August 1980 Vol. LVI No. 8 50p

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NEW SUPER SEVEN
We have been building the Super Seven under licence since 1973. The Seven was first introduced by Lotus 23 years ago. The Super Seven Series III has a tubular steel chassis covered with aluminium panels and pre-coloured fibre glass nose and wings. As a result being light yet very strong the car provides shattering performance and roadholding. The Ford 1600 GT engined car accelerates from 0-60 mph in 7.7 seconds the Big Valve Twin Cam in 6 seconds.
Available in the UK in component form only but part assembled with all difficult operations completed at the works. The 1600 GT engined car is available for early delivery at £5,046, the Big Valve Twin Cam version is 6-9 months at £5,909, (both prices include VAT and Car Tax). We can also offer early delivery on Rolling Chassis from £3,559 (inc. VAT) plus Car Tax. Send 35p for details or visit Caterham for a test drive.

EXPORT
The Super Seven can be supplied with left or right hand steering. Tax free for personal collection or shipment but please check your national legislation or contact us for advice. Send 50p or equivalent for details and address of agent or club member.

Parts Dept. Tel.: 42382
We offer a worldwide spares service.
Lotus Seven, Lotus Twin Cam engines, Lotus Cortina, TVR 'M' Series.
Super Seven 'T' Shirts. White, Yellow, Blue, Red. All adult sizes at £2.30 inc. P&P. Childrens at £2.00 inc. P&P. State size. Super Seven Sweat-Shirts. Navy, Green. All adult sizes at £7.70 inc. P&P. Childrens at £6.80 inc. P&P. State size.

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We can undertake service and renovation work to Lotus Seven, Lotus Twin Cam Engines, TVR 'M' Series.

LOTUS SEVEN CLUB
Next meeting Thursday 7th August, White Hart, Godstone.

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Why not watch our own and Rob Cox's cars compete in their respective Championships?
Prodsports Events: August 10th Mallory Park, August 25th Silverstone.
Modsports Events: August 10th Brands Hatch, August 25th Thruxton.



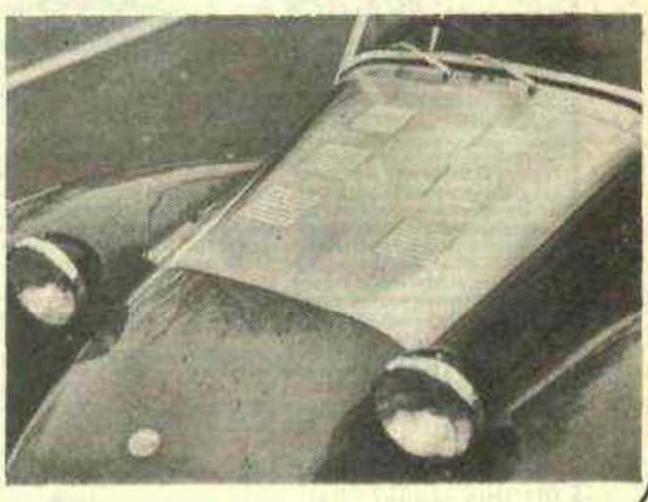
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1976/77 TVR 'M' Series.
Must be good condition and average mileage for year.

STOP PRESS

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To alleviate the long delivery period for a Twin Cam engined car we have recently developed a new power unit option (lurking under the bonnet of the car pictured below). The unit consists of a brand new Ford 1600 GT engine which we strip and fully balance. At this stage we fit a 'fast-road' camshaft specially developed for us. The cylinder head is reworked, and Holbay inlet manifolds with two twin-choke Weber carburettors are fitted. Distinguished by a tubular four branch exhaust manifold and special rocker cover the unit produces 110 bhp (DIN) and 97 lb/ft (DIN).
This provides the car with virtually the same performance as the Big Valve Twin Cam with the advantages of ease of maintenance as well as a big cost saving.
The **Super Seven 'Sprint'** costs £5,416 (inc. taxes) in component form. Fully built export models can be supplied.



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BLACK KNIGHT UNIVERSAL RUST-STOP

the one with the BIG GUN!



MAXI-SPRAY

REAL ENGINEERING—TOP QUALITY EQUIPMENT

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

HERE'S HOW RUST-STOP PROTECTS

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

—AND NOW BLACKWAX UNDERBODY COATING!

Another major advance—Black Knight introduce Black Wax—a heavy bituminised wax based underbody coating for use on NEW CARS OR USED CARS WITH NO UNDERBODY CORROSION. Dries to a smooth flexible, super abrasion-resistant finish.

HOW BLACK WAX IS APPLIED NOT by brushing—just attach our Maxi-Spray direct to the Black Wax can and pump away. Black Wax has been introduced for those motorists who prefer the traditional dry-surface black underbody coating. Order the NEW CAR RUST.STOP KIT—this contains 5 litres of Black Wax for the underbody. **Remember**, Black Wax is a rust preventative, not a rust killer like RUST.STOP, so it is only for use on new cars or used cars with no underbody corrosion.

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



SAVE £5

Black Knight Double Special Order a complete rustproofing kit and get a large economy Glossguard for only £6.95. Total £24.90. This offer will treat two small cars.

HOT LINE! FOR CUSTOMERS IN A HURRY—if you want RUST.STOP FAST use your ACCESS/BARCLAYCARD number and order by hot line phone—ring HEMEL HEMPSTEAD 41477—90% of orders will be received by customers within 7 working days.

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





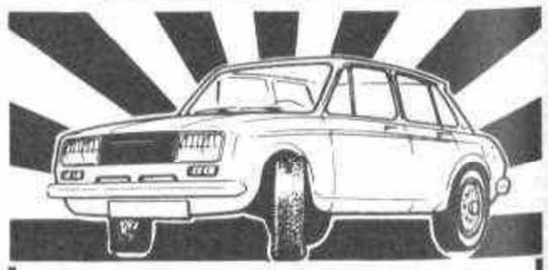
360° SPRAY HEAD

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

COMPLETE D-I-Y KIT SPECIAL PRICE only £17.95

KIT INCLUDES: **10 litres RUST.STOP—enough for most cars. (NEW CAR KIT has 5 litres Rust Stop and 5 litres Black Wax) MAXI-SPRAY airless Hand Pump Applicator. 360° Spray Head. Flexible 6ft. extension wand. Hood. Face Mask. 20 PVC Plugs. Full Colour step-by-step instruction Manual.**

NEW CAR KIT £19.95 carriage free. Hood, mask and plugs free of charge.



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ONCE ONLY—NO MORE WAXING OR BUFFING—EVER

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

The brilliant showroom shine your car once had is still there—hidden by grease and dulling road film. It can be restored even on old cars with no effort using the revolutionary new Glossguard Treatment. **Wipe away the veil** of dirt and grease in minutes, **restore "new-car" shine** with the wipe of a cloth, **lock in the brilliance** without rubbing or buffing, **protect paint and chrome** with a bonded lamination of **glass-like polymerised sealed coating** that defies everything that man or nature can throw at it, including flying stones. **So easy to apply—makes future cleaning child's play—no waxing, no hard rubbing.** Glossguard uses modern developments such as silicones and polymers to make it easy to apply, effortless to achieve a truly sparkling finish. And they form the basis of the glass hard coating that protects this new found brilliance for years—brilliance that is easy to maintain with an occasional warm wash.

Ideal for metallic paints, chrome, etc.

Glossguard works on both standard paintwork and metallic finishes, on chrome and other brightwork, satinised surfaces, etc. It cleans off oxidisation and surface rusting, and prevents their return by providing a completely watertight and airtight bonded lamination of glass-hard toughness. Also recommended for caravans and boats.

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Glossguard will do everything we claim for it and we offer you this no-risk opportunity. Order Glossguard and try it out on a small area of your car. If the results don't delight you simply return the unused portion and we'll refund your money—no quibbles. With winter getting its teeth into your car you can't afford to miss this great new protective product. Use the order form below.

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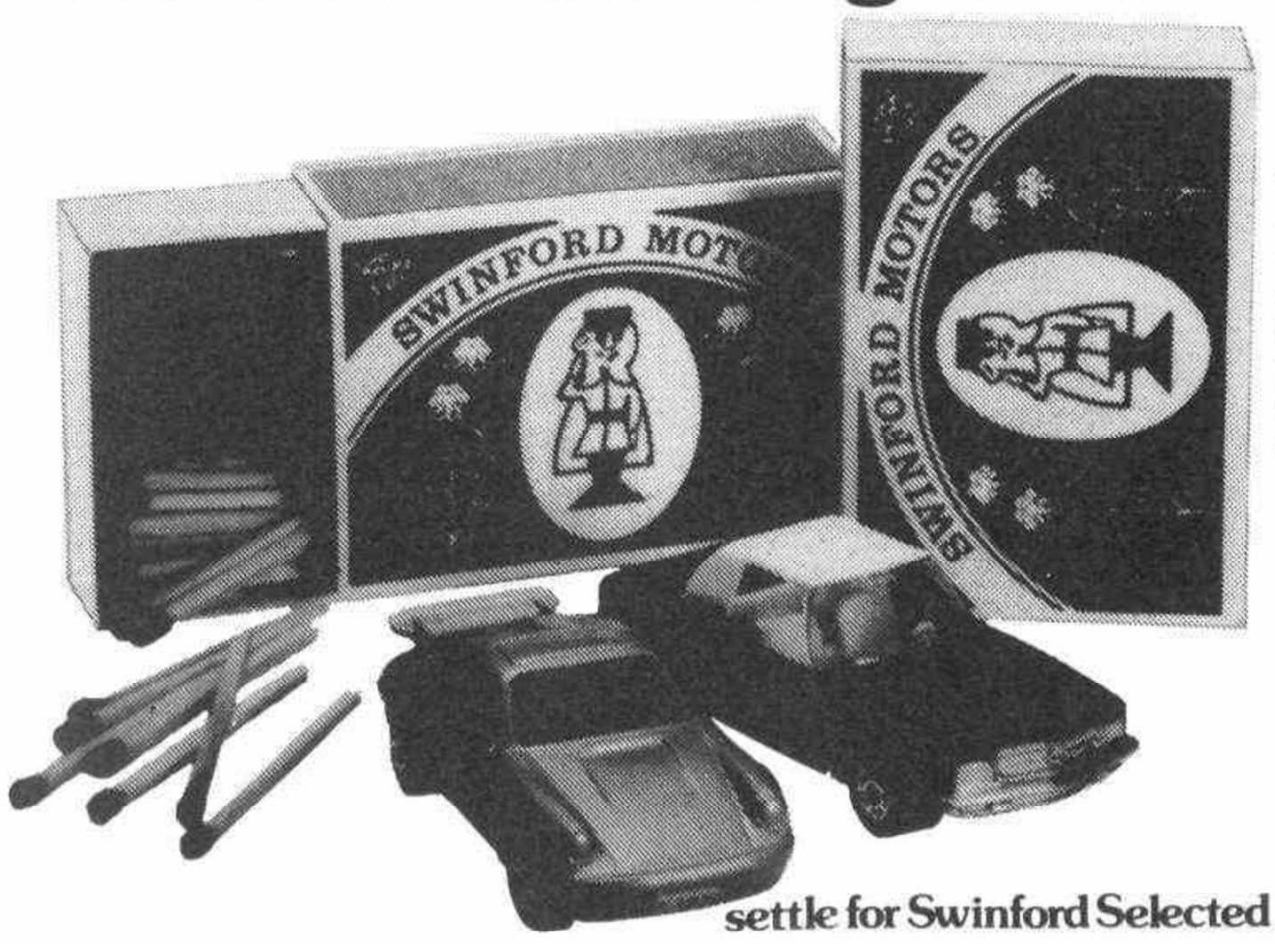
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356, 90 & 1600 58-65	16.22	16.22	14.03	14.03		11.71	27.14	27.14		
911, T, T-78 (state trim or Bage) A		19.86					46.92	38.98	120.07	48.20
924 T5 on A							44.87	26.81	120.07	33.96
RELIANT										
Scimitar GT	29.55						44.39	44.39		
Scimitar GTE Mk 77 (State year)	29.35	29.35					44.39	44.39		
TRIUMPH										
Herald/ Spitfire GT6, Vitesse	19.86	18.22	15.33	14.03	13.83	11.71	31.50	27.86		
Toledo 1500 & TC, Dolomite Sprint	22.35	21.45	17.50	15.33			31.50	27.86		
2000, 2500 & TC Stag A		18.22	22.47	14.03	19.75		44.87	27.86		
TR3, 4, 4A, 5 & 6	18.22		14.03				25.93	Lever		
TR7 TR8 A		18.22					44.87	27.86		
TVR										
Griffin S200/400, Vixen S1/S2										
Tuscan V8 (8000, 3000M										
2500M, 65-77 (4 shocks on rear)	21.45	21.45					41.88	41.88		

K See lever to telescopic conversion kit list. A Strut insert supplied. F Fitted Macpherson Strut. L Carrera.

This list does not show the full available range and if your car is not shown please contact us. Whilst we aim to supply from stock all the applications shown, some may become unavailable due to circumstances beyond our control, please telephone us before ordering.

dt COIL SPRINGS MADE TO OUR SPEC IN SHEFFIELD

D.T. Coil Springs off the shelf

Escort Rally to suit t/cam strut. 190lbs +1" ride height **26.50** pair, 145lbs+1" ride height **26.50** pair, 145lb+1" ride height **26.10** pair, 135lbs+1" ride height **24.25** pair, World Cup 100lbs **26.50** pair, Escort 11/1300 & GT type, rally 145lbs+1" ride height **23.75** pair, Fast road 180 lbs+¾" **24.76** pair, Capri 3000 120lbs heavy duty **25.54** pair, Cortina Mk 1 Rally 145lbs **28.65** pair, Cortina Mk 1 & 2 Fast Road **26.85** pair.

Cortina Mk 3 Heavy Duty 340lbs rear **31.95** pair, 2241 lbs front **37.25** pair.

FIESTA h/duty 210lbs (F) **23.25** pair, 175 lbs (R) **22.25** pair

Reliant Scimitar standard replacements to SE5 model 180lbs (F) **28.36** pair (R) 203lbs **28.85** pair. SE6 (F) 250lbs **36.15** pair.

LOTUS Elan (F) 70lbs 16.35 pair, (R) 65lbs **22.18** pair, Elan +2 90lbs (R) **27.86** pair **MGB** Coupe (F) 285lbs **27.35** pair., GT (F) 620 lbs **30.96** pair. Triumph TR2, 3, 4, 5 & 6 (F) 365lbs **30.65** pair, TR5 & 6 (R) 360lbs **37.15** pair, **MG** Midget/Sprite rally springs 10½" free length **28.15** pair.

IMP Rally (F) 250lbs **22.70** pair, (R) 550 lbs **32.50** pair.

SUNBEAM (Various poundages see catalogue) (F) **30.95** pair, (R) **29.45** pair.

Avenger Rally (F) 120lbs **31.45** pair (R) 230lbs **33.20** pair.

Dolomite & Sprint Rally (F) 210lbs **28.90** pair (R) 200lbs **23.25** pair.

All £2.95 Carriage 1 or 2 pairs.

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Prices V.A.T. included

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Post & packing £2.95 per pair

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Lotus Elan new inserts (R) each 19.95
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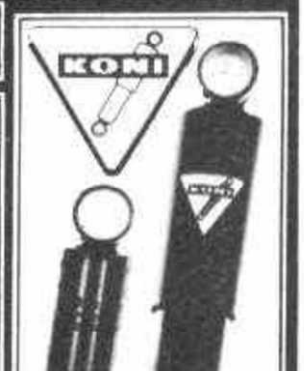
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Cortina Mk II Estate 1966-69	28.95
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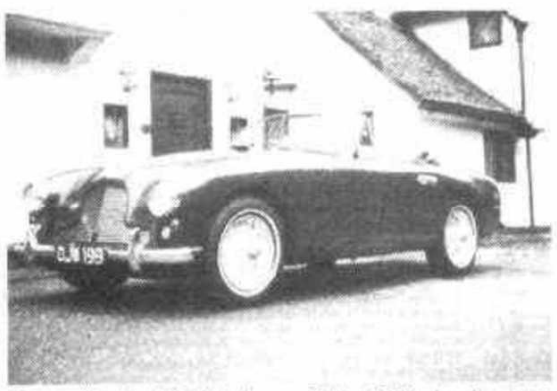
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1980 Reliant Scimitar GTC Convertible in red, tan leather trim, PAS, Wolfrace wheels, 1,200 miles **£10,995**

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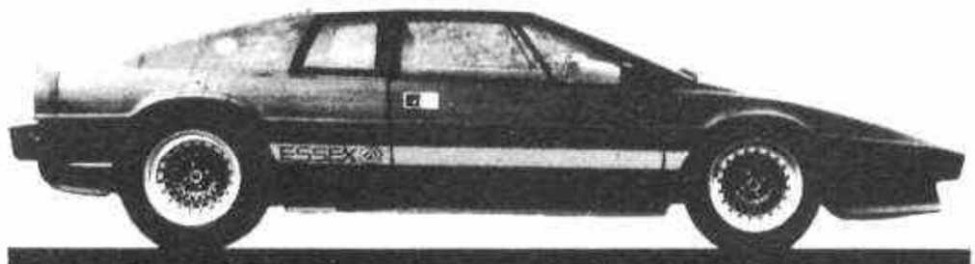
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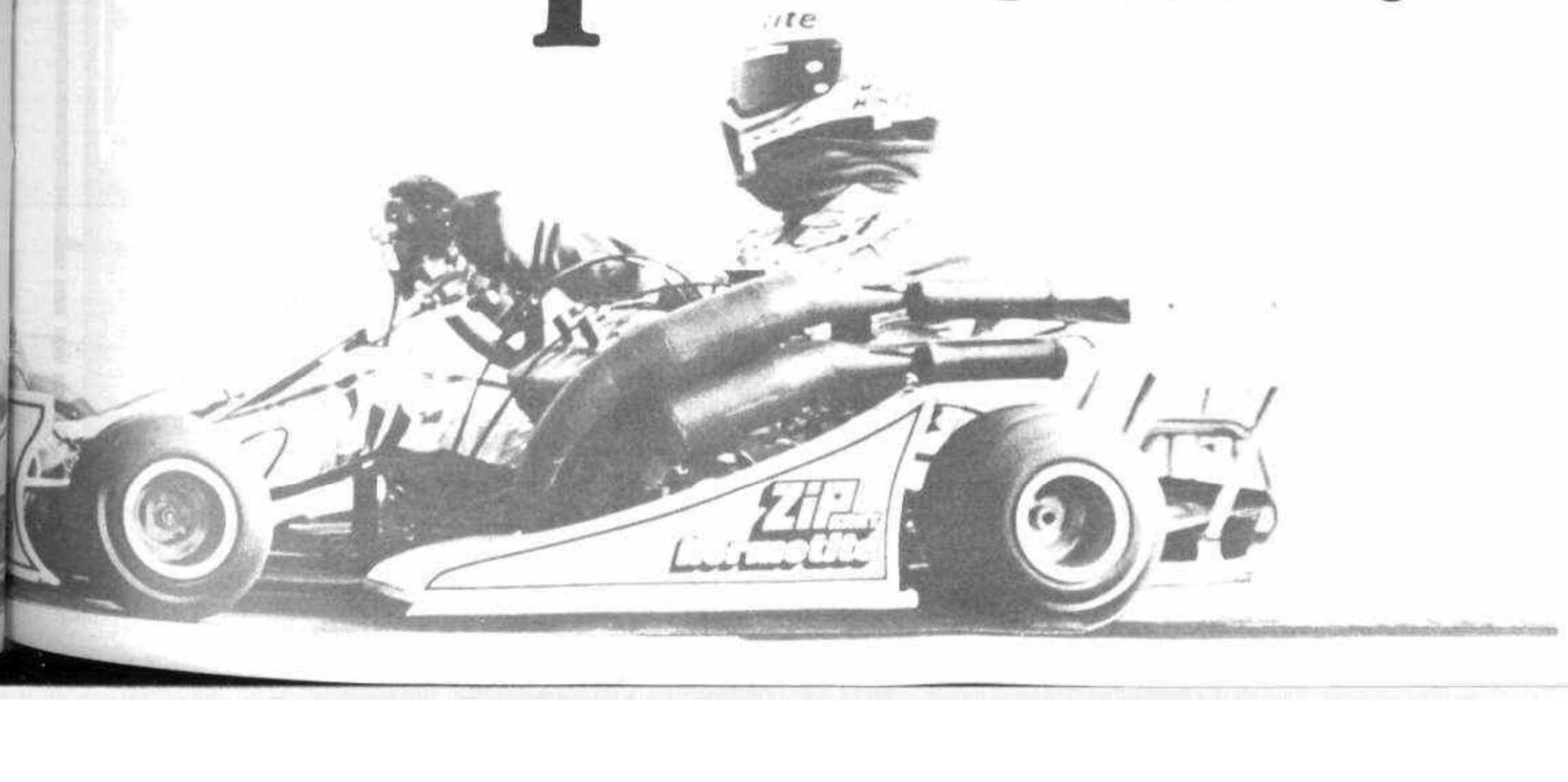
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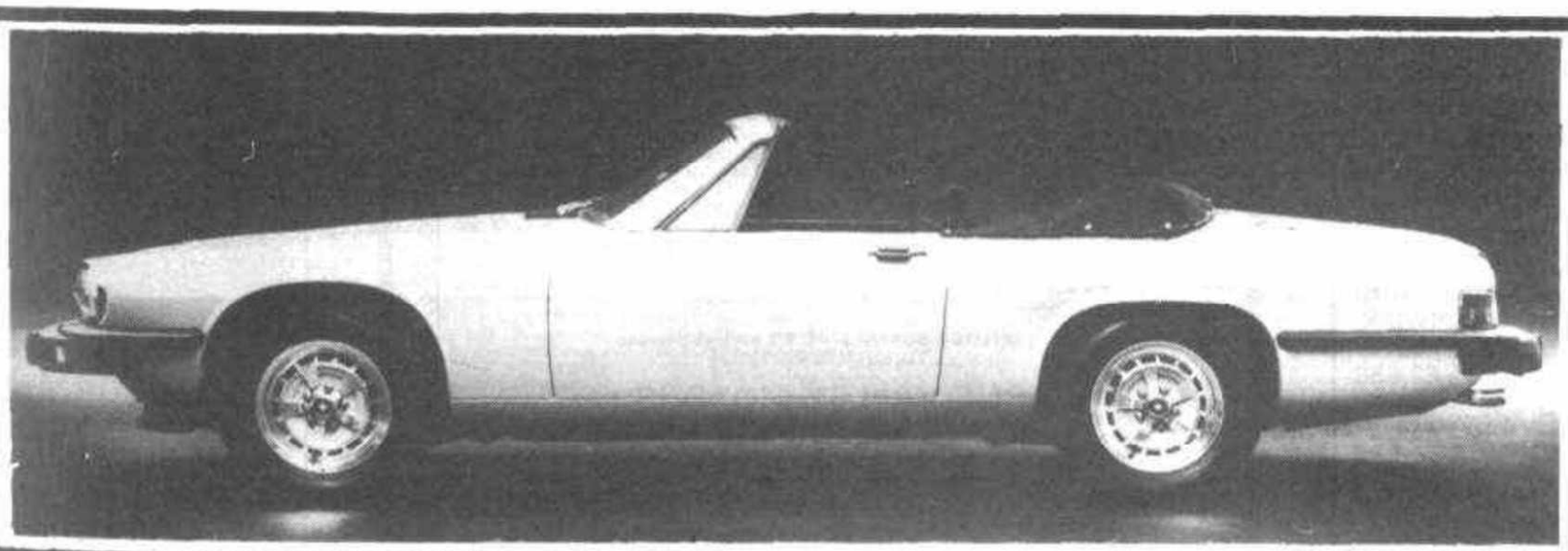


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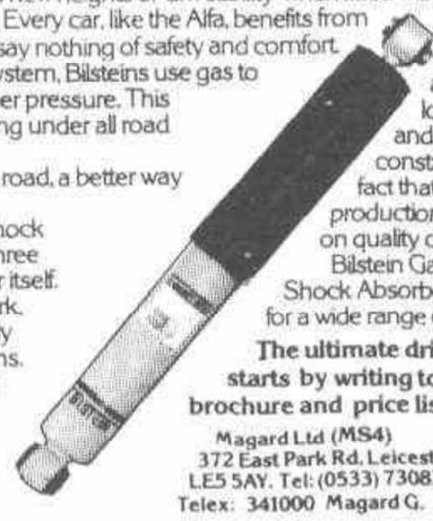
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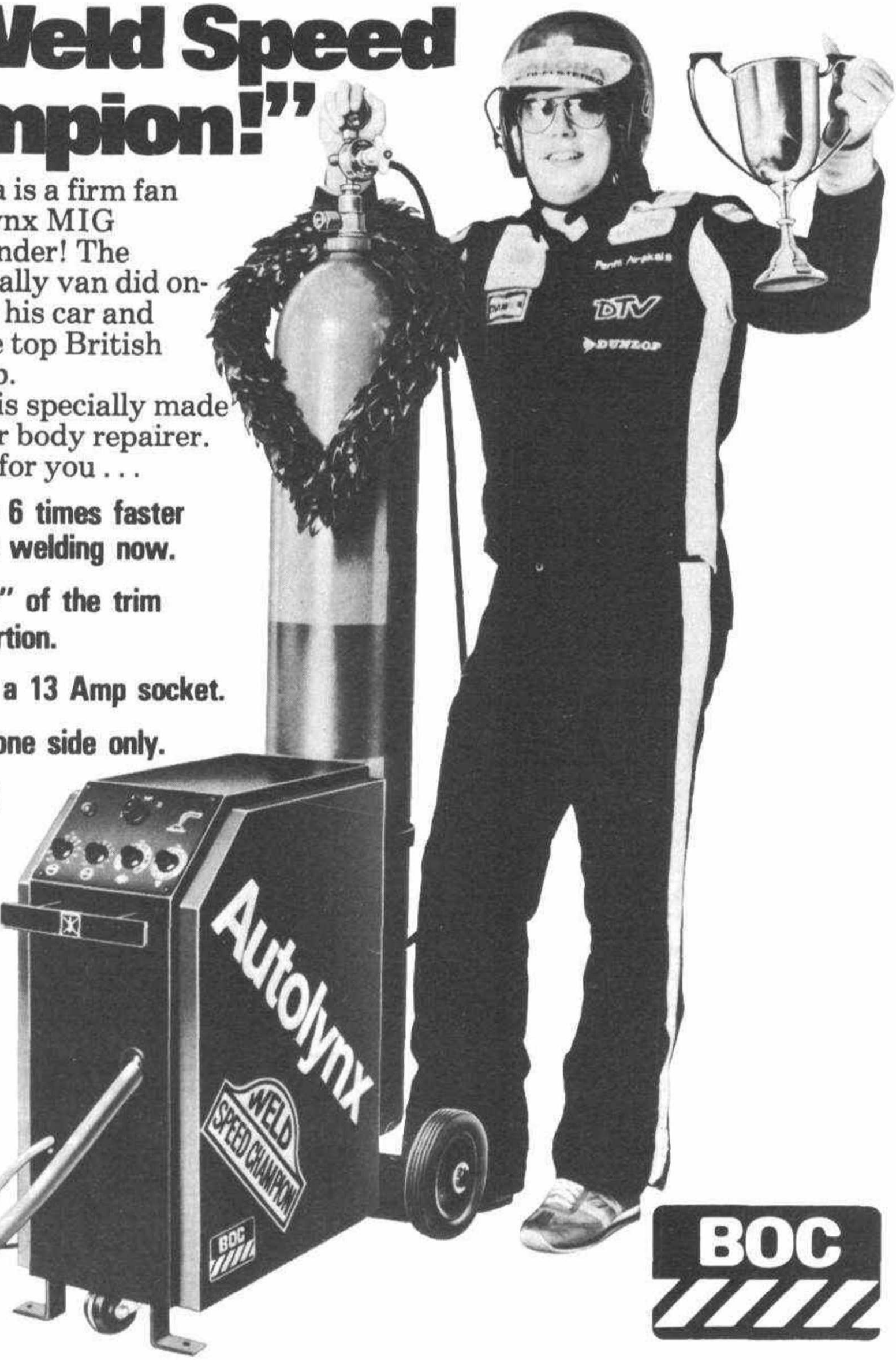
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1978 ('79 S2 model) Lotus Esprit. Red, beige leather, R/C, 1 owner, 11,000 miles. **£8,495**
1978 Jaguar 4.2 Coupé. Finished in special opalescent silver grey, black vinyl roof, cinnamon leather trim. Elec. S/R, elec. door mirror (off-side), 1 owner, 16,000 miles. A prestigious car. **£7,750**
1962 Jaguar 3.8 E-Type. 21,000 miles, opalescent blue, AG3 Reg. **£14,995**
1960 Jaguar 2.4. Light grey/red leather int., 9,800 miles by original owner. An immaculate car. **£7,495**
1968 Daimler 250 V8. Black/beige leather int., auto., PAS, 1 owner, 21,000 miles. **£4,495**
1978 Mercedes 450 SEL. Met. blue/beige leather, elec., S/R, A/W, immaculate, 18,000 miles. **£14,995**
1976 Range Rover. Bahama gold, option pack, PAS, man. with o/d, 16,000 miles. **£6,850**
1979 (V-Reg.) Citroen 2500 CX Diesel. Radio, 1 owner, 9,000 miles. **£5,250**
1979 (V-Reg.) Lancia Beta Coupé. Red, S/R, 1 owner, 10,000 miles. **£3,750**
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1978 Opel Manta. Red, 1 owner, 17,000 miles. **£3,595**
1979 Ford Cortina 2000 GL Auto. Met. brown, radio, 1 owner, 4,000 miles. **£4,150**
1979 Marina 1.7HL. Pageant blue/beige, vinyl roof, push button radio. Ex-company dem. **£2,995**
1978 MGB GT. Tahiti blue, full length sunshine roof, vinyl cover, radio, 16,000 miles. **£4,250**
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MOTOR SPORT

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

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FRONT COVER PICTURE: ALAN JONES on his way to winning the British Grand Prix at Brands Hatch on July 13th driving the Saudia-Leyland sponsored Williams FW07B/7. His win, the second in two weeks, gave him a commanding lead in the World Championship.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£9.75
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MATTERS OF MOMENT

■ FULL CIRCLE WITH FIAT?

". . . the phrase, 'the racing-car is the touring-car of tomorrow', is none of my coinage . . . I, however, concur in it" — Louis Coatalen, 1924.

Turbocharging, derived from early high-altitude aeroplanes, is all the rage these days, for increased performance and torque. Renault have followed up their Formula One Turbocharged racing cars with the exciting Renault 5 Turbo (see page 1157) and this development, led by Saab, is now in full spate, with Audi, Alfa Romeo, Aston Martin, BMW, Datsun, Lotus, Ford of America and Porsche among its advocates.

It is possibly significant, however, that Mercedes-Benz, who showed meagre interest in the Wankel rotary engine, have not so far leapt on the turbocharge band wagon (except for their diesel) and that Fiat, although they have experimented with exhaust-driven turbocharging, have also been interesting themselves, as they did nearly 60 years ago, in mechanically-driven superchargers.

A release from Fiat's British Press Office in June gave the reasons why the Abarth engineers are now experimenting with positively-driven displacement superchargers. They see possibilities, not only of improving power output and torque, but of actually saving 10% less petrol, by supercharging today's efficient engines. The advent of effective die-casting techniques has made practical volume-production of lightweight superchargers. Abarth report that a 1.3-litre Fiat engine, boosted with a cast-aluminium Fiat Roots supercharger at from 7.25 to 7.98 lb./sq. in., has been giving the same power as a normally-aspirated 2-litre engine of the same type and that the blown power unit saves 10% on fuel consumption at road speeds of 40 to 110 m.p.h., and uses up to 23% less petrol than the non-supercharged 2-litre car when driven with circumspection. Moreover, say Fiat, torque is improved all through the rev-range, a 2-litre supercharged engine blown at 4.8 to 6.5 lb./sq. in. shows a torque increase of 39%. These experimental Fiat engines have been run on four star fuel, their compression ratios lowered from 9.3 to 1 to 7.8 to 1 to compensate for the forced-induction.

If Fiat decide to standardise their supercharged engines, the great Italian manufacturer will have completed the circle, because in 1923 a straight-eight 2-litre Roots-blown Fiat became the first supercharged car to win a Grand Prix race, when Carlo Salamano finished first in the Italian GP that September, at 91.06 m.p.h., his team-mate Pietro Bordino lapping at 99.8 m.p.h. (the full story of failure, followed by this success, will be found in pages 1203-1206 of MOTOR SPORT, November, 1969).

From that time onwards, until the outbreak of war, supercharged cars won every International Grand Prix race unless the rules specified otherwise, and for many years after the war supercharged engines were still extremely prominent in racing. Before the war the supercharger was popular for catalogue cars, with Alfa Romeo, Lagonda, Lea-Francis, Austin, OM, Mercedes-Benz, Salmson, HE, Stutz, Alvis, Bugatti, Maserati, MG, Triumph, Frazer Nash, Tracta, Amilcar and others listing supercharged models in their catalogues, and Amherst Villiers doing so with the 4½-litre Bentley, against Walter Bentley's wishes.

At first there had been an obsession with blowing air through the carburetter, with all the accompanying pressurising complexities, so that only Mercedes-Benz, with their impeccable and painstaking engineering, could properly cope, including clutch-engagement of the Roots-blower under accelerator depression. Stutz copied this, but gave the "Black Hawk" driver a lever with which to bring in the supercharger whenever he felt the need of more power. . . .

By sucking the fuel mixture from the carburetter or carburetters and leaving the engine-driven supercharger, whether a Roots rotor or vane-type compressor, permanently in operation, it became almost simple. Thus the aforesaid manufacturers encouraged to have supercharged models in their catalogues. This was followed by the fitting of superchargers to previously atmospherically-inducted power units, as a simple "hotting up" expedient. This was done to the most improbable of cars, such as Austin 10/4, flat-twin Jowett and Armstrong Siddeley, etc., with a wide choice of proprietary blowers to choose from — Arnott, Berk, Cozette, Centric, David Brown, Foxwell, Marshall, Shorrock-Haydock, Jameson-Gillett, Villiers, Wade, Zens and Zoller, for example.

Supercharging with such blowers was comparatively simple, apart from the difficulties of maintaining close clearances between rotors and casing or vanes and casing and providing the right amount of lubricant, because double or triple belts from a convenient engine pulley would provide the drive. The idea was exactly the same as with today's turbocharging, namely, to increase the effectiveness of a production power unit without drastically modifying its internals.

Apart from lowering the c.r. by using l.c. pistons or, less expensively, a thicker head gasket, there was little else to be done (but you cannot tack on turbochargers that easily), and even mild supercharging was an excellent way of disguising inlet manifold deficiencies, as Lagonda with their twin underhead-camshaft 2-litre, and possibly others, discovered.

So before WW2 the supercharger flourished as readily as the proverbial green bay tree — the writer has

Continued overleaf

Motor Sport Fixture List for August

★ 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	TIM
August 2nd	Aintree Circuit Club	Aintree Circuit	Liverpool	Race Meeting (*R*)	—
August 2nd	Vale of Cothi MC	Nantyrhwch Forestry	Wales	H. G. Bryer & Sons Ltd., Stages (*R*)	11.0
August 2nd/3rd	VSCC	Prescott Hill	Nr. Cheltenham	Speed Hill Climb (*C*)	12.0
August 3rd	BARC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.3
August 3rd	Bexley Light CC	Peters Pit, Wouldham	178/713626	Single Venue Stages Rally (*R*)	09.3
August 3rd	143 Motor Club	Glos.	162/756942	Single Venue Stages Rally (*R*)	—
August 3rd	Astra MC	Lydden Hill Circuit	Canterbury, Kent	Festival of Motorsport (*R*)	14.0
August 3rd	NSCC	Curborough Farm	Nr. Lichfield	Sprint (*R*)	—
August 3rd	**Ente Autodromo Pergusa**	**Enna**	**Italy**	**European Formula 2 Championship (*INT*)**	—
August 9th	DRC	Donington Park Circuit	Castle Donington, Derby	Race Meeting (*R*)	15.3
August 9th	BRSCC	Oulton Park Circuit,	Tarporley, Cheshire	Race Meeting (*R*)	14.0
August 9th	Port Talbot MC	Mynydd Epynt	Wales	Rally (*R*)	09.0
Aug. 9th/10th	**BRSCC**	**Snetterton Circuit**	**Thetford, Norfolk**	**Aurora AFX British Formula 1 Championship (*INT/C*)**	**14.0**
August 10th	BRSCC	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (*R*)	14.0
August 10th	Sunderland & District MC	Northumberland College of Education, Ponteland	88/155741	Stages Rally (*R*)	09.0
August 10th	BARC	Brands Hatch, Fawkham	Nr. Dartford, Kent	Race Meeting (*R*)	14.3
August 10th	750 MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.0
August 10th	HDLCC	Whittington Inn, A449 Road	Nr. Stourbridge, West Midlands	RAC/BTRDA Autotest Championships (*R*)	10.3
August 10th	**AC von Deutschland e.V.**	**Hockenheim**	**Germany**	**German Grand Prix (World Championship Round) (*INT*)**	—
August 10th	**Santamonica Team**	**Misano**	**Italy**	**European Formula 2 Championship (*INT*)**	—
August 10th	**Hyllinge MS**	**Knutstorp**	**Sweden**	**European Formula 3 Championship (*INT*)**	—
Aug. 15th/17th	**Clube Sports de Madeira**	—	**Madeira**	**Tour of Madeira (European Rally Championship) (*INT*)**	—
August 16th	Arbroath & District MC	Bathing Pool	Arbroath	D & A Arbroath Stages (*R*)	10.0
Aug. 16th/17th	Broughton Bretton MC	Kirkbys of Wrexham	Wales	Fiesta Rally (*R*)	—
Aug. 16th/17th	**BARC**	**Mallory Park Circuit**	**Kirkby Mallory, Leicester**	**Aurora AFX British Formula 1 Championship (*INT*)**	**14.0**
August 17th	Welsh Counties CC	Nr. Llandovery	Wales	ARD Garages Halewood National Rally (*N*)	08.0
August 17th	HDLCC	Loton Park, Alberbury	Nr. Shrewsbury	Swinford Motors Trophy Meeting (Round Guyson/BARC Hill Climb Championship) (*R*)	12.1
August 17th	**Oesterreichischer Automobil Sport Club**	**Osterreichring**	**Austria**	**Austrian Grand Prix (World Championship Round) (*INT*)**	—
August 17th	**CASC**	**Mosport**	**Canada**	**World Championship for Makes (*INT*)**	—
August 17th	**Stockholms Sport vagnsklobb**	**Kinnekulle**	**Sweden**	**European Formula 3 Championship (*INT*)**	—
August 17th	SMRC	Ingliston	Edinburgh	Race Meeting (*R*)	—
August 17th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.0
Aug. 22nd/23rd	**Mid Antrim MC**	**Craigavon**	**Ireland**	**Ulster Rally (*INT*)**	—
August 23rd	ACC	Aintree Circuit	Liverpool	Race Meeting (*R*)	—
August 23rd	Bentley DC	Silverstone Circuit	Nr. Towcester, Northants	Race Meeting (*R*)	12.0
Aug. 23rd/25th	**Automobilklub Warszawski**	**Warsaw**	**Poland**	**Warsaw Rally (European Rally Championship) (*INT*)**	—
Aug. 23rd/25th	SW BARC	Gurston Down, Broadchalke	Salisbury, Wilts	Round RAC & BARC Leaders Hillclimb Championships (*N*)	—
Aug. 23rd/24th	**DRC**	**Donington Park Circuit**	**Castle Donington, Derby**	**European Formula 2 Championship (*INT*)**	**14.0**
August 24th	BARC	Snetterton Circuit	Nr. Attleborough, Norfolk	Race Meeting (*R*)	14.0
August 24th	VSCC	Cadwell Park Circuit	Louth, Lincs.	Race Meeting (*C*)	13.1
Aug. 24th/25th	**BRSCC**	**Brands Hatch Circuit**	**Nr. Dartford, Kent**	**Aurora AFX British Formula 1 Championship (*INT/C*)**	**14.0**
August 25th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**British Formula 3 Championship (*INT/R*)**	**14.0**
August 25th	BARC	Thruxton Circuit	Nr. Andover, Hants	Race Meeting (*R*)	14.3
August 25th	BRSCC	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*R*)	14.0
August 25th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.0
August 25th	DDMC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	—
Aug. 29th/31st	**Jyvaskylan Suurajot RY**	—	**Finland**	**Rally 1000 Lakes (Round World Rally Championship) (*INT*)**	—
August 31st	BARC	Silverstone Circuit	Nr. Towcester, Northants	Race Meeting (*R*)	15.0
August 31st	750 MC	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (*R*)	—
August 31st	Astra MC	Lydden Hill Circuit	Canterbury, Kent	Festival of Motorsport (*R*)	14.0
August 31st	**KNAC**	**Zandvoort**	**Holland**	**Dutch Grand Prix (Round World Championship) (*INT*)**	—
August 31st	HDLCC & AMOC	Loton Park, Alberbury	Nr. Shrewsbury	Speed Hill Climb (*R*)	12.15
August 31st	South Wales AC	Tonyrefail Motors	Tonyrefail 170/007883	Robert James Rally (*R*)	—
August 31st	BARC	Harewood Hillclimb, Stockton Farm	Harewood Avenue, Nr. Leeds	Hillclimb (*R*)	14.15
Sept. 4th/6th	**ADAC Schleswig-Holstein e.V.**	—	**Germany**	**Sachs Baltic Rally (European Rally Championship) (*INT*)**	—
September 6th	BRSCC	Oulton Park	Nr. Tarporley, Cheshire	Race Meeting (*R*)	14.00
September 6th	Hastings 1066 East Sussex CC	Bodiam	Nr. Hastings, Sussex.	Speed Hill Climb	14.00
September 6th	Lanarkshire CC	Lorne Street, Lochgilphead	55/662880	Heat for Hire Rally (*N*)	10.31
Sept. 6th/7th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**European Formula 3 Championship (*INT/R*)**	**12.45**

MATTERS OF MOMENT

Continued from previous page

very happy memories of exciting runs in the 30/220 Mercedes-Benz and blown 2-litre Lagonda cars as a young man, directly as a result of his interest in supercharging: and less exhilarating recollections of a night spent on the Byfleet side of Brooklands Track while the late Granville Grenfell slaved to put a proprietary blower-set on an SV Ford Ten engine under the eyes of customer Leslie Ballamy. . . .

Now that kind of supercharging is as dead as the Dodo and the sprag. The magic word is now turbocharging. However, remembering how exhaust gases (as well as road salt) corrode exhaust systems so that they need early replacement, and the exceedingly high speeds at which turbochargers have to run (100,000 or more r.p.m.), there could be uneasy thoughts about driving a high-speed blower with an exhaust-turbo, apart from the driver's awareness of turbo-lag when wanting to accelerate.

To employ gases going to waste to provide increased performance makes sense, but doing so is not entirely free from power loss — in this world, you never get a great deal from almost nothing, although the Government lottery and childbirth are possibly exceptions that prove the rule! In the case of the turbocharger there is exhaust back-pressure to contend with. And if, in the past, engine-driven boost tended sometimes to absorb nearly as much power as it was supposed to produce, Fiat say that their superchargers of this kind, running at 0.85 engine-speed, use only five to six b.h.p. at 4,500 r.p.m.

So, with modern toothed belts providing a simple, non-slip supercharger drive, blower-lubrication better understood, and the Fiat light-alloy superchargers weighing a mere 35 lb., there seems to be a good chance of the pre-war system of boosting a production power unit coming back into use, especially as Fiat claim it to cost some 20% less than installing what they call the "complex exhaust turbocharger".

Being forward-looking engineers, Fiat will continue to have Weber research turbocharging for them, while doing these other experiments with belt-driven positive-displacement superchargers. The experiments are being done on the Mirafiori twin-cam range of engines. And as a reminder of just one facet of clever Fiat detail work in this field, the writer has somewhere among what he prefers to call his things motoring interest rather than "collectors' item sort of plain pre-decimal penny given to him former Fiat-PRO Alfred Woolf; it is a shim fi the valve-gear designed by Aurelio Lampi (who came to Fiat, as you know, after develop racing engines for Ferrari) so that tap adjustment can be done without removing o.h.-camshaft — ingenious! There is a drawing this in MOTOR SPORT for October, 1969, p 1080.

All of which makes us hope that in the not distant future we may perhaps be able to dr behind the classical twin-cam engine of spacious Fiat Mirafiori Sport Saloon *and* behin supercharger of the good, not-so-old-fashio pre-war kind, thus enjoying excellent all-rou performance while conserving petrol, as with Type 43 Bugatti all those years ago. . . .

* * *

Charlie Martin's Motor Racing — Correcti

In the article commencing on page 1165 Lagonda which shed a wheel in the 1937 TT wh being driven by C. C. Martin was of course a E and Nicholl 6-cylinder 4½-litre, not a V12 car stated. — W.B.

Road Fund Tax

ON THE DAY that this issue closed for press Mr. Fowler, the Minister of Transport, announced proposals to change the basis on which road fund tax is levied from use of a vehicle on the road to its possession, whether used or not. He said that there would be special arrangements for vintage and veteran cars used only very occasionally and for cars laid up for long periods. We have not yet had the opportunity to study these proposals, but will be doing so in time to give details in the September issue. However, we cannot help feeling that Mr. Fowler's scheme will, if implemented, encourage greater use of more cars (and hence more valuable fuel) on our already congested roads.

A few pence more on the price of petrol (something we are all well used to) combined with the abolition of road fund tax altogether, as was mooted a year or so ago, seems to us to be a more sensible idea. It has the double advantage that all road users would be paying their share according to the type of vehicle they drive and the distance they travel as well as further encouraging the economical use of fuel.

Mr. Fowler invites comments on the proposals by 15th September. — P.H.J.W.

* * *

Stolen Humber

Essex Police have enlisted our help in trying to trace a 1923 Humber Saloon, reg. OL 1705, stolen from a lock-up garage at the end of March. The car is black and yellow and is one of the 12 h.p. models. If anyone has any information which might be useful to the Police in their attempts to locate the car for its unfortunate owner, they are asked to contact Detective Constable Irvine on Rayleigh (026) 775533, ext. 312.

* * *

A. G. Noble of 20 Station Road, Littlethorpe, Leicester has recently taken over as secretary of Pre '40 Triumph Owners Club.

"Oh Dear" Department

AS two different dates were quoted for Hans von Stuck's appearance at Shelsley Walsh with the Auto-Union, in last month's article on the famous hill-climb, it should be made clear that the correct date is June, 1936. We said only the rain prevented Stuck from pulverising the record, which may seem unfair to Raymond Mays, who held it, in 39.6 sec., although he clocked only 41.6 sec. that day before the rain arrived. Stuck, in winning his class was 3.6 sec. slower, in a car which was very adversely affected by a wet course, in spite of its twin rear wheels, but whether he could have knocked more than 5.6 sec. off this on a dry course to break, if not pulverise, the then-existing record, should perhaps have been left to conjecture. In the same article we stated that Sir Francis Winnington is resident at Court House; although he owns the land on which Shelsley Walsh is situated, the Kirby family are, in fact, now in residence.

Then, in "Book Reviews," I said that Geoffrey de Havilland was killed during the Farnborough Air Display of 1952; in fact, as I well know, it was D. H. Test Pilot John Derry who lost his life on that occasion, in DH 110. Geoffrey de Havilland was killed before that, when the DH 108 crashed in 1946. And on page 1065 the power of Segrave's "Miss England II" should have been given as 4,000 h.p. not 400 h.p. Otherwise, apart from a few changed meanings due to displaced commas. . . . — W.B.

THE LEA-FRANCIS REBORN





In 1977 Lea-Francis enthusiast Barrie Price, who had acquired the assets of the old Coventry Company in 1962 after its liquidation, formed a new Company with Peter Englebach with the intention of reviving this well known name. The pictures show the first of these new Lea-Francis cars which we were allowed to drive when it had run for only 159 test miles. It has a 6-cylinder twin-cam Jaguar, engine over-drive gearbox, a chassis underslung at the rear, torsion bar i.f.s. as on former Lea-Francis cars, servo brakes and uses many Automotive Products components. The idea follows a trend towards the larger engine Lea-Francis contemplated by the designer Hugh Rose, and Chief Engineer Ludgate around 1951. The new Lea-Francis has a leather upholstered aluminium 2-seater body on an alloy sub-frame. It is expected to be seen at the VSCC Cadwell Park Race Meeting on August 24th where it is hoped it will be used as the Course Car.

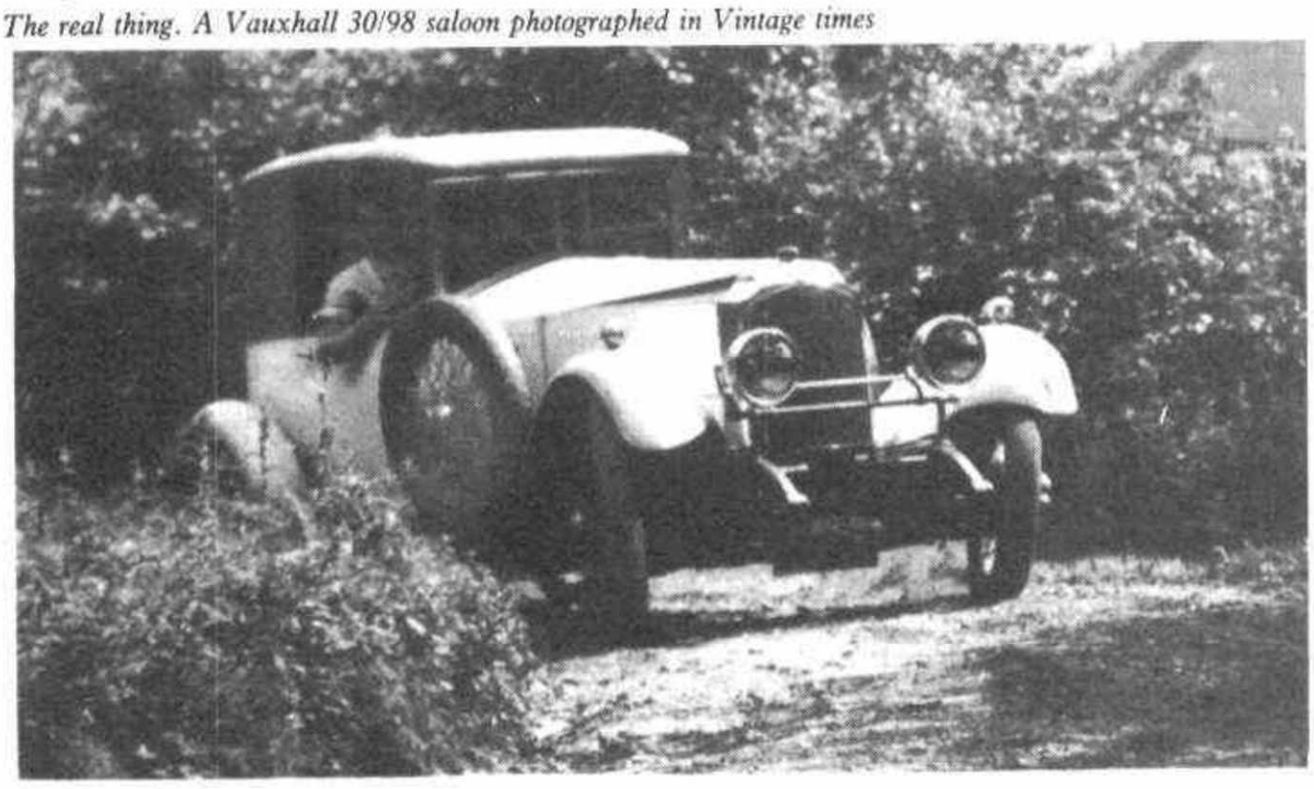
THE VAUXHALL 30/98

THE VAUXHALL 30/98 is not one of the most desirable of cars. You cannot stand beside it (your investment!) and claim "It's an ex-works team car, old boy" or "one of the Le Mans cars" nor even "Tim Birkin, (Tazio Nuvolari), (Louis Chiron) (etc., etc.) drove this one." All you can do is to go motoring in it. When you do this you realise you have not got "an investment", but you have got one of the nicest vintage sports/tourers ever made and you just want to go on motoring and motoring, not talking about it. The Vauxhall 30/98 represents vintage motoring at its best and there is a very genuine enthusiasm among the owners. In the early days of the Vintage Sports Car Club there was a story about a 30/98 owner who was fined by the police when all he was doing was bidding good morning to another 30/98 owner coming the other way. The trouble was he was standing on the seat raising his hat in a gentlemanly manner.

The E-type Vauxhall 30/98 was a side-valve 4-cylinder of great smoothness, flexibility and charm and ran on thin beaded-edge tyres so that it was possessed of light accurate steering, though its actual performance was not startling. It was really an Edwardian though it was made from 1919 to the early twenties; it probably represents the ultimate in Edwardian-style motoring. The OE 30/98 which followed with overhead valve engine became the epitome of the vintage touring car and many were tuned and developed into very fast sports/racing cars. In the nineteen-fifties I turned up at Montlhery one day to find Tom Plowman about to do a flat-out run for an hour round the banked track in his OE 30/98. It ran faultlessly and covered 107 miles in the hour, which the French time-keepers found hard to believe. The OE was an overhead valve 4-cylinder of 4¼-litres, the valves operated by push-rods, and possessed a good power output, excellent torque and was nearly as smooth and flexible as the E-type, but possessed of much greater performance. A good 30/98 will cruise all day at 75 m.p.h. in a most calm and effortless manner, and will wind up to 85-90 m.p.h. with no trouble at all. There are many 30/98 Vauxhalls which will reach the magic 100 m.p.h. and this with a touring 4-seater body.

The Vauxhall 30/98 owners have got together and formed an Owners Register and the 1980 list quotes 33 E-types, 137 OE-types, and 4 Specials,

The real thing. A Vauxhall 30/98 saloon photographed in Vintage times

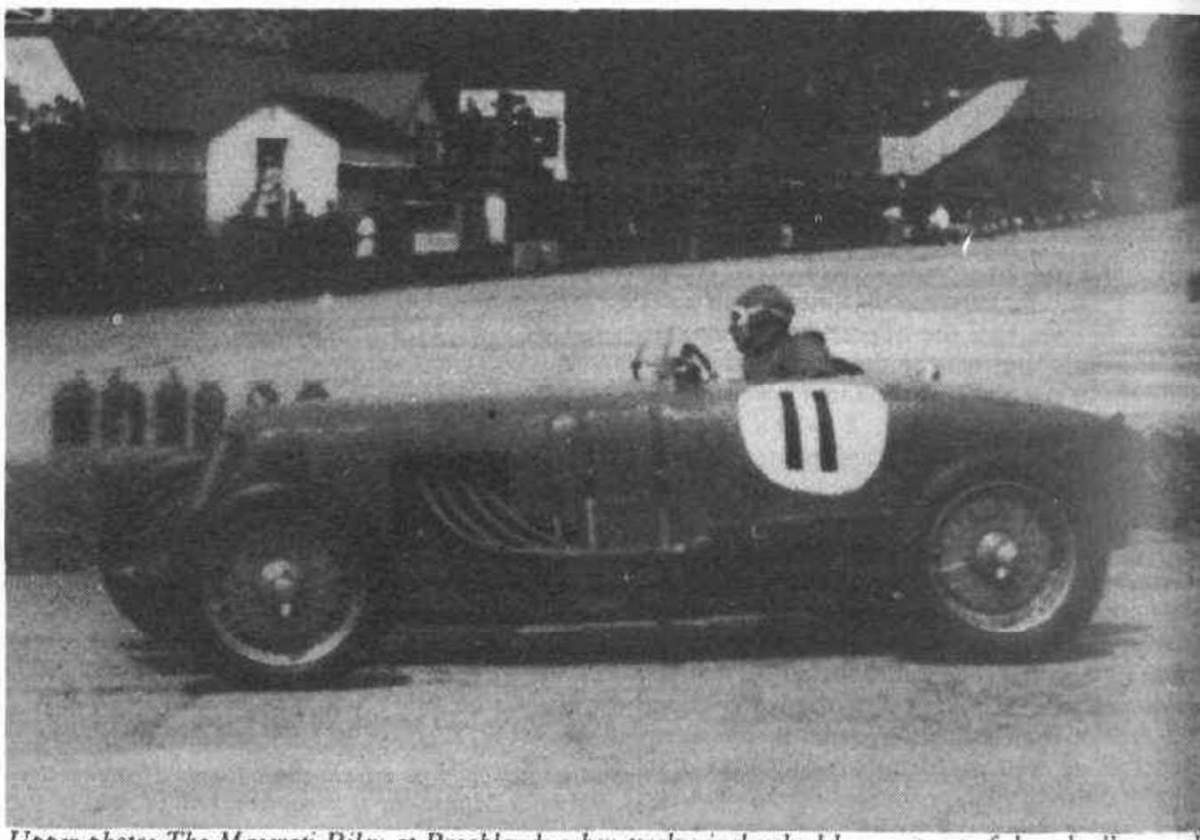


RACING CAR DEVELOPMENT
The Appleton Special

IN THE 1931 Tourist Trophy race on the Ards circuit in Northern Ireland car number 34 was one of the foreign entries in the 1100 cc class. This was a two-seater road-equipped Maserati Grand Prix car powered by an eight-cylinder 1078 cc supercharged engine, which was a scaled-down version of the Grand Prix engine, with twin-overhead camshafts. As the whole car was based on the Grand Prix chassis it was rather big and heavy for an 1100 c.c. car and anyway the engine was not all that powerful. It was driven by the Swedish driver Henken Widengren, but only covered three laps before it crashed into the sand bank at Newtownards. In 1933 the car was for sale at a very low price, mainly because it wasn't much use for British events, and John Appleton bought it with an eye to building a special. He wanted a race-bred chassis with good suspension, brakes and steering, but he didn't want the under-powered Maserati engine, so this was removed and sold.

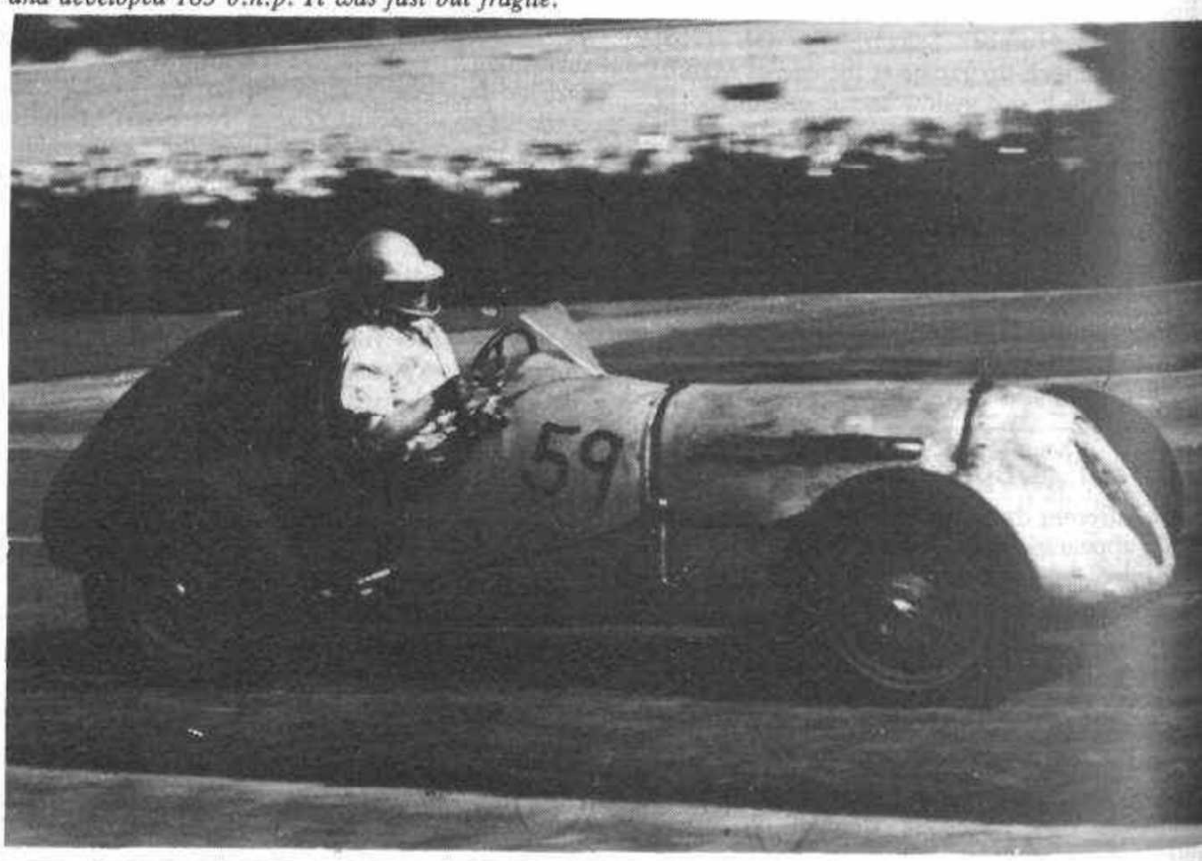
He was proposing installing a racing Riley engine with an ENV pre-selector gearbox and as the 4-cylinder engine was half the length of the Italian one, he cut twelve inches out of the middle of the chassis and joined the two halves with welding and strengthening plates. The Maserati radiator and 2-seater body were retained and the bonnet was shortened and outwardly the car still looked like a Grand Prix Maserati except that there were only four exhaust pipes coming out of the left side of the bonnet. In TT form the car had weighed 23½ cwt. but in its new form as a stripped and shortened racing car it now weighed 17½ cwt. and it was entered for British racing events as a Maserati-Riley of 1100 c.c. during 1934.

The following winter a major rebuild was undertaken with two things in mind, one to increase power and the other to reduce weight. The whole car was taken apart, including the chassis frame and the side-members were extensively drilled. They were re-assembled into a single-seater width, with new cross-members and the Maserati springs, axles and brakes were retained, the rear springs hung on out-riggers to give a wide spring base. The engine was supercharged by a Zoller instrument, giving 25 p.s.i. boost and the best available racing Riley components were used in the engine. Robin Jackson, the Brooklands based engine specialist did the development work, his designer providing new connecting rods, pistons and crankshaft. It was now called the Appleton Riley and was fitted with a single-seater body with a head fairing for



Upper photo: The Maserati-Riley at Brooklands when twelve inches had been cut out of the wheelbase and 4-cylinder Riley engine substituted for the 8-cylinder Maserati engine.

Lower photo: The Appleton Special at the Poole speed trials in 1938 in its final form when it weighed 12½ cw and developed 183 b.h.p. It was fast but fragile.



THE VAUXHALL 30/98
continued from previous page

these figures covering the UK, Australia, New Zealand, Africa, Canada, Argentina and the United States. All the owners are listed and while many of the cars have been modified over the years, especially in the braking or the carburation departments, there are many totally original cars still in active service, such as H. M. Buckley's Grosvenor bodied 2-seater with dickey seat, or Dr. Holmes Pickering's 1921 4-seater E-type. In the OE field Reg Parker has a totally original 1925 Wensum 2-seater and P. Garland has a Velox 4-seater which is described in the register as "Completely original high-radiator car. No modifications from standard" and you can't say fairer than that.

Many of the cars have been built up from bits and pieces, starting with a known and registered chassis frame, with say a Delage front axle, a rear axle from a broken-up 30/98 and an engine built up from bits from various dismantled cars, the whole lot fitted with a body made to the pattern of an original 2-seater Wensum or a 4-seater Velox. There are sufficient original cars about to ensure that the new body is correct in all detail. As with all interesting old cars there are never enough to go round so when you get to the end of the 1980 register you find there are recorded five cars, as yet un-numbered, being built up on new chassis frames that a group of keen 30/98 owners have got together and commissioned to be made. Three of them have engines to put in, the other two do not at the moment. The question in some Vauxhall 30/98 owners minds is "Will these cars be Vauxhall 30/98s, as they will not have been made by Vauxhall Motors?" None of them will claim any fame or history, they will just be nice, usable, vintage touring cars. But there is a question-mar over them as far as owners of real and original ca are concerned. It could be that these "new" ca will de-value an original car on the "investor market", or they might increase the value. The might even fetch more money than an origina car, as they will be new, and to some peopl "newer" is "better". However, nobody is makin a "genuine team-car, old boy" or a "Le Man car", or "ex-Tim Birkin car, old boy" so motorin history is not going to be violated. At least thes "new" 30/98s are in the register and not bein built quietly in a back-street workshop, to b sprung on the unsuspecting public at an auctio sale.

If you are thinking about a 30/98 Vauxhall th Owner's Register, run by David Marsh, knows a there is to know about the E-types and th OE-types. — D.S.J.

the driver, like the contemporary W25 Mercedes-Benz Grand Prix cars. In this first single-seater version it was weighing 15½ cwts. and developing 118 b.h.p., about twice what the original Riley engine developed.

For the next four years John Appleton and Robin Jackson carried out a remarkable development programme on the engine, which necessitated special cylinder blocks from the Riley company, a three bearing crankshaft in place of the two-bearing Riley crankshafts which broke pretty frequently, and all new moving parts. New camshafts, an Arnott supercharger replacing the Zoller, a modified cylinder-head, a totally new oiling system and so on. The power output was pushed up from 118 b.h.p. to 132 b.h.p., then to 160 b.h.p. and finally to 183 b.h.p., while the weight was pared down to 12¾ cwt. All the time the engine remained at 1100 c.c. and in its early single-seater form it broke International records for the standing start kilometre at 82.1 m.p.h. and the standing start mile at 91.3 m.p.h.

During the winter of 1937/38 while the power output was going up from 160 b.h.p. to 183 b.h.p. the car was rebuilt with a lighter and slimmer body, still on the lines of the successful German cars of the time. It competed regularly in sprints, hillclimbs and races at Brooklands and the Crystal Palace and changed its name once more to Appleton Special, and the name of R. J. W. Appleton was a strong contender in the 1100 c.c. category. The war in September 1939 finally put a stop to its activities and to its development, but when the fighting was over John Appleton brought the car out of hiding and raced it again in the early post-war events. With Arnott superchargers no longer available and Riley components scarce as well as potent methanol fuel mixtures, Appleton de-tuned the engine and used a Roots supercharger of much lower boost and settled for an output of 135 b.h.p. The Maserati axles and half-elliptic springs were long since outmoded so Appleton planned a new chassis with independent suspension, but the idea never got further than the drawing board as he realized that too many years had passed and there was no way he was going to be able to drive competitively against the new breed of young post-war drivers that were beginning to appear. Fortunately he had not dismantled the Appleton Special while planning his new car, so he was able to sell it complete with a spare engine and all the bits and pieces.

It knocked around the Midlands for many years and at some point the very special engine was removed and it disappeared along with the spare engine. The rest of the car remained intact and was subsequently fitted with a 1½-litre 4-cylinder Riley engine, and used in VSCC club events. Later the engine was supercharged and the Appleton Special began to show some of its old form, but it could never match its 1939 form when it was giving 183 b.h.p. from 1100 c.c. Vintage racing kept the car active and it had a new lease of life which it is still enjoying today in the hands of Julian Majzub. The Appleton Special as we see it today is a far cry from the original 1100 c.c. sports Maserati in the 1931 TT but every move in its life has been well documented and I am indebted to Mr. Majzub for the loan of his very fine album of photos and documents on the life of the car from 1931 to the present day. Recently one of the special three-bearing crankshafts Riley engines came to light, but it is unlikely that it will ever perform in the way it did in 1939 when it had reached the peak of its development. However, it is nice that the car looks outwardly just as it did in 1939. — D.S.J.

The astonishing Renault 5 Turbo



BY ANY standard the Renault 5 equipped with mid-mounted engine and turbocharging is an extraordinary motor car. Its looks are strongly akin to a Gallic cartoon character car, all flying buttresses and extensions to cover its 160 b.h.p. heart. Then there is the courage of State-owned Renault producing such a car while still fully engaged in Formula 1, and in an atmosphere where the car buyer's shopping list tends to be topped by price, rather than performance.

This is an unashamed performance car, a fine base on which to build a World Championship rally victor, but also a genuine production car in its own right, rather than a conversion. This month available in France at the July 1st exchange rate equivalent of £11,954.26, predictions are for 1,000 vehicles a year by the close of 1981. Present production rate at the Alpine Dieppe factory is eight a day with homologation of the car into Group 4 (400 vehicles, only available in red or blue for this initial run: each plated with a number on the dashboard) planned for September 1980. Its first outing on a World Championship rally is planned for November 8th/9th, Tour de Corse, but we could see it out in France in July on national events in prototype classes, possibly the *Tour de France*, if that event is held in 1980.

No production is earmarked for Britain at all. The earliest we could have the car would be 1982. Doubtless some entrepreneurs will bring it in in just the same way as the Stratos arrived on our streets in limited numbers at "telephone number" prices!

What do you get?

Sharing the 1,397 c.c. pushrod Gordini four cylinder motor, you might expect this to be just another tuned-up tin top. After all, what can 1.4 litres do? In Renault's Garrett AiResearch turbocharged case it can provide 160 b.h.p. and 155 lb. ft. of torque instead of Gordini's 93 b.h.p. and 82 lb. ft. Figures that would not shame a three-litre six.

Install that in a vehicle of 970 kg/2,139 lb., engineer the lot thoroughly (as Renault have in a near four year development) and the result is simply sensational.

Renault report that a test car of the same vital statistics as the ones we tried returned 0-62 m.p.h. in 6.9s; 0-400 metres (roughly equivalent to the drag strip quarter mile) in 15 sec. and had a top speed of 124 m.p.h. The engine capacity of 1.4-litres shows more on the road, than on paper, but it's still a flyer. Jean Ragnotti emphasised this facet when he took the 160 b.h.p. 'Customer version' out for testing on some classic Monte Carlo Rallye stages. He returned times 2/3 sec. per stage kilometre faster than the works Group 2, front drive Renault 5s, of the type that Ragnotti currently leads the French series in. Such R5s finished second and third overall in the very snowy Monte of 1979.

The true competition R5-Turbo will have 250-260 b.h.p., courtesy of a sized up turbo boosting at 1.4 bar, instead of the production 0.86 bar, equivalent to 12.2 lb. sq. in. boost. It will also have twin intercoolers, a limited slip differential and a projected 231 lb. ft. torque at 4,600 r.p.m. Weight will be 810 kg./1,786 lb., this power to weight ratio carefully selected at the prototype stage. Then Renault also considered the V6 Douvrin engine and the 2.0 inlined four from the same source, but neither could match the 1.4 turbo's power to weight ratio under international FIA regulations — or provide such a well balanced car where fast rally-style servicing would be possible.

As you'd expect most major mechanical jobs will be completed by the expensive but rapid method of pulling out the engine/gearbox train as one unit, or by simply changing the rear mounted gearbox. A task that must be easier than on a front engine car, even though they have had so-called quick release bellhousings for machines like the Escort for some seasons now.

Development

It was Gerard Larrousse's predecessor as Renault competitions director, Jean Terramorsi, who Renault credit as the creative spark behind the R5-Turbo. Jean died August 27th, 1976, but by then the theme was being developed.

It was only September 1976 before Renault had completed the first prototype! The programme involved collaboration between Renault subsidiaries Service Produit, Renault Sport, Paris, and the Dieppe factory now called BEREX. The Renault styling department created the look of the car, but the first styling models were created at Bertone in Turin under the supervision of Renault styling staff.

By December 1977 they had got down to details like the hexagonal divisions of the 10-instrument dashboard layout with its unique two spoke wheel.

March 1978 and the Dieppe factory had a running black prototype hunting through the local lanes. This in the hands of the man who did all the test driving, former European 2-litre sports car champion Alan Serpaggi.

A second prototype, but not a runner I suspect, was the red Turbo that marked the official debut at the Paris Show October 1978.

The black prototype was retained and we all had a chance to look around it at Paul Ricard (MOTOR SPORT, January 1979). As one could see from that car a lot of running changes were made until the new rear suspension, based on fabricated double A-arms, was finalised along with that extraordinary bodywork. Aerodynamic studies were carried out with the aid of the wind tunnel at St-Cyr, but the final shape is not slippery so much as functional, housing wheels

close to eight inches wide at the rear and feeding cooling air to the engine in the middle.

Cooling the engine was one major consideration and the adoption of an intercooler (air to air) helped to reduce the intake charge before the Bosch mechanical K-Jetronic handled it by up to 50°C. Cold air is fed to the intercooler by the top half of the driver's side rear arch intake: intakes on the other side feed the oil cooler and brakes. One intake (on the driver's side rear arch) is non-functional on the road cars, but will be needed for competition and has thus been incorporated on the road cars. There is also a thermostatic fan and ducting to cool the engine whenever 90°C is exceeded. Properly designed exits for cooling air are provided in the back of those rear arches.

The other major obsession in development was weight. Multiplied by the FIA factor of 1.4 for turbocharged engines, the 1.4-litre becomes 1,956 c.c. and the target minimum weight in competition 810 kg.

Thus the already radically altered body went on an intensive and expensive diet. Looking for the loss of 50 kg. the engineers used aluminium for the doors (−14 kg.); substituted the same material for pressed steel again on the hatchback (−4 kg.); pop-riveted in an alloy skin for the roof panel (see any GB Mini club racer!) saving 5 kg. They worked out that using so much plastic for the wings and their extension would, in addition to the special lighter gauge steels, save further 4 kg. They even got down to calculating that 3 mm. glass instead of 4 mm. would save another 5 kg.

Another fundamental change, which affects the floor of the 5 as well as improving the centre of gravity, is to install a safety 20.5 gallon fuel tank under the two highly styled seats. The radiator for engine water with attendant electric fan is in the front compartment along with a spare (front) wheel. Weight distribution is biased well to the rear (the five Speed R30TX-derived gearbox and transaxle is mostly well aft of the rear drive shaft line), the figures given as 40% front, 60% rear.

A fully detailed specification is appended to explore many more details of this fascinating newcomer. Meanwhile, what is it like to drive?

On Alpine roads . . .

The Renault flotilla of R5 Turbos was assembled in the French Alps for our assessment, but the route covered a fair stretch of motorway so that the set route was not all alpine bend-swinging. However, together with two like-minded rogues, we found ourselves a likely looking mountain road to cover in addition to the main road sections, and so spent much of our time enjoying the car in what seems sure to be its natural habitat.

A Renault 5 retailing at more than £10,000 should be something special in more than just performance, and Renault have followed this line of thought.

The seats look as though they came straight from a motor show styling exercise.

There are the traditional built-up sides, but the effect is not of a deep bucket competition seat, rather a plush piece of *avant garde* furniture, its rather hard blue relieved by softer fabric inlay for the seat and back panel.

Clutch and brake are perfectly normal, but the accelerator is huge, which should allow accommodation for any style of heel and toe operation. The radio is rather awkwardly mounted so that its stereo cassette player unit needs feeding vertically, preferably when the gearlever is in neutral.

The overall effect is quite light and airy, a million miles from the 'it-must-be-matt-black-if-it's-sporty' syndrome so beloved of American and British saloon car marketing men.

