN9/1A) accident damage to steering, on lap 24; J. Ickx (Ensign MN06) brake trouble, on lap 27; A. Jones (Williams FW06/001) loss of oil, on lap 30; R. Stommelen (Arrows FA1/1) driver fatigue, on lap 36; J. Hunt (McLaren M26/4) broken rear roll bar, on lap 43; R. Peterson (Lotus 78/2) broken gearbox, on lap 56; G. Villeneuve (Ferrari 312T3/034) accident, on lap 63.

20 *starters*—11 *finishers.*



With only five laps to go Reutemann had moved out of Scheckter's way, and then moved out of Lauda's way, and the Wolf driver was sweating. With three laps to go Lauda recorded a fantastic new lap record in 1 min. 28.65 sec., faster than he'd gone in practice, and then second gear stripped on the Wolf as Scheckter stormed out of the Rascasse hairpin and past the pits. Lauda was by into second place, but with no hope of seeing Depailler. The Tyrrell 008 ran perfectly to the finish and a joyous Depailler won his first Grand Prix, after coming so close so many times, and ELF Team Tyrrell had something to celebrate with their new car. The brilliant Lauda stormed home into second place, with a lucky Scheckter third, for the broken bits dropped clear of the gear-cluster and he was able to keep going. A rather unhappy Watson finished fourth, followed by Pironi and Patrese nose-to-tail, as they had been for most of the race. A gloomy Reutemann finished knowing that he could have walked the race if only he'd not mufled his start and allowed himself to be nudged by the unruly Lauda. The obstructive Renault finished a long way back after trouble with its brakes, and Andretti was even further back after two more pit stops to repair the fuel injection metering unit. – D.S.J.

Jody Scheckter during practice with the new Wolf WR5.

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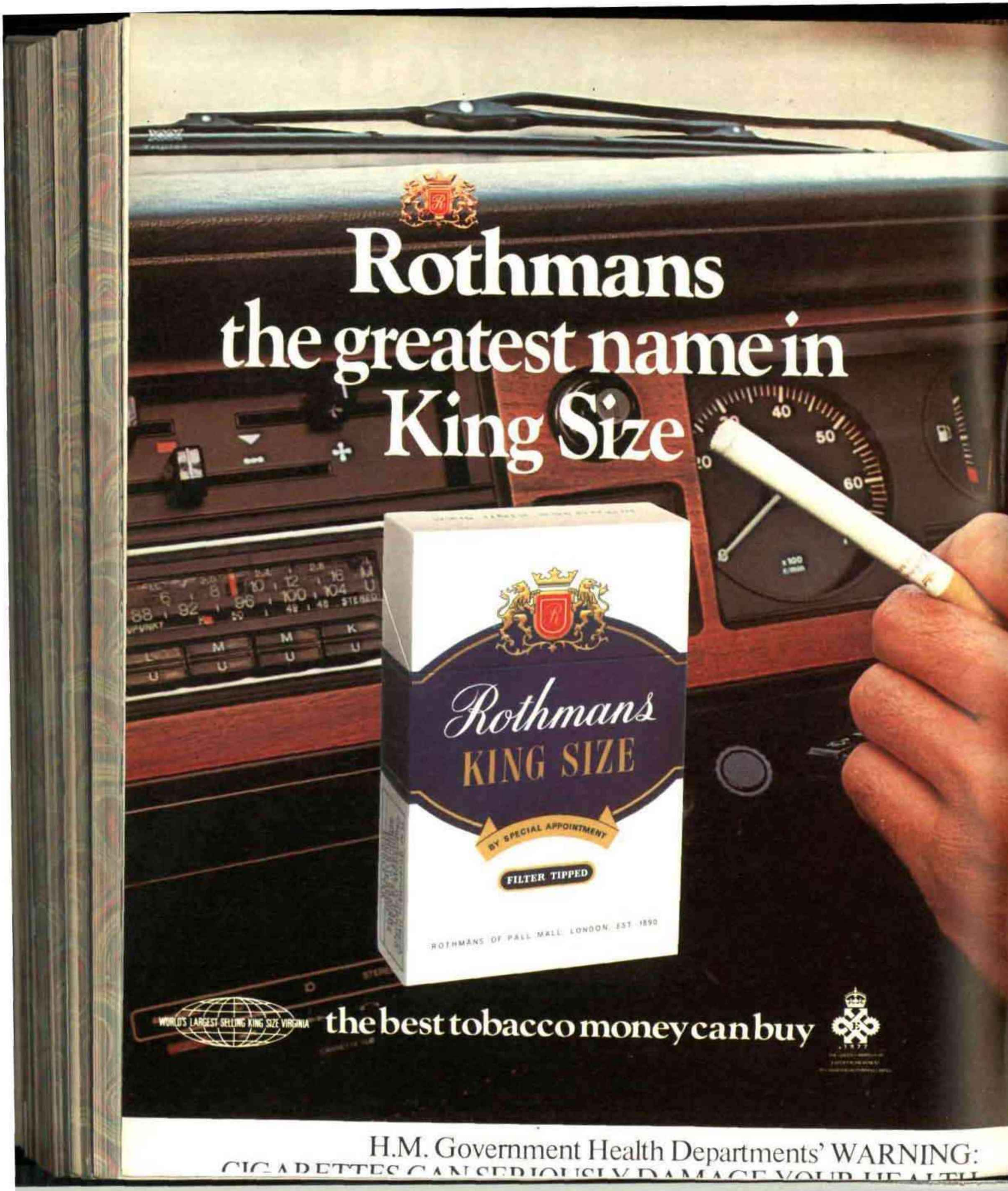
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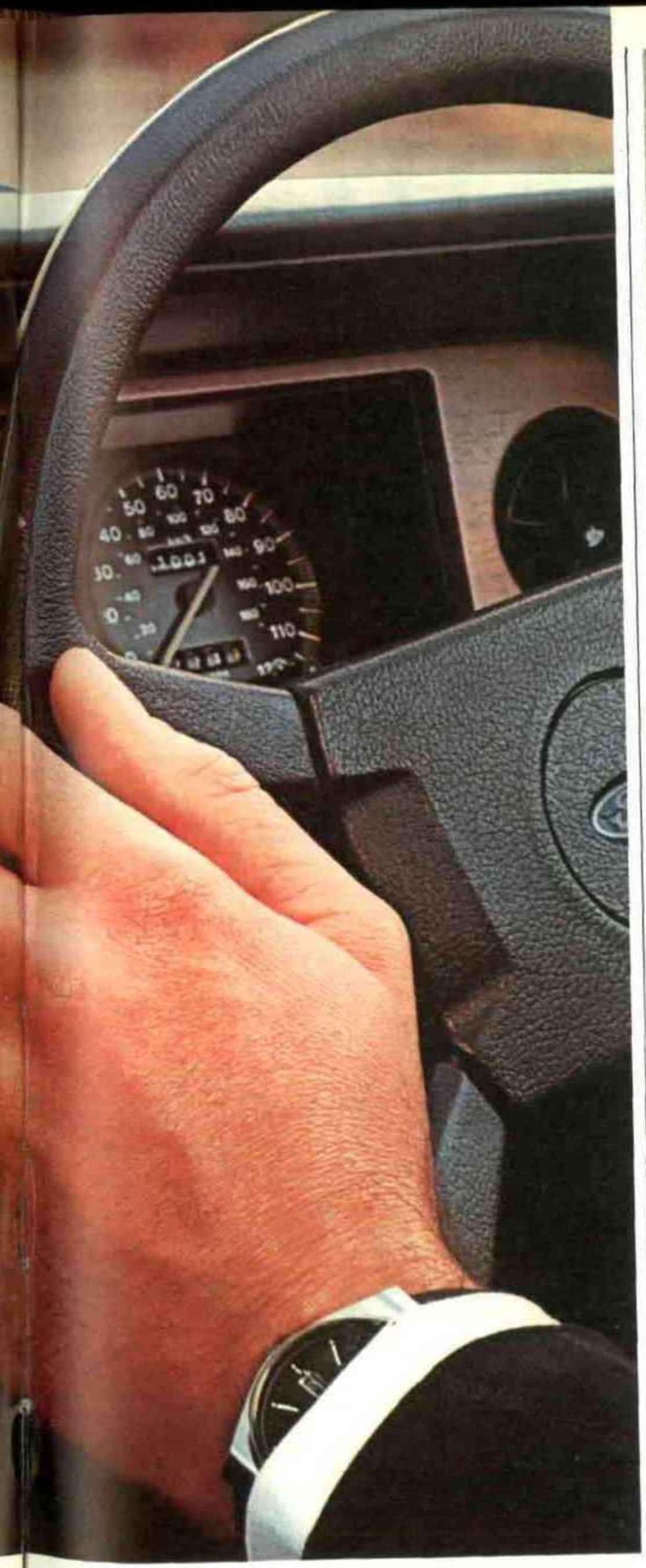
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The Monaco Formula 3 Race

IN an attempt to gain more recognition, Italian Formula Two driver Elio de Angelis took a step down into Formula Three especially for the infamously prestigious F3 race which annually supports the Grand Prix around the streets of Monte Carlo. Equipped with the self-same Chevron B38 that he had used to such good effect in the formula last year, before he started his F2 career, but set up by current Ferrari Formula One team-leader Carlos Reutemann at Ferrari's Fiorano test-track, de Angelis overcame all the ambitious opposition in the 24-lap final, including early leader Patrick Gaillard, with whom he collided before going on to take his laurels.

This year the capacity entry had two heats and a final to sort itself out. Practice, on Thursday and Friday, saw the entry split into two separate groups, both of which had two sessions in which to quality. All the best drivers in F3 were entered to race and de Angelis proved to be the quickest in the first session, while American street-racing expert Bobby Rahal, in one of Walter Wolf's brand new Wolf F3 cars, was fastest in the second. Rain ruined everybody's chances of improving their respective times on Friday, so de Angelis and Rahal remained the quickest two of all the runners.

The first heat (starting at 7-30 a.m.!), was led away by de Angelis, but Frenchman Serge Saulnier (March) soon overtook only to fall off on the wet track almost immediately. Rahal then took over the lead, but he too was soon ousted and Italian Teo Fabi (March), who passed Rahal, went on to victory from Britain's Derek Warwick (Ralt), who had driven with immense verve through the field. De Angelis and Rahal were followed home by another Briton, Philip Bullman, in fifth place. The track was slightly drier for the second heat and Italian Guido Pardini (Ralt) made the initial break, chased by Jean-Louis Schlesser (Martini Mk.21) and fellow Frenchman Patrick Gaillard who had one of the two works Chevrons. Gaillard soon leap-frogged to the front to take an easy victory from yet another Italian racing a Ralt, Daniele Albertin, and Siegfreid Stohr's Trivellato Chevron; Pardini and Schlesser having fallen back as the race wore on.

Thanktully the sun shone for the final and it was favourite Patrick Gaillard who made the best start, the Frenchman leading Stohr, Warwick and Albertin round at the end of the opening lap. As Gaillard made good his getaway, de Angelis started to pick his way through the leading runners, and before very long he was into second place after Stohr had given way to the Italian's Chevron at St. Devote. By this time, Rahal had pitted with bent wish-bones – the result of kerb-hopping – and Albertin had become involved with the second Wolf of Swede Anders Olofsson and had spun to seventh. At almost three-quarters distance de Angelis was ready to make his bid for the lead and, surprisingly, he made it at the Station Hairpin, even though there was no hope that both cars could survive such an attempt at that specific point. Suffice to say, de Angelis drove through on the inside, punting Gaillard's Chevron off into the wall in the process. De Angelis then went on to take his somewhat hollow victory, while Stohr maintained second until the end ahead of a recovered Albertin. Young Dutchman Jan Lammers (Ralt) split the two French drivers, Alain Prost (Martini) and Schlesser in fifth position. Philip Bullman was the best placed Briton, despite severe gearbox trouble in eleventh place, after Warwick had clobbered the wall in the Casino Square.

It is common practice, indeed, some would say, the rule, for winners of this event to find themselves racing in Formula One before very much time has elapsed. De Angelis obviously has close ties with Ferrari, but will Gaillard get the chance that that other "strong performer", Tony Brise got after the 1975 race?

Results of Final

1. E. de Angelis (Chevron B38), 39 min. 31.65 sec. (120.657 k.p.h.); 2. S. Stohr (Chevron B43); 3. D. Albertin (Ralt RT1); 4. A. Prost (Martini Renault MK21B); 5. J. Lammers (Ralt RT1); 6. J-L. Schlesser (Chevron B38); 7. H. Rothengatter (Ralt RT1); 8. G. Pardini (Ralt RT1); 9. P. Theodonne (Chevron B38); 10. P. Bardinon (Martini MK21B); 11. P. Bullman (Chevron B38); 12. A. Olofsson (Wolf Dallara) 23 laps.

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FORMULA TWO ROUND-UP

Although British-built March chassis have dominated the opening rounds of the 1978 European Formula Two Championship, Chevron have also shown well, particularly the Hart-engined car entered by the American Fred Opert for Keijo Rosberg *(below)*. The first two races, at Thruxton and Hockenheim, both fell to the Italian Bruno Giacomelli in his works March-BMW 782 (pictured left in the pits at the Nurburgring), and the Nurburgring race was won by the Brazilian Alex Ribeiro in his March-Hart 782 (pictured above skirting the famous Karrussel bowl). Giacomelli was on pole position for all three races but at the two German events Rosberg was second fastest and the Finn finished a strong second to Ribeiro at the Nurburgring. After nine laps the March and the Chevron were split by just 0.1 sec.



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Formula Two Review

The year of the new young hopefuls

OVER THE YEARS the lesser FIA formulae, like the European Formula Two championship and the various national and international Formula Three championships, have often been referred to as the stepping stones for the Grand Prix stars of tomorrow. How many times have you seen those advertisements inviting you to come and watch the rising Formula One stars of the future battling it out in their formative years? Yet, there is some truth in those lofty claims because, this season in Formula One, the six drivers who finished at the top of the 1977 European Formula Two championship, are all being given a chance to flex their muscles and prove their worth in Grand Prix cars. René Arnoux, Eddie Cheever, Didier Pironi, Riccardo Patrese, Bruno Giacomelli and Keijo Rosberg have paved the way and, as a result of the recognition those young men got from their efforts last season in Formula Two, a whole bunch of new, young-hopefuls have lined up to contest the 1978 championship.

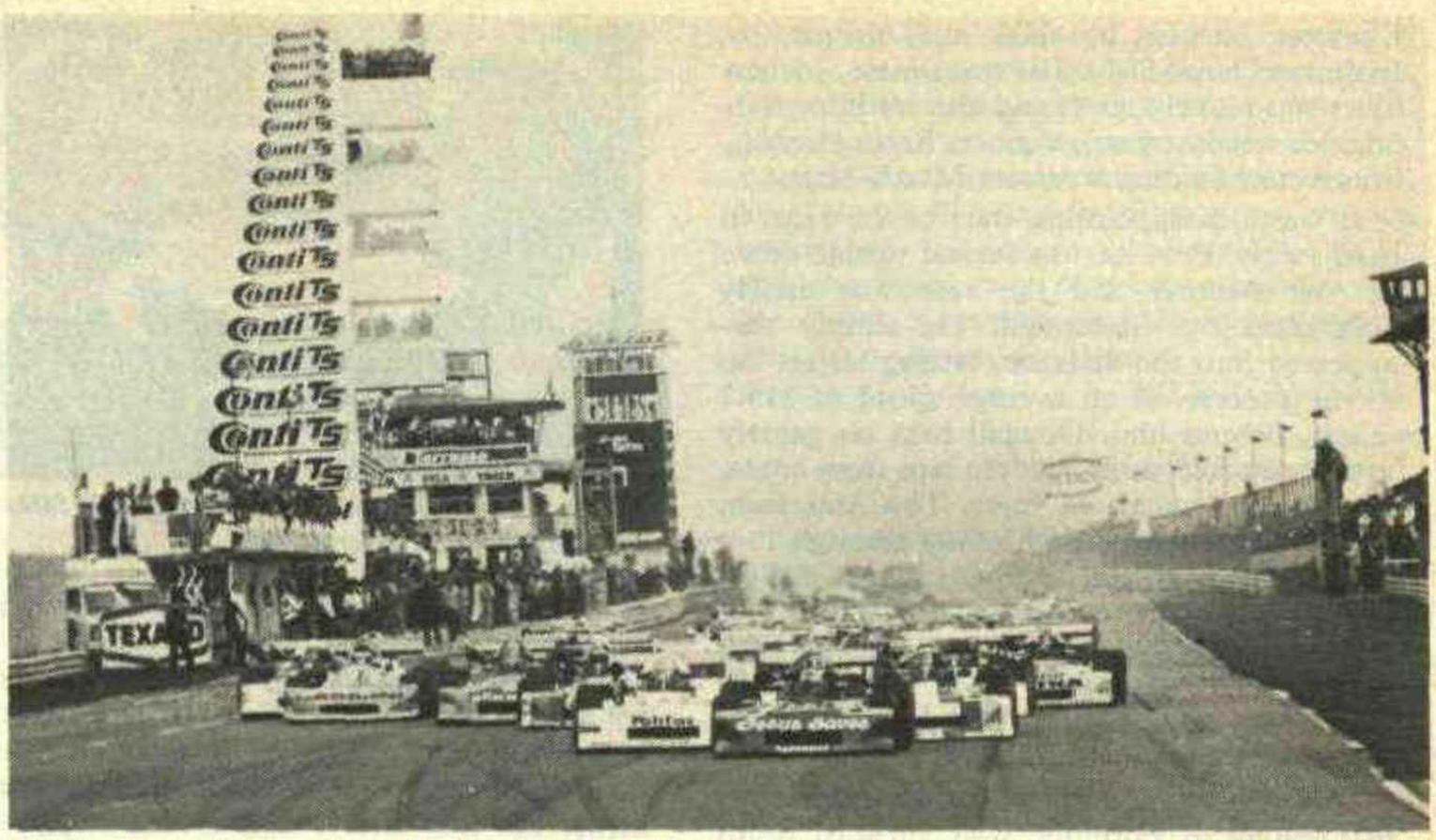
This season marks the end of the long-running French domination of Formula Two so, with Martini and Renault withdrawing to the more commercially viable Formula One arena, the way is clear for a more open competition. Although British support for the championship is still painfully thin, European and South American drivers still clamour to establish themselves in the most fiercely competitive and significant formula outside the dizzy heights of Formula One.

The three races that have kicked off this year's thirteen round series have seen an extension of the March-BMW strength we saw in the 1977 *finale* at Donington. With the French quitting the scene, Robin Herd, at March, and Jochen Neerpasch, at BMW in Munich, have seen the opportunity to re-establish their strong Anglo-Germanic alliance which proved such a force in Formula Two before the French swept in. March and BMW combined to win the European titles, in 1973 with Jean-Pierre Jarier, and in 1974 with Patrick Depailler, and now the three-year French stranglehold is over, the March-BMW partnership again reigns supreme.

At Donington late last year we saw Bruno Giacomelli on pole position in the prototype March 782, which at that time was running without its full-width aerodynamic sidepods. The Italian pounded the opposition into the ground in that English race, including the championship winning Martini Renault team. So, as the French closed the door quietly on a successful run that had seen French-built cars take the title for three straight years, March were already giving notice of their intentions.

The 1978 Championship began with the traditional Easter Monday meeting, organised by those faithful Formula Two supporters at the BARC. The 55-lap was sponsored by the car radio division of Philips Electrical and saw the welcome return of BBC television cameras. A long-running battle between team sponsors and the BBC had been quietly resolved, and the race was screened live.

It was a cold, miserable weekend and few



Ribeiro heads Giacomelli and Cheever into the South Curve at the start of the classic race at the Nurburgring.

teams were fully ready for the start of the season on March 27th. However, one team was prepared, and that was the slick new Polifac March team. Entered as the BMW Junior Team, the factory line-up was an intriguing three-car team. Joining Giacomelli were the Swiss driver, Marc Surer, who had raced his own private March-BMW the previous year and the German Manfred Winkelhock, who amazingly was taking part in his very first single-seater race! Both Surer and Winkelhock had driven Group Five BMW 320 models in the German national saloon car series the previous year.

The rest of the huge entry was bristling with talent but, because of the early start to the year, many of the drivers were struggling to sort new and untried cars and engines. A glance at the line-up gave an indication of the state of play in Formula Two though, and it looks like being a solid March *v.* Chevron season on the chassis front, while the engine battle, now that Renault have withdrawn their V6, is between the German BMW engine and



Ron Dennis with Eddie Cheever.

Brian Hart's alloy-block, 420R, racing engine. Ferrari are still fielding their V6 Dino engine this season in a couple of Chevrons but that particular threat appears to have withered and died. The cars have yet to show any real potential, and certainly haven't got anything like the power they showed off in a couple of Italian races late last year.

The entry numbered 18 Marches, most of them new 782 models, 10 Chevrons, and many of those were the latest B42 model, and, rather surprisingly, there were just three Ralts. Completing the field were Brian Lewis' Boxer, which won the Thruxton race last year, and the smart new French-built AGS which was entered for Richard Dallest and ran with a BMW engine. The BMW brigade numbered 21 cars while there were 10 entries powered by Hart's 305 b.h.p. four-cylinder engine, and those two Ferrari-engined machines. Few teams had time for any technical development on their "customer" cars, indeed the only noteworthy deviation from factory specification was the new March entered for the Italian Piercarlo Necchi. His car was fitted with the long-awaited, short-stroke BMW engine developed by Osella in Italy (92 mm. bore and 75 mm. stroke compared with the factory engines which have an 89 mm. bore and 80 mm. stroke) and it was also running Pirelli P7 radial ply tyres. Everyone else was on the usual Goodyear rubber supplied by Bernie Ecclestone's British-based International Race Tire Service.

Nobody was surprised to see Giacomelli easily fastest after practice, after all he had done thousands of miles in pre-season testing, but the South African Rad Dougall lined up beside him and that did raise a few eyebrows. Dougall, who was a front runner in English Formula Ford 2000 last year, was over half a second slower than the works car in his Toleman Group March-BMW, while third fastest was Surer's works March. The Italian Alberto Colombo was fourth on the grid which incidentally the BARC had changed over to a two-by-two line up rather than those exciting 3-2-3 formation. Former European champion Jean-Pierre Jarier, having opted out of his Formula One drive with the ATS team, was driving for a private French March-BMW team and was fifth quickest and then came the quickest Hart-powered car, the

Chevron backed by ICI and driven by Irishman Derek Daly. His team-mate, Jochen Mass was a lowly tenth and also well down in practice was last year's winner, Brian Henton, who is now fielding a private March-Hart.

It was a disappointing start to the year, in many ways. Practice was turned upside down by wet weather and the race was utterly dominated by Giacomelli. He simply disappeared into the distance, setting fastest lap in the process, at an average speed of 119.7 m.p.h. Behind him, Dougall held on gamely to second place, until, just ten laps from home, he was overhauled by Surer. The American, Eddie Cheever, worked his way through to a fine fourth, in yet another March-BMW. Winkelhock soon settled down to the art of single-seater driving to score a steady fifth placing, and sixth was Daly in the Chevron-Hart. The quickest of the Chevron-Ferraris, driven by Beppe Gabbiani, was seventh.

The Australian Larry Perkins, having his first outing in Formula Two, finished ninth in a Ralt-BMW and Mass, after a troubled race, limped into twelfth place, two laps behind. The last classified finisher, in 18th place and five laps down, was one Giacomo Agostini. Having won fifteen World Championships the Italian has quit bike racing and was having his first single-seater race in a Trivellato Chevron-BMW.

Henton and Jarier both retired with problems and also out of the running was the flying Keke Rosberg in his Opert Chevron-Hart. The Finn only just scraped onto the grid because of the wet weather that disrupted practice, only to go out with engine problems in the early laps.

A fortnight later the massive Hockenheim stadium in Germany rung to the cheers from ten of thousands of German spectators. But, their acclaim wasn't for local hero Mass, he put in another indifferent performance, and it was Giacomelli who took his second straight victory. The tenth anniversary Jim Clark Memorial race again saw Giacomelli on pole position, again a half a second faster than anyone else, only this time it was Rosberg who was alongside. The impressive Chevron driver showed just what the Hart engine was capable of, yet he was the sole Chevron challenger in a sea of wide-bodied Marches.

The Marches of Hoffmann and Henton were on the second row and on the third were Colombo and Jarier. Mass was down in tenth, Daly was eleventh and poor Winkelhock had slumped to midfield. The opposition was quickly catching up on the edge which March had given themselves before the season began. The German race was run in two 20-lap heats and Giacomelli won both of them.

Rosberg beat him into the first corner at the start of the first race but, by the time they reached the first *chicane*, it was the March that had jostled ahead. After that Giacomelli was never headed. The Brazilian Ingo Hoffmann, team-mate to Eddie Cheever in Ron Dennis' BMW Challenge Team, chased him in second place until three-quarter distance then Surer got through, so it was another March 1-2. Jarier also squeezed by Hoffmann in the closing laps so the order in the first heat was Giacomelli, Surer, Jarier and Hoffmann, Then came Colombo and, sixth, was Daly in the Chevron. Rosberg dropped right back with tyre problems and a broken rear wing stay while Cheever and Mass were also having



BMW engine specialist Paul Rosche, left, talks to his boss, Jochen Neerpasch.

problems and finished seventh and eighth respectively.

The second heat was a repeat performance by March and, although Surer was allowed to lead until half distance, Giacomelli then resumed control to lead his young team-mate across the line after a convincing display of force. Jarier, a graded driver and not eligible for championship points, followed the works cars across the line in third place, once again, and Hoffmann was fourth. He was shadowed closely by countryman Alex Ribeiro in his March-Hart. Poor Daly, after bravely hounding the two works cars right up to half distance, was then forced to pit with a broken gear shift, so he was right out of the picture. Mass spun on the first lap and dropped to last but fought his way back up to 11th and Rosberg picked his way up from the back of the pack to be seventh at the flag. The overall result was never in doubt, Giacomelli winning comfortably from Surer, Jarier, Hoffmann, Colombo and Ribeiro; while Giacomelli and Surer shared a new lap record of 1 min. 59.4 sec. After two races Giacomelli had 18 pts., Surer had 12 pts. and the next men, Dougall and Hoffmann, had just 4 pts. It all looked too easy for March and BMW.

The most recent race, at the Nurburgring, was a classic confrontation. The teams were all in much better shape by the time of the April 30th Eifelrennen and the race was the most tense encounter seen in Formula Two for years. In practice Giacomelli took up his customary pole position—he even had enough in hand to sit out most of the final practice—and alongside him on the front row it was again Rosberg. The previous weekend the Finn won a round of the North American Atlantic series in his Opert Chevron and the German race was sandwiched in between testing for his Formula One drive at Monaco the following weekend. Rosberg has set himself a hectic schedule this season yet he seems to thrive on all the travelling and racing. He was fastest on the first day of practice, with an astonishing 7 min. 12.4 sec. round the North circuit. He didn't improve on



Giacomelli gives feed-back to Robin Herd.

the second day and that is when Giacomelli slipped in his even more heartstopping 7 min. 11.5 sec. lap! Cheever was third fastest on 7 min. 12.9 sec. and then came the Brazilians Ribeiro and Hoffmann. In all, there were 35 cars on the grid and the promise of a superb race.

But who could have guessed just how incredible the nine-lap race would be? From the start Ribeiro stormed into the lead, hounded by Giacomelli, Hoffmann, Cheever and Britain's Brian Henton who sliced up from his start on the fourth row. Rosberg, meanwhile, had made a poor choice for his first gear ratios and he was swallowed up by the pack as they swept down to the first corner. As the field disappeared from sight for the first time he was right back in eleventh place but already beginning his recovery.

For the first few laps it was Ribeiro desperately trying to shrug off the challenge of the works Marches in his Hart-engined car. However, by mid-distance, Surer had taken the lead although there was still nothing in it, for he spun and fell back. Then Giacomelli, who had dropped back to third after a mistake, grasped the lead from Ribeiro only to have his BMW engine promptly develop a misfire. As the championship leader limped off towards the pits Rosberg came storming through to join the battle and Cheever snatched the lead briefly. So, as they entered the last few laps Ribeiro, Rosberg and Cheever were scrapping wheel to wheel for the tiniest advantage. They started the last lap virtually line abreast across the front straight and when they reappeared, with the chequered flag in sight the trio were still locked in combat. Ribeiro got the decision, a matter of inches ahead of Rosberg so Cheever had to settle for third, even though he was little more than a length further back again after an exhilarating race. The official results gave Ribeiro the victory—his first in Formula Two—by a tenth of a second and Cheever was half a second behind.

The three were covered by just 0.6 sec. Rosberg set fastest lap on the penultimate lap with a record-shattering 7 min. 17.3 sec. while Ribeiro got second fastest lap with a time just 0.4 sec. slower and immediately leapt to third place in the championship.

It was an amazing motor race. Surer recovered from his spin to salvage fourth place, just 3 sec. ahead of Henton, and Hoffmann took the final championship points with fifth place, a mere 0.6 sec. in front of Colombo's March. Hart-engined cars had taken first and second places, an acute embarrassment to BMW on home ground, and the championship had suddenly taken on a whole new dimension. Ribeiro and Rosberg are two drivers struggling with insufficient commercial sponsorship and it was reassuring to see their teams tackling the works and beating them in what is undoubtedly the toughest race of the championship.

Jarier missed the Nurburgring. He said that as a Grand Prix driver he wouldn't race there but his absence didn't detract from a fine race. There were plenty of young chargers only too willing to take on the challenge. Jochen Mass had another dispirited drive and took a distant eighth while Daly retired with clutch failure, although he wasn't doing well either. Agostini after his cautious debut at Thruxton, failed to qualify at Hockenheim, and finished 18th at the Nurburgring.—M.T.

Letters from Readers

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

Hooray for Real Road Racing!

Sir,

Hip, hip hooray for D.S.J.! His Reflections in a Side Street (MOTOR SPORT, May) ought to be made compulsory reading for everybody whoever felt a twinge of emotion, experienced a moment of curiosity, or even got interested in anti-septic slot racers. They always looked exciting at Monaco; now we know that they can be really exciting at Long Beach. It's time all the spectators started baying for real street racing; then maybe the sponsors would start demanding something better than plastic PR shows and we'd get some real ROAD racing! If a bagful of dollars can call the tune, how about flinging a few more Marks in the Ring? Starting donations for Donington? Or badgering the Brummies for their Bull-ring? Woodcote was wonderful, but there's nothing worse that today's Silverstone chicanery.

So advertisers be warned, if you don't listen to the likes of D.S.J. we'll all be saving our money to Laker off to Long Beach.

Peacehaven CHRIS HARVEY

Spit and Polish

Sir,

You refer, in the May issue, to the forthcoming Town and Country Motoring Festival, which, at first sight, appears to have the makings of a very nice affair and to provide the opportunity for some of we poverty-stricken enthusiasts to win a little hard cash.

However, whilst the event will doubtless attract a number of extremely *clean* cars, it is unlikely to attract many *interesting* ones, because, despite the publicity, it is *not* a concours d'elegance but a concours de spit and polish, or concours d'etat if you prefer it.

I have the regulations before me and, out of the possible marks of 100, 20 are awarded for originality, 20 for cleanliness of engine, 20 for cleanliness of chassis, 20 for cleanliness of interior and 20 for cleanliness of exterior. Not a mention of "elegance", beauty of line, or historical interest.

This seems to me to be a great pity as the winner will be the car which left the paint shop the day before, whilst still probably being the ugliest, most ill-designed and commonest bread-and-butter car in existence.

This is possibly not the intention of the organisers, and there may well be time to correct it because, as the regulations stand, I feel that it will provide an extremely dull collection of tin-ware. I am all for keeping cars clean and presentable but, much as I love my cars, I see little virtue in polishing underneath the sump and wings.

Meysey Hampton E. D. WOOLLEY

When the Left Hand ...

Sir,

Your correspondent Mr. Bigg queries why the mad Englishman drives on the left whilst most of the rest of the world chooses to drive on the right. He also queries which system has the more acceptable origin.

Surely, driving on the left has its origins in the fact that two horsemen, or pedestrians for that matter, would normally approach each other so that they could, if friendly, shake hands without getting knotted up. Even more important, if they were not friendly, it would be the only way in which a couple of normally righthanded could indulge in a little sword-play. It would be very difficult to make a neat job of sticking your sword through an opponent's stomach if he was to the left of you.

What I think is equally interesting is why the continentals still built only right-hand steering cars when they insisted on *driving* on the right. Prior to the twenties hardly any continental cars at all were left-hand steering and I believe that Bugatti never did build a left-hand steering car, nor did Lancia until after the second war.

Having the steering wheel on the same side as you drive has every advantage except for the insurmountable snag of not being able to see when overtaking until you are well out into the road. The driver steps out straight onto the pavement, the average driver might manage to park within three or four feet of the kerb without trouble, and the driver would suffer less injury, albeit at the expense of the passenger, in the event of a head on crash.

A rather coarse friend of mine suggested that the Continentals persevered with right-hand steering as it allowed the driver to spit into the gutter. I cannot vouch for this but it may be significant that the changeover to left-hand steering coincided with the increased popularity of the closed car.

Meysey Hampton E. D. WOOLLEY

Muddled MG Memories

Sir,

If I may say so, John B. Perrett's memories of Abingdon ("An Engineer Remembers", May issue) seem to have faded somewhat.

The projected S-type of 1935 was not a 3-litre sports car but an 1,100 c.c. single-seater racing car – a scaled-up R-type, in fact, intended to replace the K3 Magnette, and possibly to be increased to 1,500 c.c. to regain the position that MG's had lost to ERA. The designer of the R-type, H. N. Charles, was well aware of the roll problem, and his future plans were described in detail in my book, *The Story of the MG Sports Car*, published in 1972. The large sports car Mr. Perrett refers to must be, I think, a rather ghastly experiment known at Abingdon as the *Queen Mary* because of its size and general unwieldiness. It was never taken very seriously, and I don't think it even lasted long enough to acquire an experimental project number.

Mr. Perrett is even more muddled about the subsequent production cars. The S-type or SA-type which actually materialised was of course the MG Two-litre, not the 2.6-litre, which came almost three years later (in 1938) and was known as the WA. It had absolutely no connection with the Morris Isis, either; Mr. Perrett must be thinking vaguely of the MG 18/80 of late 1928, which had a 2,468 c.c. engine similar but by no means identical to that of the later Isis. The SA, although always known as the Two-litre, had a 2,062 c.c. engine (actually that of the Wolseley Super Six) in prototype form, went into production with a 2,288 c.c. unit, and was later enlarged to 2,322 c.c.

There is no real difference between S-type and SA-type as a model designation. Previously, new models had been dubbed A, B, C, D-type and so on, but when the N-type Magnette became the NB and the P-type Midget became the PB, Abingdon started calling new models RA, SA, VA, and WA in the expectation of producing RB, SB, VB and WB models which never, in fact, materialised. Incidentally, owners of TA, TB, TC and later models must have been startled to read Mr. Perrett's assertion that the Midget became defunct in the middle Thirties.

Chichester, Sussex F. WILSON McCOMB

"An Engineer Remembers"

Sir,

What a marvellous picture John Perrett conjures up in his article "An Engineer Remembers" on the goings-on at Brooklands between the wars. He mentions John Cobb, and if there was a man who was underestimated and unappreciated, this was the man.

When you think that Cobb took the land speed record to 369 m.p.h. in 1939 and pushed it up in 1947 to 394 m.p.h., he received very little credit for those stupendous runs, or recognition. And yet in the light of the fact that in 1964, a whole 17 years later, Donald Campbell with a million pound gas turbined Bluebird only managed another measly 9 m.p.h. up to 403 m.p.h. in Australia, the Cobb effort deserves much more publicity.

What an incredible car that Railton-Napier Special must have been, and yet where is it languishing today, without doubt the finest land speed record car ever built (?) in a little-known Birmingham museum. I have been in touch with the National Motor Museum at Beaulieu and asked whether it would be possible for this magnificent machine to be transferred to Beaulieu so it would be put where the largest amount of people could see it. They replied that they only had persuasion, but as I write this some considerable time later, it obviously wasn't enough. Perhaps through the pages of MOTOR SPORT, those with influence could perhaps loan it to the National Motor Museum and something from there could be sent to the Birmingham museum.