The dashboard is permanently illuminated, emphasising a weakness in legibility and clarity that Renault themselves now acknowledge. Basically there are eight minor instruments, including one for the turbo that has been moved from the right in pre-production to the left (swopping places with the 0-60 kg. cm. oil pressure gauge) according to the press literature. With that many many minor dials there is no room to list all the functions: suffice to say everything is included, though such a forward looking machine might have been the place to use a digital clock or, since it's expensive anyway, one of the latest on-board computers to work out the average speed, m.p.g., time of arrival, and so on. There is an oil level indicator (*a la* Lancia Beta coupé) to save removing the rather cumbersome engine cover every time the oil should be checked. An oil temperature gauge is also supplied.

Both 230 km./h. speedometer and 8,000 r.p.m. tachometer are clearly viewed through the strange steering wheel, the r.p.m. warning line extending from 6,000 to 6,500 r.p.m. All instruments are by Jaeger to uniform style.

Switchgear is via rather complicated push buttons either side of the steering column housing, and via conventional column controls for flashers, lights and sporting horns.

If there is a manual choke, I did not see it! Just press once on the pedal for an instant start to a sunny mountain morning. Some three hours later I was back having covered 97½ miles at an average 14.2 m.p.g., which reflects how much I enjoyed the trip. Colleague Michael Greasley, who now edits *Motoring News*, covered 89 miles at 16.6 m.p.g., while the chap I spent much of the time travelling in convoy with through the mountains did slightly worse than me as I used him as an air break. Renault figures indicate a range of 22.78 m.p.g. in town use; 28.25 m.p.g. at a constant 75 m.p.h. and 37.67 m.p.g. at a constant 56 m.p.h., though why anyone would ever travel at such a low constant speed in this joyful machine defeats the author. The modest size and astonishing acceleration reduce other traffic almost to the role the owner of a powerful motorcycle will be familiar with.

At first the engine seems flat and lifeless, something only to be expected with such a small engine at town speeds. It is perfectly docile, whatever you do, but there is some flame-out from the exhaust under constant hard acceleration and deceleration, just like the real racers, but a momentary flicker instead of a sizzling belch.

Pressing on for the first time, joining a nearby motorway, I discovered that the tachometer and boost gauge were going to rule driving impressions in this car. Using the gear lever to the full you discover gear speeds equivalent to 34 m.p.h. in first, 56 m.p.h. in second, 84 m.p.h. for third and an exhilarating 109 m.p.h. in fourth. Now the remaining autoroute stretched empty and inviting before me and 200 km./h. was instantly indicated in top, but no more.

The car felt so secure at this speed that I had no hesitation in leaving it there for a couple of miles, even though that involved a couple of long sweeping curves and the occasional lorry. The stability was outstanding, even when the side wind pressure altered in such circumstances.

It was not particularly noisy at that speed. I did not feel I wanted to cruise that close to the r.p.m. limit: 6,000 r.p.m. is 123 m.p.h. on the 20.43 m.p.h. tall top gear. Tall that is by 1.4-litre standards, not those of a 160 b.h.p. light car.

Experimentally I backed off to 100 m.p.h. That was a pace I would be happy at, and the car's temperature gauges agreed with that at a sustained 5,000 r.p.m. or so. Coming back to the British legal limit was like stopping dead by comparison, the little Renault feeling notably relaxed at 3,500 revs or so. No wonder Renault offer a full 12 months, unlimited mileage guarantee, as for their other tough, but more mundane products.

In the mountains the car took some learning. The boost gauge has to be kept near maximum on the scale for you to get the performance that the b.h.p. figure points toward. Basically that means the r.p.m. counter is certainly above 4,000 most of the time and really hard drivers may go for a 1,500 r.p.m. band between 5,000 and 6,500.

Driven that way the engine note is certainly stimulating, but not in the way of a full blown competition car to risk arrest! The Renault has outstanding brakes for this kind of treatment, just as you would expect with over 10" ventilated units on all four corners. Also outstanding is the ride provided by the De Carbon gas-damping shock absorbers, firm but not jarring. Bilstein could have a problem. . . .

Just as the brake pedal pressure has been precisely "weighted" by Serpaggi's painstaking development, the handling is truly outstanding for its comprehension of the fact that there is a human at the wheel. It forgives errors in a way that I have not encountered in other mid-engine cars, save the very latest Esprit Turbo. Basically there is a degree of understeer to balance out with the gear lever and throttle. It takes a time to drive with the tail sliding out of line through second and third gear corners, but it can safely be done, which is quite an achievement in my experience of this engine layout.

The car is much more efficient driven smoothly, constant throttle pressure and a consistent steering action bringing particular satisfaction on 'Regie-the-Rebel'. The TRX tyres aid turning-in response particularly, so that when you move the wheel the R5-Turbo responds equally deftly.

I could quite happily write another three pages about the ingenious Gallic ploy. One I suspect may bring them the World Rally Championship in the same year as a World Formula 1 title, a feat I cannot recall any manufacturer achieving simultaneously.

For the customer I see few snags. The looks are odd and the gearchange occasionally vague. At this price it would be more practical to go for a Porsche 924 turbo, but less fun.

It's a saucy little car that is going to attract a lot of public sympathy, pitched against the German Audi, Opel and Mercedes teams in the David v Goliath 1981 onward rally role. A role pioneered by the Mini-Cooper S.

There are prospects that we will see this exciting little R5 in the British Rally Championship, but the car has only really been developed for tarmac events which have been pace-noted in advance, the opposite to the bulk of the events that make up Britain's premier home international series at present.

Finally I must stress that my overall memory was of admiration for the engineers who turned this unlikely project into such an enjoyable, and apparently rugged, road car. It's nice to see a motor manufacturer prepared to face the challenge of the times we live in rather than lie down and wheeze about old glories. Bravo!

J.W.

For specification, see foot of next page.

THE BRITISH GRAND PRIX

It fell flat

Brands Hatch, July 13th

ENTHUSIASM was running high for the British Grand Prix two or three weeks before the event was due to be held at the Brands Hatch circuit in Kent. Renault had visited the circuit with Michelin and René Arnoux had knocked some three seconds off the existing lap record, and then on a Goodyear test day Didier Pironi (Ligier) and Alan Jones (Williams) had improved on the Renault time by another incredible two seconds, averaging 130 m.p.h. round the tight little circuit. The cornering speeds being achieved by the best of this year's Formula One cars are breath-taking, and the Ligier and the Williams through Clearways Bend and Paddock Hill Bend were worth going a long way to see. Some observers, or rather people in the paddock who talk rather than watch, seemed concerned about these incredible cornering speeds. I would have thought that the only people who need be concerned are the drivers, but I can't say I detected any concern form Pironi or Jones. To watch these two drivers from the outside of Clearways was as exciting as the old Woodcote Corner at Silverstone. (Do you remember Ronnie Peterson in the Lotus 72 before the corner was emasculated by that silly chicane?) To listen to some people you wonder why we are bothering to race, we all ought to play tennis or croquet (or even ping-pong). However, to get down to the real business of the British Grand Prix.

The British summer was at its height, with grey clouds, cold winds and rain when the Brands Hatch Stadium was invaded by the contractors men to set up our biggest circus and fun-fair, and even some of the regular grass car parks disappeared under a sea of marquees and motor homes as the migrant world of Formula One entrenched themseleves for their three-day sojourn in the lee of the new Motorway in the Garden of England. In these changing times there were some changes to be seen in the pit lane, some of them explicable, others not. The sad Shadow team have gone from the scene, to join March, BRM, Surtees, Wolf, Tecno, de Tomaso and all the others who have helped to create Formula One history. The two drivers, Geoff Lees and David Kennedy are out of work, but many of the mechanics got themselves jobs with other teams. In the Brabham team Ricardo Zunino had been replaced by Hector Rebaque, and presumably money and Mr. Ecclestone were involved, while the Fittipaldi team were all excited at having a brand new design for their patron. This was the F8, designed from scratch by Harvey Postlethwaite, as distinct from the F7, which was an amalgam of ideas from the old Wolf cars and the old Fittipaldi cars. There were two additions to the regular ranks of the entry in the shape of Mrs. Desiré Wilson and Rupert Keegan; both were driving 1979 Williams cars operated by RAM Racing under the leadership of John MacDonald with the help of Howden Ganley on the technical side. The two cars were FW07/3 and FW07/2, respectivcly, and have been up-rated from Aurora Formula One trim to full FISA Formula One conditions with sliding side-skirts and all the other important little details that the Williams factory decided were needed to make the cars competitive. This meant there were twenty-seven drivers competing for twenty-four starting grid positions, so the battle for the last row was going to be as competitive as that for the front row.

When the initial untimed test-session began on Friday morning it was cool and cloudy, but at least it was dry, and conditions were good for some fast motoring, provided you could get your tyres hot enough, which the Goodyear runners seemed easily able to do, whereas the Michelin-shod cars were not at all happy. The session had hardly begun before the new Fittipaldi car gave trouble, after having performed well in pre-race testing, so most of the morning was spent putting it right. The Ligiers were in their Paul Ricard configuration as regards the bodywork and the aerodynamic aids and it was not long before it was obvious that Pironi was going to be the man to beat, and that Alan Jones was the man most likely to. The Arrows cars had new nosepieces with small skirts attached to them to form an air channel down the centre of the car, but they were soon removed as they apparently didn't work. Both Ensigns for Lammers were in short-wheelbase form, and Depailler was driving the latest Alfa Romeo with the lower-mounted engine. Brabhams were trying out their Weismann transverse gearbox on their spare car, and Williams had a new spare car for Jones fitted with an improved gear linkage. Villeneuve was in a brand new T5 Ferrari, but not for long as it went wrong in the engine department and he transferred to the spare car. All down the field the driving was a bit wild and woolly with slides over kerbs, which damaged skirts, and spins which damaged images, while Pironi had a big excursion onto the grass when a tyre punctured.

Weather conditions remained stable for the vital afternoon session between 1 p.m. and 2 p.m. when lap times were taken officially, and counted for grid positions. With a very unsettled weather forecast everyone was out to "give it all they'd got" instantly, just in case the weather changed. The new Fittipaldi was working again, Depailler was quite happy with the "low-engine" Alfa Romeo, the Brabham team had cured a spot of trouble they'd had with the Weismann gearbox and Ligier had reset their suspension to use the 15" diameter Goodyear front tyres, mounted on Gotti wheels instead of the usual Dymag wheels. Williams were assembling some new 15" diameter Speedline front wheels for their cars, but Renault and Ferrari were very unhappy, as were Michelin, because they could not record sufficient temperature in their tyres to create the maximum grip. Ferrari had additional trouble for Scheckter's engine broke and before he could use the spare car the seat and pedals and steering wheel had to be altered from the settings of the morning when Villeneuve had used it. Piquet had a slight accident at Druids Hairpin, when he spun, and bent the right hand steering arm and suspension, but took a short cut into the pits through the backdoor and took over the spare car with the Weismann gearbox. The pace was pretty fast all down the field, and fast and slow (relatively) drivers were having spins or excursions onto the grass.

It was still Pironi who was the man to beat, he and Jones being outstanding on Clearways Bend (or Clark Curve in the modern Brands Hatch idiom). The existing lap record was held by Nelson Piquet in a Brabham-Alfa Romeo in 1 min. 17.46 sec., set up in the Race of Champions in 1979, while the fastest lap ever made at Brands Hatch was 1 min. 16.80 sec. which Ronnie Peterson recorded in 1978 to claim pole-position on the grid for the Grand Prix that year. Two years later and the pole-position time of 1978 was not even considered as good average, while the existing lap record was no criterion at all. Even the times recorded in the Goodyear tyre test session were no longer looking so impressive. It was still a clear-cut battle between Ligier and Williams, both drivers of both teams being in a group of their own, with times in the 1 min. 11 sec. bracket, with Pironi fastest of all in 1 min. 11.004 sec. Even the tail-enders were trying hard and were around the existing lap record, but it was not good enough to qualify for the grid, such is the progress in Formula One when everyone is trying hard. The McLaren team's fortunes were beginning to look up, with Prost in fifth place at the end of the day, the M29C having improved rear suspension with a more rigid layout, but the performance was put into perspective when you realised that Prost's time of 1 min. 12.759 sec. was one and three-quarter seconds off the time of Pironi. The new Fittipaldi was plagued by fuel system troubles and never completed a decent lap.

Saturday morning's test-session was held under dark and ominous skies, but the rain held off, though it was little consolation to Ferrari and Renault for their Michelin tyres just were not equal to the Goodyears in the cold climate. The Ferraris were looking terrible round the fast corners, wobbling about and looking totally unbalanced, whereas the Ligiers and Williams were looking beautifully stable, in spite of being much faster through the corners. At least the Ferraris sounded nice. During Friday's practice some of the tougher elements among the "foreign" drivers were getting a bit rough with Desiré Wilson when they came up to pass her, feeling that a woman's place is in the home (or in Club racing) not in World Championship class Formula One. On Saturday morning the Ligier drivers were feeling the same about the Irish! Derek Daly was going well by Tyrrell standards, but he was in the way as far as Laffite and Pironi were concerned, and he ignored (or didn't see) the blue flags and just would not let them by. Laffite became very excited and frustrated, while the cold, ruthless Pironi stood it for a short time and

SPECIFICATION OF RENAULT TURBO *(described on previous two pages)*

Type: Renault 5 Turbo, 3-doors, two seats, mid-engine location.

Engine: Gordini-derived inline 4 cyls, water cooled, chain drive camshaft in cyl. block. Capacity, 1,397 c.c. bore and stroke, 76 mm. × 77 mm. CR, 7:1, alloy head, iron block, five bearings. Garrett AiResearch T3 turbocharger boosting at 12.2 lb. maximum with wastegate and injection controls. Bosch K-Jetronic fuel injection and single intercooler.

Power: max b.h.p. 160 @ 6,000 r.p.m. Torque, 155 lb. ft. @ 3,250 r.p.m.

Transmission: Hydraulic twin-plate clutch. Type 396 five speed gearbox. Forward ratios: 1st, 3.364:1; 2nd, 2.059:1; 3rd, 1.381:1; 4th, 1.057:1; 5th, 0.881:1. No LSD for production model, final drive: 3.889: 1, 20.43 m.p.h. per 1,000 r.p.m.

Suspension: front, Gordini-derived 5 with new hub carriers for big bearings and brakes. Torsion bar sprung double wishbones, De Carbon shock absorbers acting on lower arm: .827 in roll bar. Rear: new wide-base wishbones, coil spring/De Carbon dampers operate top arm: .906 in r/bar.

Wheels & tyres: Metric alloy wheels to mate with Michelin TRX 190/55HR 340 fronts & 220/55VR 365. Wheels 13.4 in. diam. × 5.3 in width (F) and 14.4 in. × 7.7 (R).

Steering: Rack and pinion, 3.2 turns lock to lock; 13.8 in. steering wheel diam.

Brakes: Master Vac 5 in servo, pressure limiter, four wheel ventilated disc of 10.24 in. diameter and mechanical h/brake to rear discs; Bendix.

Body: Outline R5 with alloy roof panel and reduced steel thickness. Aluminium doors, hatch. Glassfibre, front and rear wings, bumpers and bonnet. Polyurethane foam, extended gutters and rear spoiler. Production weight, 970 kg.

Service: 20.5 gallon fuel tank, normal Renault guarantee through selected dealerships in France. Engine/box oil change every 5,000 miles; full service every 10,000 miles.

Price: (France inc. taxes @ July 1st, 1980, exchange rate); £11,954.26.

Options: leather trim, radio, tinted glass, heated f/screen.

then knocked the Tyrrell off onto the grass and out of the way! It is very tough at the top these days, which is why we get some good racing when the rubbish gets out of the way.

In mid-field Marc Surer was pedalling the newer ATS round very effectively, at least as well, if not better than Jan Lammers had done, whereas Lammers was getting nowhere with the red, white and blue Ensign. At one point the ATS caught and passed the Ensign as if it was standing still, which must have been very frustrating for the little Dutch driver. Had he been in the second ATS he could have been going as quickly. For up-and-coming drivers these sort of things are bad, but they are far worse for top drivers, and Scheckter and Villeneuve were suffering the indignity of being passed by drivers with far less talent. Scheckter spun off into the barriers in his own car after Stirling's Bend and ran back to the pits to climb once more into the spare car. The new Fittipaldi was behaving itself now, its suspension and fuel feed problems overcome, but Rosberg was looking like a non-qualifier, which he will continue to do until he relaxes a bit and gets some smoothness into his driving. Many years ago Alan Jones' father told him "Learn to drive smoothly first of all, speed will then come naturally". It would appear that Stan Jones was right. Scheckter's morning ended at rock bottom when the spare Ferrari developed engine trouble, and he was next to last, only Depailler being slower because his Alfa Romeo engine just would not run cleanly.

The final "all or nothing" hour was from 1.30 p.m. to 2.30 p.m. and the weather was still grey but dry. In despair Michelin were cutting circumferential grooves in the tyres for Renault and Ferrari to try and make the rubber "work" a bit and raise the temperature, but it seemed a forlorn hope. The Ferrari mechanics were still slaving away when the timed session began, finishing off the two race-cars for Scheckter and Villeneuve. In the Ligier and Williams pits all was under control and Jones began practice in the new T-car, while Pironi and Laffite were brimful of confidence. Patrick Depailler was being forced to use the spare Alfa Romeo as the engine in his own car would not respond to attention, and Surer was in the earlier of the two ATS cars. All was going well and the pace was really hotting up when Arnoux lost control of his Renault leaving the Druids hairpin and crashed heavily at the foot of the hill. The red flag came out at the start/finish line and qualifying stopped while the Frenchman was released from the bent car, fortunately with only superficial damage to a hand and some nasty bruises. The wrecked Renault RE24 was removed on a breakdown lorry and the spare Renault's cockpit was re-arranged to fit the tough little Frenchman who was all set to carry on.

When qualifying re-started after 20 minutes the pace got really fierce, but it was still the two Ligier drivers and the two Williams drivers w were setting the pace, all in the 1 min. 11 s bracket, but Nelson Piquet was hot on their he with his Brabham BT49/8. He joined this sel group with 1 min. 11.634 sec. and he was rea trying, eventually trying too hard and havin monumental spin as he left Clearways Corn which took him right along the grass verge as as the pits, but no damage was done. Not k after this de Angelis lost control over the hump the same corner and spun into the barriers wit sickening thud which bent the Lotus 81/3 qu badly. He left it there and walked to the pits. the Alfa Romeo camp Giacomelli was going w but Depailler was having a terrible time as engine in the spare car was refusing to r decently. As a last gasp Giacomelli was called and the Frenchman went off in 179/02 to make best time of the afternoon, but not as good as Friday time. Scheckter was back in the sp Ferrari, but little good it did him, and right at end of the delayed hour Keegan got in a mud passing Mrs. Wilson and crashed heavily into barriers at Westfield Corner, damaging FW0 pretty extensively, but escaping unhurt, and j to round off the day Villeneuve spun his Fer so quickly that he gathered it up and was g before the marshal could wave the yellow flag, a the Brands Hatch marshals are amongst quickest!

(Main report continues on page 1203)

The Supporting Races

The Formula 3 race on Sunday morning was a bit like the Grand Prix, for practice had suggested a very fierce battle between eleven drivers who had put in laps between 1 min. 26.23 sec. (Brett Riley on pole position) and 1 min. 26.96 sec. (Mike Blanchet in eleventh place). With eleven drivers spanned by three-quarters of a second it should have been very exciting. As it was Kenny Acheson (March-Toyota) simply ran away from the rest of them.

Formula 3 — 20 laps

1st	K. Acheson (March-Toyota)	29 min. 21.77 sec. — 171.898 k.p.h.
2nd	S. Johansson (March-Toyota)	29 min. 24.47 sec.
3rd	B. Riley (March-Alfa Romeo)	29 min. 27.52 sec.
4th	R. Guerrero (Argo-Toyota)	29 min. 29.24 sec.
5th	T. Tassin (March-Toyota)	29 min. 30.39 sec.
6th	R. Wilson (Ralt-Toyota)	29 min. 32.29 sec.

Fastest lap: K. Acheson (March-Toyota) in 1 min. 27.102 sec. — 173.845 k.p.h.

The Lloyds & Scottish historic race combined single-seaters and sports-cars into one event and thirty-eight cars were assembled on the grid. Willie Green in Bamford's real Ferrari Dino 246 won comfortably from de Cadenet (Aston Martin "Tasman") and Lamplough (BRM re-construction). With eight Lister-Jaguars on the track there was not much room for anyone else and the huge field spent more time trying to avoid each other than doing any serious driving. Stirling Moss in the Bamford-built Ferrari Dino and Bruce Halford in one of his Lotus 16 single-seaters were hemmed in on all sides by bulbous sports cars. The afternoon rain began during this race, which took place after the Grand Prix.

Lloyds & Scottish Historic Race — 12 laps

1st	W. Green (Ferrari Dino 246)	21 min. 12.440 sec. — 142.802 k.p.h.
2nd	A. de Cadenet (Aston Martin DBR4)	21 min. 19.047 sec.
3rd	R. Lamplough (BRM P25)	21 min. 34.441 sec.

The Tricentrol Saloon Car Race caught the real rain at the end of the day and after a multiple accident the race was stopped at 16 laps. It was due to run for 20 laps. At the time Jeff Allam was well in the lead with a Rover 3500, ahead of all the Ford Capris. Results were taken at 16 laps.

Tricentrol Saloon Car Race — stopped at 16 laps

1st	J. Allam (Rover 3500)	30 min. 48.998 sec. — 131.031 k.p.h.
2nd	N. Whiting (Ford Capri)	31 min. 08.339 sec.
3rd	V. Woodman (Ford Capri)	31 min. 12.558 sec.

(photographs on page 1201)

* * *

Notes on the Cars at Brands Hatch

Ferrari produced a brand new T5 for Villeneuve (048), while Scheckter had his usual car (046) and the spare was 044 (marked 043).

Tyrrell had their usual three cars, 010/4 (marked 3) for Jarier, 010/2 for Daly and 010/1 the spare.

Brabham had three BT49 cars, number 8 for Piquet (marked 07), number 6 for Rebaque (marked 03) and number 3 (marked 06) as the spare. The last car was fitted with the transverse Weismann gearbox and modified rear suspension during practice, but was converted back to a Hewland for race day as a stand-by.

McLaren had M29C/2 (Watson) and M29/C4 (Prost) with M29C/3 as spare. Some strengthening of the rear suspension has taken place and the underside of the car has been made much smoother.

ATS had their usual pair of cars for Marc Surer, D4/03 (marked 5) and D4/02 (marked 4).

Lotus had the usual three cars, 81/1 (Andretti), 81/3 (de Angelis) and 81/2 the spare. Riveted aluminium sides to the cockpit featured on the cars, giving greater beam strength to the monocoque and the rear suspension mountings had been stiffened.

Ensign had rebuilt MN14 after its crash in France and MN12 had been converted to short wheelbase, so that both cars were now ostensibly the same.

Renault showed no important changes, with RE23 for Jabouille, RE24 for Arnoux and RE22 as the T-car. In practice RE24 suffered severe frontal damage and Arnoux raced RE22.

Fittipaldi produced the first of their new ser F8/1, which E.F. drove. Rosberg had F7/3 wh had been rebuilt from the fuel tank rearwa using F8 components for suspension and gear so that it was really an F7½. The spare car v F7/1.

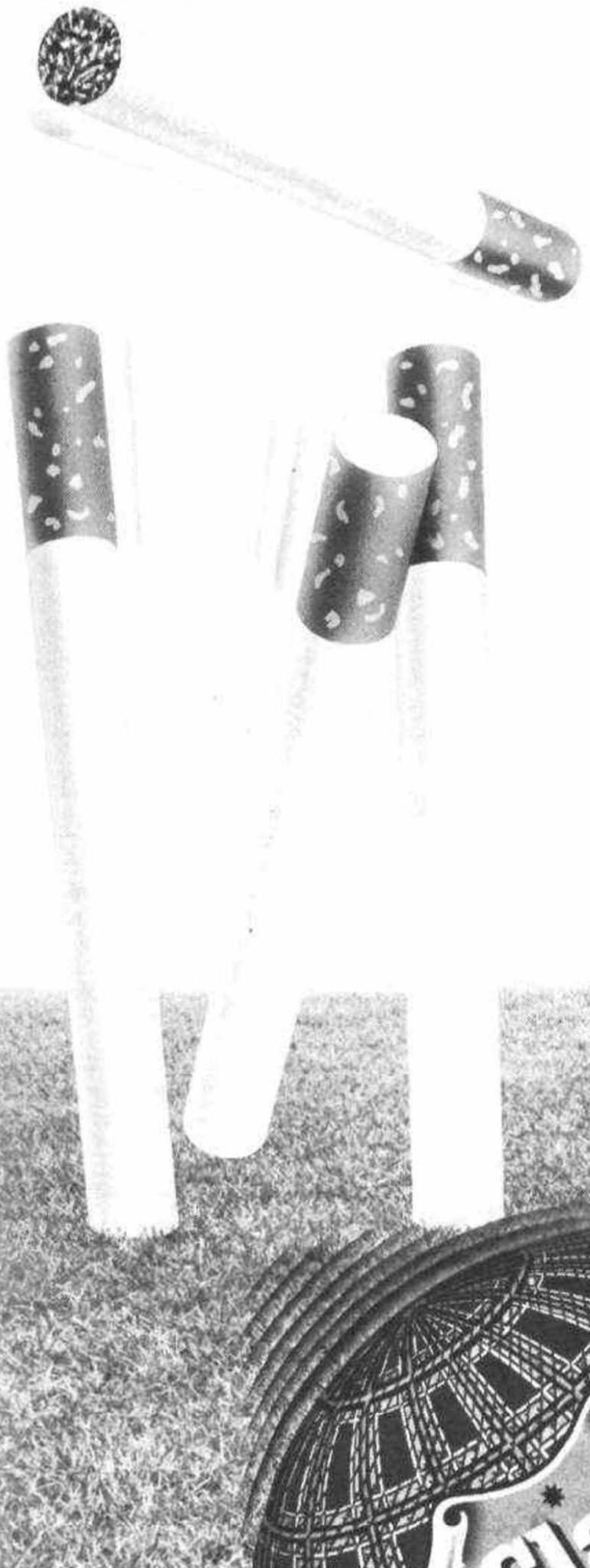
Alfa Romeo had three cars, 179/03 built i the latest form with the lower engine mount for Depailler and 179/02 which was actuall totally new car using the old identification, Giacomelli. Both cars had a new r cross-member for the suspension mountin giving a cleaner exit for the under car air. Dur the meeting the *muletta* 179/01 was also conver to this new layout.

Ligier had JS11/15/04 for Pironi and a tot rebuilt car for Laffite retaining the numb JS11/15/03. The spare car was JS11/15/01.

Williams had their usual cars for Jo (FW07B/7) and Reutemann (FW07B/5) and brand new spare car for Jones (FW07B/8). T new car used much of the running gear FW07B/6 which has been dismantled and monocoque sold to RAM Racing as a spare their three cars. Williams number 8 was fit with the latest design of gear linkage which r rearwards *over* the drive-shaft rather than *un* it, giving a much more positive movement. It been tested for some time on the Research a Development car FW07/4. It was this "test" that was in the MIRA wind tunnel, doing resea for the future, not the spare Brands Hatch car was reported in the *Daily Telegraph;* and research programme had nothing to do with British Grand Prix as was reported. RAM Rac had FW07/2 (marked 1) for Keegan and FW0 (marked 4) for Mrs. Wilson. Their third FW07/1 was at the factory being repaired after accident; and that is the sum total of Willia FW07 cars built.

Arrows had A3/5 for Patrese, A3/4 for M and A3/1 as the spare. The first two cars star practice with small skirts under the nose, but s reverted to the older type of nose.

Osella had their usual pair of cars and Chee raced the second one. — D.S.J.



Over to Clan.

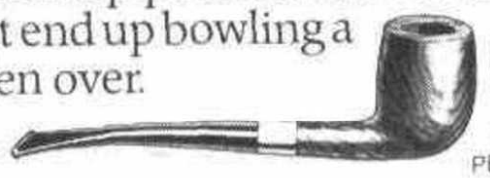
If you're new to pipe smoking, knowing which tobacco to start with can leave you stumped.

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ROAD IMPRESSIONS

The Volvo 244 GLT



Little bright-work decorates the exterior of the up-rated 244 GLT Volvo.

TWENTY years ago, when Volvo and Saab were less well-established here, I went to Sweden for a week, so that we could publish stories in MOTOR SPORT about how these two very different cars were made, a very long way from the centres of the rest of the World's Motor Industry. I remember being very impressed with what I saw, especially the care taken at Volvo laboratories over testing so conscientiously the raw materials and bought-in components used in these cars, of which the Type 122S was then the current model. Volvo tended to brush aside my enthusiasm, on the lines of how else could you make a motor-car. But I told Folke Reich, Volvo's Export Publicity Manager, that if his Company took a full page advertisement in *The Times* newspaper explaining how they applied these Rolls-Royce standards in the manufacture of their cars, it might do them a great deal of good, in establishing sales in this country. . . .

The other day I found myself testing the latest Volvo, the up-rated fuel-injection 244 GLT, expeditiously laid on by Kevin Gover, who looks after publicity at the great Volvo Concessionaires' Depot at High Wycombe, just off the M40 Motorway, which set me thinking about the early post-war Volvo entrenchment. In those days Brooklands of Bond Street were the British Concessionaires and so it was amusing to find Lex Brooklands' stickers on the 1980 test car. I see that Volvo are currently advertising the longevity of their cars, pointing out that after four or five years' useage a Volvo isn't even approaching middle age, let alone retirement and that according to Swedish Government statistics this make lasts longer in its homeland than any other, with an average life of 17.9 years before that final journey to the scrapyard. This accords with what I saw at Gothenburg back in 1960, although it will be interesting to hear from readers who have just scrapped a 1962 model or are using Volvos of the 1975 era. . . .

In the 800-plus miles I drove the 244 GLT in just over a week I could not assess its long-wearing qualities although it seemed to me a very well-made and well-finished motor-car. Apart from routine travel, we took it up to North Wales, through some impressive scenery, sunroof wound back, to see part of the Veteran Car Club's Golden Jubilee Rally, and then down to Llanstephan with its sandy beach and picturesque castle on the hilltop, in pursuit of some more motoring data from the past. The Volvo, a big car with a large (for these days) four-cylinder engine — of 96 × 80 mm. or 2,315 c.c. — gave us very restful motoring indeed. As a conservative Englishman I disliked the blatant safety-reminders, like a bleep to say a door had been left open, a flashing light to tell me I wasn't belted in, and the permanently-lit running lights. But these are no doubt a sensible precaution and can be ignored — only once or twice did other drivers flash to say they objected to this mobile Christmas tree and I saw many other Volvos unlit during the daylight hours. . . .

The point about the 244 GLT is that it has this 2.3-litre overhead-camshaft engine with direct fuel-injection which gives the one-time "big barge" a new lease of life compared to the well-known 240 range that have the 2.1-litre power unit from which this later one has been developed. Originally designed for police work and indeed sold to police forces in a number of countries including the UK, the latest Volvo is quite a goer. It will do 112 m.p.h. with the aid of this 140 (DIN) b.h.p. engine and what's more important, will accelerate from rest to 60 m.p.h. in 9.7 sec. and reach "the ton" — 100 m.p.h. — in 35.1 sec., in an impressive improvement on the pick-up of the Volvo 244DL. The up-rated engine has a flat torque-curve, peaking at only 4,500 r.p.m. with good pulling power at a mere 2,000 r.p.m. and it will run up to 6,000-6,500 r.p.m., giving maximum power at 5,750 r.p.m.

This is part of the formula for restful running. The Volvo 244 GLT runs at 3,000 r.p.m. at an indicated 70 m.p.h. in overdrive, which puts it in the same unflurried category as the manual-gearbox Rover 3500 V8 in fifth speed. That is very high gearing, which the Volvo pulls well, aiding economy of fuel. The Laycock overdrive, which works in third as well as in top gear of the four-speed gearbox, is flicked in and out of engagement with a little switch inset into the gear-lever knob — I do not know who thought of this first, Triumph or Volvo (I'm sure someone is about to tell me!), but I do know that this is a very effortless way of having control of the gear ratio required at any one moment and I liked the lamp on the facia, not too bright, but there to tell you that you were in o/d when there was any doubt. The Volvo's gearing is such that the engine can just cope with town speed-limits in top gear but not in o/d top. It will pull away from 1,500 r.p.m. but the power does not come on tap until it is turning at 2,000 r.p.m. or more.

Outwardly the Volvo is an impressive bulk of car, emphasising its practicability. The massive bumpers are black-finished, even the side-mounted radio aerial is in matt-black, and brightwork is conspicuous by its scarcity. The German light-alloy five-spoke wheels of the 244 GLT 6" × 15" and each weighing only 16½ lb., are shod with those very flat-profile Pirelli P6 Profile-69 tyres. There are external mirrors on both sides, internally-adjustable, and mud-flaps behind all the wheels are fitted as standard. Safety and comfort remain the principal aspects of Volvos. Hence the aforesaid warning devices, the protective bumpers, and side protection and inbuilt safety factors as a bulb integrity se etc. But there is not much "fail-safe" on the b servo when the engine isn't running. The seat outstandingly comfortable, the driver's ha height and cushion-angle adjustments in add to the usual movements, and cushion-hea and both front seats have lumbar sup adjusters. This, and the Volvo's generous int space, renders it a supremely acceptable c occupy on long journeys. The controls well-contrived, the instruments easy to read the test-car had a clock and above i outside-temperature gauge (which costs £3 extra plus VAT), quite the Rolls-Royce touc

Instead of the original long, floppy gear there is a stubby gaitered one, with polished k of good size and a lift-up slide to pre inadvertent reverse selection. A big boot, plenty of sub-divided door-pocket and c stowages are useful. The fuel-filler cap is o course-thread screw variety and when unscr it can be placed inside the flap that cover another neat feature. It hardly needs to be that, coming from a cold country, heatin excellent and cool air is admitted from va outlets, including one that keeps the feet cool control to shut which, down by bonnet-release, eluded me for too long. wind-back metal sunroof is an excellent stan fitting on this model and provides draught ventilation. Other standard items inc headlamp washers and wipers, front spe laminated windscreen, tinted glass, and seat-belts.

The power-assisted rack-and-pinion stee lacks "feel" to some extent but has a good bal between being too light but not heavy, with u castor-return and is geared at just over 3½ tu lock-to-lock. The 244 GLT Volvo has sp suspension and gas-filled shock-absorbers. gives impressive adhesion in conjunction those equally impressive Pirelli tyres ar comfortable ride, with not overmuch lean on corners but some lateral lurching at times. vacuum-servo-assisted brakes, disc front and with rear-drum parking brake, are so effe and pleasant to use as to be forgotten as an needing comment. They have copper-alloy pi

Continued on page

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The Talbot Solara SX

THE FIRST of the range of cars now known as Talbots (but far-removed from my 1922 Talbot-Darracq and the Talbot-Lagos which we used to call Lago-Talbots when they were in current production) that I tried was the new Solara SX. It is made in Paris and Ryton, Coventry (the latter being the one-time Rootes' factory) and is the top model of the present Talbot range. Talbot's Press service turned out to be first class, because they delivered this very recently-released model to High Wycombe, where I was returning a road-test Volvo, when the Rover 3500 V8, just about due to be written-up at 50,000 miles after some impeccable service silted-up its radiator, got on the boil, and blew a head-gasket, leaving me without transport.

The first thing that impressed about this Chrysler-Simca 1,592 c.c. four-cylinder "three-box" version of the Talbot Alpine is its very full equipment. For £6,370 you get automatic transmission, the twin-choke engine, a sliding roof (optional), central door-locking (the boot locks itself and needs the key to open it), rear fog-lamps, driver-adjustable door mirror, headlamps wipe/wash, light-alloy road wheels, a cruise-control, map-reading lamp, tinted glass, Talbot five-pushbutton twin-speaker radio, electric front windows, and on-board computer. From this aspect the Talbot Solara reminded me of the one-time Rootes' cars, which had that touch of class and extra equipment that used to place them in a category above the normal run of family saloons. This analogy is not quite on the ball, however, because whereas these Rootesmobiles imparted an impression of being substantially-built and possessed high performance, this does not exactly apply to the Solara SX.

Driving off to Wales I found that this top-Talbot is a car that one feels at home in from the commencement. It is decently quiet at speed, has exceedingly good, progressive servo disc/drum braking, and corners flat and steady, the power steering, which is quite high-geared, masking most of the under-steer. Although the mechanical layout is of the normal transverse engine, front-wheel-drive kind, the driver is far from aware that the front wheels are pulling him along, in all but good stability. Instrumentation, controls, with triple stalks in the steering-column, and seating are all commendable, and the supply of warning-lights is generous, showing sump-level, whether brake fluid requires replenishing, or the brake pads replacing, or if the hand-brake is on, etc. The all-independent suspension gives a comfortable ride.

Where the Talbot Solara fell down was on performance. Although the engine develops 87 (DIN) bhp, the automatic transmission does not provide the acceleration I would have liked, even on rather-reluctant kick-down and unless the hold-2 position of the control-lever was used frequently, it changed up and down too freely on the hilly country which separates Oulton Park from my Welsh home. It may be that the 3-speed self-shift box is unsuited to the 1600 engine, but it is a fact that performance falls off badly when the car is fully loaded and that the less-powerful Talbot Solara GL does not pick-up quite as well as the equivalent Ford. This does not mean that, once into its stride, this Talbot is an overtly sluggish car. On a long journey I came to quite enjoy it but if one was really in a hurry. . . . .



Light alloy road wheels and headlamp wash/wipe are features of the recently introduced Solara SX.

The on-board computer proved great entertainment, although it does tend to take a driver's eyes off the road. It did much of my job for me, because by pressing different buttons you got read-outs for average speed, elapsed journey-time, time-of-day, fuel consumption, quantity of fuel used, and distance covered, in both metric or Imperial readings. For instance, setting it to zero before I drove to the office it showed that I had averaged 46 m.p.h. at 34.2 m.p.g. to Oxford, 49.9 m.p.h. at 34.0 m.p.g. over 162.3 miles to the outskirts of London, and that the entire journey was one of 181.6 miles, done at an average speed of 42.9 m.p.h. and 34.0 m.p.g. The computer stops when the ignition is off but the memory-bank remains unimpaired. It takes some miles to settle down and a full-to-full fuel consumption check gave an average of 29.1 m.p.g. of four star petrol in daily running. No oil was needed on 730 miles.

Although the Solara's engine prods its o.h. valves with push-rods and rockers, it follows the rest of the car in having such sophisticated equipment as electronic breakerless ignition, electric fan and an aluminium cylinder head, and it had a five-bearing crankshaft.

The on-board computer lives in the centre console.



While this Talbot Solara SX may delight m family motorists, I do not think that it necessarily dent the sales figures of Cortina Cavalier. If the test car is anything to go quality is a bit suspect, because the carpet bec soaked in the n/s of the rear compartment a driving over wet roads and the trim on the bac both the front seats had lifted, disclosing springs used for the squabs, although no-one pressed their knees against these. cruise-control is useful but as its button is on tip of the l.h. turn-indicators' stalk, it car operated inadvertently by someone new to the (like me), with momentarily startling results. bonnet release is on the "wrong" side on a r. car and the heavy lid has to be propped up, sparking plugs are deeply buried, and, rever to the disappointing performance, there was s hesitation at times in moving off in low g which could be dangerous under cer circumstances. — W.B.

VOLVO 244 GLT — continued from page 116

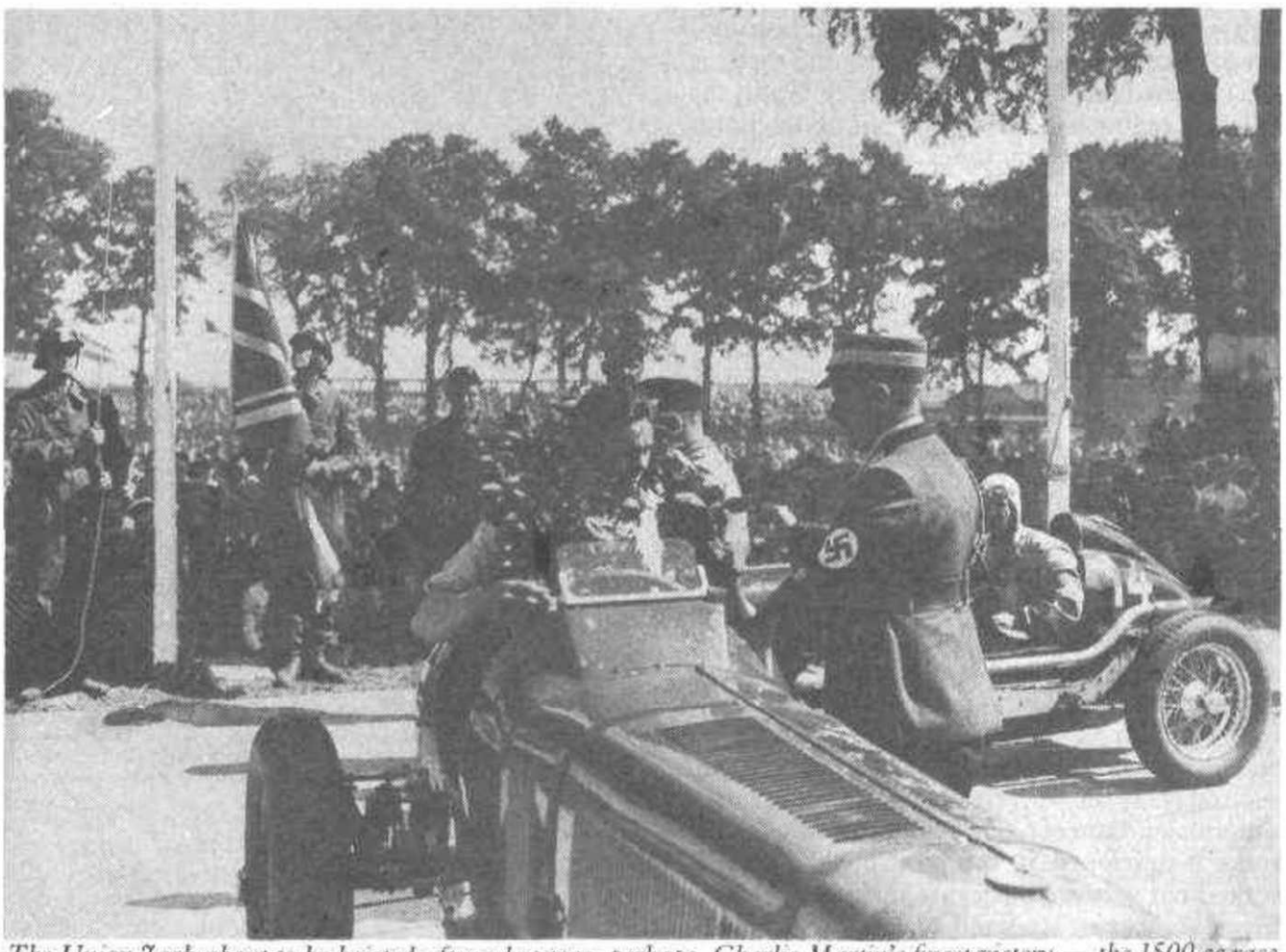
for the dual circuits, and rear anti-lock valve the engine needs to be wound up to get a spor performance, when it gets noisy towards full b the 244 GLT is under all conditions a ni long-legged, long-distance car. Various extras available for it, including paired spot-lam burglar alarm, etc. and a very good radio/st set with four special speakers. Incidentally, s items showing care of details are the radio ae corded to stop wind-whistle and the electr system, protected by 16 fuses, with six spares. the engineering side, cooling fan and alterna are driven by dual belts, on the belt-and-br principal, so that if one breaks the othe adequate. As to the all-important matter of economy, driving fairly hard but making m use of overdrive I got 24.5 m.p.g. of four star other drivers report 25 m.p.g. overall, with be than 30 m.p.g. on some runs, which is commendable for such a big, high-performa car. The tank holds 13.2 gallons, so the rang excellent.

I began to like this sensible Volvo the mo drove it. The all-black interior is unobtrusi smart and while the sportsman may think the ponderous, it is an excellent proposition for t requiring a very roomy, very comfortable, family car. Volvo retain their six-figure total trip mileage odometers as an indication longevity. An automatic gearbox is available Volvo are now making cars of from 1.4-litre 2.7-litres. The 244 GLT sells for £8,695.90.

W

Charlie Martin's Motor Racing

Described to the Editor in a Recent Interview



The Union Jack about to be hoisted after what was, perhaps, Charlie Martin's finest victory — the 1500 cc race at Avus in 1937.

EVEN the younger generation should have heard of C. E. C. Martin, that versatile and capable British amateur driver, who drove in the Continental Grands Prix as well as extensively in this country before the war, although it is surprising that "The Encyclopaedia of Motor Sport", with entries about such British racing drivers as T. A. S. O. Mathieson, Charles Brackenbury, Arthur Dobson and George Eaton, makes no mention of him. MOTOR SPORT, conversely, recognised Charlie Martin's worth, saying, for instance, of one of his performances at Donington Park in 1935 that he was ". . . driving in his usual masterly fashion, always under perfect control and getting the absolute maximum out of his car," praise which we repeated on later occasions.

Charlie Martin always seemed to regard his motor racing as immense fun but the time he devoted to it, and the often uncomfortable experiences into which it led him, prove his great devotion to it, with cars of the highest calibre, such as 3.3-litre Type 59 Bugatti, P3 Alfa Romeo and ERA, etc. When I called on him recently at his house in Kensington he was just as I had remembered him before the war, full of gusty laughter continually using some wonderful expressions, to recall his racing days, as he recollected the fun and the disappointments of the pre-war years. What follows does not profess to be a lap-by-lap race account of Charlie Martin's entire racing career, much of which has been recorded in this journal and in numerous books; it is just a glance-back at some of the cars he raced and how it all began. . . .

The family-seat was at Abergavenny in Wales (the Martins were concerned with steel production), and although C. E. C. Martin's parents were by no stretch of the imagination motoring enthusiasts they did use motor-cars, one of which was a pre-1914 Hupmobile, which Charlie Martin remembers as being "quite something". They had a green and black Hupmobile tourer soon after the war was over, before they became "Buick ridden". He recalls how they used to regard the short run out to Crickhowell as a major outing, dressing up for it, before driving over the then scarcely-tarmaced Welsh by-roads. Sometimes they would encounter a Foden or Sentinel steam-wagon taking an illicit drink from the stream that ran through the grounds.

Charles began with motorcycles, when he was only 15 or 16, and still at school, Eton. His first was a 225 c.c. Royal Enfield two stroke, from which he graduated to a 350 c.c. push-rod AJS, which was followed by a Raleigh with outside flywheel and then by another AJS with chain-driven o.h.-camshaft. At this time he used to go spectating with a friend who rode in Northamptonshire grass-track races, towing his racing motorcycles behind an HE car. Deciding to graduate to four wheels, Martin found a GN with the o.h.-camshaft vee-twin engine in which one long chain drove the camshafts and bought it for 30/-. This wasn't altogether satisfactory and so it was replaced by a 1922 Brescia Bugatti. He had become a fan of Ettore Bugatti's when he had discovered Malcolm Campbell's showrooms in St. James's Street, in London, where he would sit happily in one of the Grand Prix cars, on one occasion actually in the Bugatti that had just won the JCC 200 Mile Race at Brooklands. His enthusiasm was further stimulated when a friend drove him at 90 m.p.h. in another Bugatti.

Alas, the Brescia he had bought in Cambridge for £27/10/-, a dilapidated car with a home-made aluminium body, didn't even get him back to Northamptonshire. A rod came out, *via* holes in both sides of the crankcase, at Bedford, after a mere 22 miles of bliss! He had been told by his friends to watch the oil-pressure carefully. But the vendor had fixed this permanently at the halfway mark on the gauge and, in fact, there was no pressure, and very little oil . . . The bits were sold and although he was still at school Martin then found an early three-speed Lancia Lambda at Manor Motors in London and used all his savings to buy it, for £25. He persuaded various school-chums to have a ride in it when they were all going home at end of term. The car was late in arriving from the vendors but they all piled in and Martin shot off. The sugar-beet harvest was in full swing and the roads were therefore liberally coated with mud, so that at a bend he lost control and the Lancia skidded into a field and overturned, throwing everyone out. However, it was set back on its wheels and driven on in time to catch the train at Six-Mile Bottom. Alas again, the sump had been cracked in the prang and a big-end duly failed.

Eton now occupied the young Charles, where his friends kept illegal motorcycles, one of them having to ascribe two black eyes to boxing, after he had fallen off his BSA 500. Martin was then apprenticed to Austin's at Longbridge, where he had a blown Ulster Austin, bought from Sprosen's in Great Portland Street, under the guidance of his friend Noel Carr, who came with him in search of a suitable sports car. This was all right, except for the price of spares needed and purchased from Austin's. Encouraged by Carr, they took the Ulster up to Southport in the winter of 1932 for the sand racing, accompanied by a Riley Nine. It was C. E. C. Martin's first motor race and although the engine "went onto three cylinders" he finished in second place. They returned through the night, sleeping in the Riley. As with so many of C. E. C.'s motor-racing expeditions it turned out a memorable trip, because they all developed mumps and had to enthuse over the result of the race while in quarantine. . . .

The Austin was also run in trials, including the Colmore Cup, which showed its owner that it was hopeless for this kind of competition. However, the bug had bitten, so Charlie Martin left Austin's and bought a Frazer Nash, with more trials-driving in mind. It was an early narrow-track car with rear-wheel-brakes only and three-speed chain transmission, but possessed an external exhaust pipe. It was used for one trial only, the prestigous Buxton affair. Going to the start, all the chains came off in Birmingham, and so they arrived at Buxton in reverse! They managed to start it in the event, but with only bottom and second speeds, having bought all the chain they could find in the time available. When bottom ceased to function they not surprisingly failed to achieve anything and then had to drive all the way home in second speed. Charles decided he didn't much like 'Nash motoring, so he disposed of the car in favour of a Type 37 Bugatti, found in Moseley. By this time Noel Carr had his famous 2-litre GP Bugatti, in which Martin had many exciting runs, which had revived his enthusiasm for the Molsheim product. As a tender-car to the Type 37 he bought a flat-radiator Morris-Cowley. It used to break half-shafts but "you could nearly always get home by running it along the kerb."

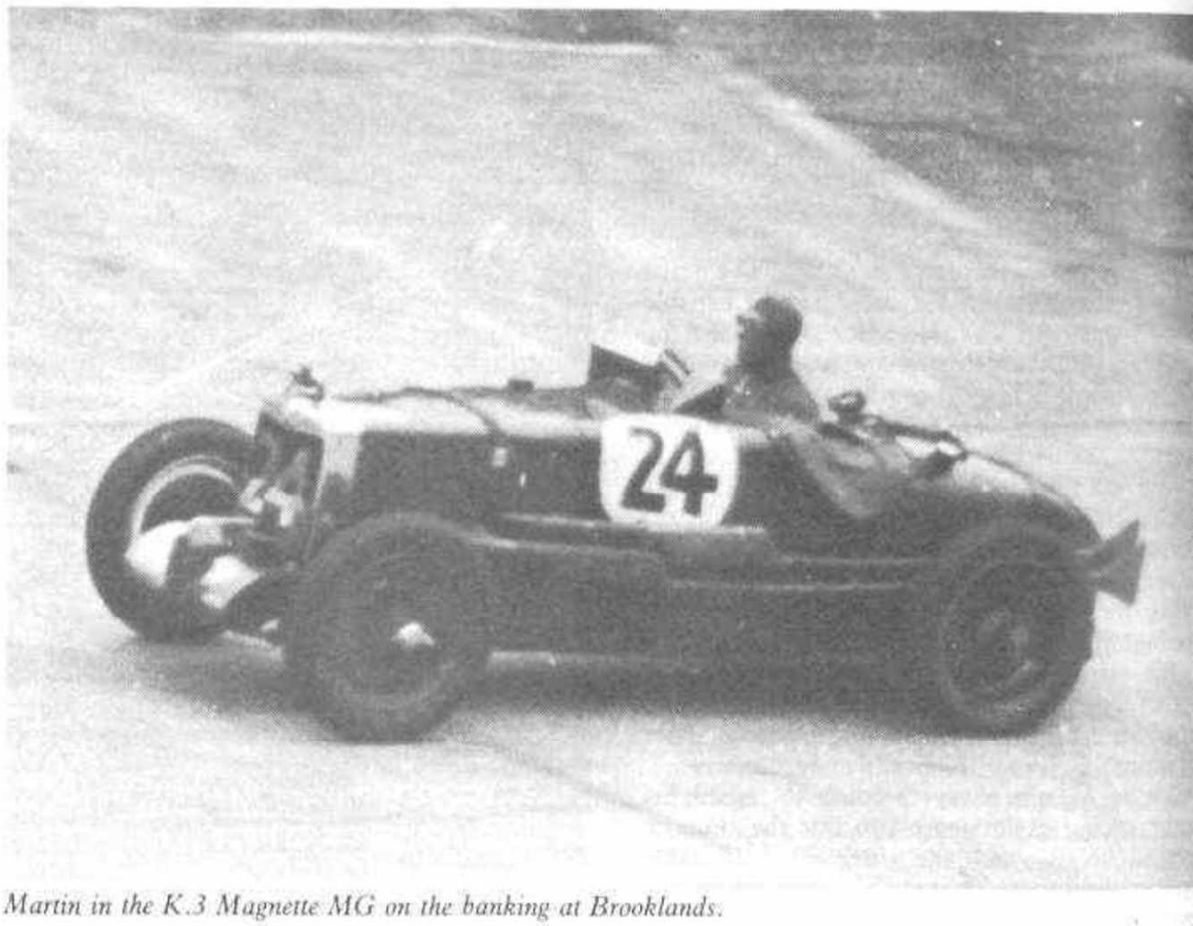
The Bugatti was used as a fast road car and then prepared for Shelsley Walsh, after it had been taken to Brooklands and turned down flat by the Scrutineer, Hugh P. McConnell! It had the pressure-fed crank and was given a big RAG carburetter. Before this the Bugatti had been tried at the third Donington Meeting of 1933 but it kept on seizing-up. Yet on the run home it went beautifully and did 90 m.p.h. The engine had been assembled too tight, and simply required running in. It also liked to drop valves into its cylinders but it did get a third place at Southport, and was third fastest at a Bugatti Owners' Club Dancer's End hill-climb. Charles recalls that the

snub of not being allowed to run at Brooklands was to some extent compensated by the meeting being washed out by rain! At Shelsley Walsh the Bugatti's engine had again been put up too tight, and it seized-up several times.

Professional help was needed and Martin got to know Symes and Brackenbury, of Byfleet Motors, not far from Brooklands. I asked what had first attracted him to the old Track. "I went there, in 1931 I think it was, in a friend's Austin 7 and saw Charles Brackenbury win a race from the Railway Straight enclosure, and I was immediately hooked". The Type 37 was sold in 1933. Martin was now 20-years-old and as a present an Aunt bought him a new F-type MG Magna. "A good car" he reflects, used at first for MCC long-distance trials. It was during 1933 that Alan Hess entered a team of MGs on behalf of the MG Car Club, of which he was then the Hon. Secretary, for the LCC Relay Race at Brooklands. Martin was asked to drive one of the L-type Magnas; and as he had ordered a K3 Magnette from the Abingdon factory (the price was £795 but I believe he got his for £780) they viewed him favourably. It was stripped for action and given a compression-ratio of 6.8 to 1, and according to the works it developed 50 b.h.p. at 6,000 r.p.m. It worked out very well, because these MG Magnas driven by Martin, Hess and Wright, won the race at 88.62 m.p.h., ahead of the Morgan three-wheeler team, and were said to have all lapped at 93 m.p.h. This so impressed the Publicity Department of MG's that Martin was provided with a special engine for the works Magna in time for the BRDC 500 Mile Race at the end of 1933 Brooklands' season. This engine had special inlet manifolding and was supposed to have produced some 57 b.h.p. at 6,000 r.p.m. It was good enough for Martin to finish second in his first important race, in which he had L. F. Walsh as his co-driver, averaging 92.24 m.p.h., compared to the 106.53 m.p.h. of the winning MG Magnette driven by Eddie Hall. After this the special engine was removed and the standard one re-installed and the car seemed so sluggish that Charlie Martin lost interest in it and disposed of it. The MG was taken to Donington Park, a circuit which was to become one of Martin's favourites, for the second meeting of 1934, when it took second place to Rayson's Riley 9 in the 1,100 c.c. race, ahead of Cormack's Alta and Maddick's similar MG. But the green Magna retired in the 25-mile Handicap.

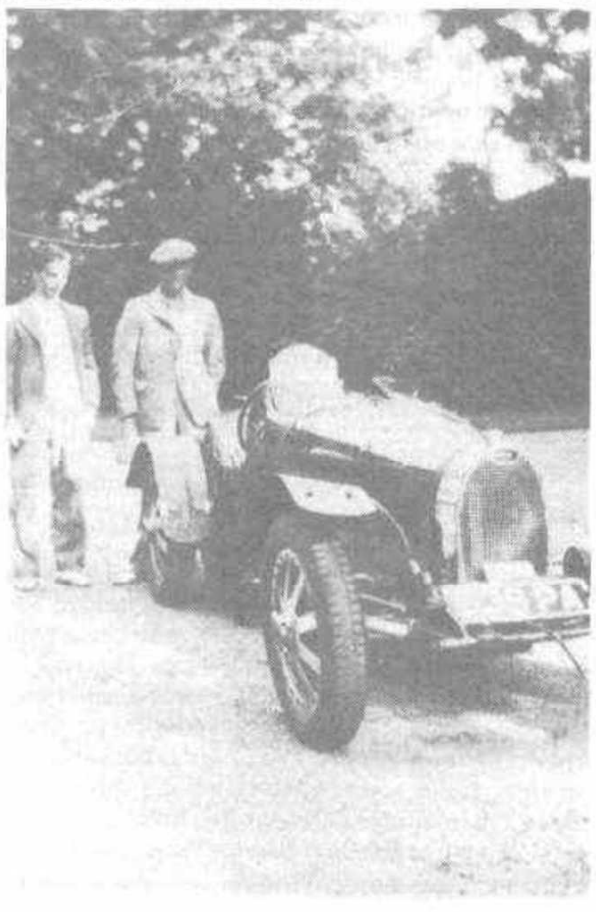
Meanwhile, Charlie Martin had bought, from T&T's of Brooklands, the black supercharged single-cam 2.3-litre Type 35 B Bugatti that had once belonged to Mr. Keiller. It was beautifully fitted out and in immaculate order. As it had enormous silencers it was also decently quiet as a road car. On his first run in it, to Brighton, Martin reached 100 m.p.h. on the road for the first time. The compression-ratio was then raised and in stripped condition this Bugatti materially advanced Martin's racing career. It appeared at the third Donington meeting of 1934 and finished third in the 25-mile Handicap behind Richardson's Riley 9 and Lindsay Eccles' 2.3 Bugatti, in a race in which two Hillman Minx had started and Freddie Dixon crashed his Riley. At the August Donington races Martin repeated this performance in the equivalent race, again coming home in third place, this time behind Staniland's 2.3-litre Bugatti and Cyril Paul's 1.8-litre Riley, all three breaking the old lap-record.

MOTOR SPORT commented: ". . . Martin's driving was first class, lacking anything in the nature of flurry and at the same time being as fast as the capabilities of the car would allow". At the longer races at the final Donington Meeting of 1934 Martin had a furious dual with his friend "Mad Jack" Dick Shuttleworth, actually passing the twin-cam 2.3 Bugatti on one lap and finishing right up on Dick in fifth place, ahead of Dixon's 2-litre Riley, in the Donington Park Trophy race which was won by Straight's 3-litre Maserati from Penn-Hughes' 2.6-litre Alfa Romeo and Earl Howe's 2.3-litre Bugatti. For the Nuffield Trophy Race at this meeting Martin used his K3 MG Magnette, as had Dick Seaman, but whereas Seaman was second to Mays' ERA, Martin's was running badly. He finished in sixth place, beating Ron Horton, however. Prior to this the new MG Magnette had been taken to Le Mans with Roy Eccles. They had not given much thought to



Martin in the K.3 Magnette MG on the banking at Brooklands.

The type 35 B Bugatti complete with rudimentary road equipment and trade plates.



essentials such as stoneguards for the headlamp etc. but nevertheless finished fourth, where Lord de Clifford and Charles Brackenbury we only in 16th place at the end of the 24 hours, in de Clifford Special Lagonda Rapier. That Ap Martin had bought a Zagato-bodied 1750 A Romeo (Reg. No. AXA 758) from Jack Bartle for £650. He says of it that it was "terribly slo but sounded right, was geared right, and looked picture". He believes it was the first of its kind run at Shelsley Walsh. At that time Charl Martin was living at Butlers Marston Warwickshire but later he bought a house Shere, near Dorking, in order to be in t Brooklands area.

The Bugatti, which was proving to be a mo reliable motor-car, put in more competition wo during 1934. For instance, it made f.t.d. at t Bugatti OC Lewes Speed Trials, but this w disallowed as Martin hadn't joined the Club f the required time, was third fastest in t Brighton Speed Trials, and also ran at Brooklan and Shelsley Walsh, taking two fourth places ov the Mountain circuit at the former course, t same place on a very wet day at Shelsley, and the last Brooklands' Meeting of that year Mart was second in the Kingston Senior Mounta Handicap, to Samuel's MG Midget to which had given a start of 35 sec. in six miles, his Buga lapping at 76.03 m.p.h. Incidentally, for so undefined reason, the car never handled safe over the outer circuit, which is why its owne used it for Mountain or Campbell circuit races. also had the inevitable cracks in its aluminiu wheels; McConnell knew this and ke paper-diagrams of them, to check how far th were creeping before passing the Bugatti f racing! This memorable Bugatti was sold to t Hon. Jock Leith, who passed it on, after so more reliable service from the car, to Andre Leitch from whom it was bought by Charl Mortimer. Charlie Martin had other plans f 1935. . . .

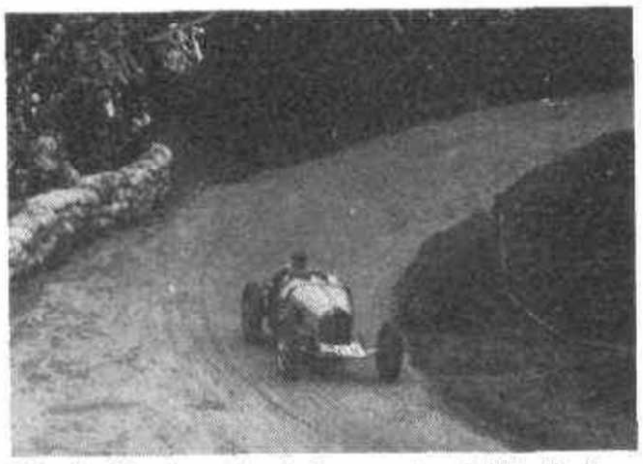
He had by now a black straight-eight Railto saloon, probably due to his associations wi T&T's. In this he set off for Europe in the win of 1934 with "Charles the Brack" to look for really fast racing car for the coming season. Th

proved to be a very exhausting and hectic experience. First they headed for Berlin, to see if Auto-Union would sell them one of their fabulous new Grand Prix cars. Rather like going to France at the present time and asking if you could have a F1 Renault Turbo! Auto-Union were about to make slight chassis alterations and increase the engine-size of these rear-engined GP cars for the 1935 races and they might have had something to offer. But if they had they wanted £10,000 for it, equal to some £200,000 today. They gave the two optimists a lot of lovely photographs to keep them happy and sent them on their way. So Martin and Brackenbury were back on the winter roads, now heading south for Stuttgart, and Daimler-Benz. They were very politely received but to the question as to whether there was a Mercedes team-car for sale the answer was a definite "No." But they collected some more nice pictures. The next move was to drive on to Italy, to see what Maserati had to offer in Bologna. The Railton's wet-plate Hudson Terraplane clutch expired, so a small Fiat Balilla was hired and the long journey continued. Nothing at Maserati's seemed much of a proposition so on the travellers went over the passes in heavy snow, to Strasburg, heading for Molsheim. Here Bugatti had four of the last season's Type 59 3.3-litre Grand Prix cars for sale. Martin purchased car number 1, with engine Number 3 for £2,000 being told it would be ready for him in January. (The other Type 59s were all bought by British customers — Noel Rees, for the Hon. Brian Lewis to drive, Earl Howe, and Lindsay Gales). Incidentally, the two adventurers had been away for a fortnight, had covered some 3,500 miles, and this total expenditure had been about £50 or £70. Which explains why an Auto-Union had seemed so expensive at £10,000, even had one been made available. . . .

The promised delivery date for the Type 59 was not kept, and as Martin had entered for the 1935 JCC International Trophy Race at Brooklands he grew anxious and bought Tim Rose-Richards Type 51 2.3-litre twin cam Bugatti as a second string. He was by now a confirmed Bugatti man, having also bought a new Type 55, which had been on the Bugatti stand at the Paris Salon. This sports 2.3 twin-cam Bugatti gave him some 15,000 miles of very pleasant road motoring, in which distance it never had anything done to it, not even a decoke. It would do 115 m.p.h and was run on Champion R1 plugs and petrol-benzole fuel. When racing commitments became intense Martin sold it to L. G. Bachelier.

While awaiting news of the 3.3-litre Bugatti Martin entered his newly-acquired blue Type 51 for the opening meetings of 1935 at Brooklands and Donington. At Brooklands he had no luck, the Type 51 non-starting at the March Meeting and his old blue 2.3 retiring at Easter. But things went better at Donington, after a broken clutch shaft had been replaced. This entailed many hectic trips into Derby and in the end Austin Dobson kindly let Martin use parts from his car, after he had broken down. It was still impossible to get into bottom gear when the car was stationary but by a superhuman effort Charles got her off the line and he won the 25-mile Handicap at 67.45 m.p.h., from his friend Dick Seaman in an ERA.

By April Martin heard that the exciting 3.3 Bugatti was at last ready and Dick Shuttleworth flew him down in one of his two Desoutter monoplanes to Molsheim, to collect it. The last time he was there he had been royally entertained, including being taken for rides, with Jean Bugatti at the controls, in the high-speed Bugatti Rail-Cars, shod with Michelin pneumatic tyres



Charlie Martin enjoyed the occasional hill climb — seen here at Shelsley Walsh in June 1935 with the type 51.

and powered by two Bugatti Royale-type engines. These had been test runs, with the points and signals pre-set for them, and the Station staffs out to salute their passage! This time Martin must have felt excited that cars of the type he had just bought had been driven by drivers of the calibre of Nuvolari, Benoist, Brivio and Dreyfus, gaining victories in the Belgian and Algiers Grands Prix the previous year. Back in England we waited expectantly to see these latest GP Bugattis in action. Unfortunately, it did not work out as well as expected.

Charlie Martin packed his belongings into a small suitcase, stowed this in the back of the car, begged a macintosh, for it was pouring with rain, and set out to drive his new possession back to England, unlicensed and in full racing trim. Alas, the works had set the mixture up far too rich and, emitting volumes of black smoke, the car had not got beyond Strasbourg before most of the plugs had expired. Stopping at a likely-looking garage, Martin told them to change all the "candles". He was surrouned by a large and very excitable crowd and in the mêlée he dropped a plug-terminal into one of the eight cylinders! He had visions of having to get the car towed back to Molsheim but in the end, after frantic fishing with lengths of wire, the garage man spiked it with the tang of a file. Martin then continued his drive — "one of the worst I ever had" — soon drenched to the skin. He had no horn and was thus unable to make drivers of little Citroën 5 cvs and small Renaults hear him, so that he "travelled quite a long way in various ditches, trying to get past". The plugs continued to give trouble, although No. 1 petrol was tried and part of the radiator was blanked off. That night Martin gave up at Metz, about half way to Boulogne. In the morning he had bought some new goggles and a very smart beret and resumed his hectic journey. If he stopped, the engine would only restart if he was given a push or a tow by the peasants, unless he remembered to stop on a hill. He could hardly see for the mud, his face became red and extremely painful, and he was frozen absolutely stiff. However, after a pause for lunch the rain ceased, and the sun came out, and driving the 3.3 became almost enjoyable. At Boulogne Martin got someone to help him wash the car before embarking. At the other side of the Channel he had to pay £1,000 in Customs' duty — I believe one of the other "importers" of a 3.3 tried to avoid this, with very dire consequences. . . .

The 3.3 had arrived in time for the International Trophy Race of Brooklands' on Jubilee Day early in May, where it started in company with the Type 59s of Lindsay Eccles and Brian Lewis. All three Bugattis ran badly and retired with transmission maladies, Eccles' nearly crashing when he broke its torque arm, locking the back wheels. All three were dispatched to Bugatti's depot at Brixton, where Col. Sorel presided, among the London taxicabs and Marendaz Specials; it is said that he had to enlist the aid of Jean Bugatti, who came over from Molsheim with some racing mechanics to put things right.

Martin, having got his 3.3 back, entered it for the Isle of Man race, Brackenbury taking the 2.3 Bugatti. This time the big Bugatti ran better, Martin finishing second to Brian Lewis in Noel Rees' Monoposto Alta. The seat of the 2.3 Bugatti collapsed, however, causing Brackenbury's retirement. Brooklands spectators were able to see Martin's green 3.3 in action at the Whitsun meeting, where it was running as his Bugatti I, as "the Brack" had his 2.3 car, Bugatti II. The 3.3 stalled on the line in the Second Whitsun

Continued on page 1170

The 3.3-litre type 59 Bugatti in the Mannin Moar race in the Isle of Man in 1935, where Charlie Martin finished second.



AUTOMATIC LOADING.
AUTOMATIC EXPOSURE.
AUTOMATIC WINDING.



DOES THAT AUTOMATICALLY MEAN IT'S NO GOOD?

Understandably enough, most people who are about to spend £200 or so on an SLR camera know exactly what they want.

They want the kind of camera the professionals use, and that kind of camera doesn't have gimmicks. (It's complicated, yes, but it doesn't have gimmicks.)

Which puts the Konica FS-1 in a rather tricky position.

Because, being the most sophisticated SLR in the world, it has a number of refinements which could conceivably be mistaken for gimmicks.

A mistake that we'd rather like to rectify.

Who needs automatic loading?

Another good question is: "Who's ever heard of automatic loading?"

Fair point, since the FS-1 is the only camera in the world to have it.

What it means is that instead of loading the film in the conventional way, you simply

snap in the 35mm cassette, pull out a bit of film, shut the camera, and it threads itself.

A boon, you may think, for anyone who's never loaded a 35mm camera before.

But there's another way of looking at it.

Say you're taking a lot of pictures at one session. Things are happening quickly. You run out of film.

Certainly you're going to miss a shot or two, even with the Konica.

But one thing's for sure.

Under those sorts of conditions, the FS-1 can reload a lot quicker than you can.

Who needs automatic exposure?

To be totally honest, no-one does.

But, judging by the number of SLR's that now incorporate AE, a lot of people are finding it rather handy to have around.

Shooting fast-action shots, for instance. Motor-racing, that sort of thing.

Since the cars have an irritating habit of going rapidly from dark to light, it's always a help not to have to adjust exposure as well as focus. You tend to miss less shots.

Motor-racing wasn't an idle example either, because it highlights the superiority of the Konica AE system.

We were the first in the world to perfect "shutter speed priority."

Instead of automatically changing the shutter speed, which ends in blurrs, it adjusts the aperture, which ends in good pictures.

But, good as our AE system is, there are times when "art" dictates that you over-ride it, and set the aperture manually.

And mentioning that gives us a chance to mention the Konica's CPU (micro-chip to most of us).

It controls all the camera's main functions, but in particular it gives LED readouts in the viewfinder to tell you whether your manual exposure is right.

And more constructively, it tells you what to do about it if it's wrong.

Who needs automatic winding?

You'll have noticed that most professionals have a motor drive.

You'll also have noticed that it's a rather cumbersome contraption attached to the bottom of the camera.

The Konica FS-1 has one built-in.

And, far from making it cumbersome, you'll find that the FS-1 with auto-wind is actually somewhat smaller than a lot of SLR cameras without it.

The advantage when you're shooting a fast sequence of shots is obvious.

As is the added advantage of not having to fumble about clipping it on.

So. Who needs a Konica FS-1?

We've talked about just three things.

We haven't mentioned our 40mm f/1.8 lens, which is a bit more compact and a bit more wide-angle than most standard lenses.

We haven't mentioned the 27 optional lenses from the 15mm fish-eye to the 1000mm super-telephoto.

Nor the optional electronic flashgun that automatically sets aperture and shutter speed when you clip it on.

But you've probably gathered that the things we have been talking about give the Konica FS-1 rather a lot of professional advantages.

Which may set you wondering why the professionals aren't using it.

Well, funnily enough, they are. More and more.

Konica FS-1

The most sophisticated SLR camera in the world.

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Konica cameras and Sakura sensitised materials are manufactured in Japan by Konishiroku.

Continued from page 1167

Mountain Handicap, and after a lap the propshaft tore away, locking the back wheels and tearing out the petrol tank. As some compensation, Brackenbury won the Gold Star Race, lapping at 130.72 m.p.h. After this setback with the 3.3 Martin had its transmission redesigned by Hardy Spicer and it never gave any further trouble in that department.

It was then taken in Byfleet Motors' Ford V8 van to the GP de la Marne. Martin had a very enjoyable time in practice, lapping at some 97 m.p.h. and reaching 154 m.p.h. down the long straight. Alas, the gearbox casing cracked, the day before the race. The Hon. Brian Lewis lent Martin his Type 57 Bugatti saloon and in this he set off for Molsheim with the damaged gearbox. Arriving, he handed it over and went to bed. By 8 p.m. they had repaired it, so Martin drove back through the night, getting to Reims by 2 a.m. His mechanics spent the rest of the night reassembling the car. It ran very well on this occasion, qualifying in its heat and finishing sixth in the race just behind Lewis.

It was then off to Dieppe for the Grand Prix there. A piston came out during the first lap of practice in the biggest possible way. Desperate not to miss the event, Martin went into town and bought Marcel Lehoux's 2-litre Bugatti for £150. "There was no currency rubbish then, if you wanted something you just bought it". The Bugatti was not much good, refusing to retain air-pressure in its fuel tank, and Charles retired. But it was a real Englishman's day, with so many of his friends racing. The 3.3 went back to the Bugatti works for further attention. It had been entered for the Nice Grand Prix and was sent to the course direct from Molsheim, Martin having lost all interest in cars for the time being. He flew to Nice in one of Shuttleworth's Desoutters, piloted by Captain O. V. "Titch" Holmes. The Bugatti ran very well in practice but in the race had only done 29 out of the 100 laps when a rod again come out through the crankcase, badly smashing the entire engine. The journey back home by air was an adventure, because Holmes, who was a good and cautious pilot, got lost and decided to land and ask where they were. Unfortunately he chose a French military airfield, close to where the Maginot Line was being built. The authorities were not amused, impounding both aeroplane and cameras for many weeks. "I know, because I used to answer the 'phone and stall off Shuttleworth, when he was asking how soon his aeroplane would be returned to Biggleswade. . . !"

This time Martin decided to look at the 3.3's engine himself. He thought the con-rods were far too frail, so he had some new ones made. (Barimor patched the crankcase and new pistons were fitted.) The car was then put together in time for the Donington Grand Prix. The race should have been in the bag but towards the end Kensington Moir, who was managing Martin's pit, called him in for fuel, which wasn't really needed. The stop took only 34 sec. and the Bugatti rumbled off, still in the lead. But the worry of stopping had upset the driving rhythm, and Martin went off the road at McLean's corner. He could not restart unaided and thought that, having been pushed off by the marshals, he would be disqualified. This was not so and he was placed third, behind Shuttleworth's 2.9-litre monoposto Alfa Romeo, which averaged 63.97 m.p.h., and Earl Howe's Type 59 Bugatti at 63.80 m.p.h., Martin having done 63.39 m.p.h. That ended an eventful 1935 season, spent mostly on the



Charles Brackenbury was a close friend of Martin's. Above, "Brack" bounces along the banking at Brooklands on his way to winning the Gold Star Race in the Type 51 Bugatti, while below, he poses with Charlie for the cameras after winning the 1500 c.c. class at Le Mans in 1935, for Aston Martin.



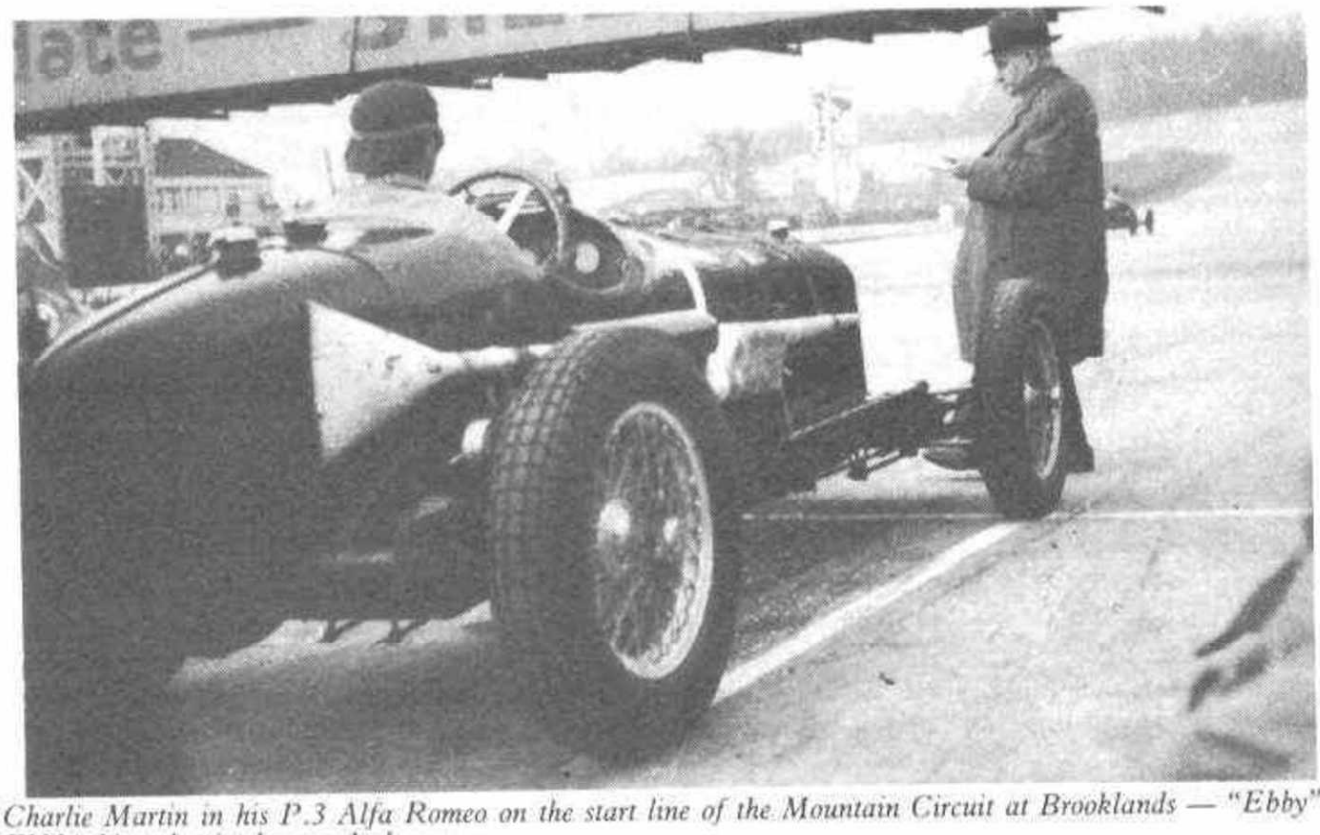
Continent, although at Shelsley Walsh, the 2.3-litre Bugatti did very well, clocking 42 sec. with single rear wheels. Also during 1935, Martin was offered a drive in Bertelli's works Aston Martin team, at Le Mans. The 1½-litre Aston Martin Ulster (LM20) was "hard put to it to do the ton on the Mulsanne straight, unless it was tailing the winning 4½-litre Lagonda, but it had good brakes, was comfortable, and this small lorry was certainly tough." With Brackenbury as his co-driver Martin's car won its class and was first in the Biennial Cup, at the very commendable average speed of 72.226 m.p.h. for 1,805.4 miles, which was not only high enough to give them third place in the race as a whole, behind the winning Lagonda and the Dreyfus/Stoffel 2.3-litre Alfa Romeo, but Martin's lap speed of 81 m.p.h., was I believe, unbeaten in its class until 1950.

Martin had by now had quite enough of the 3.3 Bugatti. He sold it to the Duke of Grafton, for £1,000, who killed himself in it. In fact, it was an unlucky car, for after the war Kenneth Bear was also killed racing it; it has since been rebuilt again by E. Stafford-East. No doubt taking a leaf out of Dick Shuttleworth's book — they were great friends and in later times Charles Martin's son was christened Richard in consequence — Martin thought about also having a *monoposto* P3 Alfa Romeo. It so happened that Luis Fontes, an astonishing young man, had decided to see whether he would enjoy motor racing as much as flying and had therefore hired a 2.3-litre Monza Alfa Romeo from T&Ts and with it, at the age of 21, won the 1935 International Trophy Race at 86.96 m.p.h. on his first appearance in a big race, the car, incidentally wearing the No. 13. Fontes went on to further successes in 1935, bringing the old Alfa Romeo home third in the IoM behind the two 3.3-litre Bugattis, being victorious at Le Mans, partnered by John Hindmarsh in a 4½-litre Lagonda, and winning the Limerick Grand Prix in the Alfa Romeo. He ordered a new P3 Alfa Romeo for the 1936 season but in the meantime he lost his driving licence and with it his competition licence. So he did not want the *monoposto* Alfa Romeo that T&T's had secured for him from the Scuderia Ferrari, a 2.9-litre car with the latest ¼-elliptic rear springing, and supplied with cylinder blocks for converting into a 3.2-litre. So Martin bought the car, No. 50003-43 for £1,800 in February 1936. It was taken from Brooklands "down the road" to Byfleet Motors and checked over.

Martin entered this his latest racing car, for the 1936 Pau Grand Prix. He set off in his Railton with his faithful mechanics Brackenbury and Arthur Cottrell in the Ford van, containing Alfa Romeo in 3.2-litre form. For some unexplained reason Martin "had a vertical breeze-up the night before the race and couldn't sleep at all". The Alfa Romeo went very well in the event, and it should have won easily. As it was, Martin lost concentration at a corner and spun off, as he had done at Donington. He managed to shove the gear lever into reverse and restart the stalled engine, and he finished second, 14 sec. behind Etancelin's 4.8-litre V8 Maserati.

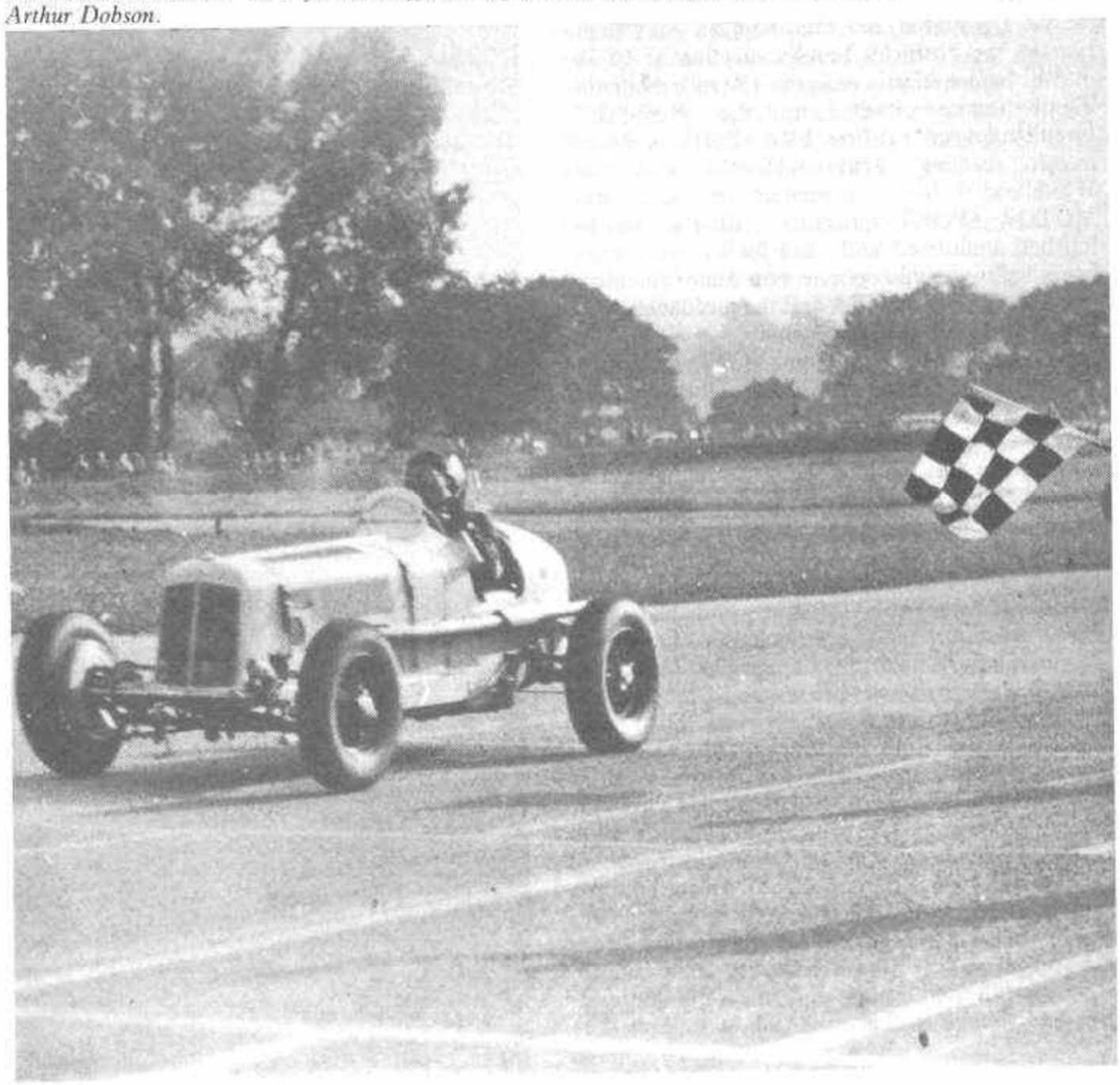
It was then back to England for the BRDC British Empire Trophy Race at Donington. Early in the race the scavenge-pump failed and the dry-sump engine was filled with oil, causing retirement. At Cork the Alfa Romeo ran a big-end in practice. A new one was fitted and Charles set off over about 200 miles of Southern Irish roads to run-in his single-seater racing car! It was all to no avail, because, after putting up the fastest race-lap, a piston developed a hole and the driver had to push the car over the finishing-line, unplaced. Charlie Martin now got married and for their honeymoon he took his first wife off to the Eifelrennen, for the Grand Prix. The works Mercedes-Benz and Auto-Union teams were running, so it promised excitement. In pouring rain Martin had little chance to learn the long circuit, but at least he had the Alfa Romeo ahead of Zannelli's V8 Maserati and Severi's works Alfa Romeo, when a lot of people waved to him as he was taking a downhill left-hander. He turned to glance at them and went off the road and turned upside down in the ditch. As his first wife had been informed of the accident she was surprised to see him when he walked back to the pits; she was even more surprised when they drove round after the race and saw how the car had ended up!

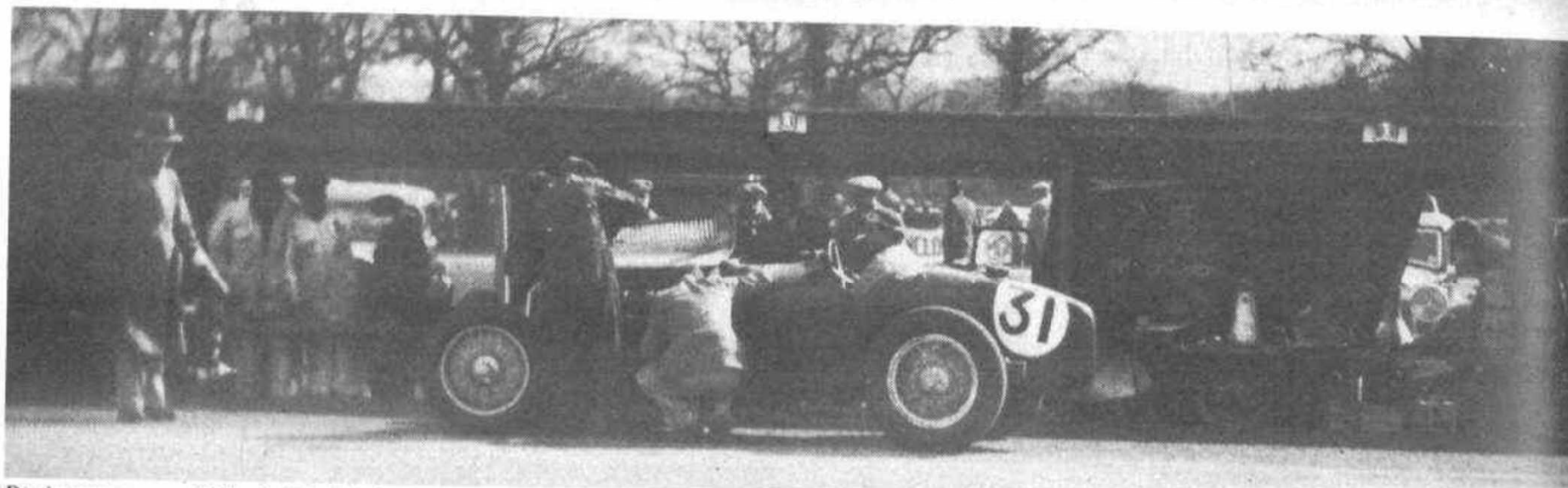
They went on to Budapest after this, for the Hungarian Grand Prix. They were using a Railton coupé. All the roads in Buda were of the dirt variety, apart from the autobahn where records were broken by racing cars. The Railton got so hot that they had to open both sides of the bonnet and wire them in that position, and even then they



Charlie Martin in his P.3 Alfa Romeo on the start line of the Mountain Circuit at Brooklands — "Ebby" Ebblewhite, the timekeeper, looks on.

Martin used Scribbans' ERA for the Nuffield Trophy Race at Donington, which he won at 68.50 m.p.h. from Arthur Dobson.





Donington was one of Charlie Martin's favourite circuits. Shown here is his P.3 Alfa Romeo (in 3.2 litre form) during a pit stop. The cloth caps and the churns of fuel on t pit counter are very "period".

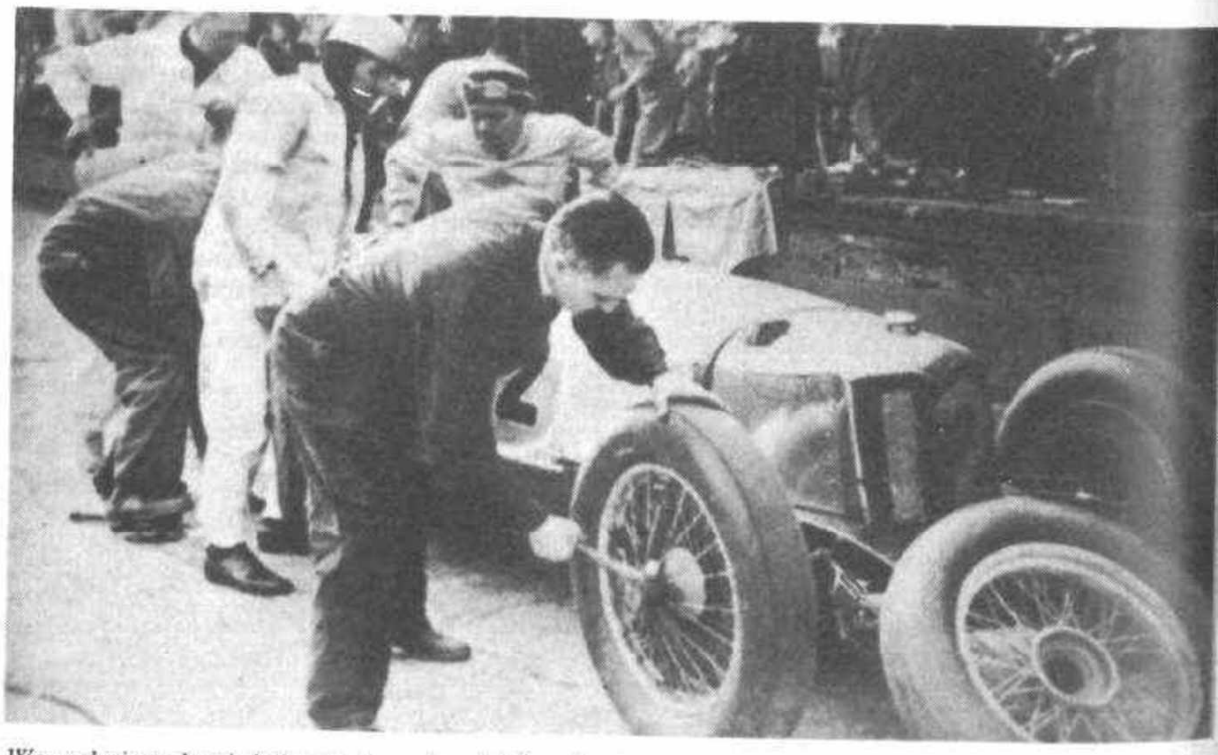
suffered from fuel vaporisation. Charlie Martin now talked of how little starting-money there was in those pre-war days. At Budapest he was paid the handsome sum of £25. "Sometimes we only got a fiver, when you would go out and get rotten on it." There had been no starting-money at the Nurburgring but "with the odd prize money, the occasional meagre starting-money, and the few ackers we got from Esso, Dunlop and Ferodo, we might make £1,000 a year, if things were going well and we were racing every weekend."

Martin was never sure of which side you were supposed to pass on at Budapest, causing Manfred von Brauchitsch to raise both hands from the wheel of his Mercedes-Benz and wave his arms above his head, after overtaking the Alfa Romeo on one lap, before it succumbed to back-axle failure.

Returning home, the Alfa Romeo in 3.2-litre form was third in a 10-lap race for cars up to 5,000 c.c. at Donington and then won an equivalent race at the Nuffield Trophy meeting at 68.58 m.p.h. before Martin won the 150-mile Nuffield Trophy race itself, in the Scribbans' biscuit-coloured 1½-litre ERA (R9B), at 68.50 m.p.h. beating Arthur Dobson and the Whitehead/Walker combination in these cars, MOTOR SPORT reporting: "Charlie Martin finished unflurried and cheerful as ever, and, being led to the microphone with some difficulty, paid a tribute to the ERA and the mechanics who had made his success possible". The Alfa non-started in the Donington 200 Mile Race with engine trouble and before the Deauville GP Martin was sailing with his Father-in-Law in the Baltic. He was somewhere off Sweden when it occurred to him that the race was imminent. He persuaded his Father-in-Law to put him ashore, wired for money to be sent to him at a shipping-line office in Hamburg and commenced a series of very slow train journeys there. He then discovered that the shipping line had five Hamburg offices and spent much time finding the required lolly. As a result, he arrived at Deauville after practice had ended. He started the race, a tragic affair in which Lehoux was killed and Farina injured, from the back of the grid but finished second to Wimille's Type 59 Bugatti. They actually won a £150 prize, and had received £20 for starting "we came away loaded with francs." . . .

For the 1936 Brighton Speed Trials bottom gear was removed from the Alfa in order that wider gears could be put in the gearbox, for greater reliability. Always a difficult car to get off the line, this modification did not exactly improve matters, but it clocked second-best time of the day.

The preparation of the car was done at Byfleet Motors, who also geared-up the supercharger of the Type 51 Bugatti. In the Donington Grand Prix Martin was second to Dick Seaman and Hans Ruesch in the works 3.8-litre Alfa Romeo, his 3.2-litre engine pulling top gear for much of the circuit, and to end the season he drove the Alfa Romeo in the Mountain Championship, lappin at 81 m.p.h., and would have been third had h not been penalised for allegedly jumping the star However, it then won the Fourth Octobe Mountain Handicap from scratch at 76.72 m.p.h lapping at 79.78 m.p.h. Before this Martin ha for the only time in his career partnered Freddi



Worry during a hurried pit stop changed to delight after the event when Martin (right) partnered Freddie Dixon to a win in the BRDC 500 Mile Race in 1936.



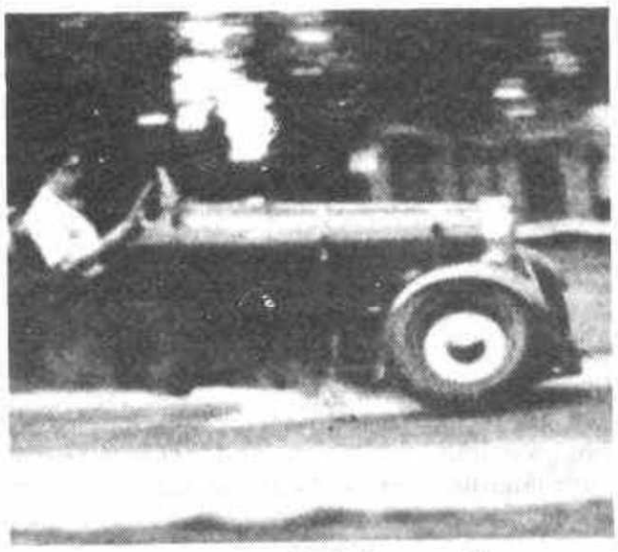
Dixon, in the latter's very fast 2-litre Riley, in the BRDC 500 Mile Race at Brooklands. The car was so quick that although it was losing water and boiling, and had to come in, it kept ahead, to win at 116.86 m.p.h. Martin remembers the great discomfort — "we were absolutely black and blue from the hard ride".

He had had two full seasons with two of the leading Grand Prix cars. I asked him which he preferred, and without hesitation he said that the Alfa Romeo was the nicer car. Of the Type 59 Bugatti he wrote in the Bugatti OC magazine *Bugantics:* "She was a magnificent car to handle and a joy to drive when she was running properly, but she gave me endless trouble and cost me a small fortune in repairs, but inspite of all this, I shall always be grateful to her for the unlimited experience she gave me in handling a really fast car". Plans for 1937, put in hand during the winter, involved changing the Alfa's capacity back to 2.9-litres to spare the ageing transmission but to compensate for this by gearing-up the twin blowers and also raising the compression-ratio. This was done, but the car was used very little by its owner thereafter, because he had decided that the new *voiturette* racing might be more profitable.

For this purpose he bought from Norman Black the 1½-litre ERA (R3A). The Alfa Romeo was used at Donington and took second place in the 100-mile Coronation Trophy Handicap to Goodacre's little Austin, its owner "driving like a master" in MOTOR SPORT's view, after he had been placed second in a five-lap Handicap. He held the circuit lap-record at Donington at this time, until Ruesch in the works Alfa broke it. At Cork the Alfa Romeo was third, after making fastest lap, at 92.08 m.p.h., and at Brooklands it lasted until the very last lap out of the 100, in the Campbell Trophy Race, driven by Brackenbury, but with only top gear left and no brakes at all.

The ERA was run mainly abroad, with the accompanying adventures that were part and parcel of Charles' racing. The Avus race is recalled as "the carve-up of the year". The car went down in the Ford van but for Martin there was some tedious flying there, with Luft Hansa. He used 6.00 × 19 rear tyres on the back wheels and was able to do 125 m.p.h. at 5,200 r.p.m. instead of at the customary 6,500 r.p.m. The car "went so well", winning at 119.67 m.p.h. from the Maseratis of Platé and Teagin. At Picardy, "a crazy dump", Martin only got the starting money, because of piston trouble. He then had used the geared-up blower there. He was unplaced in the Swiss Grand Prix, where they used a low boost, and the car was not fast enough. At the Friburg Hill Climb the gearbox failed and he had to practice in Count Lurani's Fiat. After practice, they drove through the night to collect a spare gearbox from Frankfurt, fitted it and eventually finished second in the 1,500 c.c. class. At Albi the ERA went better, and there were enjoyable runs at the Crystal Palace and at Donington. At Mazaryk, where they were demonstrated to in a hair-raising fashion by a Czech taxi driver, all was going nicely leading for five or six laps until the plugs juiced up, Martin being second behind Villoresi's Maserati. It was from there that he had another long haul back to Croydon, in a D. H. Express, before driving off in his Lancia Aprilia. I remember that he asked me for sixpence (2½p) with which to tip his porter, this being considered quite an adequate tip, at the country's premier Airport, in those days! He also ran the red ERA at Brooklands.

After this Charlie Martin decided to concentrate on his boats and moved down to Brighton. But there was one more motor-racing venture before he did this. They decided to build a sprint special, rather on John Bolster lines. Into an old 2-litre GP Delage chassis four brand new 375 c.c. JAP racing single-cylinder motorcycle engines with phosphor-bronze cylinder heads were installed, in the form of a square — not in line, as was suggested in Charles Mortimer's book. They were coupled by chain to a centre shaft, which drove an ENV gearbox. ERA-Girling brakes were used, and a spare Alfa Romeo P3 front axle was fitted. This should have added up to a very potent 1½-litre air-cooled job. But when it was started up the vibration was so bad that "double-vision was nothing to it. The driver literally couldn't see, and anyway the chains broke". They persevered though, trying spherical-toothed dogs on the idler shafts, chains were in cast chaincases; in fact, said Martin, "the full hammer", including a Cozette blower fed from a big SU carburetter, and a fan to cool the engines. There was then less vibration but the crankpins began to break. The Martin-JAP was never raced and someone must have bought the nice brand-new engines from it! When he gave up racing Martin sold the Alfa Romeo and his ERA to Jack Bartlett. There was, however, a run in the 1937 TT at Donington, with Charles Brackenbury, in Arthur Fox's 4½-litre V12 Lagonda capable of 122 m.p.h. but it ended when the o/s stub axle broke approaching Melbourne corner three laps from the finish, and the car came to a grinding halt with the front wheel it had shed jammed under the mudguard. Martin controlled the stricken car with skill.



". . . . *the o.s. stub axle broke* . . . .".

Boats were now filling most of Charlie Martin's time, but in the shadow of war, there was a brief return to exciting motoring before service in the North Sea and the Channel, as Charlie recalls:

"In August 1939 about the 20th I think just before the war started, I was in London and went to see "Jolly Jack Bartlett" at his establishment, where I saw a black and red Type 55 Bugatti. In a mad moment I part-exchanged my Lancia Aprilia and about £200 for it. Second childhood?

"I kept this car throughout the war using it on leave from Felixstowe when I was there in Robert Hitchens MGB Flotilla (he still had his 2-litre Aston Martin).

"The last drive was from Felixstowe to Chichester on Pool Petrol. We had moved from Shere in 1941. I sold it after the war to Pedigree Cars (alias Mongrel Motors).

"Since 1938 I had become boat mad and had a 39 ton ketch laid up in Shoreham for the duration. If war had not come I was going to try and sail it round the world. I had four years in MGBs. Thanks to Hume Kidston, brother of Glen Kidston.

"I was in the Channel and North Sea all the time. Finishing up in a steam gunboat during the invasion of Europe. After which I retired to Scotland to a large armed yacht 184 ton Braemar.

"When war finished I got a DSC and American Legion of Merit, God knows why, I thought that I had had enough excitement. But between '52 and '72 my wife and I travelled extensively in the Med and Bay of Biscay as far afield as Rome and Lisbon, in converted Scottish Herring Drifters. It was colossal fun and comparatively inexpensive. We visited 75 different ports and met lots of interesting people, those sort of voyages could not be done these days as too many people have now got into the act."

For road use Charlie Martin has turned in recent times to the big Citroëns, of which he has owned a number, running a Safari at present, and for running about town his wife uses a Peugeot 104. And, of course, he still has a motor-cruiser, moored on the Thames. — W.B.

Charlie Martin on the Mountain circuit at Brooklands in ERA (R3A).



A Coatalen Conundrum

IT IS well known that while Louis Coatalen was responsible for the engineering affairs and racing and record-breaking activities of the Sunbeam Motor Company of Wolverhampton, in the years 1909 to 1929, he was father to a very wide range of diverse engines. Indeed, the number of Sunbeam cars of catalogue-type alone is very complex. This was sorted out for the first time to the present generation of enthusiasts through the erudite article by John Wyer and John Coombes that appeared in MOTOR SPORT after the war, in 1948/49, and which helped to spark-off the interest that resulted in the formation of the now well-established Sunbeam (now STD) Register.

There may well be more than one difficult-to-solve conundrum posed by all these many Sunbeam car and aviation engines. But one in particular concerns me at the moment. It relates to the rare single-overhead-camshaft, four-valves-per-cylinder sports engines announced by the Sunbeam Company early in August 1921. At that time all the Sunbeam touring cars had side-valve power units. The introduction, so soon after the partial recovery of the Motor Industry from wartime disruption and the post-strife strikes and financial setbacks, of these advanced o.h.c. engines, should have been of some significance, especially as no other well-established production car except the Brescia Bugatti had four valves for each of its cylinders.

However, exciting as these Type-OV Sunbeam sports engines were, I doubt whether many were made, or if they ever made any impact on the competition scene. In fact, I do not think more than a handful of people, apart from Coatalen and those responsible to him, really knew much of the engines' existence.

I must now make a confession. When I was confronted, in 1934 or thereabouts, with a slim, aluminium-bodied Special constructed by a Mr. Lambert, who had a garage in Hampstead, and I wrote a letter about it to MOTOR SPORT, long before I became its editor, I had been told that the engine in that car was believed to be a Sunbeam. This I fear I stoutly denied in print, never having at that time heard of STD power units with other than twin-cam, push-rod-o.h.v., or L-head valve-gear. I blush now at my dogmatic refusal to believe the car's builder; but I have an idea that I was by no means alone among those who had forgotten the very existence of Coatalen's Type-CV sports engines, let alone seen one.

At the time when they were announced, some 13 years before I happened to stumble on one in this other chassis, the Sunbeam Company was busy with many other things as well. By the time of the 1922 Motor Show all the former side-valve Sunbeams had been given ordinary, push-rod, overhead-valve engines, with the valves vertically in line, work on which must have started around the time when these rare OV designs were pending, if not before, and, anyway, tuned or sports versions of the side-valve 16 h.p. and 24 h.p. Sunbeams were available. The preparation of the new aluminium Sunbeam Fourteen engine that made its début at this 1922 Olympia Show must also have been occupying the Drawing Office and the Foundry at Wolverhampton, apart from all the racing cars Coatalen was having built in the years 1921-23.

So why did Coatalen bother to rush out these far more complicated OV engines? Although they were disclosed to the motoring public three months before the 1922 Olympia Show, they were not displayed thereat, nor, I believe, was there any mention of them in the 1922/23 Sunbeam catalogues. If they ever helped Sunbeam's to a slice more competition prestige, this has gone unrecorded: as the engines were intended to fit snugly beneath the bonnets of the normally-side-valved 16 h.p. and 24 h.p. Sunbeam cars, there would be no outward way of knowing they *had* been so used. As far as I can discover, no extra price was ever quoted for them. Where Mr. Lambert found his I have no idea.

Yet these were interesting engines. They had exactly the same bore and stroke as the two side-valve models, namely 80 × 150 mm., giving a swept-volume of 3,016 c.c. in the case of that with four cylinders, 4,524 c.c. from the six-cylinder version. The camshaft ran in three bearings and was driven by a vertical shaft and bevel gears at the front of the engine, enclosed by the crankcase, cylinder block and cylinder-head castings. The valves, of tulip shape, with multiple springs, were slightly inclined and operated neatly by bell-crank rockers bearing on the sides of the cams, so that the camshaft was higher than these rockers. Tappet adjustment was by threaded buttons in the rocker extremities, bearing on the valve stems.

A cross-shaft, skew-gear-driven from the vertical timing shaft, operated a water-pump at one end, two vee-mounted ignition distributors for the coil ignition of two plugs per cylinder at the opposite end. The crankshaft ran in three plain bearings, block and detachable head were of cast-iron, on which the valves seated, and care had been taken over water flow. The pistons were aluminium, of semi-slipper type, and an interesting feature was a camshaft-damper consisting of a sort of pressure-release valve in the form of a spur-gear pump on the rear of the camshaft with restricted outlets for the oil fed into it, thus acting as a sort of hydraulic damper for camshaft fluctuations — Coatalen had discovered the need for some form of damping here on a pre-war Brooklands o.h.c. engine. Rather as on a 12/50 Alvis, the head gasket had water passages only at the rear. In spite of the sporting nature of this OV Sunbeam engine the exhaust manifold was very undistinguished and it had a central down-pipe, presumably because these engines were intended to go straight into the same chassis as the side-valve power units, on the same mountings and picking-up the same piping.

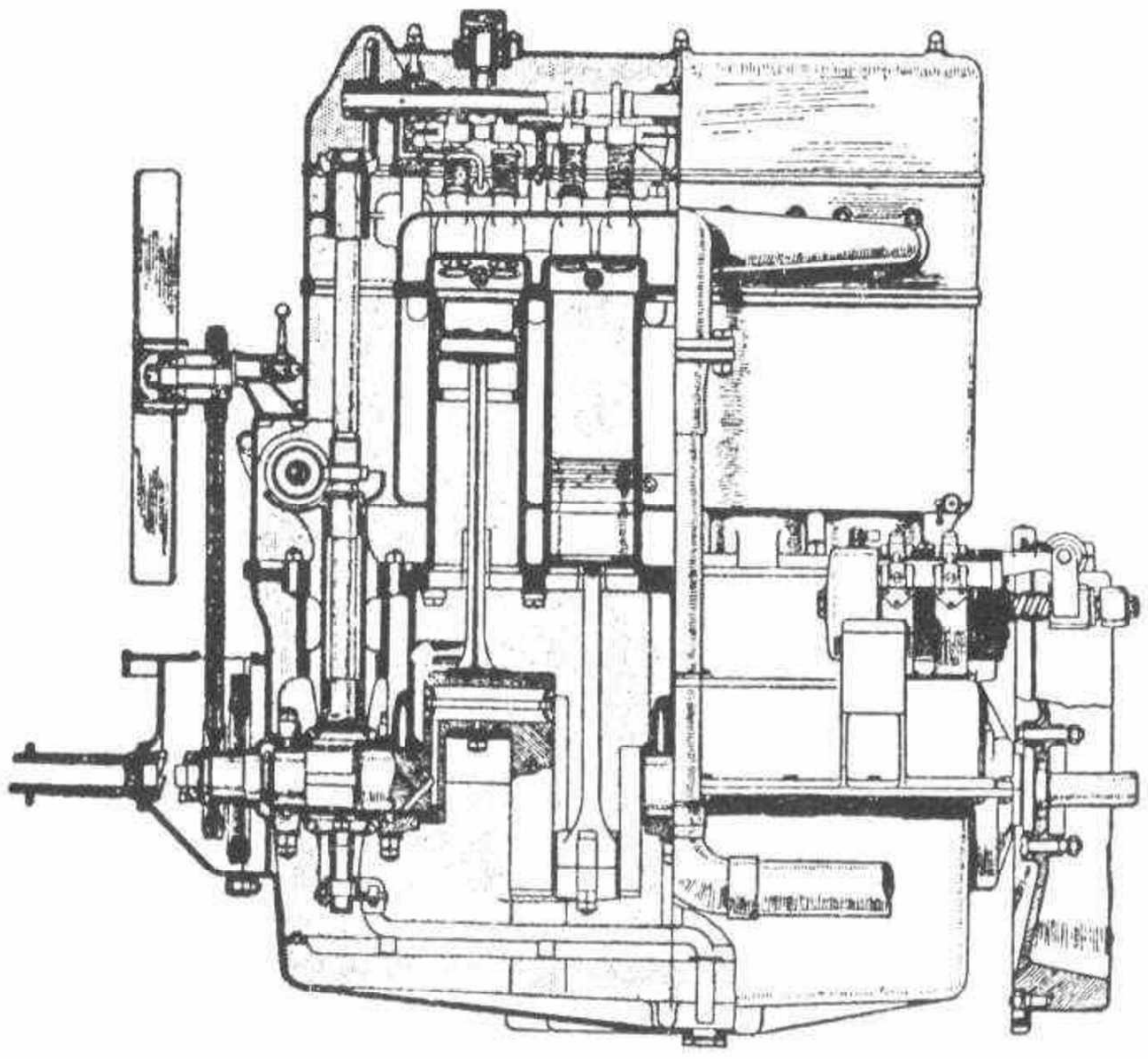
Power output for the 3-litre OV engine was quoted as over 60 b.h.p. at under 3,000 r.p.m. and a high axle-ratio of 3.59 to 1 instead of 4.0 to 1 was available for use in conjunction with it — this compares wit 50 b.h.p. at 2,000 r.p.m. developed by the side-valve 4½-litre engine and an optimistic 40 b.h.p. from the push-rod 3-litre engine.

The aforesaid Wyer/Coombes article in MOTOR SPORT refers to these OV engines "as showing Henri influence," but this is stretching credulity rather far. I had wondered at first whether Coatalen, who had a propensity for making good use of old designs and components, had based these engines on that of the very successful 1911 Sunbeam racing car "Toodles II", which had a four-cylinder 16-valve, overhead-camshaft engine of 80 × 160 mm., the camshaft being chain-driven, especially as another engine with shaft-driven o.h.-camshaft was built in 1912. Then I realised that in these racing Sunbeam engines the valves were inclined at 100° and that there had been provision for driving a magneto. So perhaps the OV design was new after all; in 1919 that is, for that is apparently when they were first laid out.

It seems odd that these engines were introduced

Continued opposite

The 1921 Sunbeam Type-OV o.h.c. sports engine in 3-litre 16-valve form, a drawing that first appeared in MOTOR SPORT in 1949, courtesy of John Coombes.



The Revised Alfasud 1.5

THE WELL-LIKED Alfasud has been sensibly modified along its nine-year span, to enable it to retain its popularity among those seeking a decidedly well-mannered, decidedly sporting small-car. Originally it lacked power to match its exceptional road-clinging and fast-cornering characteristics. That was put right and now there is the 95 (DIN) b.h.p. Ti twin-carburetter engine to add to the delights. It was introduced for the Alfasud Sprint Veloce and is to go into the four-door saloon 'Suds. Then the 1.3 Alfasud saloon has the twin-choke Weber carburation used for the 1.5 saloon, giving it an additional eight b.h.p. This and the 1.5 saloon have been face-lifted to keep them up-to-date, although in detail matters the Alfasud is unchanged or has retrograde alterations that make it seem somewhat out-dated.

Having said that, all Alfasud remain the enjoyable little cars they always have been. The 1.5 saloon I have been driving looks very nice in its restyled form, with wrap-round bumper and integral spoiler, larger headlamps, and rubbing-strips along the body sides. The seats have been rendered more comfortable and the interior has also been somewhat revised, with perhaps less-"Italian" idiom, although not pretending to have a luxury decor. Under the bonnet there is that "different" flat-four, alloy-head, o.h.-camshaft 84 × 67 mm. (1,490 c.c.) engine that pokes out 84 or 85 b.h.p. at a modest 5,800 r.p.m., depending on whose figures you trust, with 89 lb./ft. torque at 3,500 r.p.m. This spells impressive performance from this 21.7cwt kerb-weight four-door package, and unexpected flexibility.

The 1.5 Alfasud saloon can be wound up to several m.p.h. over the ton, and it will go from 0-60 m.p.h. in 11½ seconds, and accelerate from a 40 m.p.h. speed-limit area to a legal-cruising 60 m.p.h. in fractionally over 11 seconds. Couple this with impeccable road manners, very good all-disc servo brakes (but they squealed and occasionally "graunched"), and that pleasant-to-use five-speed gearbox and you have



The slightly re-styled frontal view of the 1.5 Alfasud.

the ingredients of a very acceptable little motor-car. Add to that the indisputable fact that the Alfasud is one of the nicest little cars there is, and the appeal is obvious. Moreover, it is not a thirsty car. In the 1½-litre twin-choke carburetter form, as tested, I averaged 33.2 m.p.g. of four-star but with more restrained driving, if that is acceptable once you are behind the wheel of an Alfasud, something approaching 40 m.p.g. could be seen. As the tank holds 11 gallons, the range is excellent.

The front-hinged bonnet has a release-lever on the wrong side in the r.h.d. model. The lid self-supporting and releasing, but has an additional safety-prop. Rudi Hruska's machinery is good to behold and battery, fuses, distributor, plugs and dip-stick are all most commendably accessible. No oil was needed after 600 fast miles.

It is over such details that some of those among our readers who are able to resist the Alfasuds charms in other areas might be induced to cast an eye at the even more powerful VW Golf GTi. For instance, the petrol gauge of the 'Sud can drive one to distraction by its swinging needle, even if it is not quite so unreadable as that of a Rover 3500! Instrumentation is mean, with no oil-gauge or water-thermometer, for instance. The latter has as substitution a red light warning the driver not to open up fully until it extinguishes itself. But as it also glows for a while when the engine is thoroughly warm, this isn't very convincing! Then the "choke-on" warning light is less obvious than on the older models and as the choke control is hidden beneath the steering column and acts also as a hand-throttle, this is a retrograde step. The luggage boot, small and box-like, has a lid, with a rather unnecessary prop, which can only be opened by pulling a lever on a front door-cill. As this lever is on the n/s on a r.h.d. car this means opening two doors before the boot lid can be released and if the lid, which is awkward to lift, slips from one's grasp, repeating the process. The Alfa Romeo badge on the boot lid is rubber protected, because it fouls the rear window when the lid is up — and a clumsy person could break the glass. The pedals are still biased to the left, with not much room to rest one's left foot. It is matters like these that have out-dated the 'Sud, but its one-time poor reputation for rust has hopefully been overcome; the test-car was Lacroc protected. Stowages consist of under-facia shelving, a rather useless console open well, and an unlockable but lidded cubby hole with a crude catch. The interior door handles are sensibly placed to obviate inadvertent use and the long door-pulls for some reason have simulated wood-panels. The front compartment has loose rubber mats with the Alfa insignia and the test-car's green finish was much admired. The front passenger's door tended to bounce open, the doors still lack effective "keeps", nor was I enamoured with the Panasonic radio; it has door speakers and a roof aerial that rattled.

When all has been said, however, what an attractive car this Alfasud is! To add to the afore-said distinguished qualities there are good ride, the low all-round noise level and the interior space is generous, with a rear-seat arm-rest. All told the Alfasud is one of the few small cars which really is comparable with a much larger car for a fast, long-distance journey. And what value, at £4,300.

W.B.

A COALATEN CONUNDRUM — continued

when Sunbeam's had so many other things up their sleeve and that they were apparently undeveloped. I will venture to offer two possible solutions to this Coatalen conundrum. Louis Coatalen was well known for saying that "the racing engine of today was the production power unit of tomorrow" and since 1914 he had been racing cars with engines using four valves per cylinder, admittedly actuated by twin o.h.-camshafts, a crib of the classic 1912 Peugeot GP engine of course. He may have felt it advisable to have a four-valve-per-cylinder design available to the customers, but was not yet ready to provide them with a complex twin-cam model. He did this eventually, in May 1924, with the famous six-cylinder twin-cam 3-litre Sunbeams, which had two valves per cylinder, which, however, the current (Fiat-based) Sunbeam GP cars had by then adopted. The 3-litre Sunbeam, which for some reason had a touring-type chassis with cantilever rear springing, did not really get off the ground until 1925, when it gave Coatalen second place behind a push-rod-o.h.v. Lorraine at Le Mans.

That is the one possible explanation of the OV conundrum. Another is that perhaps Coatalen did it to provoke W. O. Bentley. The 3-litre Bentley chassis, with its four-cylinder 16-valve overhead-camshaft engine, had made its debut at Olympia in 1919 and had been shown again in 1920. But had not been available to buyers until around October 1921. When it was announced Coatalen had only his pre-war side-valve designs to offer. He might well have been prompted to lay down the OV alternative, as a quick and simple answer to the similar Bentley engine, then quoted as giving 65 b.h.p. at 2,500 r.p.m. When the Bentley failed to get into production for nearly two years Coatalen might still have thought it worthwhile to bring out his two alternative OV models a few months beforehand, if only to tease his worthy opponent. An opponent with whom he was to enter into public correspondence in 1924 in which he chided W.O. for using an antiquated pre-1914-type purely racing engine in his sports cars!

These are only my personal theories and it would be very interesting to hear from anyone who had first-hand experience of those little-known 1921 Sunbeam sports engines.

W.B.

Read this before burning rubber

Dear TSB,

Straight from school, I've found a job learning wide wheels and customising. And I've been thinking of getting a cheque account.

The buzz is that the TSB welcomes school leavers, even though we're not earning enough yet to make more than one pit stop a month.

Send me a leaflet, OK? Tell me about free banking for a year. And about my own cheque book.

Heard you've got branches all over the place. I might drop in for a chat sometime. It won't take a minute will it?

To: TSB Information Service, FREEPOST
FREEPOST, London EC2B 2AJ.
(You don't need a stamp.) Please send me your free brochure 'Your first job.'

Name _____
(BLOCK LETTERS PLEASE)

Address _____

_____

_____

KJ5/2

TSB

We like to say *YES* to school leavers.

Book Reviews

"The AA — A History of the Automobile Association, 1905-1980" by Hugh Barty-King. 319 pp, 10½"x11½". *(The Automobile Association, Fanum House, Basingstoke, Hampshire, RG21 2EA*, £14.95).

To commemorate its 75th year, the AA has commissioned this beautifully-produced book by a, to me, unknown author, who tells the complete history of the Automobile Association in considerable detail. The history is written in a style to please the general as well as the specialised reader and covers far more ground than did Sir Stenson Cooke in "This Motoring" some fifty years ago. It is evident as soon as one examines this large and nicely-bound volume that great care has been taken over it, so that it represents a dignified commemoration of the growth, from such small beginnings, of a remarkable and even controversial organisation.

HRH The Duke of Kent, GCMG, GCVO, ADC, the AA's President, has provided the Foreword on his personal notepaper, and thereafter comes coverage of the entire career of the AA in as detailed a form as most of us require. Barty-King has divided his account into four parts. The first deals with the Early Champions of Automobilism, seen as required by The New Found Mobility 1820-1896, the Arrival of the Motor Car 1895-1900, which led to The War with the Police 1900-1905, these being the sub-titles to the first part. The second part of the book is concerned with The AA under Stenson Cooke, from its Initiation 1905-1907, its Combination (with the Motor Union) 1907-1911, the Recession of 1911-1916, its Revival in 1916-1932 and its Supremacy of 1932 to 1948.

Part three of the history is about Post War Development, as evidenced by the Expansion the AA enjoyed from 1948-1963, its Diversification of 1963-1970 and its Present Day activities over the period 1970 to 1980. Having thus portrayed the backgrounds and the significant and lesser happenings that represent the arrival, development and recent growth of the AA the author thoughtfully ends his book with Part Four, which is in the form of an Appendix, Bibliography and Index. Here alone is a wealth of invaluable as well as fascinating material for the historian — such as listed events in the history of the AA, the Committee members of 1905-1980, illustrations depicting how the AA badges, roadside signs (these once described by *The Autocar* as the "Yellow Peril" of the country-side), uniforms. AA telephone boxes, and the AA vehicles, have changed along the years. Then the "Red Flag Controversy" is discussed in detail, and there is even information about a Police view of speed traps, AA Awards and who won them, the links between the AA and the Military Police, Armorial bearings and a piece about the AA's veteran car, their 1904 Renault Park Phaeton.

An AA box of the kind introduced in 1947 but with present day lettering. This one is on the A470, opposite the Royal Welsh Showground at Builth Wells. It would be interesting to know if any older AA boxes are still in service.



To attempt to cover the full contents of this comprehensive book in a review is hardly possible. There are all the pictures, some in sepia, others black-and-white, but many in colour, these colour pages including pictorial coverage of the AA's vehicles, from the Triumph, James and Chater-Lea motorcycles used around 1909-10 to the modern Triumph T100R and Land Rovers.

The end papers show an AA Scout getting a tin of fuel, almost certainly benzole, from the sidecar of his Triumph outfit, for the driver of a pre 1914 Sunbeam, of the type with the protruding top header tank and a posed picture of a present day AA Scout looking at the engine of a lady member's car. Browsing through the enormous collection of pictures, cartoons, reproductions of old documents, advertisements, etc. I realised that I had seen a great number of these elsewhere, but in this collective form, nicely printed, this is no great loss.

Among these illustrations some interesting points emerged, and it was fun to spot the cars, particularly vintage ones, in some of the pictures. For example, we learn, if we didn't know it before, that W. T. Staple Firth, one of the famous AA solicitors, used a 10/20 h.p. Coventry Humber before the First World War, and early members of the AA's first committee are shown, as is the "Dog and Trumpet" where it met, as this Ind Coope public house looks today. Later premises are illustrated too, starting with the suite of offices at 18 Fleet Street (now part of Barclay's Bank), and we are provided with plenty of pictures of Stenson Cooke, the fastidious man who, at 31, became the first AA official. Long captions embellish most of these pictures, there is a map of the road where the action took place on the Fairmile road that led to an AA Scout being inprisoned in 1905, and some shots of Edwardian garages appointed to the AA are included. To continue to list those pictures that intrigued me is impossible, for there were so many, but I note that when Stenson Cooke was investigating travel for AA members at the commencement of AA Foreign Touring, he went on Charles Jarrotts 40 h.p. Crossley tourer from Folkestone to Boulogne, armed with customs papers issued by the AA.

The pictorial coverage alone is a pretty complete record of everything the AA stands for, from the early days of automobilism, including its activities throughout both World Wars. The 16 h.p. Sunbeam that was used for the AA's 10,000 mile National Benzole Trial in 1919 is naturally there, outside the Raven Garage in Shrewsbury in our picture, and AA "roadside fuel stations", at Bolacy, Coombe Hill near Tewkesbury and at Yarcombe near Honiton, in the 1916-1920 period. From these pictures, one of which shows an early Austin Twenty Touring car having its underfloor tank replenished, we learn that Stenson Cooke had a Talbot touring car at this period (LB-7419),



AA village name plates were put up from 1906/07 onwards, but very few remain, a great many having been removed as a precaution against invasion during WW2, the responsibility of local authorities for sign posting in the 1930's having rendered them redundant in any case. The one depicted is of the kind finalised in 1919.

with rear windscreen. A Vulcan van is shown passing the AA's first filling station at Aldermaston in 1920, there are Palladium, Daimler and Dennis trucks shifting food in Birmingham during the rail strike of 1919, led by a light car the radiator of which is obscured by a huge AA badge, and many other similar scenes, in which it is fun to try to identify the makes of the vehicles depicted. One of these scences show a Windsor light car passing an AA patrolman, HRH The Prince of Wales is seen in his Crossley tourer, and even the airship R33 is there — it was news to me that the AA used it for traffic spotting.

The AA is seen helping the driver of Rolls-Royce BM 3413 on the promenade at Nice, blowing up a tyre of an early 1920s Rover 12 two-seater, Frank Newton, the AA's Chief Engineer at the time, is seen with the 90 h.p. touring Napier "Samson" and beside a photograph of Fanum House an AA Technical Inspector is shown jacking up a 5cv Citroen, the little car looking very like the clockwork models of it you could buy for 10/6d. . . .

An AA 1925 Standard van, Unic cabs in London, 14 h.p. and 15 h.p. Armstrong Siddeleys being directed as to their route, a Roesch Talbot at Boulogne, a Lancia Lambda saloon being checked at the dockside before shipment, a vintage Triumph Fifteen taking on BP, Stenson Cooke with Mussolini and King Alfonso of Spain, the AA's DH Moth biplane G-AAAA surveying aerodromes and dropping messages in 1928, an MG M-type Midget at the Heston Broadcasting station of the AA, and broken down cars, including an Austin twelve and an Armstrong Siddeley 12 receiving assistance (how the makers must have blushed!), the latter from an AA Austin 7 van — it's all there, right down to the AA's present day Cessna Golden Eagle ambulance aeroplane. Before this, the Auster Alpine had been exchanged for a second hand DH Rapide — G-AHKV — which was in the AA's Air arm from 1957-1963. My space has run out, but buy the book for yourselves, or obtain one from any good bookshop or AA office. — W.B.

"Morgan 1910-1980 — 70 years of Morgan motoring" 57pp, 11½"x8" *(The Morgan Club, "Fairways", Field Barn Lane, Cropthorne, near Pershore, Worcestershire* £2.00)

This pleasant soft cover book is the Morgan Club's way of helping with their commemoration activities during this 70th year-of-the-Morgan. It contains all manner of worthwhile articles by such well-known Morganists as Chris Chapman who also contributes an introduction. Brian Watts on

how he met Clive Lones, and on the Harold Beart racing 3-wheeler, "Joe" Huxham's Morgan memories, John Lindop on his 1950's Morgan experiences, Bob Anall on racing a Morgan 3-wheeler in today's events, and much more in this vein, together with lots of pictures. The foreword is by Peter Morgan, the congratulatory preface by Bill Boddy, and there is a list of 55 World's records still held by Morgan 3-wheelers — but it's a pity S. C H. Davis is rendered as "Davies".

Buying this book will aid Morganing and owners of both the tricycles and the 4-wheelers will be dull fellows if they don't enjoy it!

If ordered by post, the postage and packing costs 75p in the UK, £1.50 to Europe, £2 elsewhere. — W. B.

"Lancia — The Shield And The Flag" by Nigel Trow. 270 pp. 9½" × 6". *(David & Charles Ltd., Brunel House, Newton Abbot, Devon.* £12.50).

Following the publication of "La Lancia" by Motor Racing Publications last year one questions the need for more coverage of this admittedly famous and well-liked make. One might even have thought that the one-time liaison, or underground knowledge, among publishers might have applied, to prevent close release of two books on the same one-make subject. However, whereas the first release was mainly about Lancia cars and commercial vehicles, this one is aimed more at unravelling the story of the Lancia family.

The author's first experience of the make seems to have been in 1965, when he was deflected away from an intended Alfa Romeo Giulietta by a conversation at Brands Hatch with Bobby Bell, who advised a Lancia, leading to Nigel Trow going to Harry Manning's place near Farnham, which I well remember, and then on to Gerald Batt, who sold him a 1954 Fourth-Series Lancia Aurelia B20. His book has crystalised from that and its chapters cover the Lancia family, and all the models they made from pre-war to the Flaminia. There are also tables quoting technical data and figures for Lancia cars from Alpha to 2.8 Flamini, with engineering drawings to delight the engineers, this forming Part Two of the book, together with Roland Grazebrook's Appendix of Lancia competition successes from 1908 to 1956. There is also a Select Bibliography, from which some of the material was no doubt culled — I see that the description I wrote for MOTOR SPORT of a visit to the Lancia factory in Turin in the winter of 1957 is quoted in full. Lancia's part in Grand Prix racing gets a separate chapter and the illustrations are a mixture of historical and recent prints. I wonder how the fanatical Lancia Clubs will react to this one? — W.B.

* * *

Students of body design and styling should note that Albion Scott Limited, Bercourt House, York Road, Brentford, Middlesex, TW8 0QP, have published "Carrozzeria Italiana", depicting the art and science of automobile design in picture and text, at £15.95. All manner of cars from all period are included and a useful part of this 137 pp., 10½" × 9½" book is a list of Italian coachbuilders and bodywork professionals.

* * *

John Bartholomew Ltd. of Edinburgh have issued a useful "New Fold Atlas" of Great Britain with a number of clear town plans. We tested it and found it worked, on a recent call in the city of Worcester. — W.B.

"Porsche 356" by Denis Jenkinson. 135 pp. 8½" × 7" *(Osprey Publishing Ltd., 12-14 Long Acre, London WC2E 9LP* £5.95).

Osprey have released three new titles in their likeable Auto History series. The first of these is this look-back at the Porsche 356, in all its forms, a car long out-dated, as the author would admit, but in its day quite outstanding. Jenkinson departs from the strictly historical format of earlier books in this series, recalling his own experiences of driving a Porsche 356 coupé over mainly Continental roads for nearly 300,000 miles, in pursuit of race reports and other stories for MOTOR SPORT. Indeed, although he naturally regards the car as "his Porsche", it was originally supplied to him by MOTOR SPORT, to replace his ageing Lancia Aprilia.

This sort of personal diary of how Jenks became infatuated with the original concept of Dr. Ferdinand Porsche's sporting coupé and his subsequent long love-affair with it — shunts, breakdowns, fast runs, dices with rival makes and all, is compulsive reading. I suppose it meant something a bit special to me, knowing D.S.J. as I do and having had an early ride in UYY 34 and seen him "wishening" round Silverstone in it. But any enthusiast for these original Porsche will enjoy the story. It is as well illustrated as one has come to expect from these Osprey books and although this is largely the personal account of long and enthralling experience with one car, in the end-tables and in other places D.S.J. contrives to include all the variants — cabriolet, roadster, speedster and Carrera. There is, indeed, no need for a long account of these, with so many full Porsche histories available. This book certainly takes me right back to that first ride with our Continental Correspondent — our ankles were roasted until he showed us how to close the foot-level heater-slides — and to subsequent road-tests of the later Porsche models and visits to the unique factory in Zuffenhausen, with blasts up the autobahn in the latest exciting Porsches.

I had wondered how D.S.J. would explain his change-over from air-cooled, rear-engined Porsche to the front-engined, water-cooled, multi-litred Jaguar E-type with which MOTOR SPORT later provided him, after his 100% fanaticism for Porsches. In his characteristic style he shrugs this off at the end of this book, and even explains why the Porsche mystique no longer attracts him as once it did.

In this same series, at the same price, Chris Harvey covers the Jaguar XJs and Ian Webb the Ferrari Dinos, in more conventional form. — W.B.

* * *

We are sorry to hear that the Editors of *The Motor Racing Directory* (reviewed in this column in February) will not be able to produce a second edition because they have been unable to find sufficient financial backing.

The last few copies of the current edition are available from the publishers, Mike & Jan Kettlewell, The Mill House, Station Road, Eastville, Boston, Lincs. PE22 8LS at half price — £3.95, plus £1 P&P.

* * *

Cars in Books

IN SPITE of its title, "The Wheel of Things", I did not expect to come upon references to motoring in Mollie Gillen's biography of Maud Montgomery, authoress of "Anne of Green Gables" (Harrap, 1976). However, my expectations received a jolt, because not only is there a brief account of how the Montgomerys went motoring, but there is a picture of their car.

We learn that they had their first car, "a five-passenger Chevrolet", in 1918, and that "Maud became a back-seat driver, not without some justification." This was due to her husband being an unskilled driver, so that she was involved "in her share of car accidents, some of them not Mr. Mac's fault; but there were many minor mishaps." It seems that Mrs. Macdonald had endured this bad driving over Canadian roads from the horse and buggy days. Consequently, when the Chevrolet came along she confessed: "I content myself with poking Mr. Mac in the back with my parasol if I think he's going more than 20 m.p.h., and saying 'Beware' in a sepulchral voice when I see him preparing to turn a corner." Poor man!

The picture shows a side view of the car used in 1924 for "an unforgettable trip to the Mammouth Cave in Kentucky." It is a typical American tourer of the period, hood up, with front bumper, detachable rims, a windscreen of which both panels could be opened, and a painted radiator. It was photographed on the way to Kentucky, with the Macdonald family and Maud Montgomery's cousin, Beatrice McIntyre. The driver is wearing a trilby hat and they were a party of three adults and two children. Most of the less-expensive American tourers of this period were so similar in appearance — Chevrolet, Dodge, Durant, Dort and the rest — I can only assume, short of expert evidence, that the photograph shows the 1918 Chevrolet. If so, it survived all those accidents very well in seven years, but perhaps the primitive front bumper is significant! What is interesting is that in a photograph taken in 1924 the car is seen to be standing in front of a glass-globed petrol pump.

By the time of the trip to Mammouth Cave they encountered traffic cops and there were other disasters to add to the memories. They got lost in Detroit, met bed-bugs in Hicksville, Ohio, found Indiana monotonous, with its mile after mile of little villages, and there was a "terrible, endless detour" of 45 miles of dust and potholes over the red roads of Kentucky — this in 1924. As an aside, it was a car crash in 1920, when the Rev. Ewan Macdonald collided with the Sunday School Superintendant of the Methodist Church in Zephyr, and losing the subsequent lawsuit, that soured this gentleman against methodists and the United Church! "The novelty of radio" was first experienced in 1923. . . .

In "Shackleton in The Antartic" (Heinemann, 1910), kindly donated by a reader, there are interesting references to the motor-car that the great explorer took with him on this 1907-1910 expedition. It was "a 12/15 h.p. New Arrol-Johnston, fitted with a specially designed air-cooled four-cylinder engine and Simms Bosch Magneto ignition." Price and Company prepared a non-freezing oil for it. There are photographs of the car which show it to have no coal-scuttle bonnet like a normal Arrol-Johnston of that period would have had, the air-cooled engine being quite exposed, but the car was kept in an improvised garage at the camps. One picture shows it towing two sledges carrying stores to a depot, across the ice. It was little more than a chassis with seats and was apparently on pneumatic tyres. It was carried on the coal-burning *Nimrod* enclosed in a large case, made fast with chains, on the after-hatch when it could be transferred easily to the ice. It proved of interest to the Emperor penguins encountered on the journey. — W.B.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

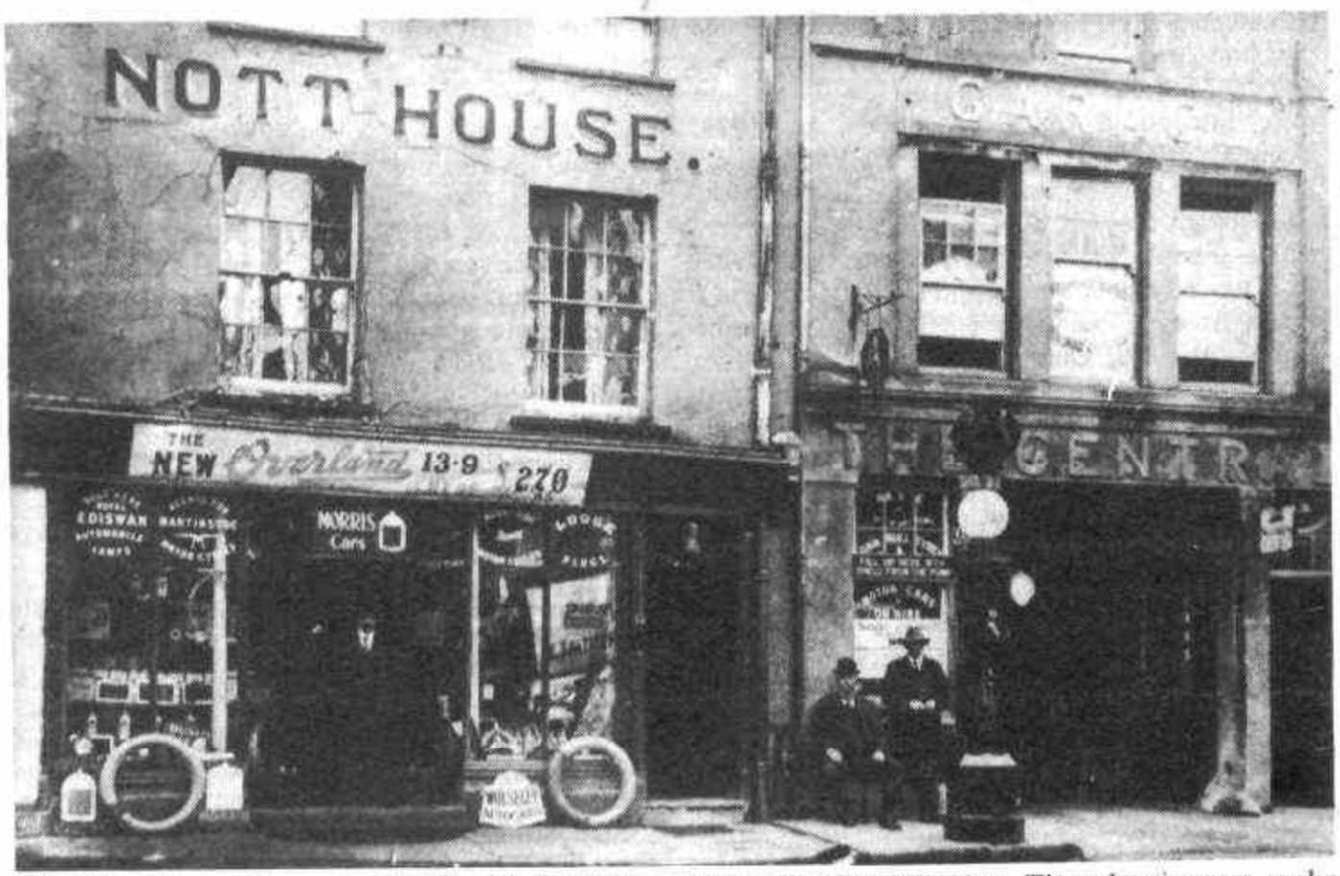
More About Vintage Motoring in Wales

LAST year I had something to say about motoring in the 1920s on the roads and lanes of remotest Radnorshire. Recently I learned more about early motoring in Wales in conversation with Mr. E. M. Lowndes, whose late father, Frank L. Lowndes, was closely associated with the Motor Trade in that part of Britain, in those now distant times. Although he had been born and educated in Leicestershire, Mr. Lowndes, Snr., was in Loughborough when war broke out in 1914. Already a serving soldier with the Leicestershire Imperial Yeomanry, he found himself in France, attached to the Life Guards, immediately after mobilisation. He had taken his favourite Triumph motorcycle with him, having been a pioneer rider from 1906 with an early Minerva, and he saw most of the savage fighting around Ypres from the beginning.

After demobilisation Mr. Lowndes came to Carmarthen as Manager of the Carmarthen Automobile and Posting Company, with the premises in the centre of this busy Welsh market town, the Nott House Garage. The premises still exist, occupied today by a Building Society, after having been taken over by Smith's. It was from here that Mr. Lowndes had to endeavour to convert a farming community to the motor-car! It took a long time, for not many cars were in use in some parts of Wales even into the late nineteen-twenties, at first a good line was the new 13.9 h.p. Overland, which came from Manchester and sold as a roomy tourer for £270.

I asked Mr. Lowndes' son how these were collected. It was simple. The G.W.R. had introduced a few motor-buses onto the more rural Welsh routes and their drivers got concessionary fares in the railway. So it was an economical move to give them a pair of Trade-plates and send them up to Manchester at week-ends or on their other days-off, to collect the new cars. The Garage also sold "Wolseley Autocars" and dealt in Lodge plugs, Ediswan automobile lamps, and Martinsyde motorcycles, etc. It was hard going, until Mr. Lowndes took on the Morris agency. He had known people like Watson in Liverpool, one of the earliest Morris Dedico, who had raced a Hutton, Tom Norton of the Automobile Palace in Llandrindod Wells (still very active today) and others, who were prepared to recommend him to William Morris (later Lord Nuffield) and to Stewart & Arden's. Once accepted, Morris was very pleasant to work with, as had been the Overland Crossley people; he was a formal man who would write his appreciation of a good sales year, etc.

The business prospered, now selling mainly Morris cars, and it moved to near the Cattle Market, to premises which became the Capitol cinema, and moved again in 1928, away from the



The Nott House Garage, where E. M. Lowndes worked after demobilisation. The advertisements make fascinating reading some sixty years on — note the "New Overland" reduced from £270 to £245!

town centre, when Mr. Lowndes formed his company, at Priory Street (now a furniture store), as Lowndes Garages — "The House of Service", selling Morris and M.G. cars and commercial vehicles, and becoming Wolseley Distributors from 1932. Further new premises were opened in 1934, with Morris, Wolseley, M.G. and Riley Distributorships by the time the business had become a Limited Company in 1939. It was eventually taken over by the Howells Group and Mr. Lowndes retired in 1964. He was a great Riley enthusiast but had also retained a 1923 Morris-Cowley, now owned by John Carter. In the hey day of building up Morris business one day's delivery might consist of more than a dozen new cars, mostly Morris Tens or Twelves, but with a Morris Eight tourer among them, even in 1935. The garage had a 1929 D-type Morris half-track 6-wheeler One-Tonner as its breakdown truck, (used in the bad winter of 1946/7 to take bread to cut-off villagers and not scrapped until 1962). Some of the War Office contract was not taken up, so Morris Distributors were offered one each as breakdown vehicles. It soon developed fine repair and servicing departments. It had all stemmed from a humble advertisement which Frank Lowndes had taken in *The Welshman* in 1919. He became a well-known member of the I.M.S. and the West Wales Division of the M.A.A. — which held its members' annual conference on the IoM, so that they could watch the TT, etc. — the British Legion, etc. With the advent of the Nuffield tractor, Agricultural branches were formed, with which E. M. Lowndes retains a connection, using a rugged Saab for his journeys.

However, what we are here concerned with is the kind of cars sold in Wales in the 1920s. Fortunately Ford, after the Model-T, did not make much penetration and Rootes were never effectively introduced. There is an amusing story told to Mr. Lowndes by Tom Norton of Edsel Ford coming to the Automobile Palace in Llandrindod Wells. Apparently in his office in Detroit he faced a big map, with a flag stuck in the centre of Wales. But when he came on a visit to the Auto Palace he discovered it was not all that easy to find! By the mid-1930s Welsh doctors prefered Wolseleys to the coupés offered by other makers and the Police Forces would go for Wolseley Hornets and Wasps, into which, by letting air out of the pneumatic cushions, they could just squeeze without removing their helmets.

So the business flourished. There exists a letter signed by William Morris himself, congratulating the Company on selling one hundred Morrises during the slump year of 1929; the majority were Minors and only two of the new six-cylinder Isis had found buyers. In 1931 a rather pathetic letter came from Wolseley's, asking Mr. Lowndes to confirm his promise to take the new o.h.c. Viper when he had "exhausted existing stock"! He was, his son recalls, almost 100% a Riley man in later years. He had no great opinion of the ordinary MG models and this was endorsed when he took delivery of a Show Model Lagonda Rapier, which was regarded as so much better than an MG Magna, although he was not amused when this car became stranded in floods at Bala when taking his son back to school. In earlier times his pet hates were Armstrong Siddeleys and Singers. . . .

The real purpose of my visit was to look at some of the more unusual cars which the Company had sold, between 1921 and 1928, as recorded in one salesman's notebook which has been retained. Although a successful Company like this was always being accosted by salesmen for new makes, such as Clyno and others, trying to obtain an agency, this was stoutly resisted by this Morris-orientated concern. However, there were the odd cars, used and otherwise, that were sold; the aforesaid notebook lists 60 different makes in those eight years alone. Some of the unexpected vehicles that found their way to the distant Carmarthen area are distinctly interesting.

For example, in 1921, before the Morris agency, Mr. Lowndes bought up the entire stock of Whitehead light-cars with his Army gratuity and managed to dispose of them, about five in all, at prices around £200-£220 each. He took a Wolseley-Stellite in exchange for a Calcott, sold an Overland EB (I would like to think the "EB" stood for Ettore Bugatti and that this was a Crossley-Bugatti, but am sure it wasn't) to a Superintendent of the County Constabulary and was instrumental in obtaining the first German Imports to Wales, a number of Hansa-Lloyds being shipped from Bremmerhaven to Swansea and several Horchs being sold in 1922. An

American Dixie-Flier was disposed of in the same year and Arrol-Johnston, a number of AA trucks and char-a-bancs and the odd AC and Hampton were introduced to Welsh buyers by 1923. Unusual cars sold in 1923 included a Vandy and a Briton light-car, as well as a more likely Buick, two Dodges for £400 a piece, and a 4-ton Liberty truck. The Vandy was a demonstration model from unsold maker's stock and fetched £200 and a Pierce-Arrow came up for sale from the same source, at £150. One notes a De Dion Bouton lorry sold to a quarry, probably a converted car chassis, and in 1925 Mr. Lowndes went personally to Morris Garages in Oxford to obtain a Morris Sports, for £308 6s, which he claimed to be the first M.G. sold in Wales (Years later he was at Brooklands for a "Double-Twelve", no doubt when M.G. Midgets dominated that race).

Against Mr. Lowndes' advice a local dentist insisted on having a Show Model Waverley. In 1923 an Alvis was sold to a publican and the first of six Napier hire-cars found a buyer. Used cars were cheap then — like a Rhode sold in 1927 for £40, a Durant for £50, and a Briscoe in 1926 for £45. That gives a picture, to those with imaginations, of what you might encounter in Welsh towns and by-ways in the mid-vintage period.

The Mr. Lowndes who introduced me to this interesting glimpse into the past served his engineering apprenticeship just after WW2 with the Nuffield Organisation, first at Morris Motors at Adderley Park and then at S.U. Carburettors. He thinks that by then there was an unfortunate tendency to spoil designs through false economy, to spoil a ship for a ha'porth of tar. He quotes the overhead-camshaft Wolseley 6/80, as sold to many Police Forces. It got a bad name for burning out its valves. But this was because the sodium-filled valves and rotating tappets needed for "Pool" petrol had been deleted before production, to save cost. Then there was the Saurer diesel engine, which could have been so effectively used in Morris Commercial vehicles, but instead of its four-valves-per-cylinder and efficient Bosch injectors the Nuffield plan was to ask why two valves per cylinder wouldn't do, and to use CAV injectors. The original 4-valve Saurers were put into their own Morris trucks and used for ferrying engines from Coventry to Cowley.

Mr. Lowndes recalls how SU's tuned cars for the Police, the aforesaid Wolseleys being far more powerful than the ordinary models, for example. This resulted in local policemen expecting the same treatment for their own cars, so that a motley assembly of those awaiting attention would fill the SU Service Department. He also remembers a young Peter Collins bringing in his side-valve Ford Ten to have twin SUs fitted to it. SU had inherited a very fine engineering team, largely from the Wolseley Service Department when this was disbanded, under John Morris, with such expert tuners as Kesterton and Best Day. It was John Morris who fitted an SS Mercedes-Benz engine with SU aircraft fuel injection. The SU was in the nature of a precision instrument but the production carburettors had needles machined by girls on pre-war Swiss lathes, which were not very accurate and had to be hand-finished for fine tuning. It was recommended not to polish the dashpots but William Lyons resolutely refused to listen, when fitting SU's to Jaguar-engines. Bentley and Invicta and Aston Martin compromised by using a black enamel finish. Because SU's had become part of the Nuffield Group they could report on other maker's engines for the parent concern. Mr. Lowndes says they took a good look at the flat-twin Dyna-Panhard with its desmodromic valve-gear.