Summing up, the omission of the Railton-Napier from the display so beautifully set up at Beaulieu of these land speed record machines is little short of tragic, like a crown with the pinnacle jewel missing.

London SW1 W. D. BARBUT

Supporting the Monte Carlo

Sir,

May I endorse – and add a little to – Peter Mann's letter supporting the Lancia Beta Monte-Carlo (April 78)?

Warned by your excellent Road Report on this car I have always treated the brakes with great respect in wet weather and have had a couple of heart-stopping moments when it was new. I have now completed 5,000 miles and it would appear that air has entered the hydraulic system somehow as the pedal is slightly "spongy" but the front wheels are far less prone to locking in the wet. I do not for a moment suggest the introduction of air into the brake line as a cure but I do think the remedy may lie in using harder brake pads on the front wheels which I hope to obtain before too long.

Apart from the brakes my main objections to the car were excessive noise and the close proximity of brake and accelerator pedals. Happily both can be vastly improved. With a bit of dismantling it is possible to lay bare the engine bulkhead and to clothe it with modern sound-proofing materials which make a world of

difference. The accelerator pedal is, in fact, a dummy, operating a slave pedal beneath it and it is a simple operation to remove the former, straighten it in a vice which in effect moves it one inch to the right and replace it with a small connection to the link connecting it to the dummy pedal below.

For good measure I have fitted a classic woodrim wheel – which all Italian exotica should have anyway – and I can actually read the speedometer and sit at a comfortable distance from the pedals too.

So, as the advertisement says, I have a car that is very fast, very beautiful and it's as quiet as any sports car I have driven recently. My third Lancia, starting with the remarkable Fulvia, following with the 1600 Beta Coupe – and by far the best. I wouldn't part with it.

Dedham J. A. LINDSAY

Where have all the old cars gone?

Sir,

Returning to the U.K. for an Easter vacation, I resurrected my 1935 Morris Eight tourer and in the course of 1,200 rather wet and windy miles between Kent and Yorkshire I saw only THREE old cars on the roads – a series-E Morris, a late 'forties Lea-Francis estate-car, and a Jowett Javelin. What has happened to all those Austin Tens, Rubies, M.G.s, Triumph Roadsters, Renowns, Mayflowers and pre-war Morrises that used to abound?

I certainly hope to see many more old cars in use this summer during my next vacation when, you may be sure, I shall once again be driving my trusty Morris tourer.

Tehran, Iran G. C. OSBORN

(But I expect you saw some aged Ford Prefects and Populars faithfully serving their owners? – Ed.)

1930s Triumphs

Sir,

I was interested to read the recent letters regarding the Triumph Southern Cross, but feel that some people have become confused over the various Triumph models of the '30s.

Some years ago, I was the second owner of a 1934 (October 31) four-seater tourer, with 17 gallon slab tank and twin spare wheels. The engine was a 1,232 c.c. IOE engine "built by Triumph under licence from Coventry Climax" according to the legend on the engine plate. The original owner of the car – Jack Howarth, late of Sale, Cheshire and Isle of Man had purchased the car new and referred to it as a "Monte Carlo". It was one of six built in '34 when Donald Healey was with Triumphs, bore the body plate "G10 COMP. TOURER No 5" and was used by Jack in British rallies before the war – registered AJX 7 until 1958 when we re-registered it 217 EMA. (Anyone know her now?).

From the Monte Carlo a long-swept tail Vitesse was developed, and also the *two* seater Southern Cross using the same four cylinder unit. Later in 1935 a 6 cylinder 1,500 c.c. engine was introduced and this found its way into the four seaters though not as far as I can tell into the Southern Cross. Later still the flat radiator gave way to a rather ugly chrome affair on the Vitesse saloons.

It would seem wrong therefore to refer to any 34/35 Triumph tourer as a Southern Cross or a Monte Carlo, as only six Montes were built, and only the two seater was a Southern Cross. Presumably all other four seaters should be Gloria Tourers or Gloria Vitesses.

Incidentally, the Cheshire Police used the Southern Cross for a while, so presumably they were not considered sluggards. My own Monte Carlo once managed to reach 6,000 r.p.m. in top which, worked out on my slide rule, equated to 94 m.p.h., but that was in the 1960s, and doubtless better fuel etc. have helped increase performance from the claimed 88 m.p.h. maximum of its debut.

Apologies for taking so much space, but I wanted to try to put the record straight.

Romford R. J. DOVE

Reefers

Sir,

Your comments (February issue) and Dr. Elliot-Pyle's letter (March issue) regarding the Reliant Kitten are of interest and much in line with our experience in Seychelles. The local Avis Licensee, with whom we are associated, now operates 25 recreational type vehicles called Reef Cubs, which are based on a Kitten KD kit. The initial objective was to find a replacement for the Leyland Moke, now sourced from Australia and whose major deficiencies are rusting, no lockable boot and a high maintenance factor.



The Reef Cub.

The Reef Cub is designed by ex-Reliant employee John Crosthwaite, who assembles the units in Lichfield. The body in fibreglass is both functional and aesthetic. The first vehicle was imported in July 1976 and they have all proved remarkably reliable. Fuel consumption is in the upper 40's despite mountainous roads and tyre life has averaged a 40% improvement on the Leyland Moke.

Mahe, Seychelles M. C. KING-HARMAN

A Ford Triumph?

Sir,

We in South Africa hear and read much about the continuing problems besetting British Leyland, so it was with much interest that I read the sub-heading on page 44 (January) – "Another Triumph for Ford" –. Could this be the start of a determined sales drive to sell BL products to a rival manufacturer, I thought?

On reading the article I decided that this was not the case!! However, an interesting thought for the marketing hot-shots at BL to consider, *n'est-ce pas?*

The usual thanks for an excellent magazine.

Cape Town, SA JOHN EDGE

Made in England

Sir,

I read with interest Mr. Thorne's letter in April's MOTOR SPORT.

I am pleased to say that my car proudly proclaims "Daimler, England" on its front. This car, a 1964 SP250, has given me 5 years of enjoyable motoring, open air in the Summer and with a hard top on in Winter. The GRP body is, of course, rust free, the chassis is substantial and causes no worry whilst no less an authority than W.B. in the May 1961 issue described the engine "extremely quiet and smooth which it is a delight to sit behind".

Now 14 years and almost 100,000 miles old I consider it an excellent example of what "Made in England" used to mean in terms of quality and workmanship.

Thank you for your most enjoyable magazine which makes the first of the month a day to look forward to.

Wickford, Essex G. E. OVERY

"B" converted

Sir,

Your recent correspondence about the most popular real sports car in the world, *i.e.* the MG-B (I don't consider a car is a sports car unless it is a convertible), has prompted me to write to back up your previous supporters of the car.

The following may be of particular interest to your readers who hanker after the "B" in particular and convertibles in general, but feel that family life has precluded such an exciting venture.

I am now nearly 39 and on my third "B" since 1970 (having had 2 Midgets between 1965 and 1970). My present "B" is a 1975 model (last of the chrome bumpers type) and if asked "why an MG-B?", I reply, What other car at the price gives you:

(a) Convertibility (fresh air, sun tan and hay fever).
(b) a maximum speed of 106 m.p.h.
(c) 0-60 m.p.h. of 11.5 secs.
(d) good and safe handling.
(e) six forward gears (with overdrive) gives 70 m.p.h. at 3,125 r.p.m.
(f) average m.p.g. since new 31.48 (30,000 miles).
(g) holiday m.p.g. of 36.1 for 1,000 miles last summer (Suffolk).
(h) Well proven design (16 years of production has helped to iron out most of the bugs).
(i) Low depreciation compared to saloons.
(j) British.
(k) Room for the family (wife and 2 children aged 6 and 3).

The last of these points often causes some surprise if not hilarity to people seeing us drive off on holiday. The front passenger seat is slid fully forward (which still gives as much room in the front as many saloons give with their seats fully back), and this gives a fair amount of room for the kids who sit strapped in on the rear ledge. The elder lad is 4 ft. 1 in. tall and the younger one is 3 ft. 6 in. and they both love going in the "B" especially with the hood down.

I have a boot rack which will take two full-sized suit cases and the boot takes a large holdall and sundry other items. When the younger lad was 10 months old, we took the above luggage plus a Buggy push chair, a large carry-cot (sides concertina) and transporter (wheels removed for journey) and a nappy pail (empty) and buckets and spades etc. Also, I'm 6 ft. and my wife is 5 ft. 8 in. so we are not midgets.

I have constructed perspex side windows which slot into the tonneau rail holes and these bridge the gaps between the door windows and the folded down hood.

I've also made supports for the hood frame which I can use to prop the hood up about 1 ft. 6 in. to reduce backdraught depending on the weather.

Taking all the above into account, I often wonder why everyone doesn't drive a "B" – mind you, we've also got a Maxi which we use when we haven't got too much luggage!

Wirral R. P. McBRIDE

The Pitfalls of Used Exotica

Sir,

The recent road test by C.R. concerned with the current Porsche 911 SC Sport evoked once again the desirability of owning such a piece of exotica.

Like I imagine 99% of your readers, the possibility of owning such a machine in anything like new condition could only come about by "Ernie" being at his most generous towards me.

However, impecunity is a relative term and like many other enthusiasts one expects to have perhaps £5,000 to spend on the next car.

I am sure many enthusiasts like myself would, through your columns, be very interested to learn from the experiences of others who have taken the plunge and discovered the pitfalls – and joys? –of buying such cars as the Porsche 911 series, Alfa Montreal, Mercedes 230SL but with perhaps 60,000+ miles on the odometer.

With sincere appreciation for 22 years' excellent reading.

Reading M. J. JENNINGS

A Bentley Log Book Saga

Sir,

I am prompted to write to you following my sad experiences with my local Motor Taxation Office after requesting the re-issue of an original log book for my 1930 4½-litre Bentley.

I purchased the car in a very incomplete state, with no log book available, in August 1975 and have since acquired all but a few of the parts required to restore the car as a replica of one of the short chassis team cars.

After a careful examination by the Chief Assistant at the Worcester office, I was informed that a duplicate log book would not be issued because the original coachwork happened to be a Freestone and Webb saloon which would have borne no resemblance to the partly original touring four-seater body I have rebuilt.

Despite an extended argument with these people, they remain adamant that they will not issue a log book. Admittedly there is still a lot of work to be done in re-assembling the car, but as the rightful and lawful owner of the vehicle I feel I should be entitled to a log book and equally entitled to fit what bodywork I choose.

I have emphasised to them, in a reply to their letter, that the coachwork on such cars as the Bentley were made to the customer's wishes, were not an integral part of the running gear and consequently were often chopped and changed in subsequent years. The Motor Taxation Office chose to ignore that letter.

It makes me angry and disappointed that while the hooligans of this country are treated with a consideration they rarely deserve, healthy enterprise is crushed by the small-mindedness of our parochial bureaucrats. My advice to Vintage owners, living in the Worcester area, having log book problems, is to either sell your car or move; and if you've any sense you will do the latter.

London SE1 TIMOTHY HOULDING

(More bureaucratic nonsense! Can anybody offer advice to Mr. Houlding, particularly BDC members? –Ed.)

More DVLC Anomalies

Sir,

Two further anomalies to add to those listed in your very restrained editorial about Swansea DVLC. At the time we were scheduled to have "easily obtainable" licences it became an absolute offence not to display a current licence. The former never came but the offence stayed absolute. Bad law – breeds evasion. The second anomaly compounds the first. For certain new licences you have to detach your licence from vehicle and proceed to local (main) PO, but worst of all, for an "exchange licence", if you live in Greater London you have to send the current licence by post to your friendly local office in Dundee! (*All* postal applications from this area involving changes in registration data have to go North!)

Chelmsford J. COURTIS

Winding Wheels

Sir,

I was surprised and delighted to see "one of our wheels" featured in your "Parry Thomas" Day, May issue. I thought you might like to know that the wheel is one of the two winding wheels formerly at Gresford Colliery (now closed), near Wrexham, being the one at the top of the Martin Shaft. Gresford Colliery had one of the worst disasters in the history of coal mining in the UK, when in 1934 262 men were killed below ground. Our wheel was re-erected by four local unemployed young boys and a supervisor on a Job Creation Programme and we are all very proud of it.

I have read your publication for many years and thoroughly enjoy it. I do not share your *seemingly acute obsession with a certain German* made motor but I am keen on another. My two motoring mad moments were, one to sell a 1964 Porsche 356C in 1971 for £450, the other to buy a Triumph Stag which developed serious crankshaft problems at 13,000 miles. Currently I run a Peugeot 504 Family Estate Automatic although we do have a "quickie" by way of a Dolomite Sprint which has given no trouble at all since we had it in 1974, and an ever reliable Morris 1000. Why don't BL make it again, especially the Traveller.

Can't get over being in your magazine. Thanks again.

Bwlchgwn, N. Wales G. STANLEY
The Geological Museum
of North Wales

A Five-Star Problem

Sir,

A problem has now just arisen in my area, regarding top grade petrol, now Shell are dropping their five-star. It's true my Marina TC would be classed as average amongst performance cars and should be able to run on four-star fuel (badly though). I tried for several weeks when the car was first obtained: a good class garage and a main area dealer couldn't tune the car to stop pinking and running-on to a dangerous degree on four-star. So before changing the car because of disappointment with its behaviour, I went over to five-star fuel.

"Eureka!" The car hasn't pinked since, even when taking a few liberties, running-on has been cut down by 75% app. and through gear performance has seemed a lot sharper – 10,000 extremely happy miles of motoring later Shell do this to me. One tank full and I'm back where I started. I would naturally think there was something amiss with my particular motor, but alas I am not alone over here.

As high grade fuel has been hard to get when touring, other readers must surely have faced this problem before now.

So please, I would welcome any constructive ideas or advice on this subject, as it does seem to me to be the *coup-de-grace* of performance motoring in this country unless manufacturers go back to big, long-stroke engines.

Dunmow CHRISTOPHER G. CLARKE

State Hotels

Sir,

I think you were partially misinformed about the ownership of the County and Station Hotel, Carlisle (V-E-V Miscellany, May). Neither that hotel nor the adjacent County Wine store nor the Crown and Mitre hotels were ever owned by the Carlisle and District State Management scheme. The classes who used them were considered to be better behaved and not in need of supervision by the State when they imbibed!

Actually pubs and State managed hotels like the Central hotel Carlisle and Crown hotel Wetheral were all well run and supervised; all being spotlessly clean.

The County and Station hotel has now been extensively modernised and is known as the Cumbrian Hotel.

You are no doubt aware that the State management scheme was brought about under the terms of the Defence of the Realm Act in the First World War as a consequence of extensive inebriation in the Carlisle and Gretna areas at that time. By standards of that time relatively high wages were paid to workers in the munitions factories. The goodies spent their money on pianos and the baddies on booze – whisky was very cheap!

Macclesfield PHILIP RAMBANT

P.S. The managers appointed to run the pubs had an obligation to refuse sales if they thought a client had had enough. They also received a commission on the sale of soft drinks!

Jensen Happenings

Sir,

I am writing on behalf of our club and as Events Secretary to ask you if you would be good enough to include in your June issue that the Jensen Owners Club will be holding its National Day and *Concours d'Elegance* at Woburn Abbey on June 18th, and hope that all members and non-members interested in cars made by Jensens will come to see our display of our best cars of all models made.

I have been an avid reader of your excellent magazine since a young lad starting work at AFN in 1943. Many years ago, and the article by John Perrett brought back some memories. Pity he did not tell all the stories. If you are interested, Nel Ledger, who was the Foreman at AFN for more years than I can remember, has written in the Porsche Owners Magazine a look back over his life at Nashes. It is very interesting and something different from the usual. Well worth printing.

May I say again, thanks for many years of interesting reading and hope for many more. For your interest I own a *concours* FF Mk. II 1970 which of all the many different types of cars I have driven always comes out my number ONE.

Bedfont NORMAN LONG
Events Secretary,
Jensen Owners Club

TAILPIECE



We've heard of zebra crossings, But . . .
(Photograph by J. E. R. Vaughan)

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FOR SALE–continued

SUNBEAM TIGER – 1965, guaranteed one owner 57,000. White hard/soft top. Poulton (Glos.) 280. (12818

RARE OPPORTUNITY not to be missed. Reluctantly for sale a superb 1928 4½-litre Bentley Le Mans replica. Completely restored over the last 5 years. Concours winner. Substantial offers required. Replies to Box No. 5757. (12822

JAGUAR 420G, 1970. Sable coachwork, tan leather upholstery, auto/power, one owner, 40,000 miles, beautiful example, £985. 01-455 9852. (12819

XJS, 1976, manual, one owner, low mileage, tints, fridge, stereo, etc. Magnificent example. £8,750. 01-455 7275. (12819

TVR 3000M, Martin 1, Nov. 76, 5,000 miles, sunroof, Wolfrace wheels, Blaupunkt radio, overdrive, £4,000. Phone Gt. Yarmouth 750602. (12824

MG-B GT, 1975. Immaculate condition throughout. Overdrive, Radiomobile, H.R.W. Taxed, servo, chrome bumpers, £2,125 o.n.o. Bristol 311621. (12825

MG-B ROADSTER, 1972 "L" O/drive, white, taxed and MoT, 8 track, P.B. Radiomobile, £1,200 o.n.o. HP/PX, Stamford, Lincs. 0780-4312. (12826

LAGONDA, RARE 1923 11.9. Previous Concours winner. Car has been rebuilt over past 2½ years with original parts, refurbished as new. Beautiful tourer with dickey. £6,000 o.n.o. Bicester 43251. (12827

1958 TD MG in excellent order, £3,000. Tel. Bosbury 674. (12531

1950 XK150 F.H.C. special equipment model, chromed wire wheels, now approaching the end of a two-year rebuild. Absolutely immaculate. 0222 751081. (12728

1954 MORRIS Oxford side valve series. Needs slight attention to bodywork. Mechanics good. 4 owners from new. Old log book with car. No sensible offer refused. 051-608 4680. (21647

BMW 2002 Cabriolet, June 1975, Golf yellow, black check interior, 19,000 miles, Mag. wheels, stereo, always garaged, condition as new, £3,900. Tel. 01-935 6286. (11903

MG-A TWIN-CAM FHC, MoTd March '79. New exhaust, brakes, recent general overhaul. Tel: Nutfield Ridge 3269. (11676

BENTLEY SI, 1956, nearing completion of £3,000 professional restoration. Will sell or PX for D86 etc. Offers, Tel. Ashton Keynes 518. (12721

ASTON MARTIN, DB Mk. 3, 1959, Special series engine, overdrive, fiesta red with white/fawn interior. Restored, probably the best available. Offers over £6,000. Mitchell, Haddenham (0844) 291373. (11677

STANDARD FLYING 12, CD model, 1948, MoT, taxed, good condition throughout. New exhaust, tyres, 62,000 from new. £500 o.n.o. Wife's car, used every day transport. Tel. St. Day 821020. (12716

1934 AUSTIN 7 Box Saloon. Rebuilt, rechromed, taxed and MoT. For sale or exchange for 1.1L Fiesta. Telephone Workington 0900 3518. (12714

1933 RILEY Monaco for restoration. Complete, original, plus spare engine. £650 o.n.o. Tunbridge Wells 27869. (12717

AUSTIN RUBY, 1937. Professionally restored and re-upholstered. Uses no oil. In excellent order. Curtis, The Garden House, Hungerford, Berks. Tel. 3506. (12712

MG-B ROADSTER, "M" registered. Teal blue, overdrive, wires, radio, 30,000 miles, excellent condition. £1,550. Ottery St. Mary 3860. (12713

GAMECOCK OPEN 2-seater Riley, 1932, metal sprayed rolling chassis with rebuilt 1½-litre engine and rebuilt original 9 engine. Body needs rebuild. Tons of spares including new supercharger. What offers? Ponteland 25781. (12718

OPEL MANTA 1.9, 1975, white, low mileage, excellent condition, MoT. Finance can be arranged. £1,760. Kidderminster 700710. (12722

1938 MORRIS 4 seater Tourer. £580 o.n.o. Requires restoration. Tel. 074788 671 (Wilts.) away from 7th to 21st. (12719

MG YB SALOON, 1952. Black, very good condition, new head lining, taxed, MoT. £1,000 o.n.o. Tel. Bingley 3156 (STD 097 66). (12725

JENSEN-HEALEY, 1974. Only 17,000 miles from new. Ideal investment, potential classic car. £2,390 o.n.o. Chester-le-St. 883516. (12723

MG-B 1975(N) Tourer. Overdrive, cassette, Rostyles, 34,000 miles, tax and MoT. £1,750. Tel. Cardiff 761774. (12724

FERRARI 275 GTS. Superb condition throughout. Substantial offers only. Box No. 5759. (12726

1969 ASTON MARTIN DBS6. 66,000 miles, manual, tobacco leaf brown, 8 track stereo, special number plate. Very good condition. Offers around £3,500. 01-580 3324. (13112

MG TC, 1948. Rebuilt and in excellent condition throughout. Red with black trim. £3,425. Tel. Bishop's Stortford 54226. (13023

MINI-COOPER S, F reg., red, usual S extras plus for £550. Phone Eckington (Derbyshire) 4658 after 5 p.m. midweek. (13111

MG-C GT. Genuine low mileage. Recently resprayed damask red ; new doors and sills. New king pins. Wire wheels, Radiomobile. Taxed, new MoT. Looks superb. Reluctant sale at £1,250 o.n.o. Ring 01-650 3762 (Beckenham, Kent) evenings. (13022

SILVER WRAITH: 1954 Freestone and Webb touring limousine, chassis DLW 44. 1954 Earls Court Show Car. Pictured in Daltons' "Elegance Continues" page 54. Excellent overall condition. This car has been involved in a banking action and must be sold. $22,500.00 or sensible offer. If you've ever wanted a magnificent Silver Wraith, this is your chance. It will be sold. Shipping arranged. R. Gentile, Route 2 Box 65, Olathe, Kansas 66061 U.S.A. (67436

FOR SALE–continued

SPITFIRE, 1970, 1,296 c.c., overdrive, hard top, soft top (new). MoT to Feb. 1979. 62,000 miles. £750 o.n.o. Phone Penzance 3249. (12935

ALFA ROMEO Alfetta 1800. Reg. EDN 2. Guaranteed genuine 32,000 miles. 1974. Radio/cassette. Cadulac undersealing. Electric aerial. Velour upholstery. Immaculate £1,795. Telephone Brentwood 811359. (12936

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ASTON DB5, 1965. Outstandingly beautiful example. Recent extensive specialist professional overhaul of mechanics, trim and body. Black over Dubonnet coachwork, black trim, new Dubonnet carpets, sunroof. £3,650. Tel. Yelverton (Devon) 2695. Can also be seen London area. (12939

LOTUS ESPRIT, 1976, yellow with tartan trim, low mileage, service history. Truly a beautiful car. £6,000. Gravesend 65488. (12940

FOR SALE MG PB, 1935. In excellent running condition, many spare parts available. Write P.O. Box 339, Wassenaar, Holland or phone 175116018 Holland. (12942

MG TF, 1954. Very good condition, requires good home. £3,500 o.v.n.o. Harris, Luton 21838. (12941

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COSTELLO MG-B V8 Roadster, 1972. One owner, 32,000 miles, Ziebart from new. ZF limited slip. £1,850. Tel. 0433 30341. (12997

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AUSTIN HEALEY, 3000 Mk. III, 1967 BJ8 Series. Left hand drive. Red with black interior. New top, carpets, lacquer, chrome and suspension. No rust. Fitted with new Pirellis. An outstanding motor car in quite original condition never having been abused. 47,000 miles. $7,500.00 (U.S.) F.O.B. port of embarkation. Shipping arranged. This is your opportunity to acquire a delightful motor car with cheap American Dollars. R. Gentile, Route 2 Box 65, Olathe, Kansas 66061 U.S.A. (67436

JAGUAR E-TYPE V-12 Roadster, May 1974, 26,000 miles, manual. Wire wheels, red with beige interior and hardtop. A superb stored classic. Telephone Crick 823137, Rugby 73275. (13113

MARCOS 1600 refurbished, resprayed and engine rebuilt, wire wheels, sunroof, £1,750 o.n.o. Tel. Chelt. (0242) 602359. (13026

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DAIMLER CONSORT, 1952. Good running order, MoT, taxed, lots of spares. Sensible offers invited. For details Tel. 0823 412557 after 6 p.m. (13160

1962 MERCEDES 300SL Roadster with coupé top. Excellent condition. 85,000 km. Silver grey. Saul, 01-727 7500. (13161

3000 GT CAPRI, "H" registered, taxed and MoT. Recent new tyres/clutch, exhaust system/gearbox overhaul. Red body, black vinyl roof. Looks good, goes well. Offers around £1,000. Tel. Hastings 434983. (13162

ROVER 100, 1961, one owner. Bought new by doctor on retirement, too large for widow. V.g.c. MoT due April 1979. Mileage 41,106. Regularly and meticulously maintained. Original tool kit etc. as new. Rush green. Closest inspection welcomed. Realistic offers please. Box No. 5763. (13164

JAGUAR XK150 FHC, 1958. Dark blue. Excellent body and mechanics. New wheels, tyres, interior tank, springs, shockers, etc. Laid up 10 years. Recent respray, re-chrome. Best offers around £6,000. Yoxall (0543) 472022. (13208

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FOR SALE – 1972 E-Type V23 2+2. White, newly painted, red leather interior, stereo tape deck. Have spent over £2,500 fixing it up. £3,750. Home Farm, Kemnay, Aberdeenshire. Tel. 2331. (13114

PEUGEOT 504 Convertible, beautiful condition, very rare, stereo, 39,000 miles, ice blue/black interior. £3,250. 01-584 9621. (13157

ESCORT 1300XL Auto, 19,000, M reg. Perfect condition, extras, MoT, 9 month guarantee, £1,075. West Drayton 49360. (13158

1951 TRIUMPH Renown, complete original, good condition throughout. Ideal restoration. Realistic offers, Valentine, High St., Wellingore, Lincoln. Phone Lincoln 810634. (13159

FERRARI 330 GTC, 1967 LHD, Metallic blue/black, excellent condition, $15,000. Geneva, Switz. 022 52 19 40. (67468

1913 MODEL-T Ford. LHD, four-door tourer. Ex museum condition. Telephone Christchurch 5222. (13212

SUNBEAM ALPINE Series V GT, 1968. In superb original condition, having covered only 19,000 miles from new. Full service history available. Polar white with steel hardtop. Overdrive. A practical investment at £995 o.n.o. Tel. Nottingham 256326. (13211

E-TYPE 4.2 1970 F.H.C. cwn. radio, white, £1,000 just spent mechanically and bodily superb, 69,000 miles, £2,500. Also 1968 240 Jaguar, 53,000 miles, auto. Superb original condition, no rust. £300 spent on tyres, exhaust and brakes, £1,200. Both cars maintained to a very high standard. Ring 0348 872261 for more information. (13207

LOTUS ELITE, 1962, 1,265 c.c. White/black interior (Bristol body), ZF box, original bumpers, racing filler cap. Engine/body are both in superb condition. Tel: 068481 387. (13206

MINI 1275 Special "S" Supercover, 4,000, every conceivable extra, black, cream, £3,100 o.n.o. Nottingham 201566. (13216

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E TYPE Roadster, 1965, 4.2, partially restored including new steel bonnet, doors and sills. Mechanically very good, unused three years. Sell £1,200 or exchange Lotus 7 or Elan. Stafford 822440. (13485

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BENTLEY S2 Continental Convertible. Recently had a new hood, retrim and engine rebuild, still running in. The coachwork is in midnight blue with contrasting grey hide trim and carpets. £10,500. Bourne End (06285) 20300 Bucks. (13488

DATSUN 260Z 2+2, October 1974, Metallic blue, taxed, 48,000 miles, £2,675. Farnham, Surrey 25316, evenings. (13489

MG-C GT. White, G reg., o/d, w/w, HRW, Koni rear s/a, complete respray 1 year ago. Radio. New clutch, u/j etc. MoT. Midhurst, Sussex 2923. (13490

JAGUAR 240, 1967, B.R.G. Lack of space and time forces sale. Offers Bill Dick, Meltham (0484 851387) (Yorkshire). (13492

ASTON MARTIN DB6 Mark II, 1970, flared wheel arch model. Tinted electric windows, chrome wire wheels, nice example, investment. £5,000. Dorking 2252 (Surrey). (13495

VOLANTE DB6 Convertible, 1967. Very rare Aston Martin. Power hood, superb example in bright red with chrome wire wheels and slim whitewall tyres, tinted electric windows. Dorking 2252 (Surrey). (13495

EX WORKS TVR Lightweight (believed only two remaining). MGA, race prepared engine, HRG X flow alloy head 1 1/2-1 gas flowed. Works manifolds, twin 45 DCOE Webers, MGA twin cam rods, racing pistons, polished, balanced. MG overdrive gearbox. Spax adjustables. 12 months MoT. Offers around £750. Noble, Sgt's Mess, RAF Binbrook, Lincs. LN3 6HF. (13496

ELAN S3/SE DHC. 3,000 miles since extensive rebuild, many extras. Available 8/6/78 – £1,090. High Wycombe 882276. (13497

E-TYPE ROADSTER 4.2 Mk. II, November 1970. Blue, pressed chrome wheels, 38,000 miles only. New clutch. Beautiful throughout. £3,500. P/X possible. Southampton 23913. (13498

DAIMLER 2,522 c.c. 1951 model. Stored in farm barn for several years. Bodywork in poor condition, engine sound but seized. Offers to Bedworth 315956. (13499

AUSTIN HEALEY 100/6, 1958. Scarce BN6 2+2 model. Wire wheels, overdrive, works hardtop. Tax, MoT, radio. Excellent original condition throughout. £2,500. Stoke Mandeville 2280. (13483

ASTON MARTIN DBS V-8 (fuel injection). Late 1973 "M" registration, two owners, genuine 46,000 miles. Metallic paint, white leather interior, air conditioning, alloy wheels, Sundym glass, stereo (£500 worth), automatic, PAS, mint condition. £5,300 o.n.o. 01-580 9976 evenings. (13500