Johnnie Claes' Talbot-Lago was completely transformed before a British Grand Prix when its Zenith carburetters were replaced by specially-prepared SU's Mr. Lowndes recalls. Incidentally, the SU factory had an old M.G. as its service van. It is also remembered that MG TC power-curves obtained on the bench at SU's never seemed to compare with the optimistic claims made in catalogues and subsequent books! All so interesting, and incidentally, the complete set of Morris catalogues saved by Frank Lowndes was used by Philip Garnons-Williams for his great book "Morris Cars — 1913-1930". — W.B.

(An article about Mr. Lowndes' collection of mascots will appear next month)

* * *

V-E-V Miscellany. — It looks as if prices of the older cars are tumbling and more that are reasonably priced coming back on the market, as the effects of galloping inflation are felt. Whereas for a long time the One-Make Club's circulars carried practically no used-car announcements, these are returning. We noticed recently a 1934 Standard Little Nine said to be 100% complete, in use until nine years ago and stored in a dry garage since, advertised at £375 in *The Standard*, newsletter of the Standard Motor Club, several Rileys for sale in the Riley Register's Newsletter, including a 1934 Monaco saloon in what sounded like sound condition, apart from tidying, for £1,100, and the HCVC's last-seen Newsletter contained the offer of an ex-war-time original condition Civil Defence Fordson van described as in good running order for £50 or near offer! So there is hope again for the less affluent to get motoring. Press references to Brooklands have been kindly sent to us by readers and include the memories of T. J. Aspley in *This England* — he worked there as a skilled woodworker in the glorious summer of 1914, describes the pre-Track area as a market garden, the strawberries from which still grew on the banks of the Wey, and remembered the twopenny teas served in the Blue Bird Café, of a good cup of tea and three or four full rounds of real bread and farmhouse butter! — and a long article by Bob Lacy from the *Reading Chronicle* about the fatal accident to Bernard Hieatt during the 1930 BMCRC 200 Mile Sidecar Race. It is interesting that Hieatt, the son of a Reading butcher, was an early member of the flying club at Woodley and had flown to the Track on the day of the accident in his own DH Moth. At his funeral this machine and others from Reading Aero Club flew over and dropped a wreath. Hieatt's gravestone in Reading displays "an almost lifesize statue of him in racing leathers" and an engraving of a motorcycle and an aeroplane. There were also some unexpected references to Brooklands, with some very clear photographs of past and present happenings there, in the June issue of *Automobil & Motorrad Chronik*, with comments based on an article by Wilson McComb which prompted this journal to conclude: "But it would cost millions, in pounds sterling, to buy back the land and rebuild the track — therefore any dream of a modern Brooklands must fail". — W.B.

V-E-V Odds — Ends. — The magazine of the Austin Seven Clubs Association, numbered 1980 B, contained a worthwhile article on Austin Seven racing, the memories of Bob Burgess, and a charming account of an Army Lt. Col. who although a "horse-man", bought an Austin 7 two-seater for £25 in 1931, which he still uses. The 14th Paris-Deauville Rally of the Club de L'Auto will take place from 4th-6th of October; details from 11 Bis, Rue Berteaux-Dumas, 92200 Neuilly-sur-Seine. Entries close on July 26th a the colour cover of the Regulations is wor seeing, on its own! The sponsors are Talbo Renault (UK) Limited announce that they a again sponsoring the 1980 Veteran Car Run Brighton, for which 150 entries have already be received, including Mr. Palumbo's 1894 Be which Cecil Clutton usually coaxes through, tw from America, of which a 1904 Maxwell may driven by the American Ambassador here, and 1904 Decauville to be shipped over from Mexic It is expected that the entries will total 300; ent forms from Mrs. Susan Winwood, RAC Mot Sports Association, 31 Belgrave Square, Lond SW1. A 91-year-old reader of the Daily Telegra recalled recently having seen Walter Bersey "motor wedding" of the 1890s, at which he sa in the choir — and he is still singing in a cho The Eastern Evening News had a picture of assembly of cars got together in 1911 to celebra the opening of St. John's Garage in Regents Roa Yarmouth, with the Mayor and Mayoress attendance. The parade ended at Caister Man Hotel for tea and the cars included a Model Ford Landaulette, a big Standard tourer, a sm Renault and many others, some with Norfo registrations. The picture was found by t Foreman who worked there from 1925 to 194 The premises are now a remodelled shoppi arcade, the garage having moved to Southto Road in 1970. Jack Alderson, who co-author that excellent book "Morgan Sweeps The Board wants to trace the whereabouts of Harold C. Ba who raced his Morgan 3-wheeler at Donington the 1930s, later he ran his cars on chicken manu during the war, and is thought perhaps to live the West Country, possibly running an Hillman Minx. Letters can be forwarded. W.B.

Vintage Postbag

Morris Register — A Long Journ

Sir,

The Morris Register club historian, Har Edwards, has just returned from a trip Australia where he was guest of honour at t second national rally of the Morris Register South Australia. The cost of his air fare was m by a fund contributed to by members of t Morris Register as a tribute to Harry for h unfailing work during the twenty year life of t club as historian and Journal editor; members the Bullnose Morris Club and the Morris Regist branches in New South Wales, Victoria and Sou Australia also gave generous contributions.

Harry arrived in Adelaide amidst a blaze publicity, and a local member loaned him Morris 8 tourer to drive in the convoy to Vict Harbour where the four day rally was based. Aft taking in some of the local scenery in a 60 m observation run, Harry was able to show films UK Morris Register events to the Australians an evening reception. As virtually all pre-w Morrises in Australia have locally built bodi Harry's task of judging the concours d'elegan gave him first hand experience of the Australi breeds of Morris, many differing in considerab detail from the home grown variety, whi previously he had only been able to read about

After the rally, Harry travelled with a convoy Morrises the two day journey to Melbourn during which one of the modern Escort vehicl was badly damaged by a 50 m.p.h. kangaro While staying with club members in Melbourn several days were spent both sightseeing a

Continued on page 11

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The promotors reserve the right to alter or cancel the programme without notice.

The VSCC at Shelsley Walsh

THE VINTAGE SCC's annual hill-climb at the famous MAC venue near Worcester took place in good "Wimbledon weather" on July 5th. It opened with a parade of pre-WW1 cars to commemorate the 75 years of Shelsley Walsh, which formed the subject of a special article in last month's MOTOR SPORT. Alvis owners also treated themselves to a special display, to celebrate the birthyear of Alvis Limited 60 years ago. The parade was led, after some delay, by Mark Joseland, the MAC Secretary, driving Collings' splendid 1903 Sixty Mercedes. The Mercedes was followed by eight other cars, but unfortunately the BL Heritage/Coventry museum 50 h.p. Yellow Daimler, representing E. M. C. Instone's first record run in 1905, and with his son Rupert Instone as one of the passengers, failed on the start-line with fuel-feed problems. The other BL Heritage car, the 1908 GP Austin, had some difficulty in getting away on its first attempt, and the 1908 GP Panhard-Levassor (see MOTOR SPORT, April 1980) was absent, having its faulty water-pump rendered non-rotatable, while Bendall's 1903 10/12 h.p. Renault was also absent.

However, the 1908 GP Itala, a 1910 10/12 h.p. Allday belonging to Capt. M. W. Allday whose great uncle had entered one in 1905, the 1912 12/16 h.p. Sunbeam which has been in Mrs. Bendall's family since new, Spollon's 1913 40/50 h.p. Rolls-Royce Ferguson Tourer, the Rowley 1913 25/50 h.p. Talbot and Landless' 1914 "Prince Henry" Vauxhall, representing Laurence Pomeroy's associations with Shelsley Walsh *via* the 30/98, made a memorable, if patchy, Cavalcade.

Of the contest itself, there had been two incidents in practice. F. Majzub's Type 35B Bugatti hit the bank when its throttle stuck open and was withdrawn with a suspected bent chassis, and the Djinn Special overturned, without much hurt to its driver, J. H. Roberts. The Sixty Mercedes had broken the main leaf in its n/s front spring on the run up from Somerset and although surgery with a tyre lever effected an excellent repair, caution deprived Joseland of a run-in-anger on it.

Space limitations preclude a detailed report, but the class-winners and holders of new class-records are given hereunder. Majzub junior made up for his father's misfortune by winning his class in the Appleton Special, as forecast by Peter Hull, but it was Donald Day, making excellent starts, who vanquished Footitt's Cognac in the next category, by 1.1 sec., in ERA R14B, and broke Moffatt's record, in R3A, by 0.3 sec. Footitt was second, Black's 8CM Maserati third, and Jonty Williamson clocked a stirring 42.1 sec. on both runs in the 10½-litre V12 Delage.

The final racing-car class was for back-anchored early vintage machinery and the ever-exciting Edwardians. Parker's crackling BHD won it, a fine memory of the Davenpor days, from Benfield's more consistent 200 Mil Race Alvis. Of the Edwardians, they were place in the order: Clutton (Itala), 49.9 sec., Walke (Panhard-Levassor), 52.8 sec., Neve (Humber) 54.4 sec. So ended this rather special Shelsle meeting, at which Michael Barker in the 38/25 SS Mercedes-Benz discreetly took 2.5 sec. longe on his climb than Bob Roberts in his Type 4 Bugatti (44.7 sec.) but was the more consistent — both cars from the Midland Motor Museum o course — Rivers Fletcher clocked 50.2 sec. o both his runs in the Alvis, winning a persona needle-match with D.S.J. in Robbie Hewitt' 4½-litre Lagonda team-car by 1.6 sec., d Cadenet's P3 Alfa Romeo managed 42.5 sec., an of the girls, Miss Rainey (Alfa Romeo 6C 2300 did 42.0 sec., beating her father by 0.21 sec. Bunty Clark in Moffatt's Type 35T Bugatti, o beaded-edge tyres, 46.5 sec., but Howard' Sports Type 37A Bugatti seized-up on its first ru and wasn't seen again. — W.B.

RESULTS:

Pre-1941 Sports Cars up to 1,500 c.c.: G. A. Jones (Riley 12/4) 43.4 sec.

Pre-1941 Sports Cars 1,501 c.c. and Over: R. Felton (Monza Alf Romeo), 39.9 sec.

Pre-1941 Racing Cars up to 1,500 c.c.: J. Majzub (Appleto Special), 39.5 sec.

Pre-1941 Racing Cars 1,501 c.c and Over & Historic Racin Cars: D. H. Day (ERA), 36.4 sec. **R.**

"Edwardian" Class: R. H. C. Parker (BHD Special) 48.3 sec. **R**

Vintage class winners, unless as above, were, respectively:- A. D. Jones (Frazer Nash), 46.8 sec.; T. A. Roberts (Bugatt 44.7 sec.; F. Giles (GN/Morgan), 43.5 sec. and G. R. Footi (Cognac) 37.5 sec. R. R = New Class Record.

VINTAGE POSTBAG — continued from 1180

inspecting local members' restoration projects and some quite rare collections of cars. The Morris Register of Victoria changed the date of their regular meeting to coincide with Harry's visit, and he gave them an illustrated talk on the life of Lord Nuffield.

To complete the Antipodean adventure, Harry then combined a visit to relatives in New Zealand with social events with the Morris Register of New Zealand. The journey home was broken at Sydney, where he was the guest of the "New South Welshmen", and the reception committee at Heathrow airport included a member with a Morris 8 saloon — appropriate transport for Harry on the last leg of his epic journey.

Creigian — TOM BOURNE
Public Relations Officer,
Morris Register

Panhard Policy

Sir,

With reference to the final paragraph of Kent Karslake's letter about the 1908 Grand Prix Panhard-Levassor in Vintage Postbag, published in your June edition, I have studied photographs of the three team cars taken before the start of the Grand Prix. They show clearly that the driving sprocket on Heath's, Cissac's and Farman's car had 27, 28 and 29 teeth respectively.

The ease with which it is possible to change the overall ratio is, I would have thought, the most likely explanation of why Panhards reverted to this method of final drive in 1908.

Laughton — JOHN WALKER

An Australian Small Car

Sir,

I've been a regular reader of MOTOR SPORT for a considerable number of years, and have always found your irregular feature "Cars in Books" quite fascinating. I wondered, therefore, if you would be interested in the following?

One of the books I recently purchased in a book sale at a local University bookshop was entitled "True Australian Air Stories" written by T. Gwynn-Jones and first published in 1977, it is a history of the exploits of Australian aviators.One such aviator is Sidney Cotton. The chapter on this colourful character reveals that in 1914 he built, what the book claims to be, "the first all Australian light car" The "revolutionary chassis, suspension and drive design" of the car so impressed the "Queensland manager of the Willys Overland Car Company" that he arranged for the factory to make "a special streamlined body" to fit onto it. Little in the way of mechanical detail is given other than that "the final-drive system to the rear wheels was virtually identical to one used years later in England by Frazer Nash Cars".

This is curious, as a photograph shows the vehicle to have what appears to be exposed belt-drive.

I wondered if any of your Australian readers could throw any further light onto the mechanical specification of the car, and, also, the inevitable question "what has happened to it?" in the subsequent 60 odd years.

Frilsham — JOHN R. BATEMAN

[The photograph showed a two seater light car with hood, probably water-cooled and certainly with final belt-drive. It is quite possible that the transmission followed pre-1914 GN practice, of course. Over to David Thirlby? — ED]

Ceirano/Riley

Sir,

Knowing how your readership is noted for the solving of problems put to it through MOTOR SPORT, perhaps someone out there can tell me if a certain Ceirano/Riley Hybrid still exists.

A Vintage friend of mine was recently leafing through the classifieds in the October 1951 issue of MOTOR SPORT when he noticed this car for sale at £49, the combination being a 1½-litre Ceirano engine and gearbox in a 12 h.p. Riley of unspecified model. Being the owner for the last 24 years of an S.150 Ceirano of 1925, I of course wrote off at once, but alas not only had the car gone, but also the house, 36a, Leigham Avenue, Streatham, evidently no longer exists.

As spares for Ceirano motor cars are a little rar I have to follow the slightest lead, and have a fain hope that this car, or at least the engine an gearbox from it may still exist.

If anybody can provide any information my ca will be eternally grateful.

Luton — NICK SLOAN

Silver Ghost Servic

Sir,

I was delighted to see your comments on m Silver Ghost No. 1463 in your issue of July 1980 There is one small slip as the 2.7 axle used on m car was exclusive to the short chassis, while th London-Edinburgh, which was a long-chassis car had the standard 2.9 axle.

I have just received copies of all the R-R paperwork on 1463, including details of ever visit to the works. This is an incredible service o the R-REC and I cannot thank the Club enough From this it would appear that Mr. Foster o Ruddington, Notts, was the first owner and h bought the chassis in July 1910, for delivery to coachbuilder in January 1911, to be fitted with two-seater body. He later had this changed for th present Holmes torpedo tourer and the car was i the works to have the springs changed to suit th slightly greater weight. I think it had parallel-sided bonnet originally, but this wa evidently changed for the tapered one when th Holmes body was fitted.

The car was offered for sale in *The Autocar* i November 1916 and I presume that 'X' and Lor Wilton had it after that. Both Mr Foster and Mr E. E. Lastra, who ran the car from 1919 to 1923 had 1463 regularly serviced by Rolls-Royce bu there is no record of 'X' or Lord Wilton havin any work done. KN 3075 is the origina registration number from January 191 according to Swansea.

Incidentally, I have the test-bench figures fo my engine and maximum torque was developed a 490 r.p.m!

Edenbridge, Kent — JOHN V. BOLSTE

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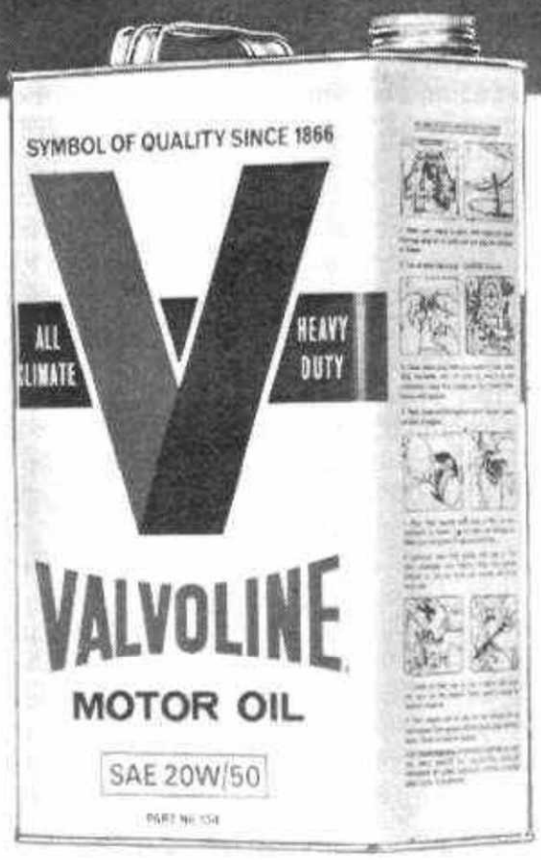
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The Wartime Diaries of an RFC Officer

Continued from the July issue

WE LEFT X, as I am referring to this 1914/18-war soldier turned Flying Officer, after he had disposed of the 1911 40/50 hp Rolls Royce tourer he had been using and which is owned today by John Bolster. We shall come upon it again, if I decide to extend these diary extracts to somewhat after the Armistice of 1918. For the moment, we pick up the story in mid-March of the war-torn year of 1917.

There had been much snow and X had been in bed with a cold but he recovered in time to buy his girl a little Swift car at Cummings' emporium and, getting some petrol for it, they took it round the Park one Sunday. He also sold Phil Paddon a Sizaire-Berwick for £450. At this time X was seeing Lord Arde's Irish Guards' Colonel about his promotion to Captain in that Regiment. After the interview X lunched with Paddon and then went to his garage and did several odd jobs on the Swift. He was also keeping an eye on the rebodying of Lord Wilton's 1910 Rolls-Royce at Litchfields, making "further alterations to detail".

With Spring in the air, one March Saturday X lunched at the Ritz with his Mother, Lady Wilton, Col. Warner and Major Max Freeman and then went to the War Office and worked there until 6.15 p.m. He then "went round to 18th. Wing in 90 h.p. "Prince Henry" Vauxhall and collected Col. Mills and we started off for Brighton but only got as far as Crawley, where we put up for the night as I felt very seedy. However, cheeryho show". (One wonders whether X's estimate of the Vauxhall's power was optimistic or whether it was a special competition job?). The weather continuing fine, they went on to Brighton on the Sunday, then back via Dorking, to lunch at the Burford Bridge Hotel, and to Maidenhead "where we went to tea with Rene and Joan Rudd", and back to London by about 7.15 p.m., where X dropped Col. Mills at the Hyde Park Hotel and dined at home in Ennismore Gardens with his Father and Mother.

On the Monday evening there was "a run down the Harrow Road and back with Hedges, in the 90 Merc". X then sold the Swift at Cummings Motor Sale for £65 and bought himself 36 gallons of oil. X would go to the War Office every day, where he shared an office, it seems, with someone called Hansberg, when that person wasn't away at Denham. He would lunch at Prince's with Baldwin Raper for instance, and then go and look at a 40/50 Mercedes, and one Wednesday he took Segrave with him to see the Rolls-Royce at Litchfields. Mercedes cars were now entering X's life. He had Tollerton take the 90 Mercedes back "to have its clutch done", apparently he then went to the W.O. in the 15 h.p. Mercedes, and he would take Segrave to the Mercedes Company in London, after lunching with him at the Batchelor's Club. Dinner at Pratt's Club might be followed by a visit to "Under Cover".

Some discreet motor dealing saw cheques paid into Cox's Bank and an engagement was pending, as three rings were obtained on approval from Plantes. Baldwin Raper was shown the big Mercedes, presumably with its scroll clutch now nice and grippy, and a 40/50 Mercedes limousine borrowed from Dewis was prepared for a run to Newmarket. This took 2¾ hours on a dull and foggy March Sunday and after a talk with his fiancee's parents X left at 3.30 p.m. and drove to Harrow to see the young lady at her school(!), getting home in time for dinner. Not bad going in the wartime of 1917. The next entry reads: "Returned the three rings and the Mercedes". Nevertheless, X was arranging for his fiancee to draw on his account at Cox's. At around this time Archie de Pass (any connection with Pass & Joyce in later times?) returned from Salonika and he and X discussed flying there, and X got Gerald Howard a job in the Heavy-Duty Wing as a Searchlight Officer. At other times he worked very hard in his office, helped by Griffiths, but there was always time to lunch with Col. Conway-Jenkins, (mentioning names may perhaps fill in gaps in the story), Hughie Heppel, Charles Blount, Buntie Mills, etc.

X was trying to find a replacement for the Swift, to give to his girl. A Baby Peugeot seen at the Car Mart fell through but he obtained another one, a 1915 model, from Harrods, for £160 — it was to figure in a Law Suit for divorce after the war. Before the deal was concluded X looked at some other light cars in the Euston Road, before donning old clothes after dinner and working on the Mercedes, which was soon sold to the Mercedes Company for £135, the relevant entry reading "Not paid yet". However, X went to Harrods and drove the little Peugeot home. X would lunch with Segrave at the Savoy Grill and the Rolls-Royce was progressing well.



The Bebe Peugeot that is mentioned in this instalment of the Diaries. It was to feature in a divorce case before Mr. Justice Hill in 1922.

The two-seater Rolls was completed by April 5th. and X drove it home and filled it and the Baby Peugeot with petrol in readiness for the run up to Newmarket on the Friday. It was snowing hard but he and Archie de Pass got away at 11 o'clock and "had a lovely run there". They lunched at the Rutland Arms, saw some friends, and starting at 6 p.m. "had a topping run back". The next day Tollerton drove the tiny Peugeot up to Newmarket. X got one of his Father's Officers, Tony Morton, a job as an RFC Adjatunt before going off to lunch at the Hyde Park Hotel with Segave, and "getting some petrol from Ralph & Co." At other times X would lunch with Archie and Madge de Pass and although the snow had returned — "beastly weather" — he was using the Rolls-Royce in London and one Wednesday in April 1917 he and Major Hansbery went down to Farnborough in it to "see Col.Beor and fix up the Cadets", — a run done comfortably in the morning, returning to lunch at the Batchelor's Club. It seems that Mrs. Tate bought one of the Mercedes for £125, X earning £10 commission, and Lord Wilton had for some reason decided to dispose of the Rolls-Royce and take a Rover Twelve, valued at £550, in part-exchange. The Rolls was soon sold, for £600, leaving a cash profit of £50.

Nor was that the end of it, because Lord Wilton let X have his 20/30 Fiat which de Pass collected, and there was a cheery week-end at Bournemouth, de Pass going ahead in the rain in the Rover, as X was picking up his girl in the Fiat



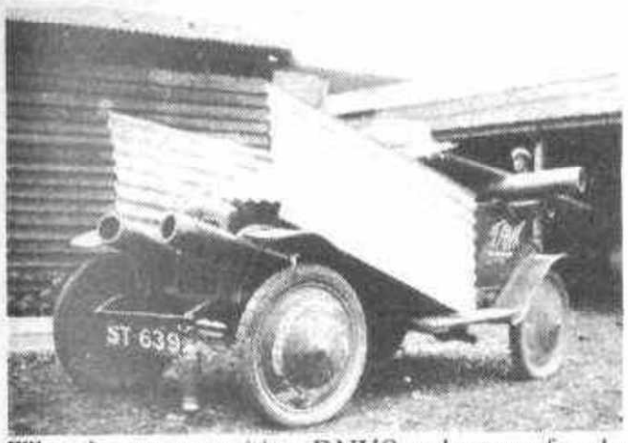
The 20 h.p. FIAT that "X" was using in 1917 a which was kept until after the war had ended.

from his parent's London house. They got about 5 p.m. and caught up with the Rover in t New Forest where they changed cars. Supper w had at the Royal Bath Hotel, where they all stay the night, arriving by 10 o'clock — "went to be all merry and bright"! X was on leave and t party stayed at Bournemouth for three days, "Glorious day, messed about all the morning, a the two girls stayed in bed until lunchtime. Aft we motored over to Weymouth." There we walks, tea at the Roller-skating ring, and a ve amusing play called "Rotter", after seeing whi they came "and ragged about". The day after, Pass left for London in the Fiat and X f Brighton in the Rover, where he and his g "messed about and after dinner went to a re old-fashioned drama at the Grand". The followi day the Rover took them to London in the rain 4 o'clock, after a late start and lunch at Crawle

The fun and leave over, X took both t Peugeot and Rover to Litchfields to be done u as he taken charge of Lord Wilton's 27 hp "Prin Henry" Metallurgique. Although the war was no means over, X and his friends were able continue their week-end excursions up to t Newmarket area to his girl's parents' place fro London. One April Sunday he reported amusing drive" there in the Peugeot, arriving by p.m., Mills and a girl called Olga arriving later the Metallurgique, in which X and Mills then l for London at 5.50 p.m. doing the run in "a hour and fifty minutes". What restless you people, but what keen motorists!

X had had a small operation on his nose and late April he took to his bed with an abces attended by a Dr. Mackaskie. "Hate being in b but otherwise o.k." The conversion to t Rolls-Royce (car no. 1002) at Litchfields cost £5 There is an entry "Still in Bye-Bye, not feeling to much" but X duly recovered and the Fiat w taken up to Newmarket, and used for loc journeys. A day at the races with Lord Wilton noted — "had quite a good day" — after which, the evening, X took "Pussey and Gobberty" o in the Fiat and Lord Wilton took "Brenda in h 90 Itala and we messed about on the road. Had very cheery dinner party and after ragged abo and got to bed at about 1.15". During the goings-on X persuaded Lord Wilton to "have t 'Met' altered".

Lord Wilton, Brenda and Major Wilson left the Itala but X stayed on, having "a perfect lovely moonlight drive" over to his fiancee's pla one evening in the Fiat — which he correct writes as F.I.A.T. They then motored to Lond and on to Maidenhead, going out in an elect



When he was recruiting RNVS volunteers for the RNAS, "X" might well have encountered this imitation tank — the car is probably a Calthorpe.

launch with Ronnie Wilson — "all perfectly topping". The Metallurique was retrieved from the London garage and driven down to Maidenhead on another glorious May day, and there would be lunch at the Guards' Club, tea at Skindles and a punt on the river. X hired a little de Dion Bouton but they used the Metallurgique to drive over to Bourne End and Cookhams. Someone's Rolls would be used in London and the Met. would be made use of for runs to and from Maidenhead, while in May 1917 both cars were run down to Brooklands, after lunch at Ascot, where they arrived about 3.30 p.m. and "blinded round the track a few times and then left Met. at the Hand & Spear Hotel and came back in the Rolls". In the midst of this, X and his girl took a train to London and "got the Vauxhall out" (a RFC Staff-car perhaps?) to go to the London flat, dine at Prince's, and return to Maidenhead. Happy days!

It is obvious that the reason the Metallurique had been abandoned in Weybridge was because of tyre trouble, for on his way to returning to London in the Vauxhall X went via Weybridge and left a tube with the Met. There was a little more motor-coping, when X bought an A.C. Sociable at Cummings Sale and sold it to Ralph & Co. at a profit of a tenner, on a price of £47.10s. He had been before another Medical Board and was on a six months' light duty in the office. The Fiat was then driven from London to Lymington, starting after lunch and getting in about 7.30 p.m., after a "lovely run through Winchester, Lyndhurst and the New Forest — perfectly lovely. Car ran awfully well". The next day it was by boat to Yarmouth and to the Isle of Wight to see the RFC Hospital, lunch in Ryde, tea at Cowes, and by boat to Southampton, to motor into Bournemouth. The trusty Fiat later brought them back to London in about 5¾ hours, lunch stop in the New Forest included and after X had driven his girl to Harrow he got home in time for dinner and then he and Haystacks (a mechanic?) washed the Fiat. On the Sunday X motored down to Brooklands to collect the Metallurgique, with Hedges and another friend. The illness was again troubling X, who went into Guy's Hospital to have an abcess opened again, Dr. Lawrence attending him, but this did not prevent him from "going up the Euston and saw cars".

Economical cars were no doubt in war-time demand, for X fetched another A.C. Sociable from Camden Town, but it broke down near Friswell's so he left it in Smith's Garage in Albany Street and went home to hand over the Met. to Litchfields and paint his garage. Later he took this A.C. to Cummings'. Sometimes Paddon would lunch with X at home and that during May of 1917 he lunched one day at the Junior Constitutional Club with Mrs. Dewis and Count Louis Zborowski.

(to be continued)

The Brooklands Re-union

THE BROOKLANDS Society staged another Re-union at the old Track and aerodrome on June 29th, in excellent summer weather. The attendance, purported to be confined to members and their guests, was enormous, suggesting as never before that interest in Brooklands and all it stands for is undiminished. To list all the celebrities present would be unfair to those I should inevitably omit to include, but the Society's President, T.A.S.O. Mathieson, looking very fit, was over from Paris to entertain the Mayor and Mayoress and many other guests.

The wealth of historic pre-war cars was perhaps better than ever and the runs along the cleared portion of the Byfleet banking the more interesting in consequence. Owen Wyn-Owen had brought "Babs" from Wales and it made several stirring runs on the banking, in spite of the bumps disconnecting the supply of current to the coil ignition on one run and air-pressure in the fuel tank vanishing on another. Wyn-Owen told me that he has had the carburetters off for overhaul and that the 27-litre Liberty engine is running better than ever, although "Babs" exciting runs finally ended in clouds of steam, inspite of the fact that it holds 14 gallons of water. Incidentally, neither Owen nor his precariously-perched lady passenger wore crash-hats, which were insisted on for most of the other performers — not, however, for the riders of two "penny-farthing" bicycles that led a parade by the Southern Veteran Cycling Club.

Before the banking onslaught we had the Test Hill ascents, which defeated a number of cars, including Crouch's smart 1921 Swift Ten two-seater, Nash's 1925 Model-K Cubitt, an HE, an Aero Morgan, and the Ballamy Lancia DiLambda. Otherwise, most of the cars, motorcycles and Morgans roared up. Three Railtons ran as a team, led by an early Railton-Terraplane and there was a Railton Ten d.h. coupé present, which wouldn't climb the Test Hill. Monica Whincop took Doris Gordon-England up in her HRG, and as a tribute to the Society's Track clearers, John Wall made a slow, sooty, but secure, climb in the Society's Dumper-Truck, complete with passengers. . . .

After the official lunch and inspection of the photographs in the Society tent those demonstration runs along a bit of the Byfleet banking took place, returning via the Aerodrome road, overseen by Dudley Gahagan, aided by his Type 57 Bugatti. To the stub-exhaust stutter of "Babs" was added the throaty thunder of Jonty Williamson's 10½-litre Delage, and these giants were joined by Russ-Turner's famous Birkin 4½-litre blower Bentley single-seater, Bob Robert's making a very welcome appearance in the lap-record-holding 24-litre Napier-Railton, Michael Barker and his wife in the ex-Malcolm Campbell SSK Mercedes-Benz, and John End with the very Brooklands-looking little Wolseley Moth, making a suprisingly raucous noice.

Again, to list all the vehicles that took part is impossible — they ranged from those bicycles, to two veteran cars. But it was grand to see Alan Hess driving the actual 4½-litre Lagonda in which he averaged over 100 m.p.h. in an hour at Brooklands before the war, Lindsay-Eccles riding in Eckersley's 2-litre GP Bugatti, and Edmondson enjoying himself in his ex-Bellevue Garage MG Midget with "Wilkie" Wilkinson jammed into the passenger's seat. Sir John Briscoe, Bt., was enjoying himself in the 1911 Coupé de *l'Auto* Delage, the ex-Whitney Straight/Seaman K3 MG Magnette was driven by Peter Green, and Dudley Gahagan in his ERA and Rivers-Fletcher in his Alvis vied for "highest up", this doubtful honour going to the brave and impetuous Dudley.

Wilcox was there with his impressive 8-litre Bentley, Benfield's 1924 200 Mile Race Alvis looked immaculate, as ever, and entirely at home in this environment, and a very rare bird indeed was the 1922 V4 two-stroke ABF with long tailed dark blue racing body, a car alleged to have run at Brooklands (when?) but not seen since the 1950s.

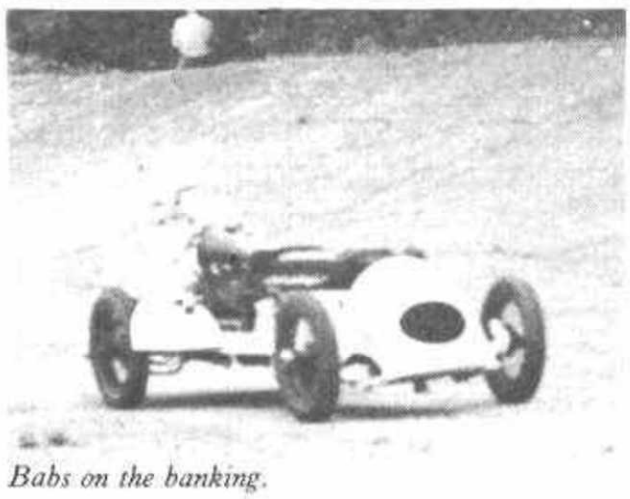


The V4 two-stroke ABF.

Another rare performer was a yellow, belt-driven, tandem-seat Super cyclecar, conducted by Penman. Easedale's Alfa Romeo was admired, Bruce-White produced the Douglas-engined Allt'cok sprint car, and the local Hampton was there. Although the runs along the steep concrete, mellowed with history and the passage of more than fifty years, were not timed, and were certainly not races, were far too short in distance and were run the wrong way, some interesting pairings were achieved, notably the ex-Cobb V12 Delage with the Birkin Bentley, and "Babs" with the Napier Railton; Wyn-Owen started his later appearances high on the beginning of the banking and Bob Roberts seemed to have a blown exhaust stack — but what a fine sight these racing giants were. . . .

In these paired-runs Robbie Hewitt led a Derby Bentley Special that tried to slide down into her as they were flagged away, the ABF was slow, puffing smoke from its twin exhaust fantails, so that End got tired of waiting for it and his 1921 Wolseley Moth ran right away from it, C. T. Delaney missed engaging bottom gear in the Hyper Lea-Francis he used to race and has

Continued on page 1186



Babs on the banking.



C. T. Delaney's Lea-Francis.

A Change of Heart

THE 1979 built Dino Ferrari, which caused such a rumpus at the Easter Monday round of the Lloyds and Scottish Championship, will have been seen again on the circuits by the time this issue of MOTOR SPORT is published. In view of the large number of articles and letters generated by this car in particular, and the whole question of eligibility in general, we feel we should re-produce, in full, the ruling of the Historic Committee of the RAC British Motorsports Council which made it possible for the 1979 Dino to compete again.

We sympathise with the Historic Committee in being forced to take this decision through a combination of loosely worded rules and a powerful commercial interest. It is a great pity that what used to be a truly amateur sporting branch of motor racing has now become a battle ground where the spirit of the rules is crushed by the letter. Let us hope that those whose task it is to write the regulations will, one day, succeed in the apparently impossible job of making the letter accurately reflect the spirit of the rules.

P.H.J.W.

HISTORIC COMMITTEE RULING

"Following the exclusion of the JCB-entered Ferrari Dino on Monday, 7th April through non-representation of its FIA Vehicle identity form, the RAC Historic Committee was asked to consider its eligibility in the light of the available FIA rules. At present three sets of rules are under discussion; these are the 1979 rules, 1980 rules which were not published until February 1980, and 1981 rules, one aspect of which the RAC Historic Committee were intending to introduce for 1980.

"Under the rules of the International Sporting Code 1980, Chapter XV (stabilisation of the FISA's decisions), Paragraph 3 states: "The FIA will announce any rules not coming within the scope of championships of Appendix J annually during June. These rules will become effective on a specified date which will not be before the following 1st January". Paragraph 4 states: "No FIA regulations will be issued at any times other than those specified".

"Therefore, the RAC Historic Committee reluctantly had to accept that the rules of 1979 were the only ones valid for 1980, and, also that the proposed earlier introduction of the 1981 'continuous history' ruling would be equally over-ruled, the 1981 changes have been published in the FIA Bulletins.

"The 'second' JCB Dino was built to the 1979 rules in which the relevant paragraph under Appendix K Title 11, sub-section 2 (Determination of date and classified) is 2.1 which states: "The principle to be followed will be the assignation to a vehicle of the actual year of completion of manufacture of that vehicle. ". . . For post-war II cars, cars built after 1960 will be accepted for International racing provided that their specification is identical in all aspects concerning performance and allowed period changes to those built before 1961, i.e. engines, gearboxes, suspension, wheels must conform to the 1960 specifications for that model (it is important that this is correctly described in the vehicle passport form) and any such cars should be double-dated e.g. 1962/60 spec."

"The purpose of such ruling was to allow cars like the AC Ace which continued through 1960 to the same specification. The RAC Historic Committee expressed concern that the wording actually allowed 1979/60 spec cars to compete but noted that the 1980 rules limited this to one 'year of grace'.

"Thus 1979/60 spec would allow a car to be built totally from scratch with everything new. Since the 'second' JCB Dino incorporates a number of original period parts — engine, transmission, steering box, calipers, dampers, prop-shaft — and is in every way an exact copy of the 1960 specification, it is nearer to the spirit of the rules than the letter of the rules would allow. According to Ferrari factory records a second 1960 2,200 mm. chassis Dino 0004 ran at Monaco 1960, a car to which Mr. Bamford has as much a claim since he possesses an engine 0004 although he chose to rebuild his car around engine 0006; many cars competing today have undergone similar engine changes.

"Bearing in mind the hypocrisy of such an invidious decision to exclude this car when other questionable reproductions are already racing, the Historic Committee agreed that the 'second' Bamford Dino should be accepted to run in 1980 events as a 1979/60 spec car with a suffix to its chassis number (RL or similar) and that it will continue to be called a 1979 car until further evidence is forthcoming as to the authenticity of its claim to embody sufficient period parts, either in the car or as demonstrable spares that have required replacement. This decision to be effective from Monday, 22nd June.

"The RAC Historic Committee would further point out that all cars will require new FIA Identity Forms from 1981, and that there is no guarantee that cars accepted prior to 1981 will continue to be accepted."

THE BROOKLANDS RE-UNION

continued from page 1185

re-purchased, on its first run, but later beat the Coupé de *l'Auto* Delage, Dunn's Fox & Nicholl Lagonda spun its wheels in disposing of its partner, and the Midland Motor Museum's SS Mercedes-Benz vanquished an unblown 4½-litre Bentley.

Speeds were not very high, Wyn-Owen keeping "Babs" in bottom gear, although Bob Roberts got the Napier-Railton into 2nd, Jonty Williamson used 3rd gear in the Delage, (say 80 m.p.h.) and End reckoned he was doing about 70 m.p.h. in the Moth, but the going was very bumpy.

It was a memorable day, the spectators' large assembly of pre-war cars adding to the attraction — unusual ones noted included a l.h.d. bolster-tank Senechal and a big vintage Fiat chassis, which looked very much like the 20 h.p. Fiat pictured on page 1184 *sans* body, among a widely-varied display.

An informative commentary was broadcast over the Southern Sound Systems PA and thanks are due to British Aerospace and Oyster Lane Properties for allowing the Society access to Brooklands. It was all very worthwhile, this memorable gathering of old-time personalities and historic racing machinery, in the June sunshine. Even though a line missed out of my article in the effectively illustrated Official Programme made a nonsense of part of it, and Bass Charrington, who were in disfavour last year for destroying those Byfleet sheds, are now in good odour with the Society; they had even brought their sleeve-valve Daimler bottle-van down from Burton-on-Trent. — W.B.

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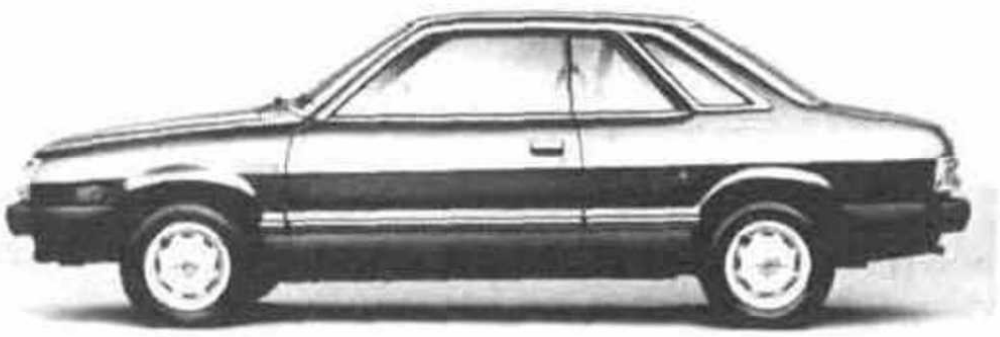
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French Grand Prix

Typically Jones

Paul Ricard, Castellet, June 29th

THERE was never any doubt that the French Grand Prix was going to happen, the only question mark was whether "Bernie's Boys" were going to join the three manufacturers' teams that had entered. All the fines imposed on the drivers for their misconduct in Belgium had been paid, so everyone was in order to compete, provided they had a suitable car. The week before the event was rife with interesting rumour, that (a) Bernie was not going to allow his FOCA teams to take part, (b) that certain sponsors like ELF, Marlboro, Parmalat, Gitanes and Goodyear were getting a little tired of all the nonsense, (c) that the French would run the race with seven cars and (d) Renault were saying they could enter a third car if another French driver could be found willing to break ranks and join Jabouille and Arnoux. The teams of Ligier, Tyrrell, and McLaren were fingering their contracts. In the end it all turned out "happily ever after" (or so we are told) and the FOCA teams climbed down and everyone turned up at the wind-swept and dusty Paul Ricard racing complex in time to start practice on Friday morning at 10 a.m.

It was just after 11 a.m. before it all got under way, for at the last moment the medical helicopter, which was the province of the *Gendarmerie Nationale*, was called away because the French farmers were threatening all sorts of dire things in the locality. Eventually another medically-equipped helicopter was hired and the game began. There were a few changes here and there along the pit lane, though none of great significance. The young Swiss Driver Marc Surer was now fit after his accident in South Africa and returned to the ATS team, which meant that the forceful little Dutchman Jan Lammers was out of a job, so Morris Nunn snapped him up for the Ensign team, having dropped Needell and Gaillard. In the Williams team the mechanics had added MBE under the name of their number one driver, following the Australian's Royal award, and everyone fussed about their gear ratios because the *Mistral* was blowing along the straight at a very helpful 10-15 knots and the dust was swirling into the clear blue sky.

It was thought that Renault's were going to run away on this circuit, with the 1.8 kilometres back straight, but it did not take long during the hour and a half of testing to realise that something was going wrong. Admittedly Arnoux and Jabouille were recording the highest speeds through the timing beams at the end of the straight, with well over 190 m.p.h., but the Ligiers and the Williams were easily matching them on lap times. The reasons were technically very interesting and are enlarged upon elsewhere in this issue, but basically it was a case of the circuit offering the choice of the ultimate speed or ultimate cornering, or combination of both, any one of the three able to provide the same result, but all centred around the crucial long straight and its entry corner and its exit corner. The first sign of trouble in the Renault team came when Jabouille arrived at the pits with a merry oil fire going on in the engine compartment. A piston had failed and oil had been pumped out of everywhere onto the red-hot exhaust pipes and turbo-charger. Apart from the blown up engine the damage was fairly light but it meant that Jabouille had to take the spare car for the afternoon timed session. In the next pit the Ferrari team looked on with interest, knowing it would be their turn next to cope with highly supercharged 1½-litre engines, though at the moment they were more concerned with the fact that the T5 could not make full use of its Michelin tyres, no matter how Villeneuve tried. Both Ferrari drivers were so far back that one or two of the back-field drivers could have been forgiven for getting excited.

For the one hour timed session in the afternoon the wind was as strong as ever, but at least the skies stayed clear and blue. The 10 knot wind on the back straight occassionally gusted up to 20 knots and most of the time was nearer 15 and terminal speeds were anywhere between 180 m.p.h. and 196 m.p.h., depending on whose timing beam readings you looked at, and there was one from each of the more serious teams. However, terminal speeds did not get you a place on the grid, nor did lap times taken by individual time-keepers; it was the lap times taken by the official time-keepers that counted. It wasn't long before a Ligier, a Williams and a Renault were recording times close to 1 min. 40 sec. and then breaking into the 1 min. 39 sec. bracket. The Grand Prix cars had not raced at the Paul Ricard circuit since 1978, at which time they left the lap record at 1 min. 48.56 sec., courtesy of Carlos Reutemann with a T3 Ferrari and fastest practice lap that year was by John Watson with a flat-12 Alfa Romeo engined Brabham in 1 min. 44.41 sec. Already it was very clear that the old lap record was nothing to aim for and it was quickly transpiring that Watson's fastest practice lap of 1978 would not qualify for this year's select 24 starters. (We are making progress towards the ultimate goal!)

Laffite was in the spare Ligier, with the latest body panels fitted and it was obviously set up for ultimate times rather than race conditions. Arnoux was in as good a form as ever and the deceptive Pironi was the fastest of all though the long curve at the end of the straight. Both Williams drivers were in there with them, Jones trying the spare car and going a little bit quicker in it than in his race-car. This was a bunch of really hard runners up at the front, all of them out to win whatever the prize and it was a pity that Brabhams could not get their cars balanced right between speed and handling to allow Piquet to be in there with them. Saddest of all was to see the Ferraris down among the lower mid-field also-rans, their handling looking awful at high speed compared with the top runners. Their Michelin tyres looked the same as those on the Renaults, but the Ferrari chassis was obviously not making the most of the rubber as the French cars were. Down at the back of the field Lammers was driving the Ensign MN12 as the later car was still being worked on, but he could not match the times he could have done in the ATS and was not even as fast as Surer in the Anglo-German car, which must prove something or other. Of the mid-field lot, and sadly that still includes the Lotus team with their opulent looking Essex-backed cars, McLaren were showing improvement with Prost up in eighth place, but still nearly two seconds off pole position.

PRACTICE TIMES

No.	Driver	Friday pm	Saturday pm
1	J. Scheckter	1.42.38	1.42.48
2	G. Villeneuve	1.42.21	1.41.99
3	J-P. Jarier	1.41.78	1.42.10
4	D. Daly	1.42.77	1.43.23
5	N. Piquet	1.40.67	1.41.51
6	R. Zunino	1.43.33	1.43.14
7	J. Watson	1.41.63	1.41.81
8	A. Prost	1.40.73	1.40.63
9	M. Surer	1.43.55	1.41.03
11	M. Andretti	1.42.50	1.41.56
12	E. de Angelis	1.41.66	1.42.43
14	J. Lammers	1.44.74	1.44.33
15	J-P. Jabouille	1.40.63	1.40.18
16	R. Arnoux	1.39.49	1.39.86
17	G. Lees	1.48.85	1.44.28
18	D. Kennedy	1.45.91	1.44.56
20	E. Fittipaldi	1.43.74	1.43.21
21	K. Rosberg	1.43.32	1.43.16
22	P. Depailler	1.41.51	1.40.89
23	B. Giacomelli	1.40.90	1.40.85
25	D. Pironi	1.39.55	**1.39.49**
26	J. Laffite	**1.38.88**	1.39.60
27	A. Jones	1.39.70	1.39.50
28	C. Reutemann	1.39.60	1.39.86
29	R. Patrese	1.42.28	1.42.07
30	J. Mass	1.43.07	1.41.71
31	E. Cheever	1.43.60	1.42.85

The Ligiers were the undoubted pace-setters and both drivers were well in the 1 min. 39 sec. bracket, but Arnoux, Reutemann and Jones were hard behind. If you could not get below 1 min. 40 sec. you were not going to be in the race for the lead, and if you could not get below 1 min. 44 sec. you might not even get the grid! In the last moments of this critical hour Laffite set totally new standards with a time of 1 min. 38.88 sec., almost 10 seconds under the existing lap record and five and a half seconds better than the 1978 pole-position time. When it was all over you felt that a big spring, which was wound up tight, had been released. It was something of a relief to watch the gentle passage of the historic cars that came afterwards. A nice gentle ERA, Maserati 250F or Bugatti was very relaxing after 500 b.h.p./12,000 r.p.m./1,320 lb. projectiles driven by hard and determined men like Laffite, Pironi, Arnoux, Reutemann and Jones.

On Saturday morning the wind had dropped but the skies were still blue and the untimed session began on schedule. Another engine had been installed in Jabouille's Renault RE23, Jones was "trying things out" in the spare Williams and Scheckter was using the *mulatto* Ferrari while his own car was having the engine changed. The second Ensign (MN14) was finished and running, Depailler was becoming more convinced about the smaller-engined Alfa Romeo and was planning

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Jody Scheckter	ZA	Ferrari	312T5	Red/White	Ferrari flat-12	Michelin	Fiat Agip
2	Gilles Villeneuve	CDN	Ferrari	312T5	Red/White	Ferrari flat-12	Michelin	Fiat Agip
3	Jean-Pierre Jarier	FR	Tyrrell	010	Blue/Red	Cosworth V8	Goodyear	Candy Appliances
4	Derek Daly	IRL	Tyrrell	010	Blue/Red	Cosworth V8	Goodyear	Candy Appliances
5	Nelson Piquet	BR	Brabham	BT49	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
6	Ricardo Zunino	ARG	Brabham	BT49	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
7	John Watson	ULS	McLaren	M29C	White/Red	Cosworth V8	Goodyear	Marlboro/Castrol
8	Alain Prost	FR	McLaren	M29C	White/Red	Cosworth V8	Goodyear	Marlboro/Castrol
9	Marc Surer	CH	ATS	D4	Yellow	Cosworth V8	Goodyear	ATS Wheels
11	Mario Andretti	USA	Lotus	81	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
12	Elio de Angelis	I	Lotus	81	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
14	Jan Lammers	NL	Ensign	N180	Red/White/Blue	Cosworth V8	Goodyear	Unipart
15	Jean-Pierre Jabouille	FR	Renault	RE	Yellow/White/Black	Renault V6 t.c	Michelin	ELF
16	Rene Arnoux	FR	Renault	RE	Yellow/White/Black	Renault V6 t.c	Michelin	ELF
17	Geoffrey Lees	GB	Shadow	DN12	White	Cosworth V8	Goodyear	Theodore Racing
18	David Kennedy	IRL	Shadow	DN12	White	Cosworth V8	Goodyear	Theodore Racing
20	Emerson Fittipaldi	BR	Fittipaldi	F7	Yellow	Cosworth V8	Goodyear	Skol Lager
21	Keijo Rosberg	FIN	Fittipaldi	F7	Yellow	Cosworth V8	Goodyear	Skol Lager
22	Patrick Depailler	FR	Alfa Romeo	179	Red/White	Alfa Romeo V12	Goodyear	Marlboro
23	Bruno Giacomelli	I	Alfa Romeo	179	Red/White	Alfa Romeo V12	Goodyear	Marlboro
25	Didier Pironi	FR	Ligier	JS11/15	Blue/White	Cosworth V8	Goodyear	Gitanes/ELF
26	Jacques Laffite	FR	Ligier	JS11/15	Blue/White	Cosworth V8	Goodyear	Gitanes/ELF
27	Alan Jones	AUS	Williams	FW07B	White/Green	Cosworth V8	Goodyear	Saudi Arabia/Leyland
28	Carlos Reutemann	ARG	Williams	FW07B	White/Green	Cosworth V8	Goodyear	Saudi Arabia/Leyland
29	Riccardo Patrese	I	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
30	Jochen Mass	D	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
31	Eddie Cheever	USA	Osella	FA1	White/Black	Cosworth V8	Goodyear	Denim Aftershave

to race it, and everything was boiling up nicely for the final timed practice session. Still the Ligiers were fastest but the Williams team were pretty confident they could deal with them on race day, though Renault's confidence took a bad knock when Arnoux's engine went sick with a leaking head joint. As the spare car is tailored to the lanky Jabouille there was a panic change of engine on RE24 for Arnoux. Before the morning session ended there was gloom in the Ensign camp, for Lammers crashed the MN14 pretty extensively, and they had just finished fitting a whole new skirt system to the car. The Brabham team were at work on Zunino's car, with the engine out to cure an oil leak, and the de Angelis Lotus was receiving a lot of mechanical attention.

It began to get very hot in the afternoon, with a lot less wind than the day before, and while the heat was good for tyres and their stickyness it was bad for engines, especially while holding maximum r.p.m. for over a mile on the back straight. Jabouille's Renault had not been going properly in the morning so he used RE22 for the afternoon session and Scheckter was still in the T-car while his own was being finished off. Lammers was in Ensign MN12 and Piquet was in the spare Brabham trying 15" diameter front tyres among other things. Zunino and de Angelis were both having to miss the first part of the crucial final hour while mechanics slaved away to finish work on the cars. Arnoux completed four laps in the Renault RE24 with its new engine, recording 1 min. 39.86 sec., when there was a big bang and oil everywhere as another turbo V6 engine expired. Consternation was building up in the Renault camp and it reached its peak when Jabouille arrived at the pits with another oil fire underway in the back of the car. The engine had blown up at the end of the straight and the hot turbine had set fire to the oil that blew out everywhere. The team had now consumed four engines and none of their cars were runners. Unlike some lesser teams who slam the door in your face under adversity the Renault team remained remarkably affable, but with furrowed brows. In the background there was serious discussion going on amongst Renault and ELF engineers and the "big wheels" of those two companies.

Meanwhile the Ligiers were pounding round remarkably trouble free with the Williams cars hard behind them. The time that Arnoux had set the day before was still good for second place on the grid, but as Pironi and Jones approached it there was nothing the Renault driver could do to defend his position. With less wind and more heat it was proving difficult to improve on Friday's time, but even so Arnoux's position was very tenuous. On Friday Arnoux had recorded 1 min. 39.49 sec. and now Pironi had equalled it, while Jones was only one hundredth of a second away, but try as they might neither of them could improve. Laffite could not match his Friday time, but that didn't matter as it was secure for pole-position. Pironi and Jones were in the second row and all the Frenchman needed was an improvement of one hundredth of a second to move up on the front row, while Jones needed two hundredths. When you look at a hundredth of a second on a stop-watch it seems unreal, but it makes you realise what a knife-edge the top runners are on and how changing conditions of track or car can stop your progess no matter how hard you try. In a vain effort to get Pironi on the front row the two Ligier drivers went out together to "leap-frog" (frog!) each other down the straight, using each other's slip-stream to try and get that vital improvement, but the track surface had deteriorated with rubber and oil and heat. Jones was trying his utmost right to the end, while poor Arnoux could only stand and watch. Once again there was enormous relief when the chequered flag came out, some teams breathing a sigh of relief, others depressed and some content. Ligier were pretty confident, Williams were grimly determined, Renault were baffled, Ferrari bewildered and Brabham sad. "There's a McLaren ahead of us" said Gordon Murray.



The fastest 24 of the two days were in the race and Ensign were far from happy with a badly crashed car and the other in 26th place, while Shadow failed to qualify both their cars, which is becoming a habit. Ferrari were in unbelievable 17th and 19th places, among the Arrows and Tyrrells and not far from the Fittipaldis. Marc Surer was in a very respectable 11th place in the ATS, which says a lot for the yellow car against the red, white and blue Ensign that didn't qualify. The timed hour runs from 1 p.m. to 2 p.m. so everyone has lunch after it is all over and it was a very joyous Ligier team who sat down to their open-air lunch "en famile", with Guy Ligier at the head of the table full of mechanics and engineers, and the two drivers at the opposite end of the table. Not only were they first and third on the grid, they were the top French team in their own Grand Prix and earlier in the week Guy Ligier had signed over a big share of his team to a combine of Talbot and Matra in readiness for 1981. In the back of the Renault pits the top-brass of Billancourt and Elf were still in discussion and looking very serious and not a little worried. The engine failures seem to have started in the area of the pistons (made in Germany by Mähle) but the reason was not clear. They were still running 1.8 atu of boost and temperatures were all quite normal; they had good reason to be worried.

After all manner of sideshows and exhibitions on Sunday morning with the wind getting up again the half-hour warm-up before the 54 lap Grand Prix took place just after mid-day. The ELF people had checked and analysed the petrol that Renault were using and found nothing wrong, and anyway it was the same as Ligier and several other teams were using, so Renault re-set the boost a little lower on the two new engines installed in the RE23 and RE24, for Jabouille and Arnoux, respectively. In the Arrows team Patrese was using the long tail on his car, while Mass was using the short tail, Lotus and Williams were using the new 15" diameter front tyres from Goodyear, though Brabham and Ligier were on the 13" Goodyears. Piquet was about to try both on his car and the spare, with different suspension settings to do a direct comparison and Laffite was destined to use the spare Ligier, for his own car had sprung a petrol leak within the monocoque overnight and it was not instantly repairable. The spare Ligier had been re-set to as near the race-car as possible but there was insufficient time for fine adjustments. Depailler was happy to use the experimental car with the lower engine, and Villeneuve was just going to drive as hard as he could and enjoy himself regardless of the outcome.

The wind was becoming really tiresome as the starting time of 3 p.m. drew new, but thankfully the sun was shining, though the air was dusty. All 24 qualifiers set off from the pits to drive round to the grid and when all were assembled they were given the "off" for the parade lap, which Laffite led at a pretty fast pace. Back on the grid they were held for a long time before the green light came on and released them. Laffite made a scorching start from pole position leaving everyone standing. Jabouille's Renault broke its gearbox as the car started to move and Daly and de Angelis had cooked their clutches in the long delay and had trouble getting going.

The Ligier team at lunch, en famille.

STARTING GRID

16
R. Arnoux
(Renault V6 t/c)
RE24
1 min. 39.49 sec.
53 (1 min. 42.41 sec)

27
A. Jones
(Williams-Cosworth V8)
FW07B/7
1 min. 39.50 sec.
48 (1 min. 41.45 sec.)

15
*J-P Jabouille
(Renault V6 t/c)
RE23
1 min. 40.18 sec.
1 (—)

5
N. Piquet
(Brabham-Cosworth V8)
BT49/8
1 min. 40.67 sec.
51 (1 min. 42.86 sec.)

22
P. Depailler
(Alfa Romeo V12)
179/03
1 min. 40.89 sec.
7 (1 min. 44.74 sec.)

11
M. Andretti
(Lotus-Cosworth V8)
81/1
1 min. 41.56 sec.
16 (1 min. 45.67 sec.)

12
E. de Angelis
(Lotus-Cosworth V8)
81/3
1 min. 41.66 sec.
3 (1 min. 50.65 sec.)

3
J-P. Jarier
(Tyrrell-Cosworth V8)
010/4
1 min. 41.78 sec.
10 (1 min. 45.54 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
A3/5
1 min. 42.07 sec.
50 (1 min. 44.35 sec.)

4
D. Daly
(Tyrrell-Cosworth V8)
010/2
1 min. 42.77 sec.
41 (1 min. 45.82 sec.)

6
R. Zunino
(Brabham-Cosworth V8)
BT49/6
1 min. 43.14 sec.
1 (—)

20
E. Fittipaldi
(Fittipaldi-Cosworth V8)
F7/1
1 min. 43.21 sec.
46 (1 min. 44.51 sec.)

26
J. Laffite
(Ligier-Cosworth V8)
JS11/15/01 (T)
1 min. 38.88sec.
44 (1 min. 42.34 sec.)

25
D. Pironi
(Ligier-Cosworth V8)
JS11/15/04
1 min. 39.49sec
48 (1 min. 41. 51 sec.)

28
C. Reutemann
(Williams-Cosworth V8)
FW07B/5
1 min. 39.60 sec.
53 (1 min. 42.41 sec.)

8
A. Prost
(McLaren-Cosworth V8)
M29C/4
1 min. 40.63 sec.)
3 (1 min. 44.87 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
179/02
1 min. 40.85 sec.
3 (1 min. 45.48 sec.)

9
M. Surer
(ATS-Cosworth V8)
D4/03
1 min. 41.03 sec.
24 (1 min. 45.00 sec.)

7
J. Watson
(McLaren-Cosworth V8)
M29C/2
1 min. 41.63 sec.
45 (1 min. 44.22 dec.)

30
J. Mass
(Arrows-Cosworth V8)
A3/4
1 min. 41.71 sec.
50 (1 min. 44.27 sec.)

2
G. Villeneuve
(Ferrari-flat 12)
312 T5/045
1 min. 41.99 sec.
29 (1 min. 43.65 sec.)

1
J. Scheckter
(Ferrari-flat 12)
312T5/046
1 min. 42.38 sec.
47 (1 min. 43.81 sec.)

31
E. Cheever
(Osella-Cosworth V8)
FA1/1
1 min. 42.85 sec.
41 (1 min. 45. 24 sec.)

12
K. Rosberg
(Fittipaldi-Cosworth V8)
F7/2
1 min. 43.16 sec.
8 (1 min. 46.22 sec.)

Did not qualify:—
17 G. Lees (Shadow DN12/1) 1 min. 44.28 sec.
14 J. Lammers (Ensign MN12) 1 min. 44. 33 sec.
18 D. Kennedy (Shadow DN12/2) 1 min. 44.56 sec.
*Time recorded in Renault RE22
N.B. (T) denotes spare car.
Times in brackets are best lap in race, with lap number in bold.

Laffite was waiting for no-one, not even his team-mate, and pulled out an enormous lead on the opening lap, but from the word go Piquet (Brabham) and Villeneuve (Ferrari) were scrabbling past other cars in the hurly-burly of the opening lap. Pironi was in second place for a lap, but then Arnoux was by, in spite of being down on power and then Jones; Piquet scratched past Reutemann to take fifth place, while Prost passed the Williams number two on the next lap, making the order after three laps Laffite out on his own, Arnoux, Jones, Pironi, Piquet, Prost, Reutemann and Villeneuve. The Lotus of de Angelis was in the pits for attention to the clutch and then Prost dropped from the running to change to a different set of tyres. Although Arnoux was trying as hard as he could he was holding up the bunch behind him, which benefited Laffite who was way into the distance, but not at all happy for his car had too much under-steer on some of the fast bends and obviously the front tyres were going to suffer.

On lap five there was a reshuffle as Pironi passed Jones and Jones passed Arnoux, so that the order became Laffite, Pironi, Jones, Arnoux, Piquet, Reutemann and the remarkable Villeneuve hanging on to this leading group. His World Champion team-leader was not enjoying himself and was way down the back behind Cheever in the Osella, with only Daly behind him. On lap eight Jones took second place from Pironi and the two of them kept within sight of Laffite but too far back to worry him, at least as long as his tyres lasted. Arnoux was having a terrible time with the Renault as the boost pressure was falling and the delay on pick-up was getting really bad. Lesser drivers would have given up the unequal struggle, but not the wiry little Frenchman. He continued to put all he could into his driving and he held Piquet at bay until lap 11 and then had Reutemann looming up in his mirrors, with the red Ferrari still hanging on. Depailler was leading the rest in his Alfa Romeo, with Surer keeping the ATS well up behind the Italian car, but the rest were already trailing a long way behind. Scheckter stopped to change tyres after 10 laps, but little good it did him, and now he really was last, and Andretti was also into the pits complaining that he couldn't select fourth gear, but all this stuff down at the back was of little importance for up at the front the hard-chargers were all still at it, and they don't come any harder than Laffite, Jones, Pironi, Piquet, Arnoux, Reutemann and Villeneuve. Anyone who thinks Formula One is a "kid's game" should try mixing it with that little lot sometime. What had been a 15 second advantage for Laffite was now dwindling rapidly as his front tyres were wearing and the Ligier began to drop back into the clutches of the Jones/Pironi duo. The Australian was smiling to himself for he knew now that it was only a matter of time before he took the lead. His Williams was handling perfectly, the 15" front tyres were retaining their characteristics constant, as Goodyear technicians said they should, and any advantage that Pironi had down the straight and on the fast corner at the end, Jones could more than wipe out by his superior handling at the far end of the circuit, and in particular through the long right-hander and the fast left-hander leading onto the straight, which meant that he could lead Pironi comfortably into the twists and turns at the end of the lap. Having got all that worked out the crafty Aussie (shades of Jack Brabham!) could concentrate on hauling in the unfortunate Laffite.

It wasn't all that easy for Laffite doesn't give up, but the gap was closing fraction by fraction until the Williams was with the Ligier on lap 32, still with the second Ligier close behind in third place. Piquet was a lonely fourth and Arnoux was still in front of Reutemann in fifth place but Villeneuve had been forced to stop at the pits for change of tyres. Totally undaunted he took of back into the race at such a speed that he virtuall became airborne over the ramp leading from th pit road onto the circuit. This stop dropped hir almost to the back of the field, behind Watson Patrese, Mass and Fitipaldi, but he was soo catching them. Meanwhile Scheckter had bee lapped by the leaders. There was a big gap wher the midfield-runners had been for both Alf Romeos had retired, Depailler with a seize shock-absorber and Giacomelli with a peculia feel to the handling and steering as if something had broken somewhere; Surer had gone out wit gearbox failure.

As the leaders started lap 35 it was all over Jones was just waiting his opportunity, which came at the slow corners at the far end of the circuit. Laffite made no effort to block the Williams, there was no point, and Jones was by and away, though Pironi dropped in behind his team-mate for he knew there was nothing he could do about the Australian. The leading Williams was running perfectly and it pulled away from the two Ligiers while the French team groaned in despair; the Saudi Arabian-backed British team had driven the "frogs" into the ground, but it had been hard work. A long way back came the lonely Piquet, still driving hard, for behind him Arnoux was keeping in front of Reutemann by sheer gutsy driving, overcoming his lack of power and poor throttle response by sheer-hard graft. So hard, in fact, that he had bitten through his lip with concentration and determination. The rest had been lapped by the leader and Watson was leading them, though Villeneuve had caught and passed Fittipaldi, Mass and Patrese since his pit stop, and was now closing on the McLaren.

With 11 laps left to run Pironi was forced to go by his team-leader for Laffite was slowing visibly as his front tyres deteriorated, but he could afford to ease right off as Piquet was too far behind to catch him. Going as hard as ever Jones reeled off the closing laps and came home a comfortable and worthy winner of the French Grand Prix. As he finished his slowing-down lap one of the Williams team handed him a large Union Jack and he drew to a stop amidst the reception with the flag flying proudly in the strong French *Mistral* that never relented all day. It had been a good race, won so typically by the broad-shouldered, hard-nut Australian who is beginning to dominate the scene not by inspired brilliance but by determined application to the job in hand, backed by a very strong team of designers, engineers and mechanics, who provide him with the best tools to do the job.

It may not have been a French victory in their home Grand Prix, nor the Renault walk-over that was expected, but French drivers were second, third and fourth. — D.S.J.

Ricard Ripples:

Fittipaldi stopped on lap 50 when his Cosworth engine died. After the race his mechanics went to collect the car and it started instantly, having cooled down! The vaguaries of the racing machine.

* * *

Unipart laid on some lavish hospitality for their many guests only to have their car fail to qualify. Sometimes you can't win anything at all.

* * *

Before half-distance Team Lotus had gone from the scene, and their going was hardly noticed. Things must get better, they can't get any worse.

Reflections in the wake of the Mistral

WELL THAT was a pretty good French Grand Prix, in spite of being held on the very artificial and somewhat clinical Paul Ricard circuit. A week before the event was due to take place it looked as though there would only be two Renaults, two Ferraris, and three Alfa Romeos taking part, as "Bernie's Boys" decided to boycott the event, but common sense (I hope!) prevailed and FOCA turned up in force and performed as if nothing had happened at the Spanish GP or subsequently. As far as the French Grand Prix was concerned we now know who is running motor racing, and in particular Grand Prix racing. It is under the control of the *Federation Internationale de l'Automobile* through its deputed committee the *Federation Internationale de le Sport Automobile*. In other words the Internationally agreed governing body, as it always has been and I hope always will be.

To the Maserati enthusiast the name *Mistral* conjures up a sleek front-engined coupé around the years 1966/67, to the French it means a prevailing wind in the South of France and to the Formula One enthusiast it is the name of the 1.8 kilometre straight on the Paul Ricard circuit which lies about mid-way between Marseilles and Nice. The official name is *Ligne droite du Mistral* and it is a very appropriate name, for the warm wind blows strongly along the straight. It also blows strongly everywhere else and by Sunday night, I for one was thoroughly fed up with it. However, in spite of the *Mistral*, the French Grand Prix at Paul Ricard was very enjoyable and pretty exciting, if you were standing in the right place. The last Grand Prix at Paul Ricard was in 1978 and since then the art and science of making a racing car corner fast has advanced with leaps and bounds, so that lap records have been falling dramatically. Now that the under-side of a Formula One car is more efficient, from the air flow point of view, and down-force is being created by this air-flow, there is less need for devices on top of the car to generate down-force so that drag-creating nose-fins and steep-angle aerofoils are diminishing with a consequential lower overall drag and an increase in top speed. Figures of over 200 m.p.h. were being quoted in test sessions at Paul Ricard so on the first official practice day I scrounged a moped from the Candyman of the Tyrrell team and rode over to the end of the long straight. I was not disappointed.

Maximum speeds have always fascinated me, especially high maximum speeds, and in the 1955 Mille Miglia with Stirling Moss in the 300SLR Mercedes-Benz our maximum was 177 m.p.h. At one point down near Rome we held this maximum for something like six kilometres without the suspicion of a "lift on the throttle". The Mercedes-Benz was pulling 7,700 r.p.m. in fifth gear and it was a glorious feeling to watch the needle on the tachometer stay rock steady for mile after mile. One of my few regrets in life is that we did not get that far in the 1957 Mille Miglia in the 450S Maserati, for that big V8 would have done 185 m.p.h. on that particular stretch. I love to think about a mythical Mille Miglia in 1971 in a 917 Porsche with Pedro Rodriguez; we would have been doing 240 m.p.h. on that mountain plateau in Italy. However, I digress, to return to the reality of today. When I went to Long Beach in California I was told the Formula One Cars were doing 190 m.p.h. on the back leg of the circuit, so thinking "this I must see" I walked down to the fastest point and found the Heuer and Longines beam-timer were recording around 170 m.p.h. At Paul Ricard this year it was slightly different. The same beam-timers were recording 196 m.p.h. most of the time for the Renaults, though I would not doubt that occasional laps could well have seen 200 m.p.h. recorded, and even a bit over that.

What was much more interesting was the beam-timer on the apex of the long right curve that follows the straight, for that was recording 170 m.p.h. for Pironi in the Ligier and a little under that for the likes of Jones, Laffite, Arnoux and Reutemann. Everyone was lifting off at the end of the straight, some drivers more than others, but the top few were impressive. When you shut the throttle on a Cosworth V8 the fuel-injection metering unit automatically moves to "weak mixture", to give instant response when the throttles are slammed open again. If it stayed on "full rich" the inlet tracts would get over-rich and the engine would "blubber" slightly before coming in clean. The result of this is that when a Cosworth V8 engine goes onto the over-run due to the throttles being closed the exhaust note makes a noise something like "burble, burble, burble, pop, bang, pop, pop, bang, burble, burble" so there is no point in a driver telling you he took a corner flat-out when you are standing there listening. At the end of the *Mistral* straight one or two of the front runners were lifting their throttle foot for such a small amount of time that the metering unit did not have time to reset itself to "weak mixture", nor did the inlet tracts have time to get over-rich. This you could hear because the exhaust note definitely changed but did not make the usual popping and banging before it was heard again. On one occasion I could have sworn that Pironi did not lift his foot at all, and he later confirmed that he almost took the corner without lifting. The Ligiers were recording around 180 m.p.h. at the end of the straight and a slight "lift" at the entry to the corner and the tyre scrub as the car turned into the corner knocked off 10 m.p.h. This was one of the secrets of the Ligiers lap times and Pironi was so consistent through the corner speed timer that it was almost uncanny. Arnoux in the Renault had a different set of circumstances altogether. He arrived at the corner at 196 m.p.h., or even more, and had to lose 26 m.p.h. before the apex, assuming the Renault to have the same cornering power as the Ligier. This called for a much bigger judgement of speed reduction and more often than not Arnoux over-reacted and lost more speed than he need have done. The Williams cars were about mid-way between the Ligier and the Renault, and I'm sure all three were capable of achieving the same cornering power. Watching on this corner I could not help feeling that Ligier had got their calculations about "spot-on". Perfection would have been to arrive at the end of the straight doing the maximum cornering speed plus the speed lost by tyre scrub, then the driver could have taken that corner absolutely flat-out and come out of it at the maximum possible speed. They were not far off. The 15-20 m.p.h. top speed advantage of the Renault was not available for long enough to overcome the disadvantage of the driver having to make a speed reduction judgement, in which he invariably erred on the safe side; if he hadn't he would have lost adhesion and spun off. Had the straight been another kilometre longer it would have been a very different story.

At the beginning of the long straight there is a flat-out left hand bend leading on to it and this is preceded by a long right hand bend through which the cars are accelerating hard. Here the Williams had a big advantage for it was so nicely balanced that Alan Jones could accelerate really hard all the way round the corner with just a shade of over-steer and a fraction of left hand steering lock, "playing" the car between steering and throttle, and he took the following left hander faster than the Ligier or the Renault and could get to the other end of the straight in the same time that they took, even though they arrived at the other end going faster. The speed of the Williams through the long bend at the end of the straight was about the same as the Renault, but not quite the equal of the Ligier. So here we had three different approaches to the *Mistral* straight and the all-important corners at the beginning and end, yet the lap times were within one hundreth of second of each other. On Saturday afternoon when everyone was giving all they had the best times were Ligier 1 min. 39.49 secs. Williams 1 min. 39.50 secs. Renault 1 min 39.86 secs. On the previous day Renault had done 1 min. 39.49 secs., while Ligier (with their T-car) had done 1 min. 38.88 sec., but they never matched it with the race-car.

This does give some idea of the closeness of the front-runners in Formula One today, but don't imagine it is like this all the way down the field, for some of the teams are pretty hopeless and many of them were nowhere near 180 m.p.h. down the straight, nor were they remotely near 170 m.p.h. on the apex of the fast corner. Indeed the Ferraris were so awful that you could see they were slower than most and were visibly unstable even at their lower speed. There were not too many brave drivers either for most of the Cosworth V8 engines were going on to the weak-mixture popping and banging at the end of the straight, and for quite a long time. There wasn't much need to look at the lap times to see who was going to be up at the front of the grid,

FRENCH GRAND PRIX — Formula One — 54 laps Paul Ricard 5.81 kilometres — 313.74 kilometres — Hot & Windy

1st : Alan Jones (Williams FW07B/7)	1hr. 32 min. 43.42 sec. — 203.016 k.p.h.
2nd : Didier Pironi (Ligier JS11/15/04)	1hr. 32 min. 47.94 sec.
3rd : Jacques Laffite (Ligier JS11/15/01)	1hr. 33 min. 13.68 sec.
4th : Nelson Piquet (Brabham BT49/8)	1hr. 33 min. 58.30 sec.
5th : Rene Arnoux (Renault RE24)	1hr. 33 min. 59.57 sec.
6th : Carlos Reutemann (Williams FW07B-5)	1hr. 34 min. 00.16 sec.
7th : John Watson (McLaren M29C/2)	1 lap behind
8th : Gilles Villeneuve (Ferrari 312T5/045)	1 lap behind
9th : Riccardo Patrese (Arrows A3/5)	1 lap behind
10th : Jochen Mass (Arrows A3/4)	1 lap behind
11th : Derek Daly (Tyrrell 010/2)	2 laps behind
12th : Jody Scheckter (Ferrari 312T5/046)	2 laps behind
13th : Emerson Fittipaldi (Fittipaldi F7/1)	4 laps behind — not running at finish
14th : Jean-Pierre Jarier (Tyrrell 010/4)	4 laps behind

Fastest lap: Alan Jones (Williams FW07B/7) on lap 48 in 1 min. 41.45 sec. — 206.171 k.p.h. (New Record)

Retirements: Jean-Pierre Jabouille (Renault RE23) gearbox failure, at start; Ricardo Zunino (Brabham BT49/6) clutch failure, at start; Elio de Angelis (Lotus 81/3) clutch failure, on lap 4; Alain Prost (McLaren M29C/4) transmission failure, on lap 7; Bruno Giacomelli (Alfa Romeo 179/02) suspension and handling, on lap 9; Keijo Rosberg (Fittipaldi F7/2) crashed, on lap 9; Mario Andretti (Lotus 81/1) gearchanging difficulty, on lap 19; Patrick Depailler (Alfa Romeo 179/03) shock-absorber failure, on lap 26; Marc Surer (ATS D4/03) gearbox failure, on lap 27; Eddie Cheever (Osella FA1/1) engine failure, on lap 44; Emerson Fittipaldi (Fittipaldi F7/1) engine stopped, on lap 50.

24 starters — 14 finishers

Laffite, Arnoux, Pironi, Jones and Reutemann stood out. I know all the others will blame their cars and their designers, but it is not always the reason.

To go to the other side of the circuit there is a long, fast ess-bend after the straight past the pits and once again the star runners were head and shoulders above the rest. The Renaults, Ligiers and Williams were taking the ess-bend absolutely "flat", having just taken fifth gear before it and this was every bit of 160 m.p.h. It was pretty awe-inspiring to watch. Even more impressive was the way the fast drivers caught up on a slower driver after the exit of the ess-bend. As there was a short straight and then really heavy braking for a sharp right-hander at the end it saw the fast cars doing a lot of overtaking of slower cars at this point. Going into a corner fast is not too difficult, but coming out of a corner fast is another matter altogether and the speed of the faster drivers out of the esses, compared to slower drivers was remarkable. The braking area for the sharp right-hander was also the scene of some pretty desperate deeds in the opening stages of the race, from Piquet and Villeneuve in particular. There were 16 cars in front of Villeneuve on the starting grid, two of them eliminated themselves when the green light came on, leaving 14 and by the end of lap two there were only seven in front of him and he hung onto that leading group for nearly 20 laps. Last year Alan Jones paid Villeneuve the finest compliment when he said "Jeez, the guy just won't give up".

I have tried to explain some of the things that involve the "aces" up at the front and how close the competition is, but at the French GP it was as close among the "rabbits" who failed to qualify, though I won't attempt to explain why. The three non-qualifiers were Lees (Shadow), Lammers (Ensign) and Kennedy (Shadow) and their best lap times were, respectively, 1 min. 44.28 sec., 1 min 44.33 sec. and 1 min 44.56 sec. In the race itself all the fast runners were hammering on right to the end, as is evidenced by the lap on which they recorded their fastest lap. Jones and Pironi on lap 48, Laffite on lap 44, Piquet on lap 51, Arnoux and Reutemann on lap 53, and Watson on lap 45 and it was a 54 lap race!

At the opposite extreme to Grand Prix racing today is Historic racing and before the French GP the Historic Grand Prix Cars Association (which was formed last winter) organised a splended display and demonstration of famous old racing cars. They all came from Great Britain and included a fine array of famous cars that you could not fault. There were ERAs, Maseratis, Alfa Romeos and Talbot-Lagos and many more, and after 10 laps of the circuit, which was a long way for an historic race, the winner was Lamplough in his reconstructed P25 BRM, a few inches ahead of Willy Green in Maserati 2534, a truly historic Grand Prix car. There followed two ERAs, the first being the Hon Patrick Lindsay's R5B "Remus" with 2-litre engine, and Martin Morris in R11B, also with a 2-litre engine. Then came the Hon. Amschel Rothschild in the Maserati 2507 that Roy Salvadori used to race, followed by David Black's reconstructed Maserati 8CM and Sir John Venables-Llewelyn in ERA R4A now with 1500 c.c. engine. Chris Mann brought the ex-Shuttleworth "monoposto" Alfa Romeo home next ahead of his brother Peter in ERA R9B and Patrick Mash in ERA R1B. Macpherson in his ex-Ken Wharton Cooper-Bristol and Bill Morris in ERA R12B "Hanuman" completed the list of those who did the full 10 laps. Paul Grist (Talbot-Lago), Geoffrey St. John (Bugatti Type 51), Nick Mason (Connaught A-type), Martin Dean (Talbot-Lago) and Simon Phillips (Lotus 16) completed 9 laps. Pilkington (Talbot-Lago), Norman (Maserati 250F) and Maurice Trintignant (Lotus 16) all retired, the last-named famous French Grand Prix driver in one of Bruce Halford's cars.

Everyone enjoyed the sights and sounds (and smells) of these famous old cars and on Friday afternoon they had a practice session immediately after the Formula One session. While many of the Formula One people looked on some of the mechanics were taking photographs of cars long before their time and Alan Jones and the Williams designer Patrick Head climbed over the pit wall to have a closer look as the cars assembled in the starting grid area before starting practice. Alan Jones was "fingering" a 250F Maserati because his dad used to race one out in Australia, and Patrick Head was taking a close interest because his cousin was in one of the Talbot-Lagos. What both Jones and Head had not realised was that historic cars have to be push-started, there were no on-board self-starters in those days and as there were more cars than helpers they found themselves roped in to push-start an awful lot of the cars. As they climbed back over the wall, breathing heavily, they grinned and said "that was the result of ignorance, we wondered why you stayed behind the wall".

On Saturday evening there was a pleasant champagne party given by Moet and Chandon for the "historic" drivers, their helpers and friends and unlike the Formula One drivers who waste good Moet and Chandon by shaking the bottle and squirting it over officials and photographers the "historic" drivers all drank it with decorum and pleasure. And so did their helpers and their friends. It was nice to see the Renault team-manager Jean Sage at the party (in spite of the engine trouble that the Renault team were suffering), for he loves old cars and has two or three GT Ferraris of his own from back in the sixties.

For anyone who didn't like old cars or the best new ones there was a galaxy of racing and entertainment throughout Saturday and Sunday, with races for every type of saloon and for small single-seater. I am afraid I cannot work up much enthusiasim for one-make racing as I like *motor* racing, not *driver* racing and fifty R5 Renaults rushing round the circuit do not attract me. Nor did a vast number of coloured boxes on wheels which the programme called Leyland Castrol cars. Curiosity got the better of me and I felt forced to discover what a Leyland-Castrol was. It turned out to be a BMC-Mini made in Italy by Innocenti. I could not understand why they were racing against each other, I would have thought that a contest between Minis and R5 Renault would have been much more instructive.

At one point Hans Herrmann was doing some laps in a shortwheelbase, out-board front-brake, Mercedes-Benz W196 Grand Prix car from 1955, though I never did discover why, and then there was a French motorcyclist who jumped his motorcycle over the Marlboro start-line bridge. He took off from an enormously high ramp and landed on another one of equal height the other side, so that in reality he only jumped a height of a few feet, though the motorcycle attained a great height from the actual ground. Some multi-coloured parachutists did a superb job of landing in the start area with the handicap of the *Mistral* doing its best to blow them off course, and jet-planes zoomed about the sky. I often wonder if the paying public would rather pay less money and just have one motor-race to watch as an afternoon of entertainment, instead of two very long days. Had the FOCA contingent not turned up the French GP would probably have broken even with a handful of spectators, for Renault would have undoubtedly taken part for no money other than prize money, as would Alfa Romeo, and Enzo Ferrari would have probably agreed to send his team for no start-money just to annoy FOCA, as he does not really like "Mr Ecclestone and his gang". — D.S.J.

Notes on the Cars at Paul Ricard

WITH THE Formula One scene in a state of flux at the moment and the season reaching mid-way, technical progress is not surprisingly slowing down, though detail work is still very active and improved lap times in testing at Silverstone and Brands Hatch indicate a remarkable forward progress. Shortly before the French Grand Prix Ferrari announced his new Formula One car to replace the current T5. This was the 126C, a 1½-litre V6 with exhaust turbo-charging quoted as developing 540 b.h.p. At the moment it is not known when it will replace the T5, but Villeneuve had been driving it on test at the Ferrari Fiorano track and all for giving it a run in the French GP but Ferrari engineers thought otherwise.

Ferrari: With the Ferrari "turbo" on test it was not surprising to find three unchanged T5 cars in the Paul Ricard paddock. They were 046 (Scheckter), 045 (Villeneuve) and 044 (T-car).

Williams: Jones had FW07B/7 as usual, with FW07B/6 as the spare, and Reutemann still had FW07B/5, repaired after its Spanish accident. Like Brabham and Lotus the Williams team were experimenting with 15" front tyres.

Arrows: The usual three cars, A3/5 (Patrese), A3/4 (Mass) and A3/1 (spare). The spare car and A3/5 were fitted with the neat long tails over the gearbox, seen earlier in the season, while A3/4 had a short tail. Results were inconclusive.

Osella: The first car, FA1/1 was the race-car and FA1/2 was really only a complete set of travelling spares, not a usable car.

Tyrrell: The car that Daly destroyed at Monaco (010/3) was replaced by a new car (010/4) in Spain, though it carried the destroyed car's identity for the time being. At Paul Ricard it took its place as the team lead-car, driven by Jarier, while Daly went back to 010/2 which he had had new for the South African GP. The original car of the 1980 series, 010/1, was the team spare.

Continued on page 1218

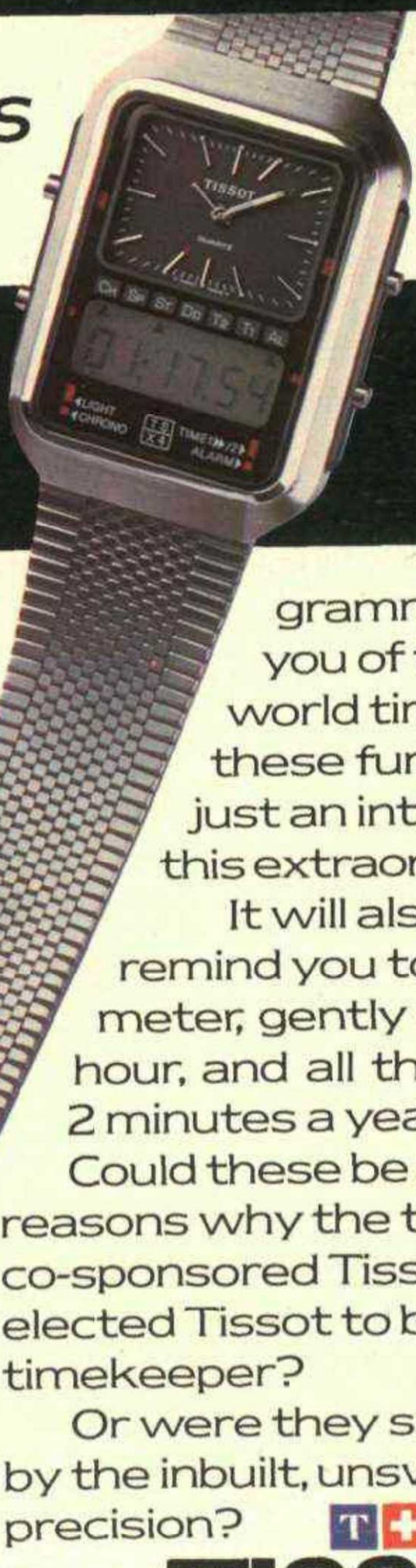
The long tail on the Arrows which covers the gearbox completely.



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FRENCH GP

Top: Alan Jones, hopefully heading for the World Championship, after a well deserved win at Paul Ricard, where he drove a planned and very determined race.

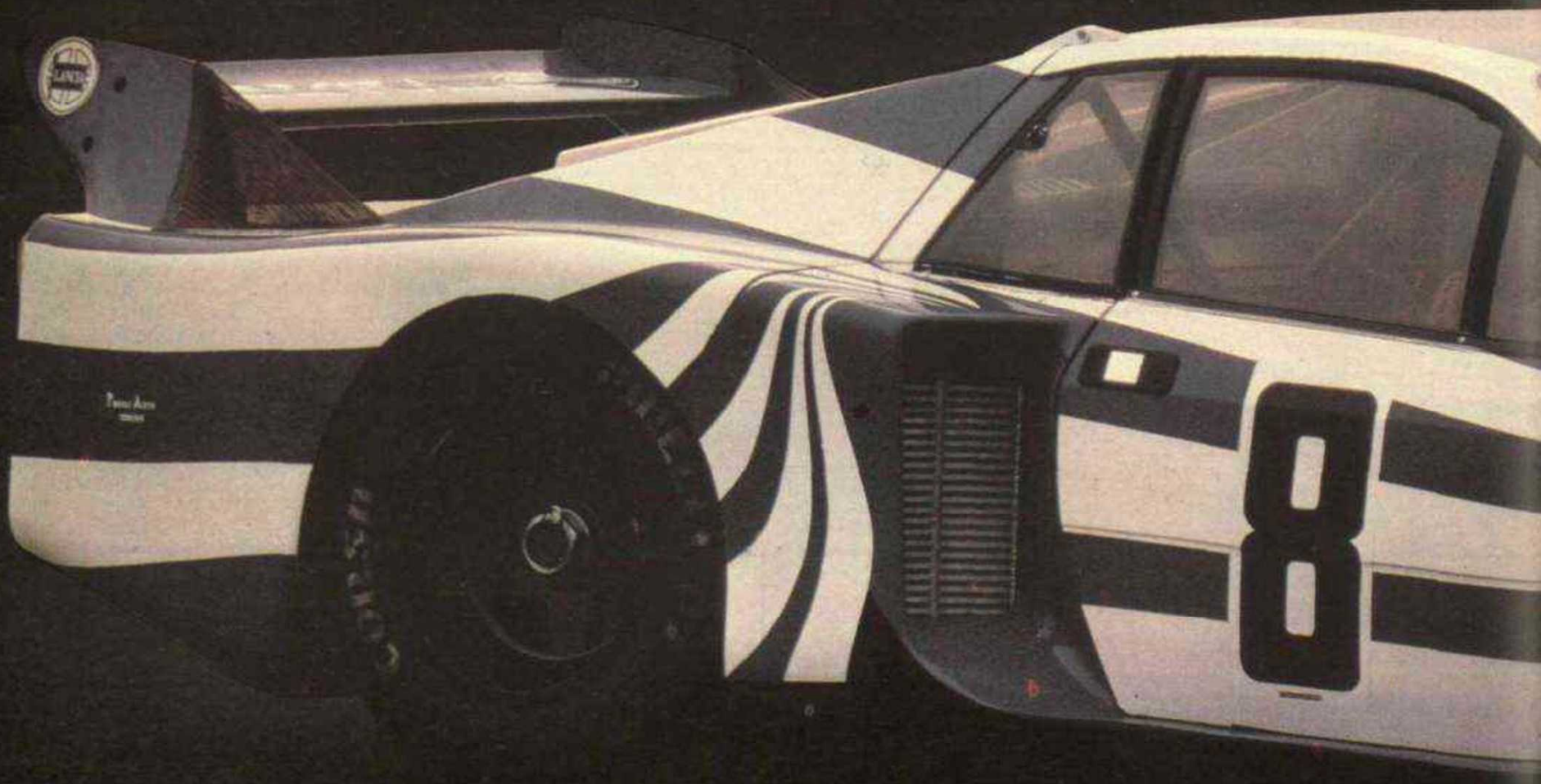
Right: The Williams FW07B of Alan Jones leads the Ligier of second place man Didier Pironi. The Williams' perfect handling more than made up for any speed advantage the Ligier may have had on the straight and Jones made full use of this to keep his position ahead of Pironi.

Bottom: Rene Arnoux (Renault) drove a brilliant race under difficult conditions, battling hard throughout the event to keep ahead of Carlos Reutemann's Williams.





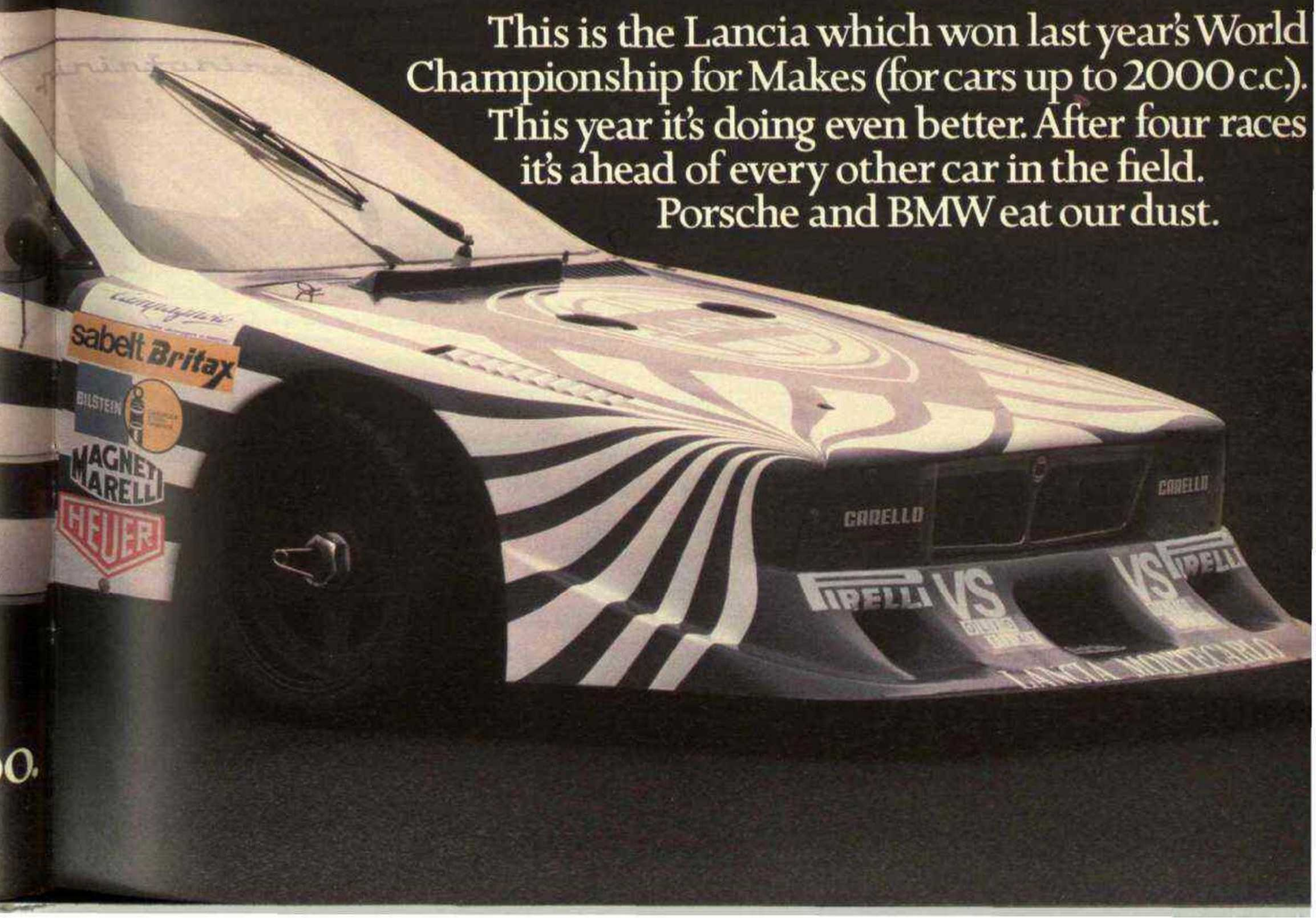
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battle



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FRENCH GP

Top: After a tremendous start, Jaques Laffite exploited his advantage by driving really hard until his front tyres started to wear, by which time Alan Jones was not far behind. Laffite was passed by Jones on lap 35, finishing the race in third place behind Pironi, who squeezed past on lap 43.

Left: A consistent drive by Nelson Piquet in his new Brabham BT 49 took him to fourth place.

Bottom: Mario Andretti finds himself the filling in an Arrow sandwich during the early part of the race. Mass leads, Patrese follows and John Watson (who eventually passed the others) brings up the rear.

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BRITISH GRAND PRIX

SUPPORTING EVENTS



AS HAS become customary at Grand Prix events, the paying public at Brands Hatch were given the opportunity to see rather more than a Formula 1 race alone. In addition to the supporting races, there were many displays and demonstrations, amongst which the RAF Harrier (top right) was prominent. The Vandervell Formula 3 race on the Sunday morning (centre)was won by Kenny Acheson (March Toyota) from Stefan Johansson in a similar car. Willie Green won the Lloyds and Scottish HistoricCar Championship race (left) driving the JCB Dino Ferrari, from Alain de Cadenet in his DBR Aston Martin. The Tricentrol Saloon Car Championship Race was stopped after 16 laps due to a pile up and the result was given to Jeff Allam in a Rover 3500 (lower left) while the previous day the BMW Procar race had provided much excitement with a number of interesting incidents such as the one pictured below right.

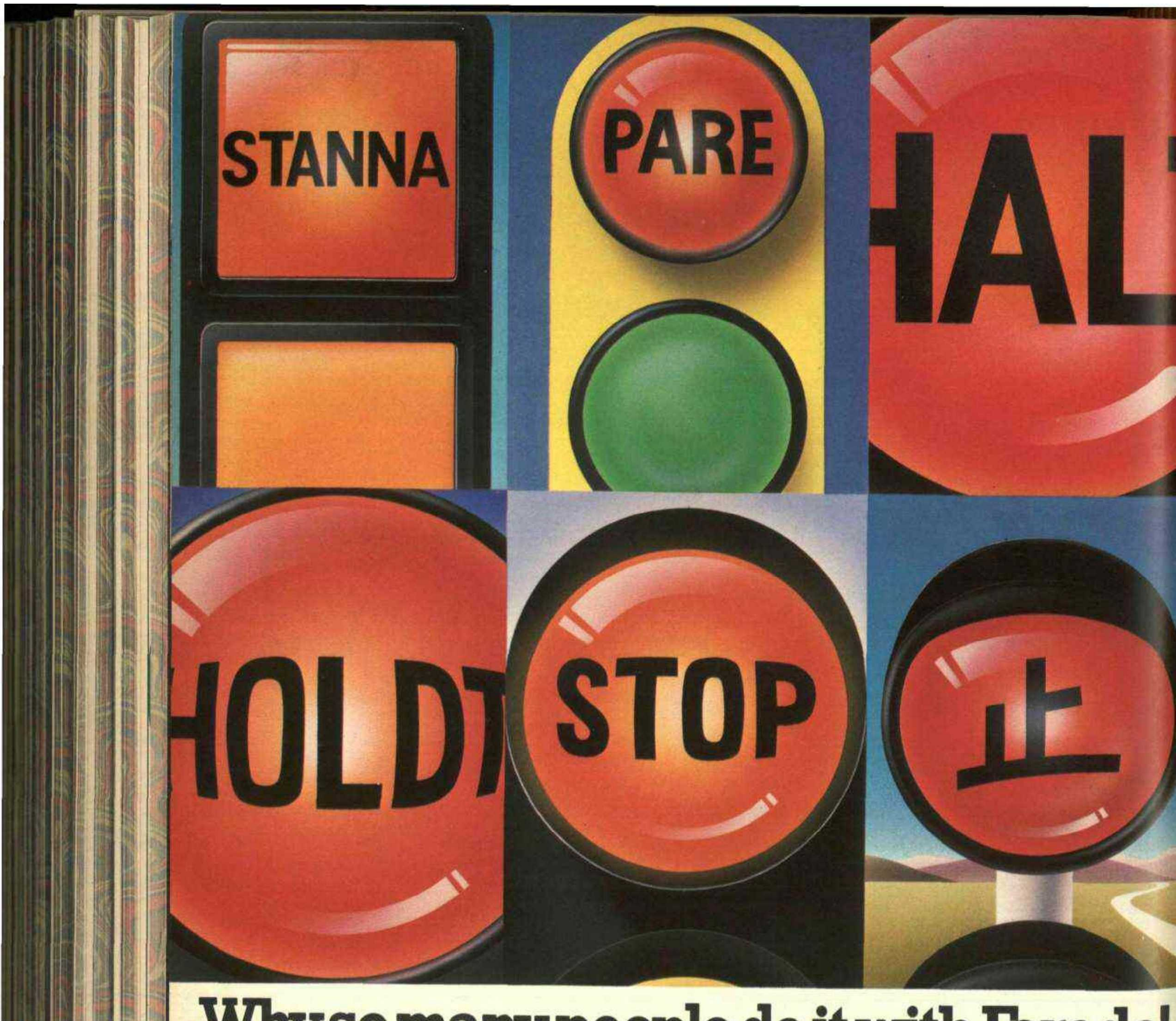
(for brief report on the supporting races see page 1160).











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Pironi leads Ligier team mate Lafitte and the rest of the field away from the start.

BRITISH GRAND PRIX

continued from 1160

When the dust had settled a remarkable starting grid was sorted out from the two days of testing and timing. On pole position with a time of 1 min. 11.004 sec. was the ruffled, but determined Didier Pironi in the blue and white Ligier. In second place, but nearly half-a-second down, was Jacques Laffite in the second Ligier, and then came Jones and Reutemann in the Williams cars and Piquet in his Brabham, so close to each other that second places of decimals, or hundredths of a second separated them, all five drivers in the select 1 min. 11 sec. bracket and all of them more than five-and-a-half seconds faster than the existing lap record, and a little over five seconds faster than the previous best lap ever recorded at Brands Hatch. While some people were throwing their hands up in dismay and apprehension. I found it all *very* exciting. The Alfa Romeos were looking pretty good, and Prost had raised McLaren's hopes, while the Tyrrell drivers actually brought a smile to the wood-merchant's hatchet features with their tenth and eleventh places. The Renault team were no higher than they expected to be on the twisty and tight little Kentish circuit, but the Ferrari team were in despair, with World Champion Scheckter next to last and Villeneuve not very far ahead. Lotus were a little happier, with Andretti in ninth place, from where he could at least see the front of the grid, unlike the Arrows team who were right down the back. Hector Rebaque had got quietly on with the job, and qualified comfortably, as had Keegan, but Mrs. Wilson was very depressed at being last, finding that *real* Formula One racing is a bit different from Aurora racing which is *called* Formula One. Unipart had another great social "gastronomic orgy" for their customers and clients with only a non-starter to celebrate and Fittipaldi just scraped in near the back of the grid with his new car. When you realise that Desiré Wilson was the slowest of the entire entry, and her best time of 1 min. 16.315 sec. was *faster* than Ronnie Peterson's pole-position winning time of 1978 and *faster* than Nelson Piquet's existing lap record set up in 1979, it makes you hold your head and say "whew!"

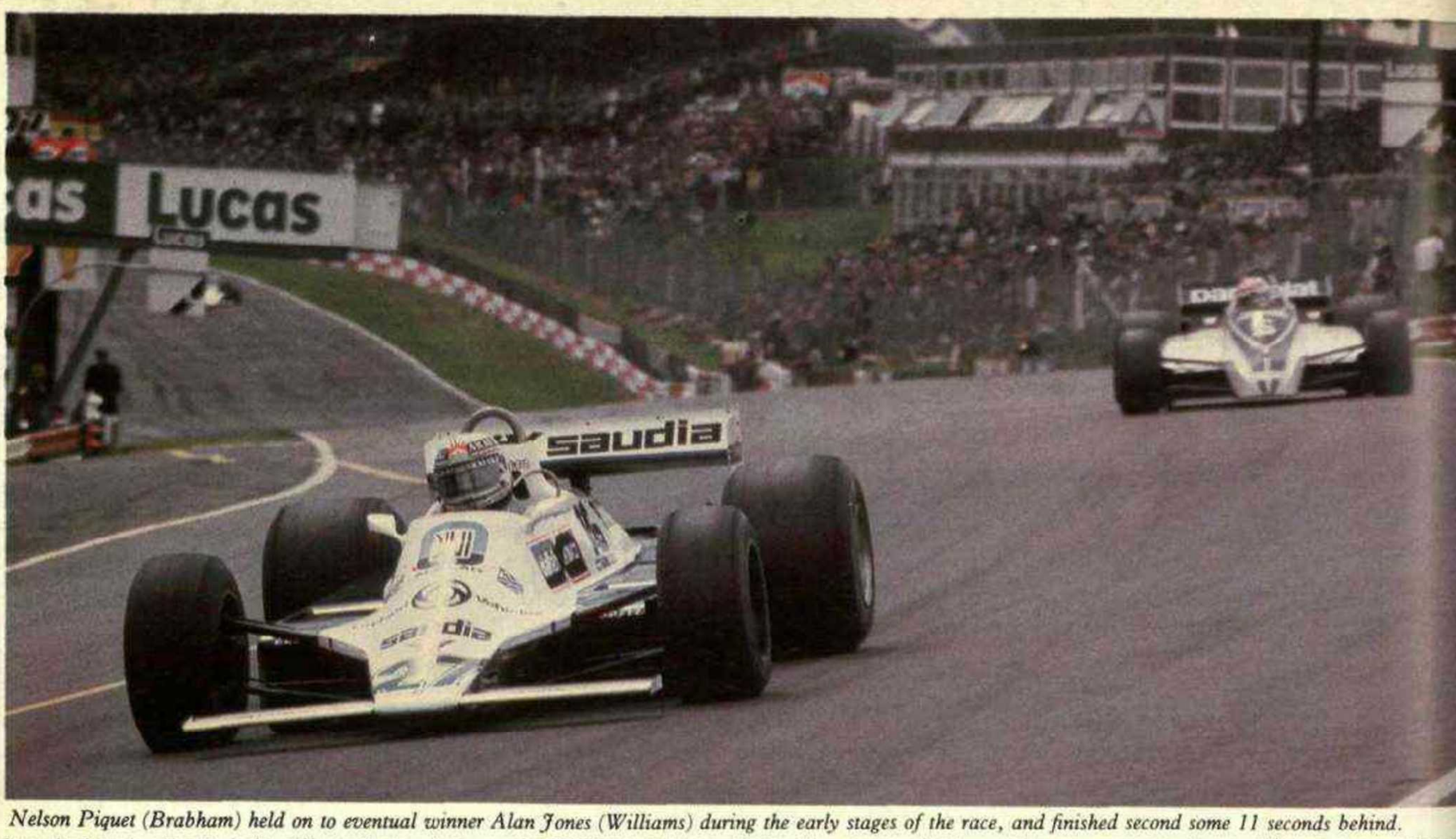
Although rain was forecast for Sunday it was

PRACTICE TIMES

No.	Driver	Friday pm	Saturday pm
1	J. Scheckter	1.15.370	1.15.430
2	G. Villeneuve	1.14.754	1.14.296
3	J-P. Jarier	1.14.926	1.13.666
4	D. Daly	1.14.011	1.13.469
5	N. Piquet	1.13.089	1.11.634
6	H. Rebaque	1.15.307	1.14.226
7	J. Watson	1.13.717	1.13.916
8	A. Prost	1.12.759	1.12.634
9	M. Surer	1.14.948	1.13.953
11	M. Andretti	1.14.780	1.13.400
12	E. de Angelis	1.14.617	1.13.859
14	J. Lammers	1.17.274	1.15.596
15	J-P. Jabouille	1.14.278	1.13.749
16	R. Arnoux	1.14.170	1.13.967
17	G. Lees	Entry	Withdrawn
18	D. Kennedy	Entry	Withdrawn
20	E. Fittipaldi	6.39.105	1.14.580
21	K. Rosberg	1.17.198	1.15.845
22	P. Depailler	1.13.189	1.14.038
23	B. Giacomelli	1.15.208	1.12.128
25	D. Pironi	**1.11.004**	**1.11.017**
26	J. Laffite	1.11.749	1.11.395
27	A. Jones	1.11.609	1.11.630
28	C. Reutemann	1.11.839	1.11.629
29	R. Patrese	1.16.942	1.14.560
30	J. Mass	1.17.416	1.15.423
31	E. Cheever	1.15.233	1.14.517
43	Mrs. D. Wilson	1.17.624	1.16.315
50	R. Keegan	1.15.259	1.14.236

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Jody Scheckter	ZA	Ferrari	312T5	Red White	Ferrari flat-12	Michelin	Fiat Agip
2	Gilles Villeneuve	CDN	Ferrari	312T5	Red White	Ferrari flat-12	Michelin	Fiat Agip
3	Jean-Pierre Jarier	FR	Tyrrell	010	Blue Red	Cosworth V8	Goodyear	Candy Appliances
4	Derek Daly	IRL	Tyrrell	010	Blue Red	Cosworth V8	Goodyear	Candy Appliances
5	Nelson Piquet	BR	Brabham	BT49	Blue White	Cosworth V8	Goodyear	Parmalat Foods
6	Hector Rebaque	MEX	Brabham	BT49	Blue White	Cosworth V8	Goodyear	Parmalat Foods
7	John Watson	ULS	McLaren	M29C	White Red	Cosworth V8	Goodyear	Marlboro Castrol
8	Alain Prost	FR	McLaren	M29C	White Red	Cosworth V8	Goodyear	Marlboro Castrol
9	Marc Surer	CH	ATS	D4	Yellow	Cosworth V8	Goodyear	ATS Wheels
11	Mario Andretti	USA	Lotus	81	Blue Red Silver	Cosworth V8	Goodyear	Essex Tissot
12	Elio de Angelis	I	Lotus	81	Blue Red Silver	Cosworth V8	Goodyear	Essex Tissot
14	Jan Lammers	NL	Ensign	N180	Red White Blue	Cosworth V8	Goodyear	Unipart
15	Jean-Pierre Jabouille	FR	Renault	RE	Yellow White Black	Renault V6 t c	Michelin	ELF
16	Rene Arnoux	FR	Renault	RE	Yellow White Black	Renault V6 t c	Michelin	ELF
17	Geoffrey Lees	GB	Shadow	DN12	White	Cosworth V8	Goodyear	Theodore Racing
18	David Kennedy	IRL	Shadow	DN12	White	Cosworth V8	Goodyear	Theodore Racing
20	Emerson Fittipaldi	BR	Fittipaldi	F8	Yellow	Cosworth V8	Goodyear	Skol Lager
21	Keijo Rosberg	FIN	Fittipaldi	F7	Yellow	Cosworth V8	Goodyear	Skol Lager
22	Patrick Depailler	FR	Alfa Romeo	179	Red White	Alfa Romeo V12	Goodyear	Marlboro
23	Bruno Giacomelli	I	Alfa Romeo	179	Red White	Alfa Romeo V12	Goodyear	Marlboro
25	Didier Pironi	FR	Ligier	JS11/15	Blue White	Cosworth V8	Goodyear	Gitanes ELF
26	Jacques Laffite	FR	Ligier	JS11/15	Blue White	Cosworth V8	Goodyear	Gitanes ELF
27	Alan Jones	AUS	Williams	FW07B	White Green	Cosworth V8	Goodyear	Saudi Arabia Leyland
28	Carlos Reutemann	ARG	Williams	FW07B	White Green	Cosworth V8	Goodyear	Saudi Arabia Leyland
29	Riccardo Patrese	I	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
30	Jochen Mass	D	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
31	Eddie Cheever	USA	Osella	FA1	White Black	Cosworth V8	Goodyear	Denim Aftershave
43	Mrs Desiré Wilson	ZA	Williams	FW07	White Gold	Cosworth V8	Goodyear	Murjani
50	Rupert Keegan	GB	Williams	FW07	Gold Black	Cosworth V8	Goodyear	Penthouse Rizzla



Nelson Piquet (Brabham) held on to eventual winner Alan Jones (Williams) during the early stages of the race, and finished second some 11 seconds behind.

hoped that it would hold off until the late afternoon, but just in case, one or two teams brushed up on their wheel-changing drill at the end of the morning warm-up period. The only unfortunate occurrence was that Cheever stopped with engine trouble on the Osella and his team had hurriedly to prepare their second car. For the rest all was as near in order as it was ever going to be. Arnoux was in the T-Renault, de Angelis was in the T-Lotus and Keegan had taken over Mrs. Wilson's car. There had been a lot of work going on through Saturday evening. Alan Jones had decided to race his regular car, number 7, though the new one was all warmed-up and ready to go should he change his mind. During the interval between the end of the warm-up period and the preliminaries for the race most people had lunch, but the mechanics were all busy with final preparations, filling the fuel tanks, checking everything, mounting the correct wheels and tyres, preparing the spare ones, arranging tools and equipment for any emergency and all the hundred and one other things necessary before a race. Meanwhile the drivers all dutifully went to the official "driver briefing" as called for in FISA regulations, which was held in a coach at the end of the pits. They were then expected to climb into the passenger seats of a parade of MG cars for a lap of the circuit, and *then* find time for a sandwich and a glass of milk and prepare themselves for the 3 p.m. start, so it was not surprising that many of them opted out of the parade. The whole time-schedule was much too tight.

In good time all 24 cars left the pit lane and were driven round to the grid and then Pironi led them away on a pretty fast "line-astern" parade lap to the start. The red light came on, revs rose, clutches bit and then the green light shone and the field surged towards Paddock Bend with Pironi in the lead with Laffite on his left. Pironi's start was superb but Jones was not as good and as he tried to take the inside line Laffite moved over on him and they sat it out in good clean competition with the Williams right on the inside edge, until the Australian had to give in and the second Ligier followed the first down the hill and up to Druids Hairpin. Pironi powered away, confident that Laffite would be doing his best to make things difficult for the opposition. By the end of the opening lap Pironi had already pulled out a measurable lead, and it was quite obvious that Jones could do no more than hold on to Laffite, while Nelson Piquet was right with them. Reutemann was leading the rest and Fittipaldi was bringing up the rear. By the end of practice and qualifying it seemed that we were in for an exciting battle between the two Ligiers and the two Williams, with a Brabham in amongst them for good measure, but it needed only a handful of laps to show that this was not going to happen. Pironi was running away into the distance, Jones and Piquet could only just stay with Laffite and Reutemann was in a different race. For a exciting moment it looked as though Watson w overtaking Jabouille's Renault, but then t French car coasted to a stop with a seized engin Laffite was pulling away from Jones and Piqu and by 10 laps it was all over, or seemed to b with the two blue and white French cars wi their French drivers out-speeding everyone ar looking fast, safe and steady. In third place can the Williams of Alan Jones, with Piquet Brabham in his wake, then came Reutemann o his own, followed by the two Alfa Romeos in t order Depailler, Giacomelli. In eighth place can Daly (Tyrrell) on his own and team-mate Jari was in tenth place, just behind Andretti's Lotu The two McLaren's were next and then there w a long gap before Villeneuve's Ferrari and t second Lotus appeared. Keegan, Surer ar Rebaque were having a nice dice of litt

Reutemann (Williams) leads Mass (Arrow) and Jarier (Tyrrell).





Arnoux (Renault) squeezed off the fast lane by a gaggle of other competitors.

consequence and Arnoux was doing the best he could under the handicap of bruised ribs. Bringing up the rear were Patrese, Scheckter, Mass and Fitipaldi as Cheever went into the pits to try different front tyres. Elio de Angelis was unhappy with the feel of the spare Lotus and stopped at the pits as did Prost when he found he could not pass Watson, and he changed front tyres. Then when Giacomelli realised Daly was closing on him, he too stopped to change tyres.

On lap 17 it looked as though Pironi was in trouble, for Laffite was closing on him and on lap 18 he was quite close. On lap 19 Laffite went by into the lead as Pironi slowed drastically with a soft front tyre and by the time he reached the pit lane Jones, Piquet and Reutemann had gone by. There was some confusion in the Ligier pit and they subsequently changed all four tyres, but not in one smooth operation, so that by the time Pironi rejoined the race he was down in last place, two laps behind his leading team-mate. From a dominant 1-2 the Ligier team had gone to 1-21, but it immediately became 1-20 as Villeneuve pulled into the pits with a sticking side-skirt and ignition trouble on his Ferrari. While all this was going on Cheever veered off onto the centre grass patch of Clearways as the right-rear suspension rocker-arm broke and the rear wheels took charge of the directional stability. Everything was falling apart now, for Depailler dropped out of the



STARTING GRID

26
J. Laffite
(Ligier-Cosworth)
JS11/15/03
1 min. 11.395 sec.
14 (1 min. 14.067 sec.)

28
C. Reutemann
(Williams-Cosworth V8)
FW07B/5
1 min. 11.629 sec.
75 (1 min. 13.225 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
179/02
1 min. 12.128 sec.
40 (1 min. 15.058 sec.)

22
P. Depailler
(Alfa Romeo V12)
179/03
1 min. 13.189 sec.
13 (1 min. 15.786 sec.)

4
D. Daly
(Tyrell-Cosworth V8)
010/2
1 min. 13.469 sec.
69 (1 min. 14.348 sec)

7
J. Watson
(McLaren-Cosworth V8)
M29C/2
1 min. 13.717 sec.
48 (1 min. 15.625 sec.)

12
**E. de Angelis
(Lotus-Cosworth V8)
81/2 (T)
1 min. 13.859 sec.
(1 min. 17.318 sec.)

16
***R. Arnoux
(Renault-V6 t/c)
RE22 (T)
1 min. 13.967 sec.
(1 min. 15.378 sec.)

50
****R. Keegan
(Williams-Cosworth V8)
FW07/3 (T)
1 min. 14.236 sec.
65 (1 min. 16.780 sec.)

31
*****E. Cheever
(Osella-Cosworth V8)
FA1/2 (T)
1 min. 14.517 sec.
14 (1 min. 19.136 sec.)

20
E. Fittipaldi
(Fittipaldi-Cosworth V8)
F8/1
1 min. 14.580 sec.
34 (1 min. 17.259 sec.)

30
J. Mass
(Arrows-Cosworth V8)
A3/4
1 min. 15.423 sec.
58 (1 min. 17.306 sec.)

25
D. Pironi
(Ligier-Cosworth V8)
JS11/15/04
1 min. 11.004 sec.
54 (1 min. 12.368 sec.)

27
A. Jones*
(Williams-Cosworth V8)
FW07B/7
1 min. 11.609 sec.
53 (1 min. 13.179 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
BT49/8
1 min. 11.634 sec.
60 (1 min. 13.375 sec.)

8
A. Prost
(McLaren-Cosworth V8)
M26C/4
1 min. 12.634 sec.
51 (1 min. 14.118 sec)

11
M. Andretti
(Lotus-Cosworth V8)
81/1
1 min. 13.400 sec.
44 (1 min. 15.219 sec)

3
J.P. Jarier
(Tyrell-Cosworth V8)
010/4
1 min. 13.666 sec.
55 (1 min. 15.129 sec.)

15
J.P. Jabouille
(Renault-V6 t/c)
RE23
1 min. 13.749 sec.
5 (1 min. 17.224 sec.)

9
M. Surer
(ATS-Cosworth V8)
D4/03
1 min. 13.953 sec.
52 (1 min. 15.661 sec.)

6
H. Rebaque
(Brabham-Cosworth V8)
BT49/6
1 min. 14 226 sec.
37 (1 min. 15.738 sec.)

2
G. Villeneuve
(Ferrari-flat 12)
312T5/048
1 min. 14.296 sec.
32 (1 min. 15.837 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
A3/5
1 min. 14.560 sec.
49 (1 min. 16.945 sec.)

1
J. Scheckter******
(Ferrari-flat 12)
312T5/046
1 min. 15.370 sec.
64 (1 min. 15.742 sec.)

Did not qualify: 14 J. Lammers (Ensign MN14) 1 min. 15.596 sec. 21 K. Rosberg (Fittipaldi F7/3) 1 min. 15.845 sec. 43 Mrs. D. Wilson (Williams FW07/3) 1 min. 16.315 sec.

* Time recorded in Williams FW07B/8
** Time recorded in Lotus 81/3
*** Time recorded in Renault RE24
**** Time recorded in Williams FW07/2
***** Time recorded in Osella FA1/1
****** Time recorded in Ferrari 312T5/044

N.B. Time in brackets are best lap in race and number in bold is lap on which it was achieved.

running to change front tyres, Villeneuve was back in again and Mass broke his steering wheel. Depailler's Alfa Romeo broke its engine and Laffite was well on to lapping the mid-field runners. As he lapped Surer, who was in ninth place, he ran wide out of Clearways and got on the



The "cold and ruthless" Pironi about to be passed by team mate Lafitte when one of the front tyres of his Ligier started to lose pressure.

loose stuff with his left wheels, and shook his fist at the young Swiss as he came back on to the track. This was at the end of lap 27. Two laps later his left tyre was showing signs of deflating and he was getting into some wild slides on right-hand bends. By the time he was on lap 31 he knew he had trouble, but it was too late and the tyre split circumferentially near its outer edge and the Ligier slid off into the run-off area at Hawthorn Corner and was out of the race. A smiling Alan Jones inherited the lead and from a position of total dominance the Ligier team had disappeared, except that Pironi had other ideas and was already up to twelfth place and going faster than anyone on the track. He had caught and passed Depailler, before he retired, Mass before his pit-stop, Fittipaldi, Arnoux, Patrese, Scheckter and Keegan and was now after Prost. When Scheckter was lapped by Daly, who was running in a good fourth place by now, he went into the pits to change tyres. Arnoux was in the pits for a long time while a plug on a rear caliper which was leaking fluid was replaced.

By half distance, which was 38 laps any hope of excitement had gone and it was just a case of watching Jones do a good master-driver's job of work in a car that was going superbly; a real credit to the Williams team preparation. Piquet was a distant second and Reutemann a distant third. Daly, Andretti and Jarier followed, in that order, all on the same lap as Jones, but not for long, and already lapped were Watson, Giacomelli, Surer and Rebaque while Pironi was charging up through the field as was Prost, albeit at a slightly diminished rate to that of the Ligier driver. Tailing along still were Patrese, Fittipaldi, Scheckter, Keegan, Mass and Arnoux, and then Villeneuve disappeared from the end of the field when his Ferrari engine broke.

Apart from admiring Jones' smooth driving and the stability of the Williams the only interest lay in Pironi's progress. He had no hope of regaining the lead but he could still pick up plenty of places and between lap 38 and lap 48 he caught and passed Surer, Rebaque, Giacomelli and Watson, which put him into seventh place, but he hadn't finished. While Andretti was fumbling with a recalcitrant gearchange Jarier passed the Lotus, then Pironi passed it and then Andretti retired at the pits. Jarier was easy meat for Pironi, which moved him up to fifth place and then he came up behind Daly, no doubt remembering what happened in practice. This time Daly was than justified in not giving way, as fourth was at stake and he knew it. Knowing he being hounded by Pironi he can be excuse getting in the way when Alan Jones lapped but by lap 62 Pironi had the Tyrrell in his si Before he could deal with it the left rear tyr the Ligier failed and Pironi swerved onto the on the inside of Westfields Corner, at the far of circuit, and his race was run as he came te with the tyre a tangled mess around the While some drivers will charge up from last with passion and excitement, driving right o ragged edge of disaster and playing it right the line, as for example Arnoux and Villen have done in the past, Pironi's progress was hard, ruthless, unemotional and a bit "spoo He left the lap record at 1 min. 12.368 (125.690 m.p.h.) having done more than a d laps consecutively in the 1 min. 12 sec. bra while everyone else was in the 1 min. 13 bracket, and yet no sense of achievement apparent. In the past people said Niki Lauda a "machine" not a human being; they should at Didier Pironi, a driver of the "computer a As the television cameras watched him climb

Depailler (Alfa Romeo) stopped to change front tyres, but to no avail as the engine broke shortly afterwards.

Daly (Tyrrell) held on to fourth place, despite being pushed hard by Pironi b the latter suffered tyre failure.







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SET TONIGHT ALIGHT

VEUVE DU VERNAY



Keegan (Williams) leads Rebaque (Brabham — left) and Surer (ATS).

of the cockpit and remove his helmet and balaclava there was no sign of emotion, satisfaction, frustration, anger or disappointment — it was just Didier Pironi, driver of the Ligier racing car.

It was now really all over, Prost had caught and passed his team-mate, who then went into the pits to change tyres, Surer's spirited drive came to an end when his engine blew up in mid-corner and he spun off onto the grass at South Bank and the burly Alan Jones won another very satisfying race for the Frank Williams team and their Saudi Arabian sponsors and for Leyland Vehicles. The ubiquitous Ford-sponsored Cosworth DFV engine had done it again, as had Mike Hewland's gearbox, Goodyear tyres, and Ferodo, Lockheed, Koni, Champion, Speedline, Mobil, and all the other branches of engineering that Patrick Head co-ordinates so successfully around his FW07 design, not forgetting all the fabricators, fitters, machinist, welders, riveters and mechanics who build and prepare the cars. It was all those and more beside he was referring to when Jones said after the race "I'd like to thank *everyone* in the Williams team for making this day possible for me".

Nelson Piquet followed him home, slowing towards the end as his tyres wore down and Reutemann was third, everyone else being a lap or more behind. Thankful for small mercies the Tyrrell team netted fourth and fifth, which was a change from gathering up wrecked cars afterwards, and Prost was sixth with a drive after his pit stop that showed his true potential. Rebaque did well to finish non-stop in seventh place in his first drive in a "works" car. The courageous Arnoux was last and too far back to be officially classified as a finisher.

Practice had flattered to deceive. What had augered to be a fantastic battle between the Ligiers and Williams had fallen flat, but nevertheless it was a popular victory and the huge crowd gave Alan Jones the reception he deserved; not only for winning the British Grand Prix but for all the other races he has won which few of the British spectators have been fortunate enough to witness. Now they had seen him in action they really showed their appreciation. — D.S.J.

THE BRITISH GRAND PRIX — Formula One — 76 laps — Brands Hatch — 4.206 kilometres per lap — 319.656 kilometres — and overcast

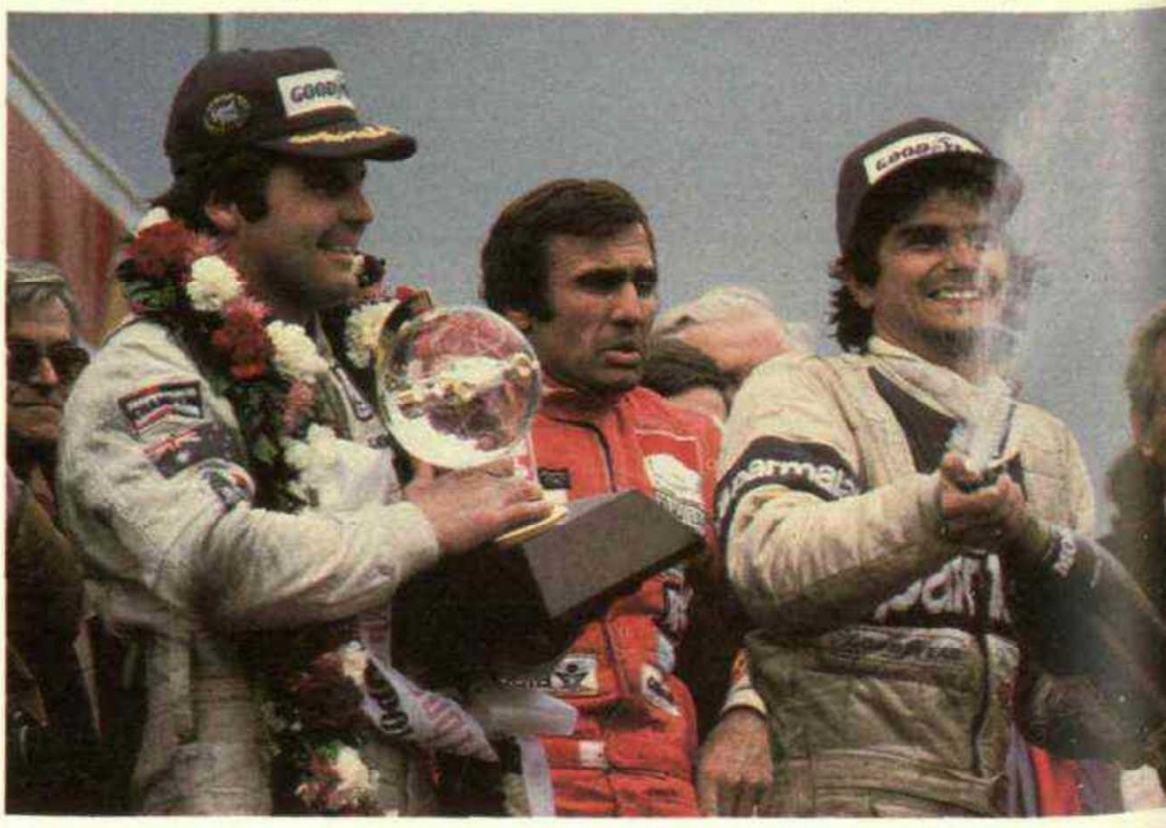
1st	Alan Jones (Williams FW07B/7)	1 hr. 34 min. 49.228 sec. — 202.279 k.
2nd	Nelson Piquet (Brabham BT49/8)	1 hr. 35 min. 00.235 sec.
3rd	Carlos Reutemann (Williams FW07B/5)	1 hr. 35 min. 02.513 sec.
4th	Derek Daly (Tyrrell 010/2)	1 lap behind
5th	Jean-Pierre Jarier (Tyrrell 010/4)	1 lap behind
6th	Alain Prost (McLaren M29C/4)	1 lap behind
7th	Hector Rebaque (Brabham BT49/6)	2 laps behind
8th	John Watson (McLaren M29C/2)	2 laps behind
9th	Riccardo Patrese (Arrows A3/5))	3 laps behind
10th	Jody Scheckter (Ferrari 312T5/046)	3 laps behind
11th	Rupert Keegan (Williams FW07/3)	3 laps behind
12th	Emerson Fittipaldi (Fittipaldi F8/1)	4 laps behind
13th	Jochen Mass (Arrows A3/4)	7 laps behind
14th	Rene Arnoux (Renault RE22)	9 laps behind — not classified

Fastest lap: Didier Pironi (Ligier JS11/15/04) on lap 54, in 1 min. 12.368 sec. — 209.239 k.p.h. (new record)

Retirements: Jean-Pierre Jabouille (Renault RE23) engine seizure, on lap 7; Elio de Angelis (Lotus 81/2) suspension troubl lap 16; Eddie Cheever (Osella FA1/2) rear suspension failure, on lap 18; P. Depailler (Alfa Romeo 179/03) engine failure, o 27; Jacque Laffite (Ligier JS11/15/03) tyre failure, on lap 31; G. Villeneuve (Ferrari 312T5/048) engine failure, on lap 36; B Giacomelli (Alfa Romeo 179/02) accident, on lap 43; Mario Andretti (Lotus 81/1) gearbox trouble, on lap 57; Marc Surer D4/03) engine failure, on lap 60; Didier Pironi (Ligier JS11/15-04) tyre failure, on lap 64.

24 starters — 14 finishers

Alan Jones (with the trophy), Carlos Reutemann and Nelson Piquet (wasting champagne) after it was all o



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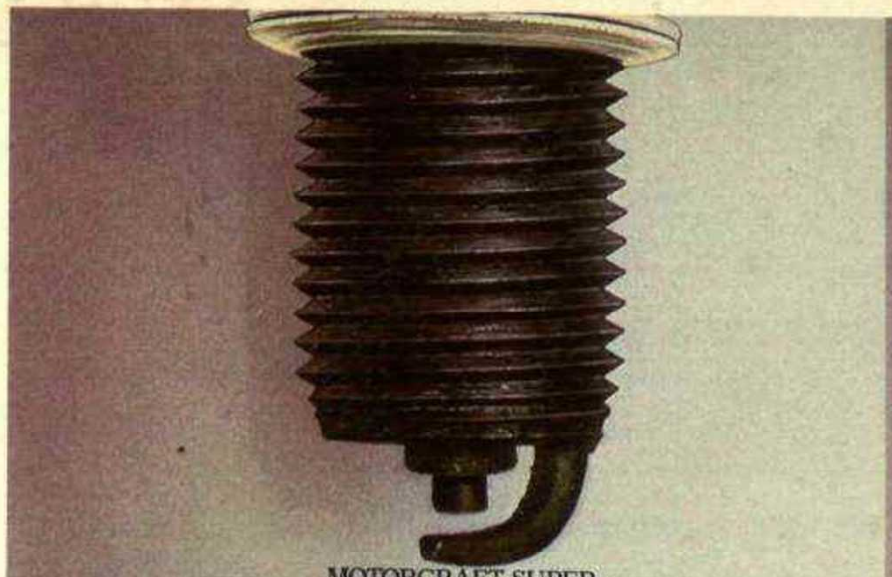
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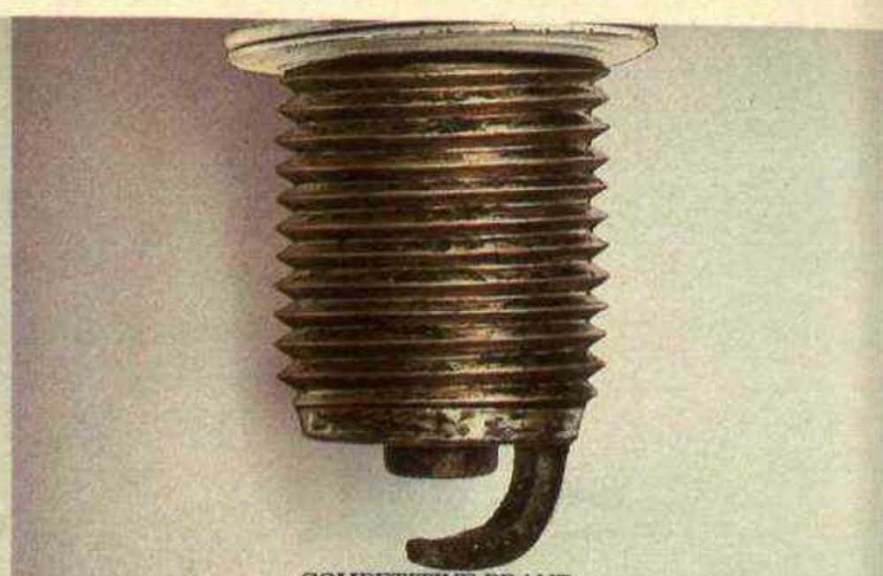
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Motorcraft introduce a remarkable new copper core spark plug – the Super. It's superior in every way.

Rigorous road and laboratory tests have proved it – the Motorcraft Super outlasts all other equivalent copper core plugs known.

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The Motorcraft Super plugs were still going strong. Electrode erosion was minimal, and they needed no resetting during the test.

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Motorcraft Super spark plugs have a much higher resistance to cold fouling than ordinary plugs. This is particularly important in today's stop-start traffic.

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There are other copper core spark plugs. But only Motorcraft Super gives you all the benefits of copper core design *and* such a long maintenance-free service life.

You'll recognise the Motorcraft Super by its 3 red rings and red lettering on the insulator. And remember, it's fitted and recommended by Ford.

As you would expect, Motorcraft Super spark plugs cost more than ordinary plugs, but then they are worth more.

Motorcraft Super – the world's finest spark plug.

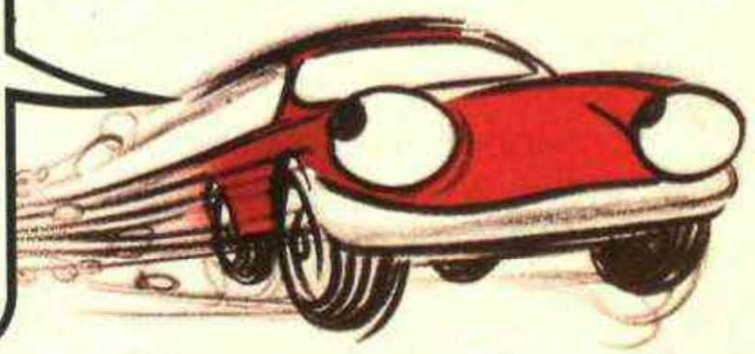
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Motorcraft parts. Keep-fit for cars.

Are your car's performance figures sagging? Is it slow to get going on cold mornings? Does it feel off-form and generally run-down?

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Give your car a keep-fit course with Motorcraft parts —it really works.

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Frankly, you could be forgiven for asking what an oil designed to save you petrol is doing in a racing car.

Bear with us and we'll explain.

Independent trials of BP VF7 carried out by the AA have already proved our point about fuel economy.

(Against three 20W/50 multigrade oils, they found BP VF7 reduced fuel consumption by an average 6.8%.)

But it seems some people still need convincing about the all- round efficiency of a light viscosity oil.

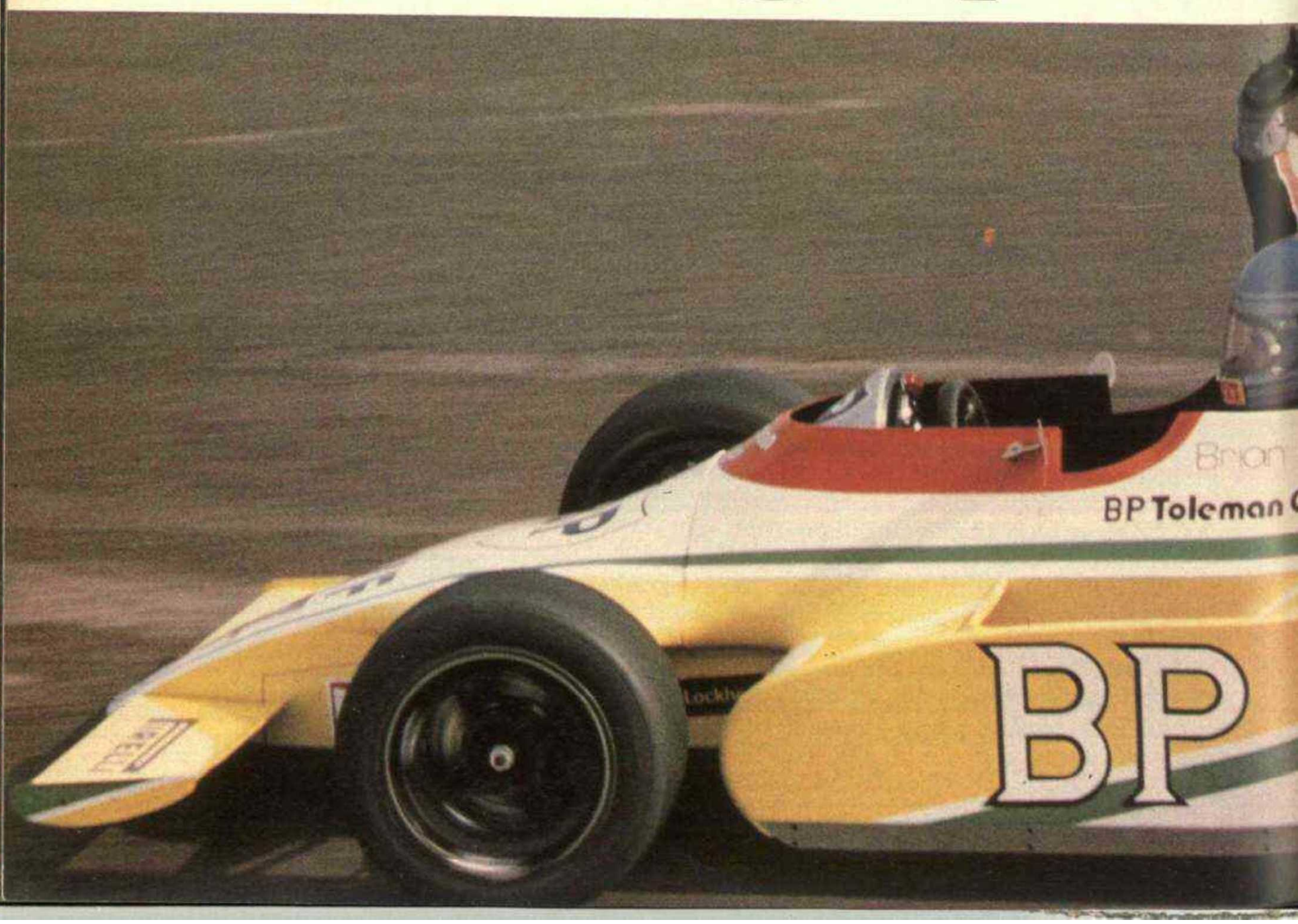
Hence, our decision to run VF7 in some of the most gruelling test beds in driving.

A Formula 2 engine is designed to develop 300 b.h.p. at 9,500 r.p.m.

It has to cope with everything from cold starts to running temperatures of 90°C.

All within the kind of tolerances that would make a production engine scream

"Thanks to B getting up to 7



for mercy.

So how's VF7 been making out?

Under the bonnet, we've discovered that engine temperatures are running cooler.

In other words, there's demonstrably less resistance from the moving parts in the engine.

Even more significantly, power output has gone up.

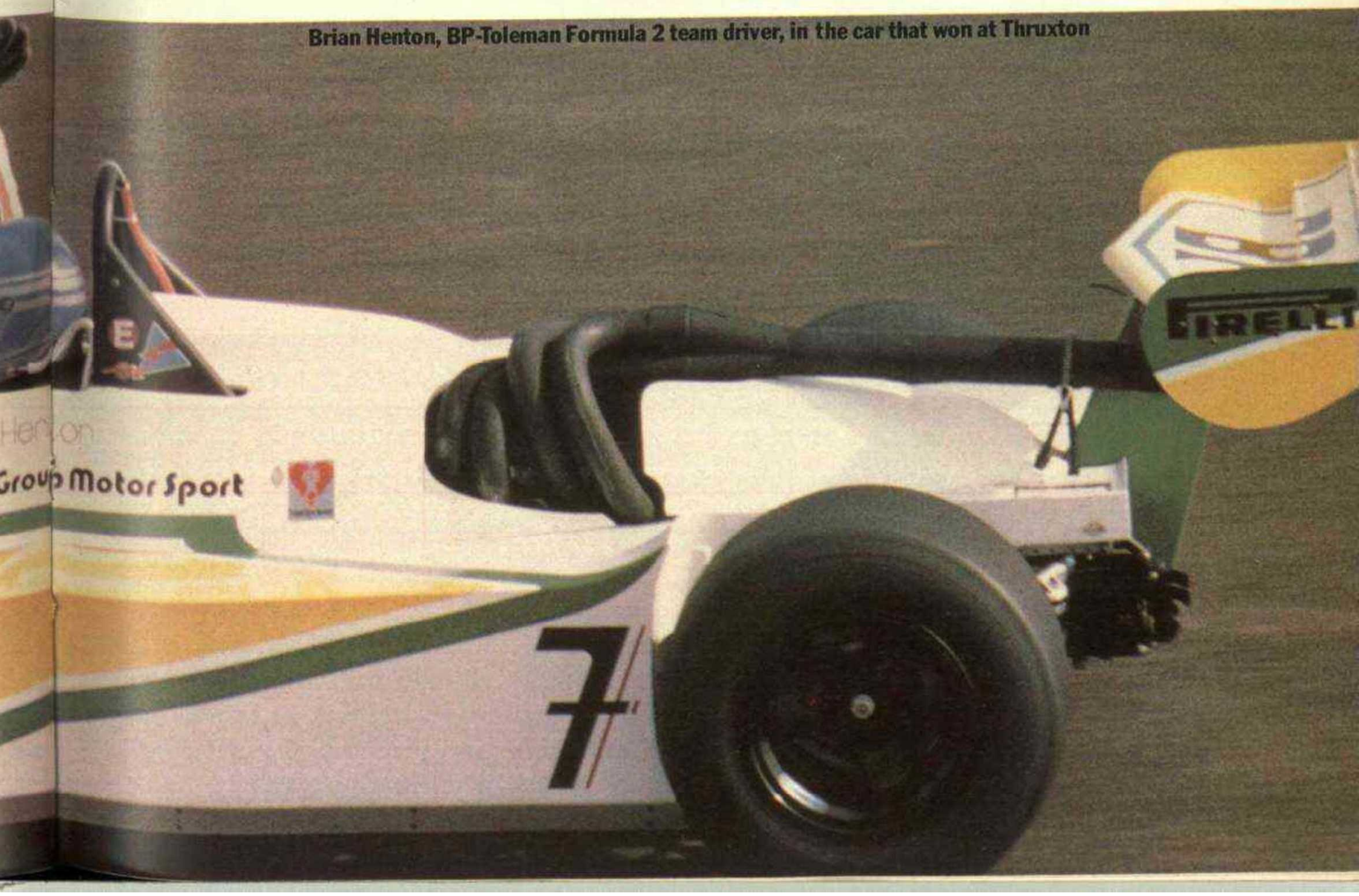
Marginal differences, perhaps, but the kind that can prove crucial under race conditions. In the opening European championship race at Thruxton, Brian Henton took the chequered flag with Derek Warwick close behind in the second BP-Toleman car.

Not surprisingly our racing colleagues are rather blasé about BP VF7's ability to save petrol. But they really perk up when you start talking about performance.

BP

BP VF7, I'm now 7 miles a gallon."

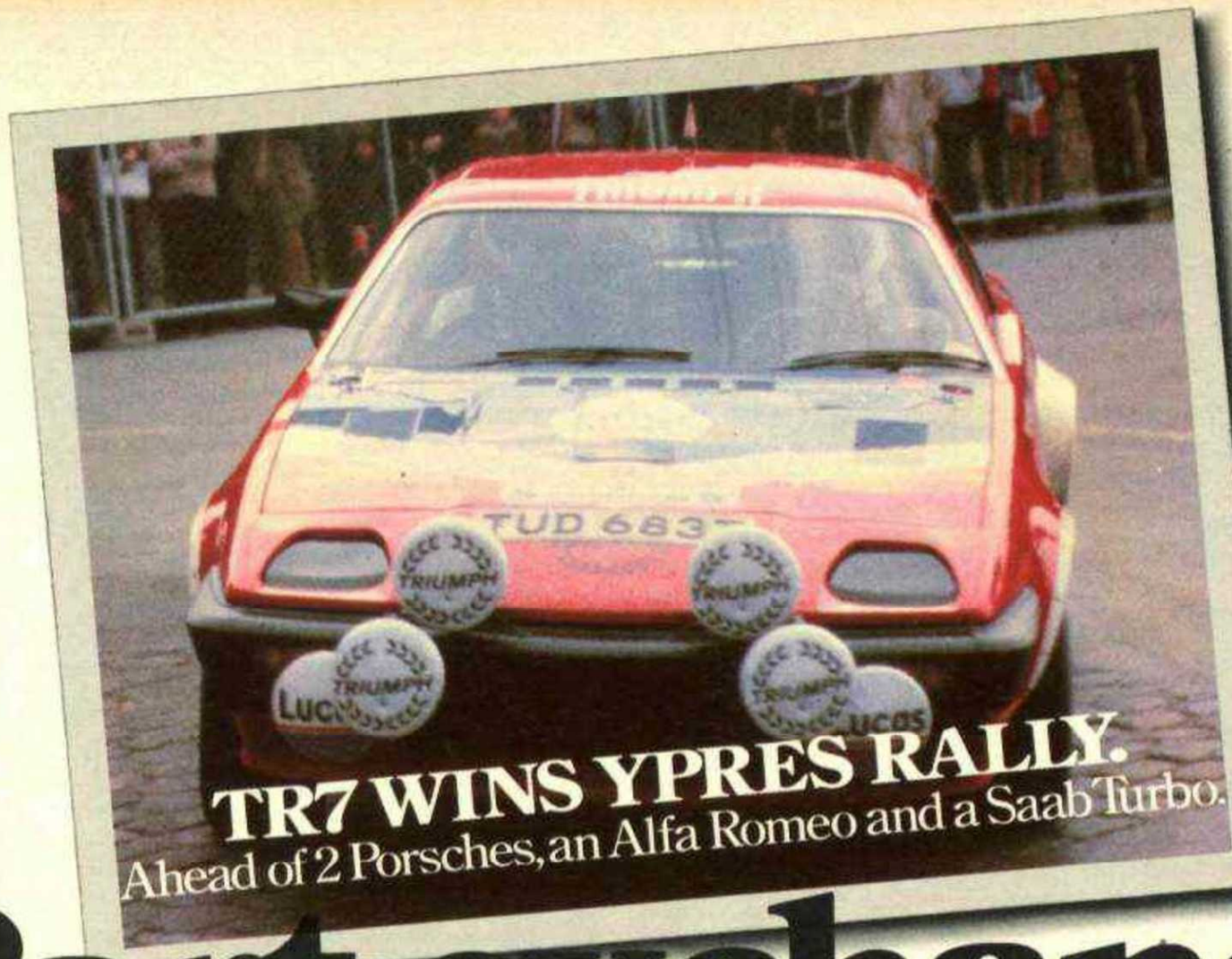
Brian Henton, BP-Toleman Formula 2 team driver, in the car that won at Thruxton





YPRES 24 HOUR RALLY

PICTURED above, apparently crested by extremely reflective gentlemen, is the Triumph TR driven to first place in this predominantly tarmac e in Belgium by Abingdon crew Tony Pond and Gallagher. Best placed of the twenty British cr apart from the winners, were John Weatherley Peter Gray who were sixth in Clifford of Sidc Talbot Sunbeam Lotus, pictured left on ty cobblestones. Second place went to Belgians Ro Droogmans and Alain Géron in a Ford Escort (be which they hired from former driver Tony Masler



Part exchange available for all Porsche, Alfa Romeo and Saab Turbo owners.

The Ypres 24 hour rally, one of the toughest rounds in the European Rally Championship, ended in an all British victory when Tony Pond, driving a TR7, won it for the second time.

He won convincingly, beating Bernard Beguin (French champion and second in the European Championship).

And leaving behind a star studded field including 2 Porsches, an Alfa Romeo Turbo, a Fiat Arbarth, several Ford RS's, a Talbot Lotus and a Saab Turbo.

In fact, his nearest rival was a full nine minutes behind.