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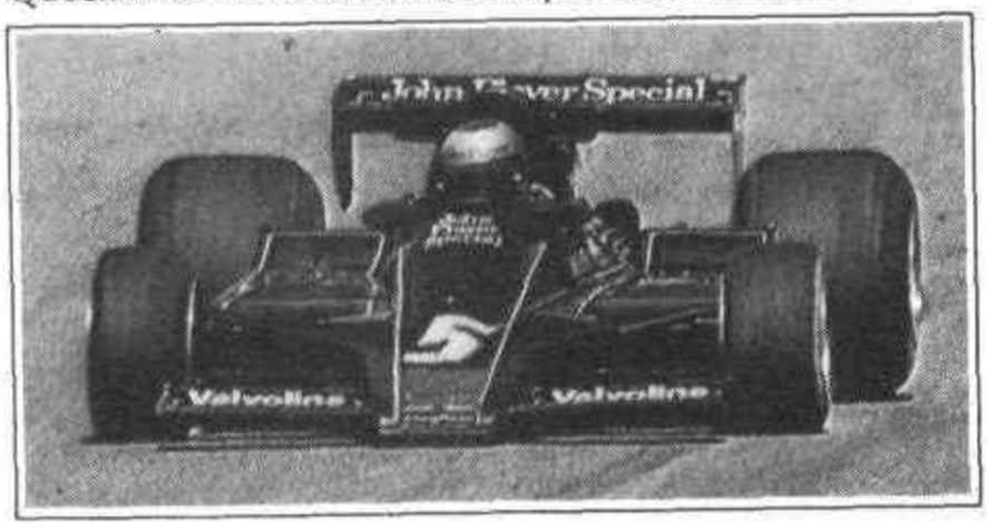
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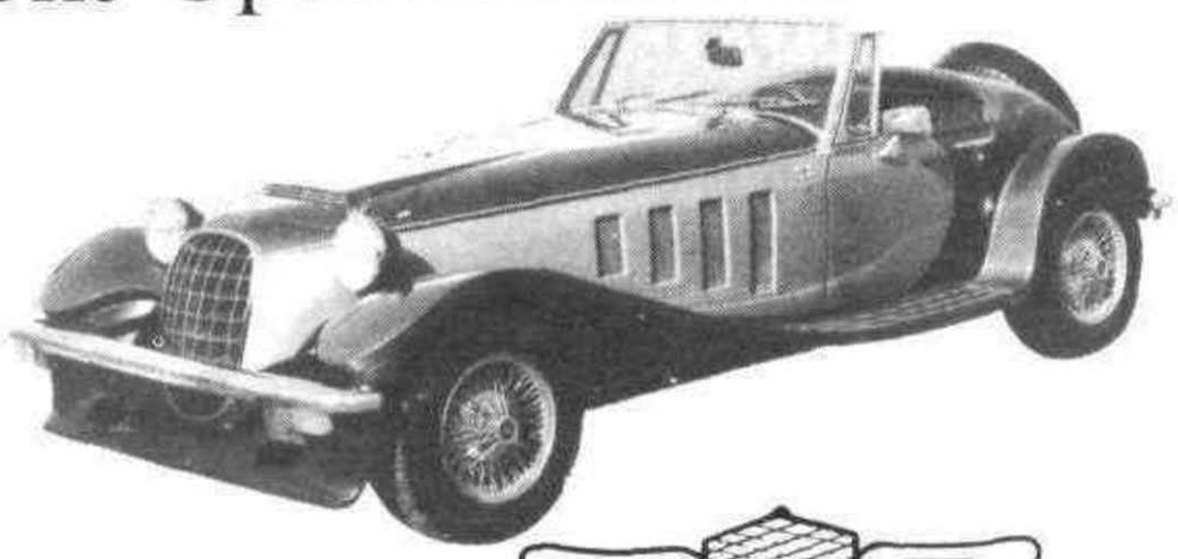
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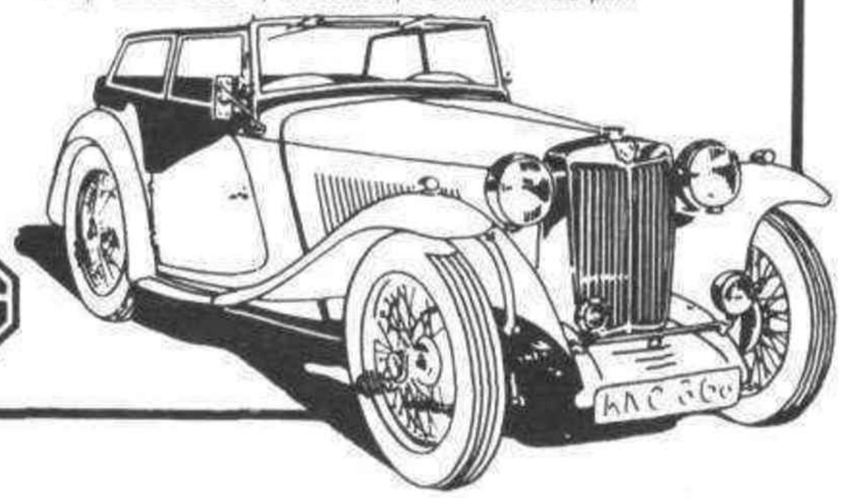
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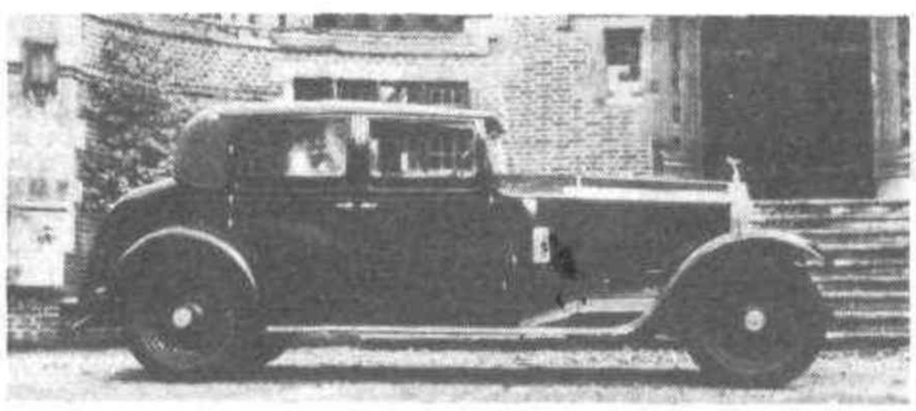
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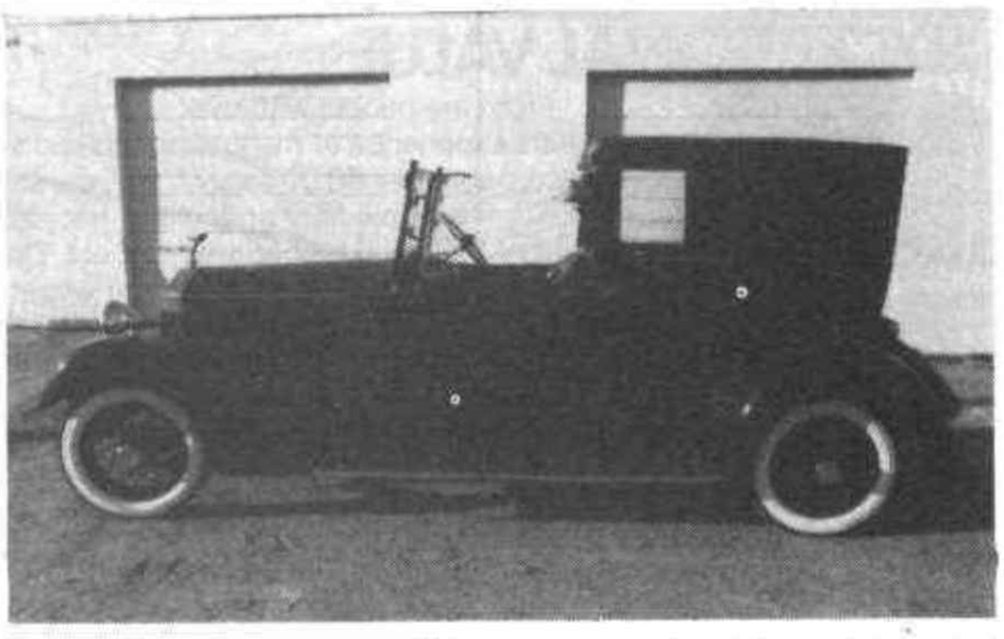
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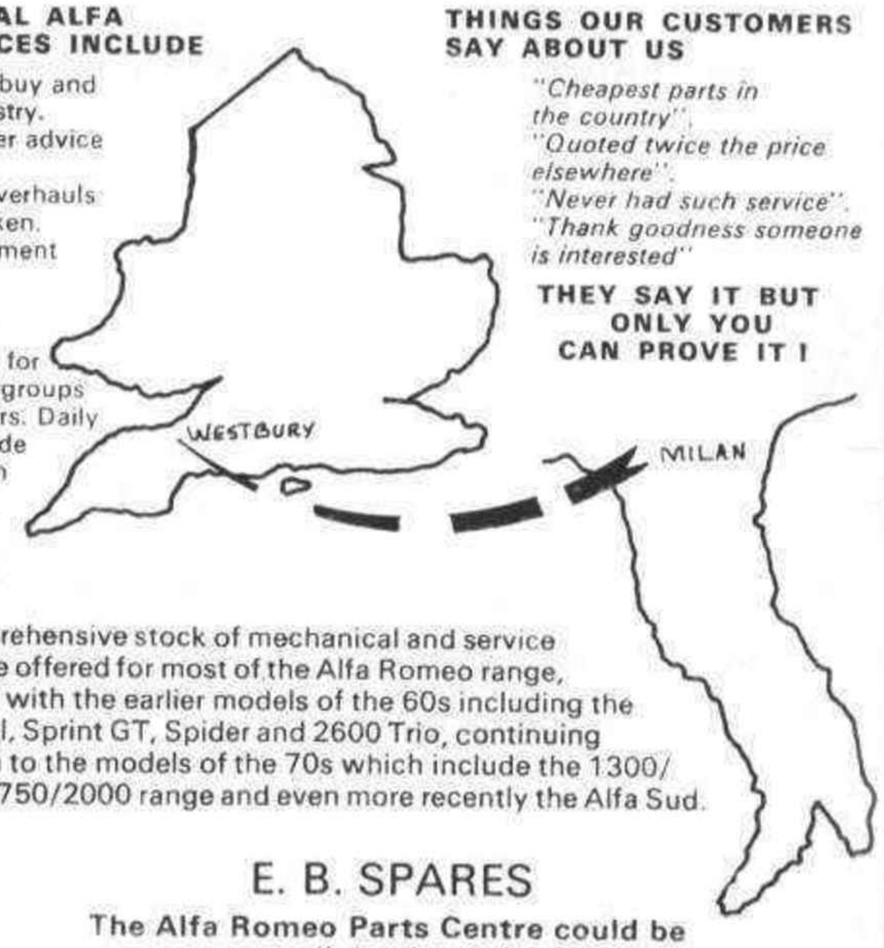
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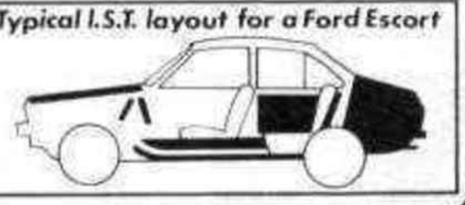
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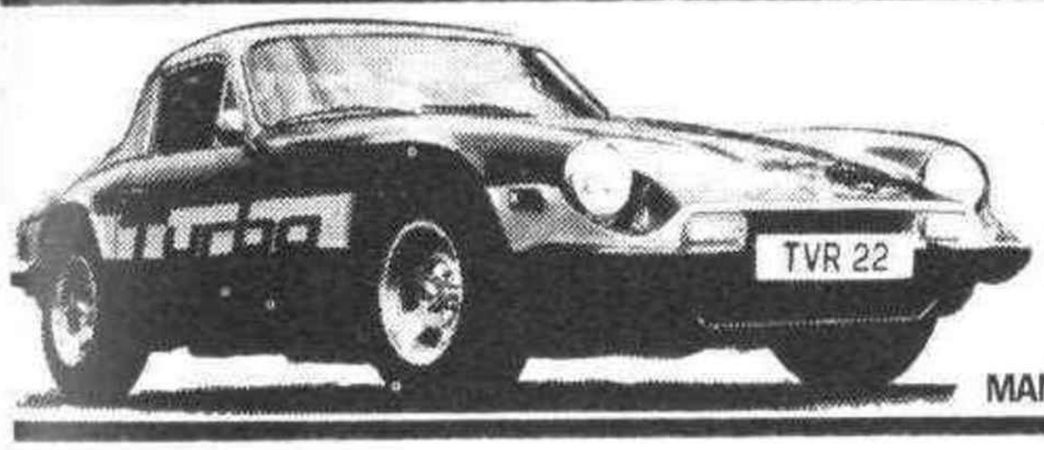
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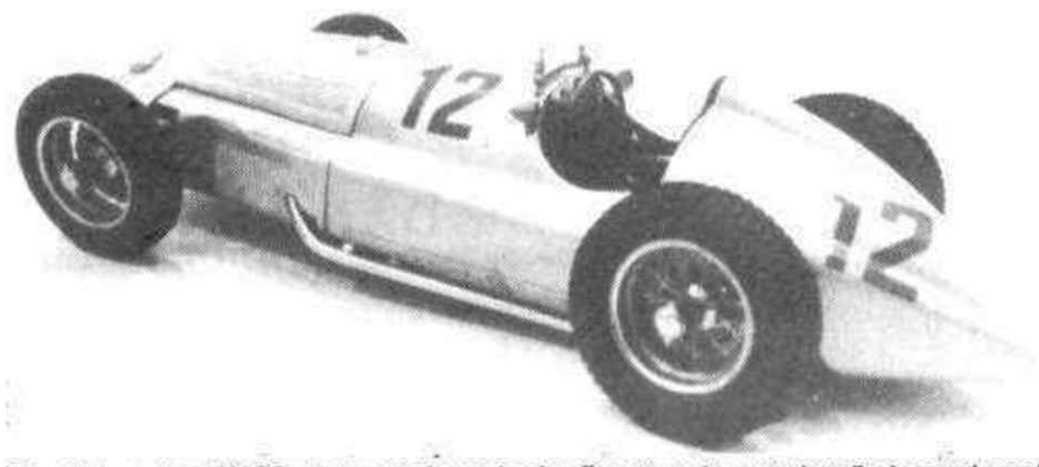
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The Mercedes W196 pictured above is the finest and most detailed metal model of an historic Grand Prix car that it has been our good fortune to see. In 1: 20th scale and about 9" long it was put together from a brand new type of metal super-detailed kit of parts that will be available for the first time this month. Apart from having captured the lines of the original car beautifully the creator of this model has included many unique features like bolt together construction of pre-painted parts with no finishing to be done at all. The wire wheels are 02/10mm world patent with correctly patterned rubber tyres fitted, steering works by rack and pinion, the engine is perfectly detailed with nothing omitted, bonnet is hinged so that you can see the engine, the cockpit is fully detailed with all instruments and controls included, independent suspension which operates is also included as is a working De Dion rear axle with fully working couplings! This 1939 V12 3-litre beauty must be the model GP car of the year even if the new JPS is Mario's dream! The kit of parts is simplicity itself to construct by following the fully illustrated plans included with each set – in other words it is easy for you to make a model as good as the one pictured. **All it will cost you is £52.49 and as an introductory offer on this new type of model we'll charge no postage or packing (UK only).** There is a faint chance that we may build a few for those who do not wish to do it themselves but the price would be around £150 each. Meanwhile from the same maker we have an equally beautiful 1932 Alfa Romeo P3 in kit form for £33.99, a team Ferrari version for the same price, Targa type with side spare for £37.25 and twin-rear wheeled hill climber for £37.88. All post free but only while this ad runs in Motor Sport.



The superb TR7 rally car pictured above is in 1: 43rd scale as are many of today's best models. Available both in easy-to-build kit form and occasionally built (price £9.95) it is typical of the new high standard of small scale metal kit cars that we are the World's leading stockists of. Published this month (we hope) will be our new profusely illustrated, painstakingly researched catalogue of the World's best small scale model cars in both kit and hand-built form. In it you'll find just who makes an Arrows, the new Tyrrell, Patrese's car or even a Bugatti T43 or low chassis Invicta. The new catalogue titled bravely "Model Cars 1978" costs £2 post free UK. Meanwhile ... listed below is a selection of fine scale metal kit cars that we think you could build easily and be proud to own. Add 50p post for single model orders or 25p each for multiples, overseas ask for quote – the're about £1 each air mail.

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TR7 Rally or road	**£5.95**	***Ensign-Tissot F1***	**£5.45**
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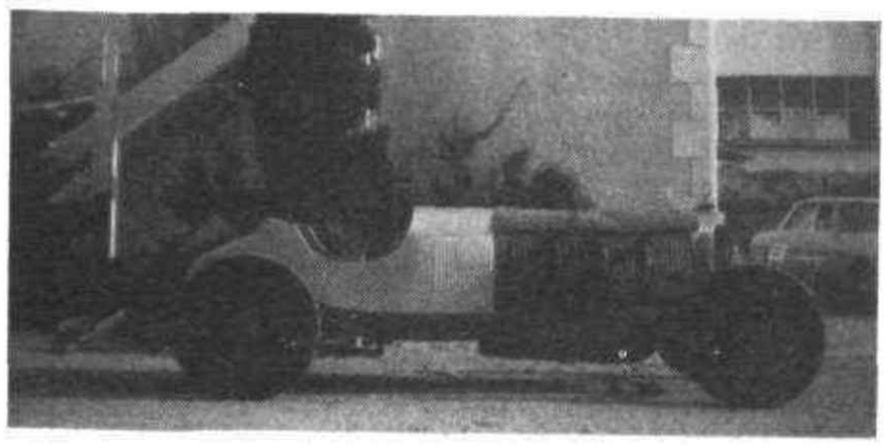
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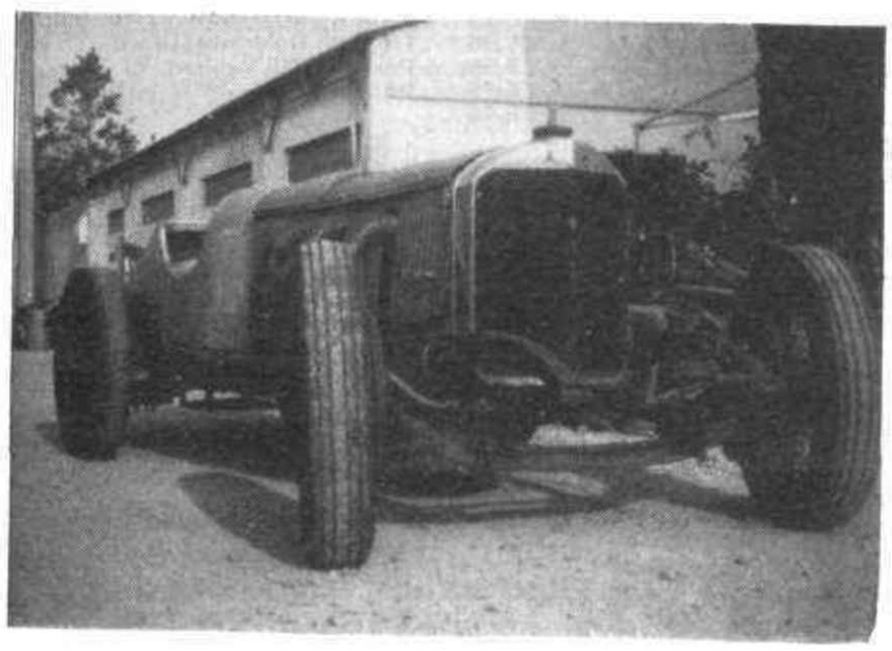
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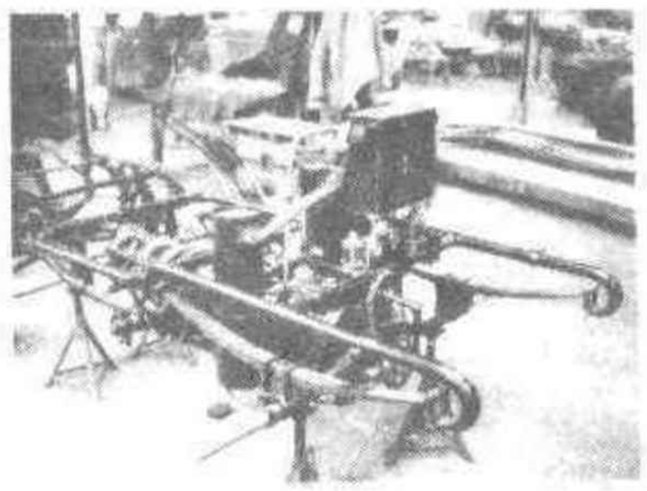


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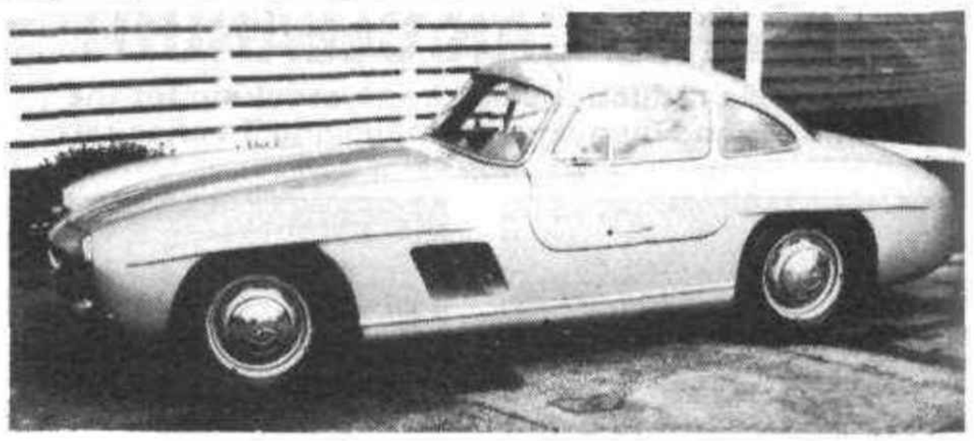


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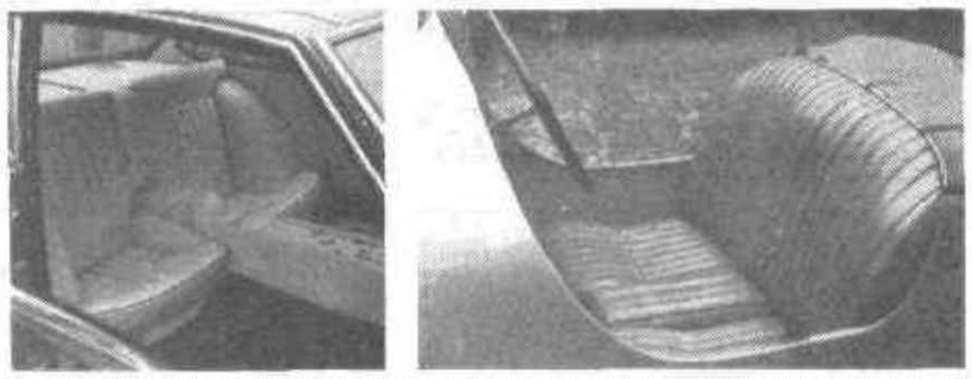
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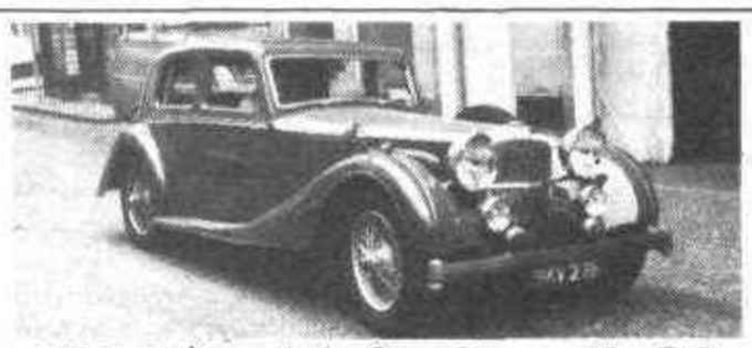
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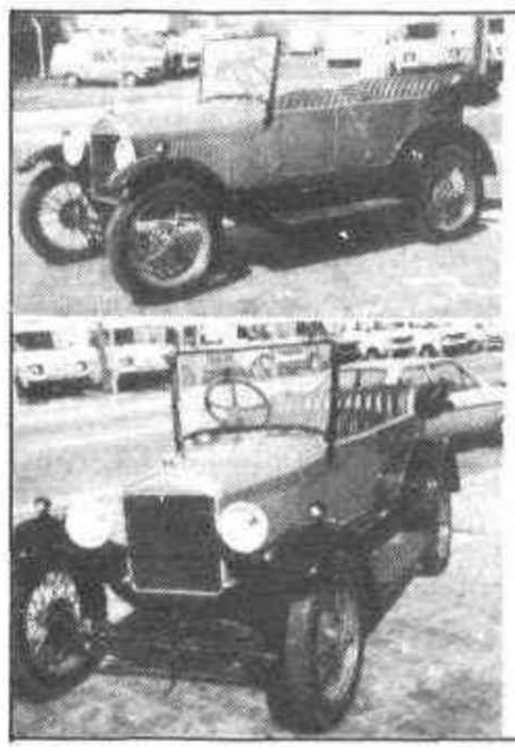
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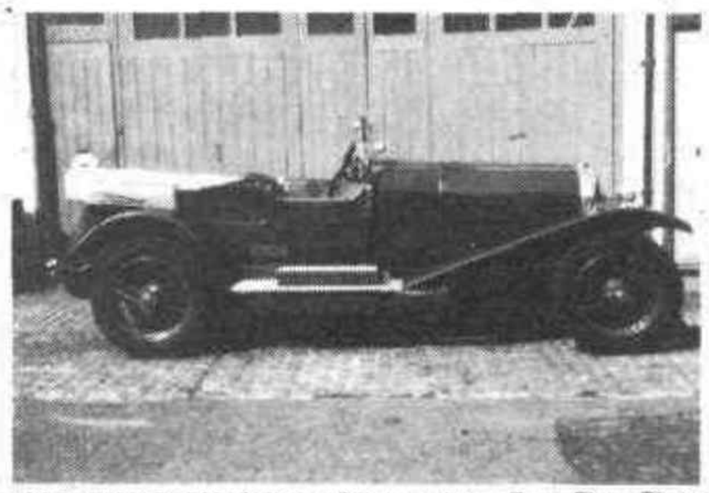
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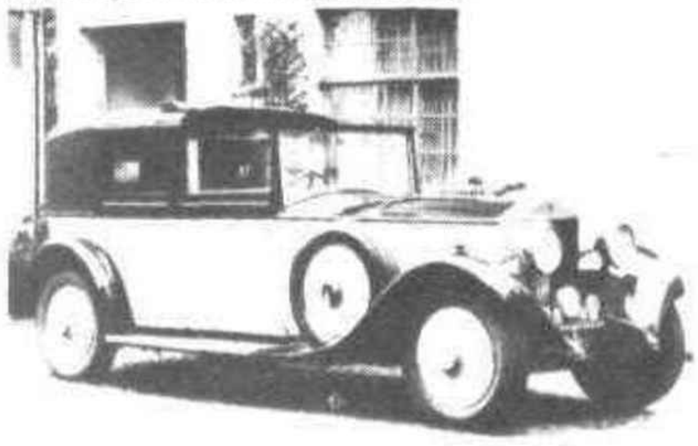


1931 ROLLS-ROYCE Phantom II Continental Sports Saloon by H. J. Mulliner. Chassis No. 49GX

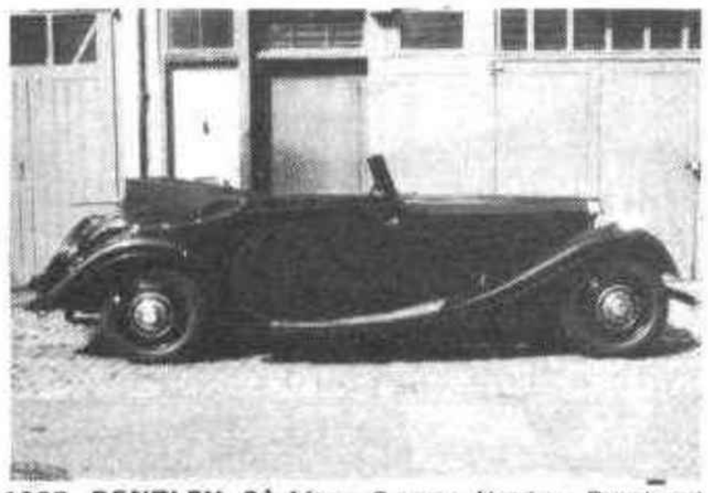
1937 ROLLS-ROYCE 25/30 Hooper Sports Saloon. Original low mileage example.



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1931 ROLLS-ROYCE 20/25 Sedanca de Ville by Windover.



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1939 BENTLEY 4¼ MR Park Ward Sports saloon.
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1927 BENTLEY 6½ litre Touring Saloon by H. J. Mulliner.
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1925 ROLLS-ROYCE 20, FHC by Park Ward.
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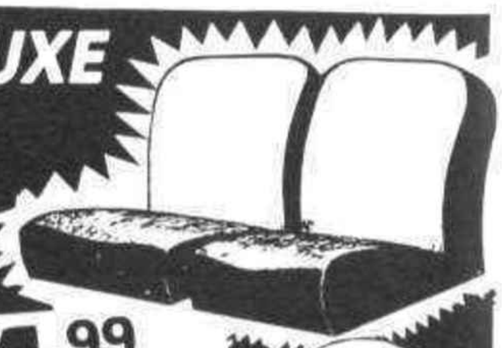
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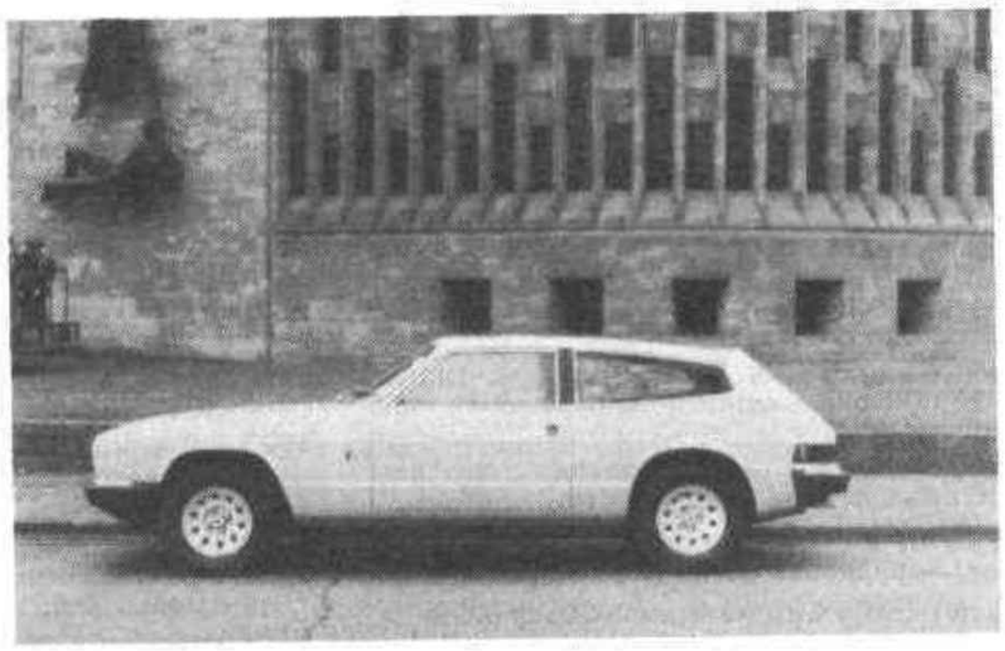
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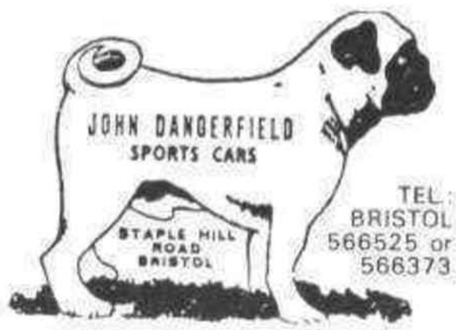
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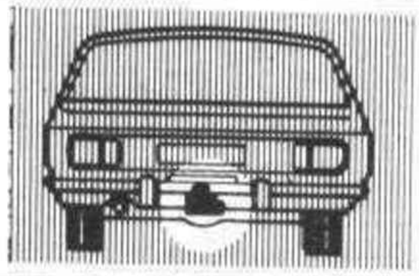
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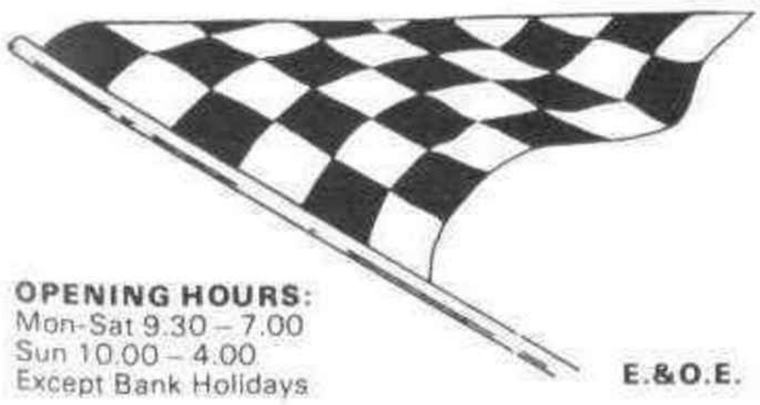
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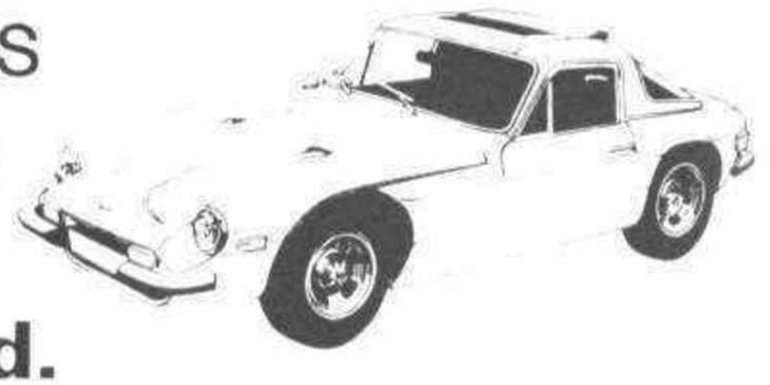
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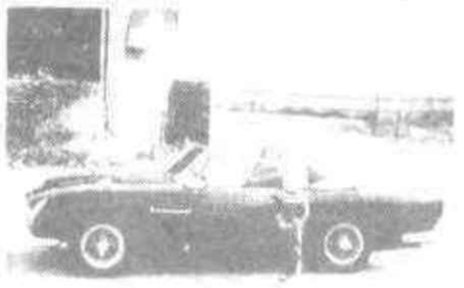
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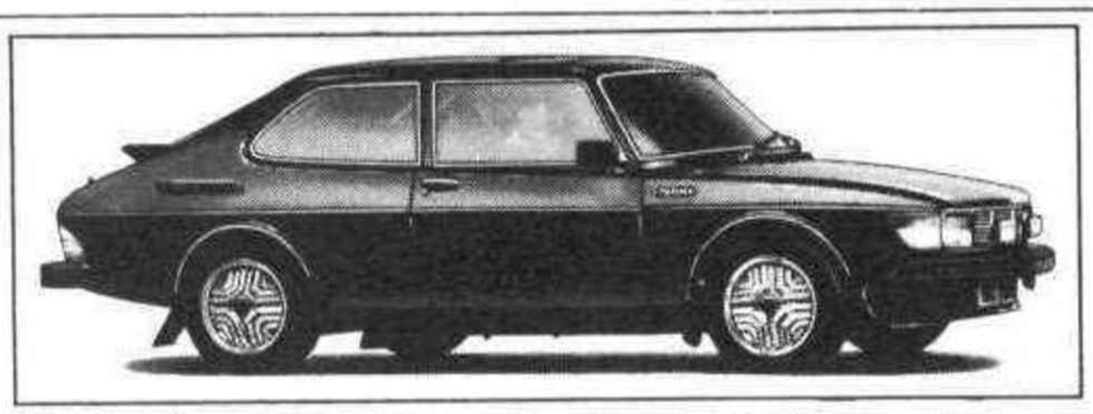
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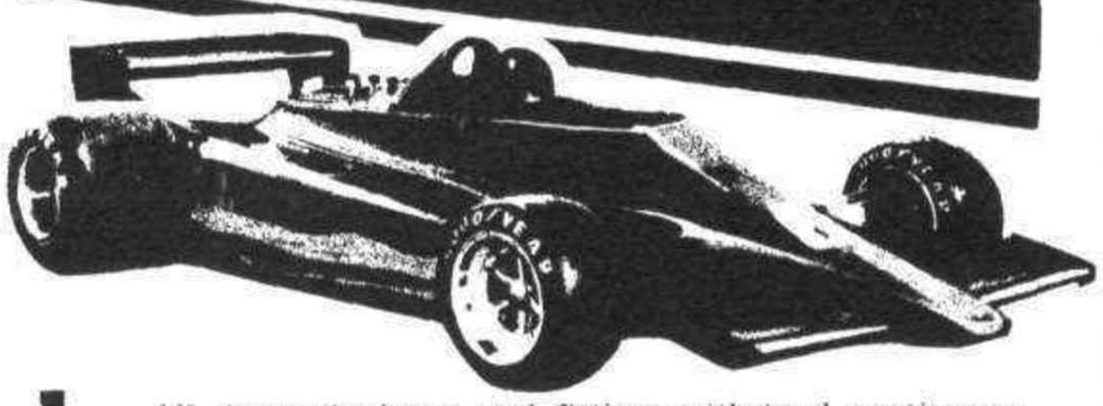
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RS 2000: 1975, original well-maintained condition, unraced. 23,000 miles. Phoenix orange. Supercover guarantee (transferable). £2,000. Streatfield, Thanet 41122, evenings 62464. (13476

1952 HEALEY Tickford 2.4-litre. Good condition. Present owner 16 years. £1,750 o.n.o. "The Firs", Wingrave, Bucks. Aston Abbotts 204 after 6 p.m. (13477

JAGUAR 3.4, Auto, P.A.S. 1961, reclining seats, original wind up aerial (radio). Grey body, red interior, must be seen. £1,950 o.n.o. Slough 27530 after 6. (13480

DAIMLER CONQUEST Century Mark II, automatic, 1957. Very good condition. In daily use. Offers invited. Much Hadham (Herts.) 2026. (13266

TR7, 1977, 5 speed. White with red tartan trim. Immaculate condition having covered only 10,000 careful miles. £2,850. Ware (0920) 5647. (13263

FOR SALE–continued

1967 VOLVO 123 GT. Complete mechanically, body US. Fitted with overdrive, rev. counter, sump guard, John Aley roll bar, 5 x 5½J wheels and tyres. £200 o.n.o. Ring 025 482 3135. (13268

JENSEN-HEALEY Series II, 1975. 5-speed box, black, S/H tops. 30,000 miles. Lovingly cared for. Previous owners Jensen Motors. £2,425. Telephone: 0432 59633 or Kingsland 379 (after 6.30 p.m.) (13264

ROVER 95. 2 tone blue, all original, tool kit etc. £440. Chandlers Ford 66623 (Hants.) (13256

1967 2.4 JAGUAR. Basic model 4-speed manual. Dove grey, dark blue upholstery. Paintwork good, chrome good. 5 new tyres. No remetalling on body whatsoever, absolutely original. Two owners. Genuine 32,000 miles. Best offer. No time wasters. Mr. Bratt, New Mills (Derby) 43797 (13260

RANGE ROVER. Beige/brown, excellent condition, £3,750 or nearest offer. Available late July. Phone 0298 2117 after 6 p.m. (13364

1948 LAND-ROVER (chassis no. 860149). In sound original condition, re-wired and with engine rebuilt. £1,000. Sissinghurst 504. (13365

MERCEDES 220 SE Equipe Rouge car. Raced 62 and 63 Saloon Car Championship. Full road test Autosport November 30, 1962. Stored past seven years. Very sound car, interesting history. £900. Wendover 623165 (Bucks.) (13366

MERCEDES W196. Fully assembled and mounted model. Pristine condition, see p. 684 May issue for description. £100. Barnsley 762616 (evenings) (13371

FOR SALE–continued

MORGAN 4/4 Series V competition 2-seater, 1964. W/W hood, tonneau, M.o.T. £2,250 o.n.o. Stafford 63794, evenings/weekends. (13367

AUSTIN HEALEY 3000 Mk. III, 1965. Year spent lovingly restoring this classic sports car. Condition A1 including new hood, hide seats, tyres; all steel body, numerous other parts, Colorado red. £4,750. Evenings Ringwood (Hants.) 5824. (13368

RARE 1954 Hooper Empress Mark II Daimler 3-litre Razor Edge four-door Saloon. Only about 30 believed made. Colour maroon with grey upholstery. In fine condition, chauffeur driven. Over £800 recently spent on overhaul. Licensed to April 1979. Seen at Bournemouth for serious offers. Telephone 0202 24055. (13369

BMW 2002 Tii, 1974. N reg., 46,000 miles, maroon, 2 owners, radio, cassette. Known history, excellent condition. Company car forces sale. Exceptional value at £2,195. Ring 0625 584161 evenings or weekends. (13370

FIAT 128 3-P Berlinetta, 1977, red, radio, Cints. All bills. Taxed until August. Fast and economical (see August 1976 Motor Sport). Available mid June. £1,965 o.n.o. Phone Thornbury (Avon) 412989 after 6.00 p.m. (13372

DAIMLER SP250. 1963. C spec. H/S tops. Full MoT. W/wheels. Very good condition. £1,800. Redditch 24209. (13374

MG-C ROADSTER, 1968. Hard/soft tops, body completely rebuilt to very high standard. £1,950 o.v.n.o. Further details: Horndean 0705 595623. (13375

FOR SALE–continued

ALFA ROMEO 2000GTV, June 1972. Dark blue, Webasto sunroof, radio. V.g.c. throughout. £1,400. 01-363 1047/01-367 2617. (13377

1966 LOTUS Elan S3/SE convertible. Engine, gearbox, transmission, brakes o/hauled (bills for nearly £800). Radio, oil cooler, Cibies, tonneau, electric windows, aerial and fan. Taxed, long MoT. Sound, usable, classic sports. £985. 01-368 3512 (Barnet) evenings/weekends. (13378

LOTUS ELAN S4/SE FHC, J reg., 48,000 miles, taxed, tested. £1,000 spent in last 6 months. Money required for house extension. £1,500. Telephone 0785 74543. (13380

FIAT XI/9, 1977, blue, 12,000 miles, one owner, undersealed, glazed, alarm as new, reluctant sale, £2,995 o.v.n.o. 041 339 0231 (Glasgow). (13381

TR6, 1974 N reg. Hard and soft tops. Full history, in immaculate condition throughout. 5 new tyres. Taxed and MoT. £2,295 o.n.o. Blackawton 219. (13363

TR5PI. EXCELLENT condition all round. Gleaming signal red coachwork, white hood and half tonneau, wire wheels, radio/stereo cassette, electronic ignition. Taxed July 78, MoT December 78. Very fast, very beautiful. First reg. Oct. 68 G. Two previous owners, can only appreciate in value. Price relates to condition. £1,500. Brighton 552414, evenings, w/ends. (13510

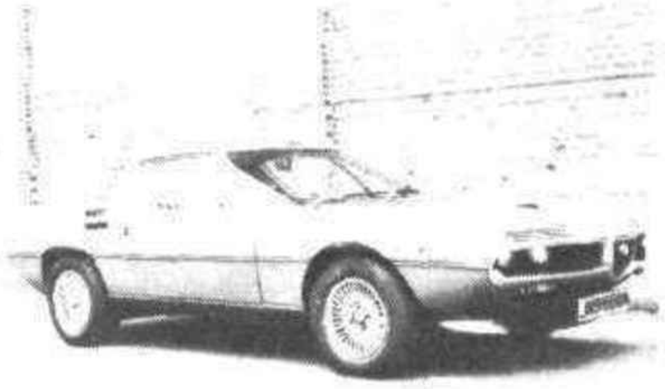
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£3,595. BMW 316. 1976. R Reg., Chamonix White with Blue check cloth trim, tinted glass, radio, only 11,000 miles from new.