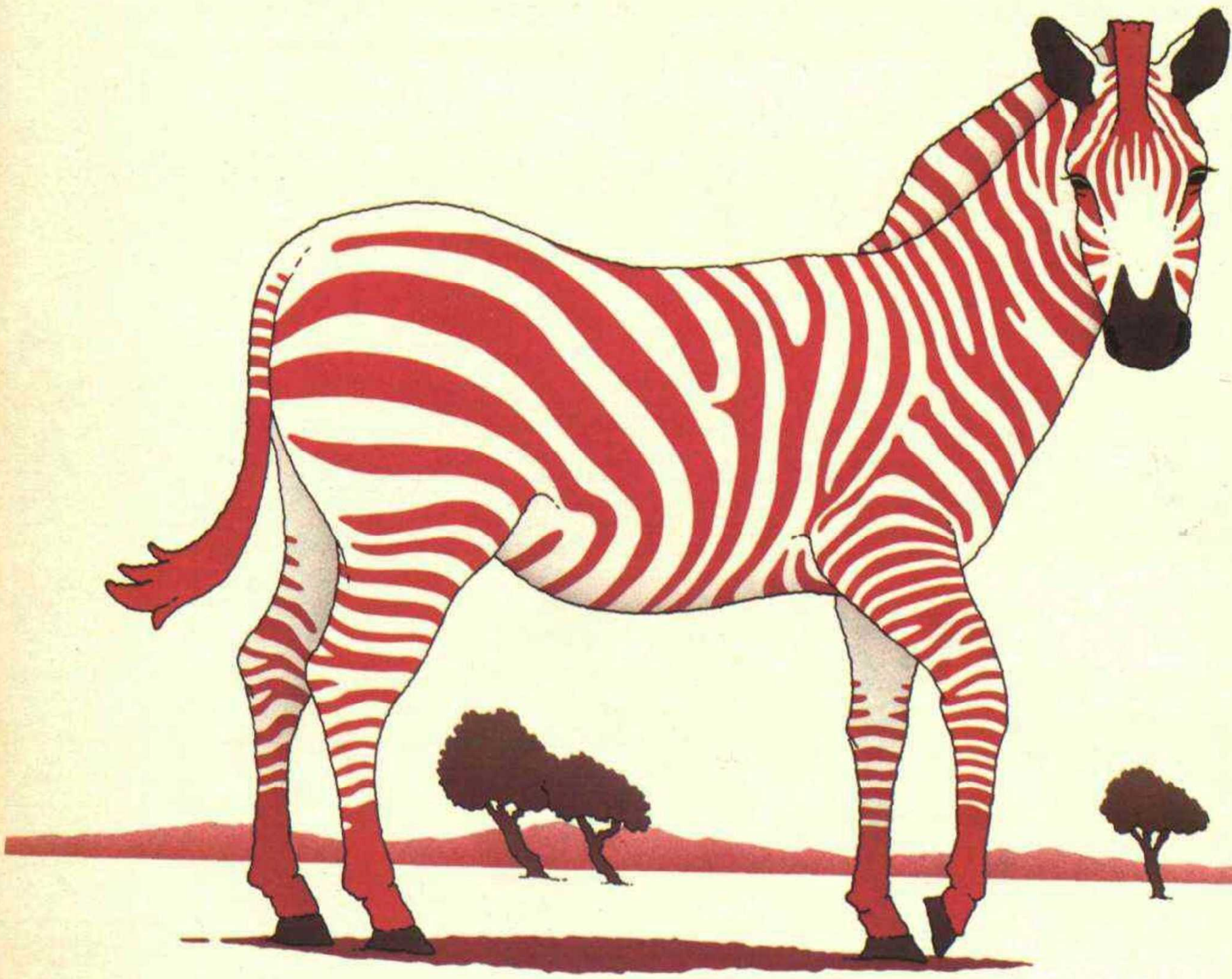
Proving again that the TR7 is one of the most exciting cars you can buy.

So if you're thinking of buying one of the cars it out-performed, think again.

And if you already own one of them, you'll find a Triumph dealer in Yellow Pages who all things considered, will give you a very reasonable trade-in price.

TRIUMPH TR7 Esso

Drophead and Fixed Head.





Red Stripe Strong Lager.

Separates you from the herd.

FORMULA ONE TREND OF DESIGN

WHEELS

ALL THE Formula One teams are in agreement on two things where wheels are concerned and they are that wheels are of light alloy and have a single nut centre fixing. These wheel nut fixings were discussed in this series in MOTOR SPORT in November 1979. By far the most popular wheel in use is the magnesium DYMAG wheel and these British made wheels are used by Ligier, Williams, McLaren, Tyrrell, Ensign, ATS, Fittipaldi, Arrows and Shadow. Apart from Williams they all use the standard four-spoke design, but last year Williams found a tendency for the four-spoke wheel to crack at the base of the spoke, at least when it was used on the FW07. This year Williams use a stronger three-spoke design and have had no more trouble; they only use DYMAG front wheels. As Goodyear supply 13 inch tyres to all these teams, their rim diameter is settled for them, though they can specify their own amount of offset from the centre-line of the rim to the mounting flange, and their own ideas on brake caliper clearance. With the exception of the Williams team all those mentioned use DYMAG wheels front and rear and recently this British firm have been making 15 inch diameter wheels for use with the latest "tall" Goodyear tyres.

Williams use Italian SPEEDLINE wheels on the rear as they are cheaper than DYMAG and when you consider that a team needs sixty or seventy wheels in stock to race two cars and a T-car, price can be important. The SPEEDLINE wheel is very different from the DYMAG in that it is made in three pieces rather than a single casting. There is an aluminium centre to which the two separate halves of the rim are attached by a ring of small nuts and bolts. An added advantage of the SPEEDLINE is that a damaged rim can be replaced, rather than throwing the whole wheel away, and also variations on rim widths can be tried without having to pay out for a new set of wheels, for different rims can be bolted on to existing hub centres. As with DYMAG a designer merely has to give SPEEDLINE the offset required, the position of the attachment flange and the desired caliper clearance and you leave the rest to them. Ferrari and Lotus use SPEEDLINE wheels for both front and rear and they supply 13 inch diameter and 15 inch diameter. It is worth remembering that wheels

"A Formula One racing wheel without its tyre is a strange looking object, bearing little resemblance to the wheel as most people know them. They are little more than shaped alloy tubes."





"The Alfa Romeo team used Italian Campagnolo cast magnesium alloy wheels. They are an old established Italian wheel firm from near Bologna."

cost a team anything from £200 to £350 each so that Goodyear producing a new tyre will cost a team anything up to £1,000 to try them out on two cars if the diameter is changed.

Brabham design their own wheels, a throwback to the Alfa Romeo connection, and they have a contract with the Italian firm MOMO, who make steering wheels, to have their name on the special Brabham wheels. The castings are done in England by Kent Alloys and they are machined by the Brabham team. In Italy the name CAMPAGNOLO has long been known in the world of wheels, their gold-hued cast magnesium-alloy wheels used to be used on all types of competition Ferraris. Today they only supply Alfa Romeo in the Formula One world, though the Milanese team also have a supply of SPEEDLINE wheels as well.

The French firm of GOTTI made the alloy wheels for the Renault team and they also supply to Osella. These are similar in construction to the SPEEDLINE wheels in that the rim is in two parts which bolt to a hub centre.

When you think that each car in a team needs one set of wheels to stand on, possibly two more sets in reserve for different types of tyre, another set for wet weather tyres, and possibly two sets, plus at least a spare front and a spare rear, making a minimum of 22 wheels per car. If you have a two-car team, with two spare cars, such as Lotus have, this means 88 wheels. Apart from the initial outlay, which can be anything from £17,500 to £30,000 there is the matter of carrying them around and storing them. The tyre firms take all the tyres back after a race, apart from a set per car, and the wheels are usually stored in long aluminium tubes, each containing a set of four, and these tubes are then stored in the transporters. Any sizeable team will delegate one mechanic to look after wheels and tyres and they all have their own trolley or carrying devices to move the wheels and tyres about the paddock and pits, for sometimes the Goodyear or Michelin tyre depots are situated a long way from the pits. A familiar sight in the paddock is a vast pile of wheels and tyres apparently travelling along on their own, but behind them, and dwarfed by them is a hard-working mechanic who seldom stops travelling from depot to pit during practice. Some of them are real artists at balancing and moving a pile of wheels and tyres, and it is quite fascinating to watch, especially as they steer them in and out of milling spectators in places like Osterreichring or Zolder. — D.S.J.

RALLY REVIEW

Ypres Rally

SAVE for a cluster of European Championship events, including the Scottish Rally reported in MOTOR SPORT last month, June and July are relatively quiet months in the international rallying calendar, and it is at this time that most competitors take their holidays, if they can escape the clutches of team managers who will claim that they are needed for testing or that they should start recceing for some rally several months hence.

Summertime provides a natural break, at least in the World Championship, for organisers generally are not keen on running rallies when nights are short and when countrysides are likely to be somewhat crowded by tourists and holidaymakers. It was largely for these reasons that such great classics of the past as The Liège, which ran to Eastern Europe and back at furious pace, and the Alpine Rally, equally fast but punctuated by rest stops, eventually ceased to exist.

A new rally has joined the list of World Championship qualifiers for 1980, the Codasur Rally in The Argentine, and as it takes place at the end of July it means that those who tackle it will have to spend some of the summer in preparations, building cars, despatching spares, organising service schedules and, in the case of competitors themselves, practising and making pace notes. The date, of course, means that the rally cannot be reported in this edition of MOTOR SPORT. The teams which will have taken part are those of Mercedes, Fiat, Datsun and Peugeot.

The European Championship is a cluttered, top-heavy series with 48 rallies scattered throughout the year, often overlapping and sometimes with two or even three taking place at the same weekend. The series as a whole is spoiled by its own magnitude, not to mention the mathematical and geographical complications presented to those who wish to put in a bid for the title. However, taken separately, many of the events in the series are first class and are more than capable of standing on their own feet without the prop of the championship to keep them up. The situation is not unlike a collection of extremely fine trees making up a rather mediocre forest.

Several of these events regularly attract professional teams, and many are also suitable for privateers since costs are often quite low when related to the calibre of the competition provided. Alas, the number of competitors concerned with scoring championship points is very small indeed.

One European Championship event which has become popular very quickly is the 24 Hour Rally of Ypres in Belgium. Not only has it attracted the occasional factory team but it invariably draws those few who are in the hunt for points. Furthermore, it always offers a good deal to amateurs, especially those from outside Belgium, and it is now the case that a driver from the South of England could compete in this Belgian rally at less cost than one in Scotland or even the North of England. Southerners have long been aware of this, and they are now being followed across the channel by people from other parts of England.

Ypres is perhaps the annual cross-channel destination of the greatest number of British crews and this year 20 of them went over to help make up a 200-strong starting list which included Stig Blomqvist in a Saab Turbo, Mauro Pregliasco and Maurizio Verini in Alfetta Turbos, the Abingdon team with two Triumph TR7 V8s for Tony Pond and Per Eklund, the Frenchman Bernard Beguin and Francis Vincent in Porsches, and the Spaniard Antonio Zanini in a similar car.

The Belgians have a simple formula for keeping rallies away from potential trouble spots; they base them where the public is enthusiastic and officials helpful, and use roads in the vicinity over and over again so that there is never any need to venture far. This reduces the time needed for practice, cuts down travelling for marshals, makes communications easier for the organisers and lends itself admirably to a festive atmosphere at the base town where enthusiasts can join in revelries whilst waiting for the rally to make its several visits.

This is precisely what happens at Ypres; the town square becomes a lively centre for those not actually out on the road watching, and the staff of cafés, hotels and similar establishments rise to the occasion and contribute to the carnival atmosphere.

This year's event was something of Triumph/Porsche battle, for the great opposition to the two Abingdon cars were three private Porsches of Beguin, Vincent a Zanini. Vincent retired with clutch failure, Zan put his car into a ditch and Beguin lost much ti having bent steering put right, and later when throttle stuck open. However, all three were, turn, threats to Pond and he was by no means a to ease off whilst one of them was close behi him.

Pond himself needed a gearbox change a then found that the replacement was jumping of fourth, but the greatest drama in the Leyla camp was that brought about by Eklund. First demolished a lamp post which promptly dropp its illuminating bowl on the Triumph's bonn The same incident also caused radiator a oil-cooler damage and it was in clouds of smo and steam that the car eventually pulled int service point to have these items replaced.

Later he managed somehow to take a wro turning and found himself in a field alongside road he should have been on. Startled marshal the stage finish gave him a time even though car was on the wrong side of the verge, but th he had to savage a gate in order to get out of field, to the detriment of his bonnet which promptly discarded. Alas, after surviving all t he retired on the final stage when the gearb broke.

This weekend event which began as a 12 h rally some years ago may be short, but it is m certainly sharp and there is precious little time servicing. Indeed it is very easy to build lateness beyond maximum and this contribute great deal to the high retirement rate. — G.P

1st	T. Pond/F. Gallagher (Triumph TR7 V8)	6h. 6m. 3
2nd	R. Droogmans/A. Geron (Escort RS1800)	6h. 15m.
3rd	B. Beguin/J-J. Lenne (Porsche 911SC)	6h. 19m.
4th	R. Moortgat/"Andy" (Porsche Carrera)	6h. 20m.
5th	Verini/B. Scabini (Alfetta Turbo)	6h. 31m.
6th	J. Weatherley/P. Gray (Talbot Sunbeam Lotus)	6h. 31m.
7th	I. Viaene/E. De Corte (Opel Kadett)	6h. 32m.
8th	P. Lietaer/L. Lietaer (Opel Kadett)	6h. 39m.
9th	P. De Schaetzen/A. Dirix (Escort RS2000)	6h. 39m.
10th	H. Vossen/P. Theunisson (Ford Escort)	6h. 40m.

200 starters, 38 finishers

NOTES ON CARS AT PAUL RICARD
continued from page 1192

Ensign: Another new driver for the team, this time Jan Lammers, though the transporter still carries the name of Regazzoni as the team driver. MN12 was in long wheel-base form and MN14 was in short wheelbase form, and also had a new design of sliding skirt.

Renault: No major changes in the team, Jabouille in RE23, Arnoux in RE24 and the spare car RE22 set up for Jabouille, as regards the driving position.

Shadow: The two white DN12 cars as in Spain, number 1 for Lees and number 2 for Kennedy.

Fittipaldi: Another team with no major changes, F7/1 (Fittipaldi), F7/2 (Rosberg) and F7/3 the spare, numbered for the team-leader but instantly usable if necessary by the number two driver.

Alfa Romeo: No third entry at this race, as Brambilla crashed one of the cars while testing and Depailler insisted on keeping the experimental car as a test-car. This is the one with the more compact engine mounted lower and was 179/03 for this meeting and showed such improvement that Depailler nominated it as his race-car, keeping 179/01 as the spare. Giacomelli had 179/02 as usual.

Ligier: The car crashed in Spain by Laffite needed a major rebuild so he took over JS11/15/02 while Pironi remained with JS11/15/04. Both cars had reprofiled body work, especially around the rear of the cockpit and over the engine and in their usual way they applied their wind-tunnel knowledge to the requirements of the circuit. The spare car was JS11/15/01 with the old-style bodywork with a pointed hump behind the cockpit, but both styles of body were interchangeable from one car to the other.

Brabham: A brand new car for Piquet (BT49/8) with some redesign of the monocoque to give improved torsional stiffness and BT49/6 for Zunino. The T-car was BT49/3 with a very high axle ratio in case the wind and the calculations from testing were not as expected. With so many crashed cars recently, two at Monaco and one testing at Brands Hatch, and others at Lo Beach and in South America, the "bu programme" has become very haywire so t none of the cars at Paul Ricard carried th correct identity plates. Piquet was experimenti with the latest Goodyear 15" diameter front ty in practice, for which the Brabham "rising-ra front suspension layout was nicely adjustable reset the geometry for the "taller" front-end.

McLaren: The usual M29C cars for the t drivers, Watson (2) and Prost (4) while the us spare, which crashed in practice in Spain, w replaced by M29C/3, numbered and paint ready for Prost.

ATS: Their two 1980 cars for Marc Sur making a return to the team after his accident Kyalami. The second of the 1980 cars, D4/03 w the race-car, with D4/02 as the spare.

Lotus: Three type 81 cars as usual, with Andre in 81/1, de Angelis in 81/3 and the sp numbered and painted for de Angelis, 81/2. Th were trying 15" diameter front tyres.

Letters from Readers

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

Authenticity

Sir,

I write to bring yet another angle on what is already an intriguing problem in historic racing, that of authenticity.

In recent months we have been subjected to a fairly intensive campaign in the media on the subject of Stirling Moss's return to regular race driving, something which I felt was fully justified and could only benefit the image of the sport.

However, there has also been a plethora of magazine articles on the great man such as "Moss the Man", "Maestro Moss", "Moss the Champion" and "Moss the Early Years", with more articles in the pipleine, no doubt, such as "The Wives of Moss", "Moss's Mechanics" or even "Moss's Mother". Without wishing to denigrate his achievements I began to ask myself, can so much have been achieved by one man? My suspicion was further aroused when I discovered that he was starting to spring up everywhere including appearing at two circuits on the same day and I have firmly come to the conclusion that there is in fact not one Moss but two or maybe even three! If this is true, questions arise such as how can we spot the difference between an authentic Moss and a replica one? Should a replica Moss be allowed to race in authenticated cars or even worse should a replica Moss be allowed to race in a replica car? Perhaps D.S.J. or the man himself might enlighten us on how to spot the difference.

Swindon MARTYN J. SMITH

Historic Rear-Engined Single-Seaters

Sir,

I write to you on the topical subject of "originality" in Historic Racing. Having followed the various editorial comments and correspondence in your excellent columns over the last few months, I thought that you might be interested to hear a story from "another side of the fence".

I am the owner of a 1953 Cooper-JAP Mk. 7 1,100 c.c. (V-twin) F Libre/F2 car. It is as near to original condition as is possible. In fact nearly every item (except perishables e.g. tyres, brake linings etc.) is the actual component supplied with this car when it left the factory. It was supplied by the factory in early 1953 to L. C. Chan in Singapore (his son now owns the British Leyland agency in Hong Kong) who used it to good effect to win the Singapore High Speed Trials, and the Johore Grand Prix (fastest lap and new lap record), in the very same year.

Its racing life ended after the death of one of the Chan brothers, in another car [Wasn't that a Jaguar D-type? — C.R.] It was kept (apparently unused) in Singapore till the early 1970's, when a serviceman imported the car, after which it came into my hands.

It is my ambition to circuit race the car, but, despite its almost perfect originality and authenticity, I cannot do so *anywhere in the world*, because I am British, and the car is rear-engined. It is apparently a little known fact that *all* historic races for single-seaters in this country, have the rules rigged to eliminate the eligibility of rear-engined cars, with the exception of the Esso Historic Single-Seater Championship for 1980. I tried to enter the same Championship last year, but was turned down because my car was rear-engined (even though the published rules did not exclude rear-engined vehicles in the 1945-1953 class). However, this year they have included a special rear-engined class (why the hell a special class is needed I don't know). On applying again this year, I was told that as I didn't have documentary evidence of my car competing in an FIA sanctioned F2 race, my car was not a bona fide F2 car(!), and as such did not qualify (the Far Eastern events were F Libre of course, due to the scarcity of F1 and F2 cars in Singapore at the time). A Spitfire isn't a Spitfire till it has shot down a Messerschmitt, you understand!?

Further, the sad irony of this story, and to me a very serious aspect, is that I cannot possibly qualify for the mandatory RAC International Historic Licence, to race anywhere else in the world, because I cannot race in three historic races in this country to get my licence signed!! We therefore have the ludicrous situation whereby, if I were a Frenchman, German or any other nationality, I could race my Cooper all around Europe (INCLUDING ENGLAND), but because I am British, and in this country the blatantly biased and prejudiced rules exclude rear-engined vehicles, I cannot.

I challenge anybody to justify the exclusion of rear-engined pre-1960 single-seaters from any historic championship. I'm afraid the old excuse of banning them in the interests of close racing doesn't really hold. There would still be close racing for the front-engined fraternity, it's just that it would be in mid-field, with Lotus and Cooper Climaxes at the front, where they should be, in fact where history records that they were.

Or perhaps, one of the so called sportsmen, who went home crying after JCB produced a front-engined car for Stirling Moss, that was faster than their own, would lend me their front-engined "original" GP car, to get my licence signed. Then maybe I could race elsewhere in the world, where my car is a more than welcome entry.

Towcester D. C. ANDREWS

Historic Racing Spectacle

Sir,

The controversy over the replica syndrome in historic racing is bad enough, but P. Andrews of Richmond is advocating something potentially disastrous.

Historic racing has become, despite some unavoidable irregularities, a marvellous and exciting reminder of the past before science took over. Thanks to JCB and others and now Lloyds & Scottish we have a wonderful series. Progress is inevitable and whilst recognising that Messrs. Cooper, Chapman and Broadley pushed forward the frontiers of design they also changed the face of motor racing. For the worse in my opinion. Their tiny Climax powered cigar tubes, looked, sounded and proceeded in a singularly unspectacular fashion. Even the advent in latter years of large V8 powered cars failed to recapture that lost appeal.

Now the Cooper Monaco is gaining favour in the sports car class, the same problems apply. As I write this there are four entered for the VSCC Oulton Park round of the Lloyds & Scottish championship on June 14th, one reputedly to be driven by S. Moss. Watching John Harper, one of the quickest historic racers, at Brands on May 11th, nearly catch Marshall's Lister was frustrating to say the least. Compared with the sliding, noisy dramatic Listers the easy quiet progress of the Cooper was like watching Sports 2000 without modern tyres. It is interesting to note that there is not a great difference in the potential of a quick Lister and a Cooper Monaco given that both are competitively driven. In 1959 and 1960 the best drivers all went over to the Cooper, Lotus and Lola devices excepting for the long distance classics, thus hastening the demise of the big front engined machines.

Heaven forbid that anyone "finds" a Lotus Monte Carlo or that will be the end of "The Spectacle" for the sports car class at least. These rear engined cars are basically easier and less tiring to drive, less demanding on their brakes, hold the road better and are consequently far less dramatic to watch. Those in control should do something now or before you know it instead of a grid of big engined Listers you will get 6 or 7 rear engined Cooper and Lotus machines dominating every race and looking and sounding utterly boring. True the Lister has, because of its rugged durability and Jaguar engine, enjoyed such domination but at least it looks and sounds the part. More Astons and Masers would be preferable of course but money is the problem. Let us keep historic racing exciting and leave rear engined devices to modern grids.

Loughton, Essex P. S. J. PARKER

Mini Stunt

Sir,

As one of the organisers of the record Mini engine change, referred to by your correspondent David Larkins in the April edition of MOTOR SPORT, I can offer some information on how it was done. Two standard BL Minis were modified to ease the task of high speed removal of the engine and gearbox unit. The object was to provide an Army v RAF competition for the Colchester Tattoo in 1974 and the pace became very hot during the week of the Tattoo, with minor modifications by the rival teams up to the last day. The teams quickly found that it was vital to change the engine immediately before each appearance, to ensure that the spare engine was warm and would start immediately when fitted to the car in the arena!

Times improved during the week and the record 52 sec. was set by a team from RAF Wattisham during the final performance. For any of your readers keen to see a repeat performance, we will be attempting to beat that record, at the Battle of Britain At Home Day at RAF Abingdon, on September 13th this year.

Abingdon GROUP CAPTAIN JMP CALNAN
ADC C Eng MIMechE RAF

Fuel Consumption Formulae

Sir,

I was delighted to read in your June issue of the growing interest in a possible fuel consumption Grand Prix formula, and especially of Keith Duckworth's advocacy of this. Such a formula could not only yield valuable benefits for ordinary motorists, but would also allow a wide variety of engine types to compete on equal terms, thus adding appreciably to the interest aroused.

As regards the use of fuel-flow restrictor valves, however, I am less happy since an obvious response would be to fit a reservoir, downstream of the valve, which would be topped up at part load. Moreover, legislating against such devices could be tricky if conventional float chambers were not to be banned in the process. For this reason I feel that a limited fuel tankage might be preferable, possibly in conjunction with a restricted rate of refuelling.

Enfield, Middlesex I. J. G. BERRY

V8 Specials

Sir,

Having just seen the letter from C. M. Bellamy in the June issue of MOTOR SPORT regarding the Symmons V8 Special, I thought readers would like to know the final chapter in its history. It was discovered purely by chance by my father, in the back garden of a house in Manchester where he had travelled in answer to an advertisement for a penny-farthing bicycle. It was transported to Croydon and rendered roadworthy with surprisingly little expenditure. It was some months before the true identity of the car was revealed, as it has an AC engine and gearbox, carries an AC badge and has the registration number KMB300.

As an experiment, I entered a 750 MC production car trial last year and am happy to report that even in its present modified form, (perhaps ruined would be a better word), the car still appears to be able to climb the proverbial side of a barn whilst having astounding road performance — a tribute to its designer.

I intend to start a ground-up restoration this winter and have managed to obtain the correct engine and gearbox. May I, however, be permitted to use your pages to ask for assistance in locating the following parts for the car, all of which are as fitted to a Ford Model 40 V8 of approximately 1934:

Front and rear axles, including steering, hubs, brakes and transverse springs plus a set of five (or preferably six) bolt-on wire wheels, 5.50 × 16 front and 7.50 × 16 rear with welded spokes.

I would also be extremely interested to hear from any of the past owners of the car or those who simply remember it in competition.

London SE3 MARK BRETT

[Letters can be forwarded. — Ed.]

Sir,

I have followed with interest the recent correspondence in MOTOR SPORT concerning V8 specials and was especially interested to read the letter from J. D. Batten's daughter, Mrs. Warren, in the June issue.

In the early 1960's I owned a Ford V8 engined Allard P2 saloon for which I bought a pair of Ardun o.h.v. alloy cylinder heads and a McCulloch centrifugal supercharger, model 39F. I fitted the blower to the Allard and had great fun with it on the road, but I never used the Ardun heads although Tom Lush of Allard's kindly supplied all the fitting information.

In 1974 I bought, from Dan Margulies, an aluminium bodied open 2-seater Batten Special, fitted with a 3.6-litre Ford V8 engine bored out +.030", and mated to a three speed Ford gearbox. At that time, I lived at Longniddry in East Lothian and used the Batten on the road, in speed hillclimbs at Doune and Kinkell, and in sprints at Ingliston. Since moving to Yorkshire, I have stripped and rebuilt the engine and gearbox, and have recently fitted the McCulloch blower. This beautiful V8 special will soon be ready for more competition work in hillclimbs and, if all goes well, circuit racing — the purpose for which Jim Batten designed and built the machine for his own amusement at Brooklands and Donington Park.

In Mrs. Warren's letter, the registration of the racing Batten Special is quoted as CRR 191. The registration of my car is CKR 191. Is it possible that a printer's error could account for the discrepancy, [No! Ed.] or is my car a modified production car? An error seems likely since CKR is a Kent registration of the right period, whereas CRR is not.

Pontefract NEIL P. BENNETT

Beckenham Specials

Sir,

I read in your June issue of MOTOR SPORT a letter from Mr. James Batten's daughter, a Mrs. Warren, concerning the Beckenham Motor Co. I own a Beckenham Special HBP270, an MG engined car, which I always understood to be built by the late Mr. Keith Salmen, the RAC Scrutineer. I talked to him some years ago when he re-discovered "his" car, and he made no mention of Mr. Batten. Perhaps your readers could clarify the "Batten & Beckenham" Special history? I had a few addresses of Beckenham Special owners thanks to your help before, but unfortunately have lost them. Perhaps if anyone who has a Beckenham Special contacts you, you could put them in contact with me as I would like to find out more about mine and other cars of the marque.

Swanmore, Hants. R. J. TUDGE

Morgans at Snetterton

Sir,

I must begin by declaring an interest: I was team manager of the MSCC team of Morgan Plus Eights in the recent 24 hour race held at Snetterton, The team finished 3rd overall in distinguished company, but the purpose of this letter is not to congratulate ourselves on that result in itself; rather I seek to draw attention to the performance of the Morgan marque in the race.

The motoring weeklies seemingly overlooked the facts that Morgan Plus Eights were:—

Third overall.

Fifth overall.

First sports-car team overall.

Second sports-car team overall.

First truly British car overall.

First single car team — Commanders Cup winners.

This is a considerable achievement for cars which are running to Production Sports Regulations and which trace their ancestry clearly back through the 70 years of the Morgan marque. It was gratifying that Peter Morgan was present at Snetterton to see Morgans compete so effectively. It would be disappointing if the achievement went unsung by the motoring press.

I hope that Motor Sport's coverage of the 24 hour race will give proper recognition of the Morgan performance. Of course, you may not share the view I have expressed, and if so perhaps I might express my view through your correspondence section.

Great Milton, Oxon, R. F. NORTHOVER

[Congratulations MSCC team on a first class performance — sadly, we do not have space in this issue to publish a report of the Snetterton 24 hour event. — Ed.].

G.P Drivers at Shelsley

Sir,

Mr. Duffield's letter and the excellent Shelsley article in last months MOTOR SPORT set me to ponder just how quickly some of todays top GP drivers would be, given competitive cars, at Shelsley.

Imagine how much interest would be generated if for example Jones, Villeneuve, and Pironi could be persuaded to spend a weekend at Shelsley in order to "have a go" at the record.

They would obviously require a few runs to learn the hill but I wonder how long the record would last once they really started to try.

Perhaps a G.P. versus Hillclimb drivers competition could be arranged for a weekend when the FOCA & FISA are having one of their petty squabbles.

Stourbridge, West Midlands J.B. ROWLANDS

Racing Down Und

Sir,

I have just received and read my March 19 issue of MOTOR SPORT which I have be buying since 1953.

Having just seen the Letters to Editor and particular, "The Decline of Australian Mot Racing" by G. L. Tutt I felt I must immediate write to say that this gentleman has taken t words right out of my mouth. His letter paints t whole gloomy but accurate picture so well. It really true that some of our keenest followers the sport could not tell you the name of o open-wheeler manufacturer.

It is true that Johnny Harvey after bei disqualified from midget racing on ovals for a lo time went to road racing open-wheelers and h now slid down to racing the local version Detroit chrome-barges. Well do I rememb Frank Matich beating Jim Clark to pole positi and was in earshot when Clark, then at the heig of his career, remarked to his mechanic (Lazen I think) that the car was fine, but thank God th Matich wasn't racing in Europe.

Officialdom has always been a few steps out Australia and it is almost impossible for o Grand Prix drivers to show their skills at hom They even try to prevent us seeing midget drive from America such as A. J. Foyt, Mel Kenyo Larry Rice, etc. by claiming that U.S.A.C. bei in league with F.A.I. and they being the F.A. representative in Australia make it "undesirabl that we might become tainted and see t excitement of open-wheelers and we may dema more Grand Prix racing and we just may forget about their beloved, lumbering barges. Perha we may even forget the name Holden or Falc and instead remember others like Coswort Lotus, Ferrari, Offenhauser, Sesco or such.

Thank you for publishing Mr. Tutt's lett Although we live about a thousand miles apart feel that there is more than about half a dozen us.

Thank you for a first class magazine for which eagerly wait every month even after almost thir years.

Queensland, Australia IAN VENABL

Jaguar Histo

Sir,

I am well-advanced in my research for a bo on the Jaguar company's participation motoring sport, and would much apprecia hearing from anyone with a *personal* recollecti or anecdote about any incident involving wor people, drivers, or cars. Besides recording wh Jaguars won or didn't win the various events which they took part, I shall be including lengthy section on each C, D, and XKSS (b chassis number) recounting early history whe known and recent history where interesting relevant. I don't want to get caught-up in t "replica" aspects, simply record history — so any reader feels that he or she can add to t generally-known history of any of these cars I'd b very pleased to know about it. I shall answ anyone kind enough to write to me, hopefully b return of post. Thank you!

Ettington ANDREW J.A. WHYT

[Letters can be forwarded. — Ed.]

Round the Bend

Sir,

Why do they always build the drain on the ape of the bend?

Mid Glamorgan C. MASTERMA

CLASSIFIED ADVERTISEMENT SECTION

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VOLVO 1800 S COUPE, 1969 only 69,000 miles, grey with red leather interior, 2-litre twin carbs, new radiator and clutch, h.r.w., electronic ignition, twin spots, security locks, fong tax and M.o.T. £1,350. Tel: 01-248 6941 or 01-794 1928 (58687

MG-B GT V8, 1974, overdrive, chrome bumpers, sunroof, citrus yellow, chrome wheels, usual extras, very clean throughout, 12 months M.o.T. £2,995 o.n.o. Consider part exchange. Tel.: 061-308 3488 day, 061-338 4646 evenings. (58695

BMW 528, 1975, manual, carb. model, wide alloy wheels/tyres, metallic brown/beige velour trim, stereo-radio, excellent condition throughout, very eye catching. £3,450 o.n.o. Consider part exchange. Tel: 061-308 3488 day, 061-338 4646 evenings. (58695

CONVERTIBLE CORTINA, 1973, Ford Cortina 2000 Crayford Conversion, M.o.T. certificate until June 1981, recorded mileage 59,200, nice clean car. Excellent runner. Quick sale required hence low price £1,195. Tel.: (Manchester) 061-437 1220 (58694

DAIMLER DART SP250, 1961 red. Undergone painstaking eng. overhaul, repaint, rechroming, interior restoration, original Log and handbooks, £2,995. Tel: Chesterfield 36791 or 37428. (58698

AUSTIN HEALEY 100/4. Red, 1955 original Logbook and workshop manual, all complete, ripe for restoration, £500 o.n.o. Tel: Chesterfield 36791 or 37428. (58698

AUSTIN 7 SPECIAL, 1935, Hamblin body, M.o.T. and taxed, £800. Tel.: 0858 64200 (58699

DATSUN SAMURI 260Z 2+2, December 1974, two owners, over £3,000 spent, sensible modifications on engine (190 b.h.p.), suspension, brakes, bodywork too numerous to mention. Striking car in absolutely faultless condition, full rolling road test report available, any inspection welcomed, must sell owner going abroad. Offers invited. Tel.: 01-445 7304 anytime. (58700

PORSCHE CARRERA 3, June 1977, 33,000 miles, overall black, red tartan trim, stereo radio cassette, absolutely pristine condition with usual Carrera refinements, complete history, must be seen to be appreciated. An investment at £13,500 o.v.n.o. plus one year guarantee. Tel.: 0423 866689. (58703

PORSCHE 911, N Reg., lime green with black trim, fitted radio cassette, electric windows and sunroof, power aerial, excellent condition, service records available. £8,500. Tel.: 0423 55214 (58701

GILBERN INVADER MK. III, 1973, brown, very sound body and mechanics. Offers invited. Tel.: Pershurst 870680 (Kent). (58702

MORGAN 4/4, 2-seater, N Reg., 48,000 miles, superb condition. £4,500 o.n.o. Tel.: Peter Sargeant, on Bromesberrow 214 or Codsall 2007. (58711

COLLECTOR'S CARRERA RS, 1973, white, red lettering, 58,000 genuine miles, M.o.T. and service history with Maltins to prove it. No rust, approximately £3,500 spent in last 18 months, new clutch, oil tank and heat exchangers. Only reason for sale Daytona purchased, can't afford both. £9,950. Tel.: home 023 587 696, business 0491 37043. (58710

BMW 3.0 CSL LIGHTWEIGHT COUPE, 1973, yellow, radio, cassette, fuel injection, electric windows, heated rear window, tested until April, mint condition. £4,100. Tel.: Scunthorpe (0724) 67515 (58709

ROVER 60 SALOON, 1948, pre war body style and in good condition. £1,250. Tel.: A. Tennyson, Bridgwater (0278) 732321. (58704

BRAND NEW MG-B Roadster shell. Latest specification, painted and undersealed, supplied in rolling form with new suspension and brakes for £1,200 or as is £550. Can deliver. Tel.: Middlewich 4491 day, Winsford 53075 evenings. (58708

LOTUS EUROPA JPS, 1974, 41,000 miles. £3,950. Tel.: 01-800 6261 or 01-200 6483. (58705

ALFA ROMEO 2000 GTV, 1973, 60,000 miles, regretted sale of lovely car due to baby. Offers. Tel.: Knowle 6359. (58706

MORGAN +8, 1979. Green, alloy body, stone leather, undersealed, 6,000 miles. £9,500. Tel.: Llandrindod Wells 2201 (58719

MORGAN +8, 1979 (T). Genuine 2,400 miles. Silver/black, immaculate, black leather, reclining seats, roll bar etc. £7,975 or nearest. Tel.: 0352 740514. (58725

DAIMLER V8 250, 1970. Automatic, one owner, certified 35,000 miles. Regency red, fawn interior like new, h.r.w., radio, new M.o.T. by Daimler distributors who have maintained the car since new. £1,800. Tel.: Earldorns 373 (New Forest). (58723

FORWARD CONTROL Land Rover & Trailer. 'R' Reg. Transporter has a 14 ft. beaver tailed body, new gear box, rear diff., dynamo. Long range fuel tank. Custom interior, 2 new tyres. Trailer is 4-wheel close coupled with 4-wheel brakes. £3,000 o.n.o. Tel: 0728 746843. (58724

ALFA ROMEO Spyder 2000. Bright red. 1975 'P' Reg. Only 25,000 miles. Fast but frugal. £3,500 o.n.o. Tel.: 01-359 9504. (58727

BRISTOL 1955 405 Two Litre Saloon, new Avon Turbospeeds, mileage 85,273. Light Grey, Red interior, engine mechanically sound and perfect, immaculate inside and outside, one owner since 1961, offers invited. Worthing 201254. (59134

HUMBER SALOON 11.4 h.p. Rare three door model. Vee windscreen, Vee dash. Tidy car. £5,000 o.n.o. Tel.: Dumfries 5936 (evenings). (58720

JAGUAR MK. II 3.4, 1966. Manual overdrive, blue saloon, grey leather, 48,500 miles. One owner. Immaculate. £2,650. Tel.: West Burwash 560 (58718

PANTHER J72, 1978. Metallic green with black interior, 18,000 miles. £14,000. Tel.: Copeman Hill 01-570 3427 (daytime). (58717

E-TYPE V12 convertible, 1973-4, M-reg, black, manual transmission, chrome wheels, 59,000 miles, immaculate throughout, £6,650. Tel.: Dartford 21013. (58153

FOR SALE—continued

PORSCHE 911S Targa, 1974. Outstanding example in black. PCGB member. £6,995. Tel.: 061 766 7235 (evenings & weekends for details). (58714

LAGONDA TOURERS, 1933, 3-litre, 1936 LG45. Tel.: Telford 55650. (58715

COLLECTORS CAR. Lotus Elan +2 130 S. 'L' Reg. Sunsport roof, alloy wheels, low mileage, pristine condition. One of the finest examples of this most sought after car. £4,500. Tel.: Hadley 021 558 0322. (56748

E-TYPE V12 convertible K-reg, red, manual, white wall tyres, chrome wheels, superb. £4,950. Tel.: Dartford 21013. (58153

FOR SALE Vale Special, 80% complete, many spares, engines etc. Tel.: Norwich 412782. (58905

RILEY KESTREL 6 Light 1936, 1½-ltr., partly dismantled for restoration, engine rebuilt. £750. Tel.: 01-660 9174 (Surrey). (58906

E-TYPE V12 convertible 1973, heather, auto, c.w.w., one owner, history, superb, £5,950. Tel.: 01-302 6474. (58153

E-TYPE V12 convertible K-reg, white, black interior, manual transmission, mint condition. £5,650. Tel.: 01-302 6474. (58153

FIAT SPORT Coupe 1976, (1600), 34,000 miles, new tyres and exhaust, any AA test etc. Service sheets available, £1,090 compare this price. Tel.: 061-740 6966. (58716

PORSCHE CARRERA 3 Targa, Sportomatic, 1976, Reg. No. 9VT, cruise control, 37,000 miles, new tyres, immaculate condition, £12,750 o.n.o., finance arranged. Tel.: 051-608 8556 (office hours). (58889

ALFA ROMEO Giula GT Sprint (1600 c.c.), 1965, grey with red hide upholstery, good condition, taxed and tested, £700. Tel.: Swansea (0792) 401620 (58890

1953 A40 SOMERSET, 33,000 miles from new, excellent original condition, sunroof (steel), new brakes and M.o.T., £650 o.n.o. 1975 1500 Spitfire, new engine, alloy wheels, tax and M.o.T. Jan. 1981, £1,450 o.n.o. Tel.: 074-571 3663. (58891

TVR 3000M, L-reg., taxed and tested, sunroof, tinted windows, stereo eight track, Bahama yellow, in very good condition bodily and mechanically, fast reliable car, £2,150 o.n.o. Tel.: Halifax 705490 (58893

MORRIS MINOR 1000 May 1964, 2-door saloon, one owner since new, 32,500 recorded miles, full year's M.o.T., original bodywork and no restoration, immaculate, £1,250. Tel.: Peterborough 222049 (58895

FULVIA COUPE 1.3S, M-reg., excellent example, 26,600 recorded miles, new exhaust and battery, taxed, M.o.T. Nov. £1,600. Tel.: Sheffield 350505 (58894

ALFA ROMEO Spyder 2000, R-reg., Farina red, excellent condition, Momo alloy wheels, many extras, £4,000 o.n.o. Tel.: 0226 85830 or 46497. (58897

TWO ALFA ROMEOS. One must go. 1978 Alfetta GTV 2000, alloy wheels, tinted glass, radio, 21,000 miles, undersealed, excellent condition throughout, £3,500 o.n.o. 1974 Alfetta saloon, sound, well maintained car, recent brake overhaul, good tyres, taxed, long M.o.T. £925 o.n.o. Tel.: Swindon (0793) 79388 (58896

ALFA ROMEO GT 1600 Junior, 2-door coupe in excellent condition, R-reg., 35,000 miles, white with black interior, radio, Michelin XAS tyres, offers over £3,000 accepted. Tel.: Camberley 28974 (Surrey). (58898

ALFA ROMEO 2000 GTV 1975, 25,000 miles, immaculate condition throughout, metallic blue, beige velour interior, sunroof, tints, stereo, one year M.o.T. £2,200. Tel.: 01-727 2774 days. (58899

AUSTIN CHUMMY 1927, requires hood, tyres and wiring to complete restoration. 99% original throughout. £2,600. Tel.: Basingstoke 27098 (58900

MGB ROADSTER 1974, chrome bumper, rustproofed, new hood, shocks, wire wheels, 52,000 miles, radio, £1,850. Tel.: 0647 72421. (58902

TRIUMPH TR6 PI, 1969, white, detachable hardtop, offers. Tel.: Harrogate 62441 ext. 41 (work hours). (58903

1961 ASTON MARTIN DB4 saloon which is half way through restoration. The vehicle has been resprayed and has a new headlining and the front seats have been covered in new hides. The vehicle has covered only 60,000 miles from new and has been stored for the past 12 years. At present the suspension is halfway through a rebuild. Offers over £2,500 exchange what have you. Tel.: 06284 3680. (58909

SUNBEAM TIGER 4.2 V8, good condition, hard and soft tops, many spares (including engine and box), £2,495 o.n.o. Tel.: Melbourne (033-16) 2510 or 2052. (58908

TR7 SPRINT, genuine works 127 b.h.p., 16 valve sprint model. 5-speed gearbox, alloys, spoiler, fogs, Inca yellow. November 1977 S-reg., company maintained, all bills, immaculate, very fast, forced sale, hence £3,350. Tel.: Redditch (0527) 25097. (58907

LOTUS ESPRIT S2, 1978 T-reg., glass sunshine roof, radio, cassette, sports steering wheel, electronic ignition, one owner, £8,435. Tel.: Northampton 714821. (59041

JAGUAR E-TYPE V12 2+2, late 1972, powder blue, 15,000 miles, excellent condition throughout, this car has been in storage for 12 months, just resprayed and tuned, private sale due to house purchase, £6,000 o.n.o. Tel.: 032 65 4689 evenings. (59039

JAGUAR V12 E-Type Roadster, white/black, M-reg., one previous owner, superb order, the ultimate classic car, £7,200. Thompson. Tel.: Bourne End, Bucks 20516 or Box 6382. (548904

ALFA ROMEO 2600 Sprint, classic 2-door coupe by Bertone, have RHD version, £100's spent many new and reconditioned parts, new house forces sale, £2,250 o.n.o. Tel.: 0202 21710. (59038

BMW 3.0 CSA 1973, dark blue, excellent condition, personal number plate, 40,000 miles, £3,500. Tel.: Canterbury 66188. (59036

FOR SALE—continued

WILLYS JEEP, 1943, renovated and resprayed. Runner but requires work to cure starting problem for M.o.T. £1,600. Tel.: Canterbury 66188. (59036

DATSUN 240Z R-reg, metallic blue, stereo radio track, 51,000 miles, recent new clutch, exhaust system and discs. This car has been maintained regardless of cost and is in excellent condition. £1,850. Tel.: Kimpton 832610 (Herts). (59050

1947 STANDARD Tourer, 47,000 miles from new. £1,200. 1963 Morris 1000 Tourer, £1,100. 1947 & 1949 Riley RME, 1½-litre, £385 & £475. Tel.: 0308 22338. (58071

TR6, 1974, white, hard/soft tops, overdrive, radio, headrests, excellent condition, M.o.T. March 1981, £2,695. Tel.: Cowbridge 4539. (59042

DAIMLER MAJESTIC 1962, 43,303 miles guaranteed, taxed July 80, M.o.T. 1981, black over grey, original logbook, handbook, complete parts list and sales brochure, £850. Tel.: Swindon (0793) 823102 evenings. (59045

ALRA ROMEO Spyder, DHC, restoration started, no time, need space, best offers. Tel.: Steve 0405 814172. (59047

JAGUAR E-TYPE 1964 3.8-litre, Series 1, FHC, a superb example of this modern classic, finished in dark blue with blue interior, radio and chrome plated wire wheels, totally original specification and in beautiful condition, £6,950 o.n.o. Tel.: Chesham (02405) 5709 evenings and weekends. (59048

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

PORSCHE 924 Turbo de luxe, Mocka black, 1980 model, 1,200 miles on clock. Tel.: Girvan, Scotland, 0465 3219. (58150

JAGUAR MK. II, 1966, 3.4, red, radio, Reg. No. YYF 4. This car is in outstanding condition having over £900 spent on it in the last two years. M.o.T. £1,300 no offers. Tel.: Watford 26108. (57916

COLLECTORS CAR 1951 Daimler Consort Saloon, 2½-litre, black executive, two owners, garaged, unused since 1964, some restoration needed. Replies to Box No. 6365. (57632

PORSCHE 3-LITRE Carrera Targa. Sports pack, front and rear spoilers, P7's, white and black, pinstripe interior, air conditioning, pristine condition and regularly serviced. '77 series "classic" car. £13,850. Tel.: Ray Davey 01-850 1349 (day), 01-304 9677 (eves). (57206

ARNOTT SPORTS/RACING car, 1955, FWA Climax, totally original and good, full M.o.T. £3,250. Including complete spare Climax engine, can deliver. Tel.: Leicester 766460 or 412005. (58083

DAIMLER DART SP250, 1962, Ivory with black interior, genuine 59,000 miles, hard top, overdrive, tax and M.o.T. until March 1981. £2,500. R. Couchman. Tel.: 01-379 7474 (office) Wargrave 2097 (home). (57849

JAGUAR E-TYPE V12. Taxed and M.o.T. Finished in unmarked black with tan interior, new tyres, new exhaust system, stereo radeo/cassette. This car is in immaculate condition with low mileage. £5,750. Tel.: Walton-on-Thames 42798. (58671

TRIUMPH TR7. Five speed, 1978 S, blue, beautiful condition, 18,700 rec. miles. £2,895. Tel.: Bishops Cleeve 3361 ext. 31 (day), Cheltenham 20599 (evenings). (58670

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JAGUAR MK II, 3.8 manual overdrive, 1966, very desirable, P.A.S., all synchromesh gearbox model. Golden Sand/Red Leather, 12 months M.o.T., new tyres, chrome. Fabulous investment at £1,295 o.n.o. Phone for further details Leeds (0532) 686560 780749 (office). (59241

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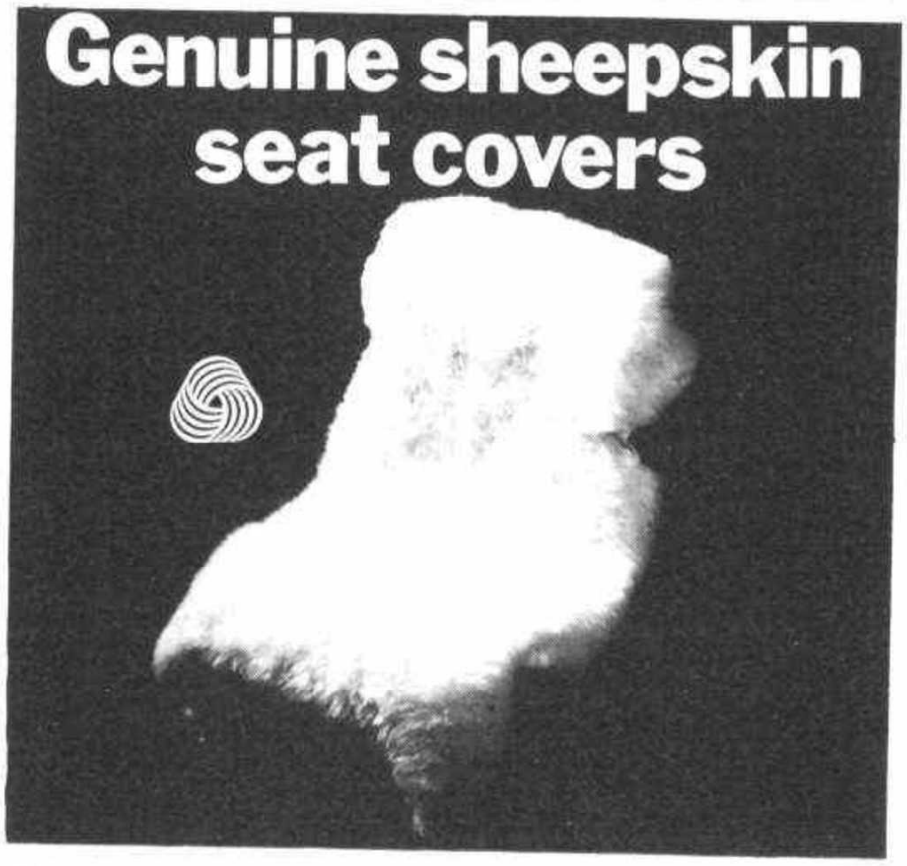
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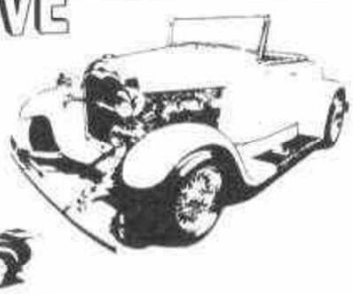
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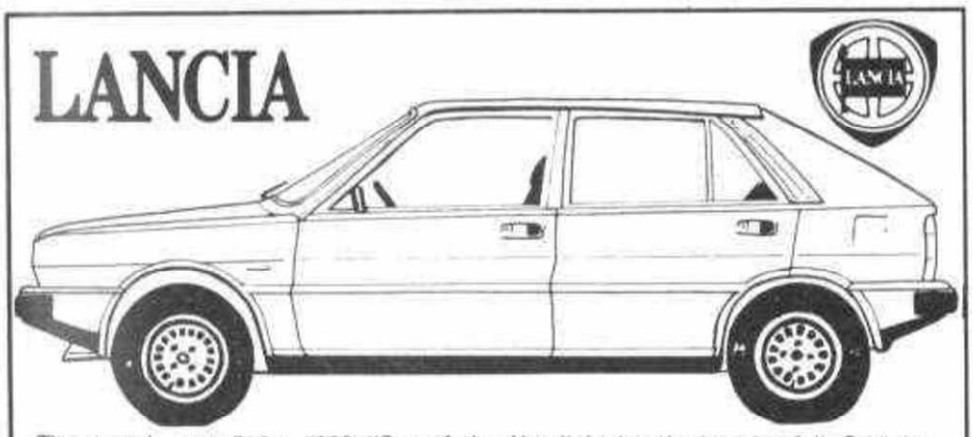
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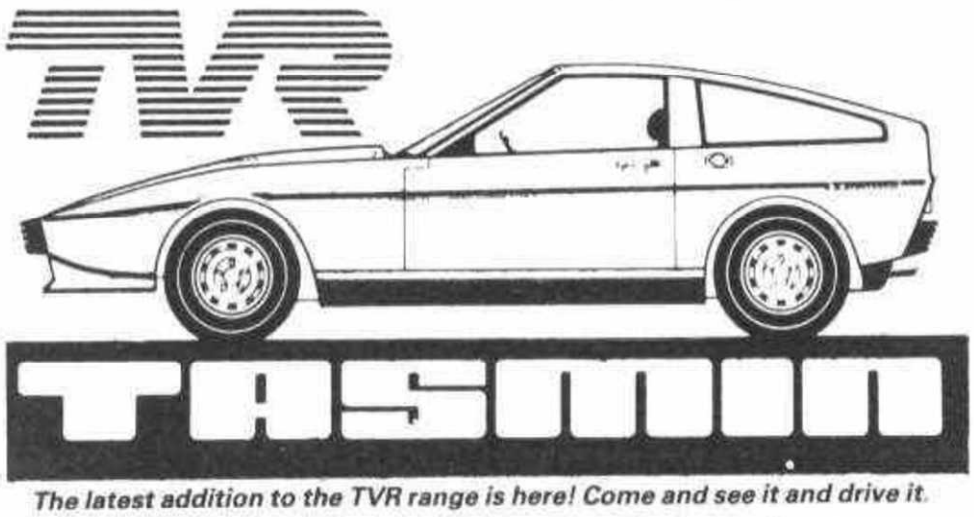
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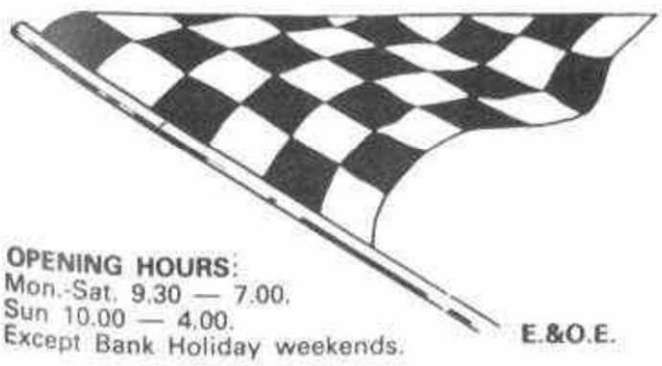
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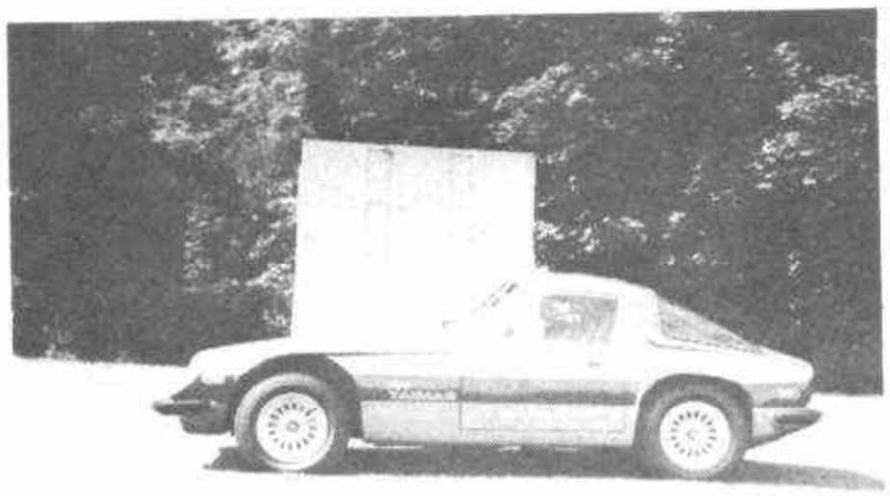
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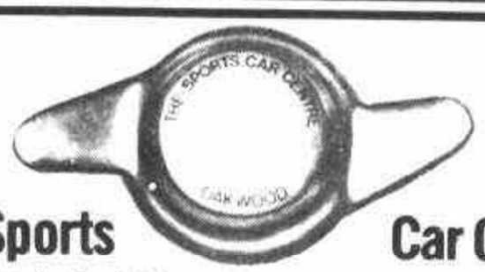
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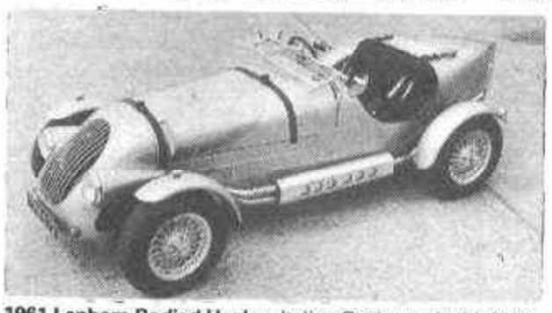
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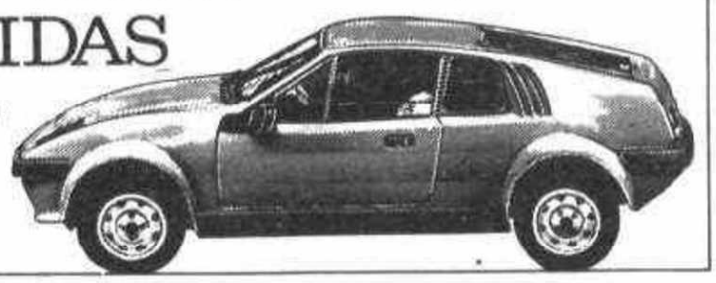
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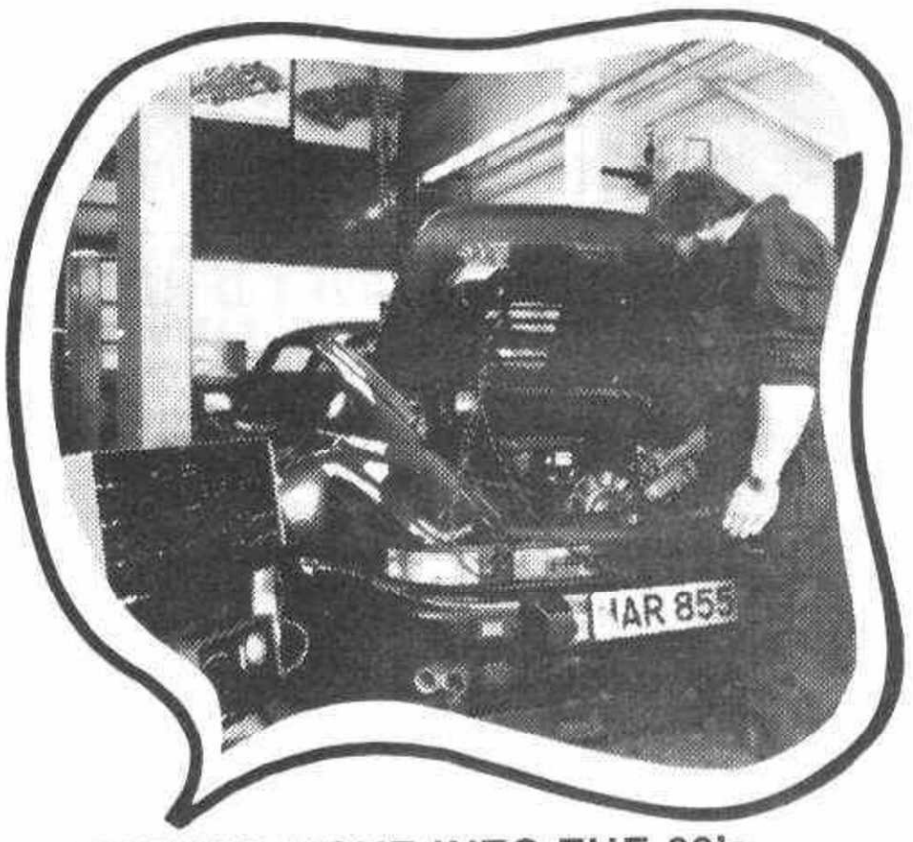


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MGC. 1968. Blue, 60,000 miles, years' M.o.T., w/w, o/d. Superb condition throughout. Tel: 01-594 0025. (59847

GT 2000 CORTINA. 1976 'R'. Carnival red, 52,000 r.m., v.g.c. with too many extras to list, electric fan, Ziebarted, manual choke. Lovely car being reluctantly sold for estate car. £2,199. Tel: Ashby (Leicestershire) 4791. (59928

MORGAN 4+4. 1978. 1,750 miles since new, metallic Jupiter red, tonneau, door handles, wire wheels etc. £5,950. Tel: Bradford (0274) 615399 (daytime)/Halifax (0422) 72009 (evenings). Private sale. (59929

MG TC. 1946. Excellent condition, for MG lover with enthusiasm to complete restoration. Many new parts. £2,500. Tel: Cranleigh (04866) 2919. (59931

AUSTIN HEALEY 3000 Mk. III. 1967. BRG, w/w, overdrive, low mileage. Superb. £5,000. Tel: Heathfield 2888 (Sussex). (59932

BENTLEY SPORTS CAR. Why pay the trade £25,000-£45,000 when you can have mine for £10,750. Replies to Box No. 6391. (59933

ASTON MARTIN DB6. 1969. Blue, v.g.c., fawn interior, c.w.w., regularly serviced, must sell to pay for Volante so £3,500 only. Tel: 09092 771431 (days) 01-837 3854 (evenings). (59924

RILEY 2.5. 1949. Good condition, taxed, M.o.T. Genuine sale. £1,150. Tel: Bishop's Castle 456. (59925

DAIMLER V8-250. 1968. Maroon with beige leather, overdrive, recent overhaul, M.o.T. Mechanically excellent. £1,600. Tel: 01-438 4340 (work)/01-727 2335 (home). (59926

JAGUAR ROADSTER. 1968. One owner most of its life, history, gold/tan leather. £5,000. Aston Martin DBS V8 'J', 35,000 miles, history, Fiesta red/black leather. £4,500 p/ex. Tel: 0502 730279. (59927

LAST OF the "non-S" Mini-Coopers. October 1969. Original black inside and out, one owner, 54,000 miles, sunshine roof, radio. Offers before August 10th to 029578 334. (59920

SSII TOURER. 1934. Red, extremely rare, M.o.T. tested 29/11/80, beautiful sportscar in superb condition. £7,500. Tel: (Kent) 06793 2917. (59921

BENTLEY SI. 1957. Power steering, nice condition, current M.o.T./licence. £4,500. Tel: (Kent) 06793 2917. (59921

ASTON MARTIN DB6 Vantage. 1966. Finished in white with black leather interior, new exhaust fitted, good condition throughout. £6,250. Tel: Storrington 2560 (after 5.30 p.m.). (59922

1931 RILEY GAMECOCK pre-production car. Unique. Original in excellent condition after recent respray and retrim. £5,950 o.n.o. Tel: 0783 42313 (anytime after August 5th.). (59923

1974 STAG. Immaculate, lots of extras, ex-HRS. When you see her you will buy at around £3,000 or exchange for Amilcar, Salmson, TC 21 DHC. Please Tel: Slough 42176. (59914

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MARCOS 3-LITRE Ford. 1969. Genuine 64,000 miles, white/gold bumpers, overdrive, 30 m.p.g., electric windows, Minilite wheels, sunroof, radio, Sundym windscreen. Recent interior retrim, clutch, tyres, steering. Too much to mention. Second car, enthusiast maintained, hence beautiful condition. £2,975 o.n.o. Tel: Cobham 2120 (evenings). (59917

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JAGUAR V12 E-Type Roadster. Late 74. Manual, carmen red, works hard top, 24,000 miles. Immaculate. £8,495. Tel: Formby (Merseyside) 71090. (5991

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1964 JAGUAR E-Type 3.8-litre FHC. An exceptional car which has just undergone an extensive restoration and judged the best 3.8 at this years JDC E-Type Day. Golden sand with tan trim, very reluctant sale, owner posted abroad. £8,500. Tel: 0993 83068 (Oxon). (5987

1952 SINGER 4AD Roadster. Unused since 1962. For restoration. Offers. Tel: 0452 79 463. (5987

TR6. JULY 1975. Genuine 30,000 miles from new, excellent condition throughout. Magenta paintwork, black hood, overdrive, radio and tape player, years M.o.T. Comprehensive service history, very reliable. £2,695 o.n.o. Tel: Cobham 2120 (evenings). (5987

LAGONDA. 1932. 2-litre Continental Tourer. Same owner 29 years. Taxed, M.o.T., some spares. Offers around £12,000. Tel: 0993 842271. (5993

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CORVETTE 1978 Anniversary Model. 'V'-Reg. 350 Auto. White, brown interior, fitted all extras including split roof, power windows, brakes, steering, stereo radio/cassette, air conditioning. £6,850 for quick sale and reasons. Tel: (0949) 42335. (5987

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ALFA ROMEO Spyder Veloce. 1974 'N'. White with black interior, in nice condition. Tel: 041 639 4361. (5986

BMW 2002 Tii. 1973. Inca orange, black vinyl roof, 60,000 miles. Dunlop alloy wheels with new Goodyear Grand Prix H 185/70 tyres, regularly maintained car with usual extras. Must be seen to be appreciated. Forced to sell due to house purchase and recently acquired company car, therefore no sensible offer refused — but no insults please! Tel: Maidenhead (0628) 30687 (office)/Slough (0753) 71651 ext. 43 Robert Walker. (5987

E-Type JAGUAR. 1962. FHC. Very good condition. Bills for £700. M.o.T. £2,400. Tel: Lincoln 50228. (5987

VAUXHALL VICTOR FB Estate. 1964. Original condition, 12 months M.o.T., radio, full service history. Offers. Tel: Norwich 661408. (5986

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JAGUAR 3.8 Mk. II. 1965. Manual, o/d, body/interior/mechanics good. M.o.T., recent engine overhaul. £1,850. Tel: Craig Hinton, Hinckley 613948. (5986

MG PA. 1934. Needs total restoration and some missing parts. Has original engine, gearbox. £1,250 or exchange. Tel: Kelshall 210 (Herts.). (5985



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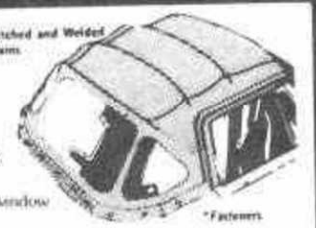
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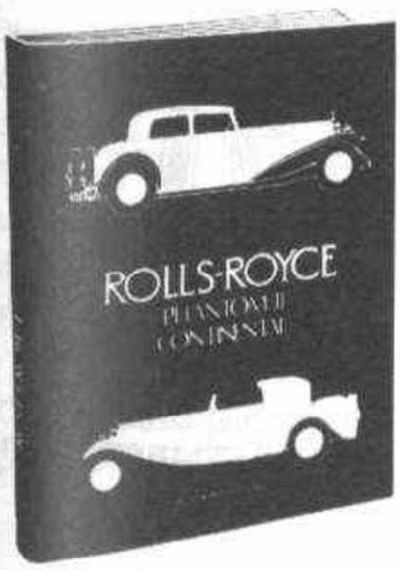
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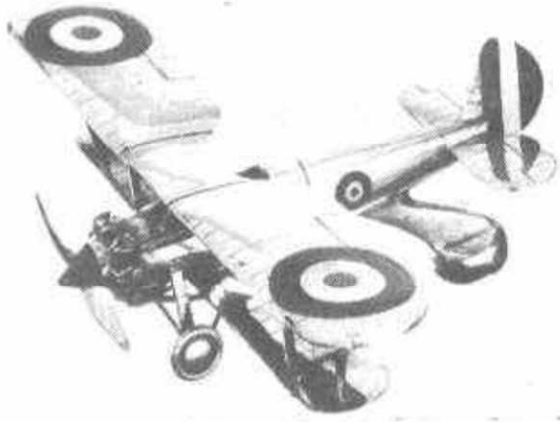
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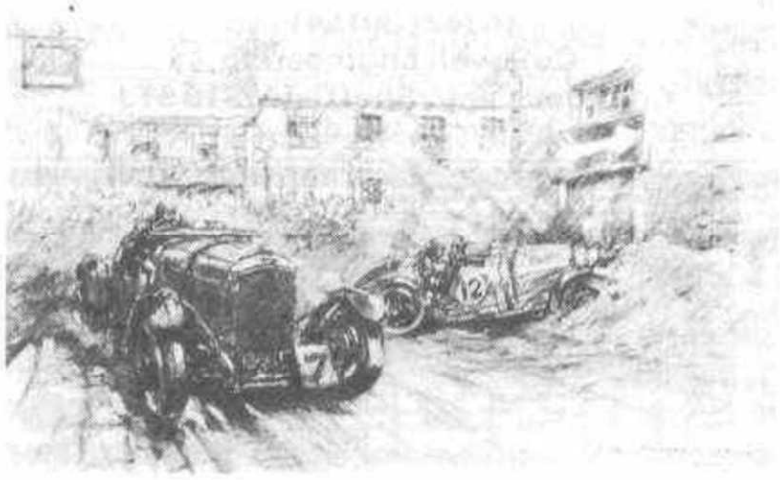
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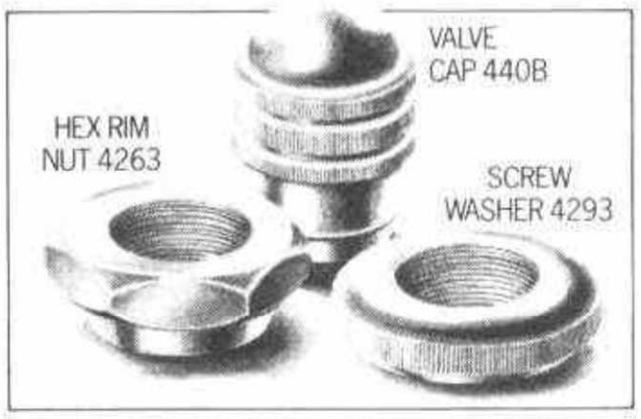
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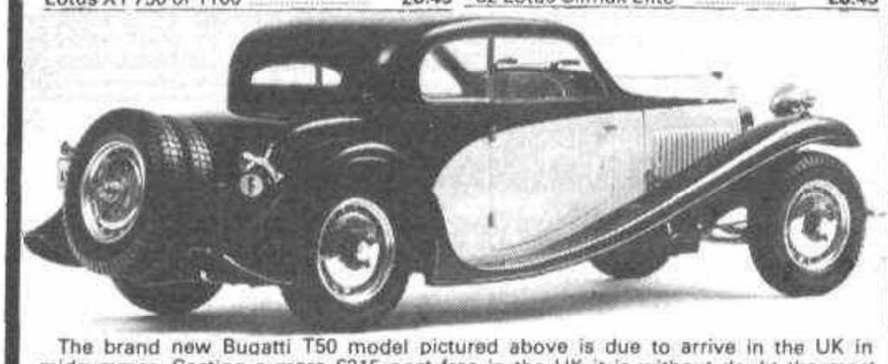
MINIATURE MASTERPIECE



In this space we usually devote acres of turgid type to extolling the virtues of the latest creation of Giovanni Bloggini of Turin or Aunty Mary Woof of France the well known walker on water. This month however, throwing discretion to the winds (been eating beans again) we're listing some of our own manufacture models which we usually think are a load of rubbish but which well intentioned gentlemen like Mr. Boddy keep telling the great British public are miniature masterpieces. Here then is a list of some of our creations that have been raved about and which we think you might like to spend a wet evening or two (internal or external we don't mind) putting together. Those marked with an * are more simple kits for those who prefer simple kits!

By the way department — the Vanwall pictured at the top is our latest and of it one continental writer said "a new highlight in craftsmanship" and "in a class of its own" which was nice of him and might make Stirling happy too. (Postage 25p each UK.)

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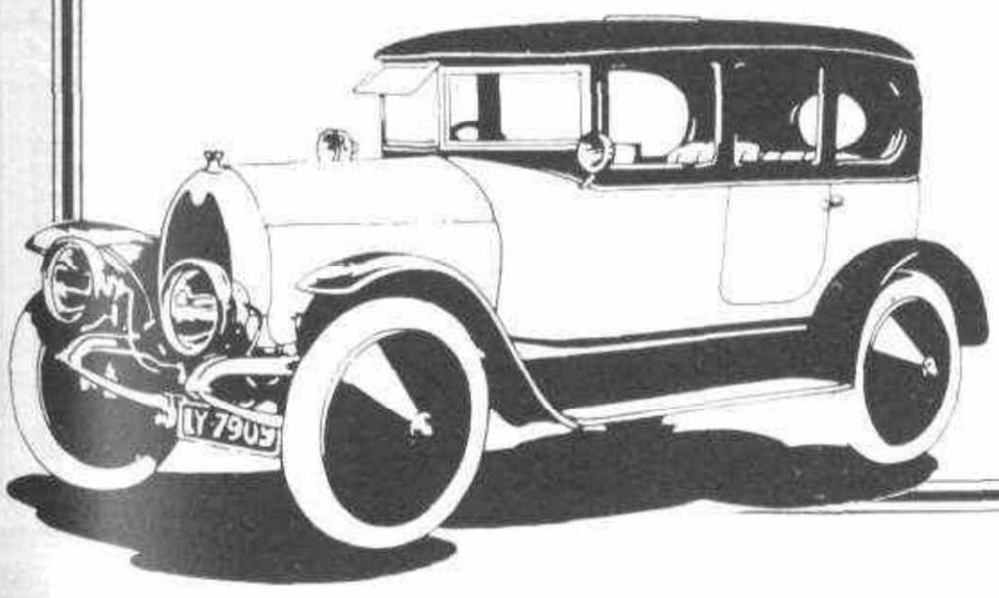
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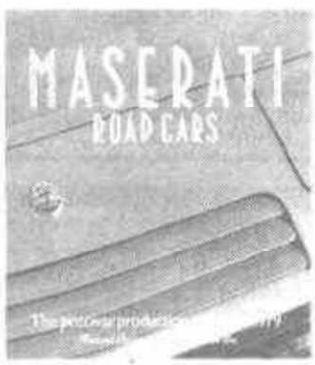


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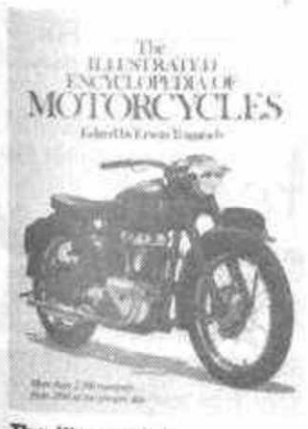
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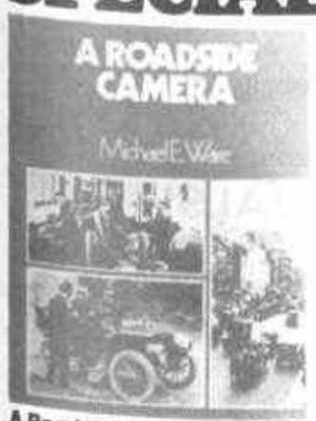
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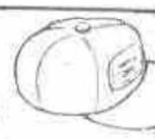
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Inescapable air moisture spews rust spores on metal deep in-below chassis and car body. Spores grow, multiply fast. Metal feeds its own erosion! Treachery spreads. Underframe rots. Box section condensation sprouts ghastly rust "bubbles" on wings, doors,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

Salt & Water Spray Tests

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

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

Waxoyl holds 'Showroom' condition"

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back! The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *"Rust stopping qualities very good"* reports Swiss Gov't. after Lab. tests. *"Most satisfactory"* says Chrysler Centre, Basle, Australia, N.S.W. *"On Rover 3,500 coating still intact in corrosive sea air"* Motor Magazine. *"Remains active indefinitely"* Westerly Marine, Portsmouth. *"Protection excellent on marine diesel oil tanks"* (Tank bases standing on supports otherwise impossible to rustproof.) *"Fantastic stuff"* says Citroen Car Club Veteran Motorists Mag. *"No sign of corrosion on 72 car, does inhibit existing rust"* Autocar Mag. *"One of cheapest, effective ways to protect a car"* Chesterfield. *"9 Yr. old Volvo looks less than half its age"* Civil Engineering Polytechnic. *"On Mole Valley Hood Scheme, bare steel instrument cases in open countryside rust-free to date"*

If Considering Other Makes

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

Year After Year Protection

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

Waxoyl Users Find Other Uses

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

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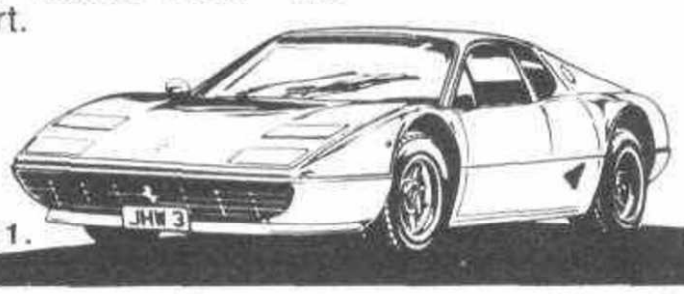
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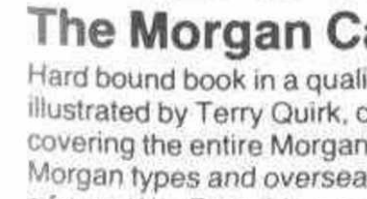
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FOR SALE—continued

GORDINI 5 1979, silver, radio cassette, body mouldings, mud flaps, air horns, rear fogs, finger plates, matched Californians, taxed May 1981. £4,000. 0202 (Parkstone) 747560. (59133

MGC GT AUTO. Private sale of lovingly maintained and expensively restored rare classic sports car. B.R.G., F Reg., wire wheels, stereo cassette, best offer over £2,750. Ripley (Surrey) 2700 (office hours). (59097

CONVERTIBLE V.W. Karmann Ghia. L.H.D. 1966, (3rd car continental use only), in excellent order. £1,300 spent last 3 years, stunning Yellow with Black trim, complete with tonneau, original radio, delivery note etc. Private sale through ill-health. 0643-5215 (Somerset). (59100

LOTUS 7 SERIES III. 1979 T Reg., all Caterham extras, 7,000 miles, unmarked, twin cam. Tel.: John Baker on 0245 60676 day, Pleshey 439 evenings. (59364

GENUINE ex-Formula III 500 c.c. racing car. Fitted JAP engine, Norton Box, hillclimbed for the last five years, long distance tank and loads of spares included. Just been resprayed and ready to go. Collector's item. £2,000 o.v.n.o. Tel.: 0905 27639/21667. (59389

JAGUAR XK150 3.4 DHC. Manual with overdrive, old English white, w.w. very good condition and sensibly priced at £4,750. Available after 5th August. Tel.: Wrestlingworth 340. (59383

ROLLS-ROYCE MK. 28. 21¼-litre, V12 Merlin-powered four-seat tourer offered for sale in a moment of weakness. Rated at 850 b.h.p. on Webers. Car based on Jaguar components, massive drum brakes, wire wheels. Built by FI mechanics, engine by RAF fitter. This is a huge vehicle which demands total concentration to drive. Offers in excess of £55,000 considered. For appointment to view please write to "Twin Cam", Heatherway, Great Moulton, Norwich. (59385

SINGER. Two-seater sports, registered 5-1-1934, virtually complete with number of spares, needs work. In Cornwall. Offers over £1,000. Replies to Box No. 6385. (59384

STAG. Re-imported, un-registered, rhd, latest specification, overdrive, blue, best offer, interesting exchange plus cash considered. Tel.: 0401 43247. (59382

MK. II JAGUAR. 1967, rebuilt, c.w.w., all front body panels removed, complete set of original B/L parts to complete. Also new rear door and boot lid. Offers. Tel.: Cardiff 731640. (59381

LOTUS ELITE 503. Late '74, 40,000 miles, all refinements, lagoon blue/oatmeal interior. £3,990. Tel.: Plymouth 872649 or 62276. (59380

TVR VIXEN S3. 1971, 1600, reconditioned, resprayed, tax, M.o.T., average mileage, excellent condition throughout. Tel.: Penrith 64908. (59379

MG-C GT. 1969, Connaught green, overdrive, tinted screen, engine completely overhauled 2,000 miles ago, Waxoyled, very good condition throughout. £2,100. Replies to Box No. 6384. (59376

ALFA ROMEO SPYDER. 'T' Registration, red, stereo, electric aerial, Ziebart, 7,000 miles, warranty, indistinguishable from new. £7,000. Tel.: Middleton Scraven 628. (59375

FIAT 124 SPORTS COUPÉ 1800. April 1976 (P Reg.), one of last made, unusual light metallic blue, 38,000 miles, one owner, long M.o.T. Beautiful car in excellent condition. £1,950. Tel.: Camberley (0276) 20601 or Crowthorne 3906 after 6 p.m. (59374

ASTON MARTIN DB6 MK. II. 1970, automatic, new exhaust, discs, servos, M.o.T. March 1981, 75,000 miles, green/tan hide, good condition. £5,250 o.n.o. Tel.: Horley, Surrey (02934) 6597. (59373

BRISTOL AUTOMATIC COUPÉ. 1972. This luxurious vehicle maintained regardless of cost. £4,500. Tel.: 01-229 7100 and 01-459 3511. (59372

RARE DAIMLER Barker Deville drophead Coupé 1949. Finished white with leather interior. This immaculate collector's car for only £4,500. Tel.: 01-229 7100 and 01-459 3511. (59372

ALFA ROMEO ALFETTA 1.6 GT. 1977 S Registered, 34,000 miles, believed genuine, two owners, metallic silver, transferable Motorplan warranty on engine, gearbox, differential, starter and alternator until January 1982. Radio/cassette. £2,500 o.n.o. R. B. Prest, 'Woodhenge', Billinge End Blackburn. Tel.: 0254-57964. (59368

BMW 2002 TOURING. 1973. L Registered, Verona red paintwork, Radiomobile p/b radio, 89,000 miles, engine top end overhauled, reconditioned different and many other new parts, very good all round condition seven months M.o.T. £1,200 o.n.o. Tel.: Blackburn (0254) 57964. (59368

PORSCHE 356 B 1600 SUPER. 1960, personal reg. no. AWU 7 some restoring required, must be sold as space is required. Offer over £1,00. Tel.: Penn 3903. (59365

SAAB 96. 1970, very good condition, rear window demister, aerial, other extras, year's M.o.T., taxed January. £450. Tel.: Derby (0332) 58941. (59366

SUPER SEVEN 1600GT. T-Reg., low mileage, added wife to collection, one must go. Best offer secures. Tel.: 04892 81552. (59613

TR6 ROADSTER. Pimento, 1972, house purchase forces sale of this immaculate car. Much spent, but £1,550 for quick sale. Tel.: Cardiff 811061. (59601

AUSTIN HEALEY 3000 MK. III. 1968, one owner last nine years, major overhaul last three years including gearbox, four alloy wings, sills, boot, tank, etc. (over £3,000). Not strictly "concours" but realistically priced at £4,500. Tel.: Bookham (0372) 53816 (evenings). (59608

COMMER FIRE ENGINE. 1952, full working order with some equipment. Needs repaint. £600. 1956 Humber Hawk. Good mechanical condition, some bodywork needed to front wings and sills but two new sills to go with it. £300. Bale, Old Forge Cottage, Curry Mallet, Taunton, Somerset. Tel.: Hatch Beauchamp 480294. (59611

STANDARD 9.5 H.P. 1919, two-seater with dickey, thoroughly excellent condition, 37 m.p.g. £8,600. Tel.: West Drayton 40913 daytime, 01-515 2919 evenings. (59612

MORGAN PLUS 8. Latest model, used two months only. Metallic silver, immaculate condition, speedo. 6,000 miles, owner abroad, hence regrettable sale. Offers around £10,000. Tel.: 0602 873818. (59614

SPARTAN PLUS TWO. Traditional style sports car built with all new Ford mechanicals. Immaculate award winning car. £2,900. Tel.: Wickford 66932. (59615

MORGAN PLUS 8. Concours winning car black with beige upholstery, M registered. Price reflects condition. £5,750. Tel.: Burnley 35658 days, Ramsbottom 3616 evenings. (59616

ROLLS-ROYCE SILVER SHADOW. 1971 model turquoise with Everflex roof. £2,00 spent on mechanics with main agent. Early service history. £11,500. Tel.: Burnley 35658 days, Ramsbottom 3616 evenings. (59616

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BMW 3.0 SI. Two R-Registered former directors' cars, well maintained in polaris silver and metallic blue. Undoubtedly a collector's car already giving outstanding performance and 22-24 m.p.g. £1,950 each or nearest offer. Box No. 6387. (59617

P1800S VOLVO SPECIAL. Reg. No. 3. Genuine 70,000 miles, mileage records, M.o.T., certs from new superb specimen must be seen. £1,900. Tel.: Uxbridge 35617. (59619

TR6. 150 bhp model, overdrive, five new 7" alloy wheels and radial tyres (value £450). Soft top, M.o.T., spares, colour black with reupholstered gold draylon interior, just serviced, stunning appearance and appreciating sports car. £2,000 o.n.o. Tel.: Great Dunmow 820129 evenings. (59620

XK150 ROADSTER. Yes Roadster. Rare opportunity to acquire one of these models. Some restoration work done, needs completing. No rust. £4,250, no offers. Tel.: 0203 302256. (59622

AMILCAR CGS. 1925, the ex-TASO Mathieson car with racing history now fully restored. £8,000. (Page 7 Profile Publication) Tel.: Paul 0908 582651. (59461

MORGAN 4/4. V Registered, 8,500 miles, aluminium undersealed body, leather seats, wire wheels, every extra, white, as new. Sensible offers. Tel.: Droitwich 3912. (59459

E-TYPE 4.2 FHC. 1967, midnight blue, excellent mechanics and body maintained to high standard. House purchase forces sale. Best offer secures. Tel.: Derby 702378. (59458

DAIMLER SOVEREIGN 4.2. 1968, automatic, power steering, old English white with red upholstery, 78,000 miles, excellent condition. £1,500 o.n.o. Tel.: 0639 84225. (59457

457

MG TD. 1953, two year rebuild to immaculate condition, B.R.G., tan hood, sidescreens, interior (Collingburn). £7,000. Tel.: Lincoln 20374 evenings. (59456

JAGUAR XK140 ROADSTER. D type head, requires body repair. £2,000. Tel.: Bridlington 76909. (59455

CORVETTE 427 TURBO JET. 1966, Kelsey-Hayes wheels, immaculate original classic. £6,250 p/ex E-Type, TR6. Tel.: 01-518 1858. (59453

AC ACECA. First registered November 1956, AC engine, 65,000 miles, one owner, excellent condition. £3,750. Maclean, Spindle, Kingsley, Bordon Hants. Tel.: 042-03 2254. (59451

AUSTIN HEALEY MK. 3 3000. E-Registered, one owner since new, engineer maintained to high standard, original, unrestored, 49,000 miles, used only in summer, carefully stored during winter months since new. Injection rustproofing and underseal checked and made good each year. Pristine example. British Racing Green, black trim, tonneau, wires, overdrive. Works service manual and recorded history. Best offer around £6,000. Tel.: 0228-74 207 after 6.00 p.m. (59452

1954 MORRIS MINOR. M.o.T. 1981. Dark grey with red upholstery, 4-door. In very fine condition. A collectors car. £1,250. Tel.: Esher 64297 (evenings/weekends). (57352

ALFA ROMEO GTV 2000. 1977 (R), two owners, excellent bodily and mechanically, new M.o.T., sale due to arrival of new car. Sensible offers please. Tel.: Emsworth (Hants) 71648. (58387

MG-C GT AUTO. Mineral blue, sunroof, towbar, body steam cleaned and eight gallons underseal applied September 1977, new exhaust and rear shocks October 1979. New wing, door, complete de-rust and respray just completed. New carpets to fit. Owned 4½ years by enthusiastic MGCC and Octagon CC member. Looks immaculate and drives well. Tel.: 0695 78382 (Lancs). (59488

E-TYPE 4.2 ROADSTER. 1970, white with black interior, CRW, 57,000 miles, good condition, substantially restored, with new bonnet, sills, exhausts, front discs, hood, carpets and shock absorbers, resprayed and rechromed, very fast and smooth. £5,500. Tel.: 0534-37020. (59487

TRIUMPH DOLOMITE SPRINT. 1979, 14,000 miles immaculate condition throughout. £3,300 o.n.o. Tel.: Daytona Cannock 77904 evening, 021 373 5056. (59490

MG-B GT. 1980, black, absolutely immaculate, exceptionally low mileage, radio, Supercover, sacrifice. £4,690. Tel.: Cumnor 3207. (59491

TR8. P Reg., hard top, soft top, superb condition, fully rustproofed from new, 35,000 miles. £2,895. Tel.: Folkestone 39743 evenings. (59492

LOTUS ELAN SPRINT FHC. 1971, excellent original condition, low mileage, M.o.T. and taxed, regularly maintained. £2,850 o.n.o. Tel.: Bradford-on-Avon 5706. (59776

JAGUAR 340. 1968, manual, overdrive, British Racing Green, M.o.T., 75,500 miles, v/good condition throughout. Offers around £1,500 Tel.: Clacton-on-Sea 29376. (59771

ROVER 3-LITRE. 1967 Mark 2 saloon, manual, overdrive, tow bar, long M.o.T., in daily use. Offers around £250. Tel.: Swansea 298655. (59780

TF MG 1250. 1953, wires, new hood and screens, leather, resprayed, rebuilt, rechromed, perfect mechanically, original, sound body, bills, early log book, one of a pair, must go £8,900. Tel.: Ashtead, Surrey 75714. (59781

AUSTIN 10/4 LICHFIELD. 1934, immaculate, superb condition, restored, spares. Offers *circa* £3,000. Tel.: Hutton Rudby 700925, (0642). (59779

TR4. 1962, Reg. No. YVU 7, powder blue, 11 months M.o.T., solid original car. £1,400. Tel.: Rotherham (0709) 826200. (59778

RELIANT SCIMITAR COUPÉ. Pensioner needs to sell unusually good one-owner 3-litre specimen. G Registered but only 36,000 miles, extras include Cibie halogen lights, Konis, Westlake cam and heads, GTE wheels, overdrive, new M.o.T. £1,495. Tel.: 0273 601079 evenings. (59777

SCIMITAR GTE, 3-LITRE COUPÉ. 1968, overdrive, radio, sunroof, Ford reconditioned engine and clutch 2,000 miles ago. Mechanically excellent, silver with black interior, looks very smart, 12 months tax and M.o.T. £1,600 Tel.: Bath 833207 weekends. (59775

MERCEDES 250SE COUPÉ. 1964, lhd, pas, electric sunroof, two owners, long M.o.T., well maintained, must be seen. £1,950. Tel.: Woking 67434. (59774

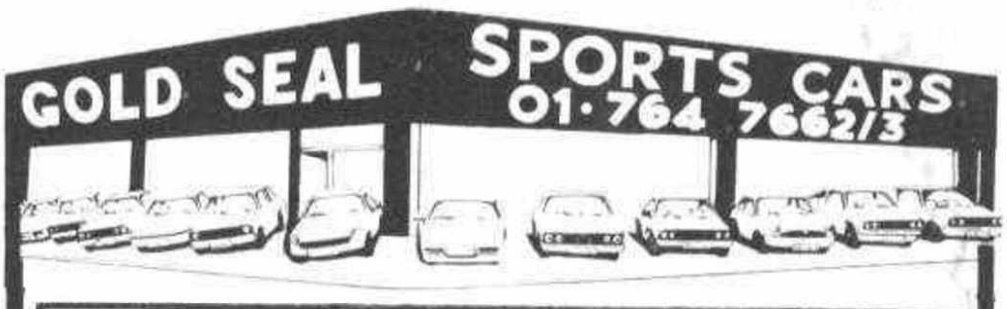
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HUMBER SIXTEEN. 1938, in good general condition. Some work required to bring up to M.o.T. Tel.: Etwall (Derbyshire) 2206. (59770

MORGAN PLUS 8. 1972. 5,000 genuine miles, mint condition, black leather interior, signal orange. £5,900. Tel.: Stonyhurst 025486 252) evenings. (59768

AUSTIN 7 Opal open 2-seater. 1973, good condition all round, very reliable and practical, blue with black wings. £1,875 o.n.o. Tel.: Leicester 737802. (59766

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£2,395 ALFETTA GT 1.8 1975 deep cherry with grey cloth tints, etc. Tremendous value.



£4,595 BMW 320 AUTO 1977 met red with grey check, metal sun roof, tinted glass.

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£8,995 MERCEDES 450 SLC 1974 icon gold with beige velour, one owner, 48,000 miles. M.B. maintained.

£7,995 DATSUN 280ZX 2+2 1979 bright red with black cloth, 5-speed gearbox, 6,000 miles only.

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£5,995 MERCEDES 280 SL 1970 auto with pas, hard and soft tops, 2 private owners.

£5,995 LOTUS ELITE 501 1976 white with oatmeal trim, 2 owners, service history.

£5,995 JAGUAR XJ COUPÉ 4.2 1977 squadron blue, sun roof, electric tinted windows, radio cassette.

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£4,995 LANCIA MONTE CARLO 1978 Italian racing red with beige cloth, one owner.

£4,795 DATSUN 260Z 2+2 1977 white with black trim, one owner, 22,000 miles.

£4,495 ALFETTA 2000 GTV 1978 T-Reg. white with grey cloth, tints, radio, 10,000 miles only.

£3,885 LANCIA 2000 HPE met silver, red cloth trim, metal sun roof, radio, cassette, one owner, 12,000 miles.

£3,645 MERCEDES 250 2.8 1976 ivory with blue cloth, auto with pas, central locking, radio-cassette.

£3,495 ALFA SUD SPRINT 1.5 met jade green with beige cloth, tints, rust protection, unmarked.

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DAIMLER CONSORT. 1951, excellent original order, stored many years until recent overhaul by DLOC member. Taxed and full M.o.T. Offers around £1,300. Tel.: 051-733 8633 (Liverpool) evenings or weekends. (59769

STAG. 1978, S-Reg., russet brown, low mileage, hard/soft tops, electric windows, radio, pas, overdrive, tints, first class example. £6,250 o.v.n.o. Tel.: 0254 40052 (evenings). (59767

JAGUAR E-TYPE. 1966, 4.2 Series 1 convertible, 60,000 miles, c.w.w., hard top, M.o.T., carefully maintained, superb rustfree condition. £4,850. Tel.: 021-354 4434 (Birmingham). (59764

JENSEN HEALEY II. 1973, "M", white/black interior, 37,000 miles, hard/soft top. £1,750. Tel.: Belper 3593 (Derbyshire). (59763

LOTUS EUROPA. 1971, 371 NEV, 37-40 m.p.g., new M.o.T., £800 recently spent on thorough overhaul but house purchase forces very reluctant sale. £2,200. Tel.: Bedford 212447 evenings. (59761

ROLLS-ROYCE SILVER WRAITH CABRIOLET. 1947, not in use. Offers. Tel: (0946) 820205 after 6 p.m. (59762

ALFA ROMEO ALFETTA GTS full head coupé. T. Reg., 1979, accident damaged. £600. Tel.: Aylesbury 82863. (59760

SINGER LE MANS. 1934, 9 h.p., running but needs trim, etc. to complete. Around £2,600. Tel.: Newport (Shrops) 812448. (59759

XK140 FHC. 1956, M.o.T. 10 months, taxed, in regular use. Offers around £2,00. Tel.: 01-886 9166. (59758

FERRARI 308 GT4 2+2 DINO. N-Reg., metallic blue, navy leather upholstery, radio cassette, air conditioning, in beautiful condition, 29,700 miles. Best offer over £6,700 before end of month secures. Tel.: Auchterarder 2151 business, Auchterarder 2717 home. (59757

BENTLEY SI CONTINENTAL. 1959, 2-door saloon by James Young, extremely rare as the 2-door version and very attractive. £12,500. Tel.: Gt. Dunmow (0371) 810604 or Stebbing 638. (59756

MGB GT 1978, red with grey striped seats, 38 m.p.g., yes 38 m.p.g., demonstration of this incredible economy sports car. Tel: Radlett 6342 (Herts). First cash offer over £3,000 will buy. (60041

MERCEDES 250 SL, 1967, metallic sand, immaculate condition, 10,500 miles since new engine costing £2,000. Sensible offers invited. Tel: 01-409 1920 day 01-997 4732 evening. (60042

ROLLS ROYCE, 1928, 20 h.p., 4-seat tourer, similar to Barker style replica, excellent condition throughout. Tel: 042-127 2182 evening. (60043

LOTUS ELAN +2S, superb condition, especially appearance, M.o.T., radio, offers over £2,000. Tel: Tiverton (Devon) 3608. (60044

1933 RILEY NINE short chassis, twin-carb, cycle wing sports. Sound, solid, running order; believed competition history. £2,950 or p/x MG J2, Turner-Climax, Costin Amigo, AC Aceca, old motorcycle(s), any condition. Tel: 01-368 3512 (Barnet). (60045

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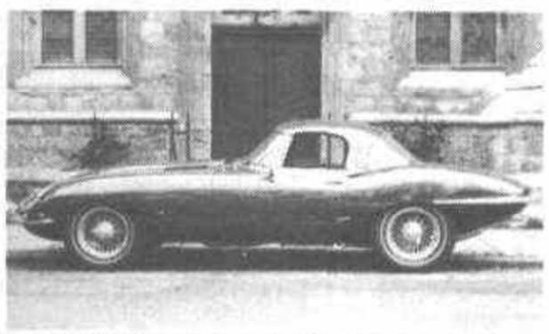
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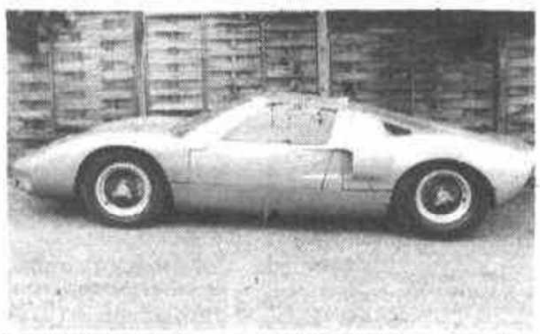


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DATSUN 260Z 2+2. 1976 (R-Reg.), usual lavish equipment including self-seeking radio and eight-track stereo. Deep purple finish, brown upholstery, 45,000 miles, new tyres, clutch, brake pads and shoes, latest exhaust manifold and downpipe. £3,500 o.n.o. Vic Willoughby, 47 Bridgenhall Road, Enfield, Middlesex EN1 4AZ. Tel.: 01-363 8191. (60260

TR6. 1970, 50,000 miles, new factory engine 3,000 miles ago, outstanding condition throughout. Offers. Tel.: 021-777 4656 or 021-458 6268. (60264

HISPANO SUIZA H6B aluminium Australien Burlington seven passenger tourer body. Original grease gun, jack, some spanners, undertray, mascot, body paint, mechanically fit to go anywhere, photographs available at cost. Offers invited. S. Middlehurst, PO Box 148 Warragul, Victoria 3820, Australia. (60262

JENSEN INTERCEPTOR III. 1973, collectors item, 31,000 miles, immaculate condition, grey with Bordeaux leather. £3,500 for quick sale as owner going abroad. Tel.: 01-373 7644 (60263

MORRIS TWO-SEATER. 1931, original, stored since 1959, spare engine, wheels, easily restored to perfect condition. Box No. 6398. (60265

BENTLEY MK. VI. 1950, standard saloon, mechanically sound, stored since last M.o.T. in May 1977, body requires some renovation. £1,950 o.n.o. Tel.: 01-995 3982 evenings. (60266

LOTUS ELITE 502, N Reg., white, air conditioning, excellent condition, low mileage. £3,100 for quick sale. Tel.: Compton 263 (Sussex). (60267

AUSTIN SEVEN COMPETITION MODEL. 1929, some history, very unusual chassis with tubular front axle, professional rebuild, requires Ulster body. £2,000. Also parts and log book to make vintage Austin Seven running chassis mag or coil engine. £500. Shropshire. Richard Cookson. Tel.: Clun 436. (60269

LOTUS ELAN SPRINT. F.H.C., recent engine, clutch and differential overhauls, in excellent condition throughout, tax and M.o.T. £3,300. Tel.: 01-789 0155 (home), 01-248 3999 ext. 148 (work). (60270

FOR SALE—continued

AC 'ACE' 1955, silver grey, red leather, with rebuilt AC engine still running in. £6,300. Tel: Reigate 47464 (evenings and weekends). (60234

CRAYFORD CORTINA 2000 GT. Sapphire blue matching hood, 1973, Known history. £1,000. Tel: Hull 26201(work) 655935(home). (60237

TR6, 1970 Long tax & MoT, hard/soft tops, overdrive, spare injection system, slightly tatty hence £1,250. Tel: Cardiff 751048. (60238

ASTON MARTIN DB5S Superb condition, engine and gearbox, overhauled, low mileage, metallic brown, tan leather interior, wire wheels, elect. windows, history. £4,750 ovno. Tel: Ashford (Mx) 52799. (60239

DAIMLER V8, 250. 1969, PAS, HRW, radio, taxed, MoT'd 1981, outstanding condition mechanically and bodily, Waxoyld regularly, 5 new XVS tyres, Petrol tank, heads overhauled, brakes, exhaust, alternator, etc. Genuine reason for very reluctant sale. Only £1,795 ovno. John Mellor, Northwich 74862 Cheshire. (60240

1959 ROVER 100 Fully maintained in genuinely excellent original condition. Overdrive standard, extras, individual front seats (blue leather) and tow bar. Duo grey, recently de-coked, 52,000 miles. Must sell. £1,500 or offers. Phone for further details. 01-286 5356. (60242

1951 ROLLS-ROYCE Wraith, by Park Ward. Complete, original and with some history. Some renovation needed. Good investment. £4,500 ono. Tel: 01-977 6625 (Teddington) after six. (60243

TRIUMPH STAG 'R' regd. Manual, overdrive, hard & soft tops, radio/cassette, Java green, 37,000 miles, one owner, excellent condition. £3,750. MG-B GT 'P' reg., overdrive, sunroof, radio, vgc, bronze yellow. £2,395. Consider exchanges. Tel: Chesterfield 823302 (day), 823208 (evenings). (60244

LOTUS ELAN SPRINT, DHC 1972. Superb condition, taxed and 12 months MoT. £3,450 ono. Tel: day 061 624 1479, evening Mossley 4597. (60245

HOTCHKISS 3½-LITRE VSCC Special (1938). Road equipped. Unraced since overhaul/improvements. Very fast. Offers on £1,600. Tel: Radlett 7567. (60246

JAGUAR MARK 2. 3.8 auto, very original, tools, log book, excellent mechanics and body, just MoT, taxed, in daily use. £1,300 ono. Tel: Farnham (0252) 722160. (60247

ESPRIT SERIES 1 1976, 17,200 genuine miles, red tinted glass spare unused. Must sell (getting married). £6,450 ono. Tel: Ruskington 832059 (evenings), or 0449 720631 ext. 354 (day). (60248

JAGUAR 240, 1967. Honey beige with beige interior, manual, radio, 62,000 miles, excellent condition throughout mechanically and bodily. £1,895. Tel: (Sussex) 07914 4678/5856. (60249

MORRIS TRAVELLER. 'J' reg. in beautiful condition. 4 new wings, underneath sound and undersealed, 5 good tyres, 48,000 miles, long MoT. £1,250. Tel: Ipswich (0473) 57437. (60250

LOTUS ECLAT P reg. Red/oatmeal, Wolfrace wheels, radio, 43,000 miles, good overall condition and very reliable. Towing capability required hence must sell. Snip at £4,900. Tel: South Cerney 461 (Glos'shire). (60252

FERRARI 365 2 + 2. April '75. Mileage 63,000, in first class condition. £8,000. Tel: 0308 23882. May be seen in Dorset. (60253

E-TYPE JAGUAR 4.2 D.H.C., 1965, white, with red interior, low mileage, very good condition. £5,250 o.n.o. Tel: Newton Abbot (0626) 61350. (60292

FOR SALE—continued

PORSCHE 912. 67/68. Concours condition with complete documented history. Finished in sand beige, tinted windows, 'S' wheels, sunroof, stereophonic, personal registration, 86,000 miles, original toolkit. Possibly finest available. £3,500. Tel: Redbourn (058285) 3067 after six. (60254

1978 SCIROCCO GLS Coupe, Platignum, radio, lovely condition, offer nearest £3,000 accepted. Tel: Caldwell (02934) 73821 office — Horsham 63145 home. (60272

JAGUAR V12 E-TYPE 2+2, 1973 (M), manual, low mileage, midnight blue/French blue interior, radio, tinted glass, excellent condition, £4,950. Tel: Romsey (0794) 514892. (60273

E-TYPE CONVERTIBLE December 1970, 26,000 miles, primrose, 2 owners, original almost rust-free condition, tints, chrome wires, new clutch & fully overhauled engine. Offers? 01-878 2622. (60274

ESPRIT R-REG service history, yellow, £5,900, exchange Porsche 924 or small saloon, W.H.Y. Copthorne 713147. (60275

LANCIA MONTE CARLO, 1978, metallic blue, stereo/cassette, immaculate, one owner, 16,000 miles, £4,000. Tel: 01-969 5431. (60276

BMW 323I T-REG red/black m.s.r., tints, alloys, stereo, 22,000, opportunity to buy enthusiasts pampered carriage as company car forces sale. £6,250. 0684 292522. (60278

DAIMLAR 2½ V8 1964, automatic, there can be very few in this condition, 35,000 miles, golden sand with cream hide, it really is difficult to fault, sadly for sale due to change in curcumstances. £2,250. Southport (0704) 68427 after 6 p.m. and weekends. (60279

FORD CORTINA 1600E 1970, an absolutely superb mint condition car throughout. Space unused, further accessories tastefully applied, M.o.T. July 1981. £1,350, positively no offers. Clarke—Nottingham (0602) 605219 eves. (60290

AUSTIN 16, 1948 engine re-built, new exhaust, sound chassis and body, good tyres, tidy interior, requires finishing. £600. Eaves, 204 Cuncliffe Road, Blackpool, Lancs. (60289

MG K3 1933. Chassis K3005, engine 20AK. Powerplus No. 9 supercharger, Eustace Watkins body, with only four modifications this is a very original K3. Bought by Mr. Edwin Griffiths on April 11th 1933, imported to Sweden June 11th 1938. Present owner since 1957. Offers to B. G. Frick, Smedsleacksgatan 10, Stockholm, Sweden. Tel: 08-621347 or 315466. (60287

ASTON MARTIN DB6 MKII. Yeoman red, beige interior, very good throughout, replacement engine etc, with manual gearbox £7,000, auto £5,750. Plymouth 862655. (60282

73 GT BEETLE 1600 c.c., 44,000 miles, LHD, new M.o.T., V registration, rare model, Granny Smith green, rear spoiler, moon lights, looks virtually new, must be sold urgently to highest offer over £750. Please ring 272 2330. (60286

VW THE BEST BEETLE built, 1303S campaign special, every extra, metallic moss green, Ziebarted, M.o.T., immaculate £2,250 o.n.o. Tel: 021-501 1031. (60288

SAH GT6 2500. 1973, triple Webers, six branch manifold, oil cooler, Kenlowe, sunroof, modified suspension & more, fast car. £2,000 o.n.o. Tel: 061-338 2902. (60284

LANCIA FULVIA 1600HF 1972, white body, black interior, taxed, M.o.T., Dellorto carburettors, new rear panels, alloy doors, good condition. £1,500 o.n.o. Tel: Tunbridge Wells 34582. (60285

MIKE DUNCAN

Midlands Morgan Agent

92 WINDMILL HILL,
HALESOWEN, BIRMINGHAM

TEL:
CRADLEY HEATH (0384) 67675



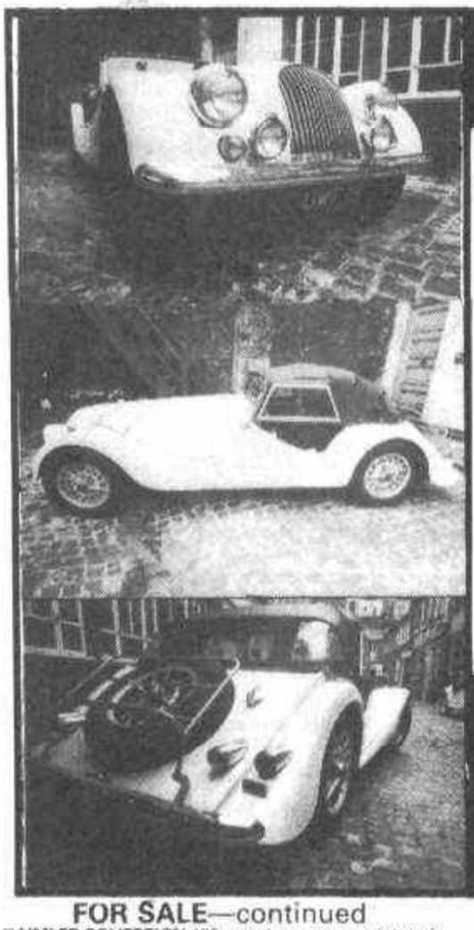
Well folks it's all happening as they say. Since last month I have had the pleasure of competing in the Snetterton 24 hr race with the club team. Third overall and first sports car home must prove something. The Plus 8 managed a class win at Loton Park the next weekend.

Then there was Mog 80. Seventy years of Morgan production to celebrate, and the biggest ever gathering of Morgans at Beaulieu with a great many foreign visitors.

To offer you this month we have:

1980 W-Reg +8. Red, black leather. **1979 4/4.** Green, w/w all., 2,000 miles. **1978 4/4.** Green, 19,000 miles. **1976 +8.** Green, 17,000 miles. **1970 4/4 4-seater.** Blue, wire wheels. **1966 +4 4-seater.** Red. **1961 4/4.** Extensively rebuilt, red, cream upholstery.

Cars bought, sold, serviced and sold on commission



The London *Morgan* Distributors

"Creeping faggots Squirtman you failed to keep Rainman away from **Morgan 80.**" "I know Robin the Mayor of Crud City has banned me from seeing the **Morgan** shop for a month." "Bad luck Squirtman, but I'm off to the **Morgan** shop now as I hear Lois is going to be there." "You get all the luck Robin but mind her boyfriend I'm told he does strange things in telephone boxes." "Right Squirtman but look what you do in telephone boxes. See you later."

"Stampeding warthogs a 1980 **Morgan** 4/4 4-seater in British Racing Green is the first thing to activate the swiverling eye balls. Stone leather interior, wire wheels, tonneau cover, 200 miles. £7,750." "Hello Robin I'm Lois. Have you seen this 1978 **Morgan** Plus 8 in nut brown with stone leather interior, luggage rack, wing mirrors, tonneau cover and bonnet strap? I like nuts don't you?" "At that price of £7,500 I'm inclined to agree with you Lois, but what about this **Morgan** 4/4 over here. 1974 **Morgan** 4/4 2-seater finished in electric blue with chrome wire wheels, luggage rack, tonneau cover, bucket seats. £4,950." "Oh Robin you are clever in finding this place, can we come again?" "I'll tell you after your next film." "Clacking marackers look at this 1980 **Morgan** 4/4 in Royal blue with wire wheels, off white leather interior, 3,000 miles, luggage rack, dark blue hood and sidescreens. £7,500. Lois have you studied this **Morgan** 4/4 4-seater 1973. It's got no exhaust, bald tyres, split hood, paint fadeout and the engine is playing the National anthem. Oh sorry Lois I forgot you have your own." "How much is it Robin?" "Well Lois if you buy it as it is, I'm sure your boyfriend could help, the **Morgan** shop will take £3,000." "Maggot pie soup. 1978 **Morgan** 4/4 in Royal Ivory, luggage rack, wing mirrors, tonneau cover and bucket seats for £6,250 defies all description in the cosmos." "I see they have T shirts for only £2 with a picture of their racing **Morgan** on it, Robin." "I know Lois but you can always have one of their **Morgan** posters for your bedroom if you prefer at £1.75. I could put it up for you." "You're so oozing Robin that you didn't see this 1972 **Morgan** 4/4 in signal red with wire wheels, bucket seats, tonneau cover for £3,850." "Kaleidoscope wander a 1977 **Morgan** 4/4 4-seater in baby blue, folding and reclining seats, luggage rack, wing mirrors, tonneau cover. £5,950." "Must take Squirtman a brochure to help him over the next month." "Perhaps I'll take him a **Morgan** bedspread and another **Morgan** book. I think the new one by Ken Hill." "Lois tell your boyfriend to put the Kittenmobile back on the road and stop whizzing around the world with it. It puts too many miles on the clock."

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

DAIMLER SOVEREIGN 420, good car, some paintwork required. £850. Daimler 2.5 V8 saloon, good for year, brtoken piston, hence £250. Bristol 405 body panels, doors etc. Tel: Mitchell 283. (60283

OGLE SX1000, probably the only exceptional example of this now rare car, this is the third SX1000 produced and is a one owner vehicle. Stored for the last ten years during which time it has been completely stripped and rebuilt to concours standard, this Ogle has been meticulously modified and maintained throughout its entire life. Tel or write for full specifiation and details. 01-834 1676. (60291

THE ULTIMATE mobile American motor home. Grand four-wheel drive R-Van (Ford), fitted every conceivable extra including twin air conditioning, C.B. radio, Blaupunkt stork stereo, under floor safe, public address, fridge, cooker etc., all power, cruise control, 10 inch alloys etc, to see and drive is to believe, 1977, T-Reg, L.H.D., absolutely indistinguishable from new! £8,750 o.n.o. Tel: 0508 30449 (Norfolk). (60293

MORGAN +8 1973 black/tan interior, only 42,000, been stored 18 months, much money recently spent to bring to immaculate condition, 12 months M.o.T. offers around £4,850, exchange good 70-71 E-Type Roadster. 07737 67943. (60294

RS2000 CUSTOM black, under 4,500 miles, V-Reg, Dec. 1979, chocolate interior, mint condition, reluctant sale, £4,500. Tel: Brackley (0280) 703753. (60295

1934 SUNBEAM 23.8 h.p. 4-seat tourer, new hood, tyres etc, M.o.T. £4,500 o.n.o. Tel: 051-652 5298 (60296

FERRARI DINO 246 Spyder, 1973, red, black trim, new clutch and exhaust 1979, owner now living abroad. £8,500 or consider exchange for interesting L.H.D. Tel: Foulsham (Norfolk) 624. (60297

JAGUAR XJS 1976 automatic, 29,000 miles, red/beige trim, all usual refinements, extremely clean example. £6,500. Northwood 25161. (60298

BMW 3.0CSi, M reg, 1973, manual, electric tinted windows, alloys, immaculate, £2,500 o.v.n.o. p/x considered. Workington 63513 (Cumbria). (60301

ALFA ROMEO GTV, S Reg (Dec 77), dark blue, cloth interior, alloy wheels, 25,000 miles. £2,850 o.n.o. 01-977 4584 Teddington. (60299

MORGAN 4/4 1975 2-seater, w.w. wings off ivory white respray, two owners. £5,000. Harwich 6548 (60300

JAGUAR 420 1968 original Jaguar midnight blue, grey leather upholstery, c/w/w, tyres almost new, spare unused, superb condition, 46,000 miles. £3,200. Tel: Burnham (Bucks) 2933. (60302

GILBERN INVADER 1972, fi-glass 3-litre coupe, manual, electric windows, s/s exhaust, recon engine, sunroof, excellent condition, beige colour, M.o.T. 1981, p/x welcome, finance arranged. Tel: 061-789 7871. (60304

1937 RILEY 12/4 Continental touring saloon with Sprite sports engine, rare, used by me for the last five years. In good, sound order, very reluctant sale. Best offer based on £2,995. Tel: Ledbury 2204. (60327

LANCIA FULVIA S3 Rallye coupé, Sept 1976, red/black, Ziebarted, immaculate, 27,000 miles, radio. £2,250. Cambridge 844032. (60303

E-TYPE 4.2 series II F.H.C., 1970, sun roof, c/w/w, immaculate, best offer over £3,000. Tel: 0952 811969 (Shropshire). (60305

MGA 1600 in excellent order, new trim, hood, chrome etc, engine and gearbox recently overhauled, chariot red bodywork in beautiful condition £2,900. Stafford 55435 days, 661875 eves. (60307

FOR SALE—continued

FROGEYE SPRITE, excellent car, all steel, h/s tops, tonneau, M.o.T., used regularly. £1,125 o.n.o. Leamington 315859 after 6.00. (60308

GINETTA G21, 1973, blue, overdrive, tinted screen, 8-track stereo, house purchase forces sale. £2,250. Tel: York 798340. (60309

ASTON MARTIN DB4, convertible, 1962, red/black, rebuilt engine, derusted, hardtop, many new parts, offers over £8,500. Also over £1,000 worth new spares, including most trim, offers for whole. 01-946 4665. (60310

MORGAN +8 1978 all extras, very low mileage, second car, £8,500 o.n.o. Tel: 0983 64575. (60311

MORGAN 4/4 2-seater 1976, 16,500 miles, black, wire wheels, cream hide trim, many extras. £5,450. 01-554 5691 or Epping 72050. (60312

TRIUMPH TR6 1973 magenta, many new parts last 18 months including recon head, radiator, Leyland hood, professionally rebuilt gearbox, clutch, properly serviced, totally Waxoyled, excellent condition. £2,300. 01-397 1889 eves, w'ends (Chessington). (60313

MORGAN +8 1974N resprayed gun metal grey, red leather interior, many extras, £5,850. Tel: 01-997 9380. (60314

MINI COOPER S MKII, taxed & tested, pounds spent on complete rebuild. £795 o.n.o., alloy wheels. Tel: Lancing 3376. (60315

1938 BROUGH SUPERIOR 3½ litre d.h.c., excellent condition, M.o.T., taxed, £10,000, or M.G. TD, 1500 c.c., supercharged (Shorrocks), wire wheels, bucket seats, M.o.T., taxed, £5,000. Tel: 01-403 0444 between 08.30 and 16.30. Rawlinson. (60316

CHEVRON B8, complete with Alan Smith BMW engine, FT200 gearbox, all in super condition and ready to race. £7,950. Tel: Frensham 2261 eves. (60317

DELAHAYE 1937 model 135, sports chassis in need of restoration, offers: Jarvis, London Rd., Bracknell. 0344 54089. (60318

ALVIS SP20SB 1933 all original, last used 16 yrs ago, actual Olympia show model, running, some restoration required, offers around £10,000. Tel: 0562 83309. (60319

1932 RAILTON straight eight light sports tourer, replica, completely rebuilt throughout. £7,500. 061-485 1873. (60320

STAG 3500 V8 white with red trim, hard/soft tops, Kenlowe fan, auto, p.a.s., tinted screen, K-Reg. £1,450. Tel: Leeds 576683. (60321

MUST SELL 1977 Scimitar, £3,495, or 1975 Jaguar coupe £2,995. All electric, power and automatic. Tel: 052 784 432. (60322

THE ATTENBOROUGH SPECIAL, single seater Shelsey car, two litre Aston Martin Atom engine, ENV 110, c/r hillclimb box, K3 back axle, B.R.G. £6,750. Lindfield 0444 72514. (60323

BMW 530i. Very few R.H.D. models ever made, offers same sort of performance as recently announced 535i at fraction of the price. Mahle wheels, AFM radio, Managing Director's car, N-Reg. £2,750 o.n.o. Tel: Wrington 862608 office hours or Blagdon 62783 eves. Bristol area. (60324

CORVETTE STINGRAY, 454 cu.in., auto, split roof, every extra, low mileage, rare 1974 car being last of 7½-litre models purchased new UK, E marked, maintained by private enthusiast regardless of expense, 1979 condition at £6,950, no messers please. Southampton 441555 day, Locksheath 84569 home. (60325

FOR SALE—continued

ROVER TURBO 3500 SD1, 1979 V-Reg, auto, 14,000 miles, Midas Gold, alloy wheels, quad stereo, Janspeed tin turbocharged V8, 140 m.p.h. with economy, careful elderly owner. £7,850. Southampton 441555 day, Bursledon 4118 home. (60325

ALFA ROMEO Alfetta 1.6GT. Feb 1978, black, beige cloth trim, one owner, 13,500 miles, Dinitrol rustproofed, full service record, extras, almost as new. £3,250. Sheffield 361800. (60326

1951 JOWETT JAVELIN saloon, totally rebuilt engine, M.o.T.1981, masses of spares. £595 o.n.o. Tel: Ledbury 2204. (60327

1951 BMW R51/2 motor cycle. Very rare, totally rebuilt, restoved, new chrome, rebuilt wheels etc. 10 months M.o.T., Best offer based on £1,500. Tel: Ledbury 2204. (60327

JAGUAR E-TYPE Roadster, November 1974, 20,000 miles, manual gearbox, tinted windows, sable, tan interior, immaculate condition. Aldridge 52468. (60330

MGB GT AUG 75, chrome bumpers, o/d, radio/cassette, M.o.T., good/excellent condition, 36,000 miles, £2,500 o.n.o. Tel: 041-339 0379. (60333

LEA FRANCIS 14 h.p. Sports, 1948, ex-works test car, present owner 28 yrs, in running order but requires restoration, offers around £2,000. Tel: Bolton 493615. (60332

1957 MORRIS OXFORD SIII still in daily use, new M.o.T. present owner 20 years £150 o.n.o. Tel: Kelsall (0829) 51877. (60331

MORGAN 4/4 two seater, 1972, orange, wire wheels, +8 spots, tonneau cover, alarm, very good condition. £3,400. Tel: 051-336 6385 (Cheshire). (60334

ALFA ROMEO, Sprint, 2600, Bertone Coupe, needs work, bargain £550. Maldon (Essex) 782267. (60335

TRIUMPH VITESSE Convertible, G reg, white/black, genuine 33,000 miles, exceptional condition £1,200. Tel: Cheltenham 516289 office hours. (60336

MGB ROADSTER, February 1980, vermilion red, 1,400 miles only, as new, £4,950. Rotherfield 2508 (Sussex). (60337

FOR SALE: Daimler V8 1966, green, very nice condition, lady owner, price £850. Tel: Hindhead 5350. (60338

LANCIA FULVIA 1.3 coupé 1976 very low mileage example, in first class condition, maintained by Lancia from new, no rust, 5 new Pirelli tyres, radio & speakers fitted, 12 months M.o.T., must be seen, 35 m.p.g., would like offers around £2,000, the best offer will secure. 061-790 3106. (60339

ALFA ROMEO 2000 GTV, April 1973, white, radio/stereo, new exhaust, generally good condition, must sell £950. Tel: Walsall 29074 eves. (60340

1935 FRAZER NASH — BMW 315, two seater sports, offers to Hawes, Vale View, Battisford, Stowmarket, Suffolk. Tel: 0449 720457. (60345

LOTUS 7 S1, 1960, Cosmic alloy wheels, Kenlowe, oil cooler, excellent runner, sacrifice for £1,750. Tel: 051-546 0329. (60481

JAGUAR 340 G-Reg., white, unused two years, 78,000 miles, superb condition, £2,000 o.n.o. Tel: Bradbury 01-393 3252 a.m.; 01-393 8660 pm. (60408

ALVIS TD21 Drophead coupe, very original, good condition, low mileage for year, £2,900. Tel: 051 546 0329. (60482

LOTUS ELAN S2 DHC, red, great condition, must sell so first £1,200 o.n.o. Tel: 051-548 5929 (office hours). (60483

FOR SALE—continued

PORSCHE 911 Coupe 1975 (N), white, 49,000 miles, radio, stereo, all electric, four new tyres, just serviced, absolutely superb, £7,150. Tel: 0244 532354 or 035 713449. (6044

INVICTA 1½ 4-seater Tourer, 1934, beautiful condition having been totally restored three years ago. Finished in red with black hood, interior trimmed in black leather, unique opportunity to acquire th very sporty and rare tourer, £8,250. Tel: 0244 53235 or 0352 713449. (6044

TR7 T-Reg 1977, l/hand drive, genuine 10,900 miles as new condition must be seen, ideal export, £2,20 Tel: 679 4307. (6044

MORGAN 4/4 4-seater, March 1980, 7,000 miles, blu aluminium body, extras, offers over £7,500. Te Salisbury (0722) 6543 daytime. (6044

JENSEN GT R-Reg, silver coachwork, black co interior, sunroof, tinted electric windows, 5-spee box, fully maintained, 37,000 miles, £3,495. Te Hertford 552083 51437. Possible p/x. (6044

RARE WOLSELEY 14/56, complete, stored 25 year ideal restoration. N. T. Parker, Upper Nant Hir, David Well, Llandrindod Wells, Powys. (6044

MGB ROADSTER 1978, Inca yellow, 27,000 mile service record, undersealed from new, would pref sale to coincide with delivery of new car later in yea price around £3,250, Alex Sully. Tel: Taunton 734 ext. 648 (office hours). (6045

MORGAN 4/4, 2-seater, Brunswick green, leath upholstery, wire wheels, many extras, delive mileage only, available 1st August, W-Reg., offe over £7,000. Tel: Kendal, Cumbria 0539 220 afternoons. (6045

MGB GT S-Reg, under 23,000 miles, stereo casse radio, sun roof, Dinitrol rust proof, very goo condition inside and out. About £3,300. Tel: 029-6 487 (Whitchurch, Bucks). (6045

FOR SALE (private) Maserati Merak SS, Jan 77, 25,0 miles, all extras fitted, National Panasonic rad cassette player, Maserati fitted speakers, light blu metallic paint, light brown leather trim, 2 owner purchased from MTC but maintained by Mer specialists for last six months, new ignition starte £7,000 o.n.o. Tel: Paul Cater 01-408 0585 day 01-9 0811 evenings. (6045

FIAT 124 SPORT 1800, August 1975, 49,800 miles, fir class condition, full Fiat service record, vinyl roof plu Webasto sunroof, alloy wheels, P.B. radio, Fiat ru proofed plus Ziebart from new, £1,350. Tel: Brighto (0273) 551044 (6045

TRIUMPH STAG, 1975, manual, o/d, low mileage, extras, good condition, offers. Tel: 01-574 1666. (6045

MORGAN 4/4 4-seater, 1974 model, mid-blue, blac upholstery, delux reclining seats, w/w, rack, 49,00 miles, registered. Offers over £4,250. Tel: Know 5087. (6045

TVR 1600M S-Reg. 1978, road/racing car used (b very rarely this year) for both. Fantastic red white blu paintwork by TVR, winner 1979 Prod-spor Championship. Great looker road taxed, reliab competitive race ready or striking road car or bot £3,500. Tel: 01-328 7229 day 01-203 2240 evenings. (6045

E-TYPE V12 2+2, l/hand drive, 30,000 miles, conditioning, chrome wires, tinted windows, Asc fawn biscuit interior, concours condition, ex-Am Embassy car, offers. Tel: 01-577 3435, 01-570 8196. (604

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John Britten

Morgan
TVR

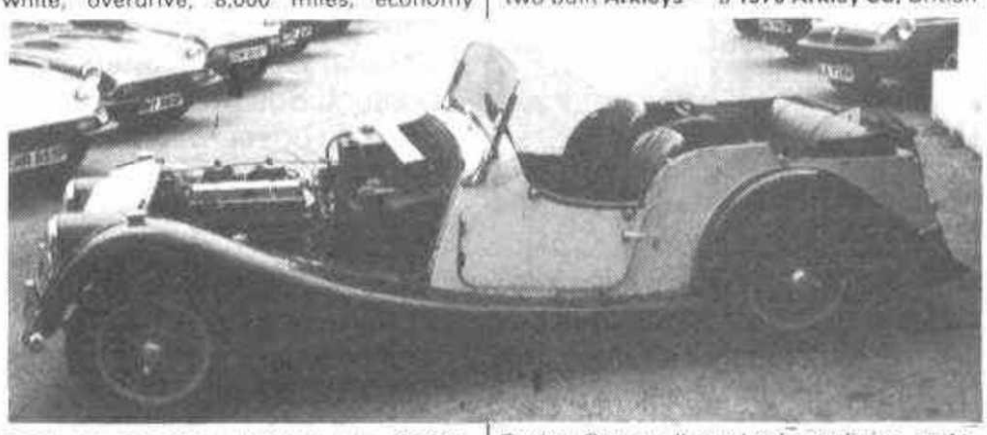


Good Morning,
The weather forecast for Gt. Britain for the month of August is one of gloom and despondency, except for one very bright spot in the heart of rural Arkley — the sun may have set on the British Empire but it certainly shines over John Britten Garages still! Spreading in from the West we have a large area of high pressure consisting of scattered **Morgan 4/4 2-seaters — 1980 Morgan 4/4 2-seater,** black, red leather trim, wire wheels, door handles, spot lights, 500 miles. The weather may have spoilt the Regatta but it certainly has not diminished this Henley based ray of sunshine. **1980 Morgan 4/4 2-seater,** signal red, Rostyle wheels, 200 miles, registered new in "Flaming June" to match its flaming red paintwork. **1979V Morgan 4/4 2-seater,** signal red, reclining seats, spot lights, door handles, luggage carrier, registered in September and only covered 1,300 miles having been pottered around the Isle of Wight. **1976, Morgan 4/4 2-seater,** Deep Brunswick green, stone leather trim, chrome wire wheels, sparkling in the imaginary sunlight. This car is on its second visit to our Health Farm and is responding to treatment, it now has a very glossy coat and a cold, wet nose. **1975 Morgan 4/4 2-seater,** yellow, wire wheels, luggage rack, two owners from new, 31,000 miles, registration number MEB 777 (lucky for some). **1971K Morgan 4/4 2-seater,** royal ivory, whire wheels, bucket seats, spot lights, well weathered. To disperse some of the clouds hanging over those with children, dogs etc., we see a **1973 Morgan 4/4 4-seater,** cream with brown wings, brown leather trim, wire wheels, rear bumper, an exceptional car in exceptional condition, enough to brighten anyone's day. **1976 Morgan 4/4 4-seater,** signal red, wire wheels, reclining seats, +8 spots, door handles, just the carriage for taking the kids to the seaside. To blow away your anti-cyclone blues try a **1977S Morgan +8,** Lotus Yellow, alloy body, luggage rack, 19,500 miles, factory serviced, there is no more adrenalin making car to drive in the wet than a **Morgan +8** — just the car to put the wind up your old maiden aunt. All being well, by the time this advertisement comes out we should have a **1980 Morgan +8,** black, stone leather trim, telephone for more details. Remembering summers long gone by our **1956 Morgan +4 2-seater,** white, tonneau cover, TR3 engine, thinks they don't make them like that any more (the summers and the cars). The large depression over central England, could be lifted by sampling the delights of the **TVR,** for example, why not purchase our **TVR Tasmin** demonstrator, red, 500 miles, somewhat less than list price, this car will give you that holiday feeling and remember we can offer early deliveries of almost any colour or specification, **new Tasmins.** Our stock of new old model **TVR's** is gradually dwindling and we have on offer two **Taimars** and two **Convertibles** which could be on the road with the new W registration. Our shower of second hand **TVR's** begins with: **1975P TVR 3000M,** silver, black vinyl roof, sunroof, wooden dashboard, excellent condition throughout, previous owner now Turbo charged. **1975P TVR 1600M,** yellow, black vinyl roof, radio, very clean car (always washed behind its ears). **1976 TVR 1600M,** blue, sunroof, radio cassette, 29,000 miles, swopped for Italian model with hotter temperament. **1976R TVR 1600M,** brown, brown vinyl roof, sunroof, radio, 30,000 miles, the youngest of our 1600M trio, grinning like the Cheshire cat that it is.



1977S, TVR 3000M, silver, charcoal modelband, radio, sunroof, fitted with the overdrive that would bring a smile to anybody's face due to the extra pennies it will put in your pocket. **1977 TVR Taimar,** bronze, brown modelband, sunroof, Wolfrace wheels, radio, 29,000 miles, very bright, eye catching colour, positively glows in the dark. **1977 TVR Turbo,** yellow, brown modelband, brown vinyl roof, sunroof, radio cassette, electric windows, Wolfrace wheels, 36,000 miles, this car really will get the adrenalin moving and will definitely blow away all your morning after the night before blues and will cost a lot less than you might think. **1978T TVR convertible,** blue, Wolfrace wheels, radio, ex-factory owned car, could be considered to have good pedigree. **1978T TVR Convertible,** charcoal, Wolfrace wheels, mildly tuned engine, ever so butch looking example of this hairy looking sports car. **1979 TVR Convertible,** charcoal, Wolfrace wheels, radio cassette, 15,000 miles, although another example of this macho car, this was owned by a definitely non-masculine little female. **1980 TVR Taimar,** black, charcoal modelband, sunroof, radio cassette, one owner, 6,000 miles, very dramatic looking colour scheme, suit cloudy, thundery day. On the general chart we see spreading in from the East a **1979 Lancia Beta Coupé 2000,** one owner from new, 1,600 miles, guaranteed not rusty, and an absolute bargain at **£4,000.** The skies may not be blue but we have a true blue **1973M Lotus Europa Special,** 1974 model, alloy wheels, 30,000 miles, in need of some love and care (aren't we all) at **£2,950. 1975 Lotus Europa Special,** cloud white, 14,000 miles, moon top, alloy wheels, FLYing registration number, **£4,950. 1979 Triumph Spitfire,** white, overdrive, 8,000 miles, economy sports car for those 'sunny' days, **£3,250. 1977 Triumph Stag,** white, automatic, 16,000 miles, hard and soft tops so you can change with the weather (should it ever change) **£3,950. 1977 MG-B** blue, overdrive, 30,000 miles, taken in part exchange for smaller example of MG sportscar, **£2,850. 1979 MG-B,** black, radio cassette, 15,000 miles, one owner, absolutely concours condition, you could eat your dinner off the engine (funny things people do!) **£3,950. 1975 Land Rover,** SWB, ivory, tow bar, 29,000 miles, can be personally recommended by CJA, as excellent tow vehicle, **£2,750. 1978 Mini 1000,** brown, one owner, 10,000 miles, cloth seats, exceptional condition, everybody's favourite runabout, **£1,950. 1979, Mini 1275 GT,** black, sunroof, one owner, 9,000 miles, everybody's favourite quick runabout, **£2,750. 1978 T, Datsun, 260Z,** silver, sunroof, radio cassette, one owner, 22,000 miles, present mode of transport for Company Director (when not using Surfblazer pictured in this advert) the Datsun is **£3,950,** the Surfblazer, which does 25 m.p.h. over the waves (very exciting), is **£395.** Couple of racing cars for sale this month, the ex-Chris Meek, ex-everybody **TVR 1600M** Production Sports Racer, Championship winner 1979, ready to race, **£3,250.** Late 50's **Sebring Sprite,** fully eligible for historic racing, presently owned by Gabrielle Konig (remember her), for sale with numerous spares, price on application. **Arkley kits** are in plentiful supply (first time this has happened for ages) and we have a choice of two built **Arkleys** — a **1970 Arkley SS,** British Racing Green, alloy wheels, reclining seats, £1,500. **1968 Arkley SS,** Boy Racer Green, steel wheels, very cheap and not so cheerful, **£695.** We would like to congratulate **Morgan's** on their 70th Anniversary (which incidentally, happens to be about the length of the waiting list for a new Morgan). With the amount of water that has been running down our slope recently, our latest project is to build the Arkley Ark and we are looking for a suitable Captain (preferably called Noah) — let's hope by the time this is in print we are in the middle of a heatwave. Well, we can dream, can't we! Thank you and Good Night!





JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

SEBRING SPORTS CAR HARDTOPS

Spitfire Mk 4 Fastback.
£188 + VAT



MGB TARGA
A hardtop for all Seasons





- 2 detachable roof sections easily stored behind seats or in boot
- Central hoop section which secures large wrap around rear screen (smoke tint as optional extra)
- The hardtop is in attractive black leathergrained effect finish.

£198 + V.A.T.

Please send s.a.e. (stating model of car) for fuller details on MGB Targa and Spitfire Mk. 4 Fastback (illustrated). Range of short-style and fastbacks also available for MGB, Spirfire 1-3 & 4, Spridget, TR4-6 and Herald/Vitesse from £110 + VAT. We can also supply glass fibre motor panels for many models.

NOW AVAILABLE New bolt on MGB front spoiler, £17.50 + VAT.

FIBRESPORTS 34/36 Bowlers Croft, Cranes Industrial Area, Basildon, Essex. TEL: BASILDON 282723 & 27331.

ROSSO

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NEW FERRARI 308 GTS. Red/black	List
1980 FERRARI 308 GTB. Red/brown, 1,500 miles	P.O.A.
FERRARI DAYTONA. Green/red, concours	£28,000
FERRARI 275 GTB 2 cam, superb	£20,000
FERRARI CALENDARS	£4.00
275 GTB4 Engine totally rebuilt by ourselves, guaranteed better than new	£8,000
FORMULA 5000 CHEVRON B28 Alan Smith Engine rebuilt, not yet run, ex VDS	£5,250

Specialist restoration of racing Ferraris, engines, gearboxes, rebuilds, etc.

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T43A Bugatti (shown), T43 & T.T. Frazer Nash. Super detail with plated parts & real leather trim. Bugattis cost **£16** & Frazer **£17.75.** All inc. UK post packaging.

All prices inc. 15% VAT. Barclaycard welcome. 15p please for illustrated catalogue.

AUTO REPLICAS LTD.,
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'phone 0202 749104

1934 LAGONDA 4½ LITRE:

REBUILT CHASSIS
Prepared for fitting with Le Mans type body or full tourer.

1934 M45 Lagonda 10'9" frame fitted with 1937 Sanction III engine, LG45 axles (11/42 rear) and braking system. Dashboard equipped, and outrigged from cast bulkhead. Wheels rebuild 18", stoved ivory. Two ENV 110 gearboxes supplied with car, but require mounting. M45 radiator, headlamp and horn assembly, and bonnet.
The engine has been rebuilt and test run being fully connected up to fuel, ignition and charging systems.

£4,500 o.n.o

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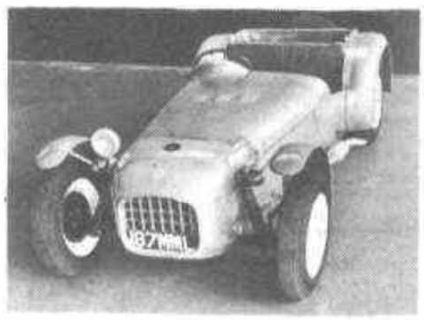
BRADBURN & WEDGE DATSUN



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1954/5 Arnolt Bristol Roadster.
Believed very low mileage, in excellent original condition throughout. Very quick and mechanically first class. Original paintwork therefore having some attention at present. Bristol BS1 MK II engine, Alfin drums on front, tonneau cover. **£10,000**



1957 Lotus MKVI.
Recently restored from chassis up, S/V/Ford engine. Screen and tonneau in addition to photo. M.o.T.'d. **£3,000**



1955 Bristol 404.
This excellent example was originally our own demonstrator and is complete with full service history. It has a factory fitted 2.2 litre engine and has had much money spent in routine maintenance over the years. Maroon with Chinese White and Burgundy trim. **£8,500**



1951 Bristol 401.
A good example of the most 'Bristol' of all Bristols. Bristol red with oatmeal trim. Good condition throughout. M.o.T.'d. **£4,000**

1938 Frazer Nash BMW 327/80 D/H/C.
Finished in dark and light metallic blue. Trim grey. Restoration recently completed. This is a very fine usable example fitted with Bristol engine. Blue Mohair hood **£10,000**



41 Birmingham Road Wolverhampton Tel 58456

FOR SALE—continued

MGA 1600 Coupe, 1960, 51,000 miles, immaculate condition inside and out, utterly reliable, off white with red leather interior, £2,250 o.n.o. Plus Morris Minor, 69,000 miles, good condition but front accident damage, new radiator and battery, drive away £150. Tel: 01-485 8104. (60459

LOTUS ELAN S4 SE DHC, Nov. 1970, yellow, Kenlowe fan, radio, electric windows, taxed and tested, good condition, offers invited. Tel: Gt. Eccleston (0995) 70312. (60461

VOLVO P1800ES Sports Estate, 1973, metallic blue, excellent condition, must sell, gift at £2,700 o.n.o. Tel: Horsley Cobham 379481 ext. 109. (60462

SCIMITAR GTE, 1972, overdrive, stainless exhaust, new shock absorbers and tyres, £1,800. Tel: Welford (085881) 257. (60463

COLLECTOR'S CARS for sale. Austin Healey Mk. II, excellent condition, Daimler V8, as new, three 3.8 Jaguars plus spares. Tel: Tenbury Wells 810136. (60464

MG TC 1949, yellow, body partly restored, good runner, M.o.T., sensible offers. Tel: Ashwater 386. (60465

LOTUS ELAN +25 130 K-Reg., 58,000 miles, M.o.T., burnt sand/black interior, v.g.c., new rebuilt engine, £2,550 o.n.o. Tel: Basildon 416381. (60466

LANCIA FULVIA SII 1973, in rather special condition as Endrust treated. Dark brown with cloth interior, £1,300. Tel: 061-236 0171 day; Prestbury (Cheshire) 0625 829145 evenings. (60469

1958 MG Magnette ZB Varitone, grey over black with red leather trim, 35,700 miles recorded, 2 owners from new, M.o.T., excellent condition, £1,150. Tel: Burnham Bucks 3923. (60470

SUNBEAM TALBOT 90 Mk. IIA, 1954, fitted overdrive, Waxoyled, excellent mechanics, body & interior, low mileage, used as second car, tax, M.o.T. House move forces reluctant sale, £2,150 o.n.o. Tel: Sandbach 2773 after 6 p.m. (60471

V12 E-TYPE Roadster, Carmen red, immaculate, Reg. JAG 22, H/S tops, low mileage, £9,500. Tel: Harpenden (05827) 3137. (60472

LOTUS ESPRIT S1 1977, white, beige trim, radio, 18,000 miles, 11 months UDT cover, service by Lotus, Reg. No. 95 DAJ, £7,100 o.n.o. Tel: 08323 347 home; 0733 234614 office (Peterborough). (60473

JAGUAR E-TYPE V12 2+2 1972, white, immaculate condition, 49,000 miles, vehicle has been in storage for best part of life, £5,750. Tel: Gravesend 59118 day Southfleet 2959 evening. (60474

FERRARI 308 GTB R-Reg., 18,000 miles, new tyres, new electric fans, full service history, immaculate condition, £11,000. Tel: Maidenhead 24644 day 37113 evening. (60476

LANCIA FULVIA 1600, HF Lusso, 1972, two owners, guaranteed 34,500 miles, completely original immaculate car, no rust, £2,350. Tel: Cowden 468 (Kent). (60475

1929 1750S Alfa Romeo, original 4-seater touring body, competition history, needs restoring. Tel: 01-940 2752 day 01-940 1321 evening. (60477

RENAULT 3-LITRE V6, silver with tan cloth trim, auto, PAS, radio stereo, only 19,000 miles, superb original order, £2,500. Tel: High Wycombe 0494 445959. (60478

1977 LANCIA BETA 2000, Series 2, Saloon, low mileage, v.g.c., sparkling performance, good economy, metallic bronze, undersealed, very smart car, £2,100. Tel: 0323 639267. (60479

BENTLEY 1953 R-Type, fine car in good condition, £7,000 nearest offer. Tel: 77562. (60480

FOR SALE—continued

VAN DEN PLAS 1300 1967, F-Reg, one private owner, dark green with beige leather trim, warranted mileage, 67,000, £750. Tel: 0494 445959. (60478

MORGAN 4/4 4-seater, T-Reg, 11,500 miles, blue metallic, aluminium body and wings, brown leather upholstery, easy clean wheels, £6,750. Tel: Chorley, Lancashire 64415 (P. Walkden). (60483

AUSTIN HEALEY 3000 Mk. I, outstanding condition, overdrive, works hard top, M.o.T., taxed, just needs to be seen £3,250. Tel: (0695) 75633 (Lancs.). (60481

GT6. 1973. Late specification, overdrive, low mileage, clutch, tyres, battery renewed. Extremely smart, must be one of the best around. £1,750. Tel: Oxford 53784. (60407

£795. 1955. Armstrong Sapphire 346. Manual, chocolate/cream, very impressive, 20 m.p.g., spare parts cheap/plentiful. Original log book/handbook, speedo 56,000, good engine, new clutch, steering, etc. £400 recently spent (bills shown), M.o.T. May 81, taxed August. Also 1951 Mk. VI Bentley. Good bodywork, new front, wings, steel, except for one sill and rear wing edges, decent chrome, interior, dull paintwork, decoked, new suspension rollers, new unused carpets, handbook, good tyres (spare unused), no M.o.T. £1,795 o.v.n.o./part exchange considered. Tel: 061 620 3323. (60409

ROLLS-ROYCE PHANTOM II 1930 Touring Limousine by Ranalagh. Engine completely rebuilt, chassis overhauled. Winner of 1978 RREC Englefield "Best Limousine" Trophy. Spare head if required. £18,000. Tel: (0702) 76263. (60410

ASTON MARTIN Ulster crankshaft, crack tested. Pair Lucas P100 "high-power" headlights, rims damaged, mirrors, lens reflectors in good condition. Lucas GA4 platform mounting Magneto. Kieft 500 front suspension including four mag alloy wheels. Offers to: Skinner, 34 Malvern Crescent, Ashby-de-la-Zouch, Leics. (60412

1930 VINTAGE Humber 16/50 Saloon. Good all round original including upholstery. Resprayed original colours, rebored and crankshaft ground, full M.o.T., sparkling appearance and enjoyment to drive. £4,000. Rees, Rathgate, Milford Haven. Tel: 2206. (60413

E-TYPE V12 Manual Roadster, 1973, Sable brown, hard/soft tops, 22,000 miles, chromed wheels, special registration, spotless lovely car with two owners from new. £9,995. Tel: Leuchars 033483 218. (60414

MORGAN 4/4 Two-Seater. Delivery mileage, W-Reg. Offer closes 16th August 1980. M. Stevens, 157 St. Anne's Road, Fordhouses, Wolverhampton, West Midlands. (60415

IMMACULATE AND unique. Managing director's Dolomite Sprint, 'S'-Reg. 20,000 miles, up to date dealer maintenance record, 1 owner, sold with over £1,000 of extras. Elec. windows, elec. sunroof, stereo cassette/radio with elec. aerial, elec. ignition with manual ignition switch, new set of original Sprint alloy wheels with magnetic locking wheel nuts, burglar alarm and engine cut out switch. Ziebarted from new, also taxed until June 1981. Has to be seen to be appreciated. £3,750. Tel: Hunton (Kent) (06272) 608 (daytime). (60416

DOLOMITE SPRINT, 1977. Overdrive, 34,000 miles, M.o.T. July 1981. Excellent condition. £1,790 o.n.o. Tel: 051 526 8660. (60417

JAGUAR E-TYPE FHC, 1968. Carmine red, black hide interior, c.w.w., 55,700 miles recorded, considerable recent expenditure on clutch, brakes, steering, suspension, bodywork, etc. Exceptional condition throughout. Offers around £3,900. Tel: Cambridge 64189. (60443

FOR SALE—continued

JENSEN GT. 1976 P. 2+2. Metallic bronze, 31,000 miles, 2,000 c.c. engine, 5-speed gearbox, electric windows, etc. Fine example. £2,950. Tel: Mansfield 860831 or 842430. (60418

TR6. 1975. 'P'-Reg. 47,000 miles, carmine/tan interior, o/drive, undersealed, hard/soft tops, Philips 460 radio/cassette stereo, regularly serviced. Excellent condition throughout. £3,500 o.n.o. Tel: 01-505 2028. (60419

MERCEDES 280SE 3.5 Coupé. 1971. All usual refinements expected of this fine classic coupé. Wonderful investment and exciting to own. Best offer over £4,000 to Mr. Baker. Tel: 0432 65925/59967. (60421

ALFASUD SPRINT 1.5. 78T. Blue, sunroof, radio, 23,000 miles, good condition. £3,350 o.n.o. Tel: Brighouse (0484) 718591 (West Yorkshire). (60420

DOLOMITE SPRINT. April 74. Carmine, 66,000 miles, radio, towbar, service history. £1,050 o.n.o. Tel: Formby, Merseyside 76454 (August 11th onwards). (60422

BMW TURBO 2002. 1974 P. Rare factory built specimen in white, black trim and full turbo striping. Specification includes tints, alloys, steel sunroof, new turbocharger, M.o.T. and tax from May 80, 170 b.h.p., 23 m.p.g. Reluctant but quick sale required hence £2,950. Tel: Nottingham 224790 or 250768. (60424

BULLNOSE MORRIS Oxford. 1923. 4-seater tourer complete. BE, RWB, body restored. Requires painting, trim. Around £3,900. Ward, 67 Tiddington Road, Stratford-on-Avon. (60423

TRIUMPH STAG. Automatic. White. 1976 R. Hard & soft tops, tinted glass, radio, stereo etc. £3,850. Tel: Etwall 2200. (60425

MORGAN 4/4 Four-Seater. 1979. Brown with full trim in stone, carpets, rack, strap, rustproofed. Unmarked investment. £6,550. Tel: 0323 (Alfriston) 870691. (60428

TRIUMPH SPITFIRE Mk. III. 'H'-Reg. M.o.T. to March 1981, hard and soft tops, tonneau, Plus Four Mk. Four wheels with Michelins, radio, luggage rack on boot, air horns, sports steering wheel. £625 o.n.o. Tel: Whitley Bay 525928. (60430

1964 DAIMLER SP250. Garaged. Good condition. One owner. £2,500. Tel: 01-452 3952. (60431

CORVETTE STINGRAY, 1978. Anniversary model, immaculate, red with black leather interior, special alloys, 17,000 miles. New Corvette coming. £7,175. Tel: (0632) 615442. (60432

2300 HS Chevette. 'V'-Reg. 8,000 miles, one lady owner, radio, tints. £4,995. Tel: 01-367 0390. (60429

VAUXHALL MAGNUM 2.3 Sportshatch Estate. Eye catching limited edition. Carefully maintained, taxed, M.o.T. Must be seen. £2,100 o.n.o. Replies to Box No. 6400. (60434

JAGUAR 420 G. Magnificent condition, M.o.T. March 1981, two owners. £950. Tel: Swansea 54041 or Penmaen 641 (evenings). (60435

1969 E-TYPE Jaguar Coupé Series II. Red, chrome w/w. Not a got up rot box. First class condition. £5,250. Tel: 01-997 2961. (60436

TVR. 1979. January. 7,500 miles, metallic dark blue, black trim, vinyl and sunroof. £5,050 or exchange cash either way late Scimitar. Tel: Hemel Hempstead 44686 (day); Broadfield (Herts.) 227 (evening). (60437

TR6. April 1975. Tax, M.o.T. to March 1981. 55,000 miles, topaz, overdrive, tonneau. £2,700. Tel: Bradford (0274) 563602. (60438

MGB GT V8. 1973. Harvest gold, chrome bumpers, excellent condition. New Clutch and gearbox. £2,500. Tel: Colchester 262391. (60485

FOR SALE—continued

FERRARI DINO 246 GT. Excellent original condition. First registered Dec. 1972. 42,000 miles, red with black interior, recent new clutch & tyres, stereo radio/cassette, full M.o.T. £8,950. Tel: 021 444 6012 (Birmingham). (60440

1968 TRIUMPH TR5. Taxed and tested, good runner. £900 o.n.o. Tel: Burscough 892183 (Lancs.). (60442

ALFA ROMEO GT Junior 1600. 1975. Maroon, fine condition, no rust, fast, economical, pretty. £1,450. Tel: Wilson 01-340 4075 (home); 01-637 2424 Ext. 545 (work). (60441

LANCIA FLAMINIA 3C 2.8 GTL. Award winning 1966 coupé. Dark blue. 2+2. Aluminium coachwork by Touring. Immaculate red leather interior, same owner seven years, low annual and total mileage, off road every winter. Recent exhaust, tyres, rear konis and much rechroming. Superb car with looks, performance and sensible economy. Offers over £3,500. Tel: Northampton (0604) 880202. (60486

TR6. 1974. Hard/soft top, radio/cassette, XJS Whitewall tyres, 44,000 miles, excellent condition, red with black interior. £3,000 o.n.o. Tel: 01-500 8456. (60488

FERRARI 275 GTB. 1964. Believed Earls Court demonstrator. Chiarri Rosso, Borrani wire wheels, much recent work, suspension rebuild, clutch etc., 33,000 miles. £16,950. Tel: Ashtead 72788 (Surrey). (60484

AUSTIN CHUMMY. Ulster windscreens with original section side irons. Other new spares available. Catalogue (s.a.e. please) from Raeburn, 17 North Park, Eltham SE9 5AW. Tel: 01 850 2856. Beaulieu Stall 48. (60489

LOTUS ELAN. 1968. S3 FHC. M.o.T. until June 1981. £1,600. No offers. Tel: Hope Valley 30815. (60490

LOTUS SEVEN SIII. Under 1,000 miles. 2.5 Triumph SAH Stage 4. 8 x 13 Wolfrace Goodrich Lifesavers. Many extras, performance shattering. £4,000. Tel: 048 96 507. (60492

SS AND S-TYPE. 1933. SSII for rebodying and restoration. £500. 1966 S-Type Jaguar. All original, rusted sills and wings. £250. Tel: Glemsford 281147 (Suffolk). (60493

ASTON MARTIN DB5. Superb condition, engine and 5-speed gearbox recently overhauled, new carpets, tyres and chrome wire wheels. £5,750 o.v.n.o. Tel: 040 782 345. (60491

BENTLEY R-TYPE Automatic, 1954. Tudor grey over shell grey, superb order throughout, sunroof, radio. Many bills and history. M.o.T., tax. £6,750. Tel: Camberley 32283 (business hours). (60494

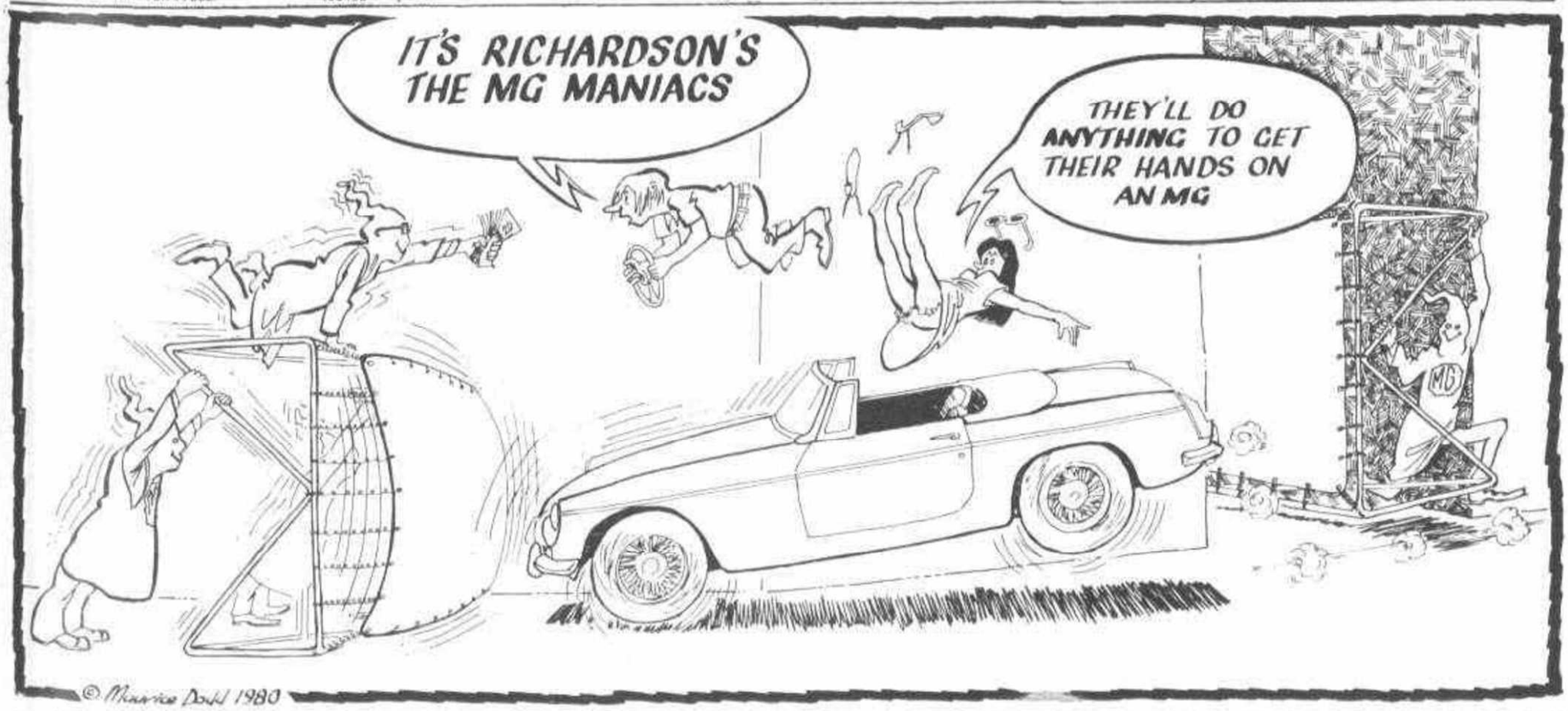
ASTON MARTIN DB6 Mk. II. 1970. Automatic, beautiful body and mechanics, dark blue with black leather interior, 41,000 miles, sunroof, p.a.s., new exhaust. £7,250. Tel: Camberley 32283 (business hours). (60494

LOTUS ELAN S3 FHC. 1967. Red, excellent condition throughout, only needs to be seen. M.o.T. £1,450. Tel: Staines 58045. (60495

BMW 1502. September 1976. Performance with economy, two local owners including myself, only 22,000 genuine private miles. New tyres, BMW 5½ J wheels, brakes, service, exhaust etc. A class car. £2,000. Tel: Medway 811782 (Kent) (evenings). (60497

TR4. 1963. 12 month M.o.T., resprayed Jaguar BRG, Surrey top. £600 o.n.o. Tel: Newport (Gwent) 66057. (60499

MG PA. 1935. Two-seater, maroon with beige trim, full weather equipment, tax, M.o.T., approx. 350 miles only since being rebuilt. £5,400. M.o.T. Tel: 0602 704528 (office) 0602 892291 (home). (60500



Selling your MG is bound to be difficult in these hard-up times. Why go through the hassle? Call in at Moor Lane, Staines, for a quote — you've nothing to lose and the best price in the market to gain, because we only deal in MG's and we really *do* want *your* MG.