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MG-B GT, 1978 model in white with cloth trim, tinted glass, 4,000 miles from new **£3,495**
TRIUMPH TR7, 1978 model in red with tartan trim, tinted glass, radio, 3,000 miles only **£3,395**
SCIMITAR GTE, 1974 manual/overdrive in Beaujolais red with black trim, alloy wheels, tinted electric windows, stereo, etc. **£2,995**
DAIMLER Vanden Plas, 1973 in Aegean blue with biscuit trim, air conditioning, stereo, etc, 42,000 miles from new **£2,795**
ALFA ROMEO 2000 GTV "P" reg in metallic blue with beige cloth. Fitted air-cond., alloy wheels, radio, etc. Superb cond **£2,495**
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TRIUMPH TR7, 1976 in red with black trim, tinted glass, radio, 22,000 miles **£2,495**
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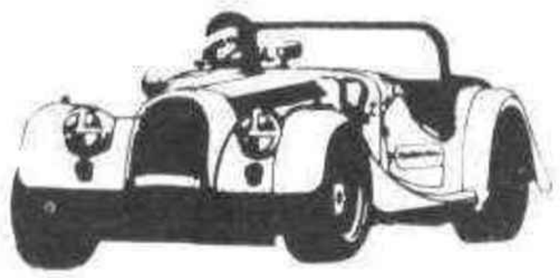
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XK140 ROADSTER, 1955, rhd, o/d. MoT. Low mileage, outstanding condition. £6,500. Eversley 733117 (Berks.). (13504

XK120 ROADSTER, 1951. MoT. Low mileage, *excellent condition. £6,000. Eversley* 733117 (Berks.) (13504

BENTLEY, FREESTONE & Webb, Mk. VI. 1950. Black, tan leather. MoT, taxed. Last owner for 7 years and during that time car was stored for four years. Also extensive renovation was done and the car is in very excellent condition. Complete with tools and handbook. Also documented history of all renovation work. £6,250 o.n.o. for complete details. Tel. 01-289 3051. (13505

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JOWETT JAVELIN, 1951 de-luxe. Black with beige interior, excellent condition. £800. Southport 41195. (13511

"E" TYPE Jaguar Roadster, 1970, 4.2 litre. Probably the best in the Midlands. Powder blue with h/s tops and chrome wheels. Very low mileage. £3,500. Mr. Heath 021 443 3119. (13512

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E-TYPE 2+2 Manual. 1966. MoT, sunroof. Very sound body. £1,695. Possible p/ex. Eccleston (Lancs.) 451758. (13515

BENTLEY MK.VI, 1950. Black, sunroof, radio. A thoroughly admirable car, having just been repainted and rechromed. £4,200. Caston (095 383) 244. (13519

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ONE OF only about 200 A35 Pick-up 2/4-seaters produced by the works. In excellent running order. No rot but requires re-spray to make perfect. Very rare vehicle, best offer over £350. Lydney (Glos.) 2595. (13513

LANCIA HPE 2000. 76 R. 26,000 miles. Dublin green/gold interior. All extras. 1 owner. Clean and straight. Available early August. £3,750 o.n.o. Tel: 061-773 5662 (Manchester). (13514

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JAGUAR E-TYPE 4.2 Series II, September 1968. Magnificent car in robust health after £2,000 expenditure in last two years. Stereo cassette radio. Genuine reason for sale at £2,400 after 4½ years' ownership. Telephone Andover 51600, evenings or weekends. (13523

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TRIUMPH SPITFIRE 1,500 c.c., 1976. P reg. White, 18,000 miles, soft top, tonneau. Immaculate. £1,895. Sedgefield 21616. (13524

MG-A MK. 2. Needs attention yet price only £390. No offers or exchanges. Vicount 71/73 789521 (Wokingham) Berkshire (England). (13526

300 SL MERCEDES Sports in bright red, hard/soft tops, nice example of this very rare roadster. Dorking 2252 (Surrey). (13525

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JENSEN HEALEY Sports (1975). Red. 16,000 miles, immac. cond. £2,795. Tallett, 11 Gate Tree Close, Kingsteignton, Newton Abbot, Devon. (21948

LOTUS ELAN Plus 2 "S" 130. 1973 "L". Probably *most desirable in the country, unique car, special* high performance twin-cam, beautifully set-up (only 19,000). Excellent bodywork, as new interior, wide mag alloys, new XAS Michelins, radio cassette, all usual refinements. A Lotus enthusiast's dream car, worth over £2,500. House forces sale at £2,250 o.n.o. (cheaper p/ex?). Hitchin (0462) 812154. (13551

MG MIDGET 1500, 1975P, 17,000 miles. Rust-proofed, Econocruise Astrafi wheel, excellent condition. £1,550. Weekends/evenings Crick, Northants. (0788) 822315 weekdays Wolston (0203-35) 2244 ext. 31. (13646

MG-B GT 1975. Citron/black bumpers. Overdrive, tinted windows, Kenlowe fan, HRW, headrests, immaculate, 3 months tax, year's MoT, only 17,000 miles. Quick sale £2,250. No offers. 01-946 9161 (Mr. Thurlow) office, 01-393 7606 home. (13554

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JAGUAR 340. Superb condition, manual/overdrive, radio, leather interior, reconditioned engine. £1,100. Tel.: Wormley (Surrey) 3311. (13565

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LEA FRANCIS, 1950, Mk. IIIA Saloon. Original aluminium body, black. Used daily. MoT till October. £750. Box No. 5678. (13567

LANCIA FULVIA 1600 HF Lusso. L reg., 41,000 miles. Must be seen £1,495. Wilmslow 20436. (13568

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DAIMLER V8 250 Automatic, March 1969. One owner, 51,000 miles, recent MoT and exhausts. Fawn, red leather, fully maintained from new, taxed March 1979. £1,400. Phone: 089-272 2583 (Kent) anytime. (13566

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SCIMITAR GTE, 1974. Superb condition. Long MoT and tax. New tyres, radio, Sundym glass, dark brown. £2,800. Phone 034-285 3179 (Surrey). (13571

DAIMLER, 1952. Rare Hooper razor edged aluminium bodied Empress 2½-litre. With sunroof. Needs restoration. Fully reconditioned spare engine and five new tyres available. Offers around £1,000. Write first: J. Billing, Springfields, Wykham Gardens, Banbury OX16 9LF. (13570

MG-C ROADSTER, 1968. Blue, wire wheels, overdrive, engine overhaul, new tyres, truly excellent condition. Offers around £1,000 please or p/ex Steg with overdrive. Maidenhead 27397. (13572

ASTON MARTIN DB6 Automatic, 1967 model, very good condition, power assisted steering, Sundym glass, recent engine overhaul. £2,675 o.n.o. 041-881 8927. (13478

ASTON MARTIN DB5 Convertible. 1965. A collector's item. Fully restored to concours condition. Dark green with natural interior and hood. Tinted glass and chrome wire wheels. Aluminium exhausts. £3,500 has been spent. Price £7,775. 01-788 9430, evenings. (13487

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ROLLS-ROYCE PI Replica barrel-sided tourer body with aluminium panels. £2,300 o.n.o. Epsom 22959. (13632

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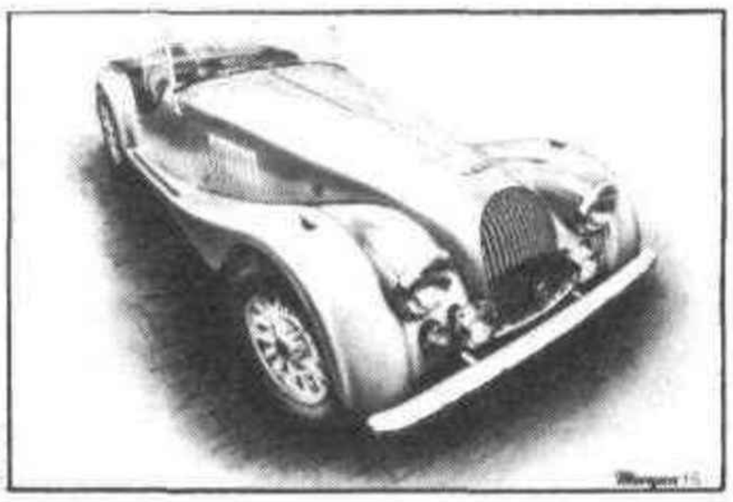
MG MIDGET 1500. Feb. 77. Red. 4,900 miles, radio, lady owner, immaculate. £1,990. Windsor 69197. (13637

MG MIDGET, 1972. Hard and soft tops, push-button radio. 30,000 genuine miles. This car is in exceptional condition £950. Heathfield 2116 (Sussex). (13638

LANCIA FULVIA Coupe, 1973. Red, with sunroof, fitted radio. Taxed and MoT to September. 40,000 miles, two owners only. £1,400. Tel: Wadebridge 2403. (13639

BMW 1602S, 74 N reg. Finished in orange with black interior. 42,000 miles. Extras include headrests, quartz spots, h.r.w. A delightful car. £1,795. Eversley 732310. (13642

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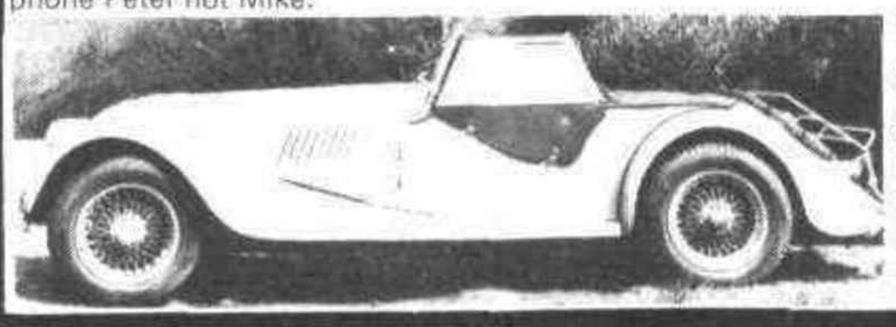
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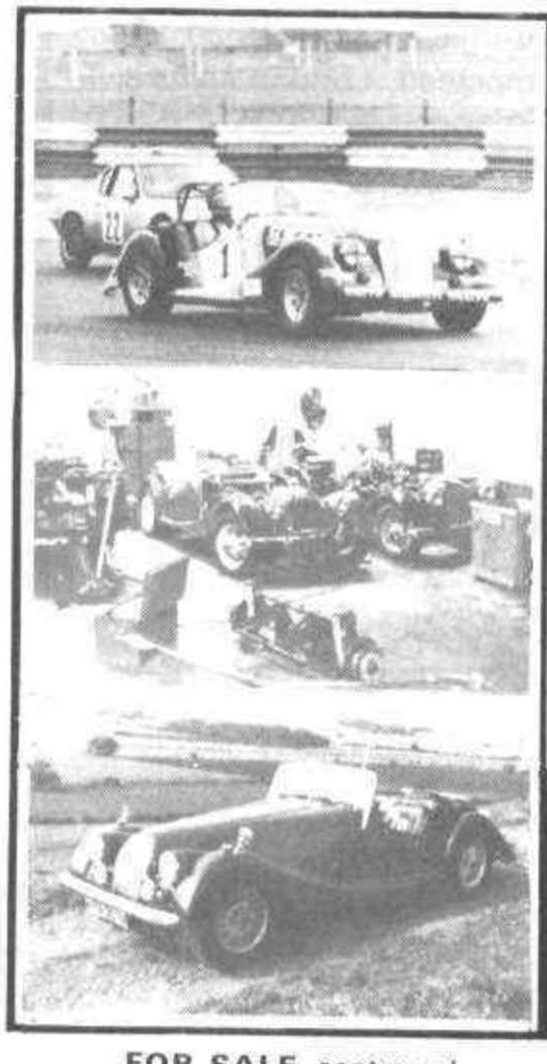
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A **MORGAN** for June, will make the sun shine soon, but in wind and rain, you will feel no pain, there is no more *snow, you are ready to go, what could be more fun than, a* **MORGAN** *from* Mike Duncan.
If you think an 8 is just right, we have one in white, it has five forward gears, and certainly appears, to be just what you need, if you want a **MORGAN** for speed.
We have a 4 in blue, which could just be for you, it was made in 74 and has two seats, no more, to complete the attire, the wheels are wire. If you prefer gold, and would like to be sold, a 75 two-seater, ours could hardly be neater, you could sit with pride, in its stone leather inside, to make it look right, the strap's brown, not white.
Our **MORGAN** in yellow, is not very mellow, born in 68, it really is great, with seats in black leather it's right for this weather.
Our 4-seater in green, completes the scene, you could shave in the shine, of this 69, if this is what you would like, phone Peter not Mike.



If you want a big cat, we can sell you just that, a Jaguar XK 140, really quite sporty, it's called a fixed head, and is painted bright red.
Arriving soon, but not from the moon, one from Wales, please phone for details.
MORGAN ties £1.75. **MORGAN** badges £0.75. **MORGAN** key fobs £1.10. **MORGAN** Sports Book £1.95. **MORGAN** First and last £6.95. More **MORGAN** £6.95. The four wheeled **MORGAN** £5.45.
All prices include p & p.



The London *Morgan* Distributors

We want your Morgans!
Thinking of selling? Give us a ring for top cash offers

There is a **Morgan** shortage this month which can only mean that the Schlumpf Brothers have bought them all and hidden them in some Swiss cave!
However we do have several in stock:
A 1973 model **Morgan 4/4** 2 seater, registered in 1975, 16,000 miles, canary yellow, with wire wheels, leather bucket seats, luggage rack, excellent condition. This car was sold by us new, and spent two years in the hold of a ship waiting to dock in Cyprus while the war was going on. Unfortunately the outcome of this skirmish led to the car returning to England. This is a true story, and bears no resemblance to Brand New unboxed E types in the Suez Canal.
1972 **Morgan 4/4** 4-seater, Canary yellow, 2 owners, reconditioned engine, automatic choke, newly painted wings, £2,995.
1969 Morgan 4/4 4 seater, Royal Ivory, wire wheels, 18,000 miles from new, superb condition having had only 2 owners, £3,395.

1974N Morgan 4/4 2-seater, Indigo blue with black leather interior, 40,000 miles, wire wheels, £3,795.
This month's showpiece has to be our **Triumph TR3a** in Revolution Red with black interior. Purchased from a fastidious friend who did all the work (including painting) himself, this car must be seen to be appreciated. The under bonnet detail is stunning! All mechanicals reconditioned or new, and everything original in every detail.

1976 Morgan 4/4 2-seater, registered Dec. '76, 9,000 miles, brilliant white, wire wheels, reclining seats, luggage rack, spotlamps, reversing lights, very good condition. £4,550.

The **Racing +8** now hold's lap records at Donington and Silverstone, has notched two outright wins, and three 2nd overall. We are racing at Silverstone on 18th June and Brands Hatch on the 25th.
Any servicing or repairs to **Morgans** expertly dealt with, or ring Guy on 01-581 1935.
Also all spare parts, accessories, T shirts, stickers, badges, etc., etc., details on request.

morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE—continued

1924 BULLNOSE Morris Oxford. This beautifully restored vehicle was first prize in the recent Morris Centennial Competition run by British Leyland. Full equipment, gleaming dark blue paintwork. Now for sale. £5,200 o.n.o. Telephone Darlington 720908. (13647

KARMANN GHIA, J reg. 1500. MoT December. Excellent condition, radio, stereo cassette. Offers over £900, Warwick 41902. (13648

ASTON MARTIN DB5, 1965. In superb original condition. A.M.O.C. member. £3,500. Tel. Wallingford (0491) 36390. (13649

JENSEN FF Mk. II "L" reg. Red with black interior. Almost £2,000 spent including gearbox and Wolfraces in past year. 58,000 miles. £3,700 o.n.o. Replies to Box No. 5769. (13650

AUSTIN HEALEY 3000 Mk. II BJ7, 1963. Colorado red, wires, overdrive, adjustable column. Taxed, MoT full year. Retrimmed, most rechromed etc. One year professional rebuild (£1,080). Four steel wings etc. Excellent mechanics and perfect body. I'm third owner (7 years). Original log book. £2,900. Good home essential. Tel: Hereford 58443. (13640

E-TYPE 4.2 FHC. J reg. Black with tan interior. Chrome pressed wheels, excellent condition throughout. £2,295. Sheffield 746639. (13641

FERRARI DINO 246. Excellent example of this most sought after motor £6,500. Lotus Elite, 1960. Coventry Climax. Absolutely superb. £2,800. South Benfleet 4174, Essex. (13643

VAUXHALL WYVERN 1954. Genuine 33,000 miles; one family owner to June 1977. Grey with cherry interior. Currently MoT'd. Superb £625. (01) 853 5273, Medway 360446. (13644

SINGER HUNTER, 1955. In exceptional condition and original. Currently MoT'd. Most desirable as an investment. £425. (01) 853 5273, Medway 360446. (13644

TVR 3000M, 1973. 2 owners, 32,000 miles, 12 months MoT, excellent condition. Offers. Langley Mill 3852. (13645

ASTON MARTIN DB6. 1967 'F' registered, black tulip with red trim, manual, 5-speed gearbox, chrome wire wheels. £3,250. 607-2314 evenings. (13874

HEALEY SILVERSTONE E-type in good and original condition. £7,750. Serious buyers only. Northwood 21683 (Middx) evenings and weekends. (13869

SAAB 99 GLE. June 1977, Dorado brown, owner going abroad. £3,800 o.n.o. Thanet 20563 eves. (13867

BUGATTI TYPE 101. Very rare post war (1951) Bug. 4-seater Gangloff "Stelvio" drophead, chassis + mechanics totally rebuilt and excellent. Needs restoration to paintwork, interior trim etc. Complete and original, fascinating history. This is a genuine and original post war 101. Price £12,500. Stephen Langton, Reigate 41992 (Surrey). (13870

OPEN JAGUAR XK. Excellent unrusted condition, left hand drive, not expensive, for further details telephone Stephen Langton, Reigate 41992 (Surrey). (13870

MG M-TYPE 1931. Fabric body, good original running condition. £2,450. Tel: 01-670 4791. (13863

BMW 2500. Manual, 1972, beige, velour trim, tinted screen, head rests, P/B, radio, full M.o.T. £1,750 o.n.o. Might exchange. Stamford, Lincs. 0780-4312. (13875

FOR SALE—continued

TR6, 1973. 46,000 miles, Carmine, hard top with sunroof, soft top, overdrive, radio, SAH stage 1 tune including four branch manifold, twin exhausts etc. 160-bhp, electronic ignition, anti-theft alarm, XAS tyres, undersealed, just serviced, new battery, brake pads and shoes, full history, Triumph agent maintained, 32 m.p.g. touring, superb untouched car. £1,800. Midhurst 2787. (13872

AUSTIN 10/4 1933. Sunroof saloon. Really excellent and original condition. Beautiful maroon and black paintwork. M.o.T. and taxed until May 1979. Many spares included. £1,500. Telephone Wilmslow (Cheshire) 32186. (13873

LOTUS EUROPA TC, 1973L. Red, silver sills, black trim, Sundym alloy wheels, air horns, Lumenition ignition, Type 352 gearbox, two owners, immaculate and original, spare unused! Recent work includes scrape, rustproof at 24,000, new water-pump, battery, exhaust, brakes, wheel bearings. £2,200. 060122-271 (Northants). (13876

FROGEYE SPRITE 1959. Beautiful renovated condition. All metal bonnet and seams, hardtop, taxed, new M.o.T., reg. no. SRU777. £545. Tel. Medway 241543. (13877

1936 MORRIS FOURTEEN in outstanding condition. Totally original except for overhaul, respray, and rechrome by first-class coachbuilding firm. One owner, with original guarantee/logbook/licence. Always meticulously used and maintained. Laid up last 10 years, low mileage, absolutely showroom condition. Sound investment at £1,500. No time wasters, please. Wantage 2317 (Oxon). (13878

BENTLEY CONTINENTAL 1961 S2 Mulliner Flying Spur. Aluminium body (amethyst), superb condition, previously owned by Elton John. New tyres, situated California. Price UK £17,000 including delivery, USA 29,500 dollars. Telephone Earls Colne (07875) 2432, Essex, England. (13879

FERRARI DINO 246 GT 1973 (M), low mileage, metallic silver, black trim, radio cassette, electric aerial, windows, immaculate car throughout with no rust. Offers over £7,250. 01-660 0264. (13880

VANDEN PLAS PRINCESS 1300, 1968, green/tan leather, over £500 spent on restoration including re-spray, new gearbox, clutch, exhaust system, starter motor, battery and tyres, two owners, low mileage, taxed until January, exceptional condition throughout, best offer over £650. Mortimer (Reading) 332412. (13866

VOLVO 122S Estate, 1968. Dark green, exceptional condition, my joy, my accountant's nightmare. New (tax deductable) car on its way. Try offers in the £950 region. Francis Esher 66601 (daytime). (13881

AC ACECA 1955 fitted AC engine. Very original order throughout, good runner M.o.T. even an early Philips radio, but car does require attention. Offers over £1,650. 021 327 1030/4414 Business (13883

HONDA S800 COUPE. Good general condition, 55,000-odd miles, original throughout, M.o.T. Lots of future potential. £595. 021 327 1030 daytime. (13883

FIREBIRD FORMULA 455 HD. Red/black vinyl roof, black trim, 4-speed manual, p.a.s., p.a.b., elec. windows, 8 track/cassete/am fm, air conditioning, 4 new tyres on huge honeycomb wheels. Car looks as new, one previous owner. Genuine 20,000 since new in 1972. £2,985. Hertford 53897, evenings. (13861

FOR SALE—continued

TR6 ROADSTER, 1973. Pregnancy forces exchange of about £1,800 for my beloved TR6 with recent reconditioned engine, BL gearbox, PI pump, new XAS's, o/drive unit and many extras. Excellent blue bodywork, finance possible. Cambridge 833842 (after 6 p.m.). (13865

1932 ALVIS TL 12/60 4-seat Tourer. Graceful body with cycle wings, and louvred valancing along bottom. Totally original, but requiring restoration. £2,950. Tel. Coventry 74141. (13884

ALVIS GREY LADY, 1955 TC21/100 drophead. Dark blue, registration No. OWF 2, 65,000 miles, recent decoke, present owner since 1959. Immaculate, no rust, most bills available. Substantial offers only. Worthing 201254. (13864

1963 ALVIS TD21 Saloon, manual. Good body, interior and mechanics; MoT April, 1979. £1,200. Tel. St. Annes 725054 (Lancs.). (14063

MORGAN 4/4. Competition, 4-seater, Dec. 1969, blue, very good condition, new hod, leather luggage rack, tonneau, s/s exhaust, etc., year's M.o.T. Offers over £2,500. Bristol 298587 (eves). (13862

SAAB 99 GLE. June 1977, Dorado brown, owner going abroad. £3,800 o.n.o. Thanet 20563 evenings. (13867

1934 AUSTIN Seven box saloon for restoration. Body sound and mechanically complete and in running order, but needs attention. £1,200. Tel. Botesdale 358. (13773

LOTUS ELITE 502 1974 'N'. Excellent condition, 32,000 miles. £4,500. Tel. No. (021) 3282109. (13774

1952 GREGORY Trials Car. Similar Dellow. Successful in MCC and similar events, long M.o.T., Drive away. £325 o.n.o. Tel. Brockenhurst 2246. (13775

1929 AUSTIN 16/6. Fabric saloon, original condition, restoration started, no time to complete. £1,050. Telephone Lund Padiham 72266 (0282), Blackburn 55940 (0254). (13726

GILBERN INVADER Estate, one of only 68 made, 1972 K Reg. White with black vinyl roof and black upholstery, manual, electric windows, radio, mag. wheels, reasonable mileage, current M.o.T. until May, 1979. Offers around £2,000. Telephone: Newport 54711 (office). (13727

MORGAN +8 in excellent condition both bodily and mechanically. Used as fun car only. Tan leather interior, tonneau, door handles, other extras. £4,180. Further details: (07737) 2983 day, 69375 eve. (13729

1948 BENTLEY Mk. 6. Rebuilt engine, good mechanics. £1,650 o.n.o. Bentley spares for sale, steering column, £20. Gearbox £40. Wheels, £15 each. Tel. 0925 76 2317. (13730

SUNBEAM TIGER, 1965 4.2 red. In beautiful condition. Alleycat alloy wheels, 6 months M.o.T. £2,000 o.n.o. Stourbridge 3107 evenings. (13732

MARK VI Bentley, 1952. Excellent interior, good mechanics and body, long M.o.T. £2,500. Woking 67531. (13734

MERCEDES 190SL with both hoods, needs respray. £2,000. Rolls-Royce Park Ward Silver Wraith 1956, gearbox needs attention. £7,000. Phone 40-118900 Eindhoven, Netherlands or PO Box 198. (13738

BMW 2002 TII. 1973. White with black trim, excellent condition, fitted towbar; must be the quickest car for the money. £1,975 o.n.o. Phone Southport 34848. (13736

FOR SALE—continued

1960 ROVER Duo-green. First class condition throughout, chauffeur driven seven years, 2 owners only, must be seen, Rover mechanic maintained, M.o.T. Nov. 78, original log book. Offers please. Meopham (Kent) (0474) 813210 evenings/weekends. (13739

JAGUAR MK II 3.8. 1966, in silver grey, fitted 9:1 engine, all synchro gearbox, overdrive, l.s.d., wire wheels, tool kit, year's M.o.T., very good condition. £1,395. Ilkley (0943) 600552. (13737

NOVA. BRAND new, just completed, choice of engines, must be the best finished made for specification etc. Ring Dunsfold 456. (13741

XK 150 3.8S. Red f.h.c., taxed, 10 month M.o.T., 1 owner last seven years, approx 10,000 miles, since replacement engine, excellent. £3,500. 01-837 4947. (13742

MG MIDGET 1975(P), 1,500 c.c., 1,700 miles, red with navy blue interior, hard & soft tops, tonneau, headrests, excellent condition throughout. AA inspection invited. Family addition forces sale. £1,595. Tel: Peter Ransome, St. Albans (Herts) 57133 day, Harpenden 62198 eve. (13745

MG-B GT. Tahiti Blue, July '75, 'Big Bumpers', immaculate condition, 1 lady owner, extras include overdrive, tints, headrests, very low mileage. £2,350 o.n.o. Phone Blackburn 40720 evenings or weekends. (13746

STAG/ROVER 3.5 engine fitted, 1974, 28,000 miles, dark blue, hard/soft top, radio, alloy wheels, automatic. £2,950 o.n.o. 01-688 3228. (13747

BENTLEY CONTINENTAL S2/3 (two-door flying spur twin headlamp shape). Very scarce, limited edition, with only between 27 and 34 ever produced! Oxford blue coachwork, red Connolly hide. An original and magnificent example owned by its professional owner for past 10 years, complete with comprehensive Rolls-Royce history, documents and tools. Fine investment that will bring driving joy to its owner, as well as a superb investment. Genuine reason for sale, realistically priced for speedy sale. £12,750. 01-455 7275 (London). (13748

ASTON MARTIN DBS V8 1972, Auto. Beautiful example with much history. Low mileage, just completed major service, taxed, M.o.T., many extras. £3,895, complete with cherished registration number. 01-455 7275 (London). (13748

LOTUS 7 S III, 1970 Ford 1600 GT engine, 22,000 miles. £1,695. Tel: Earby 3812, evenings. (13752

DELAHAYE 135M, 1948. Pennock bodied drophead. Fully restored to immaculate original condition by enthusiast owner over the past 6 years. Must be seen to be appreciated. Offers over £10,500. Telephone Faversham (079 582) 6422 (Kent). (13754

PORSCHE 914S Targa, 1971. Blood orange, black trim, fuel injection, 5 speeds, mint condition, under 50,000 miles, 2 owners, Porsche alloy wheels, new XAS tyres, tinted windows, radio/cassette, reluctant sale by lady owner. £2,250. Carole Miller, 0625 25094 (Cheshire). (13749

MG-C ROADSTER. Nov. 69, snowberry white/black interior, overdrive, w/w, h/top, s/top, tonneaux, Cibie headlights, distinctive registration number, second owner from new. £1,125 o.n.o. Avisham (Norfolk) 3764. (13753

ARKLEY: 1275 engine, wide wire wheels, built 1975 on new chassis. £1,000 o.n.o. Harbury 613477. (12650

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John Britten

Morgan TVR



We have a secretary who looks all right (but I warn you, she's inclined to bite!). **Morgan Plus 8,** 1973. Royal Ivory, reclining seats, leather trim, door handles, rear bumper, spotlamps. **Morgan 4/4,** 1975P, metallic blue, wire wheels, bucket seats, door mirror, radio, prev. owner's 2nd Morgan from us, traded in against his 3rd (a Plus 8). The rear axle of his new car is apparently creaking and groaning about the situation, but Esso have supplied some experimental LSD oil to alleviate things. **Morgan 4/4** 4-seater, 1972, orange, 1 owner, many electrical gadgets fitted with the combined skills of GPO engineer and boatbuilder, e.g. little polished wooden boxes + miles and miles of telephone wire. Air horns actuated by pushbutton on spoke of steering wheel like machine-guns on WWII fighter. **Morgan 4/4,** 1974, Dp. Bruns. Grn., Janspeed engine, bucket seats, spotlamps, sold to us by a squash fanatic (who may apparently be identified by well-Elastoplasted hands and Green Flash sneakers). **Morgan 4/4,** 1972, Canary yellow, wire wheels, Plus 8 spots, strap, mirrors, handles, late property of keen "Cranmog" member who felt the sudden need for the rear seats of a family Morgan. **Morgan 4/4,** 1969, yellow, last of the low-final-drive "Traffic Light Specials". **Morgan** (model not specified), 1978, 2-tone silver and blue, alloy body, wire wheels, grey hood, reversing lights, leather, underseal. **Morgan 4/4,** 1968, finished in a John Deere version of BRG, Brooklands wheel, reconditioned engine, polished wood dash. **Morgan Plus 8,** 1970, orange, grid, spare wheel cover. **Morgan 4/4** 4-seater, 1975R, Royal Ivory, read leather, wire wheels, grid, woodrim, chrome wires, bucket seats, spots. **Morgan 4/4** 4-seater, 1972L, red 2-tone leather, wire wheels, 2 owners, sorry that should read *stone* leather. **Morgan 4/4/4** 1971K, 2-tone green (really is!), Restall seat (?). **Morgan 4/4** 4-seater 1976R, wire wheels, reclining seats, radio, grid, spots. **Alfa Romeo Spyder 2000,** 1976, further details unknown. **TVR 1800S,** metallic gold, wire wheels, MG-B unit (I've always loved this model) **TVR Taimar,** 1977, red, black model band, sunshine roof, radio, **TVR Taimar,** white, brown model band, 1977, overdrive, radio, two in stock, one of which has sunroof. **TVR 3000M,** 1974, black, tan interior, Woolfrace wheels, one owner. **Jensen Healey Mk 2,** 1974, yellow, hard and soft top, the mileage is supposed to be 3,000 but I suggest you phone to confirm. **Arkley SS,** regal red, gold pinstripe, alloy wheels, wide tyres. **Arkley SS,** black, gold pinstripe, alloy wheels, wide Goodyears. MG Midget, age uncertain, Teal blue. Suzuki not-quite-superbike (250 GT), 1975, gold, crashbars, luggage boot, cover. **NEW MORGANS:** We are hoping for an improvement in the supply position fairly soon, although there will be a delivery delay indefinitely as far as we can see: please consult early even if a Morgan is only a gleam in your father's eye. **NEW TVR:** Normally these are supplied to order in your own colour and spec, but we are trying to build up a small stock in time for those who would like a "T" registration. Martin Lilley (boss of TVR's) apparently turned up at Donington the other day driving a new white TVR convertible so we suppose it's all right to mention and take orders for this long-rumoured (and "Car" magazine leaked) new model. We have plenty of brochures and price lists on Morgan and TVR and can lease these cars as well as selling them. I've personally never quite understood the advantages of leasing but I suppose there are tax benefits for businessmen and we've certainly had leasing enquiries thick and fast recently. Anyway, we operate a very good leasing system in conjunction with an offshoot of Gulf Oil, which sounds adequately respectable. **NEW ARKELEY KITS:** We have attempted (not wholly successfully) to increase production by 66⅔% to cope with increasing demand. Delivery is sometimes ex-stock, sometimes 6 to 8 weeks, so best to enquire in good time. The Arkley brochure + *Autocar* eulogy costs 25p and a medium SAE. Other odds and ends we sell include the sometimes hard-to-find Austin A35 type Morgan sidelights (nicer and neater than the ones fitted to '78 Morgans) but on the dear side at £7.50 each plus VAT and pp. We sometimes have the Motolita woodrim complete with boss for late Morgans. **Morgan books:** First & Last, by Gregory H-B, £5.95; the 4-wheeled Morgan by Ken Hill, £5.45; the Morgan Autobook £4.25. Also the **Morgan Poster** (multiframe colour photographic including my racing Plus 8) 95p but deuced awkward to send by post unless you supply stamped addressed cardboard tube 2ft long x 2in. dia. Second hand 4-seater front seats in brown leather, second hand Plus 8 wheels, second hand inflatable bench seat for early 2-seater. We have acquired a prodsports racing TVR 3000M, sponsor sought. Having been unable due absence abroad to write fresh copy for last month's Motor Sport, I apologise for not giving the Morgan Club Concours at Ragley Hall organised by Warwick Centre (Warmog, no doubt) on May 20th/21st a mention until now. Our not entirely ignoble trade has taken yet another knock, this time from Maggie Thatcher, catspaw of the Daily Telegraph party. She compares Denis Healey with the "car salesman who hopes to cash his customer's cheque before the paint flakes off and the rust shows up". The simile she was *really* looking for, of course, was the one about the parliamentary candidate, the ink not yet dry on the ballot paper, and the broken election promise.

Yours sincerely,
"Disgusted", of Arkley.











Morgan 4/4 4-seater, 1973M, Royal Ivory, wire wheels, grid, badge bar, mirrors. **Morgan 4/4,** 1975P, French blue, stone leather, wire wheels, bucket seats, 1 owner.



Scout SSII Baja Cruiser, V8, power steering, automatic, 5 seats, detachable soft-top and doors, 10" wide Tracker tyres, delivery mileage. Phone for appt. to view.