MG's **bought.** MG's **sold.** MG's bought for **breaking.** Half an acre of **Spares.**

RICHARDSON'S: STAINES 55388. *We've got this mad mad thing about MG's.*

Greencoat Motor Company

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BMW 2002Tii. 1972. Inka orange, tints, h.r.w., Waxoyled, Cosmic wheels, radio stereo, taxed, 1 year M.o.T. Excellent. £1,345 o.n.o. Tel: Medway 30105. (60503

MINOR 1000 Convertible. 1964. Black with white hood, M.o.T. until June, complete professional restoration with no corners cut. A truly splendid car. £2,875 firm. Tel: Nottingham (0602) 46339. (60504

ALFETTA GT 1.6. Nov. 1978. 12,000 miles, dark blue, beige check cloth upholstery, tinted glass, rear wash-wipe, rear fogs and interior lights added, Waxoyled. £3,050. Tel: Portsmouth 735197. (60506

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ASTON MARTIN DBS-V8. 1974. Model carburetter, 5-speed, manual, single headlamp, very rapid. Expensive cassette radio, new clutch, finished in Cornish gold. £6,950. HP could be arranged. Tel: 01-643 7266 (10 a.m.-7 p.m., Monday-Saturday) (Surrey). (60508

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PORSCHE 356B Coupé. 1960. Red, M.o.T., reliable, some spares. £1,200. Tel: 01-539 1480. (60510

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MORGAN PLUS 8. 1973, red, low mileage, Ziebarted, faultless, registration number TAG 500 included. £4,995, hp/px. Furlongs Limited. Tel.: 01-854 3434. (60514

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Aston Martin V8. 1976(R), in signal red with black leather and very low mileage, manual transmission **£12,950**

BMW 323i 1978 'T' Registration. Fiord blue, sunroof, with contrasting cloth trim and tinted glass **£6,450**

Porsche 928. 1979 (V). Light green metallic with contrasting check cloth, just over delivery mileage and competitively priced.

Capri 3.0-litre Ghia. 1977-8, choice of three, all excellent. Phone for fuller details. Prices from **£3,795**



Jensen Interceptor Mk. III 'J' Series. 1974, in silver with black trim and black vinyl roof. A very smart example at **£4,950**

Range Rover. 1974, Bahama gold with contrasting waist band and tan trim, a well cared for example, power steering **£4,975**

Jaguar XJS, 1979. Finished in squadron blue, breathtaking performer, manual transmission, manufacturer's second year warranty applies **£14,450**

BMW 528i 1978. Manual, electric sunroof, alloy wheels, very pretty in fiord blue **£5,950**

FOR SALE—continued

ALFA ROMEO circa 1944, 2500 c.c. saloon, almost complete, in need of restoration to produce an impressive and elegant classic saloon, sold to best offer, G.F.D., 100 High Path Road, Guildford, Surrey GU1 2QP. Tel: Guildford 67358 day, 66128 eves. (60468

MATRA BAGHEERA, 1978 'S'-Reg, professional RHD conversion, genuine 11,500 miles, immaculate, radio, sunroof. £3,950 o.n.o. Tel: Hartlepool (0429) 61351. (58668

3½ SS JAGUAR D.H.C. for sale, absolutely perfect. Very expensive. Box No. 6390. (59915

MGB GT V8. July 1976. One of the last made. Black, sunroof, radio cassette, new exhaust, 31,000 miles. Immaculate. 1 year's M.o.T., tax. £4,150. Tel: Bromfield 332. (60612

BMW 528. 1975. Garnet grey cloth, radio, rear belts, superb condition, no accidents. £2,300. Tel: Great Chesterford 564 (Essex). (60609

FERRARI DAYTONA LHD. Dec. 73. One of the last produced. In beautiful condition, just serviced by D.K. Engineering at 53,000 kilometres. Silver metallic body, black leather interior, new Borrani wire wheels. First rate investment. Tel: Cheltenahm 45345 (evenings). (60610

ROLLS-ROYCE Corniche Convertible. This car has only driven 36,500 miles and is in beautiful condition being totally original. Special ivory colour to order with magnolia interior and hood. Just completed major service with R-R agents. Always garaged, with full history. Tel: Cheltenham 45345 (evening). (60610

1950 MG YA Sports Saloon. Original and in daily use, metallic green/green leather, new tyres, brakes, exhaust, radiator etc. Manual, sales literature. £1,000 for quick sale. Tel: Gosport (070 17) 27202. (after August 18th). (60611

BENTLEY, MANUAL R-Type. 1954. Superb original car with service history. £4,850 o.n.o. Tel: 0684 72779. (60605

1939 BSA. 4-wheel Scout, Series 5, FWD, some restoration needed. Offers. Tel: 0532 491856 (days). (60606

FERRARI COLLECTOR Selling Up. 308 GTB 1978. Black/champagne leather interior, 28,000 miles, Maranello history, air conditioning, factory wide wheels, radio stereo. £12,000. 246 GT. K-Reg Chiaro Russo, recently restored, trimmed in black Connolly hide, radio stereo. £7,500. 246 GT. 1974. Silver with blue interior and black trim, recently restored. £9,500. Finance possibly arranged. Tel: 01 330 4283 (office) 01-398 3709 (home). (60608

FOR SALE—continued

JAGUAR 2.4. 1961. Manual with overdrive. Sound car suitable for restoration. £250. Tel: Derby 767460. (60607

INVICTA. 1933. 1½-litre Carbodies saloon. Much restoration work done, complete and original, with spares. Offers over £3,200. Tel: Dunsfold 459. (60601

PORSCHE 914 'M'-Reg. 2-litre Targa. Taxed. M.o.T. 1 year, radio, l.h.d. £2,600. Tel: 01-902 2971. (60602

JAGUAR E-TYPE Roadster Series One. 1966. Dark blue, 4.2, original engine and gearbox, extensively rebuilt bodywork. Needs some trim to complete, taxed and M.o.T. until 1981. Offers over £3,800. Tel: Guildford 0483 810725. (60603

FERRARI 250 SWB LHD. 1962. One of the last produced of this classic motor car in excellent condition. Recent overhaul by top Ferrari dealer in USA. For details Tel: Cheltenham 45345 (evenings). (60610

LOTUS ELAN +2 130 S. 1973. Silver white, superb condition throughout. Lotus maintained. £1,000 spent, low mileage, garaged and unused 3 years, just serviced M.o.T'd. A beautiful example. £3,495 o.n.o. Tel: 01-397 7170 (evenings). (60596

MGB GT V8. Reg. 1 LUB. Immaculate 1973 car in harvest gold, worth £2,500. Offers complete or may separate and an interesting part exchange could be considered. Tel: Cullingworth (Yorks.) 272324. (60597

V12 E-TYPE 2 + 2 Manual. 1972. Regency red, sunroof, radio cassette, wire wheels, taxed, tested, Ziebarted, 58,000 miles. Reg. No. 1 THY. Region £4,500. Plus premium if number required. Tel: Cockermouth 823381. (60598

LANCIA FULVIA 1.3 S3 Coupé. 1976. P-Reg. 32,000 miles, extras include radio & sunroof. Cannot afford to run 2 cars so this must go. £1,600 o.n.o. Mason. Tel: Glossop 3681 (evenings). (60600

FREE TR4A. 1967. Running but in need of tidying for M.o.T. when you buy my Triumph Roadster 2000. 1949. Green tan leather. Much work done. TRC Annual Rally and Concours — 1976 'Best Newcomer' 'Top Twelve' Awards. 1977, 1978, 1980 'Top Twelve' awards. Price £5,750. Tel: 01-486 5457 (weekdays). (60594

LOTUS ELAN S3 SE. 1967. Red/black, very tidy example, service history by specialists. Price £1,800. Tel: 01-486 5457 (weekdays). (60594

ASTON MARTIN DB6 Vantage. 1967. Black/red, part restored mechanically including £1,000 plus engine rebuild. Needs chassis work hence £2,995 (no offers). As part rebuild project. Tel: 01-486 5457 (weekdays). (60594

FOR SALE—continued

HEALEY 3000. 1964. 4-seater, wire wheels, l.h.d., ideal for Europe. Immaculate rust free example from USA. £2,750. Tel: Wellingborough (0933) 624423 (after 7 p.m.). (60595

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ALLARD K1 JOE 884. Complete, new engine, clutch, brakes, ash frame, radiator, requires trim, wing repairs, paint, nearest £3,500. Tel: 01-303 1014 (Welling). (60648

MGB GT V8 1975, damask, 35,000 miles, existing owner since 15,000, really immaculate condition. £4,000. Tel: Stourbridge 03843 2202. (60647

MGC GT H-Reg. Many new items including new kingpins, brakes, body panels, etc. As new, full M.o.T. £2,095. Tel: 061-273 5824 Manchester. (60649

N-Reg XJ6 L.W.B. 4.2 auto, dark blue coachwork with elec windows and white wall tyres, immac cond. £2,495. Tel: 061-273 5824 Manchester. (60649

BMW TOURING, 1972, white, bodywork needs tidying, first £1,250 secures. Mollard. Tel: Helston (03265) 3606. (60650

1962 FORD CAPRI, absolutely original, 2-tone grey, 1 lady owner, garaged always, 19,200 miles only, complete with registration No. 25 RU. Offers in excess of £1,500 required for this fast appreciating collectors vehicle. Replies to Box No. 6403. (60651

AUSTIN A40 sports, 1952, aluminium body, genuine 31,000 miles from new, excellent runner in good condition. £1,250. Tel: Ashford (Kent) 0233 39413. (60641

AUSTIN-HEALEY 3000 Mkiii. 1964. Old English white, first class condition throughout. £2,400 just spent on bodywork which is now perfect. Very sound chassis. £4,700. Tel: 01-656 4049. (60642

ALVIS SPEED 20 1936, Charlsworth saloon, excellent original condition with rebuilt mechanics. A really beautiful looking car at only £4,950 for a quick sale. Tel: Luton 27450. (60644

1936 AUSTIN SEVEN Ruby, good bodywork, tyres, large amount of spares, some work required but complete. £900 o.n.o. Tel: Penzance 794415. (60643

RILEY 1½ RME 1954 for sale, needs tidying but very sound, best offer over £450. Details. Tel: New Buckenham 389. (60646

A.C. ACE 1959, CLB engine, sound original condition, 24,000 miles, believed genuine, only selling to purchase another A.C. £6,750. Full details from Browning. Tel: Sandbach 7523. (60639

FOR SALE—continued

LOTUS ELAN +2 rebuild just completed on replacement chassis, resprayed red and gold with refurbished black interior, 39,000 recorded miles. Stunningly impressive. £2,195. Tel: Ruislip 72155. (60636

LOTUS ELAN +2 white, brown vinyl roof, K-Reg, taxed M.o.T. 1981, genuine mileage £2,000. Tel: Leighton Buzzard (0525) 378022 after 6pm. (60637

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MGB GT 1966 D-Reg, British Racing Green, good all round condition, 55,000 miles, M.o.T. June 1981. £850 o.n.o. Tel: Driffield 70335 after 6.30pm. (60624

GILBERN INVADER 1972, 35,000 miles, sunroof, o.d., immaculate, £1,550. Tel: Kelsall 52138, Cheshire. p.x. Midget. (60626

E-TYPE JAGUAR V12 Roadster, 1974 (N-Reg), manual, finished in beautiful aqua blue, navy leather interior, 31,000 miles, second car maintained regardless of cost, bills, garaged. £8,950. Tel: 01-624 2275, 01-346 0700 eves. (60634

DINO FERRARI 246GT. Red, 25,000 miles only, totally original, FOC member. £11,500. Tel: Liss 073 082 3236. (60635

MERCEDES 250 AUTO saloon, 1968, 67,000 miles, p.a.s., black, M.o.T. Aug 81. £2,600. Tel: Harrogate, N. Yorks. 0423 55889. (60680

1946 MG TC. In superb, restored condition. Red with black hood, M.o.T., very original, as featured in recent TV play. £4,995. Tel: Stourport 3623. (60663

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PORSCHE CARRERA RS. 1973. Special P7 tyres, yellow with black side lettering, excellent condition, l.h.d. £7,500. Tel: 01-673 6283. (60669

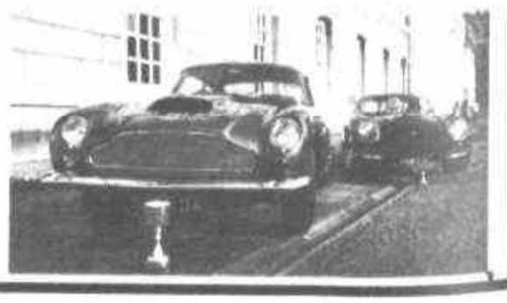
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Ferrari 250 GT 1958. 45,000 klms., superb coachwork, engine, and gearbox	£9,450
Ferrari 308 GT4 1975. Red, 30,000 miles, complete history, immaculate throughout	£6,950
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1975 (Series) LOTUS Europa Special. 5-speed, Roman purple, 26,000 miles, oatmeal, alloys.
1974 LOTUS Europa Special. 5-speed JPS, oatmeal, alloys, Sundym, service history.
1974 LOTUS Europa Special. 5-speed, sable, 31,000 miles, oatmeal, alloys.
1974 (Series) LOTUS Europa Special. 5-speed, Roman purple, 32,000 miles, oatmeal, alloys.
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1974 LOTUS Elan Sprint. DHC, yellow, 11,000 miles.
1973 LOTUS Elan Sprint. DHC, Bahama yellow.
1973 LOTUS Elan Sprint. FHC, burgundy, SR, 32,000 miles.
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1973 LOTUS Elan Sprint. FHC, green, 2,000 miles.
1973 LOTUS Elan Sprint. DHC, white, 36,000 miles.
1972 LOTUS Elan Sprint. DHC, green mist.
1972 LOTUS Elan Sprint. FHC, red/white, orig.

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1979 (Series) MORGAN 4/4. 2-seater, navy, 5,000 miles.
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1972 MORGAN 4/4. 2-seater, blue, 35,000 miles.
1971 MORGAN 4/4. 2-seater, BRG, 40,000 miles.
1960 MORGAN Plus 4. 2-seater, Super Sports Specification, cream, leather, wires, full history.
1979 MORGAN 4/4. 4-seater, red, 100 miles.
1979 MORGAN 4/4. 4-seater, brown, stone leather, 12,000 miles
1979 (Series) MORGAN 4/4. 4-seater, black, w/w, 8,000.

1979 (Series) FERRARI 308 GTS. 12,000 miles, air cond., leather, P7s Speedline wheels, Sports exhausts, deep spoiler, Blaupunkt.
1974 FERRARI 246 GT. Yellow, 21,000 miles service history, one owner, radio/stereo.
1974 Ferrari Dino 246 GT. Black, 29,000 miles, service history, one owner, radio/stereo.
1974 FERRARI Dino 246 GT Spyder. Primrose, 26,000 miles, service history, radio/stereo.
1972 FERRARI Dino 246 GT. Red, 39,000 miles, service history, radio/stereo.
1973 FERRARI Daytona 365 GTB 4. Red, 17,000 miles full service history, black int.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1971 FERRARI GTC 4. Celeste, 28,000 miles only, recently serviced.

1975 JAGUAR E-Type V12 Roadster. Automatic, BRG, 15,000 miles only.
1973 JAGUAR E-Type V12. Roadster, manual, silver, 30,000 miles only, radio/stereo.
1973 JAGUAR E-Type V12. Roadster, heather, 36,000 miles, radio/stereo.
1974 (Series) JAGUAR E-Type 2+2. Manual, red, low mileage, radio/stereo, Sundym.
1974 (Series) JAGUAR E-Type 2+2. Manual, heather, 32,000 miles, radio stereo.
1969 JAGUAR E-Type 4.2. FHC, 30,000 miles only, full history.

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1979 PORSCHE 924 Lux. Mocha black, 23,000 miles, one owner.
1978 PORSCHE 924 Lux. Auto., emerald green, 31,000 miles one owner.
1977 PORSCHE 924 Lux. Petrol blue, 12,000 miles, one owner.
1977 PORSCHE 911 Lux. Targa, met. bronze, 25,000, radio/stereo.
1976 (Series) PORSCHE 911 Lux. Sportomatic, met. green, one owner.
1973 PORSCHE 911 T Lux. Primrose, 32,000 miles, sunroof, two owners.
1972 PORSCHE 911 T Lux. Sportomatic, white, service history.

1972 ASTON MARTIN DBS/6 Vantage. 5-speed, celeste, 47,000 miles.

1972 MG-B GT. Red, O/D.

NEW MERCEDES 450 SLC. Met. silver & green, s/roof, cruise control, alloys.

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FOR SALE—continued

DAIMLER V8-250. 1969. Good mechanical condition. Private sale. View by appointment. Taylor, 115 Birmingham Road, Alvechurch, Birmingham. Tel: Birmingham 445 1172. (60656
TRIUMPH GT6 Mk. III. 1972. 69,000 miles, Valencia blue, CN36s on Cobra wheels. £1,450. Wheeler, 61A Stuart Rd., Aylsham, Norwich, Norfolk. (60655
1976 PORSCHE 911 2.7L. Red, black interior, turbo front spoiler, electric windows and mirror, stereo, radio. Perfect in all respects, l.h.d. "T"-Reg. £6,750. Tel: Holmfirth (048 489) 5098 (evenings, weekends) (60657
FERRARI DINO 246GT. Red, black interior, electric windows, FM stereo radio-cassette player. Maranello maintained, much recent work. Beautiful condition. £6,950 o.n.o. C. S. Young, 1 Long Hide, Princes Risborough, Bucks. Tel: 08444 4185 or 01-437 1892 (weekdays). (60684
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MARCOS VOLVO 1800S. Metallic silver, leather interior, new alloy wheels, overdrive, sunroof. £1,495. Tel: 01-673 6283. (60669
VW SCIROCCO GLS. 77R. Second car, in excellent condition, only 22,000 miles, sunroof, radio, metallic paint. £2,975. Alderley Edge, Cheshire. Tel: 0625 582324. (60671
JAGUAR 3.4 S Automatic. 1968. Opalescent silver blue with matching interior. Radiomobile, electric aerial, burglar alarm, power steering, originally owned by Jaguar Cars, Coventry, 46,000 genuine miles, new M.o.T. Immaculate condition throughout. £1,295. Tel: Kenfig Hill 742368 (Glamorgan, S. Wales). (60670
PORSCHE 911. 1968. Showroom condition, mechanically very good, personal number plus extras. TR4. LHD. 1963. White, black interior, v.g.c. Tel: Exmouth 72293. (60658
PORSCHE 911T. Oct. 1970. Dark blue, 60,000 miles, full service history, a superb example, reluctant sale. £3,000. Tel: Wrexham (0978) 840613. (60660
CLAN CRUSADER, 1972, yellow, 53000 miles, to many new parts to list. £1250ono, ring Hull 824299. (60627
E-TYPE Jaguar 2+2, 1969, manual, sun roof, stereo cassette. £1000 spent in last year. £4500. Tel: Knowle (Warwickshire) 4630. (60629

FOR SALE—continued

STAR 14/30. 1925. Dismantled, part restored with new four-door tourer body frame by 'Restor'. Also spare engine, gearbox, radiator, steering column etc. Only five of this model known to exist. £4,000 o.n.o. Knight, 45 Hunter St., Burton-on-Trent, Staffs. Tel: Burton 214305 (daytime). (60661
MORGAN 4/4 4-seater. 1973. 'M' Reg. 37,000 miles, wires, Tonneau, strap, year's M.o.T. Beautiful, shiny bodywork and no rotten edges. £4,500 cash. Tel: St. Albans 69674. (60662
LOTUS SUPER 7 Series 3 (Caterham). Four months old, just serviced at factory after running-in, professionally built, available immediately (no kit to assemble). Every conceivable extra, cost over £5,600. Accept near offer. Possible exchange for something classic, more comfortable! Tel: 01-393 7422. (60652
MORGAN 1936 4/4 rolling chassis, offers invited, prefer swop for pre 1950 Tourer. 0732 59849 (Sevenoaks). (60621
MG K1 Magnette, 1934, 6 cyld. OHC, 4 seat, open tourer, pre-select MG registration, very original, requires restoration, Box 6402. (60622
LAGONDA, 1933, M45 tourer, original body, new trim & weather equipment, black, 4000 miles since complete o/haul, £18500, Les Keeling 01-590 3358 after August 9th. (60616
ALFA ROMEO 2000 Spider, white, excellent condition, recent hood, paint, £3500, Tel: York 707058 (evenings). (60613
MG TC, 1949 under 1000 miles since restoration to concours, absolutely everything restored or renewed, black with beige trim, superb, photographs available, might exchange, £5750ono, 0373 3970. (60614
UNIQUE ALFA ROMEO, 2000 GTV, 1973, under 29000 miles, red, radio, virtually as new, £2375, Tel: Berkhamsted 3788. (60615
ALFA 1750 GTV, 57000 miles, 1970, sound body, sunroof, cassette, radio, h.r.w. etc, good example of this appreciating model, property purchase forces this very reluctant sale, sensible offers in the region of £1000, Tel: 01-521 8519. (60679
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E TYPE Jaguar series 2, 2+2, an excellent rot free example finished in red with black interior, C.W.W. and only 52000 miles, £3975, Tel: 01-398 5593. (60678
XUK 90, 1959 Bentley S.1, auto, p.a.s., electric windows, all tools, much work done in last 8 years inc. new gearbox, valves, exhaust, radio, grey over blue, blue hide and carpets, gives 15-16 M.P.G. £5000, phone 0634 61416. (60677

FOR SALE—continued

ALFA ROMEO, 1300GT Junior, 1969, mechanically good, body needs attention, sell complete for spares or repair, towable, £150. 17 Brooklands Avenue, Holywell Green, Halifax, W. Yorks. (60675
MAZDA RX7 coupe, November 1979, showroom condition, 3000 miles, white with wine interior, sunroof, emigration enforces sale, large saving on new, £7950ono, Harrogate 65987. (60674
TVR 1800M, 1976, silver, black vinyl roof, usual extras, £3250, Tel: Whitby 4419 (evenings weekends). (60631
54 KHY (Kathy) on 1960 Morris Minor, 4 new wings, new bonnet, grille, bumpers, 5 new tyres, new clutch etc, long MoT, offers over £1250, phone 0532 656134 (Leeds). (60633
LANCIA FULVIA Lusso 1600 HF, silver resprayed, 42000 miles, one owner, excellent condition, £1750. Tel: Bristol 276583 weekdays, Pill 2413 evenings & weekend. (60628
TRIUMPH 2.5 PI, auto, 1972, Rolls Royce gold, p.a.s. sun-roof, garage maintained, superb throughout, £925ono, Tel: office (0305) 3558 (Dorset). (60672
LANCIA BETA 2000, coupe, S2, S regd, maroon, sun roof, electric windows, radio cassette, £2395, consider part exchange. Tel: Coventry 403749. (60673
AUSTIN HEALEY 3000, 1966, immaculate condition, ice blue, owner A/H Club, value £8000, spares available. Tel: 021 744 2282. 60617
ROLLS-ROYCE, 1933 20/25, 100% complete running chassis, "E" rake steering column, ideal basis for a tourer, complete with extra cylinder head £3500, Tel: 0253 726237 or 026471 275. (60619
AUSTIN 7 rare 2-seater tourer 1930, practical vintage car, restored, MoT, taxed, £2900, Tel: 0252 873289 (Surrey). (60618
AUSTIN BIG 7, 1938, completely restored, everything replaced or rebuilt, from chassis to roof, £3000, 01-560 4830. (60620
1941 FORDSON Fire Appliance, ex National Fire Service, only one on road of three believed left. V8 engine, 50ft wheeled escape, 30 ft extension and hook ladders, 350 G.P.M. front pump, hose and brass equipment, repainted in N.F.S. grey, full history, offers, 1949 Humber Pullman Limousine, MoT, £750, Sullivan, 01-725 4008 workdays. (60676
TRIUMPH TR6, 1975, Magenta, new tyres, overdrive, radio, MoT, 39000 miles, £2595, Tel: Blidworth 3240 (Nottingham). (60625
AUSTIN 7 "Open Road" 4 seater tourer, 1936, engine fully reconditioned, new hood and side screens, offers over £2500, Tel: Whitwell-on-the-Hill 268. (60681

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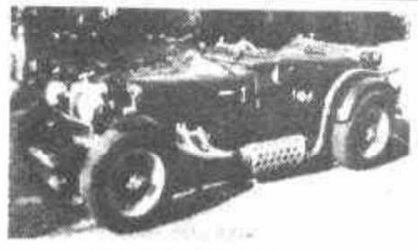


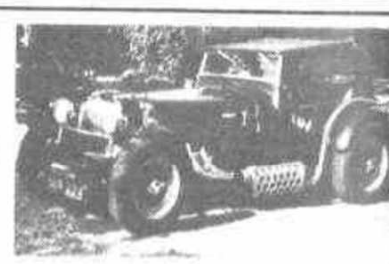
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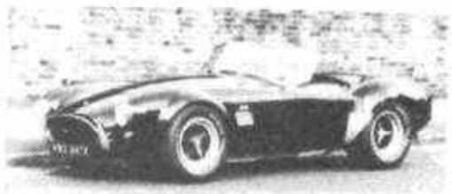


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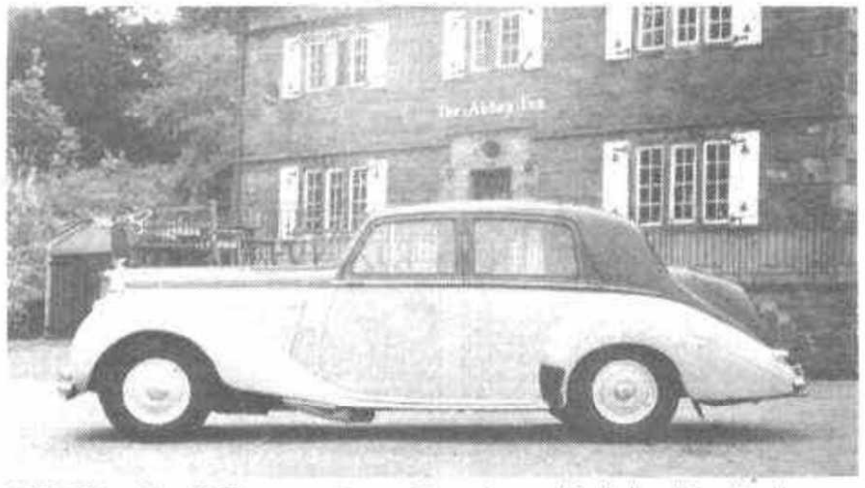
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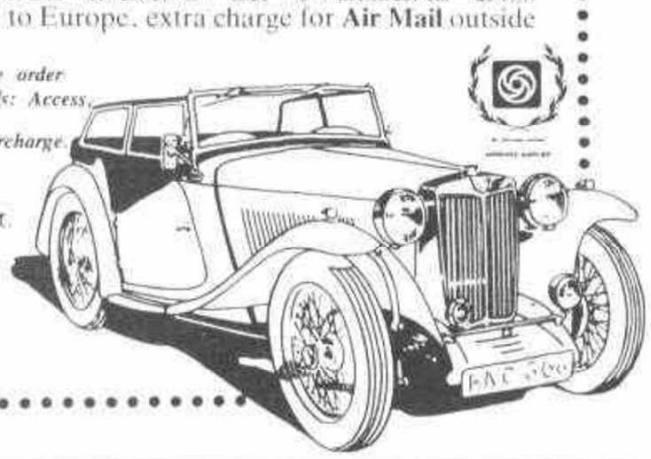
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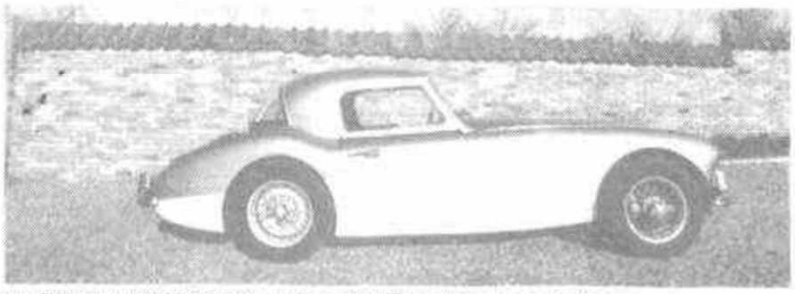
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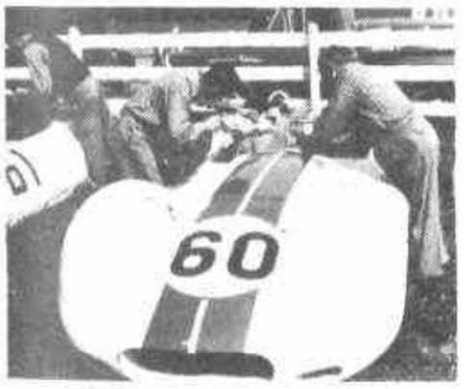
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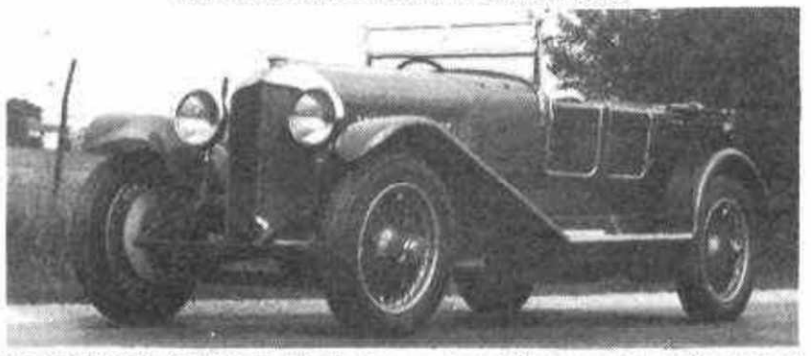
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BENTLEY SI Continental 1959. Flying Spur by H. J. Mulliner (4 light version). Finished in steel blue with blue grey upholstery. 72,000 miles from new and maintained by ourselves for the last 8 years. This car is an outstandingly good original example of this comparatively rare and attractive model.

P&A Wood

Great Bardfield, Braintree, Essex
Tel: Great Dunmow (0371) 810604



BENTLEY SII Long Wheel Base 1961 by James Young. Finished in garnet with grey upholstery. 42,000 miles only with one titled owner. Fitted with electric division. Lambswool rugs etc. Excellent condition throughout and complete in every detail.

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NOSTALGIA

DOUBLE EXPOSURE!

I was delighted that my **HWM-ALTA F2** was given such a comprehensive feature in last month's *Motor Sport*; coincidentally I understand that it is also to grace the colour pages of *Thoroughbred & Classic Cars* at this time; though unfortunately the weather hasn't allowed me to display the car publicly as much as I would have liked. Clive Richardson having carefully researched my car's history, I shall give it back its proper curved driver's aeroscreen soon, now that we know that this was its original fixture. The engine number is not FB 104 (as C. R. mentions) but FB 1104 — does anyone know where this emanated from? Having now driven the HWM several laps round a circuit I can confirm C. R.'s impression that it is a delightful car for this purpose, but much detail "sorting" has also transformed it into a splendid road car in archetypal 1950's British sports-racing tradition, after, (or rather — before —) the fashion of the Le Mans Replica Fraser Nash.

The person responsible for the final detailing of presentation to concours-winning standards of the HWM, and all my other stock, is Allen Seymour of Classic Car Valeting, Winchmore Hill (Tel.: 01-360 3784). Allen Seymour also resurrects previously prepared cars after weekends spent up to their axles in mud etc., which is why he is looking so pensively at the muck-infected HWM on P. 1044 of the July issue. Ring him anytime if you have need of his services, from a full chassis repaint for a Vintage Bentley, to a simple wash/wax for a Mini or Rolls-Royce.

PRICE GUIDE SYSTEM: [A] Under £5,000. [B] £5,000-£10,000. [C] £10,000-£20,000. [D] £20,000-£30,000

1959 COOPER MONACO — CHASSIS BPP/1/59; ex-Salvadori, 2-litre FPF Climax Twin-Cam (actual '58 Monaco GP winning unit); 4-year restoration around the original chassis etc. to genuine 'best-in-the-world' standards — maiden outing this month; road registered (since new) and taxed; **registered with HSCC and FIA for International Historic Racing, with tremendous potential in appropriate events —[D]**

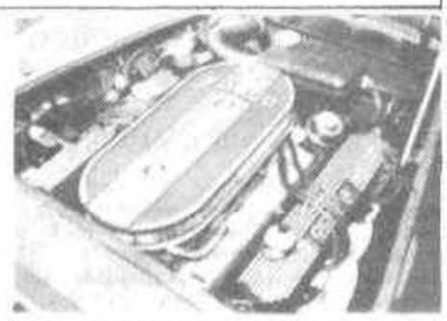
1968 LOLA T160 CAN-AM SPYDER ARO 8468; chassis 160/9, 9th overall '68 Can-Am series (Parsons); totally original (incl. all proper race fittings) save road engine, but complete and excellent 500 b.h.p. injected race engine (actually fitted and running before present unit installed) goes with the car, plus chest of new spares; road-taxed and used ('Concours' award winner '79), but certain potential outright winner in Historic Race Events, (eligible Willhire Special GT); **shown in TV Documentary "Once upon A Wheel" with Paul Newman, on June 30th. [D]**





1974 FERRARI DINO 246 GTS — OFC 536M; a genuinely fine example of the splendid Spyder, having been particularly carefully looked after by its two owners; metallic maroon with tan and red interior; 8-track/cassette; extremely well presented throughout to established 'Nostalgia' standards — [C]

1965 AC FORD COBRA 427 Mk. 3 — RHD; *"Motor Sport"* featured this actual car in their article on 'Cobra Parts' in June '75; 7,000 miles only since total reconstruction; early CSX Chassis No. (Mk. 3); absolutely magnificent in dark metallic blue, fawn interior with Show-prepared compartment, etc.; the best handling and quickest 7-litre of the dozen or so '427's I've owned/driven — photo shows actual engine — [D]



1974 PANTHER J72 — VLM 150M; one of the last of the handbuilt beam-axle cars; 9,800 miles warranted from new; silver with red leather, chrome wires etc.; manual with o/d; every option plus fold-flat screen, aeroscreens, stainless steel exhaust and many more; **this car is absolutely perfect and as new, with an engine compartment, etc., that is at least as good as when it first left the factory. [C]**



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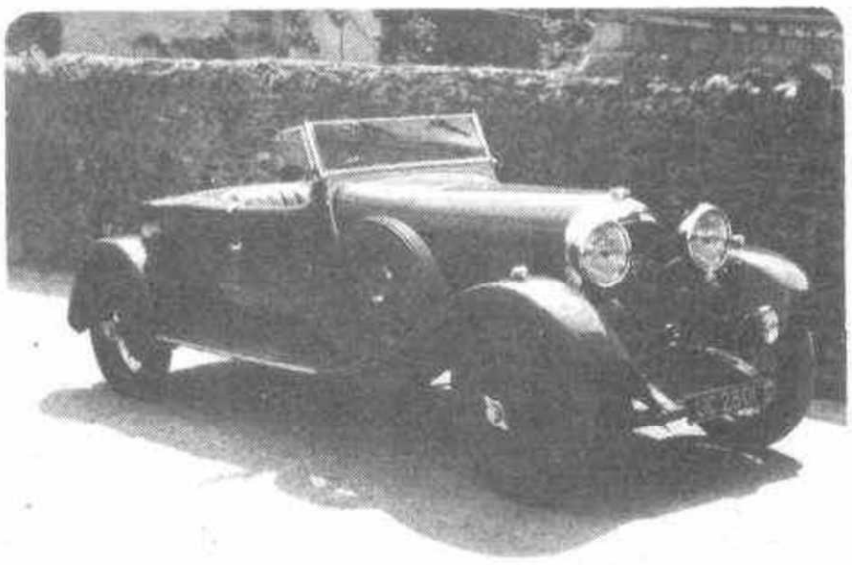
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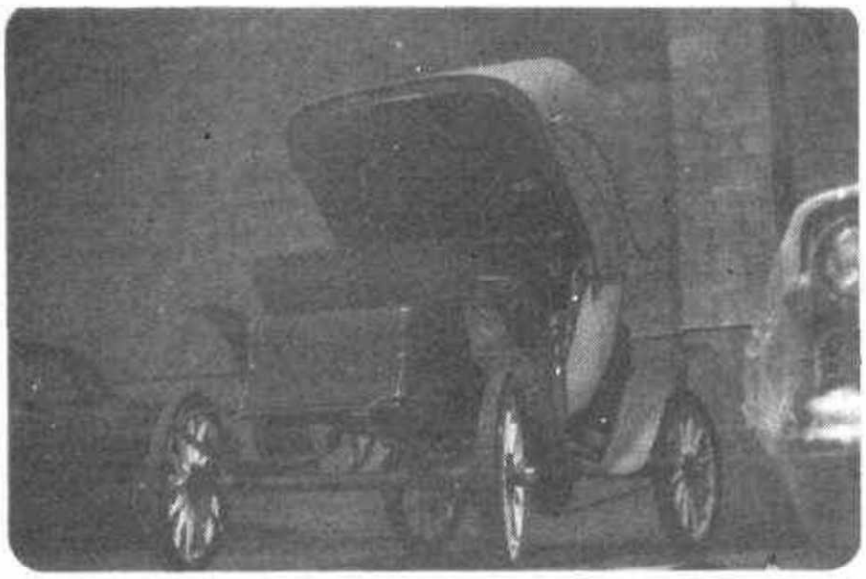
CARS & SPARES 1929-1949

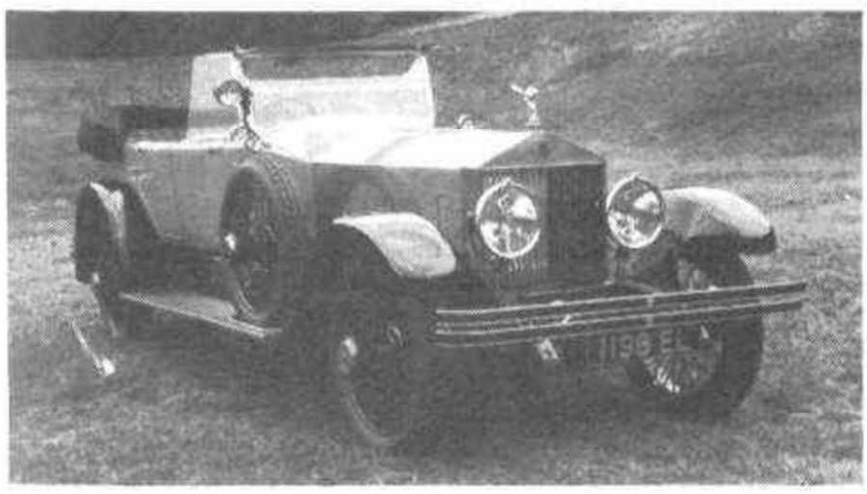
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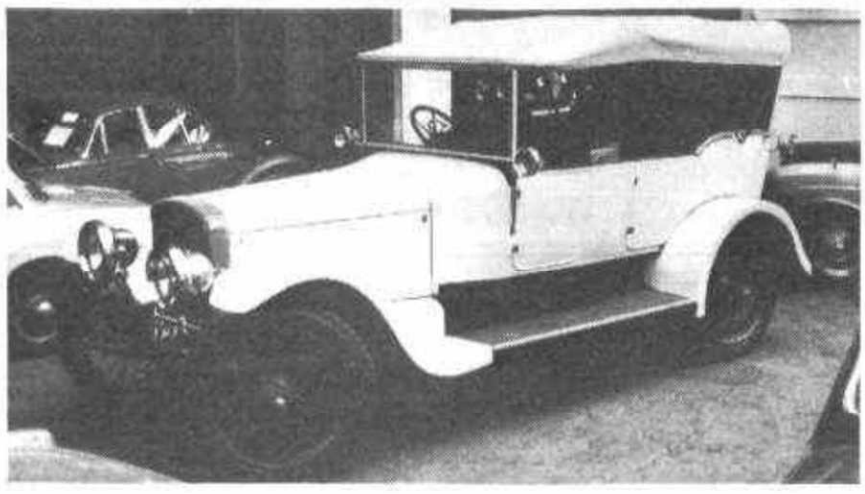
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1932 Lagonda 3-litre saloon by Weyman, mint condition, **£14,500; 1930 Lancia Dilambda drophead coupé** by Offord, **£10,500; 1928 Lancia Lambda Tourer,** excellent, **£13,000. 1937 Rolls-Royce Phantom III sports limousine,** superb car, **£17,000; 1935 Phantom II,** the ex Woolf Barnato car with high gear back axle, low steering, and fascinating history, **£18,500; 1921 Rolls-Royce Silver Ghost,** 7,000 miles from new!! and MINT, **£75,000** *(illus.)*; **1904 Waverley Electric,** fabulously restored, mint condition, *(illus.)* **£12,000; 1910 International High Wheeler,** excellent order, older restoration, a really interesting twin cylinder, 2 gear, chain drive semi-truck, **£8,000; 1917 Woods "Dual Power" electric/petrol coupé,** delightful museum piece, **£9,500; 1928 Bentley 4½-litre** Barker-bodied seater with dickey, lovely car in fine condition, **£24,500** *(illus.)*; **1921 Daimler Light 30** *(illus.)* and many many more.

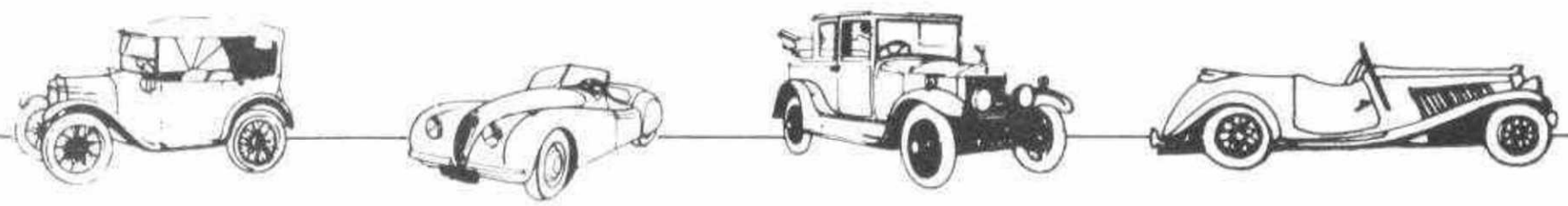
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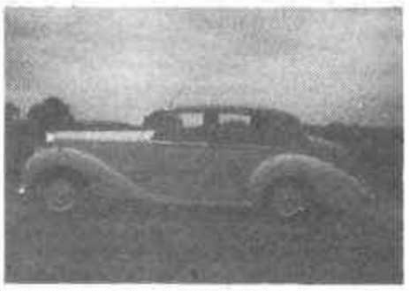
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1949 Bentley Mk. VI sports saloon by H. J. Mulliner, the same model as above, in need of some restoration **£2,650**

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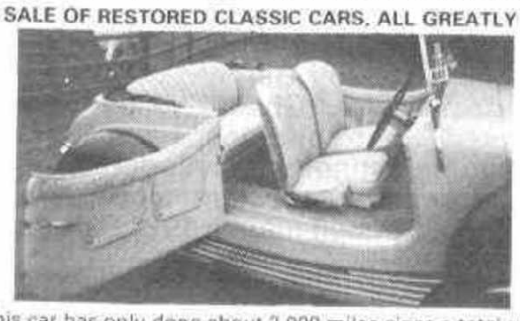
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(Since the above photos were taken last month, a new hood bag and full length tonneau cover have been fitted). At the time of going to press 4/7/80 this Lagonda is not in stock, but will be by the time this advert appears.

Other cars in stock or being restored include:

1937 Bentley 4½-litre boat tailed competition sports 2-seater. This very racey looking Bentley, which has been shortened and lowered, has not been used since a three year chassis up rebuild of mechanics and coachwork, etc and hopefully will at last be in stock and completed by the time this ad appears. (Fuller details and photos will appear in next months ad, if in stock and unsold). It is in show condition in red with black Connolly hide interior and fitted fold flat windscreen, twin aero screens, hood, tonneau cover, etc.

1928 Rolls-Royce 20 Shooting Brake Estate Car. Rebodied (believed in the 1930s) and unique having a Sedanca opening front and basket type work to rear panels, attractive with polished aluminium bonnet, scuttle and front doors and wing mounted brass bulb horn, mascot etc.

1934 Riley 14/6 ex-works Alpine Trials Team Car. This open sports 2-seater, is one of three custom built by the works for the 1934 Alpine Trials, in which they came second and only one other example now exists. It has only done about 1,000 miles since a six year chassis up rebuild of mechanics and coachwork, etc. Fitted fold flat windscreen, twin aero screen, hood, side curtain and tonneau covers, etc. Complete documented history of its rebuild and works history of Alpine Trials, etc.

1955 Ford Thunderbird Classic Sports 2-seater. Fitted every possible extra and unused since full restoration to better than new condition, low mileage and the finest example of its type in the UK.

In the last few weeks, the following cars have been sold at my special "end of lease" sale prices, 1929 Bugatti, 1937 Delage, 1953 XK120, 1948 Bentley, 1960 Ferrari, 1931 Rolls-Royce, 1935 Bentley, 1936 Alvis, 1937 Rolls-Royce, 1979 Jeep.

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

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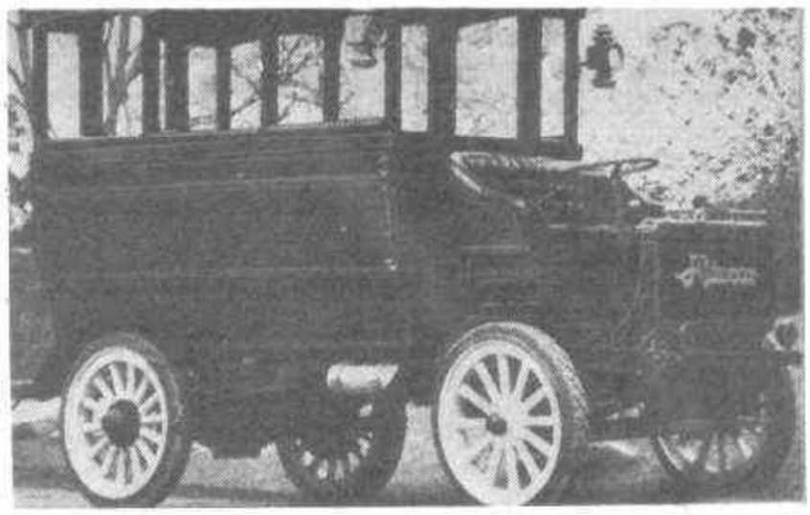
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1930 MORRIS OXFORD SIX COUPE. Extremely rare and attractive coupé. Almost totally original. Black. **£3,950**

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1922 Alvis 11/40 tourer. Beautiful original example. Maroon and black interior with old leather. The second oldest living Alvis for only. **£7,250** *(illus.)*
1923 Hudson 4.7-litre Super Six. 7-seater Phaeton tourer. Imported from Montevideo, has just been repainted and registered, all tax paid. A very exciting and impressive American. **£5,850**
1928 Austin Heavy 12/4 Saloon. Delightfully original, excellent to drive, fabric body, new M.o.T. **£4,000**
1934 Austin 7 Opal tourer. Chrome radiator, lovely cond., blue with black wings, new hood and upholstery. **£2,250**
1935 Aston Martin Mk. II. Short Chassis. Full details on request. **£11,250**
1936 Austin 12 h.p. tourer. Finished to a high standard and in superb cond. Coffee with black wings, M.o.T. **£3,950**
1937 Austin 14 h.p. Goodwood Saloon. Very original. **£950**



1939 Rover 14 h.p. saloon. Sunroof, M.o.T. Runs beautifully. A very original car. **£1,250**
1900 (Circa) Southampton Corporation single deck tram for restoration. £225
The following moderns crept in whilst our back was turned.
1976 Volvo 245 estate. Manual, Superb. **£3,650**
1975 BMW 2500. Manual. **£1,900**
1975 Volkswagen Scirocco. Red, sunroof. **£2,250**
1967 Daimler 4.2 saloon. Silver grey. **£775**

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BENTLEY 1953. R-Type, sunroof, sports saloon, finished in black over shell grey with grey hide trim, automatic transmission, one owner many years, extensive bills etc., not mint but in excellent all round usable condition.



BENTLEY 1960. SII Continental Flying Spur with elegant 4-door Aluminium Coachwork by H. J. Mulliner, finished in midnight blue with beige hide trim and carpet, electric windows etc., just fully serviced throughout.



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ROLLS ROYCE 1970 (reg. Dec. 1969). Silver Shadow, 4-door standard sports saloon, full FSS spec. with refrigeration, finished in shell over tudor grey with blue grey hide trim. A nice example with known history.



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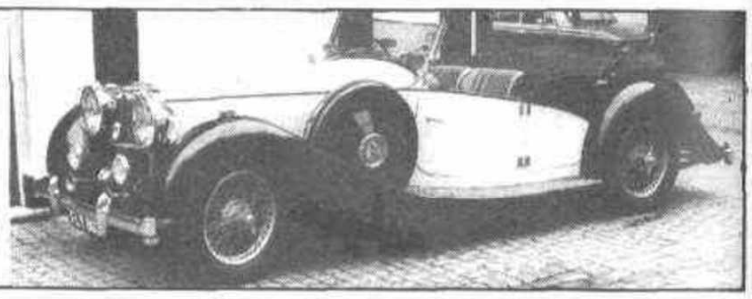
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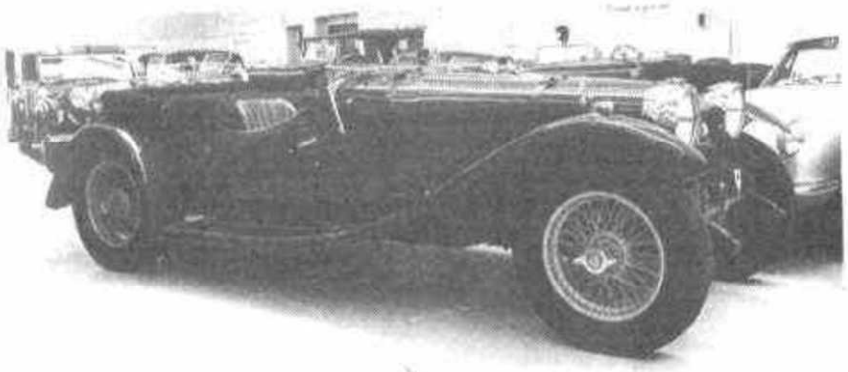
1955 JAGUAR XK140



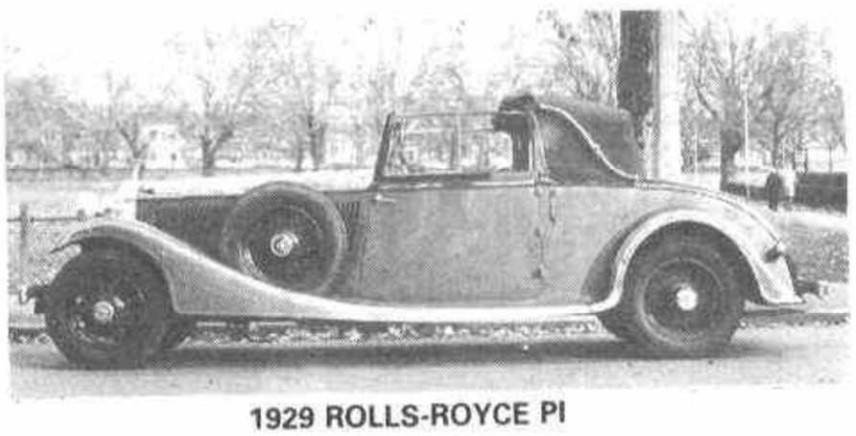
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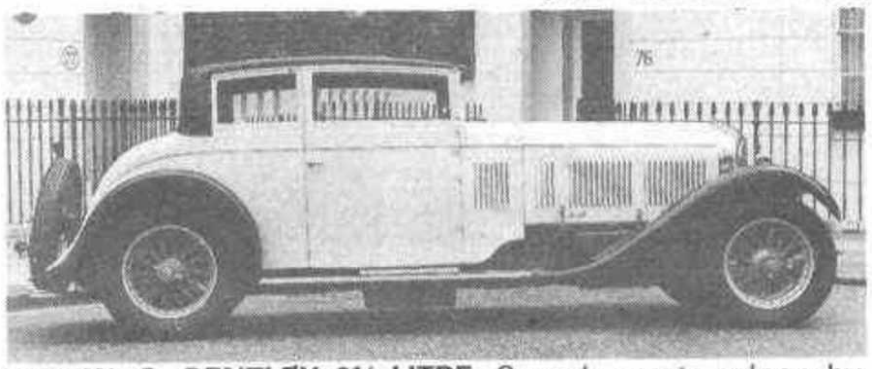
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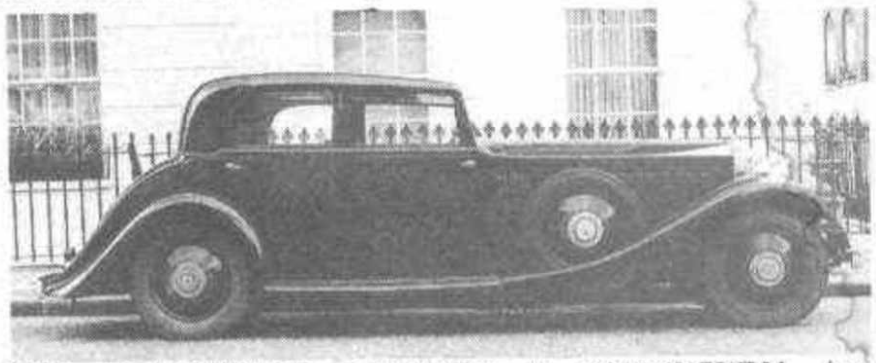
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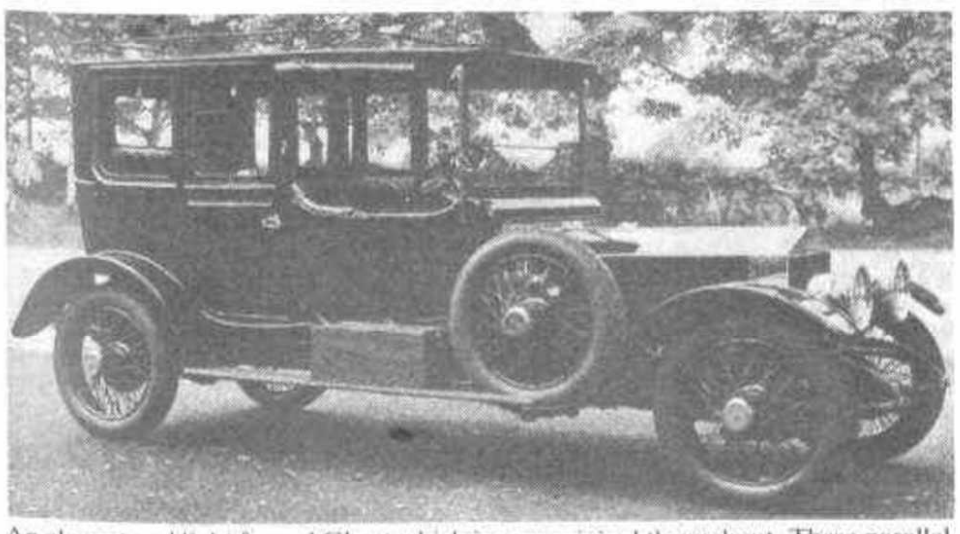
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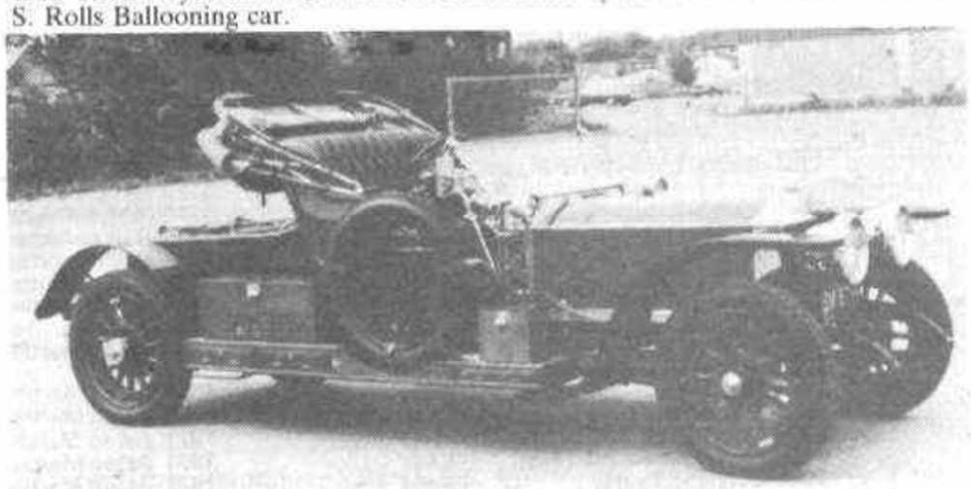
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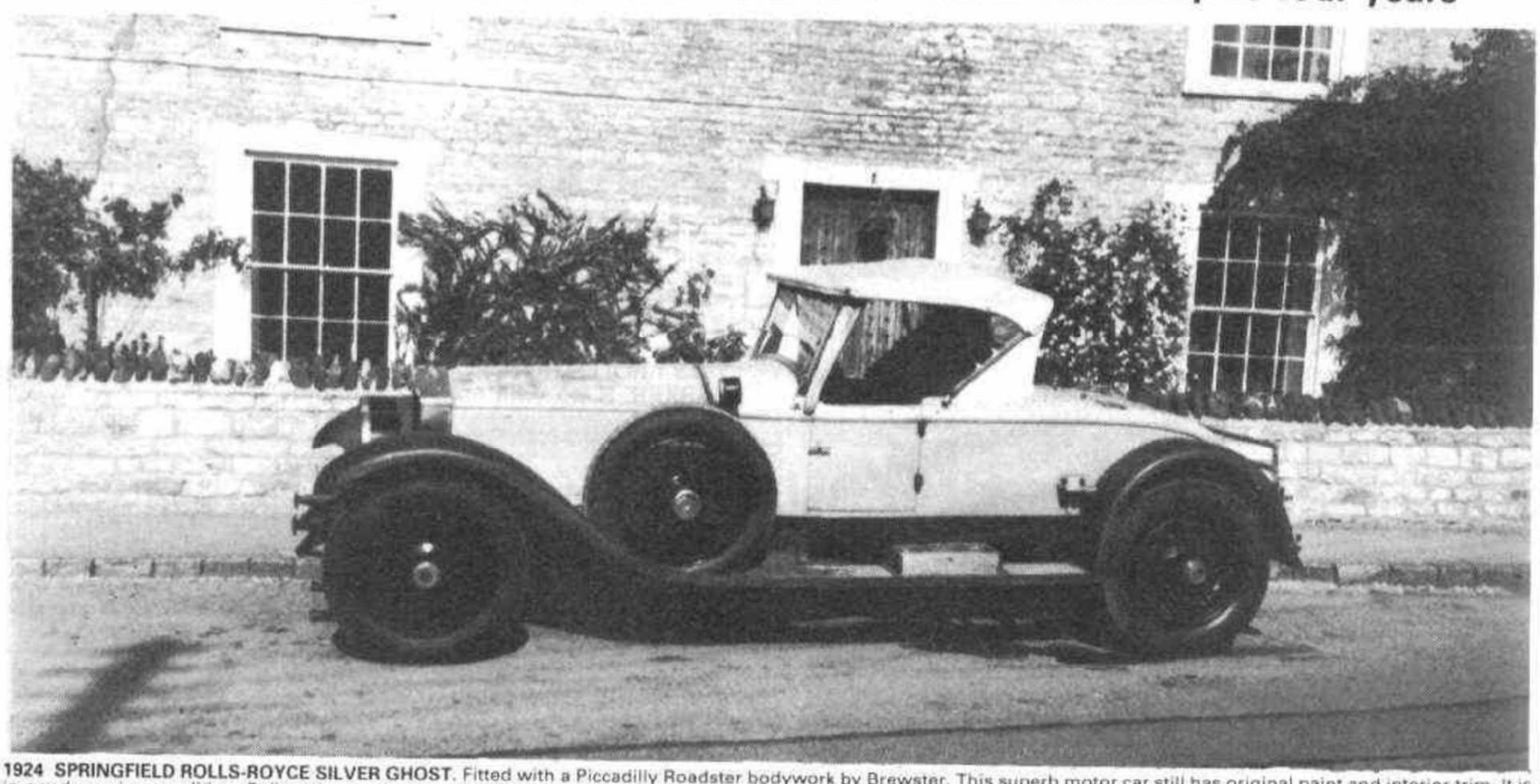
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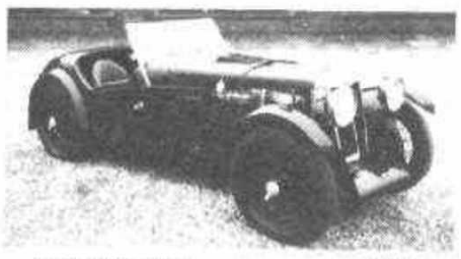
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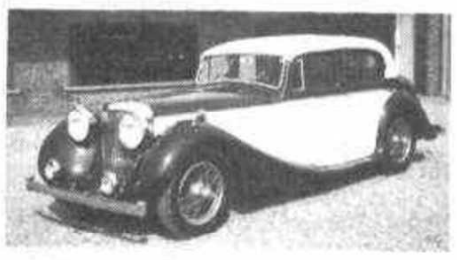
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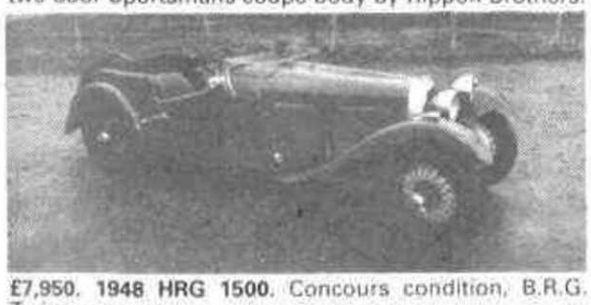
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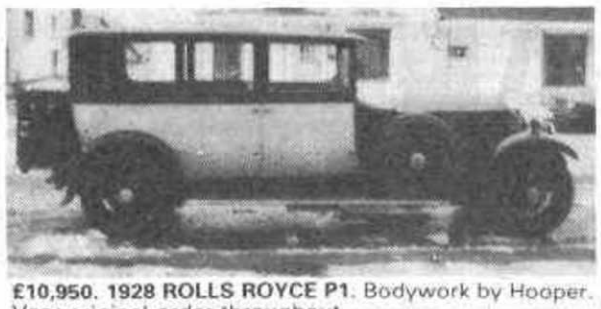
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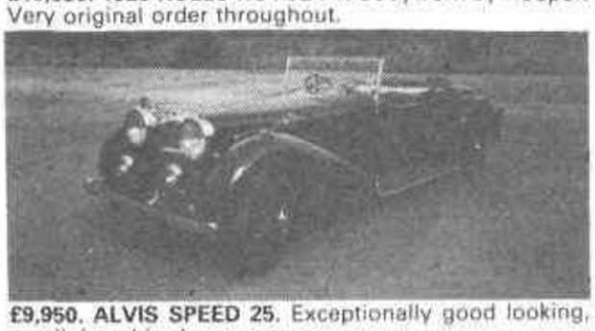
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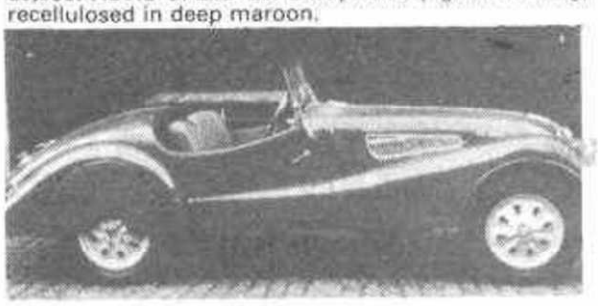
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1962 ROLLS-ROYCE SILVER CLOUD Long wheelbase divided Touring Saloon, design number SCT 100, by James Young. Opal over thundercloud grey with champagne hide throughout, with powered windows and divider glass and very fine walnut veneers. Formerly a cherished possession of a leading V.C.C. and R.R.E.C. Member.

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1960 ROLLS-ROYCE SILVER CLOUD Long wheelbase saloon by Park Ward and Co. Dusk grey over garnet with powered divider and purdah glass to the rear quarters and new beige hide throughout; possessed of a detailed service history. *(A similar, later model is shown here).*

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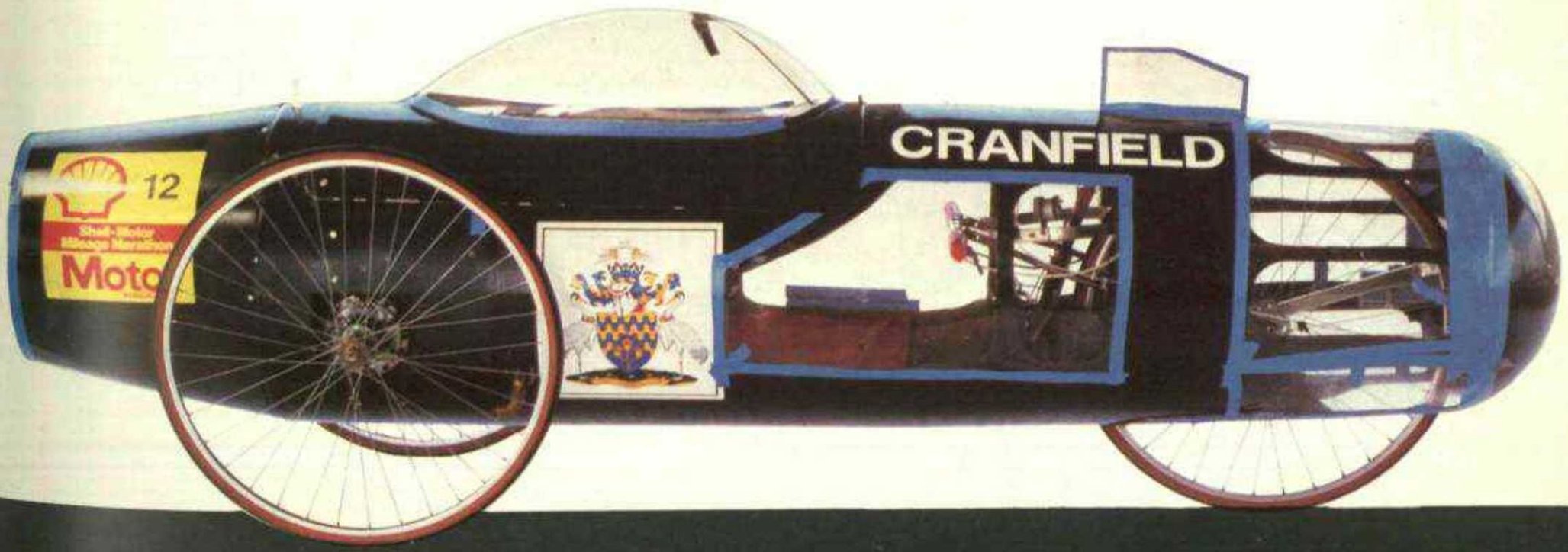
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