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1972 (L) Lotus Seven Series IV in red, black trim, full weather equipment, series III exhaust, XAS tyres, two owners, 29,000 miles **£2,095**

1977 MG-B GT overdrive, in glacier white, checkered cloth trim, latest spec., radio, one owner **£3,395**

1976 Alfa Romeo 2000 Spyder D/H in silver grey, black trim, radio, tonneau cover, one owner, 13,000 miles, sold with private plate 41 KX **£4,295**

1976 (R) TVR 1600 M metallic blue, sunroof, radio, tinted glass, 18,000 miles **£3,595**

1978 TVR Taimar metallic blue, neutral model band, neutral sunroof, tan cloth trim, radio/tape, 3,000 miles **£5,995**

1971 Lotus Elan Sprint Fixed head in green/white, service history, two owners **£1,895**

1973 Lotus +2 S130 one owner, metallic blue, oatmeal trim, sold and serviced by us **£2,395**

1972 (L) Lotus Elan +2S 130/5 in black, silver roof, two owners, 42,000 miles **£2,395**

1974 TVR 3000M light blue with matching blue trim, radio, sunroof, two owners, 39,000 miles **£3,195**

1975 Datsun 260Z 2+2 in red, black trim, alloy wheels, radio/tape, one owner, 24,000 miles **£3,595**

1972 Ginetta G15 Coupe in white, black trim, radio/tape, one owner, 32,000 miles **£1,195**

1975 Triumph TR6 overdrive, in damask red, to be sold on behalf of a customer **£2,395**

1973 MG-B Roadster in blaze, black trim, two owners, tonneau cover, radio, 44,000 miles **£1,395**

1976 TVR 3000M in yellow, black trim, vinyl roof, sunroof, radio, 16,000 miles **£3,995**

1976 TVR 1600M in white, black vinyl roof, radio/cassette, one owner, 21,000 miles **£3,395**

1973 TVR 3000M in yellow, black trim, sunroof, radio, Wolfrace wheels, two owners, 38,000 miles **£2,495**

1975 (P) Triumph Dolomite Sprint. Dark blue, cloth trim, tints, radio, two owners, 24,000 miles **£2,195**

1974 Fiat 130 Coupe, Auto in blue, Russett velour trim, red carpets, radio/cassette, two owners, 32,000 miles **£3,995**

1971 Morris Mini Cooper S in white, cloth trim, radio, alloys, walnut dash, two owners **£1,195**

1976 Lotus Elite 501 in white, black vinyl roof, Marcasite trim, radio/cassette, one owner, 22,000 miles **£6,750**

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MG-B GT, 1975 P Reg. Finished in blaze orange, Rostyle wheels, full cloth trim, o/d, offered at **£2,495**

MG-B GT, 1974 N Reg. Roman purple, cloth trim, o/d. Polish Wolfrace wheels, brand new tyres **£2,295**

MG-B GT, 1973 M Reg. Harvest gold, cloth seats, Rostyle wheels, tinted windows, o/d, radio. **£1,995**

MG-B GT, 1973. Choice of four. Gold, red, blue, white all with extras. From **£1,695**

MG-B Roadster. Choice of 3, 72/73/74. Red, white, black. From **£1,395**

MG Midget, 1974. Gleaming black coachwork, cloth trim, Rostyle wheels, o/d, low mileage, one lady owner **£1,495**

MERCEDES 280 SL. Metallic gold, low mileage, all usual extras. One of the finest we have seen **£4,950**

MERCEDES 350 SL, 1972. Metallic red, beige trim, superb condition **£6,950**

ASTON MARTIN, G Reg. Coach finished in flame orange, sparkling rust-free chrome wire wheels. Fastidiously maintained by previous owner to a very high standard. On offer at **£3,750**

TRIUMPH TR7, 1977 S Reg. Pimento red, matching tartan trim, 8 track radio/stereo, sunroof, 5,000 miles **£3,250**

TR7, 1977. Yellow coachwork, green/black tartan trim, radio/cassette, 18,000 miles, faultless throughout. **£2,950**

TRIUMPH TR7, 1976. White, black/cloth trim, genuine 18,000 miles, well above average condition **£2,595**

TR6, 1974 N Reg. Mimosa yellow, hard/soft tops, 2 owners, spotless throughout **£2,450**

TR6. Choice of 3, 72/77, red, white, green, fitted with radio and o/d. Prices from **£1,595**

TRIUMPH Spitfire. Choice of 2, 73/74, both red, hard/soft tops, o/d **£1,495**

VOLVO 1800 ES L Reg. Metallic blue, leather seats, 2 owners, low mileage, one of the best we have ever owned. Offered at **£2,950**

PHONE US IF YOU DO NOT SEE A CAR TO SUIT YOUR PARTICULAR REQUIREMENTS. WE HAVE A CONSTANTLY CHANGING STOCK AND SO WILL PROBABLY BE ABLE TO HELP YOU. 50 PLUS SPORTS CARS IN STOCK

TRIUMPH GT6. Choice of 2, 72/74, white & red, radio, o/d, one with sunroof

TRIUMPH Stag. Choice of 2, 72/74, white & red, 72 with manual and o/d, new hood, radio **£1,895**

JENSEN HEALEY, 74 N Reg. Finished in white, black trim, large rubber bumper model, radio **£2,295**

JAGUAR XJ6 L *Series II*, 1974 N Reg. Regency red, extras include refrigerationn, electric tinted windows, chrome pressed steel wheels, radio, 8 track, superb **£4,350**

JAGUAR XJ6 Series II. Silver with black trim, chrome pressed steel wheels, white wall tyres, Van den Plas side mouldings **£3,950**

JAGUAR XJ12 L 1974. Lavender with matching leather trim, radio/stereo, chrome pressed steel wheels with white wall tyres **£3,750**

SCIMITAR GTE, 1974. White tinted electric windows, tanned leather trim, chrome wheels. Offered at **£2,950**

SCIMITAR GTE. 1973. Roman Purple, chrome wheels, electric windows, sunroof. **£2,575**

JENSEN, 1973 Mk III. Finished in yellow with black leather trim, radio/stereo, refrigeration **£3,995**

***LOTUS* 130/5, 1974 Model.** Black with gold roof, oatmeal cloth seats, radio **£2,895**

LOTUS Europa. Twin Cam, 1972. Lime Green, black trim, electric windows, radio/stereo **£2,195**



Merryfields



FOR SALE–continued

1932 VAUXHALL 12/6 black saloon. Green leather upholstery, car for practical enthusiast, sunshine roof, paintwork and chromium needs considerable attention, can be seen by appointment through Birtles Advertising, Pine Ridge, Shoreham, Sevenoaks, Kent. Tel. Otford 3733. Realistic offers invited. (21952

TR6 JULY 1971. Saffron, 53,000 miles. Overdrive, hard and soft tops, tonneau, Ziebart rustproofed. *Probably* the best 1971 TR6 on the market at £1,400. Tel. Reigate 44735 evenings and weekends. (21550

FIAT 130 COUPE 1972. 36,000 miles. Rare 5-speed version. l.h.d. Metallic gold, black vinyl roof, nice condition. Fridge, electric windows, new alternator voltage regulator. £2,650 o.n.o. Windsor 63654. (12638

LOTUS CORTINA 1966 Mk. 1. M.o.T. Clean bodywork, good engine, uprated suspension, towing bracket, investment potential. £365. Tel. Gresford 4700 evenings/weekends. (12638

TR7, WHITE/BLACK trim. 'R' reg. radio, taxed June, under 10,000 miles, lady must sell due to promotion and company car. £2,500 o.n.o. Tel. Whaley Bridge, Derbyshire 3585 weekends and evenings. (12640

PORSCHE 911E 1973. Blood orange with black interior. M.o.T. till February '79. Really excellent condition with just about every extra possible. £4,950. Phone: Barnsley (0226) 85830 day, or 46497 evening. (12641

MG-A 1600 MK. II DHC. All metal body in excellent condition. Expensive respray, sound mechanics. M.o.T. to April 1979. £1,750 o.n.o. Bromsgrove (Worcs) 77649. (12643

RILEY 9, 1935. Dismantled, mostly complete. Reconditioned head. R/S box new 19 in. tyres. Original log books. Sell, swap p/ex. 082 42 4170. (12654

VINTAGE 4½-LITRE Bentley. Must be immaculate throughout. Cash waiting or suitable car. BDC member. Phone: Pipe Gate 393. (12645

MG YA broken half shaft, otherwise reasonable. £345. Also excellent MG-B GT 'J' registered. £875. Wanted: MG-A/Lotus Elan, below £1,000. Leamington Spa 23473. (12644

AUSTIN SEVEN OPAL, 1937. 2-seater tourer. Rebuilt body, hood and engine. £950. Phone Basingstoke 770 246. (12646

MORRIS MINOR Convertible. 1953. Splitscreen, solid but requires restoration. £165. Kegworth 2778. (12651

MORGAN PLUS 4. 1968 four-seater, immaculate, every extra, M.o.T., taxed. £3,995. Huntingdon 57015. (13854

DAIMLER SP 250 A series. Superb, reupholstered, offers or exchange vintage sports or tourer. Tel. Ascot 22225 (evenings/weekends). (13853

1935 ROESCH TALBOT 65. New Brooklands replica body, closely resembles Talbot team cars in appearance, taxed, M.o.T., used daily, eye catching. £6,500 o.n.o. 061 485 1873. (13851

MG-B GT 1972 Automatic. Built to special factory order, immaculate flame red coachwork, unmarked blue cloth interior, steel sliding sunroof, tinted glass, head restraints, brake servo, stainless steel exhaust, air horns, 8-track stereo/radio, front/rear fog lights. Genuine 47,000 miles by one fastidious owner. £1,950. Limpsfield (088 388) 2151. (13850

1958 LOTUS Seven Series I in racing trim. Reconditioned Ford 109E Holbay engine, *tremendous poke*. M.o.T. £1,100. Tel. 046-279 267. (13849

ASTON MARTIN DB6. 1969 model, manual, P.A.S., h.r.w., metallic maroon, beige leather upholstery, C.W.W., 48,000 miles, good tyres, fine example of this fast appreciating classic sports car. £3,950. East Grinstead 23155. (13848

TRANS AM 455 HO. 1972 car. M reg., auto, pas, pab, electric windows, AM/FM & 8 track, new M.o.T., finished metallic blue, blue trim. Completely original & immaculate. The ultimate American performance car, not for the meek. £3,450 p/x Corvette 01-531 8658. (13847

VAUXHALL 1935. 14/6 four door, coachbuilt tourer for restoration. £875. Also *circa* 1934 Austin 7 Special. Lots of work done, dropped front axle, 15" wheels etc., no bodywork. £375. *Circa* 1920 four cylinder engine, believed Mathis. Offers 01-567 5007 or Uxbridge 33988. (13846

LAMBORGHINI ESPADA Mk. III. 28,000 miles, white with white trim, tinted, Qued, excellent. £7,750. St. Austell 2619. (13842

VOLVO P 1800. (1963) model (assembled by Jensen). Good condition, taxed and M.o.T.'d until September. £525 o.n.o. Mr. A. E. Millard, Berry Cottage, The Batch, Downside, Backwell, Bristol BS19 3DJ. Phone Lulsgate 2350. (13839

RILEY LYNX 1936. Trimmed overall, good condition, available for inspection and offers mid-June. Many spares including engine, gearbox, front axle, tyres, wheels, crownwheel and pinion on separate offer. Berrett, Liverton, Newton Abbot. (13841

MINI COOPER 1000. 1970, nice example. £550. Land Rover Safari Station Wagon, fwb, M reg., superbly serviced by the A.A. £3,000. Exchange for classic or pre-war car. Rainham 52617 (Essex). (13843

E TYPE V12 1971. 43,000 miles, black, tan trim, excellent condition. £3,450. St Austell 2619. (13842

E TYPE V12 2+2 1973(M). 30,000 miles, yellow, black trim, tinted glass, excellent. £4,750. St Austell 2619. (13842

MERCEDES 300SE 1964. Collector's car, excellent, A.A. RAC test welcome. £600, no offers or exch. BMW 2002. 01-686 3516 (London). (13838

1973 (M) FIAT 124 Sport Coupe. 1,800 c.c., olive green/black trim, radio, 5-speed box, full M.o.T., 46,000 miles, carefully serviced. £1,400. (0522) 36530 any time. (13837

ROVER 12 TOURER 1947. Offers over £3,000 invited. Information on request. Page, High Lanes, Stickland, Blandford. (13836

1954 TR2. Mechanics good, needs bodywork, history available. £525. Shaldon (Devon) 3408. 13834

1965 SUNBEAM TIGER. Good condition, used as second car, history available. £1,475. Shaldon (Devon) 3408. (13834

1939 ASTON MARTIN. 2-litre Speed model, only 8 manufactured, completely rebuilt by Aston specialist, highest offer by end June. Tel. 0905-7-3912. (22025

1971 RELIANT SCIMITAR GTE auto. 45,000 miles, one lady owner. £1,500. Tel. 0268-779978. (13833

LANCIA 2000 Sedan 1973. Zeibart, stereo, electric fan, aerial, new starter, battery, exhaust, alternator, tyres, taxed. Immaculate. £1,200. 01-856 2499. (13860

FOR SALE–continued

1933 AUSTIN HEAVY 12/4 Berkeley Saloon. Mechanically good but very rusty, will sell complete for £250 or break for spares. Truro (Cornwall) 560696. (13858

V12 E TYPE K REGD 2+2. 39,000 miles, in beautiful condition. Finished in BRG/black leather, special features include, sunshine roof, tinted glass, Wolfrace wheels. £3,000. Further details phone Ventnor 853760 (I.o.W.). (13857

GILBERN ESTATE 1972L. Manual o/d white/red interior, 46,000 miles, all usual extras plus sunroof, bodywork recently renovated by owner. Must be one of the best remaining examples of this rare model. Offers around £2,350. West Mersea(Essex) 2491 evenings. (13856

MG-A MK II 1622 Roadster 1961. Hard and soft tops, wire wheels, technically and bodily rebuilt to a high standard. £2,000. 01-399 1205 Surbiton. (13855

BMW 2002 TOURING. 1973 (M). 52,000 miles, Fjord blue, radio/cassette, spots, fogs, headrests, mudflaps, badge bar. Immaculate condition throughout, full BMW service history, recent new gearbox, clutch, exhaust and tyres. Overseas posting forces reluctant sale of this rapidly appreciating Bavarian classic. £2,500. Harrogate (0423) 58384. (13756

BMW 3CSI COUPE. Nov. 1974 N reg. Injection, manual, pas, Alpina wheels, electric tinted windows, Blaupunkt radio, stereo, Hella spots, 39,600 miles. Met. dark blue, grey velour interior. £5,995. Terms/exchange possible. Tel. Wokingham 782496. (13758

ASTON MARTIN DBS 6 Vantage. Manual, 8-track, sunroof, 45,000 miles, metallic blue, black leather, immaculate, new clutch. £3,750. Cholderton 257. (13757

ALFA ROMEO 2600 Sprint. 1966. v.g.c. 77,000 miles, genuine. £700 o.n.o. Waterlooville (Hants) 51521 weekdays 9-5. (13761

TWO-SEATER CONVERTIBLE with Dickey. 1935 Austin 10/4 tourer, M.o.T., used daily, very pretty. £1,950. Might exchange modern car. Brighton 555496. (13764

JV 3885 ON 1973 1300 Beetle. One owner, red, 36,000 miles, radials, cavity-sealed, v.g.c. £975. Tel. 061-790 3176. (13763

1960 ALVIS TD21. Excellent mechanics, new carpets, M.o.T., interesting car. £500. Phone 9916 224, Haytor, Newton Abbot, Devon. (13765

BARGAIN TWO 100E Fords, one in running order, £55 o.n.o. for the two. For details Phone 9916 224, Haytor, Newton Abbot, Devon. (13765

1961 JAGUAR 2.4 Mark 2. One owner from new, average condition, M.o.T. May 1979. £400. Telephone Cirencester 2681. (13766

1978 LANCIA MONTE CARLO. White with blue interior. Less than 7,000 miles, and in excellent condition throughout. £5,250. Phone: (Lusty) Blockley 446, or evenings Campden 439. (13769

ROLLS-ROYCE Silver Dawn. Well maintained, orginal, silver/grey. £5,750. Herefordshire 056 882 212. (13768

MG-B GT V8. R reg. 1974, blue, o/d, radio, alloy wheels, low mileage, vinyl roof, tinted windows. £2,495. Macclesfield 24476. (13769

RILEY 9-HP LYNCOCK 1934. 2 seat sliding head coupe. This very rare model is partly restored with all necessary parts to complete. Extra spares include:– engine, rear axle, dynamos, starter, carbs & manifold, wheels, tyres and many small parts plus *paper work, Catalogues etc., etc.* £1,850. *Serious* enquiries only please to Cov. 610209. (13771

JOWETT JUPITER. 1953 s/a, restored original Cream/red, M.o.T. tax reg. RTD 111, workshop manual. £2,000. Details, new Milton (0425) 614300. (13772

1959 TR3A. Excellent condition, most parts as new. Send SAE for more details and appointment to view. Genuine TR enthusiasts only please. Price £1,500. Box No. 5773. (13900

MORRIS 1000 Convertible. 1966. 3 owners and known history. Extensive chassis repairs just completed. MoT May 1979, taxed. Runs very well, but needs some further attention, hence £450. Oxford 61432 (evenings/weekends). (13899

AUSTIN HEALEY 'Frogeye' Sprite (1960). Two careful owners from new, original all steel body, undersealed. Valuable personalised registration (865 K). Pye stereo radio/cassette, Smiths heater, new vinyl hood, superb all round condition. Very reluctant sale of collector's car due to increased family. Sound investment at £950. Phone (STD) 05384 6410. (13898

JAGUAR 420, 1968, low mileage, in exceptional condition, looks and drives like a new car, service vouchers from new, original green log book. £1,400. Tel. Llanbedrog (075-884) 505, N. Wales. (13897

JAGUAR MK. II 3.8 Auto. Excellent condition. £1,000 - Andover 53463. (13895

SCIMITAR GT 3 litre. Sunroof, alloy wheels, stereo. Beautiful motor. £990. Andover 53463. (13895

RARE 1934 Daimler 25 h.p. Straight Eight. Hooper all alloy coachwork (identical to pre-war Rolls) P100s, matching sidelights, spot, rear trunk carrier etc., gilt investment, easy restoration. Complete handbook, tools, spares (including cylinder head, tyres). *Moving house forces reluctant sale. Very* impressive vehicle in good sound condition (white). £1,450, offers considered. Tel. 061-764 7566 (Bury, Lancs.). (13894

ASTON MARTIN DB5. 1965. Stored 5 years, requires some attention. Best offer around £2,000. Phillips, Wooda Farm, Kingsnympton, Devon. (13893

STYLISH SPORTS Fiat 124 Spyder Convertible, RHD, 1,608 c.c., 5-speed gearbox, radio. Manufactured 1973, P registration, 42,000 miles. £1,450. Tel: Churchstanton 267 (near Taunton). (13892

RELIANT SCIMITAR GTE. 1974 'N' Manual with overdrive, cream. Extras include radio/cassette, tinted electric windows. 37,000 miles. £2,650. Telephone Dinas Powis 513252. (13891

ROVER 60, 1959, 63,000 miles, undersealed, one-family history, superb condition. Offers around £650. 046-030 476. (13896

1934 MG PA, body and mechanics all original and v.g.c. with new brakes, seats, hood, instruments, recent cellulose and MoT May '79. £2,950. Box No. 5772. (13890

MG-B GT V8, 1974. Chrome bumper model, 36,000. Superb condition, tomorrow's classic. £2,850 o.v.n.o. Simon Hawkinge 2349. (13917

VX 1303 Beetle. Yellow. Dec. '72. 23,500 miles, specimen condition, full service record. £1,150. Tel. 01-883 5978. (13916

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

"May waif dozen lake green...

end this emgee yaw edvertising is green" says phone.

"That's right" says you.

"Most women don't lake green – they think it's unluckeh"

"But you're not a woman"

"No – but may waif is, what aim saying is you'll hev trouble selling it because it's green so you mate be a bit more realistic about the praice – may waif mate considah green if it were a bit cheapah"

"Matter of fact – you're the fourth enquiry this morning"

"Eau"

"Oddly enough, they were all in agreement with you"

"What – don't lake green?"

"Oh no. One of them didn't like the model, one didn't like wire wheels and the other didn't even like MG's, but all were prepared to shelve their dislikes if I lowered the price. D'you know what I told them?"

"What?"

"Richardson's"

"What?"

"Richardson's – the people I bought it from, said they'd always be pleased to buy it back. They don't care if it's green, red, black or blue – they'll buy it because it's an MG"

"Look, half a mo – may waif says . . ."

"Sorry – *may waif* says stop messing about and get over to Richardson's"

RICHARDSON'S

We buy, sell and dismantle – we've got a thing about MG's.

MOOR LANE, STAINES. PHONE STAINES 55388

01-736 4495

SPARES

Remember this number next time you have trouble finding any Rolls Royce or Bentley parts.

Export Parts Agency. Heathmans Road, Parsons Green, London SW6.

FOR SALE—continued

LOTUS ELAN +2S 130/5. 1974 N registered. Finished in metallic lagoon blue/oatmeal trim. Specification includes Dave Smith prepared engine (just rebuilt), SP Sports alloy wheels, h.r.w., O-I headlights, and Konis. Specialist maintained this rare two-owner car is one of the very last made and can only appreciate. Offered at £3,450. Tel: 061-834 7321 (office) or 061-795 8368 (evenings). (13888

PORSCHE 911, 1969. White/black interior, electric sunroof, mags. Recent AFN work. Bargain £1,995. P/X considered. Bournemouth 522136. (13887

1974 TRIUMPH Stag - 29,000 miles, hard and soft top, electric windows, Sundym glass, immaculate condition. £2,950. 098378 343.(13918

ROVER 3.5 Saloon, 1972 (Automatic). 51,000 miles, future investment opportunity. Year's MoT and Tax to Jan. '79. Used and admired daily, one of the best still left. Service and improvement history since purchase, radio, tow bar, new tyres. Zircon blue. Moving house sole reason for sale as still used by cabinet ministers! A gift at £1,100. 061-881 0965 office hours, 061-980 8518 evenings. (13915

JENSEN HEALEY, 1973M. Recent new gearbox, hood, tyres, stereo radio cassette. Good condition, six months warranty. £1,650 o.n.o. Mike Callender, Darlington 60221 (home). Stockton 617431 (work). (13914

MORGAN 4/4 1976, 11,000 miles, BRG, extras including chrome wires, sand leather interior, matching tonneau, hood. Locking door handles, bumpers. Reluctant sale, offers around £4,950. 061-336 9941. (13912

ASTON MARTIN DB 2/4 Mk. I 3-litre, 1956. Stored for 10 years, recent engine rebuild, body repaint in Ascot grey. Interior retrimmed in blue leather, new head lining and carpets. £3,250 o.n.o. Phone Henley in Arden 2841. (13911

AUSTIN HEALEY 3000, 1961. Fine example with usual goodies like overdrive and radio, but priced sensibly to finance my house purchase. £1,875. Silsoe 60639 (Bedfordshire). (13910

ASTON MARTIN DB5 Convertible, 1965. 71,000 miles, white with black interior, 10 months MoT. Excellent original condition. £5,500 o.n.o. Phone Henley in Arden 2841. (13909

1972 SPITFIRE IV, detachable works hard top, MoT, v.g.c. £735 o.n.o. Pontypridd 406274 (or P/ex TR4). (13908

AUSTIN SPORTS aluminium Jensen bodied A40 Drophead. Low mileage with interesting history. £1,250. Ring after June 4th. Disley 3650. (13907

E-TYPE V12 2+2, 1973M. Lavender, 59,000 m. with history. £4,000. Nottingham 268908. (13906

"E" TYPE JAGUAR Roadster Series 1½, 100% restoration at considerable expense to virtual perfection. Offer around £6,500. Tel. Dunstable 606974. (13905

LOTUS ELAN Sprint, immaculate and original. Not cheap, but definitely one of the best there is. £2,850. No cowboys please. Uley (Glos.) 270. (13904

BMW 3.0 SI Saloon, Manual, P reg. Dark blue, genuine 22,000 miles, v.g.c., all usually BMW luxury refinements. £5,250. Bristol (0272) 611596. (13902

TVR TAIMAR hatchback, white with chocolate contrast band, sunroof, radio, Sundym. Just 12 months old, superb condition, fantastic performance. A real bargain at £4,990. Phone Bishops Cleeve 2617 (Gloucestershire). (13903

1956 STANDARD Ten, only 42,000 miles. £150. Write: Kevin Gater, 19 Holbrook Road, Stoneygate, Leicester. (13901

1951 MG TD. Mechanics and body professionally rebuilt. Dark blue, superb finish. New beige hood/screens; interior trim needs renovation. Very sound car. Offers over £3,750 sought. Tenbury Wells 810158. (12391

1936 12-SEATER Bedford Bus, 20 h.p. Much work done and ideal for finishing off. All mechanics good and bodywork very sound. A good old pal of mine for 10 years and little used. Ideal for rallies, fetes and super for holidays. Great Dunmow 810502. (13889

"W.O." BENTLEY, Magnificent 4½ litre, 1929. Chassis and mechanics completely rebuilt. Drives beautifully. Offers invited when seen and tried. 041-632 6176 office, 041-639 2974 home. (13760

LOTUS +2 130S 5. White with silver roof, excellent all round condition. "M" reg. Price £2,600. Present owner prefers fresh air, would exchange for MG-B Roadster. Phone Crudwell 238 evenings. (13974

RADFORD MINI COOPER S, 1964. Rare crowd stopper! Downtown Stage Two, new M.o.T. Accept best offer? (Wanted: TR7, Scimitar - what have you?) Tel. 0424 439036. (13975

FORD 100E POPULAR. 1960, one owner, total mileage 31,300. New M.o.T., showroom order, best offer! (Ditto 1975 Audi 100 GL, automatic, 29,400 miles. Exchange(?). Hastings 439036. (13975

FORD PREFECT DE LUXE 100E. 1956 Maroon and cream, 28,500 miles taxed and M.o.T. to November. £450. Milsom Morden 01-330 3336 evenings. (13977

SCIMITAR GTE. 1972, Nevada Yellow/black, 48,000 miles, overdrive, Wolfrace wheels, radio, stereo, excellent condition. Offers over £2,000. Tel: Billinge (0744) 894140. (13978

ROVER V8 AUTOMATIC 1974, 46,000 miles, vinyl roof, p.a.s., tinted glass, cloth seats, radio/cassette, immaculate throughout. Fantastic value for £1,900. Riley Elf Mk. 3 last ones made, real quality/value in a Mini, excellent condition, £375. Cash needed. Offers or exchange 2002, Scimitar GTE, Pershore 3157 Mr Hutcheon Daytime. (13980

M REG PORSCHE 911E COUPE. Blood orange, black cloth trim, immaculate condition throughout, taxed and M.o.T., fitted electric tinted windows, radio, 5SP Box 'S' wheels, 9,300 miles, but drives and looks like 23,000. Realistic price for quick sale £4,450. 061-439 7042. (13981

1935 WOLSELEY HORNET 12 h.p. six cylinder saloon. Excellent engine, chassis and bodywork. Potential concours winner. Offers around £1,500. Phone Crick (Northants) 823303. (13982

SUNBEAM TIGER 260, H/T S/T, Konies, many extras. £1,150. Phone 0455 209125 eves. 0203 451158 days. (13983

AUSTIN HEALEY 3000 IIA. 1963, concours body, paint and upholstery, rechromed where necessary. Rebuilt front suspension, overdrive, power disc brakes, spares. £3,200. 021-777 6518. (13985

1975 SCIMITAR GTE. April yellow, overdrive, alloy wheels, radio. £2,950. Phone Rainford 3949 Upholland 624461. (13986

HISTORIC LANCIA. 1.6HFS Fulvia Ralleye. Believed 1968-9 works car. Finished Marlboro team Lancia colours, aluminium body, perspex windows, 150 b.h.p. engine, etc. unique road/HSCC car. Very little use since imported, taxed, M.o.T. (D). £1,700 o.n.o. with spares and factory manuals. Tel Dursley 3243 (Glos) part exchange possible. (13987

MORGAN. 1938 Series I 4/4 coupe (believe only 50 made). Coventry Climax engine with new pistons, white metalling, etc. Body requires restoring and assembling but exceptionally worthwhile project. £1,500 or offers please. Telephone Medway (0634) 61757. (13988

1955 FORD ZEPHYR Mk. I convertible. Power top, 2 owners, M.o.T., lovely condition, very rare model, offers around £1,500. 0222-703536. (13990

1961 AC ACECA-BRISTOL. 100DZ, blue, good mechanically, coachwork, fair, new radiator, M.o.T., radio. £2,500. Orpington 26972. (13992

1966 JAGUAR 3.4. Manual, o/drive, radio, light blue metallic, over £1,000 spent including complete engine overhaul, bills available, long M.o.T. excellent condition. Bargain at £695. 0222-703536. (13990

AUSTIN HEALEY 3000 Mk. III, 1967, ice blue/white, wires, overdrive, h/s tops, superb throughout - an appreciating investment. £3,000 o.n.o. or exchange Scimitar (expanding family!) Stamford 782934. (13989

TR4A. Beautiful condition, low mileage, renewed parts too numerous to list, well maintained and drives like new, M.o.T. tax. Bargain £950 cash. Full details: Adlington 480569 (Lancs) evenings. (13994

LOTUS ELITE SERIES II/S E. 1962, in immaculate condition, used as reliable everyday transport. Offers over £3,250. Hayling Island 66648. (13993

SUNBEAM ALPINE sports 2-seater, 1967. Genuine 17,000 miles only, hard and soft tops, overdrive on third and top gears, specially finished in black with red interior. £1,275. Leatherhead 75894 or Epsom 27777 evenings. (13995

AMERICAN MOTOR CARAVAN. Dodge Foretravel 1974, 14,000 miles only, 26 ft. long, all possible extras including air conditioning, generator, central heating, H/C water, bath, shower, flush toilet, Microwave oven, gas oven, side awning, etc., etc. Automatic transmission, power steering, a complete home on wheels. Cost new £35,000 approx. Bargain £14,250. Leatherhead 75894 or Epsom 27777 evenings. (13996

LOTUS 7 SIII. Completely original BRG 1970 model, alloy wheels, superb condition. £2,500. Naphill 3389. (13997

PORSCHE 911E 2.4. August 1972, blood orange, Sportomatic, electric sunroof, windows, Sundym, Recaro seats, radio/cassette, service history, new tyres, M.o.T., taxed. Superb throughout. £4,350. 01-681 1588 evenings. (14007

MG TD SERIES II. Immaculate, restored condition. Old English white with black leather interior, new M.o.T. £3,300. A real showpiece. 01-546 2027. (14008

ROVER 3.5 COUPE. 1968, new engine and gearbox 1970, 65,000 miles since, silver grey/Arden green, radio. £550. Oxford 64549. (14011

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1977 Triumph TR7, red – black nylon, 1 owner, 10,197 miles, h.r.w., headrests, Sundym **£2,695**

1975 (P) Triumph 2000 TC, yellow – brown nylon, 1 owner, overdrive, h.r.w., headrests, tinted glass, 13,099 miles **£2,495**

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1974 Triumph Spitfire Mk. 4, green mallard – black, radio, tonneau, recent tyres **£1,365**

1973 Spitfire Mk. IV, white – tan **£1,195**

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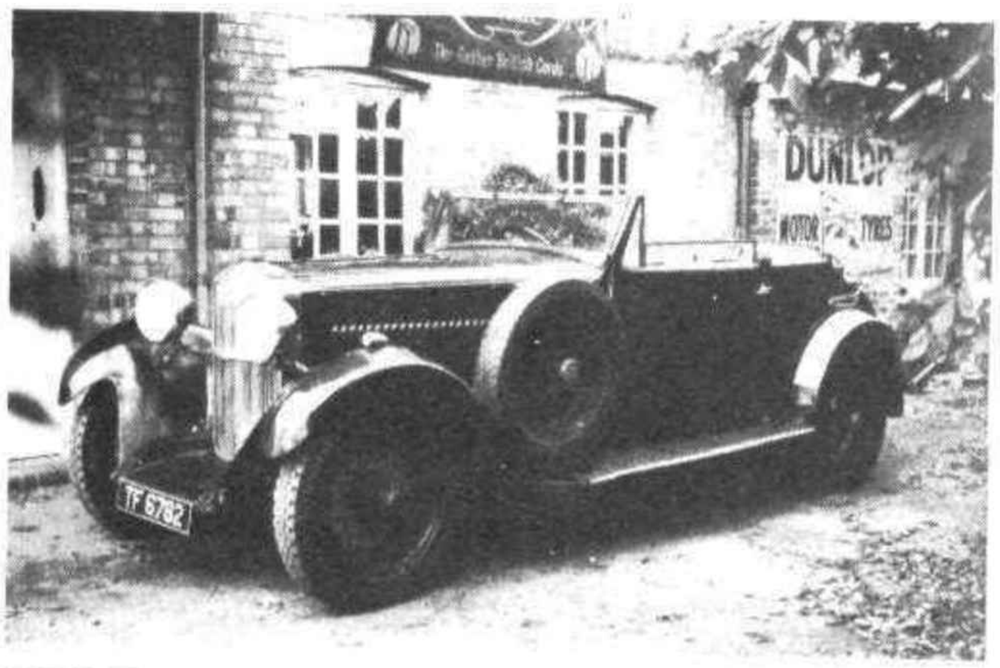
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E-TYPE V12 2+2. Super. No plate, white, v good condition, genuine reluctant sale. £3,350. Tel York 781335. (14003
1936? TRIUMPH Southern Cross two-seater Tourer. £2,250. Would exchange for MG Tourer. Derby 515767. (13998
FERRARI/FERRARI. Space shortage forces sale of either 1975 308 GT4 2+2. Dark blue, radio, electric windows, air conditioning, beautiful condition. This must be exciting value at £7,500, or 1961 250 GT 2+2 l.h.d. Suitable USA exhaust regulations. This car has recent bills for £4,000 and handles particularly nicely. £5,000. Full details ring Basingstoke 770247 evenings and weekends only. (14001
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1933 FOUR-SEATER Austin Seven Tourer. Colour: Blue-black. Fully restored. £2,000. Phone Winchcombe 602997. (14077
HEALEY 3000 Mark IIa. Good overall condition. Solid wheels, many extras, long test/tax. One owner seven years. First £1,850. Wormley (042 879) 3156. (14076
ASTON MARTIN V8. 1973. Manual, silver with black trim. Air conditioning, 8 track stereo/radio, fabulous car. £5,250. Bishops Waltham 2858. (14075
STAG – 1972. Hard, soft tops, recond. engine. Fabulous condition, any inspection. £1,895. Stoke-on-Trent (0782) 542153. (14069
MG-A 1600 Roadster. 1960. White. £480 o.n.o. Used daily. Tel. (home) Beaconsfield (Bucks.) 4003. (14068

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DAIMLER, RARE 1934 V26 seven-seater limousine by Hooper. Chassis, mechanics, body, tyres, wheels and straight eight engine in very good condition. Interior stripped and needs some renovating and refitting to complete. Must sell, so re-offered to clear at £1,980. Longfield 2335 after 5 p.m. (14071
1929 CHRYSLER '65' Roadster. Absolutely original, only known one in Europe. Carefully restored and ready to go anywhere. Substantial offers. Whittaker, Tel. Leeds 687672. (14067
ASTON MARTIN DB4. 1962. A superb original and genuine car having covered 52,000 miles, ivory with tan interior, fitted overdrive. Taxed and MoT. £3,750. 061-427 1876. (14066
AJB 66 DOLOMITE SPRINT, 1974. 35,000 miles. £1,700. R. Bellham, 67 Delapre Street, Northampton. (14060
MORGAN PLUS 8, 1970, in excellent condition. £3,500. Terms can be arranged. R. J. Barrett, Haverfordwest 2822 (office hours). (14059

FOR SALE–continued

MG-A COUPE, 1960. MoT and taxed. Excellent body, superb mechanics. New engine, gearbox, brakes, tyres, suspension, etc. Very attractive and well cared for, racing history. £1,400 o.n.o. Full details on Ruislip 74198. (14054
FERRARI DINO 308 GTA. 1975. Air conditioning and all extras. 26,000 miles. Marinello maintained since new. Offers around £8,500. Tel. 0306 5557 evenings. (14053
TR2, 1955. Original all steel bodywork, well preserved. H/S tops, tonneau. Excellent mechanical condition, overdrive, many spares. MoT 12 months. £1,000. Could deliver. Aberdeen (0224) 22991. (14052
TR6 ROADSTER, December 1972. Emerald green, radio, overdrive, excellent condition throughout. MoT, taxed. £1,750. Tel. Henlade (0823) 442373. (22067
FERRARI 250 GT Boano Coupe. 1959 (two-seater) RHD. Recent engine re build, clutch, king pins etc. Body in excellent order. £4,900. Ring Redditch 24118. (14049
DAIMLER SP250, red, reconditioned engine, gearbox, new tyres, resprayed, excellent condition. £1,750. Telephone Edinburgh 336 6960, evenings. (14051
MG-C GT, 1968. BRG, HRW, W/W radio, new gearbox, servo, exhaust. Full MoT, taxed. Immaculate condition. £1,100 or part exchange with cash for 1974/5 Dolomite Sprint. Northampton 846133. (14048
LANCIA 2000 Coupe. Genuine 46,000 miles. 'K' reg. but looks virtually new. Immaculate metallic brown coachwork. Rustproofed. Blaupunkt radio. Job forces sale. Bargain and investment at £1,295. Northampton 844518. (14047

TR6

TR6	**1975**	Overdrive, 9,000 miles, mimosa	**£3,695**
TR6	**1975**	Overdrive, 15,000 miles, emerald green	**£3,250**
TR6	**1975**	Overdrive, 19,000 miles, white	**£2,995**
TR6	**1975**	Overdrive, 22,000 miles, carmine	**£2,995**
TR6	**1975**	Overdrive, 24,000 miles, magenta	**£2,995**
TR6	**1974**	Overdrive, 25,000 miles, mimosa	**£2,795**
TR6	**1974**	Overdrive, 28,000 miles, sapphire blue	**£2,695**
TR6	**1974**	Overdrive, 35,000 miles, pimento	**£2,495**
TR6	**1974**	Overdrive, 51,000 miles, French blue	**£2,295**
TR6	**1973**	Overdrive, 39,000 miles, sapphire blue	**£2,295**
TR6	**1973**	Overdrive, 43,000 miles, carmine	**£2,195**
TR6	**1973**	Overdrive, 44,000 miles, emerald green	**£2,095**
TR6	**1972**	Overdrive, 42,000 miles, pimento	**£1,895**
TR6	**1973**	Overdrive, white, 11,000 miles only, one lady owner	**£3,450**
TR4A	**1966**	LHD, British racing green/tan interior, completely rebuilt	**£2,450**



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V 12 E-Type DHC. 1st reg. 12.3.75. British racing green/tan interior. 9,000 miles only.
1967 E-Type 4.2 Series I. White with black interior, hard & soft tops. 17,000 miles only.

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FOR SALE–continued

LOTUS 7 SIII, 1970. Excellent condition with polished alloy body, yellow nose and wings. Very good weather equipment. Mag. wheels. Taxed and MoT. £2,350. 061-427 1876. (14066

AUSTIN 7 Box Saloon, LWB model, 1933. Immaculate condition, sunroof, 57,000 miles. Must be one of the best. Offers over £1,250. Hutton Rudby 700925, (0642) Cleveland. (14065

PEUGEOT 304S Cabriolet, 1975. Rare high class convertible, v.g.c. 13,000 miles, registration number DE 60. Comfortable and quick. £2,100 o.n.o. Exchange HSCC or modern sports. Llanelli 2667. (14061

TR6, AUG. 1973. Mimosa. Low mileage. Extras include overdrive, tonneau, Kenlowe fan, Motorola. Specialist tuned. New tyres and exhaust. Undergoing full professional bodywork renovation and repaint, guaranteed to highest standard. Demonstration anywhere when ready. Overseas enquiries welcome. £2,400. Third child forces sale. Manchester, Saddleworth 5423. (14058

E-TYPE, 1965 4.2 FHC. Just completed full professional rebuild, both bodily and mechanically, using all new parts. Carmen red/black int. 5 PB radio, hrw, etc. At present being retrimmed in black leather. The condition of this vehicle is quite unbelievable, and only needs seeing to justify the asking price of £5,000. To be sold ready for the road with 12 months MoT and 12 months tax. Telephone Wigan (0942) 491 687 or 70828. (14056

ALFA ROMEO Spyder 2000 Veloce, 1975. Meticulously maintained, immaculate condition. Red with black interior, alloy wheels, LSD, stereo radio. Will drive reasonable distances from Birmingham for inspection. Genuine private sale. £3,150. Ring office 021 359 2934 or home Stratford-on-Avon 69362. (14055

ALFETTA GTV, September 1976 (R), 15,000 miles, red, Blaupunkt radio, excellent condition, offers around £4,000. 01-629 8464 (day) or 01-385 4655 (eves). (22077

COOPER TYPE 56, 1960. Formula Junior. Unused since complete rebuild, believed works car. Virtually original condition. Offers Box No. 5781. (13859

BUGATTI 57S, 1936. Corsica bodied 2-seater DHC. Interesting and full history, very original. Tel. 0592 780391. (14217

LOTUS ELAN S2 DHC, 1965. Yellow, low mileage, exhaust just fitted. Ideal export opportunity. £900. 088 94 (Rugeley) 4873. (14219

AUSTIN 12/4 Burnham Saloon. Early 1930. Luggage Carrier. Running order. Very good condition. £2,500 o.n.o. 037 987 616. (14223

1947 WOLSELEY 12/48. Dark green, good condition, regularly maintained. Offers. Phone Churchdown 855093 or 714022. (14222

ALVIS TA21, 1951. Good interior, rebuilt gearbox, unused 10 years. Engine runs very well, brake cylinder requires replacement. £750 o.n.o. Leamington 25305. (13859

MASERATI 300S, chassis no. 3072. Very original, immaculate and fully race-prepared with many valuable spares. Serious offers only. Box No. 5779. (14073

JAGUAR XJ6 4.2 O/drive, 1972. Radiomobile. Taxed and MoT. Light blue, navy leather trim. £1,600 o.n.o. Exchange considered. Stamford, Lincs. 0780 4312. (14113

FOR SALE–continued

NSU Ro80. See under exchanges. (13573

LANCIA 2000 Farina Coupé, 1975P. In white, last of the true Lancias, not a Fiat in disguise. Flat four engine, 5 speed, PAS. First class condition, can only appreciate. £2,000. Bradford 491373 evenings after 4th June. (14177

HEALEY 2.4-LITRE, 1952. Drophead. Coachwork by Abbott, part restored. Impending house purchase means reluctant sale. Full details Penkridge 2690. (14176

TR5, 1968. Good original Roadster. White, w/ws, o/d, radio. One owner last four years. Second baby forces sale. £900. Cardiff 34789. (14175

AUSTIN SEVEN Tourer, 1934. Super little car for the family, hood, bodywork and mechanics all good, finished many rallies successfully. Reg. No. JR 1928. Price £1,950. Tel. Glengormley (NI) 44111. (14174

MG-C ROADSTER, May 1968. White, black trim, largely rebuilt in Nov./Dec. MoT till October 78. Very good condition. Appreciating asset. £1,200. 01-628 8835 weekday evenings, Ropley (096 277) 2385 weekends. (14188

ALFA ROMEO Montreal RHD. May 1976. Met. silver grey with matching cloth interior. Stereo cassette/radio, alloy wheels, electric windows. This beautiful and immaculate car was one of the last made. 13,000 miles only. Offered with 18 months warranty. £6,200 o.n.o. Tel. 01-272 4474 day, 01-906 0534 evening. (14190

TR6, 1973. Red, immaculate, really wide tyres, radio, many other extras. Looks fantastic. £1,850 daytime 689 2539 weekdays. (14191

1938 MG-VA 4 seat Tourer. Requires some restoration. Complete with a host of spares. Offers. Phone Formby 70267 (evenings). (14201

AUSTIN HEALEY 100/4 Series BN2, 1956. Original condition throughout and low mileage. Extremely rare and beautiful motor car. Genuine reason for sale. Enquiries please to Jellings, 26 Holbeck Hill, Scarborough. Tel: 65577. (14202

ALFA ROMEO 2600 Sprint GT. Sunroof, radio, electric windows. Body and mechanics good. £600. 061 432 6642. (14214

VOLVO 1800 S Coupe, 1967. Genuine 27,000 miles from new, 2 lady owners. In superb condition, £1,850. 0452 (Gloucester) 413691 evenings. (14207

STAG '74. Blue, 55,000 miles. Work completed to date incl. new short motor, exhaust, tyres, brakes, clutch, distributor, susp. rubbers. Extras incl. Sundym glass, h'rests, Ziebarted. Radiomobile c/radio, elect. ign. No hard top. Now in excell. cond., offered at £2,245 o.n.o. Phone 061-834 5253 day, 061-773 9860 evenings. (14210

FROGEYE SPRITE, 1959. Professionally resprayed red. Rebuilt engine and mechanically overhauled. New suspension, clutch etc. Long MoT. £675 o.n.o. Phone 061-834 5253 day, 061-773 9860 evenings. (14210

1969 JAGUAR 240 Manual. Overdrive, radio, HRW. Full MoT. Radio. Immaculate, £875 o.n.o. Droitwich 5779. (14205

1929 AUSTIN Seven Chummy, excellent, 2,000 miles since complete rebuild. MoT May 1979. Prefer exchange larger Vintage Tourer in restorable condition, but would sell for £2,250. 0703 842223 (Southampton). (14208

ALVIS SILVER Crest, 1937. Part restored, car complete except for sunshine roof. Reasonable offers 021-554 6607. (14209

FOR SALE–continued

TR5 PI. White. Surrey hard/soft tops, 6J alloys, overdrive, balanced engine, SAH head, cam, exhaust system, oil cooler, Lumenition, Kenlowe. Uprated suspension, rear telescopic conversion. Rebuilt on new chassis, 1975. £1,100. 27 Westbury Crescent, Weston-Super-Mare. (14211

OPEL MANTA 1.9SR Berlinetta, 1977. White/black vinyl roof, blue velour interior. Beautiful condition, new tyres, radio, tinted screen. £3,100 or offers. Wanted – Land Rover Ripponden (0422) 2158. (14204

LOTUS ELAN S4 DHC. White, one owner, recent engine rebuild. Taxed, tested Oct. 78. £1,100. Tiptree 817102. (14206

BMW, 1973 CSA. Light fawn vinyl and sunroof, alloy wheels, eight track stereo and radio, sports wheel. New front tyres and exhaust system. Extremely good condition. £4,250. Derby 810339. (14212

ROVER 95. 2 for £400. One with slight accident damage, other very sound with radio, full tool tray, manual, handbook, etc. Bargain. Cambridge 891964. (14116

TRIUMPH VITESSE 2-litre convertible. Good throughout. £450. Cambridge 891964. (14116

TR4A. Soft top and tonneau, very sound, excellent wings, new radiator, overhauled engine. £695. Cambridge 891964. (14116

1935 STANDARD 12 h.p. green and black, sunroof, partly restored body, chassis, transmission, gearbox excellent, engine needs attention. Offers over £800. 01-642 1978 after 7 p.m. or weekends. (14155

ASTON MARTIN DB6 Auto, white, blue interior, e.w.w., distinctive number, excellent condition. £3,500. Tel. Sheffield 52970. (12410

TD MG, 1950. White, black interior, extensive rebuild, tuned engine, offers over £3,500. Tel. Sheffield 52970. (12410

SAVE £1,000 on list price. Alfetta GTV 2000, S reg., red, charcoal velour upholstery, only 4,000 miles. £5,000. Contact Nigel Rosser, 01 868 8215. (22075

TRIUMPH SPITFIRE Mk. IV, 1972. M.o.T., one owner, garaged, regularly serviced, radio, tonneau, 46,000 miles, excellent conditon. £925. Tunbridge Wells 37389. (14030

VINTAGE DAIMLER. Unique opportunity to acquire a potentially superb, imposing vintage car. Circa 1920 sleeve valve Daimler 14-20, rolling chassis with extensive work done including engine, requires body to complete. Serious enquires and offers. Tel. Haywards Heath 0444-51333 evenings/weekends. (14121

MG TF 1250. Taxed, M.o.T., rechromed, rewired, new woodframes, excellent condition. £4,500 o.n.o. (Southampton) Bursledon 3653 evenings. (14120

SCIMITAR GTE. White with black trim, manual, tinted laminated, Motolita wheel, quad stereo, new Wolfrace wheels, Dunlop SP, new 3,100 engine, running in, new clutch, exhaust, radiator, hoses, dynamo, coil, battery, pumps etc. Over £1,000 recently spent, superb condition, 27 m.p.g. average. Genuine reluctant sale of much cherished car. £2,600. Tel. 01-891 1618 evening, 01-940 1452 day. (14119

MAYFLOWER 1953. Recond. block, body fair, needs attention. Buyer collects, offers invited. Manchester, office hours 0908 679101, ext. 247. (14118

FOR SALE–continued

ALFA ROMEO 2600 SPRINT. Tatty, but fully restorable or suitable for spares. At worst, would £225 be too much to give for a spare engine, triple twin-choke carbs, five-speed gearbox, axle, electric window bits, three almost brand new Michelin Xs and everything else to keep your own 2600 Sprint in major spares for life? St. Albans 80861. (12657

1930 AUSTIN 16/6 Tourer. Blue/black, excellent condition. £3,500 o.n.o. Tel. 041-639 7135 or write H. Lloyd, 36 Broom Rd., East Glasgow G77. (14128

JAGUAR XK140 DHC, 1955. Exceptional original condition, 53,000 miles, requires some renovation, hence offers around £2,000. Stubbington (Hants) 4760 weekends. (14126

REP 34 MG-C Roadster. Hardtop, unused hood, wire wheels, mint condition, lots of money spent, one of the very best available. Offers considered over £1,500. Tel. 0743 55116. (14124

1956 BENTLEY S1. Interior immaculate, mechanically very good. £3,200. Doncaster 722839. (14122

MG F-TYPE, Stiles threesome. Restored from chassis upwards only 600 miles since. One of about 10 left of some 30 built. Beautiful lines, with third seat in tail, very original. Offers over £4,000. Normandy 2428. (14112

TRIUMPH 2000 RENOWN. 1951. Private, 37,000 miles. Two owners stored. Details Box No. 5778. (14114

AUSTIN A40 SOMERSET 1952. One owner, 26 years, very low mileage, really excellent and original throughout, long M.o.T. and tax. £475. Exeter 56444. (14111

LANCIA FULVIA SALOON. 1972. M.o.T. to Feb. 79, taxed, beige with black interior, high mileage, but in good condition. £700 o.n.o. Helsby (09282) 4264. (14109

JENSEN FF MK II. 1971. 47,000 miles, one of the very few in this condition. £3,450 p/ex considered. 028-482 234. (14110

MG TC 1948, in need of renovation, original condition, engine running, offers around £2,500. Tel. Weyhill (Hants) 2982. (14108

JAGUAR MK V 3½-litre saloon, 1949. For restoration, stored last 4 years, original engine running. Realistic offers. Weyhill (Hants) 2982. (14107

TR4. White, good hood, wires, overdrive, 2/3/4, good boots, taxed and tested until December, a good looker in everyday use. £645. Will negotiate. Spares, bonnet, £30. Doors, £5. Boot, £10. 021-476 6028. (14106

1973 JAGUAR V12 E-TYPE, drophead, Series 3, Azure Blue with black interior, 36,000 miles, complete car immaculate. £6,000. Shaun Magee, Durley 307. (14105

LOTUS ELAN FHC S3. Late 1967, immaculate, white with black bumpers/trim, alloy wheels, many new parts/extras, special reg. number, M.o.T. and taxed 'D'. £1,100 o.n.o. Wolverhampton 38687. (14103

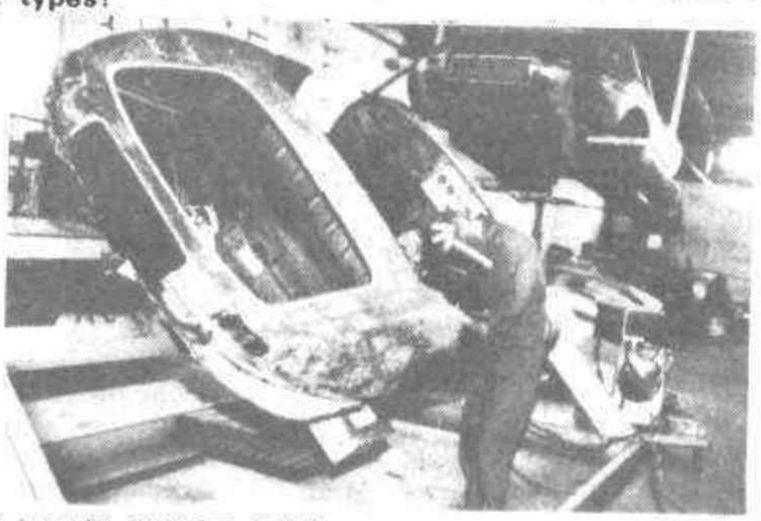
MORRIS MINOR 1931. (Single-piece radiator), concours condition, one of the earliest SV engines, very original condition, all timbers in sound condition, repainted crimson and black, sunshine roof, genuine 59,000 miles and only 5,000 since new rings. 041-334 3488. (14095

SCIMITAR GTE. 1974, manual, overdrive, tan trim, radio, h.r.w., two owners, beautiful condition. £2,695. Poss. p/ex. Welwyn 4113. (14094

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MASERATI 300 S, 1955. No. 3058.
Ex Tony Parravano car. Very nice, original condition. Recently raced in Historic Racing. From US-Westcoast.



MASERATI A6GCS, 1949. No. 2014.
This car was raced in Formula II events, also in Mille Miglia and Targa Florio, also raced in Argentina. Fully original. From US-Eastcoast.



OSCA 1600 GT ZAGATO, 1963. No. 0097.
This is a very rare aluminium bodied OSCA with the powerful OSCA 1600 c.c. engine. Suitable for every day use and extremely fast. Registered in Holland.



OSCA MT4 Coupe 1952. No. 1120.
The famous ex. Damonte-Martial Le Mans Coupe, bodied by Vignale, which ran in 1952/1953 Le Mans. The coachwork is quite stunning and this is certainly the most remarkable OSCA Coupe ever built. From US Eastcoast.



CISITALIA Mille Miglia Coupe 1948. No. 007M.
Built by Stablimenti Farina, restored a few years ago but still in outstanding condition. A typical collector's car. Only a few around in this condition and mostly not for sale. From US-Eastcoast.



CISITALIA Barchetta 1950. No. 154 SC.
Aluminium body by Castagna. Recently new painted (Black), new Connolly leather (red) with matching carpets. Only 18,000 miles from new. Very suitable for normal use. From my premises.



ALFA ROMEO GIULIETTA SS 1961.
In my own workshop we restored recently the engine, gearbox and brake system. New exhaust system, new tyres, nice interior, paintwork fair to good. Export price US$4,500. – firm, from my premises.



ALFA ROMEO MONZA 1932. No. 2211097.
2600 CC/8C ex factory car. Rebuilt to very high standards, complete and original, like the car's left the factory. Extensive information on request. From US-Westcoast.

Other interesting cars, for sale or expected:

- ★ ALFA ROMEO 2500 S Cabriolet and 2500 SS Coupe both 1947.
- ★ FERRARI 250 MM Pininfarina, 1953.
- ★ FIAT V8, 1952.
- ★ FIAT ABARTH 1000 Bialbero, 1963.
- ★ FERRARI 330 GTC, 1968.
- ★ MASERATI 250 S, 1957.
- ★ MASERATI 5000 GT, 1959.
- ★ STANGUELLINI Coupe, 1948.

Closed for Holidays: June 24-July 10, 1978.

NOSTALGIA

BUSTING OUT IN JUNE ...

This month sees the three best Historic Meetings of the year, in my humble opinion. This weekend, **Prescott's** glorious slopes will echo with a 50-year range of sports-racing cars and single-seaters **("Classic" Hill Climb – June 3rd/4th).** Next week, the gathering at **Le Mans** for the Historic Race and Rally should be truly spectacular **(June 7th-11th);** and the ever-popular and friendly **AMOC/St. John Horsfall Meeting** is at **Silverstone on July 1st. See you in the Paddock!**



1950 JAGUAR XK 120 ROADSTER – KDF 425; definitely among the very top XK 120's in the country, the magnificent respray in the original Old English white having been completed; 37,000 m. recorded with original log book, engine, trim, spats and semaphore signals etc.; by now you should know that I do not make the above claim lightly! – **90 pts.** *Photo*



1967/70 EX WORKS MG-C LIGHT-WEIGHT GT – VHY 5H; the actual Targa Florio car, featured in colour in Thoroughbred and Classic Car, Dec. 1977; 3,000 m. from new, totally original in every last detail, road registered (and used), and raced in Group IV Historic Events – **86 pts.** *Photo*

1953 FRAZER NASH LE MANS COUPE – YMK 5; 25 years ago exactly, this famous car won the 2-litre class at Le Mans, and set a new Class Lap Record; 1 of only 3 such models built (and very pretty too!); extremely original including log book, Works BS4 engine, Le Mans lighting switches etc.; a marvellous car for road and Group 1 Historic Racing – **90 pts. – Photos in Thirlby's book "FRAZER NASH", pp. 189/194.**

1959 AUSTIN-HEALEY SPRITE; a nicely restored, though original, example of this "Classic" 2 seater sports – **84 pts.**

1960 ASTON MARTIN DB4 SERIES I; a rare, early example rebuilt mechanically by Robin Hamilton and bodily by Aston Martin Ltd.; extremely pleasant indeed – **84 pts.**

1967 MERCEDES 250 SE SALOON – RHM 999F; my own car, only for sale as I've found the 300 SEL I was looking for; 34,000 m., 2 owners and I would think it is the best example anywhere since it is absolutely original (including factory paint) and has been mistaken for a brand new Mercedes.

1966 AC FORD COBRA 427 – left hand drive; 1,500 miles since ground-up restoration by CP Autocraft (formerly Cobra Parts) to "better-than-new" standards. *Photo*



1969 ASTON MARTIN DB6 MK. II VANTAGE; 29,000 m. from new and in equivalent condition throughout.

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1966 ABARTH 2000 RS SPYDER; very pretty and rapid (200 plus b.h.p. 2-litre engine) road/racing car; European Hill-Climb championship winning model; road equipped and eligible for Group IV Historic events – **90 pts.**
1936 BENTLEY 4½-litre PARK WARD SALOON; totally original but beautifully restored.

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1931 Morris Cowley	**£550**
1933 Austin 12/4 saloon	**£1,250**
1933 Morris Cowley	**£700**
1934 Standard 10 saloon	**£650**
1935 Austin 10 Litchfield	**£300**
1935 Morris 12 saloon	**£950**
1936 Morris 8 saloon	**£500**
1937 Humber 12 saloon	**£750**
1937 Rover 16 saloon	**£950**
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1921 Rolls-Royce 40/50. Chassis No. 75 AG, body by Fergusson of Belfast. Original, beautiful and ready to go anywhere **£25,000**

1936 Bentley 3½-litre H. J. Mulliner Sports Saloon (page 177 Green Book). Pretty car in original and sound condition **£4,150**

1948 Bentley Mk VI Saloon. Finished in midnight blue, owned by one family from new **£2,550**

1948 Bentley Mk VI Freestone and Webb Sports Saloon, basically sound, one owner twelve years, interior nice and original, requires painting **£2,500**

1949 Bentley Mk VI Saloon, excellent interior, mechanically sound, some rust **£1,750**

1950 Bentley Mk VI Saloon, sound and respectable, leather not good **£1,850**

1952 Bentley "R" type. Park Ward two door F.H.C. (bottom 253 Green Book) very original, generally good and presentable R.R.E. Rallied **£5,250**

1957 Bentley S.I. Saloon P.A.S., well preserved original example **£3,550**

1957 Rolls-Royce Silver Cloud PAS, believe 78,000 miles, finished in silver grey with green interior **£4,850**

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Goodworth Clatford,
Andover, Hampshire
Telephone: ANDOVER 3643

FOR SALE—continued

E-TYPE V12 2+2. 1972, manual, headrests, radio/stereo, new exhaust. Recent extensive brake overhaul, lovely condition. £3,695. Poss. p/ex. Welwyn 6746. (14096

DIRECTOR'S CAR, XJ6L, 4.2 litre, 1975, White, manual with o/d combining speed with economy. Superbly maintained with every conceivable extra, regularly serviced, must be one of the best available. Only £3,700. Phone Leatherhead 75170. (14093

DAIMLER SP250. 1962, ivory/black leather, excellent condition, mechanically renewed, body original, new hood, hard top, new tyres, extras, spares. £2,000. Tel. 01-499 2002 day, 01-743 1926 evenings. (14092

MG-C GT. Dark blue, red hide, wire wheels, new exhaust, v.g.c. radio and cassette. £1,000 o.n.o. 3 Mendip Walk, Tunbridge Wells. Tel. T/W 32705. (14091

BENTLEY MARK 5, 1939. Complete but partially dismantled. This car is an extremely rare model and is illustrated in Bentley, Fifty Years of the Marque, page 234, by Johnnie Green. Price £4,500. Telephone Great Dunmow (0371) 810604 or Great Dunmow 810669. (14089

ABSOLUTELY AS NEW, original, Singer Gazelle Saloon, one owner, 22,000 miles only, original log book and radio, 1961, new M.o.T. registration Number 5793 NK. Sensible Offers. Welwyn 4563 (Herts). (14088

FERRARI DAYTONA. 25,000 miles, immaculate. £14,250. Tel. 01-289 0102. (14087

1937 RUBY Professionally repainted and reupholstered, new king pins and bushes, well shod, completely reliable, uses no oil. Hungerford 3506. (14086

ROVER 110, 1964, grey with red interior, 2 owners only, current one since 1966. Running well but doubtful radiator, service record, tool kit, M.o.T. until Sept. Faithful servant, needs good home. £325. Reigate 48597. (14085

AUSTIN 8. 1939, very original and lovingly cared for one owner until 1976. M.o.T. £850. Ferndown 875087. (14084

AUSTIN SEVEN Pearl Cabriolet, 1938, completely restored, being reupholstered now. £1,875. Also BMW 2002, registration LUV 7K, only 52,000 miles, needs tidying. £750. Downland 53223. (14083

MG-B GT V8. 1974. Damask red, PB Radiomobile, Ziebarted, one owner, second car, delivery condition throughout, authentic mileage 9,500. New M.o.T. £3,700. 051 632 5402. (14102

FOR SALE—continued

1928 MORRIS Cowley Tourer. Enthusiast owned and maintained open four seater tourer. Complete with all weather protection. Good condition. £3,000. Phone Ryde 65300. (14216

VOLVO 1800ES, beautiful condition, 29,000 miles, 8-track. £3,000. Tel. 01-228 6394. (14215

JAGUAR 3.4 Mk. II, 1963. Pearl grey. Guaranteed 37,000 miles, 2 owners, radio. Superb condition throughout, full MoT. Investment. £1,500. Tel. Scarborough (Yorks.) 68785. (14203

DAIMLER V8 250, 1967. Midnight blue, red leather. Documented 24,000 miles with one perfectionist owner. Concours and as original in all respects, must be seen. Probably best in UK. £2,750. 01 504 2064. (14238

LANCIA 2000 HF Coupe. 1973. Immaculate in red, carefully maintained. Fuel injection, electric windows. Taxed and MoT November. £1,550. 043-57 350, East Sussex. (14239

1977 MK. II RS 2000 Escort. ONO. White/black trim, stereo cassette/radio, Piranha ignition, Dinitrol, Armaglaze treated, v. good condition, 25,000 miles. £3,200 or offer. Tel. Home B/Burn 50467, Work Preston 862489. (14221

YOUNG MAN short of the green stuff for other things is selling Sunbeam Alpine, 1962. Overdrive, hardtop, soft top, tonneau, wide wheels, good tyres. Good condition, taxed, tested. £250 just spent. 79,000 miles. £450. 93 Bartborough Road, Clowne, Nr. Chesterfield, Derbys. (14225

SENSIBLE OFFERS are invited for my 1954 MG TF. In original and exceptionally good condition (genuine enquiries only). Tel. Saxby all Saints 315. (14224

LANCIA BETA Spyder 1600. P reg. White/tan interior, radio/cassette. 19,500 miles. £2,995. Tel. Maidstone 43125. (14232

ROVER 100, 1962. In very good condition. 50,000 miles from new. Full history, original log book, tools. New MoT. Recent new tyres, exhaust and battery. £400. Edinburgh 031-664 3417. (14230

SPORTING ESTATE, 1971 Volkswagen 411 LE Automatic. Low mileage, unmarked orange paint, excellent performance. 1 year's MoT. Orpington 34213. (14236

BRITANNIA PROTOTYPE, featured in May "Classic Car", needs work, offers over £600. Biggin Hill (Kent) 73789. (14257

LOTUS 2+2S, L reg. Dec. 72. Taxed. MoT. White/silver, black trim. Radio, spoiler. £1,850 o.n.o. Runcorn 72964 (Cheshire). (14235

FOR SALE—continued

TRIUMPH 2-LITRE Vitesse EEK 18F Convertible. Olive green. Good all round condition. Rebuilt engine less than 1,000 miles. New tyres, relined brakes. Very fast and attractive car. Long MoT. £450 o.n.o. Wass Ramsden (Oxon.) 542. (14152

ASTON MARTIN DB4 Series Two, 1960. Colour metallic grey, current MoT. Bank manager applying pressure hence price negotiable around £2,450. Tel. Goring-on-Thames 3259. (14151

GILBERN MK. III, 1973L. 29,000 miles, regal red, sunroof, overdrive, electronic ignition, new tyres and clutch. £2,495. Phone Reading 784122 evenings after June 12th. (14165

E-TYPE JAGUAR FHC. 1962. With 4.2 engine and gearbox. F/glass bonnet, flared rear arches. Requires much work but must be cheap at £575. Phone Leeds 576683. (14162

TR4A, 1967, Surrey top, one owner last six years, year's MoT. Body rebuilt 1976 (new steel wings), brand new tyres, wheels, exhaust, battery, steering rack, springs, rear shocks, interior and exterior excellent. Factory workshop & parts manuals, radio - £1,050. Woking 68278 evenings. (14168

SCIMITAR GTE, 1975 "P" registration. Manual, green, stereo, 33,000 miles, one owner. Excellent throughout. £3,250. Telephone 01-221 5915. (14159

VOLVO 1800 S Sports Coupe. A beautiful example of this classic car, finished in white with black trim, sunroof, manual with overdrive. Registered 1968 but now with cherished number "3500 MD". Looks and drives superbly. £995. Camberley 64871. (14154

E-TYPE ROADSTER, 1973 V12. Immaculate car inside and out. CWW, stereo etc. White, black trim, 46,000 miles. £5,550. Telephone Crowborough 3244. (14172

VOLVO P1800S, 1965. Ice blue, sunroof, overdrive. Tax, MoT Feb. V.g.c. £725. Tel. Malvern 2219 evenings. (14173

JAGUAR XK150 S FHC. 3 owners, 47,000 miles, dark blue with grey interior. Manual with overdrive. CWW. 12 months MoT. £4,000 or exchange late model Volvo or Peugeot Estate. Tel. (0253) 726237. (14227

1974 MG-B GT V8. Harvest gold, black fabric interior. Tinted glass, chrome wheels, radio etc. Average mileage. Tax/MoT. Excellent condition throughout. £2,250 o.n.o. Southport 67296 (evenings). (14226

LOTUS ELEVEN Series one. Needs engine, gearbox and much work but basically sound and restorable. Offers. Hay on Wye 446. (14229

1939 AUSTIN Big 7 with sunroof. 12 months MoT, rewired, new battery, very sound, drives well. £525 o.n.o. Telephone Nottingham 702111. (14234

MORGAN 4/4 two seater 1978 delivery mileage, many extras, or MG-B GT 1977 white, extras, 9,000 miles only. £3,100. Must sell one. 0323 870691 (Sussex). (14101

1931 SWALLOW SALOON Austin 7. Part restored, first with £600 gets it. Ring Flitwick 4573. (14100

KARMANN, GHIA 1960, 1,200 c.c. extensive overhaul 1970. M.o.T. to April, good condition. Offers. Phone Kendal (0539) 25871. (14099

FOR SALE: 3 litre Austin (manual) 1969, 45,000 miles, M.o.T. November. £500. Replies to Box No. 5776. (14097

ALFA ROMEO Giulia SS. 1964 RHD. Complete, but requires extensive restoration. Rare owners handbook included. £200. Buyer collects. Ring Gloucester 414651. (14220

LANCIA FULVIA 1.3S. 1974. Dark blue. Guaranteed 26,000 miles. Full service history, full MoT. £2,025. 088 94 4873 (Rugeley). (14218

TR4A, APRIL 67. Wedgwood blue. Genuine low mileage, overdrive, wire wheels, Surrey top. Taxed and MoT'd. Excellent condition. £1,350. Tel. Stirling 2773. (14171

LANCIA FULVIA Saloon 1,300 c.c., white, 1972. Good condition, one owner, £675 o.n.o. Stafford 57584 evenings. (14170

MERCEDES 190 SL. LHD. Complete and driveable but requires some restoration. £765. Wendover 623165 (Bucks.). (14163

1974 E-TYPE Jaguar Roadster. Dark blue, beige trim, chrome wheels. Excellent condition, 39,000 miles. £5,250. Peterborough 60860. (14167

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MG 1936 PA Airline, dreadful state	**£1,000**
MG 1949 TC, Concours winner	**£4,500**
MG 1937 TA, immaculate throughout	**£3,800**
MG 1933 L, Jarvis body	**£1,300**
MG 1933 J2, just rebuilt	**£4,000**



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XK 150 S, FHC. 3 owners, 54,000. M Reg. **£3,850**
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1967 Morgan 4/4 2 str., Cream.

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Visits by appointment only please.

FOR SALE–continued

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LEYLAND BUS, 1935. Open top double decker (diesel), seating capacity 56, red/cream livery in excellent restored condition, normal car tax & M.o.T. £2,850 o.v.n.o. Crayford 526585 (Outer London) (14187

JAGUAR 240, 1968. Manual, dark blue with red interior. 38,000 miles, excellent condition. Sensible offers please. Castor 250. (14185

V8 250 DAIMLER AUTO, 1969. Dk blue/grey, radio, h.r.w., genuine 70,000 miles, excellent throughout, long M.o.T. £1,450. 045-383 2904 (14199

MG TD 1953. Very good condition road car, engine just rebuilt. £2,500. Umpley Stoke 2574. (14198

1963 ITALIA 2000GT, Fixed coupe by Michelotti. TR3A engine/chassis. Monza red. M.o.T. good condition. Offers Saltash 3875. (14197

TRIUMPH ROADSTER 2000. 1948, rebuilt from chassis and retrimmed, excellent mechanical order, rewired, fitted with overdrive and Marchal headlamps. £2,500. 041 427 1460. (14196

1974 TR6, overdrive, hard top, electric aerial, stereo radio/cartridge player, must sell. £2,095 o.n.o. HP arranged. Parbold (Lancashire) 2399. Between Manchester/Liverpool. (14195

DELAGE DM 3 litre Figoni Bodywork original, fixed head coupe, excellent order, taxed, very attractive car, long bonnet, cycle type wings. £6,900. Phone 021-308 1078. (14194

MG-B GT, 1974, exceptional condition, blaze, 27,000 miles, chrome bumpers, chrome Rostyles, headrests, tinted window, overdrive, taxed, tested, 1979. £2,000. Swaton 296, Lincolnshire. (14193

MG-B GT 1976. Black/Black. Sundym. 1 owner, extras. £2,695. Rare car. Details Batley 473597 (Yorks). (14192

JAGUAR E-TYPE V12 2+2. K registration, only 28,000 miles, history, taxed, radio, stereo etc., completely undamaged, perfectly maintained, absolutely superb condition throughout, owner going abroad, investment £4,750. 021 354 4434. (14200

RARE ALFA ROMEO 2600 SPYDER. 1963, hard/soft top, finished in white, interior red leatherette, special body by Touring, a mere 41,000 miles in complete original condition, would consider Aston Martin DB5 in exchange, prepared to export to States, fully M.o.T. Woking 63065 for appointment. (14184

MG-A COUPE. 1961, red with red leather, a very attractive car, sound body and mechanically. £975 o.n.o. Telephone Garstang 2225. (14180

PORSCHE 911E 1971. Beautiful glacier blue bodywork, excellent mechanics, 2.2 engine, alloy wheels, new CN36's, Recarro seats, immaculate interior, long M.o.T., tax. £3,650. 01-578 2774. (14182

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ALFA ROMEO 1750 Spyder Veloce. 1969, ted. ex Alfa mechanic, superb, fast, economical, reliable, collector's car, just as an Alfa should be. £1,400. Woking 60572. (14178

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DELAGE 8 CYL. cabriolet or coupe, concours condition or near. Smits J. van Ryckeyorsellaan 24 Moergestel Holland phone 4243 1585 evenings. (12828

WANTED – ONE Laycock overdrive, as fitted to early Rovers and some Westminsters. Ramage, Coppenhall, Stafford. (21645

TWO CHROME alloy Scimitar GTE wheels. Must be perfect. Aberdeen 780344. (12989

MORGAN 4/4 2-seater wanted immediately. Delivery mileage, top price paid in cash. Tel. Bucklers Hard 230. (14098

WANTED PORSCHE literature, any language, prior to 1965. Sales brochures, handbooks, etc., especially wanted 356B factory workshop manual. Also special tools. Write with details, condition, price (including phone no. if possible). All letters answered. Box No. 5761. (12992

MOTOR SPORT 1924-42 and "Speed" after Nov. 1938 wanted by serious collector. Also "Automobile Year" Nos. 1-10 and 17/18. James, O'Grady, 12 Falkland Mount, Leeds 17. Tel. 692692. (14213

MG-A. Anything below £1,000 cash or exchange MG B GT J reg. o/d, value £875. Leamington Spa 23473. (14005

£100,000 IMMEDIATELY available for any 2 or 4 seater sports touring cars in good condition. Better than Auction prices paid. Please telephone 01-546 2027 Anytime. (14008

WANTED: Front axle set for Austin Seven Nippy Tranter. 48 Fibbersley, Wednesfield, Wolverhampton. (14031

AUSTIN SOMERSET panels (wings, doors, sills) required in new condition. Information to: Johnston, c/o Beningsenstrasse 66, 2800 Bremen, West Germany. (14010

TRIUMPH 2.4 PI, estate, auto. Cash waiting for good, rustless, low mileage example. Pontefract 73974. (13979

WANTED MG MORGAN, Singer Le Mans or similar by enthusiast for restoration. Tel. 0302 57801. (13913

ALVIS 12/50 BEETLEBACK or similar wanted. Some work not objected to provided car is complete. Derby 515767. (13998

64 RILEY 1.5. Rear door, front wings, wood door cappings, chrome side trim in good condition. Please telephone Paul on 01-928 9734 (evenings after 6.30). (14127

NIPPY AUSTIN SEVEN. 2-seater sports. Would prefer one requiring complete rebuild. Not for reselling. All letters answered. G. Greing, Nine Elms, Hunton Road, Scotton, Catterick Garrison, North Yorkshire. (14123

E-TYPE SPARES required to complete both f.h.c. and d.h.c. vehicles, absolutely anything considered, would prefer complete car for breaking, good price paid. Tel. Wigan (0942) 491687 or 70828. (14056

E-TYPES WANTED, any condition considered, especially left-hand drive models. Good price paid. Tel. Wigan (0942) 491687 or 70828. (14056

WANTED: 15" mag alloy wheels for Elva FJ circa 1960, also complete diff/rear brake assembly for a Lotus Elite and FWA/FWE engine. Box No. 5774. (14050

WANTED–continued

ANSALDO 4 owner wishes to contact other owners and spares holders; handbook wanted. Chelmsford 71016. (13863

AUSTIN TWELVE or Sixteen wanted by VAR member. Must be runner with M.o.T., prefer vintage or early 1930s. Hollick, 10 Cherry Tree Close, Hughenden Valley, High Wycombe, Bucks. Naphill 2715. (13840

WANTED. MOTOR Year books 1949, 1955, 1956, 1957. Motor Sport Racing Car Reviews 1953-1958. Your price for good condition copies. 49 Grove Crescent, Kingsbury, London NW9 0LS. 01 205 9220, evenings, 01 902 6001 ext. 221 office. (13885

COACHBUILT BODY wanted, circa 1928/32. Suitable 11 ft. 9 in./12 ft wheelbase, open or closed, prefer Sedanca D/V but all offers considered. Condition not important if restorable. Dowd, "Fairwinds" Aston, Nantwich, Cheshire. Tel: Nantwich 78406. (9967

TOURER. Drophead or anything sporty wanted, any age, any condition, any distance. Also require Amilcar and Senechal parts to complete rebuilds. 01-567 9076 or Uxbridge 33988. (13846

TR3A WANTED by private enthusiast. Preferred restored, or if not, part rebuilt. Please ring 0782 611455. (13882

E-TYPE V12 Roadster in bad bodily condition, or damaged, wanted for restoration. Ludwig Grübel, Hauptstrasse 1 6728 Sondernheim Germany. (F767555

WANTED: Pre-1950 Jaguar or SS. Any model, any condition by genuine private collector for own use and not for re-sale. Immediate cash available. Please contact: K. Medlicott, 3 Bank Street, Newton Abbott, Devon. Phone: 0626/3928 (day); 0626/3966 evenings. (12649

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ENTHUSIAST REQUIRES TR2/3/3A with overdrive. Must be mechanically sound, and have current M.o.T. 85 Delamere Road, Levenshulme, Manchester or ring 0246810 579. (13733

FRAZER NASH chain gang model wanted. Car must be an original example and in excellent condition. Send price and details. Box No. 5770. (13744

ASTON MARTIN DB5/6/S by AMOC member. Must be manual gearbox. Please tel: Wallingford (0491) 36390. (13649

PRIVATE COLLECTOR wants Jaguar Mk V Drophead (other interesting and Jaguar cars considered). A. Dobson, Gilthrigg, Levens, Kendal. Tel. 0448 60437 Night. (21791

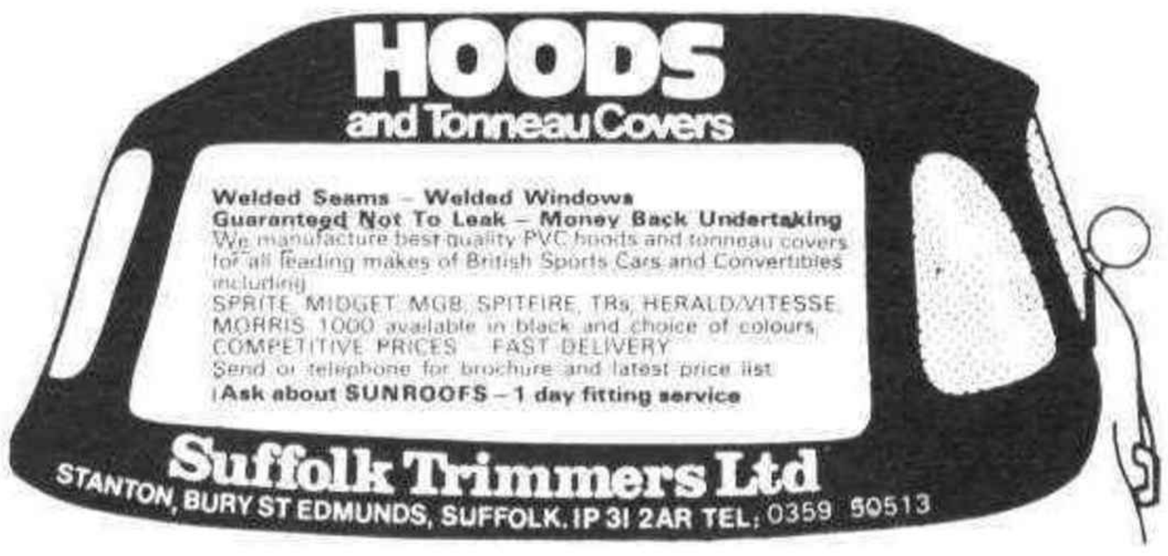
WANTED HEALEY Silverstone, (Healey 100/4 considered). Phone 0448 60215, night. (21791

WANTED BROCHURES from 1963 on Ford, Rootes/Chrysler, BMC/Leyland. Please send to 4, Birklands Drive, James Reckitt Avenue, Hull HU8 0LJ or tel. 0482 799967. (13574

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1975 (N) Triumph TR6, hard top, o/d, two owners, 24,000 miles recorded, radio, yellow **£2,865**

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1965 Morris Minor 1000 2 door, 21,000 miles only, full history known, white with red upholstery **£1,250**

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1973 BMW 2002 TII. Sunroof, alloy wheels, wheel spats, front spoiler in bright yellow **£2,199**

1974 MG-B GT, o/d, sunroof, head restraints, 34,000 miles recorded, white **£2,225**

1973 MG-B Roadster, o/d, white, radio **£1,565**

1976 (R) MG Midget, one owner, Endrust underseal treatment, yellow, 16,000 miles **£1,825**

1975 MG-B GT. Overdrive, 2 owners, 23,000 miles only, radio, undersealed in red **£2,550**

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1958 Lotus VII, one of the first sevens ever built, completely renovated from scratch three years ago and stored ever since. Sold as a collector's item **£1,650**

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WANTED–continued

BENTLEY MK VI, R or S type open-bodied special wanted. Cobham 4066 (Surrey) evenings or weekends. (13110

HELP, HELP, HELP. TR2, 3 or 3A wanted by ex-owner enthusiast. Up to £2,000 available for good original, or sensibly restored example. Ring Geoff Fry, Hawthorn (0225) 810917. (13156

JAGUAR D-TYPE wanted by BRDC member, former owner. All replies answered in confidence. Box 5764. (13163

XKE OR 120 wanted, good or mint, no cheap rebuilt rubbish. Cash purchase. Box 5762. (13115

AC ACE Bristol wanted. Absolute top cash price offered by VSCC member. Mint or poor condition. Richard Shaw, 5, Ruskin Close, London, NW11 7AU. (13115

BUICK, NASH or other American makes wanted, 1930 to 1940 models only. Good leads appreciated. Will visit Europe this summer. H. Wibmer, 1933 S.E. 19th Court, Renton, Washington, 98055, USA. (67458

AYL 6 Alfa Romeo 8c. No 2211063 long chassis tourer. Can anyone supply information about this car between 1934/39. Also required one Alfa steering wheel. R. N. Stevenson, 28 Suir Hill, Ballymena 6589 (evening). (13258

E-TYPE 4.2 wanted by private buyer, must be good original condition, low mileage. Cash paid. 01-337 6098. (13262

FORMULA FRONT-ENGINED wanted or sports racing car. Absolutely any condition considered. Also C/Climax engine wanted. Mr. Smith, Armitage (0543) 490232. (13259

WOODRIM STEERING wheel and fittings for XJ6 15" flat. Any type in good condition. Telephone Lutterworth 2059 after 6 pm. (13213

MOTOR SPORTS wanted. 1945-60 inclusive, anything considered. Private buyer. Ring Camberley (0276) 64925 6-7 p.m. (13215

ASTON MARTIN d.h.c., chrome w.w., manual, Bentley cabriolet automatic, good cars only, cash settlement. Write E. Marco, Worcester College, Oxford OX1 2HB. (67508

ASTON MARTIN DBS V8 auto, 1973 onwards. One requiring mechanical work, not objected to. Phone Upavon (Wilts) 327 with details. (13376

ANZANI WATER-COOLED o.h.v. vee twin engine please. Telephone Hungarton 677 Leicestershire. (13484

FOR A40 SPORTS near side front wing and shroud desperately needed. Cullen, 22 Greenlea Road, Terenure, Dublin, Ireland. (13507

WANTED, ARMSTRONG Siddeley 14h.p. o.h.v. engine, 1923 to 1928 parts or complete engine. Waterlooville 59827. (13518

WANTED R-R Phantom Three gearbox. 166, Clifton Ave., South Benfleet 4174 (Essex). (13643

LOTUS ELAN SPRINT. Considerable price paid for unassembled kit or the best original, low mileage car. Dunstable 606974. (13905

PRE-WAR LAGONDA or Aston Martin tourer by private collector, good price paid. 021-308 1078. (14194

VINTAGE AND PRE-WAR Cars and bikes, particularly A7s, top prices paid. Edmonds, Box 2837. (14164

LAND ROVER wanted, age not important, provided mechanically sound. LWB preferred, but anything considered. Box 5732. (21071

RADIATOR URGENTLY required for 1929 20 h.p. Sunbeam. Must be in serviceable order. Write or telephone: Scott, 24 Coppice Drive, Harrogate. Telephone 502509. (11339

ALVIS SPEED 20, 25, 3½, 4.3; Bentley 3½, 4½; Rolls 25/30 or similar. Accurate description, price please. Photos appreciated, returned. Earlin, Milford, Pa. 18337 USA. (67209

EDWARDIAN SPORTS car or elegant formal carriage wanted. Must be really good condition. Would consider vintage classic e.g. Hispano, Bugatti, Alfa, Rolls, Bentley or better. 01-737 3426. (7218

FERRARI COLLECTOR wants a 250 California/SWB/Lusso or a 275/330 GTS or a 275 GTB or a 246 GTS. Must be in excellent condition. Lapworth 2322. (66811

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MG-B CLOSE-RATIO gearbox to fit pre '68 (non-synchro 1st), or parts to convert standard box. All or any required. Box No. 5674. (66811

WANTED: Enthusiast requires any interesting sports or racing car, also PVT. Any age! Any condition! Immediate payment! Telephone 01-385 1805 (Kensington). (20414

LANCHESTER WANTED, any age, but must be complete and preferably running. Price commensurate with age and condition. Box 5733. (21071

MORGAN, MG or similar sports car required by enthusiast. All propositions considered, provided prices reasonable. Box 5734. (21071

CLIMAX ENGINE wanted, produced before 1960. D. Redmond, 5 Lucky Hill Rd., West Chester, Pa. 19380 USA. (67295

WOLSELEY 1924 10 h.p. E3 urgently requires spares: seats, halfshafts, radiator, etc. Tel: Orpington 20182. (12402

BUICK FOUR-DOOR Sedan 1928 requires spares urgently: Marvel T3 carburetter, front seat, anything available. Tripes Farm, Orpington, Kent. Tel: Orpington 20182. (12402

AUTOCAR, MOTOR, Motor Sport. Years 1930-1933, loose copies or volumes. Top price paid. Jenkins, 7 N 354 Linden, Medinah, Illinois, USA. (67371

1933 RILEY Kestrel 6 cyl. wanted, any condition. Moody, 10 Crown Terrace, Scarborough, North Yorkshire. (13117

MISCELLANEOUS

DUNLOP RACING TYRES. 5 off 500 x 15, 2 off 450 x 15, various tread depths. £50 lot. Kegworth 2778. (14169

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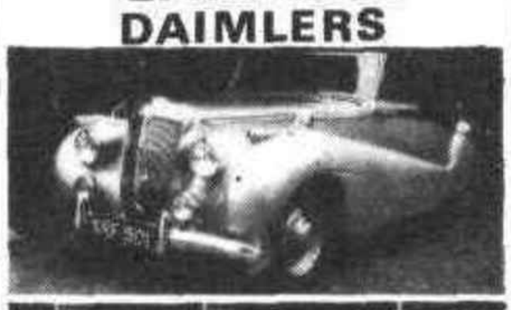
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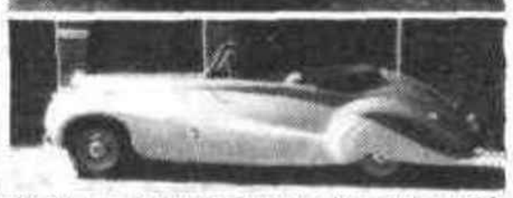


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Handforth, Cheshire
Tel. Wilmslow 27968

SPORTSCAR GARAGES
DAIMLERS





Above, a pair of **Barker** Aluminium 2½ litre **Special Sports Coupes** recently sold **Two others** now in process, rebored engines, new hoods and interiors, rechromed, recellulosed, etc.



Hooper Empress Razor-Edge, as above. Ready shortly. Also a **Freestone and Webb** DE 27 Limousine.

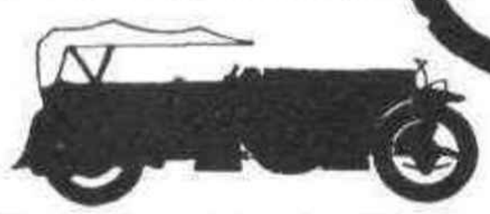


Barker 4-str. d.h.c., above, now sold but another just started.

Wanted: Daimlers similar to above.

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4th Auction of



Vintage & Classic Cars Motor Cycles, Early Cycles & Accessories

On Tuesday, 4th July, 1978
at

STRATFORD-UPON-AVON RACECOURSE

Selected Entries Invited to include and including

1922 Rolls-Royce 20 h.p. 1923 Crossley Open Tourer, 1928 Austin 12 h.p. Gordon, 1964 Gordon Keeble, Rolls-Royce, Bentley, Bugatti, Jaguar, Lagonda, Austin, Morris, Sunbeam, MG, Alvis, Mercedes, Riley, Lanchester, Porsche, Aston Martin, Morgan, Triumph, Motor Tractors, Road Roller, Horse Drawn Carriages, Penny Farthing, Early Boneshaker, Collection of Early Brass Cycle & Gas Lamps, Books, Signs, Mascots, etc.

Last year's sales included

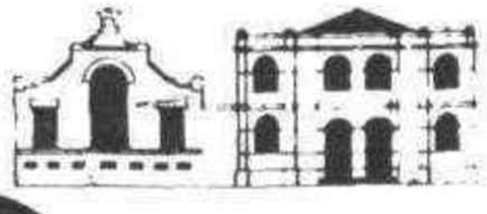


Above: 1913 Rolls-Royce Silver Ghost £29,500

1929 Bentley 4½L	£12,250	1923 Rolls-Royce	£15,500
1953 MG TD2	£2,450	1929 Singer 8hp	£2,950
1906 Autocar	£6,000	Penny Farthing	£355
1911 Overland	£7,500	Early Boneshaker	£410

Entry Forms available on request
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ILLUSTRATED CATALOGUE AVAILABLE IN DUE COURSE £1.00 PRE PAID
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525/550-17	Firestone	**£23.75**	**450/475-21**	Firestone	**£27.50**
600/650-17	Firestone	**£39.00**	**525-21**	Firestone	**£33.00**
450-18	Olympic	**£27.00**	**30 x 3½**	Firestone Beaded Edge	**£34.00**
525/550-18	Garfield	**£22.00**			
550(600)-18	Olympic	**£30.00**			

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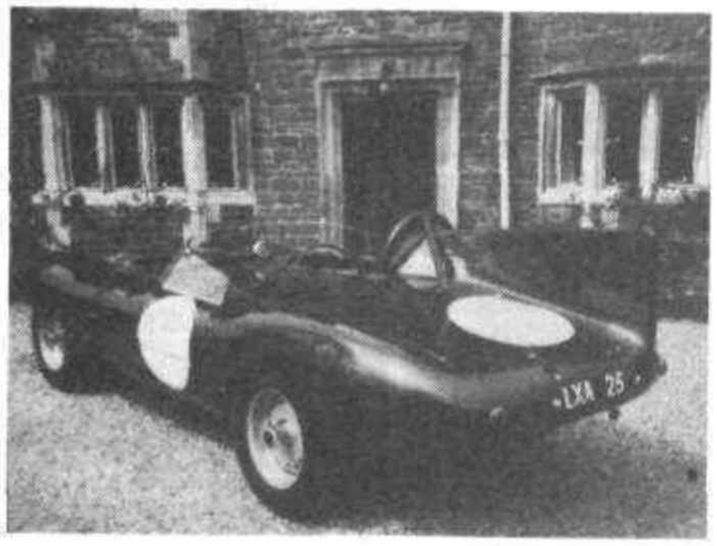


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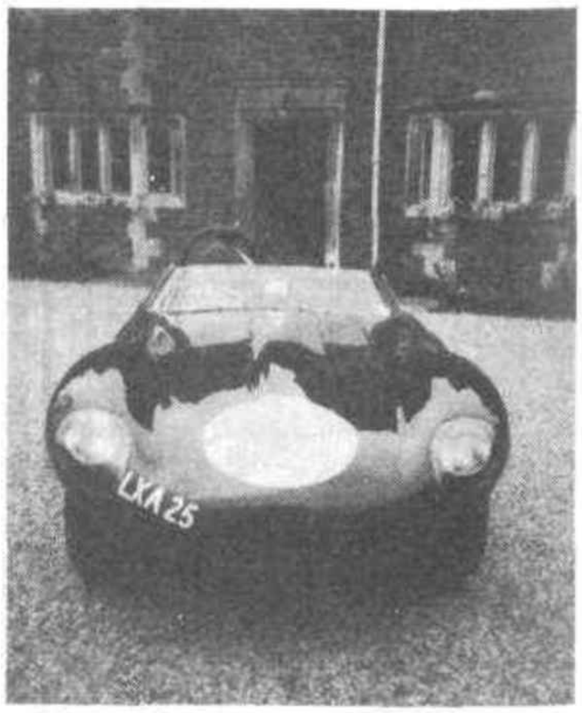


£7,650

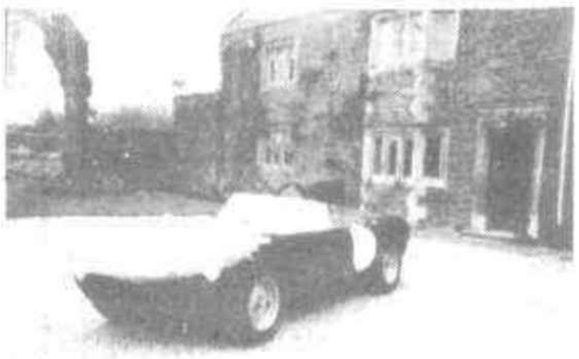
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FRIDAY JUNE 9th at 11am

A few of our 150 expected entries



4½-Litre Bentley Tourer



S3 Bentley



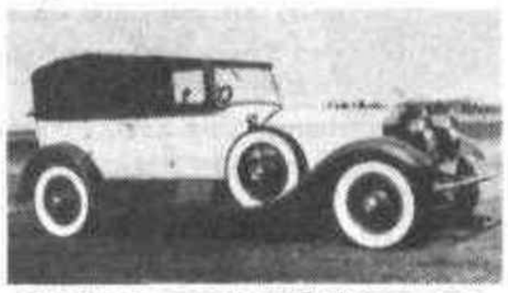
Type 44 Bugatti



Bentley 4½ Litre Mk VI Special



"New" '63 E Type



1924 Brewster Salamanca Ghost



Graber Mk VI Drophead



Alvis 12/70



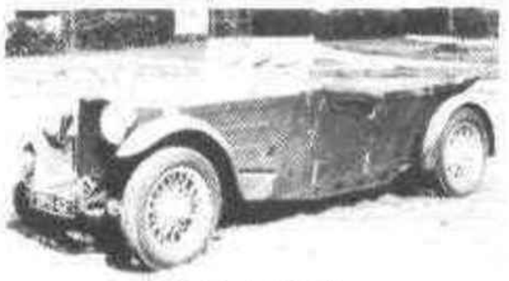
'25 Supercharged Mercedes



V12 Lagonda Drophead



3 Litre Bentley



AC 16/80



20/25 Sedanca de Ville



'62 E Type



4½ Litre Invicta Special

1921 Silver Ghost Hooper Tourer, 32,000 miles from new and mint condition. Sorry no Photo.

FURTHER ENTRIES INVITED

Prospective bidders must send cheque for £100 as fully refundable deposit, at least one week in advance, or bring £100 cash or bank draft on the day.

If you might wish to pay by cheque, make 'Credit Open Facilities' through your bank and ours, Midland Bank Ltd (Hornsey branch), 171 Priory Rd, London N8. Or you can arrange a bank-to-bank telephone transfer, or you can bring a draft for the maximum you might spend and we'll give you a cheque for the change.

All cars are sold with a guarantee that their mechanics are as good as claimed by the vendor.

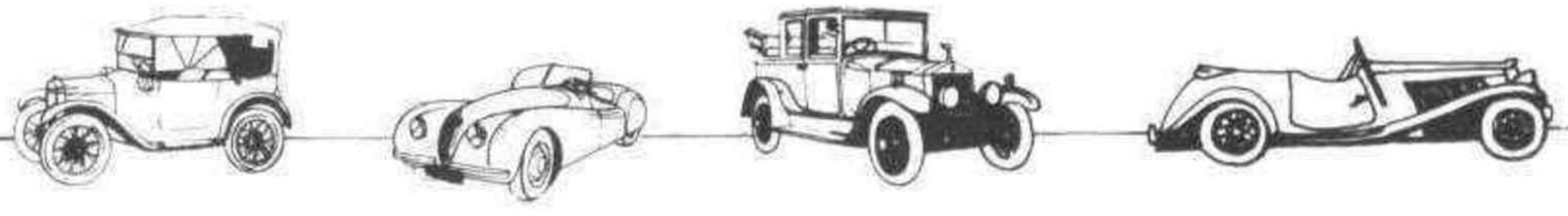
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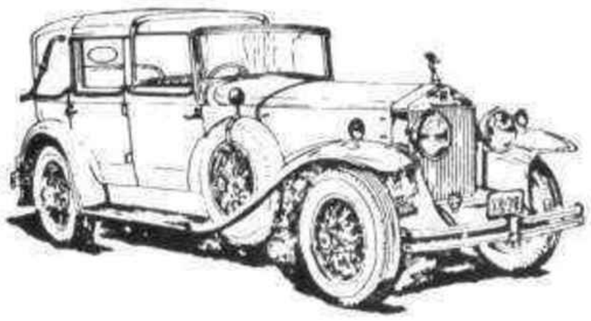
Viewing 5-8pm Thursday June 8th or from 8.30am day of sale.

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First class cars of the type we sell urgently required.



1953 R Type Bentley Auto by *Freestone & Webb* Saloon. Winner of the Concours d'Elegance in 1953 Motor Show and later the property of The Freestone & Webb Family. This is a first class car: well maintained and mostly original. The coachwork is indeed one of the most desirable kind with beautiful flowing lines in the original two-tone brown colours. Photo on page 263 of 50 Years of the Marque and on Page 297 of the RR Motor Car by Anthony Bird and Ian Hallows **£7,750**

1953 Bentley R Type Manual Drophead 2-door Coupe by Graber of Zurich in Switzerland. Very unusual and handsome one-off coachwork; similar to Pininfarina of that time. Again this car is in first class order and has been well maintained to date.

1958 SI Bentley JAMES YOUNG Continental 4-door Sports-Saloon. Black coachwork with red interior. This car is in concours condition **£10,750**

1970 MPW 2-door Bentley 28,700 miles from new. Full history, impeccably maintained by fastidious owner and in as new condition. **£15,750**

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1952 Bentley Mk-6 4½ litre. 2 owners, low mileage and in superb original condition. Black with brown interior. This car has been expertly maintained and is probably the best Mk 6 available anywhere today **£5,250**
Another one available with 55,000 miles from new. One owner.

1962 Alvis TD Drophead Coupe. Fully restored and in show condition. British Racing green with red hood and interior. **£3,750.**

1954 Bentley R Type Standard Saloon Automatic. First class car in daily use .. **£4,350**

1972 London Taxi by Wood and Picket. Red velour upholstery with lambswool carpets, all electric windows, radio. 40,000 miles only and in superb order. This is a one-off example and a tremendous car if you are going out with two car loads of people at once! **£4,500**

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1954 'R'-Type. Tudor grey, blue interior, gen. mileage 71,000.
1964 Rolls-Royce Silver Cloud III. Antelope sand, beige interior, genuine mileage 68,000.
1963 Rolls-Royce Silver Cloud III. Pine green, refrigeration, 3 owners, 69,000 miles.
1956 Rolls-Royce Silver Cloud I. Sand and sable, gen. mileage 66,000. *(Photo.)*
1953 Bentley 'R'-Type. Shell over tudor grey. 100,000 miles, superb condition.
1953 Bentley 'R'-type. Sand and sable, 100,000 miles, superb condition.
1956 Bentley SI. Two tone blue and grey, red leather interior.
1961 Bentley SII. Sage and smoke green, red interior, 79,000 miles from new.
1974 Land Rover 12-seater Safari. Blue/cream, towing equipment, free-wheel hubs, privately used and in first class condition, 31,000 miles from new.
1975 Triumph Stag. O/d., magenta, h/s tops, tinted, glass radio, 17,000 miles.
1958 MG Magnette Varitone. Iris blue/black, original condition throughout, genuine 26,000 miles.
1975(P) Rover 2200 S.C. Lunar grey, 8,500 miles genuine.
1964 Rolls-Royce Silver Cloud III. Black pearl over shell grey, 92,000 miles.

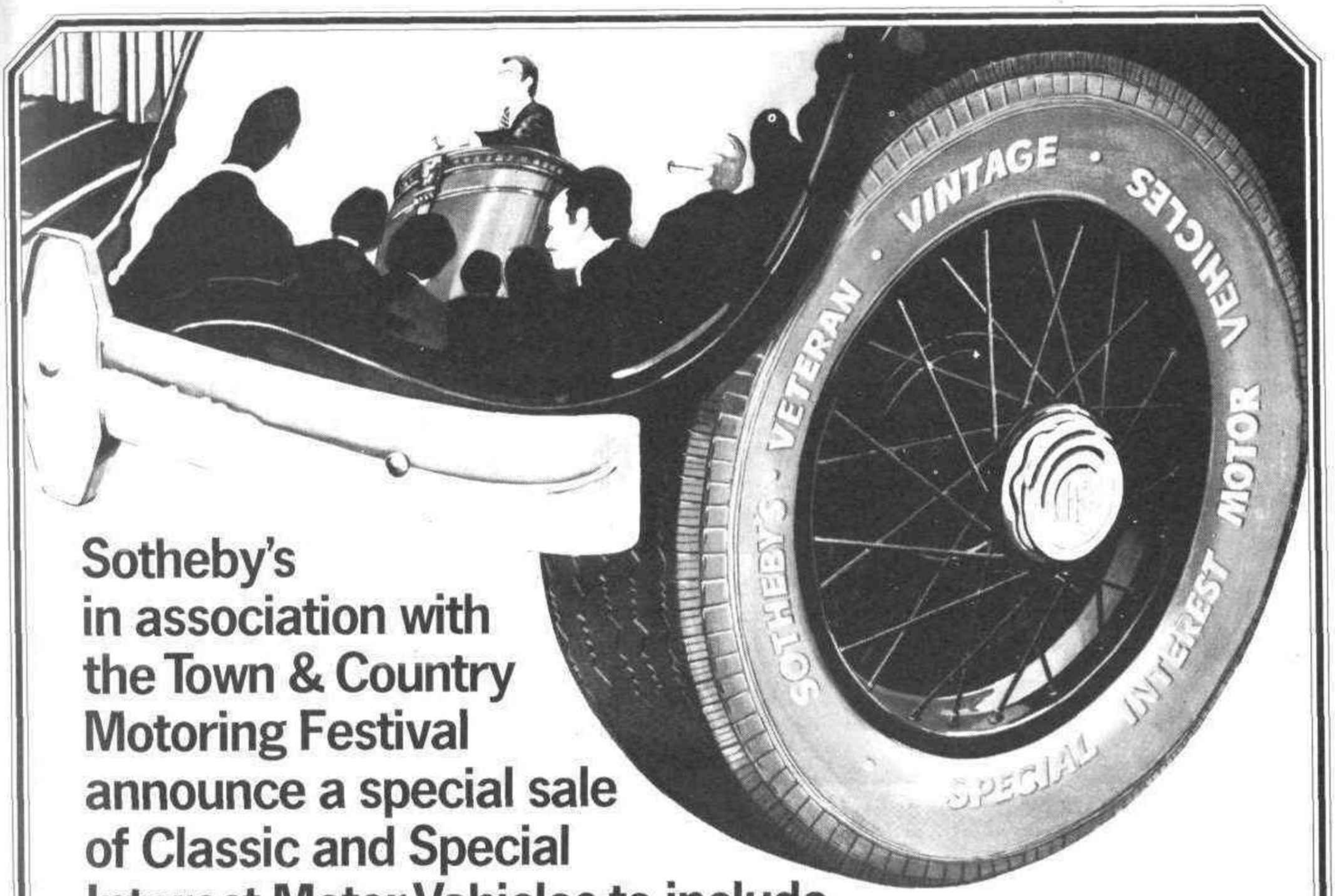
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Your **Rolls Royce** Silver Ghost – preferably the pre-war one!
And really any motley assortment of **Hispano's**, **Isotta's** and supercharged **Alfa's**.

At the moment our 'for sale' *list includes another* **HRG**-1500 *an* **MG**-VA Tourer, *an* XK120 **Jaguar** *and a* TF 1500 **MG**.

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Sotheby's in association with the Town & Country Motoring Festival announce a special sale of Classic and Special Interest Motor Vehicles to include the 'Blue Peter' Key-Note Appeal 1928 Humber 14/40 Tourer at the Royal Showground, Kenilworth, Warwickshire on Monday, 28th August 1978, with viewing on the two preceding days.

For further information, telephone Michael Worthington-Williams on Burgess Hill (04446) 44889.

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The following are some of the prices realised at Sotheby's sale of Veteran, Vintage and Special Interest Vehicles which was held at Donington Park on 22nd April 1978.

Aston Martin Project 215 (1963 Le Mans car) **£20,000**

1928 Rolls Royce Twenty Weymann saloon **£10,500**

1937 Railton limousine **£7,800**

1923 Blue label Bentley *(unrestored)* **£11,000**

1927 Austin Twelve Windsor saloon **£2,400**

1911 Berliet open lorry **£6,200**

1964 A.C. Cobra Mark II **£10,500**

1935 Ford V-8 shooting brake **£3,400**

1910 Wolesley-Syddeley 12/16 h.p. tourer **£8,000**

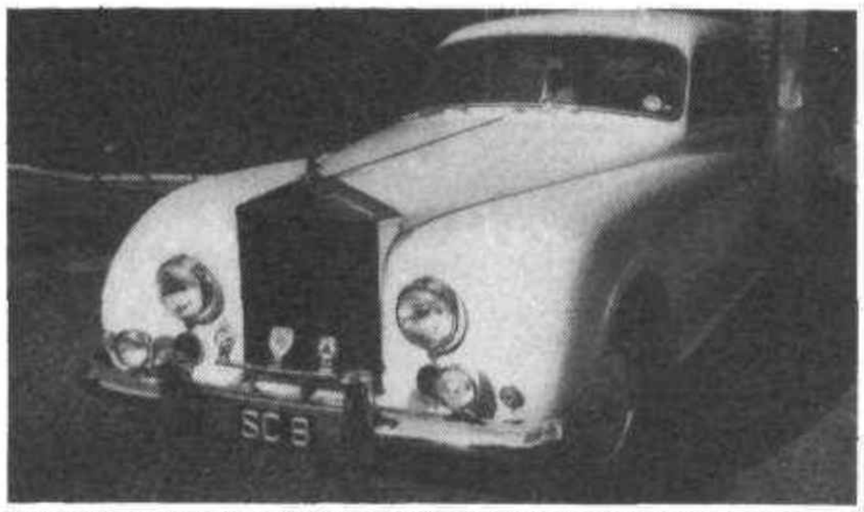
1963 Mercedes-Benz 190SL coupé **£1,800**

1899 Beeston motor tricycle **£2,200**

1885 Pennyfarthing bicycle **£680**

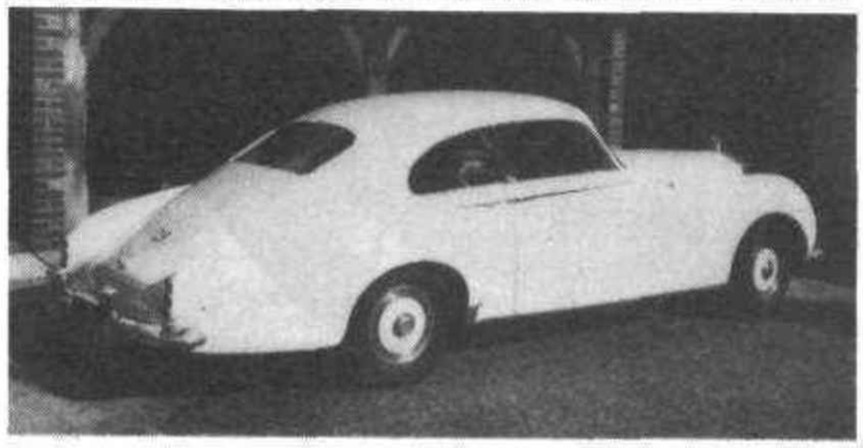
1952 Vincent Rapide solo motorcycle **£2,600**

1923 Rolls Royce Springfield limousine by Brewster **£18,500**



MULLINER CONTINENTAL FASTBACK 1955 with 4¾-litre engine and manual gearbox. Unique conversion from Bentley Continental carried out to the highest professional standard some seventeen years ago for its present (lady) owner. The recorded mileage of 98,492 is warranted and the photographs shown here were taken last month. The distinctive registration number may also be purchased. Viewing, in Surrey, is by appointment only with the owner's agents:

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Nigel Dawes

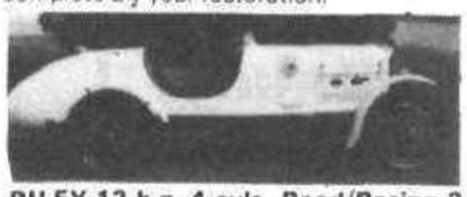
BIRTSMORTON COURT NR. MALVERN
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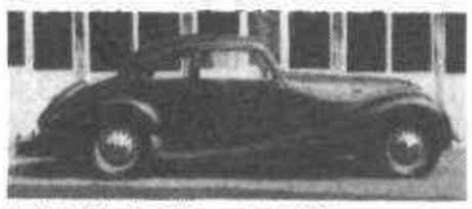
ASTON MARTIN DB6 1967.
5 speed, metallic silver blue/blue, 5,800 miles, electric metal roof, chrome w/w., radio, separate stereo, subject of complete 2½ year restoration.



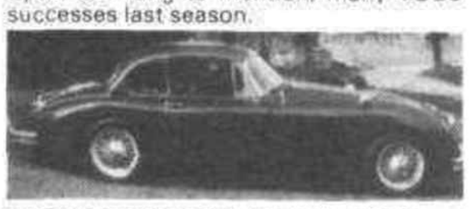
ASTON MARTIN DB2 Series 2, 1960.
Metallic silver/black, repaired sills. Work carried out on brakes, front, rear suspension, steering – a well restored car.



RILEY 12 h.p. 4 cyls. Road/Racing 2 seater, 1930.
White body/black chassis and wheels. Spec. too long to mention, many VSCC successes last season.



BRISTOL 400 Coupé, 1950.
Bristol red/original beige trim. In outstanding condition throughout.



JAGUAR XK 150 'S' F.H.C., 1959.
Red/black, with previous owner for 10 years, being completely restored by him.

LAGONDA 'RAPIDE' 4 door saloon by Superleggera, 1962.
Deep blue/beige original seats and carpets, knock off wheels, push button radio, electric aerial, electric windows, picnic tables, very original car that has been properly stored for five years, only 55 made.



JAGUAR XK 150, 1958.
BRG/tan, tan hood, chrome w/w. Subject of "body off" restoration.

ALSO AVAILABLE (Many undergoing restoration).
BRISTOL 404, 1956. Left H.D.
BRISTOL 405, 1955.
BRISTOL 406, 1960.
ASTON MARTIN DB2/4 Mk. I (choice of 2)
ASTON MARTIN DB6 Vantage, 5 speed.
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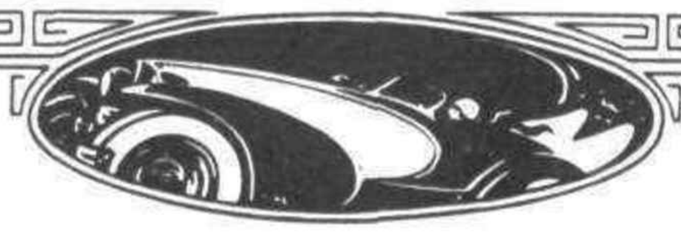
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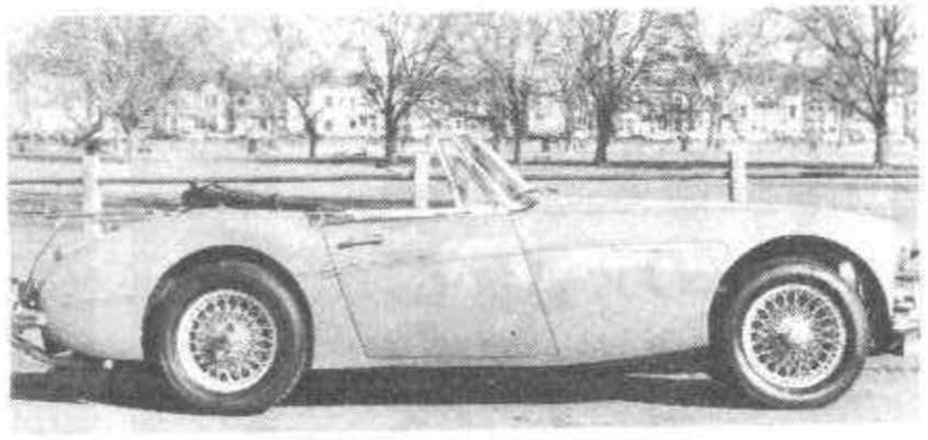


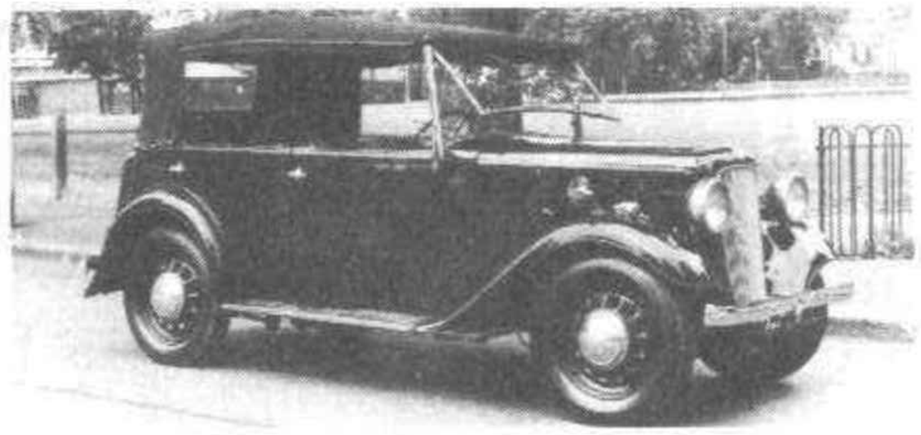
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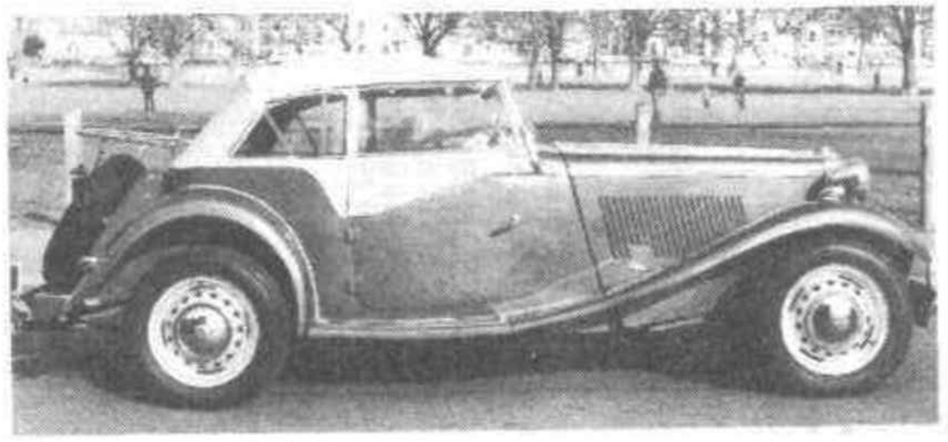
Paradise Garage

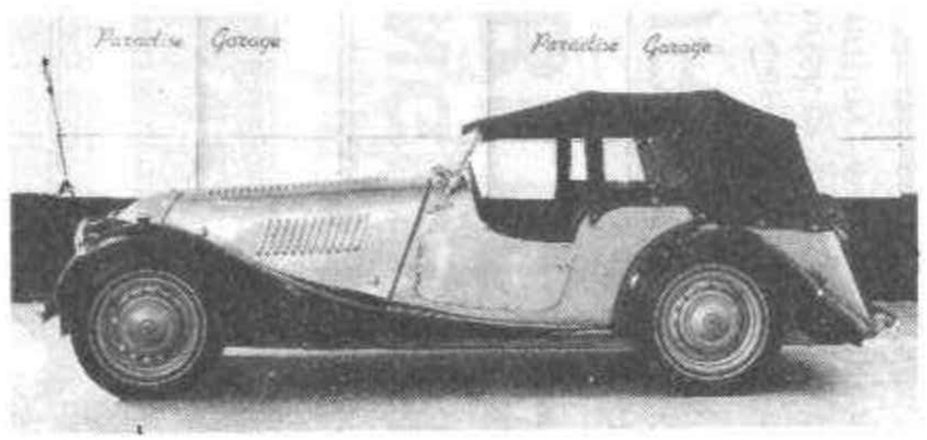
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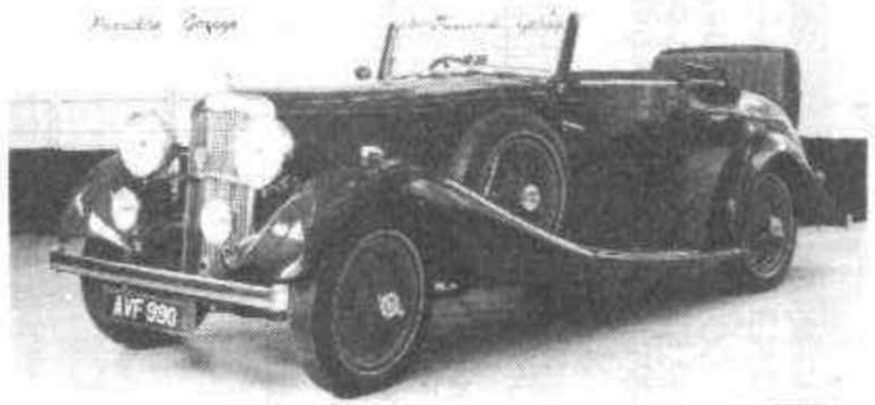






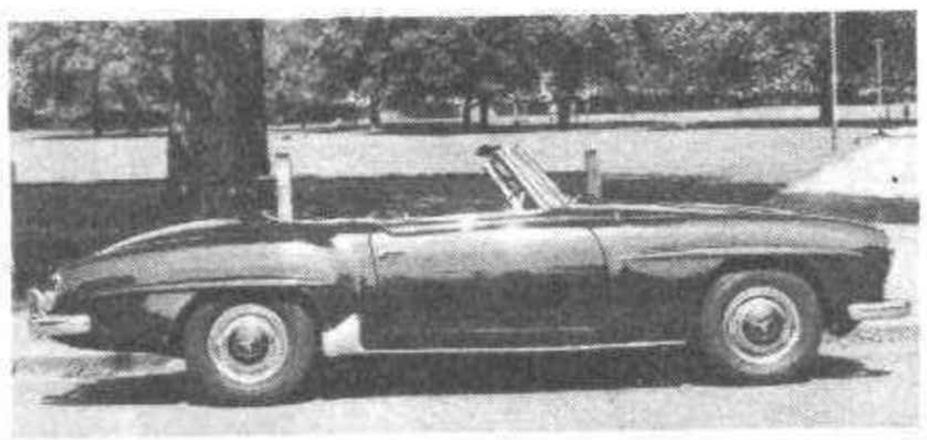


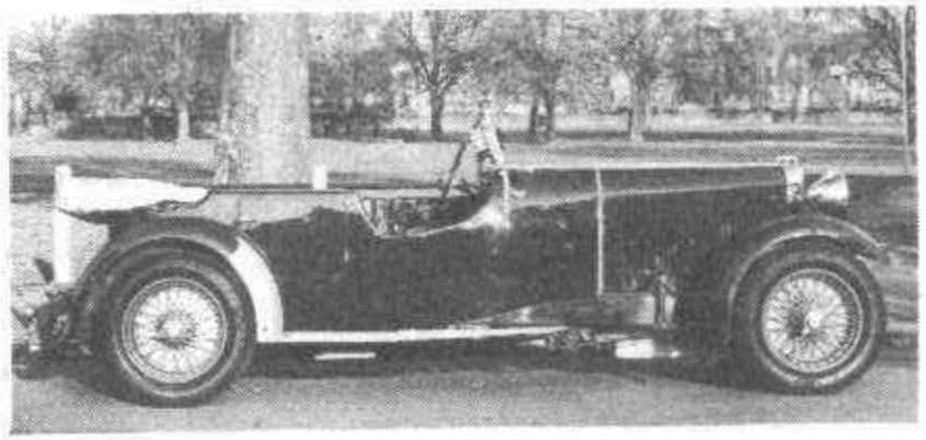


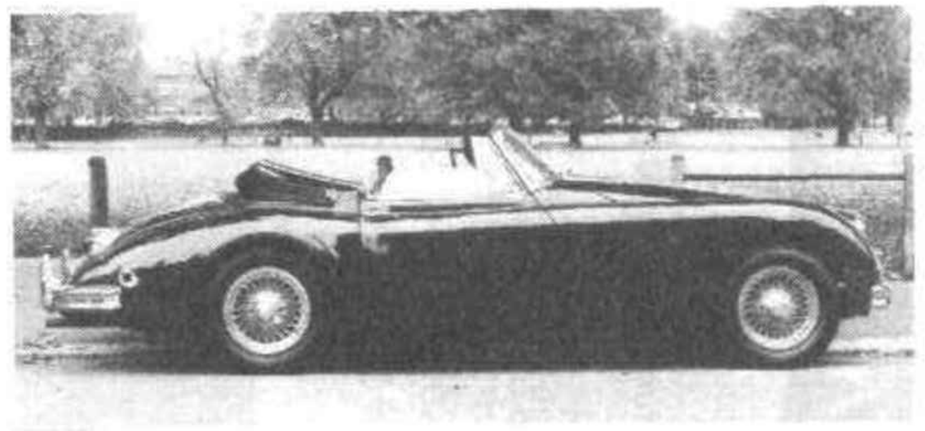












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1966 'E' TYPE 4.2 COUPE



1963 ROLLS-ROYCE SCIII GRABER BODY



1938 BUICK LIMO



1956 AUSTIN PRINCESS



1952 FORDSON TRUCK



1967 MERCEDES 600



1970 'E' TYPE SPECIAL



1968 P1800 S

Further entries include:
1949 BENTLEY MK 6
1963 ROLLS CLOUD 3
1957 BENTLEY S1
1926 MORRIS BULLNOSE
1950 TRIUMPH ROADSTER
1948 MG TC
1963 ALVIS DROPHEAD
1948 ROVER
1934 AUSTIN RUBY
1936 BENTLEY
1934 AUSTIN

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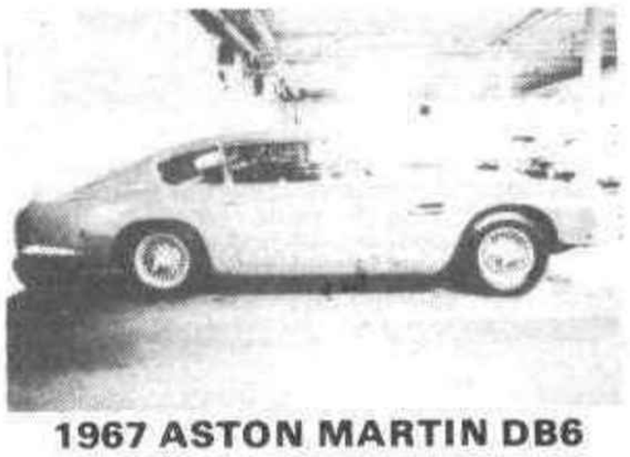
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1934 SUNBEAM



1948 RILEY R.M.E.



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1959 JAGUAR MK I 3.4



1963 AUSTIN HEALEY 3000 MK III



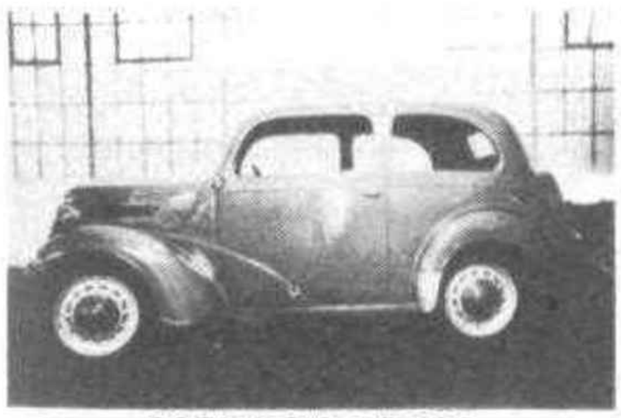
1948 ROVER 14

Further entries include:

1959 JAGUAR 150
1963 JAGUAR MK 2
1961 ALVIS TD 21
1958 ROLLS CLOUD I
1959 JAGUAR 150 D/H

1952 MG TD
1950 HEALEY
1962 ASTON MARTIN
1955 ASTON MARTIN
1966 ASTON MARTIN
1958 ROVER 90

1962 R/R P/5
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1958 BRISTOL



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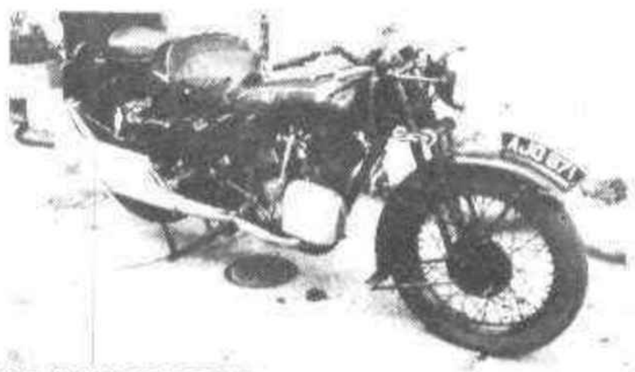
RILEY, 1953, R.M.E. 4 door sports saloon, virtually one family from new. Recorded 34,000 miles, finished in carriage green with beige hide trim, probably the nicest and most original specimen available.



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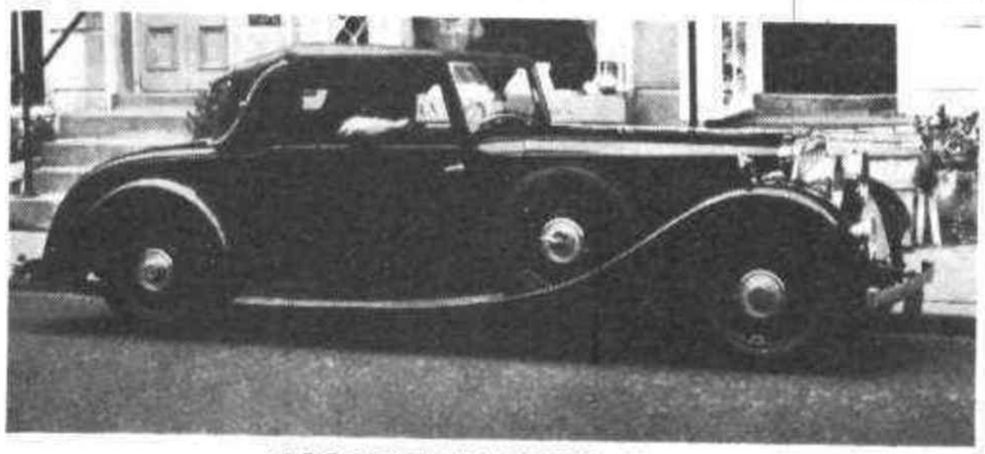
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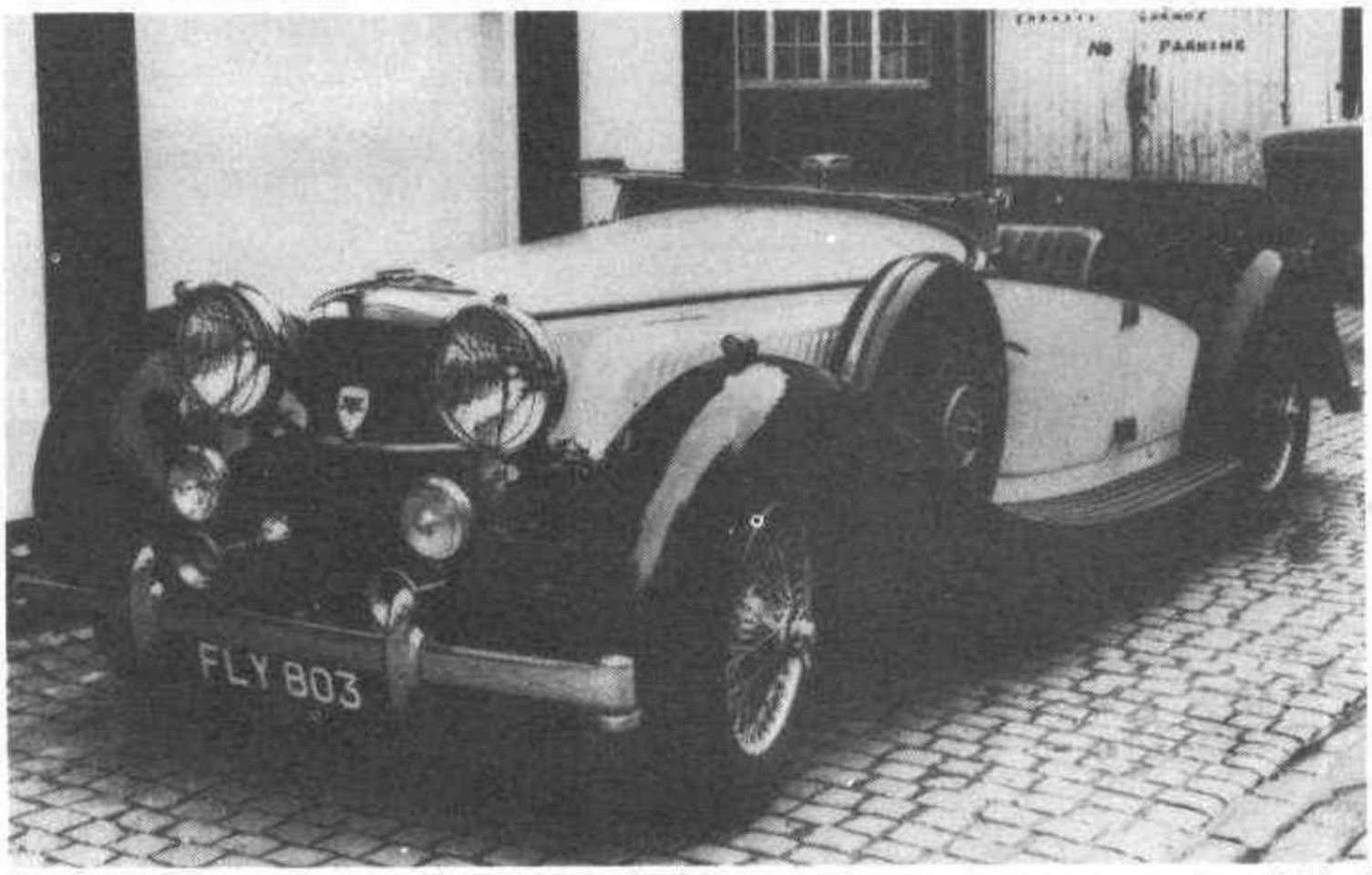
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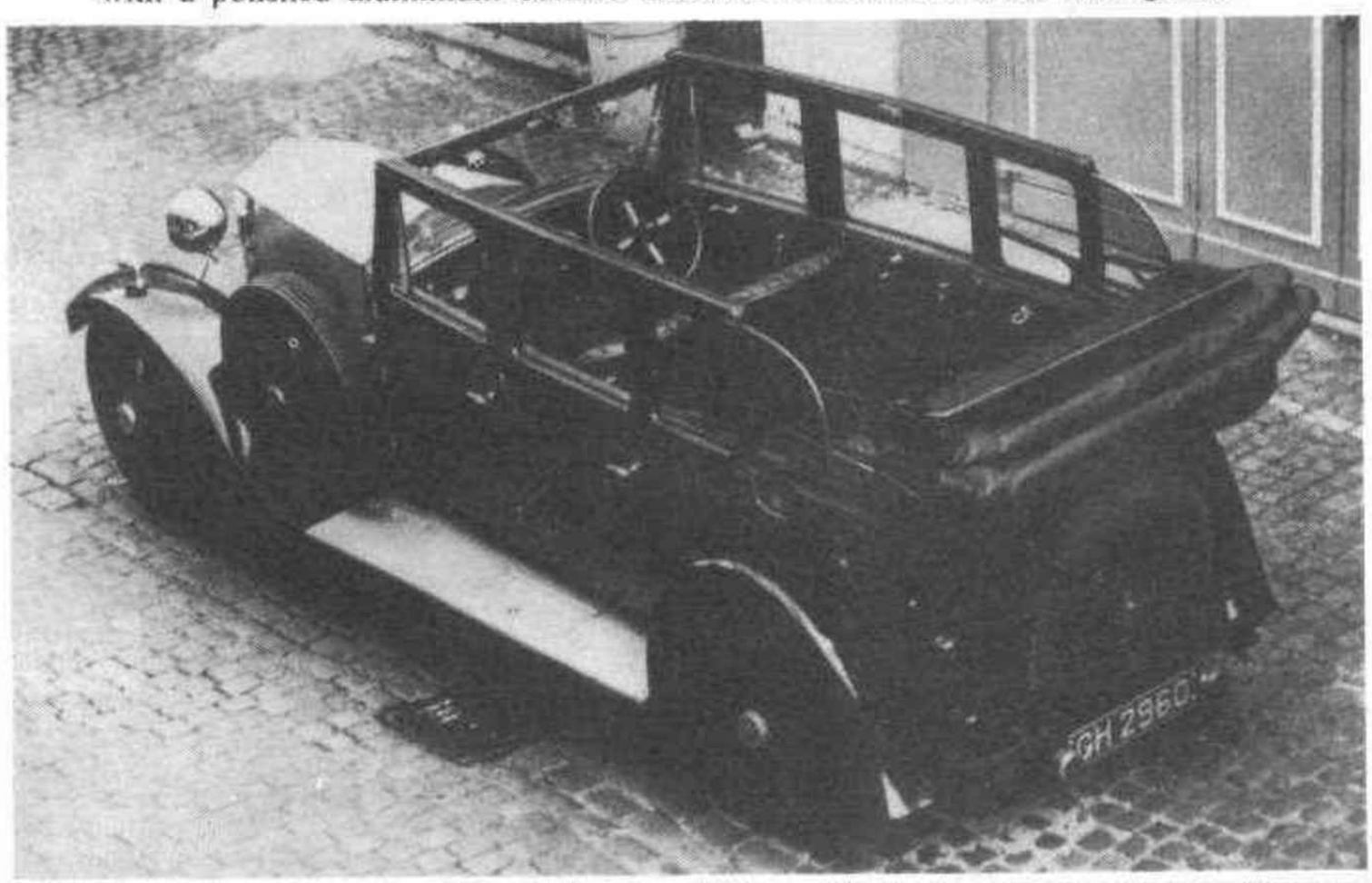
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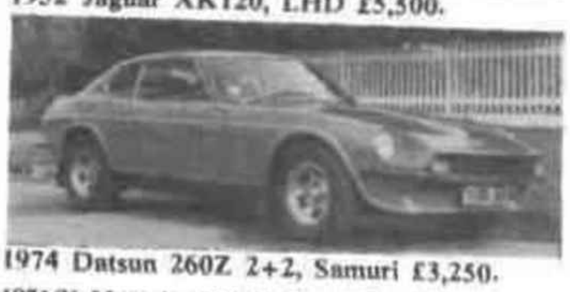
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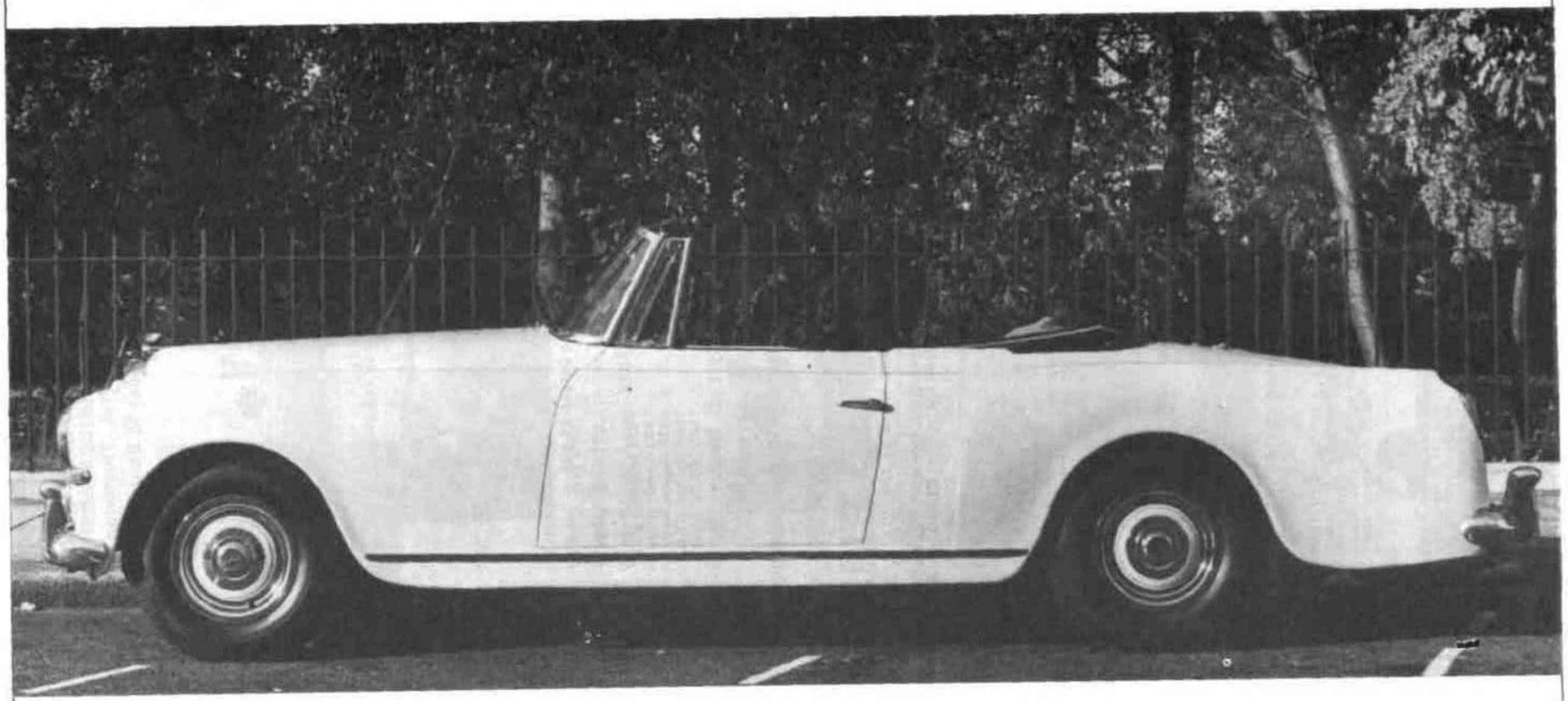
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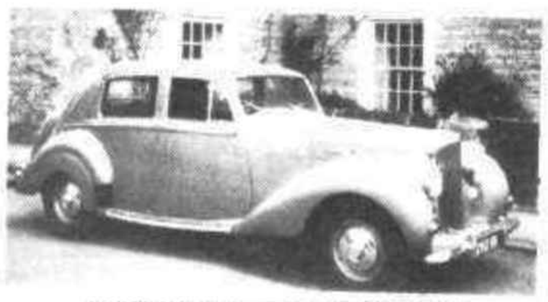


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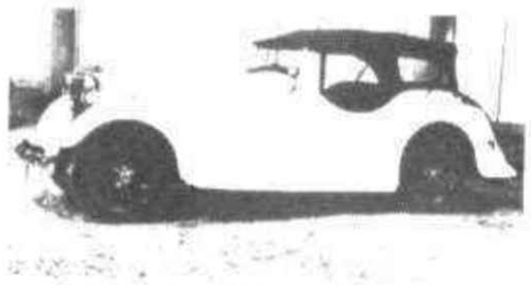
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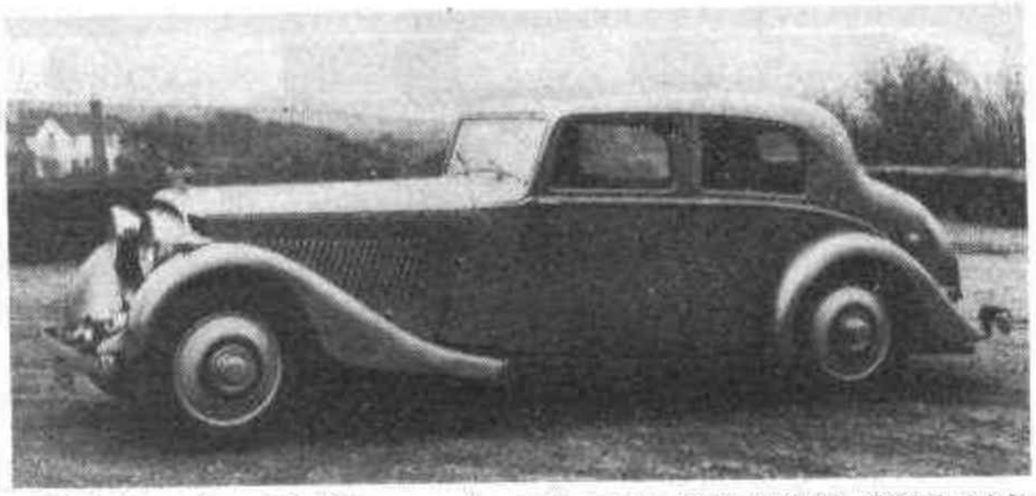
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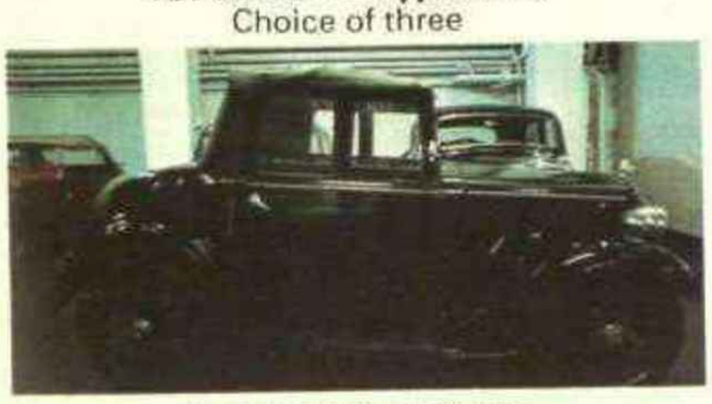
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- **1957 Bristol 405** 4 door, grey
- **1961 Alvis TD21.** Manual, w/w
- **1954 A.C. 2 Litre** sports saloon
- **1964 Rover 110.** Green
- **1966 Jaguar Mk.10.** White
- **1964 Jaguar 3.4S.** Red, Auto.
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- **1966 Jaguar 3.8S.** Dark green, Auto.
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- **1955 Jaguar XK120 Roadster.** White
- **1959 Jaguar XK150 "S"** Coupe. Red,w/w
- **1963 Jaguar 3.4 Mk II.** White
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- **1967 Daimler 420.** Green, auto
- **1965 Daimler V8 250.** Gold
- **1912 Daimler.** Tourer, 3 door, grey
- **1969 Daimler V8 250.** Dark blue
- **1965 Daimler V8 250.** Red
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- **1922 Dodge.** 4 door, D. sedan, black/blue



1966 Jensen CV8



1950 Jaguar Mk V



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